Information:

First Name: Randy
Last Name: Buchalski
Company: ARCADIS-US
Mailing Address 1: 655 Third Avenue
Mailing Address 2: 12th Floor
City: New York
State: NY
Zip Code: 10017
Email Address: randy.buchalski@arcadis-us.com
Phone: 2126829271
Required copies of the records: Yes

List of specific record(s):
A list of respondents, copies of the proposals submitted, and the evaluation sheets for the following RFPs - 39247 and 38268

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY
PUBLIC RECORD ACCESS FORM

PRA 15686

Action by (print / type name):

William Shalewitz , Freedom of Information Administrator

Signature: Date:

06/29/2016

On behalf of the Secretary of the Port Authority, as Records Access Officer and Custodian of Government Records of the Port Authority.

☐ The requested records are being made available.

☐ Any responsive records that may exist are currently in storage or archived, and a diligent search is being conducted. The Port Authority will respond by:

☐ A diligent search has been conducted, and no records responsive to your request have been located.

☐ The requested records that have been located are not being made available, as they are exempt from disclosure for the following specific reasons:

☑ Some requested records that have been located are being made available. The remainder are exempt from disclosure for the following specific reasons:

Privacy, security and proprietary information.

☐ The request does not reasonably describe or identify specific records; therefore, the Port Authority is unable to search for and locate responsive records. Please consider submitting a new request that describes or identifies the specific records requested with particularity and detail.

☑ Other:

Material responsive to your request can be found on the Port Authority's website at http://corpinfo.panynj.gov/documents/15686-C, http://corpinfo.panynj.gov/documents/15686-C-1 and http://corpinfo.panynj.gov/documents/15686-C-2

This form is promulgated by the Port Authority pursuant to the Port Authority Public Records Access Policy and is intended to be construed consistent with the New York Freedom of Information Law and the New Jersey Open Public Records Act. It is intended to facilitate requests for Port Authority public records and does not constitute legal advice.

The Port Authority of New York and New Jersey
PROPOSAL EVALUATION
Construction Management and Inspection Svcs

RFP #: 38268
PM: Paul Salvatore

FIRM	TECHNICAL EVALUATION SCORE Paul Salvatore	Richard Carlson	Omar Solomon	FINAL SCORE
URS Corporation – New York	[redacted]	[redacted]	[redacted]	8.87
Greenman-Pederson, Inc	[redacted]	[redacted]	[redacted]	8.77
Parsons Brinckerhoff, Inc	[redacted]	[redacted]	[redacted]	8.70
Jacobs Civil Consultants, Inc	[redacted]	[redacted]	[redacted]	8.67
HAKS Engineers, Architects & Land Surveyors, P.C.	[redacted]	[redacted]	[redacted]	8.00
AECOM USA, Inc	[redacted]	[redacted]	[redacted]	8.00
LIRO Engineers, Inc	[redacted]	[redacted]	[redacted]	7.83
The Louis Berger Group, Inc	[redacted]	[redacted]	[redacted]	7.77
Savin Engineers, P.C.	[redacted]	[redacted]	[redacted]	7.50
Michael Baker Engineering, Inc	[redacted]	[redacted]	[redacted]	7.43
Hill International, Inc and Hatch Mott MacDonald NY, Inc a Joint Venture	[redacted]	[redacted]	[redacted]	6.83
Henningson, Durham & Richardson Architecture and Engineering, P.C.	[redacted]	[redacted]	[redacted]	6.75
The Gannett Fleming Engrs and Architects, P.C. and Tectonic Engineering & Surveying Consultants, P.C. a Joint Venture	[redacted]	[redacted]	[redacted]	6.60
Hardesty & Hanover Construction Services, LLC	[redacted]	[redacted]	[redacted]	6.50
STV Construction, Inc	[redacted]	[redacted]	[redacted]	6.20
Arcadis of New York, Inc	[redacted]	[redacted]	[redacted]	5.67
Urban Engineers on New York, P.C.	[redacted]	[redacted]	[redacted]	5.33
AI Engineers Inc, P.C.	[redacted]	[redacted]	[redacted]	5.17
D & B Engineers and Architects, P.C.	[redacted]	[redacted]	[redacted]	4.83
The McCloud Group, LLC	[redacted]	[redacted]	[redacted]	4.33
SI Engineering, P.C.	[redacted]	[redacted]	[redacted]	4.17

Procurement Manager: Richard Perez

Committee Members:

Paul Salvatore
Engineer of Construction, Engineering
9/10/14 DATE

Richard Carlson
Supervisor of Engineering Surveys, Engineering
9/11/14 DATE

Omar Solomon
Resident Engineer, Engineering
9/16/14 DATE

Concurred/Approved:

Lillian Valenti
Chief Procurement and Contracting Officer
Procurement Dept.
9/23/2014 DATE

for Peter Zipf
Chief Engineer
Engineering Dept.
9/29/14 DATE

Wallace Caban
Chief of Construction
Engineering Dept.
9/15/14 DATE

The Port Authority of New York and New Jersey

"CALL-IN" CONSULTANT PROPOSAL EVALUATION

RFP #: 39247

410 - CONSTRUCTION MANAGEMENT "CALL-IN" SERVICES (2015-2018)

PM: Paul Salvatore

RANK	FIRM	Field/ Office MULT	TECHNICAL EVALUATION Staff Quals (40%)	Firm Quals (30%)	Mngt Appr (30%)	SCORE	AGR EXCPTNS (X)[1]	NOTES
A	Greenman-Pedersen	2.12/2.5	[redacted]	[redacted]	[redacted]	100		orig office multiplier 2.58
A	URS	2.15/2.15				90	Y	no change
A	Savin Eng.	2.14/2.55				86		orig office multiplier 2.7
A	HAKS	2.16/2.2				84		orig field multiplier 2.2
A	D&B/KS Eng, JV	2.1/2.35				80		orig office multiplier 2.4
A	LiRo Engineers	2.05/2.21				80		no change
A	Louis Berger	2.0/2.45				80	Y	orig office multiplier 2.5
A	Parsons Brinckerhoff	2.15/2.22				80	Y	orig field multiplier 2.2
C	Churchill	2.27/2.47				74		
C	AECOM	2.28/2.64				73		
C	Gannett/Tectonic, JV	2.25/2.69				73		
C	Jacobs	1.93/2.0				73		
C	Michael Baker Eng.	2.83/2.83				70		
C	STV Construction	2.13/2.41				70		
C	Hill Int'l	2.15/2.15				67		
C	Urban Engineers	2.56/2.56				67	Y	
C	Arcadis	2.27/2.45				64		
C	Hardesty & Hanover	2.37/2.37				60		
C	McCloud Group	2.0/2.1				57		
C	AI Engineers	2.3/2.52				53		

TECHNICAL RATINGS: EXCELLENT = 10 GOOD = 9 - 8 FAIR = 7 - 6 UNSATISFACTORY = 5 - 0

SOLICITATION MANAGER: TRACY TIERNAN

(1) INDICATED RANKING SUBJECT TO RESOLUTION OF AGREEMENT EXCEPTIONS

RAUL LEONARDO — 10/8/14 DATE

PAUL SALVATORE — 10/7/14 DATE

RON SHAW — 10/7/14 DATE

CONCURRED: CHIEF OF CONSTRUCTION — 10/8/14 DATE

CONCURRED: MANAGER CONSTRUCTION PROC — 10/15/2014 DATE

APPROVED: CHIEF ENGINEER — 10/16/14 DATE

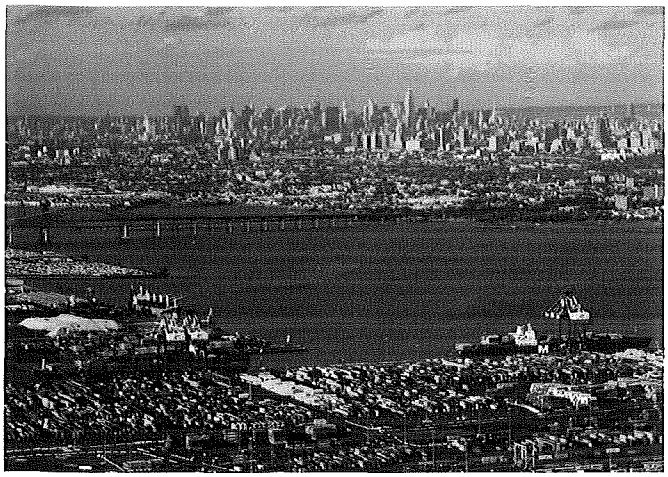
THE PORT AUTHORITY
OF NY & NJ

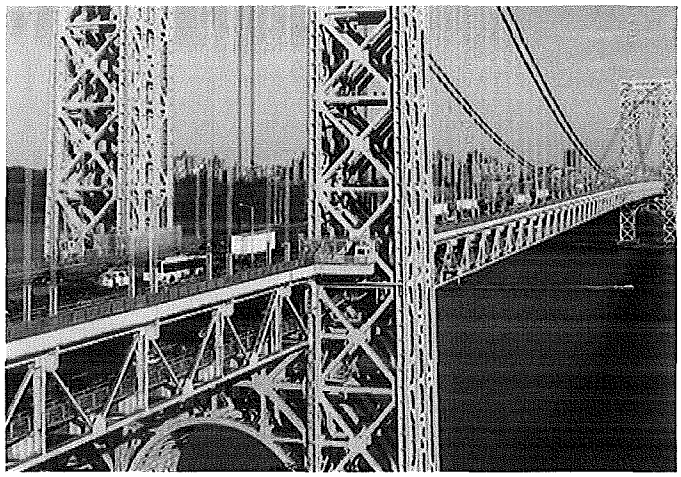
RFP No: 38268

Submitted by ARCADIS of New York, Inc.

Indefinite Quantity Contracts (IQCs) For Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis Through 2018

July 9, 2014





ARCADIS

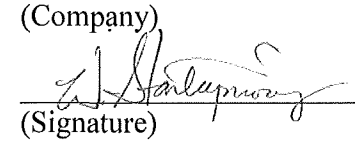
ATTACHMENT B

AGREEMENT ON TERMS OF DISCUSSION

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

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

ARCADIS of New York, Inc.
(Company)


(Signature)

Vice President
(Title)

July 8, 2014
(Date)

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

ARCADIS
Infrastructure · Water · Environment · Buildings

ARCADIS of New York, Inc.
655 Third Avenue, 12th Floor
New York, NY 10017
Tel 212-682-9271
Fax 212-682-9275
www.arcadis-us.com

July 9, 2014

Mr. Cory Mermer, Procurement Department
The Port Authority of NY & NJ
Two Montgomery Street, 3rd Floor
Jersey City, NJ 07302

RE: Request for proposals for indefinite quantity contracts (IQCs) for Performance of Expert Professional Construction Management and Inspection Services for federally funded storm related resiliency projects on an "as-needed" basis through 2018. RFP No: 38268

Dear Mr. Mermer and members of the selection committee:

The Authority requires highly-experienced construction management and inspection staff, subject specialists and specialty sub consultants who are available immediately, and as needed to support the Authority through completion of IDQ task orders. With over 1,500 employees in the tri-state area, ARCADIS has the depth of staff resources and availability to be able to respond on a task order basis to support the Port Authority needs for construction management and inspection services. ARCADIS is known for its specialist project controls expertise and we can provide support tailored to the needs of either a single contract or a program of contracts. Together with our subconsultants EnTech Engineering, P.C., Hirani Engineering and Land Surveying, P.C., and Municipal Testing, we are committed to providing the Authority with the talent, experience, responsiveness and hard work needed to execute task orders under this contract.

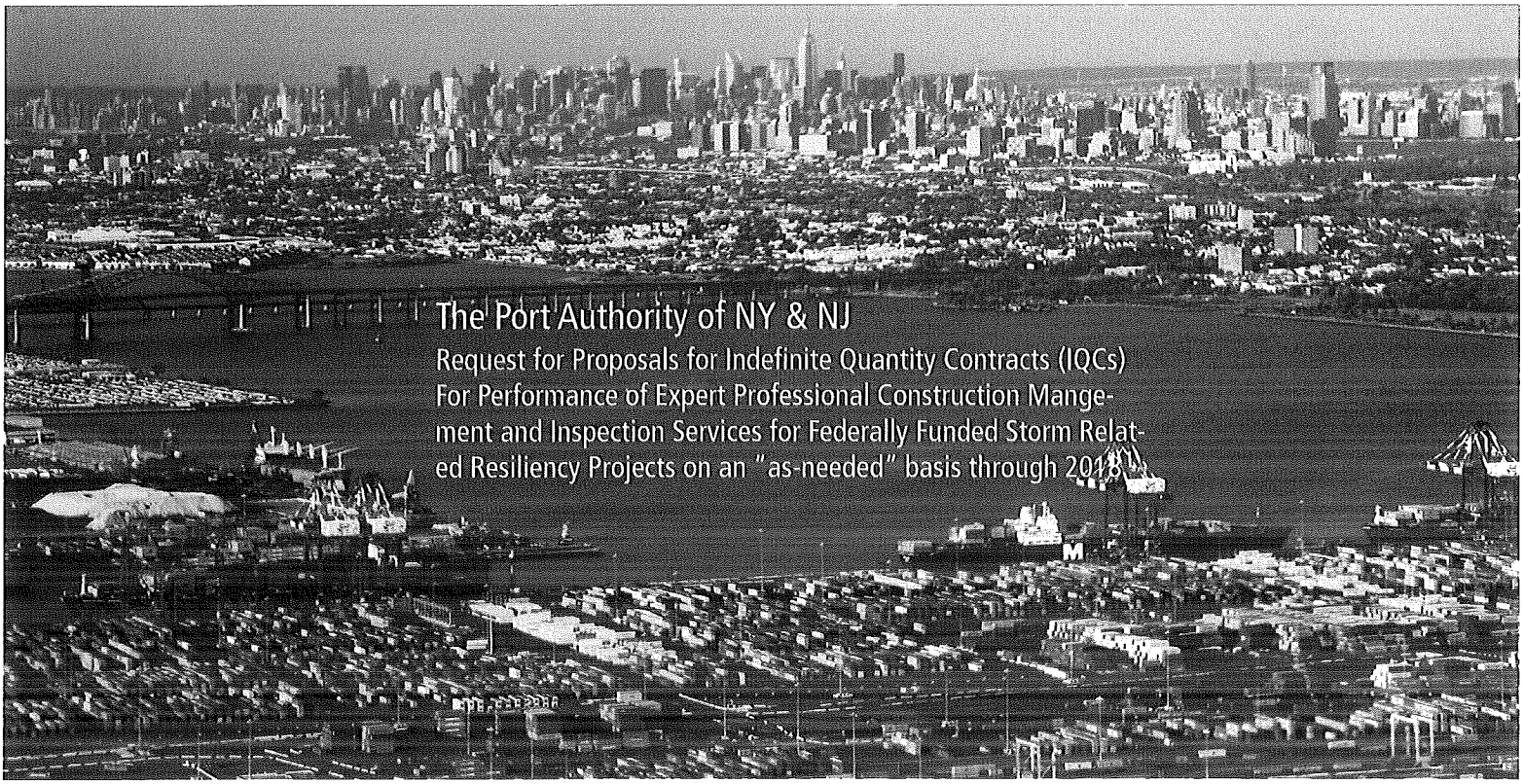
In addition to the requested construction management and inspection service expertise, ARCADIS is actively engaged in the development of storm resiliency solutions for a number of New York City agencies and also for private sector clients. A particular skill set that we offer involves the sourcing and also the management to audit compliance levels of both the Federal Emergency Management Agency (FEMA) and Federal Transit Administration (FTA) funds which are dedicated to future storm resiliency.

As part of this submission, ARCADIS and our three proposed subconsultants have all submitted either a Background Qualifications Questionnaires or Certificate of No Change directly to the Authority's Office of Inspector General as per the requirements of the RFP.

On behalf of the ARCADIS team, we look forward to your favorable consideration of our proposal and the opportunity to further discuss our qualifications and proposed approach at a formal presentation. Thank you in advance for your time and consideration.

Sincerely,
ARCADIS of New York, Inc.

W. Stanley Emory, PE, Vice President
stan.emory@arcadis-us.com



Contents

TAB	ITEM	PAGE
	ATTACHMENT B - Agreement on Terms of Discussion	
1	Proposal	
	ATTACHMENT C-1 & C-2 - Proposer Prerequisites	1
	Firm's Qualification and Experience	3
	Staff Qualifications and Experience Staffing Plan (Attachment E)	7
	Management/Technical Approach	12
2	Appendix A - List of Affiliates	
3	Appendix B - Staffing Organization and Resumes	
4	Appendix C - Financial Information	
5	Appendix D - Standard Subconsultant Agreement	
6	Appendix E - Forms and Certifications	

Attachment C-1

Proposer Prerequisite A

Firms must have Certificates of Authorization to practice Professional Engineering in the states of New York and/or New Jersey and minimum of five (5) years experience, from the date of proposal submission, which includes performing construction management services as outlined in Attachment A for major transportation facilities.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite A.

Client Name/ Contracting Entity	MTA Capital Construction / Metro-North Railroad
Contract Start Date	November 1, 2008
Contract End Date	March 31, 2012
Brief description of Scope of work	East Side Access: Provided pogram and construction management services as a member of the construction management team (CCM) for the entire Manhattan section of the East Side Access program, including excavation and finish of tunnels and caverns, structures construction and rehabilitation, station and platform construction and finishes, as well as track, communications, signals and traction power systems. This work all is situated within the influence zone of the Metro North Railroad mainline tunnel beneath Park Avenue and GCT in Manhattan
Client Contact Name / Title	Mr. John Bermingham, Senior Construction Engineer
Client Contact Email Address	
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	New York City Department of Environmental Protection
Contract Start Date	
Contract End Date	Ongoing
Brief description of Scope of work	ARCADIS, as member of a joint venture, provided construction management services to the New York City Department of Environmental Protection (NYCDEP) for New York City's Croton Water Treatment Plant (WTP). The facility treats 290 million gallons per day (mgd) of water and was constructed to achieve compliance with United States Environmental Protection Agency (USEPA) mandates and a strict consent order schedule. This massive undertaking involved more than 15 separate prime contracts and took approximately eight years to construct at a cost of about $2.5 billion.
Client Contact Name / Title	Bernard Daley, PE
Client Contact Email Address	
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	New York City Department of Environmental Protection
Contract Start Date	
Contract End Date	2014
Brief description of Scope of work	ARCADIS, with a joint venture partner, is providing Construction Management services for the upgrade of the Newtown Creek WWTP. Under a Consent Order to meet USEPA secondary treatment standards, the Newtown Creek facility, New York city's largest wastewater treatment plant, is undergoing a $4.0 billion expansion and upgrading – DEP's single largest project ever. The Newtown Creek WWTP is located on a 36-acre site that has been upgraded to a 53-acre site adjacent to Newtown Creek in the Greenpoint section of Brooklyn.
Client Contact Name / Title	Kenneth Moriarty, PE
Client Contact Email Address	
Client Contact Phone Number	[redacted]

Note – Client Contact must be employee of Company

Attachment C-1

Proposer Prerequisite A

Firms must have Certificates of Authorization to practice Professional Engineering in the states of New York and/or New Jersey and minimum of five (5) years experience, from the date of proposal submission, which includes performing construction management services as outlined in Attachment A for major transportation facilities.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite A.

Client Name/ Contracting Entity	CSX Transportation, Inc.
Contract Start Date	
Contract End Date	2014
Brief description of Scope of work	CSX Intermodal Terminal, Salaberry-De-Valleyfield: ARCADIS is serving as the Construction Manager on this CSX Intermodal Terminal project located west of Montreal, Canada. Being the first development of this magnitude for CSX outside of the United States, a large amount of pre-construction services were required including refining the overall project design and coordinating with local conditions (soil conditions, differing construction procedures, etc.). Along with design development during pre-construction, a large focus was placed on the construction schedule, factoring in differing weather conditions from the United States along with different holidays in Canada.
Client Contact Name / Title	Mr. Ken Grula, Manager, Terminal Development, CSX Transportation, Inc.
Client Contact Email Address	
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	CSX Intermodal Terminals, Inc.
Contract Start Date	May 2010
Contract End Date	December 2010
Brief description of Scope of work	CSX West Springfield: CSX Intermodal Terminals selected ARCADIS to provide Construction Phase Program and Construction Management services for the $10 million West Springfield terminal expansion and reconstruction project that was executed while the terminal remained open to customers and in operation through the peak intermodal traffic volume season. ARCADIS provided
Client Contact Name / Title	Mr. Ken Grula, Manager, Terminal Development, CSX Transportation, Inc.
Client Contact Email Address	
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	CSX Transportation, Inc.
Contract Start Date	February 2011
Contract End Date	November 2012
Brief description of Scope of work	CSX Intermodal Terminals selected ARCADIS to provide full scale Construction Management Services for this $62 million intermodal terminal Project. The ARCADIS team is working as an extension of CSX staff and serving as the on-site Project Manager. The ARCADIS team is responsible for management of the construction cost and schedule, coordination of construction activities with terminal operations and assisting with project reviews and approvals by state and local agencies. The ARCADIS Team also played a key role in assisting with the procurement of the nine real estate parcels required for the terminal expansion and the more than 40 easements required for construction and placement of utilities.
Client Contact Name / Title	Mr. Ken Grula, Manager, Terminal Development, CSX Transportation, Inc.
Client Contact Email Address	
Client Contact Phone Number	[redacted]

Note – Client Contact must be employee of Company

Attachment C-1

Proposer Prerequisite A

Firms must have Certificates of Authorization to practice Professional Engineering in the states of New York and/or New Jersey and minimum of five (5) years experience, from the date of proposal submission, which includes performing construction management services as outlined in Attachment A for major transportation facilities.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite A.

Client Name/ Contracting Entity	New York City Department of Environmental Protection
Contract Start Date	
Contract End Date	2013
Brief description of Scope of work	Catskill/Delaware Ultraviolet Facility Construction Management - The New York City Department of Env~ironmental Protection (NYCDEP) recently completed construction of the world's largest ultraviolet (UV) disinfection facility. The facility will enhance the disinfection and improve the quality of the water supplied to New York City's eight million residents from the Catskill and Delaware (CAT/DEL) watersheds. ARCADIS provided construction management services for the project, which was completed on schedule and on budget.
Client Contact Name / Title	George Schmitt, PE
Client Contact Email Address	
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	Massachusetts Bay Transportation Authority
Contract Start Date	2010
Contract End Date	Ongoing
Brief description of Scope of work	As part of an On-call Scheduling and Estimating contract with the Massachusetts Bay Transportation Authority, ARCADIS is performing independent cost estimating and scheduling services during project planning, design, and/or construction phases as directed.
Client Contact Name / Title	Mr. Horace Cooper, Senior Project Manager
Client Contact Email Address	
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	Massachusetts Department of Transportation
Contract Start Date	
Contract End Date	Ongoing
Brief description of Scope of work	The Massachusetts Department of Transportation retained ARCADIS to provide On-call Construction Cost and Schedule Review Services including the analysis of CPM construction schedules and the review of complex contractor cost proposals for work on roadways, bridges, including mechanical and electrical systems for movable bridges and other facilities under construction.
Client Contact Name / Title	Ms. Carol D. Hebb, P.E., Construction Engineer Massachusetts Department of Transportation
Client Contact Email Address	
Client Contact Phone Number	[redacted]

Note – Client Contact must be employee of Company

Attachment C-1

Proposer Prerequisite A

Firms must have Certificates of Authorization to practice Professional Engineering in the states of New York and/or New Jersey and minimum of five (5) years experience, from the date of proposal submission, which includes performing construction management services as outlined in Attachment A for major transportation facilities.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite A.

Client Name/ Contracting Entity	Virginia Department of Transportation
Contract Start Date	2011
Contract End Date	Ongoing
Brief description of Scope of work	ARCADIS has an on-call contract as a part of a larger Construction Engineering and Inspections service contract, for project scheduling and claims analysis services, with Virginia Department of Transportation (VDOT), Hampton Roads District, since 2011. The services under this contract have ranged from pre-bid scheduling and estimating services, project schedule review and analysis, Notice of Intent to Claim review services, review of Time Impact Analyses, and claims review and analysis. ARCADIS has also represented the District in negotiations, mediations, and at VDOT Commissioner's Hearings.
Client Contact Name / Title	Mr. Vasilios Andreou, Project Controls Engineer Virginia Department of Transportation
Client Contact Email Address	
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	Port of Long Beach
Contract Start Date	2006
Contract End Date	Ongoing
Brief description of Scope of work	ARCADIS has provided services to the Port of Long Beach since 2006, including construction management and inspection for (HD-S2250 Pier T Berth 126) and on-call Constructability review.
Client Contact Name / Title	Gary J. Cardamone, Director of Construction Management
Client Contact Email Address	
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	John Wayne Airport
Contract Start Date	2007
Contract End Date	2012
Brief description of Scope of work	$127.8 million (Terminal C project managed by ARCADIS); $6.7 million (Parking Structure Demolition Managed by ARCADIS); $543 million total program cost; $16 million fees. ARCADIS provided Construction Management services, including Building Information Modeling (BIM)/4D Navisworks Scheduling, during the design and construction of JWA's new $543 million Airport Improvement Program and Terminal C. Terminal C was designed using Revit, a premier Building Information Modeling (BIM) software. ARCADIS actively provided guidance to the airport on the use of the Revit BIM model to mitigate design and construction conflicts.
Client Contact Name / Title	Larry Serafini, PE , Deputy Airport Director, JWA
Client Contact Email Address	
Client Contact Phone Number	[redacted]

Note – Client Contact must be employee of Company

Attachment C-2

Proposer Prerequisite B

Firms must have adequate staffing resources who have demonstrated experience performing construction management and/or construction inspection services in the Greater New York/New Jersey Metropolitan Area for construction projects valued, at a minimum, at $1.5 million.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite B.

Client Name/ Contracting Entity	MTA Capital Construction / Metro-North Railroad
Contract Start Date	November 1, 2008
Contract End Date	March 31, 2012
Construction Value	$9.3 billion (total program) - ARCADIS managed $4.8 billion
Brief description of Scope of work	East Side Access: Provided pogram and construction management services as a member of the construction management team (CCM) for the entire Manhattan section of the East Side Access program, including excavation and finish of tunnels and caverns, structures construction and rehabilitation, station and platform construction and finishes, as well as track, communications, signals and traction power systems. This work all is situated within the influence zone of the Metro North Railroad mainline tunnel beneath Park Avenue and GCT in Manhattan
Client contact Name / Title	Mr. John Bermingham, Senior Construction Engineer
Client Contact Email Address	
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	New York City Department of Environmental Protection
Contract Start Date	October 2003
Contract End Date	Ongoing
Construction Value	$2.5 billion
Brief description of Scope of work	ARCADIS, as member of a joint venture, provided construction management services to the New York City Department of Environmental Protection (NYCDEP) for New York City's Croton Water Treatment Plant (WTP). The facility treats 290 million gallons per day (mgd) of water and was constructed to achieve compliance with United States Environmental Protection Agency (USEPA) mandates and a strict consent order schedule. This massive undertaking involved more than 15 separate prime contracts and took approximately eight years to construct at a cost of about $2.5 billion.
Client contact Name / Title	Bernard Daley, PE, Associate Project Manager III
Client Contact Email Address	
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	New York City Department of Environmental Protection
Contract Start Date	July 1998
Contract End Date	2014
Construction Value	$4.0 billion
Brief description of Scope of work	ARCADIS, with a joint venture partner, is providing Construction Management services for the upgrade of the Newtown Creek WWTP. Under a Consent Order to meet USEPA secondary treatment standards, the Newtown Creek facility, New York city's largest wastewater treatment plant, is undergoing a $4.0 billion expansion and upgrading – DEP's single largest project ever. The Newtown Creek WWTP is located on a 36-acre site that has been upgraded to a 53-acre site adjacent to Newtown Creek in the Greenpoint section of Brooklyn.
Client contact Name / Title	Frank Loncar, PE, Chief Facilities Manager for Newtown Creek
Client Contact Email Address	
Client Contact Phone Number	[redacted]

Note – Client Contact must be employee of Company

THE UNIVERSITY OF THE STATE OF NEW YORK
EDUCATION DEPARTMENT

THIS IS TO CERTIFY THAT HAVING MET THE REQUIREMENTS OF SECTION 7210 OF THE EDUCATION LAW AND IN ACCORDANCE THEREWITH THIS CERTIFICATE OF AUTHORIZATION IS GRANTED WHICH ENTITLES

ARCADIS OF NEW YORK INC
C/O KIM BATTLES
PO BOX 66
6723 TOWPATH RD
SYRACUSE, NY 13214-0066

TO PROVIDE PROFESSIONAL ENGINEERING SERVICES IN THE STATE OF NEW YORK FOR THE PERIOD 01/01/2012 TO 12/31/2014.

DOUGLAS E LENTIVECH
DEPUTY COMMISSIONER
FOR THE PROFESSIONS

CERTIFICATE NUMBER
0008621

JOHN B KING JR
PRESIDENT OF THE UNIVERSITY
AND COMMISSIONER OF EDUCATION

State of New Jersey

Division of Consumer Affairs

State Board of Professional Engineers and Land Surveyors

THIS CERTIFIES THAT

ARCADIS OF NEW YORK, INC.
6723 TOWPATH ROAD
P.O. BOX 66
Syracuse NY 13214-0066

Has met the requirements of the State Board of Professional Engineers and Land Surveyors and is hereby issued a

CERTIFICATE OF AUTHORIZATION

to offer the following services

Engineering 08/14/2002

Person in Responsible Charge FREDERICK J KIRSCHENHEITER

For the names of other Responsible Charge Licensees, go to: http://www.njconsumeraffairs.com/pels/certrpt.pdf

Date: September 13, 2012
Certificate No. 24GA28042000
Expiration Date: 08/31/2014

Acting Executive Director

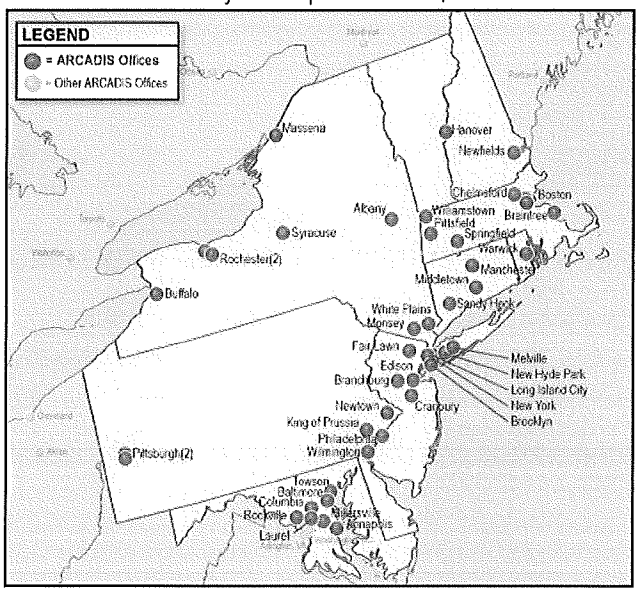
1 - Proposal

A. Firm Qualifications and Experience

ARCADIS is the leading global natural and built asset design and consultancy firm working in partnership with our clients to deliver exceptional and sustainable outcomes through the application of design, consultancy, engineering, project and management services.

Established in 1888, ARCADIS is one of the world's largest consulting firms with 22,000 employees working in more than 300 locations in over 20 countries and offering our clients access to the resources and problem solving capabilities of a truly global organization. We tackle projects on an international scale, but always with a profound understanding of local conditions. In the United States, ARCADIS has 6,200 employees operating from more than 160 offices which are spread across the country from coast to coast

In the New York City metropolitan area, we have over 500



technical and administrative personnel with diverse skills and experience, and our team has the ability to draw from an additional 600 ARCADIS professionals who live and work in the Tri-State area. This depth affords our team the ability to address unanticipated needs and conditions that may arise during the course of this project.

ARCADIS is currently engaged on a number of storm related resiliency projects for a number of New York City agencies.

- ARCADIS is providing support to the New York City Economic Development Corporation Special Initiative for Rebuilding and Resiliency (SIRR) coastal protection team in developing, analyzing and recommending coastal protection interventions that can be appropriately applied in the waters surrounding New York City to mitigate or guard against the short- and long-term effects of sea level rise and storm surge during storm events. Support includes conceptual design, cost estimating and hydrodynamic modeling for interventions that include storm surge barriers.
- Hurricane Sandy impacted numerous buildings in the down town area of Manhattan. Verizon asked ARCADIS to help monitor the preliminary MEP recovery work of two downtown buildings flooded during Sandy. With a team of experts ARCADIS is identifying the applicable short term and long term solutions to prevent these buildings from ever flooding again. The Scope of Work encompasses all aspects to make both buildings resilient for future storm surge and storm water events.
- Hurricane Sandy submerged many of the more than 50 structures of the 58-million-gallon-per-day Bay Park Sewage Treatment Plant, which serves more than a half-million residents in Nassau County, rendering the plant inoperable. As part of a joint effort, ARCADIS worked alongside county staff around the clock to restore function, met each major milestone and successfully restored the plant to full secondary treatment within two months. The team also conducted a comprehensive review of Bay Park vulnerabilities and identified possible measures around the perimeter for future storm mitigation, as well as options to harden the critical infrastructure against storm surge. As program manager, ARCADIS is providing a plan to reduce the risk of future flooding of this critical facility.
- ARCADIS is working with the NYC Health & Hospitals Corporation on post-Sandy flood mitigation. We are

currently performing services on several task orders, including the health facilities for Coney Island and Bellevue. We have recently been asked to develop schematic design drawings for the Coney Island health resources.

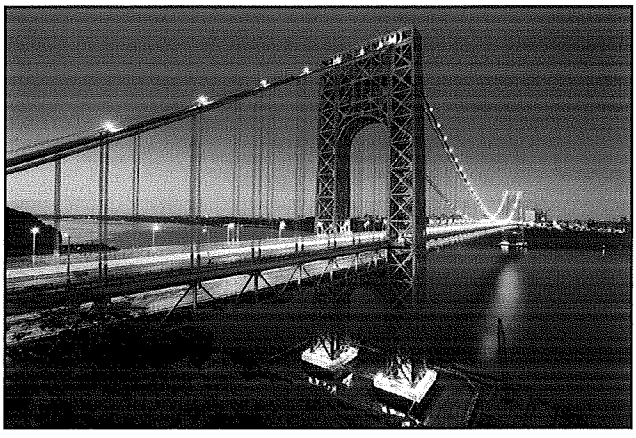
The Program Management and Construction Management (PMCM) Division of ARCADIS is a leading provider of program, project and construction management, construction inspection, value engineering and contract solutions services. The PMCM Division has successfully completed more than 11,000 projects with a combined value exceeding $20 billion for clients throughout the United States.

A selection of our relevant construction management and inspection experience is as follows:

PANYNJ Pilot Program, Life Cycle Risk Management

Contracting Party and Professional Reference Contact Information:
Mr. Ken Swan, Senior Program Manager
Port Authority of New York and New Jersey (PANYNJ)
Duration of the Contract: Ongoing
Dates Services Provided: 2013 to Ongoing
Approx. Dollar Amount: Program Cost $4.2 billion, fees approx. $500 thousand
Annual Staff Hours of Full and Part time Labor Expended: 3180 hours in 2014

Summary of Types of Work Performed:
Life Cycle Risk Management ARCADIS has been engaged by the Authority for a pilot program to provide full Life Cycle Risk Management including Risk Identification, Risk Quantification, Risk Reporting and Risk Monitoring/ Control process for 14 agency capital projects ranging from $5 million to $2.6 billion. This Full Life Cycle Risk Management is an expansion of the Risk Assessment that the PANYNJ has implemented in the past, including more emphasis on risk mitigation/control and risk response development. Full Life Cycle Risk Management is an iterative process which is effective when implemented systematically throughout the project life cycle.



East Side Access

Contracting Party and Professional Reference Contact Information:
Mr. John Bermingham, Senior Construction Engineer, MTA Capital Construction / Metro-North Railroad, [redacted]
Duration of the Contract: 11/2008 - 3/2013, construction is ongoing
Dates Services Provided: 11/2008 - 3/2013
Approx. Dollar Amount: Program Cost $4.8 billion (portion managed by ARCADIS, $6.5 million engineering fee)
Annual Staff Hours of Full and Part time Labor Expended: 53,595 hours total, Approx 12,368/year

Summary of Types of Work Performed:
ARCADIS provided program and construction management services as a member of the construction management team for the entire Manhattan section of the East Side Access program, which included excavation and finish of tunnels and caverns, structures construction and rehabilitation, station and platform construction and finishes, and track, communications, signals and traction power systems. Program management included coordination of design by the general engineering consultant, incorporating the pertinent stakeholder issues including public involvement and agency coordination, constructability review including staging and phasing planning, input into the preparation of contract documents, participation in the bid solicitation and selection process, oversight of change management and project controls, contract administration including construction project administration, submittal coordination and tracking and document management, as well as safety and QA/QC oversight. The value of construction put into place during our tenure was approximately $1.1 billion, planning and coordination for an additional $3 billion of construction and design coordination, and utility force account and real estate valued at $700 million.

Rapid Repairs Program, Queens, NY

Contracting Party and Professional Reference Contact Information:
Mr. Michael Liberta, Trystate Mechanical, Inc.,
[redacted]
Duration of the Contract: two years
Dates Services Provided: 2012 - Ongoing
Approx. Dollar Amount: $100 million total program, $283 thousand total fee.

Summary of Types of Work Performed
Following the devastation caused by Superstorm Sandy, the Federal Emergency Management Agency (FEMA) and New York City decided to implement a Rapid Repairs Program to restore heat, power and hot water to those residents who were hardest hit by the storm and flooding in the low-lying coastal areas. Rather than providing housing for displaced individuals, the initiative allocated funds towards making permanent repairs to their residences. The program involved assessments and repairs to more than 10,000 homes.

Trystate Mechanical is one of the contractors performing repairs and replacements to boilers, furnaces and hot water heaters as part of this program. Given the fast-paced nature of the program and strict federal documentation requirements in order to receive payment, Trystate engaged ARCADIS as a consultant to assist in the process. Working closely with Trystate's field personnel, ARCADIS developed a system of forms and a customized database to track all work (labor, materials, subcontractors) performed at each residence. This solution allows Trystate to organize and submit information for payment in unit price and/or time and material formats, that will meet the scrutiny of an audit at the end of the program. The ARCADIS Team developed the customized database and adapted it to comply with frequent requirement changes by the construction manager and New York City Department of Environmental Protection.

Newtown Creek Water Pollution Control Facility

Contracting Party and Professional Reference Contact Information:
Mr. Kenneth Moriarty, PE, New York City Department of Environmental Protection, 718.595.6238
Duration of the Contract: 17 years
Dates Services Provided: Ongoing, construction completed 2014
Approx. Dollar Amount: Program Cost $4.0 billion
Annual Staff Hours of Full and Part time Labor Expended: Approx 464,653 total hours

Summary of Types of Work Performed:
ARCADIS, with a joint venture partner, is providing Construction Management and inspection services for thie project. New York city's largest wastewater treatment plant, is undergoing a $4.0 billion expansion and upgrading – DEP's single largest project ever. Our services for this project include project administration, resident engineering, construction inspection, monitoring of field testing and start-up, construction schedule monitoring, preparations and negotiations of change orders, auditing and processing of contractor payments, contract close-out and as-built drawings, establishment and maintenance of Computerized Document Management Systems, constructability reviews, environmental consultant services, and health and safety services.

New York City Law Department

Contracting Party and Professional Reference Contact Information:
Mr. Edwin M. Levy, Assistant Chief,
Commercial and Real Estate Litigation Division
New York City Law Department
100 Church Street
New York, NY 10028
T: [redacted]
F: (212) 788-9776
[redacted]

Duration of the Contract: two years
Dates Services Provided: 2012 - Ongoing
Approx. Dollar Amount: $500 million

Summary of Types of Work Performed:
Over the past ten years, ARCADIS has provided claims litigation support to the New York City Law Department on a series of major cases involving construction contracts totaling over $561 million. ARCADIS has provided issue analysis, detailed schedule analysis, entitlement determination, and quantification of direct and indirect damages. ARCADIS has provided assistance in discovery, case strategy development, mediation, expert testimony, and settlement negotiations. ARCADIS' most recent assignments include providing expert services on the following construction claims:

- Claims analysis and document review on the new $450 million Bronx County Hall of Justice. Issues include nearly $100 million in cost overruns, differing site conditions, design errors and omissions, delays, and defective construction.
- $11.5 million delay/acceleration claim on a $23.6 million design build contract for PS 178, a public school built by the NYC School Construction Authority. Issues included allegations of differing site conditions, delay acceleration, and termination.
- $8 million construction claim on a new vehicle maintenance facility in Manhattan. Issues included alleged design errors, unforeseen site conditions, and productivity impacts.
- $19.8 million construction claim on a renovation of underground water tunnels in Manhattan. Issues included the existence of mercury contamination, alleged productivity impacts, and idle equipment damages.
- $4.4 million construction claim on the rehabilitation of the 39th Street Bridge in Queens. Issues include alleged failure to provide track outages and railroad protection crews, changes in lead paint removal protocol, differing site conditions, unanticipated soil contamination, and changes to construction sequences.

ARCADIS has also supported affirmative litigation pursued by the Law Department in matters involving construction issues. ARCADIS was engaged to provide analysis and expert testimony in litigation against the lessee of the Bronx Terminal Market. Issues involved assessment of alleged impacts to the functionality of a commercial building caused by the City's demolition of a deteriorating viaduct that had historically provided access to a portion of the building.

Massachusetts Bay Transportation Authority (MBTA), On-Call Scheduling and Estimating Services, Massachusetts

Contracting Party Contact Information:
Mr. Horace Cooper, Senior Project Manager, MBTA
[redacted]

Duration of the Contract: Yearly On-Call Contract
Dates Services Provided: 2010 - Ongoing

Summary of Types of Work Performed:
As part of an On-call Scheduling and Estimating contract with the Massachusetts Bay Transportation Authority, ARCADIS is performing independent cost estimating and scheduling services during project planning, design, and/or construction phases as directed. The following are our completed and current task order projects:

- Talbot Avenue Commuter Rail Station and Talbot Avenue Woodrow Avenue Bridge Replacements – Boston, MA
- Newmarket Commuter Rail Station – Boston, MA
- Beverly Station Parking Garage - Beverly, MA
- Fitchburg Commuter Rail Line Improvements - Fitchburg, MA
- Fitchburg Track and Signal Upgrades - Fitchburg, MA
- Littleton Station - Littleton, MA
- Wonderland Station South Garage - Revere, MA
- Wedgemere Station Improvements - Winchester, MA
- Watchusett Station and Layover Facility - Wachusett, MA

Massachusetts Department of Transportation On-Call Cost and Scheduling Services

Contracting Party Contact Information:
Ms. Carol D. Hebb, P.E., Construction Engineer
Massachusetts Department of Transportation
Ten Park Plaza, Boston, MA 02116, [redacted]
Dates Services Provided: Ongoing

Summary of Types of Work Performed:
The Massachusetts Department of Transportation retained ARCADIS to provide On-call Construction Cost and Schedule Review Services including the analysis of CPM construction schedules and the review of complex contractor cost proposals for work on roadways, bridges, including mechanical and electrical systems for movable bridges and other facilities under construction.

For each project, ARCADIS provides a detailed review of the baseline schedule followed by monthly review of subsequent progress updates and review of time impact analyses. For Projects over $50 Million, all schedules are prepared using Primavera Project Management (P6) and are fully resource and cost loaded.

- Rehabilitation of Route 99 (Alford Street Bridge)
- Route 128/I-95 Add-a-Lane – MA
- North Bank Bridge in Boston-Cambridge
- Reconstruction of I-90 at the Prudential Tunnel – MA
- Reconstruction of River Rd and Merrimac Drive – MA
- Reconstruction on a Section of Parkhurst Road – MA

Virginia Department of Transportation On-Call Construction Scheduling & Claims Services

Contracting Party and Professional Reference Contact Information:
Mr. Vasilios Andreou, Project Controls Engineer
Virginia Department of Transportation
1700 North Main Street, Suffolk, Virginia 23434
[redacted]

Duration of the Contract: Ongoing
Dates Services Provided: Ongoing
Approx. Dollar Amount: $2 billion program cost

Summary of Types of Work Performed:
ARCADIS has an on-call contract as a part of a larger Construction Engineering and Inspections service contract, for project scheduling and claims analysis services, with Virginia Department of Transportation (VDOT), Hampton Roads District, since 2011. The services under this contract have ranged from pre-bid scheduling and estimating services, project schedule review and analysis, Notice of Intent to Claim review services, review of Time Impact Analyses, and claims review and analysis. ARCADIS has also represented the District in negotiations, mediations, and at VDOT Commissioner's Hearings. ARCADIS has provided services that include:

- Discovery Assistance and Document Inspection
- Document Management
- Issue Compilation and Analysis
- As-Built Schedule Reconstruction
- CPM Scheduling Services
- Delay and Disruption Studies
- Calculation of Damages
- Extended Overhead Computation
- Settlement Negotiations

Los Angeles World Airports (LAWA) On-Call Construction Inspection Services

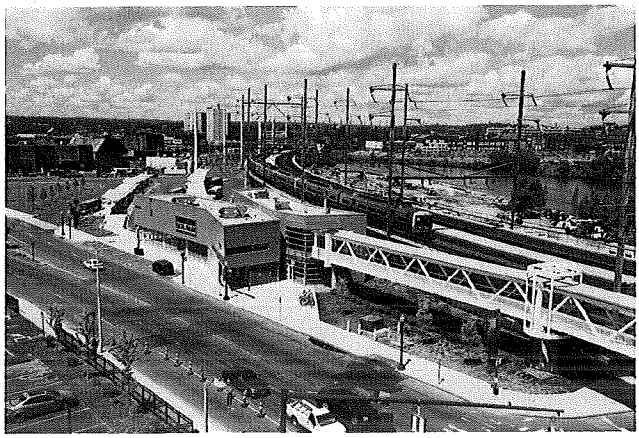
Duration of the Contract: 2008 - Present
Dates Services Provided: Ongoing
Approx. Dollar Amount: $21 million program value, $3 million in fees
Summary of Types of Work Performed:
Under the direction of the Chief Airports Engineer, the primary objective of LAWA's Inspection program is to ensure compliance with plans, specifications, codes, City ordinances and other applicable contract documents related to Airport construction and numerous tenant improvements. Inspection provides the technical, professional, and practical support in an interest of achieving a successful project outcome. In addition, inspection is tasked with the responsibility of maintaining accurate and complete documentation of the construction activities, including bid item quantities used to prepare monthly progress payments to contractors.

In support of the LAWA Inspection Program, ARCADIS, as a sub-consultant, was selected to provide qualified, licensed, certified staff to perform construction, electrical, mechanical, and special deputy building inspections for large scale landside and airside projects. ARCADIS supplied construction inspectors to perform inspections for large-scale airport terminal buildings and civil improvements with licensed and/or certified inspectors to perform electrical, mechanical, and special deputy building inspections. These projects integrated ARCADIS staff with client and other consultant staff.

Port of Long Beach, Constructability Reviews

Contracting Party and Professional Reference Contact Information:
Gary J. Cardamone
Director of Construction Management
925 Harbor Plaza, P.O. Box 570, Long Beach, CA 90802
[redacted]

Duration of the Contract: 2006-2011
Dates Services Provided: 2006-2011
Approx. Dollar Amount: various



Summary of Types of Work Performed:
Under an on-call contract with the Port of Long Beach, ARCADIS has provided Constructability Reviews for the following projects:

- Container Yard Development, 100% constructability review
- HD-S2259 Wharf Backlands Redevelopment, Phase 1, Stage 1, 50 & 100%constructability reviews that included dredging, marine fills, revetments, pile driving, sheet pile walls, CIDH and crane rails, $150M
- HD-S 2114 Terminal Security Infrastructure — 100 % constructability review
- HD-S 2250 Demolition and Site Prep — 100 % constructability review
- HD-S 2255 Pier E Town Lot — 90 % constructability review of plans and specs of demolition, paving, striping, substructures and security fencing.
- HD-S 2310 Pier C, Berth C60-C62 SSA Cold Ironing Project — 100% constructability review
- Pier G Shore to Ship Power Constructability Review
- • HD-S2351 BP Cold Iron CMS Platform & Transformer Pad Improvements— 100% constructability review
- HD-S2342 Pier A Shore to Ship Power Retrofit, 15% & 100% constructability review
- HD-S2348 Pier T Berths T132-T140 Shore to Ship Power at Pier T, 50% constructability review
- HD-S2341 Pier J, Berths J245-J247 Shore to Ship Power Retrofit Phases 1 & 2, 50% and 100% constructability review
- HD-S2272 Piers D&E Wharf Backlands Redevelopment, Stage 1, Phase 2, constructability review

Terminal C Construction Program John Wayne Airport, Irvine, CA

Contracting Party and Professional Reference Contact Information:
Larry Serafini, PE , Deputy Airport Director, JWA
3160 Airway Avenue, Costa Mesa, CA 92626
[redacted]

Duration of the Contract: five years
Dates Services Provided: 2007-2012
Approx. Dollar Amount: $127.8 million (Terminal C project managed by ARCADIS); $6.7 million (Parking Structure Demolition Managed by ARCADIS); $543 million total program cost; $16 million fees

Summary of Types of Work Performed:
ARCADIS provided Construction Management services, including Building Information Modeling (BIM)/4D Navisworks Scheduling, during the design and construction of JWA's new $543 million Airport Improvement Program and Terminal C. Terminal C was designed using Revit, a premier Building Information Modeling (BIM) software. ARCADIS actively provided guidance to the airport on the use of the Revit BIM model to mitigate design and construction conflicts.

The de-construction project demolished the parking garage around this baggage screening room without disrupting the screening operations. Demolition of the garage made available area for the new Terminal C footprint, which was over and around this baggage screening room. The "de-construction" was completed by Nuprecon Construction on June 11, 2009.

John Wayne Airport's Terminal C program was one of the largest public works projects in Orange County's history. The construction of Terminal C began after the demolition of the parking garage. This included the construction of six additional bridged aircraft gates that brought the total to 20 commercial passenger gates.

The first phase was the demolition of a four-level; post-tensioned concrete parking structure with an active TSA in-line baggage screening facility on the first floor, which stayed operational continuously during demolition. The contractor used special processing machines and saw cutting techniques to remove the structure piece-by-piece and installed four feet of Styrofoam with plywood on top to ensure the safety and protection of the security screening system and personnel. The foam also minimized the amount of vibration so as not to disrupt the Explosive

Detection System (EDS) used by the TSA.

Terminal C was constructed where the parking structure once stood and this area is land locked on four sides, preventing clear construction access from any direction. Construction activities impacted tenant deliveries, trash removal and other airport operations. ARCADIS worked closely with airport operations to develop a Site Logistics Plan that enabled contractors and airport operations to use certain sections of the airfield without disrupting FAA airfield operations or compromising security protocols. This plan also provided parking for over 500 contractor personnel on site that greatly facilitated construction operations.

Terminal C provided new facilities for commuter/regional jets at the north and south ends of the terminals. Terminal C included a new Federal Inspection Service (FIS) facility, an international arrivals areas meeting Customs & Border Protection (CBP) current, specific portal–of-entry criteria capable of receiving two B757 aircrafts and processing up to 300 passengers per hour.

Two of the gates were enclosed by new sterile corridors, allowing them to be used either for domestic or international deplaning passengers. An elevator and stairs descends into the international arrival hall, having unified operational spaces for CBP, USDA and other federal agencies, an inbound baggage delivery system, inspection counters, search and detention areas, and state of the art surveillance, security and communications systems.

The program included a new Security Screening Check Point (SSCP) provided with five screening lanes, facilities for Transportation Security Administration (TSA) operations and support, Closed Circuit Television system, access control and alarm system, and an inline baggage handling system complete with the latest in explosives detection and threat resolution technologies.

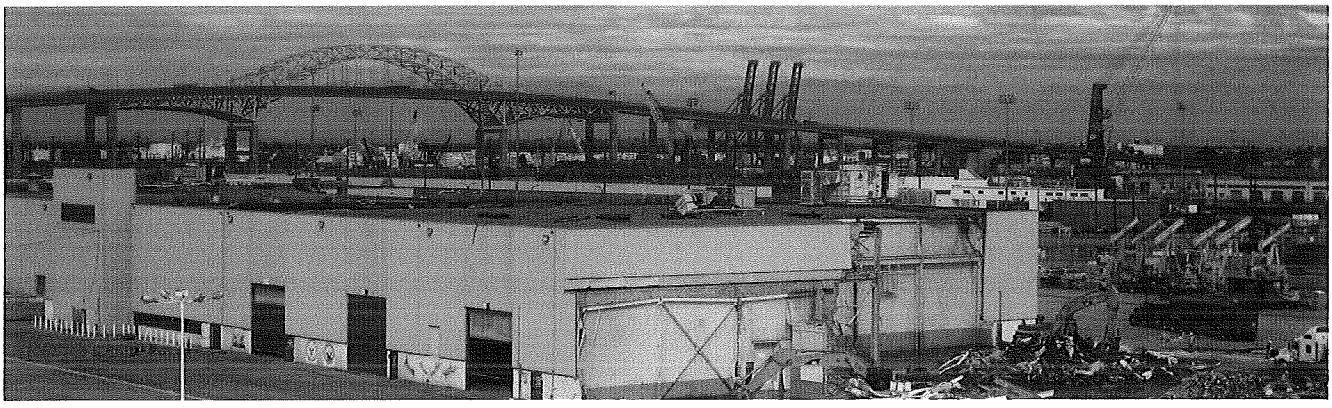
Port of Long Beach, HD-S2250 Pier T Berth 126, Long Beach, CA

Contracting Party and Professional Reference Contact Information:
Gary J. Cardamone
Director of Construction Management
925 Harbor Plaza, P.O. Box 570, Long Beach, CA 90802
[redacted]

Duration of the Contract: One Year
Dates Services Provided: 2009
Approx. Dollar Amount: $1.5 Million

Summary of Types of Work Performed:
ARCADIS provided the construction management services to the Port of Long Beach for the HD-S2250 Pier T Berth 126, Demolition of Navy Buildings 303 and 309 and site preparation project. The project consisted of lead based paint (LBP) and asbestos abatement, contaminated soil excavation, assessment and removal. Project included building and associated above ground demolition, underground demolition, pile cut-off, import fill operation, grading and paving, and was completed in compliance with the City of Long Beach recycle ordinance ORD-07-0025: Construction, Demolition and Recycling Program.

ARCADIS coordinated with the US Navy in conjunction with the commissioning of the USS Green Bay at berth 126, a billion dollar troop carrier ship. This effort involved extensive coordination with the Navy with regards to security and keeping the contractor working through all the red tape imposed by the US Navy.



ARCADIS Resources
Organizational Chart

Tasks
A - Constructability/Biddability Review and General Engineering Review
B - Construction Staging
C - Schedule Development and Monitoring
D - Quality Assurance Inspections
E - Contract Administration
F - Cost Engineering/Estimating Services
G - Resources

Subconsultants
(E) EnTech Engineering, PC - MBE, SBE
(H) Hirani Engineering & Land Surveying, P.C. - MBE
(M) Municipal Testing

THE PORT AUTHORITY OF NY & NJ

Petina Killiany
Principal-in-Charge
Task Order Resource Manager
Task G Project Manager

Task Order Project Managers
Petina Killiany, Task Orders for Multiple Tasks
Roy Cooper, PE - Tasks A, C, E, F +
Howard Greenfield, E, CVS, FSAVE, LEED AP - Task A
Chris Carson, FAACE, CCM, PMP, PSP, DRMP, CEP - Task B
Kurt Emmerich, PE, BCEE - Task D +
Rene C. Barrios, PE - Task D +
Tom Beebe - Task E

Project Controls
Tasks A, B, C, D, E, F

Office Engineering
Pankaj Pawar
Reginald Raphael (H)

Financial Controls
Thomas Calmeau

Value Engineering
Howard Greenfield, PE, CVS, FSAVE, LEED AP
Anthony Dunams, PE
Joseph W. Wallwork, PE, CCP, PSP, CFCC, FAACE

Cost Estimating
Roy Cooper, PE +
Joseph W. Wallwork, PE, CCP, PSP, CFCC, FAACE +
Eric Schatz, PE +
Dean Stracuzza
Pankaj Pawar

Constructability Review
Construction Staging Review, General Engineering Review
Chris Carson, FAACE, CCM, PMP, PSP, DRMP, CEP
Bob Bielski
Fred Schneader
Carmine Marra, PE
Sean Markey
Keith Goldberg
Paul Dalida
Kurt Emmerich, PE, BCEE

Scheduling
Roy Cooper, PE+
Joseph W. Wallwork, PE, CCP, PSP, CFCC, FAACE+
Eric Schatz, PE+
Andy Morse
Brian Goodreau
Dipak Digwall
Pankaj Pawar
Jason Young

Quality Assurance Inspection - Task D

Resident Engineers
Jim Morris, PE +
Brian Farrelly, PE +
Bob Bielski
Kristine Martin, PMP,
Arvind Hirpara, PE (H) +

Mechanical/Plumbing Inspectors
Anwar Abdullah (H)
Nikhil Chintanippu (M)
Michael Valente
Christopher Cusanelli, PE +

Coatings Inspector
Nathan Dando (H) ~

Track Inspector
John Stonberg

Quality Assurance/Control
Dennis M. Kamber, PE, BCEE
Mel Garofolo
Sean Markey

Electrical Inspectors
William Feis (E)
Mina Malek (E)
Babak Hedayati, PE (E) +

Civil/Structural Inspectors
Dipak Upadhyaya (H) ^
Nicholas Bailey (M) *
William Castandeda (M) *
Jean G. Dupre, PE (H)
Andrew Garcia (H)
Wilmar Giraldo-Jaramillo (M) *
Danilo Guilas (M) *
Maramba Rodrigo (M) *^
Kraiwoot (Michael) Ninnisai, PE (H) +^
Olusola "Shola" Olatunbosun (M)
Mark Pantke (M) *
Stanford Periera (M) *
Anwar Abdullah (H)
Nikhil Chintanippu (M) *
Mircea Petrescu (M) *
David A. Trujillo, MS, EIT (E)
James Yhap, NICET IV (E)
Krzysztof Wiater, ME (E)
Jim Yhap, NICET IV (E)
Johannes Raitelu, NICET III (E)

Contracts Administration
Task E

Construction Claims Analysts and Litigation Support
Roy Cooper, PE +
Joe Wallwork, PE +
Brian Goodreau
Eric Schatz, PE +
Kevin Oulette, PE +
Jason Young, PE +

Construction Safety

Health and Safety Officer
Laura A. Casey, CSP, CHST, CET, EMT-P (H)

Safety Engineers
Dimitrios Lambros (H)
Jospeh A. Mazza (H)
Jaikrishen K. Lal, PE (H)

Key
* ACI Concrete Special Inspector (10)
\+ PE in NY and/orNJ (15)
^ ICC Certified Structural Steel and Bolting Inspector (3)
~ NACE Level I Coatings Certified (1)

B. Staff Qualifications and Experience

Key Individual Experience

Petina A. Killiany

Principal-in-Charge, Task Order Resource Manager

Petina Killiany is proposed as the ARCADIS principal-in-charge for this contract. She will allocate appropriate and available resources to respond to task order requests for proposal by the Port Authority. She will also serve as project manager for task orders that fall under multiple task categories in order to provide the Authority with a single point of contact.

Petina leads the Northeast US PMCM Operations for ARCADIS and is a Vice President with the firm. An experienced business leader with more than 27 years of experience representing owners in the design and construction industry, Petina provides executive management of a diverse team of Program, Project and Construction Management professionals serving public and private clients throughout New York, New Jersey, New England and Quebec.

Petina has served as Project Manager and Project Architect on both large-scale and small-scale education and municipal projects, playing an instrumental role in the administration of design and construction services. She has worked throughout all phases of the construction process, including the preparation of Project Management Plans (PMP), the development of project schedules, constructability reviews, thorough review and development of bid documents, and the overall management of all types of construction operations. Petina is well-versed in all codes and guidelines for design and construction.

Roy J. Cooper, P.E.

Roy Cooper is the proposed project manager for Tasks A, C, E and F for the IDQ. He is a Vice President and leads ARCADIS' Construction Claims Services team in the Eastern United States. Roy has more than 26 years of construction experience, including the analysis and review of complex construction claims from the beginning stages through trial support and expert testimony. Roy has led large-scale claims evaluation assignments of almost every type, including the evaluation of schedule impacts, cost impact analysis, mediation, and claims negotiation, and has been qualified as an expert on both horizontal and vertical type projects.

Roy has a strong educational and technical background along with practical experience and knowledge of construction principles and management. His years of field and management experience have provided him with the ability to quickly identify and solve complex construction issues. Due to his background, Mr. Cooper also often gets engaged when disputes arise during construction, to act as a real-time problem solver. Mr. Cooper is an accomplished public speaker and is often invited to speak at seminars on construction claims and managing projects more effectively.

Prior to joining ARCADIS, from 1988 until 1997, Mr. Cooper spent his career as a project superintendent and engineer on high profile projects, several of which he was responsible for all aspects of construction.

Howard B. Greenfield, PE, CVS, FSAVE, LEED AP

Project Manager - Task A

Howard Greenfield is proposed as the project manager for task orders in the IDQ that fall in the Task A - Value Engineering category. He is a Certified Value Specialist and a registered professional structural engineer. He

has extensive experience in project management and the structural engineering design of a broad spectrum of project types and scopes. In his 43-year career, Howard has been responsible for the design, cost control, coordination, and administration of engineering efforts on commercial, institutional, industrial, governmental, and municipal projects.

Howard's full-time involvement in VE and risk management started in 1982 and includes experience as a project manager, a value engineering/risk management team leader (VETL), a constructability review facilitator, and a VE training workshop instructor. He has organized and directed more than 700 value management /risk management studies on construction projects throughout the United States, Canada Western Europe, and Taiwan. Included in many of the studies is a focus on the project's sustainability. Mr. Greenfield has structured teams of engineering and architectural specialists to tackle a variety of projects such as transportation and transit facilities, healthcare and medical facilities, educational buildings, courthouse/ correctional facilities, airports, environmental, water and wastewater treatment and conveyance facilities, and military bases and defense facilities.

Chris Carson, FAACE, CCM, PMP, PSP, DRMP, CEP
Project Manager - Task B

Chris Carson is proposed as the Project Manager for task orders in the Task B-Construction Staging Review. Chris has over 40 years of experience in transportation, infrastructure, waterfront, and site work, as well as educational, municipal, commercial, industrial, energy, governmental, and residential projects; including projects with complex phasing and stringent time constraint requirements. He has a strong background in all phases of construction management, combined with deep experience in critical path method scheduling, time impact studies, change order review, and claims negotiation and resolution. He has provided all levels of Construction Management, from initial conceptual planning to multi-project schematic budgeting and value engineering, from design monitoring, constructability reviews and bid process management to complete construction field management services, including change management and time impact analyses, through commissioning, project close-out and establishment and maintenance of warranty programs.

Kurt Emmerich, PE
Project Manager - Task D

Kurt Emmerich is proposed as the project manager for Task D - Quality Assurance and Construction Inspection. His experience includes managing construction management and inspection teams on projects throughout the tri-state area. Kurt will provide hands on coverage at the field offices or other work locations as needed.

With more than 28 years of experience in the fields of civil engineering and construction management, Kurt specializes in the management of environmentally-focused construction projects and he has the ability to manage the complexities and responsibilities of New York City based projects. Kurt's construction management experience includes NYCDEP's multi-billion dollar Newtown Creek WPCP Upgrade and the Citywide Collection Facilities Integrated SCADA System.

Rene C. Barrios, P.E.
Project Manager - Task D

Rene Barrios is proposed as a project manager for task orders in the D Category - Quality Assurance and Construction Inspection. He has extensive experience in project and program management on a wide range of transportation infrastructure systems including ports, airports, tunnels, bridges and rail transit facilities. Rene is also experienced in contracting, construction management, risk analysis, change management and the application of health and safety standards.

Having worked as a Program Manager for the Port Authority of NY & NJ, he has a depth of knowledge and understanding of Authority procedures and processes that will be invaluable to this task order contract. He has completed a high profile and environmentally sensitive Dredging / Berth Deepening and the Port Newark Wharf Reconstruction Programs, which included 29 construction contracts with an aggregate project cost of $400 million. Rene managed the design and construction phases for 53 tunnels, bridges and aviation infrastructure projects valued at over $112 million while at the Port Authority of NY & NJ. Rene also has valuable experience in working with the U.S. Army Corps of Engineers, and other New York and New Jersey state and local environmental regulatory agencies.

Tom Beebe
Project Manager - Task E

Tom Beebe is proposed as the project manager for task orders in the Task E - Contracts Administration Category. He is an expert in program management, facilities management, facilities planning, and commercial real estate leases. Tom is also very knowledgeable in construction management, strategic planning, contract negotiations, procurement, and business development with a proven track record of creativity and success. Tom has extensive experience in successfully completing diverse and complicated projects including higher education facilities, mission critical facilities, and commercial facilities. He is an expert facilitator and team leader of individuals representing varying requirements and perspectives. He brings focus and creativity to these assignments to address flexibility, expansion, and also cost effectiveness to ensure requirements and expectations are properly managed. He has rescued several construction projects that were significantly over budget and schedule during the design phases.

Staffing Substitution Plan

The proposed personnel are available to the Authority to provide construction management and inspection services for this IDQ contract. Key personnel submitted and subsequently assigned to task orders will not be removed or replaced. In the unavoidable situation of a resignation by a key staff member, ARCADIS will undertake to replace the individual with another candidate with similar or equal credentials. Given our resources we are confident that we can maintain the proposed level of staffing. We will submit resumes and qualifications of proposed additional team members and obtain written consent from the Authority for any substitution or replacement.

Subconsultants

Our standard subconsultant agreement is attached, which describes the terms and conditions for their compensation on this contract.

Hirani Engineering & Land Surveying, P.C, (Hirani)

Hirani provides civil and structural engineering, land surveying, construction inspection/management, site safety and special inspection services. The firm's market sectors include transportation (highway, bridge, and rail infrastructure); building and facility projects inclusive of schools and colleges, medical care, housing, waste water treatment, commercial and site development; and municipal engineering. Hirani will be providing inspection services for task orders under this IDQ contract. Hirani is a certified Minority Business Enterprise (MBE). Hirani's team member resumes are included in Appendix B - Resumes of this submission.

EnTech Engineering, P.C. (EnTech)

EnTech is a multi-disciplinary WBE firm with extensive experience in electrical and mechanical inspections, building information modeling (BIM), 3D laser scanning and modeling, environmental, health and safety (EHS), construction inspection and management and civil and environmental engineering consulting services.

EnTech recently completed the Hurricane Sandy Emergency Contract project. This consisted of improvements to the Battery Park Underpass and West Street Underpass in Lower Manhattan. Seawater and debris flood damage, required the emergency repair and replacement of electrical power lighting, ventilation and control equipment. Four fans were replaced in the Battery Park Underpass and two fans were replaced in the West Street Underpass. NYCDOT requires asbestos surveys to be conducted in facilities undergoing alteration, demolition or rehabilitation to ascertain the presence and/or absence of asbestos, lead and other hazardous materials. EnTech also reviewed historical drawings and other documentation of the underpass to identify areas of concern regarding asbestos and other hazardous materials.

Municipal Testing Laboratory, Inc.

Municipal Testing was established in 1960, with one of its first clients being the New York State Department of Transportation. Municipal Testing Laboratory, Inc. is one of the foremost inspection and testing firms in the NYC Metropolitan Area. They have offices and laboratories in Hauppauge, New York, and Miami, Florida. Municipal's primary business focus is quality control and quality assurance inspection services and material testing for major municipal building and infrastructure projects, for municipal agencies, departments, authorities, owners, and select construction managers. Municipal will be providing inspection services for this contract.

C. Management/Technical Approach

Our proposed team consists of experienced professionals with the required professional qualifications and experience to perform the construction management and inspection services for federally funded storm related resiliency projects on an "as needed" basis at various Port Authority facilities.

Please see the attached Organization Chart and Resumes in Appendix B for detailed information on our proposed team members and their experience.

The following section, provides a description of our overall proposed management approach and the use of Project Controls, for both the overall administration of the IQC contract and for either a single or a group of contracts depending on the needs and requirements of the Port Authority. More detailed methodology is then provided for Tasks A to F.

Project Controls

ARCADIS project control services provide quantitative analysis and qualitative communication systems and tools for management of deliverables, costs, meetings, document management and reporting. Project Controls streamline the interface with critical information that enables proactive decision-making. Our approach involves developing and providing well designed Project Controls systems which:

- Manage the planning and monitoring process to ensure that deliverables are planned appropriately and monitored for completion
- Ensures that costs are benchmarked and monitored
- Identifies opportunities for improvement
- Develops the appropriate schedule
- Monitors the schedule analytically and so contributes to control of costs
- Manages and controls meetings and documents for efficient and rapid location and follow up
- Targets and provides comprehensive reporting as required to the Stakeholders

Program and project controls and reporting are an ARCADIS differentiator – they are "what we do best".

We have a demonstrable portfolio of built works where we have deployed leading-edge, proprietary and customized analytical tools to achieve top results for our clients. These results attest clearly to our passion for and expertise in project Controls. ARCADIS is currently managing multi-billion dollars of active programs and projects where our application of industry-leading controls is central to our success.

The main elements of a Program/Project Controls approach include:

- Defining the program or project scope.
- Establishing a uniform coding structure, based on the Work Breakdown Structure (WBS), for all elements of the controls system. The WBS is the foundation of program/project planning and controls. The WBS establishes and tracks the program's hierarchy of work to be accomplished in order to complete each project. The highest WBS level is the final product, with the levels below containing the detailed work elements needed to accomplish the work. The scope elements increase in detail with each level of the WBS, allowing managers to see an overview of the identified program scope, budget/cost, and schedule information. This disciplined Work Breakdown Structure is the key to ensuring that all project entries are consistent across all components and are actionable, measurable and reportable.
- Defining reporting levels, based on the WBS, that span from summary program-level reports to detailed project-level reports.
- Developing consistency in methodology and data by enforcing the use of processes/procedures and templates.
- Utilizing the right web-based program management system/tools for the specific program/client.
- Continuously monitoring schedule and cost performance against the baseline plans.
- Implementing a reporting system that analyzes trends to identify deviations from the plans, and provides options for pro-active issue resolution

Schedule Management Approach

Construction management and inspection of a program of contracts or projects, with its many components, is

a complex, multi project environment, and the best way to plan and control costs is through a schedule-oriented approach to program and project management. ARCADIS can develop logic network schedules using Primavera P6© software for all individual projects that are sorted and grouped in accordance with the established WBS.

The Program Master Schedule represents the integration of all individual projects and program elements for the comprehensive program and the baseline plan in terms of scope, cost, and time. The Program Master Schedule and the individual project schedules are associated closely with the WBS, identifying program and project critical paths and all activities affecting implementation.

The schedule system highlights potential delays and recommends steps and alternatives to mitigate such delays.

Schedule analyses are performed in support of construction planning, logistics planning, financial planning, resource planning, operational planning.

Budget and Cost Control

Budget and/or cost control and financial management centers on specific contractual commitments and budgets, allocation of budget requirements, monitoring and identification of variations to the plans, assessment of the actual performance versus the plan, and the development of timely work-around corrections to guarantee project and program success. The methodology involves the preparation of program and/or project level budgets for all WBS elements. To enforce uniformity across all projects standard budget/cost codes will be defined and a project budget template will be developed. Actual costs are then monitored against the budget and cost status reports will be generated monthly.

Variances from the budget will be reported to management by the controls team so that corrective measures may be taken for excess expenditures and/or under-runs may be exploited for the benefit of the project/ program.

Budget/cost analyses:

Cost Estimating enables a solid benchmark against which costs can be measured and controlled and involves developing an approximation of the resource costs needed to complete project activities and includes identifying as well as considering various costing alternatives. The basis for generating valid cost estimates is effective description of the project scope and identification of the estimating methodology.
Estimates developed using the most complete and accurate information possible approximate the cost of resources necessary to complete the projects. Cost estimates inform budget development.

Variance analyses will be performed to validate cost estimates prepared by others – including design consultants and contractors.

Project Management Information System (PMIS)

The ARCADIS controls approach is centered on the importance of communicating the findings resulting from our technical, quantitative analyses in reports that are customized to the needs of their recipients – including decision makers, project management teams and auditors. Providing 24/7 access to the latest project and program level information forms the basis of proactive management of the program by implementing a state-of-the-art web-based document management system that is fully integrated with all controls systems. This ensures one source of consistent information across all projects in the program and provides decision makers access to the latest validated project and program data at all times.

ARCADIS uses a PMIS for organizing documents, developing agendas and providing meeting minutes, assigning action items to individuals, monitoring their performance in resolving action items, and providing automatic reminders for the resolution. The system is interactive and as action items are added to meeting minutes they are automatically entered into the full system for monitoring and control, with the computer system producing reminders to all responsible parties.

To ensure standardization, document management processes will be developed for every type of document that the program and the individual projects will use – including file naming conventions and a standard file folder structure.

Web-Based Program Management System

ARCADIS has the expertise to develop a web based program management system using systems such as eBuilder or Oracle/Primavera Contract Manager, if required by the Port Authority. A web based system is useful to manage the wealth of documentation, cost and scheduling data that a construction program generates. We constantly review and evaluate other systems, and are capable of implementing any industry

standard PMIS to support the project. The advantages of a web based system includes:

- **Access** – gives every project team member 24-hour access to the most current project documentation and business processes and also enables them to instantly check the status of any process in which they are involved.
- **Accountability** – Project team members are accountable to execute assigned action items in a timely fashion.
- **Audit Trail** – All interactions with a document or business process are automatically tracked, including author, creation date, action performed and by whom, etc. This is particularly useful when dealing with the particular requirements and reporting demands associated with FEMA and FTA funding sources.

Reporting

Timely and effective program/project reporting involves a process of communicating status and updated progress information related to scope, budget/cost and schedule performance. Integration of the controls elements is essential to successful controls implementation. The information being reported must include historical and forecasted outcomes to allow program and project leaders to make informed decisions that cause actions to recovery cost and schedule delays and eliminate potential budget overruns before it becomes too late. Early-on recognition of trends, potential problems, issues definition and recommended solutions are the responsibility of the program/project controls team.

Reports must be easily interpreted and presented in a clear and concise manner that draws attention to the reader and user.

Project Controls Plan

If requested by the Port Authority and dependent on the complexity of each task order ie number of contracts to be administered under each task order, ARCADIS can provide a Project Controls Plan. This overall implementation plan would be based on industry best practices as exemplified by the Association for the Advancement of Cost Engineering (AACE) International in the Recommended Practice No. 60R-10, "Developing the Project Controls Plan", and as modified by ARCADIS project controls experts.

According to AACE International Recommended Practice No. 60R-10 "Developing the Project Controls Plan", the Project Controls Plan "describes specific processes, procedures, tools and systems that guide and support effective project control. The plan is a narrative or qualitative representation of the project control process, while the estimate, budget, schedule, etc. represent the quantitative aspects. The ARCADIS Program and Project Controls Implementation Plan would include the following:

1. Project Control Plan General Requirements
2. Functional Applications of Project Controls
3. Systems & Data Integrity Plan
4. Communications Plan
5. Project Controls Deliverables
6. Project Implementation

TASK A: Constructability/Biddability and General Engineering Review

Through our practice in construction claims investigation and mitigation, ARCADIS has acquired extensive claims defense experience. We know that ambiguous or conflicting plans and specifications are a leading source of contractor claims. These types of claims can be eliminated or minimized with the use of in-depth constructability analysis. Our experts are trained to look for inconsistencies to protect our clients; we know what can happen if this crucial step is overlooked. As a result of our expertise in claims, our reviews provide invaluable recommendations on contract language and content that will greatly reduce the Port Authority's exposure to claims submitted by contractors. Our approach to conducting constructability reviews is to perform a detailed drawings and specifications review to ensure that prospective bidders are able to understand and bid competitively on the contract documents. First, we review documents to ensure that they are clear and appropriate and no conflicts exist between plans and specifications. This enables a realistic evaluation by the contractor. Second, we review documents to ensure that project contract documents are compatible with site constraints and generally accepted construction practice.

Constructability Review Methodology

Key elements of our constructability reviews include the following:

- Use of multi-disciplinary reviewers geared towards the type of project. All reviewers need to be construction-experienced personnel with experience that is specific to the type of project being reviewed.
- Provide comprehensive constructability management tools to the reviewers – Constructability Checklists

and tools derived from previous lessons learned. The reviewer needs to have management tools that act as a guide to finding missing or uncoordinated contract document information, including a detailed constructability scope of work. ARCADIS has developed and uses the following constructability management tools:

- A "lessons learned" database of specific problem areas identified in previous projects or results from a constructability audit conducted on completed projects.
- The detailed constructability scope of work defining areas to be reviewed in the documents. Reviewers are assigned the responsibility for each area base on their expertise.

- Use of constructability audits developed on previously completed projects to identify change order generating errors and omissions. We provide our reviewers with the results of audited projects to improve reviews of future projects. Listed below are just some of the common errors and omissions that seem to reoccur on projects. A selection of some of the issues that we pay particular attention to when conducting our reviews include;
  - "Performance" Type of Drawings/Specifications: Most of the designs rely on "performance" type of drawings and specifications to represent certain systems. Precast panels and precast support systems, fire sprinkler systems, and shoring systems are examples of where a designer may specify these systems in a performance manner. For instance, if no fire sprinkler systems drawings are included then it is likely that the bid documents fail to address the installation of power or signal to the fire sprinkler flow switches.
  - Coordination with Geotechnical Recommendations: One of the most important phases in a construction project occurs at the very beginning when the contractor is dealing with costly operations dealing with mass excavation, import/export, and underground utility systems. We look closely at the recommendations in the geotechnical report and compare them to the notes and details on the architectural, civil, and structural drawings to ensure coordination.
  - Subjective Notes - Subjective phrases such as, "in an approved manner" or, "as needed" provide an unclear and unbiddable scope of work. Field supervisors and inspectors struggle with the final acceptance of components shown to be installed "in an approved manner". Referencing specific Greenbook or other industry standards rather than using these types of subjective notes can often mitigate disputes.
  - Site Visits: Conduct site visits to verify site topographic easement, and surrounding public utilities. Site conditions can change dramatically from the time a project owner conducts a site survey or an architect initially visits the site to the time of bid. Projects that involved additions or modifications to existing facilities suffer in particular from unaddressed site conditions. Close attention needs to be paid to new construction integrating with existing construction

Value Engineering

If required, ARCADIS can provide value engineering analysis. The most effective time for value engineering is during the programming phase; however significant savings can be realized during the pre-bid phase before the project becomes difficult to change. The Authority's ability to influence the project costs diminishes as the project approaches construction, thus early assessment of the current construction documents and estimates relative to the budget is key. Conducting a value engineering session to identify and test alternate systems that can offer performance and cost advantages is often a positive step in reducing project cost.

TASK B: Construction Staging Review

We are highly regarded for our creative yet cost-effective solutions to construction staging and phasing. Our experts have a targeted focus on maintaining user-group operations and comfort during construction projects and will draw upon this extensive knowledge in order to support task order requests for construction staging reviews. Some of our recent experience in complex construction staging was on the John Wayne Airport's Terminal C Program. The first phase involved the demolition of a four-level, post-tensioned concrete parking structure to make room for the new terminal while maintaining an active TSA in-line baggage screening facility operational throughout. Added complexity from the Terminal C being landlocked on all sides, prevented clear construction access from any direction. Construction activities impacted tenant deliveries, trash removal and other airport operations. ARCADIS worked closely with airport operations to develop a Site Logistics Plan that enabled contractors and airport operations to use certain sections of the airfield without disrupting FAA airfield operations or compromising security protocols. This plan also provided

parking for over 500 contractor personnel on site that greatly facilitated construction operations.

Maintenance and Protection of Traffic

As a part of the constructability review of the Work Zone Traffic Control (WZTC), a comprehensive review of site specific and area-wide traffic operations would be carried out. Where lane closures are required, the WZTC will validate that adequate lanes are maintained, that lane tapers conform to standards and that advance notification in the form of signs and Variable Message Boards are deployed as appropriate and in accordance with the standards specified by the Port Authority.

TASK C: Schedule Development and Monitoring

Of all Program and Project Controls, nothing has greater importance and potential impact than the schedule. At ARCADIS, our scheduling experts can provide services including, but not limited to:

1. Preconstruction Scheduling
2. Contractor's CPM Baseline Schedule Review
3. Contractor's Monthly Update Review
4. Time Impact Analysis (TIA)

An in-depth review of these provides a look at just how a contemporaneous, thorough analysis of a project's schedule can have extraordinary results in the successful completion of the contract.

Preconstruction Scheduling

Our schedulers are not simply "data input" specialists. ARCADIS has the staff that can review a project's drawings, regardless of the stage of the documents, and develop a CPM schedule that generally will mirror a schedule generated by the contractor, once selected.

The value in generating this preconstruction schedule is that contractual timelines can be identified, verified and/or developed to ensure that the project is going to succeed from the very beginning. Too often a duration is stated in a Contract, only to find that it is either too short (perhaps a sequence was not thought all the way through), or too long (resulting in higher costs and disruption than would have otherwise been unnecessary).

Perhaps the aspect of the preconstruction schedule that is of most value is simply "pulling it all together". Developing a critical path schedule that incorporates all phases, stages, and detailed work plans into a logical sequence that can be graphically displayed provides all stake holders with a comprehensive overview of how the project will be executed. Early identification of potential issues with the contract will certainly result in a project with fewer challenges.

Contractor's CPM Baseline Schedule Review

A review of the Contractor's baseline schedule involves more than a cursory review of durations and phases. We have seen many schedules that, from a graphics point of view, are adequate, workable plans to perform the work. However, deeper analysis can expose a schedule that may be one of two things: It may be either a poorly developed schedule, produced simply in an attempt to meet the contract requirement; or it is a deliberate plan to shift risk from the contractor to the Owner. Either case warrants careful thought and analysis, enforcing the requirements of the contract to have a useful, fair contract schedule that can be relied upon for decision making during the course of the project.

Contractor's Monthly Update Review

Once a baseline schedule has been accepted as the Contractor's plan, monitoring progress against the plan is paramount. In a monthly update review, it is necessary to evaluate what all has changed. As is the case with the baseline review, a graphic bar chart may show actual start and completion dates, and/or percent complete numbers, all contributing to the bar chart looking in order. However, manipulation of the data can produce a graphic that looks in order, but analysis will show that changes were made to the Plan that are not allowed. Original duration and logic changes can produce a false sense that the project is meeting the Plan, when in fact, there may be significant problems. Contemporaneous identification of problems provides the greatest chance of successful mitigation.

Time Impact Analysis (TIA)

It is not unusual for a contract to have one or more portions of it delayed for one reason or another. It may be that the Contractor ran into an unforeseen condition, or perhaps the State has decided to postpone a bridge approach due to public concerns. Knowing that the possibility of a delay always exists on a project, and managing the delay when and if it should occur can be a difference maker in the goal to complete a successful project.

A contractor may, for example, find that a utility that was scheduled to be relocated by "others" is still in his way when he is scheduled to begin work on a particular stage. The contractor may at this point send a TIA showing that he has been delayed and request time (and the cost of time)

be granted to him via a change order to the contract. Although this may seem a simple issue and that the contractor would be entitled to time and cost, obviously deeper analysis is necessary in order to answer the following questions:

1. Is the delayed activity string on the critical path?
2. Is the TIA based on the most recent, accepted monthly update?
3. Has any of the data in the schedules been modified beyond what is allowed by contract?

If it is determined that this is a legitimate excusable delay, there still may be an opportunity to reduce the exposure to the district. Perhaps re-sequencing of some other work would mitigate some or all of this delay. ARCADIS managers and schedulers look at all available avenues to reduce risk to the District, and work directly with the contractor to resolve issues such as delays. As with all issues, we strive to come to resolution at the lowest level, but never let inaction make matters worse.

TASK D: Quality Assurance Inspection

ARCADIS believes that a project cannot meet its intended purpose unless it is constructed to the most stringent quality requirements. The ARCADIS CM Team will make sure the Authority receives a final product that meets or exceeds the specified work. We have an integrated team approach to making sure the work meets its required standards. We document and communicate at all levels to make sure all work and materials are in compliance with the Contract documents

Approach to Quality Control / Assurance

- The first step is to review the contractor's quality control plan for conformance with the specifications. Included in this are approved material designs, vendor qualifications, and subcontractor capabilities.
- After verifying the contractor's plan, it is important that the plan is implemented in the field. Our inspectors understand how to recognize deviations from the plan sheets in the field. If there are deficiencies that affect the project, they will be reported and addressed to the required level of authority. We will not allow any construction to be covered up or installed prior to inspection and sign-off or approval by the required personnel. As job-site inspectors, we routinely conduct visual checks of job-sites and monitor the progress of construction. During our inspections, construction progress is examined for quality, safety, staffing and materials, weather conditions, and scope adherence. Our review allows us to build solid records to protect the owner from future claims.
- ARCADIS will verify the appropriate use of materials, inspect installation, and ensure compliance with owner specifications in validating all pay requests. We have a construction site inspection procedure in place and will ensure all activities and conditions are thoroughly documented.
- Daily diaries will be prepared and reviewed on a daily basis. We will prepare comprehensive daily diaries that include work performed, manpower, equipment used (or idle), tests, and inspection taken, the weather and any issue or conversations that impact the work. The emphasis is for our field personnel to get relevant information to the CM and have it reviewed in a timely manner.
- We will develop a test schedule that lists all required tests, frequency and results and note any failing tests for rework and retesting. We will use this as a tool to coordinating and document required testing and inspections. All test and inspection reports will be reviewed the day they are received. Any failing tests will be immediately taken to the Contractor's attention for re-testing.
- We will coordinate and resolve outstanding and unresolved quality issues. If not resolved in a very short period we will issue a notice of non-Compliance to document and implement resolution of the deficiency.
- We will verify Contractor compliance with all environmental mitigation measures.
- We will verify that the Contractor is maintaining as-built drawings and the as-built drawings contain current as-built information.
- We will ensure that required documentation is submitted.
- We will enforce compliance with the Contract Documents.
- We will hold and/or attend Pre-Work coordination meetings with the Contractor that identify specific inspection requirements for upcoming Work.

The ARCADIS approach to Health and safety

ARCADIS focuses on Health & Safety as a core value. Our commitment to Health & Safety is a pillar of our organization and is the foundation for a Health & Safety culture that is one of the best in our industry. ARCADIS clients, shareholders, employees and subconsultants set a high expectation that we will recognize and provide protection from any hazards to health and safety. To meet these expectations, ARCADIS has a robust and comprehensive H&S program that is supported by our senior management and is integrated into every facet of

our business. The program is designed to be proactive and emphasizes the importance of eliminating hazards first and then controlling them if they cannot be eliminated to minimize the potential risk for losses. Our safety ratings are among the best in our industry.

Our 2014 Experience Modification Rating (EMR) at 0.65 shows a wide positive margin against the industry standard of 1.0. Our 2013 Total Recordable Incident Rate of 0.43 is also among the lowest in our industry. The ARCADIS Health & Safety program includes standards, processes and elements that meet Occupational Safety and Health Administration (OSHA) and other governmental H&S requirements, as applicable. These proactive tools, along with risk tools that incorporate behavior-based safety into the program, go beyond compliance in our efforts to protect our staff from work-related injuries and illness.

Our program places a great deal of responsibility and authority on all our employees to behave in a safe manner using the tools provided by ARCADIS. Additional tools that support our H&S program include:

- Classroom training program for new hires that educates staff on the H&S program
- Regulatory- and company-required training courses for hazard-specific work
- A robust, internally constructed database that manages the implementation of our behavioral tools, allowing for tracking of action items and general tracking/ trending of H&S data
- Engineering, administrative and personal protective hazard controls
- Defensive driving program focused around the Smith System® defensive driver program
- Subcontractor H&S management
- Medical surveillance and exposure monitoring
- Established annual leading-indicator H&S goals and objectives for various levels of the organization

We make a concerted effort to partner with each of our clients in the area of H&S to better both organizations, and we will continue to optimize the protection of our staff, subcontractors, and clients and the communities within which we work and live.

Site specific safety plan

If required by the Port Authority, ARCADIS will develop the Site Specific Safety Plan (SSSP) to address the Authority's Safety requirements, which would include compliance with the most stringent provisions of the statutes and regulations of USEPA, USCG, OSHA, NYS DOL, NYS DEC, NYSDOH and the FAA.

The SSSP will also incorporate the Authority's own Health & Safety Policies and Procedures which govern personnel who work at or visit the Authority's facilities. The SSSP will be submitted for review and approval within 30 days of notice of award.

Monitoring the contractor's compliance with Site Specific Safety Plan (SSSP) is critical to the maintenance of a safe working environment. ARCADIS will monitor the contractor's compliance with the SSSP and will communicate deficiencies to the Port Authority and Contractor if applicable.

Health & Safety procedures which will be developed specifically for these projects could include:

- Air monitoring associated with entry into spaces classified as "confined" and in excavations with contaminated soils
- Use of personal protective equipment (PPE)
- Contractor's "tool box" safety meetings
- Daily inspection of the work site by contractor's designated safety person
- Waste and/or soil characterization, transportation and disposal
- Asbestos abatement protocol compliance
- Hot work procedures
- Lead and lead dust monitoring
- Real time air monitoring of respirable dust, VOCs, SVOCs, combustible gas, oxygen, etc.
- Performing field observations designed to recognize deviations from safe construction practices
- Coordinate and participate in regular safety inspections with Authority personnel
- Periodic audits and submission of reports
- Updating the SSS as necessary to reflect changes made during construction
- Conducting appropriate meetings to provide updated project information that will affect Health and safety during the performance of the work
- Keeping the Authority informed of all reported environmental health and safety deficiencies and resolutions
- Confirming that each construction contractor designates, according to their contract, a qualified and trained Site Safety Officer to coordinate with the CHSR and be solely responsible for the health, safety and protection of the contractor's employees and site visitors
- Immediately responding with appropriate actions in accordance with the relevant SSSP and protocols

Task E: Contract Administration

Tracking of FEMA-funded Construction and Contract Administration

We propose to bring our FEMA and FTA reimbursement experts to help the Authority setup the project accounting in the early stages of the project and to audit the effort on a regular basis during the project lifecycle to help assure a smooth flow of both FEMA and FTA funds to the Authority for completed work.

Request for Information (RFI) Submissions, Responses, and Logs

ARCADIS believes that a timely review and response to RFIs is essential to avoiding schedule impacts and cost overruns. ARCADIS will require electronic submission of all RFIs to expedite the turnaround time to review RFIs. The project control software used by ARCADIS provides a web-based project controls system that facilitates electronic submissions. This method also allows digital photographs as attachments to RFIs that will be viewed whenever the RFI is retrieved. In addition, the RFIs and submittals are automatically logged and maintained as they are electronically transmitted to the CM, engineer and contractor. For RFIs, these experts evaluate the type of question raised in the RFI. This evaluation determines the validity of the contractor's RFI submission. ARCADIS will identify unnecessary, duplicative, and frivolous RFIs that are often used to substantiate claims. ARCADIS' team of experts can provide this detailed evaluation to facilitate the response, and ensure it is both accurate and complete, further protecting the The Port Authority from potential claims.

Managing Changes in the Work

All contracts will have changes during the course of the contract. ARCADIS, with its vast experience in handling claims believes that a proactive approach to resolving all issues related to changes will be beneficial to the Port Authority by reducing costs and saving time. ARCADIS will assist and guide The Port Authority staff in identifying, issuing, and resolving changes. We propose the following approach for change management:

- Using Requests for Change – contractors will not be allowed to request a change order through the RFI process, but will be required to submit a separate "Request for Change" (RFC) document. This RFC will allow the Construction Manager to discreetly identify the elements that the contractor feels have changed from the contract. Thereafter, the Port Authority will have the opportunity to verify if a change has occurred and assess its options to either issue a change or mitigate the effect of the change through other means. Rejected RFCs provide a list of potential claims that project controls personnel will closely monitor and evaluate in order to mitigate potential claims.
- Close Monitoring of Change Progress – Once the change has been issued ARCADIS will monitor the progress from inception to negotiation. Prompt negotiations, after appropriate analysis for time impacts, will be our focus at all times. We will also monitor the physical progress of the change and ensure the schedule impacts, if any, of every change are incorporated into each monthly schedule update.
- Objective Advice – ARCADIS will advise The Port Authority on the impacts of issuing changes late in the project and seek alternative solutions to avoid unnecessary delays and extended overhead costs.

Preparing, Estimating, and Negotiating Change Orders

When ARCADIS' team negotiates a change order, the contractor understands that it is dealing with construction experts. Our reputation as objective and highly skilled professionals in the many aspects of project and construction management and claims resolution transfers an immediate benefit to the Port Authority in the area of change resolution. With extensive knowledge in the area of changed conditions, differing site conditions, delay analysis, inefficiency, acceleration and other contract issues, ARCADIS provides accurate, realistic, and timely responses to the contractor's request for change. Whether an Owner-initiated change or a merited Contractor Request for Change, ARCADIS sets in motion its change resolution process to ensure that changes are properly estimated, negotiated fairly, and executed in a timely manner. ARCADIS will draw on the depth of its team to make certain that the issues involved in a particular Change, or Request for Change, are examined by staff with commensurate expertise. These experts will work with The Port Authority administrators and other ARCADIS team members throughout the change process.

Construction Claims Analysis

ARCADIS has been providing Construction Claims Services and Dispute Avoidance in greater New York and New Jersey or over 30 years. The professional staff of ARCADIS is made up of former general contractors, construction managers, architects, owners, and engineers who have hands-on experience in the field. They understand what work needs to be performed when viewing contract documents, are able to visualize the sequence of the necessary tasks, and have a firm grasp on the production rates for work activities. These individuals understand the project controls necessary

to implement a construction project. This provides ARCADIS with the expertise to know what documents are important to understand and analyze the complex issues that develop into a construction claim.

The lessons learned in evaluating troubled projects have enabled ARCADIS to thoroughly understand the consequences of inaction and the results that can be achieved by establishing proper controls. The breakdown always stems from a lack of communication between project participants. We understand how and where these breakdowns occur. The key is to identify potential communication issues and project "gray" areas as soon as practically possible. This knowledge and experience allows ARCADIS to perform exemplary dispute avoidance for its clients. Determining what the potential issues are, implementing the necessary steps to ensure that they are controlled, and closely monitoring them are some of the many tasks that ARCADIS performs on a daily basis for its public owners.

We can initiate a successful dispute avoidance process before the design and construction phases begin with reviews of the front-end documents including agreements, general conditions, and specifications. In addition, the importance of partnering principles and team-building practices cannot be overstated when it comes to successful claims prevention. This is essential to honest and open communication, and ultimately the success of the project.

The first step to controlling cost overruns caused by change orders is to eliminate or minimize them altogether. ARCADIS employs dedicated estimators and qualified surveyors knowledgeable in current construction costs. This expertise enables the team to assist in establishing reliable pre-construction budgets and preparing accurate third party estimates prior to bidding, as well as evaluating contractors' schedules of values and pricing change orders during construction. Additionally, our team's estimators are available to perform feasibility and comparative cost studies of alternate materials as well as monitor costs during construction to make certain accurate and up-to-date cash flow forecasts.

We review quantity take-offs, unit prices and the appropriate contingency factor based on the type of estimate prepared and the level of detail in the scope. We also review all assumptions made in preparing the estimate. A report is prepared detailing any risk uncovered based upon the review of the estimate and mitigating strategies identified. ARCADIS prepares updated construction cost estimates at any point during the design development phase to make certain that the design development is progressing within the approved project budget.

Task G: Resources

The ARCADIS family includes some of the nation's most highly specialized firms and professionals that can provide an array of environmental, engineering, and project/ construction management services. With a staff consisting of more than 6,200 employees in the United States of which 1,500 are in the tri-state area and of which 500 are in metropolitan New York City, we have the sufficient depth of resources and ability to respond to task order requests at short notice. Our depth of resources includes project and construction managers, schedulers, cost engineers and estimators, design engineers, claims avoidance and dispute resolution specialists, procurement specialists, attorneys, and environmental scientists, planners, and engineers, and related support staff.

A proven strength of ARCADIS is our ability to promptly provide our clients with highly qualified professionals throughout the duration of their program of projects or for just as long as their services are needed. Many of our clients utilize various levels of staff augmentation and so we are very familiar with the nuances involved in integrating seamlessly with client management and staff teams. We currently have staff working in this capacity within the Port Authority to provide quantitative risk analysis and document controls services.

Please see section B - Staff Qualifications and Experience of this response for detailed staffing plan including an organization chart of proposed resources for the IDQ.

2 - APPENDIX A - List of Affiliates

Subsidiaries (Domestic)

Company	City, State	DUNS #	Federal ID #
MALCOLM PIRNIE, INC.	WHITE PLAINS , New York	[redacted]	
ARCADIS OF NEW YORK, INC.	SYRACUSE , New York		
LEWIS & ZIMMERMAN ASSOCIATES, INC.	COLUMBIA , Maryland		
ARCADIS G&M OF OHIO, INC.	CLEVELAND , Ohio		
ARCADIS G&M OF OHIO A&E, LLC	TOLEDO , Ohio		
ARCADIS G&M OF MICHIGAN, LLC	DETROIT , Michigan		
BBL CARIBE ENGINEERING P.S.C	SAN JUAN , SAN JUAN		

Subsidiaries (International)

Company	City, State	DUNS #	Federal ID #
Arcadis Canada Inc	CALGARY , CANADA	[redacted]	

Affiliates (Domestic)

Company	City, State	DUNS #	Federal ID #
RTKL ASSOCIATES INC	BALTIMORE , Maryland	[redacted]	
CONSTRUCTION DYNAMICS GROUP, INC	MARIETTA , Georgia		

Affiliates (International)

Company	City, State	DUNS #	Federal ID #
Senes Consultants Limited	RICHMOND HILL , CANADA	[redacted]	
Decommissioning Consulting Services Limited	RICHMOND HILL , CANADA		
Arcadis Belgium Holding NV	Antwerp , BELGIUM		
ARCADIS Latin America B.V.	Amsterdam , NETHERLANDS		
ARCADIS International B.V.	Amsterdam , NETHERLANDS		
ARCADIS Asia B.V.	Amsterdam , NETHERLANDS		
ARCADIS Europe B.V.	Amsterdam , NETHERLANDS		
ARCADIS USA B.V.	Amsterdam , NETHERLANDS		
ARCADIS Nederland Holding B.V.	Arnhem , NETHERLANDS		
Geotecnica Consultores SA	SANTIAGO , CHILE		
Arcadis Chile S.A.	SANTIAGO , CHILE		

3 - APPENDIX B - Staffing Organization and Resumes

Attachment E

Staffing Plan Template

RFP NO. 38268

IF THE STAFFING CATEGORIES LISTED BELOW DIFFER FROM YOUR FIRM'S, LIST YOUR FIRM'S STAFFING TITLES WITHIN THE CATEGORY THAT BEST MATCHES.

Staffing Category		PROPOSER'S STAFFING TITLES	NAME
INSPECTIONS	1	Principal-in-Charge, Project Manager	Petina Killiany, Project Manager Task Orders for Multiple Tasks
	2	Project Manager	Roy Cooper, PE - Tasks A, C, E, F
	3	Project Manager	Howard Greenfield, E, CVS, FSAVE, LEED AP - Task A
	4	Project Manager	Chris Carson, FAACE, CCM, PMP, PSP, DRMP, CEP - Task B
	5	Project Manager	Kurt Emmerich, PE, BCEE - Task D
	6	Project Manager	Rene C. Barrios, PE - Task D
	7	Project Manager	Tom Beebe - Task E
	8	Resident Engineer	Jim Morris, PE
	9	Resident Engineer	Brian Farrelly, PE
	10	Resident Engineer	Bob Bielski
	11	Resident Engineer	Kristine Martin
	12	Resident Engineer	Arvind Hirpara, PE (H)
	13	Health and Safety Officer	Laura A. Casey, CSP, CHST, CET, EMT-P (H)
	14	Safety Engineer	Dimitrios Lambros (H)
	15	Safety Engineer	Jospeh A. Mazza (H)
	16	Safety Engineer	Jaikrishen K. Lal, PE (H)
	17	Civil/Structural Inspector	Dipak Upadhyaya (H)
	18	Civil/Structural Inspector	Nicholas Bailey (M)
	19	Civil/Structural Inspector	William Castandeda (M)
	20	Civil/Structural Inspector	Jean G. Dupre, PE (H)
	21	Civil/Structural Inspector	Andrew Garcia (H)
	22	Civil/Structural Inspector	Wilmar Giraldo-Jaramillo (M)
	23	Civil/Structural Inspector	Danilo Guilas (M)
	24	Civil/Structural Inspector	Maramba Rodrigo (M)
	25	Civil/Structural Inspector	Kraiwoot (Michael) Ninnisai, PE (H)
	26	Civil/Structural Inspector	Olusola "Shola" Olatunbosun (M)
	27	Civil/Structural Inspector	Mark Pantke (M)
	28	Civil/Structural Inspector	Stanford Periera (M)
	29	Civil/Structural Inspector	Anwar Abdullah (H)
	30	Civil/Structural Inspector	Nikhil Chintanippu (M)
	31	Civil/Structural Inspector	Mircea Petrescu (M)
	32	Civil/Structural Inspector	David A. Trujillo, MS, EIT (E)
	33	Civil/Structural Inspector	James Yhap, NICET IV (E)
	34	Civil/Structural Inspector	Krzysztof Wiater, ME (E)
	35	Civil/Structural Inspector	Jim Yhap, NICET IV (E)
	36	Civil/Structural Inspector	Johannes Raitelu, NICET III (E)
	37	Track Inspector	John Stonberg
	38	Coatings Inspector	Nathan Dando (H)
	39	Quality Assurance/Control	Dennis M. Kamber, PE, BCEE
	40	Quality Assurance/Control	Mel Garofolo
	41	Quality Assurance/Control	Sean Markey
	42	Electrical Inspector	William Feis (E)
	43	Electrical Inspector	Mina Malek (E)
	44	Electrical Inspector	Babak Hedayati, PE (E)

Attachment E

Staffing Plan Template

RFP NO. 38268

IF THE STAFFING CATEGORIES LISTED BELOW DIFFER FROM YOUR FIRM'S, LIST YOUR FIRM'S STAFFING TITLES WITHIN THE CATEGORY THAT BEST MATCHES.

Staffing Category		PROPOSER'S STAFFING TITLES	NAME
	45	Mechanical/Plumbing Inspector	Mechanical Inspector
	46	Mechanical/Plumbing Inspector	Anwar Abdullah
	47	Mechanical/Plumbing Inspector	Nikhil Chintanippu
	48	Mechanical/Plumbing Inspector	Michael Valente
	49	Mechanical/Plumbing Inspector	Christopher Cusanelli, PE
CONSTRUCTABILITY REVIEW	1	Constructability Review, Construction Staging Reviewer	Chris Carson, FAACE, CCM, PMP, PSP, DRMP, CEP
	2	Constructability Review, Construction Staging Reviewer	Bob Bielski
	3	Constructability Review, Construction Staging Reviewer	Fred Schneader
	4	Constructability Review, Construction Staging Reviewer	Carmine Marra, PE
	5	Constructability Review, Construction Staging Reviewer	Sean Markey
	6	Constructability Review, Construction Staging Reviewer	Keith Goldberg
	7	Constructability Review, Construction Staging Reviewer	Paul Dalida
	8	Constructability Review, Construction Staging Reviewer	Kurt Emmerich, PE, BCEE
CONTRACT ADMIN	1	Value Engineer	Howard Greenfield, E, CVS, FSAVE, LEED AP
	2	Value Engineer	Anthony Dunams, PE
	3	Value Engineer	Joseph W. Wallwork, PE, CCP, PSP, CFCC, FAACE
	4	Financial Controls	Thomas Calmeau
	5	Office Engineer	Pankaj Pawar
	6	Office Engineer	Reginald Raphael (H)
	7	Construction Claims Analyst	Roy Cooper, PE
	8	Construction Claims Analyst	Joseph W. Wallwork, PE, CCP, PSP, CFCC, FAACE
	9	Construction Claims Analyst	Brian Goodreau
	10	Construction Claims Analyst	Eric Schatz, PE
	11	Construction Claims Analyst	Kevin Oulette, PE
	12	Construction Claims Analyst	Jason Young, PE
COST ESTIMATES	1	Cost Estimator	Roy Cooper, PE
	2	Cost Estimator	Joseph W. Wallwork, PE, CCP, PSP, CFCC, FAACE
	3	Cost Estimator	Eric Schatz, PE
	4	Cost Estimator	Dean Stracuzza
	5	Cost Estimator	Pankaj Pawar
CONSTRUCTION SCHEDULE	1	Scheduler	Roy Cooper, PE
	2	Scheduler	Joseph W. Wallwork, PE, CCP, PSP, CFCC, FAACE
	3	Scheduler	Eric Schatz, PE
	4	Scheduler	Andy Morse
	5	Scheduler	Brian Goodreau
	6	Scheduler	Dipak Digwall
	7	Scheduler	Pankaj Pawar
	8	Scheduler	Jason Young

Appendix B - ARCADIS Resource Resumes

Organizational Chart

Tasks
A - Constructability/Biddability Review and General Engineering Review
B - Construction Staging
C - Schedule Development and Monitoring
D - Quality Assurance Inspections
E - Contract Administration
F - Cost Engineering/Estimating Services
G - Resources

Subconsultants
(E) EnTech Engineering, PC - MBE, SBE
(H) Hirani Engineering & Land Surveying, P.C. - MBE
(M) Municipal Testing

THE PORT AUTHORITY OF NY & NJ

Petina Killiany
Principal-in-Charge
Task Order Resource Manager
Task G Project Manager

Task Order Project Managers
Petina Killiany, Task Orders for Multiple Tasks
Roy Cooper, PE - Tasks A, C, E, F +
Howard Greenfield, E, CVS, FSAVE, LEED AP - Task A
Chris Carson, FAACE, CCM, PMP, PSP, DRMP, CEP - Task B
Kurt Emmerich, PE, BCEE - Task D +
Rene C. Barrios, PE - Task D +
Tom Beebe - Task E

Project Controls
Tasks A, B, C, D, E, F

Office Engineering
Pankaj Pawar
Reginald Raphael (H)

Financial Controls
Thomas Calmeau

Value Engineering
Howard Greenfield, E, CVS, FSAVE, LEED AP
Anthony Dunams, PE
Joseph W. Wallwork, PE, CCP, PSP, CFCC, FAACE

Cost Estimating
Roy Cooper, PE +
Joseph W. Wallwork, PE, CCP, PSP, CFCC, FAACE +
Eric Schatz, PE +
Dean Stracuzza
Pankaj Pawar

Constructability Review
Construction Staging Review, General Engineering Review
Chris Carson, FAACE, CCM, PMP, PSP, DRMP, CEP
Bob Bielski
Fred Schneader
Carmine Marra, PE
Sean Markey
Keith Goldberg
Paul Dalida
Kurt Emmerich, PE, BCEE

Scheduling
Roy Cooper, PE+
Joseph W. Wallwork, PE, CCP, PSP, CFCC, FAACE+
Eric Schatz, PE+
Andy Morse
Brian Goodreau
Dipak Digwall
Pankaj Pawar
Jason Young

Quality Assurance Inspection - Task D

Resident Engineers
Jim Morris, PE +
Brian Farrelly, PE +
Bob Bielski
Kristine Martin
Arvind Hirpara, PE (H) +

Mechanical/Plumbing Inspectors
Anwar Abdullah (H)
Nikhil Chintanippu (M)
Michael Valente
Christopher Cusanelli, PE +

Coatings Inspector
Nathan Dando (H) ~

Track Inspector
John Stonberg

Quality Assurance/Control
Dennis M. Kamber, PE, BCEE
Mel Garofolo
Sean Markey

Electrical Inspectors
William Feis (E)
Mina Malek (E)
Babak Hedayati, PE (E) +

Civil/Structural Inspectors
Dipak Upadhyaya (H) ^
Nicholas Bailey (M) *
William Castandeda (M) *
Jean G. Dupre, PE (H)
Andrew Garcia (H)
Wilmar Giraldo-Jaramillo (M) *
Danilo Guilas (M) *
Maramba Rodrigo (M) *^
Kraiwoot (Michael) Ninnisai, PE (H) +^
Olusola "Shola" Olatunbosun (M)
Mark Pantke (M) *
Stanford Periera (M) *
Anwar Abdullah (H)
Nikhil Chintanippu (M) *
Mircea Petrescu (M) *
David A. Trujillo, MS, EIT (E)
James Yhap, NICET IV (E)
Krzysztof Wiater, ME (E)
Jim Yhap, NICET IV (E)
Johannes Raitelu, NICET III (E)

Contracts Administration
Task E

Construction Claims Analysts and Litigation Support
Roy Cooper, PE +
Joe Wallwork, PE +
Brian Goodreau
Eric Schatz, PE +
Kevin Oulette, PE +
Jason Young, PE +

Construction Safety

Health and Safety Officer
Laura A. Casey, CSP, CHST, CET, EMT-P (H)

Safety Engineers
Dimitrios Lambros (H)
Jospeh A. Mazza (H)
Jaikrishen K. Lal, PE (H)

Key
* ACI Concrete Special Inspector (10)
\+ PE in NY and/orNJ (15)
^ ICC Certified Structural Steel and Bolting Inspector (3)
~ NACE Level I Coatings Certified (1)

ARCADIS

Petina Killiany, Vice President

Principal-in-Charge / Task Order Resource Manager

Education
BA, Architecture, Roger Williams University, 1988

Years of Experience
Total – 25
With ARCADIS – 10

Professional Associations
Construction Management, Association of America (CMAA), Connecticut Chapter, Board of Directors
ACE Mentor, Board Member
United States Green Building, Member
Construction Institute, Advisory Board of Directors
Women in Transportation (WTS), Member

Additional Training
OSHA 10 Hour Safety, 2004
Certification for School Project Designers & Owner's Project Managers, Massachusetts Certified Public Purchasing Officials (MCPPO), 2008

Awards
Connecticut Building Congress Project Team Award, Grand Prize, Middletown High School

As ARCADIS' northeast region's Operations Manager and Vice President for the Program Management and Construction Management (PMCM) division, Ms. Killiany has more than 25 years of experience in the construction industry and provides staff and project leadership in all facets of planning and operation. Her project responsibilities include capital planning, programming, procurement, design management, construction administration, and all aspects of program and project management for numerous public agencies.

Ms. Killiany has served as Project Manager and Project Architect on both large-scale and small-scale education and municipal projects, playing an instrumental role in the administration of design and construction services. She has worked throughout all phases of the construction process, including the preparation of Project Management Plans (PMP), the development of project schedules, constructability reviews, thorough review and development of bid documents, and the overall management of all types of construction operations. Through the completion of numerous New England projects, Ms. Killiany is well-versed in all codes and guidelines for design and construction.

Ms. Killiany is a proven multi-disciplined team leader who is detail-oriented. Her methods facilitate creative problem solving and foster productive client and team relationships.

PROJECT EXPERIENCE

Hartford Schools Program | Hartford, Connecticut | 2010-ongoing
ARCADIS was selected by the City of Hartford and the Hartford School Building Committee to serve as the City's Program Manager for second phase of its $1 billion school construction program. Ms. Killiany serves as the Project Executive for the program, maintaining continuity and providing leadership for the project team. Previously, ARCADIS provided owner's representation on two successfully completed projects, the Classical Magnet School and Breakthrough Magnet School. The success of these two projects directly contributed to the assignment of this contract. ARCADIS will oversee the design, construction, commissioning and close-out of several projects, including: the Journalism and New Media High School at Clarence A. Barbour School; the International Baccalaureate School at Thomas Quirk School; the Asian Studies Academy at Joseph Bellizzi School; and the M.D. Fox CommPACT School. In addition to the oversight of these and future projects, ARCADIS is charged with developing and improving the standards and procedures for the continuation of the program.

Edward Smith and Atwater Memorial Libraries | North Branford, Connecticut | 2010
Ms. Killiany was the Project Executive responsible for oversight of design and construction of two library addition renovation projects for the Town of North Branford with a combined project budget of $9.5 million. The projects were done consecutively which allowed for swing space and continued operation of a library for the Town. Both projects were completed under budget and ahead of schedule.

Norwalk Police Station | Norwalk, Connecticut | 2005
Ms. Killiany served as Project Manager for the City's new, three-story, 75,000-sq.-ft. public safety complex. The $24.5 million project includes the City's combined dispatch, a detention area, administration area and an indoor firing range.

New Britain Superior Courthouse | New Britain, Connecticut | 1998
Ms. Killiany was the Project Manager responsible for design and construction phase services for a new six-story, 196,000-sq.-ft. facility totaling $30 million. This project was completed through a design-build project delivery method working for the State of Connecticut DCS.

Breakthrough Magnet School | Hartford, Connecticut | 2004-2006
Ms. Killiany was the Senior Project Manager providing owner's representative services on the State of Connecticut's **first public school to be delivered under the Design-Build approach** under a legislative pilot program allowing such a delivery method. The project consisted of a new 57,622-sq.-ft. pre-K through grade eight building situated on over 15 acres of land with ball fields and extensive playground areas. The project budget was $29.5 million with $6 million attributed to site purchase, remediation and development. The project was also designed to achieve LEED® certification.

Classical Magnet School | Hartford, Connecticut | 2004-2006
Ms. Killiany served as Senior Project Manager on the Classical Magnet School project., a $36.4 million **design-build project** for 700 middle and high-school students. The project was on a tight schedule, with five phases of construction, four of which were occupied. Safety, phasing, schedule and security were key project elements.

University of Connecticut, Towers Dorm Renovations | Storrs, Connecticut | 2003
Ms. Killiany served as the Project Captain for this six-building renovation and code compliance project. Her responsibilities included existing conditions surveys, design and development of general life safety, and ADA requirements working with the University and their representatives.

Housatonic Community College – Original Lafayette Hall | Bridgeport, Connecticut | 1995
Ms. Killiany was the Project Designer / Construction Administrator for the renovation and partial demolition of a former shopping mall transforming it into a very successful community college facility. The project is a 178,000-sq.-ft. campus building with a total cost of $28 million built using the Design-Build approach.

ARCADIS

Roy J. Cooper, PE, Vice President

Project Manager – Tasks A, C, E and F

Education
MBA, University of Connecticut, 1999
BS, Civil Engineering, Michigan Technological University, 1988

Years of Experience
Total – 26
With ARCADIS – 16

Professional Registrations
Professional Engineer (Civil): New York, Connecticut, Florida, Maryland, New Jersey, Rhode Island

Professional Associations
American Society of Civil Engineers, Association for the Advancement of Cost Engineering International

Additional Training
None

Software Expertise
Primavera – P6 Certification
Microsoft Suite: Access, Word, Excel, PowerPoint

Awards
None

Languages
English, Fluent

Mr. Cooper is the Vice President and leader of ARCADIS' Construction Claims Services in the Eastern United States. Mr. Cooper has more than 26 years of construction experience, including the analysis and review of complex construction claims from the beginning stages through trial support and expert testimony. Mr. Cooper has led large-scale claims evaluation assignments of almost every type, including the evaluation of schedule impacts, cost impact analysis, mediation, and claims negotiation, and has been qualified as an expert on both horizontal and vertical type projects.

Mr. Cooper has a strong educational and technical background along with practical experience and knowledge of construction principles and management. His years of field and management experience have provided him with the ability to quickly identify and solve complex construction issues. Due to his background, Mr. Cooper also often gets engaged when disputes arise during construction, to act as a real-time problem solver. Mr. Cooper is an accomplished public speaker and is often invited to speak at seminars on construction claims and managing projects more effectively.

PROJECT EXPERIENCE

New York State Department of Transportation Design-Build Program, Value Engineering | Albany, New York
Mr. Cooper served as a Value Engineering Team Member for the $200 million accelerated bridge program for the NYS Department of Transportation. Technical role focused on the design-build delivery process, selection process, and bid packages. The NYS DOT's goal is to deliver 4 design-build packages with 16 bridges in each packages. The team provided 22 recommendations to the NYS DOT which were well received by officials.

Bronx County Hall of Justice | Bronx, New York
Mr. Cooper is the Project Executive managing a nationwide team of analysts and experts to review and assess the documented history of this project. The new $421 million Bronx County Hall of Justice is an impressive and highly visible courthouse covering two city blocks. This 778,000-sq.-ft. building consists of 47 court rooms. Construction was completed in 2008 with nearly $100 million in cost overruns, differing site conditions, design errors and omissions, delays, and defective construction. ARCADIS was chosen to assist the New York City Law Department with the document review, claims analysis, and the problem solving of

ongoing building issues. Mr. Cooper took a lead role, participating and presenting in over 30 mediation sessions with the contractors.

Stamford Rail Station | Stamford, Connecticut
Mr. Cooper served as Claims Analyst during the evaluation of a $9.4 million contractor/subcontractor claim for the Connecticut Department of Transportation. The five-year, six-stage project involved the reconstruction of the station platforms; various adjacent side street drainage and roadway improvements; handicap, plumbing, electrical, mechanical, access and finish upgrades to the station concourse; a bridge replacement; and 1.5 miles of catenary improvements. The project was 1.5 years behind schedule, and had increased in value up to $69.5 million. He also performed document review, issue, entitlement, and schedule and damage analysis.

West Haven Railroad Station | West Haven, Connecticut
ConnDOT, under our on-call claims analysis contract, retained ARCADIS to review a $2.5 million claim from Manafort Brothers. The $39 million contract was related to the site work and platform installation for a new Metro North railroad station in West Haven, CT. Manafort claims that was delayed, disrupted and forced to accelerate the project as a result of changes and errors in the plans and specification, untimely answers to questions and differing site conditions. Manafort's claims consist of 16 different line items that include components from subcontractors including Ducci and Skanska. ARCADIS will be performing an analysis of schedule, technical issues and damages. In addition, ARCADIS will be assisting the Department in settlement discussions with the contractor.

Connecticut Department of Transportation, On-Call Construction Claims Services
Mr. Cooper is serving as Executive-In-Charge for the on-call construction claim services contract that has been in place since 1991; during which time, ARCADIS has worked on over 100 assignments. Mr. Cooper also serves as a Senior Claims Analyst and testifying expert for selected assignments, leading the evaluation of contractor's claims and ARCADIS' involvement in the resolution of the claims.

Marion Avenue | Southington, Connecticut
ARCADIS was retained under its on-call claims analysis contract with the Connecticut Department of Transportation regarding a potential time extension on a bridge project on I-84 at Marion Avenue. The project is part of ConnDOT's accelerated bridge program. Two bridge superstructures will be constructed adjacent to the existing mainline and then transported and set in their final location over a weekend closure of I-84. The contractor on the project request a time extension as a result of differing site conditions and other changes. ARCADIS is assisting the Department in its evaluation of this time extension request.

ARCADIS

Education
Rensselaer Polytechnic Institute, Bachelor of Science in Civil Engineering, 1969
Long Island University, Master of Business Administration, 1974
40-hour SAVE-approved Mod I Value Engineering Training Workshop, March 1982
SAVE Mod II VE Training Workshop, June 1996
Reengineering Course, Hammer, 1994
USGBC – LEED® Training/2002
Choosing By Advantages™ Training Workshop/2002

Years of Experience
Total - 43
With ARCADIS/Lewis & Zimmerman Associates, Inc. – 26

Professional Registrations
New York [redacted] 1974 Professional Engineer;
Maryland # [redacted] 987;
Georgia # [redacted] 975;
Virginia # [redacted] /2004
Certified Value Specialist: [redacted]
LEED® Accredited Professional, 2004

Professional Affiliations
SAVE International
American Society of Civil Engineers

Awards
SAVE International
2003 Fellow Award
1993 recipient of Distinguished Service Award in Construction

Howard B. Greenfield, PE, CVS, FSAVE, LEED® AP

Associate Vice President

Task A - Value Engineering Project Manager / Task B Team member

Howard Greenfield is a Certified Value Specialist and a registered professional structural engineer. He has extensive experience in project management and the structural engineering design of a broad spectrum of project types and scopes. In his 43-year career, Howard Greenfield has been responsible for the design, cost control, coordination, and administration of engineering efforts on commercial, institutional, industrial, governmental, and municipal projects.

Project Experience

New York State Department of Transportation. Under two open-ended contracts for value engineering services, Howard Greenfield has facilitated VE teams on the following studies:

- **I-787: US Route 9W to NY Route 5 Roadway and Bridge Rehabilitation, Albany County, NY.** This project will correct many of the deficiencies on I-787 between US Route 9@ and NY Route 5, including four bridge rehabilitations and three sections of roadway that will have pavement rehabilitation. ECC $29.2 million.
- **Replacement of the Kosciuszko Bridge (I-278) Over Newtown Creek, Kings and Queens Counties**. This project replaces the existing 70-year old bridge, which carries 160,000 vehicles per day, with two new bridges.
- **en East 138th Street and the Macombs Dam Bridge, Bronx, NY**. This project rehabilitates a section of viaduct in significant disrepair, while maintaining three lanes of traffic in both directions for a majority of the work schedule. Reducing the time to complete the work was a focus of the VE study and resulted in the use of some full-depth precast concrete bridge decks and permanent deck forms as well as the potential to limit traffic during some of the construction to two lanes. Not repainting the entire bridge structure also saved about $30 million. ECC $227 million.
- **Accelerated Bridge Program, Albany, NY**. NYS DOT desires to execute 115 bridge rehabilitations as efficiently as possible and ensure that the work is finished within schedule. To accomplish this, it engaged this VE study with the objective of identifying opportunities to enhance the manner in which the DBB and DB contracts are being assembled. In addition, there is a desire to better manage its bridge inventory to obtain the optimum usability of the bridges over a long period of time. To assist in accomplishing this, NYS DOT requested that the VE team review the asset management "white paper" and comment on how its proposed bridge asset management plan may be improved.

- **Brooklyn Queens Expressway/Grand Central Parkway (BQE/GCP) West Leg Interchange, Astoria County Queens.**
- **I-490 Western Gateway Contract 4, Rochester.**
- **NYS Route 390 / I-490 Project, City of Rochester, Towns of Gates and Greece, Monroe County.**
- **NYS Route 17 Conversion to Interstate 86 Exit 79 (Windsor) to Exit 84 (Deposit).**
- **Region 8, Route 17 Highway Safety Improvements for Upgrades to Interstate 86, Town of Wallkill, Orange County.**
- **Alexander Hamilton Bridge and Highbridge Interchange Ramps Rehabilitation, Bronx, NY.**
- **Route 9A Promenade, Manhattan, NY.**

Massachusetts Bay Transportation Authority, Boston, MA, Open-ended Contract for Value Engineering Services. Project Manager/VE Team Leader on the following studies:

- **Replacement of Shore Line Bridge Franklin Branch Over Shore Line** (2013). This project replaces a single track, truss supported bridge on the Shore Line Franklin Bridge over three Amtrak tracks with a steel plate girder through span bridge. $11.3 million.
- **Everett Bus Repair Facility** project (2013) upgrades this facility, originally constructed in 1923, by repairing the first floor of the building, with the exception of the CNG bus repair and diesel bus repair areas, and mitigating contaminants in the soil of the crawl space throughout the building. The existing first floor concrete is deteriorating, with concrete spalling off, and reinforcing steel in the beams, slabs and columns exposed and rusting in many locations. ECC $7.2 million.
- **The Salem Station Improvements and Parking Garage** project (2012) will raise the station platform to match the height of the train floor, provide canopies for weather protection for those waiting for a train and improve access to the platform area. A new 715 space, five-level parking garage will also be added to replace the 300 + space at-grade parking area. ECC $32.2M ($3M over budget).
- **The Ashmont Red Line Over Clayton Street** project that replaces a bridge constructed in 1911 and modified in 1926. The tracks are part of a large curved section of the Red Line. The VE team developed nine alternatives with cost savings and four design suggestions that will allow construction work to proceed more efficiently. ECC $6.8 million.
- **The Revere Transit Facility & Streetscape** project will connect Revere Beach and the existing historic Beach Pavilion with the MBTA Wonderland station and the new station parking garage now under construction. The project includes a sloping landscaped park, a cable-stay pedestrian bridge, a grand stair and elevator, a lower

plaza and an upper plaza. Risks include meeting a demanding schedule, maintaining railroad operations, constructing over the railroad and Ocean Avenue, and obtaining jurisdictional approvals for the contractor's work. The VE team developed 11 alternatives that could yield cost savings and 14 design suggestions that could yield cost savings and/or enhance the ability of the team to deliver the project on time and on budget. ECC $17.1 million.

- **Old Colony Railroad Rehabilitation Project - Greenbush Line**. Led a team reviewing the Draft Design/Build RFP for this $400+ million project consisting of 18 miles of commuter rail line along an existing right-of-way. The study team focused on how the document accommodates risk and provides criteria for the design/build team. Over 85% of the changes proposed by the VE Team are being implemented.
- **Charles Street/MGH Station, Red Line Accessibility and Modernization Project**. Led a study of this $22.7-million project on an elevated station in a congested area. Approximately $3 million in VE savings were implemented.
- **Copley Station Upgrade, Light Rail Accessibility Program**. Facilitated a charrette attended by a multidisciplinary MBTA management team to develop the project's scope of work using VE tools. The work was performed at this stage of the project's development in preparation for negotiating a design contract with a consulting engineering team.
- **Dorchester/Savin Hill Red Line Stations (4), Accessibility and Renovations Improvement Program**. Facilitated a VE workshop on the upgrade of four stations resulting in a reconceptualization of one of the stations to save $10 million plus other cost-reduction solutions on this ECC $49.4-million project.

New York City Transit Authority. Under a task order contract, served as Project Manager and VE team leader, risk analysis facilitator, or constructability review facilitator on the following projects:

- **Rehabilitation of the Culver Line Viaduct**. Performed risk analysis to assess the $213 M project and the cost estimate from the bidders' point of view to incorporate risks and ranges around point estimates used in the NYCT cost estimate to reflect what ranges actual reasonable bids will fall within.
- **Fulton Street Transit Center, Station Rehabilitation Projects**. Assistant VETL on a study to optimize the design of the rehabilitation of three subway stations and connecting passageways included in the Fulton Street Transit Center project. ECC $160 million.
- **Kingsbridge Bus Depot**, 263,083 sf multi-story bus storage and maintenance facility. ECC $68,000. Implemented savings were $2,000,000, a 40:1 return on investment.
- **Bus Depot Planning and Design Guidelines**

- **Astoria Line Structural and Track Improvements**
- **Nassau Street Loop Water Condition Remedy**, 3.8 miles, ECC $6.5 million
- **Jerome Avenue Structural Rehabilitation**
- **Rehabilitation of Elevated Stations at Various Locations, Rockaway Line, Queens, NY**, six stations, ECC $11,898,000
- **Construction of Signal Enclosures, Kings Highway Station to West 8th Street**, ECC $4.7 million
- **63rd Street Line & Queens Boulevard Connection**, ECC >$300 million
- **Construction of Signal Enclosures, Brighton Beach Line "B" Division**

New Jersey Transit, Trans-Hudson Express Tunnels. VETL for a VE study of a new transit line to carry trains from New Jersey into Manhattan, New York. The project provides two new tracks (inbound and outbound) to connect existing tracks with NY. Included are two rock tunnels through Palisades, two soft ground tunnels under the Hudson River, rock tunnels in Manhattan and a two-level, six-position, station with intermediate mezzanine that will expand Penn Station, a train storage yard with light maintenance facilities, and a loop track for connecting the two systems. The VE team identified over $400 million in potential cost savings. EEC $4.4 billion.

Burlington Transit Station, Chittenden County Transit Authority, Vermont. VETL for this project which provides a new Transit Station to serve local, regional and commuter buses in the City of Burlington and the surrounding towns. It will consist of a Transit Station Building at the south end, a platform and canopy from the north end of the building to Pearl Street, and stand-alone driver's restroom at the north end. The building will have a ground floor for a ticketing office, men's and women's restrooms, concession stand, ticketing machine and lobby. The basement will have a mechanical equipment room and an elevator equipment room, in addition to spaces to support the bus drivers, including kitchen area, lounge area, eating area and men's and women's restrooms. ECC $6.6 million.

Waterbury Bus Maintenance Facility Replacement Project, Connecticut Department of Transportation. 2013. VETL on this project which will provide an approximately 376,000 square foot bus maintenance and storage facility in Watertown to replace the existing facility in a converted foundry building. The site is restricted due to the proximity to the Naugatuck River and its 100 year and 500 year flood levels. The site also requires the construction of a new water supply line and sewage pump stations and force main back to the Watertown sewer system, ECC $81.3 million.

Kurt Emmerich, PE, BCEE

Project Manager – Task D

Years of Experience
25

Education
AAS, Biology- State University of New York at Cobleskill 1976, With Honors, Phi Theta Kappa
B.S., Engineering- State University of New York College of Environmental Science & Forestry 1978, Cum Laude

Professional Licensure
Professional Engineer (NY)
Board Certified Environmental Engineer

Professional Associations
Water Environment Federation- Member
American Academy of Environmental Engineers: Board Certified Environmental Engineer

Mr. Emmerich has extensive experience in all aspects of large infrastructure construction projects in the New York Metropolitan area. He has operated a construction contracting firm for eight years, managed the change order process for several large NYCDEP construction programs, and managed construction of several NY Metro environmental construction projects. His experience spans the design of CSO facilities, water treatment facilities, collections system improvements, wastewater treatment facility upgrades, storm water facilities, residential and light commercial structures and land planning/subdivisions.

Detailed Experience

NYCDEP Bureau of Engineering Design and Construction: Tallman Island BNR Upgrade / Flushing, NY. Construction Manager for $300 million facility. Accomplishments include implementation of a Priority Operational Plan to focus on BNR startup; assisting in resolving major design issues; establishing trust with DEP, Contractor, EAO, Designer and CM staff.

NYCDEP Bureau of Wastewater Treatment: City-Wide SCADA Project / New York, NY: Construction Manager for construction of $30 million system. Accomplishments include: negotiating and processing multiple Change Orders that were stalling the project; resolving major design issues; working with the contractor to re-sequence the project, supplement workforce and recover schedule; establishing trust with DEP, Contractor, EAO, Designer and CM staff.

NYCDDC: Sheldon Road REI and The Requirements Contract for Engineering Design and Related Services in Connection with Green Infrastructure Work, Boroughs of Queens / Queens, NY: Project Executive for two projects. Duties include: assuring that firm's resources are properly applied to the work; assuring client satisfaction with work performed; handling administrative and contractual matters.

NYCDEP: Newtown Creek WPCP Upgrade Program/ New York, NY: Managed a group of 15-20 Engineers responsible for preparation and negotiation of all change orders for this $4-billion wastewater treatment plant upgrade. Accomplishments include: reducing backlog of Change Orders, improving accuracy of Engineering Estimates for Change Orders, negotiating three Change Orders amounting to over $100 Million, developing new procedures to improve predictability of final negotiated costs, improving results on regular client evaluations.

ARCADIS

Various Clients: NYC Watershed Upgrade Program. Provided program management for the firm, leading our efforts in securing and executing the upgrade of twelve (12) wastewater treatment plants in the NYC Watershed, under the NYC Watershed Upgrade Program. Facilities include microfiltration, UV disinfection, sand filtration and equalization. Total fees approaching $10 Million. Services included Study, design, construction administration and startup.

City of Newark: Water and Sewer Improvements at Delancy Street / Newark, NJ: Led the design of water, sewer, and storm water improvements for the Delancy Street project. Work included investigation and design of infrastructure and traffic improvements for new water mains and sanitary sewers to support a distribution and bottling facility for a major beverage manufacturer. Planned work was in a highly industrialized area with numerous railroad, utility, highway and stream crossings. Additional work included permitting for all crossings.

NYCDEP: Land-based Sludge Management Program / New York NY: Assisted in supervising 16 change order engineers, overseeing 58 contracts at eight different construction sites for a fast-track $600-million capital program. The facilities included centrifuges for sewage sludge dewatering, sludge conveyance systems, polymer systems, odor control systems, sludge cake pumping and storage systems, and appropriate structural, electrical plumbing, and HVAC systems. Includes review of engineering design changes and overseeing the preparation and negotiation of resultant change orders.

Education

M.S. Transportation Planning and Engineering, Polytechnic Institute of New York

B.S. Civil Engineering, The City College of New York

Professional Licensure

Professional Engineer (NY)

Professional Associations

Project Management Institute
National Society of Professional Engineers
American Society of Civil Engineers

Rene C. Barrios, PE

Project Manager – Task D

Mr. Barrios has extensive experience in project and program management on a wide range of transportation infrastructure systems including ports, airports, tunnels, bridges and rail transit facilities. Experienced in contracting, construction management, risk analysis, change management and the application of health and safety standards.

Detailed Experience / Employment History

Professional Experience

Reynolds, Smith & Hills (RS&H) - Present

Perform marketing and business development tasks followed up by preparation of proposals for Ports / Intermodal projects for clients in Central America and South East Florida. Those projects included providing Program Management Oversight on behalf of the government of Costa Rica for the design and construction management of the Moin Container Terminal, estimated at $30 million; the Jacksonville Port Authority Master Plan and the Jacksonville Dames Point Marine Terminal Intermodal Container Transfer Facility (ICTF). In addition, I am assigned to investigate Ports/Intermodal business development opportunities with potential clients in the U.S. Northeast and South America.

CH2M HILL, INC.

Eleven years of progressive project and program management assignments.
Assigned to the 2.1 billion MPX Colombia, Guajira Thermal Coal (GTC) Project in Bogota, Colombia, performed Project Management Oversight (PMO) and owner's engineer responsibilities to implement feasibility-level and preliminary engineering design for roads, rail and a new export port in support of future coal mining operations in La Guajira, Colombia. My responsibilities included close oversight and coordination of multidiscipline sub-consultants staff performing field, preliminary engineering, and environmental permitting tasks. Management of each engineering activity, project cost estimating preparation and quality control development had to closely adhere to the client's pre-determined milestones to obtain the financial support required to implement the overall $2.1 billion project funding and the regulatory licenses to allow the client to begin coal mining and export operations.

Managed the design and construction of the $120 million project to deepen from 45 ft to 50 ft the portion of the Kill Van Kull Channel around Bergen Point, as part of the on-going U.S. Army Corps of Engineers NY/NJ Harbor 50-ft 38 mile long Channel Deepening Project.

Managed the PANYNJ Dredging / Berth Deepening Program, which included the design and construction management of 14 dredging contracts for berth deepening and maintenance

dredging at PANYNJ marine facilities which included dredging and disposal of 3.5 million cubic yards of dredged material at a total project cost of $87 million. Implementation of these dredging contracts required intensive interaction with the U.S. Army Corps of Engineers, NY State Department of Environmental Conservation and NJ Department of Environmental Protection.

Managed the Port Newark Wharf Reconstruction Program including conceptual, preliminary and final design, preparation of contract documents and construction management for the demolition and reconstruction of approximately 1,500 linear feet of deteriorated wharf structures. The first two wharf demolition and reconstruction contracts were awarded in 2007 and 2008 at a project cost of $52 million and completed in November 2010. The third contract was awarded in December 2010 at an estimated project cost of $43 million.

Port Authority of New York and New Jersey (PANYNJ)

Engineer of Projects / Supervising Engineer – Ports - Managed the Dredging Program at the PANYNJ marine terminals performed under 14 construction contracts for dredging and disposal of 2.8 million cubic yards of dredged material at total project cost of $98 million.

Project Manager - Managed for the PANYNJ the Port Master Plan, the Draft Environmental Impact Statement for the Newark Bay Sub-Channel Placement Cells and the U.S. Army Corps of Engineers 50-ft Harbor Deepening Study.

Project Manager- Managed the environmental permitting, design and construction of the Newark Bay Confined Disposal Facility (NBCDF). This in-water facility has capacity for the disposal of 1.5 million cubic yards of contaminated dredged materials. The project cost was $43 million.

Engineer of Projects – Aviation, Maintenance Engineering Design Division - Managed the design and construction of the $34 million Aviation Department - Major Works Program which included over 100 construction contracts for upgrading and enhancing of runways, taxiways and supporting at John F. Kennedy, La Guardia and Newark airports

Task Leader / Project Manager - Technical oversight and project management of concurrent and operationally complex construction contracts for the rehabilitation and upgrading of the Bayonne, George Washington, Outerbridge and Goethals bridges, the Lincoln and Holland tunnels and the Port Authority Bus Terminal.

Structural Engineer - Responsible for supervising the preparation of contract drawings, specifications, and technical reports; reviewing structural design calculations prepared by in-house and consultant staff; developing technical scopes of work for soliciting Request for Qualifications and Request for Proposals from consulting firms and construction contractors; reviewing and approving construction shop drawings.

New York City Transit Authority (NYCTA)

Civil Engineer / Squad Leader - Supervised structural design and contract documents preparation for rail transit facilities projects. Evaluated and selected projects for their inclusion in

the Capital Program and reviewed construction plans from New York City and State agencies, utility companies and private entities to determine their potential impact on NYCTA facilities and/or operations. As a Licensed Professional Engineer, I had to be available for 24/7 on-call response to structural integrity conditions within the NYCTA system and facilities.

Assistant Civil Engineer - Performed structural design work related to upgrading and maintaining existing reinforced concrete tunnels and steel elevated structures within the NYCTA jurisdiction. Conducted field inspections and condition surveys, prepared contract drawings, specifications and cost estimates.

Thomas Beebe

Senior Program Manager
Project Manager – Task E

Education
Real Estate Appraisal, Real Estate Finance, University of Connecticut
Connecticut Real Estate Sales License
Waterford, Connecticut Municipal Police Academy
Connecticut State Police Auxiliary Trooper Academy

Years of Experience
Total – 35
With ARCADIS – 2

Professional Registrations
Construction Management Association of America (CMAA)

Professional Associations
Connecticut Building Congress (CBC), Second Vice President, Board of Directors
CBC Industry Practices Committee (IPC)
CBC Co-Chair Programs Committee
Professional Women in Construction, member
Construction Institute, Professional Development Instructor for RFQ and RFP
Construction Institute, Education Committee Co-Chair (past)
Society for Marketing Professional Services CT, Director, Board of Directors (past)
Society for Marketing Professional Services CT, Programs Committee Co-Chair (past)

Additional Training
10 hour OSHA Safety Training
Asbestos Awareness
Emergency Management and Business Continuity

Software Expertise
Microsoft Outlook, Word, Excel, Project, PowerPoint and Prolog

Awards
Project Team Award, CBC
Best In Class Building, AGC
Aetna Circle of Excellence

Mr. Beebe is an expert in program management, facilities management, facilities planning, and commercial real estate leases. He is very knowledgeable in construction management, strategic planning, contract negotiations, procurement, and business development with a proven track record of creativity and success. He is dedicated to maintaining a reputation built on quality, superior customer service, collaboration, and uncompromising ethics.

Mr. Beebe has extensive experience in successfully completing diverse and complicated projects including higher education facilities, mission critical facilities, and commercial facilities. He is an expert facilitator and team leader of individuals representing varying requirements and perspectives. He brings focus and creativity to these assignments to address flexibility, expansion, and cost effectiveness to ensure requirements and expectations are properly managed. He has rescued several construction projects that were significantly over budget and schedule during the design phases.

PROJECT EXPERIENCE

Connecticut Department of Transportation | Berlin, Connecticut
Mr. Beebe managed the complete inventory, cost analysis, options, and physical move for the eminent domain relocation of a steel fabricating business to a newly constructed facility in support of Connecticut DOT road widening.

University of New Haven (UNH) | West Haven, CT
Mr. Beebe served and supported UNH for over seven years as Director of Program Management and subsequently Vice President of Facilities. He managed the project teams for 32 major capital projects from inception through occupancy along with daily facilities operations and campus police. Managed and facilitated site selection, all design phases, approvals, construction, procurement and installation of furniture, fixtures, and equipment (FF&E), and occupancy for all projects.

Construction

- Henry C. Lee Institute of Forensic Science- 15,500 square feet new construction including interactive Learning Center with technology driven museum exhibits, Command Center with technology to also serve as a backup hardened communications center for municipal or state emergency, extensive copper and fiber cabling to central data room for maximum flexibility, learning laboratories, classrooms, offices, and crime scene rooms. Completed three conceptual building scenarios on alternate sites including budgets and schedules

- Student Center- 35,000 square feet renovation and 3,000 square foot two story addition for dining expansion, complete demolition and expansion of kitchen and servery, new fire sprinkler system, significant code upgrades, renovation of student and faculty offices,

renovation of student activity spaces, backup generator, and significant building envelope improvements

- Student Housing- 123,000 square feet four story apartment style housing new construction with 400 beds including LEED Silver certified, student lounges, recycling rooms, associated site improvements with parking, and student gathering spaces
- Student/Fitness Recreation Center- 55,500 square feet, two story new construction including three courts (one multi-activity with dasher boards), fitness center, indoor jogging track, racquetball courts, activity rooms, juice bar, staff offices, and student activity spaces
- Marine Biology Labs and Classrooms- managed the project team to complete the programming, design, budgeting, and scheduling of new waterfront labs and fish production systems to be constructed in a 35,000 square foot facility on New Haven Harbor
- Student Activity Center- complete renovation and reuse of 3,500 square foot facility including new windows, mechanical systems, roof, and façade with outdoor plaza
- Main Administration Building- developed and managed a phased expansion plan strategy for the 98,000 square foot 1909 vintage facility to increase usable space in the building by 50%, correct code deficiencies, upgrade mechanical systems, and support the Master Plan. Completed design and construction of full sprinkler system as required by the fire marshal. Replaced, upgraded, and relocated electrical transformers from inside the building including new electrical infrastructure from the public road. Completed restoration of building façade including repointing, repainting, and masonry repairs
- Athletics Facilities- managed the construction of two artificial surface fields, new bleachers, electronic scoreboard, press box, fencing, sitework, new field house design, and expansion options to the 42,000 square foot main athletics building including schedule and budget to facilitate donor presentations and support fundraising goals
- Infrastructure- completed infrastructure improvements including the relocation of utilities and road to support new building construction, alignment and improvement of pedestrian zones, improved storm water drainage, outdoor seating, and increased green space
- Campus- managed the design and construction of the main campus green including underground utilities, drainage, and safety upgrades. The design-build approach reduced time and cost by approximately 30%
- Residence Halls- completed upgrades to five residence halls totaling 192,000 square feet to correct the presence of hazardous materials and improve life/safety with the installation of smoke alarms
- Parking- managed design, municipal and state regulatory approvals, and construction of six parking lots totaling 325 spaces

- Other Capital Projects- directed design and construction of the campus book store, health services, campus convenience store, Sandella's restaurant, sound and recording studios, interior and exterior signage, campus wide ADA and code upgrades, biology labs, forensic science labs, access control, security cameras, theater upgrades, offices, and classrooms

- Project Delivery- managed the Integrated Project Design (IPD) approach using Building Information Modeling (BIM) for all projects

- Regulatory Approvals- managed all municipal and state regulatory approvals, including building officials, fire marshal, traffic authority, Planning and Zoning, Inland Wetland Commission, city councilors, state representative, neighborhood coalition, and CT State Traffic Commission

Facilities Management

- Operations- developed and managed $3.7 million annual operating budget including 67 staff and outside contracts supporting 32 buildings on 83 acres

- Facilities Maintenance- developed Master Project List and processes to identify, prioritize, and manage over 750 projects including collaboration with all stakeholders and participants

  Directed preventive maintenance programs, life cycle analysis, space usage, building envelope analysis, mechanical systems upgrades, short and long term planning, decommissioning, demolition, mold and water remediation, asbestos abatement, utilities mapping, furniture management, high building performance standards, sustainability, campus master plan, financial controls, and budget reconciliations including soft and hard costs

- Capital Improvements- developed and managed $4 million annual capital budget focused on deferred maintenance priorities including building envelope, mechanical systems, and code compliance

- Space Usage- managed classroom expansion, office renovations and relocations to support realignment of the five colleges and the strategic plan

- Leased Facilities- managed and maintained six leased facilities off campus including student housing, offices, and parking

- Energy Conservation- completed improvements to reduce consumption by approximately $375,000 annually, increased energy rebates, recycling, food waste composting, established carbon footprint, and strategy to install solar panels. Directed lighting upgrades throughout the campus to reduce energy costs and improve safety including no interest loan from the utility provider United Illuminating

- Campus Police- directed campus police consisting of 22 certified police officers, civilians, Chief of Police, Deputy Chief, and Executive Director of Safety/Transportation

- Campus Safety- directed all emergency management including evacuation planning, emergency phones, cameras, access control, emergency notification system, liaison with first responders, pedestrian and vehicular traffic

- Hazardous Materials- directed the hazardous materials program to monitor and control the movement and reporting of all hazardous materials on campus

- Neighborhood Improvements- served on the Board of Directors of the "Allingtown Neighborhood Development Coalition" to facilitate strategies and fundraising for improvements to the adjacent West Haven, CT neighborhood

Procurement

- Managed the procurement, receipt, inspection, and installation of all furniture, fixtures, and equipment (FF&E) and owner contracts for new construction and renovation projects including the Henry C. Lee Institute of Forensic Science, 400 bed Student Housing, Student Center, Student Activity Center, Student Fitness/Recreation Center, Sandella's restaurant, convenience store, and Health Center

- Prepared and negotiated Owner contracts for service providers including traffic consultants, special testing, civil engineering, construction managers, specialty consultants, cost estimators, audio visual equipment, security equipment, design professionals, commissioning agents, and commercial real estate leases

- Managed the preparation and negotiation of contracts for campus services including landscaping, snow removal, and heating, ventilation, and air conditioning (HVAC)

- Developed Requests for Proposals (RFP's), analyzed proposals, managed the selection committees, facilitated selection, negotiated contracts, and administered contracts for architects and engineers to support 17 construction and renovation projects

- Participate in the construction manager's bid preparation, analysis, and bid leveling for key contracts including site work, structural steel, building envelope, and mechanical, electrical, and plumbing (MEP)

James Morris, PE

Resident Engineer

Task D – Quality Assurance Inspection

Years of Experience
48

Education
B.E., Civil Engineering, Manhattan College 1965
M.S., Civil Structure Engineering, New York University 1971

Professional Registrations
Professional Engineer (NY)
New York State Grade 4A Wastewater Operator

Health and Safety Training
Construction Safety 10 Hr
Confined Space Entry
Health and Safety Orientation
OSHA Occupational Safety and Health Training
Underground Tunnel Safety Course

Professional Training
NYCDEP Hot Work Training
NYCDEP Prevailing Wage Training
NYCDOB Supported Scaffolds
Westchester County HAZWOP 40 Hr.

Special Recognition
NYWEA Distinguished Service-Jan. 2006
Army Commendation Medal

Societies
NY Water Environment Association
Select Society of Sanitary Sludge Shovelers

Mr. Morris is a long-term career civil engineer with extensive experience in resident engineering, construction administration, and design projects for water and wastewater utilities, infrastructure work, and urban renewal in the New York City water/wastewater system, and with related projects in Westchester County; he has received special recognition for distinguished service in this area from the New York Water Environment Association. His career began with the U.S. Army Corps of Engineers in South Carolina and Vietnam.

Detailed Experience

New York City Department of Environmental Protection: Croton Water Filtration Plant - Deputy Resident Engineer / New York NY. Providing resident engineering services for Contract CRO-313 (Tunnels) at the Croton Water Filtration Plant project. This $212 million project entails the construction of two water tunnels to be constructed by both drill-and-blast and TBM tunneling methods to transmit raw water to the site and treated water to the City distribution system. Also included is construction of a new shaft, distribution chamber, and connection to the existing New Croton Aqueduct.

City of Yonkers: Assistant City Engineer / Yonkers NY. Supervised Engineering Department staff in design and construction inspection of sewers, roads and parks projects [August 1973-July 1976].

Malcolm Pirnie, Inc.: Civil Engineer / White Plains NY. Worked on layout and design of piping, equipment, site utilities, grading, and paving for a major wastewater treatment plant [June 1970-June 1971].

Mathews and Chase Construction Engineers: Assistant Resident Engineer / New York NY. Contract 2A of South Branch Intercepting Sewer in Manhattan. The $25 million project involved four miles of sewer tunnel in rock and soft ground [June 1971-April 1972]. Responsible for overall supervision of project and work force of 12 inspectors and 3 engineers [April 1972-December 1972].

Metcalf & Eddy Inc.: Assistant Resident Engineer / New Rochelle NY. Provided construction supervision of secondary wastewater treatment facilities. Duties included computation of quantities, maintenance of job records and as-builts, interpretation of plans, inspections, job meetings, etc. [July 1976-June 1977].

New York City Board of Water Supply: Civil Engineer / New York NY. Worked on easement and survey computations for city Water Tunnel No.3. Field party chief in layout of tunnel through the Bronx and Manhattan. Inspection duties in initial sinking of shafts [January 1969-June 1970].

United States Army: First Lieutenant, U.S. Army Corps of Engineers / Fort Jackson, South Carolina and Vietnam Resident Engineer

Viet Nam. Assignments included Assistant Post Engineer at Fort Jackson, South Carolina and Platoon Leader with the 93rd Engineer Battalion in Vietnam [May 1966-January 1969].

Westchester County Department of Environmental Facilities: Deputy Director of Wastewater Treatment / Westchester County NY.

- Responsible for directing the operation and maintenance of the New Rochelle and Mamaroneck wastewater treatment plants, which have a combined flow of 35 mgd and over 100 employees [1977-2000].
- Responsible for planning department capital projects, reviewing plans, selecting consultants, and overseeing construction projects [2000-2006].

White Plains Urban Renewal Agency: Associate Engineer / White Plains NY. Coordinated design and contract bidding of road and utility projects. Prepared bid documents and supervised demolition contracts. [December 1972-August 1973].

ARCADIS

Brian Farrelly, PE, CCM, BCEE

Resident Engineer

Years of Experience
24

Education
BS Civil Engineering
Columbia University
1989
ME Environmental
Engineering
Manhattan College
1994
ME Construction
Management
Columbia University
2010

Professional Registrations
Professional Engineer
Certified
Construction Manager
Board Certified
Environmental
Engineer (BCEE)
Certified Construction
Documents
Technologist (CDT)

Health and Safety Training
Construction Safety 10
Hr
Confined Space Entry
Initial 40 Hour
Hazardous Waste
Operations Safety
Training
Health and Safety
Orientation
Hazardous Waste
Operations Site
Supervisor
Underground Tunnel
Safety Course

Professional Training
4- Hour Supported
Scaffold User Training
Design, Construction
Management and
Ethics for Professional
Engineers

Societies
American Society of Civil
Engineers, Lower
Hudson Branch
Construction

Mr. Farrelly has extensive experience as a Resident Engineer on large construction projects, including CSO facilities, water and wastewater treatment facilities, landfills and environmental cleanup projects, and large scale underground utility projects. Mr. Farrelly's responsibilities have included project planning, scheduling, change order negotiation, oversight of construction activities and construction administration. For the past ten years, he has worked exclusively on New York City Department of Environmental Protection projects as Resident Engineer. Mr. Farrelly has extensive experience with permit tracking for New York City/State agencies including FDNY, NYCDOB, NYCDEP, and NYSDEC.

Detailed Experience

NYCDEP: Croton Water Filtration Plant / Bronx, NY. Mr. Farrelly manages the resident engineering staff of over 100 full time employees as well as other sub-consultants. He is the direct point of contact for the NYCDEP on all construction related matters.

Currently serving as Resident Engineer on this $2 billion dollar new facility. It is a Dissolved Air Flotation plant which includes the installation ofa new 13.2 kV electrical service and many other electrical, HVAC and plumbing systems. This project has several complex construction issues including management of five Wick's Law contracts, construction of the entire plant below grade, limited site access and staging areas, utility installation in city streets and coordination with NYC Park Department and MTA, complex community relation issues and construction of a 400,000 square foot green roof above the entire plant.

City of Waterbury: Main Carrier Relief Sewer Project/ Waterbury CT. Resident engineer for the construction of a 2-mile long 54" sanitary sewer main installation and other sewer improvements in Waterbury, Connecticut. Construction management and administration responsibilities included review, approval and field inspection of Maintenance and Protection of Traffic plans, coordination with local businesses, approval of unit price/lump sum progress payments, change order preparation/negotiation, and management of a field inspection team. The project included open cut and tunnel boring operations in busy city streets requiring extensive existing utility relocation, a river crossing and tie-in of public and commercial water services and sewer connections.

City of Waterbury: Water Pollution Control Facility Upgrade / Waterbury CT. As Assistant Resident Engineer for the $94 million Phase I upgrade of the City of Waterbury's water pollution control facility, managed a construction management and inspection staff of ten on site employees. Other responsibilities included review of contractor's payment applications, site inspection and project scheduling; in charge of all coordination issues between the contractor

and the owner including treatment system bypasses and shutdowns; responsible for coordinating start-up activities on the 84-mgd influent pump station and primary settling tanks.

New York City Department of Environmental Protection: Spring Creek Auxiliary Water Pollution Control Plant Upgrade / Brooklyn, NY. As the Resident Engineer, worked with a staff of ten people to perform all construction management and administrative responsibilities on the $90 million dollar upgrade of an existing combined sewer overflow (CSO) facility. The project included a new odor control building, existing pump station and CSO basins rehabilitation and many other electrical, HVAC and plumbing upgrades.

The project also included water main and gas service work in city streets and through an operating NYC Department of Sanitation facility including extensive storm water pollution prevention controls. Interacted with regulatory agencies including NYCDOB, NYCDOS, NYSDEC and the NYCDEP.

Village of Kiryas Joel: Water System Supply Program / Monroe NY. As Resident Engineer, performed all construction inspection and administration services for the installation, startup and system checkout of a water supply well system in Monroe, New York. The project included water main installation across Route 17, through State Police property, private properties and County roads including open cut excavation, pipe jacking, utility relocation, maintenances and protection of traffic controls and tie-in to existing water mains.

ARCADIS

Robert Bielski, CCM

Resident Engineer

Education
Continuing Education Lorain County Community College
General Studies, Pennsylvania State University

Years of Experience
Total – 40

Additional Training
Certified Construction Manager (CCM)
CSX On-track Worker Safety Certification
e-RAILSAFE System Certification
40 hour Hazwoper Trained
10 hour OSHA Construction Safety
First Aid, CPR, Blood Borne Pathogens

Mr. Bielski is a Certified Construction Manager, with over 40 years of experience in the transportation industry. He is E-Railsafe qualified on various railroads and FRA on-track qualified. Mr. Bielski's experience ranges from planning and managing small maintenance projects to construction of multi-million dollar construction projects, involving civil and rail divisions. He has spent his entire career managing construction projects and has been responsible for all facets of construction management from conception to final completion; including cost estimating, design review, preparation of specifications, budget and cost review, quality control, safety and contract administration. Robert has been successful in controlling project costs by developing increased methods of production and implementing safety and HazComm Plans.

PROJECT EXPERIENCE

Dames Point Marine Terminal Intermodal Terminal Container Transfer Facility (ICTF) | Jacksonville, FL
Robert assisted in the development of the proposal and proposal presentation to client. He worked with the Project Manager and team in developing estimates, review of Design Builders' proposals and construction phase design services and construction phase construction administration services during the pre-construction phase. During the construction phase, he was responsible for review of submittals, change requests and pay applications.

NS South Raleigh Siding Construction | CSX Transportation River Lines Improvemets Project
Mr. Bielski worked with the design teams in development of plans and specifications for a new mainline railroad tracks and sidings, including rail and civil work. He developed constructability reviews, as well as construction phasing, preparation of detailed estimates and preparation of bid documents.

North Carolina Piedmont Improvement Program | Raleigh to Charlotte, NC
Mr. Bielski served as the Owner's representative on the project, developing inspection protocol and quality control review of all aspects of construction oversight.

Worcester Intermodal Terminal Expansion and Reconstruction | Worcester, MA
Management of railroad construction portion of the project. Responsible for budget control, schedule, safety, quality, management, coordination and supervision of all construction activities,

Washington, WV Plant Improvement Project | Washington, WV
Project Manager, with full day-to-day responsibility for all construction management and construction administration activities for the complete replacement of railroad track, subgrade and drainage structures located with an operating chemical plant. Daily coordination of work with operating departments, development of scheduling and task management.

ARCADIS

Education
B.S. Construction Management, East Carolina University, Greenville, NC

Years of Experience
Total – 15 years

Professional Registrations
PSP, Planning and Scheduling Professional
CMIT, Construction Manager in Training
OSHA 10
VDOT Intermediate Work Zone Traffic Control Training and Flagger Certification (Expires 2-28-2017)
VDOT Transport Certificate
VDOT Contracts Administration Certificate
PMP (Project Management Professional)

Professional Associations
CMAA, Construction Management Association of America
AACE International, Inc., Planning and Scheduling and Cost Engineering, Board Member Local Chapter, Treasurer
PMI, Project Management Institute

Kristine Martin, PSP, CMIT, PMP
Resident Engineer

Ms. Martin has over 25 years of progressive construction and managerial experience in planning, scheduling, cost estimating, contract administration, controlling, construction means and methods, operations and maintenance for commercial facilities that include transportation, civil, government, industrial, church, healthcare and manufacturing projects. Possess extensive knowledge of building systems – Structural, Plumbing, Mechanical and Electrical.

Project Experience

Hampton Roads Transit (HRT), Norfolk, VA, 7.4 mile Light Rail project, The Tide Resident Engineer for the construction of the 11 passenger stations and three park and rides along the 7.4 mile Light Rail project for a combined cost of $6 million.

- Station Finishes ($4.5M). This contract consisted of the construction of the eleven light rail stations along the 7.4 mile Light Rail project.
- Newtown Rd. Park and Ride ($1.2M). This contract consisted of a 267 space parking lot and a bus loop.
- Military Highway Phase I Park and Ride ($300,000). This contract consisted of two bus pull offs along Curlew Dr.
    - Reported directly to HRT Director of Construction.
    - Participated in pre-construction design meetings
    - Single point of contact between the contractors, HRT and Design Consultants
    - Responsible for ensuring that all work activities performed are in accordance with applicable contractual agreements and within project budgets and schedules
    - Investigated complaints from land owners arising out of conflicts between construction and right-of-way agreements.
- Managed the daily duties of an Office Engineer and two field inspectors.
    - Determined inspection needs and assigned inspectors to ensure adequate inspection coverage, instructed subordinates on inspection techniques and field testing methods.
    - Interpreted contract requirements for inspectors and contractors through the analysis of plans and specifications.
- Responsible for budget, monitoring schedule and field operations
    - Reviewed monthly progress estimates, checks and approved records of work performed for final cost determination
    - Responsible for resolving field and administrative issues
    - Chaired weekly progress meetings
    - Responsible for reviewing, negotiating and mitigating change orders
- Responsible for submittal review
    - Light Rail track access trained and certified – Level II

VDOT Suffolk District Office Projects Administrator/Special Projects Coordinator/Project Manager: Sr. Projects Administrator / Special Projects Coordinator / Project Manager Assigned to VDOT Suffolk District Office to perform pre-construction, scoping and design oversight of maintenance projects associated with Hampton Roads Tunnels and Bridges. Responsible for project controls overseeing scope and design development and preparing project documents for advertisement. Implemented and maintain updates of a Master Project Schedule using Primavera P6 of all Hampton Roads Tunnel and Bridges projects to establish accountability of team members to meet advertisement deadlines and construction milestones.

- Key player in implementing Project Management Program within the VDOT Eastern Region District Operations through effective scheduling and planning.
- Evaluated team procedures and practices for efficiencies in resource management, contract development and technology improvement.
- Effectively demonstrated ability to coordinate and prioritize multiple assignments; meet deadlines; communicate clearly and concisely orally and in writing, develop statistical and narrative reports related to program areas; plan, develop, and administer budgets.
- Experience utilizing multiple computerized management systems for resource deployment, establishing program priorities and managing schedules.
- Maintain a perspective overview regarding federal, state, and local laws regulating construction procedures, safety practices and working conditions
- Participates in preliminary engineering activities including, Scoping, Utility field Inspections, Constructability Reviews, and Bid ability Reviews.
- Responsible for risk management
- Prepares correspondence and non-routine reports relative to the status of projects.
- Knowledge and experience with Road & Bridge Standards, environmental guidelines and permit requirements.
- Knowledge of material testing requirements.
- Prepared and monitored budgets and estimates

Tetra Tech Tesoro, Virginia Beach, VA

Ms. Martin served as scheduler where here day to day basis collect and organize data through interviews with team members, design documents and construction documents to develop and update construction schedules. Review RFP information and associated drawing documents to develop proposal schedules. Develop both Design Build and Bid Build types of schedules for both government and private sectors. Expert level of Primavera P6 & Novice level of P3 usage. P6 schedules produced are Cost loaded, Resource loaded, and WBS and activity code loaded per Army Core of Engineers specifications standards for government projects. Possess extensive practical knowledge of Earned Value, Forecasting and Risk Management methodologies.

Hirani Group

Arvind Hirpara, P.E.

Resident Engineer

Education:
Civil Engineering Degree from Gujarat State, India

Registrations:
Professional Engineer, New York, Texas, and Pennsylvania

Certifications:
NICET-IV certified, Asphalt technology certified, ACI certified, Traffic Control Coordinator certified, Hazmat certified

Years With Firm:
3

Years With Other Firms:
21

Experience:
Arvind has more than 24 years of construction inspection experience on major construction/ reconstruction projects throughout New York City. He has held such positions as Resident Engineer, Assistant Resident Engineer, Chief Inspector, Senior Inspector and Construction Inspector.

Project Experience includes:

Resident Engineer, Storm & Sanitary Sewers in Bay 32nd Street (NYCDDC). Inspection, supervision, management, coordination and administration for the installation of water main, sanitary and storm sewers. Construction involves the erection of sheeting to protect excavation and existing utilities, pile driving and maintenance/protection of traffic operations. Work will be coordinated with NYCDEP, NYC Transit Authority, NYCDOT, NYC Dept. of Marks & Recreation as well as electric, light, power, telephone and other utilities.

Resident Engineer, Combined and Sanitary Sewer Replacement in 82nd Street (NYCDDC). Construction of combined and sanitary sewer replacement in 82nd Street, 87th Street, 81st Street, and 127th Street, and water main and appurtenances in 82nd Street, 87th Road, 81st Street, 127th Street, and 58th Avenue. (7/10 – 12/11)

Resident Engineer, HWXP144 / REIS for Reconstruction of Kappock Street Retaining Walls (NYCDDC). Duties included supervision of construction inspection crew, field office personnel and direct watch over contractor for construction activities and MPT. Checked Inspector's daily reports, and resolved homeowner's complaints. Inspection included checking cut elevations for almost 2,000 feet of 12" and 6" ductile iron pipe water main to ensure installation was below frost level. Water main installation included mechanical joint pipe, house service connections, fire hydrants, and water samplings. Checked installation of precast retaining T-Walls including architectural texture surface with art commission involvement. Prepared invoices for the Contractor and submitted to NYCDDC for payment. Work involved communication with Parks Department, Utility Companies, NYCDOT, NYCDDC, Community Boards and Home Owners. Prepared Pedestrian Ramp and Catch Basin Inventories, change orders and overrun change orders, and partial, substantial and final payments. Prepared Final Close out of the $7.6 Million Project. (04/08 – 10/10)

Resident Engineer, HWS2007R / REIS for Construction of Sidewalks in Staten Island (NYCDDC). Duties included supervision of construction inspection crew and office personnel. Directed the Contractor for construction activities and MPT. Checked Inspector's reports and resolved homeowner's complaints. Prepared Weekly report for NYCDOT and payments for the Contractor. Worked involved communication with Parks Department, Utility Companies, NYCDOT, NYCDDC, Community

Boards and Home Owners. Core samples taken and analyzed. Prepared Pedestrian Ramp Inventories and Catch Basin

Inventories. Prepared change orders and overrun change orders & Partial, Substantial and final payments. Prepared Final Close out of the $2.7 Million Project. (03/07 – 03/08)

Resident Engineer, HWS2006R / REIS for Construction of Sidewalks in Staten Island (NYCDDC). Duties included supervision of construction inspection crew and office personnel. Directed the Contractor for construction activities and MPT. Checked Inspector's reports, and resolved homeowner's complaints. Prepared Weekly report for NYCDOT and payments for the Contractor. Worked involved communication with Parks Department, Utility Companies, NYCDOT, NYCDDC, Community Boards and Home Owners. Core samples taken and analyzed. Prepared Construction Reports & Sidewalk assessments sent to NYCDOT. Prepared Pedestrian Ramp Inventories and Catch Basin Inventories. Contractor's Evaluation submitted, prepared change orders and overrun change orders & Partial, Substantial and final payments. Preparing Final Close out of the Project. (2.01 Million, 03/06 – 02/2007)

Resident Engineer, HWS2005R / REIS for Construction of Sidewalks in Staten Island (NYCDDC). Duties included supervision of construction inspection crew and office personnel. Directed to the Contractor for construction activities and MPT. Checked Inspector's reports. Homeowner's complaints resolved. Prepared Weekly report for NYCDOT and payments for the Contractor. Worked involved communication with Parks Departments, Utility Companies, NYCDOT, NYCDDC, Community Boards and Home Owners. Prepared Punch list and completed. Core samples taken and analyzed. Prepared Pedestrian Ramp Inventories and Catch Basin Inventories. Prepared change orders and overrun change orders & Partial, Substantial and final payments. Prepared Final Close out of the $2.07 Million Project. (03/05 -03/06)

Acting Resident Engineer, HWS2002M / REIS for Construction of Sidewalks in Manhattan (NYCDDC). Duties included supervision of construction inspection crew and checked Inspector's Reports and entered them in the Record Keeping Book. Homeowner's complaints resolved. Prepared Weekly report for NYCDOT and payments for the Contractor. Punch list work, prepared change orders and overrun change orders and Substantial and Final payments.($3.5 Million, 12/03 - 02/05)

Office Engineer, HWS2001KR / REIS for Construction of Sidewalks in Brooklyn and Staten Island (NYCDDC). Duties includes the office work and checked Inspector's Reports and entered them in the Record Keeping Book. Homeowner's complaints resolved. Prepared Weekly report for NYCDOT and payments for the Contractor. Punch list work, prepared change orders and overrun change orders and Substantial and Final payments.($6.7 Million, 08/01 - 11/03)

Chief Inspector, Bridge Reconstruction and Road Widening Project (I-78 connector) NJDOT. Duties included construction inspections as per plan and standard specifications by utilizing metric units. Work included driving test piles as well as production piles and driving of sheet piling to protect footings. Work included inspection of pier footings, columns, pier caps, bridge abutments, reinforcements, grillage rebars, bridge bearings, structural steel, stay in place deck forms, deck slabs, parapets, retaining walls, sign structures, highway electric systems, electric poles, meter cabinets, junction boxes, concrete pavement, pressure injection, roadway excavation, lightweight fill, concrete pipes, under drainpipes, subbase preparations, asphalt paving, catch basins, manholes, and complete drainage system. ($28 Million, 9/98 - 07/01)

Senior Inspector, Reconstruction of Route 287 (NJDOT). Duties include construction inspection as per plan and standard specifications. Work included installation of noise wall adjacent to the highway and new construction of lane and shoulder, excavations, subbase, base course, asphalt pavement, reconstruction of catch basins, manholes, subbase outlet trench, guide rail, curb, snow fence, and concrete barriers. Stitches in concrete road as well as under sealing of concrete joints. Inspection covers 415 deferent items on this

project. Field measurements, quantity computations and prepared inspector's daily reports. (40 Million, 5/96 to 8/98)

Senior Inspector, Bridge Deck Patching Project (NJDOT). Duties included construction inspections as per plan and standard specifications. Work included chipping of concrete deck at 4" depth with jack hammers and cleaning steel bars by sand blasting and erection of new steel. Placement of concrete, reconstruction of joints and asphalt pavement at approaches. Field measurement and quantity computations. Prepared Inspector's Daily Reports and worked on as-built quantity computation. (2 Million, 04/93 - 04/96)

Construction Inspector, Five miles of reconstruction along Route 80. Inspected saw cutting, concrete removal and placement of asphalt. Also, reconstruction of manholes, catch basins and curbs. Installations of guide rail and pavement striping. Field measurement, quantity computations and prepared Inspector's Daily Report. Duties also involved extensive traffic control and maintenance during daytime and nightly lane closures. Also assisted resident engineer in office work and as-built plan preparations. Office work included daily and weekly reports, generated monthly estimates and DC forms on ACES software. (5.5 Million, 04/91 - 04/93)

Construction Inspector, Reconstruction of Fort Hamilton Parkway in Brooklyn (NYCDOT). Duties included phases of construction inspections in accordance with plans and specifications, i.e. soil borings, excavation of soil, backfilling and compaction of soil for highway subbase, soil density tests, asphalt pavement coring, inspection and density tests and concrete inspections for sidewalks, curbs, concrete roadway, etc. Performed job site concrete slump, air entrainment and temperature tests, inspected maintenance of traffic procedures, obtained field measurements, and performed quantity computations. Prepared Inspectors Daily Reports.(10/89 to 3/91)

ARCADIS

Education
B.S., CUNY Lehman College, English 1975
B.S., SUNY, Civil Engineering 2003

Years of Experience
Total – 28
With ARCADIS – 5

Professional Training
OSHA 10 and 30 Hour Safety Training Certifications

Michael J. Valente
Mechanical / Plumbing Inspector

Mr. Valente has been involved in providing professional construction services for over 28 years. He has demonstrated his managerial skills on a variety of projects from management of the design process through completion of construction, interacting with clients, design teams and the construction trades. As project manager, Mr. Valente is responsible for the administration and construction oversight of the project. Prior to becoming a project manager, he has had extensive experience as Project Superintendent and Site Manager.

Detailed Experience

New York City DEP: Croton Water Treatment Plant / Bronx, NY. Lead Mechanical Engineer for the Mechanical Process Systems Piping. Installation being performed under the General Construction (G) Contract by Skanska Tully JV, for an original contract award amount of $1.3 billion. The Croton Water Treatment Plant is the first Water Filtration and Treatment Plant in NYCDEP history, and also utilizes 20 Ultraviolet Disinfection Units to process water, in addition to 48 Filter Tanks and chemical treatment. The Process Piping Systems include pipe sizes that range from 1" diameter to 84" diameter pipe, along with all of the Mechanical Equipment required to operate the various water and chemical systems. Additionally, the Plant is connected to the Water Supply Tunnel by 144" Carbon Steel Cement Lined Pipes. The Mechanical Process Group performs Inspections of the installation of all of the Mechanical Process Piping and Equipment to insure Compliance to the Contract Documents and the NYC DEP's requirements, and documents the findings in Inspectors Daily Reports. Additional responsibilities include:

- Review Inspectors' Daily Reports; adjust delegation of their work responsibilities
- Review and resolve issues brought by NYCDEP representatives
- Generate Construction Deficiencies and sign-off on corrected work
- Review Test Documents and Monitor of Field Testing
- Review of Mechanical Process RFI's
- Write RFC's as required.
- Review Mechanical Process Payment Requisition, Schedule to Update, and Work Activities for I&T Report

Albertus Magnus College: New Academic Building/Walsh Hall Renovation / New Haven CT. A new 18,000sf, two story brick and glass contemporary center and the renovation of a 3,700sf Walsh Hall for the art and digital graphics studios.

Bard Hall: Bard Graduate Center / New York NY. The project was comprised of a 56,000sf, 10 story building that contains 58 dormitory apartments. All the apartments are fully equipped with kitchens and baths. The top two floors are reserved for deluxe faculty housing accommodations.

J&R Music World: 15 Park Row / New York NY. Conversion of the upper 15 floors of this 30 story building into residential apartments and the lower 8 floors into new office and warehouse space for J&R Music World. The core work was done to the balance of the floors for lease to tenants. Included the complete interior demolition and infrastructure replacement of all electrical, mechanical, plumbing, sprinkler and HVAC systems as well as structural and facade work. Approximate value is $35 million.

NYC DOT: MTA College Point Bus Facility / Queens NY. New $35 million, 150,000 SF service and maintenance facility for NYC DOT.

New York City Fire Department: Engine Company 10/Ladder Company 10 / New York NY. Total reconstruction and modernization of Engine Company 10 Firehouse due to damage sustained in the World Trade Center Attack on September 11, 2001. Cost of project was approximately $3 million. Structural work included new exterior masonry facades, structural steel and concrete slab on deck and grade as well as new windows, roofs, sidewalks and driveway aprons. The interior construction features included extensive architectural millwork, floating metal ceilings, storefronts and a commercial kitchen.

Additional project experience / Various locations:

- PS #9, Bronx, NY
- New York Methodist Hospital, Brooklyn, NY
- ACTV, New York, NY
- Jacobi Medical Center, Bronx, NY
- DOT Highway Yard at Hamilton Avenue, Brooklyn, NY
- Police District #1, New York, NY
- The Aurora, New York, NY
- Orda Management Offices, New York, NY
- Universal Studios, New York, NY
- Cotia USA, New York, NY

- Garden State Plaza Mall, Paramus, NJ
- Super Stop & Shop, Milford, CT

Mark Twain Middle School / Yonkers NY. A $4 million, 45,000 SF new athletic facility and pool. The pool was built out of structurally reinforced concrete, and both the building and pool were supported by deep piles as well as reinforced concrete pile caps and grade beams.

PS #19 / Yonkers NY. Construction of a new $12.5 million, 75,000 SF magnet school. Project included an "open air" interior marketplace. Approximately 60 classrooms including a library, science labs, gymnasium and auditorium.

PS #22 / Brooklyn NY. A new $24 million, 125,000 SF elementary school. Project included a large amount of curtain wall at the exterior and an auditorium with full theatrical stage rigging.

United States Navy Bachelor Enlisted Quarters / Staten Island NY. Exterior renovation and restoration including new windows, three new buildings joined by bridges, totaling approximately 250 rooms. This project also included additions to the heating and cooling plant. Project cost: $7 million.

Pavarini / Structure Tone: Verizon Wireless: Construction Service / Yonkers NY. New construction of a $12 million, 39,355 SF concrete and steel one story building/switching center, related site work, and parking area.

Pavarini / Structure Tone: St. Thomas Aquinas College: Science Building and Fitness Center / Sparkill NY. Construction of a new three story, 20,000 SF, $10 million science building and fitness center addition at the Gymnasium. The science building was comprised entirely of fully equipped laboratories with multiple fume hoods in each lab and all welded, stainless steel ductwork.

Pavarini / Structure Tone: Manhattan College: East Hill Tower II / Riverdale NY. 34,000 SF, 10 story concrete structure comprised of 300 pre-engineered, pre-fabricated light gage brick veneer wall panels. The interior of the new residence includes student bedroom suites with bathrooms, lounges, and study areas. Heating and cooling will be provided by thru-wall PTAC units with hot water being supplied from Horan Hall (East Hill Tower I).

ARCADIS

Christopher M. Cusanelli, PE

Mechanical Inspector

Years of Experience
30

Education
BME Mechanical Engineering
Manhattan College
1986

Professional Registrations
Professional Engineer
CDT(Construction Document Technologist)

Health and Safety Training
Construction Safety 10 Hr

Societies
American Society of Heating, Refrigerating, and Air-Conditioning Engineers, Member
National Society of Professional Engineers, Member

Mr. Cusanelli has consulted in all aspects of buildings and has over 30 years' experience in HVAC design, construction management and building inspection related to safety, structures, facilities and systems in projects ranging in size from single family homes to water treatment plants, waste water treatment plants, combined sewer overflow plants, high rise buildings, court and municipal, shopping centers, industrial facilities, warehouses, commercial buildings, marinas and sports stadiums. He has also qualified in state courts as an expert in various aspects of buildings, building engineering, remediation of building defects, and causes of injuries resulting from building defects.

Detailed Experience

Charlotte County: Burnt Store ROX / Port Charlotte FL. Lead HVAC design engineer

Charlotte County: GSTs and BPS Upgrade / Port Charlotte FL. Lead HVAC design engineer

Chesterfield County: FC IFAS,Blowers,RAS / Richmond VA. Lead HVAC design engineer for blower building

City of NY Department of General Services: Manhattan Municipal Building HVAC Plant / New York NY. Team member for the design of central HVAC plant to serve the Manhattan Municipal Building, Surrogates Court House, Tweed Court House and City Hall

City of NY: Queens Boro Hall Chiller Plant / Kew Gardens Queens NY. Lead design engineer for the replacement and upgrade of the chiller plant. Performed calculations, drafting and equipment selection. Wrote specifications and bid documents.

City of New York Department of Finance: 345 Adams Street Brooklyn NY Chiller Plant / Brooklyn NY. Lead design engineer for the replacement and upgrade of the chiller plant. Performed calculations, drafting and equipment selection. Wrote specifications and bid documents.

City of New York Department of Parks & Recreation: Various Projects / New York NY. Assisted with close out of various projects including the Reconstruction of the Bayside Marina, Structural Rehabilitation at Shea Stadium and Demolition of the Adele Amphitheater

City of Phoenix: UHWTP GAC Implementation / Phoenix AZ. Part of HVAC design team

City of Winchester: Improvements to Water Treatment Plant / Winchester VA. Performed heating, ventilation, and air conditioning (HVAC) design.

Hampton Roads Sanitation District: HRSD York River Ph1A / Virginia Beach VA. Lead HVAC design engineer for Intermediate Pump Station and Denitrification Filter Building

Katonah Management Group: Wastewater Treatment Plant Upgrade / Lewisboro NY. Completed heating, ventilation, and air conditioning (HVAC) design (from 60% to 100%).

New York City DEP Construction: CAT DEL UV Field / Valhalla NY. Assistant Resident Engineer for Contracts 210-P and 210-H with a combined value of $78.9 Million.

New York City DEP Construction: CAT DEL UV Disinfection Facility / Valhalla NY. Deputy Resident Engineer for HVAC and Plumbing Contract with a combined value of $80 Million and currently in the close out phase. Supervising a staff of six, duties include: approving payments, assisting with change orders, accepting & testing of equipment & systems, coordinating work with other contracts, signing off on equipment tests, writing Non-Conformance Reports & Requests for Clarification and answering DEP-BWS RFI's. Working with CM team and the Authority Having Jurisdiction, obtained approvals for installation of boilers, equipment use permits, fire sprinkler systems, stand pipe systems, FM-200 fire suppression systems, and Westchester County DOH air pollution certificates for boiler stacks, NY State Department of Labor for boiler operating permit, fire alarm control panel approval, final plumbing sign off, and Temporary Certificate of Occupancy. Signed off on plumbing and HVAC tests.

New York City DEP Project Management Design: DEL-158 / New York NY. Assisted the construction management staff with submittals, RFI's and change orders

New York City DEP Project Management Design: Task 905 Boiler Room Isolation / New York NY. HVAC design engineer for evaluation proposals for the isolation of the boiler rooms for the Manhattan and Bronx Grit Chambers

New York City DEP Project Management Design: WI 2175266 Task 901 Generator Upgrades / New York NY. Redesigned supply and return air systems for the generator rooms in the Manhattan and Bronx Grit Chambers to accommodate revised 550 kW generators. Assisted in drawing revisions and change orders.

New York City DEP Project Management Design: WI-78 Task 800 Fire Damper CO / New York NY. HVAC engineer involved in change order for fire dampers.

Hirani Group

Dipak Upadhyaya

Senior Inspector-Civil/Structural

Education:
Bachelors Degree in Civil Engineering

Certifications:
CWI & ICC Special Inspector - Structural Welding and Bolting, ACCP Level II
NICET IV – Bridge Inspection;
NICET II – Highway Construction
OSHA 10/30

Years With Firm:
2

Years With Other Firms:
28

Experience:
Mr. Upadhyaya has over 30 years of experience in all phases of civil engineering and construction from pre-project activities to project completion.

He has provided special inspection services on numerous facilities throughout New York City since joining Hirani in 2012. Noteworthy projects include:
LaMarqueta Building 3
American Airlines Terminal 8
Décor Planet

Professional experience includes:

May 1997 to February 2012
ANS Consultants – New Jersey, USA
Senior Project Engineer (QA/QC)
Provided engineering and project management, quality control and quality assurance services major projects.

- NJ Transit –Hoboken Train Station Building, Maintenance Building, Train Shed, Ferry Terminal
- Metropolitan transportation authority of NY. – Penn Station Building, NY
- Montclair State University – New Student Complex, Administration Building, Theater Building
- New Jersey Institute of Technology – Architectural School Building, Student Center, Fenster Hall
- Drew University – Administration Building
- Merck & Co. – MOSF & MOS Buildings
- NJSSC School Construction

PSEG, NJ. Hudson Generation Station : Join Back End Technology (BET) engineering team for PSEG Hudson Generation Station in Jersey City, New Jersey
Responsibilities include review of drawings and overlooking the construction activity of reinforced concrete foundations, deep foundations. Quality assurance of ongoing work.

1995 - 1997
Vandan Tech. - India
President, Owner
As a contractor to Asia's biggest pharmaceutical complex, **Atul products**, provided construction, execution, design and project management services. Executed Sulfur Black Plant on Turnkey basis, which includes construction, fabrication of structural steel, fabrication and erection of chemical vessels, plant equipment, and plant piping.

1992 - 1995
Degremont India Ltd.
Resident Engineer
In this position, I was responsible for managing projects from conceptual to completion and fully operational of all aspects of:

- Effluent Treatment Plant for dyes, chemicals, and intermediates for Atul Products
- Pesticide effluent treatment Plant for Cyanamid

1989-1992
Asea Brown Bovery - Germany. India
Senior Project Manager

- Attended training in ABB Germany for basic and application engineering, erection and commissioning of the project, network management, supervisory control and data acquisition, setting general safety and protection system.
- Coordinated and produced project from the site review to the commissioning of the power 450 MW power plant, which includes three number of gas turbine and one number of steam turbine. at ANTA in India

1985 - 1989
Construction Engineers and Builders – Zambia, Sudan, and Kenya.
Senior Project Engineer
Involved into design and construction of projects on turnkey basis. Major projects successfully completed as a project manager, include:

- Textile Mills
- Research Lab.
- UN Administration office
- Multistoried building
- Main Waterline for the city

1983 - 1985
Muflira Engineer and Construction Company - Zambia
Project Manager

- Involved in heavy industrial construction and management for Zambia consolidated copper mines.
- Provided Project engineering and technical support to Zambia Consolidated Copper Mines including: project development, scoping, equipment selection, project bidding, contractor selection, construction oversight, and management of safety and environmental activities as a full project engineer.

1979 - 1983

NATIONAL DAIRY DEVELOPMENT BOARD, INDIA

Site Engineer

- Became a part of NDDB's engineering services group providing technical assistance and engineering inputs for the execution of the projects including setting up dairy plants, chilling centers, cattle feed plants, and milk packaging industry.
- Assisted in pre-project activities, preparation of conceptual planning and detail engineering of the project and project management up to commissioning. Projects includes: Ajmer Dairy Project. Ajmer Cattle feed plant, Paper Laminating Plant.

Nicholas Bailey

Professional Experience:

Municipal Testing Lab., Inc. - Hauppauge, NY - Special Inspector 2007 – Present

CTI Consultants, Inc. – Ashland, VA – Quality Control Inspector 2005 - 2007

Education/Training/Certifications

- American Concrete Institute (ACI):
  - Concrete Field Testing Technician Grade I
  - Concrete Construction Special Inspector
- International Code Council (ICC):
  - Spray-Applied Fireproofing Special Inspector
  - Structural Masonry Special Inspector
- 10 Hour OSHA
- MTA Track Safety Trained – 09/19/13
- Wagner Rapid RH Moisture and Relative Humidity Testing

Qualifications (continued on 2nd page)

Nicholas Bailey

QUALIFICATIONS				
GBC - General Building Construction FPS & FRC - Fire Protection Systems & Fire-Resistant Construction PMS - Plumbing & Mechanical Systems SMCO - Structural Materials & Construction Operations		PRIMARY	SUP. ALT. 1	SUP. ALT. 2
GBC	BC 1704.10 - Wall Panels, Curtain Walls & Veneers			✓
GBC	BC 1704.12 - Ext Insulation Finish Systems (EIFS)			✓
GBC	BC 1704.24 - Chimneys			
GBC	BC G105 - Flood Hazard Mitigation			
GBC	1 RCNY1026-01 - Photoluminiscent Exit Path Markings			✓
FPS & FRC	BC 1704.11 - Sprayed Fire-resistant Materials			✓
FPS & FRC	BC 1704.14 - Smoke Control Systems			
FPS & FRC	BC 1704.21/22 - StandPipe/Sprinkler Systems			
FPS & FRC	BC 1704.25 - Firestop, Draftstop & Fireblock Systems			✓
FPS & FRC	BC 1704.13 - Emergency Power Systems (Generators)		✓	
PMS	BC 1704.15 - Mechanical Systems			
PMS	BC 1704.16 - Fuel-Oil Storage & Fuel-Oil Piping Systems			
PMS	BC 1704.20 - Site Storm Drainage Disposal/Detention Facilities			
PMS	BC 1704.23 - Heating Systems			
SMCO	BC 1704.17/18/26 - Welding: Steel HP Steam & Gas Piping, Aluminum			
SMCO	BC 1704.3.2/3.3 - Steel - Erection & High Strength Bolting			
SMCO	BC 1704.3.2.4 - Structural Cold-formed Steel			
SMCO	Non-Destructive Testing Technician (all fields)			✓
SMCO	BC 1704.4 - Concrete - Cast-in-place & Precast		✓	
SMCO	Concrete Batch Plant Technician		✓	
SMCO	Concrete Field Technician (ACI I)		✓	
SMCO	Concrete NDT Technician			✓
SMCO	BC 1704.4 - Prestressed Concrete			
SMCO	BC 1704.5 - Masonry			✓
SMCO	BC 1704.6 - Wood Construction			
SMCO	BC 1704.7.1/7.2/7.3 - Soils - Site Preparation			
SMCO	BC 1704.7.1/7.2/7.3 - Soils - Fill Placement, In-place Density			
SMCO	BC 1704.7.4 - Soils Investigations			
SMCO	BC 1704.8 BC 1808.2.2 - Pile Foundations & Drilled Pier Installation			
SMCO	BC 1704.9 - Pier Foundations			
SMCO	BC 1704.9.1 - Underpinning			
SMCO	BC 1704.19 - Structural Safety - Stability & Mechanical Demolition			
SMCO	BC 1707.8 - Seismic Isolation Systems			

William Castaneda

Professional Experience:

Municipal Testing Lab., Inc. - Hicksville, NY - Special Inspector	2010 – Present
Tectonic Engineering – Long Island City, NY – Inspector	2007 - 2010
Citywide Testing – Maspeth, NY – Inspector	2005 - 2007

Education/Training/Certifications

- American Concrete Institute (ACI):
  - Concrete Field Testing Technician Grade I
  - Concrete Construction Special Inspector
- International Code Council (ICC):
  - Structural Masonry Special Inspector, Issued: 12/29/09
- 4-Hour User Scaffold Safety Training
- 10 Hour OSHA - Occupational Safety & Health Training

Qualifications (continued on 2nd page)

QUALIFICATIONS				
GBC - General Building Construction FPS & FRC - Fire Protection Systems & Fire-Resistant Construction PMS - Plumbing & Mechanical Systems SMCO - Structural Materials & Construction Operations		PRIMARY	SUP. ALT. 1	SUP. ALT. 2
GBC	Wall Panels, Curtain Walls & Veneers			✓
GBC	Ext Insulation Finish Systems (EIFS)			✓
GBC	Chimneys			
GBC	Flood Hazard Mitigation			
GBC	Photoluminiscent Exit Path Markings			✓
FPS & FRC	Sprayed Fire-resistant Materials			
FPS & FRC	Smoke Control Systems			
FPS & FRC	StandPipe/Sprinkler Systems			
FPS & FRC	Firestop, Draftstop & Fireblock Systems			✓
FPS & FRC	Emergency Power Systems (Generators)		✓	
PMS	Mechanical Systems			
PMS	Fuel-Oil Storage & Fuel-Oil Piping Systems			
PMS	Site Storm Drainage Disposal & Detention Facilities			
PMS	Heating Systems			
SMCO	Welding: Steel HP Steam & Gas Piping, Aluminum			
SMCO	Steel - Erection & High Strength Bolting			
SMCO	Structural Cold-formed Steel			
SMCO	Non-Destructive Testing Technician (all fields)			✓
SMCO	Concrete - Cast-in-place & Precast			
SMCO	Concrete Batch Plant Technician		✓	
SMCO	Concrete Field Technician (ACI I)		✓	
SMCO	Concrete NDT Technician		✓	
SMCO	Prestressed Concrete			
SMCO	Masonry			✓
SMCO	Wood Construction			
SMCO	Soils - Site Preparation			
SMCO	Soils - Fill Placement, In-place Density			
SMCO	Soils Investigations			
SMCO	Pile Foundations & Drilled Pier Installation			
SMCO	Pier Foundations			
SMCO	Underpinning			
SMCO	Structural Safety - Stability & Mechanical Demolition			
SMCO	Seismic Isolation Systems			

Hirani Group

Jean G. Dupre, P.E.

Senior Inspector-Civil/Structural

Education:
B.S., Civil Engineering – State University of Haiti, 1995

Registrations:
Professional Engineer, NY & CT

Certifications:
NICET Level III Highway Construction
NICET Level II Materials Testing
(Concrete, Soil and Asphalt)
Fundamentals of Protective Coatings: C1
American Concrete Institute (ACI-I)

Years With Firm:
4-previous, Rehired

Years With Other Firms:
12

Experience:
Mr. Dupre has more than 16 years of varied experience in transportation, construction and design fields.

Project Experience includes:

May, 2014 to Present
Inspector, Harlem River Drive Lift Bridge Rehabilitation, Bronx, NY (MYA MNR. Construction inspection to ensure that the civil construction related aspects of the project are built in accordance with the contract document and that all specified quality control functions are instituted and carried out. Maintaining an inspection checklist to document all inspections.

Jan. 2011 to April, 2014
Supervising Inspector, Project D261020, Grand Central Parkway (GCP), 94th Street Interchange Improvements Project (Queens County, NY). This project consists of the rehabilitation of the 94th Street bridge: new superstructure(concrete deck, steel girder & bearings), new substructure(pier , south abutment and wingwall), increase of the span length between the pier and south abutment and widening of the Grand Central Parkway and existing ramp to LaGuardia Airport, steel sheeting with tieback, timber lagging and pile driving. Pavement rehabilitation includes: full and partial depth concrete slab repairs, installation of new permanent concrete barriers in the median of GCP, milling of HMA pavement and resurfacing, new asphalt pavement overlays, retaining wall (T-wall), drainage structures (new catch basin, manhole, reinforced concrete pipe), For bridge deck replacement, we installed a new temporary steel bridge on 94th Street(S/B) to carry the traffic for staged deck reconstruction. Short and long term lane closure for Work Zone Traffic Control (WZTC).

Sept. 2008 – Dec. 2010
Gedeon Engineering P.C., Senior Inspector, D260717 Nassau Expressway and Interim Nassau Expressway Pavement and Bridge Rehabilitation and Resurfacing (Queens County, NY). This project consisted of the rehabilitation of 6 km of PCC and HMA pavement on Nassau Expwy. and Rockaway Blvd., the rehabilitation of seven bridges, the roadside improvements with HPBO CBGR, new striping and pavement markings, and restoration of 0.8 mile of sidewalk along Rockaway Blvd. for connection to future bike path starting at Brookville Blvd. Pavement rehabilitation included: full and partial depth concrete slab repairs, replacement of existing asphalt concrete pavement with prefabricated concrete slabs, asphalt concrete milling and resurfacing, new asphalt pavement overlays, full and partial depth pavement replacement and concrete pavement diamond grinding. Bridges rehabilitation included: deck replacement including rails and lighting, approach slab reconstruction, structural steel painting and bearings replacement on two(2) bridges, superstructure replacement and piers and abutments

repair on three(3) bridges, repair of deteriorated deck, cleaning(SP10) and painting of structural steel on two(2) bridges. For bridge deck replacement, we performed temporary shoring systems (structural lifting operations) for staged deck reconstruction and long term lane closure for Maintenance and Protection of Traffic (MPT).

Construction Inspection of Meadowbrook State Parkway ITS, NYSDOT, D015553, Nassau County – Senior Inspector. Installation of eight variable message signs, CCTV, Acoustic Vehicle Detectors, Highway Advisory Radio Transmitters, TRANSMIT Probe Surveillance Readers and Antennas, and a fiber optic cable communications network to interconnect the field equipment with the INFORM control center in Hauppauge. Items of work included, but were not limited to survey and stakeout to locate the placement of the foundation structures for the cameras and detector poles, VMS sign legs and road signs; Control of lane and shoulder closure and detour of traffic as per MPT plans; Excavation to place underground pipes, pull boxes, precast concrete foundations for cabinets and poles; Concrete was also poured on field for the foundations of the trussed span and cantilever sign structures and tests such as slump, temperature, unit weight and air pressure were performed as per ACI requirements; Conduit jacking across ramp and main line of the parkway; Clearing and grubbing to make room for structures; Top soil placement and turf establishment was performed on all shoulders of the parkway; Mow strip asphalt was installed around the concrete base of cabinets and poles. (April, 2005 – July, 2008).

Roadway Pavement Evaluation for Nassau County DPW – Inspector. Part of a three-person team responsible for evaluating existing pavement conditions on various Nassau County roadways to determine asphalt paving quantities for construction. (January, 2006 – February, 2006)

Installation of Durable Pavement Markings in Nassau & Suffolk Counties (NYSDOT) – Inspector. Day and night inspection of installation of pavement markings (tape, epoxy) and snow-plowable markers, maintenance and protection of traffic (MPT) according to the codes, rules and regulations of NYSDOT. Recordkeeping of the project by means of M.U.R.K. system and the enforcing of contract plans to NYSDOT specifications, report writing of contractor daily activities and calculations. Prepared quantities, daily field progress and punch list. (July, 2004 – December, 2005).

Construction Inspector, New York City Agency Projects. Monitored masonry and concrete work such as: Structural facing tile, exterior cavity wall-column at inside and exterior corner – spandrel beam and relieving angle. Verified if execution of works and materials used complied with New York City School Construction Authority Standard Specifications and the New York City Building Code. Reviewed mortar and/or concrete mix design and mixing procedure eventually. Tested and sampled freshly mixed concrete and/or mortar, and approved or rejected their use in the ongoing construction activities as per American Concrete Institute (ACI) or American Society for Testing Materials (ASTM) requirements. Confirmed that all work done was protected and cured. Controlled backfilling, soil and asphalt compaction using the nuclear gauge. Prepared daily field progress and punch list. (July, 2001 – June, 2004)

Civil Engineer and AutoCAD Operator. Provided technical support to the contract and specification for the rehabilitation of urban roads in Port-au-Prince. Prepared drawings of roadways on AutoCAD 14. Coordinated and provided technical support relative to the preparation of plans and specifications for rural roadway projects in Fort-Liberte and Ouanaminthe (Haiti). AutoCAD designer on the project of reinforcement of drinkable water supply systems. Supervised and performed Quality Control for the rehabilitation of the national prison. (July, 1996 – June, 2001)

Hirani Group

Andrew Garcia

Civil/Structural Inspector

Education:
Middlesex County College, Business Management Major

Certifications:
NACE Certified CIP Level 2 #34235

Affiliations:
National Association of Corrosion Engineers (NACE)
Society of Protective Coatings (SSPC)

Computer Skills:
databases, .NET Framework, Windows, UNIX, BSD, SQL Server, MySQL, PostgreSQL, Oracle, Microsoft Excel & Word, Network fundamentals and project schedules using primavera suretrak

Years with Firm:
1 mo.

Years of Experience:
5

Software:
Proficient with AutoCAD, Land Desktop, Carlson Survey, Microsoft Excel and Microsoft Word

Experience:

Inspector, Whitestone Bridge Queens Approaches, Queens, NY (MTA Bridges). Providing inspection services for the reconstruction of Queens approaches between approach roadways and anchorages. May 2014 to present

Project Senior Inspector, Brooklyn Bridge Project, New York, NY. Provided coating inspection services of Underside steel structures and trusses on the Brooklyn Bridge. Mr. Garcia Performed Blast, Chloride and Coating Application inspection and Verification. Also inspected powertool cleaning, chloride contamination verification, surface profile, dry film thickness and inspection of various DEVOE and MEGAFLEX High-Performance coating systems application along the main bridge, main cables suspender ropes/stays, and approach structures. Also observed protective shielding installation/ removal activities, maintenance and protection of traffic, suspended scaffolding installation/ removal, and limited access /suspended scaffolding applications during both day and night. Also verified shop fabricated/coated structural members for installation on the structure. Client: New York City Department of Transportation Brooklyn Bridge, Dec 2011 to Present

FEMA Long Island Substation Damage Estimator Project, New York. Provided substation damage estimation inspections on homes affected by Hurricane Sandy. Mr. Garcia calculated damage estimations and uploaded his daily reports to a FEMA Report Log database. Besides being the leader of his team, Mr. Garcia intricate in developing a efficient and quick way of documenting and uploading the critical reports on a daily basis. Dec 2012 to May 2013

Henry Hudson Bridge Project, New York. Provided coating inspection services to various components of the Henry Hudson Bridge toll booth and facility centers. Mr. Garcia performed blast and power tool clean inspection and various Sherwin Williams products along the various components of the toll booth facilities. Mr. Garcia was the senior inspector on this project which subjected him to lone responsibility for conducting inspections, approving/ rejecting surface preparation, documenting and reporting daily activities along with a host of other responsibilities. Client: Triborough Bridge and Tunnel Authority, Sept 2012 to Dec 2012

Wilmar Giraldo-Jaramillo

Professional Experience:

Municipal Testing Lab., Inc. - Hauppauge, NY - Special Inspector	2011 – Present
Tectonic Engineering – Long Island City, NY – Inspector	2007 - 2010

Education/Training/Certifications

- American Concrete Institute (ACI):
  - Concrete Field Testing Technician Grade I
  - Concrete Construction Special Inspector
- International Code Council (ICC):
  - Structural Masonry Special Inspector
- 4-Hour User Scaffold Safety Training
- 10 Hour OSHA - Occupational Safety & Health Training

Qualifications (continued on 2nd page)

Wilmar Giraldo-Jaramillo

QUALIFICATIONS				
GBC - General Building Construction FPS & FRC - Fire Protection Systems & Fire-Resistant Construction PMS - Plumbing & Mechanical Systems SMCO - Structural Materials & Construction Operations		PRIMARY	SUP. ALT. 1	SUP. ALT. 2
GBC	Wall Panels, Curtain Walls & Veneers			✓
GBC	Ext Insulation Finish Systems (EIFS)			✓
GBC	Chimneys			
GBC	Flood Hazard Mitigation			
GBC	Photoluminiscent Exit Path Markings			✓
FPS & FRC	Sprayed Fire-resistant Materials			
FPS & FRC	Smoke Control Systems			
FPS & FRC	StandPipe/Sprinkler Systems			
FPS & FRC	Firestop, Draftstop & Fireblock Systems			✓
FPS & FRC	Emergency Power Systems (Generators)		✓	
PMS	Mechanical Systems			
PMS	Fuel-Oil Storage & Fuel-Oil Piping Systems			
PMS	Site Storm Drainage Disposal & Detention Facilities			
PMS	Heating Systems			
SMCO	Welding: Steel HP Steam & Gas Piping, Aluminum			
SMCO	Steel - Erection & High Strength Bolting			
SMCO	Structural Cold-formed Steel			
SMCO	Non-Destructive Testing Technician (all fields)			✓
SMCO	Concrete - Cast-in-place & Precast			
SMCO	Concrete Batch Plant Technician		✓	
SMCO	Concrete Field Technician (ACI I)		✓	
SMCO	Concrete NDT Technician		✓	
SMCO	Prestressed Concrete			
SMCO	Masonry			✓
SMCO	Wood Construction			
SMCO	Soils - Site Preparation			
SMCO	Soils - Fill Placement, In-place Density			
SMCO	Soils Investigations			
SMCO	Pile Foundations & Drilled Pier Installation			
SMCO	Pier Foundations			
SMCO	Underpinning			
SMCO	Structural Safety - Stability & Mechanical Demolition			
SMCO	Seismic Isolation Systems			

Danilo Guilas

Professional Experience:
Municipal Testing Lab., Inc. - Hicksville, NY - Special Inspector 2007 – Present

Education/Training/Certifications

- Bachelor of Science in Civil Engineering
- American Concrete Institute (ACI):
  - Concrete Field Testing Technician Grade I
  - Concrete Special Inspector
- 4-Hour User Scaffold Safety Training
- 10 Hour OSHA - Occupational Safety & Health Training

Qualifications (continued on 2nd page)

QUALIFICATIONS				
GBC - General Building Construction FPS & FRC - Fire Protection Systems & Fire-Resistant Construction PMS - Plumbing & Mechanical Systems SMCO - Structural Materials & Construction Operations		PRIMARY	SUP. ALT. 1	SUP. ALT. 2
GBC	Wall Panels, Curtain Walls & Veneers		✓	
GBC	Ext Insulation Finish Systems (EIFS)			✓
GBC	Chimneys		✓	
GBC	Flood Hazard Mitigation			
GBC	Photoluminiscent Exit Path Markings			✓
FPS & FRC	Sprayed Fire-resistant Materials		✓	
FPS & FRC	Smoke Control Systems			
FPS & FRC	StandPipe/Sprinkler Systems			
FPS & FRC	Firestop, Draftstop & Fireblock Systems		✓	
FPS & FRC	Emergency Power Systems (Generators)		✓	
PMS	Mechanical Systems			
PMS	Fuel-Oil Storage & Fuel-Oil Piping Systems		✓	
PMS	Site Storm Drainage Disposal & Detention Facilities		✓	
PMS	Heating Systems			
SMCO	Welding: Steel HP Steam & Gas Piping, Aluminum			
SMCO	Steel - Erection & High Strength Bolting			
SMCO	Structural Cold-formed Steel		✓	
SMCO	Non-Destructive Testing Technician (all fields)		✓	
SMCO	Concrete - Cast-in-place & Precast		✓	
SMCO	Concrete Batch Plant Technician		✓	
SMCO	Concrete Field Technician (ACI I)		✓	
SMCO	Concrete NDT Technician		✓	
SMCO	Prestressed Concrete			
SMCO	Masonry			
SMCO	Wood Construction			
SMCO	Soils - Site Preparation			
SMCO	Soils - Fill Placement, In-place Density		✓	
SMCO	Soils Investigations		✓	
SMCO	Pile Foundations & Drilled Pier Installation		✓	
SMCO	Pier Foundations		✓	
SMCO	Underpinning		✓	
SMCO	Structural Safety - Stability & Mechanical Demolition		✓	
SMCO	Seismic Isolation Systems		✓	

Hirani Group

Ricardo Kuang

Safety Inspector

Education:
MSc., Environmental Engineering & Sustainable Infrastructure, Royal Institute of Technology-KTH, Stockholm, Sweden, 2004

BS. Civil Engineering, Universidad Ricardo Palma, Lima, Peru, 1995

FE/EIT Review Course 2/2011-4/2011, School of PE, New York, NY

Registrations:
Professional Engineer, Peru, 1999

Certifications:
Certificate, Construction Project Management, 5/2011-Present
Certificate, Construction Cost Estimating, 5/2011-Present
NYU, School of Continuing & Professional Studies, New York, USA

NYC Building Code: Fire Protection, PDH: 6 hours, 5/2011
NYU, School of Continuing & Professional Studies, New York, NY

Years With Firm:
2

Years With Other Firms:
17

Experience:
Mr. Kuang is an experienced Civil Engineer with 7+ years of experience in Construction and 5+ years of Health, Safety and Environmental (HSE) experience in the Oil & Gas Industry.

Professional experience includes:

December 2011 – Present
Construction Safety & Health Management Services for DEP Capital Projects – Safety Inspector. Providing inspection services for the rehabilitation of educational facility including controlled inspection.

2007-2010
Safety and Environmental Analyst, Spanish Oil and Gas Company dedicated to the exploration and production of hydrocarbons worldwide.

- Developed HSE Plan, Emergency Plan and HAZID for a gas production and exploratory well projects.
- Assisted HSE manager in preparing, implementing, monitoring and reviewing of HSE objectives.
- Carried out regular site safety audits, inspections and elaborated reports.
- Responsible for field supervision, safety statistics and leading accident investigations.
- Contributed to ensure full implementation of ISO 9001, 14001 and OHSAS 18001.

2005-2007
Safety and Environmental Supervisor, Servicios Geograficos & Medio Ambiente SAC (GEMA), Loreto, Peru, Environmental consulting company dedicated to Environmental Impact Studies (EIS) elaboration and HSE supervision for Oil Companies.

- Ensured all activities are conducted in accordance with national regulations, Corporate HSE policies, procedures, and best practices for logistics, construction, drilling and remediation on-shore E&P activities.
- Performed daily HSE inspections, training, and participated in the investigations of accidents.

2002-2003
Civil Engineer Supervisor, Ministry of Labor and Employment Promotion, Lima, Peru, Government Institution launched a program to promote employment by constructing diverse facilities at the community level.

- Carried out periodic supervision, ensuring construction quality according to plans and construction practices.
- Supervised earthworks, retaining walls, sewage pipeline installation and manhole constructions.

2/2002 – 3/2002
Civil Engineer Coordinator, Constructora MPM S.A., Lima, Peru, Construction Company dedicated to executing all kinds of civil work projects with emphasis on sanitation projects.

- Provided technical, supervision and logistic support for the maintenance of 19 schools, consisting of exterior and indoor painting, millwork, wall and floor finishes, and plumbing repairs.
- Coordinated with 4 resident engineers for planning strategy, material supply, and weekly progress reports.
- Ensured timely and complete activities for exigent execution schedule.

1/2001 – 12/2001
Civil Engineering Supervisor, Arana Consultores S.A.C. — KLT Consult GMBH, Lima, Peru,
Joint venture between German and a national consulting company for the supervision of a large wastewater treatment plant construction.

- Carried out daily supervision of work, ensuring construction quality according to plans and specifications, and prepared estimates of work progresses for contractor monthly payment.
- Supervised earthworks, construction of reinforced concrete facilities such as screening, sedimentation, large aerated reactors, and disinfection.
- Supervised the construction of masonry facilities (administrative offices, laboratory, and perimeter fence), and asphalt pavement roads and concrete sidewalks.
- Supervised the construction of a 1.200-feet embankment river protection of 10 feet in height, control of fills and compaction, and geotextile installation.

1/2000 – 12/2000
Cost Estimator Chief, Constructora MPM S.A., Lima, Peru

- Responsible for providing budgeting and cost estimation for heavy construction projects.
- Planned and organized teamwork for submitting accurate, timely and complete bid packages.

1997-1999
Assistant of Resident Engineer, Constructora MPM S.A., Lima, Peru

- Ensured all work was carried out in compliance with standards of service, ensured a cost efficient operation to minimize expenditures and maximize profitability of the company.
- Led the construction of three large water/sewer main projects. Ensured the quality of earthwork, concrete elevated water towers, concrete cisterns, underground water and sewer pipeline installations, air valve chambers, manholes, and hydraulic installations.
- Led the construction of a railroad station, consisting of a 30-feet reinforced concrete bridge, shops, restrooms, offices, ticket booths, and exterior stairs. Supervised the lifting, hoisting and installation of 18 post-tensed concrete beams. Ensured the quality of floor and wall finishing.
- Elaborated Gantt charts, CPM diagrams, daily reports, monthly pay estimates, and job expenditures.

1995-1996
Cost Estimator, Constructora MPM S.A., Lima, Peru
Elaborated cost estimations for heavy construction projects and participated completing bid packages.

Additional Training:

Structural and Construction Innovation for tall buildings ACI-UPC, Lima, Peru	**10/2010**
Occupational Health & Safety Management System Auditor/Lead Auditor IRCA Certified Training Course SGS, Lima, Peru	**06/2010**
OSHA 30 Hours General Industry Safety and Health (On-line) 360 Training, Texas, TX	**05/2010-07/2010** **10/2009-02/2010**
OSHA 30 Hours Construction Safety and Health (On-line) Clicksafety, California, CA	**08/2009**
ISO 9001, ISO 14001, OHSAS 18001 Internal Auditor SGS, Lima, Peru	
HSE Risk Management for Industrial Assets	**10/2010**
Fall Protection	**07/2009**
Risk Management	**05/2009**
Permit to Work	**02/2009**
Jungle Survival	**02/2009**
Petroleum Project Management	**07/2008**
Fire Fighting & First Aid Repsol YPF, Lima, **Peru**	**12/2007**

Rodrigo Maramba

Professional Experience:
Municipal Testing Lab., Inc. - Hauppage, NY - Special Inspector 2008 – Present

Education/Training/Certifications

- Bachelor of Science in Civil Engineering
- American Concrete Institute (ACI):
  - Concrete Field Testing Technician Grade I
  - Concrete Special Inspector
- International Code Council (ICC):
  - Spray-Applied Fireproofing Special Inspector
  - Structural Masonry Special Inspector
  - Structural Steel & Bolting Special Inspector
- 4-Hour User Scaffold Safety Training
- 10 Hour OSHA - Occupational Safety & Health Training

Qualifications (continued on 2nd page)

Rodrigo Maramba

QUALIFICATIONS				
GBC - General Building Construction FPS & FRC - Fire Protection Systems & Fire-Resistant Construction PMS - Plumbing & Mechanical Systems SMCO - Structural Materials & Construction Operations		PRIMARY	SUP. ALT. 1	SUP. ALT. 2
GBC	BC 1704.10 - Wall Panels, Curtain Walls & Veneers		✓	
GBC	BC 1704.12 - Ext Insulation Finish Systems (EIFS)			✓
GBC	BC 1704.24 - Chimneys		✓	
GBC	BC G105 - Flood Hazard Mitigation			
GBC	1 RCNY1026-01 - Photoluminiscent Exit Path Markings			✓
FPS & FRC	BC 1704.11 - Sprayed Fire-resistant Materials		✓	
FPS & FRC	BC 1704.14 - Smoke Control Systems			
FPS & FRC	BC 1704.21/22 - StandPipe/Sprinkler Systems			
FPS & FRC	BC 1704.25 - Firestop, Draftstop & Fireblock Systems		✓	
FPS & FRC	BC 1704.13 - Emergency Power Systems (Generators)		✓	
PMS	BC 1704.15 - Mechanical Systems			
PMS	BC 1704.16 - Fuel-Oil Storage & Fuel-Oil Piping Systems		✓	
PMS	BC 1704.20 - Site Storm Drainage Disposal/Detention Facilities		✓	
PMS	BC 1704.23 - Heating Systems			
SMCO	BC 1704.17/18/26 - Welding: Steel HP Steam & Gas Piping, Aluminum			
SMCO	BC 1704.3.2/3.3 - Steel - Erection & High Strength Bolting			✓
SMCO	BC 1704.3.2.4 - Structural Cold-formed Steel		✓	
SMCO	Non-Destructive Testing Technician (all fields)		✓	
SMCO	BC 1704.4 - Concrete - Cast-in-place & Precast		✓	
SMCO	Concrete Batch Plant Technician		✓	
SMCO	Concrete Field Technician (ACI I)		✓	
SMCO	Concrete NDT Technician		✓	
SMCO	BC 1704.4 - Prestressed Concrete			
SMCO	BC 1704.5 - Masonry		✓	
SMCO	BC 1704.6 - Wood Construction			
SMCO	BC 1704.7.1/7.2/7.3 - Soils - Site Preparation			
SMCO	BC 1704.7.1/7.2/7.3 - Soils - Fill Placement, In-place Density		✓	
SMCO	BC 1704.7.4 - Soils Investigations		✓	
SMCO	BC 1704.8 BC 1808.2.2 - Pile Foundations & Drilled Pier Installation		✓	
SMCO	BC 1704.9 - Pier Foundations		✓	
SMCO	BC 1704.9.1 - Underpinning		✓	
SMCO	BC 1704.19 - Structural Safety - Stability & Mechanical Demolition		✓	
SMCO	BC 1707.8 - Seismic Isolation Systems		✓	

Hirani Group

Kraiwoot (Michael) Ninnisai, P.E.

Senior Inspector/Structural Engineer

Education:
ME, Structural Engineering, The City College of The City University of New York, 2014
BE, Civil Engineering, King Monkut's University of Technology, Bangkok, Thailand, 1989

Registrations:
Professional Engineer: New York and Connecticut

Certifications:
ICC Special Inspector -Structural Welding and Bolting
OSHA:
Construction Safety and Health
NYC DOB 4-Hr Scaffolding User
NYC DOB 32-Hr Rigging

Years With Firm:
2 months

Years With Other Firms:
29

Experience:
Mr. Ninnisai has 29 years of engineering experience in the US and abroad. He has provided services on projects for NYCDEP as well as airlines, mass transit, commercial buildings, public schools, bridges and highways.

Project Experience

DEP Engineering Auditor, DEP, New York, New York-Senior Civil/Structural Engineer. Reviewing and approval of change order requests and drawings for registration on NYCDEP sewer and water treatment plant projects ranging from a few thousand to multi millions. Checking cost estimates based on lump sum or time and material basis. Monitored partial payment of change orders.

Project Manager/Estimator. Project Management and estimating for steel structure and fabrication for American Airline Terminal at JFK International Airport; 405 West 53rd Street, NYC; 103-105 Norfolk Street, Brooklyn.

New York MTA Train Station Rehabilitation- Structural Engineer. Works included rehabilitation above ground train station platforms, public stairs, handrails and all miscellaneous items.

Estimator/Quantity Surveyor on a wide variety of construction projects which included commercial buildings, public schools and institutions, and residential buildings. Projects included Irvington Union Free School District, PS 93X, PS 100X, Isaac E. Young Middle School, JFK Elementary School.

Bangkok Mass Transit System -Project Manager/Structural Engineer. Design and construction of an elevated heavy rail system including 25 stations, depot, and administration building, Bangkok, Thailand

Construction of Central Plaza Pinklao Project-Project Engineer. Works included a shopping plaza and a 28-floor hotel building with two underground basements, Bangkok, Thailand

The construction of The Stock Market Exchange of Thailand Building-Project Engineer. Sintorn Tower Extension Building for the stock market exchange of Thailand. Works included 32 stories building and 6 levels of car parking basement underneath ground water table level, Bangkok, Thailand.

The construction of bridge and highway in Najaran Province-Inspector/ Quality Control Engineer
The Highway Department, Kingdom of Saudi Arabia

The Construction of electrical generating structure, Phase IV-Civil/Field Engineer
Srinagarin Dam, Kanjanaburi, Thailand

Olusola "Shola" Olatunbosun

Professional Experience:
Municipal Testing Lab., Inc. - Hauppauge, NY - Special Inspector 2001 – Present

Education/Training/Certifications

- American Concrete Institute (ACI):
  - Concrete Field Testing Technician Grade I
  - Concrete Special Inspector
- National Institute for Certification for Engineering Technologies
  - CMT Soil Level II
  - CMT Asphalt Level II
  - CMT Concrete Level II
- 4-Hour User Scaffold Safety Training
- 10 Hour OSHA - Occupational Safety & Health Training

Qualifications (continued on 2nd page)

Olusola "Shola" Olatunbosun

QUALIFICATIONS				
GBC - General Building Construction FPS & FRC - Fire Protection Systems & Fire-Resistant Construction PMS - Plumbing & Mechanical Systems SMCO - Structural Materials & Construction Operations		PRIMARY	SUP. ALT. 1	SUP. ALT. 2
GBC	Wall Panels, Curtain Walls & Veneers			✓
GBC	Ext Insulation Finish Systems (EIFS)			✓
GBC	Chimneys			
GBC	Flood Hazard Mitigation			
GBC	Photoluminiscent Exit Path Markings			✓
FPS & FRC	Sprayed Fire-resistant Materials			
FPS & FRC	Smoke Control Systems			
FPS & FRC	StandPipe/Sprinkler Systems			
FPS & FRC	Firestop, Draftstop & Fireblock Systems			✓
FPS & FRC	Emergency Power Systems (Generators)		✓	
PMS	Mechanical Systems			
PMS	Fuel-Oil Storage & Fuel-Oil Piping Systems			
PMS	Site Storm Drainage Disposal & Detention Facilities			
PMS	Heating Systems			
SMCO	Welding: Steel HP Steam & Gas Piping, Aluminum			
SMCO	Steel - Erection & High Strength Bolting			
SMCO	Structural Cold-formed Steel			
SMCO	Non-Destructive Testing Technician (all fields)			✓
SMCO	Concrete - Cast-in-place & Precast		✓	
SMCO	Concrete Batch Plant Technician		✓	
SMCO	Concrete Field Technician (ACI I)		✓	
SMCO	Concrete NDT Technician			✓
SMCO	Prestressed Concrete			
SMCO	Masonry			
SMCO	Wood Construction			
SMCO	Soils - Site Preparation			
SMCO	Soils - Fill Placement, In-place Density			
SMCO	Soils Investigations			
SMCO	Pile Foundations & Drilled Pier Installation			
SMCO	Pier Foundations			
SMCO	Underpinning			
SMCO	Structural Safety - Stability & Mechanical Demolition			
SMCO	Seismic Isolation Systems			

Mark Pantke

Professional Experience:

Municipal Testing Lab., Inc. - Hauppauge, NY - Special Inspector	2009 – Present
Atlantic Testing Lab. – Syracuse, NY – Lab Manager	2001 - 2008

Education/Training/Certifications

- Bachelor of Science in Meteorology
- American Concrete Institute (ACI):
  - Concrete Field Testing Technician Grade I
  - Concrete Special Inspector
  - Concrete Lab Testing Tech Grade I & II
  - Aggregate Field Testing Technician
  - Aggregate Lab Testing Technician
- MTA Track Safety Trained – 09/19/13

Qualifications (continued on 2nd page)

Mark Pantke

QUALIFICATIONS				
GBC - General Building Construction FPS & FRC - Fire Protection Systems & Fire-Resistant Construction PMS - Plumbing & Mechanical Systems SMCO - Structural Materials & Construction Operations		PRIMARY	SUP. ALT. 1	SUP. ALT. 2
GBC	BC 1704.10 - Wall Panels, Curtain Walls & Veneers			✓
GBC	BC 1704.12 - Ext Insulation Finish Systems (EIFS)			✓
GBC	BC 1704.24 - Chimneys			
GBC	BC G105 - Flood Hazard Mitigation			
GBC	1 RCNY1026-01 - Photoluminiscent Exit Path Markings			✓
FPS & FRC	BC 1704.11 - Sprayed Fire-resistant Materials			
FPS & FRC	BC 1704.14 - Smoke Control Systems			
FPS & FRC	BC 1704.21/22 - StandPipe/Sprinkler Systems			
FPS & FRC	BC 1704.25 - Firestop, Draftstop & Fireblock Systems			✓
FPS & FRC	BC 1704.13 - Emergency Power Systems (Generators)		✓	
PMS	BC 1704.15 - Mechanical Systems			
PMS	BC 1704.16 - Fuel-Oil Storage & Fuel-Oil Piping Systems			
PMS	BC 1704.20 - Site Storm Drainage Disposal/Detention Facilities			
PMS	BC 1704.23 - Heating Systems			
SMCO	BC 1704.17/18/26 - Welding: Steel HP Steam & Gas Piping, Aluminum			
SMCO	BC 1704.3.2/3.3 - Steel - Erection & High Strength Bolting			
SMCO	BC 1704.3.2.4 - Structural Cold-formed Steel			
SMCO	Non-Destructive Testing Technician (all fields)			✓
SMCO	BC 1704.4 - Concrete - Cast-in-place & Precast			
SMCO	Concrete Batch Plant Technician		✓	
SMCO	Concrete Field Technician (ACI I)		✓	
SMCO	Concrete NDT Technician			✓
SMCO	BC 1704.4 - Prestressed Concrete			
SMCO	BC 1704.5 - Masonry			
SMCO	BC 1704.6 - Wood Construction			
SMCO	BC 1704.7.1/7.2/7.3 - Soils - Site Preparation			
SMCO	BC 1704.7.1/7.2/7.3 - Soils - Fill Placement, In-place Density			✓
SMCO	BC 1704.7.4 - Soils Investigations			✓
SMCO	BC 1704.8 BC 1808.2.2 - Pile Foundations & Drilled Pier Installation			
SMCO	BC 1704.9 - Pier Foundations			
SMCO	BC 1704.9.1 - Underpinning			
SMCO	BC 1704.19 - Structural Safety - Stability & Mechanical Demolition			
SMCO	BC 1707.8 - Seismic Isolation Systems			

Stanford Pereira

Professional Experience:
Municipal Testing Lab., Inc. - Hauppauge, NY - Special Inspector 2003 – Present

Education/Training/Certifications

- Bachelor of Science in Civil Engineering
- American Concrete Institute (ACI):
  - Concrete Field Testing Technician Grade I
  - Concrete Special Inspector
- 4-Hour User Scaffold Safety Training
- 10 Hour OSHA - Occupational Safety & Health Training

Qualifications (continued on 2nd page)

Stanford Pereira

QUALIFICATIONS				
GBC - General Building Construction FPS & FRC - Fire Protection Systems & Fire-Resistant Construction PMS - Plumbing & Mechanical Systems SMCO - Structural Materials & Construction Operations		PRIMARY	SUP. ALT. 1	SUP. ALT. 2
GBC	Wall Panels, Curtain Walls & Veneers		✓	
GBC	Ext Insulation Finish Systems (EIFS)			✓
GBC	Chimneys		✓	
GBC	Flood Hazard Mitigation			
GBC	Photoluminiscent Exit Path Markings			✓
FPS & FRC	Sprayed Fire-resistant Materials		✓	
FPS & FRC	Smoke Control Systems			
FPS & FRC	StandPipe/Sprinkler Systems			
FPS & FRC	Firestop, Draftstop & Fireblock Systems		✓	
FPS & FRC	Emergency Power Systems (Generators)		✓	
PMS	Mechanical Systems			
PMS	Fuel-Oil Storage & Fuel-Oil Piping Systems		✓	
PMS	Site Storm Drainage Disposal & Detention Facilities		✓	
PMS	Heating Systems			
SMCO	Welding: Steel HP Steam & Gas Piping, Aluminum			
SMCO	Steel - Erection & High Strength Bolting			
SMCO	Structural Cold-formed Steel		✓	
SMCO	Non-Destructive Testing Technician (all fields)		✓	
SMCO	Concrete - Cast-in-place & Precast		✓	
SMCO	Concrete Batch Plant Technician		✓	
SMCO	Concrete Field Technician (ACI I)		✓	
SMCO	Concrete NDT Technician		✓	
SMCO	Prestressed Concrete			
SMCO	Masonry			
SMCO	Wood Construction			
SMCO	Soils - Site Preparation			
SMCO	Soils - Fill Placement, In-place Density		✓	
SMCO	Soils Investigations		✓	
SMCO	Pile Foundations & Drilled Pier Installation		✓	
SMCO	Pier Foundations		✓	
SMCO	Underpinning		✓	
SMCO	Structural Safety - Stability & Mechanical Demolition		✓	
SMCO	Seismic Isolation Systems		✓	

Hirani Group

Anwar Abdullah

Senior Civil/Structural/Mechanical/Plumbing Inspector

Education:
BA in Business - Jersey City State College – 1983

Certifications:
- Quality Assurance and Construction Safety
- NYCDDC Concrete Qualification-May 2009
- ACI Certified
- OSHA 30 Hour Construction Health and Safety Manager, Training-Feb2009
- NICET IV-June 2013
- E I T August 2013

Years With Firm:
8 mos.

Years With Other Firms:
10

Experience:
Mr. Abdullah has more than 10 years of construction inspection experience as a chief inspector and senior inspector on projects involving street reconstruction, sidewalks, and sewers and watermains.

Specific project experience includes:

2013 to Present
Hugh Grant Circle, Bronx, NY, NYCDDC – Senior Inspector. The project includes utility relocation, paving, tree mitigation, street lighting, striping and drainage for roadway improvements.

November 2012- September 2013
Project SER002320 – Staten Island – NYCDDC Chief Construction Inspector. Field Construction Supervision for the construction of the sanitary and storm sewers and water main works in Dahlia Street, Staten Island, NY. Responsible for all field inspections, measurements, testing, Contractor and Subs supervision, field reports, quantity surveying, design drawing verification and implementing NYCDDC standard and specific specifications for the construction of Sanitary and Storm Sewer Mains and Water Mains.

September 2011 to November 2012
Project HYDREST01 – Construction Inspector. Restoring hydrant fenders and concrete around hydrants in the city of New York, City Wide.

November 2010 to September 2011, Project QED 999, NYCDDC – Construction Inspector. Restoring various water main 6-8-12 and 20 inch main in the New Haven area of queens NY.

March 2010 – November 2010
HWS2009CW, City Wide City of New York, NYCDDC – Construction Inspector. Installation high priority pedestrian safety sidewalks, adjustments, curbs and pedestrian ramps as necessary in various locations.

March 2009 – March 2010
RED-360,REIS for Trunk Water Mains Replacement in Clove Road, Staten Island, NY, NYCDDC – Construction Inspector. Construction inspector for the improvement of the existing distribution system and fire protection in the project area and to replace the existing 66-inch water main due to long history of electrolysis leaks. This project consisted of mainly replacing 3,800 LF of trunk water main, 5,600 lf sanitary and storm sewers and 4,700 LF of distribution water main .Project includes the installation of trunk water -mains, distribution water mains and sanitary and storm sewers ; catch basins ;sidewalks; curbs; concrete and asphalt pavement; grading; hydrants and manholes;

and utilities relocation. Other project components involve removal and restoration of minor encroachments (chain link or wood fence, pavement block, etc.).

Construction Inspector – March 2008 – January 2009
Street Reconstruction - Bronx, NY, NYCDDC – Construction Inspector. Inspected compliance with MPT drawing, and OSHA safety regulations. Worked on roadway construction including concrete and soil testing, sidewalks concrete paving, pedestrian ramps /calculating ramp lay layout, curbs, structural steel adjustment, backfilling/asphalt placement at various locations, utility relocation, hydrants, traffic lights, street lighting, striping, draining, installation of catch basins, water mains, manholes, and chute connections, tree consideration, and prepared inspectors 's daily reports.

Construction Superintendent – February 2007 – March 2008
Comfort Homes Construction LLC - New York, NY
Construction Superintendent ; Coordinated with foremen of all trades to execute construction operations; supervised and managed construction work ; purchased all required materials ; ensured compliance to specification, and followed approved drawing ; coordinated with utility companies as well as NYC Department of buildings; managed the work schedule and the planning of the construction project ; coordinated the hiring of various subcontractors ;and obtained various permits for construction operations.

Construction Inspector – October 2004 – November 2006
Shah Engineering - Columbus, OH
Work involved testing concrete; taking asphalt samples and concrete cylinders to insure material compliance with the state DOT specifications. Project also entailed roadway work; concrete milling, curbs, sidewalks; installation of catch basins; manholes, and chute connections; ensuring compliance with MPT drawings, and assisting resident engineer with project record keeping. Client; Ohio State DOT; 10/04-11/06;$10 Million project Construction of Multi-family Homes, Bronx, NY

Nikhil Chintanippu

Professional Experience:

Municipal Testing Lab., Inc. - Hauppauge, NY - Special Inspector 2008 – Present

ITD Cementation India Limited – Silchar, India – Concrete Inspector 2005 - 2007

Education/Training/Certifications

- Masters in Civil Engineering – CCNY (05/2009)
- BS in Civil Engineering, NIT – Silchar, India (2005)
- American Concrete Institute (ACI):
  - Concrete Field Testing Technician Grade I
  - Concrete Construction Special Inspector
- International Code Council (ICC):
  - Structural Masonry Special Inspector
- 4-Hour User Scaffold Safety Training
- 10-Hour OSHA

Qualifications (continued on 2nd page)

Nikhil Chintanippu

QUALIFICATIONS				
GBC - General Building Construction FPS & FRC - Fire Protection Systems & Fire-Resistant Construction PMS - Plumbing & Mechanical Systems SMCO - Structural Materials & Construction Operations		PRIMARY	SUP. ALT. 1	SUP. ALT. 2
GBC	BC 1704.10 - Wall Panels, Curtain Walls & Veneers		✓	
GBC	BC 1704.12 - Ext Insulation Finish Systems (EIFS)			✓
GBC	BC 1704.24 - Chimneys		✓	
GBC	BC G105 - Flood Hazard Mitigation			
GBC	1 RCNY1026-01 - Photoluminiscent Exit Path Markings			✓
FPS & FRC	BC 1704.11 - Sprayed Fire-resistant Materials		✓	
FPS & FRC	BC 1704.14 - Smoke Control Systems			
FPS & FRC	BC 1704.21/22 - StandPipe/Sprinkler Systems			
FPS & FRC	BC 1704.25 - Firestop, Draftstop & Fireblock Systems		✓	
FPS & FRC	BC 1704.13 - Emergency Power Systems (Generators)			
FPS & FRC	BC 1704.15 - Mechanical Systems			
PMS	BC 1704.16 - Fuel-Oil Storage & Fuel-Oil Piping Systems			
PMS	BC 1704.20 - Site Storm Drainage Disposal/Detention Facilities			
PMS	BC 1704.23 - Heating Systems			
PMS	BC 1704.17/18/26 - Welding: Steel HP Steam & Gas Piping, Aluminum			
SMCO	BC 1704.3.2/3.3 - Steel - Erection & High Strength Bolting			
SMCO	BC 1704.3.2.4 - Structural Cold-formed Steel			
SMCO	Non-Destructive Testing Technician (all fields)		✓	
SMCO	BC 1704.4 - Concrete - Cast-in-place & Precast		✓	
SMCO	Concrete Batch Plant Technician			
SMCO	Concrete Field Technician (ACI I)		✓	
SMCO	Concrete NDT Technician		✓	
SMCO	BC 1704.4 - Prestressed Concrete		✓	
SMCO	BC 1704.5 - Masonry			
SMCO	BC 1704.6 - Wood Construction		✓	
SMCO	BC 1704.7.1/7.2/7.3 - Soils - Site Preparation			
SMCO	BC 1704.7.1/7.2/7.3 - Soils - Fill Placement, In-place Density			
SMCO	BC 1704.7.4 - Soils Investigations		✓	
SMCO	BC 1704.8 BC 1808.2.2 - Pile Foundations & Drilled Pier Installation		✓	
SMCO	BC 1704.9 - Pier Foundations			
SMCO	BC 1704.9.1 - Underpinning			
SMCO	BC 1704.19 - Structural Safety - Stability & Mechanical Demolition			
SMCO	BC 1707.8 - Seismic Isolation Systems			
SMCO	BC 1704.10 - Wall Panels, Curtain Walls & Veneers			
SMCO	BC 1704.12 - Ext Insulation Finish Systems (EIFS)			

Mircea Petrescu

Professional Experience:
Municipal Testing Lab., Inc. - Hauppauge, NY - Special Inspector 2000 – Present

Education/Training/Certifications

- Masters in Structural Engineering
- American Concrete Institute (ACI):
  - Concrete Field Testing Technician Grade I
  - Concrete Special Inspector
- National Institute for Certification for Engineering Technologies
  - CMT Soil Level II
  - CMT Asphalt Level II
  - CMT Concrete Level II
- 4-Hour User Scaffold Safety Training
- 10 Hour OSHA - Occupational Safety & Health Training

Qualifications (continued on 2nd page)

Mircea Petrescu

QUALIFICATIONS				
GBC - General Building Construction FPS & FRC - Fire Protection Systems & Fire-Resistant Construction PMS - Plumbing & Mechanical Systems SMCO - Structural Materials & Construction Operations		PRIMARY	SUP. ALT. 1	SUP. ALT. 2
GBC	BC 1704.10 - Wall Panels, Curtain Walls & Veneers		✓	
GBC	BC 1704.12 - Ext Insulation Finish Systems (EIFS)			✓
GBC	BC 1704.24 - Chimneys		✓	
GBC	BC G105 - Flood Hazard Mitigation			
GBC	1 RCNY1026-01 - Photoluminiscent Exit Path Markings			✓
FPS & FRC	BC 1704.11 - Sprayed Fire-resistant Materials		✓	
FPS & FRC	BC 1704.14 - Smoke Control Systems			
FPS & FRC	BC 1704.21/22 - StandPipe/Sprinkler Systems			
FPS & FRC	BC 1704.25 - Firestop, Draftstop & Fireblock Systems		✓	
FPS & FRC	BC 1704.13 - Emergency Power Systems (Generators)		✓	
PMS	BC 1704.15 - Mechanical Systems			
PMS	BC 1704.16 - Fuel-Oil Storage & Fuel-Oil Piping Systems		✓	
PMS	BC 1704.20 - Site Storm Drainage Disposal/Detention Facilities		✓	
PMS	BC 1704.23 - Heating Systems			
SMCO	BC 1704.17/18/26 - Welding: Steel HP Steam & Gas Piping, Aluminum			
SMCO	BC 1704.3.2/3.3 - Steel - Erection & High Strength Bolting			
SMCO	BC 1704.3.2.4 - Structural Cold-formed Steel		✓	
SMCO	Non-Destructive Testing Technician (all fields)		✓	
SMCO	BC 1704.4 - Concrete - Cast-in-place & Precast		✓	
SMCO	Concrete Batch Plant Technician		✓	
SMCO	Concrete Field Technician (ACI I)		✓	
SMCO	Concrete NDT Technician		✓	
SMCO	BC 1704.4 - Prestressed Concrete			
SMCO	BC 1704.5 - Masonry			
SMCO	BC 1704.6 - Wood Construction			
SMCO	BC 1704.7.1/7.2/7.3 - Soils - Site Preparation			
SMCO	BC 1704.7.1/7.2/7.3 - Soils - Fill Placement, In-place Density		✓	
SMCO	BC 1704.7.4 - Soils Investigations		✓	
SMCO	BC 1704.8 BC 1808.2.2 - Pile Foundations & Drilled Pier Installation		✓	
SMCO	BC 1704.9 - Pier Foundations		✓	
SMCO	BC 1704.9.1 - Underpinning		✓	
SMCO	BC 1704.19 - Structural Safety - Stability & Mechanical Demolition		✓	
SMCO	BC 1707.8 - Seismic Isolation Systems		✓	

ARCADIS

Education
B.S. Civil Engineering
Rutgers University

Years of Experience
Total – 22 years

Professional Registrations
OSHA 10 Hour
OSHA 40 HAZWOPER *
Fall Protection & Confined Space Trained
NIMS/ICS
100/200/300/40CPR, AED and First Aid
USACE CQMC *
CMAA Univ. Quality Mgt., Safety Mgt. & Contract Admin.
Many Bechtel & HDR continuing education & training courses.
ACI Grade I
DOT HAZMAT Management
Various RR Safety Training *
UCA of SME
ASQ *
ASCE *

Security Clearances
DOD - JBAB, 2011-2016
TSA & CBP Seal - IAD, 2004-2008

Awards
2011 Quality Award – Dulles Corridor Metrorail Project – NATM Tunnel Team

Stephen M. Freiman, Jr.
Civil/Structural Inspector

Mr. Freiman has been working competitively to help build great projects and forge solid relationships for over 20 years. He is well-versed in public infrastructure and transportation projects including tunnels/shafts and stations, heavy civil/underground construction, foundations/geotech, airfield/flatwork, wet & dry utilities, Environmental/Hazmat and QA/QC and Safety Supervision.

Project Experience

DC Clean Rivers Project - Blue Plains Tunnel | Washington, D.C.
Mr. Freiman served as Shafts, Structures and Tunnel Inspector for the construction oversight of this 24,000-lf tunnel (EPB TBM, 23-ft ID) with 5 deep slurry wall shafts (50-ft to 132-ft dia.). He was responsible to Integrate safety, quality & environmental clarity to facilitate contractor success and owner satisfaction. Ensure current documents and procedures are used in field inspection. Participate in review of construction submittals, schedule and pay requests. He also provided daily reports & photographic records of the work via TPC, Word & Excel formats and was also responsible for verification & assurance of contactor work quality & efficacy of their QA/QC program.

Dulles Corridor Metrorail Project | Tysons Corner, VA
Mr. Freiman served as Sr. Construction Engineer / NATM Tunnel Office Engineer for this part of a 23-mile extension to WMATA rail system (Silver Line). Construction included twin, 1,700-ft. soft ground tunnels with canopy tubes, lattice girders, steel fiber reinforced shotcrete, waterproofing, CIP concrete final liner & cut and cover sections. Mr. Freiman interpreted design drawings & construction requirements to support Field Engineers and Superintendent; Handled construction field changes so work stayed ahead of schedule. Ensured complete supply of materials, tools, PPE and equipment parts at the heading & the batch plant; Worked closely with Superintendent & others to select materials and means & methods for waterproofing, rebar and CIP concrete forming, placing & consolidation processes; Solved batch plant ability issue to get 24-hr x 6 day production. In addition, Mr. Freiman Ensured that work execution and final product quality & safety followed procurement, delivery, inspection, warehousing & installation procedures. Reviewed Field & QC Engineer reports & exchanged project progress details with Project Field Engineer on behalf of Sr. Field Engineer.

No. 7 Subway Extension | New York, NY
Mr. Freiman served as Sr. Tunnel Inspector for this 34th street station cavern, shafts, adits & twin TBM drive project. He inspected drill & blast cavern, shaft, starter & tail tunnel excavation with rock bolt & shotcrete support, facilitated safe quality operations with Herrenknecht double-shield TBM setup, mining, PCC segment lining, backfill grouting & contact grouting; produced timely, detailed daily reports; helped client avert costly claims and helped job progress properly and well-ahead of schedule and trained new inspectors in safety, QA field work & documentation.

D2 Capital Improvements – Washington Dulles International Airport | Chantilly, VA
Sr. Civil Inspector for APM Tunnel System, Station Branch Sanitary Force Mains and Pump Station, Taxiway Q Rehabilitations & New Fourth Runway construction. Mr. Freiman conducted QA and Safety appraisal for tunnel, underground station, utility and airfield construction. Inspected multiple jobs involving: open cut & underground rock mining excavation, blasting, SOE (rock bolts, shotcrete, pile & lagging) CIP concrete structures, waterproofing, underpinning, soil-cement stabilization, flatwork concrete (airfield repairs & new runway), sanitary force mains, sewage pump station & booster station, micro-tunneling and various other utilities & task order work.

He also served as lead inspector to other civil, mechanical and electrical inspectors for this project. Where he coordinated construction activity with airport operations and FAA to uphold safety, compiled detailed daily reports & periodic records of progress, deficiencies & punch list items and maintained record drawings with all RFI and change updates.

Duraport Marine Terminal | Bayonne, New Jersey
Mr. Freiman served as Project Environmental Engineer for this landfill embankment and cap project where his responsibilities included management of soil delivery, handling & transfer for main and remote port facilities; generated approved select fill for two New York landfill closure projects; handled billing, negotiations, labor supervision and disposition of incoming deliveries of contaminated soils; assured NJ DEPE & US EPA compliance; directed loads that did not meet contamination levels criteria to treatment and disposal facility. Directed material mixing, CKD drying, equipment operations, barge loading, cargo surveys and tug shipments and commissioned adaptation of ferry vessel into loading platform as alternative to barge crane.

Bergen Tunnel Rehabilitations | Jersey City to Hoboken, New Jersey
Mr. Freiman served as Field Engineer for over 4,000-lf. Of tunnel enlargement and rehabilitation for commuter rail. He managed the QC inspection of rock excavation, shaft demolition & abandonment, portal rehabilitation, rock bolting, shotcreting, instrumentation, waterproofing, CIP concrete liner & invert and rail work. Mr. Freiman was also responsible to develop & implement work plans and resolved QC, production and safety issues.

Education:
Dutchess Community College 1997-2001 – Credits earned towards degree in Construction Management

Certifications:
NACE Level 1

Years With Firm:
1

Years With Other Firms:
13

Experience:
Mr. Dando has more than 14 years of experience in all phases of construction inspection and supervision.

Project Experience includes:

Brooklyn Bridge, Contract No. 6, NYCDOT – Coatings Inspector. Replacement of failed membrane systems in the roadway and deteriorated closure walls. The existing roadway pavement will be rehabilitated. The old deck will be replaced by lifting and installing precast concrete roadway slabs over the waterproof membrane that is being installed. Historic railings dating to the original construction are being removed, refurbished and replaced. The FDR Drive roadway ramp is being widened from one to two lanes. The entire bridge is being repainted to prevent corrosion.

January 2004 – 2011
Dando Construction, Owner/Operator
General Contracting work including: Commercial/Residential Painting, All phases of carpentry, Roofing/Siding.

October 2009-October 2010
Tradesource and K+K Carpentry, Temporary Assistant Construction Manager for Toll Brothers @ Van Wyck Glen, Fishkill New York
Coordination of sub-contractors' assignments and inspection of their work, liaison between homeowners and management, punch list work as required.

2002-2004
Campillii Contracting,
Frame Carpenter
Framing of custom homes, trim work, roofing/siding, supervising a small crew as required.

2001-2002
WESTSIDE INC.
Paint Foreman
Supervision of crews on Commercial and Residential painting jobs from Albany to Westchester County, New York.

2000-2001
Metzger Construction,
Laborer/Equipment Operator
Commercial/Residential Excavation work including some public works projects.

1998-2000
Colorworks Inc.
Painters Apprentice
Surface preparations for coatings application and subsequent application of coatings. Commercial/Residential painting projects throughout New York State focused primarily in Manhattan.

BACKGROUND

Mr. Trujillo has 6 years of experience in civil engineering, design, and construction inspection programs. He provides versatility through the diversification of his design and construction experience. He has working experience knowledge with NYSDOT standards and specifications. He holds a Bridge Inspector Certificate from the NYSDOT in Albany and has regulatory knowledge with regards to construction permits involving the NYSDEC and the USACE.

PROFESSIONAL EXPERIENCE

QA/QC Engineer, Asphalt Road Reconstruction and Precast Concrete Bridge Replacement on Cheese Factory Road Town of Deerfield Utica, NY
For this $852K project Mr. Trujillo assisted with the design of various elements of the project including stackable stone retaining wall, bendway weirs, and vertical alignment of the road. Coordinated permitting process with regulatory agencies and coordinated public meetings. Prepared construction bid package, including cost estimates per NYSDOT SPECS items, shop drawings and traffic control as per MUTCD. Field responsibilities included construction inspections to ensure conformance with standards, plans and specifications, inspected excavation limits for abutments, retaining walls, ensured material quality including Rip-rap stones, stackable stones and backfill. Performed construction administration functions including quantity tracking and payment processing.

Construction Inspector, TBTA BW97 and 97B, Bridge Rehabilitation, Abutments Structural Concrete and Dehumidification System, Whitestone Bridge, Bronx and Queens Anchorage Chambers
Provided construction administration support and QA/QC inspections, assisted with monthly payment process by tracking contract quantities and developing item history tables from the inspector's daily report, forecasted final quantities to control cost and created balance sheets to allocate surpluses and deficits in the budget for specific items in the contract, reviewed submittals and maintained logs and lists for attendance of laborers and subcontractors, provided support to an as built-design of footings supporting 4-steel columns (W10x45), a header beam (W12x53) and an industrial door, listed the axial and shear forces (wind) to which the post-installed anchor bolts, analyzed the mechanical anchor bolts connections for combined tension and shear using the ACI 318-08 appendix D, 349.2r-07and 355.3r-11 publications to size the embedment length. Oversaw the installation of dehumidification system which was designed to circulate the air and remove the moisture from the anchorage chambers, guided tours to the NYC TBTA office managers and explained the functionality of the system, observed installation of the electrical components of the system, including PCL system that controlled 8-dehumidification units and monitored air quality in 4-chambers, performed concrete sounding inspections using hand hammer; rebar placements for a slab system, demolition work and general site safety.

Bridge Inspector, NYSDOT Region 8, Biennial Bridge Inspections
Provided bridge inspection assistance to team leader. The inspections included visual assessments, field photographs, inventory verification, concrete sounding test, rating, field D-meter measurements for steel, sketches, and computerized report preparation including NYSDOT ratings and federal ratings.

Construction Inspector, NYSDEC, Dam Rehabilitation, Structural Concrete, Drainage Material, Reinforced Soil Retaining Structure, Erosion and Sediment Control, Manlius, NY
Provided design and construction support for this dam rehabilitation project upstate New York. The owner of the dam received notice from the NYSDEC stating that the structural conditions of the dam were not acceptable and

immediate rehabilitation was required. Collaboration in the design of proposed spillway, emergency spillway, L-shaped soil retaining structure and outlet dissipaters as per HEC-11. Provided construction inspection support for the toe drain, a waterwheel house, lateral spillway, soil retaining structures and Erosion and Sediment Control measures, Collected concrete truck tickets and ensured the concrete met the specifications based on field technician results for air and slump test, reviewed the quality of the materials brought to the site like NYSDOT approved washable stone and the required compaction frequency of the soil as per water content, prepared daily inspection reports and communicated with in-house architect in relation to possible structural issues.

Structural Engineer, Sounders Concrete, Windmills Pedestals Retrofit, Little Falls, NY
In the town of Little Falls Utica six pedestals for windmills were constructed with low concrete compressive strength and missing stirrups. Provided structural analysis support for a retrofit designed, performed engineering calculations to determine if the windmills integrity was undermined by the low compressive strength of the pedestals or the missing stirrups and proposed retrofit to alleviate the problem.

Transportation Engineer, Traffic Analysis for Lighting as per ASSHTO Policy Warrants, Utica, NY
The City of Utica was facing a high maintenance cost for interchange lighting. Mr. Trujillo's responsibilities included analyzing and comparing the accident data over a 3 years period as required by the "Lighting Highway Policy of the DOT". This was done by computing the Night Crash Rate in MVM and the Day Crash Rate and comparing them to the statewide average. According to the AASHTO guidance if the night rate is 1.5 higher the interchange should be lightened.

EDUCATION

Bachelor's Civil Engineering,
University of Puerto Rico at Mayaguez, 2009

Master's Civil Engineering
City College of New York, 2012

CERTIFICATION

- Engineer-In-Training
- 40-Hour Site Safety Manager
- Bridge Inspector NYSDOT
- Erosion and Sediment Control

Years of Experience
Total – 31
With ARCADIS - <1

John E. Stonberg
Track Inspector

Mr. Stoneberg has served as a Construction Manager and Senior Track Inspector on many projects all over the country utilizing over 41 years of experience in all phases of railroad construction and maintenance which includes high-speed passenger rail, heavy rail, and freight/industrial rail. I have been involved in all phases of project planning and installation of track systems for light rail as well as commuter and freight rail systems.

Project Experience and Employment History

Tri-Rail Double Track Project, Phase III, Florida DOT - Senior Track Inspector responsible for overseeing construction of a double track project. Work included material procurement, coordination of ballast train movements, writing daily project reports, and monthly budget summaries for the Class IV, 79 mph railroad.

B&O Capacity Improvement Program – Double Track Project from Auburn to Gary IN - Superintendent, responsible for supervising all phases of construction for track and special track work. This work included the installation of 90 miles of mainline double track as part of the B&O Capacity Improvement Program. Responsibilities also included over sight of construction work performed by the track subcontractor.

Baltimore Light Rail Line and MARC Commuter Rail Line, Maryland DOT – Mass Transit Administration - Quality Assurance Technician and Lead Trackwork Inspector for two separate contracts totaling $490 million. This work included all civil and track construction, (embedded, direct fixation, ballasted track) station platforms and facilities, catenary, modification of utilities and cathodic protection.

Baltimore Light Rail – Phase II extension, Maryland DOT – Mass Transit Administration Track Supervisor responsible for QA/QC on all phases of track inspection on Hunt Valley, Penn Station, and BWI Extension Projects from construction planning to completion of track work

Baltimore Metro, Section B, Concrete Tie Replacement Program, Maryland DOT – Mass Transit Administration Project Inspector for this project that involved the replacement of 4 miles of concrete ties on electrified (3rd rail) track from Owings Mills to Reisterstown, MD. I was responsible for the construction management of track work from initial grading to final surface and alignment of the track.

Redevelopment of Railroad Property Construction Manager in charge of major items of work including earthwork, drainage, utilities, building demolition, asbestos abatement, track removal and installation-mates.

Maryland Port Administration: Seagirt Marine Terminal, Maryland Port Administration Marine Engineering Technician responsible for all phases of construction management of heavy track

installation with freight rail interfaces for the Seagirt Marine Terminal. I was responsible to schedule work between all contractors and railroads for track usage. Maintained records of all materials used and also procured materials as required. I was the liaison between the MPA, Conrail and CSX so as to maintain the incoming freight traffic throughout the duration of the construction. This project included over 12 miles of track.

Amtrak - Track Engineer responsible for all phases of planning, constructing, and installing switches for high speed crossovers. In addition, supervised Production crews installing rail and ties on the Northeast Corridor from Washington, DC to New York City. As a Supervisor, I maintained the daily records of 20 track inspectors and 35 trackmen. I accompanied FRA inspectors on a daily basis checking for compliance with the FRA track standards. I also supervised High Speed Surfacing crews between Washington, DC and New York.

Conrail/Penn Central Railroad - Mainline Track Supervisor responsible for all track maintenance and construction on 500 miles of high tonnage freight rail line and supervision of track forces. I worked up through the ranks from Laborer, Operator, Foreman, General Foreman, and Assistant Supervisor to Supervisor.

BACKGROUND

Mr. Hedayati is a professional engineer and has a bachelor of engineering degree in electrical engineering from The Cooper Union. He has ten years of experience working on engineering and construction projects and is keen in understanding the overall and technical issues. He is very familiar with field inspection of electrical, electronic, process control, SCADA, and instrumentation systems. He has experience and knowledge of electrical safety procedures and has developed electrical safety plan for NYCDEP facilities. He has excellent computer skills including preparation of project related spreadsheets, presentations, 3D, and graphics.

PROFESSIONAL REGISTRATION

Professional Engineer: State of New York, No. [redacted]

PROFESSIONAL EXPERIENCE

Electrical Inspector/Engineer, NCDPW, Energy Efficiency Lighting and Electrical System Upgrades, Nassau County, NY
The Nassau County Correction Center's $3.5M upgrade of Lighting and Electrical Systems involves upgrades to all 5 site buildings and installation of a13.8 kV medium voltage switchgear for a direct connection to LIPA. Mr. Hedayati's efforts were focused on inspection of work by the contractor, ensuring that the switchgear was properly installed, insulated for the rated voltage, tested, and started up to provide full power for the facility. In conjunction with switchgear tasks, Mr. Hedayati also inspected the installation of hi-efficiency lighting systems throughout the facilities of the jail, ensuring that fixtures were restored, cleaned, upgraded, and tamper proof.

Electrical Inspector/Engineer, NYCDEP, Electrical Safety Plan, NY
The project scope is to develop the electrical safety plan for NYCDEP, Bureau of Water and Sewer Operation's (BWSO) for five large operating divisions. These divisions include reservoir operations, groundwater operations, shaft maintenance, pumping operations and croton operations. Mr. Hedayati is in charge of inspecting these sites and gathering the required information for the development of the Electrical Safety Plan for each facility. He is in charge of developing safe work practices for exposed, energized parts, arch flash, lockout/tag out, and other related procedure. He is responsible for meeting with plant personnel and overseeing different activities related to electrical safety, e.g. pumping stations, testing of electrical cables and equipment, etc. and addresses the safety issues in the facility's Electrical Safety Plan.

Document Control and Management, NYCDEP, Tunnel Bypass Project Engineering Services, NY
This NYC DEP project for providing a 2.5 mile bypass of NYC's potable water aqueduct due to heavy leakage is estimated to last for 9 years. Mr. Hedayati's responsibilities on the project involve establishing a SharePoint site that is accessible by both the client and the sub-consultants, while ensuring information confidentiality is maintained. He is responsible establish document control procedures and overlook file sharing to ensure compliance with established project requirements.

Electrical Inspector/Engineer, NYCDOS, Natural Gas Production and Recovery from Edgemere Landfill, Far Rockaway, Queens, NY
The project includes monitoring and adjusting process parameters for landfill gas production. Oversee the electrical and mechanical operation, shutdown/restart cycles and methane to oxygen ratio in production,

supervise field personnel at the site and ensured site safety in accordance to OSHA standards. Reviewed weekly, monthly and specialty reports.

Electrical Inspector/Engineer, NRG Energy, Arthur Kill and Astoria Gas Turbine Operations, Inc., Staten Island and Queens, NY
Inspected the site of these two power plants and reviewed the ancillary operations. Prepared "Standard Operating Procedure" for several secondary operations at the site. Prepared Safety Manual based organization and OSHA requirements. Developed training material for annual safety refresher courses. Prepared Right-To-Know (RTK) and Toxic Release Inventory (TRI) for two NRG Energy Power Plants and updated MSDS books and.

Electrical Engineer, NYCDEP, Disinfection Building of Dechlorination Facility at Newtown Creek WPCP, Brooklyn, NY
Reviewed the electrical drawings and assisted in developing a 3D Model of the MEP, structure, architecture, and process for the Disinfection Building of the Dechlorination Facility in Revit platform.

Electrical Engineer, Macy's 34th Street Renovation, Manhattan, NY
The project involved assisting the contractor in preparation of the proposal related to renovation of Macy's store on Herald Square. Reviewed and recommended lighting requirements for the temporary store spaces during construction. Assisted in developing Building Information Model and renderings of the project in Revit Architecture based on the scope of work.

Electrical Engineer, MTA-NYCTA C-26006, Construction of Second Avenue Subway at 63rd Street/Lexington Avenue Station, Manhattan, NY
The project involved construction of part of the Second Avenue subway at the 63rd Street and Lexington Avenue station. Station reconstruction included rehabilitation and construction entrances in the Borough of Manhattan. Reviewed the electrical drawings of the project and assisted in converting contract drawings files from Micro-station V8i to AutoCAD DWG. Assisted in developing the 3D model for lower platform, upper platform and mezzanines level in Revit Architecture based on drawings with details.

Electrical Engineer, Qatar Gas Expansion Projects, Qatar
Worked on this large Liquefied Natural Gas (LNG) Facility. The $8B Plant was designed to produce 7.8 MTY of LNG. The partners on this project included Exxon Mobil, Total, and ConnocoPhillips. The plant segments Mr. Hedayati was involved with included inlet receiving facilities (IR), acid gas removal units (AGR), gas dehydration and mercury removal units, liquefaction units (LNG Process), sulfur recovery units (SRU), offshore platforms and loading terminals, electrical and lighting, steam, waste collection and water treatment, emergency shutdown systems, fire detection and firefighting systems. Reviewed related project drawing and documents for accuracy and safety, checked with senior engineers and operators to ensure corrections to reference documentation, checked for process control loop specifications, instrumentation redundancy, and specifications, assessed startup and shutdown procedures to ensure technical content and safety standards.

- Piping and Instrumentation Diagrams (P&ID)
- Electrical Drawings
- As-Built Drawings
- Utility Flow Diagrams (UFD)

- Vendor Drawings
- Logic Diagrams
- SCADA (programmable logic controllers)

He performed field inspection and verification during fabrication, construction, commissioning, startup, and operation of plant control systems, power distribution, lighting, and ventilation.

Electrical Engineer, Technical Equipment Specialist and Data, Management, Schlumberger Oilfield Services
Performed well logging for Schlumberger Oilfield Services, Reservoir Evaluation WireLine (REW) including Sonic, Porosity, Density, and Resistivity Logs. Jobs lasted between 12 and 30 continuous hours. Attended related trainings at British Training Center in Scotland and the European Training Center in Paris. Received certifications for perforation and source handling. Collected, summarized, and reported geotechnical data and related site information and used Excel spreadsheet models. Developed technical specification for project equipment. Inspected electrical equipment and prepared reports.

EDUCATION

BA, Electrical Engineering, 2004
The Cooper Union for the Advancement of Science and Art, New York, NY

WORK SKILLS

Computer Architecture - PLC, PEEL, EEPROM - Embedded System Design - VLSI - Verilog Cadence - 3bit Flash ADC - Digital Signal Processing (DSP) - Digital Logic Design - Control Systems - Power Systems - Motors (Synchronous, Induction) - G19 Certification for Landfill Methane Gas

The University of the State of New York
Education Department
Office of the Professions

REGISTRATION CERTIFICATE

Do not accept a copy of this certificate

License Number: [redacted] Certificate Number: 7884527

HEDAYATI BABAK
[redacted] [redacted]

is registered to practice in New York State through 06/30/2015 as a(n)
PROFESSIONAL ENGINEER

LICENSEE/REGISTRANT

COMMISSIONER OF EDUCATION

EXECUTIVE SECRETARY

DEPUTY COMMISSIONER
FOR THE PROFESSIONS

This document is valid only if it has not expired, name and address are correct, it has not been tampered with and is an original - not a copy. To verify that this registration certificate is valid or for more information please visit www.op.nysed.gov.

Certificate of Completion

OSHAcampus.com™
powered by 360training.com

This Certifies That

Babak Hedayati

is awarded this certificate for

OSHA - 10 Hour Construction Industry Outreach Training Program w/ PDF Study Guide

Credit Hours: 10

Completion Date: 08/12/2010 22:38 CST

Certificate Number: 1659229

AUTHORIZED IACET PROVIDER

Student Signature

Michael Millsap, Trainer [redacted]

360training.com, Inc. has been approved as an Authorized Provider by the International Association for Continuing Education and Training (IACET), 1760 Old Meadow Road, Suite 500, McLean, VA 22102; (703) 506-3275.

360training.com ♦ 13801 North Mo pac, Suite 100 ♦ Austin, TX 78727 ♦ 888-360-TRNG ♦ www.360training.com

Certificate of Completion

This certifies that

Babak Hedayati

Has Successfully completed

8 Hour HAZWOPER Refresher Training

Refresher certification does NOT necessarily indicate initial 24 or 40 Hour HAZWOPER certification

In Accordance W/Federal OSHA Regulation 29 CFR 1910.120(e), (p) & (q)

And all State OSHA and EPA Regulations As Well

This course is approved for 8 Contact Hours (0.8 CEU's) of continuing education per the California Department of Public Health for Registered Environmental Health Specialist (REHS) issued by Safety Unlimited, Inc. (Accreditation # 044)

Julius P. Griggs	120806536199	8/6/2012
Julius P. Griggs Instructor #[redacted]	Certificate Number	Issue Date

SAFETY UNLIMITED, Inc.
OSHA Compliant Safety Training Since 1998

690A East Los Angeles Ave Suite 160 Simi Valley, CA 93065
888-309-7233 * 805-306-8027 * 866-859-7097 (F)
www.safetyunlimited.com

Proof of initial certification and subsequent refresher training is NOT required to take refresher training
Want to be sure this certificate is valid? Visit safetyunlimited.com/verification

Certificate of Completion

This certifies that

Babak Hedayati

Has Successfully completed

OSHA 40 Hour HAZWOPER Training

Annual Refresher Training Required

In Accordance With Federal OSHA Regulation 29 CFR 1910.120(e)

And State OSHA/EPA Regulations as well including 29 CFR 1926.65(e)

This course is approved for 40 Contact Hours (4 CEUs) of continuing education per the California Department of Public Health for Registered Environmental Health Specialist (REHS) issued by Safety Unlimited, Inc. (Accreditation # 044)

Julius P. Griggs	110317136199	3/17/2011
Julius P. Griggs	Certificate Number	Issue Date
Instructor [redacted]		

SAFETY UNLIMITED, Inc.
OSHA Compliant Safety Training Since 1990

690A East Los Angeles Ave Suite 180 Simi Valley, CA 93065
888-309-7233 * 805-306-8027 * 866-869-7097 (F)
www.safetyunlimited.com

Want to be sure this certificate is valid? Visit safetyunlimited.com/verification

BACKGROUND

Mr. Raitelu has over nine years of experience in construction inspection services on bridge and highway projects. He has overseen bridge deck replacement, steel repair and installation and painting, paint removal operation, utilities installation and relocation, lighting, drainage, precast concrete and MPT for large and complex projects. His duties have included supervision, coordination, ensuring conformance with contract plans and specifications, preparing as-built drawings measuring quantities, and monitoring contractors operations.

PROFESSIONAL EXPERIENCE

Construction Inspection, Nassau County Public Works, Eisenhower Park Merrick Avenue and Hempstead Turnpike, Long Island, NY
The project involved the removal of existing sidewalk and placing new 10ft width asphalt bike path, stripping using epoxy paint, installation of 6ft high Vinyl Clad Chain-link fence, concrete mow-strips, relocation of the underground utilities and coordination with LIPA and National Grid.

Construction Inspection, Nassau County Public Works, North Merrick between Camp Avenue and Henry Road, Long Island, NY
The project included the reconstruction of damaged sidewalks. Mill and fill asphalt replaced with base and top along new curb. replacement of drainage system catch basins on east and west sides of Merrick Avenue, construction of new retaining wall (HP concrete) to protect residential property, removal of pavement marking, application of epoxy paint, placement of top soil and seed.

Construction Inspector, Delaware River Joint Toll Bridge Commission, Rehabilitation of the Lumber Ville-Raven Rock Pedestrian Suspension Bridge over the Delaware River and Delaware Canal, NJ and PA.
The scope of work included partial deck repairs, removal of deteriorated concrete at selected areas of the pre-stressed deck panels and at the abutment and piers, removal of existing deck edge mortar joints and replacing with elastomeric concrete, pre-stressed concrete panel transverse joint repairs, bridge approach side walk and curb replacement, concrete deck coated with epoxy-overlay broadcasted with fine material. Structural steel repairs included tower strut repairs at abutment towers and piers, rivet and bolt replacement, replacement of sub-structure cross bracing and minor suspension repairs thought out the five spans. Bridge was blasted and repainted using three-part coating system. Application of waterproofing membrane on all pier caps and abutment bridge seats. Reconstruction of the Delaware River Joint Toll Bridge Commission House retaining wall, installation of H-pile using Class A concrete Tremie mix, wall was constructed with Class A concrete finished with stone face. Construction and installation of sand bag coffer dam pumping system in the Delaware canal. Delaware canal was refinished with a Geo- synthetic clay liner and backfilled with clay within the limits of the new retaining wall.

Construction Inspector, NYCDOT, REI Services, Saint George Ferry Staten Island Ferry Terminal Ramps, NY
REI Services for Design Build for the rehabilitation of Saint George Ferry Staten Island Terminal Ramps for NYCDOT. Scope of work included full and partial deck replacement, concrete abutment repair, rehabilitation of deteriorated steel super and substructure members as well as complete removal and installation of new paint system on all exposed structural steel. Other duties include the inspection of replacement of the bridge lighting and drainage systems, replacement of the underground storm water drainage system from the bridges to the final point of

discharge in the Upper New York Bay, installation of a pigeon deterrent system, reconstruction of the North Municipal Parking Field and architectural enhancements to the bus canopies and pedestrian breezeway.

Construction Inspector, NYSDOT, Emergency Repair and Interim Deck Replacement on the Gowanus Expressway, Brooklyn, NY
The work involved deck replacement, BQE connector widening/replacement, lower Gowanus Expressway pavement rehabilitation, structural steel and concrete repairs, structural steel painting, drainage work, and operation of the existing HOV lane. This is a major deck replacement project located in a high speed, high traffic volume urban area. This project includes traffic management strategies such as construction phasing, lane closure restrictions, night and weekend work.

Construction Inspector, JFK Boulevard, Columbus Bridge, Jersey City, NJ
Work included replacing a section of the parapet wall, repairing concrete spalls in transverse beams, bridge underdeck, columns and arch beams, and replacing compression seals and joints. In addition to inspection, duties included providing shop drawing and erection drawing review, emergency repair design as needed and administrative services for cost, progress and quality control; monitoring the contractor's schedule and operations to assure coordination with railroad traffic during all construction phases.

Construction Inspector, NYSDOT, Three Bridges in the Bronx, Bronx, NY
This project involved Resident Engineering Inspection for reconstruction of three bridges in the Bronx. Each construction site involved stage construction work, nighttime operations utilizing cross-overs, Critical Path Method scheduling and public outreach program. Prepared daily reports for MPT, substructure demolition, excavation, concrete placements, steel and pre-cast beam erection, drainage, concrete and asphalt pavement, sidewalk construction, bridge and approach lighting. Other duties included assisting in monitoring pile driving operations, soil sampling and testing, concrete sampling and testing.

Construction Inspector, 1-95 NB over Throgs Neck Extension Bronx, NY
Full superstructure, abutment and pier reconstruction of 1-95 (N/B) Mainline and Bruckner Boulevard Service Road Bridges, new curved, two span continuous HP steel stringers for improved alignment, concrete piles for pier and abutment footings, double-wall modular units with fascia barrier; approach slabs, pre-cast concrete barrier and concrete pavement, street lighting, ITS, drainage and sign structure installations, mill and fill asphalt on I-695 and landscape, temporary bridge with pedestrian access, temporary H-pile and lagging wall with tie-back system, temporary and permanent GRES walls, and noise walls.

Construction Inspector, East Tremont Avenue over Cross Bronx Expressway Extension (1-295), Bronx, NY
Replacement of 2-span superstructure framing with pre-stressed, pre- cast concrete beams, substructure modifications including extension of pier columns and abutment rehabilitation, approach slabs, pre-cast concrete barrier and drainage, traffic and street lighting installation, electrical, telephone, gas and electrical utility installation on and off structure, mill and fill asphalt on 1-295 and landscape work, two temporary bridges with pedestrian access, relocating of utilities, temporary H-pile and lagging wall, and steel PZ sheeting.

Construction Inspector, Cross Bronx Expressway Extension (1-295) over Randall Avenue, Bronx, NY
Deck replacement of 3-span bridge, structural lifting and pedestal/bearing replacement, Class 'A' containment and structural steel painting, precast concrete median barrier installation.

EDUCATION

Joint Urban Manpower Program, 2004
CUNY, Borough of Manhattan Community College

CERTIFICATION

- NICET Level III, #[redacted]2001
- ACI Concrete Field Testing Technician Grade I, 2005
- ACI Associate Concrete Construction Special Inspector, 2008
- OSHA 10-Hour Construction Safety and Health Training Course, 2008
- NJSAT, 2008
- PCI Quality Control Personnel Certification, Level I and II, 2008
- TCC - Traffic Control Coordinator, Rutgers University

BACKGROUND

Mr. Wiater has 10 years of experience working on construction inspection projects for NYCDDC, NYCDOT, NYSDOT and NJDOT. He has an excellent understanding of construction inspection, concrete and asphalt placement, overseeing dredging activities, work zone traffic control and MPT, traffic signs, record keeping, and environmental concerns related to construction projects. He is efficient and has good knowledge and experience in AutoCAD and land surveying. Mr. Wiater is OSHA 10 hour and ACI certified.

PROFESSIONAL EXPERIENCE

Construction Inspector/Office Engineer, NYCDDC S216-415A, Construction Management Services for the Reconstruction of the West 59th Street Marine Transfer Station, Manhattan, NY

This two phase $47M project involves structural repair of the inshore platform located east of the pier at the intersection of West 59th Street and Marginal Street. The Phase I work includes site work, intersection safety improvements, replacement of the existing single truck scale with two new inbound and outbound truck scale, installation of a new truck ramp ventilation system, removal of the existing control booths and installation of a new control booth at the top of the ramp to house the scale computer equipment and monitoring work stations, and marine dredging south of the north pier and the barge slip. Phase II work includes refurbishment of the existing 50,600 square foot pier building. Mr. Wiater responsibilities include assisting with processing RFIs, project submittals, monthly progress payments, cost and schedule monitoring and reporting, reviewing certified payrolls and extra work bills for compliance with prevailing wage rates and allowable equipment rates, overseeing marine dredging and verifying related payments, coordinating and scheduling material testing and surveying services, updating the as-built drawings, maintaining project records including daily inspection reports, material conformance and testing reports and material certification, preparing weekly, monthly and special reports. He coordinates effectively with clients, contractors, subcontractors, public, NYCDOT, NYSDOT, NYFD, NYPD and neighboring residents.

Senior Construction Inspector, NYCDDC HWRC054-R, REI Services for Improvement of Intersections on Hylan Boulevard, Staten Island, NY

This $6M NYCDDC project includes upgrading of the aging infrastructure at three intersections located in Hylan Boulevard: Tarlee Place to Whitman Avenue, Waterside Parkway to Fairlawn Avenue and Hopkins to Montreal Avenues. Responsibilities include overseeing installation of new water mains, sewers, catch basins, manholes, chambers, street lighting, traffic signals, median between NB and SB Hylan Boulevard, construction of pedestrian ramps with compliance to American Disability Act (ADA) guidelines. Coordinated construction of bus stop pads, 19" to 27" deep steel face concrete curbs and construction of 4" and 7" deep sidewalks and roadway resurfacing. Performed field testing of 3200psi and 4000psi concrete. Oversaw electrical work related to traffic signals including installation of S-1, S-14 and M-2-5S foundations, installation of conduits and fittings including ¾" and 1" anchor bolt assemblies, installation of precast slabs for aluminum posts for street light and pedestrian signals, installation of control boxes and controllers for intersection. Performed office engineering responsibilities, prepared spreadsheets of concrete volumes per item, asphalt tonnage delivered to the site, compared volumes and tonnage for payment, prepared documents for final construction audit which passed without any problems, prepared final construction punch list and oversaw contractors work during field corrective work.

Construction Inspector, NYCDDC HWP2011Q, REI Services for Installation of Complex Pedestrian Ramps, Queens, NY
Construction inspector for this $3M project involving installation of new and restoration of existing complex pedestrian ramps at various locations in Queens. Assisted with field operations including concrete testing, concrete pouring, sidewalk construction, relocation of fire hydrants, catch basins, chutes connecting to the existing manholes and documenting field photos.

Construction Inspector, NYSDOT D261719 Region 10, Rehabilitation of 9 Steel Bridges and Bridge Lifting Operations, North Hempstead in Nassau County and Towns of Babylon, Brookhaven, Islip and South Hampton in Suffolk County, Long Island, NY
This $15M NYSDOT project involved rehabilitation of nine steel bridges including structural lifting operations using hydraulic jacks. Bridges were lifted 1/8" under live traffic conditions. Supporting pedestals from underneath of the bridge were demolished. The bridge was suspended 2'-3' and it was supported on hydraulic jacks. The new reinforcement was placed and new concrete pedestals were poured in place. The nine steel bridges were located over major Expressways, State and county roads in NY and they are listed below:
- LIE I-495 (WB) bridge over State Road 111
- LIE I-495 (EB) bridge over State Road 111
- Horse Block Road bridge over LIE I-495
- LIE I-495 (WB) bridge over William Floyd Parkway
- LIE I-495 (EB) bridge over William Floyd Parkway
- NYS Route 231 (SB) bridge over NYS Route 27
- NYS Route 231 (NB) bridge over NYS Route 27
- CR 31 bridge over NYS Route 27
- Meadowbrook State Parkway bridge over Westbury Avenue

Used "Site Manager" on daily basis to prepare DWR's for work performed in the field. Daily operations included structural steel replacement, replacement of type elastometric fixed and expansion bearings under continuous dead and live load, pedestal and bearing removal, lead paint removal and structural steel painting, environmental ground protection, class B containment, shallow, and deep patching of damaged pillars and pillar caps. Oversaw structural steel lifting operations, structural welding, steel plate retrofit, bolt sampling and skidmore torque testing of bolts. Verified construction materials were on NYSDOT approved list. Inspected and tested concrete class A, F, and SCC using method of spread, delivered to the work site.

Office Engineer/Senior Construction Inspector, NJDOT 046103280, US-Route 46 Resurfacing from East School Street to East of Passaic Ave (CR613), Morris and Essex County, NJ
This $7M, NJDOT pavement rehabilitation project included resurfacing of 7 mile 3 lane and shoulders of US-Route 46 WB in Essex and Morris Counties, NJ. Oversaw operations on every stage of this project including MPT, pre-resurfacing which required full depth concrete-pavement repairs, restoration of inlets type B and ES, reconstruction of 3,000 LF of 9"x16" and 9"x18" vertical curb, and guiderail. During the pre-resurfacing stage of the project, assigned for testing of 50 CY of concrete delivered to the project per placement per shift (ACI & CCTC). Responsible for inspection of milling and paving which required placement about 2,000 US Tons of asphalt per shift HMA 9.5 H 76 Intermediate and SMA 9.5MM

Surface (NJ SAT). Ensured contractor's work compliance with design plans, specifications and permit requirements. Coordinated inspection duties with multiple crews and tracked daily quantities, completing daily inspection reports. Communicated with owner and the project team throughout the construction keeping them informed of field conditions. Prepared as-built plans and quantities. The project was delivered 3 months ahead of schedule and under budget.

Assistant Office Engineer, NYCDOT BRCR076, REI Services for Reconstruction of Willis Avenue Bridge over the Harlem River and Willis Avenue Bridge over the Major Deegan Expressway (I-87), Bronx, NY
This $620M project involved removal and replacement of the swing span and reconstruction of approach spans and roadways, mechanical, electrical, structural, and water front issues. Mr. Wiater maintained project records in accordance with MURK. Calculated paid quantities of items and ensured paperwork such as certifications of materials, delivery tickets and other related work, monitored progress pay estimates, submitted extra work bills, correspondence and as-built plans, scheduled deliveries of concrete to site, scheduled soil tests, concrete cylinders, and grout samples pickups. Oversaw asphalt placement and soil compaction operations. Prepared engineer's estimate for T&M packages and the calculations up to $200K per month. Prepared semi-monthly progress report of work performed on the project.

Inspector/Assistant Office Engineer, NYSDOT D260347 Region 11, Lighting and Signing Improvements for the Cross Bronx Expressway, Bruckner Expressway and the Hutchinson River Parkway, Bronx, NY
Construction inspector on this $60M NYSDOT project, prepared daily log, reviewed payments for the completed work, oversaw setup of Work Zone Traffic Control (WZTC) and work safety, inspected work performed by foremen, iron workers, electricians, carpenters, etc. Coordinated lifting procedures for single span and cantilever truss sign sections. Prepared concrete cylinders for compression testing for sign foundations, oversaw paving work, and placement of concrete barrier. Assured that work was done according to plans and specification. Prepared bracket mass calculations and labor scheduling, and reviewed construction plans. Worked closely with/under the OE and EIC.

Civil Engineer, AutoCAD 3-D Designer, City Center, Las Vegas, NV
Prepared AutoCAD 3-D models and renderings of $1B privately funded projects of buildings Veer Towers, Mandarin Oriental, and Vdara located in City Center, Las Vegas, NV. The completed design included 3-D floor plan models of twin 37-story towers, a luxury building with 225 condominium residences, and 392 hotel rooms and a 57-story hotel-condo tower that houses 1,495 residential units. Confirmed the location of electrical, HVAC units, water and sewer components.

Civil Engineer, AutoCAD 3-D Designer, Columbia University, Manhattan, NY
Prepared drawings and model for the proposed auditorium for Columbia University and building's utilities. Responsible for final quality of deliverables.

Assistant Civil Engineer, Crew Chief, Land Surveyor, AutoCAD Drafter, F.C. Engineering and Surveying, LLC., Cedar Knolls, NJ
Prepared and designed site plans for residential, commercial sites, developed site, soil easement plans for new establishments. Prepared road cross-sections, profiles, hydrology and water shed calculations. Prepared site topography,

drainage and pump design. Operated field crew instruments: surveyors' level, laser total station, data collector, EDM.

Welder's Assistant, Steel Fabricator, North American Steel, LLC., NJ
Assisted in building an air-pollution control system for a factory in Brooklyn. Fabricated key components of an electrostatic precipitator, welded sections of the air filtration devices. Installed the completed system on the site.

EDUCATION

ME, Civil Engineering, 2010
The Cooper Union, New York, NY

BE, Civil Engineering, 2009
The Cooper Union, New York, NY

CERTIFICATION

ACI Concrete Field Technician Grade 1
ACI - CCTC Certified
TCC - Traffic Control Coordinator
Work Zone Safety Awareness Rutgers Course
NJSAT - Asphalt Pavement Construction Certification
Microsoft Office User Specialist in Word, Excel, and PowerPoint
OSHA-10 Hour Course

COMPUTER SKILLS

Site Manager, AutoCAD (2-D & 3-D design software), MS Project, Carlson, SAP 2000 (structural analysis), HMS, Hydro-flow, WaterCAD, SewerCAD, NYSDOT CEES, Site Manager

PROFESSIONAL MEMBERSHIP

American Society of Civil Engineers (ASCE)
American Concrete Institute (ACI)
Institute of Transportation Engineers
New York Water Environmental Association
Tau Alpha Pi- Engineering Honor Society
Mu Alpha Theta – Mathematics Honor Society

BACKGROUND

Mr. Feis is a 26 year active duty US Navy Interior Communication (IC) Electrician; E8/Senior Chief Petty Officer (Secret Clearance) and 4 years as Chief Engineer on a clamshell dredge. Solid background in safety leadership, CMMS, maintenance management, preventive maintenance, engineering supervision, inventory control and technical training. Extensive experience in current cathodic protection, pneumatic systems, piping systems, hydraulic systems, distilling systems, gage switch calibration, reduced voltage starting circuits, etc. Was responsible for the performance of a 2 zone impressed current cathodic protection system and maintenance of power supply of all navy ships assigned in 26 years of active duty.

PROFESSIONAL EXPERIENCE

Chief Engineer, Civilian, Great Lakes Dredge & Dock Company, Staten Island, NY

Responsible for development, scheduling and implementation of all preventive maintenance and supervision/QA of all repair work. Established inventory requirements and storage-tracking system for essential repair parts to expedite repairs and minimize unscheduled down time. Developed, implemented and maintained inventory organization and maintenance for ready spares. Documented equipment failures through crew work orders to establish documented failure history. Continually evaluated equipment performance to establish new or modify existing planned maintenance requirements. Authored Job Hazard Analysis (AHA) form used by maintenance personnel in pre-task discussions to recognize and minimize task-related hazards. Form now used fleet-wide. 1145+ days Incident and Injury Free operations. Recognized for safety leadership by appointment to corporate safety leadership team when tenure with company was less than 3 years.

Senior Enlisted Watch Bill Coordinator, USS BLUERIDGE LCC-19; E Division Leading Chief

Monitored the performance of a 2 zone impressed current cathodic protection system and maintenance of power supply, control panels and reference cells. Coordinated with divers of periodic inspection of anodes and supervised repairs. Submitted monthly reports and was accountable for proper system integration at all times. Monitored and authorized all periods of the deactivation. Ensured system deactivation did not exceed 24 hours.
Senior Enlisted Watch Bill Coordinator – Responsible for security watch organization for United States 7th Fleet Flagship in homeport of Yokosuka, Japan and all foreign countries visited. Accountable to the Executive Officer for management of watch sections of a crew of 1,100 Officers and Enlisted personnel. Flawlessly managed sound system demands for 26 ceremonies held on BLUE RIDGE by 7th Fleet Commander *(3-star Admiral).* These ceremonies were a primary mission of BLUE RIDGE, hosting foreign presidents and dignitaries, bolstering relations with countries of the Pacific Rim and Indian Ocean Theaters of operation.

Special Warfare/Special Ops Recruiter, NAVY RECRUITING DISTRICT, MINNEAPOLIS MN

Special Warfare/Special Operations Recruiting Supervisor; Interviewed, screened and trained all Navy SEAL; Explosive Ordinance Disposal (EOD); Navy Diver and Special Warfare Combatant Crewman (SWCC) candidates in a five state area. #2 Ranked special warfare/special operations supervisor in the United States Navy 2006/2007. Organized 2 Red Cross blood drives that generated over 200 units of blood for blood banks in the southern region

of Minnesota.

Planning and Estimating Division (P&E) Leading Chief, USS EMORY S. LAND AS-39
Supervised Planning and Estimating division personnel on US Navy Submarine Tender. Monitored all QA work package development and repair availability planning for deployed units of the US 5th Fleet during wartime operations. Conducted 100+ ship checks to verify details of work requested and ensure logistical support of required repairs. Monitored progress of repairs to meet operational deadlines for units of Operation Iraqi Freedom/Enduring Freedom.

Training Coordinator/Electronic Schools Officer, Naval Training Center, Great Lakes
Responsible for training, certification and evaluation of classroom instructors. Managed class convening and graduation dates for 13 advanced Navy electronics schools in three specialties. Monitored student evaluation and performance counseling students and assigning remedial training when necessary. US Navy Master Training Specialist (MTS) with 3100+ hours as classroom instructor.

Ship's Maintenance Coordinator (3M Coordinator), USS Bellau Wood LHA-3
Responsible for implementation of the maintenance management [3M] system (preventive maintenance) ship-wide. Ensured maintenance was completed in strict procedural compliance with established standards and proper materials. Conducted training from junior pay grades to senior level officers in the proper procedures in the Navy 3M system. It is noteworthy that training normally provided by outside activities was not required on BELLEAU WOOD. Ship passed all inspections (internal and external) with 100% success during tenure as 3M Coordinator.

Electrical Division Leading Chief (LCPO), USS Bellau WoodLHA-3
Advanced to the pay grade of Chief Petty Officer [CPO-E-7] a career milestone in 9.5 years active duty, 3 years less than anticipated time frame. Less than 3 % of eligible candidates were advanced in this cycle. Managed and documented all engineering watch stander training, testing, and certification on Bellau Wood.

Division Leading Petty Officer (LPO), USS St. Louis LKA-116
Designed and installed modifications to the problematic and vital boiler burner management system within 4 months of reporting on board. Daily shutdown of ship propulsion plant was reduced to less than one per month as a result of the modification. Leadership and effective communication skills led to appointment as command drug and alcohol advisor [DAPA] to the commanding officer, a post held at 4 subsequent duty stations.

E Division Leading Petty Officer (LPO), USS Enterprise CVN-65
Advanced to pay-grade E-6 (Petty Officer First Class) in 4.5 years; 3 years less than less than anticipated time frame. Assigned duties as leading Chief Petty Officer [E-7] of Electrical Division. The only E-6 relied upon to perform these duties. Supervised each of the 5 "IC" work centers during 5 year tour on board ENTERPRISE. Resident expert on operation and repair of several systems vital to flight operations such as wind indicating Fresnel lens

(landing guidance), ship rudder control, gyrocompasses, public announcing systems and propulsion plant alarms and indicating equipment.

EDUCATION

Bachelor of Art, Psychology, 1989
University of Nebraska, Lincoln, NE

CERTIFICATION

Electro-Motive Diesel (EMD)
EMD 710 Tier 3 Operator/Maintenance Course
Graduate [EMD Customer Training Center, La Grange, IL]

BACKGROUND

Mr. Yhap is an experienced civil construction inspector with over 20 years of inspection experience with the NYCDOT, MTA-TBTA and CONNDOT. Mr. Yhap is a NICET IV Highway Construction Inspector and ICC Structural Masonry, Steel and Bolting Special Inspector certified. In addition, he has construction inspection experience on long span suspension bridge cables and suspender ropes.

PROFESSIONAL EXPERIENCE

Construction Inspector, ConnDOT CSO 2183, Project No. 0172-0412 & 0172-0413, Construction Inspection Services (Road, Bridge, Aviation) Pavement Marking, CT

This project consists of installation of Epoxy Resin Pavement Markings on Interstate Routes in the same locations as the existing epoxy resin pavement markings, except when indicated otherwise in the contract documents or by the Engineer in Various Towns in District 2. The new pavement markings to be installed will differ from the existing pavement markings, per the contract plans for the updated pavement markings. As an inspector, his assignment is to inspect all contractors work and ensure conformity with the ConnDOT's plans and specification for the duration of the project. Some of his assignment also includes maintenance and protection of traffic during project activities. All records are been kept in accordance with the Manual of Uniform Record Keeping (MURK).

Chief Inspector, NYCDEP NC-CM3, CM Services for Newtown Creek Wastewater Plant, Brooklyn, NY

Provided construction management services which included project management, resident engineering inspection services, project operation services, subcontracted expert services and other direct costs and supplemental services for inspection of the Newtown Creek Wastewater Pollution Control Plant South Battery and Residuals Building in Brooklyn.

Chief Inspector, NYCDEP NC-47, CM Services for South Battery Reconstruction and South Control Building, New York, NY

This reconstruction project involved the demolition of block walls installed in the tanks under the interim upgrade to simulate step feed flow and demolition of tank walls where the new detritor grit facilities and a new common channel upstream of the aeration tanks will be constructed. Inspected the complete replacement of tank equipment, piping and auxiliary systems which was included in the reconstruction. The existing South Control Building was originally slated for demolition, including construction of a completely new South Control Building.

Chief Inspector, MTA-TBTA, Throgs Neck Bridge, Bronx and Queens, NY

The project included reconstruction of the main cable and suspender rope investigation, structural steel repairs, painting and catwalk replacement of the Throgs Neck Bridge.

Senior Inspector, Various Projects, New York, NY

- **NYCDOT**: Construction Inspection for replacement of Shore Road Circle Bridge over Amtrak, Bronx, NY
- **NYSDOT**: Construction Inspection of installation of Intelligent Transportation System (ITS) improvements on the Bronx River Parkway and the Hutchinson River Parkway, Bronx, NY.
- **NYCDOT**: Rehabilitation inspection of the Brooklyn Tower Esplanade of the Brooklyn Bridge spanning the East River between the boroughs of Manhattan and Brooklyn, NY.

- **NYCDOT**: Rehabilitation Inspection of the Gun Hill Bridge over Metro North Railroad, Bronx, NY
- **NYCDOT**: Rehabilitation inspection of the Cross Bay Boulevard Bridge over Conduit Bo, Queens, NY.
- **NYCDOT**: Rehabilitation Inspection of the Guy R. Brewer Boulevard Bridge over Belt System Southern Parkway, Queens, NY.

Senior Inspector / Inspector, Various Bridge Inspection Projects, New York, NY

- **NYCDOT**: Reconstruction inspection of the Flatbush Avenue Bridge over the belt Parkway, Brooklyn, NY.
- **NYSDOT**: Construction inspection of asphalt concrete, milling and resurfacing on various routes, Westchester, NY
- **NYSDOT**: Construction inspection of asphalt concrete, milling and resurfacing on various routes, Putnam and Dutchess Counties, NY.
- **NYSDOT**: Construction inspection of sign structure installation of the Major Deegan Expressway, Bronx, NY.
- **NYSDOT**: Construction inspection of sign structure installation on I-295, I-695 and 907-F, Bronx, NY.
- **NJHA**: Construction inspection of the Garden State Parkway Bridge repair, Monmouth County, NJ.
- **MISC**: Topographic surveying of several projects in NY and NJ.
- **NYSDOT**: Construction inspection of guide rail, overhead signs and landscaping improvements on Routes I-278/R-440, Staten Island, NY,
- **NYCDOT**: Reconstruction inspection of the Melrose Avenue viaduct over Conrail, Bronx, NY

Assistant Team Leader / Senior Inspector / Inspector, Various Bridge and Roadway Projects, New York, NY

- **MTA-TBTA**: Main cable inspection of the Verrazano Narrows Bridge spanning the Narrows, Brooklyn and Staten Island, NY.
- **NYSDOT**: Biennial inspection of bridges, including the I76 span Bruckner Expressway viaduct and the 72 span Major Deegan Expressway viaduct, Bronx, NY
- **NJDOT**: Construction inspection of highway lighting routes 440 and 287, Middlesex, NJ.
- **NJDOT**: Construction inspection of milling, resurfacing, and shoulder reconstruction of route 27, NJ.
- **NYCDOT**: Bridge component rehabilitation inspection of the 145 street bridges, Brooklyn, NY.
- **NJDOT**: Construction inspection of Route 9 resurfacing and median guide rails, Middlesex, NJ.

Assistant Team Leader/Inspection, Various Biennial and Bridge Inspection Projects, New York, NY

- **PANYNJ**: Report writing for biennial inspection of three bridges at LaGuardia Airport in Queens.
- **MTA-TBTA**: Biennial inspection of the Throgs Neck Bridge spanning the East River between the boroughs of Queens and Bronx.
- **NYCDOT**: Construction inspection of resurfacing, pedestrian ramps, sidewalks and curbs.
- **NYCDOT**: In depth inspection of the Flatbush Avenue Bridge over Belt

Parkway in Brooklyn.

- **NYCDOT**: In depth inspection of Route 209 Bridge (single span steel pony truss) over Vernooy Kill Creek in Ulster County, NY.
- **NYCDOT**: In depth inspection of the Cropsey Avenue Bridge (double leafed bascule) Island Creek and Bank Street Viaduct over an abandoned railroad in Brooklyn, NY.
- **NYSDOT**: Biennial inspection of the Long Island Bridges in Nassau and Suffolk Counties.
- **NYSDOT**: Biennial inspection of bridges in the Bronx, Manhattan and Staten Island.

EDUCATION

Civil Engineering
New York City Technical College, Brooklyn, NY

CERTIFICATION

Highway Construction Inspection Level IV – NICET, 4/20163
Structural Masonry Special Inspector – ICC, 3/2011
Structural Steel and Bolting Special Inspector – ICC, 1/2010
Concrete Construction Special Inspector – ACI, 10/2009
Supported Scaffold User Certification – ASC, 8/2009
Safety and Security Training – AMTRAK, 8/2008
Concrete Field Testing Technician – ACI, 7/2008
10 Hours OSHA Training Course – LIRO, 5/2008
Field Fixes - Solutions and Preventions – AISC, 11/2003
Fundamentals of Post-Tensioned Foundations– PTI, 8/2003
Fundamentals of Fastening Technology and Bolted Joint Design – CLEMSON UNIVERSITY,10/2009
Concrete Repair Basics – ACI, 10/1997
Structural Welding and Specifications – SSTC, 4/1997
Bridge Inspection Level III – NICET, 4/1992
Inspection of Portland Cement Concrete Course – NYCDOT, 4/1992
Quality Requirement for Steel Structures – SSTC, 10/1990
Bridge Inspection, Evaluation and Rehabilitation – ASCE, 3/1990
Methods of Bridge Inspection – NYSDOT, 11/1988

PROFESSIONAL MEMBERSHIP

Member, American Welding Society
Member, American Society of Certified Engineering Technicians

ARCADIS

Education
BS, Civil Engineering, Virginia Polytechnic Institute and State University, 1966

Employment History
Westinghouse: 1987 – 1990

Professional Registrations
Professional Engineer, MD, NY, VA
Board Certified Environmental Engineer

Years of Experience
Total – 43
With ARCADIS – 9

Dennis Kamber, PE, BCEE

Quality Assurance/Quality Control

Mr. Kamber is a Senior Engineering Manager with experience in planning, design, and construction of civil infrastructure projects. He has served as Project Manager on major infrastructure projects involving flood risk reduction, coastal restoration, water supply & treatment, wastewater collection & treatment, CSO, and related facilities and systems. He is known for developing and implementing innovative design solutions and for effective management of the infrastructure portion of complex design-build, program & construction management projects. He has been successful at formulating strategies for overall project planning and in negotiating with agencies and authorities responsible for project review and approval. He has directed state-of-the-art technology studies and design on projects such as, engineered wetlands wastewater treatment systems, innovative technology, wastewater reuse, unique flood defenses, wastewater aquaculture and others. His experience in public facilities engineering extends to water and wastewater facilities, water resources, solid waste, highways, bridges, transit, and special structures. He has also directed environmental engineering studies and impact assessments for various facilities. He has frequently served as an expert witness on matters involving civil engineering, land development, zoning, and environmental issues. Mr. Kamber is the recipient of several national and regional awards that have included recognition for engineering excellence and innovative engineering. Recently, he was inducted into the College of Engineering Academy of Engineering Excellence at Virginia Tech. In 2010 he was named in as one of the top newsmakers by Engineering News Record.

Experience

U.S. Army Corps of Engineers, New Orleans District: GIWW West Closure Complex (WCC)/ New Orleans, LA. Technical advisor and deputy PM for a hurricane storm surge protection project. The WCC consists of multiple components: flood walls, levees, a large navigable gate, and mammoth storm water pump station. Engineered by ARCADIS, the $350 million West Closure Pump Station is the keystone of this effort, an integral part of the $1 billion WCC, and reportedly the world's largest stormwater pump station. Capable of pumping 20,000 cfs of internal drainage over the closure barrier, the 11 specially designed and constructed pumps are each powered by an enormous 5,000 hp diesel engine.

U.S. Army Corps of Engineers, New Orleans District: Sector Gate South Innovation Study/ New Orleans, LA. Executive sponsor and project principal for a study to identify innovative solutions to hurricane flood control at the western bank of the Mississippi River in Jefferson, Orleans, and Plaquemines parishes. The study considered a variety of storm surge

barriers, pump stations, and locations and provided concept-level cost estimates and construction schedules to assist USACE in selecting the most advantageous option. The study was conducted on a highly compressed schedule.

U.S. Army Corps of Engineers, New Orleans District: Levee and Floodwall Inspections/ New Orleans, LA. Project principal for the oversight of the inspection of approximately 80 miles of levees and floodwalls in Orleans, St Bernard and Plaquemines Parishes. Surveys of the centerline profile of levees and floodwalls were taken, and cross sections were surveyed at specified intervals. The scope of work included field inspections; stability analysis; distressed areas identification; sections noted with unacceptable factors of safety; and preparation of detailed reports documenting activities and findings. Performed work in an expedited 21 day timeframe.

U.S. Army Corps of Engineers, New Orleans District: Development & Assistance of D/B Contract for Hurricane Protection / New Orleans, LA. Executive sponsor and project principal for the development of and assistance with a design-build contract for a major hurricane storm surge closure gate at the confluence of the MRGO and the GIWW. This was the first design-build project of this magnitude for a USACE civil works project. The project construction cost is estimated at $700 million.

U.S. Army Corps of Engineers, New Orleans District: IHNC Protection Gates Concept Study/ New Orleans, LA. Executive sponsor and project principal for the concept design for a new 110-foot-wide shallow draft hurricane flood protection sector gate structure and spillway at the Seabrook site near the juncture of the IHNC and Lake Pontchartrain and for a 350-foot-wide deep draft floating hurricane protection. Project principal for concept study to evaluate four alternatives for hurricane protection to the Orleans and St. Bernard parishes along the IHNC and GIWW.

City of Chicago Department of Water: Chicago Water Partners, Operational Management of the Bureau of Water/ Chicago, IL. Mr. Kamber served as the principal-in-charge of a successful partnership with the City of Chicago, Department of Water, for a program management contract overseeing $200 million per year in capital improvements for the City of Chicago. Work on the contract includes: design of over 50 miles per year of distribution system improvements throughout the city; construction supervision of distribution, treatment, and pumping station improvements; planning support, program control, and contract management; technical support; and assisting the city in specialized efforts such as facilities master planning, technical quality control, GIS, computer maintenance management system, and asset management planning. Infrastructure maintained through the program consists of two major water purification plants, 65 miles of intake and treated water tunnels, 12 pumping facilities and over 4,230 miles of water mains ranging from 4 to 60 inches in diameter.

ARCADIS

Education
BS Mechanical Engineering
Polytechinc Institute of New York (Brooklyn) 1974

Years of Experience
Total – 39

Professional Registrations
ANSI N45.2.23 Lead Auditor
10-Hour OSHA Construction Safety, and Health Standards Training
Hazardous Waste Management
Scaffold Safety
Fall Protection
Electrical Safety
Confined Space
First Aid/CPR Qualified

Professional Qualifications
American Society of Mechanical Engineers, ASME, Member
American Nuclear Society, ANS, Member
American Society of Testing and Materials, ASTM
American Welding Society, AWS
National Fire Protection Association, NFPA

Mel V. Garofalo

Quality Assurance/Quality Control

Mr. Garofalo has 39 years of extensive experience in all phases of design, construction and operation, including various quality assurance aspects, namely management supervision and overall engineering. He has a thorough knowledge of applicable codes, standards and guidelines. The majority of his work experience has been in supervision/manager roles.

Mr. Garofalo develops and implements ARCADIS' corporate QA program. His responsibilities include supervision, monitoring and coordinating work progress, as well as meeting the requirements of the plans, specifications and established work practice standards. He designs and implements policies and procedures to meet quality standards during design and construction of facilities. He also oversees testing activities associated with processes, products and completed work activities, as well as standard operating procedures (SOPs), project specifications, project procedures, validation, QA monitors, quality control, change control, QA audits and QA surveillances.

Detailed Experience

New York City DEP: Croton Water Treatment Plant / Bronx NY. Quality Assurance at a $2.4 billion project, New York City's first water treatment facility. Activities include supervision, monitoring and coordination of work progress and to ensure that completed work meets the requirements of the plans, procedures, specifications and work practice standards through the use of audits, surveillances and observations. Designed and implemented policies and procedures to meet quality standards during construction of the plant, and provided overall tracking and trending of issues to identify and resolve common problems. Also developed, authored and implemented Quality Program Manual for overall project.

New York City DEP: Tallman Island Water Pollution Control Plant / Queens NY. Quality Assurance responsibilities for an upgrade of a water treatment plant to provide more efficient and reliable wastewater treatment for New York City. Activities include supervision, monitoring and coordination of work progress and confirmation that completed work meets the requirements of the plans, procedures, specifications and work practice standards through the use of audits, surveillances and observations. Responsible for the design and implementation of policies and procedures to meet quality standards during construction of the plant, and to provide overall tracking and trending of issues to identify and resolve common problems.

New York City Transit Authority: Mother Clara Hale Bus Depot / New York NY. Overall responsibility for the Quality Assurance activities at a $200 million project for the construction

of a replacement of the Mother Clara Hale Bus Depot. Supervised, monitored and coordinated work progress and confirmation that completed work meets the requirements of the plans, procedures, specifications and work practice standards. Designed and implementated policies and procedures to meet quality standards during construction of the plant, and to provide overall tracking and trending of issues to identify and resolve common problems.

New York Power Authority/Entergy Nuclear Northeast: Indian Point Energy Center / Buchanan NY. Quality Assessment Supervisor - Supervision and coordination of quality assessment group on-site, responsible for the validation of the Quality Assurance Program (10CFR50, Appendix B) in all areas of plant operation, and for the assessment of the adequacy of such activities through audits and surveillances. Data was collected, assessed and provided to plant and corporate management through assessment, trend, audit and surveillance reports. Quarterly Plant Performance Self-Assessment/Trend Report was prepared corporate management. Coordinated and supervised all quality engineering activities performed on site. Alternate Member of on-site safety committee (PORC) and part-time member of Corrective Action Review Board (CARB). Other activities completed, as required, for the Indian Point #3 Nuclear Power Plant (965MWe, PWR) abnd subsequently for the Indian Point Energy Center (Units 2 and 3, 965MW each)

Long Island Lighting Company: Shoreham Nuclear Power Station / Long Island NY. Developed and implemented ASME Section XI Inservice Testing Program for Nuclear Safety Class piping and equipment; developed and coordinated Q-List, a complete document prepared to itemize all equipment, including safety function, seismic category and applicable QA requirements; prepared and implemented miscellaneous technical and administrative project operational procedures; miscellaneous activities, as required for layout and operation of auxillary nuclear and balance of plant systems for Shoreham Nuclear Power Station, Unit 1.

Gibbs & Hill, Inc. and Texas Utilities, Inc.: Comanche Peak Steam Electric Power Station, Units 1 and 2 / New York NY. Lead piping engineer, supervised engineers and designers for piping design; prepared and supervised nuclear, non-nuclear piping, hanger, thermal insulation, and reflective insulation specifications; resolved field problems; supervised piping design and acted as field liaison for nuclear and non-nuclear piping contracts; reviewed and coordinated composite piping arrangements drawings with mechanical design.

ARCADIS

Joseph W. Wallwork, PE, CCP, PSP, CFCC, FAACE

Value Engineering Team Member, Scheduler, Cost Estimator, Constructability and Staging Review Team Member

Education
BE, Civil Engineering, Manhattan College, 1977

Years of Experience
Total – 36
With ARCADIS - 2

Professional Registrations
Professional Engineer, State of New York (PE)
Certified Cost Professional (CCP)
Certified Forensic Claims Consultant (CFCC)
Planning and Scheduling Professional (PSP)

Professional Associations
Member, Association for the Advancement of Cost Engineering (AACE)
Vice President – Finance, AACE International Board of Directors (2014-2016)
President, Metro New York Section (2005 – 2007)
Chairman, AACE International Technical Board (2004 – 2005)
Vice President Regions, AACE International Board of Directors (2002 – 2004)
Regional Director, AACE International Board of Directors (2000 – 2002)
Director, Metro New York Section (1999 – 2001, 2004 – 2005, 2008 – Present)
President, Metro New York Section (1997 – 1998)
Secretary, Metro New York Section (1996 – 1997)

Awards
Fellow – AACE International (2011)

Languages
English, Fluent

Mr. Wallwork is a licensed Professional Engineer, a Certified Cost Professional, a Certified Forensic Claims Consultant, and a Planning and Scheduling Professional with over 36 years of experience in all aspects of design and construction. He has served as Director of Project Controls / Chief Estimator for a national construction/program management and consulting firm; Manager of the Estimating and Scheduling department for a national Engineering, Design and Construction Management firm; and Project Manager/Estimator for a national public works contractor. Mr. Wallwork has extensive experience in preparing estimates and schedules, and managing projects through completion. He has also testified as an expert witness in trial and arbitration and participated in mediation for the resolution of disputes.

PROJECT EXPERIENCE

Cost Estimating & Scheduling

World Trade Center Redevelopment Program | New York, New York
Mr. Wallwork provided management and oversight of program-wide cost, risk, scheduling, and claims service in support of the site redevelopment including the construction of the new Transportation Hub, One World Trade Center, the 9/11 National Memorial, Performing Arts Center, Vehicle Security Center, and related support facilities. Mr. Wallwork developed estimating and budget development guidelines, managed a 35 member estimating team, estimated, reviewed and approved estimates for design development, budgeting, pre-bid work package engineer's estimates, and change orders for site wide facilities. Facilities included the New Transportation Hub, Vehicle Security Center, One World Trade Center (Freedom Tower), and National 9/11 Memorial. Project overall value $11 billion. Mr. Wallwork managed the estimating, scheduling, cost engineering, and risk assessment.

53 West 53rd Street | New York, New York
This project was a due diligence assessment of a 1,000 foot $600 million high-end residential tower performed on behalf of a potential investor. The scope included the review of budgets, construction management proposals, schedules, contracts, building design elements, quality assurance procedures, procurement strategies, and potential construction managers. The scope also included a preliminary risk assessment and value engineering suggestions.

Trumpf Photonics Customer and Technology Center Addition | Farmington, Connecticut
Mr. Wallwork performed a construction cost estimate based on 90% Construction documents for a $7 million addition to the Trumpf Customer and Technology Center in Farmington, CT.

Flushing Bay High Level Interceptor Value Engineering Workshop
Mr. Wallwork was a Value Engineering (VE) team member providing pre-workshop construction cost estimates, VE workshop suggestions, and cost estimating of all the selected workshop VE proposals.

Bronx Community College, Infrastructure Upgrade | Bronx, New York
The New York Power Authority is financing and managing the design and construction of utility upgrades for the campus of the Bronx Community College. ARCADIS was engaged to provide a construction cost estimate based on 60% design development documents. The $38 million project is meant to increase energy efficiency and includes new campus wide electrical, medium temperature hot water, and chilled water distribution systems. Mr. Wallwork managed staff and performed estimating work.

Additional Cost Estimating & Scheduling Experience

- 45 Tudor City Place
- 56 Leonard Street, New York, NY
- 800 Bed Addition RMSC, Rikers Island
- Air Stripping Facility, Michigan
- Baton Rouge Airport
- Bronx Community College Utility Upgrades – Estimate and Schedule Review
- Brooklyn Sanitation Garage
- Cold Spring Harbor School District Improvements
- Community Center, Brooklyn, NY (NYCHA)
- CPM Consultant – UV Disinfection Facility, NYCDEP - $1.5 Billion Water Treatment Facility
- Croton Water Filtration Plant
- Filter Building Repairs – Great Neck, WPCD
- Hartsfield Jackson Atlanta Airport – International Terminal
- Mobile Oil Facilities, City of New York
- Nassau County Building Consolidation Program
- New Jersey State Police Emergency Operations Center
- Newtown Creek WPCP
- NYC DDC 140 Site Remediation (Scheduling)
- NYC DDC Schools Program (Estimating)
- NYC Medical Examiners DNA Lab
- NYC new Courthouse Facilities Study
- Queens USPS Facility
- Westchester Airport
- Williamsburg Bridge, NYCDOT
- WTC Transportation Hub Budget Review

PROJECT EXPERIENCE

Claims Analysis

- 45 Tudor City Place v City of New York

- 77 Reade Street Building Collapse, NY
- Ainetchi v 500 West End Ave
- Air Stripping Facility – Praxair v Washington Group
- Brickeys Grinding Facility, Indiana
- Bronx Courthouse Parking Garage, Bronx, NY
- Chez Monique Restaurant, Garden City, NY
- City of New York Law Dept. – Sweet Brook Bluebelt Expansion
- Filter Building Explosion – Great Neck WPCD
- GCRTA – West 98th Street Station
- GCRTA – Windemere Station
- Greater Cleveland Rapid Transit Authority (GCRTA) – Euclid Corridor Improvement
- Humble Oil Building – Marriot Courtyard
- JFK Cargo Facility, Northwest Airlines v Kajima Construction Services
- Missouri River Pedestrian Bridge, Omaha, NE
- Mobile Oil Facilities, City of New York v Mobil Oil
- Newtown Creek WWTP Contract 31H
- Newtown Creek WWTP Contract 32H
- Rutherford DPW Facility, Linque H-C Partners v PJR Construction of New Jersey
- Simulator Bay and Building Upgrade, Homestead AFB, FL
- Southwest Florida International Airport, Lee County Port Authority
- Terminal Design Team v the City of Atlanta, Hartsfield Jackson International Airport
- Tower 333 Crane Collapse, Seattle, WA

PROJECT EXPERIENCE

Value Engineering

Mr. Wallwork serves as the cost estimator and member of the VE Team for various VE Workshops conducted by the New York City Mayor's Office of Management and Budget. Representative projects that were the subjects of these workshops included:

- Aqueduct Unwatering, NY
- Ave V Pump Station, Brooklyn, NY
- Battery Park City Esplanade Repairs, NY, NY
- Flushing Bay High Level Interceptor Regulator Improvements
- Newtown Creek WWTP (Multiple Workshops), Brooklyn, NY
- NYC Medical Examiner's DNA Laboratory, New York, NY
- Paerdegat CSO Facility, Brooklyn, NY
- South East Queens Water Treatment Facility, Queens, NY
- Ultra Violet Disinfection Plant, Eastview, NY

Previous Work History

Nautilus Consulting, LLC | New York, New York
Strategy, LLC | New York, New York
Greyhawk North America, LLC | New York, New York
Hazen and Sawyer Engineers | New York, New York
Arnold M. Diamond, Inc. | New York, New York
Stone and Webster Engineering | New York, New York

ARCADIS

Eric D. Schatz, PE, LEED AP

Senior Claims Analyst, Scheduler, Cost Estimator

Education
Masters of Engineering Management, Dartmouth College, 2003
BE, Mechanical Engineering, Dartmouth College, 2002
BA, Engineering Sciences Dartmouth College, 2002

Years of Experience
Total – 11
With ARCADIS – 4

Professional Registrations
Professional Engineer:
Connecticut [redacted]
New York [redacted]
LEED Accredited Professional
Certified Fraud Examiner

Professional Associations
Association for the Advancement of Cost Engineering International
Association of Certified Fraud Examiners
Connecticut Building Congress
Connecticut Green Building Council
Dartmouth Society of Engineers
U.S. Green Building Council

Additional Training
None

Software Expertise
Primavera P3
Primavera P6
Primavera Risk Analysis
@Risk
Contract Manager
Summation
Concordance
Microsoft Office

Awards
None

Languages
English, Fluent

Mr. Schatz has more than 11 years of experience within the construction industry, working as a claims analyst, risk analyst, construction manager, scheduler, estimator and surety consultant on a variety of projects with construction values up to $500 million. These projects include transportation, municipal, , educational, commercial healthcare, hospitality, residential and industrial facilities. Mr. Schatz is a Professional Engineer, a LEED Accredited Professional, and a Certified Fraud Examiner.

Mr. Schatz has analyzed and prepared construction claims ranging from $100,000 to $80 million. As a result, he has extensive experience evaluating delays, disruption, damages calculations, change orders, loss of productivity, deficient work and design liability. His diverse background, which includes CPM scheduling, cost estimating, risk assessments, forensic audits, condition assessments, and contract and budget administration provides a strong foundation of project controls and construction management expertise. Mr. Schatz has prepared expert reports, participated in mediations and testified in depositions and at trial.

Mr. Schatz's recent claims assignments include the $421 million Bronx County Hall of Justice Courthouse, a $65 million new athletic facility at Brooklyn College, a surety's takeover and completion of a 280-bed nursing home, and delay analyses on several road and bridge projects for the Connecticut and Massachusetts Departments of Transportation.

Mr. Schatz has a strong quantitative background, and is the leader of ARCADIS's risk management community of practice, proactively identifying and managing risks and using Monte Carlo simulations to assist in budget and schedule contingency planning. Mr. Schatz has also delivered presentations and training sessions on a number of topics, including project management, risk management and sustainability.

Prior to joining ARCADIS, Mr. Schatz spent seven years working for an international construction management and consulting firm, beginning as a project engineer and elevating to a senior consultant.

PROJECT EXPERIENCE

New Jersey State Police, Emergency Operations Center | Trenton, New Jersey

Following an addition and renovation to the NJ State Police Emergency Operations Center, water infiltration damaged the interior fit-out area and required additional protection. The State of New Jersey filed a claim against the architect's professional liability carrier, Lexington Insurance, alleging $400,000 in damages for improper specification of waterproofing product on roof parapets. Mr. Schatz reviewed the claim, performed an inspection and prepared a report summarizing his findings and potential liability for Lexington to use in responding to the claim. Mr. Schatz analyzed the contractors claim for additional costs due to delays and additional work.

Department of Sanitation Manhattan District M4 / M4A / M7 Garage | New York, New York
The New York City Department of Sanitation awarded four prime contracts for the construction of a 400,000 square foot garage and maintenance facility in Midtown Manhattan, spanning two city blocks, that would provide office space and service the fleet of vehicles from Districts M4, M4A and M7. The project was completed more than five years late, and the contractors have submitted claims for delay damages, lost productivity and extra work, totaling $60 million.

Replacement of University Avenue Bridge over the Merrimack River | Lowell, Massachusetts
Mr. Schatz is providing senior level review and analysis of schedule updates for this $36 million new bridge construction in a different alignment from the current bridge and the demolition of the existing bridge and related work over the Merrimack River in Lowell, Massachusetts. The project includes the construction of a new bridge over the Merrimack River, reconstruction of several intersections and the demolition of the existing and outdated bridge structure. This project has unique limitations on the construction schedule due to the US Army Corps of Engineers and in-water construction activities in the Merrimack River. The contractor utilized Primavera Project Planner (P6).

Bronx County Hall of Justice| Bronx, New York
The new $421 million Bronx County Hall of Justice is an impressive and highly visible courthouse covering two city blocks. This 778,000-sq.-ft. building consists of 47 court rooms. Construction was completed in 2008 with nearly $100 million in cost overruns, differing site conditions, design errors and omissions, delays, and defective construction. The initial litigation involved more than 20 parties, including 12 prime contractors, many of which have settled as the result of an extensive mediation and negotiation process. Mr. Schatz is a key part of ARCADIS' team of analysts and experts assisting the New York City Law Department with the document review, claims analysis and preparation, litigation support and the problem solving of ongoing building issues. Mr. Schatz leads the document management effort of electronic databases with more than 10 million documents produced in discovery. He evaluated contractor claims for delay and inefficiencies totaling more than $50 million, as well as calculated damages asserted by the City of New York. Mr. Schatz prepared technical questions for over 20 depositions and participated in 10 mediation sessions involving many of these parties.

Kansas City Airport Rental Car Facility | Kansas City, Missouri

Mr. Schatz's previous firm was hired by the City of Kansas City to evaluate and resolve the contractor's outstanding claim for $7 million. He managed project team's effort to prepare cost estimates and evaluate 300 unresolved change order claims. He was responsible for sections of the report relating to changes, contract balance, punch-list items, credits and other deducts. Mr. Schatz also participated in a series of meetings with the contractor and subcontractors to discuss claims and review additional supporting documentation. This directly led to the City's settlement of the claim for $3 million. He subsequently analyzed the designer's performance and liability due to errors and omissions and drafted a claim on the City's behalf. As part of the dispute with the designer, Mr. Schatz performed a forensic audit of the designer's invoicing in accordance with contract terms, and identified an overbilling of $400,000.

Bridge Rehabilitation of Route 128 over the Annisquam River
Location: Gloucester, Massachusetts
Employed by: ARCADIS
Role: Senior Claims Analyst
Construction Value: $30 million
Client: Massachusetts Department of Transportation (MassDOT)
Reference: Mr. David Conroy, MassDOT, (781) 641-8457
Start Date: August 2011
End Date: Ongoing

Following a statewide assessment of bridge conditions, MassDOT determined that the bridge carrying Route 128 over the Annisquam River in northeastern Massachusetts required substantial rehabilitation of the deck and sidewalk superstructure, as well as the steel and concrete pier substructure. The contractor fell behind schedule, in large part due to poor subcontractor performance, eventually leading to the termination of its painting subcontractor. The bridge substructure required significantly more structural steel repairs that originally anticipated. Mr. Schatz is the Senior Claims Analyst on this project and is currently analyzing the completion schedule to identify non-excusable contractor caused delays and to assist MassDOT in determining an appropriate time extension.

Rehabilitation of Merrimack River and Washington Street Bridges | Haverhill, Massachusetts
This project involves the repair and rehabilitation of a 1,100 ft. long railroad bridge over the Merrimack River and adjacent street. The scope includes structural steel superstructure repairs and strengthening, bearing replacement, substructure reinforcement/rehabilitation and replacement of existing jointed rail with continuous welded rail.

MBTA engaged ARCADIS to perform an independent cost estimate on the 100% design drawings. In addition to the cost estimate details, ARCADIS prepared a report identifying constructability issues, discrepancies and missing information for the design team to incorporate into the 100% drawings. The independent cost estimate value was within 3% of the two lowest bids. Mr. Schatz was Project Manager leading ARCADIS' efforts on this assignment.

Repair / Rehabilitation of Beverly Draw Bridge over Danvers River |Beverly, Massachusetts

This project involves the repair and rehabilitation of a swing span railroad draw bridge over the Danvers River, including repairs to structural steel and concrete piers, as well as replacement of timbers, rail, mechanical and electrical equipment. Mr. Schatz lead a risk workshop and performed a quantitative risk analysis (Monte-Carlo simulation), identifying the potential schedule and cost impacts of risk events and other uncertainties. This allowed the MBTA to establish an appropriate contingency and focus on mitigation of the highest risk areas.

Installation of and Revisions to New Haven Traffic Control Signals | New Haven, Connecticut

The Connecticut DOT engaged ARCADIS on two similar projects, each involving the upgrade or replacement of traffic control signals, fiber optic controls and related work at 14 intersections in New Haven, Connecticut. Each project was to be completed within one year, but both experienced delays, resulting in contractor claims for time extension, delay damages and lost productivity. Mr. Schatz performed a delay analysis and evaluation of the loss of productivity claim.

Burlington Transit Station | Burlington, Vermont

The Chittenden County Transportation Authority (CCTA) is constructing a new transit station in downtown Burlington, Vermont that will be a hub for 20 bus routes. The station will include a platform, canopy and passenger station building located in the center of an existing road. A major challenge is that the road must allow for one lane of active traffic throughout construction, to provide access to a state office building parking garage on the same street.

Vanasse Hangen Brustlin (VHB), the engineer of record, engaged ARCADIS to provide cost estimates and construction schedules at the 30%, 60%, 90% and 100% design phases. As an integral part of the design team, ARCADIS continues to provide feedback regarding constructability, phasing and logistical concerns that have helped keep the project design within budget. Mr. Schatz is the Project Manager, leading the cost estimate and schedule development.

ARCADIS

Education
BS/Civil Engineering, Minor in Environmental Policy Analysis, University of California, Davis, 1992
MS/Environmental Engineering (Engineering Management emphasis), University of Cincinnati (Yates Fellow), 1997
MBA/Business Administration (Management, Finance and Marketing emphasis), University of Oregon, 2004

Years of Experience
Total - 21
With ARCADIS – 2

Professional Registrations
Professional Engineer, CA
Licensed Associate Value Specialist, Society of Value Engineers
Change Management Advanced Practitioner, Georgetown University, 2010

Professional Qualifications
Secret Clearance (in effect to 2017)
President of the National Capital Chapter of SAVE International (The Society of Value Engineers)
Member of AWWA and WEF; Asset Management Committee Member for AWWA
Yates Fellow of Environmental Engineering at the University of Cincinnati

Anthony W. Dunams, PE

Value Engineering Team Member

Mr. Dunams is an asset management professional with over 20 years of experience in capital asset management (infrastructure and utilities), cost engineering, value management, infrastructure planning and component renewal forecasting, project capture and delivery, and strategy and change management. His expertise has enabled large commercial, institutional, governmental and municipal organizations to realize their fiscal goals focused on addressing sustainment and modernization planning, environmental and sustainability concerns, infrastructure life-cycle cost management, business/process re-engineering, and rate setting.

Utility Asset Management

Utility Asset Management
City of Olathe, KS
Provided utility asset management services that involved cataloguing and addressing nearly $900M of water and wastewater infrastructure. Developed budget targets for reinvestment in existing infrastructure to supplement other cost-side drivers including operations and maintenance expenditures, contractual treatment retail expenditures, existing debt service and proposed debt service.

Organizational Change Management Study
City of Fredericksburg, VA
Performed an organizational change management study that addressed the City of Fredericksburg's provision of utility services to its customers. The study resulted in the recommendation of a dedicated utility arm within public works to address revenue-funded water and wastewater services versus tax-funded services.

Utility Asset Management
National Parks Service
Led a group of National Park Service subject matter experts in improving the management of a diverse portfolio of utility assets. Developed a utility rate model to update the current utility rate structure that includes fixed capital components in addition to operations and maintenance costs. Rate model development streamlined the determination of life-cycle utility costs and provided a standard approach for over 70 parks that provide utilities to non-NPS users to set water, wastewater and solid waste rates. Leadership and expertise led to creation of other work streams and tasks. Also participated in the crafting of Director's Order 35B addressing the

inclusion of capital costs within the rate structure.

Integrated Utility Strategy Study
Presidio Trust of San Francisco, CA
Performed an integrated utility strategy study to ascertain future capital and operations and maintenance expenditures associated with water and wastewater systems. Management alternatives analysis provided insight on whether the Trust should continue to maintain the infrastructure or outsource utility operations to a private partner.

Utility Asset Management
New York City Department of Environmental Protection
Provided benchmarking and evaluated expenditures, revenue sources and alternative rate structures for NYCDEP, the largest public water, wastewater, and stormwater utility in the nation, with a service population of 9 million people.

Cost and Risk Evaluations
King County
Under the auspices of King County's Major Capital Productivity Initiative, managed a team of consultants in the performance of cost and risk evaluations for the development of an independent cost target and validation of the $1.48B Brightwater Regional Wastewater Treatment System project. Created value for the client by providing visibility of cost drivers inherent in the internal management of public-sector projects.

Facilities Consolidation Study
Clackamas County, OR
Provided financial and strategic guidance on an economic facilities consolidation study for the development of a $300M+ capital improvements program for Clackamas County. Led the capital cost and the schedule implementation evaluation regarding future operations of three treatment facilities under five different management options including downsizing the real property portfolio, various load sharing scenarios, and contemporary treatment improvements.

Real Property Asset Management

Asset Management Programs
U.S. Army Corps of Engineers, Air Combat Command, and National Institutes of Health
Managed and executed the development of Asset Management programs addressing EO 13327 and HR 2495 (mandates dealing with property asset management and real property disposal) for USACE (inland waterways performance metrics and development of a capital projects business model and prioritization process for inland waterway assets – annual funding of $380M proposed); ACC (dining facility consolidation study for 15 Air Force Bases); and NIH

(sustainment planning).

Congressional Studies
Office of the Secretary of Defense
Led congressional studies on an escalation contingency factor to alleviate facility cost budgeting concerns and provide cost management and cost modeling oversight for TMA. Studies were focused on life-cycle construction and operations costs for hospitals and other medical treatment facilities.

Deferred Maintenance Assessments
National Aeronautic and Space Administration
Led and managed deferred maintenance assessments of strategic facility assets at NASA Centers in Virginia, Ohio, Texas and Florida. Analysis led to an understanding of maintenance funding needs for various Space Centers and determination of current facility condition indexes of key assets.

Life-cycle Assessment and Capital Renewal Forecasting Analysis
U.S. Air Force
Conducted a life-cycle assessment and capital renewal forecasting analysis for Tinker Air Force Base to forecast future capital needs associated with processes used to prepare and test engine parts (a manufacturing and testing system with a current replacement value of greater than $170M). Analyzed conditions at the asset level and developed funding scenarios required to restore the facility and monument processes to an acceptable condition level and to maintain existing capital assets to improve the overall condition index of the portfolio of assets.

Financial Consulting
Intel Corporation
Consulted for Intel Corporation on the financial underpinnings and fiscal status of the $130M tool install (cost center) program associated with the development of a 300-mm wafer fabrication plant in the Pacific Northwest. Provided monthly financial metrics to improve/monitor month-to-month operations and managed the financial aspects of seven different wafer processing teams.

Cost Management
Eli Lilly
Provided cost management and on-site project controls for the startup of a $350M manufacturing facility. Participated in the development of the Gate 2 final cost estimate leading into the recasting of the budget, cost reporting, budget and change management control, invoicing, and contract management.

Transportation Capital Cost Evaluation
Maryland Transit Administration
Led the evaluation of various transportation modes and the capital costs associated with

maintaining each mode, which includes light rail, heavy rail, commuter rail, and bus systems. Assets evaluated include track, buildings and structures, rolling stock and vehicles, and power/communication systems.

Due Diligence Evaluations

National Telecommunications and Information Administration

Executed financial due diligence evaluations (financial pro formas and financial ratios) of broadband technology organizations vying for funding under a $4.2B stimulus project supporting NTIA in awarding broadband deployment grants.

Selected Publications and Presentations

Dunams, Anthony W., chapter, *Municipal Pollution Prevention Programs*, in the text, *Pollution Prevention: Fundamentals and Practice*.

Dunams, Anthony W., Asset Management Benchmarking Program for USACE Water Resource Structures, New England Water Environment Association Annual Conference, January 2009.

Dunams, Anthony W., Utility Asset Management/Rate Recovery Implementation Program for National Park Service, New England Water Environment Association Annual Conference, January 2009.

Andrew L. Morse, PSP, AC

Scheduler

Education
BS, Construction Management, Central Connecticut State University, 2008

Years of Experience
Total – 9
With ARCADIS – 3

Professional Registrations
AACE International, Planning and Scheduling Professional, #1209, 2013

Professional Associations
Connecticut Building Congress, Member
AIC, Member
AACE
CMAA

Additional Training
30 Hour OSHA Compliance Training Certification, 2007
Associate Constructor (AC)
Certified Nuclear Density Guage Operator

Software Expertise
Primavera P3
Primavera P6
SureTrak
Microsoft Project
Timberline
Prolog Manager
Prolog Web
JD Edwards

Awards
2007 Gilbane Project Safety Award

Mr. Morse has more than 9 years of experience in the construction field. His responsibilities have included: reviewing and creating construction schedules, preparing and reviewing submittals, negotiating change orders, document management, field supervision, and field coordination. He has experience on these types of projects; healthcare facilities, parking structures, powerplants, wastewater, commercial buildings, heavy highway, bridges, multi-family, and residential.

PROJECT EXPERIENCE

Callahan Tunnel Vent Building #12 Exterior Façade Replacement Project | Boston, Massachusetts
Mr. Morse currently reviews and analyzes schedule updates for this $5.6 million exterior façade restoration project. The project conists of replacing the aged exterior façade with new brick precast panels along with extensive abatement, installation of new windows, and interior carpentry work. The contractor utilized Primavera Project Management (P6).

Renovations and Upgrades to District 6 Headquarters at 185 Kneeland Street | Boston, Massachusetts
Mr. Morse currently reviews and analyzes schedule updates for this $7.8 million, ten story building renovation project. The project conists of extensive renovation work in an occupied building.

I-91 Bridge Replacements over the Cold River and Lower Road | Deerfield,
Mr. Morse currently reviews and analyzes schedule updates for this $40 million bridge reconstruction project. The project conists of demolition of the existing bridges, construction of new bridges, multiple traffic switch overs and paving the roads leading up to the bridges. The contractor utilized Primavera Project Management (P6).

Berkley/Dighton Bridge Reconstruction Project | Berkley/Dighton, Massachusetts
Mr. Morse currently reviews and analyzes schedule updates for this $14 million bridge reconstruction project. The project conists of installation of a temportary bridge, construction of a new bridge and paving the roads leading up to the bridge. The contractor utilized Primavera Project Management (P6).

Route 128/I-95 Add-A-Land and Reconstruction of 7 Bridges | Location: Dedham, Massachusetts

ARCADIS

Mr. Morse currently reviews and analyzes schedule updates for this $99 million highway expansion and reconstruction of seven bridges. The project consists of full depth paving for the addition of one travel lane in either direction for a span of approximately four miles. Seven bridges are to be reconstructed, one of which is a multi-span bridge crossing the Charles River. The contractor utilized Primavera Project Management (P6). The schedule is fully cost and resource loaded.

Alford Street Bridge | Boston, Massachusetts
Mr. Morse currently reviews and analyzes schedule updates for this $58 million bridge reconstruction project. The project consists of full rehabilitation of a drawbridge while allowing traffic to be diverted through the use of multiple construction stages. The contractor utilized Primavera Project Management (P6). The schedule is fully cost loaded.

North Oak Trafficway Improvements | Kansas City, Missouri
Mr. Morse was retained by the City of Kansas City's Capital Improvements Management Office and Office of City Attorney to evaluate the request for a time extension and adjustment to the contract amount submitted by its contractor halfway through the construction of the $11.3 million widening of this two-lane to four-lane city arterial street. He assists in creating an as-built schedule to resolve the disputes of the project.

Bridge Rehabilitation over the Cold River | Florida/Savoy, Massachusetts
Mr. Morse reviewed and analyzed schedule updates for this $3.6 million bridge rehabilitation project. The project conisted of repaving the roads leading up to the bridge along with total restoration of the bridge. The contractor utilized Primavera Project Management (P6).

Newmarket Commuter Rail Station | Boston, Massachusetts
Mr. Morse provided schedule analysis for the construction of this new commuter rail station in Boston. Mr. Morse reviewed the general contractors monthly schedule updates and provided the MBTA with recommendations in regards to the schedules accuracy and measure progress. Mr. Morse was also been retained on this project to perform reviews of all submitted time impact analysis schedules submitted by the general contractor.

Talbot Avenue Station Project | Boston, Massachusetts
Mr. Morse provided schedule analysis for the construction of a new commuter rail station in Boston. He also reviewed the general contractors monthly schedule updates and provided the MBTA with recommendations in regards to schedule accuracy and measured progress.

ARCADIS

Brian Goodreau, PSP, ENV SP

Scheduler, Construction Claims Analyst

Education
BS, Construction Management, Central Connecticut State University, 2009

Years of Experience
Total – 10
With ARCADIS – 4

Professional Registrations
Planning & Scheduling Professional – AACEI [redacted]
10 Hour OSHA Compliance Training Certification, 2014
30 Hour OSHA Compliance Training Certification, 2008

Professional Associations
Construction Management Association of America
Association for the Advancement of Cost Engineering

Additional Training
AIC Level I Certified Constructor, American Institute of Constructors, April 2009
AACE International Certified Planning & Scheduling Professional
Primavera Contract Manager Training
Institute for Sustainable Infrastructure – ENV SP

Software Expertise
Trial Director
Primavera Contractor
Primavera P3
Primavera P6
Primavara Contract Manager (PCM)
Heavy Bid
Timberline

Awards
None

Languages
English, Fluent
Spanish, Conversational

Mr. Goodreau has a decade of experience in the construction industry. He has fulfilled numerous roles including project controls manager, scheduler, estimator, project manager and claims analyst. Mr. Goodreau is an excellent problem solver with a proven record of accomplishment resolving complex issues during all phases of construction projects. He has an extensive knowledge of all types of construction including highway, railroad, movable bridges, educational facilities, municipal buildings and technology services.

Mr. Goodreau has a BS in Construction Management from Central Connecticut State University. He is also a Planning and Scheduling Professional with the AACEI and is certified with the Institute for Sustainable Infrastructure. Mr. Goodreau is an asset to any project with a unique set of skills based on his education, proficiency in the latest industry technologies, management skills and field experience.

PROJECT EXPERIENCE

Route 128/I-95 Add-A-Lane and Reconstruction of Seven Bridges | Dedham, Massachusetts

Mr. Goodreau currently reviews and analyzes schedule updates for this $99 million highway expansion and reconstruction of seven bridges. The project consists of full depth paving for the addition of one travel lane in either direction for a span of approximately four miles. Seven bridges are to be reconstructed, one of which is a multi-span bridge crossing the Charles River. The contractor utilized Primavera Project Management (P6). The schedule is fully cost and resource loaded. Mr. Goodreau reports his findings and provides recommendations to the Department on a monthly basis.

Prudential Tunnel | Boston, Massachusetts

Mr. Goodreau is currently reviewing and analyzing schedule updates for this $11 million roadway reconstruction and related work on a section of Interstate 90 at the Prudential Tunnel in Boston, Massachusetts. The project consists of milling and repaving of portions of the tunnel including both Northbound and Southbound lanes and access ramps as well as barrier and curbing modifications, upgrades to the electrical infrastructure and lighting in the tunnel. This project has unique limitations on the construction schedule as there are multiply entities involved (CSX, MBTA, MassDOT, Amtrak), as well as critical shutdown periods for roadway modifications to a highly traveled tunnel. The contractor utilized Primavera Project Planner (P3). Mr. Goodreau reports his finding and provides recommendations to the Department on a monthly basis.

I-40 Memphis Cofferdam Failure | Memphis, Tennessee
Mr. Goodreau provided document organization and management regarding a delay dispute on a cofferdam project for the Tennessee Department of Transportation. The contractor has made a $3.8 million delay claims and 301-day time extension request. The contractor is claiming issues related to differing site conditions and failure of a concrete seal. ARCADIS will evaluate and make assessments of the issues and delays on the project.

Briley Parkway | Nashville, Tennessee
Mr. Goodreau is providing expert services to the Tennessee Office of the Attorney General regarding a dispute on a road and bridge project on the Briley Parkway in Nashville, Tennessee. The contractor made a $3.7 million delay claim and a 237 day time extension request. The contractor claimed that the Tennessee Department of Transportation failed to grant a time extension and stated the delay was caused by 30 issues including changes to retaining walls, changes to noise walls, field conflicts and differing site conditions. Mr. Goodreau is making an assessment of the issues and delays on the project along with the contractor's alleged damages.

Talbot Avenue Commuter Rail Station, and Talbot Avenue and Woodrow Avenue Bridge Replacements | Boston, Massachusetts
Mr. Goodreau provides schedule analysis for the construction of a new commuter rail station, as well as the replacement of two existing rail bridges. Mr. Goodreau reviews the general contractor's schedule updates and provides the MBTA with recommendations in regards to the schedule's accuracy and reasonableness as to whether or not the submitted schedule can be utilized as a tool to schedule construction and measure progress throughout the project . Mr. Goodreau has also performed reviews of all submitted time impact analysis schedules submitted by the general contractor.

Wedgemere Station Improvements | Winchester, Massachusetts
For this commuter rail staion improvement project, Mr. Goodreau reviewed and analyzed a Time Impact Analysis (TIA) for additional time on the project associated with changes in the scope of the work. Mr. Goodreau's role was to review the baseline schedule, subsequent updates and the contractor's time entitlement request to verify accuracy of the general contractor's stated impacts to the schedule. Mr. Goodreau provided recommendations to the MBTA whether to accept or reject the Contractor's request for a time extension.

Newmarket Commuter Rail Station | Boston, Massachusetts
Mr. Goodreau provided schedule analysis for the construction of a new commuter rail station in Boston. Mr. Goodreau reviewed the general contractor's schedule updates and provided the MBTA with recommendations in regards to the schedule's accuracy and reasonableness as to whether or not the submitted schedule could be utilized as a tool to schedule

construction and measure progress. Mr. Goodreau was also retained on this project to perform reviews of all time impact analysis schedules submitted by the general contractor.

Honeywell Street and Queens Blvd. Bridges | New York, New York
Mr. Goodreau is currently working with a team providing document management, issue coding, litigation support and expert analysis to the New York City Law Department for a $10 million claim against the New York City Department of Transportation. The project consists of two bridges which span over one of the nation's largest rail yards. The contractor's claims include delay, extended overhead and lost incentive bonus. Mr. Goodreau's responsibilities include claims analysis, electronic document discovery and organization.

Drawbridge Reconstruction Rte. 99 (Alford Street) Over the Mystic River | Boston, Massachusetts
Mr. Goodreau is currently analyzing and reviewing schedule updates for this $58 million drawbridge rehabilitation project over the Mystic River in Boston, Massachusetts. The project consists of renovations to both northbound and southbound bridges. The renovation consists of superstructure demolition and reconstruction, pavement resurfacing, and reconstruction of movable bascule spans as well as all incidental approach roadway construction. Unique limitations on the schedule include stringent maintenance and protection of traffic requirements for pedestrian and vehicular traffic as well as marine navigation. The contractor utilized Primavera Project Management (P6). Mr. Goodreau reports on his findings and provides recommendations to the Department on this cost and resource loaded schedule on a monthly basis.

Bridge Replacement (Bates Bridge) Rte. 97 & 113 over the Merrimack River | Groveland – Haverhill, Massachusetts
Mr. Goodreau is currently analyzing and reviewing schedule updates for this $65 million drawbridge reconstruction and demolition project. The project consists of a new bridge structure adjacent to the existing structure, a movable bascule span, abutting roadway construction and complete demolition of the existing bridge. This project has unique limitations on the construction schedule in order to accommodate navigation of marine traffic and the spawning patterns of migratory fish. The contractor utilized Primavera Project Planner (P3). Mr. Goodreau reports on his findings and provides recommendations to the Department on a monthly basis

North Bank Bridge | Boston-Cambridge, Massachusetts
Mr. Goodreau is currently reviewing and analyzing schedule updates for this $30 million North Bank Bridge construction over the Millers River and the MBTA rail yard. The project consists of the construction of a complicated pedestrian bridge, rerouting several large utilities, seawall construction and extensive landscape modifications. This project has unique limitations on the construction schedule as portions of the bridge are being built over the underground subway system, as well as the protection and non-interference to the daily activities of the MBTA rail

yard below. The contractor utilized Primavera Project Planner (P3). Mr. Goodreau reports his findings and provides recommendations to MassDOT on this cost loaded schedule on a monthly basis.

CT Fastrak Program | Connecticut
The CT Fastrak program (formerly known as the New Britain-Hartford Busway) is a 9.4-mile dedicated roadway developed by the State of Connecticut to facilitate the use of bus rapid transit to and from Union Station in Hartford and Downtown New Britain in central Connecticut. The total projected construction cost is $569 million. The project also includes the construction of eleven landscaped bus stations, several bridges, over fifty retaining walls and five miles of multi-use trail and is to be constructed on a two and a half year accelerated construction schedule.

ARCADIS' role on CT Fastrak is to review and analyze the cost and resource loaded CPM schedule and provide recommendations to the Construction Engineering & Inspection (CE&I) firms. ARCADIS is currently teaming with Gannett Fleming Incorporated and Al Engineers, Inc. in a proactive effort to bring this project in on time and avoid potential contractor claims against the Department of Transportation. Scheduling challenges for this project include numerous change orders, restrictions associated with working within close proximity to live AMTRAK railroad tracks, a focus on minimizing the impacts to traffic and several other limitations on operations.

Silver Springs Transit Center | Silver Springs, Maryland
Mr Goodreau provided analysis for a $6.5 million request for equitaqble adjustment regarding a myriad of issues that arose on the project within the first year of construction. ARCADIS was retained to provide a delay analysis pertaining ot the issues and their effect on the project schedule. Furhtermore, this delay analysis was used in the review and analysis of the general contractor's alleged damages.

ARCADIS

Years of Experience
Total – 4

With ARCADIS –4Education
Master of Engineering, Construction Management, University of Texas-Arlington 2008
Bachelor of Science, Civil Engineering University of Mumbai (India) 2006
Master of Business Adminsitration (MBA), Kellogg School of Management, Northwestern University – currently pursuing

Professional Certifications
PMP, CAPM, CFA – Level 1

Dipak Digwal, PMP, CAPM
Scheduler

Mr. Digwal is a certified project management professional with over four years of experience in project, program and portfolio management on some of the largest infrastructure projects in the USA. Mr. Digwal is an expert in CPM scheduling, earned value analysis, risk management, productivity analysis, cash flow analysis/management and resource management. He has proven capability in streamlining various processes to improve producitivity and minimize the cost and time associated with projects.

Detailed Experience

MTA Capital Construction: East Side Access/ New York. With a total budgeted cost of $6.7 billion, East Side Access (ESA) is currently the largest infrastructure project in the United States. ESA will connect the Long Island Rail Road to East Side Station to be built below the existing Grand Central Terminal. Involved heaviliy in initiation of a new contract and pre-construction activities to help contractor in commencement of construction. Produced an integrated project management plan, which was an improvement over the current program plan. Created a communication plan for the management team with various stakeholders. Supervised all major project control functions.

As project controls engineer, managed and monitored cost and resource loaded CPM schedules. Analyzed cash flows and earned value on a monthly basis to assess financial health and schedule impact. Created risks register at initiaition of the contracts and managed risks during execution. This led to a precise projection of expected cost and time overruns on managed contracts. Produced quarterly, monthly, weekly and daily reports for various stakeholders. Contributed at various levels towards East Side Access program management and MTA's portfolio management. Worked with change control board for effective analysis of time impact for various changes, which led to a time saving of over 300 calender days. Created, updated and analyzed various productivity charts for key processes. This analysis led to a detailed tracking of schedule risks and opportunities.

New York City Department of Environmental Protection: Tallman Island Water Pollution Control Plant / Queens, NY: Led project time management for this $400 million project. As Schedule Manager, responsibilities include:

- Development of detailed project schedule for monitoring progress and management of critical issues. Developed and implemented a schedule recovery plan, which led to a nearly 70% decrease in time losses.

- Led "Daily Critical Issues Meetings", which led to dynamic identification of critical project issues and facilitated issue resolution
- Development of Risk Management Plan and subsequent management of risks
- Development of communication plans and facilitation of meeting with various stakeholders
- Development of reporting requirement for various project stakeholders

JCMS, Inc: Access to Region's Core Trans Hudson Express Tunnel Project . Access to Region's Core [ARC] was a commuter rail project undertaken to increase passenger service capacity from New Jersey to New York City. New infrastructure would have included new track, a new rail yard and a tunnel under the Hudson River. Contributed towards creation of ARC program management structure. Worked extensively in creation and monitoring of real estate acquisition schedule, which was extensively used for tracking schedule impacts and opportunities. Managed communication and reporting requirements of key stakeholders.

Kolkata East-West Metro Corridor / Kolkata, India. An extension of the current metro system, the projects consists of four new metro links to the existing system. The project has a construction value of more than $1 billion. Contributed toward creation of pre-construction master schedule. Analyzed cash flows and budget for project investors.

South Eastern Pennsylvania Transportation Authority: Fairmount Substation Construction and 30th Street Switching Station Projects. Created and maintained CPM schedules (Time Management). Analyzed resources usage profiles and cash flows.

Benaka, Inc. As a consultant, worked closely with the management to restructure project controls functions and provided project management training. Created master schedules for various critical projects and helped in filing claims.

The University of Texas at Arlington: Marley Station / Jumper's Hole Sewer Rehabilitation Project / Maryland. Research Assistant. Conducted statistical analysis to choose the most economically and technically feasible trenchless method for sewer rehabilitation in a highly congested downtown area.

ARCADIS

Pankaj Pawar

Office Engineer, Scheduler, Cost Estimator

Education
M.S. Construction Management, Stevens Institute of Technology, Hoboken, NJ, 2007
B.S., Engineering – Civil, Maharashtra Institute of Technology, Pune University, Maharashtra, India, 2003

Years of Experience
Total – 10
With ARCADIS – <1

Professional Registrations
Project Management Institute, Member (PMI)
American Society of Civil Engineers (ASCE) Member

Additional Training
OSHA 10-Hr. Safety Certification

Software Expertise
Primavera P6
Primavera P3
SURETRAK
MS Project
Deltrek Cobra
MS-Office
MS Access
SKIRE
Unifire
AutoCAD
MicroStation
HCSS and MC Square w/ Digitizer

Mr. Pawar is an accomplishment oriented, cross trained Senior Scheduler and Project Controls Specialist with field experience in several sectors including Transit (subways, roads, bridges, tunnels)/Commercial/Industrial/Heavy Civil/Tunneling construction. Successful contributor with proven abilities in the areas of construction management, CPM scheduling with Primavera, Estimating, cost control analysis, billings and change order process & negotiations, and project closeout."

PROJECT EXPERIENCE

Fulton Street Transit Center Building
Location: New York, NY
Project Scheduler for $ 200 million Fulton Street Transit Center Building. The project includes construction of an above-ground transit center building and all associated systems and finishes, interfaces with all of the FSTC packages and completes the MEP and communications work, as well as the fit-out and architectural finishes. Mr. Pawar works from the project on-site office for this project and his responsibilities include management of the project schedule, bi-weekly updates on schedule status, development and preparation of monthly progress reports and detailed executive-level schedule reports. Mr. Pawar also created focused reports to assist the project team and identified trends and deviations and recommendations on corrective courses of action.

MTA/LIRR East Side Access
Location: New York, NY
Subject Matter Expert (Cost) for this $9.3 billion program to expand the Long Island Rail Road (LIRR) commuter rail service into the historic Metro-North Railroad (MNR) Grand Central Terminal (GCT). This project included a major upgrade to the existing Harold Amtrak/LIRR Northeast Corridor (NEC) mainline interlocking in Sunnyside, Queens allowing LIRR trains to follow a new, grade separated route from the LIRR mainline into Manhattan via a combination of newly-constructed tunnel (8,800 feet) and an existing bi-level tunnel (8,600 feet) under the East River and Park Avenue. Mr. Pawar served as part of the team responsible for analysis and evaluation of the budget for the project activities.

Department of Environmental Protection (DEP)
Location: New York, NY

Project controls specialist for DEP. Mr. Pawar responsibilities include develop and maintain In-house design schedules and project plans in accordance with business guidelines, budget management, implement project controls standards and procedures, monitor compliance and initiate corrective measures over multiple portfolio.

MTA/LIRR East Side Access, New York, NY

Location: New York, NY

Project Controls Engineer for $ 8.2 billion MTA Capital Construction East Side Access, a federally funded extension of the Long Island Rail Road from Queens to Grand Central terminal in New York City. Mr. Pawar responsibilities included project controls, scheduling, progress payments & budget management, and quality assurance over multiple contracts with values exceeding $2billion

ARCADIS

Jason R. Young

Scheduler

Education
BS, Architectural Engineering Technology, Vermont Technical College, 2009

Years of Experience
Total - 13
With ARCADIS – 4

Professional Associations
ASCE, member

Additional Training
4-Year Proficiency in Drafting Certificate, Nashoba Valley Technical High School

Software Expertise
Primavera Contract Manager
Primavera P3
Primavera P6
Microsoft Project
Auto CAD
Arc GIS
Architectural Desktop

Mr. Young has made it his goal to experience as many aspects of the construction industry as his career allows. He began as a draftsman in Burlington, Vermont at an Engineering firm where he worked in both the structural and civil departments. He also performed site visits on which he took field measurements and performed surveying tasks. Mr. Young was with engineering ventures from 2007 to 2009. In fall of 2009, Mr. Young began working with ARCADIS in New York City as a field engineer on the East Side Access Project where he was required to interact with the MTA, MNR, the general contractor and their subcontractors on a daily basis. He also reviewed contractor submittals and performed daily safety briefings. Mr. Young was recognized and awarded for his focus on safety. Mr. Young made the transition to Scheduler in January of 2012 with ARCADIS.

Mr. Young has experience in surveying, soils, material testing, hand drafting, data entry and repair and service of electronic equipment.

PROJECT EXPERIENCE

East Side Access | New York, New York
Mr. Young served as a Field Engineer on this project which is being built to bring the Long Island Railroad into a newly-built underground station below Grand Center Terminal in Manhattan. His tasks consisted of field oversight and inspection of construction works, including demolition of existing rail yards, structural demolition, excavation, utility improvement and miscellaneous construction activities. Significant portions of this work are being performed on active Metro-North Railroad tracks. Mr. Young was also responsible for daily reporting of progress, quality and safety and coordination of Prime Contractor actions with other contractors, Metro-North operations and Grand Central Terminal operations.

Alford Street Bridge | Boston, Massachusetts
Mr. Young currently reviews and analyzes schedule updates for this $58 million bridge reconstruction project. The project consists of full rehabilitation of a drawbridge while allowing traffic to be diverted through the use of multiple construction stages. The contractor utilized Primavera Project Management (P6). The schedule is fully cost loaded.

New York City Rapid Repairs Program | Queens, New York
Following the devastation caused by Hurricane Sandy, the Federal Emergency Management Agency (FEMA) and New York City decided to implement a Rapid Repairs Program to restore heat, power and hot water to those residents who were hardest hit by the storm and flooding in the low-lying coastal areas. Rather than providing housing for displaced individuals, the initiative allocated funds towards making permanent repairs to their residences. The program involved assessments and repairs to more than 10,000 homes.

Trystate Mechanical is one of the contractors performing repairs and replacements to boilers, furnaces and hot water heaters as part of this program. Given the fast-paced nature of the program and strict federal documentation requirements in order to receive payment, Trystate engaged ARCADIS as a consultant to assist in the process. Working closely with Trystate's field personnel, ARCADIS developed a system of forms and a customized database to track all work (labor, materials, subcontractors) performed at each residence. This solution allows Trystate to organize and submit information for payment in unit price and/or time and material formats, that will meet the scrutiny of an audit at the end of the program.

Mr. Young worked with Trystate Mechanical's field staff in the implementation of installation tracking measures for import into a customized database.

Newmarket Commuter Rail Station | Boston, Massachusetts
Mr. Young provided schedule analysis for the construction of this new commuter rail station in Boston. Mr. Young reviewed the general contractors monthly schedule updates and provided the MBTA with recommendations in regards to the schedules accuracy and measure progress. Mr. Young was also retained on this project to perform reviews of all submitted time impact analysis schedules submitted by the general contractor.

Talbot Avenue Commuter Rail Station and Talbot Avenue and Woodrow Avenue Bridge Replacements | Boston, Massachusetts
Mr. Young provided schedule analysis for the construction of a new commuter rail station in Boston. He also reviewed the general contractors monthly schedule updates and provided the MBTA with recommendations in regards to schedule accuracy and measured progress.

Callahan Tunnel Vent Building #12 Exterior Façade Replacement Project | Boston, Massachusetts
Mr. Young reviews and analyzes schedule updates for this $5.6 million exterior façade restoration project. The project consists of replacing the aged exterior façade with new brick precast panels along with extensive abatement, installation of new windows, and interior carpentry work. The contractor utilized Primavera Project Management (P6).

Yawkey Way Roadway Extension and Roadway Reconstruction and Related Work of Maitland and Overland Streets| Boston, Massachusetts
Mr. Young currently reviews and analyzes schedule updates for this $3.72 million project which consists of extensive roadwork in downtown Boston.

I-91 Bridge Replacements over the Cold River and Lower Road | Deerfield, Massachusetts
Mr. Young currently reviews and analyzes schedule updates for this $40 million bridge reconstruction project. The project consists of demolition of the existing bridges, construction of new bridges, multiple traffic switch overs and paving the roads leading up to the bridges. The contractor utilized Primavera Project Management (P6).

Berkley/Dighton Bridge Reconstruction Project | Berkley/Dighton, Massachusetts
Mr. Young currently reviews and analyzes schedule updates for this $14 million bridge reconstruction project. The project conists of installation of a temportary bridge, construction of a new bridge and paving the roads leading up to the bridge. The contractor utilized Primavera Project Management (P6).

Route 128/I-95 Add-A-Land and Reconstruction of 7 Bridges | Long Hill Trunk Sewer Project | Groton, Connecticut
Mr. Young oversaw construction and design activities on this sewer project. The project consisted of realigning several thousand feet of sewer pipe in a residential neighborhood. The project also consisted of deep excavations, reconnecting existing laterals, installation of new manholes, and paving.

Fitchburg Commuter Rail Line Track and Signal Improvements | Boston to Fitchburg, Massachusetts
MBTA engaged ARCADIS to perform an independent cost estimate on the 90% design drawings. In addition to the cost estimate details, ARCADIS prepared a report identifying constructability issues, discrepancies and missing information for the design team to incorporate into the 100% drawings. Mr. Young was responsible for a portion of ARCADIS"s independent cost estimate.

Talbot Avenue Commuter Rail Station, and Talbot Avenue and Woodrow Avenue Bridge Replacements | Boston, Massachusetts
Mr. Young provided schedule analysis for the construction of a new commuter rail station, as well as the replacement of two existing rail bridges. Mr. Young reviewed the general contractors baseline schedule and provided the MBTA with recommendations in regards to the baseline schedules accuracy and reasonableness as to whether or not the submitted schedule could be utilized as a tool to schedule construction and measure progress. He has also been retained on this project to perform reviews of all submitted schedule updates and time impact analysis schedules submitted by the general contractor.

Littleton Station | Littleton, Massachusetts
Mr. Young served as cost- estimator in a 100% design cost verification estimate for this $10 million commuter rail station in Littleton, Massachusetts. Major components of this estimate included site work, concrete foundation systems, precast concrete structural components, structural steel and site utilities.

Previous Work History

Engineering Ventures Incorporated
Location: South Burlington, Vermont
Role: CAD Technician
Start Date: 2006
End Date: 2008

Mr. Young was responsible for drafting all drawings in a structural set. He participated on the in-house CAD committee to establish and maintain the company's drafting standards. He also assisted project engineers with site surveys and existing condition surveys.

Engineering Ventures Incorporated
Location: South Burlington, Vermont
Role: IT Technician
Start Date: 2006
End Date: 2008

Mr. Young assisted in maintenance of IT network and equipment.

Vermont Technical College
Location: Randolph Center, Vermont
Role: CAD Tutor
Start Date: 2004
End Date: 2005

Mr. Young offered instruction in AutoCAD.

Masy Systems, Incorporated
Location: Randolph Center, Vermont
Role: Calibration Technician
Start Date: 2001
End Date: 2003

Mr. Young's responsibilities included diagnosis, repair and calibration of pharmaceutical test and calibration equipment.

ARCADIS

Education
BS/Civil Engineering, Minor in Environmental Policy Analysis, University of California, Davis, 1992
MS/Environmental Engineering (Engineering Management emphasis), University of Cincinnati (Yates Fellow), 1997
MBA/Business Administration (Management, Finance and Marketing emphasis), University of Oregon, 2004

Years of Experience
Total - 20
With ARCADIS – 2

Professional Registrations
Professional Engineer, CA
Licensed Associate Value Specialist, Society of Value Engineers
Change Management Advanced Practitioner, Georgetown University, 2010

Professional Qualifications
Secret Clearance (In effect to 2017)
President of the National Capital Chapter of SAVE International (The Society of Value Engineers)
Member of AWWA and WEF; Asset Management Committee Member for AWWA
Yates Fellow of Environmental Engineering at the University of Cincinnati

Employment History
Pirnie/ARCADIS 2012 to present
Municipal & Financial Services Group 2011 to 2012
Booz Allen Hamilton 2006 to 2011
Currie & Brown, Inc., 2004 to 2005
Black & Veatch Corporation 1999 to 2004

Anthony W. Dunams

Principal Consultant

Mr. Dunams is an asset management professional with over 20 years of experience in capital asset management (infrastructure and utilities), cost engineering, value management, infrastructure planning and component renewal forecasting, project capture and delivery, and strategy and change management. His expertise has enabled large commercial, institutional, governmental and municipal organizations to realize their fiscal goals focused on addressing sustainment and modernization planning, environmental and sustainability concerns, infrastructure life-cycle cost management, business/process re-engineering, and rate setting.

Utility Asset Management

Utility Asset Management
City of Olathe, KS
Provided utility asset management services that involved cataloguing and addressing nearly $900M of water and wastewater infrastructure. Developed budget targets for reinvestment in existing infrastructure to supplement other cost-side drivers including operations and maintenance expenditures, contractual treatment retail expenditures, existing debt service and proposed debt service.

Organizational Change Management Study
City of Fredericksburg, VA
Performed an organizational change management study that addressed the City of Fredericksburg's provision of utility services to its customers. The study resulted in the recommendation of a dedicated utility arm within public works to address revenue-funded water and wastewater services versus tax-funded services.

Utility Asset Management
National Parks Service
Led a group of National Park Service subject matter experts in improving the management of a diverse portfolio of utility assets. Developed a utility rate model to update the current utility rate structure that includes fixed capital components in addition to operations and maintenance costs. Rate model development streamlined the determination of life-cycle utility costs and provided a standard approach for over 70 parks that provide utilities to non-NPS users to set water, wastewater and solid waste rates. Leadership and expertise led to creation of other work streams and tasks. Also participated in the crafting of Director's Order 35B addressing the

inclusion of capital costs within the rate structure.

Integrated Utility Strategy Study
Presidio Trust of San Francisco, CA
Performed an integrated utility strategy study to ascertain future capital and operations and maintenance expenditures associated with water and wastewater systems. Management alternatives analysis provided insight on whether the Trust should continue to maintain the infrastructure or outsource utility operations to a private partner.

Utility Asset Management
New York City Department of Environmental Protection
Provided benchmarking and evaluated expenditures, revenue sources and alternative rate structures for NYCDEP, the largest public water, wastewater, and stormwater utility in the nation, with a service population of 9 million people.

Cost and Risk Evaluations
King County
Under the auspices of King County's Major Capital Productivity Initiative, managed a team of consultants in the performance of cost and risk evaluations for the development of an independent cost target and validation of the $1.48B Brightwater Regional Wastewater Treatment System project. Created value for the client by providing visibility of cost drivers inherent in the internal management of public-sector projects.

Facilities Consolidation Study
Clackamas County, OR
Provided financial and strategic guidance on an economic facilities consolidation study for the development of a $300M+ capital improvements program for Clackamas County. Led the capital cost and the schedule implementation evaluation regarding future operations of three treatment facilities under five different management options including downsizing the real property portfolio, various load sharing scenarios, and contemporary treatment improvements.

Real Property Asset Management

Asset Management Programs
U.S. Army Corps of Engineers, Air Combat Command, and National Institutes of Health
Managed and executed the development of Asset Management programs addressing EO 13327 and HR 2495 (mandates dealing with property asset management and real property disposal) for USACE (inland waterways performance metrics and development of a capital projects business model and prioritization process for inland waterway assets – annual funding of $380M proposed); ACC (dining facility consolidation study for 15 Air Force Bases); and NIH

(sustainment planning).

Congressional Studies
Office of the Secretary of Defense
Led congressional studies on an escalation contingency factor to alleviate facility cost budgeting concerns and provide cost management and cost modeling oversight for TMA. Studies were focused on life-cycle construction and operations costs for hospitals and other medical treatment facilities.

Deferred Maintenance Assessments
National Aeronautic and Space Administration
Led and managed deferred maintenance assessments of strategic facility assets at NASA Centers in Virginia, Ohio, Texas and Florida. Analysis led to an understanding of maintenance funding needs for various Space Centers and determination of current facility condition indexes of key assets.

Life-cycle Assessment and Capital Renewal Forecasting Analysis
U.S. Air Force
Conducted a life-cycle assessment and capital renewal forecasting analysis for Tinker Air Force Base to forecast future capital needs associated with processes used to prepare and test engine parts (a manufacturing and testing system with a current replacement value of greater than $170M). Analyzed conditions at the asset level and developed funding scenarios required to restore the facility and monument processes to an acceptable condition level and to maintain existing capital assets to improve the overall condition index of the portfolio of assets.

Financial Consulting
Intel Corporation
Consulted for Intel Corporation on the financial underpinnings and fiscal status of the $130M tool install (cost center) program associated with the development of a 300-mm wafer fabrication plant in the Pacific Northwest. Provided monthly financial metrics to improve/monitor month-to-month operations and managed the financial aspects of seven different wafer processing teams.

Cost Management
Eli Lilly
Provided cost management and on-site project controls for the startup of a $350M manufacturing facility. Participated in the development of the Gate 2 final cost estimate leading into the recasting of the budget, cost reporting, budget and change management control, invoicing, and contract management.

Transportation Capital Cost Evaluation
Maryland Transit Administration
Led the evaluation of various transportation modes and the capital costs associated with

maintaining each mode, which includes light rail, heavy rail, commuter rail, and bus systems. Assets evaluated include track, buildings and structures, rolling stock and vehicles, and power/communication systems.

Due Diligence Evaluations
National Telecommunications and Information Administration
Executed financial due diligence evaluations (financial pro formas and financial ratios) of broadband technology organizations vying for funding under a $4.2B stimulus project supporting NTIA in awarding broadband deployment grants.

Selected Publications and Presentations

Dunams, Anthony W., chapter, *Municipal Pollution Prevention Programs*, in the text, *Pollution Prevention: Fundamentals and Practice*.

Dunams, Anthony W., Asset Management Benchmarking Program for USACE Water Resource Structures, New England Water Environment Association Annual Conference, January 2009.

Dunams, Anthony W., Utility Asset Management/Rate Recovery Implementation Program for National Park Service, New England Water Environment Association Annual Conference, January 2009.

Hirani Group

Reginald Raphael

Office Engineer/Inspector

Education:
AS, Manhattan Community College, Engineering Science, 2002

Currently Studying for BS in Civil Engineering, Polytechnic University

Certifications:
NICET Level II, 2009
ACI Certification Level I, 2009

Computer Skills:
Microsoft Word, Microsoft Excel, Microsoft Access, and AutoCAD, STAAD Pro, Etabs8.5, Primavera Project

Years With Firm:
2

Years With Other Firms:
11

Experience:
Mr. Raphael has 13 years of experience in the engineering field providing design and construction inspection services.

Specific experience includes:

September, 2013 – present
Office Engineer, Hugh Grant Circle (NYCDDC). Construction supervision and inspection services for utility relocation, paving, tree mitigation, street lighting, striping and drainage for roadway improvements.

May, 2013 – August, 2013
Office Engineer, Otisville Tunnel (MTA MNR). Construction supervision and inspection services for repairs to identified structural and drainage elements of the 5,300 foot long Otisville Tunnel on the Port Jervis Line.

2011 – May, 2013
Office Engineer, Storm & Sanitary Sewers in Bay 32nd Street (NYCDDC). Construction involved the erection of sheeting to protect excavation and existing utilities, pile driving and maintenance/protection of traffic operations. Work was coordinated with NYCDEP, NYC Transit Authority, NYCDOT, NYC Dept. of Parks & Recreation as well as electric, light, power, telephone and other utilities.

Office Engineer, Combined and Sanitary Sewer Replacement in 82nd Street (NYCDDC). Construction of combined and sanitary sewer replacement in 82nd Street, 87th Street, 81st Street, and 127th Street, and water main and appurtenances in 82nd Street, 87th Road, 81st Street, 127th Street, and 58th Avenue.

09/07 to 2011
Assist Office Engineer/Junior Estimator. Projects included: Reconstruction of Flushing Avenue.
Responsibilities: Assist engineers with the inspection and the administration of construction projects

- Inspection of excavation, compaction of sub grade, form preparation and concrete pours for curbs, sidewalks, and road base.
- Inspection of modification of existing utilities structures.
- Inspection of bituminous pavements
- Performance of Maintenance and Protection of Traffic
- Performing Field Tests and Calculations for estimating of the work quantities
- Measuring Elevations
- Assisted in the closing and finalization of project (which includes as-built).

Bronx Terminal Market Waterfront Park
Responsibilities: Assisted in quantity take off

Yankee Heritage Field
Responsibilities: Assisted in quantity take off

2nd Avenue Subways Phase 1
Responsibilities: Assisted in quantity take off and data base entry and management as well as material surveys

05/00 to 09/07
Construction Inspector, NYS Dept. of Transportation, Region 11. Projects included:
Reconstruction of Exterior Street Ramp Bridge over Metro-North Railroads.
Responsibilities: Assist engineers with the inspection and the administration of construction projects

- Inspection of the Demolition of Bridge.
- Inspection of Removal of existing utilities structures.
- Performance of Maintenance and Protection of Traffic
- Performing Field Tests and Calculations for estimating of the work quantities

Reconstruction of Route 9A
Responsibilities: Assist engineers with the inspection and the administration of construction projects

- Inspection of excavation, compaction of sub grade, form preparation and concrete pours for rigid pavements curbs, sidewalks, and road base.
- Inspection of modification of existing utilities structures.
- Inspection of bituminous pavements
- Performance of Maintenance and Protection of Traffic
- Performing Field Tests and Calculations for estimating of the work quantities
- Measuring Elevations
- Inspection of utilities structures Intelligent Transportation System.
- Assisted in the closing and finalization of Segment 2 and 3(which includes as-builts) .

Reconstruction of Brooklyn-Queens Expressway
Responsibilities: Assist engineers with the inspection and the administration of construction projects

- Inspection of excavation, compaction of sub grade, form preparation and concrete pours for Bridge Deck, Bridge Piers and Bridge Abutments.
- Inspection of modification of existing utilities structures.
- Inspection of the installation of soldier piles for retainer abutments and wing walls.
- Performance of Maintenance and Protection of Traffic
- Performing Field Tests and Calculations for estimating of the work quantities
- Measuring Elevations

Swindler Cove Wetland Mitigation
Responsibilities: Assist engineers with the inspection and the administration of construction projects

- Inspection of excavation, compaction of sub grade, form preparation and concrete pours for Wet and Dry wells
- Inspection of installation of 12" forced sewer main utilities structures.
- Inspection of modification of existing utilities structures (Dry Tap of 48" Trunk Main).
- Performance of Maintenance and Protection of Traffic
- Performing Field Tests and Calculations for estimating of the work quantities
- Measuring Elevations

ARCADIS

Thomas Calmeau

Financial Controls

Education
Master of Science, Civil Engineering, Northwestern University, McCormick School of Engineering, 2000
Engineering Diploma (Master of Engineering equivalent), Ecole Speciale des Travaux Publics, Paris, France, 1999

Years of Experience
Total – 16
With ARCADIS – 14

Professional Associations
ASCE American Society of Civil Engineers, Member
CMAA Construction Management Association of America, Member

Additional Training
Project Management Certificate, University of Chicago Graham School

Software Expertise
Oracle's Primavera P6 Professional Project Management
Oracle's Primavera Contract Management
Microsoft SQL Server
Microsoft Access

Mr. Calmeau applies a strong background in quantitative analysis and disciplined project controls to understand the complexities of large-scale projects, manage commercial risks, and find unique solutions to deliver clients' business objectives. He specializes in giving clients management advice and quantitative tools customized around their specific demands. He administers complex contracts for clients and deploys expert project controls to run projects more efficiently. Working closely with clients he helps them make decisions based on tangible and timely indicators and maximize investment outcomes. Mr. Calmeau has sixteen years of owner's representative project management experience carrying out work on behalf of client organizations delivering public infrastructures, private developments and institutional/cultural facilities.

Mr. Calmeau assumes a key role in implementing control systems and procedures for every program and project team, applying industry-leading best practices to ensure consistent processes and appropriate reporting. He applies tactical expertise and honed technical knowledge to the development of a project plan, including a schedule and budget; a continuous monitoring system to measure performance against the plan; a reporting system that analyzes trends, identifies deviations and provides options for resolution; and a continuous monitoring system to track contract changes for cost and performance. He also provides support to project management teams on focused project initiatives. Prior to being a professional in the U.S., Mr. Calmeau acquired industry experience in France. He currently works for ARCADIS in the U.S. and in France.

PROJECT EXPERIENCE

Infrastructure

Grand Paris Express | Paris, France
ARCADIS provides project and program management, as well as technical advisory services to the Société du Grand Paris, the authority for the ambitious "Grand Paris Express" metro lines in the Paris region in France. The Grand Paris Express project is over 200 kilometers in length of new metro lines and will mainly be built underground. ARCADIS is responsible for the 100-kilometer "red line" which will connect the suburbs around Paris, which are now connected through the center of the city, thus putting pressure on existing commuter systems. The construction cost estimate for the total project is over EUR20 billion ($27 billion). It will be delivered in the next 16 years. The Grand Paris Scheme includes above and underground transportation, stations, buildings and social infrastructure projects to enhance the economic dynamism in the Paris region. The "red line" is one of the first major investments in this scheme and ARCADIS will be involved in all project and program management services including contract administration, budget and cost control, risk management, and scheduling,

environmental procedures, technical advisory including tunnels, underground stations, and mobility, and in the interfaces with other parts of the Parisian transportation system.

Mr. Calmeau assumes a key role in mapping out the program's work breakdown structure, defining the organizational breakdown structure and the complex tracking and reporting requirements for this government-funded program. He applies best practices and provides leadership to the coordinated design and implementation of all program control systems developed by a team of 10 to support budget and cost control, contract administration, scheduling utilizing Oracle's Primavera P6, risk management and reporting.

Chicago O'Hare International Airport World Gateway Program | Chicago, Illinois
Mr. Calmeau provided technical support services for the master planning of the $3.2 billion World Gateway Program at Chicago O'Hare International Airport as sub-consultant to Landrum & Brown. Services provided during the program definition phase included preliminary program and project-level scheduling, conceptual-level construction cost estimating, development of a proprietary hard construction unit cost database and forecasting models for airport construction costs, and construction equipment emissions estimates in support of the environmental permitting process.

Public Building Commission (PBC) of Chicago, Job Order Contracting Assessment | Chicago, Illinois
Working with the Project Management Office, Mr. Calmeau provided contract performance analysis to support an organizational restructuration, business processes improvements and procurement alternatives for site preparation work enabling the delivery of PBC's capital improvement program.

TGV Méditerranée (High-Speed Train for the French National Railways) | Aix-en-Provence, France
Mr. Calmeau performed a complete take off of the works working for the contractor to confirm quantities and planned costs and conducted on-site quality management inspections for the construction of a 1,200-foot-long bridge. He assembled quality management documentation and prepared historical project schedule analyses for the construction of eight bridges.

ARCADIS

Dean Stracuzza

Cost Estimator / Cost Engineer

Education
BA Biology & Psychology, State University of New York at Stony Brook, 1984

Years of Experience
Total – 30
With ARCADIS – 9

Professional Registrations
Certified Electrical, National Electrical Contractors Association, 1984
Appr. Electrical, National Electrical Contractors Association, 1987
Certified Estimating Professional (CEP), AACEi (pending)

Professional Associations
Association for the Advancement of Cost Engineering – AACE International
Construction Management Association of America (CMAA)

Mr. Stracuzza has more than 30 years of experience in the general construction and electrical industry. He has experience in project estimating, design, value engineering, and primary electric transmission and substation installation. He is certified in high- voltage cable splicing and a specialist in project controls.

PROJECT EXPERIENCE

Water/Wastewater

Newtown Creek Water Pollution Control Plant
Location: Brooklyn, New York
Employed by: ARCADIS
Role: Electrical and Cost Engineer
Client: New York City Department of Environmental Protection

Mr. Stracuzza served as lead electrical cost engineer, responsible for the negotiation of all electrical change orders, with costs up to $11 million, on seven separate electrical contracts with values exceeding $80 million for the New York City Department of Environmental Protection. Specific duties include reviewing engineer's estimate, reviewing change order scope, expediting cost proposals from contractors, resolving scope issues with the design engineer, negotiating change order costs, preparing reconciliation memo, and conducting follow-up with DEP auditors. Duties also include preparation of change orders and cost estimates for field condition change orders.

North River Water Pollution Control Plant
Location: New York, New York
Employed by: ARCADIS
Client: New York City Department of Environmental Protection

Mr. Stracuzza was assigned to the project in late 2008 on a part-time basis to expedite the negotiation of change orders on Contract NR-35E for the New York City Department of Environmental Protection. He successfully reduced the change order backlog within three months after assignment.

Meadowlands Industrial Park | New Jersey
Mr. Stracuzza conducted the MEP review of eight warehouses. He developed the property condition assessment report along with the Capital Reserve Analysis.

Union Pacific Railroad | Texas
Mr. Stracuzza developed project cost for security infra-structure and buildings for Union Pacific Railroad.

Union Pacific Railroad | Iowa
Mr. Stracuzza developed project cost fora freight railway fueling platform.

Greater New Haven Water Pollution Control Authority | New Haven, Connecticut
Mr. Stracuzza conducted an audit of the operations and maintenance contract. He developed a cost for equipment that required repair or replacement along with cost for work that was required and was not performed.

Construction Management at Newtown Creek Water Pollution Control Plant | Brooklyn, New York
As lead electrical cost engineer, Mr. Stracuzza was responsible for the negotiation of all electrical change orders, with costs up to $11 million, on seven separate electrical contracts with values exceeding $80 million. His specific duties included reviewing the engineer's estimate, reviewing change order scope, expediting cost proposals from contractors, resolving scope issues with the design engineer, negotiating change order costs, preparing reconciliation memo, and conducting follow-up with DEP auditors. His duties also included preparation of change orders and cost estimates for field condition change orders.

Construction Management at North River Water Pollution Control Plant | New York, New York
Mr. Stracuzza was assigned to project in late 2008 on a part-time basis to expedite the negotiation of change orders on Contract NR-35E. He successfully reduced the change order backlog within three months after assignment.

Farmingdale University, Broad Hollow Biotech Center | Farmingdale, New York
Mr. Stracuzza served as senior project manager and estimator. He developed all lighting, high-voltage, low-voltage, emergency generator, and fire alarm design for the design-build of a 50,000-sq-ft state-of-the-art science research and development center at Farmingdale University.

Hofstra University, Audio and Journalism | Hempstead , New York
As senior project manager and estimator, Mr. Stracuzza provided all lighting, high-voltage, low- voltage, emergency generator, and fire alarm design for the design-build of a new audio and journalism building.

ARCADIS

Hofstra University, C.V. Starr Building | Hempstead , New York
As senior project manager and estimator, Mr. Stracuzza provided all lighting, high-voltage, low- voltage, emergency generator, and fire alarm design for the design-build of a new lecture center.

State University of New York at Stony Brook, Physical Plant - Grounding Grid for COGEN | Stony Brook, New York
As senior project manager and estimator for Apartment Housing Complex Phase-II 668 bed dormitory (four buildings), and grounding grid for COGEN electric system:

- Estimates: Completed project take-off and full computerized estimate and analysis.
- Design-build: Created project designs from conceptual documents.
- Scheduled and purchased critical materials: Coordinated equipment submittals and approvals; verified specifications for material quantities.
- Created profit and loss analysis: Tracked project man-hours, materials, and direct overhead.
- Coordinated material purchases: Forecasted critical material quantities and arranged a blanket purchase of these materials.
- Prepared project submittals: Prepared material and equipment submittals, operation and maintenance manuals, and project closeout documents.
- Conducted all project billing: Managed change orders and performed cash flow analysis.
- Attended project meetings: Met with architects, engineers, and clients; coordinated manpower with project progress.
- Staylit Electric: Field Foreman. Specialized in design/build of supermarkets.
- Wastewater Treatment: Various Clients. Northport Sewage Treatment, South Farmingdale Water District, and the Town of Riverhead.

State University of New York at Stony Brook, Apartment Housing Complex | Stony Brook, New York
Mr. Stracuzza served as senior project manager and estimator for Apartment Housing Complex Phase-II 668 bed dormitory (four buildings), and the associated infrastructure additions for the State University of New York at Stony Brook.

CUNY - Bronx Community College | Bronx, New York
Mr. Stracuzza conducted a constructability review, contract review, and developed project cost for a campus wide utility infrastructure upgrade.

Education
BS, Building Construction Management, University of North Florida, 1998

Professional Registrations
Certified Construction Manager (CCM)
CSX On-track Worker Safety Certification
e-RAILSAFE System Certification

Years of Experience
Total – 22
With ARCADIS – 3

Frederick Schneader, CCM

Constructability/Staging/General Engineering Review Team Member

As a Certified Construction Manager (CCM), Fred Schneader has managed and been responsible for all facets of construction management (budget/cost, time/schedule, quality, safety and contract administration) on various types of construction projects, including roads, bridges (AASHTO and segmental), railroad intermodal facilities, passenger railroad systems, and vertical construction (office and warehouse facilities). He has developed several estimating, project accounting and financial reporting tools.

He designed rail expansions on intermodal terminal expansions at Jacksonville, FL; Bedford Park, IL; Nashville, TN; Cincinnati, OH; and Fairburn (Atlanta), GA Conceptual Build-out Plans. He managed terminal office building renovation projects on the entire CSXI network at Charleston, SC; Orlando, FL; Cincinnati, OH; Portsmouth, VA; Savannah, GA; and Tacoma, WA.

He has performed conceptual design of several expansion alternatives for the Port of Tacoma, WA South Intermodal Yard; served as construction manager on several projects at Bedford Park, IL terminal; and provided construction management on $1.2 million maintenance facility at Bedford Park, IL. He was a project manager for the design, and construction management on a system-wide $4.0 million annually pavement management program.

Experience

CSX Intermodal Terminals, Inc.: Worcester Intermodal Terminal Expansion and Reconstruction/ Worcester, MA. As Program Principal-in-Charge, responsible for overall program management, coordination with the client's project management and development of staff assigned to the program. Providing Quality Assurance oversight to verify compliance of all contractual requirements and client expectations are met. Has ultimate accountability to the client for the successful execution of the program.

CSX Intermodal Terminals, Inc.: West Springfield Intermodal Terminal Expansion and Reconstruction/ West Springfield, MA. As Program Principal-in-Charge, responsible to the client for overall program management development, coordination with the client's management and development of staff assigned to the program. Provided Quality Assurance oversight of the project to verify compliance of all contractual requirements. Had ultimate responsibility to the client for the successful execution of this extremely time and budget sensitive project that was executed under continued operations.

Hampton Roads Transit (HRT): Light Rail Transit Program/ Norfolk, VA. As Vice President of Construction, served on the agency's executive staff and had full day-to-day responsibility for all construction management and construction administration activities for the agency's $288 million light rail transit program. The program consisted of nine separate construction contracts.

- Manage, coordinate and supervise all construction activities
- Oversee the Agency's Charge Order Control Process to ensure critical review at all steps
- Track and control construction costs against the project budget to avoid cost overruns
- Manage construction expenses and payment schedules against budget
- Oversee development and implementation of quality control programs
- Represent the Agency in communications regarding program status with other agency/federal, state and city officials and the press
- Coordinate with federal, state and local agencies during project implementation and verifty compliance with their administrative guidelines

Tampa-Hillsborough Expressway Authority (THEA): Reversible Express Lanes Program/ Tampa, FL. Construction Program Manager for the 10.24-mile toll road Reversible Express Lanes Program. The program included four separate construction projects: roadway, bridge and the recovery of the $250 million, 9-mile segmental bridge project which had suffered catastrophic failure during construction.

- Overall management of a CE&I and construction management staff of approximately 40
- Administration of construction contracts
- Management of program budgets
- Management of program schedules
- Review and approval of contractor's monthly pay applications
- Review and approval of contractor's change order request
- Claims avoidance
- Safety coordination
- Project reporting to the Authority's Board

ARCADIS

Education
MBA, Finance, Pace University, 1989
M.S., Nuclear Engineering, Polytechnic Institute of New York University, 1979
B.S., Physics, CUNY New York City, College of Technology, 1974

Years of Experience
Total – 40 years

Professional Registrations
Professional Engineer (NY)

Professional Associations
Water Environment Federation
Construction Management Association of America

Health and Safety Training
Construction Safety Awareness
Health and Safety Orientation – Newtown Creek

Carmine Marra, PE

Constructability/Construction Staging/General Engineering Review Team Member

Mr. Marra has extensive experience supervising the construction and startup of a broad range of engineering projects. Currently, he is the Construction Manager for the Newtown Creek Water Pollution Control Plant, a $4.0 billion dollar construction upgrade, located in Brooklyn, for the New York City Department of Environmental Protection (NYCDEP). As the Construction Manager, he is responsible for all construction management activities associated with the plant's capital improvement program including the management of the resident engineering staff of more than 100 engineers and technical assistants. He also administers the priorities and phasing of multidisciplinary activities for NYCDEP to meet a New York State Department of Conversation imposed Consent Decree to achieve Federal clean water standards.

Project Experience

New York City Department of Environmental Protection – Construction: Newtown Creek WWTP Contract NC-35 / Brooklyn, NY: As Construction Manager since 1998 for the $4.0 billion upgrade of the 310-mgd wastewater treatment plant, New York City's largest, supervises the construction and startup of a broad range of engineering projects. Prepares budgets and billings for construction services as well as the projects staffing plans and forecasting of manpower needs; supervises the staff of 100 engineers, inspectors, and technical assistants; implements electronic document control management and e-mail system; sets standards and guidelines for consistent project management among the various projects; is in daily communication with the client, design engineer, plant operations personnel, and the community; and completes monthly reports and presentations to client management.

New York City Department of Environmental Protection: Owls Head Water Pollution Control Plant / Brooklyn, NY: Managed contract administration, project and construction management for $90-million capital improvement project, including powerhouse building renovation on replacing power and raw sewage handling equipment. Equipment included engine generators, raw sewage pumps, air blowers, grit handling equipment, and influent bar screen equipment.

Nassau County Department of Public Works: Cedar Creek Wastewater Treatment Plant / Wantagh, NY: Construction Manager and Resident Engineer 1988-1998 for the 70-mgd plant, which is located in a residential area on the south shore of Long Island. Because of the sensitivity of the plants location, it was important to minimize adverse effects of construction activities on the community. Construction had to be carefully monitored and controlled, requiring the implementation of construction modifications in an operating plant and installation of odor

control facilities. Responsible for contract administration and project and construction management for capital improvement projects including a $55 million digested-sludge complex, sludge-thickening facility, odor control facility, a $20 million primary sedimentation tank including process air blowers, installation of a 96-in force main and odor control facility, a $5 million water analysis laboratory, and a $29 million RAS building with six 110-ft-diam final sedimentation tanks. Placed facility and equipment into service. Equipment included primary and recirculation gas compressors, air compressors, hot-water pumps, hot-water and sludge heat exchangers, thickened-sludge equipment, odor control equipment, process air blowers, sludge collection equipment, final tank collection equipment, and WAS and RAS pumps. Other facets of construction included installation of timber piles, grout-injected piles, excavation, backfill, steel sheeting, concrete, and HVAC and plumbing systems.

Previous Experience

Stone & Webster Engineering Corporation: Auxiliary Power Plant Systems / New York, NY: Directed and coordinated engineering analyses for design of system, equipment specifications, and supporting calculations. Supervised mechanical designers in preparation of flow diagrams and for compliance with design documents. Provided field inspection and technical support.

Nuclear Power Plant: Texas: Provided technical expertise and guidance to complete critical path method (CPM) activities at Texas facility. Liaison with client and field construction personnel to implement system and equipment design specifications and evaluation of construction modifications. Directed mechanical engineers and designers on design of nuclear facility. Directed computer analyses for special studies and analytical evaluation of data. Implemented government requirements, corporate standards, and QA requirements. Defined scope of work and developed engineering criteria, procedures, and administrative controls.

ARCADIS

Education
BS, Civil Engineering,
Manhattan College, 1993

Professional Registrations
Professional Engineer, PA

Years of Experience
Total – 20
With ARCADIS – 1

Sean Markey, PE

Constructability/Construction Staging/General Engineering Review Team Member, Quality Assurance/Quality Control

Mr. Markey is a Senior Project Manager with considerable experience in the administration, project management, inspection, rehabilitation, design, review, and construction of various freight railroad, transit, traffic, and utility design projects. His experience includes the design of various freight rail related project and passenger rail related projects including catenary systems, catenary structures, and passenger facilities. His career has also encompassed various pipeline design projects and multiple reviews of utility projects. He has reviewed many real estate agreement documents and assists in negotiation of new terms for the agreements. He has experience in the inspection of bridge structures, signal systems and along with environmental assessment capabilities has the ability to coordinate and manager inspection teams on larger scale projects. Many projects that he has been involved with have short schedules and involve coordination of multiple team disciplines to achieve the project goals.

Experience

CSX Transportation: General Engineering Consulting Services Contract. Mr. Markey is the Program Director for this 3-year contract for general engineering services, including but not limited to, preliminary and final design engineering; construction engineering, inspections, administration and management of projects for CSXT. For each project, the actual scope of services will be project specific and will range from very limited to full engineering design and construction management.

Jacksonville Port Authority: Dames Point ICTF/ Jacksonville, FL. Mr. Markey is the Design Development Manager, who will be responsible for overall management of the Dames Point Intermodal Transfer Container Facility design.

CSX Transportation: National Gateway/ Norfolk, Virginia to Greenwich, OH. Project Manager for the Vertical Clearance Improvements for the National Gateway Initiative. National Gateway is a freight intermodal project involving sixty-four (64) vertical obstructions requiring modification, replacement or removal to achieve a minimum of 21'-0" of clearance from top of rail to the bottom of the obstruction. Project Management involves leading several teams of professions with schedule, funding pursuit, design activities and various procurement activities. Project involves modification of 13 mountain tunnels, replacement of the Virginia Avenue Tunnel (Washington, DC), and replacement of several overhead highway bridges throughout the corridor along with other locations involving trails and other railroads. Project packages include the development of several Design-Build Packages for advertisement on complex projects. AECOM has been tasked with providing weekly reports and coordination of this large effort to

progress the designs for all locations through the various identified agencies for review. Funding for the project involves TIGER funding, State Funding from Pennsylvania and Ohio along with all various requirements with ARRA funding. The construction cost is estimated at $360 million for the vertical clearance improvements and $850 million for the total efforts.

CSX Transportation: Greenwich to Norfolk Feasibility Study/ Norfolk, VA to Greenwich, OH. Project Manager for the feasibility study to allow for double stack container shipments to be moved through an identified corridor by CSX. Purpose of the study was to identify the locations for vertical clearance improvements and to provide a recommended mitigation method to achieve increased vertical clearance. Study is the basis for the National Gateway Initiative. The construction cost is estimated at $312 million for the vertical clearance improvements.

Norfolk Southern: Utility Occupation Conversion Program/ Various Locations around Norfolk, VA. Project Manager responsible for the review of existing annual rental accounts for utility occupations on Norfolk Southern. Project requires review of existing agreement terms and negotiation of future amendments to negotiate a one-time payment in lieu of continued annual rent accounts.

Richland Township: Richland Township Traffic Engineer/ Bucks County, PA. Served as the Richland Township Traffic Engineer for two years. Responsibilities included review of developers' proposals and plans in accordance with sound transportation planning and township ordinances. Participated in all board of supervisors meetings and planning commission meetings along with leading the township's facilities and infrastructure committee. Represented the township with the Pennsylvania Department of Transportation on state highway interactions.

Horsham Township: Horsham Township Traffic Engineer/ PA. Served as the Horsham Township Traffic Engineer for two years. Responsibilities included review of developer's proposals and plans in accordance with sound transportation planning and township ordinances. Represented the township with the Pennsylvania Department of Transportation on state highway interactions.

Dresher Road/Saw Mill Road/New Road Intersection Design/ Horsham, PA. Project manager for the design of a new intersection of Dresher Road, Saw Mill Road, and New Road. The design included a new left turn lane from Dresher Road to Saw Mill Road, and design of a forced offset signalized intersection.

SR-1058 (Kulpsville Connector)/ Montgomery County, PA. Project manager for the traffic signal portion of the Kulpsville Connector. This new connector roadway will link Route 309 in Hilltown Township to the Lansdale Interchange of the Pennsylvania Turnpike, a distance of approximately 7 miles. This project entailed the design of 12 intersections along the total route. Design plans were progressed to the preliminary design stage. Responsibilities included discussions with six different municipalities along the route to gain input on specific requirements for the signals.

ARCADIS

Education
AS, Building Construction Sciences, Wentworth Institute of Technology, 1993
BS, Facilities Management, Wentworth Institute of Technology, 1995

Professional Registrations
ICC General Building Contractor License –

Years of Experience
Total – 19
With ARCADIS – 6

Keith Goldberg

Constructability/Construction Staging/General Engineering Review Team Member

Mr. Goldberg has more than 18 years of experience in the construction industry. He has extensive knowledge of all aspects of construction. Mr. Goldberg brings depth and breadth of experience in working with various local trades including mechanical, electrical, structural, roofing concrete and paving. He is widely respected for his leadership as a construction manager both by owners and contractors. Mr. Goldberg is an excellent problem solver and able to resolve complex issues arising during demolition and construction phases of projects. He has extensive knowledge of all aspects of construction. Some of his many responsibilities have included: budgeting, estimating, scheduling, and daily project management responsibilities.

Mr. Goldberg's strong client focus mentality has enabled him to perform repeat business for many of his clients. His team player attitude and collaboration with all team members creates a win-win environmental for all. Mr. Goldberg is able to look at the big picture, work with the team and help identify construction methods and means that would control cost on a project without sacrificing scope or intent, thus saving the client money. This combined with his knowledge and experience in working with many local trades in Connecticut has enabled him to build strong working lasting relationships with trades who value the same ideals as ARCADIS.

Experience

City of Bridgeport: Public Facilities Complex/ Bridgeport, CT. Mr. Goldberg was the Project Manager for this new $13 million, 61,000-sq.-ft. public facilities complex that includes an Emergency Operation Center (EOC) serving nine towns. The Mission Critical EOC is a 16,000-sq.-ft. semi-hardened, and self-supporting building, capable of withstanding a category three hurricane. It houses all 911 emergency dispatch operations (fire, police and medical) for the City of Bridgeport and space for the local and regional emergency operations center. The EOC is the coordination point for several surrounding communities' emergency responder organizations including: police, fire, medical, American Red Cross, as well as Federal, State, and local agencies in the event of emergency such as a major hurricane, blizzard, or terrorist attacks.

Town of North Branford: Edward Smith and Atwater Memorial Libraries/ North Branford, CT. Mr. Goldberg served as Construction Manager on the pre-construction and construction phases for both facilities. The building plan effectively doubled the square footage of each facility while renovating the existing core of both libraries to a modern standard. The combined construction cost was approximately $9.5 million. Edward Smith Memorial Library was

completed three months ahead of the original project schedule. Atwater Library was completed summer 2010.

CSX Intermodal: CSX Intermodal Terminals/ West Springfield and Worcester, MA. Mr. Goldberg served as the Program Manager for the multi-phase re-development project consisting of a $165 million renovation to two CSX Intermodal Terminal facilities located in West Springfield and Worcester, Massachusetts. Mr. Goldberg was responsible for both project sites and the two design-build contractors working on each. Mr. Goldberg was also responsible for the daily operations of each site office and responsible for the review of all proposed change orders, application for payments, and construction schedule.

SOC Group: North End Gateway/ Hartford, CT. Mr. Goldberg served as Pre-Construction Project Manager on this $15 million housing project that consisted of 50 new housing units. Mr. Goldberg was responsible for all pre-construction coordination with the out-of-state design team, HUD, and CHFA. Furthermore preliminary approvals from the building department and City of Hartford were also addressed by Mr. Goldberg.

United States Air Force: Little Rock Family Housing/ Little Rock, AK. Mr. Goldberg served as Corporate Construction Manager on this $122 million military family housing project. Pre-construction services were provided from 2004 to 2005. Construction started October 2005 and was completed in 2009. This was the construction of new and renovation of existing homes located on the military base; a total of 1,600 housing units. This included renovation of the existing geo-thermal heating systems, infrastructure updating, and four separate community buildings.

Hunter Gregory Realty Company: 18 Ridgebury Road – Hotel and Conference Center/ Danbury, CT. Mr. Goldberg served as the property reviewer of an existing hotel and conference center property located in Danbury for Hunter Gregory Realty. A complete review of the building's exterior was accomplished to determine the overall condition of the property. A complete interior review of the entire ten-story complex, including the existing restaurants, conference rooms, and the ballroom facilities. Once completed, Mr. Goldberg developed a comprehensive report, including a seven-year capital improvement plan, and worked with the client to develop a preliminary construction schedule and budget for scheduled renovations to be accomplished the following year.

DEKA: 1999 K Street/ Washington, DC. Mr. Goldberg served as the Mechanical Reviewer of a new high-rise building being finished in Washington, DC. A team of experts was assembled to review the façade, interior construction, and the mechanical and electrical systems of the building for the owner of the property. Mr. Goldberg was responsible for reviewing all the mechanical and electrical systems for the entire building and issuing a detailed report of the findings.

ARCADIS

Education
BS (Civil Engineering)
Northwestern University

Years of Experience
Total – 39
With ARCADIS – 4

Paul Dalida

Constructability/Construction Staging Review Team Member

Paul Dalida has more than thirty years experience as a project manager for complex tunnel, rail and large construction projects He has extensive rail experience including construction and design interface for multiple heavy civil building and tunnel projects, related utility relocations, projects for transit authority clients and international rail projects. His experience also includes technically challenging projects at the PM/CM level focused on innovative construction and scheduling solutions.

Experience

New York City Department of environmental Protection: Tallman Island Water Pollution Control Plant/ Queens, NY. Construction Manager. Joined existing project with a projected number of 400 change orders and significant schedule delay. The critical milestone for compliance with a mandatory judicial consent order date was in jeopardy of not being met. Directed mobilization of project controls resources and reorganized project communications, interactions, and accountabilities to the appropriate entities resulting in increased cooperation and coordination significantly enhancing the probability of completing facilities enabling complyance with the mandated consent order date.

New York Metro Transit Authority: East Side Access/ NY. Program Manager - Manhattan. Direct responsibility for all projects including tunnels and cavern and shaft excavation utilizing two tunnel boring machines, drill and blast excavation and roadheader excavation, includes all track and system contracts that will be installed in the tunnels and caverns. Managing the General Engineering Consultant to MTA for the entire construction phase and managing the underpinning and load transfer structures for high rise and historic buildings in midtown Manhattan to facilitate tunnel and cavern excavation. Total tunnel excavation is approx 32,000 lf of 22 ft diameter hard rock tunnel and 700,000 CY of cavern rock excavation. Subsequent to the tunneling responsible for build-out of approximately 300,000 SF of retail, office and public area space adjacent to Grand Central Terminal.

Florida DOT: Port of Miami Access Tunnel/ Miami, FL. Senior Project Manager responsible for proposal preparation, constructability, design, and value engineering reviews for the Design/Build team proposal to the concessionaire bidding for the TBM highway tunnel in Metropolitan Miami connecting the existing Interstate High Infrastructure (I-95) to the existing Port of Miami surface roadway system. In addition to the 6,000 LF of 41' diameter TBM tunnels, the project included 8,000 LF of approach roadway structures (cut and cover tunnel and U-wall structures), 7,400 LF of interstate highway bridge widening (under traffic), 14,800 LF of highway

relocation and reconstruction including ITS and SCADA components, and ancillary support structures for ventilation and traffic management. As the project is located in a congested urban area, all work was planned as phased construction optimizing off hours operations to minimize impact to existing traffic patterns and flows.

Washington Metropolitan Transit Authority: Dulles Metrorail Extension. Construction Operations Manager responsible for the Constructability, design, value engineering and operational reviews of Preliminary Engineering and Design/Build documents for the Dulles Metrorail Extension, a $3.6 billion (23 mile double track with 12 stations) extension to the existing WMATA system. Included are 6 miles of elevated structures (conventional steel & precast beam and slab construction as well as precast segmental systems), 4,000 LF of NATM and 33,400 LF of TBM tunneling, 15 miles of at-grade construction, 4 elevated, 1 underground and 7 at-grade stations, and a maintenance/storage facility to accommodate a fleet of approximately 280 transit vehicles.

Massachusetts Bay Transportation Authority: Canton Viaduct Rehabilitation/ Canton MA. Chief Estimator and Operations Manager overseeing reconstruction of a 600-foot masonry bridge structure built in 1830 that carried Amtrak Northeast Corridor and MBTA Commuter service. The work involved two-phased upgrading of existing structure including pin pile installation, concrete structural work, large precast deck beam installation and historical renovations to accommodate 140 MPH high-speed rail service for Amtrak's Northeast Corridor Electrification Project. Work performed under traffic and adjacent to existing commuter and inter-city passenger operations, approximately 50+ high-speed trains per day. Responsibilities included interfacing with Amtrak Northeast Corridor, Conrail Operations and Maintenance, and local and state agencies while maintaining railroad operations and public transportation facilities.

Southern California Regional Rail Authority: Mission Tower Project. Assumed project management responsibility for all operations and engineering for delayed project. Achieved on-time and under-budget completion of a rehabilitation project including earthwork, drainage, and track reconstruction with difficult access and restricted work areas.

Maryland Transportation Authority: Baltimore Central Light Rail Line/ MD. Resident Engineer, supervised construction inspection, contraction administration, and claim negotiations and prepared schedules and estimates for several projects. As Design Coordinator, served as liaison between government agencies for design and permitting issues. Prepared and gave presentations to community, governmental, and professional organizations. Also prepared conceptual and baseline civil and systems estimates for $400 million.

Massachusetts Highway Department: Summer Street Bridge Reconstruction/ Boston, MA. Operations Manager overseeing reconstruction of a 700' reinforced concrete historic bridge structure that carried Summer Street across Reserved Channel. All work executed under traffic maintaining vehicular capacity except for specified off peak outages.

ARCADIS

Kevin D. Ouellette, PE

Senior Claims Consultant

Education
BS, Civil Engineering, Roger Williams University, 1978
AS, Law, University of Bridgeport, School of Law, 1984
AS, Architecture, Roger Williams University, 1976

Years of Experience
Total – 37
With ARCADIS – 6

Professional Registrations
Professional Engineer: Connecticut
Certified Safety Professional
Contractor's License Qualifier: State of: California, Nevada, Louisiana, Connecticut
Professor of Engineering, Central Connecticut State University

Additional Training
Mobile Cranes and Rigging - Crane Institute
Blasting - DuPonte Blasting
Seismographs - TI Seismic Monitoring

Software Expertise
Primavera – P6 Certification

Awards
Engineering Citation – Rhode Island Engineering Society
Reel of Merit – Toronto Film Association

Mr. Ouellette is a licensed Professional Engineer and Contractor with more than 37 years of experience in the construction industry. Mr. Ouellette has acted as an expert witness and has appeared as a guest speaker across the country on subjects relating to construction claims and inherent liabilities.

Mr. Ouellette has directed teams of architects, engineers and contractors in the development of cost-to-complete estimates, preparation of expert reports, construction supervision and claim analysis. This includes the preparation of critical path schedules, performing cost schedule analysis, damage analysis and technical issue assessment on a variety of matters including heavy-highway, bridges, airports, hospitals, commercial and school projects. This also involved several unique projects such as the Washington Monument and the Capitol Building Dome in Washington, DC.

Previously in his career, Mr. Ouellette was the Vice President of Operations for the largest suspended access rigging firm in the nation. This position included the management and execution of numerous design-build projects. Mr. Ouellette was the point-of-contact person responsible for the estimating, design, manufacturing and construction activities within the US and internationally.

PROJECT EXPERIENCE

New York City Rapid Repairs Program | Queens, New York
Mr. Ouellette is the Project Manager on a $100 million, first of its kind effort to quickly restore power and heat to 12,555 homes devastated by Hurricane Sandy. The initiative was created as a way to divert funds from housing homeless residents to fixing the permanent issue by repairing homes. Within two months from the project mobilization, more than 10,000 houses were repaired under the program. The ARCADIS team provides management support for detailed activity and cost tracking requirements to document compliance with FEMA directives.

Nouvelle Auto Route 30 CJV | Montreal, Quebec
Mr. Ouellette is the Project Manager of an international team performing an analysis of the claims on this $1.7 billion project. The project involved 42 kilometers of two-lane divided highway including bridges over the St. Lawrence River and the St. Lawrence Seaway. The project was namely the design, construction, financing, operation, maintenance and

rehabilitation of Auto Route 30 completion in the Montreal region. ARCADIS was chosen to assist the with the document review, claims analysis, and the presentation of the construction related claim issues. This included the design and construction activities inclusive of contract awards and construction issued change orders.

Charter Oak Bridge
Location: Hartford, Connecticut
Employed by: Morrison-Knudson Co. Inc.
Role: Risk Assessment
Client: Connecticut Department of Transportation

For the Connecticut Department of Transportation, Mr. Ouellette was involved in the risk assessment program including issues such as plan review for tandem crane picks from barges to erect sections of the structural steel. This was a new construction to replace the existing bridge over the Connecticut River.

Baldwin Bridge
Location: Old Saybrook, Connecticut
Employed by: Perini Corporation
Role: Risk Assessment
Client: Connecticut Department of Transportation

Mr. Ouellette was involved in the risk assessment program including the fabrication and erection of precast structural concrete sections for this new bridge to replace the existing bridge over the Connecticut River.

Salt Storage Facility
Location: Warwick, Rhode Island
Client: Rhode Island Department of Transportation

Mr. Ouellette was responsible for the coordination and completion of the Salt Storage Facility for the Rhode Island Department of Transportation. During the erection of the original wood truss construction, the truss system collapsed. The roof truss failure along with other factors lead to the default of the original contractor on this project. Mr. Ouellette was responsible for the assessment and coordination of the project through the surety performance bond. A new roof truss system was fabricated and installed.

Route 9 Rest Area Improvements | Templeton, Massachusetts
Mr. Ouellette reviewed the project status after the original contractor defaulted. For these improvements to the Route 9 rest area, he solicited and supervised a completion contractor to complete the original scope of work.

Toronto Transit Centre | Toronto, Ontario
Mr. Ouellette is the Project Manager on an international team of analysts and experts to review and assess the dewatering delay claims on this project. The Vaughn Corporate Centre Station is a multimodal subway station located on the Toronto – York Spadina eight mile subway extension. The station features a domed shaped structure with a cool roof with apertures for viewing. The station is designed to maximize the use of sunlight to reduce electrical consumption. The construction of the station involves extensive dewatering operations and detailed phasing plans to accommodate existing overhead and below grade utilities. ARCADIS' role is to assist in the project schedule assessment to evaluate inherent issues impacting the overall progress of the project. ARCADIS is solicited as an independent consultant to be part of a joint-venture with EC Harris. The original contract value was $197,821,000 and commenced construction on July 13, 2011. The project is scheduled for a 2014 completion.

Bronx County Hall of Justice | Bronx, New York
Mr. Ouellette is the Project Manager of a nationwide team of analysts and experts to review and assess the submitted claims on this project. The new $421 million Bronx County Hall of Justice is an impressive and highly visible courthouse covering two city blocks. This 778,000-sq.-ft. building consists of 47 court rooms. Construction was completed in 2008 with nearly $100 million in cost overruns, differing site conditions, design errors and omissions, delays, and defective construction. ARCADIS was chosen to assist the New York City Law Department with the document review, claims analysis, and the problem solving of ongoing building issues. This included the review and analysis of a two story underground parking garage. The use of parking garage was delayed due to structural deficiencies resulting from misplacement of reinforcing steel in the concrete decks during the construction.

Phase 4, Part B, Contract 3 | Trumbull, Connecticut
Mr. Ouellette is serving as Claims Analyst on this $20 million project. The project involves installing sewer pipe in residential neighborhoods. The owner is accusing the contractor of incorrectly installing over 50% of the pipe runs. Mr. Ouellette is responsible for reviewing the pipe videos and contract records to recommend to the Mark IV which pipe runs should be repaired.

Phase 4, Part B, Contract 4 | Trumbull, Connecticut
Mr. Ouellette is serving as Claims Analyst on this $30 million project. The project involves installing sewer pipe in residential neighborhoods. The owner is accusing the contractor of incorrectly installing over 50% of the pipe runs installed to date. Mr. Ouellette is responsible for reviewing the pipe videos and contract records to recommend to the Mark IV which pipe runs should be repaired.

Hirani Group

Laura A. Casey CSP, CHST, CET, EMT-P

Health and Safety Officer

Education:

- Doctor of Philosophy (candidate), Occupational Safety, Century University
- MSHA, 2012, 40 hour Worker Certification, Broomfield, CO
- Master of Science, 2003, Occupational Safety & Health Administration, Century University
- Field Safety Corp., 2001, 40 hour HAZWOPER, West Hartford, CT
- SRS Workshop, 2001, OHST Prep. Workshop, Las Vegas, NV
- OSHA Outreach, 2000, OSHA 500 Construction Outreach, Massachusetts
- Black & Veatch, 2000, OSHA Scaffold Compliance, Milford, CT
- Black & Veatch, 2000, OSHA 10 & 30 hr. Construction Safety, Missouri
- Liberty Mutual, 2000, Substance Abuse Recognition, Connecticut
- Liberty Mutual, 2000, Accident/Incident Investigation, Connecticut
- RCRA/DOT/HMT, 1999, Hazardous Materials Shipping, New York, NY
- Bachelor of Science, 1990, Biomedical Photography, UCONN

Certifications:

- Certified Safety Professional Board of Certified Safety Professionals
- Construction Health and Safety Technologist Board of Certified Safety Professionals
- Connecticut Licensed Paramedic Certified Environmental Safety Trainer — NESHTA
- Construction Industry Technician - NAWIC

Years With Firm:
2

Years With Other Firms:
17

Experience:
17 years of experience as an Environmental, Safety and Health professional. She is highly adept in identifying gaps and/or risk exposure in operations as well as developing and implementing strong systems of checks and balances.

Professional experience includes:

October, 2013 – Present
Construction Safety & Health Management Services for DEP Capital Projects – Safety Officer. Providing safety services for the rehabilitation of educational facility including controlled inspection on an as-needed basis.

2001-2013
MWH Constructors, Vice President/Global Director EHS, Broomfield, CO

- Provided technical and administrative direction on all health and safety programs which are of critical importance to overall corporate objectives, operations and profitability.
- Collaborated with project management and other senior leadership in the development and revision of all safety policies, procedures, processes and programs.
- Oversaw and enforced compliance with OSHA, EPA, MSHA and DOT Regulations, as well as Local, State and Federal Environmental and Safety Regulations pertaining to company operations while maintaining awareness of any regulatory amendments.
- Developed, implemented and managed internal environmental, safety and health program for 1500 employees and several hundred sub-contractors throughout construction operations in the United States and the United Kingdom
- Provided consultation services to internal and external clients regarding a variety of environmental health and safety issues
- Developed and implemented ISO compliant document control system
- Developed and delivered training and workshops on safety topics and developed safety culture in various international locations including: United Kingdom, Africa and various nations represented at international events hosted in Washington, DC and Chicago
- Managed 15 — 30 site safety professionals assigned to various projects. Projects included mine tailings pile environmental remediation, tunnel and shaft construction, tunnel boring, micro tunneling, base build construction, environmental compliance remediation, infrastructure and demolition.

2004-2011
Malcolm Pirnie / Arcadis-US, White Plains, NY
Construction Safety Manager

- Managed internal safety and health program for several hundred construction group and design employees under a CM safety program for multiple projects in New York City totaling in valued at over 10 billion dollars
- Incident and accident investigation and reporting with root cause analysis
- Provided management and investigation of workers compensation claims and general liability claims
- Provided safety training and program over-site; air monitoring and sampling of organic compounds; application of State, local, OSHA, EPA and DOT regulations
- Created various programs, and policies; training classes; boot program; safety eyeglass program; return to work program; industrial hygiene monitoring; hazardous waste remedial activities, site safety orientations, job hazard analysis
- Managed a staff of thirteen safety engineers on multiple projects with daily site inspection and compliance audits
- Calculation of annual EMR; OSHA recordable rates; incident rates; lost workday rates and severity rates
- Site safety oversight during subcontractor building demolitions, oversight of remediation activities to correct deficiencies and bring all job sites to full safety and health compliance levels.
- Projects include tunnel and shaft construction, tunnel boring, micro tunneling, base build construction, hazardous materials remediation, roadway construction, utility work, infrastructure and demolition, S&OR Audit North Alaskan North Slope

2003-2004
Waters Construction Company, Bridgeport, CT
Safety Director/ Risk Manager

- Managed an internal safety and health program for 150 employees for a heavy highway civil contractor.
- Developed, managed and monitored pollution control policies
- Negotiated insurance policy renewals with agents and insurers and provided workers compensation claim management and investigation and general liability claim investigation
- Monitored loss reserves and managed them proactively
- Provided safety training and over-site of confined space entry operations; air monitoring and sampling of organic compounds; application of state and local regulations, OSHA, EPA and DOT regulations
- Provided site safety oversight during subcontractor small building demolitions, industrial hygiene monitoring; oversight of remediation activities to correct deficiencies and bring all job sites to full safety and health compliance levels.
- Provided incident and accident investigation and reporting with root cause analysis
- Conducted daily site inspections; equipment and fleet safety inspections; safety orientations; respiratory fit testing; new hire, random and reasonable suspicion NIDA 5 panel drug testing
- Maintenance of OSHA 300 log; cellular communication program; workers compensation files; inspection files; general liability claims and associated files; annual EMR; OSHA recordable rates; incident rates; lost workday rates and severity rates
- Created policies and procedures; job hazard analysis; various programs, and policies; training classes; boot program; safety eyeglass program; return to work program

2001-2003
HANDEX GROUP, INC., Monroe, CT
Regional Corporate Environmental Health and Safety Manager

- Managed internal Health and Safety Program for 250 employees within seven offices in the Northeast and Mid-Atlantic regions for industrial government and manufacturing clients with six office health and safety coordinators
- Provided oversight of training programs; internal programs and policies development and implementation
- Conducted industrial hygiene monitoring programs in manufacturing, construction and hazardous waste environments; hazardous waste remedial products
- Provided oversight of confined space entry operations; air monitoring and sampling of organic compounds; safety during building demolitions prior to environmental and/or construction work; application of OSHA, State, DOT, EPA and local regulations on construction and hazardous waste sites to provide compliance and employee protection
- Developed and implemented emergency response plans for numerous projects
- Managed worker's compensation claims; identified and evaluated control risk loss exposures
- Provided site inspections and regulatory compliance audits and developed loss trend analysis reports; conducted employee exposure studies
- Provided job hazard analysis and incident and accident investigation and reporting with root cause analysis
- Trained in house employees and customers in applicable Environmental, Health and Safety courses
- Created an external Health and Safety Program to defer cost of internal program which was profitable in six months and had no internal cost to the company

2000-2001
Masthead International, Inc., Hudson, MA
Safety Director

2000
Black & Veatch Construction Co., Milford, CT
Paramedic/Safety Specialist

Hirani Group

Dimitrios Lambros

Safety Engineer

Education:
BS, Safety Engineering Technology, Almeda University, 2010

Business Administration, Orange/Rockland County Community College, 1984

Certifications:
- OSHA 500 Authorized Trainer in Occupational Safety and Health Standards
- 40 hr. HAZWOPER Certified
- First Aid Certified
- CPR/SED Trained
- MTA/LIRR Roadway Protection Trained

Years With Firm:
3

Years With Other Firms:
10

Experience:
Mr. Lambros is an experienced safety engineer with the several MTA Agencies as well as private contractors. He has more than 12 years of experience in managing the construction and contractor safety program for large scale transportation infrastructure projects. Since joining Hirani in 2011 he has been providing safety services on the 2nd Avenue Subway.

Professional Experience:

2011 – present
Safety Engineer. Second Avenue Subway. Responsible for safety audits and reviews of contractor safety program for Phase 1 and 2 of the project.

2007-2010
Project/Area Safety Manager
Project Manager at a problematic East side Manhattan site. Site work included environmental remediation, SOE, caissons, tower crane foundation and structural foundation.
- Coordinated with multiple subcontractors, multiple agencies (MTA, FDNY, DOB), Construction Managers, implemented safety/cost saving measures and executed a critical timeline project schedule.
- Conducted bi-weekly site safety inspections and audits at all sites within the 5 boroughs and New Jersey.
- Performed new hire on-site orientations. Assisted Project Managers in the development of Activity and Job Hazard Analyses (AHAs and JHAs).
- Assisted in the development and implementation of a safety program to lower company EMR.
- Conducted and analyzed safety incident investigations through incident report forms as required with emphasis on fact finding and effective use of witnesses.
- Reviewed work environment and methods to provide accident protection for employees, customers and the public.
- Researched OSHA standards and NYC/NJ DOB regulations to determine company compliance.

2007
General Contracting Partner/Super/Safety Manager, Family Owned Business
- Development and construction of light commercial turnkey projects, affordable turnkey housing and high end turnkey housing (2006-2007 revenue: $4-6 Million)
- Developed prospective properties, performed earthwork (grading, road infrastructure, foundations, utilities, etc.).
- Negotiated the purchase of light equipment (loaders, excavators).
- Developed a safety culture within the organization resulting in no lost time accidents and minimal recordable incidents.

Community Service & Key Accomplishments:

2001-2005

Orange County Legislator

Served 4 years as the representative of the 8th legislative District, Orange County Legislature.

- Established and implements to 30 Year Master Plan
- Appointed to weekly statutory committee meetings
- Physical Services
- Personnel and Compensation
- Health and Mental Health
- Ways and Means
- Labor relations Advisory

1993-Present

Grass Roots Activist

Mothers Against Drunk Driving (MADD)

- Founder of the Orange County Chapter
- Lobbied Albany for tougher DWI Laws
- Counseled court appointed Teen Impact Panels about substance abuse
- Lectured to several thousand High School students about alcohol and drug abuse.

Hirani Group

Joseph Anthony Mazza

Safety Engineer

EDUCATION:

SUNY Cobleskill- Business Administration
SUNY Westchester- Liberal Arts and Social Sciences NYU- Construction Management and Real Estate

TRAINING/CERTIFICATIONS:

Construction Health and Safety Certificate
30 hour OSHA workshop 2/15/2008
Registered Construction Superintendent
10 hour OSHA workshop 12/29/2007
32 Hour Rigging Foreman
32 Scaffold Erector
4 Hour Scaffold User
16 Hour Suspended Scaffold User
Hazwoper Certification
Risk Management
Confined Space Certified
Certified Crane Inspector
40 Hour SSM Class Certification
CHST Class completion
Mast Climber User certification 2009
Geothermal Heat Pump Installers Workshop 6/8/2006
CAGNY Superintendent's Training 2/10/2004
OSHA 7500 Introduction to Safety and Health Management
OSHA 3095 Electrical Standards
OSHA 7600 Disaster Site Worker
OSHA 3010 Excavation, trenching and Soil Mechanics
OSHA 7845 Recordkeeping Rule
OSHA 2225 Respiratory Protection
OSHA 7505 Accident Investigation
OSHA 7405 Fall Hazard Awareness
OSHA 510 Occupational Safety and Health Standards for the Construction Industry
Systems of Safety Applied to Construction Focus Four Hazards
NYC Construction Site Fire Safety Manager
#[redacted]

COMPUTER SKILLS:

Proficient in ProLog, Expedition, MS Word, Excel, and the Internet

EXPERIENCE:

Mr. Mazza has 11 years of experience in the engineering field providing safety and inspection services.

Specific experience includes:

Safety Inspector, 2nd Avenue Subway, MTA NYCT.
Responsible for safety audits and reviews of contractor safety program for Phase 1 of the project. *March 2012 to present*

Safety Inspector for the MTACC:
November 2010 – February, 2012

- Managed a team of Safety Professionals working on the Fulton Street Transit Center.
- Conduct Daily Safety Inspection walk of the Projects
- Review of Preliminary Contract Specifications 1 S, Safety
- Review Accident Prevention Programs
- Review Safety Engineer/Supervisor Qualifications, Conduct Interviews
- Participate in Qualifications Hearings
- Participate in Construction Kick-Off Meetings
- Conduct Safety Kick-off Meetings
- Conduct Safety Compliance Assessments at Construction work sites
- Perform Safety Compliance Assessments of the Construction Manager's Office
- Conduct and/or Coordinate Accident Investigations of Worksite Injuries
- Act as a resource for Safety Technical advice to Construction Management
- Review Safe Work Plans
- Coordinate safety oversight with the MTA OCIP Group
- Develop, review and update Safety Documents (Contractor Specification 1 S-Safety Project Management Procedures, Assessment Report Forms, etc.
- Develop and Maintain a Safety Management Database
- Conduct Quarterly audits of all contracts at the Fulton st. Transit Center

October 2008 – November 2010

- Safety Inspector in charge of 47 schools in the Borough of Queens
- Inspect all scaffolds, excavations, flood elimination, etc.
- Review Site Safety Plans for Approval
- Coordinate Safety meetings with trades on a daily basis
- Assure the safety of the general public
- Assure all workers have 10 Hour OSHA Certification
- Assure the GC holds Toolbox talks on a weekly basis
- Check all permits, DOT, DOB etc.
- Generate reports of construction sites inspected

Assistant Superintendent, Pavarini McGovern
July 2007 – October 2008
240 Park Ave South

- 18 story high end condominium
- Follow and update project schedule
- Coordinated all trades on day to day activities
- Coordinated all outstanding items to be completed on the punch list
- Implemented all safety procedures
- Reviewed shop drawings

Standard Hotel

- 20 story hotel from ground up
- Coordinated all trades on day to day activities
- Coordinated all outstanding items to be completed on the punch list
- Implemented all safety procedures

Superintendent, GC Contracting
July 2006 – May 2007
Baruch College

- 15,000 sf multipurpose room upgrade
- $100,000 audio system installed
- New isolated ceiling throughout space
- MEP upgrade throughout
- Implemented all safety procedures
- Reviewed shop drawings

JWT Advertising

- Renovation of a 10,000 sf space
- MEP upgrade throughout
- New cabinets, countertops, flooring, ceiling
- Implemented all safety procedures

Empire State Building

- Demolition of 11"' and 13th floor (36,000 sf each)
- Demolition and renovation of 25 b4hrooms
- MEP upgrades in office spaces on 10th floor, 271h floor, 43rd floor and 52nd floor
- Implemented all safety procedures

Assistant Superintendent, Bovis Lend Lease
July 2002-April 2006
Office of Emergency Management

- Maintained daily reports
- Supervised the demolition of the existing building along with asbestos removal
- Assumed responsibility for coordinating meetings with the Parks Department
- Assisted with making decisions with OEM/DDC and Bovis on anything that pertained to Parks Department guidelines

- Implemented any and all safety procedure relevant to Bovis and OSHA's standards
- Collaborated with co workers and maintained a positive rapport
- Promoted self-confidence and individualism throughout project

Jacobi Medical Center, Bronx, NY

- Assisted MEP supervisor with any and all coordination work
- Coordinated work with the brick layers and masons to keep schedules on track
- Maintained daily reports
- Implemented any and all safety procedures relevant to Bovis and OSHA's standards

Project Engineer/Assistant Superintendent, Bovis Lend Lease, 200 Park, Ave, NY, NY
March 2001 – July 2002
World Trade Center/ Disaster Recovery Project

- Maintained daily reports
- Hourly check of equipment
- Assured new equipment was provided on sight if broken and or damaged
- Managed all memorial steel that left the sight
- Responsible for all sight photography
- Department of Design and construction-Capital Improvements Program
- Forwarded submittals to A-E for review and approval
- Assisted in negotiation of change orders
- Daily reports

Hirani Group

Jaikrishen K. Lal, P.E.

Site Safety Manager

Education:
M.S., Civil Engineering, Columbia University

Registrations/Certifications:
P.E. New York State
Site Safety Manager, NYC – DOB
Construction Fire Safety Manager – NYFD
OSHA 500, Trainer in Construction Safety
Instructor, Construction Safety, OSHA 10 & 30 Hour courses at Nassau Community College

Years of Experience:
31

Experience:
Mr. Lal is an experienced safety engineer with the several NYC Agencies as well as private contractors. He has more than 31 years of experience in managing the construction and contractor safety program for large scale projects.

Project Experience includes:

May 2014 to present:
Upper West Side, New York
Full Time Safety Inspector Façade: Providing Safety Inspection services on a high rise luxury condominium building to ensure safety while façade renovation is being done.

September 2013 to May 2014:
PS 311Q, Queens, NY
Supervision of all the safety concerns as per the NYCDOB codes, OSHA & the codes prescribed by New York City School Construction Authority at demolition & excavation stage.

July 2012 to August 2013:
United Nations, Facilities Management Services, New York.
Administrative/ Safety Engineer: Oversee major reconstruction of Secretariat, Conference and General Assembly Buildings estimated at $2.0 Billion. Administered Computer Assisted Facilities Management Consultant Contract. Ensured that all Contract work performed conforms to the UN regulations, NYC DOB & OSHA Codes. Attended meetings with the Designer, Construction managers and Contractors to review progress and schedules.

March 2012 to July 2013
HLS Builders Corp. Inc. Freeport, New York. Safety Engineer: Ensured that all work performed on a new 11- story building in the Bronx conformed to the NYC Building Code, Site Safety Plan and NYC DOB and OSHA regulations. Met weekly with the Project Managers, sub-contractors and Superintendents to review job progress, special inspections and Safety regulations. Prepared daily progress and safety reports.

April 2011 to Dec 2011
Technico Construction Inc., LIC, New York. Safety Engineer: Ensured that all work performed to conforms to the NYC Housing Authority Contract specifications. Inspected all sidewalk sheds, scaffolds and cranes were operated safely to ensure the safety of residents on a $10.0 Million exterior renovation of NYC Housing Authority Buildings in Brooklyn, N.Y. Attended weekly progress meetings with the NYC HA representative, Construction Managers and Contractors to ensure that all work performed was safe and complies with OSHA regulations.

August 2010 to March 2011
Gandhi Engineering, New York, NY. Resident/Safety Engineer: NYC Housing Authority, Owner's representative. Inspected NYC Housing Authority Buildings in Brooklyn NY on an exterior renovation contract estimated at $33.0 million. Inspected all work to comply with the NYC – DOB Special inspections requirements. Signed off on all the inspections for the NYC – DOB. Prepared payment requisitions; authorized change orders based on the field inspections. Ensured that all materials conformed to the Contract Specifications. Attended weekly meetings. Prepared inspection reports for the NYC Housing Authority.

Nov 2006 to August 2010
Town Of North Hempstead, Manhasset, New York, In-charge of Building & Safety Department. Ensured that all construction in the Town conformed to NYS Building, OSHA and Zoning Codes. Supervised 20 inspectors to ensue NYS required inspections were performed on all properties under construction in the Town, residential, industrial and commercial. Met regularly with the owners, Real Estate Agents, Attorneys and Council persons to review applications to issue permits and sign off Certificates of occupancy. Guideed the inspectors and advised the Town Supervisor, Town Attorney and the Building Commissioner on a regular basis on all technical matters.

June 2003 to Nov 2006: Nassau County Community College, Garden City, NY
Director of Special Projects: Construction of New Science building, estimated at $40.0 million. Prepared Scope of work and RFP to solicit bids from design Consultants. Recommended most qualified Consultants to the selection committee. Met routinely with the Nassau County Public Works Department officials in selecting a final consultant to award the design contract. Administered façade repair Contract estimated at $10.0 million. Supervised ADA compliance contracts for ramps and automatic doors from inception to completion at the College. Administered Plaza Restoration Contract estimated at $10.0 million Contract. Advised the Senior College executives on College technical and Safety.

1999–2003
NYC School Construction Authority, LIC, NY. Senior Construction Assessment Specialist.
Supervised Construction of new School Buildings to ensure that all controlled inspections are conducted in accordance with the NYC Building and OSHA Codes in all boroughs of NYC valued over $500.00 million dollars. Performed technical/Safety inspections to ensure that all Contract work is performed per Contract Specifications, and NYC Building/OSHA Codes. Ensured that the quality of work conforms to generally acceptable engineering standards. Also, Performed Building Code sign-off inspections. Ensured that all work was in compliance with the Site Safety Plans OSHA regulations.

1982-1998:
NYC Housing Authority, 90 Church Street, NY, NY 10007
In-charge of Structural Engineering/Safety Department, monitor construction contracts on the Housing Authority Buildings in all boroughs of NYC. Supervise a technical staff of 20. Ensured that all contract work is performed in conformance with the Contract documents, NYC Building codes, Housing Authority regulations and OSHA regulations. Approved payment requisitions, Safety Plans, change orders and advised senior managers on all technical matters. Prepared Contract specifications for emergency contracts. Approved Safety inspectors.

4 - APPENDIX C - Financial Information

ARCADIS

Infrastructure · Water · Environment · Buildings

July 03, 2014

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

Bid/Proposal Custodian:

In accordance with the Financial Information pre-requisites for RFP (38268), we have attached a certified copy of ARCADIS U.S., Inc. and Subsidiaries financial statements as of December 31, 2013 and 2012, including applicable notes.

The aforementioned financial statements are more than forty-five (45) days prior to the Proposal Due Date. Therefore, we are also providing this letter stating that the financial condition of ARCADIS U.S. Inc. and Subsidiaries has not changed substantially from the financial condition per the financial statements referenced above.

Very truly yours,

ARCADIS U.S., INC.

Peter G. Dyke
Executive Vice President, Chief Financial Officer

Confidential Financial Statements are included within the hard-copies of this submission only

5 - APPENDIX D - Standard Subconsultant Agreement

ARCADIS
AGREEMENT FOR SUBCONTRACTOR SERVICES

SCHEDULE A – GENERAL TERMS AND CONDITIONS

1. WORK / SERVICES.

SUBCONTRACTOR represents that it possesses the necessary skills and experience to provide the requested Services, including on-call emergency services ("the Work" or "the Services"), though nothing in this Agreement shall obligate ARCADIS to request any Services from Subcontractor. SUBCONTRACTOR shall diligently perform all Services, furnish all labor and materials and perform all tasks necessary to produce all of the deliverables required and perform all of the Work reasonably implied or inferred in each duly executed Work Authorization issued under the terms of this Agreement, its Schedules and Exhibits, as well as all other documents attached to or incorporated by reference as forming a part of this Agreement. SUBCONTRACTOR shall comply with all applicable laws and regulations of any governmental agency having jurisdiction (including any requirement to obtain and maintain any permits, licenses, or approvals) in order to complete the Work described in each Work Authorization issued hereunder. SUBCONTRACTOR agrees to commence and complete the Work in accordance with any schedule incorporated into this Agreement, or any duly executed Work Authorization, or any schedule submitted by SUBCONTRACTOR and otherwise accepted in writing by ARCADIS; and with respect to any Changes, out of scope or additional work, SUBCONTRACTOR shall expeditiously perform such work according to any schedule therefore agreed to by the parties.

SUBCONTRACTOR shall designate a competent representative at each location SUBCONTRACTOR is performing services for ARCADIS ("Site") and shall do no work unless its representative is present. SUBCONTRACTOR's representative shall be in full charge of the Work and all instructions or notices given to him or her shall be binding as if given to SUBCONTRACTOR directly.

2. COMPENSATION.

SUBCONTRACTOR shall be compensated for Work satisfactorily completed in accordance with the terms and conditions of this Agreement, as agreed between the Parties in each duly executed Work Authorization.

3. PAYMENT.

3.1 SUBCONTRACTOR may invoice ARCADIS after it has completed the Work, or portions thereof, and any required corrections to the satisfaction of ARCADIS, and delivered in accordance with the terms of this Agreement all maintenance and operating instructions, schedules, guarantees, Bonds, certificates or other evidence of insurance required hereunder, certificates of inspection, marked-up record documents, required itemizations and other documents required for progress payments. ARCADIS prefers to pay via ETF (Electronic Funds Transfer), therefore prior to the first invoice contact the AP hotline noted on the cover page and provide: your ABA routing number, bank account number, name on the account, your ARCADIS project manager's contact name (first and last name) and the ARCADIS 12-digit project number to ensure timely payment. ARCADIS agrees to pay SUBCONTRACTOR within fifteen (15) days of ARCADIS' receipt of payment from Client for SUBCONTRACTOR's satisfactory Work which has been accepted by the Client. SUBCONTRACTOR expressly agrees that it shall be a condition to any payment that ARCADIS shall have received payment from the Client for such work of the SUBCONTRACTOR, and that such payment by the Client to ARCADIS shall be an express condition precedent to ARCADIS' obligations to pay SUBCONTRACTOR hereunder, and that ARCADIS shall have no obligation to pay SUBCONTRACTOR until and unless payment for such work is made to ARCADIS by the Client. However, in the event ARCADIS' Client disputes or otherwise withholds a payment to ARCADIS, which payment includes some non-disputed portion due SUBCONTRACTOR, ARCADIS will make all reasonable efforts to secure release of the non-disputed portion of payment from its Client, including separately invoicing Client for the SUBCONTRACTOR'S portion of the services. Payment of any SUBCONTRACTOR invoice by ARCADIS shall not be deemed final acceptance of the Work or a waiver or any right, claim or defense that ARCADIS may have under this Agreement.

3.2 Each invoice submitted by SUBCONTRACTOR to ARCADIS shall be a complete and accurate statement of the work provided; and shall be considered a warranty on the part of SUBCONTRACTOR to ARCADIS that SUBCONTRACTOR is properly entitled to payment. SUBCONTRACTOR shall only charge for labor and materials in the invoice at rates and quantities actually used, and prior to submitting any invoice for reimbursement, shall have paid all persons or entities performing services or furnishing materials or supplies to SUBCONTRACTOR hereunder during the period covered by such invoice, unless SUBCONTRACTOR specifies on any such invoice the name of the person or entity who or which has not fully been paid, and the amount then owing to any such person or corporation. No payment shall be made to SUBCONTRACTOR without a duly executed Agreement or Work Authorization and a valid, current Certificate of Insurance in compliance with this Agreement and the governing Work Authorization.

3.3 If ARCADIS objects to any portion of an invoice, ARCADIS shall notify SUBCONTRACTOR of the objection and the grounds, and the parties immediately shall make every effort to settle the disputed portion of the invoice. ARCADIS, in any event, shall pay every portion of the invoice that is not in dispute within the period for payment.

3.4 The final Applications for Payment shall be accompanied (except as previously delivered) by: (i) all documents called for in the Agreement, including but not limited to the evidence of insurance required by Schedule A, Section 7, Schedule C and Schedule D, (ii) consent of the surety, if any, to final payment, and (iii) complete and legally effective releases or waivers (satisfactory to ARCADIS) of all Liens arising out of or filed in connection with the Work including release from all sub-subcontractors and suppliers. If any sub-subcontractor or supplier fails to furnish such a release or receipt in full, SUBCONTRACTOR may furnish a bond or other collateral satisfactory to ARCADIS to indemnify ARCADIS against any Lien.

3.5 Notwithstanding the foregoing, ARCADIS may withhold from any payment any amounts in dispute because of, but not limited to the following: (i) defective work not remedied; (ii) third-party claims filed or reasonable evidence indicating probable filing of such claims; (iii) failure of the SUBCONTRACTOR to make payment properly to subcontractors or for labor, materials or equipment; (iv) damage to another contractor or other entity; (v) unsatisfactory prosecution of the Work by the SUBCONTRACTOR; or (vi) amounts owed by SUBCONTRACTOR to ARCADIS under this or any other Agreement. SUBCONTRACTOR shall promptly pay all bills incurred by SUBCONTRACTOR in performance of the Work, including, without limitation, bills for labor, services, equipment, and materials.

3.6 Payments made to the SUBCONTRACTOR will include compensation for any and all applicable sales, use, gross receipts or excises taxes. In recognition that ARCADIS' client agreement requires the prompt submission of invoices for payment, the parties agree that all invoices must be submitted by SUBCONTRACTOR to ARCADIS within ninety (90) days of the date costs are incurred or the scheduled completion date whichever occurs first. SUBCONTRACTOR waives its right to receive payment on any and all invoices which are not submitted within that time period.

3.7 ARCADIS may set-off or counterclaim against amounts payable to SUBCONTRACTOR, or asserted to be payable to SUBCONTRACTOR, under this or any other contract, any claim ARCADIS may have against SUBCONTRACTOR.

4. STANDARD OF CARE / MATERIALS AND WORKMANSHIP WARRANTIES.

SUBCONTRACTOR shall faithfully perform its services and the Work using the highest degree of care, skill, training, diligence and judgment ordinarily exercised under similar circumstances by competent members of the profession which SUBCONTRACTOR practices or industry or business in which SUBCONTRACTOR works. SUBCONTRACTOR agrees to promptly reperform, repair or replace, at ARCADIS' option and at SUBCONTRACTOR's cost and expense, any service or Work which

fail to conform to such requirements or in the event such a degree of skill and care is not exercised.

SUBCONTRACTOR further warrants and guarantees that all goods and materials provided hereunder shall be: (i) be new and fit for the intended purpose, (ii) provided in conformance with types and quantities specified; (iii) installed by qualified, careful and efficient workers; and, (iv) free from defects in materials and workmanship for a period of one (1) year from completion and acceptance by ARCADIS. SUBCONTRACTOR further warrants all Work, including but not limited to all materials and equipment, against failure, leaks, breaks, and other unsatisfactory conditions or defects for a period of one (1) year from completion and acceptance by ARCADIS. SUBCONTRACTOR agrees to promptly repair or replace, at ARCADIS' option and at SUBCONTRACTOR's cost and expense, all defects, as well as faulty materials, equipment, and systems, including but not limited to, manufactured parts and faulty installation.

SUBCONTRACTOR further agrees to obtain and assign to ARCADIS or its Client, as directed by ARCADIS, all guarantees and warranties offered by or reasonably available from all vendors, subcontractors and suppliers of goods or services who provide machinery, equipment, materials or services for the Work, including but not limited to those required under the Prime Contract.If at any time during performance of the Work or during the one (1) year period after completion and acceptance of the Work by ARCADIS (or such longer period of time as may be required by the Prime Contract between ARCADIS and its Client), SUBCONTRACTOR shall receive a written notice of defect or non-conformance from ARCADIS and shall fail to correct such defect or non-conformity within the time limit specified, ARCADIS may cause the same to be corrected by either its own forces or by others and either deduct costs incurred from any amounts due and owing to SUBCONTRACTOR under this or any other Agreement between ARCADIS or its affiliated companies and SUBCONTRACTOR or invoice SUBCONTRACTOR directly for such damages. SUBCONTRACTOR agrees to reimburse ARCADIS within thirty (30) days of receipt of ARCADIS' itemized invoice. SUBCONTRACTOR hereby certifies that in the performance of this Agreement it has complied with all the provisions of the Fair Labor Standards Act of 1938 of the United States, as amended.

SUBCONTRACTOR shall at all times enforce, or cause to be enforced, strict discipline and good order among workmen employed to perform the Work. Should any disorderly or incompetent person be employed by SUBCONTRACTOR, or by any lower-tier subcontractor, upon or about any Site, SUBCONTRACTOR shall, upon request of ARCADIS' representative, cause such person to be removed from such Site and not be again employed thereon without written permission of ARCADIS.

5. INDEPENDENT CONTRACTOR; RELATIONSHIP OF PARTIES; SUBCONTRACTING.

For purposes hereof, SUBCONTRACTOR is an independent contractor and shall not be considered an employee or agent of ARCADIS. SUBCONTRACTOR is responsible for all means, methods, sequences and procedures for carrying out the Work, including safety, and shall maintain complete control of its employees, agents, subcontractors and vendors. SUBCONTRACTOR shall not take any action or allow any omission inconsistent with its status as an independent contractor under this Agreement. This Agreement is subject to the terms and conditions of the Prime Contract entered into between ARCADIS and the owner or client for the specific Project. SUBCONTRACTOR has received a copy of such contract and agrees to perform all obligations of such contract as it applies and with respect to the Work of the SUBCONTRACTOR, including any terms and provisions for indemnity, insurance, warranties, and liquidated damages.

Nothing herein shall be deemed or construed as creating any agency or granting either party any right or authority to assume or to create any obligation, warranty or responsibility on behalf of the other.

SUBCONTRACTOR shall not subcontract performance of all or any portion of the Work under this Agreement without the prior written approval of ARCADIS. If requested by ARCADIS, SUBCONTRACTOR shall furnish ARCADIS a copy of the proposed subcontract for ARCADIS' review of the terms and conditions thereof, and shall not execute such subcontract until ARCADIS has given notice of ARCADIS' approval. Failure of SUBCONTRACTOR to comply with this section may be deemed to be a material breach of this Agreement and grounds for ARCADIS to withhold payment therefor. SUBCONTRACTOR guarantees that subcontractors of SUBCONTRACTOR, for performance of the Work, will comply fully with the terms of this Agreement applicable to the portion of the Work performed by them.

6. CHANGES.

No changes to this Agreement and no extra charges will be allowed unless a duly authorized representative of ARCADIS specifically agrees to them in writing. As a condition precedent to SUBCONTRACTOR's recovery on any claim for an increase in the cost of the Work or for an extension of time to complete the Work (a "Claim"), SUBCONTRACTOR shall, immediately after the occurrence of the event which SUBCONTRACTOR believes may give rise to a Claim, give ARCADIS written notice of the claim, which notice shall contain a verified statement that supports the claim and details the estimated change in the Subcontract cost and the time to complete the Work. SUBCONTRACTOR's failure to provide notice as required by this paragraph shall be a waiver of SUBCONTRACTOR's right to recovery under the terms of the Prime Contract between ARCADIS and its Client on a Claim. In no event shall SUBCONTRACTOR be entitled to compensation for changes which are not reimbursable to ARCADIS by its Client. In no event shall SUBCONTRACTOR be entitled to any reverse liquidated damages, charges, other expenses incurred by SUBCONTRACTOR by reason of delays in the performance of the Services, caused by ARCADIS or its Client. Any determination by ARCADIS or Client with regard to same shall be binding upon SUBCONTRACTOR.

7. INSURANCE.

From the date of commencement of the Work until its completion, SUBCONTRACTOR shall provide and maintain, at a minimum, at SUBCONTRACTOR's expense, the insurance required by Schedule C. In the event the Client requests additional types or an increase in the amounts of insurance required in Schedule C, as defined in any Work Authorization or Prime Contract attached hereto or made a part hereof, SUBCONTRACTOR agrees to comply with such request and to notify ARCADIS of any failures to comply prior to accepting the contemplated work. In the event SUBCONTRACTOR fails to provide such notice, ARCADIS shall have the right but not the obligation to procure said insurance for SUBCONTRACTOR. SUBCONTRACTOR shall pay ARCADIS any and all costs and expenses incurred by ARCADIS in procuring said insurance, and ARCADIS may deduct this amount from the Subcontract cost. SUBCONTRACTOR's failure to procure the required types and limits of insurance as set forth herein shall not relieve SUBCONTRACTOR of its indemnification obligations hereunder.

8. TITLE AND RISK OF LOSS.

Title to all materials shall pass to the Client upon delivery to the work site. SUBCONTRACTOR shall bear the risk of loss of such materials until completion of the Work and final acceptance by ARCADIS.

9. INDEMNITY.

To the fullest extent provided by law, SUBCONTRACTOR agrees to indemnify, defend and hold harmless ARCADIS and the Client served under this Agreement and the directors, officers, employees, shareholders and affiliates of either of them from and against any and all liabilities, losses, damages, penalties, judgments, costs and expenses (including attorneys' fees and court costs) which Client, ARCADIS and their directors, officers, employees and agents hereafter may suffer as the result of any breach by SUBCONTRACTOR of the terms of this Agreement or in connection with any claim, demand, action or right of action (whether at law or in equity) brought or asserted by any third party including, but not limited to any personal injury (including death) or property damage relating to or arising from the performance of the Work by the SUBCONTRACTOR, its directors, officers, employees, affiliates, lower-tier subcontractors, agents or representatives. SUBCONTRACTOR shall not be liable to the extent that any liability, loss, damage, cost, and expense results from the sole negligence or willful misconduct by ARCADIS or its directors, officers, employees or agents. If the governing law defined in Section 21 below expressly prohibits indemnification by the SUBCONTRACTOR for the negligence of

ARCADIS or its directors, officers, employees or agents, then, and only then, the SUBCONTRACTOR further shall not be liable to the extent, and only to the extent, that SUBCONTRACTOR can demonstrate that any liability, loss, damage, cost and expense directly results from the negligence or willful misconduct of ARCADIS or its directors, officers, employees or agents. SUBCONTRACTOR agrees to promptly pay ARCADIS all sums ARCADIS may be required to pay in settlement of any Loss on account thereof, including any claim under the provisions of any workers' compensation law or similar law. In the event any Loss is claimed by one party against the other, and the claiming party does not succeed in proving the Loss, the other party shall be entitled to recover, within a reasonable period of time after demand therefor, all reasonable costs incurred. If the governing law requires a monetary limitation on the indemnity contained in this Section 9, then, and only then, the liability of the SUBCONTRACTOR under this Section 9 shall not exceed the maximum amount of insurance that the SUBCONTRACTOR agreed to maintain under this Agreement, including any higher amounts of insurance required per the terms of any prime contract.

10. LIENS

SUBCONTRACTOR shall promptly pay for all services, materials, equipment and labor used or furnished by SUBCONTRACTOR in the performance of the Work, and shall, at SUBCONTRACTOR's expense, keep all property belonging to ARCADIS and Client or either of them free and clear of any and all liens and rights of lien arising out of services, labor, equipment, or materials furnished by SUBCONTRACTOR or its employees, material men or sub-subcontractors in performance of the Work. If SUBCONTRACTOR fails to release and discharge any such claim or lien on the property of ARCADIS and Client or either of them within seven (7) days after receipt of written notice from ARCADIS to remove such claim or lien, ARCADIS may, at its option, discharge or release the lien or claim of lien or take such other action with respect to the lien as ARCADIS may deem appropriate. SUBCONTRACTOR shall pay ARCADIS any and all costs and expenses incurred by ARCADIS in so doing (including reasonable attorney's fees), and ARCADIS may deduct this amount from the Subcontract cost. SUBCONTRACTOR shall, at its own expense, defend any action based on such claim or lien, and shall pay and satisfy any judgment which may be established by decision of the court.

11. EQUAL EMPLOYMENT.

SUBCONTRACTOR certifies compliance with all applicable Federal, provincial, state, local and other anti-discrimination laws, the standards and regulations issued thereunder, and the amendments thereto. The SUBCONTRACTOR certifies compliance, to the extent applicable, with all applicable provisions of the standards and regulations issued thereunder. Such rules and regulations are incorporated herein by reference with the same force and effect as if set forth herein verbatim. Furthermore, SUBCONTRACTOR shall abide by the requirements of 41 CFR 60-300.5(a) and 41 CFR 60-741 (a), regulations that prohibit discrimination against qualified individuals and protected veterans on the basis of disability or veteran status, and requires affirmative action by covered prime contractors and subcontractors to employ and advance in employment qualified individuals with disabilities and protected veterans.

12. ASSIGNMENT / SUBCONTRACTS.

SUBCONTRACTOR shall not assign or subcontract this Agreement or any part hereof without the prior written consent of ARCADIS, nor shall SUBCONTRACTOR assign any moneys due or to become due to it hereunder without the written consent of ARCADIS. Notwithstanding any assignment, or consent thereto, the SUBCONTRACTOR shall not be relieved from fulfilling any provisions of this SUBCONTRACT. Any such assignment or subcontract shall be null and void. SUBCONTRACTOR shall impose on its lower-tier subcontractors the same responsibilities that SUBCONTRACTOR assumes by the terms and conditions of this Agreement. SUBCONTRACTOR will be fully responsible to ARCADIS for the acts and omissions of its lower-tier subcontractors and of persons either directly or indirectly employed by all of SUBCONTRACTOR's lower-tier subcontractors. This Agreement shall not be transferable by SUBCONTRACTOR or by operation of law. If requested by ARCADIS, SUBCONTRACTOR shall furnish ARCADIS a copy of any proposed agreement between SUBCONTRACTOR and any of its lower-tier subcontractors for ARCADIS' review of the terms and conditions thereof, and shall not execute such agreement until ARCADIS has given notice of ARCADIS' approval. Failure of SUBCONTRACTOR to comply with this section may be deemed to be a material breach of this Agreement and grounds for ARCADIS to withhold payment therefor. SUBCONTRACTOR guarantees that all lower-tier subcontractors of SUBCONTRACTOR will comply fully with the terms of this Agreement which are applicable to the portion of the Work performed by them.

13. CONFLICTS OF INTEREST.

SUBCONTRACTOR acknowledges that if, in the sole discretion of ARCADIS, after consultation with the SUBCONTRACTOR, the potential performance of other services could result in a conflict with SUBCONTRACTOR's obligations under this Agreement or any Work Authorization, then SUBCONTRACTOR shall not perform the services. SUBCONTRACTOR represents that it has reasonably evaluated all potential conflicts and has disclosed and will continue to disclose to ARCADIS in writing any prior or existing relationships which present, or could appear to present, a conflict with the Work or services to be performed. SUBCONTRACTOR acknowledges this is a continuing obligation. Further, SUBCONTRACTOR agrees to comply with ARCADIS General Business Principles, located at: http://www.arcadis.com/Content/ArcadisGlobal/Docs/Governance/AGBP_ENG_November2011.pdf
These policies are intended to be applied in good faith with reasonable business judgment.

14. TERM.

Time is of the essence in the performance of the obligations created by this Agreement. The initial term of this Agreement shall be as set forth in the signatory page and shall automatically renew for successive one (1) year periods, subject to the provisions for termination as hereinafter provided. In the event Work has been commenced prior to the execution of this Agreement, this Agreement shall be effective retroactively to the date the Work was commenced.

15. TERMINATION FOR DEFAULT BY SUBCONTRACTOR.

ARCADIS may terminate the services of SUBCONTRACTOR at any time by giving written notice to SUBCONTRACTOR specifying that termination is being made under the provisions of this Paragraph and specifying the effective date of termination if (i) SUBCONTRACTOR should be or become insolvent within the meaning of the Bankruptcy Act of the United States of America and Bankruptcy and Insolvency Act of Canada; (ii) SUBCONTRACTOR should make a general assignment for the benefit of creditors; (iii) Any proceeding should be brought by or against SUBCONTRACTOR seeking any reorganization, arrangement, composition, readjustment, liquidation, dissolution, or similar relief, under the present or any future federal bankruptcy acts or under any other applicable federal or state law or regulation; (iv) Any proceeding should be brought seeking the appointment of a receiver or similar office of the court with respect to SUBCONTRACTOR's business; (v) SUBCONTRACTOR should refuse or fail to supply enough properly skilled workmen or equipment or materials of the proper quality to properly or timely perform the Work; (vi) SUBCONTRACTOR should fail to make timely payments to SUBCONTRACTOR's labor, subcontractors, materialmen, or suppliers; (vii) SUBCONTRACTOR should disregard the laws, ordinances, governmental rules or regulations, or should repeatedly disregard instructions of ARCADIS' representative which are consistent with this Agreement; or (viii) SUBCONTRACTOR should violate any provision of this Agreement and shall fail to correct such violation promptly following receipt of notice from ARCADIS. In the event of such termination: (i) On the termination date, ARCADIS shall remove SUBCONTRACTOR from the Site(s) and take possession of all materials thereon for which SUBCONTRACTOR is entitled to receive payment under the provisions of this Agreement, and ARCADIS thereafter may complete the Work, or cause the Work to be completed, by whatever means ARCADIS deems expedient; (ii) SUBCONTRACTOR shall promptly thereafter transfer and assign to ARCADIS, in accordance with ARCADIS' instructions, all improvements and materials for which SUBCONTRACTOR is entitled to receive payment under the provisions

of this Agreement, and SUBCONTRACTOR shall return to ARCADIS all information furnished by ARCADIS in connection with the Work, together with all data developed by SUBCONTRACTOR under this Agreement; and (iii) SUBCONTRACTOR shall not be entitled to receive any further payment under this Agreement until the Work is wholly finished, and ARCADIS shall have the right to deduct from any balance due SUBCONTRACTOR under this Agreement the amount of damage incurred by ARCADIS through SUBCONTRACTOR's default, including the cost of completing the Work. In the event the amount of damage exceeds the balance due hereunder, SUBCONTRACTOR shall pay to ARCADIS the amount of such excess. The rights and remedies of ARCADIS set forth in this Paragraph shall not be exclusive and are in addition to all other rights and remedies of ARCADIS.

16. TERMINATION FOR CONVENIENCE / SURVIVAL.

In the event that ARCADIS terminates or cancels this Agreement, in whole or in part, for convenience or any reason whatsoever, other than default, SUBCONTRACTOR shall have no claim of any kind, sounding either in contract or tort, for recovery of damages, costs or expenses against ARCADIS, including, without restricting the generality of the foregoing, loss of revenue or profits, business interruption, loss of compensation for changes or other damages of any kind, except that ARCADIS shall be liable to SUBCONTRACTOR in accordance with the terms of this Agreement, inclusive of the limitations set forth in the Prime Contract between ARCADIS and its Client, for any outstanding amount owing to SUBCONTRACTOR as a result of satisfactory Work performed through the effective date of termination and for any non-cancelable commitment entered into by SUBCONTRACTOR relating thereto.

SUBCONTRACTOR may terminate this Agreement upon thirty (30) days prior written notice to ARCADIS, provided; however, that SUBCONTRACTOR's notice of termination shall not become effective until SUBCONTRACTOR has completed the Work defined in any and all Work Authorizations accepted by SUBCONTRACTOR under this Agreement prior to SUBCONTRACTOR's tendering of said notice of termination. All express representations, confidentiality obligations, waivers, and the indemnifications included in this Agreement will survive its completion or termination for any reason.

In either event, SUBCONTRACTOR will promptly discontinue all Work, place no additional orders, and preserve and protect materials on hand which are purchased for or committed to this Agreement, any Work-in-progress and/or completed Work, wherever located, and dispose of the same in accordance with ARCADIS instructions.

17. USE OF DOCUMENTS / CONFIDENTIALITY / OWNERSHIP.

SUBCONTRACTOR shall maintain complete and accurate working files and/or documentation of the Work, including new data, calculations, estimates, assumptions, logs, maps, drawings, plans, specifications, diaries, interpretations, notes and calibrations, and shall provide ARCADIS unrestricted access to such items and dispose of them only as directed by ARCADIS.

All documents provided by SUBCONTRACTOR pursuant to this Agreement are instruments of service of SUBCONTRACTOR, and SUBCONTRACTOR shall retain an ownership and property interest therein (including the right of reuse) until ARCADIS has made payment to SUBCONTRACTOR for such documents pursuant to this Agreement. Notwithstanding the foregoing, upon termination of this Agreement or at an earlier time if ARCADIS requests, SUBCONTRACTOR will deliver to ARCADIS any data, materials or information received or generated in the performance of this Agreement.

SUBCONTRACTOR shall (i) keep all information regarding the Work or any Work Authorization (including the Site thereof) and the Work itself, in strict confidence and (ii) ensure that it and its employees, agents, contractors and subcontractors shall treat as confidential any information, whether verbal or written or of any description whatsoever, developed or obtained in performing the Work or in any way relating to the Work, the Site or this Agreement. Such information shall not be disclosed to anyone other than ARCADIS, except for disclosure as necessary to perform the Work. Under no circumstances shall any documents or other information relating to the Work or any Work Authorizations be submitted or disclosed under any order of or as required by any court or governmental agency, or by any third party, whether pursuant to subpoena or otherwise, without prior written notice to and receipt of approval from ARCADIS. This obligation shall survive termination or completion of this Agreement.

SUBCONTRACTOR shall execute and shall cause its employees assigned to perform the Work to execute a confidentiality agreement in a form or format acceptable to and as may be required by ARCADIS or it Client.

SUBCONTRACTOR and its subcontractors will not use or designate for use in connection with the Work any patented or patent-pending article, method or device which involves or requires payment of any license, fee or royalty in addition to the purchase price without ARCADIS' prior written approval. SUBCONTRACTOR agrees to indemnify ARCADIS against any cost or expense incurred in connection with the payment of such license, fee or royalty in the event that ARCADIS' prior approval is not obtained. SUBCONTRACTOR shall defend any suit or proceeding brought against ARCADIS based on a claim that any item or part of an item furnished under this Agreement constitutes an infringement of any patent, trademark, servicemark, or copyright, and shall pay all damages and costs awarded against ARCADIS or required to be paid in settlement of the claim. If the use of an item or part of an item is enjoined, SUBCONTRACTOR shall at its own expense either procure for ARCADIS the right to continue using the item or part or replace it with a non-infringing item or part or modify the item or part so that it becomes non-infringing.

ARCADIS shall not be responsible for any inaccuracies or incomplete or unfinished materials supplied prior to completion of the Work.

18. RECORDS AND AUDITS.

SUBCONTRACTOR shall maintain all cost, expense, payroll and related financial records and other records pertaining to the Work performed by SUBCONTRACTOR under this Agreement for a period of ten (10) years after final payment under this Agreement or until final conclusion of any litigation or administrative proceeding arising under or materially concerning this Agreement or the Work. ARCADIS shall have access to and the right to audit, copy and inspect such records at any reasonable time during the course of the Work and for the period during which records are maintained. ARCADIS shall have access to and the right to audit such books, records, and documents during SUBCONTRACTOR's normal business hours. If authorization is provided to dispose of SUBCONTRACTOR's records in less than ten (10) years, SUBCONTRACTOR shall offer the records to ARCADIS prior to disposal. ARCADIS shall be responsible for only the reasonable transportation costs of records requested to be delivered to ARCADIS.

19. FORCE MAJEURE.

Any delay in or failure of performance of, either party to this Agreement shall not constitute a default, if and to the extent such delay or failure is caused by occurrences beyond the reasonable control of the party affected, including but not limited to, acts of God or the public enemy, acts of war, public disorder, insurrection, rebellion, sabotage, flood, riot, or any causes a party is unable, with reasonable diligence, to prevent; provided, however, that a party who is prevented from performing for any reason shall immediately notify the other party in writing of the reason for the non-performance and the anticipated extent of any delay.

20. MEDIATION / ARBITRATION / ALTERNATIVE DISPUTE RESOLUTION.

If any dispute arises out of or relates to this Agreement, or the breach thereof, and the dispute cannot be settled through direct discussions by the representatives of the Parties, the Parties agree to submit the matter for arbitration or alternative dispute resolution in accordance with the provisions of the Prime Contract between ARCADIS and its Client. Any decision or determination required by the Client to be binding upon ARCADIS shall be binding upon SUBCONTRACTOR. When not specified by the Prime Contract, the matter shall be submitted for mediation under the Construction Industry Mediation Rules of the American Arbitration Association before having recourse to a judicial forum. No written or oral representation made during the course of any settlement negotiations or mediation shall be deemed a party admission.

21. GOVERNING LAW.

Governing law shall be as set forth in the Prime Contract between ARCADIS and its Client. In the absence of such provision, the laws of the State in which the Site is located shall govern this Agreement and the legal relations of the Parties.

22. SEVERABILITY AND WAIVER.

No waiver of the terms, conditions, or covenants of this Agreement shall be binding and effective unless the same shall be in writing, signed by both parties. Any such waiver of any breach of the terms, conditions, or covenants of this Agreement shall be for that one time only and shall not apply to any subsequent breach. The failure by either Party to enforce against the other Party any term or provision of this Agreement shall be deemed not to be a waiver of such Party's right to enforce against the other Party the same or any other such term or provision. If any portion of this Agreement is held invalid or inoperative, then so far as is reasonable and possible, the remainder of this Agreement shall be deemed valid and operative, and effect shall be given to the intent manifested by the portion held invalid or inoperative.

23. NOTICES.

Any such notices shall be either: (i) sent by certified mail, return receipt requested, in which case notice shall be deemed delivered three business days after deposit, postage prepaid in the U.S. Mail; (ii) sent by overnight delivery using a nationally recognized overnight courier, in which case it shall be deemed delivered one business day after deposit with such courier; or (iii) sent by personal delivery. The above addresses may be changed by written notice to the other Party; provided, however, that no notice of a change of address shall be effective until actual receipt of such notice. Copies of notices are for informational purposes only, and a failure to give or receive copies of any notice shall not be deemed a failure to give notice.

24. HEALTH AND SAFETY.

SUBCONTRACTOR acknowledges that it is responsible for the health and safety of its workers and others relating to SUBCONTRACTOR's Work and Site. SUBCONTRACTOR shall (i) be solely responsible for initiating, maintaining and supervising all safety precautions and programs in connection with protection of the Work and any other persons who may be affected thereby and (ii) comply with all laws, ordinances, rules, regulations applicable to, and orders of public bodies having jurisdiction over, the safety of persons or property or the protection of them from damage, injury or loss, including, without limitation, the Department of Labor Safety and Health Regulations for construction as promulgated under the Occupational Safety and Health Act of 1970 (PL 91-596) and under Section 107 of the Contract Work Hours and Safety Standards Act (PL 91-54).

To comply with its requirements, SUBCONTRACTOR represents that its Health and Safety Plan for its Work shall include the SUBCONTRACTOR'S compliance (including compliance by SUBCONTRACTOR'S employees, officers, agents, representatives, invitees, and sub-subcontractors) with the ARCADIS Health and Safety Plan, together with any further amendments to such plan particular to the SUBCONTRACTOR'S Work and Site deemed necessary and appropriate by the SUBCONTRACTOR.

SUBCONTRACTOR agrees and understands that ARCADIS claims no responsibility for the use of the HASP and ARCADIS does not represent that the HASP is sufficient to address the Work or Site conditions of the SUBCONTRACTOR. SUBCONTRACTOR shall not hold ARCADIS responsible for any claims arising from the SUBCONTRACTOR'S use of the HASP and agrees to indemnify, defend and hold harmless ARCADIS from any claims for personal injury or property damages arising from or related to the compliance with, utilization or application, or any alleged deficiencies of the HASP. Nothing herein, including the use by SUBCONTRACTOR of the HASP or acknowledgment of the SUBCONTRACTOR'S HASP shall create any duty, obligation, liability, or responsibility of ARCADIS for any act or failure to act in respect to any safety provision of the HASP and SUBCONTRACTOR shall remain solely responsible for the health and safety of SUBCONTRACTOR, its employees or any person entering the SUBCONTRACTOR'S Work Site.

25. CAPTIONS.

The captions in this Agreement are for convenience only, and are not a part of this Agreement. The captions do not in any way define, limit, describe or amplify the terms and provisions of this Agreement or the scope or intent thereof.

26. INCORPORATION BY REFERENCE.

This Agreement is subject to the terms and conditions of the contract or agreement entered into between ARCADIS and the owner or client for the specific Project. SUBCONTRACTOR acknowledges that it has received a copy of such contract and agrees to perform all obligations of such contract as it applies and with respect to the Work of the SUBCONTRACTOR, including any terms and provisions for indemnity, insurance, warranties, and liquidated damages. In the event of any conflict or inconsistency between this Agreement and the Prime contract, the more stringent requirements shall control.

27. CONFLICTING TERMS / ORDER OF PRECEDENCE.

The terms and conditions of this Agreement and its attachments are intended to be inclusive and complementary. The following Order of Precedence shall apply: Schedule D – Prime Contract Terms & Conditions, Schedules F-J Special Provisions (as appropriate), Schedule A – General Provisions, Schedule C – Insurance, and Schedule B - Work Authorization (when executed by both Parties) Schedule E – Special Provisions-Other (If Any).

28. NO THIRD PARTY BENEFICIARIES.

The enforcement of the terms and conditions of this Agreement and all rights of action relating to such enforcement, shall be strictly reserved to ARCADIS and SUBCONTRACTOR, and nothing contained in this Agreement shall give or allow any such claim or right of action by any other or third person on such Agreement. It is the express intention of ARCADIS and SUBCONTRACTOR that subcontractors and any other person other than ARCADIS or SUBCONTRACTOR receiving any benefits from this Agreement shall be deemed to be incidental beneficiaries only.

29. ENTIRE AGREEMENT / AMENDMENTS.

This Agreement constitutes the entire agreement between the Parties with respect to the Work, and supersedes all prior negotiations, representations or agreements relating thereto, written or oral, except to the extent they are expressly incorporated herein. Unless otherwise provided for herein, no amendments, changes, alterations or modifications of this Agreement shall be effective unless in writing, executed by ARCADIS and SUBCONTRACTOR. No other waiver, alteration, or modification of any provision in this Agreement will be binding on either party. Any course of prior dealings or usage of the trade not expressly incorporated in this Agreement shall not be binding on either party. The parties represent and warrant that each has had the opportunity to review and negotiate the terms of this Agreement, with the benefit of counsel if desired, and agree that any ambiguity shall not be construed against the drafter.

30. MASTER SUBCONTRACT AGREEMENT.

This Agreement constitutes a Master Agreement if marked as such on the Signature (Cover) page. Future scopes of work may be added to this Master Agreement and shall be governed by its terms through the use of an ARCADIS Work Authorization form that (a) references this Master Agreement and (b) is countersigned by an authorized representative of each party. Work Authorizations may be issued to SUBCONTRACTOR by one or more of ARCADIS' affiliated companies, and SUBCONTRACTOR shall look exclusively to the ARCADIS company issuing such Work Authorization for payment, and will have no recourse against any other ARCADIS affiliated company.

31. WASTE TRANSPORTATION.

Waste Materials scheduled for disposal by SUBCONTRACTOR pursuant to this Agreement shall be agreed upon in advance in writing by SUBCONTRACTOR and ARCADIS. At the time ARCADIS requests disposal services of SUBCONTRACTOR, ARCADIS shall provide a Waste Profile Sheet or similar document ("Waste Profile") to SUBCONTRACTOR describing the Waste Materials. Waste Materials

which are discovered to be non-conforming may be rejected by SUBCONTRACTOR so long as said Waste Materials have not been materially changed (such as by treatment, processing or commingling). Waste Materials shall be considered non-conforming, for purposes of this Agreement: (i) if they are not in accordance with the descriptions, limitations or specifications stated in the Waste Profile; or (ii) if they contain constituents or components, not specifically identified in the Waste Profile, (a) which materially increases the nature or extent of the hazard and risk undertaken by Subcontractor in agreeing to handle, load, transport, store, treat or dispose of the waste materials, or (b) for whose storage, treatment or disposal the SUBCONTRACTOR's disposal facility is not designed or permitted. A justified revocation of acceptance shall operate to revest title, risk of loss and all other incidents of ownership in ARCADIS' Client or the waste generator if other than ARCADIS' client, at the time revocation is received by ARCADIS. ARCADIS shall pay SUBCONTRACTOR for the handling, transporting, storing and caring for and, if applicable, disposing of such non-conforming waste materials located on SUBCONTRACTOR's premises or make arrangements with others to remove non-conforming wastes from SUBCONTRACTOR's facilities.

- END OF SCHEDULE A - GENERAL TERMS AND CONDITIONS -

6 - APPENDIX E - DBE Participation

ATTACHMENT D-1

DBE GOALS STATEMENT

The undersigned Bidder has satisfied the requirements of the Contract in the following manner (Complete the appropriate spaces):

The Bidder is committed to meeting the DBE utilization goal set forth in this Contract.

or

The Bidder is unable to meet the DBE utilization goal set forth in this Contract, but is committed to a minimum of 17% DBE utilization on this Contract and submits the attached narrative and documentation demonstrating good faith efforts consistent with Appendix A of 49 CFR 26 to meet the DBE utilization goal set forth in this Contract.

Attach as many pages as necessary to provide a full and complete narrative and supporting documentation of good faith efforts made. This narrative shall be submitted on company letterhead and signed.

It is the present intent of the Bidder to utilize the specific DBE firms identified in Appendix A2 in the performance of the Work of this Contract. If for any reason, one or more of the DBE firms identified in Appendix A2 are unable or unwilling to participate, the Bidder will make good faith efforts to replace the DBE firm with another DBE firm in accordance with Part II clause entitled "DBE Program".

Bidder Name: ARCADIS of New York, Inc.

Federal Tax ID No.:

By: _____ Vice President

Signature and Title

APPENDIX D2
THE PORT AUTHORITY OF NY & NJ – OFFICE OF BUSINESS DIVERSITY AND CIVIL RIGHTS
DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT

Instructions: Submit one DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT form for each DBE firm used on this Contract.

CONTRACT NUMBER AND TITLE: 38268 - REQUEST FOR PROPOSALS FOR INDEFINITE QUANTITY CONTRACTS (IQCS) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN AS-NEEDED BASIS

PROPOSER:
Name of Firm: ARCADIS of New York, Inc.

Address: 655 Third Avenue, 12th Floor, New York, NY 10017 Telephone: 212.682.9271

Email Address: belga.junold@arcadis-us.com

DBE:
Name of Firm: EnTech Engineering, P.C.

Address: 11 Broadway, 21st Floor, New York, NY 10004 Telephone: 646-722-0000

Description of work to be performed by DBE: Construction Inspection Services

Calculation (supply only): _____

The Proposer is committed to utilizing the above-named DBE for the work described above. The estimated dollar value of this work is $ TBD - IDQ or ____% of the total contract amount of $ TBD - IDQ. The anticipated start date is TBD - IDQ and the anticipated completion date is TBD - IDQ.

AFFIRMATION

The above-named DBE affirms that it will perform the portion of the Contract for the estimated dollar value as stated above.

By: _____ President, EnTech Engineering, P.C. Date: July 7, 2014
Signature of DBE and Title

If the Proposer does not receive award of the Contract, any and all representations in this DBE Participation Plan and Affirmation Statement shall be null and void.

By: _____ Vice President, ARCADIS of New York, Inc. Date: July 3, 2014
Signature of Proposer and Title

FOR OBDCR USE ONLY

Contract Goals: ☐ Approved ☐ Rejected ☐ Preliminary Plan Approved
Reviewed By: _____
OBDCR Business Development Representative
Signature: _____ Date: _____

Empire State Development

August 23, 2011

Ms. Susan Bayat
Entech Engineering, PC
11 Broadway 21st Floor
New York, New York

File ID: 48655

Dear Ms. Bayat,

On behalf of New York State Department of Economic Development, Division of Minority and Women's Business Development (DMWBD) has completed its review of your application for state certification as a **Women-Owned Business Enterprise** and has determined that your firm meets eligibility requirements for certification, pursuant to Executive Law, Article 15-A.

We are pleased to inform you that the firm of **Entech Engineering, PC** has been granted status as a **Women-Owned Business Enterprise**. Your business will be listed in the State's Directory of certified businesses with the following list of principal products or services:

241- Engineering Consultants 2215- Engineering Consultants 163- Engineering Consultants

Certification status is not intended to imply that the State of New York guarantees your company's capability to perform on state contracts, nor does it imply that your company is guaranteed any state business.

Be advised that your certification **expires 3 years from the date of this letter** or unless you are contacted by the Division of Minority and Women's Business Development for recertification. Please remember that any changes in your company that affect ownership, managerial and/or operational control, must be reported to DMWBD within thirty (30) days of such changes; including changes to company name, business address, telephone numbers, principal products/services, and bonding capacity. At such time as it is necessary for your company to be recertified, you will be notified by DMWBD.

If your certification is questioned by any public or private entity, please direct the inquiry to DMWBD for clarification.

Thank you for your cooperation. On behalf of the State of New York, I wish you luck in your business endeavors, particularly those involving state agencies.

Sincerely,

Scott Munson
Associate Certification Analyst

cc.: Veena Bathija

APPENDIX D2
THE PORT AUTHORITY OF NY & NJ – OFFICE OF BUSINESS DIVERSITY AND CIVIL RIGHTS
DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT

Instructions: Submit one DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT form for each DBE firm used on this Contract.

CONTRACT NUMBER AND TITLE: 38268 - REQUEST FOR PROPOSALS FOR INDEFINITE QUANTITY CONTRACTS (IQCS) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN AS-NEEDED BASIS

PROPOSER:
Name of Firm: ARCADIS of New York, Inc.

Address: 655 Third Avenue, 12th Floor, New York, NY 10017 Telephone: 212.682.9271

Email Address: helga.junold@arcadis-us.com

DBE:
Name of Firm: Hirani Group

Address: 30 Jericho Executive Plaza, Suite 200, Jericho, NY 11753 Telephone: 516-28-7999

Description of work to be performed by DBE: Construction Inspection Services

Calculation (supply only): _____

The Proposer is committed to utilizing the above-named DBE for the work described above. The estimated dollar value of this work is $ TBD - IDQ or ___% of the total contract amount of $ TBD - IDQ. The anticipated start date is TBD - IDQ and the anticipated completion date is TBD - IDQ.

AFFIRMATION

The above-named DBE affirms that it will perform the portion of the Contract for the estimated dollar value as stated above.

By: _____, VICE PRESIDENT Date: 7-7-14
Signature of DBE and Title

If the Proposer does not receive award of the Contract, any and all representations in this DBE Participation Plan and Affirmation Statement shall be null and void.

By: _____ Vice President, ARCADIS of New York, Inc. Date: July 3, 2014
Signature of Proposer and Title

FOR OBDCR USE ONLY

Contract Goals: ☐ Approved ☐ Rejected ☐ Preliminary Plan Approved
Reviewed By: _____
OBDCR Business Development Representative
Signature: _____ Date: _____

Empire State Development

February 17, 2012

Mr. Jitendra Hirani
Hirani Engineering & Land Surveying PC
30 Jericho Executive Plaza -Suite 200C
Jericho, New York 11753

File # 45674

Dear Mr. Hirani,

On behalf of New York State Department of Economic Development, Division of Minority and Women's Business Development (DMWBD) has completed its review of your application for state certification as a **Minority-Owned Business Enterprise** and has determined that your firm meets eligibility requirements for certification, pursuant to Executive Law, Article 15-A.

We are pleased to inform you that the firm of **Hirani Engineering & Land Surveying PC** has been granted status as a **Minority-Owned Business Enterprise.** Your business will be listed in the State's Directory of certified businesses with the following list of principal products or services:

241-Engineering Consultants 113-Engineering – Civil 915-Engineering – Environmental 765-Engineering – Mechanical 638-Engineering – Structural 681-Engineering – Transportation 644-Surveying and Stakeout 163-Construction Management

Certification status is not intended to imply that the State of New York guarantees your company's capability to perform on state contracts, nor does it imply that your company is guaranteed any state business.

Be advised that your certification **expires 3 years from the date of this letter** or unless you are contacted by the Division of Minority and Women's Business Development for recertification. Please remember that any changes in your company that affect ownership, managerial and/or operational control, must be reported to DMWBD within thirty (30) days of such changes; including changes to company name, business address, telephone numbers, principal products/services, and bonding capacity. At such time as it is necessary for your company to be recertified, you will be notified by DMWBD.

If your certification is questioned by any public or private entity, please direct the inquiry to DMWBD for clarification.

Thank you for your cooperation. On behalf of the State of New York, I wish you luck in your business endeavors, particularly those involving state agencies.

Sincerely,

Scott Munson
Associate Certification Analyst

cc.: Veena Bathija

Please Note: Only 60% of the expenditure to a DBE material supplier will be counted toward the DBE goal. Please show calculation above. Example: $100,000 x 60% = $60,000 estimated DBE dollar value of work. Plan cannot be accepted without calculation.

NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT
BETWEEN

ARCADIS OF NEW YORK, INC.

AND

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

THIS NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT (this "Agreement") is made as of this 8 day of July, 2014, by and between **THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY** (the "**Port Authority**") a body corporate and politic created by Compact between the States of New York and New Jersey, with the consent of the Congress of the United States, and having an office and place of business at 225 Park Avenue South, New York, New York, 10003, and ARCADIS OF NEW YORK, INC. having an office and place of business at 655 Third Avenue, 12th Floor, New York, NY 10 ("**Recipient**").

WHEREAS, the Port Authority desires, subject to the terms and conditions set forth below, to disclose to Recipient Protected Information (as defined below) in connection with RFP No.38268 (collectively, the "Project(s)", or "Proposed Project(s)"); and

WHEREAS, the Recipient acknowledges that the Port Authority, in furtherance of its performance of essential and critical governmental functions relating to the Project, has existing and significant interests and obligations in establishing, maintaining and protecting the security and safety of the Project site and surrounding areas and related public welfare matters; and

WHEREAS, in furtherance of critical governmental interests regarding public welfare, safety and security at the Project site, the Port Authority has collected information and undertaken the development of certain plans and recommendations regarding the security, safety and protection of the Project site, including the physical construction and current and future operations; and

WHEREAS, the Port Authority and Recipient (collectively, the "**Parties**") acknowledge that in order for Recipient to undertake its duties and/or obligations with regard to its involvement in the Project, the Port Authority may provide Recipient or certain of its Related Parties (as defined below) certain information in the possession of the Port Authority, which may contain or include protected, confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, relating to the Project or its occupants or other matters, the unauthorized disclosure of which could result in significant public safety, financial and other damage to the Port Authority, the Project, its occupants, and the surrounding communities; and

WHEREAS, Recipient recognizes and acknowledges that providing unauthorized access to, or disclosing such information to third parties in violation of the terms of this Agreement

could compromise or undermine the existing or future guidelines, techniques and procedures implemented for the protection against terrorist acts or for law enforcement, investigation and prosecutorial purposes, and accordingly could result in significant irreparable harm and injury; and

WHEREAS, in order to protect and preserve the privilege attaching to and the confidentiality of the aforementioned information as well as to limit access to such information to a strict need to know basis, the Port Authority requires, as a condition of its sharing or providing access to such protected, confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, that the Recipient enter into this Agreement and that its Related Parties thereafter acknowledge and agree that they will be required to treat as strictly confidential and/or privileged any of such information so provided, as well as the work product and conclusions of any assessments and evaluations or any recommendations relating thereto, and to also fully comply with applicable federal rules and regulations with respect thereto; and

WHEREAS, as a condition to the provision of such information to Recipient and certain Related Parties, the Recipient has agreed to enter into this Agreement with respect to the handling and use of such information and to cause Related Parties to join in and be bound by the terms and conditions of this Agreement.

NOW, THEREFORE, in consideration of the provision by Port Authority of Information for Project Purposes (as each such term is defined below) and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged by the Recipient and each Related Party that receives such Information, the Recipient and each such Related Party agrees, as follows:

1. **Defined Terms.** In addition to the terms defined in the Recitals above, the following terms shall have the meanings set forth below:

(a) **"Authorized Disclosure"** means the disclosure of Protected Information strictly in accordance with the Confidentiality Control Procedures applicable thereto: (i) as to all Protected Information, only to a Related Party that has a need to know such Protected Information strictly for Project Purposes and that has agreed in writing to be bound by the terms of this Agreement by executing a form of Acknowledgment as set forth in Exhibit A or Exhibit B, as applicable; and (ii) as to Confidential Privileged Information, only to the extent expressly approved in writing and in advance by the Port Authority, and then only the particular Confidential Privileged Information that is required to accomplish an essential element of the Project.

(b) **"Information"** means, collectively, all information, documents, data, reports, notes, studies, projections, records, manuals, graphs, electronic files, computer generated data or information, drawings, charts, tables, diagrams, photographs, and other media or renderings containing or otherwise incorporating information that may be provided or made accessible at any time, whether in writing, orally, visually, photographically, electronically or in any other form or medium, including, without limitation, any and all copies, duplicates or extracts of the foregoing.

(c) **"Protected Information"** means and includes collectively, Confidential Information, Confidential Privileged Information, Sensitive Security Information (SSI), Critical Infrastructure Information (CII) or Health Insurance Portability and Accountability Act (HIPPA) Information and Information that is labeled, marked or otherwise identified by or on behalf of the Port Authority so as to reasonably connote that such information is confidential, privileged, sensitive or proprietary in nature. The term Protected Information shall also include all work product that contains or is derived from any of the foregoing, whether in whole or in part, regardless of whether prepared by the Recipient, the Port Authority or others, or when the Port Authority receives such information from others and agrees to treat such information as Protected. The following Information shall not constitute Protected Information for the purpose of this Agreement:

(i) Particular Information, other than Confidential Privileged Information, that is provided to the Recipient by a source other than the Port Authority, provided that such source is not subject to a confidentiality agreement, or similar obligation, or understanding with or for the benefit of the Port Authority, with respect to such Information and that the identity of such source is not itself part of such Protected Information.

(ii) Information that is or becomes generally available to the public other than as a result of a disclosure by the Recipient or a Related Party in violation of this Agreement.

(iii) Information that is known to or was in the possession of the Recipient or a Related Party on a non-confidential basis prior to the disclosure of such Information by the Port Authority.

(d) **"Confidential Information"** means and includes collectively, any and all Information, documents and materials entitled to protection as a public interest privilege under New York State law and as may be deemed to be afforded or entitled to the protection of any other privilege recognized under New York and/or New Jersey state laws or Federal laws. It also includes information that contains sensitive financial, commercial or other proprietary business information concerning or relating to the Port Authority, its projects, operations or facilities that would be exempt from release under the Port Authority Freedom of Information Code.

(e) **"Confidential Privileged Information"** means and includes collectively, (i) Information that reveals security risks, threats, vulnerabilities, documentation that identifies specific physical security vulnerabilities or revealing specific security vulnerabilities details related to emergency response protocols, egress plans, flow paths, egress capacities, (diagrams, codes, standards) etc., which is not publicly available." and any and all Information, documents and materials entitled to protection as a public interest privilege under New York State law and as may be deemed to be afforded or entitled to the protection of any other privilege recognized under New York and/or New Jersey state laws or Federal laws, and (ii) certain Critical Infrastructure Information.

(f) **"Confidentiality Control Procedures"** means procedures, safeguards and requirements for the identification, processing, protection, handling, care, tracking and storage of Protected Information that are required under applicable federal or state law or by the terms of this Agreement.

(g) **"Critical Infrastructure Information"** (CII) has the meaning set forth in the Homeland Security Act of 2002, under the subtitle Critical Infrastructure Information Act of 2002 (6 U.S.C. §131-134), and any rules or regulations enacted pursuant thereto, including, without limitation, the Office of the Secretary, Department of Homeland Security Rules and Regulations, 6 C.F.R. Part 29 and any amendments thereto. CII may also be referred to as "Protected Critical Infrastructure Information" or "PCII", as provided for in the referenced rules and regulations and any amendments thereto.

(h) **"Sensitive Security Information"** (SSI) has the definition and requirements set forth in the Transportation Security Administrative Rules & Regulations, 49 CFR 1520, (49 U.S.C. §114) and in the Office of the Secretary of Transportation Rules & Regulations, 49 CFR 15, (49 U.S.C. §40119).

(i) **"Health Insurance Portability and Accountability Act"** (HIPAA) Information Employees, associates or other contract personnel who have access to Protected Health Information (PHI) must refer to, and comply with, the Privacy Policies and Procedures to Protect Personal Health Information. Privacy regulations issued under the Health Insurance Portability and Accountability Act of 1996 ("HIPAA" or "Privacy Laws") place restrictions on the Group Health Plans of the Port Authority and PATH (the "Plans") ability to use and disclose Protected Health Information ("PHI").

(j) **"Project Purposes"** means the use of Protected Information strictly and only for purposes related to Recipient's and its Related Parties' participation and involvement in the Project, and only for such period of time during which Recipient and its Related Parties are involved in Project related activities.

(k) **"Related Party"** and **"Related Parties"** means the directors, employees, officers, partners or members of the Recipient, as applicable, and the Recipient's outside consultants, attorneys, advisors, accountants, architects, engineers or subcontractors or sub-consultants (and their respective directors, employees, officers, partners or members) to whom any Protected Information is disclosed or made available.

2. **Use of Protected Information.** All Protected Information shall be used by the Recipient in accordance with the following requirements:

(a) All Protected Information shall be held in confidence and shall be processed, treated, disclosed and used by the Recipient and its Related Parties only for Project Purposes and in accordance with the Confidentiality Control Procedures established pursuant to Paragraph 2(c), below, and applicable legal requirements. Protected Information may be disclosed, only if and to the extent that such disclosure is an Authorized Disclosure.

(b) Recipient and each Related Party acknowledges and agrees that (i) any violation by the Recipient or any of its Related Parties of the terms, conditions or restrictions of this Agreement relating to Protected Information may result in penalties and other enforcement or corrective action as set forth in such statutes and regulations, including, without limitation, the issuance of orders requiring retrieval of Sensitive Security Information and Critical Infrastructure Information to remedy unauthorized disclosure and to cease future unauthorized disclosure and (ii) pursuant to the aforementioned Federal Regulations, including, without limitation, 49 C.F.R. §§ 15.17 and 1520.17, any such violation thereof or mishandling of information therein defined

may constitute grounds for a civil penalty and other enforcement or corrective action by the United States Department of Transportation and the United States Department of Homeland Security, and appropriate personnel actions for Federal employees.

(c) Recipient and each Related Party covenants to the Port Authority that it has established, promulgated and implemented Confidentiality Control Procedures for identification, handling, receipt, care, and storage of Protected Information to control and safeguard against any violation of the requirements of this Agreement and against any unauthorized access, disclosure, modification, loss or misuse of Protected Information. Recipient and each Related Party shall undertake reasonable steps consistent with such Confidentiality Control Procedures to assure that disclosure of Protected Information is compartmentalized, such that all Protected Information shall be disclosed only to those persons and entities authorized to receive such Information as an Authorized Disclosure under this Agreement and applicable Confidentiality Control Procedures. To assist Recipient in its determination of the adequacy of its Confidentiality Control Procedures, Recipient has been provided with a copy of the Port Authority's Information Security Handbook.

(d) The Port Authority reserves the right to audit Recipient's Confidentiality Control Procedures, and those of each Related Party, as applicable, to ensure that it is in compliance with the terms of this Agreement.

(e) The Port Authority may request in writing that the Recipient or any Related Parties apply different or more stringent controls on the handling, care, storage and disclosure of particular items of Protected Information as a precondition for its disclosure. The Port Authority may decline any request by the Recipient or any of its Related Parties to provide such item of Protected Information if the Recipient or any of the Related Parties do not agree in writing to apply such controls.

(f) Nothing in this Agreement shall require the Port Authority to tender or provide access to or possession of any Protected Information to the Recipient or its Related Parties, whether or not the requirements of this Agreement are otherwise satisfied. However, if such Protected Information is provided and accepted, the Recipient and its Related Parties shall abide by the terms, conditions and requirements of this Agreement.

(g) The Recipient and each Related Party agrees to be responsible for enforcing the provisions of this Agreement with respect to its Related Parties, in accordance with the Confidentiality Control Procedures. Except as required by law pursuant to written advice of competent legal counsel, or with the Port Authority's prior written consent, neither the Recipient, nor any of the Related Parties shall disclose to any third party, person or entity: (i) any Protected Information under circumstances where the Recipient is not fully satisfied that the person or entity to whom such disclosure is about to be made shall act in accordance with the Confidentiality Control Procedures whether or not such person or entity has agreed in writing to be bound by the terms of this Agreement or any "Acknowledgement" of its terms or (ii) the fact that Protected Information has been made available to the Recipient or such Related Parties, or the content or import of such Protected Information. The Recipient is responsible for collecting and managing the Acknowledgments signed by Related Parties pursuant to this Agreement. Recipient shall, at the Port Authority's request, provide the Port Authority a list of all Related Parties who have signed an Acknowledgment, and copies of such Acknowledgments.

(h) As to all Protected Information provided by or on behalf of the Port Authority, nothing in this Agreement shall constitute or be construed as a waiver of any public interest privilege or other protections established under applicable state or federal law.

3. **Disclosures and Discovery Requests.** If a subpoena, discovery request, Court Order, Freedom of Information Request, or any other request or demand authorized by law seeking disclosure of the Protected Information is received by the Recipient or any Related Party, Recipient shall notify the Port Authority thereof, to the extent permitted by law, with sufficient promptness so as to enable the Port Authority to investigate the circumstances, prepare any appropriate documentation and seek to quash the subpoena, to seek a protective order, or to take such other action regarding the request as it deems appropriate. In the absence of a protective order, disclosure shall be made, in consultation with the Port Authority, of only that part of the Protected Information as is legally required to be disclosed. If at any time Protected Information is disclosed in violation of this Agreement, the Recipient shall immediately give the Port Authority written notice of that fact and a detailed account of the circumstances regarding such disclosure to the Port Authority.

4. **Retention Limitations; Return of Protected Information.** Upon the earlier occurrence of either the Port Authority's written request or completion of Recipient's need for any or all Protected Information, such Protected Information, all writings and material describing, analyzing or containing any part of such Protected Information, including any and all portions of Protected Information that may be stored, depicted or contained in electronic or other media and all copies of the foregoing shall be promptly delivered to the Port Authority at Recipient's expense. In addition, as to Protected Information that may be stored in electronic or similar form, such Protected Information shall be deleted and completely removed so that such Protected Information is incapable of being recovered from all computer databases of the Recipient and all Related Parties. The Recipient may request in writing that the Port Authority consent to destruction of Protected Information, writings and materials in lieu of delivery thereof to the Port Authority. The Port Authority shall not unreasonably withhold its consent to such request. If the Port Authority consents to such destruction, the Recipient and each Related Party shall deliver to the Port Authority a written certification by Recipient and such Related Party that such Protected Information, writings and materials have been so destroyed within such period as may be imposed by the Port Authority. Notwithstanding the foregoing, to the extent required for legal or compliance purposes, the Recipient may retain copies of Protected Information (in any format), provided that (a) the Port Authority is notified in writing of such retention, and (b) Recipient continues to abide by the requirements of this Agreement with respect to the protection of such Protected Information.

5. **Duration and Survival of Confidentiality Obligations.** The obligations under this Agreement shall be perpetual (unless otherwise provided in this Agreement) or until such time as the Protected Information is no longer considered protected, confidential and/or privileged by the Port Authority.

6. **Severability.** Each provision of this Agreement is severable and if a court should find any provision of this Agreement to be unenforceable, all other provisions of this Agreement shall remain in full force and effect.

7. **Injunctive and Other Relief.** Recipient and each Related Party acknowledges that the unauthorized disclosure and handling of Protected Information is likely to have a material adverse and detrimental impact on public safety and security and could significantly endanger the Port Authority, its facilities (including, without limitation, the Project site), its patrons and the general public and that damages at law are an inadequate remedy for any breach, or threatened breach, of this Agreement by Recipient or its Related Parties. The Port Authority shall be entitled, in addition to all other rights or remedies, to seek such restraining orders and injunctions as it may deem appropriate for any breach of this Agreement, without being required to show any actual damage or to post any bond or other security.

8. **Governing Law.** This Agreement shall be governed by and construed in accordance with the laws of the State of New York, without regard to conflict of laws principles. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient specifically and irrevocably consent to the exclusive jurisdiction of any federal or state court in the County of New York and State of New York with respect to all matters concerning this Agreement and its enforcement. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient agree that the execution and performance of this Agreement shall have a New York situs and, accordingly, they each consent (and solely with respect to the Port Authority, subject to the terms of the Port Authority Legislation (as defined below)) to personal jurisdiction in the State of New York for all purposes and proceedings arising from this Agreement. "**Port Authority Legislation**" shall mean the concurrent legislation of the State of New York and State of New Jersey set forth at Chapter 301 of the Laws of New York of 1950, as amended by Chapter 938 of the Laws of New York of 1974 (McKinney's Unconsolidated Laws §§7101-7112) and Chapter 204 of the Laws of New Jersey of 1951 (N.J.S.A. 32:1-157 to 32:1-168).

9. **Notices.** Any notice, demand or other communication (each, a "**notice**") that is given or rendered pursuant to this Agreement by either party to the other party, shall be: (i) given or rendered, in writing, (ii) addressed to the other party at its required address(es) for notices delivered to it as set forth below, and (iii) delivered by either (x) hand delivery, or (y) nationally recognized courier service (e.g., Federal Express, Express Mail). Any such notice shall be deemed given or rendered, and effective for purposes of this Agreement, as of the date actually delivered to the other party at such address(es) (whether or not the same is then received by other party due to a change of address of which no notice was given, or any rejection or refusal to accept delivery). Notices from either party (to the other) may be given by its counsel.

The required address(es) of each party for notices delivered to it is (are) as set forth below. Each party, however, may, from time to time, designate an additional or substitute required address(es) for notices delivered to it, provided that such designation must be made by notice given in accordance with this Paragraph 9.

Original to the Port Authority: Cory Mermer
The Port Authority of New York and New Jersey
Two Montgomery Street, 3rd Floor
Jersey City, New Jersey 07302

with a copy to: The Port Authority of New York and New Jersey
225 Park Avenue South - 14th Floor
New York, NY 10003
Attn: General Counsel's Office c/o Caroline Ioannou, Law DISO

If to the Recipient: _____
_____
_____

with a copy to: _____
_____
_____

10. **Entire Agreement.** This Agreement contains the complete statement of all the agreements among the parties hereto with respect to the subject matter thereof, and all prior agreements among the parties hereto respecting the subject matter hereof, whether written or oral, are merged herein and shall be of no further force or effect. This Agreement may not be changed, modified, discharged, or terminated, except by an instrument in writing signed by all of the parties hereto.

11. **Counterparts.** This Agreement may be executed in one or more counterparts, each of which shall be deemed to be an original, but all of which shall be one and the same document.

12. **Parties Bound.** This Agreement shall be binding upon the Recipient and its respective successors. The foregoing shall not be affected by the failure of any Related Party to join in this Agreement or to execute and deliver an Acknowledgement hereof.

13. **Authority.** The undersigned individual(s) executing this Agreement on behalf of the Recipient below represent(s) that they are authorized to execute this Agreement on behalf of the Recipient and to legally bind such party.

14. **Disclosure of Ownership Rights or License.** Nothing contained herein shall be construed as the granting or conferring by the Port Authority of any rights by ownership, license or otherwise in any Information.

15. **No Liability.** Neither the Commissioners of the Port Authority, nor any of them, nor any officer, agent or employee thereof, shall be charged personally by the Recipient with any liability, or held liable to the Recipient under any term or provision of this Agreement, or because of its execution or attempted execution or because of any breach, or attempted or alleged breach thereof.

16. **Construction.** This Agreement is the joint product of the parties hereto and each provision of this Agreement has been subject to the mutual consultation, negotiation, and agreement of the parties hereto, and shall not be construed for or against any party hereto. The captions of the various sections in this Agreement are for convenience only and do not, and shall not be deemed to, define, limit or construe the contents of such Sections.

RECIPIENT:

Signature:

Print Name: W. Stanley Emory, Jr.

Title: Vice President

Date: July 8, 2014

NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT
BETWEEN

EnTech Engineering, P.C.

AND

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

THIS NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT (this "Agreement") is made as of this 15 day of July, 2014, by and between **THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY** (the "Port Authority") a body corporate and politic created by Compact between the States of New York and New Jersey, with the consent of the Congress of the United States, and having an office and place of business at 225 Park Avenue South, New York, New York, 10003, and EnTech Engineering, P.C. having an office and place of business at 11 Broadway, 21st Floor, New York, NY 10004 ("Recipient").

WHEREAS, the Port Authority desires, subject to the terms and conditions set forth below, to disclose to Recipient Protected Information (as defined below) in connection with RFP No.38268 (collectively, the "Project(s)", or "Proposed Project(s)"); and

WHEREAS, the Recipient acknowledges that the Port Authority, in furtherance of its performance of essential and critical governmental functions relating to the Project, has existing and significant interests and obligations in establishing, maintaining and protecting the security and safety of the Project site and surrounding areas and related public welfare matters; and

WHEREAS, in furtherance of critical governmental interests regarding public welfare, safety and security at the Project site, the Port Authority has collected information and undertaken the development of certain plans and recommendations regarding the security, safety and protection of the Project site, including the physical construction and current and future operations; and

WHEREAS, the Port Authority and Recipient (collectively, the "Parties") acknowledge that in order for Recipient to undertake its duties and/or obligations with regard to its involvement in the Project, the Port Authority may provide Recipient or certain of its Related Parties (as defined below) certain information in the possession of the Port Authority, which may contain or include protected, confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, relating to the Project or its occupants or other matters, the unauthorized disclosure of which could result in significant public safety, financial and other damage to the Port Authority, the Project, its occupants, and the surrounding communities; and

WHEREAS, Recipient recognizes and acknowledges that providing unauthorized access to, or disclosing such information to third parties in violation of the terms of this Agreement

could compromise or undermine the existing or future guidelines, techniques and procedures implemented for the protection against terrorist acts or for law enforcement, investigation and prosecutorial purposes, and accordingly could result in significant irreparable harm and injury; and

WHEREAS, in order to protect and preserve the privilege attaching to and the confidentiality of the aforementioned information as well as to limit access to such information to a strict need to know basis, the Port Authority requires, as a condition of its sharing or providing access to such protected, confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, that the Recipient enter into this Agreement and that its Related Parties thereafter acknowledge and agree that they will be required to treat as strictly confidential and/or privileged any of such information so provided, as well as the work product and conclusions of any assessments and evaluations or any recommendations relating thereto, and to also fully comply with applicable federal rules and regulations with respect thereto; and

WHEREAS, as a condition to the provision of such information to Recipient and certain Related Parties, the Recipient has agreed to enter into this Agreement with respect to the handling and use of such information and to cause Related Parties to join in and be bound by the terms and conditions of this Agreement.

NOW, THEREFORE, in consideration of the provision by Port Authority of Information for Project Purposes (as each such term is defined below) and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged by the Recipient and each Related Party that receives such Information, the Recipient and each such Related Party agrees, as follows:

1. **Defined Terms.** In addition to the terms defined in the Recitals above, the following terms shall have the meanings set forth below:

(a) "**Authorized Disclosure**" means the disclosure of Protected Information strictly in accordance with the Confidentiality Control Procedures applicable thereto: (i) as to all Protected Information, only to a Related Party that has a need to know such Protected Information strictly for Project Purposes and that has agreed in writing to be bound by the terms of this Agreement by executing a form of Acknowledgment as set forth in Exhibit A or Exhibit B, as applicable; and (ii) as to Confidential Privileged Information, only to the extent expressly approved in writing and in advance by the Port Authority, and then only the particular Confidential Privileged Information that is required to accomplish an essential element of the Project.

(b) "**Information**" means, collectively, all information, documents, data, reports, notes, studies, projections, records, manuals, graphs, electronic files, computer generated data or information, drawings, charts, tables, diagrams, photographs, and other media or renderings containing or otherwise incorporating information that may be provided or made accessible at any time, whether in writing, orally, visually, photographically, electronically or in any other form or medium, including, without limitation, any and all copies, duplicates or extracts of the foregoing.

(c) "**Protected Information**" means and includes collectively, Confidential Information, Confidential Privileged Information, Sensitive Security Information (SSI), Critical Infrastructure Information (CII) or Health Insurance Portability and Accountability Act (HIPPA) Information and Information that is labeled, marked or otherwise identified by or on behalf of the Port Authority so as to reasonably connote that such information is confidential, privileged, sensitive or proprietary in nature. The term Protected Information shall also include all work product that contains or is derived from any of the foregoing, whether in whole or in part, regardless of whether prepared by the Recipient, the Port Authority or others, or when the Port Authority receives such information from others and agrees to treat such information as Protected. The following Information shall not constitute Protected Information for the purpose of this Agreement:

(i) Particular Information, other than Confidential Privileged Information, that is provided to the Recipient by a source other than the Port Authority, provided that such source is not subject to a confidentiality agreement, or similar obligation, or understanding with or for the benefit of the Port Authority, with respect to such Information and that the identity of such source is not itself part of such Protected Information.

(ii) Information that is or becomes generally available to the public other than as a result of a disclosure by the Recipient or a Related Party in violation of this Agreement.

(iii) Information that is known to or was in the possession of the Recipient or a Related Party on a non-confidential basis prior to the disclosure of such Information by the Port Authority.

(d) "**Confidential Information**" means and includes collectively, any and all Information, documents and materials entitled to protection as a public interest privilege under New York State law and as may be deemed to be afforded or entitled to the protection of any other privilege recognized under New York and/or New Jersey state laws or Federal laws. It also includes information that contains sensitive financial, commercial or other proprietary business information concerning or relating to the Port Authority, its projects, operations or facilities that would be exempt from release under the Port Authority Freedom of Information Code.

(e) "**Confidential Privileged Information**" means and includes collectively, (i) Information that reveals security risks, threats, vulnerabilities, documentation that identifies specific physical security vulnerabilities or revealing specific security vulnerabilities details related to emergency response protocols, egress plans, flow paths, egress capacities, (diagrams, codes, standards) etc., which is not publicly available." and any and all Information, documents and materials entitled to protection as a public interest privilege under New York State law and as may be deemed to be afforded or entitled to the protection of any other privilege recognized under New York and/or New Jersey state laws or Federal laws, and (ii) certain Critical Infrastructure Information.

(f) "**Confidentiality Control Procedures**" means procedures, safeguards and requirements for the identification, processing, protection, handling, care, tracking and storage of Protected Information that are required under applicable federal or state law or by the terms of this Agreement.

(g) **"Critical Infrastructure Information"** (CII) has the meaning set forth in the Homeland Security Act of 2002, under the subtitle Critical Infrastructure Information Act of 2002 (6 U.S.C. §131-134), and any rules or regulations enacted pursuant thereto, including, without limitation, the Office of the Secretary, Department of Homeland Security Rules and Regulations, 6 C.F.R. Part 29 and any amendments thereto. CII may also be referred to as "Protected Critical Infrastructure Information" or "PCII", as provided for in the referenced rules and regulations and any amendments thereto.

(h) **"Sensitive Security Information"** (SSI) has the definition and requirements set forth in the Transportation Security Administrative Rules & Regulations, 49 CFR 1520, (49 U.S.C. §114) and in the Office of the Secretary of Transportation Rules & Regulations, 49 CFR 15, (49 U.S.C. §40119).

(i) **"Health Insurance Portability and Accountability Act"** (HIPAA) Information Employees, associates or other contract personnel who have access to Protected Health Information (PHI) must refer to, and comply with, the Privacy Policies and Procedures to Protect Personal Health Information. Privacy regulations issued under the Health Insurance Portability and Accountability Act of 1996 ("HIPAA" or "Privacy Laws") place restrictions on the Group Health Plans of the Port Authority and PATH (the "Plans") ability to use and disclose Protected Health Information ("PHI").

(j) **"Project Purposes"** means the use of Protected Information strictly and only for purposes related to Recipient's and its Related Parties' participation and involvement in the Project, and only for such period of time during which Recipient and its Related Parties are involved in Project related activities.

(k) **"Related Party"** and **"Related Parties"** means the directors, employees, officers, partners or members of the Recipient, as applicable, and the Recipient's outside consultants, attorneys, advisors, accountants, architects, engineers or subcontractors or sub-consultants (and their respective directors, employees, officers, partners or members) to whom any Protected Information is disclosed or made available.

2. **Use of Protected Information**. All Protected Information shall be used by the Recipient in accordance with the following requirements:

(a) All Protected Information shall be held in confidence and shall be processed, treated, disclosed and used by the Recipient and its Related Parties only for Project Purposes and in accordance with the Confidentiality Control Procedures established pursuant to Paragraph 2(c), below, and applicable legal requirements. Protected Information may be disclosed, only if and to the extent that such disclosure is an Authorized Disclosure.

(b) Recipient and each Related Party acknowledges and agrees that (i) any violation by the Recipient or any of its Related Parties of the terms, conditions or restrictions of this Agreement relating to Protected Information may result in penalties and other enforcement or corrective action as set forth in such statutes and regulations, including, without limitation, the issuance of orders requiring retrieval of Sensitive Security Information and Critical Infrastructure Information to remedy unauthorized disclosure and to cease future unauthorized disclosure and (ii) pursuant to the aforementioned Federal Regulations, including, without limitation, 49 C.F.R. §§ 15.17 and 1520.17, any such violation thereof or mishandling of information therein defined

may constitute grounds for a civil penalty and other enforcement or corrective action by the United States Department of Transportation and the United States Department of Homeland Security, and appropriate personnel actions for Federal employees.

(c) Recipient and each Related Party covenants to the Port Authority that it has established, promulgated and implemented Confidentiality Control Procedures for identification, handling, receipt, care, and storage of Protected Information to control and safeguard against any violation of the requirements of this Agreement and against any unauthorized access, disclosure, modification, loss or misuse of Protected Information. Recipient and each Related Party shall undertake reasonable steps consistent with such Confidentiality Control Procedures to assure that disclosure of Protected Information is compartmentalized, such that all Protected Information shall be disclosed only to those persons and entities authorized to receive such Information as an Authorized Disclosure under this Agreement and applicable Confidentiality Control Procedures. To assist Recipient in its determination of the adequacy of its Confidentiality Control Procedures, Recipient has been provided with a copy of the Port Authority's Information Security Handbook.

(d) The Port Authority reserves the right to audit Recipient's Confidentiality Control Procedures, and those of each Related Party, as applicable, to ensure that it is in compliance with the terms of this Agreement.

(e) The Port Authority may request in writing that the Recipient or any Related Parties apply different or more stringent controls on the handling, care, storage and disclosure of particular items of Protected Information as a precondition for its disclosure. The Port Authority may decline any request by the Recipient or any of its Related Parties to provide such item of Protected Information if the Recipient or any of the Related Parties do not agree in writing to apply such controls.

(f) Nothing in this Agreement shall require the Port Authority to tender or provide access to or possession of any Protected Information to the Recipient or its Related Parties, whether or not the requirements of this Agreement are otherwise satisfied. However, if such Protected Information is provided and accepted, the Recipient and its Related Parties shall abide by the terms, conditions and requirements of this Agreement.

(g) The Recipient and each Related Party agrees to be responsible for enforcing the provisions of this Agreement with respect to its Related Parties, in accordance with the Confidentiality Control Procedures. Except as required by law pursuant to written advice of competent legal counsel, or with the Port Authority's prior written consent, neither the Recipient, nor any of the Related Parties shall disclose to any third party, person or entity: (i) any Protected Information under circumstances where the Recipient is not fully satisfied that the person or entity to whom such disclosure is about to be made shall act in accordance with the Confidentiality Control Procedures whether or not such person or entity has agreed in writing to be bound by the terms of this Agreement or any "Acknowledgement" of its terms or (ii) the fact that Protected Information has been made available to the Recipient or such Related Parties, or the content or import of such Protected Information. The Recipient is responsible for collecting and managing the Acknowledgments signed by Related Parties pursuant to this Agreement. Recipient shall, at the Port Authority's request, provide the Port Authority a list of all Related Parties who have signed an Acknowledgment, and copies of such Acknowledgments.

(h) As to all Protected Information provided by or on behalf of the Port Authority, nothing in this Agreement shall constitute or be construed as a waiver of any public interest privilege or other protections established under applicable state or federal law.

3. **Disclosures and Discovery Requests.** If a subpoena, discovery request, Court Order, Freedom of Information Request, or any other request or demand authorized by law seeking disclosure of the Protected Information is received by the Recipient or any Related Party, Recipient shall notify the Port Authority thereof, to the extent permitted by law, with sufficient promptness so as to enable the Port Authority to investigate the circumstances, prepare any appropriate documentation and seek to quash the subpoena, to seek a protective order, or to take such other action regarding the request as it deems appropriate. In the absence of a protective order, disclosure shall be made, in consultation with the Port Authority, of only that part of the Protected Information as is legally required to be disclosed. If at any time Protected Information is disclosed in violation of this Agreement, the Recipient shall immediately give the Port Authority written notice of that fact and a detailed account of the circumstances regarding such disclosure to the Port Authority.

4. **Retention Limitations; Return of Protected Information.** Upon the earlier occurrence of either the Port Authority's written request or completion of Recipient's need for any or all Protected Information, such Protected Information, all writings and material describing, analyzing or containing any part of such Protected Information, including any and all portions of Protected Information that may be stored, depicted or contained in electronic or other media and all copies of the foregoing shall be promptly delivered to the Port Authority at Recipient's expense. In addition, as to Protected Information that may be stored in electronic or similar form, such Protected Information shall be deleted and completely removed so that such Protected Information is incapable of being recovered from all computer databases of the Recipient and all Related Parties. The Recipient may request in writing that the Port Authority consent to destruction of Protected Information, writings and materials in lieu of delivery thereof to the Port Authority. The Port Authority shall not unreasonably withhold its consent to such request. If the Port Authority consents to such destruction, the Recipient and each Related Party shall deliver to the Port Authority a written certification by Recipient and such Related Party that such Protected Information, writings and materials have been so destroyed within such period as may be imposed by the Port Authority. Notwithstanding the foregoing, to the extent required for legal or compliance purposes, the Recipient may retain copies of Protected Information (in any format), provided that (a) the Port Authority is notified in writing of such retention, and (b) Recipient continues to abide by the requirements of this Agreement with respect to the protection of such Protected Information.

5. **Duration and Survival of Confidentiality Obligations.** The obligations under this Agreement shall be perpetual (unless otherwise provided in this Agreement) or until such time as the Protected Information is no longer considered protected, confidential and/or privileged by the Port Authority.

6. **Severability.** Each provision of this Agreement is severable and if a court should find any provision of this Agreement to be unenforceable, all other provisions of this Agreement shall remain in full force and effect.

7. **Injunctive and Other Relief.** Recipient and each Related Party acknowledges that the unauthorized disclosure and handling of Protected Information is likely to have a material adverse and detrimental impact on public safety and security and could significantly endanger the Port Authority, its facilities (including, without limitation, the Project site), its patrons and the general public and that damages at law are an inadequate remedy for any breach, or threatened breach, of this Agreement by Recipient or its Related Parties. The Port Authority shall be entitled, in addition to all other rights or remedies, to seek such restraining orders and injunctions as it may deem appropriate for any breach of this Agreement, without being required to show any actual damage or to post any bond or other security.

8. **Governing Law.** This Agreement shall be governed by and construed in accordance with the laws of the State of New York, without regard to conflict of laws principles. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient specifically and irrevocably consent to the exclusive jurisdiction of any federal or state court in the County of New York and State of New York with respect to all matters concerning this Agreement and its enforcement. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient agree that the execution and performance of this Agreement shall have a New York situs and, accordingly, they each consent (and solely with respect to the Port Authority, subject to the terms of the Port Authority Legislation (as defined below)) to personal jurisdiction in the State of New York for all purposes and proceedings arising from this Agreement. "**Port Authority Legislation**" shall mean the concurrent legislation of the State of New York and State of New Jersey set forth at Chapter 301 of the Laws of New York of 1950, as amended by Chapter 938 of the Laws of New York of 1974 (McKinney's Unconsolidated Laws §§7101-7112) and Chapter 204 of the Laws of New Jersey of 1951 (N.J.S.A. 32:1-157 to 32:1-168).

9. **Notices.** Any notice, demand or other communication (each, a "**notice**") that is given or rendered pursuant to this Agreement by either party to the other party, shall be: (i) given or rendered, in writing, (ii) addressed to the other party at its required address(es) for notices delivered to it as set forth below, and (iii) delivered by either (x) hand delivery, or (y) nationally recognized courier service (e.g., Federal Express, Express Mail). Any such notice shall be deemed given or rendered, and effective for purposes of this Agreement, as of the date actually delivered to the other party at such address(es) (whether or not the same is then received by other party due to a change of address of which no notice was given, or any rejection or refusal to accept delivery). Notices from either party (to the other) may be given by its counsel.

The required address(es) of each party for notices delivered to it is (are) as set forth below. Each party, however, may, from time to time, designate an additional or substitute required address(es) for notices delivered to it, provided that such designation must be made by notice given in accordance with this Paragraph 9.

Original to the Port Authority:	Cory Mermer The Port Authority of New York and New Jersey Two Montgomery Street, 3rd Floor Jersey City, New Jersey 07302
with a copy to:	The Port Authority of New York and New Jersey 225 Park Avenue South - 14th Floor New York, NY 10003 Attn: General Counsel's Office c/o Caroline Ioannou, Law DISO
If to the Recipient:	_____ _____ _____
with a copy to:	_____ _____ _____

10. **Entire Agreement.** This Agreement contains the complete statement of all the agreements among the parties hereto with respect to the subject matter thereof, and all prior agreements among the parties hereto respecting the subject matter hereof, whether written or oral, are merged herein and shall be of no further force or effect. This Agreement may not be changed, modified, discharged, or terminated, except by an instrument in writing signed by all of the parties hereto.

11. **Counterparts.** This Agreement may be executed in one or more counterparts, each of which shall be deemed to be an original, but all of which shall be one and the same document.

12. **Parties Bound.** This Agreement shall be binding upon the Recipient and its respective successors. The foregoing shall not be affected by the failure of any Related Party to join in this Agreement or to execute and deliver an Acknowledgement hereof.

13. **Authority.** The undersigned individual(s) executing this Agreement on behalf of the Recipient below represent(s) that they are authorized to execute this Agreement on behalf of the Recipient and to legally bind such party.

14. **Disclosure of Ownership Rights or License.** Nothing contained herein shall be construed as the granting or conferring by the Port Authority of any rights by ownership, license or otherwise in any Information.

15. **No Liability.** Neither the Commissioners of the Port Authority, nor any of them, nor any officer, agent or employee thereof, shall be charged personally by the Recipient with any liability, or held liable to the Recipient under any term or provision of this Agreement, or because of its execution or attempted execution or because of any breach, or attempted or alleged breach thereof.

16. **Construction.** This Agreement is the joint product of the parties hereto and each provision of this Agreement has been subject to the mutual consultation, negotiation, and agreement of the parties hereto, and shall not be construed for or against any party hereto. The captions of the various sections in this Agreement are for convenience only and do not, and shall not be deemed to, define, limit or construe the contents of such Sections.

RECIPIENT:

Signature: Susan Bayat

Print Name: Susan Bayat, PE

Title: President

Date: July 15, 2014

BUY AMERICA CERTIFICATIONS

A bidder or offeror must submit to the FTA recipient the appropriate Buy America certification (below) with all bids or offers on FTA-funded contracts, except those subject to a general waiver. Bids or offers that are not accompanied by a completed Buy America certification must be rejected as nonresponsive. This requirement does not apply to lower tier subcontractors.

CERTIFICATION REQUIREMENT FOR PROCUREMENT OF STEEL, IRON, OR MANUFACTURED PRODUCTS (NON- ROLLING STOCK)

Certificate of Compliance with 49 U.S.C. 5323(j)(1)

The bidder or offeror hereby certifies that it will meet the requirements of 49 U.S.C. 5323(j)(1) and the applicable regulations in 49 CFR Part 661.5.

Date July 15, 2014

Signature _____

Company Name ARCADIS of New York, Inc.

Title Vice President

Certificate of Non-Compliance with 49 U.S.C. 5323(j)(1)

The bidder or offeror hereby certifies that it cannot comply with the requirements of 49 U.S.C. 5323(j)(1) and 49 C.F.R. 661.5, but it may qualify for an exception pursuant to 49 U.S.C. 5323(j)(2)(A), 5323(j)(2)(B), or 5323(j)(2)(D), and 49 C.F.R. 661.7.

Date _____

Signature _____

Company Name _____

Title _____

FTA REQUIREMENTS

STANDARD FORM LLL - DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C. 1352

1. **Type of Federal Action:**	2. **Status of Federal Action:**	3. **Report Type:**
X a. contract	X a. bid/offer/application	X a. initial filing
___ b. grant	___ b. initial award	___ b. material change
___ c. cooperative agreement	___ c. post award	
___ d. loan		**For material change only:**
___ e. loan guarantee		Year _____ quarter _____
___ f. loan insurance		Date of last report_____

4. **Name and Address of Reporting Entity:**	5. **If Reporting Entity in No. 4 is Subawardee,** Enter Name and Address of Prime:
Not Applicable X Prime ___ Subawardee Tier_____, if Known: **Congressional District,** *if known*:	**Congressional District,** *if known*:
6. **Federal Department/Agency:**	7. **Federal Program Name/Description:** CFDA Number, *if applicable*: _____
8. **Federal Action Number,** *if known:*	9. **Award Amount,** *if known:* **$**
10. a. **Name and Address of Lobbying Registrant** *(if individual, last name, first name, MI):*	b. **Individuals Performing Services** *(including address if different from No. 10a)* *(last name, first name, MI):*
11. **Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.**	**Signature:** _____ **Print Name:** W. Stanley Emory, Jr. **Title:** Vice President **Telephone No.:** 410-381-1990 x17 **Date:** 7/15/14
Federal Use Only	**Authorized for Local Reproduction** **Standard Form - LLL (Rev. 7-97)**

CERTIFICATION REGARDING LOBBYING PURSUANT TO 31 U.S.C. 1352

The undersigned

W. Stanley Emory, Jr.

(name of authorized officer)

certifies, to the best of my knowledge and belief, that:

- No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

- If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form LLL, "Disclosure of Lobbying, Activities" in accordance with its instructions.

- The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by, 31, U.S. C. § 1352 (as amended by the Lobbying Disclosure Act of 1995). Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

Note: Pursuant to 31 U.S.C § 1352(c)(I)-(2)(A), any person who makes a prohibited expenditure or fails to file or amend a required certification or disclosure form shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such expenditure or failure.

The Contractor certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Contractor understands and agrees that the provisions of 31 U.S.C. § 3801, et seq., apply to this certification and disclosure, if any.

Executed this day 15th of July, 20~~13~~ 14

By: _____

Signature of Authorized Official

W. Stanley Emory, Jr., Vice President

Official Name and Title of Authorized Official

STANDARD FORM LLL - DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C. 1352

1. **Type of Federal Action:**	2. **Status of Federal Action:**	3. **Report Type:**
X a. contract	X a. bid/offer/application	X a. initial filing
___ b. grant	___ b. initial award	___ b. material change
___ c. cooperative agreement	___ c. post award	
___ d. loan		**For material change only:**
___ e. loan guarantee		Year _____ quarter _____
___ f. loan insurance		Date of last report_____

4. **Name and Address of Reporting Entity:**	5. **If Reporting Entity in No. 4 is Subawardee,** Enter Name and Address of Prime:
NOT Applicable X Prime ___ Subawardee Tier_____, if Known: **Congressional District,** *if known*:	**Congressional District,** *if known*:
6. **Federal Department/Agency:**	7. **Federal Program Name/Description:** CFDA Number, *if applicable*: _____
8. **Federal Action Number,** *if known:*	9. **Award Amount,** *if known:* **$**
10. a. **Name and Address of Lobbying Registrant** *(if individual, last name, first name, MI):*	b. **Individuals Performing Services** *(including address if different from No. 10a)* *(last name, first name, MI):*
11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.	**Signature:** **Print Name:** W. Stanley Emory, Jr. **Title:** Vice President **Telephone No.:** 410-381-1990 x17 **Date:** 7/15/14
Federal Use Only	**Authorized for Local Reproduction** **Standard Form - LLL (Rev. 7-97)**

Indefinite Quantity Contracts (IQCs) for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis Through 2018

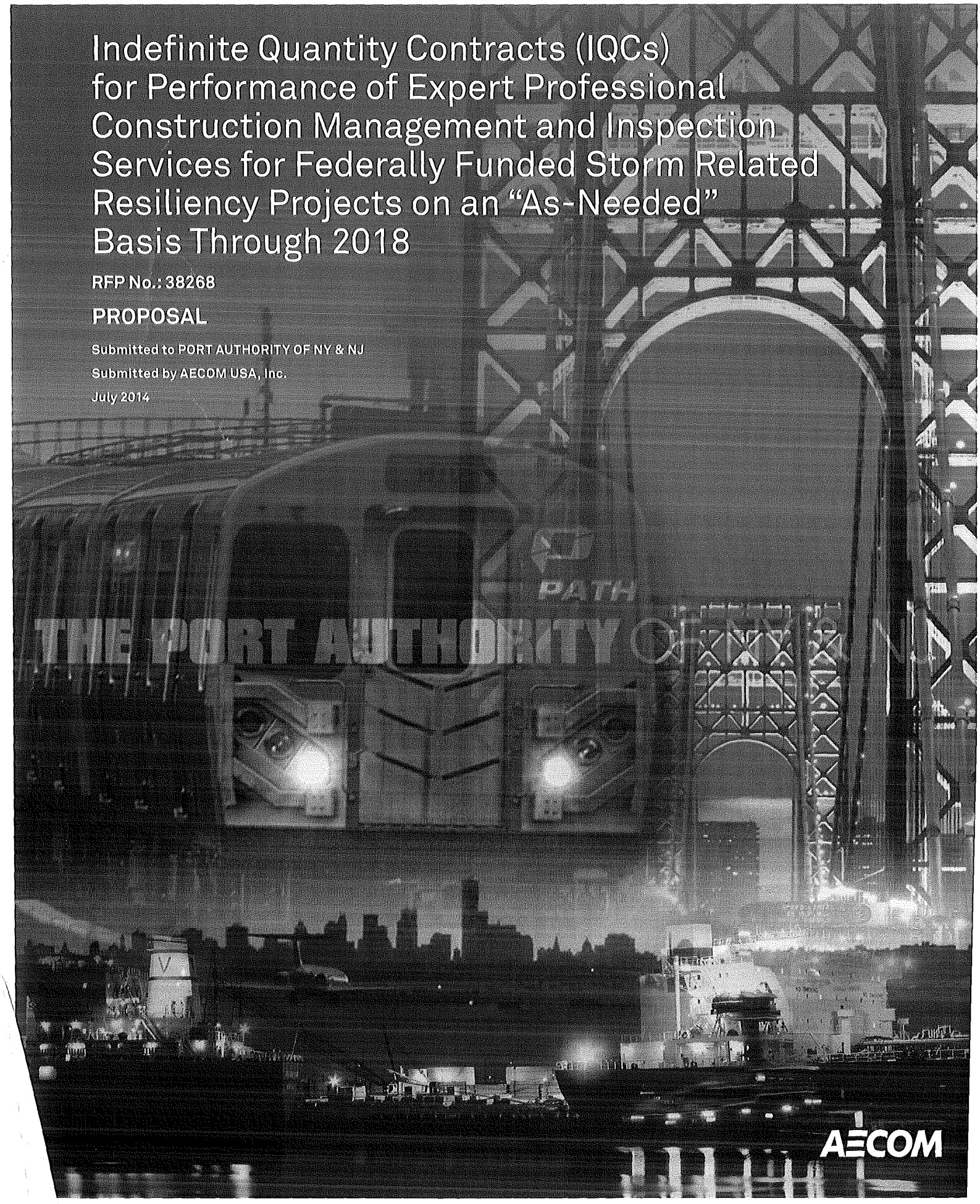
RFP No.: 38268

PROPOSAL

Submitted to PORT AUTHORITY OF NY & NJ

Submitted by AECOM USA, Inc.

July 2014



AECOM

Table of Contents

Cover Letter

Attachment B - **Agreement on Terms of Discussion**

Proposer Prerequiste 1-2

Certificates of Authorization
Attachment C-1 (Proposer Prerequisite A) and C-2 (Proposer Prerequisite B)

Financial Information 3

AECOM Financial Statement: Exhibit F.1
Statement of Work: Exhibit F-2 4-5
FEIB/D&B/Credit Services: F.3 6

Section A **Firm's Qualifications and Experience** 7-21

Section B **Staff Qualifications and Experience** 22-24

Attachment E 25
Organization Chart 26
Resumes .... (R1-R77)

Section C **Management/Technical Approach** 27-40

Section D **DBE Participation** 41

Attachment D-1: DBE Goals Statement
Attachment D-3: Information on Solicited Firms
Appendix D-2: DBE Participation Plan and Affirmation Statement, DBE Certifications (All Subs)

Section E **Pricing and Compensation** 42

Section F **Firm's Affiliates** 43

Section G **Proposer's Integrity Provisions** 44

Section H **Background Qualifications Questionnaire**

Section I **General Conflict of Interest** 45

Section J **Organizational Conflict of Interest** 46

Section K **Miscellaneous**
Buy America Certification
FEMA Requirements
FTA Requirements
Certification Requirement for Procurement of Buses, Other Rolling Stock
Acknowledgement of Addenda

Section L **Non-Disclosure and Confidentially Agreement (NDA)**

CERTIFICATION STATEMENT ..... *under separate cover*

AECOM
605 Third Avenue
New York, NY 10158
www.aecom.com

(212) 973-2900 tel
(212) 972-0682 fax

July 16, 2014

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

Attention: RFP Custodian

Re: Indefinite Quantity Contract (IQC) for Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects On An "As Needed" Basis During 2018

RFP No.: 38268

Dear RFP Custodian:

AECOM USA Inc. is very pleased to submit our proposal for the subject contract. Our proposal outlines our team's experience and qualifications for each of the services requested in the RFP.

The AECOM Team brings specific, relevant knowledge of Authority facilities. We have working relationships with many of your major stakeholders, and we know your policies, procedures, design standards and guidelines and facility operations. We are familiar with the requirements of FTA and FEMA, and as indicated in the body of our proposal, we have years of experience working with both agencies.

Our Construction Manager for this contract will be Mr. Achille Niro, who will have the overall responsibility for performance of the contract. Achille has a proven record with the Authority and brings comprehensive knowledge of its facilities. His career encompasses experience in the planning, design, construction and program management of numerous significant transportation projects such as Delta JFK IAT Redevelopment Program, FEMA Hazard Mitigation Technical Assistance Program – Substantial Damage Estimate (SDE) and NYC Rapid Repairs Program. Achille brings a collaborative management approach to each assignment and communicates effectively with Authority staff, stakeholders and his project team.

Supporting Achille is an experienced team of professionals and subconsultants with;

- ✓ **The flexible resources** to staff and manage multiple task orders simultaneously
- ✓ **A depth of talented local resources** with expertise in every discipline the Authority may require
- ✓ **Construction Management experience at all Authority facilities**
- ✓ **A national reputation** for construction management services excellence
- ✓ **A proven record** of working closely with the Authority on similar "As-Needed" Assignments
- ✓ **Key personnel with directly relevant experience** and established Port Authority working relationships

AECOM

Our team brings unique skills in Aviation, TB&T, Port Commerce, PATH, Civil Engineering, Structural Engineering, Electrical Engineering, FTA and FEMA grant compliance among others..

In addition, our team includes several highly qualified Minority/Women Business Enterprises (D/M/BE) with extensive Authority experience and qualifications to satisfy the Federal requirements. As such, we are committed to meeting or exceeding the Authority's set-aside goals for this project.

We are committing to the Authority our firm's readiness and ability to provide the full construction management consulting services necessary to continue successfully fulfilling your "As-Needed" contract.

If you have any questions, please contact Achille Niro at (212) 973-3077 (office) or (646) 285-3084 (mobile) or via email at achille.niro@aecom.com

Very truly yours,

AECOM USA, Inc.

Gary C. Morris, PE
Senior Vice President

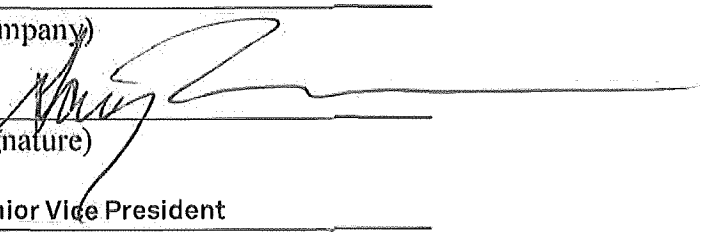
ATTACHMENT B

AGREEMENT ON TERMS OF DISCUSSION

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

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

AECOM USA, Inc.
(Company)


(Signature)

Senior Vice President
(Title)

July 8, 2014
(Date)

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

Proposer Prerequisites

AECOM

Statement of Proposer Prerequisites

Introduction

AECOM is in its 14th consecutive year as the #1 ranked Transportation firm in *ENR's* ***Top 500 Design Firms Sourcebook.*** Specializing in airports, highways and bridges, transit/rail, marine/ports, energy/power, planning, program management and construction management, and design-construct, our multidisciplinary staff of engineers, construction specialists and other professionals is strategically deployed in offices worldwide.

With approximately 45,000 employees around the world, AECOM is a leader in all of the key markets that it serves, that includes but are not limited to aviation, tunnels, bridges and terminals. AECOM provides a blend of global reach, local knowledge, innovation and technical excellence in delivering solutions that create, enhance and sustain the world's built, natural, and social environments.

A. Certificates of Authorization to Practice Professional Engineering in the states of New York and New Jersey

AECOM's certificates of authorization to practice engineering in New York and New Jersey are provided at the end of this section.

AECOM not only meets the prequalification requirements, we offer far in excess of the capabilities and resources required to deliver any task order to the satisfaction of the Port Authority of New York and New Jersey.

B. Construction Inspection Staff Qualifications

The AECOM team offers available staff with all the required qualifications for performing construction inspections services, including engineers experienced in civil, structural, electrical and mechanical engineering. Resumes are included in Section E of representative personnel available to be assigned as needed who have the required qualifications as indicated below.

Name	Resume Page
1. At least 10 Engineers/Architects Licensed in NY or NJ	
Achille Niro, PE (NY & NJ)	R-1
Christopher McDermott, PE (NY)	R-5
Paul Dombrowski, PE (NY, NJ & CT)	R-15
Paul Menzel, PE (NY & NJ)	R-27
Michael Naughton, PE (NY)	R-37
Sergio Herrera, PE (NY)	R-17
Michael Paterno, PE (NY)	R-29
Philip Yartey, PE (NJ)	R-39
Don Quast, PE (NY)	R-7
Frank Perricelli, PE (NY & NJ)	R-31
Antonio Rosciglione, RA	R-54
William Bayersdorfer, PE	R-25
Robert Rocco, PE (NY & NJ)	R-50

Name	Resume Page
2. At least 10 ACI Concrete Construction Special Inspectors	
Michele Farruggia	R-61
Michael Cronan	R-62
David Karpis	R-23
Angel Morales	R-11
Muhammad Kashif Syed (JCMS)	R-21
George Atsalis (JCMS)	R-64
Hamilton Mendonca (JCMS)	R-41
Khurshid Anwar (Techno)	R-42
Leonardo Nunez (Techno)	R-35
Wahaj Warsi (Techno)	R-65
Emmauel Tan (Cole), PE (NY)	R-52
Antoine Clervil (Cole)	R-67
3. At least 3 ICC Certified as Structural Steel and Bolting Inspectors	
Linda Chien, PE	R-68
Anand Hegde, PE	R-70
Michele Farruggia	R-61
Wahaj Warsi (Techno)	R-65
4. At least 1 NACE Level 1 Coatings Certified	
Oscar Gonzalez	R-72
David Frank, PE	R-74
Vijin Gedam, PE	R-76

These and other AECOM team inspection resources include qualified personnel from our team member firms. Their qualifications are provided in their respective resumes in Section B.

Certificates of Authorization

THE UNIVERSITY OF THE STATE OF NEW YORK
EDUCATION DEPARTMENT

THIS IS TO CERTIFY THAT HAVING MET THE REQUIREMENTS OF SECTION 7210 OF THE EDUCATION LAW AND IN ACCORDANCE THEREWITH THIS CERTIFICATE OF AUTHORIZATION IS GRANTED WHICH ENTITLES

AECOM USA INC
605 THIRD AVENUE
31ST FLOOR
ATTN ADWOA FAAKYE
NEW YORK, NY 10158-0000

TO PROVIDE PROFESSIONAL ENGINEERING SERVICES IN THE STATE OF NEW YORK FOR THE PERIOD 01/01/2012 TO 12/31/2014.

DOUGLAS E LENTIVECH
DEPUTY COMMISSIONER
FOR THE PROFESSIONS

CERTIFICATE NUMBER
0009061

JOHN B KING JR
PRESIDENT OF THE UNIVERSITY
AND COMMISSIONER OF EDUCATION

THE STATE OF NEW JERSEY
DEPARTMENT OF LAW & PUBLIC SAFETY
DIVISION OF CONSUMER AFFAIRS

NJHome | Services A to Z | Departments/Agencies | FAQs

OAG Home | OAG Contact | OAG Services from A - Z | DIVISION OF CONSUMER AFFAIRS | OAG Home | Eric T. Kanefsky Director

License Information

Accurate as of July 14, 2014 5:57 PM

Return to Search Results

Name: AECOM USA, INC.

Address: NYC,NY

Profession/License Type: Engineers & Land Surveyors,Certificate of Authorization

License No:

License Status: Active

Status Change Reason: From Other License

Issue Date: 7/22/2002

Expiration Date: 8/31/2014

For more information contact the New Jersey State Board of Professional Engineers and Land Surveyors (973)504-6460

Attachment C-1 and C-2

Attachment C-1

Note – Client Contact must be employee of Company

Attachment C-1

Proposer Prerequisite A.

Firms must have Certificates of Authorization to practice Professional Engineering in the states of New York and/or New Jersey and minimum of five (5) years experience, from the date of proposal submission, which includes performing construction management services as outlined in Attachment A for major transportation facilities.

* Note - Duplicate form as necessary*

Reference RFP Section II – Proposer Prerequisites

If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite A.

Client Name/ Contracting Entity	New Jersey Turnpike Authority
Contract Start Date	11/2009
Contract End Date	12/2013
Brief description of Scope of work	**New Jersey Turnpike, Interchange 6 to 9 Widening Construction Management and Inspection Services Mainline, New Jersey**: The Program consisted of road widening and associated interchange improvements from Interchange 6, in Mansfield Township (Burlington County) to just south of Interchange 9 in East Brunswick Township, Middlesex County (Milepost 83). The program included construction of three truck/vehicle lanes in both the northbound and southbound direction over a length of 34 miles in a dual-dual roadway configuration. This $2.7B program added 176 lane miles and/or replaced 100 bridge structures. As Construction Manager, responsible for the management of the entire program divided into 28 separate bid packages, including program wide administration, scheduling, cost control, quality, risk management, progress reporting, utility work orders, local agency coordination, community outreach, SBE engagement program, and environmental permit monitoring. In addition, REI services included complex multi-level interchange construction, numerous local bridge overcrossing replacements, six-lane mainline widening, drainage systems, utilities, interstate oil pipeline relocations, ITS and VMS systems, multi-phase/multi-stage traffic control, environmental mitigation, safety, and material testing.
Client Contact Name / Title	J. Lawrence Williams
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	New York City Department of Transportation
Contract Start Date	2009
Contract End Date	2014
Brief description of Scope of work	**Belt Parkway Bridges Reconstruction, Brooklyn, NY:** AECOM, in joint venture is providing program management, resident engineering and construction inspection for the reconstruction of seven bridges on the Belt Parkway, Brooklyn. AECOM's program management services include constructability reviews, scheduling of both design completion and construction and implementation of a community outreach program. The resident engineering and construction inspection services are focused on overseeing the actual construction. The project includes the replacement of three land bridges and four waterway bridges that have outlasted their useful life. Each bridge will contain three full-width lanes in each direction, with standard left and right shoulders. Four of the seven bridges incorporate a full-width pedestrian and bicycle sidewalk that is separated and adjacent to the proposed eastbound roadway. The structures' design will adhere to the latest American Association of State Highway and Transportation Officials Standard Specification for Highway Bridges and will meet current seismic and scour requirements.
Client Contact Name / Title	Dan Hom, Engineer-in-Charge
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	New York City Economic Development Corporation
Contract Start Date	2/2008
Contract End Date	12/2014
Brief description of Scope of work	**Bush Terminal Landfill Piers Park, New York**: AECOM is serving as the program manager to coordinate the multi-design firm efforts and multi-city agency coordination, including NYC Parks Department, NYCDOT Street Lighting Division, NYCDEP, FDNY, National Grid as well as Turner Construction, who are responsible for adjacent Bush Terminal infrastructure improvements under a separate contract with the NYCEDC. Work includes construction supervision and inspection services throughout the construction, serving as the overall Resident Engineer with supervisory responsibilities for monitoring and inspecting all construction activity. This includes the coordination of construction activities in close proximity to an active industrial campus with many warehouses and businesses, all elements of installations, soil remediation, and all work related to the creation of the new open space to satisfy all requirements of the plans, specifications, permits, codes, and applicable agencies. Dollar value: $ $1M
Client Contact Name / Title	Len Greco
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Note – Client Contact must be employee of Company

Attachment C-1

Proposer Prerequisite A.

Firms must have Certificates of Authorization to practice Professional Engineering in the states of New York and/or New Jersey and minimum of five (5) years experience, from the date of proposal submission, which includes performing construction management services as outlined in Attachment A for major transportation facilities.

* Note - Duplicate form as necessary*

Reference RFP Section II – Proposer Prerequisites

If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite A.

Client Name/ Contracting Entity	NYCDEP, Bureau of Engineering Design and Construction
Contract Start Date	05/2012
Contract End Date	2014
Brief description of Scope of work	**Construction Management of the Bowery Bay WPCP Upgrade**: AECOM is currently providing Construction Management and Resident Engineering services for the Phase 2 & 3 renovation construction work (Contracts BB58 & BB59) at the seventy (70) year-old Bowery Bay WPCP. As required by NYC's Wick's Law, three (3) separate prime contractors (and their subcontractors) are performing the work on each contract. The project includes nitrogen removal and plant-wide stabilization upgrades. The installation of biological nitrogen removal (BNR) technology at the plant will reduce nitrogen discharges, enhance the overall plant performance and efficiency, and improve water quality in the Upper East River. The total construction effort will take 8 years and cost approximately $350 million. The plant-wide stabilization upgrades include replacement of process mechanical equipment and systems. A new operations control room was constructed in the Main Building to house the DCS. Other construction improvements include work on the scum collection system, electrical equipment and distribution system, HVAC systems, boiler building, final effluent tank troughs, low level pump station primary screens and influent feed gates, main sewage pumps, and the general Plant site. Under AECOM's management, all construction work was performed, started-up and commissioned while the Bowery Bay WPCP remained in full operation. Dollar value: $4 million
Client Contact Name / Title	Kevin Donnelly, PE, Assistant Commissioner
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	Jet Blue Airways
Contract Start Date	6/2008
Contract End Date	6/2009
Brief description of Scope of work	**JFK International Airport, JetBlue Terminal 5 Redevelopment**: AECOM was the engineer-of-record for the airside and landside improvements associated with the new Terminal 5 at JFK. The scope of the landside and airside infrastructure included demolition plans, general site preparation, geotechnical and environmental engineering, access roads, terminal roads including departures, ramps, site utilities, airside aprons, taxiways, airside fencing, aircraft fueling and landscaping. The infrastructure project required a full range of engineering and architectural services, including preliminary, schematic and final design documents, agency coordination and FAA approvals, full construction documents, bidding and award and construction phase services. The assignment was a fast-track project, and required ongoing interfaces and coordination with other consultants, airport operations, the Port Authority and various jurisdictional agencies. Dollar value: $2,100,000
Client Contact Name / Title	Rich Smyth, Vice President, Corp. Real Estate
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	MTA New York City Transit, Capital Construction
Contract Start Date	2008
Contract End Date	2011
Brief description of Scope of work	**Indefinite Quantity Construction Management and Inspection Services for the MTA Capital Security Program-Penn Station Perimeter Protection**: AECOM is provided construction management services for the Penn Station perimeter protection project, one of the MTA's largest and most widely used facilities. The project requires the installation of bollards around the perimeter of the facility. AECOM's team, consisting of a lead project executive, resident engineer, and inspector, are working directly for MTACC's project manager on all issues related to the project. The Penn Station project is particularly complex in that there is a $700 million renovation of Madison Square Garden requiring close coordination with MSG, and Vornado Realty, the owner of the property. In addition, MTA Long Island Rail Road and Amtrak are key stakeholders that operate their facilities within Penn Station and coordination and cooperation with their personnel are ongoing. The project, funded through the American Recovery and Reinvestment Act (ARRA), is being closely monitored by the MTA and the MTA Inspector General's office. Dollar Amount: $8 million
Client Contact Name / Title	Tom Reed, Senior Director/Project Manager, Security Program
Client Contact Email Address	
Client Contact Phone Number	[redacted]

Note – Client Contact must be employee of Company

Attachment C-1

Proposer Prerequisite A.

Firms must have Certificates of Authorization to practice Professional Engineering in the states of New York and/or New Jersey and minimum of five (5) years experience, from the date of proposal submission, which includes performing construction management services as outlined in Attachment A for major transportation facilities.

* Note - Duplicate form as necessary*

Reference RFP Section II – Proposer Prerequisites

If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite A.

Client Name/ Contracting Entity	Delta Airline, Inc.
Contract Start Date	4/2010
Contract End Date	4/2012
Brief description of Scope of work	**John F. Kennedy International Airport-Delta Redevelopment Construction Administration**: AECOM provided construction administration (CA) the expansion and remodeling the John F. Kennedy's International Arrivals Terminal to house Delta's international operation and provide operational flexibility, as well as demolition of Terminal 3, site restoration and minor modification work at Terminals 2. For each element of the program AECOM was responsible for assisting Delta advance the project defined project scopes, budgeting, bidding and awarding construction contracts, and providing construction management services through commissioning, activation, and project close out. This CA team was fully integrated with Delta staff which managed each element of Terminal 4 east and west expansion, including relocation and addition of passenger screening, as well as modernization and expansion of the existing baggage handling system Concourse B expansion to include nine Group V gates and refurbishment of the existing concourse as well as installation of hydrant fueling system and associated civil works; an elevated sterile passenger connection between Terminals 2 and 4 which includes moving walkways; demolition of existing Terminal 3, remediation of the site and refurbishment of the lease hold area to accept Group V hardstand parking; and Terminal 2 work to provide a connection between the terminal and the airports light rail system. AECOM's scope of services included: • Program management and administration • Defining and implementing a comprehensive program controls system • Development of a comprehensive Program procedures manual • Develop quality control plan • Facilitate in gaining permits and insurance • Assist in developing contractor Construction schedules • Construction administration and construction phase procedures • Document control and Stakeholder coordination Dollar value: $950 million
Client Contact Name / Title	Ryan Marzulla
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	Port Authority of New York and New Jersey
Contract Start Date	1/2012
Contract End Date	12/2012
Brief description of Scope of work	**John F. Kennedy International Airport - Bay Runway Rehabilitation and Delay Reduction Programs**: The Bay Runway Rehabilitation and Delay Reduction Programs at JFK have a total estimated project cost of $425M, which encompasses the costs for construction, engineering and design, general and administrative services, project contingency and financial expenses. The Programs will include, but will not be limited to, the following: **1. Bay Runway Rehabilitation Project**: With an estimated $275M in total project costs assisted in final design and contract document preparation is under way. This project consists of the widening of the runway from 150 feet to 200 feet; utilizing concrete construction to replace the existing asphalt, including new asphalt shoulders; erosion pavements, runway lighting, relocation of navigational aids, and displacement of existing thresholds, signage, striping, and markings; and compliance with the latest FAA design circular criteria for Group VI aircraft. Work includes constructibility and life cycle cost benefit analysis; pre-purchasing of long lead items; early action contracts to install electrical infrastructure; plus property negotiations for the storage of materials to support the new runway construction. **2. Delay Reduction Program:** With an estimated $150M in total project costs includes twelve projects, identified below, which are currently being planned; six of these are slated for early action implementation. The projects generally consist of modifications to and construction of new taxiways (TW) and hold pads; extensions of existing taxiway; and fillet modifications to accommodate Group VI aircraft. Work shall consist of excavation for full-depth pavement, along with taxiway lighting and navigational aids, and taxiway signage, striping and markings. Dollar value: $450 million
Client Contact Name / Title	Jim Steven
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Note – Client Contact must be employee of Company

Attachment C-2

Note – Client Contact must be employee of Company

Attachment C-2

Proposer Prerequisite B.

Firms must have adequate staffing resources who have demonstrated experience performing construction management and/or construction inspection services in the Greater New York/New Jersey Metropolitan Area for construction projects valued, at a minimum, at $1.5 million..

* Note - Duplicate form as necessary*

Reference RFP Section II – Proposer Prerequisites

If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite A.

Client Name/ Contracting Entity	New Jersey Turnpike Authority
Contract Start Date	11/2009
Contract End Date	12/2013
Construction Value	$39 million
Brief description of Scope of work	**New Jersey Turnpike, Interchange 6 to 9 Widening Construction Management and Inspection Services Mainline, New Jersey**: The Program consisted of road widening and associated interchange improvements from Interchange 6, in Mansfield Township (Burlington County) to just south of Interchange 9 in East Brunswick Township, Middlesex County (Milepost 83). The program included construction of three truck/vehicle lanes in both the northbound and southbound direction over a length of 34 miles in a dual-dual roadway configuration. This $2.7B program added 176 lane miles and/or replaced 100 bridge structures. As Construction Manager, responsible for the management of the entire program divided into 28 separate bid packages, including program wide administration, scheduling, cost control, quality, risk management, progress reporting, utility work orders, local agency coordination, community outreach, SBE engagement program, and environmental permit monitoring. In addition, REI services included complex multi-level interchange construction, numerous local bridge overcrossing replacements, six-lane mainline widening, drainage systems, utilities, interstate oil pipeline relocations, ITS and VMS systems, multi-phase/multi-stage traffic control, environmental mitigation, safety, and material testing.
Client contact Name / Title	J. Lawrence Williams
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	New York City Department of Transportation
Contract Start Date	2009
Contract End Date	2014
Construction Value	$26 million
Brief description of Scope of work	**Belt Parkway Bridges Reconstruction, Brooklyn, NY:** AECOM, in joint venture is providing program management, resident engineering and construction inspection for the reconstruction of seven bridges on the Belt Parkway, Brooklyn. AECOM's program management services include constructability reviews, scheduling of both design completion and construction and implementation of a community outreach program. The resident engineering and construction inspection services are focused on overseeing the actual construction. The project includes the replacement of three land bridges and four waterway bridges that have outlasted their useful life. Each bridge will contain three full-width lanes in each direction, with standard left and right shoulders. Four of the seven bridges incorporate a full-width pedestrian and bicycle sidewalk that is separated and adjacent to the proposed eastbound roadway. The structures' design will adhere to the latest American Association of State Highway and Transportation Officials Standard Specification for Highway Bridges and will meet current seismic and scour requirements.
Client contact Name / Title	Dan Hom, Engineer-in-Charge
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	New York City Economic Development Corporation
Contract Start Date	2/2008
Contract End Date	12/2014
Construction Value	$1 million
Brief description of Scope of work	**Bush Terminal Landfill Piers Park, New York**: AECOM is serving as the program manager to coordinate the multi-design firm efforts and multi-city agency coordination, including NYC Parks Department, NYCDOT Street Lighting Division, NYCDEP, FDNY, National Grid as well as Turner Construction, who are responsible for adjacent Bush Terminal infrastructure improvements under a separate contract with the NYCEDC. Work includes construction supervision and inspection services throughout the construction, serving as the overall Resident Engineer with supervisory responsibilities for monitoring and inspecting all construction activity. This includes the coordination of construction activities in close proximity to an active industrial campus with many warehouses and businesses, all elements of installations, soil remediation, and all work related to the creation of the new open space to satisfy all requirements of the plans, specifications, permits, codes, and applicable agencies. Dollar value: $ $1M
Client contact Name / Title	Len Greco
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Note – Client Contact must be employee of Company

Attachment C-2

Proposer Prerequisite B.

Firms must have adequate staffing resources who have demonstrated experience performing construction management and/or construction inspection services in the Greater New York/New Jersey Metropolitan Area for construction projects valued, at a minimum, at $1.5 million..

* Note - Duplicate form as necessary*

Reference RFP Section II – Proposer Prerequisites

If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite A.

Client Name/ Contracting Entity	NYCDEP, Bureau of Engineering Design and Construction
Contract Start Date	05/2012
Contract End Date	2014
Construction Value	$4 million
Brief description of Scope of work	**Construction Management of the Bowery Bay WPCP Upgrade**: AECOM is currently providing Construction Management and Resident Engineering services for the Phase 2 & 3 renovation construction work (Contracts BB58 & BB59) at the seventy (70) year-old Bowery Bay WPCP. As required by NYC's Wick's Law, three (3) separate prime contractors (and their subcontractors) are performing the work on each contract. The project includes nitrogen removal and plant-wide stabilization upgrades. The installation of biological nitrogen removal (BNR) technology at the plant will reduce nitrogen discharges, enhance the overall plant performance and efficiency, and improve water quality in the Upper East River. The total construction effort will take 8 years and cost approximately $350 million. The plant-wide stabilization upgrades include replacement of process mechanical equipment and systems. A new operations control room was constructed in the Main Building to house the DCS. Other construction improvements include work on the scum collection system, electrical equipment and distribution system, HVAC systems, boiler building, final effluent tank troughs, low level pump station primary screens and influent feed gates, main sewage pumps, and the general Plant site. Under AECOM's management, all construction work was performed, started-up and commissioned while the Bowery Bay WPCP remained in full operation. Dollar value: $4 million
Client contact Name / Title	Kevin Donnelly, PE, Assistant Commissioner
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	Jet Blue Airways
Contract Start Date	6/2008
Contract End Date	6/2009
Construction Value	$2.1 million
Brief description of Scope of work	**JFK International Airport, JetBlue Terminal 5 Redevelopment**: AECOM was the engineer-of-record for the airside and landside improvements associated with the new Terminal 5 at JFK. The scope of the landside and airside infrastructure included demolition plans, general site preparation, geotechnical and environmental engineering, access roads, terminal roads including departures, ramps, site utilities, airside aprons, taxiways, airside fencing, aircraft fueling and landscaping. The infrastructure project required a full range of engineering and architectural services, including preliminary, schematic and final design documents, agency coordination and FAA approvals, full construction documents, bidding and award and construction phase services. The assignment was a fast-track project, and required ongoing interfaces and coordination with other consultants, airport operations, the Port Authority and various jurisdictional agencies. Dollar value: $2,100,000
Client contact Name / Title	Rich Smyth, Vice President, Corp. Real Estate
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	MTA New York City Transit, Capital Construction
Contract Start Date	2008
Contract End Date	2011
Construction Value	$8 million
Brief description of Scope of work	**Indefinite Quantity Construction Management and Inspection Services for the MTA Capital Security Program-Penn Station Perimeter Protection**: AECOM is provided construction management services for the Penn Station perimeter protection project, one of the MTA's largest and most widely used facilities. The project requires the installation of bollards around the perimeter of the facility. AECOM's team, consisting of a lead project executive, resident engineer, and inspector, are working directly for MTACC's project manager on all issues related to the project. The Penn Station project is particularly complex in that there is a $700 million renovation of Madison Square Garden requiring close coordination with MSG, and Vornado Realty, the owner of the property. In addition, MTA Long Island Rail Road and Amtrak are key stakeholders that operate their facilities within Penn Station and coordination and cooperation with their personnel are ongoing. The project, funded through the American Recovery and Reinvestment Act (ARRA), is being closely monitored by the MTA and the MTA Inspector General's office. Dollar Amount: $8 million
Client contact Name / Title	Tom Reed, Senior Director/Project Manager, Security Program
Client Contact Email Address	
Client Contact Phone Number	[redacted]

Note – Client Contact must be employee of Company

Attachment C-2

Proposer Prerequisite B.

Firms must have adequate staffing resources who have demonstrated experience performing construction management and/or construction inspection services in the Greater New York/New Jersey Metropolitan Area for construction projects valued, at a minimum, at $1.5 million..

* Note - Duplicate form as necessary*

Reference RFP Section II – Proposer Prerequisites

If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite A.

Client Name/ Contracting Entity	Delta Airline, Inc.
Contract Start Date	4/2010
Contract End Date	4/2012
Construction Value	$18 million
Brief description of Scope of work	**John F. Kennedy International Airport-Delta Redevelopment Construction Administration**: AECOM provided construction administration (CA) the expansion and remodeling the John F. Kennedy's International Arrivals Terminal to house Delta's international operation and provide operational flexibility, as well as demolition of Terminal 3, site restoration and minor modification work at Terminals 2. For each element of the program AECOM was responsible for assisting Delta advance the project defined project scopes, budgeting, bidding and awarding construction contracts, and providing construction management services through commissioning, activation, and project close out. This CA team was fully integrated with Delta staff which managed each element of Terminal 4 east and west expansion, including relocation and addition of passenger screening, as well as modernization and expansion of the existing baggage handling system Concourse B expansion to include nine Group V gates and refurbishment of the existing concourse as well as installation of hydrant fueling system and associated civil works; an elevated sterile passenger connection between Terminals 2 and 4 which includes moving walkways; demolition of existing Terminal 3, remediation of the site and refurbishment of the lease hold area to accept Group V hardstand parking; and Terminal 2 work to provide a connection between the terminal and the airports light rail system. AECOM's scope of services included: • Program management and administration • Defining and implementing a comprehensive program controls system • Development of a comprehensive Program procedures manual • Develop quality control plan • Facilitate in gaining permits and insurance • Assist in developing contractor Construction schedules • Construction administration and construction phase procedures • Document control and Stakeholder coordination Dollar value: $950 million
Client contact Name / Title	Ryan Marzulla
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	Port Authority of New York and New Jersey
Contract Start Date	1/2012
Contract End Date	12/2012
Construction Value	$2.5 million
Brief description of Scope of work	**John F. Kennedy International Airport - Bay Runway Rehabilitation and Delay Reduction Programs**: The Bay Runway Rehabilitation and Delay Reduction Programs at JFK have a total estimated project cost of $425M, which encompasses the costs for construction, engineering and design, general and administrative services, project contingency and financial expenses. The Programs will include, but will not be limited to, the following: **1. Bay Runway Rehabilitation Project**: With an estimated $275M in total project costs assisted in final design and contract document preparation is under way. This project consists of the widening of the runway from 150 feet to 200 feet; utilizing concrete construction to replace the existing asphalt, including new asphalt shoulders; erosion pavements, runway lighting, relocation of navigational aids, and displacement of existing thresholds, signage, striping, and markings; and compliance with the latest FAA design circular criteria for Group VI aircraft. Work includes constructibility and life cycle cost benefit analysis; pre-purchasing of long lead items; early action contracts to install electrical infrastructure; plus property negotiations for the storage of materials to support the new runway construction. **2. Delay Reduction Program:** With an estimated $150M in total project costs includes twelve projects, identified below, which are currently being planned; six of these are slated for early action implementation. The projects generally consist of modifications to and construction of new taxiways (TW) and hold pads; extensions of existing taxiway; and fillet modifications to accommodate Group VI aircraft. Work shall consist of excavation for full-depth pavement, along with taxiway lighting and navigational aids, and taxiway signage, striping and markings. Dollar value: $450 million
Client contact Name / Title	Jim Steven
Client Contact Email Address	jsteven@panynj.gov
Client Contact Phone Number	(718) 244-4502

Note – Client Contact must be employee of Company

Our Business Strategy

Our business strategy focuses on leveraging our competitive strengths and leadership positions in our core markets while opportunistically entering new and emerging markets and geographies. Key elements of our strategy include:

Expand our long-standing client relationships and provide our clients with a broad range of services

We have long-standing relationships with a number of large corporations, public and private institutions and government agencies worldwide. We will continue to focus on client satisfaction along with opportunities to sell a greater range of services to clients and deliver full-service solutions for their needs. For example, as our environmental business has grown, we have provided environmental services for transportation and other infrastructure projects where such services have in the past been subcontracted to third parties.

By integrating and providing a broad range of services, we believe we deliver maximum value to our clients at competitive costs. Also, by coordinating and consolidating our knowledge base, we believe we have the ability to export our leading edge technical skills to any region in the world in which our clients may need them.

Capitalize on opportunities in our core markets

We intend to leverage our leading positions in the transportation, facilities, environmental, energy, water and government markets to continue to expand our services and revenue. We believe that the need for infrastructure upgrades, environmental management and government outsourcing of support services, among other things, will result in continued opportunities in our core markets. With our track record and our global resources, we believe we are well positioned to compete for projects in these markets.

Continue to pursue our balanced capital allocation strategy

We intend to pursue a balanced capital allocation strategy that includes acquisitions. This approach has served us well as we have strengthened and diversified our leadership positions geographically, technically and across end markets. We believe that the trend towards consolidation in our industry will continue to produce candidates that align with our acquisition strategy. We also have formed AECOM Capital, an investment fund to invest in public-private partnership and private-sector real estate projects for which we can potentially provide a fully integrated solution that includes equity capital, design, engineering and construction services.

Strengthen and support human capital

Our experienced employees and management team are our most valuable resources. Attracting and retaining key personnel has been and will remain critical to our success. We will continue to focus on providing our personnel with training and other personal and professional growth opportunities, performance-based incentives, opportunities for stock ownership and other competitive benefits in order to strengthen and support our human capital base. We believe that our employee stock ownership and other programs align the interests of our personnel with those of our clients and stockholders.

Financial Information

AECOM

Financial Information

A. Financial Statement

As requested by the RFP, we have included our financial statement for AECOM's most recent fiscal year in the end of this section as *Exhibit F.1.*

Fiscal year 2013 marked a period of continued revenue growth as we serviced our clients' evolving needs worldwide and maintained an intense focus on financial performance and operational excellence.

During fiscal year 2013, AECOM continued to evolve its services, organizational structure and capital allocation strategy to remain a trusted partner to our clients in more than 140 countries, while being a valuable investment to our shareholders. We have firmly positioned ourselves as thought leaders within our own industry and continue to achieve professional success and growth around the globe.

Despite key macroeconomic challenges in various parts of the world, our vision and diversified growth strategy have allowed us to bolster our strong positions in the transportation, facilities, government services, environment, and energy markets.

B. Statement of Work

AECOM, ranked #1 by *ENR* in Transportation, is responsible for managing some of the most significant airports, tunnels, bridges/terminals, and ports/marine architectural and engineering assignments in the United States.

More importantly, AECOM has been assisting with the construction management and inspection services under the Security Capital Program in New York and New Jersey for the Authority, has completed—on schedule and within budget—many other similar projects in New York and the Northeast region of the United States, including landside improvements at the jetBlue and American Airlines terminals at JFK; the highway/bridge rehabilitations on the Major Deegan Expressway, the Long Island Expressway and New Jersey Turnpike. These projects have involved all the expertise categories as required by the PANYNJ's RFP; what's more, we are proposing to assign many of the same professionals who have been involved in the most relevant projects and have unmatched knowledge of all aspects of the PANYNJ's facilities. These professionals bring the benefit of a great working relationship with the Authority's various involved departments.

Our statement of Work is presented in this section as *Exhibit F.2.*

C. FEIN/B&D/Credit Service

Per the RFP, we have included our FEIN, Dun & Bradstreet number, as well as the firm's credit service as *Exhibit F.3.*

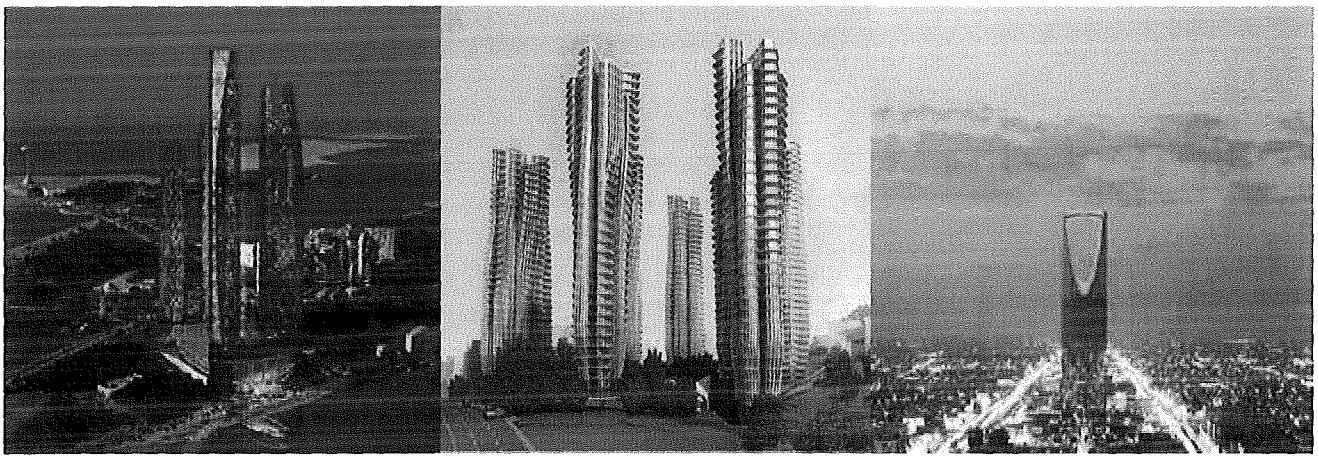


Exhibit F.1
AECOM Financial Statement

UNITED STATES
SECURITIES AND EXCHANGE COMMISSION
WASHINGTON, D.C. 20549

FORM 10-K

(Mark one)

☒ **ANNUAL REPORT PURSUANT TO SECTION 13 OR 15(d) OF THE SECURITIES EXCHANGE ACT OF 1934**

FOR THE FISCAL YEAR ENDED SEPTEMBER 30, 2012

OR

☐ **TRANSITION REPORT PURSUANT TO SECTION 13 OR 15(d) OF THE SECURITIES EXCHANGE ACT OF 1934**

For the transition period from to

Commission file number 0-52423

AECOM TECHNOLOGY CORPORATION
(Exact name of Registrant as specified in its charter)

Delaware	[redacted]
(State or other jurisdiction of incorporation or organization)	(I.R.S. Employer Identification No.)

555 South Flower Street, Suite 3700
Los Angeles, California 90071
(Address of principal executive offices, including zip code)

(213) 593-8000
(Registrant's telephone number, including area code)

Securities registered pursuant to Section 12(b) of the Act:

Title of Each Class	**Name of Exchange on Which Registered**
Common Stock, par value $0.01 per share	New York Stock Exchange

Securities registered pursuant to Section 12(g) of the Act: **None**

Indicate by check mark if the registrant is a well-known seasoned issuer, as defined in Rule 405 of the Securities Act. ☒ Yes ☐ No

Indicate by check mark if the registrant is not required to file reports pursuant to Section 13 or Section 15(d) of the Act. ☐ Yes ☒ No

Indicate by check mark whether the registrant (1) has filed all reports required to be filed by Section 13 or 15(d) of the Securities Exchange Act of 1934 during the preceding 12 months (or for such shorter period that the registrant was required to file such reports), and (2) has been subject to such filing requirements for the past 90 days. ☒ Yes ☐ No

Indicate by check mark whether the registrant has submitted electronically and posted on its corporate Web site, if any, every Interactive Data File required to be submitted and posted pursuant to Rule 405 of Regulation S-T (§ 232.405 of this chapter) during the preceding 12 months (or for such shorter period that the registrant was required to submit and post such files). ☒ Yes ☐ No

Indicate by check mark if disclosure of delinquent filers pursuant to Item 405 of Regulation S-K is not contained herein, and will not be contained to the best of registrant's knowledge, in definitive proxy or information statements incorporated by reference in Part III of this Form 10-K or any amendment to this Form 10-K. ☐

Indicate by check mark whether the registrant is a large accelerated filer, an accelerated filer, a non-accelerated filer, or a smaller reporting company. See the definitions of "large accelerated filer," "accelerated filer" and "smaller reporting company" in Rule 12b-2 of the Exchange Act. (Check one):

Large accelerated filer ☒	Accelerated filer ☐	Non-accelerated filer ☐ (Do not check if a smaller reporting company)	Smaller reporting company ☐

Indicate by check mark whether the registrant is a shell company (as defined in Rule 12b-2 of the Exchange Act). ☐ Yes ☒ No

The aggregate market value of registrant's common stock held by non-affiliates on March 31, 2012 (the last business day of the registrant's most recently completed second fiscal quarter), based upon the closing price of a share of the registrant's common stock on such date as reported on the New York Stock Exchange was approximately $2.10 billion.

Number of shares of the registrant's common stock outstanding as of November 7, 2012: 108,078,563

DOCUMENTS INCORPORATED BY REFERENCE

Part III incorporates information by reference from the registrant's definitive proxy statement for the 2013 Annual Meeting of Stockholders, to be filed within 120 days of the registrant's fiscal 2012 year end.

TABLE OF CONTENTS

		Page
ITEM 1.	BUSINESS	2
ITEM 1A.	RISK FACTORS	14
ITEM 1B.	UNRESOLVED STAFF COMMENTS	23
ITEM 2.	PROPERTIES	24
ITEM 3.	LEGAL PROCEEDINGS	24
ITEM 4.	MINE SAFETY DISCLOSURE	24
ITEM 5.	MARKET FOR REGISTRANT'S COMMON EQUITY, RELATED STOCKHOLDER MATTERS AND ISSUER PURCHASES OF EQUITY SECURITIES	24
ITEM 6.	SELECTED FINANCIAL EQUITY DATA	28
ITEM 7.	MANAGEMENT'S DISCUSSION AND ANALYSIS OF FINANCIAL CONDITION AND RESULTS OF OPERATIONS	29
ITEM 7A.	QUANTITATIVE AND QUALITATIVE DISCLOSURES ABOUT MARKET RISK	55
ITEM 8.	FINANCIAL STATEMENTS AND SUPPLEMENTARY DATA	56
ITEM 9.	CHANGES IN AND DISAGREEMENTS WITH ACCOUNTANTS ON ACCOUNTING AND FINANCIAL DISCLOSURE	109
ITEM 9A.	CONTROLS AND PROCEDURES	109
ITEM 9B.	OTHER INFORMATION	110
ITEM 10.	DIRECTORS, EXECUTIVE OFFICERS AND CORPORATE GOVERNANCE	110
ITEM 11.	EXECUTIVE COMPENSATION	110
ITEM 12.	SECURITY OWNERSHIP OF CERTAIN BENEFICIAL OWNERS AND MANAGEMENT AND RELATED STOCKHOLDER MATTERS	110
ITEM 13.	CERTAIN RELATIONSHIPS AND RELATED TRANSACTIONS, AND DIRECTOR INDEPENDENCE	110
ITEM 14.	PRINCIPAL ACCOUNTANT FEES AND SERVICES	110
ITEM 15.	EXHIBITS AND FINANCIAL STATEMENT SCHEDULES	111

PART I

ITEM 1. BUSINESS

In this report, we use the terms "AECOM," "the Company," "we," "us" and "our" to refer to AECOM Technology Corporation and its consolidated subsidiaries. Unless otherwise noted, references to years are for fiscal years. Our fiscal year consists of 52 or 53 weeks, ending on the Friday closest to September 30. For clarity of presentation, we present all periods as if the year ended on September 30. We refer to the fiscal year ended September 30, 2011, as "fiscal 2011" and the fiscal year ended September 30, 2012, as "fiscal 2012."

Overview

We are a leading global provider of professional technical and management support services for public and private clients around the world. We provide planning, consulting, architectural and engineering design, and program and construction management services for a broad range of projects, including highways, airports, bridges, mass transit systems, government and commercial buildings, water and wastewater facilities and power transmission and distribution. We also provide program and facilities management and maintenance, training, logistics, security and other support services, primarily for agencies of the U.S. government.

Through our network of approximately 46,800 employees (as of September 30, 2012), we provide our services in a broad range of end markets, including the transportation, facilities, environmental, energy, water and government markets. According to *Engineering News-Record*'s (ENR's) 2012 Design Survey, we are the largest general architectural and engineering design firm in the world, ranked by 2011 design revenue. In addition, we are ranked by ENR as the leading firm in a number of design end markets, including transportation and general building.

We were formed in 1980 as Ashland Technology Company, a Delaware corporation and a wholly-owned subsidiary of Ashland, Inc., an oil and gas refining and distribution company. Since becoming independent of Ashland Inc., we have grown by a combination of organic growth and strategic mergers and acquisitions from approximately 3,300 employees and $387 million in revenue in fiscal 1991, the first full fiscal year of independent operations, to approximately 46,800 employees at September 30, 2012, and $8.2 billion in revenue for fiscal 2012. We completed the initial public offering of our common stock in May 2007 and such shares are traded on the New York Stock Exchange.

We offer our services through two business segments: Professional Technical Services and Management Support Services.

Professional Technical Services (PTS). Our PTS segment delivers planning, consulting, architectural and engineering design, and program and construction management services to commercial and government clients worldwide in major end markets such as transportation, facilities, environmental, energy, water and government markets. For example, we are providing program management services through a joint venture for the Second Avenue subway line in New York City, design and contract administration services for the Hong Kong-Zhuhai-Macao Bridge's Hong Kong Boundary Crossing Facilities and engineering and environmental management services to support global energy infrastructure development for a number of large petroleum and mining companies. Our PTS segment contributed $7.3 billion, or 89%, of our fiscal 2012 revenue.

Management Support Services (MSS). Our MSS segment provides program and facilities management and maintenance, training, logistics, consulting, technical assistance and systems integration services, primarily for agencies of the U.S. government. For example, we oversee remote field experiments, multiple laboratory operations, waste management systems, and the design and fabrication of electronic, mechanical and structural systems at the U.S. Department of Energy's Nevada Test Site. Our MSS segment contributed $0.9 billion, or 11%, of our fiscal 2012 revenue.

Our Business Segments

The following table sets forth the revenue attributable to our business segments for the periods indicated(1):

	Year Ended September 30, (in millions)		
	2012	2011	2010
Professional Technical Services (PTS)	$7,276.9	$6,877.1	$5,393.7
Management Support Services (MSS)	941.3	1,160.3	1,152.1
Total	$8,218.2	$8,037.4	$6,545.8

Our Professional Technical Services Segment

Our PTS segment comprises a broad array of services, generally provided on a fee-for-service basis. These services include planning, consulting, architectural and engineering design, program management and construction management for industrial, commercial, institutional and government clients worldwide. For each of these services, our technical expertise includes civil, structural, process, mechanical, geotechnical systems and electrical engineering, architectural, landscape and interior design, urban and regional planning, project economics, cost consulting and environmental, health and safety work.

With our technical and management expertise, we are able to provide our clients with a broad spectrum of services. For example, within our environmental management service offerings, we provide remediation, regulatory compliance planning and management, environmental modeling, environmental impact assessment and environmental permitting for major capital/infrastructure projects.

Our services may be sequenced over multiple phases. For example, in the area of program management and construction management services, our work for a client may begin with a small consulting or planning contract, and may later develop into an overall management role for the project or a series of projects, which we refer to as a program. Program and construction management contracts typically employ a staff of 10 to more than 100 and, in many cases, operate as an outsourcing arrangement with our staff located at the project site. For example, since 1990, we have been managing renovation work at the Pentagon for the U.S. Department of Defense. Other examples include our construction management services for One World Trade Center, the tallest building in New York, and program management services for Crossrail, the largest addition to the transit system in London and southeast England in half a century.

We provide the services in our PTS segment both directly and through joint ventures or similar partner arrangements to the following key end markets:

Transportation.

- *Transit and Rail.* Projects include light rail, heavy rail (including high speed, commuter and freight) and multimodal transit projects. For example, we have provided engineering design services for the new World Trade Center Terminal for PATH and the Second Avenue Subway (8.5-mile rail route and 16 stations) in New York City, the Ma On Shan Rail (7-mile elevated railway) in Hong Kong, and Crossrail (74-mile railway) in the United Kingdom.
- *Marine, Ports and Harbors.* Projects include wharf facilities and container port facilities for private and public port operators. For example, we have provided marine design and engineering services for container facilities in Hong Kong, the Ports of Los Angeles, Long Beach, New York and New

(1) For additional financial information by segment, see Note 21 in the notes to our consolidated financial statements.

Jersey, the new $7 billion Doha Port project in Qatar and waterfront transshipment facilities for oil and liquid natural gas.

- *Highways, Bridges and Tunnels.* Projects include interstate, primary and secondary urban and rural highway systems and bridge projects. For example, we have provided engineering services for the SH-130 Toll Road (49-mile "greenfield" highway project) in Austin, Texas, the Sydney Orbital Bypass (39 kilometer highway) in Sydney, Australia and the Padma bridge (5.58 kilometer span) crossing the Padma River in Bangladesh.
- *Aviation.* Projects include landside terminal and airside facilities and runways as well as taxiways. For example, we have provided program management services to a number of major U.S. airports, including O'Hare International in Chicago, Los Angeles International, John F. Kennedy and La Guardia in New York City, Reagan National and Dulles International in Washington, D.C., and Miami International. We also have provided services to airports in Hong Kong, London, Cyprus and Qatar.

Facilities.

- *Government.* Projects include our emergency response services for the Department of Homeland Security, including the Federal Emergency Management Agency and engineering and program management services for agencies of the Department of Defense. We also provide architectural and engineering services for several national laboratories, including the laboratories at Hanford, Washington and Los Alamos, New Mexico.
- *Industrial.* Projects include industrial facilities for a variety of niche end markets including manufacturing, distribution, aviation, aerospace, communications, media, pharmaceuticals, renewable energy, chemical, and food and beverage facilities.
- *Urban Master Planning/Design.* Projects include design services, landscape architecture, general policy consulting and environmental planning projects for a variety of government, institutional and private sector clients. For example, we have provided planning and consulting services for the Olympic Games sites in Atlanta, Sydney, Beijing, Salt Lake City and London. We are providing strategic planning and master planning services for new cities and major mixed use developments in China, Southeast Asia, the Middle East, North Africa, the United Kingdom and the United States.
- *Commercial and Leisure Facilities.* Projects include corporate headquarters, high-rise office towers, historic buildings, hotels, leisure, sports and entertainment facilities, hospitals and healthcare facilities and corporate campuses. For example, we provided electronic security programming and installation services for the renovation of Soldier Field in Chicago, construction management for the renovation of Dodger Stadium in Los Angeles, design services for Barclays Center Arena in Brooklyn and building services, engineering, architectural lighting, advanced modeling, infrastructure and utilities engineering and advanced security for the headquarters of the British Broadcasting Company in London.
- *Institutional.* Projects include engineering services for college and university campuses, including the new Kennedy-King College in Chicago, Illinois. We also have undertaken assignments for Oxford University in the United Kingdom, Pomona College and Loyola Marymount University in California.
- *Health Care.* Projects include design services for the Mayo Clinic Gonda Building in Rochester, Minnesota, University Hospital in Dubai Healthcare City and the Samsung Cancer Center in Seoul, Korea. We also have undertaken assignments for the Veterans Affairs Medical Center in Orlando, Florida, and the Minneapolis campus of Children's Hospitals and Clinics of Minnesota.

- *Correctional.* Projects include the planning, design, and construction of detention and correction facilities throughout the world. For example, we provided construction management services for the construction of the California State Prison—Kern County Delano II, justice design and security consulting services for a multi-custody correctional complex for the Sultanate of Oman, Royal Police Force, architecture and engineering services for the Coleman Federal Correctional Complex in Florida and architecture services for the Grayville, Illinois Maximum Security Correctional Center.

Environmental.

- *Water and Wastewater.* Projects include treatment facilities as well as supply, distribution and collection systems, stormwater management, desalinization, and other water re-use technologies for metropolitan governments. We have provided services to the Metropolitan Water Reclamation District of Greater Chicago's Calumet and Stickney wastewater treatment plants, two of the largest such plants in the world. Currently, we are working with New York City on the Bowery Bay facility reconstruction, and have had a major role in Hong Kong's Harbor Area Treatment Scheme for Victoria Harbor.
- *Environmental Management.* Projects include remediation, waste handling, testing and monitoring of environmental conditions and environmental construction management for private sector clients. For example, we have provided environmental remediation, restoration of damaged wetlands, and services associated with reduction of greenhouse gas emissions for large multinational corporations, and we also have provided permitting services for pipeline projects for major energy companies.
- *Water Resources.* Projects include regional-scale floodplain mapping and analysis for public agencies, along with the analysis and development of protected groundwater resources for companies in the bottled water industry.

Energy/Power.

- *Demand Side Management.* Projects include energy efficient systems for public K-12 schools and universities, health care facilities, and courthouses and other public buildings, as well as energy conservation systems for utilities.
- *Transmission and Distribution.* Projects include power stations and electric transmissions and distribution and co-generation systems, including enhanced electrical power generation in Stung Treng, Cambodia. These projects utilize a wide range of services that include consulting, forecasting and surveying to detailed engineering design and construction management.
- *Alternative/Renewable Energy.* Projects include production facilities such as ethanol plants, wind farms and micro hydropower and geothermal subsections of regional power grids. We typically provide site selection and permitting, engineering, procurement and construction management and related services.
- *Hydropower/Dams.* Projects include hydroelectric power stations, dams, spillways, and flood control systems including the Song Ba Ha Hydropower Project in Vietnam, the Pine Brook Dam in Boulder County, Colorado and the Peribonka Hydroelectric Power Plant in Quebec, Canada.
- *Solar.* Projects include performing environmental work for the solar photovoltaic Brockton Brightfield project in New England, and environmental permitting services for the California Energy Commission to permit the development of a 250 MW solar thermal power plant in the Mojave Desert of California.

Our Management Support Services Segment

Through our MSS segment, we offer program and facilities management and maintenance, training, logistics, consulting, technical assistance and systems integration services, primarily for agencies of the U.S. government.

We provide a wide array of services in our MSS segment, both directly and through joint ventures or similar partner arrangements, including:

Installation, Operations and Maintenance. Projects include Department of Defense and Department of Energy installations where we provide comprehensive services for the operation and maintenance of complex government installations, including military bases, test ranges and equipment. We have undertaken assignments in this category in the Middle East and the United States. We also provide services for the operations and maintenance of the Department of Energy's Nevada Test Site.

Logistics and Field Services. Projects include logistics support services for a number of Department of Defense agencies and defense prime contractors focused on developing and managing integrated supply and distribution networks. We oversee warehousing, packaging, delivery and traffic management for the distribution of government equipment and materials.

Training. Projects include training applications in live, virtual and simulation training environments. We have conducted training at the U.S. Army's Center for Security Training in Maryland for law enforcement and military personnel. We have also supported the training of international police officers and peacekeepers for deployment in various locations around the world in the areas of maintaining electronics and communications equipment.

Systems Support. Projects cover a diverse set of operational and support systems for the maintenance, operation and modernization of Department of Defense and Department of Energy installations. Our services in this area range from information technology and communications to life cycle optimization and engineering, including environmental management services. Through projects such as our joint venture operation at the Nevada Test Site, our team is responsible for facility and infrastructure support for critical missions of the U.S. government in its nonproliferation efforts, emergency response readiness, and force support and sustainment. Enterprise network operations and information systems support, including remote location engineering and operation in classified environments, are also specialized services we provide.

Technical Personnel Placement. Projects include the placement of personnel in key functional areas of military and other government agencies, as these entities continue to outsource critical services to commercial entities. We provide systems, processes and personnel in support of the Department of Justice's management of forfeited assets recovered by law enforcement agencies. We also support the Department of State in its enforcement programs by recruiting, training and supporting police officers for international and homeland security missions.

Field Services. Projects include maintaining, modifying and overhauling ground vehicles, armored carriers and associated support equipment both within and outside of the United States under contracts with the Department of Defense. We also maintain and repair telecommunications systems for military and civilian entities.

Our Clients

Our clients consist primarily of national, state, regional and local governments, public and private institutions and major corporations. The following table sets forth our total revenue attributable to these categories of clients for each of the periods indicated:

	Year Ended September 30, ($ in millions)					
	2012		2011		2010	
U.S. Federal Government						
PTS	$ 548.7	7%	$ 640.8	8%	$ 549.4	8%
MSS	931.3	11	1,151.4	14	1,152.0	18
U.S. State and Local Governments	1,454.4	18	1,453.3	18	1,362.0	21
Non-U.S. Governments	2,006.4	24	1,931.3	24	1,690.2	26
Subtotal Governments	4,940.8	60	5,176.8	64	4,753.6	73
Private Entities (worldwide)	3,277.4	40	2,860.6	36	1,792.2	27
Total	$8,218.2	100%	$8,037.4	100%	$6,545.8	100%

Other than the U.S. federal government, no single client accounted for 10% or more of our revenue in any of the past five fiscal years. Approximately 18%, 22% and 26% of our revenue was derived through direct contracts with agencies of the U.S. federal government in the years ended September 30, 2012, 2011 and 2010, respectively. One of these contracts accounted for approximately 4%, 3% and 9% of our revenue in the years ended September 30, 2012, 2011 and 2010, respectively. The work attributed to the U.S. federal government includes our work for the Department of Defense, Department of Energy, Department of Justice and the Department of Homeland Security.

Contracts

The price provisions of the contracts we undertake can be grouped into two broad categories: cost-reimbursable contracts and fixed-price contracts. The majority of our contracts fall under the category of cost-reimbursable contracts, which we believe are generally less subject to loss than fixed-price contracts. As detailed below, our fixed-price contracts relate primarily to design and construction management contracts where we do not self-perform or take the risk of construction.

Cost-Reimbursable Contracts

Cost-reimbursable contracts consist of two similar contract types, cost-plus and time and material.

Cost-Plus. We enter into two major types of cost-plus contracts:

Cost-Plus Fixed Fee. Under cost-plus fixed fee contracts, we charge clients for our costs, including both direct and indirect costs, plus a fixed negotiated fee. The total estimated cost plus the fixed negotiated fee represents the total contract value. We recognize revenue based on the actual labor and other direct costs incurred, plus the portion of the fixed fee earned to date.

Cost-Plus Fixed Rate. Under cost-plus fixed rate contracts, we charge clients for our direct and indirect costs based upon a negotiated rate. We recognize revenue based on the actual total costs expended and the applicable fixed rate.

Certain cost-plus contracts provide for award fees or a penalty based on performance criteria in lieu of a fixed fee or fixed rate. Other contracts include a base fee component plus a performance-based award fee. In addition, we may share award fees with subcontractors. We record accruals for fee-sharing as fees are earned. We generally recognize revenue to the extent of costs actually incurred plus a proportionate

amount of the fee expected to be earned. We take the award fee or penalty on contracts into consideration when estimating revenue and profit rates, and record revenue related to the award fees when there is sufficient information to assess anticipated contract performance. On contracts that represent higher than normal risk or technical difficulty, we may defer all award fees until an award fee letter is received. Once an award fee letter is received, the estimated or accrued fees are adjusted to the actual award amount.

Certain cost-plus contracts provide for incentive fees based on performance against contractual milestones. The amount of the incentive fees varies, depending on whether we achieve above, at, or below target results. We originally recognize revenue on these contracts based upon expected results. These estimates are revised when necessary based upon additional information that becomes available as the contract progresses.

Time and Material. Time and material is common for smaller scale engineering and consulting services. Under these types of contracts, we negotiate hourly billing rates and charge our clients based upon actual hours expended on a project. Unlike cost-plus contracts, however, there is no predetermined fee. In addition, any direct project expenditures are passed through to the client and are reimbursed. These contracts may have a fixed-price element in the form of not-to-exceed or guaranteed maximum price provisions.

For fiscal 2012, 2011 and 2010, cost-reimbursable contracts represented approximately 53%, 54% and 63%, respectively, of our total revenue, consisting of cost-plus contracts and time and material contracts as follows:

	Year Ended September 30,		
	2012	2011	2010
Cost-plus contracts	18%	19%	24%
Time and materials contracts	35	35	39
Total	53%	54%	63%

Fixed-Price Contracts

There are typically two types of fixed-price contracts. The first and more common type, lump-sum, involves performing all of the work under the contract for a specified lump-sum fee. Lump-sum contracts are typically subject to price adjustments if the scope of the project changes or unforeseen conditions arise. In such cases, we will submit formal requests for adjustment of the lump sum via formal change orders or contract amendments. The second type, fixed-unit price, involves performing an estimated number of units of work at an agreed price per unit, with the total payment under the contract determined by the actual number of units delivered.

Many of our fixed-price contracts are negotiated and arise in the design of projects with a specified scope. Fixed-price contracts often arise in the areas of construction management and design-build services. Construction management services are typically in the form of general administrative oversight (in which we do not assume responsibility for construction means and methods and which is on a cost-reimbursable basis). Under our design-build projects, we are typically responsible for the design of a facility with the fixed contract price negotiated after we have had the opportunity to secure specific bids from various subcontractors (including the contractor that will be primarily responsible for all construction risks) and add a contingency fee.

We typically attempt to mitigate the risks of fixed-price design-build contracts by contracting to complete the projects based on our design as opposed to a third party's design, by not self-performing construction (except for limited environmental tasks), by not guaranteeing new or untested processes or technologies and by working only with experienced subcontractors with sufficient bonding capacity.

Some of our fixed-price contracts require us to provide performance bonds or parent company guarantees to assure our clients that their project will be completed in accordance with the terms of the contracts. In such cases, we typically require our primary subcontractors to provide similar bonds and guarantees and to be adequately insured, and we flow down the terms and conditions set forth in our agreement on to our subcontractors.

For fiscal 2012, 2011 and 2010, fixed-price contracts represented approximately 47%, 46% and 37%, respectively, of our total revenue. There may be risks associated with completing these projects profitably if we are not able to perform our professional services for the amount of the fixed fee. However, we attempt to mitigate these risks as described above.

Joint Ventures

Some of our larger contracts may operate under joint ventures or other arrangements under which we team with other reputable companies, typically companies with which we have worked for many years. This is often done where the scale of the project dictates such an arrangement or when we want to strengthen either our market position or our technical skills.

Backlog

Backlog is expressed in terms of gross revenue and therefore may include significant estimated amounts of third party, or pass-through costs to subcontractors and other parties. Our total backlog is comprised of contracted backlog and awarded backlog. Our contracted backlog includes revenue we expect to record in the future from signed contracts, and in the case of a public client, where the project has been funded. Our awarded backlog includes revenue we expect to record in the future where we have been awarded the work, but the contractual agreement has not yet been signed. For non-government contracts, our backlog includes future revenue at contract rates, excluding contract renewals or extensions that are at the discretion of the client. For contracts with a not-to-exceed maximum amount, we include revenue from such contracts in backlog to the extent of the remaining estimated amount. We calculate backlog without regard to possible project reductions or expansions or potential cancellations until such changes or cancellations occur. No assurance can be given that we will ultimately realize our full backlog. Our backlog for the year ended September 30, 2012, increased $0.4 billion, or 3%, to $16.0 billion as compared to $15.6 billion for the corresponding period last year.

The following summarizes contracted and awarded backlog, excluding backlog as of September 30, 2012, 2011 and 2010 related to businesses which we divested, as discussed in Note 5 in the notes to our consolidated financial statements (in billions):

	September 30,		
	2012	2011	2010
Contracted backlog:			
PTS segment	$ 7.7	$ 7.9	$ 6.1
MSS segment	0.8	1.0	0.7
Total contracted backlog	$ 8.5	$ 8.9	$ 6.8
Awarded backlog:			
PTS segment	$ 6.3	$ 5.7	$ 6.4
MSS segment	1.2	1.0	1.5
Total awarded backlog	$ 7.5	$ 6.7	$ 7.9
Total backlog:			
PTS segment	$14.0	$13.6	$12.5
MSS segment	2.0	2.0	2.2
Total backlog	$16.0	$15.6	$14.7

Competition

The professional technical and management support services markets we serve are highly fragmented and we compete with a large number of regional, national and international companies. Certain of these competitors have greater financial and other resources than we do. Others are smaller and more specialized, and concentrate their resources in particular areas of expertise. The extent of our competition varies according to the particular markets and geographic area. The degree and type of competition we face is also influenced by the type and scope of a particular project. Our clients make competitive determinations based upon qualifications, experience, performance, reputation, technology, customer relationships and ability to provide the relevant services in a timely, safe and cost-efficient manner.

Seasonality

We experience seasonal trends in our business. Our revenue is typically higher in the last half of the fiscal year. The fourth quarter of our fiscal year (July 1 to September 30) is typically our strongest quarter. We find that the U.S. federal government tends to authorize more work during the period preceding the end of our fiscal year, September 30. In addition, many U.S. state governments with fiscal years ending on June 30 tend to accelerate spending during their first quarter, when new funding becomes available. Further, our construction management revenue typically increases during the high construction season of the summer months. Within the United States, as well as other parts of the world, our business generally benefits from milder weather conditions in our fiscal fourth quarter, which allows for more productivity from our on-site civil services. Our construction and project management services also typically expand during the high construction season of the summer months. The first quarter of our fiscal year (October 1 to December 31) is typically our weakest quarter. The harsher weather conditions impact our ability to complete work in parts of North America and the holiday season schedule affects our productivity during this period. For these reasons, coupled with the number and significance of client contracts commenced and completed during a particular period, as well as the timing of expenses incurred for corporate initiatives, it is not unusual for us to experience seasonal changes or fluctuations in our quarterly operating results.

Insurance and Risk Management

We maintain insurance covering professional liability and claims involving bodily injury and property damage. We consider our present limits of coverage, deductibles, and reserves to be adequate. Wherever possible, we endeavor to eliminate or reduce the risk of loss on a project through the use of quality assurance/control, risk management, workplace safety and similar methods. A majority of our operating subsidiaries are quality certified under ISO 9001:2000 or an equivalent standard, and we plan to continue to obtain certification where applicable. ISO 9001:2000 refers to international quality standards developed by the International Organization for Standardization, or ISO.

Risk management is an integral part of our project management approach and our project execution process. We have an Office of Risk Management that reviews and oversees the risk profile of our operations. Also, pursuant to our internal delegations of authority, we have a formal process whereby a group of senior members of our risk management team evaluate risk through internal risk analyses of higher-risk projects, contracts or other business decisions.

Regulation

We are regulated in a number of fields in which we operate. In the United States, we deal with numerous U.S. government agencies and entities, including branches of the U.S. military, the Department of Defense, the Department of Energy, intelligence agencies and the Nuclear Regulatory Commission. When working with these and other U.S. government agencies and entities, we must comply with laws and regulations relating to the formation, administration and performance of contracts. These laws and regulations, among other things:

- require certification and disclosure of all cost or pricing data in connection with various contract negotiations;
- impose procurement regulations that define allowable and unallowable costs and otherwise govern our right to reimbursement under various cost-based U.S. government contracts; and
- restrict the use and dissemination of information classified for national security purposes and the exportation of certain products and technical data.

Internationally, we are subject to various government laws and regulations (including the U.S. Foreign Corrupt Practices Act, Arms Export Control Act, Department of Commerce Export and Anti Boycott Regulations, Proceeds of Crime Act, UK Bribery Act and other similar non-U.S. laws and regulations), local government regulations and procurement policies and practices and varying currency, political and economic risks.

To help ensure compliance with these laws and regulations, all of our employees are required to complete tailored ethics and other compliance training relevant to their position and our operations.

Compliance with federal, state, local and foreign laws enacted for the protection of the environment has to date had no significant effect on our capital expenditures, earnings, or competitive position. In the future, compliance with environmental laws could materially adversely affect us. We will continue to monitor the impact of such laws on our business and will develop appropriate compliance programs.

Personnel

Our principal asset is our employees. A large percentage of our employees have technical and professional backgrounds and undergraduate and/or advanced degrees. We believe that we attract and retain talented employees by offering them the opportunity to work on highly visible and technically challenging projects in a stable work environment. The tables below identify our personnel by segment and geographic region.

Personnel by Segment

	As of September 30,		
	2012	2011	2010
Professional Technical Services	37,100	37,500	33,900
Management Support Services	9,300	7,100	13,800
Corporate	400	400	400
Total	46,800	45,000	48,100

Personnel by Geographic Region

	As of September 30,		
	2012	2011	2010
Americas	19,000	21,600	22,000
Europe	5,200	5,200	4,000
Middle East	10,500	7,400	13,400
Asia/Pacific	12,100	10,800	8,700
Total	46,800	45,000	48,100

Personnel by Segment and Geographic Region

	As of September 30, 2012			
	PTS	MSS	Corporate	Total
Americas	15,900	2,700	400*	19,000
Europe	5,200	—	—	5,200
Middle East	3,900	6,600	—	10,500
Asia/Pacific	12,100	—	—	12,100
Total	37,100	9,300	400*	46,800

* Includes individuals employed by foreign subsidiaries.

A portion of our employees are employed on a project-by-project basis to meet our contractual obligations, generally in connection with government projects in our MSS segment. We believe our employee relations are good.

Geographic Information

For financial geographic information, please refer to Note 21 to the notes to our consolidated financial statements found elsewhere in this Form 10-K.

Available Information

The reports we file with the Securities and Exchange Commission, including annual reports on Form 10-K, quarterly reports on Form 10-Q, current reports on Form 8-K and proxy materials, are available free of charge on our website at *www.aecom.com*. You may read and copy any materials filed with the SEC at the SEC's Public Reference Room at 100 F Street, N.E., Washington, D.C. 20549. Please call the SEC at 1-800-SEC-0330 for further information about the public reference room. The SEC also maintains a web site (*www.sec.gov*) containing reports, proxy, and other information that we file with the SEC. Our Corporate Governance Guidelines and our Code of Ethics are available on our website at *www.aecom.com* under the "Investors" section. Copies of the information identified above may be

obtained without charge from us by writing to AECOM Technology Corporation, 555 South Flower Street, Suite 3700, Los Angeles, California 90071, Attention: Corporate Secretary.

ITEM 1A. RISK FACTORS

We operate in a changing environment that involves numerous known and unknown risks and uncertainties that could materially adversely affect our operations. The risks described below highlight some of the factors that have affected, and in the future could affect our operations. Additional risks we do not yet know of or that we currently think are immaterial may also affect our business operations. If any of the events or circumstances described in the following risks actually occur, our business, financial condition or results of operations could be materially adversely affected.

We depend on long-term government contracts, some of which are only funded on an annual basis. If appropriations for funding are not made in subsequent years of a multiple-year contract, we may not be able to realize all of our anticipated revenue and profits from that project.

A substantial majority of our revenue is derived from contracts with agencies and departments of national, state and local governments. During fiscal 2012, 2011 and 2010, approximately 60%, 64% and 73%, respectively, of our revenue was derived from contracts with government entities.

Most government contracts are subject to the government's budgetary approval process. Legislatures typically appropriate funds for a given program on a year-by-year basis, even though contract performance may take more than one year. As a result, at the beginning of a program, the related contract is only partially funded, and additional funding is normally committed only as appropriations are made in each subsequent fiscal year. These appropriations, and the timing of payment of appropriated amounts, may be influenced by, among other things, the state of the economy, competing priorities for appropriation, changes in administration or control of legislatures and the timing and amount of tax receipts and the overall level of government expenditures. If appropriations are not made in subsequent years on our government contracts, then we will not realize all of our potential revenue and profit from that contract.

The Budget Control Act of 2011 could significantly reduce U.S. government spending for the services we provide.

Under the Budget Control Act of 2011, an automatic sequestration process, or across-the-board budget cuts, was triggered when the Joint Select Committee on Deficit Reduction, a committee of twelve members of Congress, failed to agree on a deficit reduction plan for the U.S. federal budget. The sequestration is scheduled to begin on January 2, 2013, absent legislative or other remedial action, and requires $1.2 trillion in reduced U.S. federal government spending over a ten-year period. Any significant reduction in federal government spending could reduce demand for our services, cancel or delay federal projects, and result in the closure of federal facilities, and significant personnel reductions, which could have a material adverse effect on our results of operation and financial condition.

Governmental agencies may modify, curtail or terminate our contracts at any time prior to their completion and, if we do not replace them, we may suffer a decline in revenue.

Most government contracts may be modified, curtailed or terminated by the government either at its discretion or upon the default of the contractor. If the government terminates a contract at its discretion, then we typically are able to recover only costs incurred or committed, settlement expenses and profit on work completed prior to termination, which could prevent us from recognizing all of our potential revenue and profits from that contract. In addition, the U.S. government has announced its intention to scale back outsourcing of services in favor of "insourcing" jobs to its employees, which could reduce the number of contracts awarded to us. The adoption of similar practices by other government entities could also adversely affect our revenues. If a government terminates a contract due to our default, we could be liable for excess costs incurred by the government in obtaining services from another source.

Demand for our services is cyclical and may be vulnerable to sudden economic downturns and reductions in government and private industry spending. If economic conditions remain weak and decline further, our revenue and profitability could be adversely affected.

Demand for our services is cyclical and may be vulnerable to sudden economic downturns and reductions in government and private industry spending, which may result in clients delaying, curtailing or canceling proposed and existing projects. Economic conditions in the U.S. and a number of other countries and regions, including the United Kingdom, are weak and may remain difficult for the foreseeable future. If global economic and financial market conditions remain weak and/or decline further, some of our clients may face considerable budget shortfalls that may limit their overall demand for our services. In addition, our clients may find it more difficult to raise capital in the future to fund their projects due to uncertainty in the municipal and general credit markets. Also, the global demand for commodities has increased raw material costs, which will cause our clients' projects to increase in overall cost and may result in the more rapid depletion of the funds that are available to our clients to spend on projects.

Where economies are weakening, our clients may demand more favorable pricing or other terms while their ability to pay our invoices or to pay them in a timely manner may be adversely affected. Our government clients may face budget deficits that prohibit them from funding proposed and existing projects. If economic conditions remain uncertain and/or weaken and/or government spending is reduced, our revenue and profitability could be adversely affected.

Our contracts with governmental agencies are subject to audit, which could result in adjustments to reimbursable contract costs or, if we are charged with wrongdoing, possible temporary or permanent suspension from participating in government programs.

Our books and records are subject to audit by the various governmental agencies we serve and their representatives. These audits can result in adjustments to the amount of contract costs we believe are reimbursable by the agencies and the amount of our overhead costs allocated to the agencies. For example, as discussed elsewhere in this report, the U.S. Defense Contract Audit Agency (DCAA) issued a DCAA Form 1 questioning costs incurred during fiscal 2009 by Global Linguists Solutions, a joint venture that includes McNeil Technologies, Inc., in the performance of U.S. government contracts. In addition, the U.S. Attorney's Office (USAO) has informed us that the USAO and the U.S. Environmental Protection Agency are investigating potential criminal charges relating to one of our subsidiaries' projects in the state of Hawaii. If such matters are not resolved in our favor, they could have a material adverse effect on our business. In addition, if one of our subsidiaries is charged with wrongdoing as a result of an audit, that subsidiary, and possibly our company as a whole, could be temporarily suspended or could be prohibited from bidding on and receiving future government contracts for a period of time. Furthermore, as a government contractor, we are subject to an increased risk of investigations, criminal prosecution, civil fraud actions, whistleblower lawsuits and other legal actions and liabilities to which purely private sector companies are not, the results of which could materially adversely impact our business.

Our operations worldwide expose us to legal, political and economic risks in different countries as well as currency exchange rate fluctuations that could harm our business and financial results.

During fiscal 2012, revenue attributable to our services provided outside of the United States to non-U.S. clients was approximately 42% of our total revenue. There are risks inherent in doing business internationally, including:

- imposition of governmental controls and changes in laws, regulations or policies;
- political and economic instability;
- civil unrest, acts of terrorism, force majeure, war, or other armed conflict;
- changes in U.S. and other national government trade policies affecting the markets for our services;

- changes in regulatory practices, tariffs and taxes;
- potential non-compliance with a wide variety of laws and regulations, including anti-corruption, export control and anti-boycott laws and similar non-U.S. laws and regulations;
- changes in labor conditions;
- logistical and communication challenges; and
- currency exchange rate fluctuations, devaluations and other conversion restrictions.

Any of these factors could have a material adverse effect on our business, results of operations or financial condition.

Political, economic and military conditions in the Middle East, Africa and other regions could negatively impact our business.

Last year, civil unrest, which initially began in Tunisia and Egypt, spread to other areas in the Middle East and beyond. Due to the civil unrest in Libya in February 2011, we ceased providing services as the program manager for the Libyan Housing and Infrastructure Board's program to modernize the country's infrastructure. We cannot currently determine when or if we will resume services. This business disruption resulted in an operating loss, primarily due to demobilization and shutdown costs, and certain asset write-downs. If civil unrest were to disrupt our business in other countries in the Middle East or other regions in which we operate, and particularly if political activities were to result in prolonged unrest or civil war, our financial condition could be adversely affected.

We operate in many different jurisdictions and we could be adversely affected by violations of the U.S. Foreign Corrupt Practices Act and similar worldwide anti-corruption laws.

The U.S. Foreign Corrupt Practices Act (FCPA) and similar worldwide anti-corruption laws, including the U.K. Bribery Act of 2010, generally prohibit companies and their intermediaries from making improper payments to non-U.S. officials for the purpose of obtaining or retaining business. Our internal policies mandate compliance with these anti-corruption laws. We operate in many parts of the world that have experienced governmental corruption to some degree and, in certain circumstances, strict compliance with anti-corruption laws may conflict with local customs and practices. Despite our training and compliance programs, we cannot assure that our internal control policies and procedures always will protect us from reckless or criminal acts committed by our employees or agents. Our continued expansion outside the U.S., including in developing countries, could increase the risk of such violations in the future. In addition, from time to time, government investigations of corruption in construction-related industries affect us and our peers. Violations of these laws, or allegations of such violations, could disrupt our business and result in a material adverse effect on our results of operations or financial condition.

We work in international locations where there are high security risks, which could result in harm to our employees and contractors or material costs to us.

Some of our services are performed in high-risk locations, such as Afghanistan, and, until recently, Iraq and Libya, where the country or location is suffering from political, social or economic problems, or war or civil unrest. In those locations where we have employees or operations, we may incur material costs to maintain the safety of our personnel. Despite these precautions, the safety of our personnel in these locations may continue to be at risk. Acts of terrorism and threats of armed conflicts in or around various areas in which we operate could limit or disrupt markets and our operations, including disruptions resulting from the evacuation of personnel, cancellation of contracts, or the loss of key employees, contractors or assets. For example, as discussed above, we incurred losses related to demobilization and shutdown costs related to the cessation of our operations in Libya due to ongoing civil unrests.

Our business and operating results could be adversely affected by losses under fixed-price contracts.

Fixed-price contracts require us to either perform all work under the contract for a specified lump-sum or to perform an estimated number of units of work at an agreed price per unit, with the total payment determined by the actual number of units performed. In fiscal 2012, approximately 47% of our revenue was recognized under fixed-price contracts. Fixed-price contracts are more frequently used outside of the United States and, thus, the exposures resulting from fixed-price contracts may increase as we increase our business operations outside of the United States. Fixed-price contracts expose us to a number of risks not inherent in cost-plus and time and material contracts, including underestimation of costs, ambiguities in specifications, unforeseen costs or difficulties, problems with new technologies, delays beyond our control, failures of subcontractors to perform and economic or other changes that may occur during the contract period. Losses under fixed-price contracts could be substantial and adversely impact our results of operations.

We conduct a portion of our operations through joint venture entities, over which we may have limited control.

Approximately 13% of our fiscal 2012 revenue was derived from our operations through joint ventures or similar partnership arrangements, where control may be shared with unaffiliated third parties. As with most joint venture arrangements, differences in views among the joint venture participants may result in delayed decisions or disputes. We also cannot control the actions of our joint venture partners, and we typically have joint and several liability with our joint venture partners under the applicable contracts for joint venture projects. These factors could potentially adversely impact the business and operations of a joint venture and, in turn, our business and operations.

Operating through joint ventures in which we are minority holders results in us having limited control over many decisions made with respect to projects and internal controls relating to projects. Of the joint ventures noted above, approximately 7% of our fiscal 2012 revenue was derived from our unconsolidated joint ventures where we generally do not have control of the joint venture. These joint ventures may not be subject to the same requirements regarding internal controls and internal control over financial reporting that we follow. As a result, internal control problems may arise with respect to these joint ventures, which could have a material adverse effect on our financial condition and results of operations.

Misconduct by our employees or consultants or our failure to comply with laws or regulations applicable to our business could cause us to lose customers or lose our ability to contract with government agencies.

As a government contractor, misconduct, fraud or other improper activities caused by our employees' or consultants' failure to comply with laws or regulations could have a significant negative impact on our business and reputation. Such misconduct could include the failure to comply with federal procurement regulations, regulations regarding the protection of sensitive government information, legislation regarding the pricing of labor and other costs in government contracts, regulations on lobbying or similar activities, and anti-corruption, export control and other applicable laws or regulations. Our failure to comply with applicable laws or regulations, misconduct by any of our employees or consultants or our failure to make timely and accurate certifications to government agencies regarding misconduct or potential misconduct could subject us to fines and penalties, loss of government granted eligibility, cancellation of contracts and suspension or debarment from contracting with government agencies, any of which may adversely affect our business.

Our defined benefit plans have significant deficits that could grow in the future and cause us to incur additional costs.

We have defined benefit pension plans for employees in the United States, United Kingdom, Australia, Ireland, and Canada. At September 30, 2012, our defined benefit pension plans had an aggregate deficit (the excess of projected benefit obligations over the fair value of plan assets) of

approximately $192.2 million. In the future, our pension deficits may increase or decrease depending on changes in the levels of interest rates, pension plan performance and other factors. Because the current economic environment has resulted in declining investment returns and interest rates, we may be required to make additional cash contributions to our pension plans and recognize further increases in our net pension cost to satisfy our funding requirements. If we are forced or elect to make up all or a portion of the deficit for unfunded benefit plans, our results of operations could be materially and adversely affected.

New legal requirements could adversely affect our operating results.

Our business and results of operations could be adversely affected by the passage of U.S. health care reform, climate change, and other environmental legislation and regulations. Currently, we are assessing the impact that health care reform could have on our employer-sponsored medical plans. Growing concerns about climate change may result in the imposition of additional environmental regulations. For example, legislation, international protocols, regulation or other restrictions on emissions could increase the costs of projects for our clients or, in some cases, prevent a project from going forward, thereby potentially reducing the need for our services. However, these changes could also increase the pace of development of other projects, which could have a positive impact on our business. We cannot predict when or whether any of these various proposals may be enacted or what their effect will be on us or on our customers.

Failure to successfully execute our acquisition strategy may inhibit our growth.

We have grown in part as a result of our acquisitions over the last several years, and we expect continued growth in the form of additional acquisitions and expansion into new markets. If we are unable to pursue suitable acquisition opportunities, as a result of global economic uncertainty or other factors, our growth may be inhibited. We cannot assure that suitable acquisitions or investment opportunities will continue to be identified or that any of these transactions can be consummated on favorable terms or at all. Any future acquisitions will involve various inherent risks, such as:

- our ability to accurately assess the value, strengths, weaknesses, liabilities and potential profitability of acquisition candidates;
- the potential loss of key personnel of an acquired business;
- increased burdens on our staff and on our administrative, internal control and operating systems, which may hinder our legal and regulatory compliance activities;
- liabilities related to pre-acquisition activities of an acquired business and the burdens on our staff and resources to comply with, conduct or resolve investigations into such activities;
- post-acquisition integration challenges; and
- post-acquisition deterioration in an acquired business that could result in lower or negative earnings contribution and/or goodwill impairment charges.

Furthermore, during the acquisition process and thereafter, our management may need to assume significant transaction-related responsibilities, which may cause them to divert their attention from our existing operations. If our management is unable to successfully integrate acquired companies or implement our growth strategy, our operating results could be harmed. Moreover, we cannot assure that we will continue to successfully expand or that growth or expansion will result in profitability.

Our ability to grow and to compete in our industry will be harmed if we do not retain the continued services of our key technical and management personnel and identify, hire, and retain additional qualified personnel.

There is strong competition for qualified technical and management personnel in the sectors in which we compete. We may not be able to continue to attract and retain qualified technical and management

personnel, such as engineers, architects and project managers, who are necessary for the development of our business or to replace qualified personnel. Our planned growth may place increased demands on our resources and will likely require the addition of technical and management personnel and the development of additional expertise by existing personnel. Also, some of our personnel hold government granted eligibility that may be required to obtain certain government projects. If we were to lose some or all of these personnel, they would be difficult to replace. Loss of the services of, or failure to recruit, key technical and management personnel could limit our ability to successfully complete existing projects and compete for new projects.

Our revenue and growth prospects may be harmed if we or our employees are unable to obtain government granted eligibility or other qualifications we and they need to perform services for our customers.

A number of government programs require contractors to have certain kinds of government granted eligibility. Depending on the project, eligibility can be difficult and time-consuming to obtain. If we or our employees are unable to obtain or retain the necessary eligibility, we may not be able to win new business, and our existing customers could terminate their contracts with us or decide not to renew them. To the extent we cannot obtain or maintain the required security clearances for our employees working on a particular contract, we may not derive the revenue or profit anticipated from such contract.

Our industry is highly competitive and we may be unable to compete effectively, which could result in reduced revenue, profitability and market share.

We are engaged in a highly competitive business. The professional technical and management support services markets we serve are highly fragmented and we compete with a large number of regional, national and international companies. Certain of these competitors have greater financial and other resources than we do. Others are smaller and more specialized, and concentrate their resources in particular areas of expertise. The extent of our competition varies according to the particular markets and geographic area. The degree and type of competition we face is also influenced by the type and scope of a particular project. Our clients make competitive determinations based upon qualifications, experience, performance, reputation, technology, customer relationships and ability to provide the relevant services in a timely, safe and cost-efficient manner. Increased competition may result in our inability to win bids for future projects and loss of revenue, profitability and market share.

If we extend a significant portion of our credit to clients in a specific geographic area or industry, we may experience disproportionately high levels of collection risk and nonpayment if those clients are adversely affected by factors particular to their geographic area or industry.

Our clients include public and private entities that have been, and may continue to be, negatively impacted by the changing landscape in the global economy. While outside of the U.S. Federal Government no one client accounts for over 10% of our revenue, we face collection risk as a normal part of our business where we perform services and subsequently bill our clients for such services. In the event that we have concentrated credit risk from clients in a specific geographic area or industry, continuing negative trends or a worsening in the financial condition of that specific geographic area or industry could make us susceptible to disproportionately high levels of default by those clients. Such defaults could materially adversely impact our revenues and our results of operations.

Our services expose us to significant risks of liability and our insurance policies may not provide adequate coverage.

Our services involve significant risks of professional and other liabilities that may substantially exceed the fees that we derive from our services. In addition, we sometimes contractually assume liability under indemnification agreements. We cannot predict the magnitude of potential liabilities from the operation of our business.

Our professional liability policies cover only claims made during the term of the policy. Additionally, our insurance policies may not protect us against potential liability due to various exclusions in the policies and self-insured retention amounts. Partially or completely uninsured claims, if successful and of significant magnitude, could have a material adverse effect on our business.

Our backlog of uncompleted projects under contract is subject to unexpected adjustments and cancellations and, thus, may not accurately reflect future revenue and profits.

At September 30, 2012, our contracted backlog was approximately $8.5 billion and our awarded backlog was approximately $7.5 billion for a total backlog of $16.0 billion. Our contracted backlog includes revenue we expect to record in the future from signed contracts and, in the case of a public sector client, where the project has been funded. Our awarded backlog includes revenue we expect to record in the future where we have been awarded the work, but the contractual agreement has not yet been signed. We cannot guarantee that future revenue will be realized from either category of backlog or, if realized, will result in profits. Many projects may remain in our backlog for an extended period of time because of the size or long-term nature of the contract. In addition, from time to time, projects are delayed, scaled back or cancelled. These types of backlog reductions adversely affect the revenue and profits that we ultimately receive from contracts reflected in our backlog.

We have submitted claims to clients for work we performed beyond the initial scope of some of our contracts. If these clients do not approve these claims, our results of operations could be adversely impacted.

We typically have pending claims submitted under some of our contracts for payment of work performed beyond the initial contractual requirements for which we have already recorded revenue. In general, we cannot guarantee that such claims will be approved in whole, in part, or at all. If these claims are not approved, our revenue may be reduced in future periods.

In conducting our business, we depend on other contractors and subcontractors. If these parties fail to satisfy their obligations to us or other parties or if we are unable to maintain these relationships, our revenue, profitability and growth prospects could be adversely affected.

We depend on contractors and subcontractors in conducting our business. There is a risk that we may have disputes with our subcontractors arising from, among other things, the quality and timeliness of work performed by the subcontractor, customer concerns about the subcontractor, or our failure to extend existing task orders or issue new task orders under a subcontract. In addition, if any of our subcontractors fail to deliver on a timely basis the agreed-upon supplies and/or perform the agreed-upon services, our ability to fulfill our obligations as a prime contractor may be jeopardized and/or we could be held responsible for such failures.

We also rely on relationships with other contractors when we act as their subcontractor or joint venture partner. Our future revenue and growth prospects could be adversely affected if other contractors eliminate or reduce their subcontracts or joint venture relationships with us, or if a government agency terminates or reduces these other contractors' programs, does not award them new contracts or refuses to pay under a contract. In addition, due to "pay when paid" provisions that are common in subcontracts in certain countries, including the U.S., we could experience delays in receiving payment if the prime contractor experiences payment delays.

If clients use our reports or other work product without appropriate disclaimers or in a misleading or incomplete manner, our business could be adversely affected.

The reports and other work product we produce for clients sometimes include projections, forecasts and other forward-looking statements. Such information by its nature is subject to numerous risks and uncertainties, any of which could cause the information produced by us to ultimately prove inaccurate.

While we include appropriate disclaimers in the reports that we prepare for our clients, once we produce such written work product, we have no ability to control the manner in which our clients use such information. As a result, if our clients reproduce such information to solicit funds from investors for projects without appropriate disclaimers and the information proves to be incorrect, or if our clients reproduce such information for potential investors in a misleading or incomplete manner, our clients or such investors may threaten to or file suit against us for, among other things, securities law violations. If we were found to be liable for any claims related to our client work product, our business could be adversely affected.

Our quarterly operating results may fluctuate significantly.

We experience seasonal trends in our business with our revenue typically being higher in the last half of the fiscal year. Our fourth quarter (July 1 to September 30) typically is our strongest quarter, and our first quarter is typically our weakest quarter. Our quarterly revenue, expenses and operating results may fluctuate significantly because of a number of factors, including:

- the spending cycle of our public sector clients;
- employee hiring and utilization rates;
- the number and significance of client engagements commenced and completed during a quarter;
- the ability of clients to terminate engagements without penalties;
- the ability of our project managers to accurately estimate the percentage of the project completed;
- delays incurred as a result of weather conditions;
- delays incurred in connection with an engagement;
- the size and scope of engagements;
- the timing and magnitude of expenses incurred for, or savings realized from, corporate initiatives;
- changes in foreign currency rates;
- the seasonality of our business;
- the impairment of goodwill or other intangible assets; and
- general economic and political conditions.

Variations in any of these factors could cause significant fluctuations in our operating results from quarter to quarter.

An impairment charge of goodwill could have a material adverse impact on our financial condition and results of operations.

Because we have grown in part through acquisitions, goodwill and intangible assets-net represent a substantial portion of our assets. Goodwill and intangible assets-net were $1.9 billion as of September 30, 2012. Under accounting principles generally accepted in the United States, we are required to test goodwill carried in our Consolidated Balance Sheets for possible impairment on an annual basis based upon a fair value approach and whenever events occur that indicate impairment could exist. These events or circumstances could include a significant change in the business climate, including a significant sustained decline in a reporting unit's market value, legal factors, operating performance indicators, competition, sale or disposition of a significant portion of our business, a significant sustained decline in our market capitalization and other factors. In connection with our annual goodwill impairment testing for fiscal 2012, we recorded an impairment charge of $336 million due to market conditions and business trends within the Europe, Middle East, and Africa (EMEA) and MSS reporting units.

If the fair value of our reporting units is less than their carrying value, we could be required to record an additional impairment charge. In addition, if a decrease in our stock price and market capitalization continues over a sustained period, we would have to record an impairment charge in the future. The amount of any impairment could be significant and could have a material adverse impact on our financial condition and results of operations for the period in which the charge is taken.

If we are unable to continue to access credit on acceptable terms, our business may be adversely affected.

The state of the global credit markets could make it more difficult for us to access funds, refinance our existing indebtedness, enter into agreements for new indebtedness, replace our existing credit agreement on or before its expiration in 2016 or obtain funding through the issuance of our securities. We use credit facilities to support our working capital and acquisition needs. There is no guarantee that we can continue to renew our credit facility on terms as favorable as those in our existing credit facility and, if we are unable to do so, our costs of borrowing and our business may be adversely affected.

Our debt agreements contain restrictive covenants and financial ratio tests that restrict or prohibit our ability to engage in or enter into a variety of transactions. If we fail to comply with these covenants or tests, our indebtedness under these agreements could become accelerated, which could adversely affect us.

Our debt agreements, including our senior credit facility and the agreement governing our senior notes, contain various covenants that may have the effect of limiting, among other things, our ability and the ability of certain of our subsidiaries to: merge with other entities, enter into a transaction resulting in a change in control, create new liens, incur additional indebtedness, sell assets outside of the ordinary course of business, enter into transactions with affiliates (other than subsidiaries) or substantially change the general nature of our and our subsidiaries' business, taken as a whole, and, in the case of our senior credit facility, make certain investments, enter into restrictive agreements, or make certain dividends or other distributions. These restrictions could limit our ability to take advantage of financing, merger, acquisition or other opportunities, to fund our business operations or to fully implement our current and future operating strategies.

All of our debt agreements relating to our unsecured revolving credit facility and unsecured term credit agreements require us to maintain compliance with a maximum consolidated leverage ratio at the end of any fiscal quarter. The agreement governing our senior notes also requires us to maintain a net worth above a calculated threshold. As of September 30, 2012, our consolidated leverage ratio was 2.15, which did not exceed our most restrictive maximum consolidated leverage ratio of 3.0. As of September 30, 2012, our net worth was $2.2 billion, which exceeds the calculated threshold of $1.5 billion. Our ability to continue to meet these financial ratios and tests will be dependent upon our future performance and may be affected by events beyond our control (including factors discussed in this "*Risk Factors*" section). If we fail to satisfy these requirements, our indebtedness under these agreements could become accelerated and payable at a time when we are unable to pay them. This would adversely affect our ability to implement our operating strategies and would have a material adverse effect on our financial condition.

Systems and information technology interruption could adversely impact our ability to operate.

We rely heavily on computer, information and communications technology and related systems in order to properly operate. From time to time, we experience occasional system interruptions and delays. If we are unable to continually add software and hardware, effectively upgrade our systems and network infrastructure and take other steps to improve the efficiency of and protect our systems, the operation of our systems could be interrupted or delayed. Our computer and communications systems and operations could be damaged or interrupted by natural disasters, telecommunications failures, acts of war or terrorism and similar events or disruptions. Any of these or other events could cause system interruption, delays and loss of critical data, or delay or prevent operations, and adversely affect our operating results.

In addition, we face the threat to our computer systems of unauthorized access, computer hackers, computer viruses, malicious code, organized cyber attacks and other security problems and system disruptions, including possible unauthorized access to our and our clients' proprietary or classified information. We rely on industry-accepted security measures and technology to securely maintain all confidential and proprietary information on our information systems . We have devoted and will continue to devote significant resources to the security of our computer systems, but they may still be vulnerable to these threats. A user who circumvents security measures could misappropriate confidential or proprietary information or cause interruptions or malfunctions in operations. As a result, we may be required to expend significant resources to protect against the threat of these system disruptions and security breaches or to alleviate problems caused by these disruptions and breaches. Any of these events could damage our reputation and have a material adverse effect on our business, financial condition, results of operations and cash flows.

Failure to adequately protect, maintain, or enforce our rights in our intellectual property may adversely limit our competitive position.

Our success depends, in part, upon our ability to protect our intellectual property. We rely on a combination of intellectual property policies and other contractual arrangements to protect much of our intellectual property where we do not believe that trademark, patent or copyright protection is appropriate or obtainable. Trade secrets are generally difficult to protect. Although our employees are subject to confidentiality obligations, this protection may be inadequate to deter or prevent misappropriation of our confidential information and/or the infringement of our patents and copyrights. Further, we may be unable to detect unauthorized use of our intellectual property or otherwise take appropriate steps to enforce our rights. Failure to adequately protect, maintain, or enforce our intellectual property rights may adversely limit our competitive position.

Our charter documents contain provisions that may delay, defer or prevent a change of control.

Provisions of our certificate of incorporation and bylaws could make it more difficult for a third party to acquire control of us, even if the change in control would be beneficial to stockholders. These provisions include the following:

- division of our Board of Directors into three classes, with each class serving a staggered three-year term;
- removal of directors for cause only;
- ability of our Board of Directors to authorize the issuance of preferred stock in series without stockholder approval;
- two-thirds stockholder vote requirement to approve specified business combinations, which include a sale of substantially all of our assets;
- vesting of exclusive authority in our Board of Directors to determine the size of the board (subject to limited exceptions) and to fill vacancies;
- advance notice requirements for stockholder proposals and nominations for election to our Board of Directors; and
- prohibitions on our stockholders from acting by written consent and limitations on calling special meetings.

ITEM 1B. UNRESOLVED STAFF COMMENTS

None.

ITEM 2. PROPERTIES

Our corporate offices are located in approximately 78,000 square feet of space at 555 and 515 South Flower Street, Los Angeles, California. Our other offices consist of an aggregate of approximately 7.7 million square feet worldwide. We also maintain smaller administrative or project offices. Virtually all of our offices are leased. See Note 14 in the notes to our consolidated financial statements for information regarding our lease obligations. We believe our current properties are adequate for our business operations and are not currently underutilized. We may add additional facilities from time to time in the future as the need arises.

ITEM 3. LEGAL PROCEEDINGS

As a government contractor, we are subject to various laws and regulations that are more restrictive than those applicable to non-government contractors. Intense government scrutiny of contractors' compliance with those laws and regulations through audits and investigations is inherent in government contracting and, from time to time, we receive inquiries, subpoenas, and similar demands related to our ongoing business with government entities. Violations can result in civil or criminal liability as well as suspension or debarment from eligibility for awards of new government contracts or option renewals.

We are involved in various investigations, claims and lawsuits in the normal conduct of our business. Although the outcome of our legal proceedings cannot be predicted with certainty and no assurances can be provided, in the opinion of our management, based upon current information and discussions with counsel, none of the investigations, claims and lawsuits in which we are involved is expected to have a material adverse effect on our consolidated financial position, results of operations, cash flows or our ability to conduct business. See Note 20, "Commitments and Contingencies," of this report for a discussion of certain matters to which we are a party. From time to time, we establish reserves for litigation when we consider it probable that a loss will occur.

ITEM 4. MINE AND SAFETY DISCLOSURES

Not applicable.

PART II

ITEM 5. MARKET FOR REGISTRANT'S COMMON EQUITY, RELATED STOCKHOLDER MATTERS AND ISSUER PURCHASES OF EQUITY SECURITIES

Our common stock is listed on the New York Stock Exchange (NYSE). According to the records of our transfer agent, there were 2,170 stockholders of record as of November 7, 2012. The following table sets forth the low and high closing sales prices of a share of our common stock during each of the fiscal quarters presented, based upon quotations on the NYSE consolidated reporting system:

	Low Sales Price ($)	High Sales Price ($)
Fiscal 2012:		
First quarter	16.84	21.62
Second quarter	20.80	24.06
Third quarter	14.91	22.68
Fourth quarter	15.29	21.62

	Low Sales Price ($)	High Sales Price ($)
Fiscal 2011:		
First quarter	23.92	28.77
Second quarter	26.15	29.93
Third quarter	25.82	28.67
Fourth quarter	17.67	28.18

Our policy is to use cash flow from operations to fund future growth and pay down debt. Accordingly, we have not paid a cash dividend since our inception and we currently have no plans to pay cash dividends in the foreseeable future. Additionally, our term credit agreement and revolving credit facility restrict our ability to pay cash dividends. Our debt agreements do not permit us to pay cash dividends unless at the time of and immediately after giving effect to the dividend, (a) there is no default or event of default and (b) the leverage ratio (as defined in the debt agreements) is less than 3.00 to 1.00.

Equity Compensation Plans

The following table presents certain information about our equity compensation plans as of September 30, 2012:

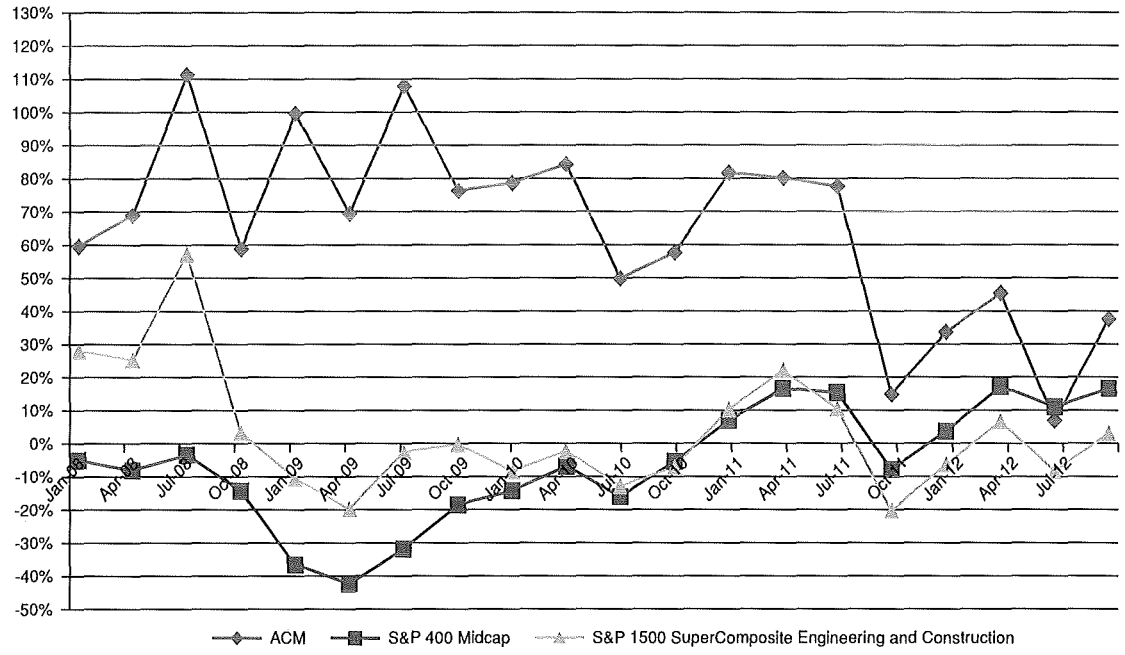
	Column A	Column B	Column C
Plan Category	**Number of securities to be issued upon exercise of outstanding options, warrants, and rights**	**Weighted-average exercise price of outstanding options, warrants, and rights**	**Number of securities remaining available for future issuance under equity compensation plans (excluding securities reflected in Column A)**
Equity compensation plans not approved by stockholders:	N/A	N/A	N/A
Equity compensation plans approved by stockholders:			
AECOM Technology Corporation 2006 Stock Incentive Plan	2,490,765	$22.81	15,704,260
AECOM Technology Corporation Equity Investment Plan	N/A	N/A	4,189,556
AECOM Technology Corporation Employee Stock Purchase Plan	N/A	N/A	6,764,162
AECOM Technology Corporation Global Stock Program(a)	N/A	N/A	22,716,027
Total	2,490,765	$22.81	49,374,005

(a) The AECOM Technology Corporation Global Stock Program consists of our plans in Australia, Hong Kong, New Zealand, Singapore, United Arab Emirates/Qatar, and United Kingdom; and for North America, the Retirement & Savings Plan and Equity Investment Plan.

Performance Measurement Comparison(1)

The following chart compares the percentage change of AECOM stock (ACM) with that of the S&P MidCap 400 and the S&P 1500 SuperComposite Engineering and Construction indices from October 1, 2007 to September 30, 2012. We believe the S&P MidCap 400, on which we are listed, is an appropriate independent broad market index, since it measures the performance of similar mid-sized companies in numerous sectors. In addition, we believe the S&P 1500 SuperComposite Engineering and Construction Index is an appropriate published industry index since it measures the performance of engineering and construction companies.

Comparison of Percentage Change
October 1, 2007—September 30, 2012



End-of-Month Prices by Quarter

	Dec 31, 2007	Mar 31, 2008	Jun 30, 2008	Sep 30, 2008	Dec 31, 2008	Mar 31, 2009	Jun 30, 2009	Sep 30, 2009	Dec 31, 2009	Mar 31, 2010	Jun 30, 2010
AECOM	28.57	26.01	32.53	24.44	30.73	26.08	32.00	27.14	27.50	28.37	23.06
S&P MidCap 400	858.20	779.51	819.00	727.29	538.28	489.00	578.14	691.02	726.67	789.90	711.73
S&P 1500 Super Composite Engineering and Construction	215.20	176.98	222.13	145.96	126.35	113.38	137.70	140.92	129.42	138.10	123.09

	Sep 30, 2010	Dec 31, 2010	Mar 31, 2011	Jun 30, 2011	Sep 30, 2011	Dec 31, 2011	Mar 31, 2012	Jun 30, 2012	Sep 30, 2012
AECOM	24.26	27.97	27.73	27.34	17.67	20.57	22.37	16.45	21.16
S&P MidCap 400	802.10	907.25	989.05	978.64	781.26	879.16	994.30	941.64	989.02
S&P 1500 Super Composite Engineering and Construction	131.29	155.98	172.46	156.12	112.61	132.27	150.66	129.37	145.58

(1) This section is not "soliciting material," is not deemed "filed" with the SEC and is not incorporated by reference in any of our filings under the Securities Act or Exchange Act whether made before or after the date hereof and irrespective of any general incorporation language in any such filing.

Stock Repurchase Program

In August 2011, our Board of Directors authorized a stock repurchase program, pursuant to which we could purchase up to $200 million of our common stock. We completed the initial authorization to purchase $200 million of our common stock during the quarter ended June 30, 2012.

In August 2012, our Board of Directors authorized an additional $300 million to purchase our common stock under the stock repurchase program. Share repurchases under this program may be made through open market purchases, unsolicited or solicited privately negotiated transactions or other methods, including pursuant to a Rule 10b5-1 plan. The timing, nature and amount of purchases depend on a variety of factors, including market conditions and the volume limit defined by Rule 10b-18. Repurchased shares are retired, but remain authorized for registration and issuance in the future.

A summary of the repurchase activity for the three months ended September 30, 2012 is as follows:

Period	Total Number of Shares Purchased	Average Price Paid Per Share	Total Number of Shares Purchased as Part of Publicly Announced Plans or Programs	Maximum Dollar Value that May Yet Be Purchased Under the Plans or Programs
	(Amounts in Millions, Except Per Share Amounts)			
July 1 - 31, 2012	—	$ —	—	$ —
August 1 - 31, 2012	0.5	19.43	0.5	290.7
September 1 - 30, 2012	2.5	20.95	2.5	237.7
Total	3.0	20.71	3.0	237.7

ITEM 6. SELECTED FINANCIAL DATA

SELECTED CONSOLIDATED FINANCIAL DATA

You should read the following selected consolidated financial data along with "Management's Discussion and Analysis of Financial Condition and Results of Operations" and our consolidated financial statements and the accompanying notes, which are included in this Form 10-K. We derived the selected consolidated financial data from our audited consolidated financial statements.

	Year Ended September 30,				
	2012	2011	2010	2009	2008
	(in millions, except per share data)				
Consolidated Statement of Operations Data:					
Revenue	$8,218	$8,037	$6,546	$6,119	$5,195
Cost of revenue	7,796	7,570	6,116	5,768	4,908
Gross profit	422	467	430	351	287
Equity in earnings of joint ventures	49	45	21	23	22
General and administrative expenses	(81)	(91)	(110)	(87)	(70)
Goodwill impairment	(336)	—	—	—	—
Income from operations	54	421	341	287	239
Other income	9	3	10	2	(3)
Interest expense—net	(45)	(40)	(10)	(11)	1
Income from continuing operations before income tax expense	18	384	341	278	237
Income tax expense	75	100	92	77	77
(Loss) income from continuing operations	(57)	284	249	201	160
Discontinued operations, net of tax	—	—	—	3	1
Net (loss) income	(57)	284	249	204	161
Noncontrolling interests in income of consolidated subsidiaries, net of tax	(2)	(8)	(12)	(14)	(14)
Net (loss) income attributable to AECOM	$ (59)	$ 276	$ 237	$ 190	$ 147
Net (loss) income attributable to AECOM per share:					
Basic					
Continuing operations	$(0.52)	$ 2.35	$ 2.07	$ 1.73	$ 1.44
Discontinued operations	—	—	—	.03	.01
	$(0.52)	$ 2.35	$ 2.07	$ 1.76	$ 1.45
Diluted					
Continuing operations	$(0.52)	$ 2.33	$ 2.05	$ 1.70	$ 1.41
Discontinued operations	—	—	—	.03	—
	$(0.52)	$ 2.33	$ 2.05	$ 1.73	$ 1.41
Weighted average shares outstanding:					
Basic	112	117	114	108	101
Diluted	112	118	115	110	104

	Year Ended September 30,				
	2012	2011	2010	2009	2008
	(in millions, except employee data)				
Other Data:					
Depreciation and amortization(1)	$ 103	$ 110	$ 79	$ 84	$ 63
Amortization expense of acquired intangible assets(2)	24	36	19	26	18
Capital expenditures	63	78	68	63	69
Contracted backlog	$ 8,499	$ 8,881	$ 6,802	$ 5,356	$ 4,811
Number of full-time and part-time employees	46,800	45,000	48,100	43,200	43,000

(1) Includes amortization of deferred debt issuance costs.

(2) Included in depreciation and amortization above.

	As of September 30,				
	2012	2011	2010	2009	2008
	(in millions)				
Consolidated Balance Sheet Data:					
Cash and cash equivalents	$ 594	$ 457	$ 613	$ 291	$ 197
Working capital	1,069	1,176	1,094	658	664
Total assets	5,665	5,789	5,243	3,790	3,596
Long-term debt excluding current portion	907	1,145	915	142	366
AECOM Stockholders' equity	2,169	2,340	2,090	1,730	1,423

ITEM 7. MANAGEMENT'S DISCUSSION AND ANALYSIS OF FINANCIAL CONDITION AND RESULTS OF OPERATIONS

You should read the following discussion in conjunction with our consolidated financial statements and the related notes included in this report. In addition to historical consolidated financial information, the following discussion contains forward-looking statements that reflect our plans, estimates and beliefs. You should not place undue reliance on these forward-looking statements. Our actual results could differ materially. Factors that could cause or contribute to these differences include those discussed below and elsewhere in this report, particularly in "Risk Factors."

Overview

We are a leading global provider of professional technical and management support services for public and private clients around the world. We provide our services in a broad range of end markets through a network of approximately 46,800 employees.

Our business focuses primarily on providing fee-based professional technical and support services and therefore our business is labor and not capital intensive. We derive income from our ability to generate revenue and collect cash from our clients through the billing of our employees' time spent on client projects and our ability to manage our costs. We report our business through two segments: Professional Technical Services (PTS) and Management Support Services (MSS).

Our PTS segment delivers planning, consulting, architectural and engineering design, and program and construction management services to institutional, commercial and government clients worldwide in end markets such as transportation, facilities, environmental and energy markets. PTS revenue is primarily derived from fees from services that we provide, as opposed to pass-through fees from subcontractors and other direct costs. Our PTS segment contributed $7.3 billion, or 89%, of our fiscal 2012 revenue.

Our MSS segment provides facilities management and maintenance, training, logistics, consulting, technical assistance and systems integration services, primarily for agencies of the U.S. government. MSS revenue typically includes a significant amount of pass-through fees from subcontractors and other direct costs. Our MSS segment contributed $941 million, or 11%, of our fiscal 2012 revenue.

Our revenue is dependent on our ability to attract and retain qualified and productive employees, identify business opportunities, integrate and maximize the value of our recent acquisitions, allocate our labor resources to profitable and high growth markets, secure new contracts and renew existing client agreements. Demand for our services is cyclical and may be vulnerable to sudden economic downturns and reductions in government and private industry spending, which may result in clients delaying, curtailing or canceling proposed and existing projects. Moreover, as a professional services company, maintaining the high quality of the work generated by our employees is integral to our revenue generation and profitability.

Our costs consist primarily of the compensation we pay to our employees, including salaries, fringe benefits, the costs of hiring subcontractors and other project-related expenses, and sales, general and administrative costs.

During the year ended September 30, 2011, we adopted a revised definition of revenue provided by acquired companies. We define revenue provided by acquired companies as revenue included in the current period up to twelve months subsequent to their acquisition date.

Acquisitions

The aggregate value of all consideration for our acquisitions consummated during the year ended September 30, 2012, was $15.4 million for an environmental engineering firm in Asia.

The aggregate value of all consideration for our acquisitions consummated during the year ended September 30, 2011, was $453.3 million.

The aggregate value of all consideration for our acquisitions consummated during the year ended September 30, 2010, was $768.0 million.

All of our acquisitions have been accounted for as business combinations and the results of operations of the acquired companies have been included in our consolidated results since the dates of the acquisitions.

Components of Income and Expense

Our management analyzes the results of our operations using several financial measures not in accordance with generally accepted accounting principles (GAAP). A significant portion of our revenue relates to services provided by subcontractors and other non-employees that we categorize as other direct costs. Those costs are typically paid to service providers upon our receipt of payment from the client. We segregate other direct costs from revenue resulting in a measurement that we refer to as "revenue, net of other direct costs," which is a measure of work performed by AECOM employees. A large portion of our fees are derived through work performed by AECOM employees rather than other parties. We have included information on revenue, net of other direct costs, as we believe that it is useful to view our revenue exclusive of costs associated with external service providers, and the related gross margins, as discussed in "Results of Operations" below. Because of the importance of maintaining the high quality of work generated by our employees, gross margin is an important metric that we review in evaluating our operating performance.

The following table presents, for the periods indicated, a presentation of the non-GAAP financial measures reconciled to the closest GAAP measure:

	Year Ended September 30,				
	2012	2011	2010	2009	2008
			(in millions)		
Other Financial Data:					
Revenue	$8,218	$8,037	$6,546	$6,119	$5,195
Other direct costs(1)	3,034	2,856	2,340	2,300	1,905
Revenue, net of other direct costs(1)	5,184	5,181	4,206	3,819	3,290
Cost of revenue, net of other direct costs(1)	4,762	4,714	3,776	3,468	3,003
Gross profit	422	467	430	351	287
Equity in earnings of joint ventures	49	45	21	23	22
General and administrative expenses	(81)	(91)	(110)	(87)	(70)
Goodwill impairment	(336)	—	—	—	—
Income from operations	$ 54	$ 421	$ 341	$ 287	$ 239
Reconciliation of Cost of Revenue:					
Other direct costs	$3,034	$2,856	$2,340	$2,300	$1,905
Cost of revenue, net of other direct costs	4,762	4,714	3,776	3,468	3,003
Cost of revenue	$7,796	$7,570	$6,116	$5,768	$4,908

(1) Non-GAAP measure

Revenue

We generate revenue primarily by providing professional technical and management support services for commercial and government clients around the world. Our revenue consists of both services provided by our employees and pass-through fees from subcontractors and other direct costs. We generally utilize a cost-to-cost approach in applying the percentage-of-completion method of revenue recognition. Under this approach, revenue is earned in proportion to total costs incurred, divided by total costs expected to be incurred.

Other Direct Costs

In the course of providing our services, we routinely subcontract for services and incur other direct costs on behalf of our clients. These costs are passed through to our clients and, in accordance with industry practice and GAAP, are included in our revenue and cost of revenue. Since subcontractor services and other direct costs can change significantly from project to project and period to period, changes in revenue may not accurately reflect business trends.

Revenue, Net of Other Direct Costs

Our discussion and analysis of our financial condition and results of operations uses revenue, net of other direct costs as a point of reference. Revenue, net of other direct costs is a non-GAAP measure and may not be comparable to similarly titled items reported by other companies.

Cost of Revenue, Net of Other Direct Costs

Cost of revenue, net of other direct costs reflects the cost of our own personnel (including fringe benefits and overhead expense) associated with revenue, net of other direct costs.

Amortization Expense of Acquired Intangible Assets

Included in our cost of revenue, net of other direct costs is amortization of acquired intangible assets. We have ascribed value to identifiable intangible assets other than goodwill in our purchase price allocations for companies we have acquired. These assets include, but are not limited, to backlog and customer relationships. To the extent we ascribe value to identifiable intangible assets that have finite lives, we amortize those values over the estimated useful lives of the assets. Such amortization expense, although non-cash in the period expensed, directly impacts our results of operations.

It is difficult to predict with any precision the amount of expense we may record relating to acquired intangible assets. As backlog is typically the shortest lived intangible asset in our business, we would expect to see higher amortization expense in the first 12 to 18 months (the typical backlog amortization period) after an acquisition has been consummated.

Equity in Earnings of Joint Ventures

Equity in earnings of joint ventures includes our portion of fees charged by our unconsolidated joint ventures to clients for services performed by us and other joint venture partners along with earnings we receive from investments in unconsolidated joint ventures.

General and Administrative Expenses

General and administrative expenses include corporate overhead expenses, including personnel, occupancy, and administrative expenses.

Goodwill Impairment

See Critical Accounting Policies and Consolidated Results below.

Income Tax Expense

Income tax expense varies as a function of income before income tax expense and permanent non-tax deductible expenses. As a global enterprise, our tax rates are affected by many factors, including our worldwide mix of earnings, the extent to which those earnings are indefinitely reinvested outside of the United States, our acquisition strategy and changes to existing tax legislation. Our tax returns are routinely audited and settlements of issues raised in these audits sometimes affect our tax provisions.

Critical Accounting Policies

Our financial statements are presented in accordance with GAAP. Highlighted below are the accounting policies that management considers significant to understanding the operations of our business.

Revenue Recognition

We generally utilize a cost-to-cost approach in applying the percentage-of-completion method of revenue recognition, under which revenue is earned in proportion to total costs incurred, divided by total costs expected to be incurred. Recognition of revenue and profit under this method is dependent upon a number of factors, including the accuracy of a variety of estimates, including engineering progress, material quantities, the achievement of milestones, penalty provisions, labor productivity and cost estimates. Due to uncertainties inherent in the estimation process, it is possible that actual completion costs may vary from estimates. If estimated total costs on contracts indicate a loss, we recognize that estimated loss in the period the estimated loss first becomes known.

Claims Recognition

Claims are amounts in excess of the agreed contract price (or amounts not included in the original contract price) that we seek to collect from customers or others for delays, errors in specifications and designs, contract terminations, change orders in dispute or unapproved contracts as to both scope and price or other causes of unanticipated additional costs. We record contract revenue related to claims only if it is probable that the claim will result in additional contract revenue and if the amount can be reliably estimated. In such cases, we record revenue only to the extent that contract costs relating to the claim have been incurred. The amounts recorded, if material, are disclosed in the notes to the financial statements. Costs attributable to claims are treated as costs of contract performance as incurred.

Government Contract Matters

Our federal government and certain state and local agency contracts are subject to, among other regulations, regulations issued under the Federal Acquisition Regulations (FAR). These regulations can limit the recovery of certain specified indirect costs on contracts and subject us to ongoing multiple audits by government agencies such as the Defense Contract Audit Agency (DCAA). In addition, most of our federal and state and local contracts are subject to termination at the discretion of the client.

Audits by the DCAA and other agencies consist of reviews of our overhead rates, operating systems and cost proposals to ensure that we account for such costs in accordance with the Cost Accounting Standards of the FAR (CAS). If the DCAA determines we have not accounted for such costs consistent with CAS, the DCAA may disallow these costs. There can be no assurance that audits by the DCAA or other governmental agencies will not result in material cost disallowances in the future.

Allowance for Doubtful Accounts

We record accounts receivable net of an allowance for doubtful accounts. This allowance for doubtful accounts is estimated based on management's evaluation of the contracts involved and the financial condition of its clients. The factors we consider in our contract evaluations include, but are not limited to:

- Client type—federal or state and local government or commercial client;
- Historical contract performance;
- Historical collection and delinquency trends;
- Client credit worthiness; and
- General economic conditions.

Unbilled Accounts Receivable and Billings in Excess of Costs on Uncompleted Contracts

Unbilled accounts receivable represents the contract revenue recognized but not yet billed pursuant to contract terms or accounts billed after the period end.

Billings in excess of costs on uncompleted contracts represent the billings to date, as allowed under the terms of a contract, but not yet recognized as contract revenue using the percentage-of-completion accounting method.

Investments in Unconsolidated Joint Ventures

We have noncontrolling interests in joint ventures accounted for under the equity method. Fees received for and the associated costs of services performed by us and billed to joint ventures with respect to work done by us for third-party customers are recorded as our revenues and costs in the period in which such services are rendered. In certain joint ventures, a fee is added to the respective billings from both ourselves and the other joint venture partners on the amounts billed to the third-party customers. These fees result in earnings to the joint venture and are split with each of the joint venture partners and paid to

the joint venture partners upon collection from the third-party customer. We record our allocated share of these fees as equity in earnings of joint ventures.

Income Taxes

Valuation Allowance. Deferred income taxes are provided on the liability method whereby deferred tax assets and liabilities are established for the difference between the financial reporting and income tax basis of assets and liabilities, as well as operating loss and tax credit carry forwards. Deferred tax assets and liabilities are adjusted for the effects of changes in tax laws and rates on the date of enactment of such changes to laws and rates.

Deferred tax assets are reduced by a valuation allowance when, in our opinion, it is more likely than not that some portion or all of the deferred tax assets may not be realized. Whether a deferred tax asset may be realized requires considerable judgment by us. In considering the need for a valuation allowance, we consider a number of factors including the future reversal of existing temporary differences, future taxable income exclusive of reversing temporary differences and carry forwards, taxable income in carry-back years if carry-back is permitted under tax law, and prudent and feasible tax planning strategies that would normally be taken by management, in the absence of the desire to realize the deferred tax asset. Whether a deferred tax asset will ultimately be realized is also dependent on varying factors, including, but not limited to, changes in tax laws and audits by tax jurisdictions in which we operate.

We review the need for a valuation allowance at least quarterly. If we determine we will not realize all or part of our deferred tax asset in the future, we will record an additional valuation allowance. Conversely, if a valuation allowance exists and we determine that the ultimate realizability of all or part of the net deferred tax asset is more likely than not to be realized, then the amount of the valuation allowance will be reduced. This adjustment will increase or decrease income tax expense in the period of such determination.

Undistributed Non-U.S. Earnings. The results of our operations outside of the United States are consolidated for financial reporting; however, earnings from investments in non-U.S. operations are included in domestic U.S. taxable income only when actually or constructively received. No deferred taxes have been provided on the undistributed pre-tax earnings of non-U.S. operations of approximately $797.4 million because we plan to permanently reinvest these earnings overseas. If we were to repatriate these earnings, additional taxes would be due at that time.

Goodwill and Acquired Intangible Assets

Goodwill represents the excess amounts paid over the fair value of net assets acquired from an acquisition. In order to determine the amount of goodwill resulting from an acquisition, we perform an assessment to determine the value of the acquired company's tangible and identifiable intangible assets and liabilities. In our assessment, we determine whether identifiable intangible assets exist, which typically include backlog and customer relationships.

We test goodwill for impairment at least annually for each reporting unit. We have multiple reporting units. A reporting unit is defined as an operating segment or one level below an operating segment. Our impairment tests are performed at the operating segment level as they represent our reporting units.

The impairment test is a two-step process. During the first step, we estimate the fair value of the reporting unit using income and market approaches, and compare that amount to the carrying value of that reporting unit. In the event the fair value of the reporting unit is determined to be less than the carrying value, a second step is required. The second step requires us to perform a hypothetical purchase allocation for that reporting unit and to compare the resulting current implied fair value of the goodwill to the current carrying value of the goodwill for that reporting unit. In the event that the current implied fair value of the goodwill is less than the carrying value, an impairment charge is recognized.

During the fourth quarter of our year ended September 30, 2012, we conducted our annual goodwill impairment test. The impairment evaluation process includes, among other things, making assumptions

about variables such as revenue growth rates, profitability, discount rates, and industry market multiples, which are subject to a high degree of judgment. As a result of the first step of the impairment analysis, due to market conditions and business trends within the Europe, Middle East, and Africa (EMEA) and MSS reporting units, we determined that goodwill was impaired. The second step of the analysis is performed to measure the impairment as the excess of the goodwill carrying value over its implied fair value. This analysis resulted in an impairment of $336.0 million, or $317.2 million, net of tax.

Material assumptions used in the impairment analysis included the weighted average cost of capital (WACC) percent and terminal growth rates. For example, a 1% increase in the WACC rate represents a $450 million increase to the fair value of our reporting units. A 1% decrease in the terminal growth rate represents a $300 million decrease to the fair value of our reporting units.

Pension Plans

A number of assumptions are necessary to determine our pension liabilities and net periodic costs. These liabilities and net periodic costs are sensitive to changes in those assumptions. The assumptions include discount rates, long-term rates of return on plan assets and inflation levels limited to the United Kingdom and are generally determined based on the current economic environment in each host country at the end of each respective annual reporting period. We evaluate the funded status of each of our retirement plans using these current assumptions and determine the appropriate funding level considering applicable regulatory requirements, tax deductibility, reporting considerations and other factors. Based upon current assumptions, we expect to contribute $17.3 million to our international plans in fiscal 2013. We do not have a required minimum contribution for our U.S. plans; however, we may make additional discretionary contributions. We currently expect to contribute $8.9 million to our U.S. plans in fiscal 2013. If the discount rate was reduced by 25 basis points, plan liabilities would increase by approximately $31.6 million. If the discount rate and return on plan assets were reduced by 25 basis points, plan expense would increase by approximately $0.3 million and $1.4 million, respectively. If inflation increased by 25 basis points, plan liabilities in the United Kingdom would increase by approximately $16.1 million and plan expense would increase by approximately $1.0 million.

At each measurement date, all assumptions are reviewed and adjusted as appropriate. With respect to establishing the return on assets assumption, we consider the long term capital market expectations for each asset class held as an investment by the various pension plans. In addition to expected returns for each asset class, we take into account standard deviation of returns and correlation between asset classes. This is necessary in order to generate a distribution of possible returns which reflects diversification of assets. Based on this information, a distribution of possible returns is generated based on the plan's target asset allocation.

Capital market expectations for determining the long term rate of return on assets are based on forward-looking assumptions which reflect a 20-year view of the capital markets. In establishing those capital market assumptions and expectations, we rely on the assistance of our actuary and our investment consultant. We and the plan trustees review whether changes to the various plans' target asset allocations are appropriate. A change in the plans' target asset allocations would likely result in a change in the expected return on asset assumptions. In assessing a plan's asset allocation strategy, we and the plan trustees consider factors such as the structure of the plan's liabilities, the plan's funded status, and the impact of the asset allocation to the volatility of the plan's funded status, so that the overall risk level resulting from our defined benefit plans is appropriate within our risk management strategy.

Between September 30, 2011 and September 30, 2012, the aggregate worldwide pension deficit grew from $166.5 million to an estimated $192.2 million. This increase in unfunded liabilities is primarily driven by decreases in U.S. and international discount rates. Although funding rules are subject to local laws and regulations and vary by location, we expect to reduce this deficit over a period of 7 to 10 years. If the various plans do not experience future investment gains to reduce this shortfall, the deficit will be reduced by additional contributions.

Accrued Professional Liability Costs

We carry professional liability insurance policies or self-insure for our initial layer of professional liability claims under our professional liability insurance policies and for a deductible for each claim even after exceeding the self-insured retention. We accrue for our portion of the estimated ultimate liability for the estimated potential incurred losses. We establish our estimate of loss for each potential claim in consultation with legal counsel handling the specific matters and based on historic trends taking into account recent events. We also use an outside actuarial firm to assist us in estimating our future claims exposure. It is possible that our estimate of loss may be revised based on the actual or revised estimate of liability of the claims.

Foreign Currency Translation

Our functional currency is the U.S. dollar. Results of operations for foreign entities are translated to U.S. dollars using the average exchange rates during the period. Assets and liabilities for foreign entities are translated using the exchange rates in effect as of the date of the balance sheet. Resulting translation adjustments are recorded as a foreign currency translation adjustment into other accumulated comprehensive income/(loss) in stockholders' equity.

We limit exposure to foreign currency fluctuations in most of our contracts through provisions that require client payments in currencies corresponding to the currency in which costs are incurred. As a result of this natural hedge, we generally do not need to hedge foreign currency cash flows for contract work performed. However, we will use foreign exchange derivative financial instruments from time to time to mitigate foreign currency risk. The functional currency of all significant foreign operations is the respective local currency.

Fiscal year ended September 30, 2012, compared to the fiscal year ended September 30, 2011

Consolidated Results

	Fiscal Year Ended		Change	
	September 30, 2012	September 30, 2011	$	%
	($ in millions)			
Revenue	$8,218.2	$8,037.4	$ 180.8	2.2%
Other direct costs	3,034.3	2,856.6	177.7	6.2
Revenue, net of other direct costs	5,183.9	5,180.8	3.1	0.1
Cost of revenue, net of other direct costs	4,762.0	4,714.1	47.9	1.0
Gross profit	421.9	466.7	(44.8)	(9.6)
Equity in earnings of joint ventures	48.6	44.8	3.8	8.5
General and administrative expense	(80.9)	(90.3)	9.4	(10.4)
Goodwill impairment	(336.0)	—	(336.0)	*
Income from operations	53.6	421.2	(367.6)	(87.3)
Other income	9.0	3.4	5.6	164.7
Interest expense—net	(45.1)	(40.4)	(4.7)	11.6
Income from continuing operations before income tax expense	17.5	384.2	(366.7)	(95.4)
Income tax expense	74.4	100.1	(25.7)	(25.7)
Net (loss) income	(56.9)	284.1	(341.0)	(120.0)
Noncontrolling interests in income of consolidated subsidiaries, net of tax	(1.7)	(8.3)	6.6	(79.5)
Net (loss) income attributable to AECOM	$ (58.6)	$ 275.8	$(334.4)	(121.2)%

* Not meaningful

The following table presents the percentage relationship of certain items to revenue, net of other direct costs:

	Fiscal Year Ended	
	September 30, 2012	September 30, 2011
Revenue, net of other direct costs	100.0%	100.0%
Cost of revenue, net of other direct costs	91.9	91.0
Gross margin	8.1	9.0
Equity in earnings of joint ventures	0.9	0.9
General and administrative expense	(1.5)	(1.8)
Goodwill impairment	(6.5)	0.0
Income from operations	1.0	8.1
Other income	0.2	0.1
Interest expense—net	(0.9)	(0.8)
Income from continuing operations before income tax expense	0.3	7.4
Income tax expense	1.4	1.9
Net (loss) income	(1.1)	5.5
Noncontrolling interests in income of consolidated subsidiaries, net of tax	0.0	(0.2)
Net (loss) income attributable to AECOM	(1.1)%	5.3%

Revenue

Our revenue for the year ended September 30, 2012, increased $180.8 million, or 2.2%, to $8,218.2 million as compared to $8,037.4 million for the corresponding period last year. Revenue provided by acquired companies was $35.1 million for the year ended September 30, 2012. Excluding the revenue provided by acquired companies, revenue increased $145.7 million, or 1.8%, from the year ended September 30, 2011.

The increase in revenue, excluding acquired companies, for the year ended September 30, 2012, was primarily attributable to increased demand for our construction management services in the Americas of approximately $220 million, engineering and program management services on infrastructure projects in Australia and Asia of approximately $170 million and $95 million, respectively, partially offset by the effect of foreign currencies of $40 million, a reduction in services in our MSS segment noted below of approximately $220 million, a reduction in engineering and program management services provided in the United States of approximately $50 million, and a reduction in services provided in Libya of approximately $30 million.

Revenue, Net of Other Direct Costs

Our revenue, net of other direct costs, for the year ended September 30, 2012 increased $3.1 million, or 0.1%, to $5,183.9 million as compared to $5,180.8 million for the corresponding period last year. Revenue, net of other direct costs, of $27.4 million was provided by acquired companies. Excluding revenue, net of other direct costs, provided by acquired companies, revenue, net of other direct costs, decreased $24.3 million, or 0.5%, over the year ended September 30, 2011.

The decrease in revenue, net of other direct costs, excluding revenue, net of other direct costs provided by acquired companies, for the year ended September 30, 2012, was primarily due to a reduction in engineering and program management services in the United States, the Middle East and Europe of

approximately $75 million, $40 million, and $30 million, respectively, in addition to the effect of foreign currencies of $30 million. These decreases were partially offset by an increased demand for our engineering and program management services on infrastructure projects in Australia and Asia of approximately $90 million and $75 million, respectively.

Gross Profit

Our gross profit for the year ended September 30, 2012 decreased $44.8 million, or 9.6%, to $421.9 million as compared to $466.7 million for the corresponding period last year. Gross profit provided by acquired companies was $3.8 million. Excluding gross profit provided by acquired companies, gross profit decreased $48.6 million, or 10.4%, from the year ended September 30, 2011. For the year ended September 30, 2012, gross profit, as a percentage of revenue, net of other direct costs, decreased to 8.1% from 9.0% in the year ended September 30, 2011.

The decreases in gross profit and gross profit, as a percentage of revenue, net of other direct costs for the year ended September 30, 2012, as compared to the corresponding period in the prior year were primarily attributable to reductions in gross profit in our MSS segment noted below.

Equity in Earnings of Joint Ventures

Our equity in earnings of joint ventures for the year ended September 30, 2012, was $48.6 million compared to $44.8 million in the corresponding period last year. No equity in earnings of joint ventures was provided by acquired companies.

The increase for the year ended September 30, 2012, was primarily due to increased activity in joint ventures on projects for the U.S. Army and Department of Energy, partially offset by decreased activity in a joint venture in Iraq for the U.S. Department of Defense.

General and Administrative Expenses

Our general and administrative expenses for the year ended September 30, 2012, decreased $9.4 million, or 10.4%, to $80.9 million as compared to $90.3 million for the corresponding period last year. As a percentage of revenue, net of other direct costs, general and administrative expenses decreased from 1.8% in the year ended September 30, 2011, to 1.5% in the year ended September 30, 2012.

The decrease in general and administrative expenses was primarily attributable to reduced expenses related to employee compensation.

Goodwill Impairment

During the fourth quarter of our year ended September 30, 2012, we conducted our annual goodwill impairment test. The impairment evaluation process includes, among other things, making assumptions about variables such as revenue growth rates, profitability, discount rates, and industry market multiples, which are subject to a high degree of judgment. As a result of the first step of the impairment analysis, due to market conditions and business trends within the EMEA and MSS reporting units, we determined that goodwill was impaired. The second step of the analysis is performed to measure the impairment as the excess of the goodwill carrying value over its implied fair value. This analysis resulted in an impairment of $336.0 million, or $317.2 million, net of tax.

Other Income

Our other income for the year ended September 30, 2012, was $9.0 million as compared to $3.4 million for the year ended September 30, 2011.

Other income is primarily related to investment earnings.

Interest Income / Expense—Net

Our net interest expense for the year ended September 30, 2012, was $45.1 million as compared to $40.4 million of net interest expense for the year ended September 30, 2011.

Income Tax Expense

Our income tax expense for the year ended September 30, 2012, decreased $25.7 million, or 25.7%, to $74.4 million as compared to $100.1 million for the year ended September 30, 2011. The effective tax rate was 425.7% and 26.1% for the years ended September 30, 2012 and 2011, respectively.

The 425.7% effective tax rate for the year ended September 30, 2012, differs from the statutory rate of 35% primarily due to the goodwill impairment charge taken during the year, the majority of which is not deductible for tax purposes.

Net (Loss) Income Attributable to AECOM

The factors described above resulted in the net loss attributable to AECOM of $58.6 million for year ended September 30, 2012, as compared to net income attributable to AECOM of $275.8 million for the year ended September 30, 2011.

Results of Operations by Reportable Segment

Professional Technical Services

	Fiscal Year Ended		Change	
	September 30, 2012	September 30, 2011	$	%
		($ in millions)		
Revenue	$7,276.9	$6,877.1	$399.8	5.8%
Other direct costs	2,669.6	2,264.9	404.7	17.9
Revenue, net of other direct costs	4,607.3	4,612.2	(4.9)	(0.1)
Cost of revenue, net of other direct costs	4,183.5	4,194.5	(11.0)	(0.3)
Gross profit	$ 423.8	$ 417.7	$ 6.1	1.5%

The following table presents the percentage relationship of certain items to revenue, net of other direct costs:

	Fiscal Year Ended	
	September 30, 2012	September 30, 2011
Revenue, net of other direct costs	100.0%	100.0%
Cost of revenue, net of other direct costs	90.8	90.9
Gross profit	9.2%	9.1%

Revenue

Revenue for our PTS segment for the year ended September 30, 2012, increased $399.8 million, or 5.8%, to $7,276.9 million as compared to $6,877.1 million for the corresponding period last year. Revenue provided by acquired companies was $35.1 million. Excluding revenue provided by acquired companies, revenue increased $364.7 million, or 5.3%, over the year ended September 30, 2011.

The increase in revenue, excluding acquired companies, for the year ended September 30, 2012, was primarily attributable to increased demand for our construction management services in the Americas of

approximately $220 million, engineering and program management services on infrastructure projects in Australia and Asia of approximately $170 million and $95 million, respectively, partially offset by the effect of foreign currencies of $40 million, a reduction in engineering and program management services provided in the United States of approximately $50 million, and a reduction in services provided in Libya of approximately $30 million.

Revenue, Net of Other Direct Costs

Revenue, net of other direct costs, for our PTS segment for the year ended September 30, 2012, decreased $4.9 million, or 0.1%, to $4,607.3 million as compared to $4,612.2 million for the corresponding period last year. Revenue, net of other direct costs provided by acquired companies was $27.4 million. Excluding revenue, net of other direct costs, provided by acquired companies, revenue, net of other direct costs, decreased $32.3 million, or 0.7%, over the year ended September 30, 2011.

The decrease in revenue, net of other direct costs, excluding revenue, net of other direct costs provided by acquired companies, for the year ended September 30, 2012, was primarily due to decreased engineering and program management services in the United States, the Middle East and Europe of $75 million, $40 million, and $30 million, respectively, in addition to the effect of foreign currencies of $30 million. These decreases were partially offset by increased demand for our engineering and program management services on infrastructure projects in Australia and Asia of approximately $90 million and $75 million, respectively. Revenue, net of other direct costs, excluding the effects of acquired companies, was relatively consistent with the prior period primarily due to the increase in subcontractor costs from our construction management services.

Gross Profit

Gross profit for our PTS segment for the year ended September 30, 2012, increased $6.1 million, or 1.5%, to $423.8 million as compared to $417.7 million for the corresponding period last year. Gross profit provided by acquired companies was $3.8 million. Excluding gross profit provided by acquired companies, gross profit increased $2.3 million, or 0.6%, from the year ended September 30, 2011. As a percentage of revenue, net of other direct costs, gross profit increased to 9.2% of revenue, net of other direct costs, for the year ended September 30, 2012, from 9.1% in the corresponding period last year.

Management Support Services

	Fiscal Year Ended		Change	
	September 30, 2012	September 30, 2011	$	%
	($ in millions)			
Revenue	$941.3	$1,160.3	$(219.0)	(18.9)%
Other direct costs	364.7	591.7	(227.0)	(38.4)
Revenue, net of other direct costs	576.6	568.6	8.0	1.4
Cost of revenue, net of other direct costs	578.5	519.6	58.9	11.3
Gross (loss) profit	$ (1.9)	$ 49.0	$ (50.9)	(103.9)%

The following table presents the percentage relationship of certain items to revenue, net of other direct costs:

	Fiscal Year Ended	
	September 30, 2012	September 30, 2011
Revenue, net of other direct costs	100.0%	100.0%
Cost of revenue, net of other direct costs	100.3	91.4
Gross (loss) profit	(0.3)%	8.6%

Revenue

Revenue for our MSS segment for the year ended September 30, 2012, decreased $219.0 million, or 18.9%, to $941.3 million as compared to $1,160.3 million for the corresponding period last year. No revenue was provided by acquired companies.

The decrease in revenue for the year ended September 30, 2012, was primarily attributable to reduced U.S. government activities in the Middle East related to the completion in February 2011 of our combat support project, which resulted in an approximate $220 million reduction in revenue.

Revenue, Net of Other Direct Costs

Revenue, net of other direct costs, for our MSS segment for the year ended September 30, 2012, increased $8.0 million, or 1.4%, to $576.6 million as compared to $568.6 million for the corresponding period last year. No revenue, net of other direct costs, was provided by acquired companies.

Gross (Loss) Profit

Gross (loss) profit for our MSS segment for the year ended September 30, 2012, decreased $50.9 million, or 103.9%, to $(1.9) million as compared to $49.0 million for the corresponding period last year. As a percentage of revenue, net of other direct costs, gross (loss) profit decreased to (0.3)% of revenue, net of other direct costs, for the year ended September 30, 2012, from 8.6% in the corresponding period last year. No gross profit was provided by acquired companies.

The decrease in gross (loss) profit and gross (loss) profit, as a percentage of revenue, net of other direct costs, for the year ended September 30, 2012, was primarily due to reduced revenue from the combat support project noted in Revenue above, and decreased performance on several projects in our national security programs and contract field teams services, and the settlement of the previously disclosed Combat Support Associates Defense Contract Audit Agency Form 1.

Fiscal year ended September 30, 2011, compared to the fiscal year ended September 30, 2010

Consolidated Results

	Fiscal Year Ended		Change	
	September 30, 2011	September 30, 2010	$	%
	($ in millions)			
Revenue	$8,037.4	$6,545.8	$1,491.6	22.8%
Other direct costs	2,856.6	2,340.0	516.6	22.1
Revenue, net of other direct costs	5,180.8	4,205.8	975.0	23.2
Cost of revenue, net of other direct costs	4,714.1	3,775.5	938.6	24.9
Gross profit	466.7	430.3	36.4	8.5
Equity in earnings of joint ventures	44.8	21.0	23.8	113.3
General and administrative expense	(90.3)	(110.5)	20.2	(18.3)
Income from operations	421.2	340.8	80.4	23.6
Other income	3.4	10.2	(6.8)	(66.7)
Interest expense—net	(40.4)	(9.9)	(30.5)	308.1
Income from continuing operations before income tax expense	384.2	341.1	43.1	12.6
Income tax expense	100.1	91.7	8.4	9.2
Income from continuing operations	284.1	249.4	34.7	13.9
Discontinued operations, net of tax	—	(0.1)	0.1	(100.0)
Net income	284.1	249.3	34.8	14.0
Noncontrolling interests in income of consolidated subsidiaries, net of tax	(8.3)	(12.4)	4.1	(33.1)
Net income attributable to AECOM	$ 275.8	$ 236.9	$ 38.9	16.4%

The following table presents the percentage relationship of certain items to revenue, net of other direct costs:

	Fiscal Year Ended	
	September 30, 2011	September 30, 2010
Revenue, net of other direct costs	100.0%	100.0%
Cost of revenue, net of other direct costs	91.0	89.8
Gross margin	9.0	10.2
Equity in earnings of joint ventures	0.9	0.5
General and administrative expense	(1.8)	(2.6)
Income from operations	8.1	8.1
Other income	0.1	0.2
Interest expense—net	(0.8)	(0.2)
Income from continuing operations before income tax expense	7.4	8.1
Income tax expense	1.9	2.2
Income from continuing operations	5.5	5.9
Discontinued operations, net of tax	—	—
Net income	5.5	5.9
Noncontrolling interests in income of consolidated subsidiaries, net of tax	(0.2)	(0.3)
Net income attributable to AECOM	5.3%	5.6%

Revenue

Our revenue for the year ended September 30, 2011, increased $1.5 billion, or 22.8%, to $8.0 billion as compared to $6.5 billion for the prior year. Excluding revenue provided by acquired companies, revenue decreased $119.9 million, or 1.8%, from the year ended September 30, 2010.

The decrease in revenue, excluding acquired companies, for the year ended September 30, 2011, was primarily attributable to reductions in services for clients in Libya, United States, Europe, and Canada of approximately $90 million, $40 million, $40 million, and $30 million, respectively, and a $297 million decrease in our MSS segment primarily due to the completion of the project with the U.S. government noted below in the segment information. These decreases were partially offset by increased demand for our engineering program management services on infrastructure projects in Australia and Asia of approximately $150 million and $65 million, respectively, and approximately $155 million in increased revenue attributable to stronger foreign currencies (primarily the Australian and Canadian dollars).

Revenue, Net of Other Direct Costs

Our revenue, net of other direct costs for the year ended September 30, 2011, increased $975.0 million, or 23.2%, to $5.2 billion as compared to $4.2 billion for the prior year. Excluding revenue, net of other direct costs provided by acquired companies, revenue, net of other direct costs increased $201.2 million, or 4.8%, over the year ended September 30, 2010.

The increase in revenue, net of other direct costs, excluding acquired companies, for the year ended September 30, 2011, was primarily attributable to increased demand for our engineering and program management services on infrastructure projects in Australia, and Asia of approximately $115 million, and $55 million, respectively, and approximately $125 million in increased revenue, net of other direct costs, attributable to stronger foreign currencies (primarily the Australian and Canadian dollars). Additionally,

we experienced an increase of $51 million in our MSS segment. These increases were partially offset by reductions in services for clients in Libya, the United States, and Europe of $55 million, $50 million, and $35 million, respectively.

Gross Profit

Our gross profit for the year ended September 30, 2011, increased $36.4 million, or 8.5%, to $466.7 million, as compared to $430.3 million in the prior year. Excluding gross profit provided by acquired companies, gross profit decreased $11.6 million, or 2.7%, from the year ended September 30, 2010. For the year ended September 30, 2011, gross profit, as a percentage of revenue, net of other direct costs, decreased to 9.0% from 10.2% in the year ended September 30, 2010.

The increase in gross profit for the year ended September 30, 2011, was primarily due to increases in revenue, net of other direct costs, pension curtailment gains in our PTS segment of $4.2 million, and gross profit provided by our MSS segment, partially offset by the cessation of service provided under the Libyan Housing and Infrastructure Board project. Additionally, challenges in our Western European business, particularly in the United Kingdom, led us to restructure certain portions of this business in order to reduce our cost structure. The result of such actions resulted in facility exit and employee severance expenses of $12 million during the three months ended September 30, 2011.

Equity in Earnings of Joint Ventures

Our equity in earnings of joint ventures for the year ended September 30, 2011, increased $23.8 million, or 113%, to $44.8 million as compared to $21.0 million in the prior year. Excluding acquired companies, equity in earnings of joint ventures increased $9.5 million.

The increase, excluding acquired companies, was primarily due to increased activity in a joint venture that provides service to the U.S. Navy.

General and Administrative Expenses

Our general and administrative expenses for the year ended September 30, 2011, decreased $20.2 million, or 18.3%, to $90.3 million as compared to $110.5 million for the prior year. For the year ended September 30, 2011, general and administrative expenses, as a percentage of revenue, net of other direct costs was 1.8% as compared to 2.6% in the prior year.

The decrease in general and administrative expenses was primarily attributable to reduced expenses related to employee compensation and acquisitions.

Other Income / Expense

Our other income for the year ended September 30, 2011, was $3.4 million as compared to other income of $10.2 million for the year ended September 30, 2010.

Other income is primarily comprised of net gains and losses on investments we hold related to a deferred compensation plan, which was terminated in December 2010, as discussed in Note 17 in the notes to our consolidated financial statements. The decrease was primarily due to this termination.

Interest Income / Expense—Net

Our net interest expense for the year ended September 30, 2011, was $40.4 million as compared to $9.9 million for the year ended September 30, 2010.

The increase in interest expense primarily relates to increased borrowings associated with the funding of acquisitions.

Income Tax Expense

Our income tax expense for the year ended September 30, 2011, increased $8.4 million to $100.1 million as compared to $91.7 million for the year ended September 30, 2010. The effective tax rate was 26.1% and 26.9% for the years ended September 30, 2011, and 2010, respectively.

During the fiscal year ended September 30, 2011, our effective tax rate was favorably impacted by lower tax rates applied to foreign earnings and a one-time benefit from the retroactive extension of the U.S. federal research credit during the year. During the fiscal year ended September 30, 2010, our effective tax rate was decreased due to a remeasurement of existing uncertain tax positions for effectively settled audit issues related to fiscal years ended September 30, 2007, and September 30, 2006.

Net Income Attributable to AECOM

The factors described above resulted in net income attributable to AECOM of $275.8 million for the year ended September 30, 2011, as compared to $236.9 million for the year ended September 30, 2010.

Results of Operations by Reportable Segment

Professional Technical Services

	Fiscal Year Ended		Change	
	September 30, 2011	September 30, 2010	$	%
		($ in millions)		
Revenue	$6,877.1	$5,393.7	$1,483.4	27.5%
Other direct costs	2,264.9	1,554.4	710.5	45.7
Revenue, net of other direct costs	4,612.2	3,839.3	772.9	20.1
Cost of revenue, net of other direct costs	4,194.5	3,449.5	745.0	21.6
Gross profit	$ 417.7	$ 389.8	$ 27.9	7.2%

The following table presents the percentage relationship of certain items to revenue, net of other direct costs:

	Fiscal Year Ended	
	September 30, 2011	September 30, 2010
Revenue, net of other direct costs	100.0%	100.0%
Cost of revenue, net of other direct costs	90.9	89.8
Gross profit	9.1%	10.2%

Revenue

Revenue for our PTS segment for the year ended September 30, 2011, increased $1.5 billion, or 27.5%, to $6.9 billion as compared to $5.4 billion for the prior year. Excluding revenue provided by acquired companies, revenue increased $177.4 million, or 3.3%, over the year ended September 30, 2010.

The increase in revenue, excluding acquired companies, for the year ended September 30, 2011, was primarily attributable to increased demand for our engineering and program management services on infrastructure projects in Australia, and Asia of approximately $150 million, and $65 million, respectively, and approximately $155 million in increased revenue attributable to stronger foreign currencies (primarily the Australian and Canadian dollars). These increases were partially offset by reductions in services for

clients in Libya, the United States, Europe and Canada of $90 million, $40 million, $40 million and $30 million, respectively.

Revenue, Net of Other Direct Costs

Revenue, net of other direct costs for our PTS segment for the year ended September 30, 2011, increased $772.9 million, or 20.1%, to $4.6 billion as compared to $3.8 billion for the prior year. Excluding revenue, net of other direct costs provided by acquired companies, revenue, net of other direct costs, increased $150.7 million, or 3.9%, over the year ended September 30, 2010.

The increase in revenue, net of other direct costs, excluding acquired companies, for the year ended September 30, 2011, was primarily attributable to increased demand for our engineering and program management services on infrastructure projects in Australia and Asia of approximately $115 million and $55 million, respectively, and approximately $125 million in increased revenue, net of other direct costs, attributable to stronger foreign currencies (primarily the Australian and Canadian dollars). These increases were partially offset by reductions in services in Libya, the United States and Europe of $55 million, $50 million and $35 million, respectively.

Gross Profit

Gross profit for our PTS segment for the year ended September 30, 2011, increased $27.9 million, or 7.2%, to $417.7 million as compared to $389.8 million for the prior year. Excluding gross profit provided by acquired companies, gross profit decreased $5.3 million, or 1.4%. As a percentage of revenue, net of other direct costs, gross profit decreased to 9.1% of revenue, net of other direct costs, for the year ended September 30, 2011, from 10.2% in the prior year.

The increase in gross profit for the year ended September 30, 2011, was primarily attributable to the increase in revenue, net of other direct costs, pension curtailment gains of $4.2 million, and stronger foreign currencies (primarily the Australian and Canadian dollars) of $10 million, partially offset by a $24.5 million reduction resulting from the Libyan project. Additionally, challenges in our Western European business, particularly in the United Kingdom, led us to restructure certain portions of this business in order to reduce our cost structure, including facility exit and employee severance costs. The result of such actions resulted in expenses of $12 million during the fourth quarter ended September 30, 2011.

Management Support Services

	Fiscal Year Ended		Change	
	September 30, 2011	September 30, 2010	$	%
		($ in millions)		
Revenue	$1,160.3	$1,152.1	$ 8.2	0.7%
Other direct costs	591.7	785.6	(193.9)	(24.7)
Revenue, net of other direct costs	568.6	366.5	202.1	55.1
Cost of revenue, net of other direct costs	519.6	326.0	193.6	59.4
Gross profit	$ 49.0	$ 40.5	$ 8.5	21.0%

The following table presents the percentage relationship of certain items to revenue, net of other direct costs:

	Fiscal Year Ended	
	September 30, 2011	September 30, 2010
Revenue, net of other direct costs	100.0%	100.0%
Cost of revenue, net of other direct costs	91.4	88.9
Gross profit	8.6%	11.1%

Revenue

Revenue for our MSS segment for the year ended September 30, 2011, increased $8.2 million, or 0.7%, to $1.2 billion as compared to $1.2 billion for the prior year. Excluding revenue provided by acquired companies, revenue decreased $297.3 million, or 25.8%, over the year ended September 30, 2010.

The decrease in revenue, excluding revenue provided by acquired companies, for the year ended September 30, 2011, was primarily attributable to $355 million in decreased activity from our Combat Support project with the U.S. government in the Middle East, which was completed in February 2011.

Revenue, Net of Other Direct Costs

Revenue, net of other direct costs for our MSS segment for the year ended September 30, 2011, increased $202.1 million, or 55.1%, to $568.6 million as compared to $366.5 million for the prior year. Excluding revenue, net of other direct costs provided by acquired companies, revenue, net of other direct costs, increased $50.5 million, or 13.8%, over the year ended September 30, 2010.

The increase in revenue, net of other direct costs, excluding acquired companies, for the year ended September 30, 2011, was primarily attributable to increased activity of self-performed work for our global maintenance and support services for the United States Army and various projects with United States security and intelligence agencies.

Gross Profit

Gross profit for our MSS segment for the year ended September 30, 2011, increased $8.5 million, or 21.0%, to $49.0 million as compared to $40.5 million for the prior year. Excluding gross profit provided by acquired companies, gross profit decreased $6.3 million, or 15.6%. As a percentage of revenue, net of other direct costs, gross profit decreased to 8.6% in the year ended September 30, 2011, from 11.1% in the prior year.

The decrease in gross profit, excluding acquired companies, for the year ended September 30, 2011, was primarily attributable to decreased activity from our Combat Support project with the U.S. government in the Middle East, which was completed in February 2011.

The decrease in gross profit, as a percentage of revenue, net of other direct costs for the year ended September 30, 2011, was primarily due to decreased activity from our Combat Support project and a depot maintenance project for the United States Army.

Seasonality

We experience seasonal trends in our business. Our revenue is typically higher in the last half of the fiscal year. The fourth quarter of our fiscal year (July 1 to September 30) is typically our strongest quarter. We find that the U.S. Federal Government tends to authorize more work during the period preceding the end of our fiscal year, September 30. In addition, many U.S. state governments with fiscal years ending on

June 30 tend to accelerate spending during their first quarter, when new funding becomes available. Further, our construction management revenue typically increases during the high construction season of the summer months. Within the United States, as well as other parts of the world, our business generally benefits from milder weather conditions in our fiscal fourth quarter, which allows for more productivity from our on-site civil services. Our construction and project management services also typically expand during the high construction season of the summer months. The first quarter of our fiscal year (October 1 to December 31) is typically our weakest quarter. The harsher weather conditions impact our ability to complete work in parts of North America and the holiday season schedule affects our productivity during this period. For these reasons, coupled with the number and significance of client contracts commenced and completed during a particular period, as well as the timing of expenses incurred for corporate initiatives, it is not unusual for us to experience seasonal changes or fluctuations in our quarterly operating results.

Liquidity and Capital Resources

Cash Flows

Our principal sources of liquidity are cash flows from operations, borrowings under our credit facilities, and access to financial markets. Our principal uses of cash are operating expenses, capital expenditures, working capital requirements, acquisitions, repurchases of stock under our stock repurchase program and repayment of debt. We believe our anticipated sources of liquidity including operating cash flows, existing cash and cash equivalents, borrowing capacity under our revolving credit facility and our ability to issue debt or equity, if required, will be sufficient to meet our projected cash requirements for at least the next 12 months. In the quarter ended September 30, 2011, we amended our term credit agreement to increase our bank term loans from $600 million to $750 million maturing July 2016, and also increased our borrowing capacity to $1.05 billion under our revolving credit facility which expires in July 2016.

At September 30, 2012, cash and cash equivalents were $593.8 million, an increase of $136.9 million, or 30.0%, from $456.9 million at September 30, 2011. The increase in cash and cash equivalents was primarily attributable to net cash provided by operating activities and a decrease in cash payments for business acquisitions partially offset by our net repayment of borrowings.

Net cash provided by operating activities was $433.4 million for the year ended September 30, 2012, an increase of $301.4 million from $132.0 million for the year ended September 30, 2011. The increase was primarily attributable to the timing of receipts and payments of working capital, which include accounts receivable, accounts payable, accrued expenses, and billings in excess of costs on uncompleted contracts. The increase provided by our accounts receivable was partially due to the sale of trade receivables to a financial institution, of which $31.2 million was outstanding as of September 30, 2012, as discussed in Note 6, Accounts Receivable—Net, in the notes to our consolidated financial statements. We expect to continue to sell trade receivables in the future as long as the terms continue to remain favorable to AECOM. The change was also due to payments made in December 2010 for the $89.7 million settlement of our U.S. deferred compensation plan liability and a decrease of $60.0 million in excess tax benefit from share-based payments, which was primarily attributable to this plan's equity distribution.

Net cash used in investing activities was $73.8 million for the year ended September 30, 2012, compared with $421.9 million for the year ended September 30, 2011. This decrease was primarily attributable to a $353.0 million decrease in payments for business acquisitions, partially offset by a $63.3 million decrease in proceeds from the sale of investments in a rabbi trust due to the settlement of our U.S. deferred compensation plan liability.

Net cash used in financing activities was $237.6 million for the year ended September 30, 2012, compared with net cash provided by financing activities of $137.5 million for the year ended September 30, 2011. The change was primarily attributable to a $319.4 million decrease in net borrowings under credit

agreements, primarily due to reduced business combinations and a decrease of $60.0 million in excess tax benefit from share-based payments, which was primarily attributable to our U.S. deferred compensation plan distribution in December 2010.

Working Capital

Working capital, or current assets less current liabilities, decreased $106.7 million, or 9.1%, to $1,068.9 million at September 30, 2012, from $1,175.6 million at September 30, 2011. Net accounts receivable, which includes billed and unbilled costs and fees, net of billings in excess of costs on uncompleted contracts, increased $20.3 million, or 1.0%, to $2,075.6 million at September 30, 2012.

Accounts receivable increased 0.7%, or $15.7 million, to $2,395.9 million at September 30, 2012, from $2,380.2 million at September 30, 2011.

Days Sales Outstanding (DSO), including accounts receivable, net of billings in excess of costs on uncompleted contracts, excluding the effects of recent acquisitions, at September 30, 2012, was 91 days compared to the 88 days at September 30, 2011.

In Note 6, Accounts Receivable—Net, in the notes to our consolidated financial statements, a comparative analysis of the various components of accounts receivable is provided. Substantially all unbilled receivables are expected to be billed and collected within twelve months.

Unbilled receivables related to claims are recorded only if it is probable that the claim will result in additional contract revenue and if the amount can be reliably estimated. In such cases, revenue is recorded only to the extent that contract costs relating to the claim have been incurred. Other than as disclosed, there are no significant net receivables related to contract claims as of September 30, 2012 and 2011. Award fees in unbilled receivables are accrued only when there is sufficient information to assess contract performance. On contracts that represent higher than normal risk or technical difficulty, award fees are generally deferred until an award fee letter is received.

Because our revenue depends to a great extent on billable labor hours, most of our charges are invoiced following the end of the month in which the hours were worked, the majority usually within 15 days. Other direct costs are normally billed along with labor hours. However, as opposed to salary costs, which are generally paid on either a bi-weekly or monthly basis, other direct costs are generally not paid until payment is received (in some cases in the form of advances) from the customers.

Debt

Debt consisted of the following:

	September 30, 2012	September 30, 2011
	(in millions)	
Unsecured term credit agreement	$ 750.0	$ 750.0
Unsecured senior notes	256.8	253.6
Unsecured revolving credit facility	24.0	101.4
Notes secured by real properties	24.2	25.2
Other debt	14.7	32.3
Total debt	1,069.7	1,162.5
Less: Current portion of debt and short-term borrowings	(162.6)	(17.8)
Long-term debt, less current portion	$ 907.1	$1,144.7

The following table presents, in millions, scheduled maturities of our debt as of September 30, 2012:

Fiscal Year	
2013	$ 162.6
2014	152.1
2015	151.7
2016	325.8
2017	1.6
Thereafter	275.9
Total	$1,069.7

Unsecured Term Credit Agreement

In September 2011, we entered into an Amended and Restated Credit Agreement (the "Term Credit Agreement") with Bank of America, N.A., as administrative agent and a lender, and the other lenders party thereto. Pursuant to the Term Credit Agreement, we borrowed $750 million in term loans on the closing date and may borrow up to an additional $100 million in term loans upon our request subject to certain conditions, including Company and lender approval. We used approximately $600 million of the proceeds from the loans to repay indebtedness under our prior term loan facility, approximately $147 million of the proceeds to pay down indebtedness under our revolving credit facility and a portion of the proceeds to pay fees and expenses related to the Term Credit Agreement. The loans under the Term Credit Agreement bear interest, at our option, at either the Base Rate (as defined in the Term Credit Agreement) plus an applicable margin or the Eurodollar Rate (as defined in the Term Credit Agreement) plus an applicable margin. The applicable margin for the Base Rate loans is a range of 0.375% to 1.50% and the applicable margin for Eurodollar Rate loans is a range of 1.375% to 2.50%, both based on our debt-to-earnings leverage ratio at the end of each fiscal quarter. The initial interest rate of the loans borrowed on September 30, 2011, was the 3 month Eurodollar rate plus 1.75%, or a total of 2.12%. For the years ended September 30, 2012 and 2011, the average interest rate of our term loan facility was 2.19% and 3.01%, respectively. Payments of the initial principal amount outstanding under the Term Credit Agreement are required on a quarterly basis beginning on December 31, 2012, while interest payments are made on a quarterly basis beginning December 31, 2011. Any remaining principal of the loans under the Term Credit Agreement is due no later than July 20, 2016. Accrued interest is payable in arrears on a quarterly basis for Base Rate loans, and at the end of the applicable interest period (but at least every three months) for Eurodollar Rate loans. We may optionally prepay the loans at any time, without penalty.

Unsecured Senior Notes

In July 2010, we issued $300 million of notes to private institutional investors. The notes consisted of $175.0 million of 5.43% Senior Notes, Series A, due July 2020 and $125.0 million of 1.00% Senior Discount Notes, Series B, due July 2022 for net proceeds of $249.8 million. The outstanding accreted balance of Series B Notes was $81.8 million and $78.6 million at September 30, 2012 and 2011, respectively, which have an effective interest rate of 5.62%. The fair value of our unsecured senior notes was approximately $277.8 million at September 30, 2012, and $259.2 million at September 30, 2011. We calculated the fair values based on model-derived valuations using market observable inputs, which are Level 2 inputs under the accounting guidance. Our obligations under the notes are guaranteed by certain of our subsidiaries pursuant to one or more subsidiary guarantees.

Unsecured Revolving Credit Facility

In July 2011, we entered into a Third Amended and Restated Credit Agreement (the "Revolving Credit Agreement") with Bank of America, N.A., as an administrative agent and a lender and the other

lenders party thereto, which amended and restated our unsecured revolving credit facility and increased our available borrowing capacity to $1.05 billion in order to support our working capital and acquisition needs. The Revolving Credit Agreement has an expiration date of July 20, 2016, and prior to this expiration date, principal amounts outstanding under the Revolving Credit Agreement may be repaid and reborrowed at our option without prepayment or penalty, subject to certain conditions. We may also, at our option, request an increase in the commitments under the facility up to a total of $1.15 billion, subject to certain conditions, including Company and lender approval. The loans under the Revolving Credit Agreement may be borrowed in dollars or in certain foreign currencies and bear interest, at our option, at either the Base Rate (as defined in the Revolving Credit Agreement) plus an applicable margin or the Eurocurrency Rate (as defined in the Revolving Credit Agreement) plus an applicable margin. The applicable margin for the Base Rate loans is a range of 0.0% to 1.50% and the applicable margin for Eurocurrency Rate loans is a range of 1.00% to 2.50%, both based on our debt-to-earnings leverage ratio at the end of each fiscal quarter. In addition to these borrowing rates, there is a commitment fee which ranges from 0.150% to 0.375% on any unused commitment. Accrued interest is payable in arrears on a quarterly basis for Base Rate loans, and at the end of the applicable interest period (but at least every three months) for Eurocurrency Loans. At September 30, 2012 and 2011, $24.0 million and $101.4 million, respectively, were outstanding under our revolving credit facility. At September 30, 2012 and 2011, outstanding standby letters of credit totaled $35.1 million and $32.1 million, respectively, under our revolving credit facility. As of September 30, 2012, we had $990.9 million available under our Revolving Credit Agreement.

Covenants and Restrictions

Under our debt agreements relating to our unsecured revolving credit facility and unsecured term credit agreements, we are subject to a maximum consolidated leverage ratio at the end of any fiscal quarter. This ratio is calculated by dividing consolidated funded debt (including financial letters of credit) by consolidated earnings before interest, taxes, depreciation, and amortization (EBITDA). For our debt agreements, EBITDA is defined as consolidated net income attributable to AECOM plus interest, depreciation and amortization expense, amounts set aside for taxes and other non-cash items (including a calculated annualized EBITDA from our acquisitions). As of September 30, 2012, our consolidated leverage ratio was 2.15, which did not exceed our most restrictive maximum consolidated leverage ratio of 3.0.

Our Revolving Credit Agreement and Term Credit Agreement also contain certain covenants that limit our ability to, among other things, (i) merge with other entities, (ii) enter into a transaction resulting in a change of control, (iii) create new liens, (iv) sell assets outside of the ordinary course of business, (v) enter into transactions with affiliates, (vi) substantially change the general nature of the Company and its subsidiaries taken as a whole, and (vii) incur indebtedness and contingent obligations.

Additionally, our unsecured senior notes contain covenants that limit (i) certain types of indebtedness, which include indebtedness incurred by subsidiaries and indebtedness secured by a lien, (ii) merging with other entities, (iii) entering into a transaction resulting in a change of control, (iv) creating new liens, (v) selling assets outside of the ordinary course of business, (vi) entering into transactions with affiliates, and (vii) substantially changing the general nature of the Company and its subsidiaries taken as a whole. The unsecured senior notes also contain a financial covenant that requires us to maintain a net worth above a calculated threshold. The threshold is calculated as $1.2 billion plus 40% of the consolidated net income for each fiscal quarter commencing with the fiscal quarter ending June 30, 2010. In the calculation of this threshold, we cannot include a consolidated net loss that may occur in any fiscal quarter. Our net worth for this financial covenant is defined as total AECOM stockholders' equity, which is consolidated stockholders' equity, including any redeemable common stock and stock units and the liquidation preference of any preferred stock. As of September 30, 2012, this amount was $2.2 billion, which exceeds the calculated threshold of $1.5 billion.

Should we fail to comply with these covenants, all or a portion of our borrowings under the unsecured senior notes and unsecured term credit agreements could become immediately payable and our unsecured revolving credit facility could be terminated. At September 30, 2012, we were in compliance with all such covenants.

Our average effective interest rate on borrowings, including the effects of the swaps agreements, refer to Note 11 in the notes to our consolidated financial statements for additional information regarding our interest rate swap agreements, during the years ended September 30, 2012 and 2011 was 3.1% and 3.3%, respectively.

Notes Secured by Real Properties

Notes secured by real properties, payable to a bank, were assumed in connection with a business acquired during the year ended September 30, 2008. These notes payable bear interest at 6.04% per annum and mature in December 2028.

Other Debt

Other debt consists primarily of bank overdrafts and obligations under capital leases. In addition to the revolving credit facility discussed above, at September 30, 2012, we had $470.1 million of unsecured credit facilities primarily used to cover periodic overdrafts and standby letters of credit, of which $209.8 million was utilized for outstanding standby letters of credit.

Commitments and Contingencies

Other than normal property and equipment additions and replacements, expenditures to further the implementation of our Enterprise Resource Planning system, commitments under our incentive compensation programs, amounts we may expend to repurchase stock under our stock repurchase program and acquisitions from time to time, we currently do not have any significant capital expenditures or outlays planned except as described below. However, as we acquire additional businesses in the future or if we embark on other capital-intensive initiatives, additional working capital may be required.

Under our unsecured revolving credit facility and other facilities discussed in Other Debt above, as of September 30, 2012, there was approximately $244.9 million outstanding under standby letters of credit issued primarily in connection with general and professional liability insurance programs and for contract performance guarantees. For those projects for which we have issued a performance guarantee, if the project subsequently fails to meet guaranteed performance standards, we may either incur significant additional costs or be held responsible for the costs incurred by the client to achieve the required performance standards.

We recognized on our balance sheet the funded status (measured as the difference between the fair value of plan assets and the projected benefit obligation) of our pension plans. The total amounts of employer contributions paid for the year ended September 30, 2012, were $13.2 million for U.S. plans and $17.2 million for non-U.S. plans. Funding requirements for each plan are determined based on the local laws of the country where such plan resides. In certain countries, the funding requirements are mandatory while in other countries, they are discretionary. We do not have a required minimum contribution for our domestic plans; however, we may make additional discretionary contributions. In the future, such pension funding may increase or decrease depending on changes in the levels of interest rates, pension plan performance and other factors.

Combat Support Associates Joint Venture

As of September 30, 2012, we have settled the previously disclosed Combat Support Associates Defense Contract Audit Agency (DCAA) Form 1 matter.

Global Linguists Solutions Joint Venture

On October 5, 2011 and February 8, 2012, the DCAA issued DCAA Forms 1 questioning costs incurred by Global Linguists Solutions (GLS), an equity method joint venture, of which McNeil Technologies Inc., which we acquired in August 2010, is an owner. The questioned costs were incurred by GLS during fiscal 2009, a period prior to the acquisition. Specifically, the DCAA questioned direct labor, associated burdens, and fees billed to the U.S. Government for linguists that allegedly did not meet specific contract requirements. As a result of the issuance of the DCAA Forms 1, the U.S. Government has withheld approximately $19 million from payments on current year billings pending final resolution.

GLS is performing a review of the issues raised in the Forms 1 in order to respond fully to the questioned costs. Based on a review, GLS believes that the costs met the applicable contract requirements.

Additionally, on April 20, 2012, GLS received a subpoena from the Inspector General of the U.S. Department of Defense requesting documentation related to this contract with the United States Army. GLS plans to respond fully to the request. If the DCAA Forms 1 are not overruled and subsequent appeals are unsuccessful or there are unfavorable consequences from the Inspector General's investigation, these events could have a material adverse effect on our results of operations.

AECOM Australia

In 2005 and 2006, our main Australian subsidiary, AECOM Australia Pty Ltd (AECOM Australia), performed a traffic forecast assignment for a client consortium as part of their project to design, build, finance and operate a tolled motorway tunnel in Australia. To fund the motorway's design and construction, the client formed a special purpose vehicle (SPV) that raised approximately $700 million Australian dollars through an initial public offering (IPO) of equity units in 2006 and another approximately $1.4 billion Australian dollars in long term bank loans. The SPV (and certain affiliated SPVs) went into insolvency administrations in February 2011.

A class action lawsuit, which has been amended to include approximately 770 of the IPO investors, was filed against AECOM Australia in the Federal Court of Australia on May 31, 2012. Separately, KordaMentha, the receivers for the SPVs, filed a lawsuit in the Federal Court of Australia on May 14, 2012, claiming damages that purportedly resulted from AECOM Australia's role in connection with the above described traffic forecast. WestLB, one of the lending banks to the SPVs, filed a lawsuit in the Federal Court of Australia on May 18, 2012. Centerbridge Credit Partners (and a number of related entities) and Midtown Acquisitions (and a number of related entities), both claiming to be assignees of certain other lending banks, previously filed their own proceedings in the Federal Court of Australia and then subsequently withdrew the lawsuits. None of the lawsuits specify the amount of damages sought and the damages sought by WestLB are duplicative of damages already included in the receivers' claim.

AECOM Australia intends to vigorously defend the claims brought against it.

Hawaii Project

The U.S. Attorney's Office (USAO) informed us that the USAO and the U.S. Environmental Protection Agency are investigating potential criminal charges in connection with services our subsidiary provided to the operator of the Waimanalo Gulch Sanitary Landfill in Hawaii. We have cooperated fully with the investigation and, as of this date, no actions have been filed. We believe that the investigation will show that there has been no criminal wrongdoing on our part or any of our subsidiaries and, if any actions are brought, we intend to vigorously defend against such actions.

The services performed by the subsidiary included the preparation of a pollution control plan, which the operator used to obtain permits necessary for the operation of the landfill. The USAO is investigating whether flooding at the landfill that resulted in the discharge of waste materials and storm water into the

Pacific Ocean in December 2010 and January 2011 was due in part to reliance on information contained in the plan prepared by our subsidiary.

Contractual Obligations and Commitments

The following summarizes our contractual obligations and commercial commitments as of September 30, 2012:

Contractual Obligations and Commitments	Total	Less than One Year	One to Three Years	Three to Five Years	More than Five Years
			(in millions)		
Debt	$1,069.7	$162.6	$303.8	$327.4	$275.9
Interest on debt	166.8	22.8	42.2	36.0	65.8
Operating leases	1,059.3	201.6	315.3	222.5	319.9
Other	39.6	39.6	—	—	—
Pension obligations	353.7	35.3	63.8	67.9	186.7
Total contractual obligations and commitments	$2,689.1	$461.9	$725.1	$653.8	$848.3

New Accounting Pronouncements and Changes in Accounting

In January 2010, the Financial Accounting Standards Board (FASB) issued guidance to amend the disclosure requirements related to fair value measurements. We adopted this guidance for the quarter ended March 31, 2010, except for the portion of the guidance that requires the disclosure of activities on purchases, sales, issuance, and settlements of the assets and liabilities measured using significant unobservable inputs (Level 3 fair value measurements). The Level 3 fair value measurement guidance was adopted by us in our fiscal year beginning October 1, 2011. Since the Company carried no material Level 3 assets or liabilities during the period, the adoption of the separate disclosures related to Level 3 measurements did not have a material impact on our consolidated financial statements. Additionally, the FASB issued a new accounting standard on fair value measurements that changes certain fair value measurement principles, clarifies the requirement for measuring fair value and expands disclosure requirements, particularly for Level 3 fair value measurements. This guidance was effective for us in our second quarter ending March 31, 2012, and did not have a material impact on our consolidated financial statements.

In June 2011, the FASB issued guidance on the presentation of comprehensive income. The new standard will require companies to present items of net income, items of other comprehensive income and total comprehensive income in one continuous statement or two separate consecutive statements, and companies will no longer be allowed to present items of other comprehensive income in the statement of stockholders' equity. This guidance is effective for us in our fiscal year beginning October 1, 2012, and, although it will change the financial statement presentation, it is not expected to have a material impact on our financial condition or results of operations.

In September 2011, the FASB issued guidance intended to simplify goodwill impairment testing. Entities are allowed to perform a qualitative assessment to determine whether it is more likely than not that the fair value of a reporting unit is less than its carrying amount as a basis for determining whether it is necessary to perform the two-step goodwill impairment test. This guidance is effective for goodwill impairment tests performed in interim and annual periods for fiscal years beginning after December 15, 2011, with early adoption permitted. We do not expect this guidance will have a material impact on our consolidated financial statements.

Off-Balance Sheet Arrangements

We enter into various joint venture arrangements to provide architectural, engineering, program management, construction management and operations and maintenance services. The ownership percentage of these joint ventures is typically representative of the work to be performed or the amount of risk assumed by each joint venture partner. Some of these joint ventures are considered variable interest entities. We have consolidated all joint ventures for which we have control. For all others, our portion of the earnings are recorded in equity in earnings of joint ventures. See Note 8 in the notes to our consolidated financial statements. We do not believe that we have any off-balance sheet arrangements that have or are reasonably likely to have a current or future effect on our financial condition, changes in financial condition, revenues or expenses, results of operations, liquidity, capital expenditures or capital resources that would be material to investors.

ITEM 7A. QUANTITATIVE AND QUALITATIVE DISCLOSURES ABOUT MARKET RISK

Financial Market Risks

We are exposed to market risk, primarily related to foreign currency exchange rates and interest rate exposure of our debt obligations that bear interest based on floating rates. We actively monitor these exposures. Our objective is to reduce, where we deem appropriate to do so, fluctuations in earnings and cash flows associated with changes in foreign exchange rates and interest rates. In the past, we have entered into derivative financial instruments, such as forward contracts and interest rate hedge contracts. It is our policy and practice to use derivative financial instruments only to the extent necessary to manage our exposures. We do not use derivative financial instruments for trading purposes.

Foreign Exchange Rates

We are exposed to foreign currency exchange rate risk resulting from our operations outside of the U.S. We do not comprehensively hedge our exposure to currency rate changes; however, our exposure to foreign currency fluctuations is limited in that most of our contracts require client payments to be in currencies corresponding to the currency in which costs are incurred. As a result, we typically do not need to hedge most foreign currency cash flows for contract work performed. The functional currency of our significant foreign operations is the local currency.

Interest Rates

Our senior revolving credit facility and certain other debt obligations are subject to variable rate interest which could be adversely affected by an increase in interest rates. As of September 30, 2012 and 2011, we had $774.0 million and $851.4 million, respectively, outstanding borrowings under our credit facility and our term credit agreements. Interest on amounts borrowed under the credit facility and our term credit agreements is subject to adjustment based on certain levels of financial performance. These borrowings are at offshore rates, for which the applicable margin added can range from 1% to 2.5%. For the year ended September 30, 2012, our weighted average floating rate borrowings were $413.5 million. If short term floating interest rates had increased or decreased by 1%, our annual interest expense would have increased or decreased by $4.1 million. We invest our cash in a variety of financial instruments, consisting principally of money market securities or other highly liquid, short-term securities that are subject to minimal credit and market risk.

ITEM 8. FINANCIAL STATEMENTS AND SUPPLEMENTARY DATA

AECOM Technology Corporation
Index to Consolidated Financial Statements
September 30, 2012

Audited Annual Financial Statements
Reports of Independent Registered Public Accounting Firm 57
Consolidated Balance Sheets at September 30, 2012 and 2011 59
Consolidated Statements of Operations for the Years Ended September 30, 2012, 2011 and 2010 . . 60
Consolidated Statements of Stockholders' Equity for the Years Ended September 30, 2012, 2011 and 2010 61
Consolidated Statements of Cash Flows for the Years Ended September 30, 2012, 2011 and 2010 . 62
Notes to Consolidated Financial Statements 63

Report of Independent Registered Public Accounting Firm

The Board of Directors and stockholders of
AECOM Technology Corporation

We have audited the accompanying consolidated balance sheets of AECOM Technology Corporation (the "Company") as of September 30, 2012 and 2011, and the related consolidated statements of operations, stockholders' equity, and cash flows for each of the three years in the period ended September 30, 2012. These financial statements are the responsibility of the Company's management. Our responsibility is to express an opinion on these financial statements based on our audits.

We conducted our audits in accordance with the standards of the Public Company Accounting Oversight Board (United States). Those standards require that we plan and perform the audits to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe that our audits provide a reasonable basis for our opinion.

In our opinion, the financial statements referred to above present fairly, in all material respects, the consolidated financial position of AECOM Technology Corporation at September 30, 2012 and 2011, and the consolidated results of its operations and its cash flows for each of the three years in the period ended September 30, 2012, in conformity with U.S. generally accepted accounting principles.

We also have audited, in accordance with the standards of the Public Company Accounting Oversight Board (United States), AECOM Technology Corporation's internal control over financial reporting as of September 30, 2012, based on criteria established in Internal Control—Integrated Framework issued by the Committee of Sponsoring Organizations of the Treadway and our report dated November 16, 2012 expressed an unqualified opinion thereon.

Our audit was conducted for the purpose of forming an opinion on the financial statements as a whole. The information contained in Schedule II: Valuation and Qualifying Accounts included in Item 8 on page 108 of the Form 10-K is presented for purposes of additional analysis and is not a required part of the financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the information is fairly stated in all material respects in relation to the financial statements as a whole.

/s/ ERNST & YOUNG LLP

Los Angeles, California
November 16, 2012

Report of Independent Registered Public Accounting Firm

The Board of Directors and stockholders of
AECOM Technology Corporation

We have audited AECOM Technology Corporation's (the "Company") internal control over financial reporting as of September 30, 2012, based on criteria established in Internal Control—Integrated Framework issued by the Committee of Sponsoring Organizations of the Treadway Commission (the "COSO criteria"). AECOM Technology Corporation's management is responsible for maintaining effective internal control over financial reporting, and for its assessment of the effectiveness of internal control over financial reporting included in the accompanying Management's Report on Internal Control over Financial Reporting. Our responsibility is to express an opinion on the company's internal control over financial reporting based on our audit.

We conducted our audit in accordance with the standards of the Public Company Accounting Oversight Board (United States). Those standards require that we plan and perform the audit to obtain reasonable assurance about whether effective internal control over financial reporting was maintained in all material respects. Our audit included obtaining an understanding of internal control over financial reporting, assessing the risk that a material weakness exists, testing and evaluating the design and operating effectiveness of internal control based on the assessed risk, and performing such other procedures as we considered necessary in the circumstances. We believe that our audit provides a reasonable basis for our opinion.

A company's internal control over financial reporting is a process designed to provide reasonable assurance regarding the reliability of financial reporting and the preparation of financial statements for external purposes in accordance with generally accepted accounting principles. A company's internal control over financial reporting includes those policies and procedures that (1) pertain to the maintenance of records that, in reasonable detail, accurately and fairly reflect the transactions and dispositions of the assets of the company; (2) provide reasonable assurance that transactions are recorded as necessary to permit preparation of financial statements in accordance with generally accepted accounting principles, and that receipts and expenditures of the company are being made only in accordance with authorizations of management and directors of the company; and (3) provide reasonable assurance regarding prevention or timely detection of unauthorized acquisition, use or disposition of the company's assets that could have a material effect on the financial statements.

Because of its inherent limitations, internal control over financial reporting may not prevent or detect misstatements. Also, projections of any evaluation of effectiveness to future periods are subject to the risk that controls may become inadequate because of changes in conditions, or that the degree of compliance with the policies or procedures may deteriorate.

In our opinion, AECOM Technology Corporation maintained, in all material respects, effective internal control over financial reporting as of September 30, 2012, based on the COSO criteria.

We also have audited, in accordance with the standards of the Public Company Accounting Oversight Board (United States), the consolidated balance sheets of AECOM Technology Corporation as of September 30, 2012 and 2011, and the related consolidated statements of operations, stockholders' equity, and cash flows for each of the three years in the period ended September 30, 2012 and our report dated November 16, 2012 expressed an unqualified opinion thereon.

/s/ ERNST & YOUNG LLP

Los Angeles, California
November 16, 2012

AECOM Technology Corporation

Consolidated Balance Sheets

(in thousands, except share data)

	September 30, 2012	September 30, 2011
ASSETS		
CURRENT ASSETS:		
Cash and cash equivalents	$ 456,983	$ 349,868
Cash in consolidated joint ventures	136,793	107,072
Total cash and cash equivalents	593,776	456,940
Accounts receivable—net	2,395,881	2,380,181
Prepaid expenses and other current assets	140,764	100,575
Income taxes receivable	—	45,239
Deferred tax assets—net	16,872	7,131
TOTAL CURRENT ASSETS	3,147,293	2,990,066
PROPERTY AND EQUIPMENT—NET	325,917	323,826
DEFERRED TAX ASSETS—NET	126,948	82,966
INVESTMENTS IN UNCONSOLIDATED JOINT VENTURES	91,049	71,124
GOODWILL	1,775,352	2,086,330
INTANGIBLE ASSETS—NET	96,973	119,140
OTHER NON-CURRENT ASSETS	101,036	115,876
TOTAL ASSETS	$5,664,568	$5,789,328
LIABILITIES AND STOCKHOLDERS' EQUITY		
CURRENT LIABILITIES:		
Short-term debt	$ 1,641	$ 6,570
Accounts payable	761,211	679,111
Accrued expenses and other current liabilities	821,663	792,690
Income taxes payable	12,641	—
Billings in excess of costs on uncompleted contracts	320,296	324,899
Current portion of long-term debt	160,950	11,176
TOTAL CURRENT LIABILITIES	2,078,402	1,814,446
OTHER LONG-TERM LIABILITIES	454,537	435,022
LONG-TERM DEBT	907,141	1,144,723
TOTAL LIABILITIES	3,440,080	3,394,191
COMMITMENTS AND CONTINGENCIES (Note 20)		
AECOM STOCKHOLDERS' EQUITY:		
Preferred stock, Class E—authorized, 20 shares; issued and outstanding, 3 shares as of September 30, 2012 and 2011; no par value, $1.00 liquidation preference value	—	—
Common stock—authorized, 300,000,000 shares of $0.01 par value as of September 30, 2012 and 2011; issued and outstanding, 107,041,003 and 113,248,337 shares as of September 30, 2012 and 2011, respectively	1,070	1,132
Additional paid-in capital	1,741,478	1,699,207
Accumulated other comprehensive loss	(179,173)	(187,574)
Retained earnings	606,089	826,946
TOTAL AECOM STOCKHOLDERS' EQUITY	2,169,464	2,339,711
Noncontrolling interests	55,024	55,426
TOTAL STOCKHOLDERS' EQUITY	2,224,488	2,395,137
TOTAL LIABILITIES AND STOCKHOLDERS' EQUITY	$5,664,568	$5,789,328

See accompanying Notes to Consolidated Financial Statements.

AECOM Technology Corporation

Consolidated Statements of Operations

(in thousands, except per share data)

	Fiscal Year Ended		
	September 30, 2012	September 30, 2011	September 30, 2010
Revenue	$8,218,180	$8,037,374	$6,545,791
Cost of revenue	7,796,321	7,570,672	6,115,520
Gross profit	421,859	466,702	430,271
Equity in earnings of joint ventures	48,650	44,819	20,987
General and administrative expenses	(80,903)	(90,298)	(110,463)
Goodwill impairment	(336,000)	—	—
Income from operations	53,606	421,223	340,795
Other income	8,973	3,368	10,250
Interest expense, net	(45,096)	(40,411)	(9,928)
Income from continuing operations before income tax expense	17,483	384,180	341,117
Income tax expense	74,416	100,090	91,696
(Loss) income from continuing operations	(56,933)	284,090	249,421
Discontinued operations, net of tax	—	—	(77)
Net (loss) income	(56,933)	284,090	249,344
Noncontrolling interests in income of consolidated subsidiaries, net of tax	(1,634)	(8,290)	(12,457)
Net (loss) income attributable to AECOM	$ (58,567)	$ 275,800	$ 236,887
Net (loss) income allocation:			
Preferred stock dividend	$ —	$ 2	$ 127
Net (loss) income attributable to common stockholders	(58,567)	275,798	236,760
Net (loss) income attributable to AECOM	$ (58,567)	$ 275,800	$ 236,887
Net (loss) income attributable to AECOM per share:			
Basic	$ (0.52)	$ 2.35	$ 2.07
Diluted	$ (0.52)	$ 2.33	$ 2.05
Weighted average shares outstanding:			
Basic	111,875	117,396	114,344
Diluted	111,875	118,345	115,463

See accompanying Notes to Consolidated Financial Statements.

AECOM Technology Corporation

Consolidated Statements of Stockholders' Equity

(in thousands)

	Convertible Preferred Stock	Common Stock	Additional Paid-In Capital	Accumulated Other Comprehensive Loss	Retained Earnings	Total AECOM Stockholders' Equity	Non-Controlling Interests	Total Stockholder's Equity
BALANCE AT SEPTEMBER 30, 2009	$ 2,513	$1,109	$1,458,326	$(146,575)	$ 414,345	$1,729,718	$ 24,687	$1,754,405
Comprehensive income (loss), net of tax:								
Net income					236,887	236,887	12,457	249,344
Foreign currency translation adjustments				32,142		32,142		32,142
Defined benefit minimum pension liability adjustment, net of tax				(34,219)		(34,219)		(34,219)
Gain on cash flow hedge valuations				1,131		1,131		1,131
Total comprehensive income, net of tax						$ 235,941	$ 12,457	$ 248,398
Issuance of stock		32	79,270			79,302		79,302
Repurchases of stock	(2,409)	(7)	(14,755)			(17,171)		(17,171)
Preferred stock dividend	127				(127)	—		—
Proceeds from exercise of options		10	10,300			10,310		10,310
Tax benefit from exercise of stock options			17,306			17,306		17,306
Stock based compensation		9	34,597			34,606		34,606
Other transactions with noncontrolling interests						—	4,801	4,801
Contributions from noncontrolling interests						—	17,488	17,488
Distributions to noncontrolling interests						—	(10,976)	(10,976)
BALANCE AT SEPTEMBER 30, 2010	$ 231	$1,153	$1,585,044	$(147,521)	$ 651,105	$2,090,012	$ 48,457	$2,138,469
Comprehensive income (loss), net of tax:								
Net income					275,800	275,800	8,290	284,090
Foreign currency translation adjustments				(45,609)		(45,609)		(45,609)
Defined benefit minimum pension liability adjustment, net of tax				5,556		5,556		5,556
Total comprehensive income, net of tax						$ 235,747	$ 8,290	$ 244,037
Issuance of stock		36	88,495			88,531		88,531
Repurchases of stock	(233)	(70)	(66,784)		(99,957)	(167,044)		(167,044)
Preferred stock dividend	2				(2)	—		—
Proceeds from exercise of options		5	6,275			6,280		6,280
Tax benefit from exercise of stock options			61,248			61,248		61,248
Stock based compensation		8	24,929			24,937		24,937
Other transactions with noncontrolling interests						—	(20)	(20)
Contributions from noncontrolling interests						—	1,700	1,700
Distributions to noncontrolling interests						—	(3,001)	(3,001)
BALANCE AT SEPTEMBER 30, 2011	$ —	$1,132	$1,699,207	$(187,574)	$ 826,946	$2,339,711	$ 55,426	$2,395,137
Comprehensive income (loss), net of tax:								
Net loss					(58,567)	(58,567)	1,634	(56,933)
Foreign currency translation adjustments				53,895		53,895		53,895
Defined benefit minimum pension liability adjustment, net of tax				(41,778)		(41,778)		(41,778)
Loss on cash flow hedge valuations				(3,716)		(3,716)		(3,716)
Total comprehensive loss, net of tax						$ (50,166)	$ 1,634	$ (48,532)
Issuance of stock		9	18,622			18,631		18,631
Repurchases of stock		(83)	(7,081)		(162,290)	(169,454)		(169,454)
Proceeds from exercise of options		4	4,537			4,541		4,541
Tax benefit from exercise of stock options			(350)			(350)		(350)
Stock based compensation		8	26,543			26,551		26,551
Other transactions with noncontrolling interests						—	(753)	(753)
Distributions to noncontrolling interests						—	(1,283)	(1,283)
BALANCE AT SEPTEMBER 30, 2012	$ —	$1,070	$1,741,478	$(179,173)	$ 606,089	$2,169,464	$ 55,024	$2,224,488

See accompanying Notes to Consolidated Financial Statements.

AECOM Technology Corporation

Consolidated Statements of Cash Flows

(in thousands)

	Fiscal Year Ended		
	September 30, 2012	September 30, 2011	September 30, 2010
CASH FLOWS FROM OPERATING ACTIVITIES:			
Net (loss) income	$ (56,933)	$ 284,090	$ 249,344
Adjustments to reconcile net (loss) income to net cash provided by operating activities:			
Depreciation and amortization	102,974	110,306	78,899
Equity in earnings of unconsolidated joint ventures	(48,650)	(44,819)	(20,987)
Distribution of earnings from unconsolidated joint ventures	26,401	36,628	8,319
Non-cash stock compensation	26,551	24,937	34,606
Excess tax benefit from share-based payment	(1,254)	(61,248)	(17,306)
Foreign currency translation	9,735	(7,251)	11,419
Deferred income tax (benefit) expense	(20,303)	29,200	21,840
Goodwill impairment	336,000	—	—
Other	(5,286)	3,052	(2,335)
Changes in operating assets and liabilities, net of effects of acquisitions:			
Settlement of deferred compensation plan liability	—	(89,688)	—
Accounts receivable	(21,544)	(89,052)	(234,247)
Prepaid expenses and other assets	11,363	39,599	(17,001)
Accounts payable	80,999	76,144	57,037
Accrued expenses and other current liabilities	14,682	(67,975)	20,837
Billings in excess of costs on uncompleted contracts	(5,376)	(58,551)	(21,793)
Other long-term liabilities	(28,180)	(40,456)	19,732
Income taxes payable	12,173	(12,904)	(25,502)
Net cash provided by operating activities from continuing operations	433,352	132,012	162,862
Net cash used in operating activities from discontinued operations	—	—	(4,227)
Net cash provided by operating activities	433,352	132,012	158,635
CASH FLOWS FROM INVESTING ACTIVITIES:			
Payments for business acquisitions, net of cash acquired	(12,571)	(365,540)	(559,355)
Proceeds from disposal of businesses	2,647	2,434	29,794
Net investment in unconsolidated joint ventures	(2,846)	(23,398)	8,349
Purchases of investments	(87)	(22,683)	(24,825)
Proceeds from sale of investments in rabbi trust	1,958	65,261	—
Payments for capital expenditures	(62,874)	(77,991)	(68,490)
Net cash used in investing activities	(73,773)	(421,917)	(614,527)
CASH FLOWS FROM FINANCING ACTIVITIES:			
Proceeds from borrowings under credit agreements	1,454,861	2,863,906	1,985,000
Repayments of borrowings under credit agreements	(1,550,996)	(2,640,649)	(1,234,880)
Proceeds from loans on deferred compensation plan investments	—	59,324	—
Repayment of loans on deferred compensation plan investments	—	(59,324)	—
Proceeds from issuance of common stock	13,760	15,020	3,502
Proceeds from exercise of stock options	4,541	6,280	10,310
Payments to repurchase common stock	(159,751)	(167,044)	(17,171)
Excess tax benefit from share-based payment	1,254	61,248	17,306
Net (distributions to) contributions from noncontrolling interests	(1,283)	(1,301)	6,512
Net cash (used in) provided by financing activities	(237,614)	137,460	770,579
EFFECT OF EXCHANGE RATE CHANGES ON CASH	14,871	(3,472)	7,393
NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS	136,836	(155,917)	322,080
CASH AND CASH EQUIVALENTS AT BEGINNING OF YEAR	456,940	612,857	290,777
CASH AND CASH EQUIVALENTS AT END OF YEAR	$ 593,776	$ 456,940	$ 612,857
SUPPLEMENTAL CASH FLOW INFORMATION:			
Equity issued for acquisitions (non-cash)	$ 857	$ 68,453	$ 65,300
Equity issued to settle liabilities (non-cash)	$ 4,016	$ 5,058	$ 10,500
Interest paid	$ 39,044	$ 36,624	$ 8,642
Income taxes paid, net of refunds received	$ 38,482	$ 37,991	$ 63,616

See accompanying Notes to Consolidated Financial Statements.

1. Significant Accounting Policies

Organization—AECOM Technology Corporation and its consolidated subsidiaries (the Company) provide professional technical and management support services for commercial and government clients around the world. These services encompass a variety of technical disciplines, including consulting, planning, architectural and engineering design, and program and construction management for a broad range of projects. These services are applied to a number of areas and industries, including transportation infrastructure; research, testing and defense facilities; water, wastewater and other environmental programs; land development; security and communication systems; institutional, mining, industrial and commercial and energy-related facilities. The Company also provides operations and maintenance services to governmental agencies throughout the U.S. and abroad.

Fiscal Year—The Company reports results of operations based on 52 or 53-week periods ending on the Friday nearest September 30. For clarity of presentation, all periods are presented as if the year ended on September 30. Fiscal years 2012, 2011 and 2010 each contained 52 weeks and ended on September 28, September 30, and October 1, respectively.

Use of Estimates—The preparation of financial statements in conformity with accounting principles generally accepted in the United States (GAAP) requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. The more significant estimates affecting amounts reported in the consolidated financial statements relate to revenues under long-term contracts and self-insurance accruals. Actual results could differ from those estimates.

Principles of Consolidation and Presentation—The consolidated financial statements include the accounts of all majority-owned subsidiaries and material joint ventures in which the Company is the primary beneficiary. All inter-company accounts have been eliminated in consolidation. Also see Note 8 regarding joint ventures.

Revenue Recognition—The Company generally utilizes a cost-to-cost approach in applying the percentage-of-completion method of revenue recognition. Under this approach, revenue is earned in proportion to total costs incurred, divided by total costs expected to be incurred. Recognition of revenue and profit is dependent upon a number of factors including, the accuracy of a variety of estimates made at the balance sheet date, engineering progress, materials quantities, the achievement of milestones, penalty provisions, labor productivity and cost estimates made at the balance sheet date. Due to uncertainties inherent in the estimation process, actual completion costs may vary from estimates. If estimated total costs on contracts indicate a loss, the Company recognizes that estimated loss in the period the estimated loss first becomes known.

In the course of providing its services, the Company routinely subcontracts for services and incurs other direct costs on behalf of its clients. These costs are passed through to clients and, in accordance with industry practice and GAAP, are included in the Company's revenue and cost of revenue. Because subcontractor services and other direct costs can change significantly from project to project and period to period, changes in revenue may not be indicative of business trends. These other direct costs for the years ended September 30, 2012, 2011 and 2010 were $3.0 billion, $2.9 billion and $2.3 billion, respectively.

1. Significant Accounting Policies (Continued)

Cost-Plus Contracts. The Company enters into two major types of cost-plus contracts:

Cost-Plus Fixed Fee. Under cost-plus fixed fee contracts, the Company charges clients for its costs, including both direct and indirect costs, plus a fixed negotiated fee. The total estimated cost plus the fixed negotiated fee represents the total contract value. The Company recognizes revenue based on the actual labor and other direct costs incurred, plus the portion of the fixed fee it has earned to date.

Cost-Plus Fixed Rate. Under the Company's cost-plus fixed rate contracts, the Company charges clients for its direct and indirect costs based upon a negotiated rate. The Company recognizes revenue based on the actual total costs it has expended and the applicable fixed rate.

Certain cost-plus contracts provide for award fees or a penalty based on performance criteria in lieu of a fixed fee or fixed rate. Other contracts include a base fee component plus a performance-based award fee. In addition, the Company may share award fees with subcontractors. The Company records accruals for fee-sharing as fees are earned. The Company generally recognizes revenue to the extent of costs actually incurred plus a proportionate amount of the fee expected to be earned. The Company takes the award fee or penalty on contracts into consideration when estimating revenue and profit rates, and it records revenue related to the award fees when there is sufficient information to assess anticipated contract performance. On contracts that represent higher than normal risk or technical difficulty, the Company may defer all award fees until an award fee letter is received. Once an award fee letter is received, the estimated or accrued fees are adjusted to the actual award amount.

Certain cost-plus contracts provide for incentive fees based on performance against contractual milestones. The amount of the incentive fees varies, depending on whether the Company achieves above, at, or below target results. The Company originally recognizes revenue on these contracts based upon expected results. These estimates are revised when necessary based upon additional information that becomes available as the contract progresses.

Time-and-Materials Contracts.

Time-and-Materials. Under time-and-materials contracts, the Company negotiates hourly billing rates and charges its clients based on the actual time that it expends on a project. In addition, clients reimburse the Company for its actual out-of-pocket costs of materials and other direct incidental expenditures that it incurs in connection with its performance under the contract. Profit margins on time-and-materials contracts fluctuate based on actual labor and overhead costs that it directly charges or allocates to contracts compared to negotiated billing rates. Many of the Company's time-and-materials contracts are subject to maximum contract values and, accordingly, revenue relating to these contracts is recognized as if these contracts were a fixed-price contract.

Fixed-Price Contracts.

Firm Fixed-Price. Fixed-price contracting is the predominant contracting method outside of the United States. There are typically two types of fixed-price contracts. The first and more common type, lump-sum, involves performing all of the work under the contract for a specified lump-sum fee. Lump-sum contracts are typically subject to price adjustments if the scope of the project changes or unforeseen conditions arise. The second type, fixed-unit price, involves performing an estimated number of units of work at an agreed price per unit, with the total payment under the contract determined by the actual number of units delivered. The Company recognizes revenue on firm fixed-price contracts using the

1. Significant Accounting Policies (Continued)

percentage-of-completion method described above. Prior to completion, recognized profit margins on any firm fixed-price contract depend on the accuracy of the Company's estimates and will increase to the extent that its actual costs are below the estimated amounts. Conversely, if the Company's costs exceed these estimates, its profit margins will decrease and the Company may realize a loss on a project. The Company recognizes anticipated losses on contracts in the period in which they become evident.

Service-Related Contracts.

Service-Related. Service-related contracts, including operations and maintenance services and a variety of technical assistance services, are accounted for over the period of performance, in proportion to the costs of performance.

Contract Claims—Claims are amounts in excess of the agreed contract price (or amounts not included in the original contract price) that the Company seeks to collect from customers or others for delays, errors in specifications and designs, contract terminations, change orders in dispute or unapproved as to both scope and price or other causes of unanticipated additional costs. The Company records contract revenue related to claims only if it is probable that the claim will result in additional contract revenue and if the amount can be reliably estimated. In such cases, the Company records revenue only to the extent that contract costs relating to the claim have been incurred. As of September 30, 2012 and 2011, the Company had no significant net receivables related to contract claims.

Government Contract Matters—The Company's federal government and certain state and local agency contracts are subject to, among other regulations, regulations issued under the Federal Acquisition Regulations (FAR). These regulations can limit the recovery of certain specified indirect costs on contracts and subjects the Company to ongoing multiple audits by government agencies such as the Defense Contract Audit Agency (DCAA). In addition, most of the Company's federal and state and local contracts are subject to termination at the discretion of the client.

Audits by the DCAA and other agencies consist of reviews of the Company's overhead rates, operating systems and cost proposals to ensure that the Company accounted for such costs in accordance with the Cost Accounting Standards of the FAR (CAS). If the DCAA determines the Company has not accounted for such costs consistent with CAS, the DCAA may disallow these costs. There can be no assurance that audits by the DCAA or other governmental agencies will not result in material cost disallowances in the future. See also Note 20.

Cash and Cash Equivalents—The Company's cash equivalents include highly liquid investments which have an initial maturity of three months or less.

Allowance for Doubtful Accounts—The Company records its accounts receivable net of an allowance for doubtful accounts. This allowance for doubtful accounts is estimated based on management's evaluation of the contracts involved and the financial condition of its clients. The factors the Company considers in its contract evaluations include, but are not limited to:

- Client type—federal or state and local government or commercial client;
- Historical contract performance;
- Historical collection and delinquency trends;

1. Significant Accounting Policies (Continued)

- Client credit worthiness; and
- General economic conditions.

Derivative Financial Instruments—The Company accounts for its derivative instruments as either assets or liabilities and carries them at fair value.

For derivative instruments that hedge the exposure to variability in expected future cash flows that are designated as cash flow hedges, the effective portion of the gain or loss on the derivative instrument is reported as a component of accumulated other comprehensive income in stockholders' equity and reclassified into income in the same period or periods during which the hedged transaction affects earnings. The ineffective portion of the gain or loss on the derivative instrument, if any, is recognized in current income. To receive hedge accounting treatment, cash flow hedges must be highly effective in offsetting changes to expected future cash flows on hedged transactions.

The net gain or loss on the effective portion of a derivative instrument that is designated as an economic hedge of the foreign currency translation exposure generated by the re-measurement of certain assets and liabilities denominated in a non-functional currency in a foreign operation is reported in the same manner as a foreign currency translation adjustment. Accordingly, any gains or losses related to these derivative instruments are recognized in current income.

Derivatives that do not qualify as hedges are adjusted to fair value through current income.

Fair Value of Financial Instruments—The Company determines the fair values of its financial instruments, including short-term investments, debt instruments and derivative instruments, and pension and post-retirement plan assets based on inputs or assumptions that market participants would use in pricing an asset or a liability. The Company categorizes its instruments using a valuation hierarchy for disclosure of the inputs used to measure fair value. This hierarchy prioritizes the inputs into three broad levels as follows: Level 1 inputs are quoted prices (unadjusted) in active markets for identical assets or liabilities; Level 2 inputs are quoted prices for similar assets and liabilities in active markets or inputs that are observable for the asset or liability, either directly or indirectly through market corroboration, for substantially the full term of the financial instrument; Level 3 inputs are unobservable inputs based on the Company's assumptions used to measure assets and liabilities at fair value. The classification of a financial asset or liability within the hierarchy is determined based on the lowest level input that is significant to the fair value measurement.

The carrying amounts of cash and cash equivalents, accounts receivable and accounts payable approximate fair value because of the short maturities of these instruments. The carrying amount of the revolving credit facility approximates fair value because the interest rates are based upon variable reference rates. See also Notes 10 and 12.

The Company's fair value measurement methods may produce a fair value calculation that may not be indicative of net realizable value or reflective of future fair values. Although the Company believes its valuation methods are appropriate and consistent with those used by other market participants, the use of different methodologies or assumptions to determine fair value could result in a different fair value measurement at the reporting date.

Property and Equipment—Property and equipment are recorded at cost and are depreciated over their estimated useful lives using the straight-line method. Expenditures for maintenance and repairs are

1. Significant Accounting Policies (Continued)

expensed as incurred. Typically, estimated useful lives range from three to ten years for equipment, furniture and fixtures. Leasehold improvements are amortized on a straight-line basis over the shorter of their estimated useful lives or the remaining terms of the underlying lease agreement.

Long-lived Assets—Long-lived assets to be held and used are reviewed for impairment whenever events or circumstances indicate that the assets may be impaired. For assets to be held and used, impairment losses are recognized based upon the excess of the asset's carrying amount over the fair value of the asset. For long-lived assets to be disposed, impairment losses are recognized at the lower of the carrying amount or fair value less cost to sell.

Goodwill and Acquired Intangible Assets—Goodwill represents the excess amounts paid over the fair value of net assets acquired from an acquisition. In order to determine the amount of goodwill resulting from an acquisition, the Company performs an assessment to determine the value of the acquired company's tangible and identifiable intangible assets and liabilities. In its assessment, the Company determines whether identifiable intangible assets exist, which typically include backlog and customer relationships.

The Company tests goodwill at least annually for each reporting unit. A reporting unit is defined as an operating segment or one level below an operating segment. The Company's impairment tests are performed at the operating segment level as they represent the Company's reporting units.

The impairment test is a two-step process. During the first step, the Company estimates the fair value of the reporting unit using income and market approaches, and compares that amount to the carrying value of that reporting unit. In the event the fair value of the reporting unit is determined to be less than the carrying value, a second step is required. The second step requires the Company to perform a hypothetical purchase allocation for that reporting unit and to compare the resulting current implied fair value of the goodwill to the current carrying value of the goodwill for that reporting unit. In the event that the current implied fair value of the goodwill is less than the carrying value, an impairment charge is recognized. See also Note 4.

Pension Plans—The Company has certain defined benefit pension plans. The Company calculates the market-related value of assets, which is used to determine the return-on-assets component of annual pension expense and the cumulative net unrecognized gain or loss subject to amortization. This calculation reflects the Company's anticipated long-term rate of return and amortization of the difference between the actual return (including capital, dividends, and interest) and the expected return over a five-year period. Cumulative net unrecognized gains or losses that exceed 10% of the greater of the projected benefit obligation or the market related value of plan assets are subject to amortization.

Insurance Reserves—The Company maintains insurance for certain insurable business risks. Insurance coverage contains various retention and deductible amounts for which the Company accrues a liability based upon reported claims and an actuarially determined estimated liability for certain claims incurred but not reported. It is the Company's policy not to accrue for any potential legal expense to be incurred in defending the Company's position. The Company believes that its accruals for estimated liabilities associated with professional and other liabilities are sufficient and any excess liability beyond the accrual is not expected to have a material adverse effect on the Company's results of operations or financial position.

Foreign Currency Translation—The Company's functional currency is the U.S. dollar. Results of operations for foreign entities are translated to U.S. dollars using the average exchange rates during the

1. Significant Accounting Policies (Continued)

period. Assets and liabilities for foreign entities are translated using the exchange rates in effect as of the date of the balance sheet. Resulting translation adjustments are recorded as a foreign currency translation adjustment into other accumulated comprehensive income/(loss) in stockholders' equity.

The Company uses foreign currency forward contracts from time to time to mitigate foreign currency risk. The Company limits exposure to foreign currency fluctuations in most of its contracts through provisions that require client payments in currencies corresponding to the currency in which costs are incurred. As a result of this natural hedge, the Company generally does not need to hedge foreign currency cash flows for contract work performed. The functional currency of all significant foreign operations is the respective local currency.

Income Taxes—The Company files a consolidated federal income tax return and combined / consolidated state tax returns and separate company state tax returns. The Company accounts for certain income and expense items differently for financial reporting and income tax purposes. Deferred tax assets and liabilities are determined based on the difference between the financial statement and tax basis of assets and liabilities, applying enacted statutory tax rates in effect for the year in which the differences are expected to reverse. In determining the need for a valuation allowance, management reviews both positive and negative evidence, including current and historical results of operations, future income projections, and potential tax planning strategies. Based upon management's assessment of all available evidence, the Company has concluded that it is more likely than not that the deferred tax assets, net of valuation allowance, will be realized.

2. New Accounting Pronouncements and Changes in Accounting

In January 2010, the Financial Accounting Standards Board (FASB) issued guidance to amend the disclosure requirements related to fair value measurements. The Company adopted this guidance for the quarter ended March 31, 2010, except for the portion of the guidance that requires the disclosure of activities on purchases, sales, issuance, and settlements of the assets and liabilities measured using significant unobservable inputs (Level 3 fair value measurements). The Level 3 fair value measurement guidance was adopted by the Company in its fiscal year beginning October 1, 2011. Since the Company carried no material Level 3 assets or liabilities during the period, the adoption of the separate disclosures related to Level 3 measurements did not have a material impact on its consolidated financial statements. Additionally, the FASB issued a new accounting standard on fair value measurements that changes certain fair value measurement principles, clarifies the requirement for measuring fair value and expands disclosure requirements, particularly for Level 3 fair value measurements. This guidance was effective for the Company in its second quarter ending March 31, 2012 and did not have a material impact on its consolidated financial statements.

In June 2011, the FASB issued guidance on the presentation of comprehensive income. The new standard will require companies to present items of net income, items of other comprehensive income and total comprehensive income in one continuous statement or two separate consecutive statements, and companies will no longer be allowed to present items of other comprehensive income in the statement of stockholders' equity. This guidance is effective for the Company in its fiscal year beginning October 1, 2012 and, although it will change the financial statement presentation, it is not expected to have a material impact on its financial condition or results of operations.

2. New Accounting Pronouncements and Changes in Accounting (Continued)

In September 2011, the FASB issued guidance intended to simplify goodwill impairment testing. Entities are allowed to perform a qualitative assessment to determine whether it is more likely than not that the fair value of a reporting unit is less than its carrying amount as a basis for determining whether it is necessary to perform the two-step goodwill impairment test. This guidance is effective for goodwill impairment tests performed in interim and annual periods for fiscal years beginning after December 15, 2011, with early adoption permitted. The Company does not expect this guidance will have a material impact on its consolidated financial statements.

3. Stock Repurchase Program

In August 2011, the Company's Board of Directors authorized a stock repurchase program (the Repurchase Program), pursuant to which the Company could initially purchase up to $200 million of its common stock. Share repurchases under this program can be made through open market purchases, unsolicited or solicited privately negotiated transactions or other methods, including pursuant to a Rule 10b5-1 plan. The Company completed the initial authorization to purchase $200 million of its common stock during the quarter ended June 30, 2012.

Accelerated Share Repurchase

In connection with the Repurchase Program, the Company entered into an accelerated share repurchase (ASR) agreement with Bank of America, N.A. (Bank of America) on August 16, 2011. Under the ASR agreement, the Company agreed to repurchase $100 million of its common stock from Bank of America. During the quarter ended September 30, 2011, Bank of America delivered 4.3 million shares to the Company, at which point the Company's shares outstanding were reduced and accounted for as a reduction to retained earnings. The number of shares delivered was the minimum amount of shares Bank of America is contractually obligated to provide under the ASR agreement.

The number of shares that ultimately were repurchased by the Company under the ASR agreement was based upon the volume-weighted average share price of the Company's common stock during the term of the ASR agreement, less an agreed discount, subject to collar provisions which established a maximum and minimum price and other customary conditions under the ASR agreement. The ASR agreement was settled in full on March 7, 2012 and the total number of shares repurchased was 4.8 million at an average price of $20.97.

Rule 10b5-1 Repurchase Plan and Open Market Purchases

In connection with the Repurchase Program, the Company entered into two Rule 10b5-1 repurchase plans. The timing, nature and amount of purchases depended on a variety of factors, including market conditions and the volume limit defined by Rule 10b-18.

As of June 30, 2012, the Company had repurchased approximately 4.4 million shares under both the Rule 10b5-1 plans and open market purchases, at an average price of $22.59, for a total cost of approximately $100.0 million; thereby completing its initial authorization under the Repurchase Program.

3. Stock Repurchase Program (Continued)

$300 million share repurchase authorization

In August 2012, the Company's Board of Directors authorized an additional $300 million to repurchase its common stock under the Repurchase Program. As of September 30, 2012, the Company repurchased under open market purchases and purchases made under a Rule 10b5-1 plan, 3.0 million shares at an average price of $20.71, for a total cost of $62.3 million, which included 0.5 million shares repurchased in transactions that were settled in fiscal 2013. As of September 30, 2012, $237.7 million of shares remained available for repurchase pursuant to this repurchase program. Repurchased shares are retired, but remain authorized for registration and issuance in the future.

4. Business Acquisitions, Goodwill, and Intangible Assets

The Company completed one, six, and six business acquisitions during the years ended September 30, 2012, 2011 and 2010, respectively. Business acquisitions completed during the years ended September 30, 2012, 2011 and 2010 did not meet the quantitative thresholds to require proforma disclosures of operating results, either individually or in the aggregate, based on the Company's consolidated assets, investments and net income.

Business acquisitions during the year ended September 30, 2012 included an environmental engineering firm in Asia.

Business acquisitions during the year ended September 30, 2011 included four separate global cost and project management consultancy firms that operated under the Davis Langdon name, including businesses in Europe and Middle East, Australia and New Zealand, Africa, and North America. Each of the four acquisitions were separately negotiated, executed by separate purchase agreements, with no one acquisition contingent upon the other, and the businesses, although operating as part of a Swiss Verein, under which they shared certain naming and marketing rights, were not under common control or management. Business acquisitions for the year ended September 30, 2011 also included RSW, Inc., an international engineering firm based in Montreal, Quebec, Canada and Spectral Services Consultants Pte. Ltd. (Spectral), a building services consultancy in India.

Business acquisitions during the year ended September 30, 2010 included Tishman Construction Corporation (Tishman), a New York based provider of construction management services in the United States and the United Arab Emirates, and MT Holdings Corporation, the parent of McNeil Technologies, Inc. (McNeil), a government national security and intelligence services firm based in Virginia.

The aggregate value of all consideration for acquisitions consummated during the years ended September 30, 2012, 2011 and 2010 were $15.4 million, $453.3 million and $768.0 million, respectively. The

4. Business Acquisitions, Goodwill, and Intangible Assets (Continued)

following table summarizes the estimated fair values of the assets acquired and liabilities assumed, as of the acquisition dates, from acquisitions consummated during the fiscal years presented:

	Fiscal Year Ended		
	September 30, 2012	September 30, 2011	September 30, 2010
		(in millions)	
Cash acquired	$ 1.9	$ 19.3	$ 143.3
Other current assets	7.8	149.2	212.5
Goodwill	10.5	405.2	618.1
Intangible assets	1.5	44.3	63.6
Other non-current assets	3.3	51.5	33.1
Current liabilities	(8.8)	(140.5)	(265.4)
Non-current liabilities	(0.8)	(75.7)	(37.2)
Net assets acquired	$15.4	$ 453.3	$ 768.0

Acquired intangible assets above includes the following:

	Fiscal Year Ended		
	September 30, 2012	September 30, 2011	September 30, 2010
		(in millions)	
Backlog	$0.7	$10.7	$16.8
Customer relationships	0.8	30.2	42.6
Trademark / tradename	—	3.4	4.2
Total intangible assets	$1.5	$44.3	$63.6

Consideration for acquisitions above includes the following:

	Fiscal Year Ended		
	September 30, 2012	September 30, 2011	September 30, 2010
		(in millions)	
Cash paid	$14.5	$384.8	$702.7
Equity issued	0.9	68.5	65.3
Total consideration	$15.4	$453.3	$768.0

All of the above acquisitions were accounted for under the acquisition method of accounting. As such, the purchase consideration of each acquired company was allocated to acquired tangible and intangible assets and liabilities based upon their fair values. The excess of the purchase consideration over the fair value of the net tangible and identifiable intangible assets acquired was recorded as goodwill. The results of operations of each company acquired have been included in the Company's financial statements from the date of acquisition.

At the time of acquisition, the Company preliminarily estimates the amount of the identifiable intangible assets acquired based upon historical valuations of similar acquisitions and the facts and

4. Business Acquisitions, Goodwill, and Intangible Assets (Continued)

circumstances available at the time. The Company determines the final value of the identifiable intangible assets as soon as information is available, but not more than 12 months from the date of acquisition. Post-acquisition adjustments primarily relate to project related liabilities.

During the fourth quarter of the year ended September 30, 2012, the Company conducted its annual goodwill impairment test. The impairment evaluation process includes, among other things, making assumptions about variables such as revenue growth rates, profitability, discount rates, and industry market multiples, which are subject to a high degree of judgment. As a result of the first step of the impairment analysis, due to market conditions and business trends within the Europe, Middle East, and Africa (EMEA) and MSS reporting units, the Company determined that goodwill was impaired. The second step of the analysis is performed to measure the impairment as the excess of the goodwill carrying value over its implied fair value. This analysis resulted in an impairment of $336.0 million, or $317.2 million, net of tax.

The changes in the carrying value of goodwill by reportable segment for the fiscal years ended September 30, 2012, 2011 and 2010 were as follows:

	Fiscal Year 2012					
	September 30, 2011	Post-Acquisition Adjustments	Foreign Exchange Impact	Acquired	Goodwill Impairment	September 30, 2012
			(in millions)			
Professional Technical Services	$1,733.9	$(1.2)	$20.4	$10.5	$(155.0)	$1,608.6
Management Support Services	352.4	(4.6)	—	—	(181.0)	166.8
Total	$2,086.3	$(5.8)	$20.4	$10.5	$(336.0)	$1,775.4

	Fiscal Year 2011				
	September 30, 2010	Post-Acquisition Adjustments	Foreign Exchange Impact	Acquired	September 30, 2011
			(in millions)		
Professional Technical Services	$1,355.0	$(2.1)	$(21.4)	$402.4	$1,733.9
Management Support Services	335.4	14.2	—	2.8	352.4
Total	$1,690.4	$12.1	$(21.4)	$405.2	$2,086.3

The gross amounts and accumulated amortization of the Company's acquired identifiable intangible assets with finite useful lives as of September 30, 2012 and 2011, included in intangible assets—net, in the accompanying consolidated balance sheets, were as follows:

	September 30, 2012			September 30, 2011			Amortization Period (years)
	Gross Amount	Accumulated Amortization	Intangible Assets, Net	Gross Amount	Accumulated Amortization	Intangible Assets, Net	
			(in millions)				
Backlog	$ 91.1	$ (83.8)	$ 7.3	$ 91.5	$ (79.8)	$ 11.7	1 - 5
Customer relationships	143.6	(54.1)	89.5	143.2	(39.3)	103.9	10
Trademark / tradename	7.8	(7.6)	0.2	7.4	(3.9)	3.5	2
Total	$242.5	$(145.5)	$97.0	$242.1	$(123.0)	$119.1	

4. Business Acquisitions, Goodwill, and Intangible Assets (Continued)

Amortization expense for the year ended September 30, 2012 was $22.5 million. The following table presents estimated amortization expense of existing intangible assets for the succeeding years:

Fiscal Year	(in millions)
2013	$18.3
2014	17.0
2015	15.5
2016	12.8
2017	11.6
Thereafter	21.8
Total	$97.0

In addition to the above, amortization of acquired intangible assets included within equity in earnings of joint ventures was $1.0 million and $3.1 million for the fiscal years ended September 30, 2012 and 2011, respectively.

In connection with the goodwill impairment discussed above, the Company performed testing of acquired intangible assets and concluded that no impairment existed.

5. Discontinued Operations

As part of the July 2008 acquisition of Earth Tech into its Professional Technical Services segment, the Company acquired certain non-strategic businesses that it divested primarily during the year ended December 31, 2009. The summarized results of the discontinued operation, included in the Company's results of operations, are as follows (in millions):

	Fiscal Year Ended September 30, 2010
Revenue	$13.6
Earnings before income taxes	$ 0.1
Income tax expense	0.2
Earnings (loss) from discontinued operations, net of tax	$(0.1)

6. Accounts Receivable—Net

Net accounts receivable consisted of the following:

	Fiscal Year Ended	
	September 30, 2012	September 30, 2011
	(in millions)	
Billed	$1,207.0	$1,256.3
Unbilled	1,145.1	1,133.6
Contract retentions	156.6	110.5
Total accounts receivable—gross	2,508.7	2,500.4
Allowance for doubtful accounts	(112.8)	(120.2)
Total accounts receivable—net	$2,395.9	$2,380.2

6. Accounts Receivable—Net (Continued)

Billed accounts receivable represent amounts billed to clients that have yet to be collected. Unbilled accounts receivable represents the contract revenue recognized but not yet billed pursuant to contract terms or accounts billed after the period end. Substantially all unbilled receivables as of September 30, 2012 and 2011 are expected to be billed and collected within twelve months. Contract retentions represent amounts invoiced to clients where payments have been withheld pending the completion of certain milestones, other contractual conditions or upon the completion of the project. These retention agreements vary from project to project and could be outstanding for several months or years.

Allowances for doubtful accounts have been determined through specific identification of amounts considered to be uncollectible and potential write-offs, plus a non-specific allowance for other amounts for which some potential loss has been determined to be probable based on current and past experience.

Other than the U.S. government, no single client accounted for more than 10% of the Company's outstanding receivables at September 30, 2012 and 2011.

The Company sold trade receivables to a financial institution, of which $31.2 million was outstanding as of September 30, 2012. The Company does not retain financial or legal interest in these receivables.

7. Property and Equipment

Property and equipment, at cost, consists of the following:

	Fiscal Year Ended		
	September 30, 2012	September 30, 2011	Useful Lives (years)
	(in millions)		
Building and land	$ 43.7	$ 42.2	27
Leasehold improvements	287.7	252.4	2 - 12
Computer systems and equipment	229.8	247.7	3 - 7
Furniture and fixtures	109.2	98.4	5 - 10
Automobiles	5.9	7.4	3 - 10
Total	676.3	648.1	
Accumulated depreciation and amortization	(350.4)	(324.3)	
Property and equipment, net	$ 325.9	$ 323.8	

Depreciation expense for the fiscal years ended September 30, 2012, 2011 and 2010 were $77.1 million, $73.2 million and $59.3 million, respectively. Included in depreciation expense is amortization of capitalized software costs in the years ended September 30, 2012, 2011 and 2010 of $6.2 million, $6.7 million and $5.8 million, respectively. Unamortized capitalized software costs at September 30, 2012, 2011 and 2010 were $24.1 million, $20.9 million and $20.7 million, respectively.

Depreciation and amortization are provided using primarily the straight-line method over the estimated useful lives of the assets, or in the case of leasehold improvements and capitalized leases, the lesser of the remaining life of the lease or its estimated useful life.

8. Joint Ventures and Variable Interest Entities

The Company's joint ventures provide architecture, engineering, program management, construction management and operations and maintenance services. Joint ventures, the combination of two or more partners, are generally formed for a specific project. Management of the joint venture is typically controlled by a joint venture executive committee, comprised of a representative from the joint venture partners. The joint venture executive committee normally provides management oversight and controls decisions which could have significant impact on the joint venture's economics.

Some of the Company's joint ventures have no employees and minimal operating expenses. For these joint ventures, the Company's employees perform work for the joint venture, which is then billed to a third-party customer by the joint venture. These joint ventures function as pass through entities to bill the third-party customer. For consolidated entities, the Company records the entire amount of the services performed and the costs associated with these services, including the services provided by the other joint venture partners, in the Company's result of operations. For certain of these joint ventures where a fee is added by an unconsolidated joint venture to client billings, the Company's portion of that fee is recorded in equity in earnings of joint ventures.

The Company also has joint ventures that have their own employees and operating expenses, and to which the Company generally makes a capital contribution. The Company accounts for these joint ventures either as consolidated entities or equity method investments based on the criteria further discussed below.

The Company follows guidance issued by the FASB on the consolidation of variable interest entities (VIEs) that requires companies to utilize a qualitative approach to determine whether it is the primary beneficiary of a VIE. The process for identifying the primary beneficiary of a VIE requires consideration of the factors which provide a party the power to direct the activities that most significantly impact the joint ventures' economic performance, including powers granted to the joint venture's program manager, powers contained in the joint venture governing board and, to a certain extent, a company's economic interest in the joint venture. The Company analyzes its joint ventures and classifies them as either:

- a VIE that must be consolidated because the Company is the primary beneficiary or the joint venture is not a VIE and the Company holds the majority voting interest with no significant participative rights available to the other partners; or
- a VIE that does not require consolidation because the Company is not the primary beneficiary or the joint venture is not a VIE and the Company does not hold the majority voting interest.

If it is determined that the Company has the power to direct the activities that most significantly impact the joint venture's economic performance, the Company considers whether or not it has the obligation to absorb losses or rights to receive benefits of the VIE that could potentially be significant to the VIE.

The Company has not provided financial or other support during the periods presented to any of its VIEs that it was not previously contractually required to provide. Contractually required support provided to the Company's joint ventures is further discussed in Note 20.

8. Joint Ventures and Variable Interest Entities (Continued)

Summary of unaudited financial information of the consolidated joint ventures is as follows:

	Fiscal Year Ended	
	September 30, 2012	September 30, 2011
	(in millions)	
Current assets	$243.2	$262.6
Non-current assets	—	0.1
Total assets	$243.2	$262.7
Current liabilities	$ 43.1	$ 69.4
Non-current liabilities	—	—
Total liabilities	43.1	69.4
Total AECOM equity	145.1	137.9
Noncontrolling interests	55.0	55.4
Total owners' equity	200.1	193.3
Total liabilities and owners' equity	$243.2	$262.7

Total revenue of the consolidated joint ventures were $468.6 million, $557.8 million and $814.7 million for the years ended September 30, 2012, 2011 and 2010, respectively. The assets of the Company's consolidated joint ventures are restricted for use only by the particular joint venture and are not available for the general operations of the Company.

Summary of unaudited financial information of the unconsolidated joint ventures is as follows:

	Fiscal Year Ended	
	September 30, 2012	September 30, 2011
	(in millions)	
Current assets	$598.8	$510.7
Non-current assets	15.2	22.6
Total assets	$614.0	$533.3
Current liabilities	$411.2	$357.8
Non-current liabilities	2.7	9.6
Total liabilities	413.9	367.4
Joint ventures' equity	200.1	165.9
Total liabilities and joint ventures' equity	$614.0	$533.3
AECOM's investment in joint ventures	$ 91.0	$ 71.1

8. Joint Ventures and Variable Interest Entities (Continued)

Total revenue of the unconsolidated joint ventures were $2.0 billion, $2.0 billion and $1.9 billion for the years ended September 30, 2012, 2011 and 2010, respectively.

	Fiscal Year Ended		
	September 30, 2012	September 30, 2011	September 30, 2010
		(in millions)	
AECOM's equity in earnings of unconsolidated joint ventures:			
Pass through joint ventures	$ 5.2	$ 3.8	$ 2.5
Other joint ventures	43.4	41.0	18.5
Total	$48.6	$44.8	$21.0

9. Pension Plans

In the U.S., the Company sponsors a Defined Benefit Pension Plan (the Pension Plan) which covers substantially all permanent employees hired as of March 1, 1998, subject to eligibility and vesting requirements, and required contributions from participating employees through March 31, 1998. Benefits under this plan generally are based on the employee's years of creditable service and compensation. Effective April 1, 2004, the Company set a maximum on the amount of compensation used to determine pension benefits based on the highest calendar year of compensation earned in the 10 completed calendar years from 1994 through 2003, or the relevant IRS annual compensation limit, $200,000, whichever is lower. Outside the U.S., the Company sponsors various pension plans, which are appropriate to the country in which the Company operates, some of which are government mandated.

During the quarter ended December 31, 2009, the Company adopted an amendment to freeze pension plan benefit accruals for certain U.S. employee plans resulting in a curtailment gain of $1.9 million. During the quarter ended March 31, 2011, the Company adopted an amendment to freeze pension plan benefit accruals for certain U.K. and Ireland employee plans resulting in a curtailment gain of $4.2 million.

9. Pension Plans (Continued)

The following tables provide reconciliations of the changes in the U.S. and international plans' benefit obligations, reconciliations of the changes in the fair value of assets for the years ended September 30, and reconciliations of the funded status as of September 30 of each year.

	Fiscal Year Ended					
	September 30, 2012		September 30, 2011		September 30, 2010	
	U.S.	Int'l	U.S.	Int'l	U.S.	Int'l
	(in millions)					
Change in benefit obligation:						
Benefit obligation at beginning of year	$171.0	$504.3	$169.9	$441.8	$148.5	$394.4
Service cost	—	1.1	—	4.0	—	4.5
Participant contributions	0.6	0.3	0.4	1.9	0.5	2.3
Interest cost	7.7	25.6	8.2	27.0	8.1	21.4
Benefits paid	(10.0)	(25.7)	(11.3)	(19.3)	(9.8)	(15.2)
Actuarial (gain) loss	23.6	50.3	5.7	(23.7)	25.5	37.1
Curtailment gain	—	—	—	(8.2)	(2.9)	(2.6)
Plan settlements	—	(2.4)	(1.9)	—	—	—
Net transfer in/(out)/acquisitions	—	—	—	89.5	—	(0.1)
Foreign currency translation loss (gain)	—	20.5	—	(8.7)	—	—
Benefit obligation at end of year	$192.9	$574.0	$171.0	$504.3	$169.9	$441.8

	Fiscal Year Ended					
	September 30, 2012		September 30, 2011		September 30, 2010	
	U.S.	Int'l	U.S.	Int'l	U.S.	Int'l
	(in millions)					
Change in plan assets						
Fair value of plan assets at beginning of year	$ 91.5	$417.3	$ 84.6	$362.8	$80.3	$330.1
Actual return on plan assets	17.0	39.0	0.6	10.0	7.8	28.8
Employer contributions	13.2	17.2	19.1	18.6	5.8	16.8
Participant contributions	0.6	0.3	0.4	1.9	0.5	2.3
Benefits paid	(10.0)	(25.7)	(11.3)	(19.3)	(9.8)	(15.2)
Plan settlements	—	(2.4)	(1.9)	—	—	—
Net transfer in/(out)/acquisitions	—	—	—	50.5	—	(0.2)
Foreign currency translation (loss) gain	—	16.7	—	(7.2)	—	0.2
Fair value of plan assets at end of year	$112.3	$462.4	$ 91.5	$417.3	$84.6	$362.8

9. Pension Plans (Continued)

	Fiscal Year Ended					
	September 30, 2012		September 30, 2011		September 30, 2010	
	U.S.	Int'l	U.S.	Int'l	U.S.	Int'l
	(in millions)					
Reconciliation of funded status:						
Funded status at end of year	$(80.6)	$(111.6)	$(79.5)	$(87.0)	$(85.3)	$(79.0)
Contribution made after measurement date	N/A	N/A	N/A	N/A	N/A	N/A
Net amount recognized at end of year	$(80.6)	$(111.6)	$(79.5)	$(87.0)	$(85.3)	$(79.0)

The following table sets forth the amounts recognized in the consolidated balance sheets as of September 30, 2012, 2011 and 2010:

	Fiscal Year Ended					
	September 30, 2012		September 30, 2011		September 30, 2010	
	U.S.	Int'l	U.S.	Int'l	U.S.	Int'l
	(in millions)					
Amounts recognized in the consolidated balance sheets:						
Other non-current assets	$ —	$ —	$ —	$ 0.5	$ —	$ —
Accrued expenses and other current liabilities	(1.7)	—	(1.4)	—	(1.6)	—
Other long-term liabilities	(78.9)	(111.6)	(78.1)	(87.5)	(83.7)	(79.0)
Net amount recognized in the balance sheet	$(80.6)	$(111.6)	$(79.5)	$(87.0)	$(85.3)	$(79.0)

The following table details the reconciliation of amounts in the consolidated statements of stockholders' equity for the fiscal years ended September 30, 2012, 2011 and 2010:

	Fiscal Year Ended					
	September 30, 2012		September 30, 2011		September 30, 2010	
	U.S.	Int'l	U.S.	Int'l	U.S.	Int'l
	(in millions)					
Reconciliation of amounts in consolidated statements of stockholders' equity:						
Prior service credit	$ —	$ 6.2	$ —	$ 6.2	$ —	$ 2.6
Net (loss)	(115.1)	(143.2)	(103.2)	(104.3)	(93.0)	(114.4)
Total recognized in accumulated other comprehensive (loss)	$(115.1)	$(137.0)	$(103.2)	$ (98.1)	$(93.0)	$(111.8)

9. Pension Plans (Continued)

The following table details the components of net periodic benefit cost for the plans in fiscal 2012, 2011 and 2010:

	Fiscal Year Ended					
	September 30, 2012		September 30, 2011		September 30, 2010	
	U.S.	Int'l	U.S.	Int'l	U.S.	Int'l
	(in millions)					
Components of net periodic (benefit) cost:						
Service costs	$ —	$ 1.1	$ —	$ 4.0	$ —	$ 4.5
Interest cost on projected benefit obligation	7.7	25.6	8.2	27.0	8.1	21.4
Expected return on plan assets	(8.4)	(25.3)	(8.1)	(27.8)	(8.0)	(23.7)
Amortization of prior service costs	—	(0.2)	—	(0.2)	—	(0.3)
Amortization of net loss	3.1	2.3	2.6	2.7	1.3	2.3
Curtailment (gain) / loss recognized	—	—	—	(4.2)	(1.9)	—
Settlement loss recognized	—	0.5	0.6	—	—	—
Net periodic (benefit) cost	$ 2.4	$ 4.0	$ 3.3	$ 1.5	$(0.5)	$ 4.2

The amount, net of applicable deferred income taxes, included in other comprehensive income arising from a change in net prior service cost and net gain/loss was $9.0 million and $2.1 million in the years ended September 30, 2012 and 2011, respectively.

Amounts included in accumulated other comprehensive loss as of September 30, 2012 that are expected to be recognized as components of net periodic benefit cost during fiscal 2013 are (in millions):

	U.S.	Int'l
Amortization of prior service cost	$ —	$ 0.2
Amortization of net actuarial losses	(4.3)	(4.1)
Total	$(4.3)	$(3.9)

The table below provides additional year-end information for pension plans with accumulated benefit obligations in excess of plan assets.

	Fiscal Year Ended					
	September 30, 2012		September 30, 2011		September 30, 2010	
	U.S.	Int'l	U.S.	Int'l	U.S.	Int'l
	(in millions)					
Projected benefit obligation	$192.9	$574.0	$171.0	$496.1	$169.9	$441.8
Accumulated benefit obligation	192.9	570.6	171.0	493.7	169.9	400.7
Fair value of plan assets	112.3	462.4	91.5	408.7	84.6	362.8

Funding requirements for each plan are determined based on the local laws of the country where such plan resides. In certain countries, the funding requirements are mandatory while in other countries, they are discretionary. The Company currently expects to contribute $17.3 million to the international plans in fiscal 2013 The Company does not have a required minimum contribution for the U.S. plans; however, the

9. Pension Plans (Continued)

Company may make additional discretionary contributions. The Company currently expects to contribute $8.9 million to U.S. plans in fiscal 2013.

The table below provides the expected future benefit payments, in millions:

Year Ending September 30,	U.S.	Int'l
2013	$ 9.4	$ 25.9
2014	12.8	19.1
2015	10.1	21.8
2016	10.6	22.0
2017	12.2	23.1
2018 - 2022	57.9	128.8
Total	$113.0	$240.7

The underlying assumptions for the pension plans are as follows:

	Fiscal Year Ended					
	September 30, 2012		September 30, 2011		September 30, 2010	
	U.S.	Int'l	U.S.	Int'l	U.S.	Int'l
Weighted-average assumptions to determine benefit obligation:						
Discount rate	3.50%	4.39%	4.65%	5.12%	5.25%	5.05%
Salary increase rate	N/A	2.36%	N/A	2.65%	N/A	4.37%
Weighted-average assumptions to determine net periodic benefit cost:						
Discount rate	4.65%	5.12%	4.95%	5.05%	5.70%	5.55%
Salary increase rate	N/A	2.65%	N/A	3.27%	4.00%	3.91%
Expected long-term rate of return on plan assets	7.50%	5.65%	7.50%	6.05%	8.00%	6.47%

Pension costs are determined using the assumptions as of the beginning of the plan year, October 1. The funded status is determined using the assumptions as of the end of the plan year.

The following table summarizes the Company's target allocation for 2012 and pension plan asset allocation, both U.S. and international, as of September 30, 2012 and 2011:

	Target Allocations		Percentage of Plan Assets as of September 30,			
			2012		2011	
	U.S.	Int'l	U.S.	Int'l	U.S.	Int'l
Asset Category						
Equities	50%	30%	51%	29%	45%	43%
Debt	32	47	33	42	38	38
Cash	3	—	2	3	2	2
Property and other	15	23	14	26	15	17
Total	100%	100%	100%	100%	100%	100%

9. Pension Plans (Continued)

The Company's policy is to minimize the risk of large losses through diversification in a portfolio of stocks, bonds, and cash equivalents, as appropriate, which may reflect varying rates of return. The percentage of assets allocated to cash is to assure liquidity to meet benefit disbursements and general operating expenses.

To develop the expected long-term rate of return on assets assumption, the Company considered the historical returns and the future expectations for returns for each asset class, as well as the target asset allocation of the pension portfolio and the diversification of the portfolio. This resulted in the selection of a 7.5% and 5.7% weighted-average long-term rate of return on assets assumption for the fiscal year ended September 30, 2012 for U.S. and non-U.S. plans, respectively.

As of September 30, 2012, the fair values of the Company's post-retirement benefit plan assets by major asset categories are as follows:

		Fair Value Measurement as of September 30, 2012		
	Total Carrying Value as of September 30, 2012	Quoted Prices in Active Markets (Level 1)	Significant Other Observable Inputs (Level 2)	Significant Unobservable Inputs (Level 3)
		(in millions)		
Cash and cash equivalents	$ 4.6	$4.6	$ —	$ —
Investment funds				
Diversified funds	77.9	—	77.9	—
Equity funds	181.9	—	181.9	—
Fixed income funds	226.8	—	226.8	—
Hedge funds	40.5	—	29.9	10.6
Assets held by insurance company	37.5	—	37.5	—
Real estate	5.5	—	5.5	—
Total	$574.7	$4.6	$559.5	$10.6

9. Pension Plans (Continued)

As of September 30, 2011, the fair values of the Company's post-retirement benefit plan assets by major asset categories are as follows:

	Total Carrying Value as of September 30, 2011	Fair Value Measurement as of September 30, 2011		
		Quoted Prices in Active Markets (Level 1)	Significant Other Observable Inputs (Level 2)	Significant Unobservable Inputs (Level 3)
		(in millions)		
Cash and cash equivalents	$ 5.3	$ 5.3	$ —	$ —
Investment funds				
Diversified funds	69.0	24.2	44.8	—
Equity funds	166.3	—	166.3	—
Fixed income funds	190.0	—	190.0	—
Hedge funds	34.8	—	24.8	10.0
Assets held by insurance company	36.2	—	36.2	—
Real estate	7.2	—	7.2	—
Total	$508.8	$29.5	$469.3	$10.0

Changes for the year ended September 30, 2012, in the fair value of the Company's recurring post-retirement plan Level 3 assets are as follows:

	September 30, 2011 Beginning balance	Actual return on plan assets, relating to assets still held at reporting date	Actual return on plan assets, relating to assets sold during the period	Purchases, sales and settlements	Transfer into / (out of) Level 3	Change due to exchange rate changes	September 30, 2012 Ending balance
			(in millions)				
Investment funds							
Hedge funds	$10.0	$0.9	$—	$(0.3)	$—	$—	$10.6
Total	$10.0	$0.9	$—	$(0.3)	$—	$—	$10.6

Changes for the year ended September 30, 2011, in the fair value of the Company's recurring post-retirement plan Level 3 assets are as follows:

	September 30, 2010 Beginning balance	Actual return on plan assets, relating to assets still held at reporting date	Actual return on plan assets, relating to assets sold during the period	Purchases, sales and settlements	Transfer into / (out of) Level 3	Change due to exchange rate changes	September 30, 2011 Ending balance
			(in millions)				
Investment funds							
Hedge funds	$5.1	$(0.8)	$0.5	$5.2	$ —	$—	$10.0
Other	4.5	—	—	—	(4.5)	—	—
Total	$9.6	$(0.8)	$0.5	$5.2	$(4.5)	$—	$10.0

9. Pension Plans (Continued)

Cash equivalents are mostly comprised of short-term money-market instruments and are valued at cost, which approximates fair value.

For equity investment funds not traded on an active exchange, or if the closing price is not available, the trustee obtains indicative quotes from a pricing vendor, broker, or investment manager. These funds are categorized as Level 2 if the custodian obtains corroborated quotes from a pricing vendor or categorized as Level 3 if the custodian obtains uncorroborated quotes from a broker or investment manager.

Fixed income investment funds categorized as Level 2 are valued by the trustee using pricing models that use verifiable observable market data (e.g., interest rates and yield curves observable at commonly quoted intervals), bids provided by brokers or dealers, or quoted prices of securities with similar characteristics.

Hedge funds categorized as Level 3 are valued based on valuation models that include significant unobservable inputs and cannot be corroborated using verifiable observable market data. Hedge funds are valued by independent administrators. Depending on the nature of the assets, the general partners or independent administrators use both the income and market approaches in their models. The market approach consists of analyzing market transactions for comparable assets while the income approach uses earnings or the net present value of estimated future cash flows adjusted for liquidity and other risk factors. As of September 30, 2012, there were no material changes to the valuation techniques.

10. Debt

Debt consisted of the following:

	September 30, 2012	September 30, 2011
	(in millions)	
Unsecured term credit agreement	$ 750.0	$ 750.0
Unsecured senior notes	256.8	253.6
Unsecured revolving credit facility	24.0	101.4
Notes secured by real properties	24.2	25.2
Other debt	14.7	32.3
Total debt	1,069.7	1,162.5
Less: Current portion of debt and short-term borrowings	(162.6)	(17.8)
Long-term debt, less current portion	$ 907.1	$1,144.7

10. Debt (Continued)

The following table presents, in millions, scheduled maturities of the Company's debt as of September 30, 2012:

Year Ending September 30,	
2013	$ 162.6
2014	152.1
2015	151.7
2016	325.8
2017	1.6
Thereafter	275.9
Total	$1,069.7

Unsecured Term Credit Agreements

In September 2011, the Company entered into an Amended and Restated Credit Agreement (the "Term Credit Agreement") with Bank of America, N.A., as administrative agent and a lender, and the other lenders party thereto. Pursuant to the Term Credit Agreement, the Company borrowed $750 million in term loans on the closing date and may borrow up to an additional $100 million in term loans upon request by the Company subject to certain conditions, including Company and lender approval. The Company used approximately $600 million of the proceeds from the loans to repay indebtedness under its prior term loan facility, approximately $147 million of the proceeds to pay down indebtedness under its revolving credit facility and a portion of the proceeds to pay fees and expenses related to the Term Credit Agreement. The loans under the Term Credit Agreement bear interest, at the Company's option, at either the Base Rate (as defined in the Term Credit Agreement) plus an applicable margin or the Eurodollar Rate (as defined in the Term Credit Agreement) plus an applicable margin. The applicable margin for the Base Rate loans is a range of 0.375% to 1.50% and the applicable margin for Eurodollar Rate loans is a range of 1.375% to 2.50%, both based on the debt-to-earnings leverage ratio of the Company at the end of each fiscal quarter. The initial interest rate of the loans borrowed on September 30, 2011 was the 3 month Eurodollar rate plus 1.75%, or a total of 2.12%. For the years ended September 30, 2012 and 2011, the average interest rate of the Company's term loan facility was 2.19% and 3.01%, respectively. Payments of the initial principal amount outstanding under the Term Credit Agreement are required on a quarterly basis beginning on December 31, 2012, while interest payments are made on a quarterly basis beginning December 31, 2011. Any remaining principal of the loans under the Term Credit Agreement is due no later than July 20, 2016. Accrued interest is payable in arrears on a quarterly basis for Base Rate loans, and at the end of the applicable interest period (but at least every three months) for Eurodollar Rate loans. The Company may optionally prepay the loans at any time, without penalty.

Unsecured Senior Notes

In July 2010, the Company issued $300 million of notes to private institutional investors. The notes consisted of $175.0 million of 5.43% Senior Notes, Series A, due July 2020 and $125.0 million of 1.00% Senior Discount Notes, Series B, due July 2022 for net proceeds of $249.8 million. The outstanding accreted balance of Series B Notes was $81.8 million and $78.6 million at September 30, 2012 and 2011, respectively, which have an effective interest rate of 5.62%. The fair value of the Company's unsecured senior notes was approximately $277.8 million at September 30, 2012 and $259.2 million at September 30,

10. Debt (Continued)

2011. The Company calculated the fair values based on model-derived valuations using market observable inputs, which are Level 2 inputs under the accounting guidance. The Company's obligations under the notes are guaranteed by certain subsidiaries of the Company pursuant to one or more subsidiary guarantees.

Unsecured Revolving Credit Facility

In July 2011, the Company entered into a Third Amended and Restated Credit Agreement (the "Revolving Credit Agreement") with Bank of America, N.A., as an administrative agent and a lender and the other lenders party thereto, which amended and restated its unsecured revolving credit facility and increased its available borrowing capacity to $1.05 billion in order to support its working capital and acquisition needs. The Revolving Credit Agreement has an expiration date of July 20, 2016 and prior to this expiration date, principal amounts outstanding under the Revolving Credit Agreement may be repaid and reborrowed at the option of the Company without prepayment or penalty, subject to certain conditions. The Company may also, at its option, request an increase in the commitments under the facility up to a total of $1.15 billion, subject to certain conditions, including Company and lender approval. The loans under the Revolving Credit Agreement may be borrowed in dollars or in certain foreign currencies and bear interest, at the Company's option, at either the Base Rate (as defined in the Revolving Credit Agreement) plus an applicable margin or the Eurocurrency Rate (as defined in the Revolving Credit Agreement) plus an applicable margin. The applicable margin for the Base Rate loans is a range of 0.0% to 1.50% and the applicable margin for the Eurocurrency Rate loans is a range of 1.00% to 2.50%, both based on the Company's debt-to-earnings leverage ratio at the end of each fiscal quarter. In addition to these borrowing rates, there is a commitment fee which ranges from 0.150% to 0.375% on any unused commitment. Accrued interest is payable in arrears on a quarterly basis for Base Rate loans, and at the end of the applicable interest period (but at least every three months) for Eurocurrency Loans. At September 30, 2012 and 2011, $24.0 million and $101.4 million, respectively, were outstanding under the revolving credit facility. At September 30, 2012 and 2011, outstanding standby letters of credit totaled $35.1 million and $32.1 million, respectively, under the revolving credit facility. As of September 30, 2012, the Company had $990.9 million available under its Revolving Credit Agreement.

Covenants and Restrictions

Under the Company's debt agreements relating to its unsecured revolving credit facility and unsecured term credit agreements, the Company is subject to a maximum consolidated leverage ratio at the end of any fiscal quarter. This ratio is calculated by dividing consolidated funded debt (including financial letters of credit) by consolidated earnings before interest, taxes, depreciation, and amortization (EBITDA). For the Company's debt agreements, EBITDA is defined as consolidated net income attributable to AECOM plus interest, depreciation and amortization expense, amounts set aside for taxes and other non-cash items (including a calculated annualized EBITDA from the Company's acquisitions). As of September 30, 2012, the consolidated leverage ratio was 2.15, which did not exceed the Company's most restrictive maximum consolidated leverage ratio of 3.0.

The Company's Revolving Credit Agreement and Term Credit Agreement also contain certain covenants that limit the Company's ability to, among other things, (i) merge with other entities, (ii) enter into a transaction resulting in a change of control, (iii) create new liens, (iv) sell assets outside of the ordinary course of business, (v) enter into transactions with affiliates, (vi) substantially change the general

10. Debt (Continued)

nature of the Company and its subsidiaries taken as a whole, and (vii) incur indebtedness and contingent obligations.

Additionally, the Company's unsecured senior notes contain covenants that limit (i) certain types of indebtedness, which include indebtedness incurred by subsidiaries and indebtedness secured by a lien, (ii) merging with other entities, (iii) entering into a transaction resulting in a change of control, (iv) creating new liens, (v) selling assets outside of the ordinary course of business, (vi) entering into transactions with affiliates, and (vii) substantially changing the general nature of the Company and its subsidiaries taken as a whole. The unsecured senior notes also contain a financial covenant that requires the Company to maintain a net worth above a calculated threshold. The threshold is calculated as $1.2 billion plus 40% of the consolidated net income for each fiscal quarter commencing with the fiscal quarter ended June 30, 2010. In the calculation of this threshold, the Company cannot include a consolidated net loss that may occur in any fiscal quarter. The Company's net worth for this financial covenant is defined as total AECOM stockholders' equity, which is consolidated stockholders' equity, including any redeemable common stock and stock units and the liquidation preference of any preferred stock. As of September 30, 2012, this amount was $2.2 billion, which exceeds the calculated threshold of $1.5 billion.

Should the Company fail to comply with these covenants, all or a portion of its borrowings under the unsecured senior notes and unsecured term credit agreements could become immediately payable and its unsecured revolving credit facility could be terminated. At September 30, 2012 and 2011, the Company was in compliance with all such covenants.

The Company's average effective interest rate on total borrowings, including the effects of the interest rate swap agreements, refer to Note 11 herein for additional information regarding the Company's interest rate swap agreements, during the years ended September 30, 2012 and 2011 was 3.1% and 3.3%, respectively.

Notes Secured by Real Properties

Notes secured by real properties, payable to a bank, were assumed in connection with a business acquired during the year ended September 30, 2008. These notes payable bear interest at 6.04% per annum and mature in December 2028.

Other Debt

Other debt consists primarily of bank overdrafts and obligations under capital leases. In addition to the unsecured revolving credit facility discussed above, at September 30, 2012, the Company had $470.1 million of unsecured credit facilities primarily used to cover periodic overdrafts and standby letters of credit, of which $209.8 million was utilized for outstanding standby letters of credit.

11. Derivative Financial Instruments

The Company uses certain interest rate derivative contracts to hedge interest rate exposures on the Company's variable rate debt. The Company enters into foreign currency derivative contracts with financial institutions to reduce the risk that its cash flows and earnings will be adversely affected by foreign currency exchange rate fluctuations. The Company's hedging program is not designated for trading or speculative purposes.

11. Derivative Financial Instruments (Continued)

The Company recognizes derivative instruments as either assets or liabilities on the accompanying consolidated balance sheets at fair value. The Company records changes in the fair value (i.e., gains or losses) of the derivatives that have been designated as accounting hedges in the accompanying consolidated statements of operations as cost of revenue, interest expense, net, or to accumulated other comprehensive loss in the accompanying consolidated balance sheets.

Cash Flow Hedges

The Company uses interest rate swap agreements designated as cash flow hedges to fix the variable interest rates on portions of the Company's debt. The Company also uses foreign currency options designated as cash flow hedges to hedge forecasted revenue transactions denominated in currencies other than the U.S. dollar. The Company initially reports any gain on the effective portion of a cash flow hedge as a component of accumulated other comprehensive loss. Depending on the type of cash flow hedge, the gain is subsequently reclassified to either interest expense, net when the interest expense on the variable rate debt is recognized, or to cost of sales when the hedged revenues are recorded. If the hedged transaction becomes probable of not occurring, any gain or loss related to interest rate swap agreements or foreign currency options would be recognized in other income (expense). Further, the Company excludes the change in the time value of the foreign currency options from the assessment of hedge effectiveness. The Company records the premium paid or time value of an option on the date of purchase as an asset. Thereafter, the Company recognizes any change to this time value in cost of sales.

At September 30, 2012, the effective portion of our interest rate swap agreements designated as cash flow hedges before tax effect was $6.2 million, of which $2.9 million is expected to be reclassified from accumulated other comprehensive loss to interest expense, net within the next 12 months. At September 30, 2012, the effective portion of the Company's foreign currency options designated as cash flow hedges before tax effect, were immaterial.

As of September 30, 2012, the notional principal, fixed rates and related expiration dates of the Company's outstanding interest rate swap agreements are as follows:

Notional Amount (in millions)	Fixed Rate	Expiration Date
$250.0	0.95%	September 2015
200.0	0.68%	December 2014
150.0	0.55%	December 2013

As of September 30, 2011, the notional principal, fixed rates and related expiration dates of the Company's outstanding interest rate swap agreements are as follows:

Notional Amount (in millions)	Fixed Rate	Expiration Date
$250.0	0.95%	September 2015

The notional principal of foreign currency options to purchase British Pounds (GBP) with Brazilian Reais (BRL) was BRL 16.4 million (or approximately $8.1 million) at September 30, 2012. These foreign exchange contracts have maturities of 24 months or less. The Company had no foreign currency options outstanding at September 30, 2011.

11. Derivative Financial Instruments (Continued)

Foreign Currency Forward Contracts

The Company uses foreign currency forward contracts, which are not designated as accounting hedges, to hedge intercompany transactions and other monetary assets or liabilities denominated in currencies other than the functional currency of a subsidiary. Gains and losses on these contracts are recognized in cost of sales for those instruments related to the provision of our services or general and administrative expenses, along with the offsetting losses and gains of the related hedged items. The notional principal of foreign currency forward contracts to purchase U.S. dollars with foreign currencies was $60.1 million at September 30, 2012. The notional principal of foreign currency forward contracts to sell U.S. dollars for foreign currencies was $110.2 million at September 30, 2012. The notional principal of foreign currency forward contracts to purchase GBP with BRL was BRL 9.7 million (or approximately $4.9 million) at September 30, 2012. The notional principal of foreign currency forward contracts to sell U.S. dollars for foreign currencies was $57.1 million at September 30, 2011.

Other Derivatives

Other derivatives that are not designated as hedging instruments consist of option contracts that the Company uses to hedge anticipated transactions in currencies other than the functional currency of a subsidiary. The Company recognizes gains and losses on these contracts as well as the offsetting losses and gains of the related hedged item costs in cost of sales. The Company records the premium paid or time value of an option on the date of purchase as an asset. Thereafter, the Company recognizes any change to this time value in cost of sales. The notional principal of option contracts to sell U.S. dollars for foreign currencies was $17.3 million at September 30, 2012 and no such option contracts were outstanding at September 30, 2011.

11. Derivative Financial Instruments (Continued)

The fair values of our outstanding derivative instruments were as follows (in millions):

	Balance Sheet Location	Fair Value of Derivative Instruments as of September 30, 2012	2011
Derivative assets			
Derivatives designated as hedging instruments:			
Foreign currency options	Prepaid expenses and other current assets	$0.1	$—
Derivatives not designated as hedging instruments:			
Option contracts	Prepaid expenses and other current assets	0.1	—
Foreign currency forward contracts	Prepaid expenses and other current assets	0.4	—
Total		$0.6	$—
Derivative liabilities			
Derivatives designated as hedging instruments:			
Interest rate swap agreements	Accrued expenses and other current liabilities	$2.9	$—
Interest rate swap agreements	Other long-term liabilities	3.2	—
Derivatives not designated as hedging instruments:			
Foreign currency forward contracts	Accrued expenses and other current liabilities	0.6	0.8
Total		$6.7	$0.8

The effect of derivative instruments in cash flow hedging relationships on income and other comprehensive income is summarized below (in millions):

	Increase in Losses Recognized in Accumulated Other Comprehensive Loss on Derivatives Before Tax Effect (Effective Portion) Year Ended September 30, 2012	2011	2010
Derivatives in cash flow hedging relationship:			
Interest rate swap agreements	$(8.4)	$—	$—

	Location	Losses Reclassified from Accumulated Other Comprehensive Loss into Income (Effective Portion) Year Ended September 30, 2012	2011	2010
Derivatives in cash flow hedging relationship:				
Interest rate swap agreements	Interest expense, net	$(2.2)	$—	$—

11. Derivative Financial Instruments (Continued)

	Location	Losses Recognized in Income on Derivatives (Amount Excluded from Effectiveness Testing and Ineffective Portion)(1) Year Ended September 30, 2012	2011	2010
Derivatives in cash flow hedging relationship:				
Foreign currency options	Cost of revenue	$(0.1)	$—	$—

(1) Losses related to the ineffective portion of the hedges were not material in all periods presented.

The gain recognized in accumulated other comprehensive loss from the Company's foreign currency options was immaterial for the year ended September 30, 2012 and the Company had no foreign currency options outstanding for the other years presented. There were no losses reclassified from accumulated other comprehensive loss into income from the foreign currency options in any of the years presented. Additionally, there were no losses recognized in income due to amounts excluded from effectiveness testing from the Company's interest rate swap agreements.

The effect of derivative instruments not designated as hedging instruments on income is summarized below (in millions):

	Location	Gains / (Losses) Recognized in Income on Derivatives (Amount Excluded from Effectiveness Testing and Ineffective Portion)(1) Year Ended September 30, 2012	2011	2010
Derivatives not designated as hedging instruments:				
Foreign currency forward contracts	General and administrative expenses	$ 4.2	$(0.8)	$—
Foreign currency forward contracts	Cost of revenue	0.1	—	—
Option contracts	Cost of revenue	(0.1)	—	—
		$ 4.2	$(0.8)	$—

(1) Losses related to the ineffective portion of the hedges were not material in all periods presented.

12. Fair Value Measurements

Fair value is the price that would be received from selling an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date. When determining fair value, the Company considers the principal or most advantageous market in which it would transact, and the Company considers assumptions that market participants would use when pricing the asset or liability. It measures certain financial and nonfinancial assets and liabilities at fair value on a recurring and nonrecurring basis.

12. Fair Value Measurements (Continued)

Nonfinancial assets and liabilities include items such as goodwill and long lived assets that are measured at fair value resulting from impairment, if deemed necessary. During the year ended September 30, 2012, the Company recognized an impairment of goodwill within both its PTS and MSS reportable segments. For further information regarding the impairment of goodwill refer to Note 4 herein. During the year ended September 30, 2011, the Company did not record any fair market value adjustments to those financial and nonfinancial assets and liabilities measured at fair value on a nonrecurring basis.

Fair Value Hierarchy

The three levels of inputs may be used to measure fair value, as discussed in Note 1. There were no significant transfers between any of the levels of the fair value hierarchy during the years ended September 30, 2012 and 2011. The Company classifies its derivative financial instruments within Level 2 as the valuation inputs are based on quoted prices and market observable data of similar instruments.

The following table summarizes the Company's non-pension financial assets and liabilities measured at fair value on a recurring basis (at least annually) in millions:

	September 30, 2012	Quoted Prices in Active Markets for Similar Assets (Level 2)
Foreign currency options	$0.1	$0.1
Option contracts	0.1	0.1
Foreign currency forward contracts	0.4	0.4
Total assets	$0.6	$0.6
Interest rate swap agreements	$6.1	$6.1
Foreign currency forward contracts	0.6	0.6
Total liabilities	$6.7	$6.7

	September 30, 2011	Quoted Prices in Active Markets for Similar Assets (Level 2)
Foreign currency forward contracts	$0.8	$0.8
Total liabilities	$0.8	$0.8

For additional information about the Company's derivative financial instruments refer to Note 11 herein.

13. Concentration of Credit Risk

Financial instruments which potentially subject the Company to concentrations of credit risk consist principally of temporary cash investments and trade receivables. The Company's cash balances and short-term investments are maintained in accounts held by major banks and financial institutions located primarily in the U.S., Canada, Europe, Australia, Middle East and Hong Kong. If the Company extends a significant portion of its credit to clients in a specific geographic area or industry, the Company may

13. Concentration of Credit Risk (Continued)

experience disproportionately high levels of default if those clients are adversely affected by factors particular to their geographic area or industry. Concentrations of credit risk with respect to trade receivables are limited due to the large number of customers comprising the Company's customer base, including, in large part, governments, government agencies and quasi-government organizations, and their dispersion across many different industries and geographies. See Note 21 regarding the Company's foreign revenues. In order to mitigate credit risk, the Company continually reviews the credit worthiness of its major private clients.

14. Leases

The Company and its subsidiaries are lessees in non-cancelable leasing agreements for office buildings and equipment which expire at various dates. The related lease payments are expensed on a straight-line basis over the lease term, including, as applicable, any free-rent period during which the Company has the right to use the asset. For leases with renewal options where the renewal is reasonably assured, the lease term, including the renewal period is used to determine the appropriate lease classification and to compute periodic rental expense. The following table presents, in millions, amounts payable under non-cancelable operating lease commitments during the following fiscal years:

Year Ending September 30,	
2013	$ 201.6
2014	175.7
2015	139.6
2016	122.1
2017	100.4
Thereafter	319.9
Total	$1,059.3

Included in the above table are commitments totaling $17.0 million related to the sale-leaseback of the Company's Orange, California facility initially entered into during the year ended September 30, 2006. The sales price of this facility was $20.1 million of which $16.3 million in gain on sale-leaseback was deferred and is being amortized over the 12-year term of the lease.

The Company also has similar non-cancelable leasing agreements that are accounted for as capital lease obligations due to the terms of the underlying leases. At September 30, 2012 and 2011, the Company had total lease obligations under capital leases of $5.9 million and $8.0 million, respectively. Rent expense for all leases for the years ended September 30, 2012, 2011 and 2010, was approximately $237.4 million, $254.5 million and $211.3 million, respectively. When the Company is required to restore leased facilities to original condition, provisions are made over the period of the lease.

15. Other Financial Information

Accrued expenses and other current liabilities consist of the following:

	Fiscal Year Ended	
	September 30, 2012	September 30, 2011
	(in millions)	
Accrued salaries and benefits	$415.2	$417.3
Accrued contract costs	333.4	320.2
Other accrued expenses	73.1	55.2
	$821.7	$792.7

Accrued contract costs above include balances related to professional liability accruals of $117.8 million and $118.4 million as of September 30, 2012 and 2011, respectively. The remaining accrued contract costs primarily relate to costs for services provided by subcontractors and other non-employees.

Other long-term liabilities consist of the following:

	Fiscal Year Ended	
	September 30, 2012	September 30, 2011
	(in millions)	
Pension liabilities (Note 9)	$192.2	$166.5
Reserve for uncertain tax positions (Note 18)	56.3	61.1
Other	206.0	207.4
	$454.5	$435.0

The components of accumulated other comprehensive loss are as follows:

	Fiscal Year Ended	
	September 30, 2012	September 30, 2011
	(in millions)	
Loss on cash flow hedge valuations	$ (3.7)	$ —
Foreign currency translation adjustment	2.7	(51.1)
Defined benefit minimum pension liability adjustment, net of tax	(178.2)	(136.5)
	$(179.2)	$(187.6)

16. Stockholders' Equity

Common Stock Units—Common stock units are only redeemable for common stock. In the event of liquidation of the Company, holders of stock units are entitled to no greater rights than holders of common stock. See also Note 17.

Class E Preferred Stock—The Class E Preferred Stock is limited to an aggregate of 20 shares, has no par value, and has a liquidation preference of $1.00 per share. Holders of these shares are entitled to 100,000 votes per share on all matters voted on by holders of Class E Preferred Stock. The Company, with notice,

16. Stockholders' Equity (Continued)

may redeem Class E Preferred Stock by paying the liquidation preference. The holders of Class E Preferred Stock have no conversion rights. All shares of Class E Preferred Stock redeemed or repurchased by the Company will be restored to the status of authorized but un-issued shares of Preferred Stock, without designation as to series.

17. Stock Plans

Defined Contribution Plans—Substantially all permanent employees are eligible to participate in defined contribution plans provided by the Company. Under these plans, participants may make contributions into a variety of funds, including a fund that is fully invested in Company stock. Employees are not required to allocate any funds to Company stock, which allows employees to limit their exposure to market changes in the Company's stock price. Employees may generally reallocate their account balances on a daily basis. The only limit on the frequency of reallocations applies to changes involving Company stock investments by employees classified as insiders or restricted personnel under the Company's insider trading policy.

Deferred Compensation Plan—In the past, the Company sponsored the Deferred Compensation Plan (DCP), a stock purchase plan that provided an opportunity for eligible employees and non-employee directors to continue to invest in the Company when the Company's qualified plans were no longer available to them due to limitations contained in the U.S. Internal Revenue Code. Under the DCP, participants were permitted to defer compensation, on a pre-tax basis, for investment in common stock units. The Company funded a rabbi trust for certain diversified DCP balances in connection with the initial public offering in May 2007. The Company elected to terminate this plan effective in December 2009. As a result of the termination, 6.3 million outstanding restricted stock units and the Company's deferred compensation liability of $88.8 million as of September 30, 2010 were settled in December 2010. Investments in the rabbi trust totaled $67.2 million as of September 2010, which were substantially used to settle the liability.

Compensation expense relating to employer contributions under defined contribution plans, including the DCP, for fiscal years ended September 30, 2012, 2011 and 2010 was $15.9 million, $17.2 million and $15.8 million, respectively. Issuances and repurchases of AECOM common stock related to employee participants' contributions to and withdrawals from these defined contribution plans are included as issuances and repurchases of stock in the accompanying Consolidated Statements of Stockholders' Equity and of Cash Flows.

Stock Incentive Plans—Under the 2006 Stock Incentive Plan, the Company has 15.7 million securities remaining available for future issuance under stock options or restricted stock awards as of September 30, 2012. Stock options may be granted to employees and non-employee directors with an exercise price not less than the fair market value of the stock on the date of grant. Unexercised options expire seven years after date of grant. During the years ended September 30, 2012, 2011 and 2010, compensation expense recognized relating to employee stock options as a result of the fair value method was $2.4 million, $4.6 million and $4.1 million, respectively. Unrecognized compensation expense relating to employee stock options outstanding as of September 30, 2012 was $1.3 million to be recognized on a straight-line basis over the awards' respective vesting periods which are generally three years.

17. Stock Plans (Continued)

The fair value of the Company's stock options granted to employees were determined using the following weighted average assumptions:

	Fiscal Year Ended	
	September 30, 2011	September 30, 2010
Dividend yield	0.0%	0.0%
Expected volatility	38.6%	39.9%
Risk-free interest rate	1.5%	1.6%
Term (in years)	4.5	4.5

The weighted average grant-date fair value of stock options granted during the years ended September 30, 2011 and 2010 was $9.43 and $8.77, respectively.

During the three years in the period ended September 30, 2012, option activity was as follows:

	Number of Options (in millions)	Weighted Average Exercise Price
Balance, September 30, 2009	3.8	$16.36
Granted	0.4	24.93
Exercised	(1.0)	10.55
Cancelled	(0.1)	22.96
Balance, September 30, 2010	3.1	19.09
Granted	0.4	27.65
Exercised	(0.5)	12.28
Cancelled	(0.1)	23.91
Balance, September 30, 2011	2.9	21.38
Granted	—	—
Exercised	(0.4)	11.40
Cancelled	—	26.23
Balance, September 30, 2012	2.5	$22.81
Exercisable as of September 30, 2010	2.1	$16.44
Exercisable as of September 30, 2011	2.1	$19.55
Exercisable as of September 30, 2012	2.1	$22.07

17. Stock Plans (Continued)

The following table summarizes information concerning outstanding and exercisable options as of September 30, 2012:

	Options Outstanding				Options Exercisable		
	Number Outstanding as of September 30, 2012 (in millions)	Weighted Average Remaining Contractual Life	Weighted Average Exercise Price	Aggregate Intrinsic Value (in millions)	Number Exercisable as of September 30, 2012 (in millions)	Weighted Average Remaining Contractual Life	Weighted Average Exercise Price
Range of Exercise Prices							
$12.41 - $15.41	0.6	0.83	$13.67	$4.2	0.6	0.83	$13.67
21.01 - 25.52	1.1	3.32	23.93	—	1.0	3.24	23.88
26.47 - 34.00	0.8	3.90	27.72	—	0.5	3.15	27.83
12.41 - 34.00	2.5	2.94	$22.81	$4.2	2.1	2.57	$22.07

The remaining contractual life of options outstanding at September 30, 2012, range from 0 to 6 years and have a weighted average remaining contractual life of 2.94 years. The aggregate intrinsic value of stock options exercised during the years ended September 30, 2012, 2011 and 2010 was $3.9 million, $7.8 million and $17.9 million, respectively.

The Company grants stock units to employees under the Performance Earnings Program (PEP), whereby units are earned and issued dependent upon meeting established cumulative performance objectives over a three-year period. The Company recognized compensation expense relating to the PEP of $3.2 million, $7.3 million and $22.3 million during the years ended September 30, 2012, 2011 and 2010, respectively. Additionally, the Company issues restricted stock units, which are earned based on service conditions, resulting in compensation expenses of $20.9 million, $13.1 million and $7.5 million during the years ended September 30, 2012, 2011 and 2010, respectively. Unrecognized compensation expense related to PEP units and restricted stock units outstanding as of September 30, 2012 was $7.1 million and $30.6 million, respectively, to be recognized on a straight-line basis over the awards' respective vesting periods which are generally three years.

Cash flow attributable to tax benefits resulting from tax deductions in excess of compensation cost recognized for those stock options (excess tax benefits) is classified as financing cash flows. Excess tax benefits of $1.3 million, $61.2 million and $17.3 million for the years ended September 30, 2012, 2011 and 2010, respectively, have been classified as financing cash inflows in the Condensed Consolidated Statements of Cash Flows.

18. Income Taxes

Income before income taxes included income (loss) from domestic operations of ($89.2) million, $148.0 million, and $173.8 million for fiscal years ended September 30, 2012, 2011 and 2010 and income from foreign operations of $106.7 million, $236.2 million, and $167.3 million for fiscal years ended September 30, 2012, 2011 and 2010.

Income tax expense (benefit) on continuing operations is comprised of:

	Fiscal Year Ended		
	September 30, 2012	September 30, 2011	September 30, 2010
		(in millions)	
Current:			
Federal	$ 29.3	$ 0.5	$15.9
State	2.1	12.1	7.2
Foreign	63.3	58.3	46.8
Total current income tax expense	94.7	70.9	69.9
Deferred:			
Federal	(19.2)	38.5	15.4
State	0.6	(8.7)	0.5
Foreign	(1.7)	(0.6)	5.9
Total deferred income tax (benefit) expense	(20.3)	29.2	21.8
Total income tax expense	$ 74.4	$100.1	$91.7

The major elements contributing to the difference between the U.S. federal statutory rate of 35.0% and the effective tax rate are as follows:

	Fiscal Year Ended					
	September 30, 2012		September 30, 2011		September 30, 2010	
	Amount	%	Amount	%	Amount	%
			(in millions)			
Tax at federal statutory rate	$ 6.1	35.0%	$134.5	35.0%	$119.4	35.0%
State income tax, net of federal benefit	1.1	6.3	6.9	1.8	7.3	2.1
U.S. income tax credits	(4.1)	(23.4)	(11.1)	(2.9)	(21.1)	(6.2)
Foreign tax rate differential	(25.4)	(145.1)	(19.5)	(5.0)	(0.4)	(0.1)
Foreign Research and Experimentation credits	(5.8)	(33.3)	(6.1)	(1.6)	(6.4)	(1.9)
Tax audits	2.1	12.0	—	—	—	—
Goodwill impairment	101.1	578.3	—	—	—	—
Change in uncertain tax positions	(4.1)	(23.4)	1.9	0.5	(3.9)	(1.1)
Valuation allowance	0.5	2.7	(3.1)	(0.8)	(1.3)	(0.4)
Other items, net	2.9	16.6	(3.4)	(0.9)	(1.9)	(0.5)
Total income tax expense	$ 74.4	425.7%	$100.1	26.1%	$ 91.7	26.9%

18. Income Taxes (Continued)

The deferred tax assets (liabilities) are as follows:

	Fiscal Year Ended	
	September 30, 2012	September 30, 2011
	(in millions)	
Deferred tax assets:		
Compensation and benefit accruals not currently deductible	$ 77.6	$ 87.9
Net operating loss carry forwards	57.0	55.7
Self insurance reserves	50.2	50.1
Research and Experimentation and other tax credits	42.4	37.5
Pension liability	58.7	53.9
Accrued liabilities	86.5	64.4
Other	4.0	1.8
Total deferred tax assets	376.4	351.3
Deferred tax liabilities:		
Unearned revenue	(167.8)	(169.5)
Depreciation and amortization	(18.8)	(32.3)
Acquired intangible assets	(21.4)	(29.1)
State taxes	(3.8)	(3.7)
Investments in joint ventures/non-controlled subsidiaries	(1.6)	(8.8)
Total deferred tax liabilities	(213.4)	(243.4)
Valuation allowance	(19.2)	(17.8)
Net deferred tax assets	$ 143.8	$ 90.1

As of September 30, 2012, the Company has available unused state net operating loss (NOL) carry forwards of $257.3 million and foreign NOL carry forwards of $201.9 million which expire at various dates through 2031. In addition, as of September 30, 2012, the Company has available unused federal research and development credits of $12.7 million, which expire at various dates through 2031, unused state research and development credits of $11.5 million and California Enterprise Zone Tax Credits of $2.0 million which can be carried forward indefinitely.

As of September 30, 2012 and 2011, gross deferred tax assets were $376.4 million and $351.3 million, respectively. The Company has recorded a valuation allowance of approximately $19.2 million and $17.8 million at September 30, 2012 and 2011, respectively, related to state and foreign net operating loss carry forwards and credits. The Company has performed an assessment of positive and negative evidence regarding the realization of the net deferred tax asset in accordance with ASC 740-10, "*Accounting for Income Taxes*." This assessment included the evaluation of scheduled reversals of deferred tax liabilities, the availability of carry forwards and estimates of projected future taxable income. Although realization is not assured, based on the Company's assessment, the Company has concluded that it is more likely than not that the remaining asset of $357.2 million will be realized and, as such, no additional valuation allowance has been provided.

18. Income Taxes (Continued)

As of September 30, 2012 and September 30, 2011, the Company has remaining tax-deductible goodwill of $306.6 million and $343.2 million, respectively, resulting from acquisitions. The amortization of this goodwill is deductible over various periods ranging up to 15 years.

The Company does not provide for U.S. taxes or foreign withholding taxes on undistributed earnings from non-U.S. subsidiaries because such earnings are intended to be reinvested indefinitely. The undistributed earnings are approximately $797.4 million. If undistributed pre-tax earnings were distributed, foreign tax credits could become available under current law to reduce the resulting U.S. income tax liability.

As of September 30, 2012, the Company had a liability for unrecognized tax benefits, including potential interest and penalties, net of related tax benefit, totaling $56.3 million. The gross unrecognized tax benefits as of September 30, 2012 and 2011 were $55.8 million and $58.1 million, respectively, excluding interest, penalties, and related tax benefit. Of the $55.8 million, approximately $50.8 million, including related tax benefits, would be included in the effective tax rate if recognized in the fiscal year ended September 30, 2012. The adoption of ASC 805, *"Accounting for Business Combinations,"* at the beginning of the fiscal year ended September 30, 2010 changed the treatment of the reversal of unrecognized tax benefits related to acquired companies which prior to adoption of ASC 805 would have impacted goodwill, but after the adoption of ASC 805, results in the recognition of income tax benefit. A reconciliation of the beginning and ending amount of gross unrecognized tax benefits is as follows:

	Fiscal Year Ended	
	September 30, 2012	September 30, 2011
	(in millions)	
Balance at the beginning of the year	$58.1	$ 70.5
Gross increase in prior years' tax positions	3.7	5.3
Gross decrease in prior years' tax positions	(4.4)	(13.7)
(Decrease) due to settlement with tax authorities	(5.2)	(2.9)
Gross increase in current period's tax positions	4.9	4.9
Lapse of statute of limitations	(1.3)	(6.0)
Balance at the end of the year	$55.8	$ 58.1

The Company classifies interest and penalties related to uncertain tax positions within the income tax expense line in the accompanying consolidated statements of operations. At September 30, 2012, the accrued interest and penalties were $9.6 million and $0.1 million, respectively, excluding any related income tax benefits. As of September 30, 2011, the accrued interest and penalties were $10.5 million and $0.1 million, respectively, excluding any related income tax benefits.

The Company files income tax returns in numerous tax jurisdictions, including the U.S., and numerous U.S. states and non-U.S. jurisdictions around the world. The statute of limitations varies by jurisdiction in which the Company operates. Because of the number of jurisdictions in which the Company files tax returns, in any given year the statute of limitations in certain jurisdictions may expire without examination within the 12-month period from the balance sheet date. With few exceptions, the Company is no longer subject to U.S. (including federal, state and local) or non-U.S. income tax examinations by tax authorities for years before fiscal year 2006.

19. Earnings Per Share

Basic earnings per share (EPS) excludes dilution and is computed by dividing net income available for common stockholders by the weighted average number of common shares outstanding for the period. Diluted EPS is computed by dividing net income by the weighted average number of common shares outstanding and potential common shares for the period. The Company includes as potential common shares the weighted average dilutive effects of outstanding stock options and restricted stock units using the treasury stock method. The computation of diluted loss per share for the year ended September 31, 2012 excludes 0.7 million of potential common shares due to their antidilutive effect.

The following table sets forth a reconciliation of the denominators of basic and diluted earnings per share:

	Fiscal Year Ended		
	September 30, 2012	September 30, 2011	September 30, 2010
		(in millions)	
Denominator for basic earnings per share	111.9	117.4	114.3
Potential common shares	—	0.9	1.2
Denominator for diluted earnings per share	111.9	118.3	115.5

As discussed in Note 3, EPS includes the effect of repurchased shares. For the years ended September 30, 2011 and 2010, options excluded from the calculation of potential common shares were not significant.

20. Commitments and Contingencies

The Company records amounts representing its probable estimated liabilities relating to claims, guarantees, litigation, audits and investigations. The Company relies in part on qualified actuaries to assist it in determining the level of reserves to establish for insurance-related claims that are known and have been asserted against it, and for insurance-related claims that are believed to have been incurred based on actuarial analysis, but have not yet been reported to the Company's claims administrators as of the respective balance sheet dates. The Company includes any adjustments to such insurance reserves in its consolidated results of operations.

The Company is a defendant in various lawsuits arising in the normal course of business. In the opinion of management, the ultimate resolution of these matters will not have a material adverse effect on its consolidated balance sheet or statements of operations or cash flows.

In some instances, the Company guarantees that a project, when complete, will achieve specified performance standards. If the project subsequently fails to meet guaranteed performance standards, the Company may either incur additional costs or be held responsible for the costs incurred by the client to achieve the required performance standards. At September 30, 2012, the Company was contingently liable in the amount of approximately $244.9 million under standby letters of credit issued primarily in connection with general and professional liability insurance programs and for payment and performance guarantees.

In the ordinary course of business, the Company enters into various agreements providing financial or performance assurances to clients on behalf of certain unconsolidated partnerships, joint ventures and

20. Commitments and Contingencies (Continued)

other jointly executed contracts. These agreements are entered into primarily to support the project execution commitments of these entities. The guarantees have various expiration dates. The maximum potential payment amount of an outstanding performance guarantee is the remaining cost of work to be performed by or on behalf of third parties. Generally, under joint venture arrangements, if a partner is financially unable to complete its share of the contract, the other partner(s) will be required to complete those activities. The Company generally only enters into joint venture arrangements with partners who are reputable, financially sound and who carry appropriate levels of surety bonds for the project in order to adequately assure completion of their assignments. The Company does not expect that these guarantees will have a material adverse effect on its consolidated balance sheet or statements of operations or cash flows.

Combat Support Associates Joint Venture

As of September 30, 2012, the Company has settled the previously disclosed Combat Support Associates Defense Contract Audit Agency (DCAA) Form 1 matter.

Global Linguists Solutions Joint Venture

On October 5, 2011 and February 8, 2012, the DCAA issued DCAA Forms 1 questioning costs incurred by Global Linguists Solutions (GLS), an equity method joint venture, of which McNeil Technologies, Inc., acquired by the Company in August 2010, is an owner. The questioned costs were incurred by GLS during fiscal 2009, a period prior to the acquisition. Specifically, the DCAA questioned direct labor, associated burdens, and fees billed to the U.S. Government for linguists that allegedly did not meet specific contract requirements. As a result of the issuance of the DCAA Forms 1, the U.S. Government has withheld approximately $19 million from payments on current year billings pending final resolution.

GLS is performing a review of the issues raised in the Forms 1 in order to respond fully to the questioned costs. Based on a review, GLS believes that the costs met the applicable contract requirements.

Additionally, on April 20, 2012, GLS received a subpoena from the Inspector General of the U.S. Department of Defense requesting documentation related to this contract with the United States Army. GLS plans to respond fully to the request. If the DCAA Forms 1 are not overruled and subsequent appeals are unsuccessful or there are unfavorable consequences from the Inspector General's investigation, these events could have a material adverse effect on the Company's results of operations.

AECOM Australia

In 2005 and 2006, the Company's main Australian subsidiary, AECOM Australia Pty Ltd (AECOM Australia), performed a traffic forecast assignment for a client consortium as part of their project to design, build, finance and operate a tolled motorway tunnel in Australia. To fund the motorway's design and construction, the client formed a special purpose vehicle (SPV) that raised approximately $700 million Australian dollars through an initial public offering (IPO) of equity units in 2006 and another approximately $1.4 billion Australian dollars in long term bank loans. The SPV (and certain affiliated SPVs) went into insolvency administrations in February 2011.

20. Commitments and Contingencies (Continued)

A class action lawsuit, which has been amended to include approximately 770 of the IPO investors, was filed against AECOM Australia in the Federal Court of Australia on May 31, 2012. Separately, KordaMentha, the receivers for the SPVs, filed a lawsuit in the Federal Court of Australia on May 14, 2012 claiming damages that purportedly resulted from AECOM Australia's role in connection with the above described traffic forecast. WestLB, one of the lending banks to the SPVs, filed a lawsuit in the Federal Court of Australia on May 18, 2012. Centerbridge Credit Partners (and a number of related entities) and Midtown Acquisitions (and a number of related entities), both claiming to be assignees of certain other lending banks, previously filed their own proceedings in the Federal Court of Australia and then subsequently withdrew the lawsuits. None of the lawsuits specify the amount of damages sought and the damages sought by WestLB are duplicative of damages already included in the receivers' claim.

AECOM Australia intends to vigorously defend the claims brought against it.

Hawaii Project

The U.S. Attorney's Office (USAO) informed us that the USAO and the U.S. Environmental Protection Agency are investigating potential criminal charges in connection with services our subsidiary provided to the operator of the Waimanalo Gulch Sanitary Landfill in Hawaii. The Company has cooperated fully with the investigation and, as of this date, no actions have been filed. The Company believes that the investigation will show that there has been no criminal wrongdoing on our part or any of our subsidiaries and, if any actions are brought, the Company intends to vigorously defend against such actions.

The services performed by the subsidiary included the preparation of a pollution control plan, which the operator used to obtain permits necessary for the operation of the landfill. The USAO is investigating whether flooding at the landfill that resulted in the discharge of waste materials and storm water into the Pacific Ocean in December 2010 and January 2011 was due in part to reliance on information contained in the plan prepared by a subsidiary of the Company.

21. Reportable Segments and Geographic Information

The Company's operations are organized into two reportable segments: Professional Technical Services (PTS) and Management Support Services (MSS). The Company's PTS reportable segment delivers planning, consulting, architectural and engineering design, and program and construction management services to commercial and government clients worldwide. The Company's MSS reportable segment provides program and facilities management and maintenance, training, logistics, consulting, and technical assistance and systems integration services, primarily for agencies of the U.S. government. These reportable segments are organized by the types of services provided, the differing specialized needs of the respective clients, and how the Company manages its business. The Company has aggregated operating segments into its PTS reportable segment based on their similar characteristics, including similar long term financial performance, the nature of services provided, internal processes for delivering those services, and types of customers.

Management internally analyzes the results of its operations using several non-GAAP measures. A significant portion of the Company's revenues relates to services provided by subcontractors and other non-employees that it categorizes as other direct costs. Other direct costs are segregated from cost of revenues resulting in revenue, net of other direct costs, which is a measure of work performed by Company employees. The Company has included information on revenue, net of other direct costs, as it believes that it is useful to view its revenue exclusive of costs associated with external service providers.

21. Reportable Segments and Geographic Information (Continued)

The following tables set forth unaudited summarized financial information concerning the Company's reportable segments:

Reportable Segments:	Professional Technical Services	Management Support Services	Corporate(1)	Total
		($ in millions)		
Fiscal Year Ended September 30, 2012:				
Revenue	$7,276.9	$ 941.3	$ —	$8,218.2
Revenue, net of other direct costs(2)	4,607.3	576.6	—	5,183.9
Gross profit	423.8	(1.9)	—	421.9
Equity in earnings of joint ventures	16.8	31.8	—	48.6
General and administrative expenses	—	—	(80.9)	(80.9)
Goodwill impairment	(155.0)	(181.0)	—	(336.0)
Operating income (loss)	285.6	(151.1)	(80.9)	53.6
Segment assets	5,557.2	564.8	(457.4)	5,664.6
Gross profit as a % of revenue	5.8%	(0.2)%		5.1%
Gross profit as a % of revenue, net of other direct costs(2)	9.2%	(0.3)%		8.1%
Fiscal Year Ended September 30, 2011:				
Revenue	$6,877.1	$1,160.3	$ —	$8,037.4
Revenue, net of other direct costs(2)	4,612.2	568.6	—	5,180.8
Gross profit	417.7	49.0	—	466.7
Equity in earnings of joint ventures	15.3	29.5	—	44.8
General and administrative expenses	—	—	(90.3)	(90.3)
Operating income (loss)	433.0	78.5	(90.3)	421.2
Segment assets	5,296.7	740.4	(247.8)	5,789.3
Gross profit as a % of revenue	6.1%	4.2%		5.8%
Gross profit as a % of revenue, net of other direct costs(2)	9.1%	8.6%		9.0%
Fiscal Year Ended September 30, 2010:				
Revenue	$5,393.7	$1,152.1	$ —	$6,545.8
Revenue, net of other direct costs(2)	3,839.3	366.5	—	4,205.8
Gross profit	389.8	40.5	—	430.3
Equity in earnings of joint ventures	9.5	11.5	—	21.0
General and administrative expenses	—	—	(110.5)	(110.5)
Operating income (loss)	399.3	52.0	(110.5)	340.8
Segment assets	4,479.4	734.8	28.7	5,242.9
Gross profit as a % of revenue	7.2%	3.5%		6.6%
Gross profit as a % of revenue, net of other direct costs(2)	10.2%	11.1%		10.2%

(1) Corporate assets include intercompany eliminations.

(2) Non-GAAP measure.

21. Reportable Segments and Geographic Information (Continued)

Geographic Information:

	Fiscal Year Ended					
	September 30, 2012		September 30, 2011		September 30, 2010	
	Revenue	Long-Lived Assets	Revenue	Long-Lived Assets	Revenue	Long-Lived Assets
	(in millions)					
United States	$4,756.0	1,496.8	$4,806.4	1,683.2	$3,982.9	1,618.7
Asia Pacific	1,715.1	374.9	1,421.0	349.5	982.1	172.5
Canada	708.8	189.2	686.4	182.0	640.7	149.6
Europe	608.2	243.6	643.0	372.2	494.2	207.4
Other foreign countries	430.1	85.8	480.6	129.4	445.9	43.2
Total	$8,218.2	2,390.3	$8,037.4	2,716.3	$6,545.8	2,191.4

The Company attributes revenue by geography based on the external customer's country of origin. Long-lived assets consist of noncurrent assets excluding deferred tax assets.

22. Major Clients

Approximately 18%, 22% and 26% of the Company's revenue was derived through direct contracts with agencies of the U.S. federal government in the years ended September 30, 2012, 2011 and 2010, respectively. No other single client accounted for more than 10% of the Company's revenue. The largest individual contract in the MSS segment accounted for approximately 4%, 3% and 9% of the Company's revenue in the years ended September 30, 2012, 2011 and 2010, respectively.

23. Quarterly Financial Information—Unaudited

In the opinion of management, the following unaudited quarterly data reflects all adjustments necessary for a fair statement of the results of operations. All such adjustments are of a normal recurring nature.

Fiscal Year 2012:	First Quarter	Second Quarter	Third Quarter	Fourth Quarter
	(in millions, except per share data)			
Revenue	$2,029.2	$2,010.9	$2,095.2	$2,082.9
Cost of revenue	1,938.9	1,934.7	1,984.0	1,938.7
Gross profit	90.3	76.2	111.2	144.2
Equity in earnings of joint ventures	9.0	16.9	12.3	10.4
General and administrative expenses	(22.6)	(19.9)	(20.7)	(17.7)
Goodwill impairment	—	—	—	(336.0)
Income (loss) from operations	76.7	73.2	102.8	(199.1)
Other income	1.9	4.4	1.1	1.6
Interest expense, net	(10.6)	(11.2)	(12.7)	(10.6)
Income (loss) from continuing operations before income tax expense	68.0	66.4	91.2	(208.1)
Income tax expense	19.6	16.7	21.4	16.7
Net income (loss)	48.4	49.7	69.8	(224.8)
Noncontrolling interest in income of consolidated subsidiaries, net of tax	(0.5)	(0.7)	(0.4)	(0.1)
Net income (loss) attributable to AECOM	$ 47.9	$ 49.0	$ 69.4	$ (224.9)
Net income (loss) attributable to AECOM per share:				
Basic	$ 0.42	$ 0.43	$ 0.63	$ (2.05)
Diluted	$ 0.42	$ 0.43	$ 0.63	$ (2.05)
Weighted average common shares outstanding:				
Basic	114.0	113.4	110.2	110.0
Diluted	114.6	114.3	110.8	110.0

23. Quarterly Financial Information—Unaudited (Continued)

Fiscal Year 2011:	First Quarter	Second Quarter	Third Quarter	Fourth Quarter
	(in millions, except per share data)			
Revenue	$1,936.2	$1,936.4	$2,046.7	$2,118.1
Cost of revenue	1,830.9	1,836.6	1,925.5	1,977.7
Gross profit	105.3	99.8	121.2	140.4
Equity in earnings of joint ventures	8.1	11.3	12.3	13.1
General and administrative expenses	(23.2)	(23.7)	(23.5)	(19.9)
Income from operations	90.2	87.4	110.0	133.6
Other income expense	2.3	1.5	(1.7)	1.3
Interest expense, net	(9.9)	(10.0)	(10.4)	(10.1)
Income from continuing operations before income tax expense	82.6	78.9	97.9	124.8
Income tax expense	20.5	19.3	23.9	36.4
Net income	62.1	59.6	74.0	88.4
Noncontrolling interest in income of consolidated subsidiaries, net of tax	(5.2)	(1.9)	(0.2)	(1.0)
Net income attributable to AECOM	$ 56.9	$ 57.7	$ 73.8	$ 87.4
Net income attributable to AECOM per share:				
Basic	$ 0.48	$ 0.49	$ 0.63	$ 0.75
Diluted	$ 0.48	$ 0.49	$ 0.62	$ 0.75
Weighted average common shares outstanding:				
Basic	118.0	117.3	117.9	116.4
Diluted	119.1	118.3	118.9	117.1

AECOM Technology Corporation

Schedule II: Valuation and Qualifying Accounts

(amounts in millions)

	Balance at Beginning of Year	Additions Charged to Cost of Revenue	Deductions(a)	Other and Foreign Exchange Impact	Balance at the End of the Year
Allowance for Doubtful Accounts					
Fiscal Year 2012	$120.2	$28.7	$(37.7)	$ 1.6	$112.8
Fiscal Year 2011	98.8	48.4	(50.6)	23.6	120.2
Fiscal Year 2010	100.5	15.0	(26.7)	10.0	98.8

(a) Primarily relates to accounts written-off, net of recoveries

ITEM 9. CHANGES IN AND DISAGREEMENTS WITH ACCOUNTANTS ON ACCOUNTING AND FINANCIAL DISCLOSURE

None.

ITEM 9A. CONTROLS AND PROCEDURES

Evaluation of Disclosure Controls and Procedures

Our management, with the participation of our CEO and CFO, are responsible for establishing and maintaining "disclosure controls and procedures" (as defined in Rule 13a-15(e) under the Exchange Act) for our company. Based on their evaluation as of the end of the period covered by this report, our CEO and CFO have concluded that our disclosure controls and procedures were effective to ensure that the information required to be disclosed by us in this Annual Report on Form 10-K was (i) recorded, processed, summarized and reported within the time periods specified in the SEC's rules and (ii) accumulated and communicated to our management, including our principal executive and principal financial officers, to allow timely decisions regarding required disclosures.

Management's Report on Internal Control over Financial Reporting

Our management is responsible for establishing and maintaining adequate internal control over financial reporting. Internal control over financial reporting is defined in Rule 13a-15(f) or 15d-15(f) promulgated under the Securities Exchange Act of 1934, as amended, as a process designed by, or under the supervision of, the company's principal executive and principal financial officers and effected by the company's board of directors, management and other personnel, to provide reasonable assurance regarding the reliability of financial reporting and the preparation of financial statements for external purposes in accordance with generally accepted accounting principles. Internal control over financial reporting includes those policies and procedures that (i) pertain to the maintenance of records that in reasonable detail accurately and fairly reflect the transactions and dispositions of the assets of the company; (ii) provide reasonable assurance that transactions are recorded as necessary to permit preparation of financial statements in accordance with generally accepted accounting principles, and that receipts and expenditures of the company are being made only in accordance with authorizations of management and directors of the company; and (iii) provide reasonable assurance regarding prevention or timely detection of unauthorized acquisition, use or disposition of the company's assets that could have a material effect on the financial statements.

Because of its inherent limitations, internal control over financial reporting may not prevent or detect misstatements. Projections of any evaluation of the effectiveness to future periods are subject to the risk that controls may become inadequate because of changes in conditions, or that the degree of compliance with the policies or procedures may deteriorate.

Our management, with the participation of our CEO and CFO, assessed the effectiveness of our internal control over financial reporting as of September 30, 2012, the end of our fiscal year. Our management based its assessment on criteria established in *Internal Control—Integrated Framework* issued by the Committee of Sponsoring Organizations of the Treadway Commission. Our management's assessment included evaluation and testing of the design and operating effectiveness of key financial reporting controls, process documentation, accounting policies, and our overall control environment.

Based on our management's assessment, our management has concluded that our internal control over financial reporting was effective as of September 30, 2012. Our management communicated the results of its assessment to the Audit Committee of our Board of Directors.

Our independent registered public accounting firm, Ernst & Young LLP, audited our financial statements for the fiscal year ended September 30, 2012 included in this Annual Report on Form 10-K, and

has issued an attestation report on our assessment of the Company's internal control over financial reporting, a copy of which is included earlier in this Annual Report on Form 10-K.

Changes in Internal Control Over Financial Reporting

Our management, including our CEO and CFO, confirm that there were no changes in our company's internal control over financial reporting during the fiscal quarter ended September 30, 2012 that have materially affected, or are reasonably likely to materially affect, our company's internal control over financial reporting.

ITEM 9B. OTHER INFORMATION

None.

PART III

ITEM 10. DIRECTORS, EXECUTIVE OFFICERS AND CORPORATE GOVERNANCE

Incorporated by reference from our definitive proxy statement for the 2013 Annual Meeting of Stockholders, to be filed within 120 days of our fiscal 2012 year end.

ITEM 11. EXECUTIVE COMPENSATION

Incorporated by reference from our definitive proxy statement for the 2013 Annual Meeting of Stockholders, to be filed within 120 days of our fiscal 2012 year end.

ITEM 12. SECURITY OWNERSHIP OF CERTAIN BENEFICIAL OWNERS AND MANAGEMENT AND RELATED STOCKHOLDERS MATTERS

Other than with respect to the information relating to our equity compensation plans, which is incorporated herein by reference to Part II, Item 5, "Equity Compensation Plans" of this Form 10-K, the information required by this item is incorporated by reference from our definitive proxy statement for the 2013 Annual Meeting of Stockholders, to be filed within 120 days of our fiscal 2012 year end.

ITEM 13. CERTAIN RELATIONSHIPS AND RELATED TRANSACTIONS, AND DIRECTOR INDEPENDENCE

Incorporated by reference from our definitive proxy statement for the 2013 Annual Meeting of Stockholders, to be filed within 120 days of our fiscal 2012 year end.

ITEM 14. PRINCIPAL ACCOUNTING FEES AND SERVICES

Incorporated by reference from our definitive proxy statement for the 2013 Annual Meeting of Stockholders, to be filed within 120 days of our fiscal 2012 year end.

PART IV

ITEM 15. EXHIBITS, FINANCIAL STATEMENT SCHEDULES

(a) Documents filed as part of this report:

(1) The company's Consolidated Financial Statements at September 30, 2012 and 2011 and for each of the three years in the period ended September 30, 2012 and the notes thereto, together with the report of the independent auditors on those Consolidated Financial Statements are hereby filed as part of this report.

(2) Financial Statement Schedule II—Valuation and Qualifying Accounts for the Years Ended September 30, 2012, 2011 and 2010.

(3) See Exhibits and Index to Exhibits, below.

(b) Exhibits.

Exhibit Numbers	Description
2.1	Purchase Agreement, dated as of February 11, 2008, by and among AECOM Technology Corporation, Tyco International Finance S.A. and certain other seller parties thereto (incorporated by reference to Exhibit 2.1 to the Company's current report on Form 8-K filed with the SEC on February 12, 2008)
2.2	Amendment No. 1 to Purchase Agreement, dated as of July 25, 2008, by and among AECOM Technology Corporation, Tyco International Finance S.A. and certain other seller parties thereto (incorporated by reference to Exhibit 2.1 to the Company's current report on Form 8-K filed with the SEC on July 31, 2008)
2.3	Amendment No. 2 to Purchase Agreement, dated as of July 25, 2008, by and among AECOM Technology Corporation, Tyco International Finance S.A. and certain other seller parties thereto (incorporated by reference to Exhibit 2.2 to the Company's current report on Form 8-K filed with the SEC on July 31, 2008)
2.4	Stock Purchase Agreement, dated as of July 14, 2010, by and among AECOM Technology Corporation, AECOM Technical Services, Inc., Tishman Construction Corporation and the stockholders of Tishman Construction Corporation (incorporated by reference to Exhibit 2.1 to the Company's current report on Form 8-K filed with the SEC on July 14, 2010)
2.5	Stock Purchase Agreement, dated as of July 30, 2010, by and among MT Holding LLC, T&A Holding LLC, AECOM Government Services, Inc., AECOM Technology Corporation (solely for purposes of Article XI thereof) and The Veritas Capital Fund II, L.P. (solely for purposes of Article XI thereof) (incorporated by reference to Exhibit 2.1 to the Company's current report on Form 8-K filed with the SEC on August 4, 2010)
3.1	Amended and Restated Certificate of Incorporation of AECOM Technology Corporation (incorporated by reference to Exhibit 3.1 to the Company's annual report on Form 10-K filed with the SEC on November 18, 2011)
3.2	Certificate of Designations for Class C Preferred Stock (incorporated by reference to Exhibit 3.2 to the Company's registration statement on Form 10 filed with the SEC on January 29, 2007)

Exhibit Numbers	Description
3.3	Certificate of Designations for Class E Preferred Stock (incorporated by reference to Exhibit 3.3 to the Company's registration statement on Form 10 filed with the SEC on January 29, 2007)
3.4	Certificate of Designations for Class F Convertible Preferred Stock, Series 1 (incorporated by reference to Exhibit 3.4 to the Company's registration statement on Form 10 filed with the SEC on January 29, 2007)
3.5	Certificate of Designations for Class G Convertible Preferred Stock, Series 1 (incorporated by reference to Exhibit 3.5 to the Company's registration statement on Form 10 filed with the SEC on January 29, 2007)
3.6	Amended and Restated Bylaws (incorporated by reference to Exhibit 3.1 to the Company's current report on Form 8-K filed with the SEC on September 2, 2009)
4.1	Form of Common Stock Certificate (incorporated by reference to Exhibit 4.1 to the Company's registration statement on Form 10 filed with the SEC on January 29, 2007)
10.1	Third Amended and Restated Credit Agreement, dated as of July 20, 2011, by and among AECOM Technology Corporation, Bank of America, N.A., as administrative agent and a lender, and the lenders party thereto (incorporated by reference to Exhibit 10.1 to the Company's current report on Form 8-K filed with the SEC on July 26, 2011)
10.2	Amended and Restated Credit Agreement, dated as of September 30, 2011, by and among AECOM Technology Corporation, Bank of America, N.A., as administrative agent and a lender, and the lenders party thereto (incorporated by reference to Exhibit 10.1 to the Company's current report on Form 8-K filed with the SEC on October 6, 2011)
10.3#	AECOM Technology Corporation Stock Purchase Plan, restated as of October 1, 2006 (incorporated by reference to Exhibit 10.10 to the Company's registration statement on Form 10 filed with the SEC on January 29, 2007)
10.4#	Amendment 2006-1, dated as of October 1, 2006, to AECOM Technology Corporation Stock Purchase Plan (incorporated by reference to Exhibit 10.11 to the Company's registration statement on Form 10 filed with the SEC on January 29, 2007)
10.5#	1992 Supplemental Executive Retirement Plan, restated as of November 20, 1997 (incorporated by reference to Exhibit 10.12 to the Company's registration statement on Form 10 filed with the SEC on January 29, 2007)
10.6#	First Amendment, effective July 1, 1998, to the 1992 Supplemental Executive Retirement Plan (incorporated by reference to Exhibit 10.13 to the Company's registration statement on Form 10 filed with the SEC on January 29, 2007)
10.7#	Second Amendment, effective March 1, 2003, to the 1992 Supplemental Executive Retirement Plan (incorporated by reference to Exhibit 10.14 to the Company's registration statement on Form 10 filed with the SEC on January 29, 2007)
10.8#	Third Amendment, effective April 1, 2004, to the 1992 Supplemental Executive Retirement Plan (incorporated by reference to Exhibit 10.15 to the Company's registration statement on Form 10 filed with the SEC on January 29, 2007)
10.9#	1996 Supplemental Executive Retirement Plan, restated as of November 20, 1997 (incorporated by reference to Exhibit 10.16 to the Company's registration statement on Form 10 filed with the SEC on January 29, 2007)

Exhibit Numbers	Description
10.10#	First Amendment, effective July 1, 1998, to the 1996 Supplemental Executive Retirement Plan (incorporated by reference to Exhibit 10.17 to the Company's registration statement on Form 10 filed with the SEC on January 29, 2007)
10.11#	Second Amendment, effective April 1, 2004, to the 1996 Supplemental Executive Retirement Plan (incorporated by reference to Exhibit 10.18 to the Company's registration statement on Form 10 filed with the SEC on January 29, 2007)
10.12#	1998 Management Supplemental Executive Retirement Plan (incorporated by reference to Exhibit 10.20 to the Company's registration statement on Form 10 filed with the SEC on January 29, 2007)
10.13#	First Amendment, effective January 1, 2002, to the 1998 Management Supplemental Executive Retirement Plan (incorporated by reference to Exhibit 10.21 to the Company's registration statement on Form 10 filed with the SEC on January 29, 2007)
10.14#	Second Amendment, effective July 1, 1998, to the 1998 Management Supplemental Executive Retirement Plan (incorporated by reference to Exhibit 10.22 to the Company's registration statement on Form 10 filed with the SEC on January 29, 2007)
10.15#	Third Amendment, effective October 31, 2004, to the 1998 Management Supplemental Executive Retirement Plan (incorporated by reference to Exhibit 10.23 to the Company's registration statement on Form 10 filed with the SEC on January 29, 2007)
10.16#	1996 Excess Benefit Plan (incorporated by reference to Exhibit 10.24 to the Company's registration statement on Form 1 filed with the SEC on January 29, 2007)
10.17#	First Amendment, effective July 1, 1998, to the 1996 Excess Benefit Plan (incorporated by reference to Exhibit 10.25 to the Company's registration statement on Form 10 filed with the SEC on January 29, 2007)
10.18#	Second Amendment, effective March 1, 2003, to the 1996 Excess Benefit Plan (incorporated by reference to Exhibit 10.26 to the Company's registration statement on Form 10 filed with the SEC on January 29, 2007)
10.19#	Third Amendment, effective April 1, 2004, to the 1996 Excess Benefit Plan (incorporated by reference to Exhibit 10.27 to the Company's registration statement on Form 10 filed with the SEC on January 29, 2007)
10.20#	2005 ENSR Stock Purchase Plan (incorporated by reference to Exhibit 10.28 to the Company's registration statement on Form 10 filed with the SEC on January 29, 2007)
10.21#	2005 UMA Group Ltd. Employee Stock Purchase Plan (incorporated by reference to Exhibit 10.29 to the Company's registration statement on Form 10 filed with the SEC on January 29, 2007)
10.22#	2006 Stock Incentive Plan (incorporated by reference to Exhibit 10.30 to the Company's registration statement on Form 10 filed with the SEC on January 29, 2007)
10.23	Cansult Maunsell Merger Investment Plan, dated September 11, 2006 (incorporated by reference to Exhibit 10.31 to the Company's registration statement on Form 10 filed with the SEC on January 29, 2007)
10.24	AECOM Technology Corporation Equity Investment Plan (incorporated by reference to Exhibit 10.32 to the Company's registration statement on Form 10 filed with the SEC on January 29, 2007)

Exhibit Numbers	Description
10.25#	Global Stock Investment Plan—United Kingdom (incorporated by reference to Exhibit 10.33 to the Company's registration statement on Form 10 filed with the SEC on January 29, 2007)
10.26#	Hong Kong Stock Investment Plan—Grandfathered Directors (incorporated by reference to Exhibit 10.34 to the Company's registration statement on Form 10 filed with the SEC on January 29, 2007)
10.27#	AECOM Retirement & Savings Plan (incorporated by reference to Exhibit 10.35 to the Company's registration statement on Form 10 filed with the SEC on January 29, 2007)
10.28#	Change in Control Severance Policy for Key Executives (incorporated by reference to Exhibit 10.1 to the Company's current report on Form 8-K filed with the SEC on March 11, 2009)
10.29#	Standard Terms and Conditions for Non-Qualified Stock Options under AECOM Technology Corporation 2006 Stock Incentive Plan (incorporated by reference to Exhibit 10.1 to the Company's current report on Form 8-K filed with the SEC on December 5, 2008)
10.30#	Standard Terms and Conditions for Restricted Stock Units under AECOM Technology Corporation 2006 Stock Incentive Plan (incorporated by reference to Exhibit 10.2 to the Company's current report on Form 8-K filed with the SEC on December 5, 2008)
10.31#	Standard Terms and Conditions for Performance Earnings Program under AECOM Technology Corporation 2006 Stock Incentive Plan (incorporated by reference to Exhibit 10.3 to the Company's current report on Form 8-K filed with the SEC on December 5, 2008)
10.32#	Employment Agreement, dated as of July 14, 2010, by and among AECOM Technology Corporation, Tishman Construction Corporation and Daniel R. Tishman (incorporated by reference to Exhibit 2.2 to the Company's current report on Form 8-K filed with the SEC on July 14, 2010)
10.33	Note Purchase Agreement, dated June 28, 2010, by and among AECOM Technology Corporation and the Purchasers identified therein (incorporated by reference to Exhibit 10.1 to the Company's current report on Form 8-K filed with the SEC on July 1, 2010)
10.34#	AECOM Technology Corporation Employee Stock Purchase Plan (incorporated by reference to Exhibit 4.3 to the Company's registration statement on Form S-8 filed with the SEC on May 24, 2010)
10.35#	Consulting Agreement, dated as of February 8, 2011, between Francis S. Y. Bong and AECOM Technology Corporation.(incorporated by reference to Exhibit 10.1 to the Company's quarterly report on Form 10-Q filed with the SEC on February 14, 2011)
10.36#	Consulting Agreement, dated as of April 21, 2011, between Richard G. Newman and AECOM Technology Corporation (incorporated by reference to Exhibit 10.1 to the Company's current report on Form 8-K filed with the SEC on April 25, 2011)
10.37#	Consulting Agreement, dated as of May 4, 2012, between Richard G. Newman and AECOM Technology Corporation (incorporated by reference to Exhibit 10.3 to the Company's quarterly report on Form 10-Q filed with the SEC on May 5, 2012)

Exhibit Numbers	Description
10.38#	Amended and Restated 2006 Stock Incentive Plan (incorporated by reference to Annex B to the Company's definitive proxy statement on Schedule 14A filed with the SEC on January 21, 2011)
10.39#	Amended Stock Option Standard Terms and Conditions under 2006 Stock Incentive Plan (incorporated by reference to Exhibit 10.1 to the Company's quarterly report on Form 10-Q filed with the SEC on May 4, 2012)
10.40#	Amended Restricted Stock Unit Standard Terms and Conditions under 2006 Stock Incentive Plan (incorporated by reference to Exhibit 10.2 to the Company's quarterly report on Form 10-Q filed with the SEC on May 4, 2012)
21.1	Subsidiaries of AECOM
23.1	Consent of Independent Registered Public Accounting Firm
31.1	Certification of the Company's Chief Executive Officer pursuant to Section 302 of the Sarbanes-Oxley Act of 2002
31.2	Certification of the Company's Chief Financial Officer pursuant to Section 302 of the Sarbanes-Oxley Act of 2002
32	Certification of the Company's Chief Executive Officer and Chief Financial al Officer pursuant to Section 906 of the Sarbanes-Oxley Act of 2002
101.INS	XBRL Instance Document
101.SCH	XBRL Taxonomy Extension Schema
101.CAL	XBRL Taxonomy Extension Calculation Linkbase
101.LAB	XBRL Taxonomy Extension Labels Linkbase
101.PRE	XBRL Taxonomy Extension Presentation Linkbase
101.DEF	XBRL Taxonomy Extension Definition Linkbase

Management contract or compensatory plan or arrangement.

SIGNATURE

Pursuant to the requirements of Section 13 or 15(d) of the Securities Exchange Act of 1934, the Registrant has duly caused this report to be signed on its behalf by the undersigned, thereunto duly authorized.

AECOM TECHNOLOGY CORPORATION

By: /s/ JOHN M. DIONISIO
John M. Dionisio
Chairman and Chief Executive Officer
(Principal Executive Officer)

Date: November 16, 2012

Pursuant to the requirements of the Securities Exchange Act of 1934, this report has been signed below by the following persons on behalf of the Registrant in the capacities and on the date indicated.

Signature	Title	Date
/s/ JOHN M. DIONISIO John M. Dionisio	Chairman and Chief Executive Officer (Principal Executive Officer)	November 16, 2012
/s/ STEPHEN M. KADENACY Stephen M. Kadenacy	Executive Vice President and Chief Financial Officer (Principal Financial Officer)	November 16, 2012
/s/ RONALD E. OSBORNE Ronald E. Osborne	Senior Vice President, Corporate Controller (Principal Accounting Officer)	November 16, 2012
/s/ RICHARD G. NEWMAN Richard G. Newman	Director, Chairman Emeritus	November 16, 2012
/s/ FRANCIS S.Y. BONG Francis S.Y. Bong	Director	November 16, 2012
/s/ JAMES H. FORDYCE James H. Fordyce	Director	November 16, 2012

Signature	Title	Date
/s/ S. MALCOLM GILLIS S. Malcolm Gillis	Director	November 16, 2012
/s/ LINDA GRIEGO Linda Griego	Director	November 16, 2012
/s/ DAVID W. JOOS David W. Joos	Director	November 16, 2012
/s/ ROBERT J. LOWE Robert J. Lowe	Director	November 16, 2012
/s/ WILLIAM G. OUCHI William G. Ouchi	Director	November 16, 2012
/s/ ROBERT J. ROUTS Robert J. Routs	Director	November 16, 2012
/s/ WILLIAM P. RUTLEDGE William P. Rutledge	Director	November 16, 2012
/s/ DANIEL R. TISHMAN Daniel R. Tishman	Director, AECOM Vice Chairman	November 16, 2012

EXHIBIT 21.1

AECOM Global, Inc., a Delaware Corporation
AECOM, Inc., a Delaware Corporation
AECOM Technical Services, Inc., a California Corporation
AECOM USA, Inc., a New York Corporation
National Security Programs, Inc., a Virginia Corporation
Tishman Construction Corporation, a Delaware Corporation

EXHIBIT 23.1

Consent of Independent Registered Public Accounting Firm

We consent to the incorporation by reference in the following Registration Statements:

(1) Registration Statement (Form S-3 Nos. 333-157646 and 333-154826) of AECOM Technology Corporation, and

(2) Registration Statement (Form S-8 Nos. 333-167047 and 333-142070);

of our reports dated November 16, 2012, with respect to the consolidated financial statements of AECOM Technology Corporation and the effectiveness of internal control over financial reporting of AECOM Technology Corporation included in this Annual Report (Form 10-K) of AECOM for the year ended September 30, 2012.

/s/ ERNST & YOUNG LLP

Los Angeles, California
November 16, 2012

EXHIBIT 31.1

Certification Pursuant to
Rule 13a-14(a)/15d-14(a)

I, John M. Dionisio, certify that:

1. I have reviewed this Annual Report on Form 10-K of AECOM Technology Corporation;
2. Based on my knowledge, this report does not contain any untrue statement of a material fact or omit to state a material fact necessary to make the statements made, in light of the circumstances under which such statements were made, not misleading with respect to the period covered by this report;
3. Based on my knowledge, the financial statements, and other financial information included in this report, fairly present in all material respects the financial condition, results of operations and cash flows of the registrant as of, and for, the periods presented in this report;
4. The registrant's other certifying officer(s) and I are responsible for establishing and maintaining disclosure controls and procedures (as defined in Exchange Act Rules 13a-15(e) and 15d-15(e)) and internal control over financial reporting (as defined in Exchange Act Rules 13a-15(f) and 15d-15(f)) for the registrant and have:
   (a) Designed such disclosure controls and procedures, or caused such disclosure controls and procedures to be designed under our supervision, to ensure that material information relating to the registrant, including its consolidated subsidiaries, is made known to us by others within those entities, particularly during the period in which this report is being prepared;
   (b) Designed such internal control over financial reporting, or caused such internal control over financial reporting to be designed under our supervision, to provide reasonable assurance regarding the reliability of financial reporting and the preparation of financial statements for external purposes in accordance with generally accepted accounting principles;
   (c) Evaluated the effectiveness of the registrant's disclosure controls and procedures and presented in this report our conclusions about the effectiveness of the disclosure controls and procedures, as of the end of the period covered by this report based on such evaluation; and
   (d) Disclosed in this report any change in the registrant's internal control over financial reporting that occurred during the registrant's most recent fiscal quarter (the registrant's fourth fiscal quarter in the case of an annual report) that has materially affected, or is reasonably likely to materially affect, the registrant's internal control over financial reporting; and
5. The registrant's other certifying officer(s) and I have disclosed, based on our most recent evaluation of internal control over financial reporting, to the registrant's auditors and the audit committee of the registrant's board of directors (or persons performing the equivalent functions):
   (a) All significant deficiencies and material weaknesses in the design or operation of internal control over financial reporting which are reasonably likely to adversely affect the registrant's ability to record, process, summarize and report financial information; and
   (b) Any fraud, whether or not material, that involves management or other employees who have a significant role in the registrant's internal control over financial reporting.

Dated: November 16, 2012

/s/ JOHN M. DIONISIO

John M. Dionisio
Chairman and Chief Executive Officer
(Principal Executive Officer)

EXHIBIT 31.2

Certification Pursuant to
Rule 13a-14(a)/15d-14(a)

I, Stephen M. Kadenacy, certify that:

1. I have reviewed this Annual Report on Form 10-K of AECOM Technology Corporation;
2. Based on my knowledge, this report does not contain any untrue statement of a material fact or omit to state a material fact necessary to make the statements made, in light of the circumstances under which such statements were made, not misleading with respect to the period covered by this report;
3. Based on my knowledge, the financial statements, and other financial information included in this report, fairly present in all material respects the financial condition, results of operations and cash flows of the registrant as of, and for, the periods presented in this report;
4. The registrant's other certifying officer(s) and I are responsible for establishing and maintaining disclosure controls and procedures (as defined in Exchange Act Rules 13a-15(e) and 15d-15(e)) and internal control over financial reporting (as defined in Exchange Act Rules 13a-15(f) and 15d-15(f)) for the registrant and have:
   (a) Designed such disclosure controls and procedures, or caused such disclosure controls and procedures to be designed under our supervision, to ensure that material information relating to the registrant, including its consolidated subsidiaries, is made known to us by others within those entities, particularly during the period in which this report is being prepared;
   (b) Designed such internal control over financial reporting, or caused such internal control over financial reporting to be designed under our supervision, to provide reasonable assurance regarding the reliability of financial reporting and the preparation of financial statements for external purposes in accordance with generally accepted accounting principles;
   (c) Evaluated the effectiveness of the registrant's disclosure controls and procedures and presented in this report our conclusions about the effectiveness of the disclosure controls and procedures, as of the end of the period covered by this report based on such evaluation; and
   (d) Disclosed in this report any change in the registrant's internal control over financial reporting that occurred during the registrant's most recent fiscal quarter (the registrant's fourth fiscal quarter in the case of an annual report) that has materially affected, or is reasonably likely to materially affect, the registrant's internal control over financial reporting; and
5. The registrant's other certifying officer(s) and I have disclosed, based on our most recent evaluation of internal control over financial reporting, to the registrant's auditors and the audit committee of the registrant's board of directors (or persons performing the equivalent functions):
   (a) All significant deficiencies and material weaknesses in the design or operation of internal control over financial reporting which are reasonably likely to adversely affect the registrant's ability to record, process, summarize and report financial information; and
   (b) Any fraud, whether or not material, that involves management or other employees who have a significant role in the registrant's internal control over financial reporting.

Dated: November 16, 2012

/s/ STEPHEN M. KADENACY

Stephen M. Kadenacy
Executive Vice President and Chief Financial Officer
(Principal Financial Officer)

Exhibit 32

Certification Pursuant to
18 U.S.C. Section 1350

In connection with the Annual Report of AECOM Technology Corporation (the "Company") on Form 10-K for the fiscal year ended September 30, 2012 as filed with the Securities and Exchange Commission on the date hereof (the "Report"), we, John M. Dionisio, Chief Executive Officer of the Company, and Stephen M. Kadenacy, Chief Financial Officer of the Company, hereby certify, pursuant to 18 U.S.C. Section 1350, as adopted pursuant to Section 906 of the Sarbanes-Oxley Act of 2002, that, to our knowledge:

1. The Report fully complies with the requirements of Section 13(a) or Section 15(d) of the Securities Exchange Act of 1934, as amended; and
2. The information contained in the Report fairly presents, in all material respects, the financial condition and results of operations of the Company.

/s/ JOHN M. DIONISIO

John M. Dionisio
Chairman and Chief Executive Officer
November 16, 2012

/s/ STEPHEN M. KADENACY

Stephen M. Kadenacy
Executive Vice President and Chief Financial Officer
November 16, 2012

Exhibit F-2
Statement of Work

Statement of Work						
Project	**Description of the Work**	**Contract Amount**	**Annual Dollar Value of the Work**	**Expected Completion**	**Current % of Completion**	**Client Contact**
Tren Urbano Rail System Project San Juan, PR	AECOM is providing a broad range of services, including owner's representative, program management, planning, preliminary engineering, construction, and operations oversight for the $2.25 billion Tren Urbano Rail System project. As the first FTA-sponsored design-build/operate/maintain (DBOM) transit project, Tren Urbano's specialized contractor procurement and program management strategy was developed and carried out by AECOM to ensure the client's control over the process and results. Tren Urbano is a high-capacity, third rail-powered transit system encompassing 16 stations in the densely developed, adjacent municipalities of Bayamon, Guaynabo, and San Juan.	$179,909,611	$10,885,000	12/31/2016	98%	Puerto Rico Highway & Transportation Authority, P.O. Box 195349, San Juan 00919-5349 Carlos Pesquera, (787)722-0011 cipesquera@pges.net
Second Avenue Subway New York, NY	AECOM, as part of a joint venture, is prime consultant for the engineering and design effort for the new Second Avenue Subway in Manhattan. The new subway will be underground its entire 8.5- mile length between Harlem in the north and the Wall Street financial district at the southern end of Manhattan Island, and it includes 16 new stations.	$185,000,000	$12,000,000	12/31/2016	85%	MTA Capital Construction, Second Avenue Subway Project, 2 Broadway, Room B8.14, New York, NY 10004 Anil Parikh, (646)252-3234 aparikh@mtacc.info
World Trade Center Transportation Hub New York, NY	The services involve the design of the new $2.2-billion permanent PATH terminal at the World Trade Center (WTC) site in Lower Manhattan. The team is responsible for final design and documentation of site preparation, site stabilization, PATH facilities and station design—including tracks, platforms and mezzanine, as well as the terminal building, pedestrian connections, security, sustainable design, vertical transportation and conveyances, and public wayfinding systems.	$ 81,700,000	$8,170,000	2/27/2026	90%	Port Authority of New York and New Jersey 115 Broadway, 7th Floor, New York, NY Frank Gallo, (212)435-5531 fgallo@panynj.gov
NIDCO National Highway Program-Package 3 Trinidad, BVI	As part of Phase 1 of the National Network Highways Project (NNHP), AECOM is the Engineer on behalf of NIDCO for the design and build of approximately 42 km of highway development described generally as segments known as package 3 - Sir Solomon Hochoy Highway Extension in Trinidad and Tobago. The main objective of the Works is to provide highway network improvements to the South and West of San Fernando and to improve the road access to La Brea, Point Fortin and Siparia. The tasks include construction management, design reviews and Engineer of record for the project.	$42,099,786	$6,000,000	12/30/2017	50%	NIDCO, 3 Melbourne Street Port of Spain, Trinidad & Tobago Steve Garibsingh, Vice President, Engineering & Program Management, (868) 627-9474 sgaribsingh@nidco.co.tt
Freight Rail Improvement Project (FRIP) Providence, RI	Project involved the design and construction of 22 miles of Freight Dedicated Track adjacent to Amtrak's Northeast Corridor in Rhode Island. There were nine separate construction contracts in the program that included bridge replacements, bridge raising, a concrete boat section and three site packages that enabled to corridor to provide double stack freight clearance along the corridor.	$36,587,086	$1,590,700	12/31/2018	99%	Rhode Island Department of Transportation Two Capitol Hill, Room 100, Providence RI 02903 David Fish, PE, (401) 222-2053 ext. 4022 dfish@dot.ri.gov
New Jersey Turnpike Authority, Interchange 6 to 9 Widening Program – CM Services New Jersey	The project consists of the construction of 3 truck/vehicle lanes in both the northbound and southbound direction over a length of 34 miles in a dual-dual roadway configuration (3 inner existing car lanes and 3 outer truck/ vehicle lanes in both directions). In total this $2.5 billion program will add 176 lane miles and add or replace 100 bridge structures. As Construction Manager AECOM is responsible for the management of the entire $2.5 billion program divided into 28 separate bid packages including program wide administration, scheduling, cost control, quality, risk management, progress reporting, utility work orders, local agency coordination, Community Outreach, SBE engagement program, and environmental permit monitoring. In addition, AECOM is providing resident engineering and inspections services for 18 of the 28 bid packages with a total value of $1.7 billion	$36,092,780	$8,000,000	06/31/2016	82%	New Jersey Turnpike Authority Lawrence Williams, Assistant Chief Engineer, (732)750-533, Ext. 8260 lwilliams@turnpike.state.nj.us
JFK Airport-Delta Redevelopment Construction Administration Jamaica, NY	AECOM provided construction administration (CA) the expansion and remodeling the John F. Kennedy's International Arrivals Terminal to house Delta's international operation and provide operational flexibility, as well as demolition of Terminal 3, site restoration and minor modification work at Terminals 2. For each element of the program AECOM was responsible for assisting Delta advance the project defined project scopes, budgeting, bidding and awarding construction contracts, and providing construction management services through commissioning, activation, and project close out.	$18,000,000	$3,600,000	05/2015	90%	Delta Airlines, Inc. Ryan Marzulla, (718) 704-2626, Ryan. marzullo@delta.com

Statement of Work						
Project	**Description of the Work**	**Contract Amount**	**Annual Dollar Value of the Work**	**Expected Completion**	**Current % of Completion**	**Client Contact**
Belt Parkway Bridges Reconstruction Brooklyn, NY	AECOM, in joint venture, is providing program management, resident engineering and construction inspection services to the NYCDOT for the reconstruction of seven (7) bridges on the Belt Parkway. AECOM's program management services include constructability reviews, scheduling of both design completion and construction, as well as the implementation of a community outreach program. The resident engineering and construction inspection services are focused on overseeing the actual construction, ensuring delivery of a quality project.	$26,000,000	$8,000,000	12/2018	60%	New York City Department of Transportation, 2 Rector Street, New York, NY Dan Hom, Engineer-in-Charge, (347) 702-6430
Montague Tube Rehabilitation Project New York, NY	The BMT R train runs through the twin tube Montague Tunnel between lower Manhattan and Brooklyn Heights, and provides close to 65,000 passenger trips per day. Superstorm Sandy caused significant damage to the Montague tubes, which are NYCT's longest tubes at 5100-feet long.AECOM is providing construction management and inspection services for this critical and time-sensitive project, which involves: demolition and rebuilding of approximately 30,000LF of existing duct banks; replacement of the negative and positive power cables; rebuilding circuit breaker houses (CBHs) #82, #83 and #91; replacement of all damaged copper and fiber optic cables; rehabilitation of the Whitehall Street Pump Room; replacement of EA/ETs in the tunnel; installation of dry discharge lines; removal and replacement of all existing tunnel lighting; provision of new antenna cables; and replacement of TID operators and associated control cables.	$7,000,000	$6,500,000	12/2014	80%	MTA New York City Transit, 2 Broadway, New York, NY 10004 Piyush Patel, PE, Lead Construction Manager, (646) 252.4035
Bush Terminal Landfill Piers Park New York, NY	AECOM is serving as the program manager to coordinate the multi-design firm efforts and multi-city agency coordination, including NYC Parks Department, NYCDOT Street Lighting Division, NYC Department of Environmental Protection, FDNY, National Grid as well as Turner Construction, who are responsible for adjacent Bush Terminal infrastructure improvements under a separate contract with the NYCEDC. Preconstruction services include development of construction budgets and estimates, plans & specifications, bid format and packaging, agency permit requirements and providing constructability reviews, detailed bid analysis and Contractor selection recommendations. AECOM will also provide construction supervision and inspection services throughout the construction, serving as the overall Resident Engineer with supervisory responsibilities for monitoring and inspecting all construction activity related to the project	$3,751,525	$900,000	12/2014	95%	New York City Economic Development Corporation 110 William Street New York, NY 10038 Len Greco, Project Manager (212) 312-3743
Bowery Bay WPCP Upgrade, Construction Management New York, NY	AECOM is currently providing Construction Management and Resident Engineering services for the Phase 2 & 3 renovation construction work (Contracts BB58 & BB59) at the seventy (70) year-old Bowery Bay WPCP. As required by NYC's Wick's Law, three (3) separate prime contractors (and their subcontractors) are performing the work on each contract. The project includes nitrogen removal and plant-wide stabilization upgrades. The installation of biological nitrogen removal (BNR) technology at the plant will reduce nitrogen discharges, enhance the overall plant performance and efficiency, and improve water quality in the Upper East River.	$4,000,000	$1,000,000	6/2014	100%	New York City Department of Environmental Protection, 96-05 Horace Harding Expressway, 4th Floor Low Rise, Corona, NY 11373 Kevin Donnelly, PE, Assistant Commissioner, (718) 595.3041, KDonnelly@dep.nyc.gov
Penn Station Perimeter Protection New York, NY	AECOM is provided construction management services for the Penn Station perimeter protection project, one of the MTA's largest and most widely used facilities. The project requires the installation of bollards around the perimeter of the facility. AECOM's team, consisting of a lead project executive, resident engineer, and inspector, are working directly for MTACC's project manager on all issues related to the project. The Penn Station project is particularly complex in that there is a $700 million renovation of Madison Square Garden requiring close coordination with MSG, and Vornado Realty, the owner of the property. In addition, MTA Long Island Rail Road and Amtrak are key stakeholders that operate their facilities within Penn Station and coordination and cooperation with their personnel are ongoing. The project, funded through the American Recovery and Reinvestment Act (ARRA), is being closely monitored by the MTA and the MTA Inspector General's office.	$8,000,000	$2,000,000	12/2014	95%	MTA New York City Transit, 2 Broadway, New York, NY 10004 Tom Reed, Senior Director/Project Manager, Security Program, (646) 252.4463
Amtrak Fire and Life Safety Program Various locations, NY	AECOM provided several contracts: 1st Avenue Ventilation Shaft, Long Island City East River Tunnel Ventilation Shaft, and Weehawken North River Tunnel Shaft Ventilation	$23,000,000		12/2013	100%	Amtrak Clavel Crump (212) 630-6808

Exhibit F.3
FEIB/D&B/Credit Services

Federal Employer Identification Number for AECOM USA, Inc.:

AECOM USA, Inc. Dun and Bradstreet Number: [redacted]

Bank and Credit Service:

1. Wells Fargo Bank
   Nancy Peck-Medina
   333 South Grand Avenue, Suite 1200
   Los Angeles, CA 90071
   (213) 253-7335
   (866) 359-8130 Fax

2. Bank of America
   Amal DeSilva
   1655 Grant Street
   Concord, CA 94520
   (800) 233-8820 Ext 57310
   (877) 209-7068 Fax

A. Firm's Qualifications and Experience

AECOM

A. Firm's Qualifications and Experience

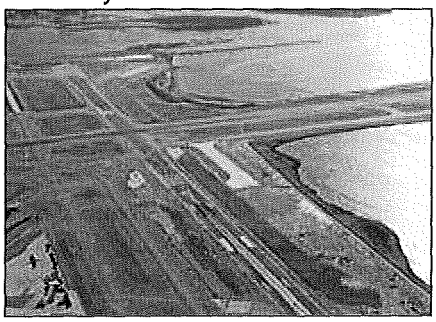
AECOM is a global provider of professional technical and management support services to a broad range of markets, including transportation, facilities, environmental, energy, water and government. With approximately 45,000 employees around the world, AECOM is a leader in all of the key markets that it serves.

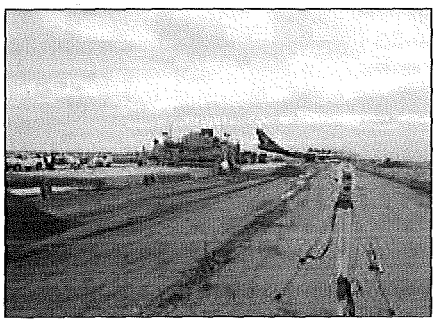
AECOM's construction management team helps clients deliver their projects on time and within budget, and excels at managing the entire construction process, from pre-design through occupancy. Throughout a project's duration, AECOM's program and project managers act as agents for the owner, on site and integral to all construction services.

AECOM has the depth and breadth of resources to respond to any task request. Locally, we have significant experience providing services on a call-in, on-call, as-needed basis for a variety of transportation agencies for both design and construction management/inspection services. Our previous experience is demonstrated by the many successful similar assignments we have performed for the Port Authority and other NY/NJ agencies. Representative examples are described below:

JFK Airport - Bay Runway Rehabilitation and Delay Reduction Programs, New York, New York

Client Reference: Port Authority of New York and New Jersey, Jim Stevens, (718) 244-4502, jstevens@panynj.gov
Contract Duration: 1/2012–12/2012
Dates of the Services: 2012
Contract Amount: $2,500,000
Project Manhours: Average 14,400 hours/year





The Bay Runway Rehabilitation and Delay Reduction Programs at JFK have a total estimated project cost of $425M, which encompasses the costs for construction, engineering and design, general and administrative services, project contingency and financial expenses. The Programs included:

1. Bay Runway Rehabilitation Project: With an estimated $275M in total project costs is currently in final design and contract document preparation is under way. This project consists of the widening of the runway from 150 feet to 200 feet; utilizing concrete construction to replace the existing asphalt, including new asphalt shoulders; erosion pavements, runway lighting, relocation of navigational aids, and displacement of existing thresholds, signage, striping, and markings; and compliance with the latest FAA design circular criteria for Group VI aircraft. Work includes constructibility and life cycle cost benefit analysis; pre-purchasing of long lead items; early action contracts to install electrical infrastructure; plus property negotiations for the storage of materials to support the new runway construction.

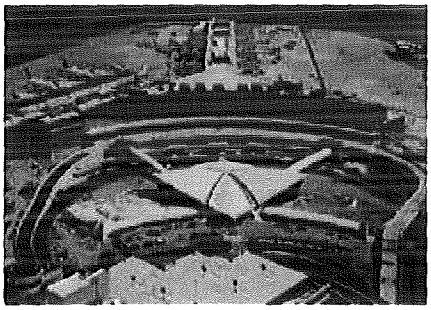
2. Delay Reduction Program: With an estimated $150M in total project costs includes twelve projects, identified below, which are currently being planned; six of these are slated for early action implementation. The projects generally consist of modifications to and construction of new taxiways (TW) and hold pads; extensions of existing taxiway; and fillet modifications to accommodate Group VI aircraft. Work shall consist of excavation for full-depth pavement, along with taxiway lighting and navigational aids, and taxiway signage, striping and markings.

Under the supervision of a Port Authority Program Manager, the Consultant Project Management team is responsible for the delivery of these programs, working within the established Port Authority procedures, processes and reporting methods. Project duties require the Project Management team to deliver the Programs, including initiating, planning, executing, monitoring and controlling, and closing of the projects. All efforts require the team to manage the projects/programs from inception through construction and project closeout. All design efforts are being performed by in-house engineering staff or engineering call-in consultants.

JFK International Airport, JetBlue Terminal 5 Redevelopment, New York

Client Reference: JetBlue Airways Corp., JFK International Airport, Jamaica, NY 11430, Rich Smyth, Program Director, [redacted]

Contract Duration: 1/2004–9/2010
Dates of the Services: 1/2004–9/2010
Contract Amount: $10,100,000
Project Manhours: 9,000 hours/year

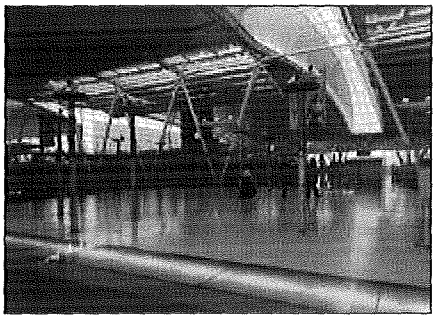


AECOM was the engineer-of-record for the airside and landside improvements associated with the new Terminal 5 at JFK International Airport. This 26-gate 625,000-square-foot terminal building is located behind the historic Saarinen building within the Central Terminal Area of JFK. These improvements were designed and constructed in parallel with the design and construction of the terminal, which was the subject of a separate design contract. The scope of the landside and airside infrastructure included demolition plans, general site preparation, geotechnical and environmental engineering, access roads, terminal roads including departures, ramps, site utilities, airside aprons, taxiways, airside fencing, aircraft fueling and landscaping. The infrastructure project required a full range of engineering and architectural services, including preliminary, schematic and final design documents, agency coordination and TAA approvals, full construction documents, bidding and award and construction phase services. AECOM was responsible for all design stages from pre-design through post-construction services.

The assignment was a fast-track project, in which the critical path design and demolition elements were completed and awarded as separate construction packages, within rigid time constraints, while the balance of the design including the terminal building continued. Work had to be fully integrated with various sub-projects, and operational and construction planning required ongoing interfaces and coordination with other consultants, airport operations, the Port Authority and various jurisdictional agencies.

JFK Airport-Delta Redevelopment Construction Administration, New York

Client Reference: Delta Airline, Inc., John Boatright, [redacted]
Contract Duration: 4/2010–6/2015
Dates of the Services: 4/2010–Ongoing
Contract Amount: $15,000,000
Project Manhours: 12,500 hours/year



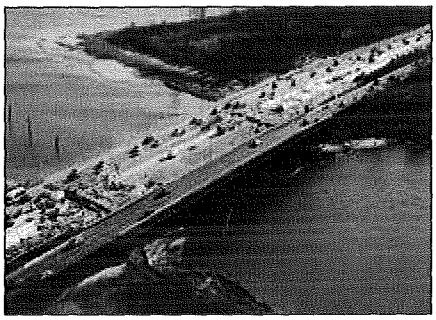
AECOM provided construction administration (CA) the expansion and remodeling the John F. Kennedy's International Arrivals Terminal to house Delta's international operation and provide operational flexibility, as well as demolition of Terminal 3, site restoration and minor modification work at Terminals 2. For each element of the program AECOM was responsible for assisting Delta advance the project defined project scopes, budgeting, bidding and awarding construction contracts, and providing construction management services through commissioning, activation, and project close out. This CA team was fully integrated with Delta staff which managed each element of Terminal 4 east and west expansion, including relocation and addition of passenger screening, as well as modernization and expansion of the existing baggage handling system Concourse B expansion to include nine Group V gates and refurbishment of the existing concourse as well as installation of hydrant fueling system and associated civil works; an elevated sterile passenger connection between Terminals 2 and 4 which includes moving walkways; demolition of existing Terminal 3, remediation of the site and refurbishment of the lease hold area to accept Group V hardstand parking; and Terminal 2 work to provide a connection between the terminal and the airports light rail system. AECOM's scope of services included:

- Program management and administration
- Defining and implementing a comprehensive program controls system
- Development of a comprehensive Program procedures manual
- Develop quality control plan
- Facilitate in gaining permits and insurance
- Assist in developing contractor Construction schedules
- Construction administration and construction phase procedures
- Document control and Stakeholder coordination

Belt Parkway Bridges Reconstruction, Brooklyn, NY

Client Reference: New York City Department of Transportation, 2 Rector Street, New York, NY Dan Hom, Engineer-in-Charge, [redacted]

Contract Duration: 2009–2014
Dates of the Services: 2009–Ongoing
Contract Amount: $26,000,000
Project Manhours: 24,000 hours/year



AECOM, in joint venture, was selected to provide program management, resident engineering and construction inspection services to the New York City Department of Transportation for the reconstruction of seven (7) bridges on the Belt Parkway in the Borough of Brooklyn.

AECOM's program management services include constructability reviews, scheduling of both design completion and construction, as well as the implementation of a community outreach program. The resident engineering and construction inspection services are focused on overseeing the actual construction, ensuring delivery of a quality project. Other important aspects of the project include landscaping and environmental monitoring, such as overseeing lead and asbestos abatement and removal. A common feature to all of the bridges, and the single most critical feature of the overall project, is the utilization of multistage construction, with the final horizontal alignment basically matching the existing highway alignment. As such, the maintenance and protection of traffic is absolutely essential during construction to minimize impacts to the traveling public.

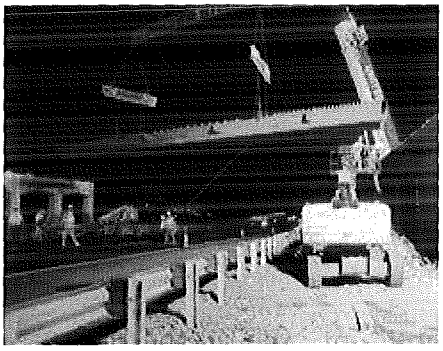
The project includes the replacement of three land bridges and four waterway bridges that have outlasted their useful life. Each bridge will contain three full-width lanes in each direction, with standard left and right shoulders. Four of the seven bridges incorporate a full-width pedestrian and bicycle sidewalk that is separated and adjacent to the proposed eastbound roadway. The structures' design will adhere to the latest American Association of State Highway and Transportation Officials (AASHTO) Standard Specification for Highway Bridges and will meet current seismic and scour requirements.

The three land bridges are the Belt Parkway over Nostrand Avenue, Rockaway Parkway and Bay Ridge Avenue.

The four waterway bridges are Gerritsen Inlet, Mill Basin, Paerdegat Basin and Fresh Creek Basin. The configurations of these proposed structures are subject to the United States Coast Guard's approval since they traverse navigable waterways. Each waterway structure will provide, at a minimum, the existing horizontal and vertical clearances for marine vessels within the navigable channels. Although the existing Mill Basin structure consists of a movable span that opens to allow larger vessels through the crossing, the proposed structure will consist of fixed, non-moveable spans. In order to accommodate tall marine vessels, the proposed Mill Basin Bridge will be constructed on a higher vertical alignment than the existing structure. This new structure will provide a vertical clearance of 60 feet at the channel.

Interchange 6 to 9 Widening Program – Construction Management and Inspection Services Mainline, NJ

Client Reference: New Jersey Turnpike Authority, J. Lawrence Williams, [redacted]
Contract Duration: Construction: 2009–2013
Dates of the Services: Construction: 2009–2013
Contract Amount: $39 million
Project Manhours: 45,000 hours/year



The frequency of periodic traffic congestion experienced by the Turnpike has increased steadily. By 2032 northbound traffic volume is expected to increase by nearly 68 percent and southbound traffic is forecasted to increase by 92 percent. The NJ Turnpike Interchange 6 to 9 Widening Program consists of road widening and associated interchange improvements from Interchange 6, in Mansfield Township (Burlington County) to just south of Interchange 9 in East Brunswick Township, Middlesex County (Milepost 83).

AECOM is currently providing construction management and inspection services for the Turnpike's Widening Program. The widening program, to be completed over a four- year period, includes the construction of three truck/vehicle lanes in both the northbound and southbound direction over a length of 34 miles in a dual-dual roadway configuration (three inner existing car lanes and three outer truck/vehicle lanes in both directions). In total this $2.7 billion program will add 176 lane miles and add or replace 100 bridge structures.

As Construction Manager AECOM is responsible for the management of the entire program divided into 28 separate bid packages, including program wide administration, scheduling, cost control, quality, risk management, progress reporting, utility work orders, local agency coordination, community outreach, Small Business Enterprise engagement program, and environmental permit monitoring.

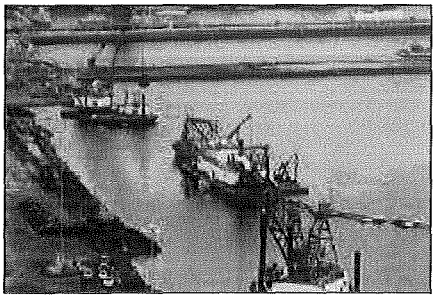
In addition, AECOM is providing resident engineering and inspection services for 18 of the 28 bid packages with a total value of $1.7 billion, including complex multi-level interchange construction, numerous local bridge overcrossing replacements, six-lane mainline widening, drainage systems, utilities, interstate oil pipeline relocations, ITS and VMS systems, multi-phase/multi-stage traffic control, environmental mitigation, safety, material testing, and inspection of program-wide offsite fabrication contracts.

The project team is implementing several innovative processes to collect and report program wide status information including a web-based portal system providing the client and key stakeholders a "dash board" menu on their local computers to review real time information providing the ability to make informed decisions in a timely manner. Another innovative process is the utilization of a PC-based tablet system by all field personnel to enter daily inspection reports including pay quantities, labor, equipment, materials, and activities. The system also allows direct office-to-field and field-to-office communication of RFI's, shop drawings, specifications, catalog cuts, change of plans, and other information without the inspector having to leave the field. This results in valuable efficiencies and significant costs savings by minimizing inspector travel time to a centralized project office to report or collect project information.

NYCDEP Citywide Dredging Engineering Design Contract Services, New York

Client Reference: New York City Department of Environmental Protection, 96-05 Horace Harding Expressway, 4th Floor Low Rise, Corona, NY 11373, Dabeiba Marulanda, PhD, Bureau of Engineering Design & Construction, [redacted]

Contract Duration: 9/2010–9/2015
Dates of the Services: 9/2010–Ongoing
Contract Amount: $11,137,399
Project Manhours: 16,041 hours/year

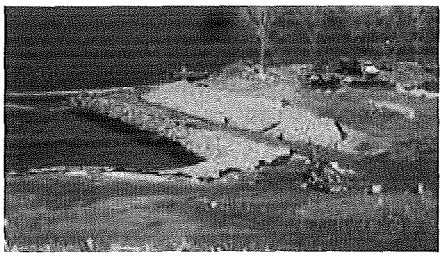


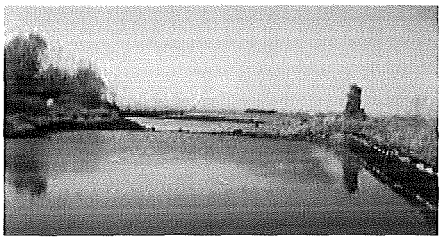
AECOM, under a joint venture with HydoQual, has been selected by the NYCDEP to design and oversee the dredging of various tributaries around the city to remove combined sewer overflow (CSO) mounds that contribute to nuisance odors and dissolved oxygen deficits at the head end of the tributaries. These dredging programs are required by the city's Consent Order Mandated Citywide CSO Long-Term Control Plans. The project includes detailed sediment characterization; water quality sampling and lab analysis; dredge volume estimation; cap design; water-quality modeling; coordination and submission of all necessary permits with local, State and Federal agencies; coordination with ongoing U.S. Army Corps of Engineer restoration projects; environmental assessment/impact statements; and public outreach for each targeted dredging area. These services will be required on an expedited schedule to enable the NYCDEP to effectively comply with the City's mandates.

Bush Terminal Landfill Piers Park, New York

Client: New York City Economic Development Corporation, 110 William Street, New York, NY 10038, Len Greco, [redacted]

Contract Duration Dates: 2/2008–12/2014
Dates of Services: 2/2008–present
Contract Amount: $974,928
Project Manhours: 7,812 hours/year



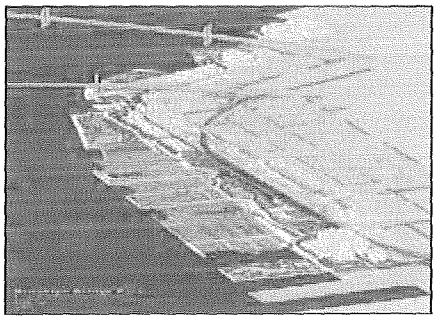


AECOM is serving as the program manager to coordinate the multi-design firm efforts and multi-city agency coordination, including NYC Parks Department, NYCDOT Street Lighting Division, NYC Department of Environmental Protection, FDNY, National Grid as well as Turner Construction, who are responsible for adjacent Bush Terminal infrastructure improvements under a separate contract with the NYCEDC. Preconstruction services include development of construction budgets & estimates, plans & specifications, bid format and packaging, agency permit requirements and providing constructability reviews, detailed bid analysis and Contractor selection recommendations. AECOM will also provide construction supervision and inspection services throughout the construction, serving as the overall Resident Engineer with supervisory responsibilities for monitoring and inspecting all construction activity related to the project. This effort includes the coordination of construction activities in close proximity to an active industrial campus with many warehouses and businesses, all elements of installations, soil remediation, and all items of work related to the creation of the new open space to satisfy all requirements of the plans, specifications, permits, codes, and applicable agencies. Remediation work provides a remedy for the presence of hazardous substances in accordance with New York State Department of Environmental Conservation and New York State Department of Health requirements.

Brooklyn Bridge Park, New York

Client Reference: Empire State Development Corporation, Brooklyn Bridge Park Development Corporation, Regina Myer [redacted]

Contract Duration: 1/2004–12/2014
Dates of the Services: 1/2004–Present
Contract Amount: $6,437,802
Project Manhours: 3,150 hours/year



AECOM is the lead marine and civil engineering consultant for Michael Van Valkenburgh Associates, a landscape architect and the lead consultant for the Brooklyn Bridge Park Development Corporation for the development of the new 85-acre Brooklyn Bridge Park in New York City. AECOM is supporting the development of a comprehensive master plan, environmental impact statement, permitting and complete design for approximately 60 acres of Brooklyn Waterfront that extends approximately 1.3 miles along the shoreline from just north of the Manhattan Bridge south to Brooklyn Piers 1 to 6. The park will transform a largely underused and publicly inaccessible waterfront into an important new public amenity to serve the city. This park will create a continuous waterfront esplanade that includes:

- Floating walkways
- Landscaped areas for active
- Extensive canoeing/kayak safe water zones of 8,700 linear feet
- New overwater structures
- Bridges spanning newly formed channels
- Beach area for launching non-motorized water craft
- Lawns, playgrounds, playfields and hard-court recreation areas
- Extensive system of walkways and bicycle paths and passive recreational areas with contemplative spaces and trails

Montague Tube Rehabilitation Project, New York, NY

Client Reference: MTA New York City Transit, 2 Broadway, New York, NY 10004, Piyush Patel, PE, Lead Construction Manager; [redacted]

Contract Duration: 2013-2015
Dates of the Services: 2013–Present
Contract Amount: $7,000,000
Project Manhours: 30,000 hours/year

The BMT R train runs through the twin tube Montague Tunnel between lower Manhattan and Brooklyn Heights, and provides close to 65,000 passenger trips per day. Superstorm Sandy caused significant damage to the Montague tubes, which are NYCT's longest tubes at 5100-feet long. They were flooded to the ceiling and extensive damage occurred to all systems. Less than two months following the storm, the Montague Tunnel was reopened; however, the existing signals and communications systems remain sensitive and prone to failure. As a result, the Montague Tunnel is being shut down to provide general contractors around the clock access for critical repairs and improvements. The shutdown of the tunnel is needed to replace the electrical, mechanical, track, signals, and other systems that were compromised due to being submerged for several days following the impact of the storm.

- AECOM is providing construction management and inspection services for this critical and time-sensitive project, which involves:
- Demolition and rebuilding of approximately 30,000LF of existing duct banks;
- Replacement of the negative and positive power cables;
- Rebuilding circuit breaker houses (CBHs) #82, #83 and #91;
- Replacement of all damaged copper and fiber optic cables;
- Rehabilitation of the Whitehall Street Pump Room;
- Replacement of EA/ETs in the tunnel;
- Installation of dry discharge lines;
- Removal and replacement of all existing tunnel lighting;
- Provision of new antenna cables; and
- Replacement of TID operators and associated control cables.

AECOM is working closely with the contractor and NYCT to ensure the construction strategies can be implemented safely and in accordance with NYCT guidelines.

Bowery Bay WPCP Upgrade, Construction Management, New York, NY

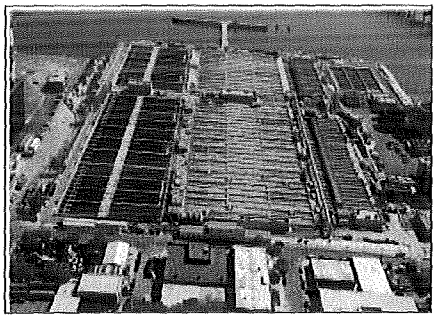
Client Reference: New York City Department of Environmental Protection, 96-05 Horace Harding Expressway, 4th Floor Low Rise, Corona, NY 11373, Kevin Donnelly, PE, Assistant Commissioner, [redacted]

Contract Duration: Construction: 2012–2014

Dates of the Services: Construction: 2012–2014

Contract Amount: $4,000,000

Project Manhours: 20,000 hours/year



The Bowery Bay WPCP is a NYC DEP wastewater treatment facility (WWTF) located along the East River in Astoria, Queens. It serves a population of approximately 900,000 people in an area of twenty-four (24) square miles in the northern section of Queens. It was originally built in the 1930's and has undergone several major upgrades. It is a conventional activated sludge WWTF rated to treat 150 MGD of dry weather flow.

AECOM is currently providing Construction Management and Resident Engineering services for the Phase 2 & 3 renovation construction work (Contracts BB58 & BB59) at the seventy (70) year-old Bowery Bay WPCP. As required by NYC's Wick's Law, three (3) separate prime contractors (and their subcontractors) are performing the work on each contract. The project includes nitrogen removal and plant-wide stabilization upgrades. The installation of biological nitrogen removal (BNR) technology at the plant will reduce nitrogen discharges, enhance the overall plant performance and efficiency, and improve water quality in the Upper East River. The total construction effort will take 8 years and cost approximately $350 million.

The plant-wide stabilization upgrades include replacement of process mechanical equipment and systems. Process improvements to primary settling, aeration and final settling tanks include installation of process air blowers, process air header distribution piping, process air diffusers, aeration tank mixers, replacement of the return sludge pumping system with variable frequency drives and distribution structures, spray water pumps, service and seal water systems, process control instrumentation, sodium hydroxide feed system and storage facility, froth control equipment, and final settling tank scum pumping equipment. Also, work was performed for the utilization of a dedicated sodium hydroxide-treated centrate tank, including installation of pumps and associated distribution piping, to assist with the BNR process. To monitor and control Plant equipment and systems, a complete distributed control system (DCS) and telephone and paging system were installed throughout the Facility. A new operations control room was constructed in the Main Building to house the DCS.

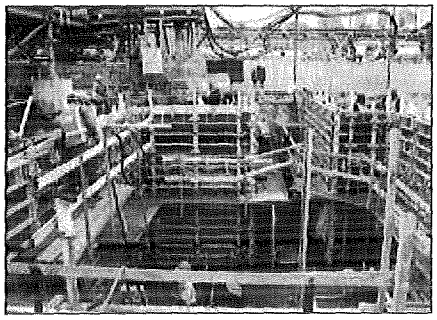
Other construction improvements include work on the scum collection system, electrical equipment and distribution system, HVAC systems, boiler building, final effluent tank troughs, low level pump station primary screens and influent feed gates, main sewage pumps, and the general Plant site.

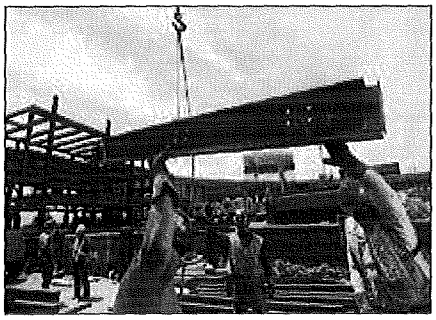
Under AECOM's management, all construction work was performed, started-up and commissioned while the Bowery Bay WPCP remained in full operation. Work was performed in compliance with the SPDES Permit and national and regional safety procedures.

Amtrak Fire & Life Safety Program Various locations, NY

Client Reference: AMTRAK, Clavel Crump (LIC & Weehawken), [redacted]

Contract Duration: 2005-2013
Dates of the Services: 2005–2013
Contract Amount: $23,000,000
Project Manhours: 15,000 hours/year





Amtrak's railroad tunnels under the East and Hudson Rivers have been conveying passengers to and from Pennsylvania Station in New York City for nearly 100 years. The ventilation shafts that serve these tunnels are critically important components necessary for the safe passage of trains and their passengers under the rivers. They supply fresh air to the tunnels, either passively, when trains move through the tunnels, creating a piston effect, or actively, through the use of large, powerful fans which are mounted in buildings atop the shafts and can either exhaust or supply fresh air. Each shaft contains separate piping systems to discharge water from the tunnels on a regular basis or to supply water in the event of a fire. The shafts also hold the communication lines serving the railroads' own systems as well as those belonging to a number of fiber optic system operators.

AECOM Transportation is providing construction management services on three contracts for this program, the reconstruction of the ventilation shafts at First Avenue in Manhattan and Long Island City in Queens, which serve the East River Tunnels, and the shaft at Weehawken, New Jersey, which serves the Hudson River Tunnel. The firm is providing constructibility reviews, risk management, resident engineering and inspection, scheduling and cost control, change management, and document control.

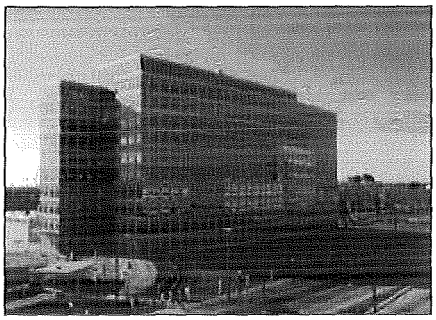
At First Avenue, the major work elements consist of the construction of two separate buildings housing new ventilation fans, new electrical systems, including AC and DC traction power supply, new mechanical systems, SCADA and security systems. The entire shaft, enclosed within a caisson, will be reconfigured, replacing a spiral staircase with a scissors stair. New standpipe systems for fire department use will be installed. Construction staging is an important consideration, due to the site's tight location.

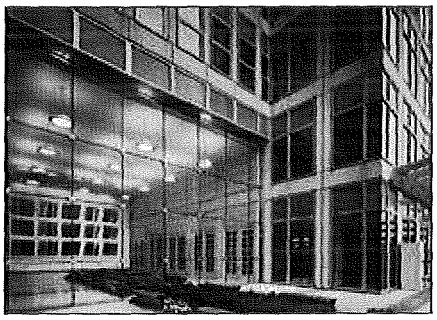
At Long Island City, the major work elements include the demolition of the two existing shaft buildings and replacing them with a single 40-foot-high, steelframed, brick-faced building which will house three 228,000 CFM fans, an AC substation for Amtrak traction power, two DC substations for LIRR traction power, and separate communications rooms for both railroads. The two caisson shafts will be reconstructed, with spiral stairs replaced by scissors stairs.

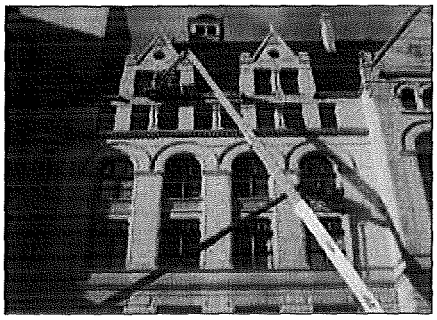
At Weehawken, a new ventilation shaft has been built with a 5-story fan building. Ventilation was provided by four 283,000 CFM reversible axial tunnel ventilation fans controlled by an integrated SCADA system. The project also includes a new single story double-ended substation with separate feeds from Con Edison and PSE&G. Structural upgrades included new access stairs to both tunnels, new cross passageways at bench wall level and improvements to site perimeter walls. A new access ramp that permits future access by vehicles into the site was also constructed.

General Services Administration Construction Management Services Contract, Nationwide

Client Reference: General Services Administration,
Contract Duration: 2003-2009
Dates of the Services: 2003–2009
Contract Amount: $25,000,000
Project Manhours: 15,000 hours/year







For six years, AECOM led a joint venture providing construction management services for a nationwide indefinite delivery indefinite quantity contract supporting projects within all eleven GSA regions and at GSA headquarters. The contract covered a wide variety of design and construction projects. Project sizes ranged from small remodeling or repair work to multi-million dollar new building construction and major renovations of existing facilities, with a $25 million maximum order limit. Services include pre-planning, programming, design management, design review, procurement support, construction management, commissioning and post-construction support.

Federal Bureau of Investigation New Field Office, Chicago, IL. Construction management for the new FBI field office in Chicago was one task under this contract. AECOM served as the design and construction quality manager for design and construction of the base building and fit-out of a new FBI field office and facilities. The ten-story building includes 400,000 square feet of rentable office space, an automotive maintenance facility annex and a parking structure to accommodate 750 secured parking spaces. The facility was constructed as a development team design-lease.

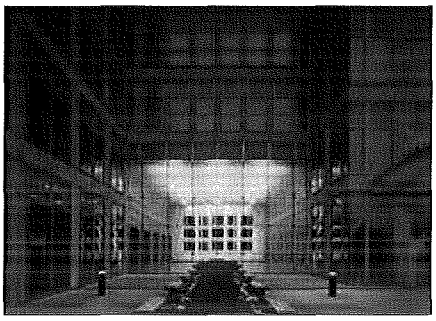
In addition, the facility was designed to meet the criteria of GSA Progressive Collapse Analysis and Design Guidelines for New Federal Office Buildings and Major Expansion Projects 2003, including prevention of progressive collapse, 100-foot setback, and the latest criteria for blast resistance for the exterior wall and window systems. The facility includes sensitive compartmented information facilities (SCIFs), state-of-the-art communications systems and video conferencing within an emergency planning center.

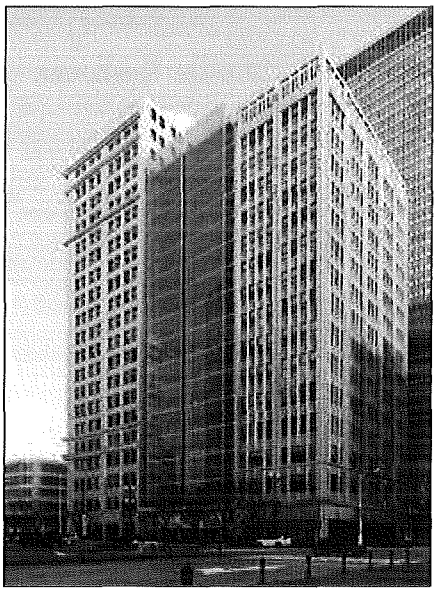
AECOM personnel were co-located on site with GSA, acting as the owner's representative responsible for design review and construction management services, including inspection, monitoring and potential claims mitigation. The facility is the first LEED-EB Platinum certified building in the nation.

Federal Building and US Courthouse, Milwaukee, WI. AECOM provided design and construction quality management services for the window and door renovation at the Federal Building and US Courthouse. Built in 1893 as a post office and customs house in the Romanesque style, this National Historic Landmark includes 445 double-hung windows with fixed transoms and 11 doors, all of which were over 100 years old. After over a century of exposure to Wisconsin winters, deterioration of the finely crafted windows and doors began to accelerate.

With the approval of the Wisconsin State Historic Preservation Office, the restoration began with the goals of maintaining the historic character of the building, improving energy efficiency and enhancing the appearance of the historic building. AECOM provided oversight of construction, quality control monitoring and scheduling for the renovation project. AECOM's construction manager developed a window-by-window progress tracking system that allowed GSA to identify exact progress on any given window. Work was done while courts were in session and the building was open to the public. The project was completed on budget and ahead of schedule.

General Services Administration Construction Management Services Contract, Nationwide *Cont.*





Ysleta Border Station, El Paso, TX. The renovation included the construction of an eight-lane commercial vehicle primary inspection canopy, major improvements and circulation changes for vehicles throughout the compound, rapid enforcement lanes, paving and fencing, interior upgrades, new buildings, new building additions and high-mast lighting. The project addition and renovation provided the tenant agencies with a secure environment, meeting current accessibility, environmental and safety requirements. The goal was to improve circulation through the port for commercial vehicles leaving and entering Mexico. AECOM's joint venture partner acted as the owner's representative, providing design review and value engineering.

Federal Bureau of Investigation New Field Office, Chicago, IL. Construction management for the new FBI field office in Chicago was one task under this contract. AECOM served as the design and construction quality manager for design and construction of the base building and fit-out of a new FBI field office and facilities. The ten-story building includes 400,000 square feet of rentable office space, an automotive maintenance facility annex and a parking structure to accommodate 750 secured parking spaces. The facility was constructed as a development team design-lease.

AECOM personnel were co-located on site with GSA, acting as the owner's representative responsible for design review and construction management services, including inspection, monitoring and potential claims mitigation. The facility is the first LEED-EB Platinum certified building in the nation.

Construction Management and Inspection Service, Penn Station Perimeter Protection, New York, NY

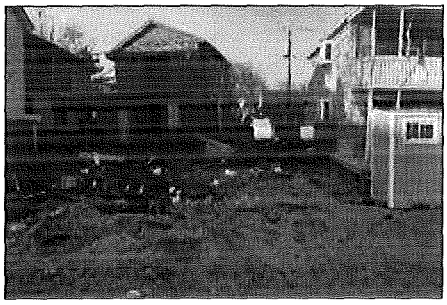
Client Reference: MTA New York City Transit, 2 Broadway, New York, NY 10004, Tom Reed, Senior Director/ Project Manager, Security Program, [redacted]

Contract Duration: 2008–2011
Dates of the Services: 1/2004–Present
Contract Amount: $8,000,000
Project Manhours: 18,000 hours/year

AECOM is provided construction management services for the Penn Station perimeter protection project, one of the MTA's largest and most widely used facilities. The project requires the installation of bollards around the perimeter of the facility. AECOM's team, consisting of a lead project executive, resident engineer, and inspector, are working directly for MTACC's project manager on all issues related to the project. The Penn Station project is particularly complex in that there is a $700 million renovation of Madison Square Garden requiring close coordination with MSG, and Vornado Realty, the owner of the property. In addition, MTA Long Island Rail Road and Amtrak are key stakeholders that operate their facilities within Penn Station and coordination and cooperation with their personnel are ongoing. The project, funded through the American Recovery and Reinvestment Act (ARRA), is being closely monitored by the MTA and the MTA Inspector General's office.

Hazard Mitigation Technical Assistance Program (HMTAP)

Client Reference: Department of Homeland Security
Federal Emergency Management Agency (FEMA) Headquarters, 500 C Street SW,Washington, DC, Gina White, [redacted]
Contract Duration: 2009–2014
Dates of the Services: 2009–present
Contract Amount: $150,000,000
Project Manhours: 23,600 hours/year



Long Island Substantial Damage Estimates: AECOM provided assistance to five municipalities in Nassau and Suffolk Counties to determine residential structures that were substantially damaged during Hurricane Sandy. Using FEMA's Substantial Damage Estimator (SDE) tool, AECOM assessed nearly 7,600 structures on the south shore of Long Island. Inspection and assessment of structures included determination of flood level inundation, estimate of damage to structure, and corresponding value in SDE model; and implementation of municipality-specific guidelines and values. Documentation of findings included photographs, geospatial location, and critical data from 12 selected building elements. AECOM closely coordinated with FEMA and the local building officials. The expectations of both FEMA and the local officials were incorporated into the training and inspections guidance, as well as the QA/QC protocols. Using these procedures, both FEMA and local officials accepted the final assessment package within days of the inspection, allowing nearly immediate use of the estimates.

Flood Risk Evaluation and Mitigation in Wisconsin: Heavy rains on snowmelt-saturated soils in Southern Wisconsin caused historic flooding in the Spring Green, Wisconsin area in June, 2008. Flooding was caused by the saturated soils, groundwater inundation, and overland flow runoff, which inundated almost seven square miles. The Wisconsin River did not directly contribute surface water to the flooding, as it stayed within its banks at Spring Green throughout the event and the areas flooded do not lie within the DFIRM floodplain. The affected area remained flooded for five months, which caused water supply well contamination, agricultural crop loss, and damage to homes, buildings, and infrastructure. The objective of the project was to identify areas at risk of groundwater inundation flooding. A mapping and coupled-model approach was used to generate multiple lines of evidence to identify those areas at risk of groundwater flooding.

By mapping geomorphic and agricultural wetland features, we identified 1) drainage areas and features conveying surface water runoff and groundwater recharge to flood-prone areas; 2) low-lying areas where overland flow accumulates; and 3) areas where the groundwater table may be shallow and therefore susceptible to groundwater inundation. Land use and vegetative cover layers were incorporated into a geospatial database, all of which serve as inputs to a coupled surface water-groundwater model used to calculate flood recurrence intervals. Inundation was correlated to areas of poor drainage as evidenced by wetland soils and closed topography, and shallow groundwater. Inundation was also correlated to seasonal snow melt and heavy spring rains leading to a saturated bedrock aquifer. The project involved extensive coordination with FEMA Region V.

FEMA Public Assistance Technical Assistance Contract (PA TAC), Various Locations

Client Reference: FEMA 500 C Street SW, Washington, DC, Eddie Murphy, Project Manager [redacted]

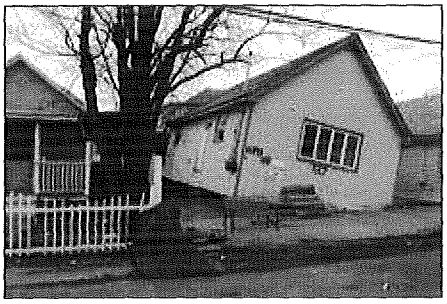
Contract Duration: 2/2012–2/2017
Dates of the Services: 2/2012–present
Contract Amount: $500,000,000
Project Manhours: 233,000

AECOM has been a PA TAC contractor since 1997, providing disaster recovery and technical services to support FEMA's Public Assistance Program, which involves state, local government, and private non-profit organizations that require recovery assistance services for public infrastructure such as schools, hospitals, courts, firehouses, government buildings, roads, bridges, and utilities. Our assignments typically involve assessing and estimating damage and assisting applicants with identifying eligible losses—ranging from school roof damage to the loss of 190,000 tissue samples for cancer research. FEMA uses these documented cost estimates to process grants to the states and to allocate the federal share for restoration or replacement of public facilities. Other assignments include debris removal management, insurance assessments to determine and properly allocate liability and reimbursement, long-term recovery planning, and the production of publications such as the Disaster Management Guide, U.S. Virgin Islands.AECOM has mobilized over 4,500 professional personnel for more than 730 task orders, providing recovery services throughout all 50 states and U.S. territories. We have responded to every type of declared disaster, including floods, fires, earthquakes, tornados, hurricanes, landslides, typhoons, snow and ice storms, and terrorist attacks. A few representative projects are highlighted below.

NYC Rapid Repairs Program Hurricane Sandy Environmental, Architectural, Structural Assessment & Recovery

Client Reference: New York City Mayor's Rocovery Office, Michael Kenny, Project Manager [redacted]

Contract Duration: 2012–2013
Dates of the Services: 2012–2013
Contract Amount: $8,300,000
Project Manhours: 75,000 hours/year

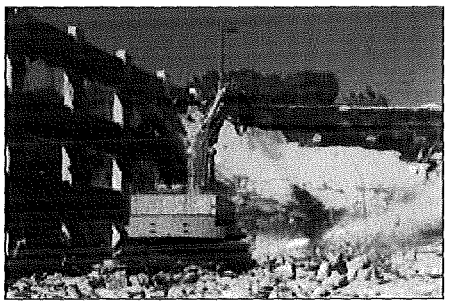


The Rapid Repairs Program was a New York City disaster relief program developed to help residential property owners affected by Super Storm Hurricane Sandy. The City utilized this program to provide "shelter in place" in lieu of relocation of residents to temporary housing which was limited in supply. The services provided under this program included temporary and/ or permanent emergency repairs such as the restoration of heat, hot water, electrical power, exterior enclosure and building security. To implement this unique and aggressive program the Mayor's Office for Emergency Response selected Tishman Construction/AECOM to perform the initial housing damage assessment services. In response, the Tishman/AECOM Team quickly organized and deployed a crisis response team for building assessments with command centers in the Boroughs of Staten Island and Queens. Tishman/AECOM fielded 130 three-person assessment teams responsible for seven to ten assessments per day to begin the disaster recovery process for single and two-family residential properties. The Tishman/AECOM Team performed approximately 4,800 assessments through November 28, 2013. This was the end of Phase I of the Program. In Phase II the Tishman/AECOM Team was tasked with monitoring and oversight of the physical repairs that were documented in the Phase I assessment and translated into an approved scope of work outlined in Work Orders prepared for each property. In addition, the Tishman/AECOM team was tasked with monitoring and oversight of the physical repairs.

FEMA Program Coordination and Planning Management Support Services Contract

Client Reference: Federal Emergency Management Agency (FEMA) Headquarters, 5 C Street SW, Washington, DC, Curtis Carlton [redacted]

Contract Duration: 9/2009–9/2014
Dates of the Services: 9/2009–present
Contract Amount: $45,000,000
Project Manhours: 8,000 hours/year



FEMA has engaged AECOM and our CaPP (Coordination and Planning Partners) Joint Venture partners as long-term Contractors in support of the National Disaster Recovery Planning Division's (Planning Division) operations. The Planning Division coordinates and manages catastrophic disaster recovery and other planning activities; guides and coordinates long-term community recovery activities; develops, manages, and tracks post-disaster reviews; and coordinates other activities in support of the FEMA Recovery Directorate's mission.

To better prepare for future disasters, AECOM provides various services: technical support for community recovery planning; writing, reviewing, and revising contingency plans; developing and conducting program evaluations; developing and maintaining standard operating procedures, program guides, and job aids; conference planning; and delivery support.

AECOM supported a project led by the Department of Homeland Security (DHS) and Housing and Urban Development (HUD) Long-Term Recovery Working Group. AECOM staff helped the Working Group draft the National Disaster Recovery Framework (NDRF), which provides guidance for the delivery of recovery assistance using current resources and authorities, as well as the White House Working Group Report to the President, which identified opportunities for improving the delivery of recovery assistance in the future. AECOM staff facilitated a series of 11 regional video teleconferences and five stakeholder forums hosted by HUD and FEMA regional offices in major cities across the U.S., with more than 3,500 invited participants. Because of the large number of stakeholders, AECOM worked with FEMA and HUD to create and develop a website-hosted survey to allow participants to provide more detailed input following each workshop. Once the NDRF was published, AECOM supported a rollout of the framework to all FEMA regions to help them implement the framework.

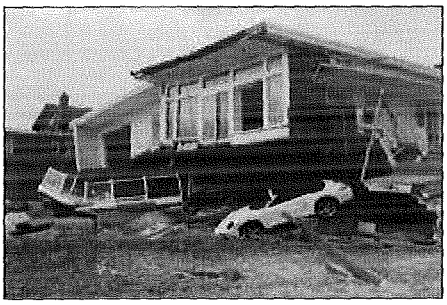
AECOM has been working on Long-Term Community Recovery (LTCR) teams in communities affected by disaster since 1999. The LTCR teams use a community-driven process to help articulate post-disaster goals and objectives and create an overall recovery vision. The primary goal is to help identify and outline projects that can attract outside funding, as well as those with which the community can help realize its own recovery. Each LTCR team is tailored to the needs of each community and can encompass a multitude of disciplines, including landscape architects, urban planners, community planners, architects, transportation planners, grant specialists, historic preservation specialists, and housing specialists.

AECOM has also developed guidance documents to assist communities in areas such as: tracking schedules related to funding deadlines, clarifying the interrelated nature of various projects, and sequences that provide the best leveraging opportunities. Other guidance documents include a Long-Term Recovery Assessment Tool (to determine the level of planning assistance a community may need) and the Long-Term Community Recovery Planning Process: A Self-Help Guide (to help guide communities with the capacity to plan their own recovery).

NYC Department of Buildings Emergency Contract for Engineering and Inspections Services for Hurricane Sandy

Client Reference: New York City Housing Authority/Department of Buildings, 280 Broadway, 7th Floor, New York, New York, Dan Eschenasy, [redacted]

Contract Duration: 11/2012–12/2012
Dates of the Services: 11/2012–12/2012
Contract Amount: $171,000
Project Manhours: 850 hours/year



Many of our team members conducted assessments for a NYC Department of Buildings Emergency Contract for Engineering and Inspections Services/ Hurricane Sandy that was awarded to Tishman Construction, an AECOM company, in the immediate aftermath of Hurricane Sandy. These team members presented the field findings focusing on the various modes of failures that different structure types exhibited. Our team members also provided recommendations for future construction and reconstruction of damaged properties focusing on resilience, longevity and efficiency. The staff also conducted a short lessons learned presentation that explored various wet and dry flood-proofing methodologies. Through these observations in Brooklyn and Queens, our team acquired firsthand knowledge of the different types of failures that Sandy caused. Many of the failures were caused by soil erosion and foundation failures, lack of proper anchorage of the superstructure to the foundation elements and lack of reinforcing in the foundation walls. The team also observed firsthand why and how various types of construction, subjected to the same conditions, weathered much different degrees of damage. Our professional staff understands the need to rebuild with resilience, keeping an eye to the future and addressing climate change and sea level rise.

FEMA Support Infrastructure Services, Nationwide

Client Reference: Federal Emergency Management Agency, Denise Yandle [redacted]

Contract Duration: 6/2004–6/2009
Dates of the Services: 6/2004–6/2009
Contract Amount: $12,000,000
Project Manhours: 175,000 hours/year

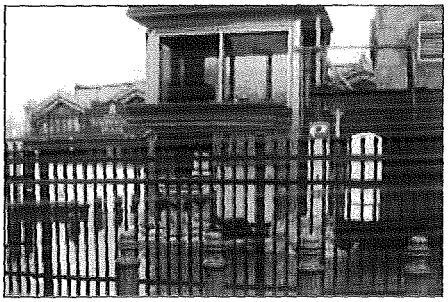
AECOM provided disaster recovery and technical support services throughout the 50 states and U.S. territories. These services apply to the FEMA Public Assistance (PA) Program and involve state, local government and private non-profit organizations that require recovery assistance services for public infrastructure, such as schools, hospitals, courts, firehouses, government buildings, roads, bridges and utilities. More than 730 tasks were completed. Assignments typically involved assessing and estimating damage caused by natural (floods, hurricanes, typhoons, earthquakes, snow and ice storms, tornadoes and landslides) or man-made disasters and assisting applicants with identifying eligible losses ranging from school roof damage to the loss of 190,000 tissue samples for cancer research. Over 12 years of FEMA TAC support AECOM mobilized more than 4,500 professional personnel to locations throughout the U.S. and its territories to provide disaster recovery assistance. With a corporate culture attuned to the requirements of disaster response and recovery, AECOM deployed over 500 personnel in response to Hurricanes Katrina and Rita, 250 in response to the 2004 Florida hurricanes, and 150 throughout 10 East Coast states in response to Hurricane Floyd. AECOM responded to requests in all 10 FEMA regions, the Virgin Islands, Puerto Rico and the Pacific Islands. All team members mobilized in response to the catastrophic destruction of Hurricane Katrina passed new stringent background checks mandated by the U.S. Department of Homeland Security.

PATH Sandy Emergency Repair Support, Various Locations in New York and New Jersey

Client Reference: Port Authority of New York and New Jersey, Wilfredo Guzmán, PE, PMP, Assistant Director, PATH Capital Program

[redacted]

Contract Duration: 1/2013
Dates of the Services: 11/2013
Contract Amount: $750,000
Project Manhours: 3,500 hours/year



AECOM is currently providing technical support services to PATH including project management, engineering, and scheduling for repairs necessitated by the damage from Super Storm Sandy. Immediately after Sandy passed, the Port Authority of New York and New Jersey called AECOM and asked for assistance in getting service restored as quickly as possible. The Port Authority also asked AECOM to manage the effort to implement priority flood protection measures to protect the system from the next storm season. AECOM responded within 24 hours of that request. Our staff joined with PATH employees to track progress and assess productivity for the various disciplines including tunnel cleaning, traction power, signaling, and communications. We also provided signal engineers to facilitate the repairs of major signal enclosures. We assisted in the implementation of a manual block between Exchange Place and World Trade Center and in a new design for the complex interlocking located in Caisson #3. In addition, we provided a program manager who has assumed all responsibility for the definition, design, and construction of short-term and long-term flood protection projects for the system, and is assisting PATH in obtaining FTA and FEMA grants.

AECOM

B. Staff Qualifications and Experience

AECOM has assembled a team of dedicated professionals that are highly proficient in the construction management of rehabilitation and new construction of all types of transportation facilities and infrastructure.

Project Management

Our team is led by construction manager, **Achille Niro,** PE who is a highly accomplished engineer, having extensive experience in design and construction with an emphasis on project/program management. He was formerly the assistant chief engineer for program management at the Port Authority of New York and New Jersey.

The construction staff and the quality assurance inspection personnel led by Achille, have successfully overseen construction work across the New York/New Jersey metropolitan area. We have also augmented our team with seasoned design professionals to serve as experts in issues relating to constructability. This gives us the depth of resources and flexibility to respond to any assignment and undertake any task.

Below is staff matrix, Attachment E and organization chart followed by the detailed resumes of our key personnel.

KEY STAFF EXPERIENCE MATRIX	
Achille Niro, PE **Construction Manager** **Education** BS, Civil Engineering, New Jersey Institute of Technology, 1971 **Licenses/Registrations** Professional Engineer, New York, [redacted] 1976; New Jersey, [redacted] **Professional Affiliation** Project Management Institute National Society of Professional Engineers New Jersey Society of Professional Engineers Society of American Military Engineers Construction Institute (CI) of ASCE	**Mr. Niro** is a highly accomplished engineer, having extensive experience in design and construction with an emphasis on project/program management. He was formerly the assistant chief engineer for program management at the Port Authority of New York and New Jersey, where he was responsible for the delivery of the agency's capital and operating programs from preliminary design through construction completion. In this capacity he implemented a number of key programs to efficiently manage the cost and organization of the agency's programs. He was the Engineering program manager for the planning and preliminary design of the JFK Airport Access Program (AirTrain) and the extension of the EWR AirTrain extension to the Northeast Corridor (NJ Transit and Amtrak). Recently, he led Superstorm Sandy projects such as FEMA Hazard Mitigation Technical Assistance Program – Substantial Damage Estimate (SDE) and the NYC Rapid Repairs Program.
Gary C. Morris, PE **Project Executive** **Education** BS, Civil Engineering, Union College, 1983 **Licenses/Registrations** Professional Engineer, New York, [redacted] 1988 **Professional Affiliation** American Society of Civil Engineers Transportation Research Forum, Past member Concrete Industry Board Long Island Association, Past member National Society of Professional Engineers Society of American Military Engineers, Past member	**Mr. Morris** has significant experience in major transportation projects - commuter railroads, highways, roadways, airports, and bridges. He has a strong background in horizontal and vertical geometry, analyzing traffic projects, pavement designs, cost estimating, maintenance, and protection of traffic and utilities. He has served on the PANYNJ team for the evaluation, analysis, design, and construction of $400 million of utility improvements within the Central Terminal area as part of the $3 billion redevelopment program at the LaGuardia Airport. Efforts encompassed the relocation, rehabilitation, and construction of all appropriate civil, mechanical, and electrical utilities for the unit terminal buildings, and upgrades to the airport systems.

Thomas Quaranta, FCMAA, Quality Assurance **Education** MS, Construction Management, Columbia University, 1980 BS, Civil Engineering, Columbia University, 1976 **Professional Affiliation** Construction Management Association of America, Fellow Construction Management Association of America, President, 2000 - 2001 Construction Management Association of America, New York/New Jersey Chapter, Advisory Board Member Industry Advisory Board (Construction Engineering & Management), Columbia University	**Mr. Quaranta** has extensive construction management experience at staff and project levels on both foreign and domestic projects. A nationally recognized leader in construction management, he was elected president of the Construction Management Association of America (CMAA), a national organization dedicated to education and representation. He was also appointed to the Industry Advisory Board for Construction Engineering and Management, Department of Civil Engineering at Columbia University. He is a lecturer at Columbia University, Pratt Institute, and Lehigh University. Mr. Quaranta is part of AECOM's national program and construction management practice working on various capital programs and initiatives. He is also involved in the development and implementation of corporate policies, procedures, professional development and "best practices" associated with the management and control of projects in rail and transit, highway and bridge, and other industries throughout the Northeast and elsewhere in the country.
Christopher McDermott, PE, LEED AP **Aviation Manager** **Education** BS, Civil Engineering, Rochester Institute of Technology, 1990 AS, Applied Sciences in Civil Engineering, Nassau Community College, 1987 **Licenses/Registrations** Professional Engineer, New York, [redacted] 1998 LEED Accredited Professional **Professional Affiliation** Construction Industries Board American Society of Civil Engineers Construction Management Association of America	**Mr. McDermott** is a civil engineer with diverse background in construction and design and significant experience working on transportation projects in both the public and private sector. As a project director, construction manager, project manager, and resident engineer, he is familiar with all components of project implementation including design development, construction management, construction supervision, estimating, negotiating, special inspections, scheduling, reporting, document control, trade unions, and coordination. In his capacity, he has served as the Construction Administrator for the Delta Redevelopment Program at the JFK International Airport at JFK, Resident Engineer and Project Manager at both the American Airlines International Terminal and the Jet Blue Airways Terminal 5 and 6 Redevelopment at JFK. He was responsible for the construction inspection of the tunnel, airside utility installations, taxiway enhancements, access roads, landside utility installations, arrivals roadways, and elevated departures roadways and ensured that construction was completed in accordance with the approved plans and specifications, and all applicable code and Port Authority requirements.
Paul Dombrowski, PE **TB&T Manager** **Education** MBA, 1984, Adelphi University MS, Civil Engineering, 1978, Manhattan College BS, Civil Engineering, 1974, Manhattan College **Licenses/Registrations** Professional Engineer, New York, [redacted] 1979 Professional Engineer, New Jersey, [redacted], 2003 Professional Engineer, CT, PEN.21911, 2000 OSHA 10 Hour Construction Safety and Health 4-Hour Lead Awareness Course, 1998 Amtrak On-Track Safety for Contractors Course LIRR and NJ Transit – Roadway Workers Safety	Mr. Dombrowski has extensive experience managing various complex bridge and highway construction projects with construction values over $50 million. He presently is Chief Resident Engineer for the seven bridge $800M Reconstruction of the Belt Parkway. His responsibilities include coordinating the efforts of seven separate designers and packages, develop contract packages that will incorporate up to three individual designs into a single construction contract, and perform constructability reviews of design documents; review design sequences and staging. He led the Contract Packaging segment and was the AECOM lead for the Constructability Consultant for the $2.7B NJTA Interchange 6 to 9 Widening. He was the Project Manager and field project engineer for the $165 million construction of the Secaucus Interchange, Seaview Drive Extension and New County Rd. Grade Crossing Elimination for the NJTA. He was the Project Manager for the phased Inverset deck replacement on the MTA BT Triborough Bridge.

Paul J. Menzel, PE **Port Commerce Manager** **Education** MS, 2002, Ocean Engineering, Stevens Institute of Technology, NJ BS, 1992, Civil Engineering, Rutgers University, NJ BA, 1990, German, Rutgers University, NJ **Licenses/Registrations** Professional Engineer, New York, [redacted] 1998 Professional Engineer, New Jersey, [redacted] 1997 Certification/1997/Open Water Diver	Paul Menzel has over 19 years of experience serving in various capacities, including design and inspection of waterfront structures and park development. Mr. Menzel has served as Resident Engineer over the past 10 years on waterfront projects that include rehabilitation of existing structures, bulkheads, passenger ship terminals, installation of new structures, and remediation of a landfill located on the waterfront classified as a Brownfield that is protected by a new stone revetment. Mr. Menzel also has management experience with coordinating various inspectors, engineers, architects, contractors, community boards and regulatory agencies (NYCDOT, NYCDEP, NYSDEP, NYSDOT, DSNY, FDNY and NYCDPR) on behalf of the New York City Economic Development Corporation (NYCEDC). Mr. Menzel also has design experience as a civil engineer on mass transit, railroad, and highway projects and has served as a NYSDOT bridge inspector. He was the lead field engineer responsible for the inspections required for cyclical condition surveys of various buildings and structures located at Port Elizabeth for the PANYNJ. He was also the engineer responsible for the inspection and documentation of shorefront beach, dune and bluff systems for the Federal Emergency Management Agency (FEMA), Hurricane Floyd (Emergency Declaration 1292-DR-NC) North Carolina Beach.
Michael J. Naughton, PE **PATH Manager** **Education** MS, Transportation Planning, 1998, New Jersey Institute of Technology BS, Civil Engineering, 1995, Manhattan College **Licenses/Registrations** Professional Engineer, New York, #[redacted] Professional Engineer, New Jersey, [redacted] Certified Construction Manager (CMAA), CCM #[redacted] **Professional Affiliation** Member, Construction Management Association of America, 2009 - present Member, American Society of Civil Engineering, 1993 – present OSHA 10 hour certification Member, Metropolitan Railroad Club, 1997 – present NJ American Concrete Institute – certified field inspections 2005 - 2011 NJ Surface Asphalt Technologists – certified field inspections 2005 - 2011 Traffic Control Coordinator, 2005, American Public Works Association of NJ NJ Transit Roadway Worker Qualified on NORAC Train Operating Rules from 1995 – 1998	Mr. Naughton is skilled in the design and construction management of railroads and bridges, through his experience working with many transit agencies in the New York and New Jersey area including Amtrak, New Jersey Transit, New York City MTA, Long Island Railroad, and PATH. Mr. Naughton's construction management experience includes managing multiple construction contracts on construction of new light rail systems in downtown urban central business districts, and rehabilitating a century-old ventilation facility for tunnels along the Amtrak North East corridor. His project management experience includes managing the historic and award winning restoration of the famed Hoboken Terminal. His planning experience includes managing and making recommendations to the scheduling of major capital projects under the Port Authority Trans Hudson (PATH) system. Mr. Naughton is knowledgeable of state, federal, and industry codes, as well as local city and municipal regulations. His construction management experience includes schedule management, costs management, quality assurance, shop drawing review, change management, inspection, coordination, work plan preparation, railroad force account coordination, railroad track requests, safety, administration, and other aspects of client support. He currently serves as the Project Manager for the $102 million, Construction Management Sevices for the NYCT Sandy Repairs for the Montague Tunnel – carrying the R line between lower Manhattan and Brooklyn Heights.

Attachment E

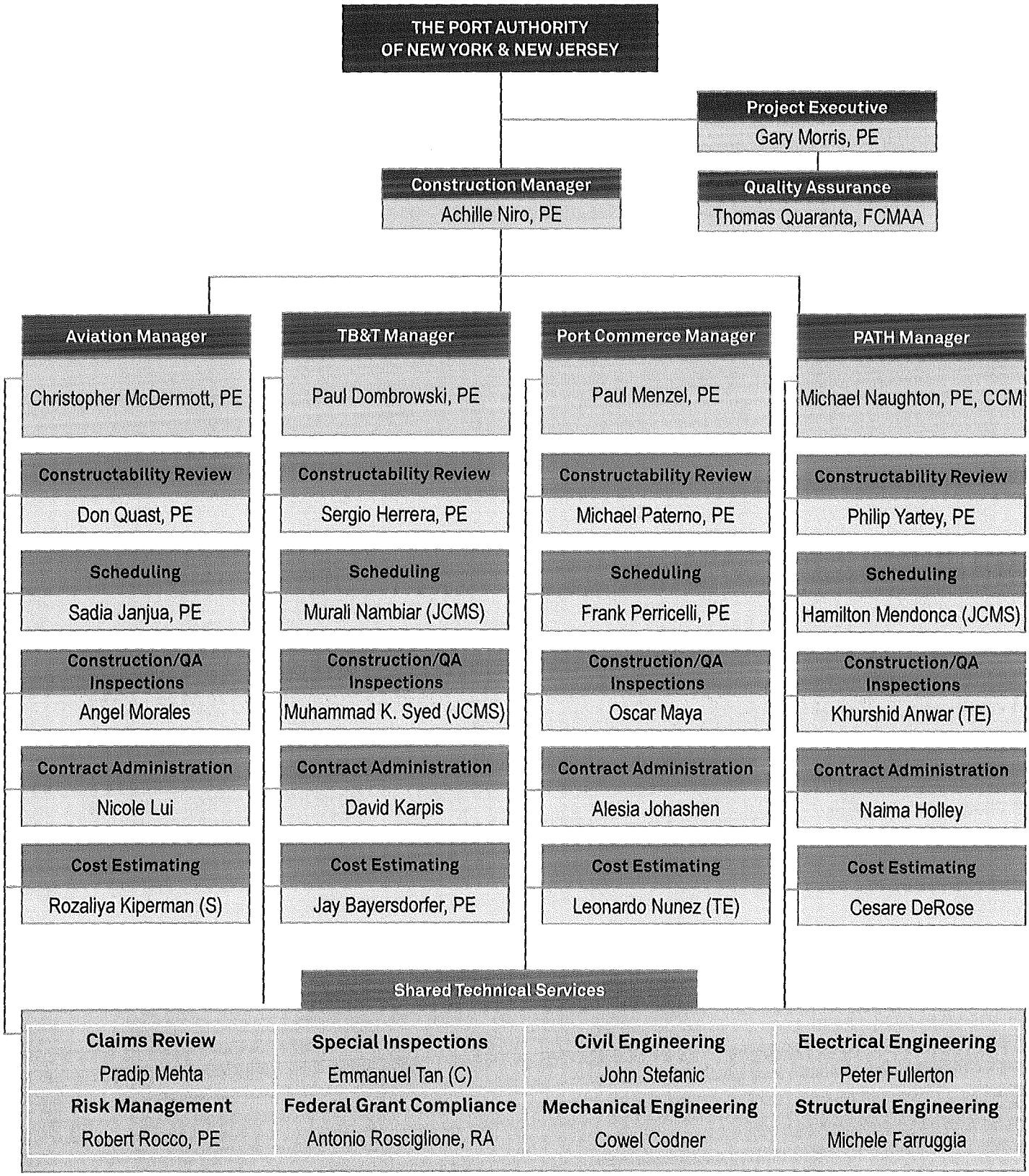
Staffing Plan Template

RFP NO. 38268

IF THE STAFFING CATEGORIES LISTED BELOW DIFFER FROM YOUR FIRM'S, LIST YOUR FIRM'S STAFFING TITLES WITHIN THE CATEGORY THAT BEST MATCHES.

Staffing Category		PROPOSER'S STAFFING TITLES
INSPECTIONS	1	Sub (Construction/QA Inspections, Aviation)
	2	Angel Morales (Construction/QA Inspections, TB&T)
	3	Oscar Maya (Construction/QA Inspections, Port Commerce)
	4	Khurshid Anwar (Techno - Construction/QA Inspections, PATH)
	5	Emmauel Tan, PE (Cole - Special Inspections)
	6	Antoine Clervil (Cole - Inspector)
	7	Michele Farruggia (Inspector)
	8	Michael Cronan (Inspector)
	9	David Karpis (Inspector)
	10	Muhammad Kashif Syed (JCMS - Inspector)
	11	George Atsalis (JCMS - Inspector)
	12	Hamilton Mendonca (JCMS - Inspector)
	14	Leonardo Nunez (Techno - Inspector)
	15	Wahaj Warsi (Techno - Inspector)
	16	Linda Chien (Inspector)
	17	Anand Hedge (Inspector)
	18	Edward Obara (Inspector)
	19	Oscar Gonzalez (Inspector)
	20	David Frank (Inspector)
CONSTRUCTABILITY REVIEW	1	Don Quast, PE (Constructability Review, Aviation)
	2	Sergio Herrera, PE (Constructability Review, TB&T)
	3	Michael Paterno, PE (Constructability Review, Port Commerce)
	4	Philip Yartey, PE (Constructability Review, PATH)
	5	Pradip Mehta, PE (Claims Review)
	6	Robert Rocco, PE (Risk Management)
	7	Antonio Rosciglione, RA (Federal Grant Compliance)
	8	John Stefanic (Civil Engineering)
	9	Cowel Codner (Mechanical Engineering)
	10	Peter Fullerton (Electrical Engineering)
	11	Michele Farruggia (Structural Engineering)
CONTRACT ADMIN	1	Gary Morris, PE (Project Executive)
	2	Thomas Quaranta, PE, FCMAA (Quality Assurance Officer)
	3	Achille Niro, PE (Construction Manager)
	4	Christopher McDermott, PE (Aviation Manager)
	5	Paul Dombrowski, PE (TB&T Manager)
	6	Paul Menzel, PE (Port Commerce Manager)
	7	Mike Naughton, PE CCM (PATH Manager)
	8	Nicole Lui (Contract Administration, Aviation)
	9	David Karpis (Contract Administration, TB&T)
	10	Alesia Johashen (Contract Administration, Port Commerce)
	11	Naima Holley (Contract Administration, PATH)
COST ESTIMATES	1	Rozaliya Kiperman (Stellar - Cost Estimating, Aviation)
	2	Jay Bayersdorfer, PE (Cost Estimating, TB&T)
	3	Leonardo Nunez (Techno - Cost Estimating, Port Commerce)
	4	Cesare (Chase) DeRose (Cost Estimating, PATH)
	5	
	6	
	7	
	8	
CONSTRUCTION SCHEDULES	1	Sadia Janjua, PE (Scheduling, Aviation)
	2	Murali Nambiar (JCMS - Scheduling, TB&T)
	3	Frank Perricelli, PE (Scheduling, Port Commerce)
	4	Hamilton Mendonca (JCMS - Scheduling, PATH)
	5	
	6	
	7	
	8	

Project Organization Chart



Subconsultants:

TE: *Techno Consult (Cost Estimating, Construction Inspections and Administrative Support)*
S: *Stellar (Cost Systems Support)*
JCMS: *JCMS, Inc. (Scheduling and Construction Inspection)*
C: *Cole Technologies (Special Inspections and Material Testing)*

Resumes

Achille Niro

Construction Manager

Firm: AECOM

Education
BS, Civil Engineering, New Jersey Institute of Technology, 1971

Registration/Certification
Professional Engineer, New York, #[redacted] 1976
Professional Engineer, New Jersey, [redacted], 1975

Professional Associations
Project Management Institute
National Society of Professional Engineers
New Jersey Society of Professional Engineers
Society of American Military Engineers
Construction Institute (CI) of ASCE

Years of Experience
42 Years

History of Employment
2005-present: AECOM, Senior Project Manager (currently)
1971-2005: PANYNJ

Summary

Mr. Niro is a highly accomplished engineer, having extensive experience in design and construction with an emphasis on project/program management. He was formerly the assistant chief engineer for program management at the Port Authority of New York and New Jersey, where he was responsible for the delivery of the agency's capital and operating programs from preliminary design through construction completion. In this capacity he implemented a number of key programs to efficiently manage the cost and organization of the agency's programs.

Relevant Project Experience

Port Authority of New York and New Jersey, Expert Professional Project Management Services and Construction Management Services on a Call-In Basis During 2011-2014, NY: Project Director for these two As-Needed contracts to provide supplemental staffing to the agency for assignments in their offices at multiple facility locations. These contracts are used by the client to augment their internal staff resources to address shortages in meeting workload, special expertise, and maintain mandated headcount limitations for budgetary needs. Project and construction management staff with multiple levels of experience and expertise has been provided under these contracts for 13 and 6 years respectively. Responsibilities include the identification of potential candidates that meet the requirements of the client for specific project/ construction assignments, maintaining client quality service expectations, providing guidance and strategies for problem solving, ensuring the successful integration of selected staff into the clients work environment and monitoring the performance of selected staff in the successful delivery of the work assignments.

WTC Transportation Hub Storm Assessment and Resiliency Program: Project Manager for the Conceptual and Preliminary Engineering phase of the evaluation and design of mitigation measures to protect the multi-billion dollar PATH Transit Hub from damage due to future storm events and anticipated sea level rise. Hurricane Sandy inflicted severe damage and long term service interruption, to completed construction at the WTC Site and in particular to the PATH Transit Hub. This initiative by the Port Authority's WTC Construction (WTCC) Department will preclude potential future damage to the WTC site, maintain a high level of passenger service and protect site infrastructure with multiple layers of mitigation elements. This Federally funded project was executed on an aggressive schedule directed by the WTCC Department, under budget and in full compliance with federal agency requirements.

FEMA Hazard Mitigation Technical Assistance Program – Substantial Damage Estimate (SDE): project leader for FEMA assistance to local communities in Nassau and Suffolk Counties in Long Island. Under this SDE program approximately 10,000 residential properties were inspected to determine the level of damage to the various building components, such as foundations, superstructure, exterior/interior finishes, HVAC, MEP, etc. Data was collected thru field inspections and analyzed using FEMA's proprietary database software to determine the overall damage of the properties. This information was provided to the local communities building department officials which they used to direct homeowners on steps they needed to take for the rebuilding process. In cases where the damage exceeded 50% the homeowners were directed to rebuild to the new FEMA standards created for homeowners that participate in the National Flood Insurance Program (NFIP). If the new design standards are not adopted the homeowners will experience extremely higher home insurance premiums. My responsibilities included project staffing, scheduling, logistics, such as

Achille Niro, *continued*

setting up a temporary field office, rental vehicles and directing field operations to ensure planned levels of daily production to maintain the project schedule, interface with FEMA officials and financial performance.

NYC Rapid Repairs Program: in response to the devastation caused by Hurricane Sandy, New York City engaged Tishman Construction and AECOM to mobilize a large workforce of engineers and construction personnel to perform damage assessments of approximately 10,000 residential properties in the three hardest hit boroughs of Brooklyn, Queens and Staten Island. As the senior program manager for AECOM, mobilized, scheduled and directed the performance of damage assessments to the electrical, mechanical and the security of single and two-family residences enrolled in the program. Repair Work Orders were produced and turned over to six contractors to initiate repairs on a design-build basis to ensure the restoration of electrical power, heating, hot water and safety and security to allow the homeowners an expeditious return to their homes for immediate occupancy. In Phase II of the program lead the oversight of the contractors repair work to ensure compliance of the repairs performed with the approved Work Order before final acceptance by NYC.

Delta JFK IAT Redevelopment Program, Delta Air Lines, New York: As a senior program manager supported Delta Air Lines in the development of a procurement strategy for the $1.2 billion expansion project of Terminal 4 at JFK International Airport including the development of the prequalification process for short listing general contractors' and construction managers' for the multiple construction contract bid packages. Responsible for performing evaluation of contractors and construction managers' qualifications' submission packages including bidder experience, management capabilities, staffing plan, financial strength and set aside goals to establish final bidder's lists. Evaluated bidders cost proposals and recommended contract award to lowest responsible bidder for general contractors and highest qualified proposer for construction managers.

Port Authority of New York and New Jersey, John F. Kennedy International Airport - Redevelopment Program, Jamaica, New York: Program manager of design and engineering involved in key elements of the redevelopment program including the air traffic control tower, roadway and utilities, baggage handling system, pedestrian distribution system, Terminal 4, and the cogeneration facility. Responsibilities included preliminary and final design, environmental mitigation, procurement of construction, and construction phase support and oversight.

Port Authority of New York and New Jersey, Goethals Bridge Twinning Program, Elizabeth, New Jersey; and New York, New York: Manager of design for planning, environmental impact assessment, and preliminary design for construction of an additional span parallel to the bridge as well as rehabilitation of the existing bridge, Responsibilities included preliminary design, design development, geotechnical/ environmental investigations, wetlands and hazardous waste mitigation, coordination with other public agencies, and development of procurement strategies.

Port Authority of New York and New Jersey, Tenant Construction Unit, NY: Unit manager that led organizational and process changes for the authority's in-house building department, which was responsible for the review and approval of all tenant construction on Port Authority facilities. Improved the on-time performance of the plan review process from approximately 30% to over 90% without increasing staff. Performed approximately 1,000 plan reviews annually with an estimated value over $1 billion.

Downtown PATH/WTC Restoration Program, New York, NY: Program Manager for the rebuilding of the PATH WTC Terminal Station and restoration of PATH service from New Jersey to downtown Manhattan after the 9/11 terrorist attack on the WTC. The project was performed on an expedited emergency basis to restore service for approximately 70,000 daily commuters. The collapse of the WTC destroyed the PATH terminal station under 1 and 2 WTC and also flooded Tunnels E&F under the Hudson River as far as the Exchange Place Station in Jersey City. The scope of the reconstruction was to build a new temporary station with the same footprint as the existing, rebuild all systems within Tunnels E&F and reconfigure the Exchange Place Station from a thru station to a terminal station with the capability to reopen it quickly and allow commuters to transfer to temporary ferry services to cross into downtown Manhattan. Responsibilities included the procurement of contractors, management of the teams preparing design of the multiple construction bid packages, project controls and oversight of the construction and coordination with the insurance claims adjustment team.

Thomas Quaranta, FCMAA

Quality Assurance

Firm: AECOM

Education
MS, Construction Management, Columbia University, 1980
BS, Civil Engineering, Columbia University, 1976

Professional Associations
Professional Associations
Construction Management Association of America, Fellow
Construction Management Association of America, President, 2000 - 2001
Construction Management Association of America, New York/ New Jersey Chapter, Advisory Board Member
Industry Advisory Board (Construction Engineering & Management), Columbia University

Years of Experience
38 Years

History of Employment
2002-Present, AECOM, Quality Assurance Manager

Summary

Mr. Quaranta has extensive construction management experience at staff and project levels on both foreign and domestic projects. A nationally recognized leader in construction management, he was elected president of the Construction Management Association of America (CMAA), a national organization dedicated to education and representation. He was also appointed to the Industry Advisory Board for Construction Engineering and Management, Department of Civil Engineering at Columbia University. He is a lecturer at Columbia University, Pratt Institute, and Lehigh University.

Mr. Quaranta is part of AECOM's national program and construction management practice working on various capital programs and initiatives. He is also involved in the development and implementation of corporate policies, procedures, professional development and "best practices" associated with the management and control of projects in rail and transit, highway and bridge, and other industries throughout the Northeast and elsewhere in the country.

Relevant Project Experience

Amtrak, Fire and Life Safety Program, Various Locations, New York: Officer in charge of three construction management contracts for tunnel ventilation facilities in Manhattan and Long Island City, New York, and Weehawken, New Jersey.

New York State Department of Transportation, New York City Transit Authority, and Metropolitan Transportation Authority - Metro-North Railroad, Tappan Zee Bridge, Westchester and Rockland Counties, New York: Program controls manager for Stage 2 environmental studies for $10 billion in improvements to the 30-mile I-287 corridor between the I-287/I-87 interchange at Suffern, New York, and the I-287/I-95 interchange in Port Chester. The project involves major improvements to the Tappan Zee Bridge, including potential linkage to existing commuter rail lines in three counties.

Port Authority of New York and New Jersey, John F. Kennedy International Airport, Terminal One, Jamaica, New York: Contract principal responsible for overseeing program management services on behalf of Terminal One Group Associates, for construction of a new terminal servicing Air France, Lufthansa, Japan Airlines, and Korean Air.

Port Authority of New York and New Jersey, LaGuardia Airport Redevelopment Program, Flushing, New York: Contract principal as subconsultant for oversight of program management services.

Lexington Insurance Company, Cardinals Stadium Due Diligence, Phoenix, Arizona: Project manager responsible for conducting project evaluations in conjunction with professional liability insurance coverage. The project goal was to minimize risk by ensuring that the design-build contractor was performing satisfactorily. Services included a review of the lift plan procedures for the retractable roof, the heaviest lift ever undertaken in North America. Also reviewed scheduling and safety controls. The lift was completed without incident, and the $355 million stadium was completed in time for the 2006 National Football League season.

Lexington Insurance Company, Indiana Stadium Due Diligence, Indianapolis, Indiana: Project manager responsible for conducting project evaluations in conjunction with professional liability insurance coverage.

New York City Department of Transportation, Third Avenue Bridge, New York, New York: Principal in charge for resident engineering and inspection services.

Connecticut Department of Transportation, Tomlinson Bridge Replacement, New Haven, Connecticut: Principal in charge for construction engineering and inspection services.

Thomas Quaranta, FCMAA, *continued*

New York State Department of Transportation, North Channel Bridge, Queens, New York: Principal in charge for construction inspection services.

Rhode Island Turnpike and Bridge Authority, Newport Bridge, Newport, Rhode Island: Field engineer for annual physical condition inspections.

New Jersey Department of Transportation, I-80 Bridges, New Jersey: Field engineer for structural inspection of 102 highway and railroad bridges.

Somerset County, County Bridges, Somerset County, New Jersey: Field engineer for structural inspection of 35 concrete arch steel stringer and truss bridges.

New York City Department of Transportation, Manhattan Bridge Reconstruction, Contract #6 and #10, New York, New York: Principal in charge for resident engineering and inspection subconsultant services.

New York State Department of Transportation, Brooklyn Queens Expressway, 25th Avenue to Broadway, Queens, New York: Principal in charge for construction inspection services.

New York State Department of Transportation, I-287 Viaduct Replacements, Westchester County, New York: Principal in charge for construction inspection services.

Connecticut Department of Transportation, I-95 Rehabilitation, Guilford, Connecticut: Principal in charge for construction inspection services.

New York State Department of Transportation, Westway Highway, New York, New York: Project controls engineer responsible for cost and schedule reporting.

New York City Public Development Corporation, South Street Seaport Redevelopment, New York, New York: Project manager responsible for project control services for the $350 million project, and construction manager for the rehabilitation of Pier 17 streetscape and the Fulton Fish Market buildings rehabilitation

Connecticut Department of Transportation, Stamford Rail Yard Rehabilitation, Stamford, Connecticut: Principal in charge of construction engineering and inspection services.

New Jersey Transit, Meadows Rail Equipment Maintenance Facility, Kearny, New Jersey: Served on the construction management joint venture board of control for construction of $100 million rail maintenance facility.

Park Tower Realty, Times Square Subway Complex Reconstruction, New York, New York: Project manager for a private developer responsible for logistics, value engineering, constructibility review, and cost estimating as part of preconstruction phase services.

Metropolitan Transportation Authority - Metro-North Railroad, Group III Substations, New York: Contract principal responsible for overseeing construction management services during the construction of substations along Metro-North's Harlem and Hudson River lines.

New York City Transit Authority, Coney Island Main Repair Facility, Brooklyn, New York: Contract principal responsible for construction management staff assigned to the modernization and rehabilitation of the world's largest rapid transit car repair overhaul and service shop. The shop occupies 100 acres and encompasses 470,000 square feet.

Christopher J. McDermott, PE, LEED AP

Aviation Manager

Firm: AECOM

Education
BS, Civil Engineering, Rochester Institute of Technology, 1990
AS, Applied Sciences in Civil Engineering, Nassau Community College, 1987

Registration/Certification
rofessional Engineer: NY
(1998, #[redacted]
LEED Accredited Professional

Professional Associations
Concrete Industry Board
American Society of Civil Engineers
Construction Management Association of America

Years of Experience
24 Years

History of Employment
2000 – Present, AECOM, Vice President, Transportation

Summary

Mr. McDermott is a well-respected professional engineer with a construction and design background and significant experience working on transportation and environmental projects, both public and private.

In his current role he leads and supports Discipline Department Managers and oversees and coordinates project delivery activities for program and construction management staff throughout the greater New York City area. He has demonstrated creativity, foresight and mature judgment in anticipating and solving both routine and unusual operations problems, determining operational objectives and requirements, organizing programs and projects, and developing standard practices and guides for diverse activities to ensure project delivery.

As a program manager, project manager and resident engineer he is familiar with all components of project implementation, including design development, construction management, construction supervision, estimating, negotiating, controlled inspections, special inspections, scheduling, reporting, document control, trade unions, as well as the leadership, coordination and management required to ensure a successful project.

Relevant Project Experience

Port Authority of New York and New Jersey, John F. Kennedy International Airport - Delta Redevelopment Program, Jamaica, New York: Project directorfor the $1.2 billion program to develop Terminals 2, 3, and 4. Development consists of four major elements: new 9-gate Concourse B extensions associated civil and throat work; head house expansion and modifications, including new inline baggage systems and new security check points; building connector structures from Terminals 2 to 4; and demolition of Terminal 3 and rehabilitation of apron within the lease line. Responsible for management and leadership of on-site and home office staff, office resources, and various subcontractors to develop and facilitate the design development estimates and project budget, prequalification and award to general contractors; construction managers; minority and women-owned business enterprise consultant; inspection, testing, and laboratory consultants; and environmental consultants. Assembled and developed all components of the program procedures manual, request for qualifications, requests for proposal, and bid documents including the construction contract agreements. Also coordinated and advised the design consultants and the owner's legal representation with regard to contract documents; coordinated constructability reviews of design documents, and schematic design for the program. Responsible for leading and coordinating with the owner and JFK IAT, the Port Authority, design consultants, and contractors as required, to ensure successful completion of the program.

Port Authority of New York and New Jersey, World Trade Center - Port Authority Trans-Hudson Station Reconstruction, New York, New York: Project manager for the $4 billion project to reconstruct the transportation hub at the World Trade Center site. Coordinate construction administration services for timely delivery of information required by the contractor for phased construction of new transportation hub. Coordinate interdisciplinary responses to submittals and requests for information. Managed the design staff and subconsultants that provided numerous design packages to support the Transit Authority's 1-line box.

Port Authority of New York and New Jersey, John F. Kennedy International Airport - Jet Blue Airways Terminal 6 Arrivals Road Enhancement, Jamaica, New York: Resident engineer responsible for ensuring that construction was completed in accordance with the approved plans and specifications, and all applicable code and Port Authority requirements. Orchestrated the permitting process for acceptance by the engineer of record and issuing certificates for use by the Port Authority.

Christopher J. McDermott, PE, LEED AP, *continued*

The project included construction of a fourth non-stop bypass lane, a private limousine pickup area, and a new taxi pickup area along the arrivals frontage on a fast-track basis.

Port Authority of New York and New Jersey, John F. Kennedy International Airport - American Airlines New International Terminal, Jamaica, New York: Resident engineer and project manager for the $1.4 billion complete redevelopment of the American Airlines international terminal, including new terminal buildings totaling 1.6 million square feet, 700-foot by 100-foot tunnel, airside utility installations, taxiway enhancements, access roads, landside utility installations, arrivals roadways, and elevated departures roadways. Ensured that construction completion in accordance with approved plans and specifications, all applicable codes, and Port Authority requirements. Also responsible for commissioning of systems. Member of the program management team that managed and negotiated with contractors to ensure a timely and cost-effective product. Oversaw the permitting process, wherein the engineer of record accepts and the Port Authority concurs and issues certificates of occupancy for each of the 34 design and construction packages.

New York City Department of Environmental Protection, Tallman Island Water Pollution Control Facility, New York, New York: Project manager for a $250 million upgrade to meet the Department of Environmental Conservation permit requirements. Coordinated design evaluation and construction administration services for timely delivery of information required by the construction manager and contractors, which included coordination of interdisciplinary responses to submittals and the request for information developed by the contractors and the construction manager.

Massapequa Union Free School District, Eight Elementary School Additions, Massapequa, New York: Project manager responsible for construction management of 30 contracts dispersed over 11 contractors. The project included interior renovations to schools, and totals approximately $25 million.

Smithtown Central School District, Eight Elementary Schools Additions - Construction Consultant, Smithtown, New York: Project manager for reconstruction of east cut drainage. Responsible for client relations and construction management, which consisted of additions to classrooms and cafeterias and interior renovations to the schools. The project was constructed under multiple prime contracts totaling $22 million.

Metropolitan Transportation Authority - Long Island Rail Road, Oyster Bay Yard Improvements - Capital Management Program, Oyster Bay, New York: Resident engineer responsible for all aspects of construction management. The project included 7,400 linear feet of new track, an oil/water separator system, and wayside power system. All construction was performed in phases to accommodate railroad operations.

Metropolitan Transportation Authority - Long Island Rail Road, Capital Management Program, New York: Project engineer responsible for developing engineer's estimates and reviewing contractor's change orders associated with four diesel yard rehabilitation projects, two station rehabilitation projects, and train wash facilities. Also responsible for negotiating change-order costs. The projects were constructed under various contracts totaling more than $90 million.

Town of Oyster Bay, Lee Avenue, Oyster Bay, New York: Assistant resident engineer and project engineer responsible for the design and preparation of contract documents to improve pavement and drainage conditions for five miles of residential roadway. Assisted the resident engineer during construction and performed changes to design that were necessary due to field conditions.

Nassau County - Department of Public Works, Pumping Station, Nassau County, New York: Assistant resident engineer responding to contractor's questions and comments during construction. Performed shop drawing review, change order review and processing, and operation and maintenance manual review.

Town of Oyster Bay, Golf Course, Oyster Bay, New York: Resident engineer and project engineer for the design and construction of drainage systems to alleviate flooding on the town's golf course.

Nassau County - Change Order Group, Bay Park Sewage Treatment Plant, , Nassau County, New York: Engineer that managed the group responsible for reviewing contractor's change orders with respect to validity and cost. Also responsible for negotiating change-order costs to the county.

Donald Quast, PE

Aviation: Constructibility Review

Firm: AECOM

Education
MS, Geotechnical Engineering, Syracuse University, 1983
BS, Civil Engineering, Syracuse University, 1981

Registration/Certification
Professional Engineer, New York, [redacted] Issued 08/11/1992, Exp. 09/30/2015

Years of Experience
31 Years

History of Employment
1986-present, AECOM, Geotechnical Project Manager

Summary
Mr. Quast has specialized experience in geotechnical analysis, subsurface investigations, and construction inspection of various projects. His professional experience encompasses buildings, highways and bridges, pavements, piers, ports and harbors, as well as dams and landfills.

Relevant Project Experience

Port Authority of New York and New Jersey, John F. Kennedy International Airport - Delta International Arrivals Terminal, Jamaica, New York: Senior project manager/element manager responsible for coordination and implementation of two design packages. The first package is valued at approximately $18 million and includes construction of two new taxiways with throats terminating at the Delta/IAT airside ramps along with design on these ramps. Responsibilities include coordination of all parties, including Delta, IAT, port authority, EOR, testing labs, and contractors. The second package, valued at approximately $230 million, is for expansion of the existing Concourse B at Terminal 4 and will result in the addition of nine new gates. The project includes surrounding utility and civil work, extension of hydrant fueling system, relocation of GSE fueling station, construction of a trailer compound, providing busing and security for all contracts, new taxiway and loading bridges including baggage chutes. Responsible for organizing and conducting weekly construction meetings, reviewing and processing monthly payments, negotiating and coordinating change order work.

Port Authority of New York and New Jersey, John F. Kennedy International Airport Bay Runway Reconstruction, Jamaica, New York: Program/project manager in charge of a small team in supervision, oversight and monitoring of day-to-day construction activities. Responsibilities included project oversight from 50 percent design up to completion of the main construction phases, including 100% design drawings, presentation to the board for authorization and award, and project management services during construction. Project involved coordination among many team members, including the different operating groups of the port authority, FAA, the airlines, and community. The main phase of construction was a 120-day period in which 11,900 feet of runway was totally reconstructed and returned back to service, both ahead of schedule and under budget. The authorized total project cost is $376 million.

Port Authority of New York and New Jersey, John F. Kennedy International Airport - American Airlines, Jamaica, New York: Project manager and engineer of record for civil airside and landside contracts, for construction of the new Terminal 8. Responsible for coordinating design between office and field operations and for ascertaining that all work done in the field is in accordance with design documents and port authority standards and guidelines. Responsible for review and negotiation of change orders, overseeing the on-site inspection and office staff, and coordinating and advising American Airlines of on-going design and construction. Assisted American Airlines in construction of the GSE building built adjacent to the active air train, construction of the suspect and left-over bag room, and modification of the gates in Terminal C to accept the regional jets. Lead geotechnical engineer responsible for all geotechnical work including the design, construction, and inspection of over 8,000 30-ton timber piles for the building structure, 400 steel pipe piles for the tunnel between concourses,

Donald Quast, PE *continued*

and over 500 180-ton taper-tube piles for the elevated frontage roadway. Also coordinated construction of the 600-foot cut-and-cover tunnel that transports passengers from the main terminal to Concourse C, all airside pavement work, lighting structures, overhead signs, and a reinforced earth wall for the bridge abutments.

Port Authority of New York and New Jersey, Newark International Airport - Continental Airlines - President Club, Newark, New Jersey: Geotechnical engineer involved in the planning and the layout of the subsurface exploration program. Coordinated communications with port authority, Continental, and the drilling subcontractor. Also involved in preliminary foundation design and the preparation of the geotechnical report.

Metropolitan Transportation Authority - Metro-North Commuter Railroad, Design of Fuel Pad, New York: Monitored subsurface investigation in the field, and analyzed the data to develop soil parameters for the structural design.

Metropolitan Transportation Authority - Metro-North Commuter Railroad, New Haven Line - Drainage Improvements, Connecticut: Geotechnical engineer that assisted with drainage improvements at five different railroad stations. Developed subsurface investigative program, performed field inspection and design analysis, and prepared geotechnical portion of report.

Metropolitan Transportation Authority - Metro-North Commuter Railroad, Radio Towers - Poughkeepsie and Fordham Sites, New York: Lead geotechnical engineer that developed and coordinated field program, laboratory testing, performed design analysis and prepared foundation report. The project involved geotechnical analysis and design of a foundation system for large-scale radio antennas. Due to a poor quality fill at one site and a peat stratum at the other, a drilled pier foundation was the selected foundation type.

Connecticut Department of Transportation - Marine Division, Connecticut State Pier, New London, Connecticut: Geotechnical engineer for rehabilitation of a 90-year-old pier surrounding a fill section retained by a pile supported masonry wall. Responsible for development and performance of a test pile program in which 16-inch diameter pipe piles were sleeved over existing timber piles to penetrate a variable size rockfill. Program included driving of open and closed end piles. A report was prepared addressing the feasibility of using this method for the reconstruction of the entire pier. Prepared and supervised a subsurface exploration program in the fill section of the pier to determine subsurface conditions and estimate settlements and strength parameters for slope stability analysis of the rock slope. The slope stability analysis accounted for resistance offered by the existing timber and proposed pipe piles. Static capacities were also performed to estimate required pile lengths. Prepared contract specifications and drawings. Inspected PDA analyses performed in field and addressed construction concerns.

City of Tucson, Aviation Corridor, Tucson, Arizona: Geotechnical engineer that supervised and coordinated soils investigations and laboratory testing programs. Analyzed foundation conditions and produced design report.

New York City Department of Sanitation, Noble Street Pier, Brooklyn, New York: Geotechnical engineer that prepared subsurface investigative program and subcontractor documents. Selected laboratory testing and performed geotechnical analysis and design for a new pier and a bulkhead. Also prepared preliminary design report related to the geotechnical aspects.

New York City Department of Transportation - Marine Division, Whitehall Ferry Terminal, New York: Prepared, coordinated and inspected the field exploration program for the driving of a fender pile system. Prepared foundation report summarizing findings. Also addressed the feasibility of using the "Tubex" system for rock drilling and socketing of piles.

Sadia Janjua, LEED AP

Aviation: Scheduling

Firm: AECOM

Education
BS, Industrial Engineering and Operations Research, 2005, University of California, Berkeley
BS, Construction Administration, 2013, Columbia University

Registration/Certification
Leadership in Energy and Environmental Design (LEED AP®); U.S. Green Building Council (USGBC) (2008)

Years of Experience
10 Years

History of Employment
2003 – Present, AECOM, Senior Scheduler

Summary

Sadia Janjua has 10 years' experience in construction management and design, with a wide variety of experience including construction field management, CPM scheduling, and cost estimating. She has specialized experience in resolution of construction disputes, including analysis of delays. She regularly consults with a diverse range of owners on project controls and management issues resolving complex cost and scheduling issues on commercial and residential buildings, airports and highway facilities.

Ms. Janjua is a project controls specialist with particular experience in preparing schedules and cost analyses for education, government, and healthcare facilities as well as pipeline construction projects. She is skilled at developing and updating baseline project schedules, performing trend and critical path analyses, and preparing cost estimates and audits. Ms. Janjua has experience in engineering design, construction management, financial and resource planning, and dispute resolution for several agencies, including the MTA Metro-North Railroad.

Relevant Project Experience

New York State Department of Transportation (NYSDOT) Statewide Scheduling and Construction Support: Senior Scheduler and CPM Trainer for this on-call engineering services contract to assist the NYSDOT Project Management Office and construction Project Field Offices on a task order basis in resolution of complex construction schedule and cost issues including review and analysis of construction CPM progress schedules, review of Contractor requests for time extensions, assisting in defense of contract time-related disputes and claims, acceleration analysis, development of suggested preliminary construction schedules (time determination schedules) during design, constructability reviews, CPM and Oracle-Primavera P6 and Contract Management (CM) training and software administration for statewide enterprise P6 and CM systems. Responsible for coordination of staffing for each assignment, supervising other schedulers. Responsible for development and implementation of 3-day Intermediate Scheduling Course to train NYSDOT construction personnel in how to review construction schedules. Responsible to review and oversee the review of schedules on several construction project statewide. Responsible to oversee the work of other schedulers. Scheduled using Primavera P6. Projects included:

- **Gownaus Expressway Emergency Repairs:** Work for this project includes structural concrete and rebar, structural steel fabrication and erection, asbestos removal and disposal, line striping, joint replacement, concrete repairs, guide rail replacement/repair, asphalt, concrete pavement, excavation, electrical, lead paint removal, structural steel painting, drainage structures, and maintenance and protection of traffic. Responsibilities involved baseline schedule and schedule update review.
- **3 Bronx Bridges:** Project involves the reconstruction of three bridges in the Bronx. These bridge facilities include: The I-295 (Cross Bronx Extension) Bridge over Randall Avenue; the East Tremont Avenue Bridge (at Dewey Ave.) over I-295 (Cross Bronx Extension), and the I-95 Bridge over I-695 (Throgs Neck Expressway). At this location, the steel bridge was replaced with a precast, prestressed, concrete beam structure. Responsibilities involved baseline schedule and schedule update review.
- **Major Deegan Expressway (I-87) Over Mosholu Parkway:** Project involved the reconstruction of I-87 Major Deegan Expressway over Route 908F Mosholu Parkway. Major elements of the reconstruction work for (3 spans, each 112 ft wide and 120 ft long) are: demolish existing concrete deck and steel superstructure, erect a 119 ft wide and 120 ft long new steel superstructure with contunious steel girder, construct a new ADA pedestrian ram structure. Responsibilities involved baseline schedule and schedule update review.

Sadia Janjua, LEED AP, *continued*

New Jersey Department of Transportation (NJDOT) Term Agreement 2011BCM836C – Schedule Analysis, Statewide: Senior Scheduler for this task order contract. Responsibilities included analysis of highway-bridge construction schedules submitted by contractors on various projects. Schedule analysis responsibilities included baseline and update schedule reviews, report writing, analysis of delays, analysis of the affects of change orders. Responsible to oversee the work of other schedulers. Scheduled using Primavera P6. Projects included:

- **Route 46 Over Musconetcong River Bridge Reconstruction**: Project involved the replacement of the Rte. 46 Bridge and approaches over the Musconetcong River. Responsibilities involved baseline schedule and schedule update reviews.

MTA Metro-North Railroad Harlem River Lift Bridge: Assistant Director of Schedule Controls for the $42,090,652 Harlem River Lift Bridge Project. The Harlem River Lift Bridge is Metro-North's longest span bridge and is the only vertical lift bridge operated by the railroad. The bridge consists of two parallel lift spans with each carrying two tracks and operated independently. This project provides for the replacement of all 128 (plus 16 auxiliary) wire rope cables that support counterweights and main span trusses spanning the Harlem River when the bridge is raised to permit marine vessel transportation. This project will replace the electrical control system that raises and lowers the Harlem River Lift Bridge for river traffic on the East River as required by Cost Guard regulations and will construct two circuit breaker houses that will connect/disconnect DC traction power during bridge opening and closing operations. Duties include review of contractor's baseline and monthly schedule updates; analyzing delays and changes to the project plan and stages and their impact on the project completion date utilizing P6 software. Duties also include review of the contractor's acceleration proposals and time extension requests.

MTA Metro-North Railroad New Haven Line Stations Phase II: Assistant Director of Schedule Controls for the $36,730,024 New Haven Line Stations- Phase II. The purpose of this project is to rehabilitate identified station elements in order to bring the facilities to a state-of-good repair, and to ensure compliance with the latest applicable codes and standards, and Metro-North Railroad Station Standards. Responsible for review of contractor's resource loaded baseline schedule, schedule updates and analysis of schedule issues. Scheduled using Primavera P6.

MTA Metro-North Railroad North White Plains Parking Garage: Assistant Director of Schedule Controls for the $41,800,000 North White Plains Parking Garage Design-Build Project. The work entails demolishing an existing 109-space garage, a utility building that services the office building and the NW surface parking surface parking lot. As part of the project, a new utility building shall be built within the garage to replace the existing services and will house emergency generators that are currently located within the project footprint. The project is required to coordinate the design and construction of this project with New York State Department of Transportation. Responsible for monthly schedule review using Primavera P3 and analysis of delay impacts due to VE proposal and utility delays. Helped analyze and develop plan to mitigate extensive project delays.

MTA Metro-North Railroad and Connecticut Department of Transportation Positive Train Control: Assistant Director of Schedule Controls for the $167,192 Positive Train Control Project. The project involved the installation of an interoperable Positive Train Control (PTC) system on all commuter railroad main-line tracks. PTC is a system designed to prevent train-to-train collisions, over-speed derailments, incursions into established work zone limits, and the movement of a train through a switch left in the wrong position. Services included reviewing cost and resource-loaded design-build schedule from baseline inception to project completion; review of monthly schedule updates, and analysis of the impact of contract changes and delays; and preparing and running schedule meetings with the design-builder, and internally with MNR/CDOT. The schedule was cost loaded and construction paid from the schedule. Also responsible for overseeing the work of other schedulers. Scheduled using Primavera P6.

NYC Department of Transportation, Willis Ave Bridge Replacement: Senior Scheduler: Senior Scheduler for the $612 million Willis Ave Bridge Replacement Project. Analyzed early completion schedule for its feasibility based on resources, and schedule delay analysis. Reviewed and performed time impact analysis for the monthly schedule update and analyzed the monthly schedule updates that were submitted by the subcontractor. Performed manpower projections and risk analysis. Scheduled with P3® software

Angel Morales

Aviation: Construction/QA Inspections

Firm: AECOM

Education
AAS, Aeronautical Design, Academy of Aeronautics, 1984

Registration/Certification
ACI Concrete Field Testing Technician, ACI-1
Maintenance and Protection of Traffic, NYSDOT
Safety Course, NYCTA
4-hr Lead Awareness Course
NICET IV Certification

Years of Experience
32 Years

History of Employment
1991-present: AECOM, Senior Inspector/Chief Resident Representative

Summary

Mr. Morales has extensive construction inspection experience on a variety of highway, bridge, and viaduct projects. He also has formal training in maintenance and protection of traffic.

Relevant Project Experience

NYS Department of Transportation, The Alexander Hamilton Bridge Rehabilitation Project, Bronx, New York: Work Zone Traffic Control / Safety Inspector for a $407 million reconstruction of the Alexander Hamilton Bridge and its ramps (total of nine bridges). The deck of the bridge will be completely replaced with a new concrete deck. The project also involves retrofitting (strengthening) the steel arch span and steel support beams that make up the substructure of the bridge. The steel will also be painted in order to protect it from the weather. The support piers and foundation will be replaced or repaired. Furthermore, park areas around the bridge will be redesigned and improved.

New York City Department of Transportation, Paerdergat Basin Bridge, Brooklyn, New York: Senior inspector for a $191 million project in Brooklyn The existing 13 span bridge and approach roadways will be completely demolished and replaced by two new bridges and new approach. Upon completion of the new structures traffic will transition to the new alignment and the old structure will be demolished.

New York State Department of Transportation, Gowanus Expressway Emergency Repair, Brooklyn, New York: Senior inspector for a $151 million project in Brooklyn that reconstructed the BQE/ Gowanus Expressway Interchange. Work includes demolition of an existing bridge and replacement with a 3-lane multi-span composite girder viaduct 0.5 mile in length, as well as a 450-foot-long, 3-span bridge. Local utility relocations, ongoing work by the TBTA at the Brooklyn Battery Tunnel toll plaza, and construction of a new water tunnel by NYCDE also had to be coordinated.

New York State Department of Transportation, Bridge Replacement over the Northbound Whitestone Expressway over the Flushing River, New York: Senior inspector for replacement of a bridge over the northbound Whitestone Expressway over the Flushing River. Currently, the bridge's concrete deck and superstructures are badly deteriorated and the bascule girders are approaching the end of their fatigue life. The existing lanes (10 feet wide with 2-inch shoulders on both sides) are non-standard; and there are sight restrictions that hamper drivers' ability to see the road ahead. Also, a weaving condition exists at Astoria Boulevard where the approach traffic exits to the northbound service road. Providing inspection personnel to oversee the correction of these structural and geometric deficiencies. The lanes will be increased to 12 feet, with a 6-inch left shoulder and a 10-inch right shoulder. The bridge's vertical curb will be modified to correct the inadequate sight distance. In addition, new lighting and drainage systems will be installed. Finally, the weaving condition at Astoria Boulevard will be eliminated.

New York State Department of Transportation, Variable Message Signs - Staten Island Expressway, New York: Chief inspector for the $2 million installation of variable message signs. Work involved installation of variable message signs, overhead gantry sign structures and foundations, installation of a system computer, and removal and reinstallation of existing guide signs.

Angel Morales, *continued*

NYS Department of Transportation, Route 9A Reconstruction, Manhattan, New York: Senior inspector for the $80M reconstruction of Route 9A from Horatio Street to West 26th Street. Project work entailed traffic signals, signs, and street lighting. Two parks were completely constructed, which entailed structural concrete placement, new drainage systems, granite stone curbs and pavement in addition to landscaping. Project responsibilities included MP&T of both vehicular and pedestrian traffic through all stages of construction, as well as reconstruction of drainage, water mains, and other utilities prior to reconstruction of sidewalks, walkway/ bikeway, and new European pavement, including a joint layout system.

NYC Department of Transportation, Williamsburg Bridge South Roadways Reconstruction, New York, NY: Senior inspector for the $350M reconstruction of the Williamsburg Bridge south roadways (Contract #5). Project work included the complete replacement of the south roadways for the Brooklyn and Manhattan approach viaducts, including erection of structural steel, interim bracing, installation of main bridge and approaches, flexible shielding system, and removal of lead-based paint from structural steel members prior to demolition. Inspected the removal of rivets and steel members, and the installation of the structural steel flag repairs performed on the approach viaducts. Work also included new steel curb facing and sign installations. Inspected electrical conduit, cables and lighting fixture installations. Reviewed all installations for conformance with the plans and specifications as well as the NYSDOT Steel Construction Manual. Reconstruction of the Brooklyn Plaza bus depot included concrete placement and new asphalt overlay while bus operations were maintained, requiring MP&T and pedestrians, and daily coordination with NYC Transit. Prepared daily inspection reports, quantity measurements and calculations, and force account summary sheets.

NYC Economic Development Corporation, Cromwell Avenue and 151st Street Reconstruction, Bronx, NY: Senior inspector for reconstruction of Cromwell Avenue and 151st Street at the Bronx Terminal Market. The terminal is the hub of significant truck traffic to the Major Deegan Expressway, the Hunts Point Market, and other commercial areas. Responsibilities included performing a detailed field inspection and the design of temporary repairs to the roadway ramps that lead to the facility. These repairs were required after recent inspections by the NYSDOT revealed numerous red and yellow flag conditions on the roadway structure. Also performed construction supervision services to ensure that the repairs were done properly. Project work included structural steel removal, concrete placement and new pavement.

Metropolitan Transportation Authority - Bridges and Tunnels, Approach Viaducts Rehabilitation from the Cross Island Parkway to the Throgs Neck Bridge, Queens, NY: Senior inspector for the fast-track construction inspection services for rehabilitation of the approach viaducts between the Cross Island Parkway and the Throgs Neck Bridge. Project involved removal and replacement of the structural decks, including all concrete deck slabs, armored joints, bearings (upgrade to seismic bearings); cleaning and repainting structural steel members; modification of bridge lighting system on ramps and underdeck; replacement of on-grade subbase and asphalt pavement, modification of approach roadway catch basins; and miscellaneous repairs to structural steel. Responsibilities included maintenance and protection of traffic, structural steel painting, and electrical inspection. The job was completed in just six months of an original 18-month construction schedule, and received the Construction Management Association of America's 1995 Project of the Year Award and the Concrete Industry Board's Award of Merit.

NYS Department of Transportation, Miller Highway Viaduct Rehabilitation, Manhattan, New York: Senior inspector and MPT engineer for the $70 million rehabilitation of the Miller Highway viaduct from 59th Street to 72nd Street over Amtrak. Rehabilitation of the 3,500-foot, 6-lane viaduct included removal and replacement of roadway deck, superstructure repair, new concrete barriers, new lighting, changes in superelevation, and horizontal and vertical alignment. Performed electrical inspection of street lighting and filed railroad force account sheets for Amtrak personnel. To facilitate necessary structural repairs, lead paint was removed from the faying (contact) surfaces of the existing steel. Power tool cleaning was used extensively for paint removal. All paint waste was collected and stored in labeled drums, then properly manifested and disposed of at an approved disposal facility. Responsibilities included maintenance and protection of traffic and construction site safety. Inspection of maintenance and protection of traffic included inspection of all required detour and construction signs during each stage of construction, and ensured that all signs, cones, flashing boards and shadow vehicles were in place during all lane closures.

Rozaliya Kiperman

Aviation: Cost Estimating

Firm: STELLAR

Education
Associate Degree, Business Administration & Computer Science, Adelphi Business Institute, New York
Bachelor of Science, Accounting

Registration/Certification
Certified Project Management Professional - (PMI/PMP) – Project Management Institute –PMI NYC Chapter member
Construction Management Certificate from NYU
Certified Enterprise Content Management (ECM) Practitioner, Member of AIIM (Association for Information and Image Management) Organization
CMMi Team Leader & Facilitator, Certified by Software Engineering Institute
Certified Scrum Master (CSM), Member of the Scrum Alliance Organization

Years of Experience
14 Years

History of Employment
2008-present, STELLAR, Senior Business Analyst/Project Manager
1988-2008, JP Morgan Chase, Program Manager, Expense Data Warehouse System

Summary

Ms. Kiperman is a highly experienced Project Lead/Manager with a record of continuing advancement and achievement in project delivery leadership roles. She has a demonstrated knowledge in all levels of project controls concepts, processes and procedures. She is PMP and CMMi certified with proven Project Management and Construction Management skills in driving efficient and effective collaboration between technical solution and critical business functions. Ms. Kiperman has experience in all the required technical environments; Primavera P6, Microsoft SharePoint, Microsoft Visual Studio, Crystal Reports, Java, JavaScript and Cognos. She also has an understanding of relational database administration and the design and deployment of webservers.

Relevant Project Experience

Port Authority of NY&NJ, Engineering Department Contract Document Management:

- Supervise the Contract Manager Specialists and oversee the use of Primavera Contract Management for all construction projects.
- Responsible for assisting in the management of a staff of 8-10 associates which includes assigning work schedule and setting target goals.
- Provide quarterly status updates/ reviews on submittal performance
- Manage the Primavera Contract Manager training and preparation of user guides and training manuals.
- Develop and recommend new and/ or improved standards, systems and technologies for efficient construction document management while providing alternatives to reduce cost and improve efficiency.
- Verify completeness of reviews and comments on various documents.
- Coordinate and distribute information to the engineering field office for review as required.
- Maintain document status, change controls, document review and document approvals in a timely and effective manner.
- Ensure that all documents comply with established naming conventions, records identification and numbering standards.
- Develop techniques and procedures to keep up standards of excellence
- Maintain controlled documents in strict compliance to PA policies, regulations and standards.

Port Authority of NY and NJ PMO Monthly Capital Program Report (MCPR) System Project:

- Provided project control support services on the MCPR project.
- Completed Scheduling, Requirements gathering, Application testing, Quality Assurance, writing presentation materials and the User Manual for a new Monthly Capital Program Report (MCPR) system at Port Authority of NY & NJ. The MCPR system has been rolled out by Corporate PMO office to PA staff. This application collects information from Primavera, and other various cost information databases such as SQL, and uses Crystal Reports for reporting purposes

Port Authority of NY and NJ, Path Train Control Center (PTCC) Project, CCIP Project, Aviation Security Project: Provides project control services on the PTCC project as a subcontractor at Henry Brothers Electronics (HBE) using Primavera P6 Enterprise Project to coordinate team activities and prepare weekly status report.

MTA New York City Transit, Contract Compliance and Real Estate Departments Project: Completed Functional Design documents for implementation of EDMS (Enterprise Document Management System) for

Rozaliya Kiperman, *continued*

both NYC MTA Contract Compliance and Real Estate Departments.

SFMTA Capital Program Controls System (CPCS) Project: Participate all the business requirement analysis workshops with various business groups such as Project Managers, Engineers, Project Control group, construction Managers, field inspections budget/grant; accounting group, payroll department, , executive members.

New York State Thruway Authority, New New York Bridge (replacement of Tappan Zee Bridge) Project:

- Responsible for analyzing and documenting business requirements for the development of Project Management Information System (PMIS) website.
- Responsible for developing traceability matrix in order to trace top level requirements to test and implementation.
- Responsible for writing hundreds of Quality Assurance (QA) test cases and supporting User Acceptance Testing (UAT).
- Responsible for providing weekly and monthly status reports to NYSTA.
- Responsible for creating and submitting monthly expenses reports to NYSTA comparing budgets, actuals and forecasts.

Paul Dombrowski, PE

TB&T Manager

Firm: AECOM

Education
MBA, 1984, Adelphi University
MS, Civil Engineering, 1978, Manhattan College
BS, Civil Engineering, 1974, Manhattan College

Registration/Certification
Professional Engineer, NY, 056989-1, 1979; NJ, 2[redacted] 2003; CT, [redacted] 2000
OSHA 10 Hour Construction Safety and Health
4-Hour Lead Awareness Course, 1998
Amtrak On-Track Safety for Contractors Course
LIRR and NJ Transit – Roadway Workers Safety

Years of Experience
40 Years

History of Employment
1994-present: AECOM, Associate Vice President/Chief Resident Enginner

Summary

Mr. Dombrowski has extensive experience managing various complex bridge and highway construction projects with construction values over $50 million. He presently is Chief Resident Engineer for the seven bridge $800M Reconstruction of the Belt Parkway. He led the Contract Packaging segment and was the AECOM lead for the Constructability Consultant for the $2.7B NJTA Interchange 6 to 9 Widening. He was the Project Manager and field project engineer for the $165 million construction of the Secaucus Interchange, Seaview Drive Extension and New County Rd. Grade Crossing Elimination for the NJTA. He was the Project Manager for the phased Inverset deck replacement on the MTA BT Triborough Bridge.

Relevant Project Experience

NYC Department of Design and Construction, Belt Parkway Bridges: Chief Resident Engineer for the $800 million program to replace seven bridges and adjacent roadway on the Belt Parkway. Responsibilities include coordinating the efforts of seven separate designers and packages. Develop contract packages that will incorporate up to three individual designs into a single construction contract. Perform constructability reviews of design documents; review design sequences and staging to obtain optimal benefit: revised staging to reduce a planned seven year contract to be five years. Assist NYCDOT and designers coordinate with utilities and City, State and Federal agencies. Develop and oversee a staff of Resident Engineers, Office Engineers and inspectors assigned to each bridge to monitor the construction work activities. Integrate staffing levels to provide flexibility to utilize inspectors on multiple bridges. Staffing includes arborists and a dedicated Environmental Engineer to due working in a parkland that is abutting the sensitive wetlands of Jamaica Bay.

NJTA, Interchange 6 to 9 Widening-Constructability: Led the team responsible for the development of the individual contract packaging for the $2.7B widening of the NJ Turnpike. The preliminary design of each Section was reviewed to determine the optimal size and sequencing of the construction Contracts. Constructability reviews were performed on the designs of the individual packages as they developed identifying required coordination with utility relocations, adjacent contracts, alternate methods, site access, etc.

NJTA, Secaucus Interchange, Seaview Drive Extension and New County Rd. Grade Crossing Elimination: Project Manager and field project engineer for the $165 million construction of the new interchange along the eastern spur of the Turnpike in the vicinity of the Secaucus Transfer Station. Structural efforts included a cut-and-cover bridge under the Turnpike and the erection of a new superstructure over the Turnpike and over NJ Transit rail lines. Oversaw the rehabilitation of mainline structure E110.85, involving complete superstructure replacement. Work on the mainline was accomplished in four construction stages, requiring four traffic shifts on both the north and southbound roadways. In support of short-term emergency repairs, oversaw the rehabilitation of approach pavements and bridge decks on the Passaic and Hackensack River bridges. Work was accomplished during nights and weekends and involved utilizing temporary traffic shifts, temporary pavement striping and Type 4 concrete construction barrier enclosures.

MTA Bridges and Tunnels, Triborough Bridge Deck Replacement, NY: Project Manager for the $140 million phased deck replacement of the Triborough Bridge Randall's Island junction structure, Bronx approach, and Bronx Kills truss spans. Project work included demolition of the existing concrete deck, interior columns, stringers, and pier caps, and replacement with new cast-in-place concrete spread footings, columns, and cap beams; erection of new straight and curved steel plate girders; and placement of Inverset deck units and cast-in-place concrete decks for the junction structure. Critical issues included maintenance and protection

Paul Dombrowski, PE, *continued*

of traffic, including hundreds of long and short term lane closures, lane shifts, and related maintenance and protection of traffic operations.

NYCDOT, Williamsburg Bridge Reconstruction: Resident Engineer for the $230 million reconstruction of the Williamsburg Bridge (contract 7). Project work included the demolition and complete replacement of the north inner and outer roadways, entailing the installation of mini-piles with concrete footings and columns; demolition of the roadway and structural steel; installation of a new structural steel, orthotropic deck for the main bridge roadway; construction of concrete roadways for the approaches; a pedestrian/bikepath, and installation of utilities. Underground work and excavations required the installation of a vapor extraction system and the disposal of soil contaminated with lead paint and petroleum products.

MTA Bridges and Tunnels, Henry Hudson Service Facility Expansion, Manhattan, NY: Resident Engineer for the construction inspection services for Contract HH-01, $14.3 million expansion of the Henry Hudson Service Facility. The new service facility was constructed to house all day-to-day operations, including offices, lunchrooms, locker rooms, operations rooms, and facilities for internal security department and E-Z Pass. The building is made of structural steel framing on concrete footings, the exterior is granite stone veneer. In addition to all work in the building itself, complete rehabilitation of the maintenance garage, replacement of all roadways and parking areas, construction of concrete retaining walls and installation of all new underground utilities was performed.

MTA Bridges and Tunnels, Henry Hudson Bridge Structural Repairs, NY: Resident Engineer for contract HH-08, $3 million miscellaneous structural repairs to the bridge, which links the Bronx and Manhattan. Supervision of repairs involved monitoring the maintenance and protection of traffic, lead removal, replacement of rocker bearings at the towers, structural steel repairs of the existing members (including new cover plates, filler material and new bolts). New anchor bolts were installed in the foundation bases. Beam flanges were maintained by removing rust pockets, using filler material, installing cover plates, and replacing rivets with high-strength bolts. Concrete spall repairs and epoxy crack injections were also performed.

MTA Bridges and Tunnels, Exhaust Fan Housing Rehabilitations: at the Brooklyn-Battery Tunnel, NY. Project Manager for construction inspection services for the rehabilitation of exhaust fan housings at the Brooklyn-Battery Tunnel BB-06. Work involved replacement of exhaust fans at fan buildings located under Battery Park in Manhattan, on Governor's Island, and in Brooklyn, supervision of fabrication and testing of the newly constructed fans at the manufacturing facility to assure quality; painting and coating new and existing steel surfaces; concrete and masonry repairs; new access panels, steel doors, and associated accessories and hardware; new drainage systems. Responsible for the removal and reinstallation of fan monitoring equipment; removal and replacement of damper motor brakes, and new access panels into the fan chambers (including accessories and hardware); performance testing of all exhaust fans; and rebalancing of the tunnel ventilation system.

MTA New York City Transit, Reconstruction of the Rockaway, Parkway Station and RTO Facility, and the Ditmars Boulevard RTO Facility, NY: Contractor Project Manager for the demolition of the existing facilities, which included abatement of interior and exterior asbestos; and construction of new facilities, including structural steel, metal panel exterior, new concrete platform and new facilities, crew areas, operations room, and locker and lunch rooms. Project work included extensive coordination with NYCT signal and communication departments. Developed work plans to perform construction efforts with minimal impact to passenger and train operations.

NYCT, Rehabilitation of the Coney Island Facility, Brooklyn: Project manager for the construction supervision services for the $82 million rehabilitation of the Coney Island Facility in Brooklyn. Project work involved the total rehabilitation of the facility while maintaining all shop, personnel and administrative operations. The construction contract required the complete rehabilitation of the facility, including mini-piles to support the floor, new repair/inspection pits, installation of new as well as relocation of existing equipment, including wheel and axle press, wheel truer, and support shop machinery, installation of new and rehabilitation of existing overhead cranes, installation of new and rehabilitation of existing elevators, exterior and interior brick and blockwork and finishes, new employee facilities, including locker rooms and new administrative offices. Monitored asbestos abatement throughout the facility-piping, breeching, DC wire insulation, and switchboard transit and subgrade.

Sergio A. Herrera, PE

TB&T: Constructibility Review

Firm: AECOM

Education
BSCE, Structural, California State University, Northridge, 1997

Registration/Certification
Professional Engineer (Civil), California, #[redacted]
30-Hour Construction Safety Training
ACI Certificate
Track Training
WPPP / SPDES Certification - SWT #
[redacted]

Years of Experience
14 Years

History of Employment
2012-present: AECOM, Construction Inspector

Summary

Mr. Herrera has over 14 years of experience in the field of construction as project engineer, change engineer, and superintendent. He is an experienced engineer responsible for managing public and private sectors projects consisting of subway construction, enhancements to primary transit corridors, pedestrian bridge projects, and street improvement projects.

In the field of construction, Mr. Herrera has been responsible for preparing project specifications and executing contracts with consultants and vendors, monitoring shop drawing/samples submittal/approval process, reviewing subcontractor invoices and reconciling construction completion percentages, reviewing RFIs, submittals, shop drawings, daily construction reports, and maintaining logs. He has monitored project schedules, timelines, expense, budgets; inspected construction for conformance to design drawings; and has also performed engineering take-offs, prepared estimates, and negotiated change orders.

Relevant Project Experience

NYS Department of Transportation, Route 9W and Short Clove Road Grade Separation, New York: Oversee construction of the Route 9W and Short Clove Road grade separation project consisting of two bridges and a mechanically stabilized earth structure system. Coordinate bridge construction activities adjacent to railroad tracks with contractor. Review bridge erection plans and shop drawings. Oversee bridge construction from foundation footing, step footing, stem and wing walls, beam erection, installation of diaphragms, and placement of concrete deck, and approach slabs. Negotiate contract changes and generate contract change orders. Review daily field inspection work reports, contractor's invoices, payment quantities. Oversee field staff and construction activities and allocate staff depending on daily activities. Review project plans, state engineer's estimate, and specification to address design issues, and review contractor's CPM schedule updates. Oversee construction of soil nail wall and T-wall system to widen Route 9W. Conduct SWPPP inspections. Conduct erosion control/SPDES field checks. Perform field inspections to ensure contractor compliance with plans and specifications. Coordinate with utility companies and regulatory agencies. Perform quantity take-offs, calculations and basic surveying functions. Review submittals and RFIs and progress pay estimates.

Memorial Sloan-Kettering and New York Cruise Terminal, Research Laboratory and Cruise Terminal, New York, NY: Manage and negotiate change orders for the Memorial Sloan Kettering Cancer Center Research lab project adding $15 million to base contract ($80 million) and oversee improvements to the New York Cruise Terminal project coordinating with Ports America personnel and New York City Economic Development Corporation (NYCEDC). Manage project budget, review and track expenditures, balances, exposure holds, and allowances. Perform engineering take-offs, estimates, prepare, and negotiate change orders. Supervise subcontractor's engineering and construction process and manage construction activities. Conduct progress meetings with consultants and subcontractors and address design and field changes. Coordinate subcontractors' work with New York Cruise Terminal ship schedules, Ports America. Personnel and New York City Economic Development Corporation (NYCEDC). Coordinate city agency's inspections for temporary and final certificates of occupancy.

Unique Comp, Incorporated and Lockheed Martin, Integrated Electronic Security System, New York, New York: Manage construction of a 3-story building for the MTA's integrated electronic security system project. Manage construction of three-story building monitoring project schedules and timeline. Oversee design consultant and construction contractor and address field changes. Review subcontractor invoices and reconcile with construction completion percentages. Review RFIs, submittals, shop drawings, daily construction reports, and maintain logs. Conduct tunnel construction inspection meetings to coordinate construction and identify field conditions.

Sergio A. Herrera, PE, *continued*

Metropolitan Transportation Authority and New York City Transit Authority - Department of Subways, Transit Museum, Revenue Control Center, and Command Control Center, New York, New York: Manage work related to the maintenance of subway department facilities to ensure operability. Prepare project specifications, and execute contracts with consultants and vendors. Negotiate construction costs and prepare preliminary estimates. Oversee construction work to Transit Museum, Revenue Control Center, and Command Control Center. Develop construction punch lists and conduct contractor meetings.

Los Angeles Department of Transportation, Metro Gold Line Eastside Extension, Los Angeles, California: Manage design-build traffic management street improvements to the Metro Gold Line eastside extension; coordinate improvements with contractors, MTA and local agencies. Review construction schedule and develop labor hours and material estimates. Manage contractors' activities to minimize impacts to community and traffic movements. Allocate traffic control management resources, review circulation plans and coordinate street closures. Review contractor's worksite traffic control plans and requests for information, submittals, and change orders.

Los Angeles Department of Transportation, Transportation Enhancements Improvements Projects, Los Angeles, California: Supervise engineering design/ construction teams and manage improvements for transportation enhancement projects such as 2-way street conversions, corridor enhancements and pedestrian bridge construction. Manage state/federally funded projects and coordinate with Caltrans and FHWA. Prepare request for proposals/qualifications, interview and select consultant. Obtain the appropriate California Environmental Quality Act (CEQA), National Environmental Policy Act (NEPA), and right-of-way certification clearances required. Negotiate and execute personal services contracts and operations and maintenance agreements. Conduct field meetings to resolve punch list issues, and proceed with project close-out. Execute memoranda of understanding and letters of agreement. Oversee design and construction of pedestrian bridges. Conduct traffic impact, crosswalk retention, and transit ridership studies.

California Department of Transportation - District 7, Metro Rail Green Line Maintenance of Way Facility, Public Transportation, and Rail, Los Angeles, California: Oversee design Metro Rail Green Line maintenance facility. Review design plans and oversee construction to address design and field modifications. Provide technical support analysis to local agencies including the Federal Highway Administration (FHWA) in developing project study report (PSR), PS&E, contract award, and encroachment permits. Produce highway pavement rehabilitation/ capital preventive maintenance project reports. Conduct analyses and special studies of corridors and prepare highway design plans.

Developer, Various Projects, Commerce, California: Prepare due diligence, engineering assessment, and property condition surveys for multifamily residential, hotel, high-rise office, commercial, warehouse/ distribution developments and manage asbestos abatement of two 19-story buildings.

Los Angeles County Sanitation Districts - Air Quality/Solid Waste Department, Calabasas Landfill, Whittier, California: Design and manage database with data from over 5,000 samples to include emission tests, air quality compliance guidelines, construction and operation permits. Conduct a 3-month irrigation system study to determine optimum efficiency and oversee foundation construction for the joint water pollution control plant Phase II project.

Murali Nambiar

TB&T: Scheduling

Firm: JCMS

Education
B.E. - Civil Engineering, MNIT, MBA - Marshall School of Business, USC, Los Angeles

Registration/Certification
Primavera Certified P6 Trainer
Project Risk Management in Primavera Risk – Oracle University
Construction Quality Management – USACE

Years of Experience
24 years

History of Employment
2005-present: JCMS, Senior Scheduler
2002-2005: Integrated Construction Enterprise, NJ, Scheduler
2001-2002: Hadi Haider & Bros. Co, Saudi Arabia, Scheduler

Summary
Mr. Nambiar is an engineering professional with over (24) twenty four years of experience on diverse construction projects including mass transit, commercial, industrial and institutional buildings, and defense department projects. Areas of experience include project management, construction management and project controls providing planning, scheduling, resource/cost control, delay claims analysis and schedule risk analysis on a variety of engineering, procurement and construction projects from bidding to design, construction and closeout. He has extensive experience in using the latest version of Oracle Primavera products and Acumen Risk and Project Analytics solutions for Project Planning/ Scheduling/Monitoring and controlling, resource and cost and risk analysis in a multi-project environment. Mr. Nambiar has performed resource planning and leveling to optimize usage and forecast resource needs. He has incorporated change orders with associated logic changes, prepared Recovery Schedules and performed Time Impact/ Delay Analysis to determine the impact of changes on project completion.

Relevant Project Experience

PANYNJ - PATH Capital Program Management Services, New York, NY: Mr. Nambiar developed integrated resource loaded schedule and optimized resource requirements for proposed $2.5B, 10 year capital program projects for PANYNJ's PATH Rail System. Mr. Nambiar's responsibilities included preparation of questionnaire for interviews, understanding the scope, duration and resource requirements for the capital program projects.

Amtrak/NJ Transit - Portal Bridge Capacity Enhancement – North River Bridge, New Jersey: Sr. Scheduling Engineer The $1 billion project is to replace the existing Yr-1910 built, swing span structure bridge with a new '3' span network tied arch bridge to ensure uninterrupted NE Corridor service as well as navigation through Hackensack river. Mr. Nambiar developed program master schedule including detailed staging to ensure uninterrupted NE Corridor operations during construction and cut-overs based on 60% design documents and cost loaded to prepare budget and cash-flow projections.

PANYNJ - WTC Transportation Hub, New York: Nambiar is responsible for developing and maintaining two independent master schedules for the program.

NJ Transit - The Trans-Hudson Express Tunnel, NJ-NY: Railroad tunnel that was to be built under the Hudson River, connecting New Jersey and New York. Mr. Nambiar was involved for developing the Master Schedule for the construction phase of the project.

NJ Transit – Morrisville Train Storage Yard, Morrisville, NJ: The $100 Million Phase II work includes expansion of the Morrisville Yard to double train storage capacity, two elevated inspection tracks, a Wheel Truing Facility, expansion of the Crew Quarter Building and employee parking area. He was responsible for reviewing and analyzing contractor's CPM baseline schedule, monthly updates and comment on schedule integrity and progress. He was also responsible for reviewing and analyzing contractor's Time Impact analysis requesting time extension and making recommendations to the owner.

NJ Transit – Hoboken Ferry Terminal, Hoboken, NJ: The renovations included reconstructing a portion of the building's substructure and superstructure, constructing a ferry service ticket office, restoring the building's roof, refurbishing the terminal's old clock tower, restoring the interior finishes of the ferry terminal area, and performing utility and marine work. Mr. Nambiar was responsible for reviewing the CPM Baseline Schedule and updates.

Houston Metro North & Southeast Corridor, Houton, TX: The $1.6b Houston light-rail expansion of North (Red) line by 5.3 miles and Southeast (Purple) line by 6.6 miles is part of Houston's strategic development program. Mr. Nambiar participated in risk workshop; reviewed & ascertained potential schedule impacts; carried out risk analysis; and prepared reports.

Murali Nambiar, *continued*

SANDAG Mid-Coast Corridor Transit Project, San Diego, CA: The $1.2b Mid-Coast Corridor Transit Project proposes to construct an 11-mile line between Downtown and University City, linking the two regions via a light rail. As part of PMOC team member, he participated in risk workshop; reviewed & ascertained potential schedule impacts; carried out risk analysis; and prepared reports.

MSDC - Moynihan Station Phase I, New York, NY: The $220 million project will double the width and length of West-end Concourse at the New York Penn Station. Mr. Nambiar as member of the program management team developed program master schedule, and resource and cost loaded it to develop budget and annual cash flow.

LIRR Jamaica Capacity Improvement, New York, NY: Mr. Nambiar developed detailed resource loaded schedule for LIRR for construction of new platform at Jamaica and signal and track modifications necessary to connect Long Island with Grand Central in Manhattan.

MTA - East Side Access Harold Interlocking VE & Peer Review: In order to review and assess the viability of Re-Baselined Integrated Program Schedule for the Manhattan Facilities of the East Side Access Program, a peer review team was formed in January, 2012. Mr. Nambiar developed a high level schedule incorporating all structures and systems work remaining under Manhattan scope of work of the program.

MNR – Hudson Line Station, Phase 2C – Tarrytown, NY: The Metro North Line Tarrytown Station Project involves the reconstruction of platforms #2, #3 and #4 and the installation of new overpasses. Mr. Nambiar is responsible for reviewing the contractor prepared CPM Schedule for accuracy and reasonableness of schedule duration, logic and critical path.

NYCT - Rehabilitation of Culver Line Viaduct, Signal & Communication Upgrades, New York, NY: The project also comprised of signal and power work to the third rail and communications work. Mr. Nambiar was responsible for developing the resource loaded baseline schedule and performing resource analysis.

Miami-Dade Transit - Metrorail Extension, Miami, FL: The North corridor Metrorail Extension is an elevated 9.2 mile double-track, heavy-rail extension of the Miami-Dade Metrorail system. Mr. Nambiar was responsible for evaluating project schedule and project risk.

LIRR – Power & Track Project Control/ Scheduling Services for LIRR Force Account Projects, New York, NY: Mr. Nambiar provided Project Control/CPM Scheduling services to the Engineering Department at Long Island Rail Road where he was responsible for power and track projects.

Muhammad Kashif Syed

TB&T: Construction/QA Inspections

Firm: JCMS

Education
Bachelors- Civil Engineering, 2000
Associate Electrical Engineering 1996

Registration/Certification
OSHA Globally Harmonized System (GHS), 2013
OSHA Safety Certification, 2014
Roadway Worker Protection Certified, 2008
ATI Certificate Masonry Special Inspector, 2012
ACI Certified Concrete Inspector Grade -1, 2013
ACI Certified Concrete Construction Special Inspector, 2013
SAT Certified Paving Inspector, 2013
NYC DOB Supported Scaffold User Certificate, 2010
NYC DOB 40 Hour Site Safety Manager, 2013
ASCE Bridge Construction Workshop 6.0PDH, 2013
ASCE Techniques for Pavement Rehabilitation, 2014
NHI Basic of Work Zone Traffic Control, 2014

Years of Experience
13 Years

History of Employment
2014-present: JCMS, Special Inspector
2006-2014: HAKS., Inspector
2002-2006, Al-Kifah Construction - Saudi Arabia, Construction Inspector

Summary

Mr. Kashif Syed holds a Bachelor's Degree in Civil Engineering and has over (13) thirteen years of experience working as Inspector, Assistant Structural Inspector and Field Engineer in the field of Construction Management. He has worked on a variety of projects that include transit, roadway and bridge, marine terminals, airport cargo facilities, and housing/ industrial buildings. He has been responsible for supervising day to day contractor activities, reviewing the work performed by contractors, scheduling, progress meetings, plan review and report writing. Mr. Syed is familiar with contract documents, contract drawings, specifications, OSHA safety rules, and all applicable codes and standards.

Some of his technical skills include structural inspection, inspection of reinforcement and steel installation, concrete deck, reinforced concrete placement, construction supervision of residential buildings, installation of catch basin, storm sewer, street light, bridge deck, concrete and pavement placement, sidewalk and curb, granite slab pavement, façade inspection, street milling and pavement.

Relevant Project Experience

Port Authority of New York and New Jersey, Teterboro Airport, Teterboro, NJ: Assistant Structural Inspector – Responsibilities included conducting Survey and Façade Inspection of Bldg. # 112 (Jet Aviation), Bldg. # 3 (Atlantic) and Bldg. # 19 (Air – Traffic Control Tower). Also surveying of all structural items to find and document any deficiencies.

Port Authority of New York and New Jersey, John F. Kennedy International Airport (JFK), New York, NY: Assistant Structural Inspector. Conducted Visual and Close-Up Inspection of the entire British Airways Cargo facilities (Bldg. # 66) And KIAC PARTNERS ENERGY CENTER (Bldg. # 49). Assisted in preparing the Structural Condition Assessment report and in determining the immediate attention, priority repair and safety Conditions.

Port Authority of New York and New Jersey, Port Elizabeth Marine Terminal: Assistant Structural Inspector. Responsibilities included Condition Surveys of Building Facilities including bldg. 1100, 1150, 1400, 1900, 2350 and 2360. Also included conducting 100% visual and 10% hands on of all structural items to find and document any deficiencies.

Port Authority of New York and New Jersey, World Trade Center Site (Memorial), New York, NY: Assistant Structural Inspector – Quality Control and Quality Assurance at the World Trade Center Memorial and Cultural projects under the supervision of Professional Engineer. Responsibilities included supervising and administrating the controlled inspection work of the reinforcement steel installation of the entire R.C. Structure (footings, new liner and shear walls with steel detail for new tieback and footings, piers, slabs etc.).

New York City Department of Design and Construction, Queens Safe Routes to Schools, Phase III, Queens, NY: Inspector the Project includes the installation new catch basin, fire hydrant, 18 inch combined sewer, distribution of 12-inch water main, new 12-inch water main valve, sidewalk; curb and raised crosswalk as also installation of furnish light pole and removal of the existing light pole. All work performed according to NYCDOT and NYCDDC plans and Specifications. Construction Cost $4 M. Responsibilities included ensuring that work was being performed according to plans, specifications.

City of Newark, Delancy Street Drainage and Roadway Improvement, Essex County, NJ:

Muhammad Kashif Syed, *continued*

Inspector The project included the installation of 36-inch Reinforcement Concrete pipe, Catch basin, 18-inch RCP, Manhole, curb, sidewalk and Pavement. All work was performed in accordance with NJDOT and Newark Standard specifications plan.

NYC Department of Environmental Protection (NYCDEP) /NYC Department of Transportation (NYCDOT) Bioswale Project: Sr. Inspector The New York City Department of Environmental Protection (DEP) uses the term ROW Bioswale to describe planted areas in the sidewalk that are designed to collect and manage stormwater or rainwater that runs off the streets and sidewalks.

New York City Department of Transportation, Manhattan Grand Street Reconstruction Project: Sr. Inspector The project included the installation of a 36-inch steel trunk main, running east-west along the north side of Grand Street, and a 20-inch ductile iron main on the south side of Grand Street, as well as valve-controlled interconnections between trunk and distribution mains, butterfly valves, insulated flanged joints, reinforced concrete chambers and all related components. Responsibilities included detailed inspections of all components of the mains, on-site testing of construction and site materials, field measurements and data collection for monthly and final construction estimates, progress reports, and preparation of record plans. Construction Cost $110 Million.

New York Department of Design and Construction, Complex Pedestrian Ramp, New York: Inspection of complex pedestrian ramps throughout the Borough of Brooklyn, New York. Sr. Inspector Inspected all intersections within various community boards, maintained daily reports and used GPS technology to report information to New York Department of Design and Construction quality of construction, and ensured that each completed location had double ramps with zero reveals, adequate drainage, not more than 8% slope, other related work where interferences existed, such as catch basin modifications or relocations, fire hydrant relocations, traffic signal relocations and above all, that all work was performed according to NYCDOT and NYCDDC plan and Specifications.

New York City Department of Economic Development Corporation, Reconstruction Brooklyn Marine Terminal: Resident Engineering Inspection, Infrastructure Reconstruction at South Brooklyn Marine Terminal for NYCEDC. One of the several critical issues was the removal of contaminated soil. Soil for the S-Curve project was tested in advance via test pits and disposed of according to NYCEDC environmental requirements. Coordination with Industry City and various stakeholders including City agencies, private utility owners and leases of SMBT property was critical to complete the project in a timely manner.

New York City Department of Transportation, Bronx Reconstruction of Claremont Parkway Bridge, Bronx, NY: Resident Engineering Inspection Services, Reconstruction of Claremont Parkway Bridge over Metro North Rail Road, Bronx, NY for NYCDOT. Eleven girders were removed from the bridge, with demolition performed over half of the bridge at a time, so that traffic could be maintained over the other half. Other demolition included removals of the bridge superstructure, approach roadways, pavements, sidewalks, curbs, guide rail, fences and utilities. Repairs and modifications to the abutments and back walls followed demolition, as also erection of the new single-span bridge superstructure of pretested concrete box beams, and a reinforced concrete deck placed on top and surfaced with a Super pave asphalt wearing course. Additional construction items included new water and gas mains, electric lines, approach roadways, pavement markings, signs, traffic signals and street lighting.

New York City Department of Design and Construction, Brooklyn Water Street Reconstruction Project: DDC was managing a project to reconstruct and upgrade the exiting water distribution system, sewers and streets in and around the area of Water Street. Inspector – Responsibilities included ensuring that work was being performed according to plans, specifications and OSHA safety rules and as per Federal and state requirements. Also ensured that all site material were used as per ASTM requirements including concrete sampling, slump and air tests, monitored the progress schedule as per CPM method and reported job progress to supervisor, monitored all the survey work such as Installation of Combined Sewers, New 36" Trunk Main, Pigmented Sidewalk, Granite Slab Pavement Crosswalks, Curbs, Catch basin connection, Manholes, Chambers and Reconstruction of Street with Cobble Stone Pavement.

NYCDDC Brooklyn Street Milling Project: Inspector. Brooklyn-Street milling and temporary asphalt placement, Responsibilities included Field books recording, Final Estimates to ensure that work was being performed according to plans, Preparation as per NYCDOT specifications.

David Karpis

TB&T: Contract Administration

Firm: AECOM

Education
The Chubb Institute, Jersey City, New Jersey, 1996 - 1997
Degree in Mainframe Computer Programming, with Honors
City University of New York, Queens College, New York, New York, 1992 - 1994

Registration/Certification
NYC DDC Division of Technical Support – Quality Assurance Bureau, 2003
NYC DDC Construction Inspector Certificate, QA Concrete Certified

Years of Experience
17 Years

History of Employment
2007-present: AECOM, Field Office Engineer

Summary

Mr. Karpis has extensive experience in office engineering and field inspection of highway, bridge, and road projects. He has processed and organized field office paperwork and records. Prepared partial payments, overruns, and change orders. Verified daily inspector reports and bid item quantities.

Relevant Project Experience

Port Authority of New York and New Jersey, Construction of World Trade Center Vehicle Security Center, Manhattan, New York. Office Engineer/Document Control Specialist: Organized standard office filing system. Processed and organized all field office paperwork. Prepared payments, change orders, and time extensions. Verified daily inspector reports and bid item quantities. Analyzed and fact-checked contractor's time and materials submissions. Prepared official correspondence and meeting minutes. Created electronic project record with all project documents scanned.

New York City Department of Transportation, HBMC029R, Reconstruction of East 78 Street Pedestrian Bridge over the FDR, NY: Organized MURK and NYSDOT standard office filing system. Reviewed Inspector's Daily Reports and quantities to track overruns and change orders. Prepared payments, change orders, and time extensions. Verified conformance of pay items to NYSDOT & NYCDOT specifications and material acceptance criteria. Analyzed and fact-checked contractor's time and materials submissions. Prepared correspondence and meeting minutes. Created electronic project closeout records with scanned project documents.

New York City Department of Design and Construction, HWCSCH1, School Safety Phase 1, New York, NY: Organized MURK and NYCDDC standard office filing system. Prepared payments, change orders, and time extensions. Verified daily inspector reports and tracked quantities for potential overruns or change orders. Verified conformance of materials to specification and acceptance criteria. Reviewed contractor's schedule and tracked work progress. Analyzed and fact-checked contractor's time and materials submissions. Prepared official correspondence and meeting minutes. Closed out project with thirteen locations completed in five boroughs.

New York City Department of Design and Construction, Reconstruction of 202nd Street Project SEQ200388, Queens, New York: As office engineer, processed and organized field office paperwork and records. Prepared partial payments, overruns, and change orders. Verified daily inspector reports and bid item quantities. Verified conformance of materials to specifications and acceptance criteria. Reviewed the contractor's schedule and tracked work progress. Maintained computer files and established a computer network for office use. Coordinated all field activity with the inspection team and the contractor, as well as analyzed and fact-checked the contractor's time and materials submissions. Prepared all official correspondences and meeting minutes.

New York City Department of Design and Construction, Reconstruction of Little Neck Parkway Project SEQ200433, Queens, New York: As office engineer, processed and organized field office paperwork and records. Prepared partial payments, overruns, and change orders. Verified daily inspector reports and bid item quantities. Verified conformance of materials to specifications and acceptance criteria. Reviewed the contractor's schedule and tracked work

David Karpis, *continued*

progress. Maintained computer files and established a computer network for office use. Coordinated all field activity with the inspection team and the contractor, as well as analyzed and fact-checked the contractor's time and materials submissions. Prepared all official correspondences and meeting minutes.

New York City Department of Design and Construction, Reconstruction of 122nd Avenue Project SEQ002567, Queens, New York: As office engineer, processed and organized field office paperwork and records. Prepared partial payments, overruns, and change orders. Verified daily inspector reports and bid item quantities. Verified conformance of materials to specifications and acceptance criteria. Reviewed the contractor's schedule and tracked work progress. Maintained computer files and established a computer network for office use. Coordinated all field activity with the inspection team and the contractor, as well as analyzed and fact-checked the contractor's time and materials submissions. Prepared all official correspondences and meeting minutes.

New York State Department of Transportation, ITS Improvements in Van Wyck Expressway Project D260306, Queens, New York: As office engineer, used CEES to prepare estimates, field change payments, and orders on contract. Processed and organized all field office paperwork according to MURK standards. Verified daily inspector reports and bid item quantities. Verified conformance of materials to specifications and acceptance criteria. Reviewed the contractor's schedule and tracked work progress. Coordinated field activity with inspection team and contractor. Analyzed and fact checked contractor's time and materials submissions. Prepared official correspondence and meeting minutes. Implemented environmental controls as per SPDES regulations.

New York City Department of Transportation, Rehabilitation of Three Tunnels Project HBMC-023, Manhattan, New York: As assistant office engineer, assisted in record keeping and contractor's progress payments. Conducted research for investigative efforts with the office of contract compliance regarding wage rate discrepancies, and researched inspection records for preparation of contract delay analysis and liquidated damages assessment. As construction inspector, coordinated and supervised a 30-day test of the Park Avenue Tunnel PLC and fans, and inspected the reinforced concrete fan well slabs and access stairway installations.

New York City Department of Design and Construction, Hardware Replacement Project SEHDWR03Q/04Q, Queens, New York: As assistant office engineer, entered daily quantities and handled office communications. Maintained weekly job progress records and the progress spreadsheet. As construction inspector, inspected manhole adjustments and modifications.

William J. Bayersdorfer

TB&T: Cost Estimating

Firm: AECOM

Education
BS, Civil Engineering, University of Vermont, 1982

Registration/Certification
Professional Engineer (Civil), Connecticut, #[redacted] 1990
Professional Engineer (Civil), New Jersey, #[redacted] 1996
Professional Engineer (Civil), Vermont, #[redacted] 1993

Years of Experience
31 Years

History of Employment
X

Summary

Mr. Bayersdorfer is an accomplished civil engineer with extensive experience in all types of heavy construction. His experience includes planning, cost estimating, and implementation of heavy/highway projects, power plants, underground utility construction, complex excavations for underground structures, earth support systems of every type, slurry walls, groundwater control, and environmental remediation. Prior to joining AECOM, Bayersdorfer's career was with leading contractors in the types of work mentioned. Since joining AECOM he has been instrumental in providing realistic A/E construction cost estimates for the various design departments, as well as for use in negotiating fair and reasonable settlements for contractors' claims on current projects of every type.

Relevant Project Experience

New York Power Authority, Sing-Sing Correctional Facility 4,200 BHP Steam Boiler Plant, New York, New York: Chief estimator for the construction of a multiple high pressure boiler and ancillary equipment replacement project. This project upgraded and replaced the existing boiler plant equipment in this maximum security facility. AECOM Energy was responsible for the program planning schematic and detailed design development, cost estimating, preparation of construction contract documents and engineering support.

New York Power Authority, Rikers Island 7.5 MW Co-Generation Facility, New York, New York: Chief estimator for the evaluation studies of the energy efficiency and new initiatives for the construction of the co-generation facility to be implemented for the Rikers Island facility. This initiative will establish a combined heat and power facility on the island that will reduce annual energy costs, reduce emissions to the environment and enhance energy reliability, therefore enhancing security on the island. It also includes a future option for a centralized emergency generation plant that will improve existing emergency generation on the island and reduce annual maintenance costs. This project will install three modular 7.5MW gas turbine generators that will provide the prime source of electrical and thermal energy to the island, while maintaining a synchronized connection to the utility grid so that the utility can pick up 100 percent of the island's electrical load, without interruption, in the event that the on-site equipment trips off line.

Connecticut Municipal Electric, Energy Cooperative 84 MW Power Plant, Wallingford, Connecticut: Chief estimator for retrofitting of a GE 7EA peaking combustion turbine generator set, with an average electrical output of about 84 megawatts, into an existing building which formerly housed a steam fired power plant. The project included preparation of a schematic design, project budget, and project schedule that were used to prepare a comprehensive EPC bid package for a selected contractor to undertake the detailed design, procurement, construction, and start-up of the retrofitted plant.

Braintree Electric Light Department, 116 MW Generating Station, Braintree, Massachusetts: Chief estimator that developed cost estimates for construction of the new plant, which would fulfill the need for additional generating capacity. AECOM was the owner's program/project manager for construction of the 116 MW dual fuel, simple cycle, quick start Thomas A. Watson generating station. The station is comprised of two Rolls Royce Trent 60 WLE gas turbines which were put in place of the existing 13 MW Potter I generating plant.

Freeport Electric Power, Plant #2 Expansion, Freeport, New York: Estimator for construction of LM6000 natural gas combustion turbine in a simple cycle configuration. AECOM was the owner's engineer and responsible for the overall project oversight and management for the village. The project was completed on a very limited site acreage and required the installation of three miles of underground cable house in a series of duct banks and concrete vaults two 69 kV substation additions, and a 2-mile natural gas pipeline installation.

New York Presbyterian Hospital, 7.5 MW Co-Generation Facility, New York, New York: Chief estimator responsible for estimating the cost of construction and equipment needed for the co-generation facility. The project consists of the installation of all auxiliary systems equipment that constitute a co-generation plant, and also the installation of 7.5 MW gas

William J. Bayersdorfer, *continued*

turbine, which will generate up to 7.5 MW of electricity. The construction of the cogeneration project consists of the above equipment, miscellaneous pumps, fabrication and installation of cooling water piping, boiler feedwater piping, gas piping, a new gas meter room and electrical gear and all electrical and mechanical appurtenances and hook-ups. Dunnage steel and housekeeping pads will be installed and poured for the above equipment.

Metropolitan Transportation Authority - Metro-North Railroad, Yankee Stadium Station, Bronx, New York: Prepared full design-build estimate from 30% design drawings for new MNR station, including complex track staging, pile supported platforms and structures, replacement of the pedestrian overpass, and all other site work performed within the footprint of the operating railroad. This estimate came within 10% of the successful bidder.

New York City Transit Authority, Whitehall Ferry - Secant Pile Wall & Drilled Shafts for Subway Transfer, New York: Complete takeoff and estimation within 5 percent of successful bidder for complex underground subway station upgrade. Work consisted of drilling and installation of secant pile wall for temporary earth support, temporary bracing, roadway decking during construction, drilled shaft foundations, and utility relocations.

Dormitory Authority of the State of New York, Six Hospital Emergency Electrical Upgrades, New York: Complete takeoff and estimation of construction costs for replacement of diesel generating systems, ranging from 350 kW to 1,500 kW. Work involves structural and mechanical demolition, heavy rigging, all mechanical piping for fuel and exhaust systems, and electrical distribution (including automatic transfer switches, distribution panels, and installation of feeders) in a hospital environment.

Noble Wind, Civil Works, Churubusco, New York: Responsibilities included pricing various civil works for access roads, and drainage features.

Dormitory Authority of the State of New York, Steam and Chilled Water Distribution, City College of New York (CCNY), New York: Feasibility estimate for the complex underground construction of 24-inch chilled water supply and return lines, 20-inch steam, 10-inch condensate return, and mechanical rooms for eight college campus buildings, all constructed to a depth of 20 feet below street level in sheeted excavation in a heavy urban environment.

Pinellas County Resource Recovery Authority, Resource Recovery Plant, St. Petersburg, Florida: Responsible for complete cost estimate for the replacement of corroding 48-inch circulating water lines with fiberglass reinforced piping within a sheeted trench approximately 15 feet below ground and 10 feet below the prevailing water table in pervious soils. Services included the conceptual design of an H-beam and lagging earth support system, wellpoint dewatering systems and excavation, pipe placement, and backfill of the new circulating water pipe.

Port of Long Beach, Cold Iron BP Unloading Facility, Long Beach, California: Prepared the engineer's estimates for installation of the pier structure, including 54-in pipe pile foundations to depths of 110 feet. Work included the piles, steel pier structure for electrical connection to ships, switchgears, cable reels, and complex buried and over water conduit system. All estimates for this work were within 5% of apparent low bids.

Virgin Islands Public Finance Authority, Pier Rehabilitations, Hovensa, U.S. Virgin Islands: Work involves complex pile repairs, underdeck repairs, temporary works, and supporting infrastructure.

New York City Department of Transportation, Six Bridge Replacements on the Belt Parkway, Brooklyn, New York: Responsible for the complete takeoff and construction cost estimate for replacement of bridges (over water courses and perpendicular roadways). The projects involve complex foundations within sheeted cofferdams, pile foundations, soil improvement, subaqueous pipeline construction, complex staging to maintain traffic, and all structures and pavements. [Estimated $30 - $140 million]

New Jersey Department of Transportation, Route 139 Viaduct Reconstruction, Jersey City, New Jersey: Responsible for the complete cost estimate of the rehabilitation and replacement of the 70-year-old concrete-encased steel structures with complex traffic patterns to maintain traffic, extensive night work, small and large steel replacement, foundation construction in heavily contaminated soil, and roadway-surface replacement.

Metropolitan Transportation Authority - Bridges and Tunnels, Variable Message Signs at Six Facilities, New York, New York: Prepared complete concise cost estimates to attach structural supports to existing steel bridges in tight access areas. Services include lead abatement, installation of steel to existing steel, temporary access to work areas, and electrical/ communication infrastructure to support implementation of the VMS system.

Paul Menzel, PE

Port Commerce Manager

Firm: AECOM

Education
MS/2002/Ocean Engineering
Stevens Institute of Technology at Hoboken, NJ
BS/1992/Civil Engineering
Rutgers University at New Brunswick, NJ
BA/1990/German
Rutgers University at New Brunswick, NJ
Certification/1997/Open Water Diver

Registration/Certification
PE/1997/New Jersey, Registration No: [redacted]
PE/1998/New York, Registration No: [redacted]

Years of Experience
21 Years

History of Employment
2008-present: AECOM, Senior Civil Engineer

Summary

Mr. Menzel has significant experience serving in various capacities in mass transit, railroad design, highway design, and bridge inspection. His responsibilities have included conducting inspections to evaluate the overall functioning of bridges and identifying deficiencies and submitting recommendations for the remediation of structures requiring further investigation. He also has prepared comprehensive reports utilizing guidelines of the NYS Uniform Code. Mr. Menzel has performed site design work for mass transit and railroad projects, including parking lot layouts, grading and drainage, and the development of track alignments. Mr. Menzel has served as Resident Engineer over the past 10 years on waterfront projects that include rehabilitation of existing structures, installation of new structures, and remediation of a landfill located on the waterfront classified as a Brownfield that is protected by a new stone revetment. Mr. Menzel also has management experience with coordinating various inspectors, engineers, architects, contractors, community boards and regulatory agencies (NYCDOT, NYCDEP, NYSDEP, NYSDOT, DSNY, FDNY and NYCDPR) on behalf of the New York City Economic Development Corporation (NYCEDC). Mr. Menzel also has design experience as a civil engineer on mass transit, railroad, and highway projects and has served as a NYSDOT bridge inspector.

Relevant Project Experience

Port Authority of New York and New Jersey, New Jersey Marine Terminal, Port Authority Trans-Hudson - Facility Condition Survey Program, Port Elizabeth, New Jersey: Lead field engineer responsible for inspections required for cyclical condition surveys of various buildings and structures. Responsibilities included reporting, documenting, and determination of the overall condition of the structures and the identification of all non-structural deficiencies surveyed. Prepared a comprehensive report, complete with tables, drawings, and photographs. The report detailed an overall condition rating for each building/structure, and included documentation of priority, safety, and routine repair items, and recommended remedial repairs.

Port Authority of New York and New Jersey, Port Authority Trans-Hudson, H&M Powerhouse (Washington Street), Jersey City, New Jersey: Structural engineer and assistant team leader responsible for inspection of the 4-story facility abandoned for 50 years and in disrepair. Inspection procedures required use of extensive scaffolding, and usage of a 125-foot man-lift. Items included steel, and concrete and masonry members (columns, beams, floor and roof slabs, stairways, smokestacks, facade, roof tiling, clerestory roof structure, and towers). Work entailed classification of items in need of repair, as either safety or priority items, and subsequent recommendations and preparation of contract documents detailing the repairs. Repair recommendations included waterproofing, debris removal, netting replacement/installation, steel bracing, shoring and replacement of weakened members (fasteners, plates, angles, channels), masonry patching and blocking, steel planking, cleaning and painting, and curb repairs.

Federal Emergency Management Agency (FEMA), Hurricane Floyd (Emergency Declaration 1292-DR-NC) North Carolina Beach and Shoreline Damage Survey: Engineer responsible for the inspection and documentation of shorefront beach, dune and bluff systems along the coastline following the incident storm period of September 14, 1999. Prepared Damage Assessment Reports detailing pre-disaster conditions, summary of damages, (i.e. descriptions, dimensions, profiles, cross sections and photo logs), listing of official contacts, and a scope of work detailing emergency measures to provide a level of protection against a 5-year storm. Reports included volume calculations (quantities of sand needed to be scraped and shaped) and cost estimates. Prepared reports on the following federally declared

Paul Menzel, PE, *continued*

disaster areas: Dare County (Town of Nags Head), Pender County (Town of Topsail Beach), New Hanover County (Town of Wrightsville Beach), Brunswick County (Town of Holden Beach and Ocean Isle Beach), Carteret County (Town of Atlantic Beach, Indian Beach, Emerald Isle, and Pine Knoll Shores).

New York City Economic Development Corporation, Bush Terminal Landfill Piers 1-4 Shoreline Stabilization and Remediation, New York, NY: Resident engineer and construction manager currently responsible for program management including coordination and development of construction documents, including final design and bid package development (plans, specifications, estimates, and bid form development). Program manager on behalf of the client, responsible for coordination between remediation designers, utility engineers, and future park designs. Construction manager responsible for inspection and execution of the shoreline stabilization and landfill remediation work. The $20.4 million construction work is to be completed over a period of 24 months and includes general site work, cap and landscape shoreline protection, site landfill gas venting systems, groundwater monitoring wells, storm and sanitary drainage, gas and telephone, potable water distribution, site electrical, and structural items.

New York City Economic Development Corporation, West Harlem Piers Park, Upland Work, New York, NY: Resident engineer and construction manager responsible for coordination, inspection, and execution of Upland Park finishing work. The waterfront park includes a variety of soft and hardscape features (such as extension of the shore bikeway and the reintroduction of the vacant lot as public piers for fishing and transportation). Work included installation of various pavements (pavers, colored and exposed aggregate concrete, cobblestone and stone screenings), steel railings for the piers and bulkhead, and extensive landscaping features served by a comprehensive sprinkler system. Additional details include timber decking, corten steel planters, granite steps, lighting, signing, a push-button playground water feature, various park furnishings (benches, bike racks, water fountains, receptacles, bollards), and custom stainless steel art works. A utility shed enclosure and retaining walls constructed with architectural concrete were also installed. The project required extensive coordination between the project architects, city and state agencies (NYCEDC, NYSDOT, NYCDEP and NYCDPR), private utility representatives (Con Edison and Williams Gas), and the local community board. The project also involves the ongoing study of an offshore underwater artificial reef system, and the installation of a fish cleaning station on the fishing pier. NYCEDC expects to operate the floating ferry barge as a new terminal hub with daily water tours operated at the excursion pier. The excursion pier is also equipped to accommodate a science barge.

New York City Economic Development Corporation, West Harlem – Waterfront/Riverwalk Development (Marine, Roadway, and Utility), New York, New York: Resident engineer and construction manager responsible for coordination, inspection, and execution of contract documents for development of the waterfront park, including installation of five new pier structures and roadway infrastructure improvements. The work consists of various pile-supported pier structures, pile clusters, floating structures (ferry float), gangways, ramps, bulkhead reconstruction, bulkhead rehabilitation, shoreline modifications (gabions and riprap slope features), fish mitigation features, pier electrical features (lighting and grounding systems). Roadway work consists of realigning and constructing the existing Marginal Street, the creation of a drop-off lane for park and ferry uses, associated sidewalks, striping, signing, and signalization. Utility work included roadway drainage and 12-inch water main installation, and miscellaneous utility abandonment.

New York City Economic Development Corporation, Piers 88, 90, and 92 - Passenger Ship Terminal - Phases 1, 2A, 2B and 3, New York, NY: Resident and structural engineer responsible for preparation and execution of contract documents (including plans, specifications, and estimates) for repairs to the substructure. Repairs include pile driving, epoxy encapsulation of piles, replacement and posting of timber piles, lightweight concrete encasements of footing piles, shotcrete work, and bracing replacement. Project includes multiple phasing to be accomplished as funding and scheduling of repairs permit. The assignment also included development, coordination, and eventual publication of a detailed epoxy encapsulation test program that examines various encapsulation systems and construction methods for timber pile repairs. The testing included participation from various organizations.

Michael F. Paterno, PE

Port Commerce: Constructibility Review

Firm: AECOM

Education
BS, Civil Engineering, Lehigh University, 2001

Registration/Certification
Professional Engineer, New York, [redacted] 2011
10-hour Construction Safety Training
8-Hour Confined Space - Performance Training
40-Hour Health and Safety Training
CPR and First Aid Training
Scaffolding Training
Municipal Wastewater Treatment Plant Overview

Professional Associations
American Society of Civil Engineers, Member
Construction Management Association of America, Member
New York Water Environment Association, Inc., Member
American Water Works Association, Member
Architecture, Construction, and Engineering Mentor Program, Co-Chair, 2012

Years of Experience
13 Years

History of Employment
2003-Present, AECOM, Resident Engineer

Summary

Mr. Paterno is a professional engineer with more than 11 years of engineering experience in the New York, San Francisco, and Baltimore areas. This experience includes resident engineering, construction management, construction administration, construction inspection, geotechnical investigation, site development, utilities engineering, and engineering research.

Relevant Project Experience

New York City Department of Environmental Protection, Bowery Bay Water Pollution Control Plant - Plantwide Upgrade and Renovation and Nitrogen Removal Facilities, Phase 3, Astoria, New York; and Queens, New York: Assistant resident engineer/cost engineer/construction inspector for a $300 million Wick's Law project with multiple prime contractors on an existing 150 mgd secondary wastewater treatment plant. Upgrades include replacement of process mechanical equipment as well as the installation of electrical distribution and HVAC systems throughout the plant. Responsibilities include reviewing and processing contractors' progress and change order payments; responding to auditors' requests; processing change orders; inspecting work for quality assurance, quality control, and safety; managing RFIs and RFCs; producing monthly reports; and performing close-out activities.

New York City Department of Environmental Protection, Tallman Island Water Pollution Control Plant Upgrade, College Point, New York: Construction engineer for a $300 million Wick's Law project with multiple prime contractors on an existing 80 mgd secondary wastewater treatment plant. Upgrades include the replacement of process mechanical equipment as well as the installation of electrical distribution and HVAC and plumbing systems throughout the plant. Responsibilities include developing change orders, responding to RFIs and RFCs, and managing submittal reviews.

New Jersey Department of Environmental Protection, Passaic Valley Sewerage Commission Water Pollution Control Facility - Filter Press Building Improvements, Newark, New Jersey: Resident engineer/construction manager/ construction administrator/construction inspector for a $4 million project on an existing 300mgd secondary wastewater treatment plant. Upgrades include HVAC and electrical improvements at the filter press building and maintenance improvements at the adjacent cake storage facility. Responsibilities include reviewing and processing contractor's progress payments; managing change orders; inspecting work for quality assurance, quality control, and safety; producing daily inspection reports; managing submittals, RFIs, and RFCs; organizing and running monthly progress meetings; managing commissioning and start-up; and performing close-out activities.

City of Burlingame, New Trousdale Pump Station - Supply and Transmission Pipelines Design and Construction, Burlingame, California: Geotechnical investigator/ design engineer/resident engineer/ construction manager/construction administrator/construction inspector for a $10 million project with multiple contractors on a new clean water pump station and pipeline. Work included building a pump station facility with emergency generator and load bank and electrical upgrades at an existing pump station. Also, the project involved installation of a new supply pipeline to deliver water to the pump station and a transmission pipeline with pressure reducing valve to fill a city-owned storage tank. A digital control system was installed to connect to the city's existing SCADA system. Responsibilities included

Michael F. Paterno, PE, *continued*

performing a predesign geotechnical investigation and report; managing the field design of the pump station and pipelines; managing the reponse to submittals and RFIs; reviewing and processing contractor's progress payments; managing change orders; inspecting work for quality assurance, quality control and safety; producing daily inspection reports; managing change orders, organizing and running monthly progress meetings; managing commissioning and start-up; and performing close-out activities.

Transit Joint Powers Authority, Transbay Transit Center/Caltrain Downtown Extension, San Francisco, California: Utilities engineer for predesign investigations for the new Transbay bus terminal. Project included design for utilities relocation prior to heavy construction. Responsibilities included non-destructive locating of existing utilities and evaluating areas for their relocation.

Bay Area Rapid Transit District, Earthquake Safety Program Investigation, Oakland, California: Construction manager for predesign investigations at multiple BART stations in the San Francisco Bay Area. Work included locating underground utilities in and around the stations. Responsibilities included coordinating with the subcontractors, preparing daily reports, and assisting with BART patron safety.

California Department of Parks and Recreation, Angel Island Immigration Station Restoration, San Francisco, California: Utilities engineer/construction administrator on a preservation project in the San Francisco Bay Area. The work included renovatingthe historic part of the island known as the "Ellis Island of the West," which processed Chinese immigrants in the early 20th century. Responsibilities included developing utility design for sanitary storm sewers, grading, and drainage; coordinating with the California State Parks Department to ensure construction activities would not impact historical structures; and reviewing construction work for compliance with plans and specifications.

San Francisco Unified School District, George Washington High School Football Stadium Upgrades, San Francisco, California: Construction inspector/construction administrator for renovations at a secondary educational facility. The work included stabilization and restoration of an existing structure including ADA accessibility upgrades. Responsibilities included identifying soil types from excavation and drilling spoils, verifying depth of the water table, monitoring construction activities to ensure compliance with drawings and specifications, and responding to contractors' requests for information.

San Francisco Public Utilities Commission, Emergency Pipeline Repair, Recovery, and Readiness Program and Emergency Response and Recovery Plan, Californi:. Research engineer on two readiness plans for the SFPUC. Work included conversations with all three SFPUC divisions and outside agencies in an attempt to create an inter-agency mutual emergency response plan. Responsibilities included preparing evaluation questions; interviewing senior level officers from surrounding municipalities including Los Angeles Department of Water and Power, Metropolitan Water District, and San Diego County Water Authority; and writing-up responses for inclusion in a final EPRRRP report.

California Department of Transportation, Linear Filtration Study, Sacramento and Los Angeles, California: Research engineer on a project to evaluate best management practices for filtration of highway runoff. Project included evaluation of different types of linear filtration devices. Responsibilities included collecting and evaluating field data.

Frank Perricelli, PE

Port Commerce: Scheduling

Firm: AECOM

Education
MS, Civil Engineering, Manhattan College, 2001
BS, Civil Engineering, Manhattan College, 1994

Registration/Certification
Professional Engineer, New Jersey, #[redacted] 1999
Professional Engineer, New York, #[redacted] 1999

Professional Associations
Association for the Advancement of Cost Engineering
American Society of Civil Engineers

Years of Experience
39 Years

History of Employment
1994 - Present: AECOM, Senior Scheduler
1992 - 1993: Norwalk Department of Public Works, Intern

Summary

Mr. Perricelli has considerable and diversified experience in scheduling and delay analysis, as well as other project control practices. He has provided scheduling and claims avoidance services for a number of large-scale projects, ranging from highway and bridge projects to railroad, tunnel, and facility projects. Mr. Perricelli's experience ranges from planning and design to construction scheduling. He uses Primavera scheduling software on a daily basis. In addition, he has varied experience in the inspection and design of various highway, transit, and bridge structures for numerous public agencies in several states. He has been assigned to projects for a diversified field of clients ranging from the federal government to the private sector, including state, city, and county agencies. He is adept in working on projects that involve multiple agencies. Mr. Perricelli is an adjunct professor for the Manhattan College Construction Management Graduate Program, teaching a graduate-level construction planning and scheduling course.

Relevant Project Experience

Port Authority of New York and New Jersey, Holland Tunnel Exhaust Stacks Inspection, New York: Office engineer for the inspection of the copper cladding at the top of the four exhaust buildings for the tunnel. Prepared the project report.

Port Authority of New York and New Jersey, Outerbridge Crossing, New Jersey: Structural engineer for the analysis of structural defects on the Outerbridge Crossing. Provided analysis and load ratings for deteriorated knee braces and floor beams.

Port Authority of New York and New Jersey, New Jersey Approach Bridges to the Lincoln Tunnel, New Jersey: Assistant team leader for the inspection and load rating calculations for 10 bridges. The various types of bridges carrying the heavily traveled I-495 were comprised of built-up riveted steel girder-floorbeam-stringer systems, multi-stringer continuous reinforced concrete T-beam systems, reinforced concrete slab systems, multi-stringer steel systems, and a curved special structure known as the Helix. The Helix consists of two main superstructure types. The approaches are continuous reinforced concrete multi-girders with a parabolic lower profile, and the main spans consist of a steel stringer-floorbeam system that transfers loads to a built-up riveted steel truss on the north side, and a built-up riveted deep girder on the south side. The main spans are 84 feet wide and 152 feet long. Provided field inspection, night work, and development of both authority and NJDOT inspection reports. The inspection reports involved the preparation of PONTIS, NJDOT seismic, and SI&A forms, and load rating calculations (including developing a complex spreadsheet program to rate the parabolic reinforced concrete beams found on three of the structures).

Port Authority of New York and New Jersey, Biennial Inspection of the George Washington Bridge New Jersey Approach Bridges, Fort Lee, New Jersey: Assistant team leader for the inspection of 17 highway bridges; eastbound and westbound tunnels, main toll building, retaining wall structures, and 148 light poles and towers. Provided field inspection, CADD, verification of the conditions of previously documented structural and safety deficiencies, and preparation of Port Authority and NJDOT-style inspection reports, including completion of structural inventory and appraisal sheets.

Port Authority of New York and New Jersey, Biennial Bridge Inspections, New York: Office engineer for the biennial inspection of 15 bridges at the airport. Provided computerized drafting and prepared inspection reports.

Port Authority of New York and New Jersey, 1997 Inspection of the New Jersey Marine Terminals High Mast Light Towers, Newark and Elizabeth, New Jersey: Assistant team leader for the inspection of 375 light towers varying in height from 60 feet to

Frank Perricelli, PE, *continued*

120 feet in the Maersk, Maher, and Sea Land Terminals at Port Newark and Elizabeth. Inspected the towers using high-lift vehicles; wrote the inspection report that detailed previous defects, repairs performed since last inspection, numerous new defects, and recommended priority, safety, and routine repairs; coordinated with port tenants to arrange access; and prepared a copy of the report in digital form.

New York State Thruway Authority and New York State Department of Transportation, Interchange 8 and I-287/I-87 from the Tappan Zee Bridge Toll Plaza to the Saw Mill River Parkway, Westchester County, New York: Senior scheduler for this $187 million reconstruction. Provided construction inspection services for the reconstruction of new roadways through an environmentally sensitive wetland area, new bridges, extensive rock blasting, retaining wall and noise barrier construction, drainage improvements, utility relocation, VMS and ITS installation, and complex MPT. Provided delay analysis of contractor claims, tracked contract changes throughout the duration of the contract, and analyzed impacts to the schedule and project completion date. Provided monthly schedule review and analyzed effects of several new detour changes that were ultimately instituted and saved time off the project completion date. Provided comprehensive delay analysis, presented findings, and negotiated delay claims that were accepted by all project stakeholders. [A+B contract]

New Jersey Department of Transportation, Route 4 Widening and Safety Improvement Project, Route 4 Section 2AC, New Jersey: Senior scheduler and claims specialist for this $12 million project that involved construction supervision and scheduling services for the rehabilitation of roadway and construction of a new pedestrian bridge in a high-profile congested shopping area, requiring extensive utility relocations. Reviewed the contractor's baseline schedule and monthly updates. Analyzed delays and changes to the project stages and their impact on the project completion date utilizing P3 software; reviewed monthly updates based on contractor's reported progress; assisted in negotiation of time extension; and reviewed acceleration schedule that allowed the project to finish prior to the holiday shopping season. Services included site visits and coordination with the resident and inspection staff.

New Jersey Department of Transportation, Victory Circle Elimination Project, Routes 9 and 35/9 - Section 25C/25L, New Jersey: Senior scheduler and claims specialist for this $18 million project, which involves construction supervision and scheduling services and extra work for a detailed delay analysis and schedule control. The project included the demolition of two grade-separated bridges, construction of three temporary bridges, and construction of a new 6-lane steel girder bridge on a new alignment in Essex County. Extensive utility relocations were required. Provided analysis of the contractor's monthly schedule updates; analysis of delays and changes to the project stages and their impact on the project completion date; and review of monthly updates based on the contractor's reported progress, site visits, and coordination with resident and inspection staff. Analyzed extensive impacts to project completion due to various delays, including utility delays, subsurface issues, and contractor default. The project contractor was defaulted and the project completed by Surety. Provided extensive delay analysis and claims support as an extension of schedule review services. Used a Windows analysis of the schedule updates along with a contemporaneous analysis of project files and data to assign durations and responsibility for delays up to the contract default date and through completion of the project. Tracked construction progress and delays and progressed schedule from the default date to project completion because the contractor was not submitting schedule updates. Gathered data and performed analysis for potential litigation. Supported NJDOT by presenting delay analysis through multiple levels of the claims committee.

Oscar Maya

Port Commerce: Construction/QA Inspections

Firm: AECOM

Education
BBA, Business Administration, City University of New York, Baruch College, 1978

Years of Experience
39 Years

History of Employment
1989-present, AECOM, Senior Inspector/Chief Resident Representative

Summary

Mr. Maya is a senior structural technician with extensive experience in the design and construction of ports and harbors, marine facilities, pier rehabilitation, and waterfront development. His experience includes preliminary design, condition surveys, studies and reports, and construction activities. He has worked on numerous projects throughout New York City and is familiar with the New York waterfront. His responsibilities include drafting, detailing, and designing for projects for PANY&NJ, NYC Department of Sanitation, NYCDOT, NAVFAC, New Jersey Turnpike Authority, Delaware Department of Transportation, Metro-North Commuter Railroad, among others.

Relevant Project Experience

Port Authority of New York and New Jersey, Hoboken Piers A and C, Hoboken, New Jersey: Responsible for concrete deck, piling and steel bulkhead inspection.

Port Authority of New York and New Jersey, Hunters Point Waterfront Development Site, Queens, New York: Assisted in preparing the final report for the condition survey of the bulkhead and other structures.

Port Authority of New York and New Jersey, John F. Kennedy International Airport - 2000 Program, Jamaica, New York: Prepared plans and layout for the proposed central Taxi Hold Building and parking area.

New York City Department of Transportation, New Ferry Maintenance Facility, Staten Island, New York: Senior structural draftsman for the project which involved general inspection of pile driving, dredging, and reinforced bar placement.

New York City Department of Transportation, Whitehall Ferry Terminal Rehabilitation, New York, New York: Prepared layout plans and details of structures.

New York City Department of Sanitation, Noble Street Pier Rehabilitation, Brooklyn, New York: Prepared boring logs, soil profiles, and subsurface conditions for the new pier.

Naval Facilities Engineering Command, Pier 17 Replacement, Naval Submarine Base New London, United States: Prepared drawings for preliminary design for Pier 17 replacement, showing different pile alternatives.

Naval Facilities Engineering Command, Portsmouth Drydock No. 2 Modernization, New Hampshire: Responsible for detailing and drafting of structure.

New Jersey Turnpike Authority, I-85/I-90 Widening, New Jersey: Prepared structural contract drawings and electrical plans.

Naval Facilities Engineering Command, UNDEX Test Facility, Bethesda, Maryland: Prepared plans and details of marine railway.

Borough of Totowa, Route US 46 - Section 12H, Passaic County, New Jersey: Prepared grades and plans for widening River View Road and the new ramps that connects it to US 46.

New Jersey Turnpike Authority, Southern Mixing Bowl 10.49 to Mile 107.1, New Jersey: New 9-span, 1,500-foot tangent alignment fly-over bridge.

Delaware Department of Transportation, Route 13 Relief Routes - Red Lion Creek Crossing, Delaware: Prepared structural drawings for the new single span bridge crossing and shows stage construction and demolition of existing bridge.

Metropolitan Transportation Authority - Metro-North Commuter Railroad, Platform Inspection, New York: Performed station rehabilitation plans and detailed platform inspection.

New Jersey Department of Transportation, Garden State Parkway, New Jersey: Responsible for traffic noise study, layout plans for project on the Garden State Parkway.

Alesia Johashen

Port Commerce: Construction Administration

Firm: AECOM

Education
BS, Civil Engineering Technology, 2002, Fairleigh Dickinson University, Teaneck, NJ
AS, Civil Engineering Technology, 1999, Nassau Community College, NY

Years of Experience
14 Years

History of Employment
2008-Present, AECOM, Assistant Office Engineer
2006-2008, TJM Construction Corp, Project Manager
2003-2006, KS Engineers, Junior Engineer

Summary
Ms. Johashen is a civil engineer serving as assistant office engineer on AECOM's Hamilton Avenue Bridge Reconstruction project in Brooklyn. In that capacity, she is involved in administrative and technical support on the project, including the production of daily inspection quantities, monthly estimates and monthly progress reports. Prior to joining AECOM, she served as a project manager, assistant office engineer and junior engineer on facility and bridge construction and reconstruction projects with other consulting firms.

Relevant Project Experience

New York City Department of Transportation, Replacement of Shore (Belt) Parkway Bridges over Paerdegat Basin, Brooklyn, NY: Assistant Office Engineer for this is a $193 million project (Contract HBK-1024). The reconstruction includes the replacement of the Shore (Belt) Parkway Bridge over Paerdegat Basin which currently consists of a thirteen (13) span structure. This structure will be replaced with two (2) structures that will include a Westbound three (3) span structure and an Eastbound five (5) span bridges. The bridge will consist of a Class HP reinforced concrete superstructure slab supported by high performance steel tub girders and substructures including reinforced concrete abutments, wingwalls, and multi column piers on new pile foundation. Approximately one mile of PCC pavement with new drainage and lighting will also be constructed.

New York City Department of Transportation, Hamilton Avenue Bridge Reconstruction, Brooklyn, New York: Assistant office engineer, assisted in the coordination, review, record keeping, and entering of daily inspection quantities, monthly estimates, as well as the preparation of monthly progress reports.
The project consists of the total replacement of the two skew bascule spans of the bridge carrying Hamilton Avenue, a heavily trafficked roadway, over the Gowanus Canal. The project also includes replacement of the mechanical and electrical equipment, renovation of the control house and gate tender house. Additionally, the project site is directly beneath the Gowanus Expressway, which has been and continues to be an active state construction site, so Hamilton Avenue is often used to accommodate traffic diverted from the expressway with coordination of maintenance and protection of traffic between these projects.

Lexington School for the Deaf, Noise Abatement, Jackson Heights, New York: Project manager overseeingconstruction and an aircraft noise abatement project which consisted of installing soundproof windows and doors along with several air conditioning systems.

New York City Department of Transportation, Third Avenue Bridge Reconstruction, Harlem, New York: Responsibilities included preparing engineers diary parts A, B, and C, gathered from daily inspectors reports; importing the engineer's diary part D from the resident engineer to make a complete document; calling in and tracking all concrete plant inspections; collecting tickets and certifications for material deliveries; coordinating concrete cylinder breaks; and checking TEA work by other employees.

Leonardo Nunez

Port Commerce: Cost Estimating

Firm: TECHNO

Education
Katherine Gibbs School, New York, NY Business Management Degree (Associates)

Registration/Certification
ICC Structural Steel and Bolting Special Inspector
ACI Concrete Construction Special Inspector
ACI Concrete Filed Testing Technician – Grade I Certification
MTA NYCT Track Safety
Path Roadway Worker Protection Certification (Employee in Charge)
Special Inspection of Structural Masonry Construction (The Masonry Society 10 hour Seminar)
OSHA Training (10 hour)

Years of Experience
15 Years

History of Employment
2014-present: AECOM, Senior Manager/Estimator???????

Summary
Mr. Nunez has 15 years of experience as a Civil Construction Inspector. This knowledge has given him the expertise in inspecting for different projects in which he supervised 400 guest room renovations, inspected the construction for the phase of the MTA 1/9 subway lines and performed construction inspection for transit center police renovation.

Relevant Project Experience

POrt Authority of New York and New Jersey, Journal Square Transit Center Police Command Renovation and Christopher Street Substation Upgrade/Renovation: Responsibilities for Mr. Nunez, working at Journal Square Transit Center Police renovation and Christopher St. Substation upgrade consists of performing construction inspection for conformance with the plans and specifications, and report any deviations to the Resident Engineer; Preparing and maintaining daily construction inspection reports, which shall indicate the Contractor's work activities, progress of the work, crew size and composition, weather, equipment utilization, and all other information relative to the execution of the work. Maintain payment records, including the verification of the contractor's time and material sheets, and assist in the review of the contractor's partial payment requests. Review contractor payment requests and recommend reasonableness to the Resident Engineer. Identify potential extra work issues and keep Resident Engineer advised of issues. Prepare estimates of extra work, Maintain as-built drawings of the work, including any deviations from the contract drawings or approved shop drawings. Review plans for constructability and prepare comments. Assist in the preparation and negotiation of construction change orders. Coordinate with the contractor towards the preparation of the CPM schedule. Monitor contractor's work progress based upon his approved construction schedule and report any deviation. Perform all other inspection and field duties as required by the Resident Engineer. Run and keep meeting minutes on project meetings.

JSTC PAPD Renovation: Renovation of the Police Command Facility located on the concourse level of One Path Plaza in Jersey City to include new command desk, new locker rooms, new kitchen, upgrade of security systems (Access Control), upgrade of data systems, intercom and telephone.

Christopher Street PATH Substation: Upgrade/renovation of the Christopher Street PATH substation to include steel reinforcement of existing floors receiving new electrical system. Construction of new offices , new access and egress for the existing five story building.

POrt Authority of New York and New Jersey, World Trade Center Transportation HUB/SITE: Mr. Nunez's responsibilities included inspection of construction during underpinning (preloading/loading) phase of the MTA 1/9 Subway line, demolition, excavation and clean-up for Towers Two, Three, Four & Path Hub building areas. Assisting as requested by Resident Engineers, on both the East and West Bathtubs work packaged by conducting inspection services during construction of WTC East/West connector. Ensuring arch erection, concrete/steel reinforcement installation and fire proofing application was performed in accordance with the approved contract documents. Assuring project site specific rules and regulations and applicable plans for operations management, site safety and quality management are followed. Responsibilities including monitoring daily activities of all trades under General Condition Package and keeping detailed documentation and maintenance of working files, monitoring and approving all time and material for payment; daily report completion, management of material deliveries and supporting documents. Daily inspections of job site for safety and compliance as a result of on-site problem solving.

NY Hilton & Towers, New York, NY: Mr. Nunez's responsibilities included management and coordination of

Leonardo Nunez, *continued*

staff members; assigned tasks to various trades as an engineering and maintenance dispatcher.

Martin Construction Brooklyn, NY: As a Foreman, Mr. Nunez worked on numerous residential renovation projects. His responsibilities included estimating, purchase materials, as well as, oversee crew to ensure work was performed as per the contract. Hands on field responsibilities including the coordination and oversight of electrical systems, demolition and installation of 120/240 volts lighting and power circuits, panel board and transformer installation with associated conduit, sink and tub installation, heater and a/c systems, plastering, drywall installation and painting.

New Yorker Hotel, New York, NY: As a Construction Team Foreman, Mr. Nunez's responsibilities included supervision of 400 guest room renovation project, prepared purchase orders, submitted daily progress reports, kept time and material log.

Michael Naughton, PE, CCM

PATH Manager

Firm: AECOM

Education
MS, Transportation Planning, New Jersey Institute of Technology, 1998
BS, Civil Engineering, Manhattan College, 1995

Registration/Certification
Professional Engineer, New York, # [redacted] 2006
Professional Engineer, New Jersey, [redacted] 1999
Certified Construction Manager

Professional Associations
American Society of Civil Engineers
Metropolitan Railroad Club
Construction Management Association of America

Years of Experience
19 Years

History of Employment
2003-Present: AECOM, Construction Manager
1995-2003: New Jersey Transit Corporation

Summary

Mr. Naughton is skilled in the design and construction management of railroads and bridges, through his experience working with many transit agencies in the New York and New Jersey area including Amtrak, New Jersey Transit, New York City MTA, Long Island Railroad, and PATH. Mr. Naughton's construction management experience includes managing multiple construction contracts on construction of new light rail systems in downtown urban central business districts, and rehabilitating a century-old ventilation facility for tunnels along the Amtrak North East corridor. His project management experience includes managing the historic and award winning restoration of the famed Hoboken Terminal. His planning experience includes managing and making recommendations to the scheduling of major capital projects under the Port Authority Trans Hudson (PATH) system.

Relevant Project Experience

Port Authority of New York and New Jersey, Trans Hudson (PATH), Capital Program Department Planning, New York: Senior lead planner for the PATH Capital Program Department. Responsibilities include managing the schedule for the 5-plus-year capital program and required facility support requirements; also coordinate track outages, third rail power de-energizing, and facility support forces from the Way and Structures Department, Power Signal and Communication, Transportation, Security, and other departments.

MTA New York City Treansit, Consdtruction Management Services for Sandy Repairs, Montague Tunnel Project: Project Manager for the Construction Management of the emergency contract to rehabilitate the NYCT Montague Tunnel carrying the R line between lower Manhattan and Brooklyn Heights. The construction value is $102.4M with a schedule of 20 months. NYCT has suspended service through the Montague Tunnel allowing the project to work 24 hours a day, 7 days per week. The contractor must complete all demolition and reconstruction work within the tunnel in the first 12 months of the project.

New Jersey Transit, Hoboken Terminal Main Waiting Room Restoration, Hoboken, New Jersey: Project manager for the $14-million restoration of the 1907 Hoboken Terminal main waiting room. Responsibilities included managing construction budget and schedule; facilitating construction state code inspections and environmental permitting; scheduling railroad force account work; negotiating contract change orders with contractor; issuing contract modifications; and quality assurance and safety. The project was the recipient of the 2000 Renovation Project of the Year Award by the New York Construction News.

New Jersey Transit, Newark Elizabeth Rail Link – Newark City Subway Broad Street Extension, Newark, New Jersey: Resident engineer and deputy construction manager for the $120-million city subway/light rail extension in downtown. Projects managed included a cut and cover cast-in-place concrete tunnel under Mulberry Street, emergency ventilation fan contract for the new and existing tunnels, stations, track, signals, electrical substations, and communications. Responsibilities involved directing contractors, reviewing submittals, managing budget and schedule, negotiating change orders, quality assurance, running meetings, supervising daily inspections, and coordinating with the public utilities and neighboring stakeholders.

Amtrak, East River Tunnel Ventilation Shaft Rehabilitation, Long Island City, New York: Resident engineer for the $80-million fire life-safety improvement to rehabilitate the East River tunnel ventilation facility. Tasks included demolition of existing facility, installation of new cast-in-place concrete vent plant; installation, testing,

Michael Naughton, PE, CCM, *continued*

and commissioning the ventilation facility systems including one 13kV substation for Amtrak, two 26kV substations for Long Island Railroad traction power, three 220,00 CFM tunnel ventilation fans, fire standpipe system, building ventilation systems, backup battery systems, and other ancillary support equipment. Project required ongoing coordination with Amtrak track outage meetings, and the setup of Amtrak and LIRR force account personnel to support the project. Project won the New York/ New Jersey Metro Construction Management Association of America Construction Project of the Year.

Amtrak/New Jersey Transit, Portal Bridge Replacement, Kearny, New Jersey: Resident engineer for the construction management team on the $1.5-billion replacement of the Northeast Corridor's Portal Bridge, carrying trains across the Hackensack River between Kearny and Secaucus. Responsibilities include leading the constructibility tasks and design review tasks for construction support services.

NJ Transit, Railroad Right-of-Way Improvements Design, New Jersey: Civil engineer and project engineer on numerous projects along the railroad right of way including an innovative bridge worker fall protection system required by the Federal Railroad Administration, reinforced concrete right-of-way retaining walls, culvert design, track alignment survey, power/ communication cable support system, steel cantilevered platform design on movable bridges, and design standardization of railroad worker walkways on undergrade railroad bridges.

MTA Long Island Rail Road, East Side Access, Preliminary Engineering, New York: Deputy facilities design manager for the proposed Long Island Rail Road station at Grand Central Terminal, as part of the $7.2 billion transportation project to provide Long Island commuters access to the east side of Manhattan. Responsibilities included managing design submittals; issuing design change requests; performing construction cost estimating; performing dynamic pedestrian planning studies; and project's right-of-way and real estate acquisitions.

New Jersey Transit, Access to the Regions Core Mass Transit Tunnel (formerly Trans-Hudson Express Tunnel) Preliminary Engineering, New Jersey: Deputy civil department manager for the new mega-transportation project, to expand commuter rail operations between New Jersey and New York City. Responsibilities include managing a design staff for civil, utility, environmental, permitting, real estate, track alignment, and survey. Responsible for the quality assurance of all client submittals (drawings and reports).

New Jersey Transit, River LINE Operations and Maintenance Infrastructure Study, New Jersey: Project manager for a task order contract to prepare an independent scope of work document for the infrastructure portion of the existing New Jersey Transit River LINE light rail segment between Camden and Trenton, New Jersey.The document will be used by New Jersey Transit to procure Operation and Maintenance services for the River LINE by third-party railroad contractors.

Dallas Area Rapid Transit SOC-3 LRT Construction Management/ General Contractor Contract RFP Document Writer: Responsible for preparing the DART Light Rail Transit Scope of Services and Special Contract Provisions for the SOC-3 Blue Line Extension. This contract is for a CM/GC contract, including monetary incentives and disincentives. The project includes a 2.6 mile extension from the existing terminus station to the University of North Texas campus.

NJ TRANSIT Civil/Structures Right of Way Improvements: As a engineer in the NJT Structural Engineering Department, designed many right-of-way infrastructure improvement projects and provided construction support services for those projects. Designs included: through girder bridge replacements, retaining walls, culverts, swing bridge control cable routing, track realignments; permanent steel walkway structures on bridges, and bridge worker FRA required fall restraint systems. Also performed bridge inspections; tunnel inspections; and coordinated track and power outage requests.

NJ TRANSIT Hoboken Terminal Main Waiting Room: Project Manager for the $14M historic restoration of the Hoboken Terminal Main Waiting Room, originally constructed in 1907 and is listed on the National and State Registers of Historic Places. Responsibilities included managing construction budget and schedule; coordinating NJ TRANSIT force account support for utility relocations; permit coordination with the NJ Department of Consumer Affairs and the NJ Department of Environmental Protection; issuing contract modifications; and performing quality assurance and safety audits.

Philip Yartey, PE

PATH: Constructibility Review

Firm: AECOM

Education
BS, Civil Engineering, Calvin College, 2004

Registration/Certification
Professional Engineer, New Jersey, [redacted]

Professional Associations
American Society of Civil Engineers, National Society of Black Engineers

Years of Experience
10 Years

History of Employment
2007-present: AECOM, Civil Engineer
2003-2006: URS Corporation

Summary

Mr. Yartey has over nine years of experience in the design and construction management of complex infrastructure projects in both major transportation and social infrastructure. His professional practice extends several states in the USA catering to both public and private clients. Mr. Yartey has considerable experience in construction management, condition assessment, and providing construction support services for both vertical and horizontal assets. Along with his professional experience, he has had significant advanced education and training in the various facets of construction management (estimating, scheduling, budgeting), project evaluation, infrastructure and facilities remediation, and environmental impact analysis. Mr. Yartey is proficient in a vast array of software programs including Primavera (Contracts Manager, P6), Microsoft Project, MicroStation, AutoCAD, STAAD Pro, WinEst ProPlus, Field Manager, MathCAD, and Microsoft Office.

Relevant Project Experience

Port Authority of New and New Jersey, Second Avenue Subway Construction: Senior Structural engineer for the construction phase support team. This project consists of three new underground stations, as well as the major rehabilitation of an existing station. Specific activities included review of analysis, design and contract drawings for the 86th Street station that consists of both mined and cut and cover construction. Similar activities were also performed for the existing 63rd Street Station, which required significant modifications to the steel framing for the introduction of new elevators and stairs. Close coordination with various disciplines was required for both stations.

NYC Department of Transportation, On-Call Retaining Wall Inspections and Repairs Engineering Services Agreement, New York City, New York: Structural engineer for inspection, preparation of inspection reports, and emergency engineering for various retaining walls of various types (cantilever, gravity, and semi-gravity) and materials (reinforced concrete, stone, and brick). Investigated street cave-ins adjacent to retaining walls and provided rapid response to investigate potential retaining wall failures due to adjacent construction activities.

NYC Department of Design and Construction, Installation of Trunk Water Main, Vicinity of Lincoln Center: Resident Engineer for the connection of the newly constructed water tunnel, tunnel number three, to the distribution system on the upper west side of Manhattan. The project limits are from West 59th Street to West 65th Street between West End Ave. and Broadway. At Shaft 24B, located on West 60th Street at Amsterdam Ave, approximately 5,000 LF of 48" trunk main will be installed which will supply water to the existing distribution system. Approximately 800 LF of 12" and 20" distribution mains are being replaced or updated. 3,500 LF of sewer pipe ranging from 15" to 42" diameter is being replaced. Roadway restoration will include removal and replacement of concrete base course and asphalt throughout the project. My responsibilities on this project include managing a construction management team consisting of four inspectors and an office engineer to monitor the contractor's progress and ensure that the project is completed accordance with the contract drawings, specifications, project schedule and within the proposed budget.

New York City Department of Transportation, Shore (Belt) Parkway Bridge Replacement over Fresh Creek Basin, New York City, New York: Structural engineer for construction support services for replacement and widening of the existing 6-lane Shore (Belt) Parkway Bridge over Fresh Creek Basin in Canarsie with a new 6-lane, 3-span, 310-foot-long bridge. The new bridge design has continuous steel stringers and a widened concrete deck to facilitate staged construction and provide improved shoulder widths outside of the six travel lanes, and a barrier-protected full-width pedestrian/ bikeway facility along the eastbound shoulder. The maintenance and protection of traffic (MPT) design provides for continuous six travel lane and existing bikeway operation throughout construction. Also perform structural monitoring during construction.

Philip Yartey, PE, *continued*

New York City Department of Design and Construction, Emergency Repair, Tornado Damage (Federal Emergency Management Agency), New York City, New York: Office engineer for reconstruction of damaged sidewalk, curbs, stump removal, tree planting, and landscape restoration. Responsibilities included monitoring contractor progress, preparing progress reports, reviewing inspector reports, reviewing contractor's invoice, preparation of as-builts, and general project documentation.

New York City Department of Transportation - Region 11, Various Bridges Seismic Vulnerability Assessment, New York City, New York: Structural engineer providing assessment of 300 to 400 bridges for vulnerability to seismic events. The bridges are located on and over an emergency access corridor extending from the Goethals Bridge in Staten Island to the George Washington Bridge in upper Manhattan. Each structure was screened to establish its seismic risk classification and an empirical assessment to determine overall vulnerability to seismic events. Field verification of existing conditions was required for each structure. For a limited number of structures, hands-on inspection and soil sampling was required, as well as an analytical assessment involving capacity/ demand ratios and "push-over" analyses. AECOM recommended a course of action for seismic retrofit in relation to the vulnerability and importance on a structure-by-structure basis.

NYC Department of Design and Construction, Cooper Avenue Retaining Walls Rehabilitation - On-Call Services, New York City, New York: Senior structural engineer for preliminary and final design for rehabilitation of approximately 2000 feet of walls. Work include in-depth inspection, preparation of inspection report and design report with rehabilitation alternatives, design of new parapets, structural repairs to the walls, replacement of wall-mounted roadway lighting, and reconstruction of Cooper Avenue from 73rd Place to 80th Street to improve pedestrian and traffic safety, which included widening the existing 5-foot wide sidewalks to provide pedestrian refuge areas at cross walks and bicycle lanes. A drainage study and a geotechnical report were also prepared.

New York City Department of Design and Construction, Highland Boulevard Stairway and Retaining Wall Rehabilitation, New Yor, NY: Structural engineer for preliminary and final design for rehabilitation of 90 feet of granite block stairway and retaining wall adjacent to BIN 2-03022-0, which carries Jackie Robinson Parkway over Sunnyside Avenue. The landscaping and urban design features adjacent to the stairway will be enhanced as part of the NYCDDC's high-performance design initiative.

New York City Department of Design and Construction, Conner Street Bulkhead Rehabilitation along the Hutchinson River, New York City, New York: Project engineer for preliminary and final design for reconstruction of 125 linear feet of a gravity-type concrete bulkhead. Approximately 50 linear feet of the bulkhead has collapsed and 50 linear feet of the wall is severely undermined. The bulkhead supports a NYCDOT storage and maintenance facility. Work elements include in-depth inspection, preparation of inspection report and design report with rehabilitation alternatives, geotechnical program, HAZ-MAT assessments, permitting, and environmental assessments. Project includes construction support services.

NYC Department of Design and Construction, Edgecombe Avenue Retaining Wall Rehabilitation, New York City, New York: Structural engineer for preliminary and final design for restoration of the 150-foot concrete structure with brick facing and stone copings. The sidewalk at the top of the wall is a structural slab that spans 10 feet from the concrete wall to a parallel stone masonry wall. Design elements include details for replacing the brick facing with a decorative brick arch facing, resetting of coping stones and picket fence, structural concrete repairs to the concrete wall and structural slab. Landscaping and urban design features along the wall will be enhanced as part of the NYCDDC's high-performance design initiative.

New York City Department of Design and Construction, East 168th Step Street Stairway and Wall Rehabilitation Design, New York City, New York: Structural engineer for rehabilitation design for a 45-foot-tall switchback stairway and 200 feet of a stone masonry retaining wall. The project includes structural and architectural restoration of the plaza areas at the top and bottom of the stairway, new lighting, and landscaping.

Hamilton Mendoca

PATH: Scheduling

Firm: JCMS

Education
Bachelor's Degree, Civil Engineering, Federal University of Minas,Gerais, Belo Horizonte, Brazil, 1975

Registration/Certification
Certification in Construction Project Management at New York University, 2006
ACI certified - Concrete Field Testing Technician - Grade 1
Concrete Construction Special Inspector.
Certification in Fundamentals of Engineering (EIT/FE), 2003
Trained in Fall Protection, Confined Space and OSHA regulations and 10 hr. OSHA construction safety training.

Years of Experience
33 Years

History of Employment
2014-present: JCMS, Special Inspector
2013-2014, Tectonic, Inspector
2009-2013, Haider Engineering, Civil/ Site Inspector
2004-2005, Summit Waterproofing, Construction Supervisor

Summary

Mr. Mendonca is a Construction and Engineering Professional with over (33) thirty three years of record of successful projects. He has significant experience in concrete and structural construction as well as building construction. His heavy construction experience involves bulk excavation, shoring, complex foundation underpinning of existing structure, foundation construction etc. His diverse project experience includes infrastructure, manufacturing, power plants, wastewater plants, highway, superfund and environmental projects for government and private-sector clients.

Relevant Project Experience

Tectonic Engineering & Surveying Consultants P.C., New York, NY: Construction Technician II / Special Inspector. Inspecting setting of reinforcing steel, placing of forms for reinforcing steel and concrete placement installation, according to contract drawings and specifications. Performing pull test on anchor bolts, water penetration testing on metal/ glass curtain walls, GPR testing for rebar location and Tie Back pull testing. Currently, lead inspector of reinforcing steel at the Columbia University Manhattanville project. Issuing non-conformance reports when work doesn't comply with contract documents. Resolving issues related to construction and design. Performing daily inspections, reports, checklist and monitoring code compliance issues.

Westchester, NY, Civil Site Inspector, NYC/DEP UV Water Treatment Disinfection Facility: Inspecting civil, structural, architectural and mechanical works to ensure compliance with contract documents. Assisting construction management team to accomplish project completion on time, budget and schedule. Solving problems related to construction issues. Structural - reinforcing steel, formwork, cast in place concrete and structural steel. Architectural - masonry, fireproofing, firestopping, metal fabrications, precast architectural concrete, fluid applied and capillary waterproofing, aluminum floor gratings and railings, checkered plates, doors / windows and frames, concrete topping and finishes, single-ply roofing system and seam metal roofing. Mechanical - monorail hoist system, bridge cranes, HVAC units, boilers, pipe fitting and raw / treated water pipes, connections and accessories. Reviewing plans for constructability. Ensuring that contract requirements are met according to submittals, drawings and specifications. Responsible for work reports.

Delta Testing Laboratories, Inc., New York, NY: As Construction Inspector, inspected placement of reinforcing steel, formwork, cast in place concrete, grout, masonry, architectural precast concrete, fireproofing, testing anchor bolts and window water tightness, pile driving, underpinning and compaction of soil.

Summit Waterproofing & Restoration Co., New York, NY: Construction Supervisor, supervising parapet and roof construction, such as: brick work, CMU, waterproofing, caulking, pointing, lintel replacement and roof membrane system.

Oliveira Construction, Inc., Queens, NY: Construction Supervisor. Supervising renovations on residential and commercial projects, such as: carpentry, wood floor, ceramic tiles, plumbing, electrical, finishes and painting.

CCM Contracting / ACME Skillman Concrete Co., Queens, NY: Assistant Estimator for estimation and take offs for public projects, such as: NYC-DDC; NYC-DOT; NYC-Department of Parks and Recreation, Port Authority NY / NJ. Application for work permits and filing.

Khurshid Anwar

PATH: Construction/QA Inspections

Firm: TECHNO

Education
BS/Civil Engineering, NED University of Engineering and Technology, Pakistan

Registration/Certification
OSHA Confined Space Safety
Asphalt Paving Construction Technologist (SAT)
ACI Concrete Field Testing Technician Grade 1Cert[redacted]
ACI Concrete Construction Special Inspector
OSHA 10-Hr Construction Safety and Health Course
Traffic Control Coordinator, TCC (Rutgers University)

Years of Experience
30 Years

History of Employment
?????-Present: TECHNO, Civil/ Structural Inspection

Summary

Mr. Anwar has extensive experience in heavy industrial projects, power plants, bridges, highways, drainage, earthwork projects etc. Anwar worked with Cansult Inc. in Riyadh Saudi Arabia in their Riyadh Sewerage and Storm Project & Supervised the construction of laying of RCC, AC, PVC, GRP pipes ranging from 8" to 72" in diameter and testing , manholes, catch basins, house connections etc. Construction supervision of pre-cast and cast in-situ concrete box channel with cell, retaining walls, level control for rock excavation and concrete pours. Construction of deep manholes, invert checking, catch basins, checking. Coordinated between team members and construction supervisors for the assigned works. Responsible for land development project which include planning, designing and specifications preparation for a sub-division of Toronto, Canada, including roads, water mains, storm water, sanitary and lot grading. He participated in preparing tenders, specifications, evaluation and clarification and provide liaison with sub-contractors, suppliers and clients. He planned prepared follow up of site activities from site handing over up to the project completion. He worked with FIDIC and was involved in the contract interpretation clauses. He has good knowledge of several PC applications such as MS Office Applications, MS Project, and Primavera Scheduling Software P3/P5/P6 etc.

Relevant Project Experience

REI Services for Resurfacing, Pavement Improvements and General Repairs at Various Locations within Brooklyn, the Bronx & Queens: Mr. Anwar is responsible for the construction inspection for conformance with the plans and specifications; prepare and maintain daily construction inspection reports; maintain payment The Project includes milling & resurfacing, concrete work (curbs, sidewalks and pedestrian ramps) and Tree work.

REI Services for NYCDDC Annadale Road Sanitary & Storm Sewer Project, Borough of Staten Island, NY: As a Civil Inspector, Mr. Anwar is responsible for the preparation of daily construction inspection reports; maintain payment records, including the verification of the contractor's time and material sheets, and assist in the review of the contractor's partial payment requests; Monitor contractor's work progress based upon his approved construction schedule and report any deviation; Perform all field duties as required by the Resident Engineer. He's also performing inspection of Micro-Tunneling for the 12" Sanitary Pipe about 2000 linear feet long. The $14 million Project includes laying of Sanitary and Storm Sewer in Annandale Road between Arden Avenue & Walcott Avenue; Detroit Avenue between Arden Avenue & Grantwood Avenue; Edgegrove Avenue between Carlton Blvd & Grantwood Avenue; Arden Avenue between Carlton Blvd & Ionia Avenue; Carlton Blvd between Drumgoole Road & Edgegrove Avenue; Grantwood Avenue between Ionia Avenue & Detroit Avenue. Installation of sanitary sewer in Carlton Blvd between Arden and Detroit Avenue; Arden Avenue between Ionia Avenue & Detroit Avenue; Ionia Avenue between Arden Avenue & Grantwood Avenue; Construction of Chamber on existing storm sewer at the intersection of Genesee Avenue and Richmond Avenue.

Downstate Misc. CM-Chemical & Petroleum Bulk Storage Facilities Upgrade - Wards Island WPCP: The project mainly consists of constructing a number of concrete containment pads to prevent spillage or contamination from chemical or fuel oil loading trucks. It includes modification of existing ferric chlorite and hypochlorite tanks. It also includes installing two new ferric chlorite tanks along with related pumps, dyke, piping and associated filling containment pad. The contract also includes work at Boiler Building where the existing temporary fuel tank has to be removed cleaned and replaced with a new 4,000 liter tank along with associated new piping, new transfer pumps and new 275 liter day tank. The most important aspect of Boiler Building is to install (3) new 15,000 liters permanent aboveground

Khurshid Anwar, *continued*

fuel oil tanks along with related piping and pumps. As an Office Engineer, Mr. Anwar's job functions included as-built updates, maintaining all tracking logs, processing monthly pay requisitions, tracking material certification, maintaining field office files and filing system, preparing correspondence, preparing change orders and facilitating RFI's and writing meeting minutes.

Polycarbonate Industrial Project, Saudi Arabia: As Project Control Manager, Mr. Anwar was responsible for SR 1 billion (approx $ 300 million) comprising of heavy Civil, Mechanical, Electrical works including Construction RCC Pipe racks, Tank farms, Sub-station buildings, Remote Interface buildings, Incinerator building, heavy equipment foundations, vessel foundations, development of Infrastructure, underground/ overhead piping, steel structures etc. Mr. Anwar's major duties included to review and analyze contractor's resource-loading Primavera P6, baseline schedule, monthly progress schedule updates, prepare responses to contractor's schedule narrative reports, independent cost estimates for delay claims using RS Means methods, analyze contractor's time extension and/or liquidated damages based on TBTA Master Legal, attend monthly project meetings. Mr. Anwar also independently prepared several monthly schedule updates in the absence of contractor's schedules for the client.

Natural Gas Pipeline (N.G.L ARAMCO), Saudi Arabia: As Project Control Manager, Mr. Anwar was responsible for SR 250 million (approx $75 million) comprising of heavy Civil, Mechanical, Electrical work including Construction of RCC Pipe racks, heavy Foundations, underground/ overhead piping, plumbing stations, infrastructure development. His major duties include reviewing and analyzing contractor's resource-loading Primavera P5, baseline schedule, monthly progressing schedule updates, preparing responses to contractor's schedule narrative reports, analyzing risk exposure on a monthly basis using variances and exceptions delay claims.

Toronto Land Development Project, Toronto, Canada: As Project Coordinator, Mr. Anwar was responsible for C$ 10 million land development project which include planning, designing and specifications preparation for a sub-division of Toronto including roads, water mains, storm water, sanitary and lot grading. He participated in preparing tenders, specifications, evaluation and clarification and provide liaison with subcontractors, suppliers and clients. He planned and prepared construction schedules and milestones and monitored progress against established schedules; Follow up of site activities from site handing over up to the project completion; Coordinated with other engineers, suppliers/ subcontractors for the execution of the project on time and to the cost; Prepared as built drawings of the project; Attended monthly progress meetings, weekly site meeting and submitted weekly reports on site activities; Attended to problem that rose during implementation phase and reported the same to the head of the section. Implemented company HSE policy and suggested improvements. Designed and operated common database and engineering software and use spreadsheets and project management applications.

Karachi International Airport, Pakistan: As a Senior Quality Control Engineer for $ 400 million project, Mr. Anwar supervised and monitored construction and erection of pre-cast facades, departure level bridge, terminal building & satellites Inspection of batching, placing and curing of concrete as per specification and quality control Inspected and monitored laying of R.C.C, A.C, Fiber glass and steel pipes, surface drains, Manholes etc. liaised with Laboratory.

Canal Project, Baluchistan, Pakistan: As a Senior Contract Engineer on 172 km long (10,000 cusecs discharge capacity) Canal worth $450 million comprising of Earthwork 1 billion ft3, Construction of new bridges and remodeling of old bridges, Construction of Culverts, Construction of roads on both banks of Canal all in accordance with AASHTO Specification, Construction of Division Structures, Super-passages and other related Structures, Erection/ Fabrication of Heavy Steel Structure Gates, Construction of Outfall Drain Structures etc.

Naima Holley

PATH: Contract Administration

Firm: AECOM

Education
BS, 2006, NYC College of Technology
Associate Applied in Science, Office Operations, 1998, Borough of Manhattan Community College

Registration/Certification
New York State Assessment of Teaching Assistant Skills (NYSATAS), 2004

Years of Experience
15 Years

History of Employment
2010-Present, AECOM, Office Engineer and Administrative Assistant
2005-2008, ProcureStaff Ltd, Software Analyst and Executive Assistant
2001-2005, Ogilvy Public Relations Worldwide, Account Coordinator/ Office Administrator

Summary
Ms. Holly has a diverse experience as office engineer, analyst and administrative assistant. She has worked closely with Resident Engineer through entire submittal process, closeout process, and completed tracking and distribution of submittals, RFI's, change orders and vendor invoices in Primavera Expedition

Relevant Project Experience

Office Engineer, NYCT, Onsite:

- Complete tracking and distribution of submittals, RFIs, change orders and meeting minutes in Constructware
- Create and maintain Access Database for change orders, issues and non-conformance
- Create and compile key information for Daily, Weekly and Monthly Report
- Create and update deliverable spreadsheet in preparation of closeout
- Create and maintain punchlist

Amtrak/LIRR, Onsite Administrative Assistant:

- Worked closely with Resident Engineer through entire submittal process, closeout process
- Completed tracking and distribution of submittals, RFI's, change orders and vendor invoices in Primavera Expedition
- Created and compile key information for Monthly Report
- Maintained Transition Schedule weekly for Amtrak Director
- Tracked and log payment requisitions for Construction Manager, General Contractor, and Engineer of Record, including but not limited to expenditures, payroll, and contract/budget modifications.
- Assisted in organization of closeout for First Avenue Ventilation Shaft Project, including compilation of Training, Testing, Operations and Maintenance Manuals, and additional deliverables

Software Analyst/Production Support Analyst, ProcureStaff Ltd, subsidiary of Volt Information Sciences:

- Provided support to end users on a variety of issues. Responsible for identifying, researching, and escalating resolutions to technical production team
- Responded to telephone calls, email and personnel requests for production support. documented, tracked and monitored issues to ensure a timely resolution
- Maintained the ticketing systems for 16 production sites that required a high level of understanding of a web based procurement application and business cycle flow
- Required to work remotely while maintaining a set level of output. Processes on average 100 new ticket requests on a weekly basis while supporting various onsite team members
- Tested software in each stage of Software Development Lifecycle (SDLC)
- Ran daily reports of unresolved issues with pivot tables
- Assisted configuration team with meeting client requirements
- Tested and certified issues requiring data fixes and code fixes
- Created test scripts and ran test with Mercury Quick Test Pro in User Acceptance Test (UAT) development stage

Executive Assistant:

- Reported directly to the President and CTO to support administrative flow for a technical group of 100+ employees

Naima Holley, *continued*

- Monitored internal Purchase Order system, creating requests and seeking corporate level approval
- Created relationships with outside vendors to promote the use of our internal material sourcing system
- Worked closely with internal technical teams and management to create and document auditing processes and maintain a 100% Sarbanes-Oxley compliance rating.
- Created administration flow and increased productivity by creating templates and automating manual processes.
- Worked closely with corporate HR to assist Directors and VP with departmental support

Account Coordinator/Office Administrator, Ogilvy Public Relations Worldwide, World Headquarters, New York, NY:

- Created and implemented an Access database to track missing magazines for InfoServices and the Health and Medical group.
- Trained Health and Medical Account Coordinators in using database.
- Maintained and added new functions to database upon request
- Created and maintain a central repository of Norton ghost images for the enterprise; responsible for the quality assurance for each image
- Assisted IT department with computer set up through out New York office, maintained Blackberry inventory
- Proactively updated operating system fixes to patch security hole and to prevent virus/worm attacks
- Assisted with documentation for Sarbanes Oxley
- Set up travel arrangement for Vice President of department
- Assisted InfoServices in research projects as needed with Internet, Factiva, reference books and magazine research

Cesare (Chase) DeRose Sr.

PATH: Cost Estimating

Firm: AECOM

Education
MBA, Management and Finance, Manhattan College, 1989
MS, Civil Engineering, Manhattan College, 1982
BS, Civil Engineering, Manhattan College, 1979

Professional Associations
American Society of Civil Engineers, New York Metropolitan Section, President
American Concrete Institute
Municipal Engineers of the City of New York
National Society of Professional Engineers
The Moles, Trustee and Chairman of the Education Committee
Association for the Advancement of Cost Engineering
Society for the Advancement of Value Engineering, International
NYC College of Technology, Department of Civil Engineering Technology- Advisory Commission
American Society of Civil Engineers, Lower Hudson Valley Chapter, Past President
American Society of Civil Engineers, Construction Institute, National Constructibility Committee

Years of Experience
36 Years

History of Employment
2001-present: AECOM, Vice President, Manager, Capital Cost Group

Summary

Mr. DeRose has 30 years of experience in the heavy construction industry. He has worked on a wide range of projects, from those valued at $1 million up to $16 billion. His project responsibilities have included cost estimating, scheduling, engineering, design, risk management assessment, project management, site supervision, and project planning. Mr. DeRose has been project executive overseeing numerous complex engineering assignments. He has experience with tunnel, bridge, highway, sewer and utility work, foundation supports, marine construction and commercial rehabilitation projects.

As manager of the Capital Cost group, Mr. DeRose manages the full estimating, scheduling, and constructibility capabilities of in-house support for AECOM business lines in the areas of transit and heavy civil engineering, underground and tunnels, MEP, public works, structures and utilities. He also oversees the cost estimation process from concept estimates (early design definition), budget estimates (advanced design definition), design alternative estimates, construction bid estimates (completed design), check estimates and construction change order estimates.

Relevant Project Experience

Port Authority of New York and New Jersey, World Trade Center Transportation Hub, New York: Field coordination manager for the $3.2-billion project and was the agent of the engineer-architect of record (E/AOR) to observe construction relative to the contract plans and specifications and report back to the E/AOR. As part of the field observation effort, the representatives maintained daily logs and note any discrepancies relative to the plans and specifications.

Metropolitan Transportation Authority, New York City Transit, Second Avenue Subway, New York, New York: Successive roles on the joint venture project, which involves new $16.8-billion subway lines, to include 8.5 miles of twin, bore subway tunnels and 16 stations. Chief cost estimator/construction manager and currently manager of constructibility and cost estimating for final system engineering. Work involves tunnel boring machine (TBM) rock tunnels, EPBM soft ground tunnels, mined cavern stations, open-cut construction, slurry walls, and utility relocations. Responsible for detailed construction cost estimating and constructibility as well as scheduling services for all aspects of the project, with the exception of vehicle acquisition and agency costs. Provided estimating support for the Full Funding Grant Agreement application to the Federal Transit Administration.

Permanent Mission of the Socialist People's Libyan, Arab Jamahiriya to the United Nations, New York, New York: Project director for the program, where AECOM is the owner's representative for conceptual, preliminary, and final design and construction of a $25-million Libya House renovation and restoration. Initiatives include the 309 East 48th Street exterior renovations, with the goal to remove unsafe conditions on the exterior façade. The interior project is the lower portion of the building and will be made available for commercially leased office space when the renovation has been completed. Floors 18 – 20 will be Libyan Mission offices, floor 21 ambassador's staff residence, and floor 22 and 23 the ambassador's residence. Also the $6-million gut renovation of the 14,000-square-foot ambassador's country residence in Englewood, New Jersey.

Metropolitan Atlanta Rapid Transit Authority, Metropolitan Atlanta Transit Consultants General

Cesare (Chase) DeRose Sr., *continued*

Engineering Consultant, Atlanta, Georgia: Acting projects control manager with AECOM, as the lead firm in a joint venture, as GEC to provide design, engineering, construction management, and management and administration services to support the planning, development, repair, maintenance, and improvement of the authority's transit system. Currently, the JV is engaged in 19 individual task orders encompassing analysis, engineering, design, and construction management within traction and station power, communications (variable message signs, public address, telephone and radio), signaling and train control, central control and supervisory control and data acquisition (SCADA), trackwork, fire protection, and operations planning.

New York State Thruway Authority, Hudson River Tappan Zee Bridge Fender Replacement, Tarrytown, New York: Senior engineer/general superintendent on the $32-million project that involved replacing the existing wooden fender with precast pieces weighing up to 300 tons.

Lincoln Center Promenade, Lincoln Center Redevelopment, New York, New York: Officer in charge on the project, where AECOM is the owner's representative for conceptual, preliminary, and final design of the $339-million project, a component of Lincoln Center's redevelopment plan. The initiatives include the 65th Street project, with the goal to create a vibrant new cultural corridor spanning West 65th Street from Broadway to Amsterdam Avenue. The Promenade project is the second initiative being planned by Lincoln Center and its resident organizations.

Chicago Transit Authority, Circle Line Alternatives Analysis, Chicago, Illinois: Technical resources director on the new proposal for linking all of CTA and Metra's existing rail lines in Chicago with a single new line that would encircle the city's growing central area. The Circle Line proposal achieves all of these goals largely by using CTA's existing rail infrastructure more effectively. The proposal calls for adding three short segments of new tracks and 11 new or rebuilt stations to the CTA system. These 6.6 miles of new elevated and subway tracks would allow CTA to operate a new Circle Line route which would significantly reduce travel times between existing CTA and Metra stations throughout the city and region. Various cost models are being run to determine the most cost-effective alternatives.

New York City, Water Tunnel #3, Stage 2, Queens Tunnel, Contract C-542, Queens, New York Roosevelt Island and Highbridge chlorination facilities.

New York City, Water Tunnel #3, Stage 2, Queens Tunnel, Contract C-542, Queens, New York: The $172-million tunnel involved 5.5 miles of tunnel boring machine-mined, hard rock tunnel, 20 feet in diameter. A horizontal conveyed mucking system was used.

New York City Department of Environmental Protection, Hillview Reservoir Wall Extension and Sediment Removal, Yonkers, New York: Work on the $35-million project involved extending the center wall by 10 feet and cleaning up 80 years' accumulation of sediment.

Long Island Rail Road, Flushing Viaduct Rehabilitation, Flushing, New York: The $36-million effort entailed replacement, along with new track, of concrete spandrel beams and the lightweight fill of the railroad bed.

Triborough Bridge and Tunnel Authority, Brooklyn Battery Tunnel Ceiling Replacement, Brooklyn, New York: The $60-million project involved replacement of the entire tile ceiling with a composite concrete system. It also entailed the installation of new lighting and rehabilitated of the invert.

New York City Department of Transportation, The Queensboro Bridge, Manhattan, New York: Superintendent/chief estimator on the $196-million project. The project included replacement of outer roadways, all structural steel repairs, painting of the lower portion of bridge, renovation of the full electrical system and the anchorage.

Pradip Mehta, PMP

Shared Technical Services: Claims Review

Firm: AECOM

Education
MS, Construction Management, Georgia Institute of Technology, 1979
BS, Civil Engineering, University of Bombay, India, 1977

Registration/Certification
Project Management Professional , # [redacted] Issued 06/18/2007

Professional Associations
Project Management Institute, College of Scheduling Conference Chair, 2003
Project Management Institute, College of Scheduling Board Member, 2002
Project Management Institute, Subject Matter Expert, Exam Development Workshop, 2009
Association for the Advancement of Cost Engineering, New Jersey Chapter, Board of Directors, 2007
Primavera Systems Customer Advisory Board, Advisory Pannel Member, 2002 - 2006

Years of Experience
6 Years

History of Employment
2009-present: AECOM, Manager, Project Controls – Northeast

Summary

Mr. Mehta brings extensive and diversified experience in successfully implementing project management, and control processes and systems at the corporate as well as large program levels in a capital planning and design-build environment for both contractor and owner organizations. He offers a strong combination of skills demonstrated through the achievement of results in leading and performing a full range of project management and control functions, including oversight, direction, training in the areas of planning and scheduling, cost engineering, performance measurement, change control management, earned value management, revenue recognition, process re-engineering, expert testimony, and claims litigation. He possesses demonstrated skills in working with all levels of organizations, including design, construction, capital planning, finance, information technology, legal, procurement, and human resources. He has been involved in the successful execution of numerous multi-million dollar projects in the energy, transportation, and environmental industry, He also successfully led the implementation of an enterprise-wide project control system on the Primavera Platform at the Port Authority of New York and New Jersey to support design and construction of a five-year, $9 billion capital plan. His pioneering and innovative efforts led to the Port Authority receiving an outstanding achievement award in 2003 by Primavera systems. Mr. Mehta serves as a director-at-large of the PMI College of Scheduling, and he is frequently invited as a guest speaker on the subject of project control best practices, implementing enterprise-wide project control systems, and construction dispute resolution. He has presented more than 20 publications at different venues. He chairs track sessions in the Enterprise project control systems at the annual PMICOS conferences. Mr Mehta is a certified project management professional (PMP), certified cost engineer (CCE), planning and scheduling professional (PSP), and earned value professional (EVP).

Relevant Project Experience

Port Authority of New York and New Jersey (PANYNJ): As a manager of project controls for the Engineering and Project Management Department of the PANYNJ, supervised a staff of 25 project controls personnel. While there, significantly expanded the scope of his group and brought cohesiveness to the project control group. Mr. Mehta successfully led the implementation of an Integrated Web-Based Project Management and Control System for the Engineering Department that supported Port Authority's five-year $9 billion Capital Plan. This Enterprise System implementation won the national award for outstanding achievement from Primavera Systems in 2003. As a liaison to the office of the Chief Operating Officer, orchestrated development of project-driven annual department budget preparation and its reconciliation with the Port Authority's Capital Plan. Also instrumental in the development of the Integrated Capital Planning and Project Management System (In-CAPS) during its early phase. Conducted agency-wide project control systems training at all facilities that included almost 400 agency stakeholders. Led and supported many new initiatives that included Port Authority's Centralized Proposal System, Construction-In-Place (Earn Value) Reporting, Engineering Department's Productivity reporting by divisions, development of tracking system for shop submittals and RFIs in Expedition, preparation of scorecard reports for each engineering discipline on turnover of documents, and revising Port Authority contract specifications requirements for contractor's schedule. Represented the Port Authority in the Inter Agency Capital Benchmarking Collaborative that

Pradip Mehta, PMP, *continued*

included representatives from MTA, AMTRAK, NYCDOT, DASNY, GSA, NYCDDS and NYCSCA. Hosted visits from many large organizations that included LaFarge, Wyeth, ALSTOM, Amtrak, NYCSCA, Con Edison, etc. Coordinated with CFAR (a spin off from Wharton Business School) a case study on the best practices adopted by the Port Authority on implementing an enterprise-wide project control system and its eventual publication by the National Transport Research Board in August of 2005.

Moynihan Station Development program, New York, NY: Overseeing program control functions as a project controls manager for the construction of phase 1 of the Moynihan Station Development Program, valued at $325 million. Responsible for supervising six different project controls leads in the area of scheduling, document controls, cost controls, risk management, estimating and change management/claims.

NJ TRANSIT, Portal Bridge Capacity Enhancement Program: Overseeing program control functions as a project controls manager on the $1 billion Portal Bridge Capacity Enhancement Program. Responsible for supervising six different project controls leads in the area of scheduling, document controls, cost controls, risk management, estimating and change management/claims. Directly interfacing and advising with NJ Transit on all project control related issues.

Marsh USA: As a Vice President and Managing Consultant of Marsh USA for the construction dispute resolution division, responsible for providing all services related to claim dispute resolution including entitlement analysis, delay and damage quantification, responsibility assessment and litigation support. Also provided expert witness services on three large claims representing different owners.

Ogden Environmental and Energy Services: As a Corporate Director of Project Controls, Mr. Mehta supervised implementation of project controls for multiple large projects, headed a task force for streamlining project controls and revenue recognition procedures that achieved an annual cost benefit of $1.0 million. Interfaced with clients' project management control teams, assisted in preparation of large program cost proposals, conducted corporate wide cost and schedule control management training at 18 different office locations, and assisted in preparation and negotiation of major construction delay claims.

Fresh Kills Landfill Leachate Mitigation project: As a project controls manager, responsible for developing an overall project CPM schedule, instituting a change order management system, earned value and progress reporting on a Consent Order-driven program that included 45 intermediate milestones with each carrying liquidated damages of $15,000/day. All of the Consent Order milestones were met on or ahead of schedule and as a result Mr. Mehta was awarded a National Quality Award by IT Corporation for successfully implementing an effective project control system on this program.

Gibbs and Hill, Inc.: As a senior project controls engineer, developed integrated design-procurement-construction CPM schedules as well as implemented Earn Value reporting system on Waste to Energy Plants that included fast-track construction on the Essex Waste-to-Energy Resource Recovery Facility in New Jersey, Southeast Resource Recovery Facility in Long Beach, California, and Mid Connecticut Resource Recovery Facility in Hartford, Connecticut. Key member of a project control team responsible for implementing an integrated cost schedule control system using MSCS/COPES software on the design of Yanbu Power and Desalination Complex constructed in Saudi Arabia. This facility included a design of two stem plants, two desalination units, eight gas turbines and eight Heat Recovery Steam Generators.

Dravo Corp.: As a member of the on-site construction management team, responsible for monitoring various contractors' performance on construction of 550 coal fired power plant, including installation of scrubbers and precipitators in Farmington, New Mexico. This power plant went into operation eight days ahead of the contractual completion date.

Robert E. Rocco, PE

Shared Technical Services: Risk Management

Firm: AECOM

Education
MS, Engineering Management, New Jersey Institute of Technology, 1971
BCE, Civil Engineering, University of Detroit, 1968

Licenses/Registrations
Professional Engineer (Civil), New York, [redacted] 1975
Professional Engineer (Civil), New Jersey, [redacted], 1977
Professional Engineer (Civil), Virginia, [redacted] 1998
Professional Engineer (Civil), Ohio, [redacted] 1998

Years of Experience
43 Years

History of Employment
2001-present: AECOM, Senior Inspector/Chief Resident Representative

Summary

Mr. Rocco is a professional engineer with extensive experience in risk management, business development, project management, engineering supervision, engineering, and design. Assignments have included major rail transit and rail freight development projects; fusion test reactors design and installation; facility decontamination and decommissioning; and the civil features of fossil, nuclear and hydroelectric generating stations. He was the supervising engineer responsible for numerous civil designs for fossil, hydroelectric, and nuclear power plants, including roads, railroads, drainage facilities, erosion control systems, circulating water systems, structures, and hydroelectric dam design and stabilization. Mr. Rocco is a decisive team builder with proven skills in communication, management, planning, and problem-solving. He has a demonstrated philosophy to increase engineering and design competitiveness through advanced tools and efficient work processes.

Relevant Project Experience

Port Authority of New York and New Jersey, PATH Permanent World Trade Center Terminal, New York, New York: Risk manager responsible for implementing a risk management program for AECOM's scope of work. Performed conceptual and preliminary engineering services, including integrating the terminal work with the numerous stakeholders interfacing with the project. This terminal replaced the terminal damaged during the 9/11 attack. Responsibilities entailed developing a risk plan tailored to the unique requirements of the project and conducting workshop sessions with project personnel to introduce the program concepts, and to identify project risks and respective mitigation plans. The project risks were reflected by the relatively large number of upper level opportunities defined for the project. A cost/schedule risk analysis process was developed that met FTA PMO requirements. Estimated cost is $2.2 billion in the year of expenditure.

New York State Department of Transportation, Tappan Zee Bridge/I-287 Environmental Review, New Yor: Responsible for technical support for the environmental process. Held a workshop for qualitative risk assessment. Identified strategic risks and qualitatively assessed the likelihood and consequence for each. The early stage of the project focused on strategic project risks. Currently setting up the project to create, manage, and utilize the risk management program. AECOM is providing program management for major improvements to 30 miles of I-287, including the Tappan Zee Toll Bridge. The program includes the replacement of the Tappan Zee Bridge with a full 30-mile corridor bus rapid transit solution and a commuter rail service through Rockland County over the new bridge with connection to the Hudson Line and service to Grand Central Terminal.

MTA New York City Transit, Second Avenue Subway, New York, New York: Director of support services responsible for external interfaces, project controls, risk management, finance/accounting, constructibility and real estate. Risk manager responsible for development and implementation of a risk management program. The program required establishing a fundamental philosophical structure to ensure consistency of concepts; creating a readily understandable, and effective risk management process; and identifying a practical means to conduct risk mitigation. The Second Avenue Subway is a $16 billion new subway line within New York City's subway system. It consists of twin bore tunnels 8.5 miles long and has 16 new stations. The line runs beneath Second Avenue for nearly the full length of Manhattan. The joint venture is the engineering consultant, and its scope of work is to perform conceptual and preliminary design for the entire line, and to provide procurement services through award of the first contract (which is for design-build tunneling work). Also, construction services for the first contract were included in the work scope. Responsibilities included developing a risk plan tailored to the unique requirements of this project

Robert E. Rocco, PE, *continued*

and conducting workshop sessions with project personnel to introduce the program concepts, and to identify project risks and respective mitigation plans. In addition, a cost/schedule risk analysis process was developed that allowed a confidence level to be assigned to the project cost estimate and the schedule, and to rationally manage the cost contingency and the schedule float. The risk process was reviewed favorably by the FTA PMO.

Lincoln Center Development Project, Inc., Lincoln Center Development, New York, New York: AECOM is providing construction management services the $500 million redevelopment of the Lincoln Center Performing Arts. Responsible for establishing the risk management program, conducting risk workshops and risk analysis of cost estimates and schedules. Provided LCDP with interpretation of risk analysis results and scenario for the most cost effective mitigation of major risks. Commenced and supported risk mitigation work.

New York State Department of Transportation, Route 9A West Street Reconstruction Program, Manhattan, New York: Introduced the risk program to the project team. Conducted cost and schedule risk analysis workshops, and performed a cost and schedule risk analysis of the most significant alternate. The results were presented to NYSDOT. AECOM was part of a tri-venture, acting as an extension of the NYSDOT's staff. The scope of work included replacing the roadway adjacent to the World Trade Center site. The firm evaluated alternative schemes, supported the environmental process, and assisted the NYSDOT in managing the work. The project is valued between $500 million to $750 million.

Amtrak, Three Vent Projects, New York, New York: AECOM provided construction management services for three vent rehabilitation project. Work consisted of rebuilding tunnel vent structures. Some structures were adjacent to existing buildings exacerbating risk conditions. The aggregate sum of the work was in excess of $100 million. Presented AECOM's risk management approach to Amtrak senior management in March 2004. Subsequently, Amtrak requested that the risk program be implemented on the three projects. Risk plans were developed and risk identification workshops scheduled.

San Francisco Municipal Transportation Agency, Central Subway, San Francisco, California: Deputy project manager for the Central Subway Partners joint venture, which has a contract for the program management and construction management of the CSP. Responsible for project services, which included risk management, configuration management, project controls, financial management, and community relations. Established the project's risk management program that included preparation, approval, and implementation of the project execution plan, risk management plan, and the risk mitigation process. The Central Subway project is a $1.5 billion subway line that will run beneath San Francisco's 4th Street and Stockton Avenue from 4th and King Streets to Chinatown.

Metropolitan Council, Central Corridor Light Rail Transit, Minneapolis and St. Paul, Minnesota: Lead facilitator for a series of workshops for quantitative risk analysis, including risk-identifying meetings, risk register development, a workshop to range risk items, and authored the quantitative risk analysis report. The project will link downtown St. Paul and Minneapolis via a new 9.8-mile and 15-station light rail transit line, and includes an additional 1.2 miles/five stations of shared guideway with the existing Hiawatha LRT line. The project will connect downtown Minneapolis (including direct connection to the Hiawatha LRT and Northstar Commuter Rail Lines), the University of Minnesota, the Midway District, the State Capitol Complex, downtown St. Paul, and the historic St. Paul Union Depot to the vital Central Corridor.

Emmanuel S. Tan, PE, NICET III, CWI

Shared Technical Services: Special Inspections

Firm: COLE Technologies

Education
B.Sc. Civil Engineering, 1985, Mapua Institute of Technology Manila, Philippines
BS, Environmental and Sanitary Engineering, 1986, Mapua Institute of Technology, Manila Philippines
Certificate in Computer Science 2001, Hofstra University Hempstead, New York

Registration/Certification
NYS-Licensed Professional Engineer #[redacted]
Licensed Civil Engineer [redacted] (Philippines) Licensed Sanitary Engineer #[redacted] Philippines)
Professional Regulations Commission The Philippines
Fundamentals of Engineering (EIT-NCEES), 2007
NICET CMT (Concrete) Level II, 2006
NICET CMT (Asphalt) Level II, 2006
NICET CMT (Soils) Level II, 2006
AWS Certified Welding Inspector, [redacted] 2007
Non-Destructive Testing Technician (NDT-Level I)
Nuclear Gauge Training Certificate (Troxler)
OSHA Radioactive Materials Training Certificate
Auto Cad, Level I

Professional Associations
American Society of Civil Engineers (ASCE)
National Society of Professional Engineers (NSPE)
Member N° 300013095
American Concrete International (ACI)
American Welding Society (AWS)
Concrete Industry Board (CIB)

Years of Experience
25 Years

History of Employment
2000-Present, Cole Technologies, Special Inspector

Summary

Mr. Tan is a licensed professional engineer in the State of New York. Mr. Tan's vast international industry experience spans more than twenty-five (25) years and ranges from construction estimating and quantity take-offs to resident engineering and project management, construction monitoring and supervision of educational facilities, bridges, roads and flood controls, project coordination and supervision of a variety of project types. In the last fifteen (15) years, Mr. Tan has been heavily involved in the area of materials engineering, providing a variety of construction materials QA/QC inspections for major aviation facilities, educational facilities and commercial structures. Since 1999 as project manager for American Airlines' massive Terminals 8 and 9 redevelopment program at JFK International Airport, Mr. Tan has enmeshed himself as a permanent fixture on the project's construction team providing a variety of management functions. These functions include the review and interpretation of construction drawings and project specifications, supervision of all site controlled inspections and materials testing, preparation and review of all daily reports, addressing and providing solutions to project-related problems and from time to time, performing some of the required inspections himself. Mr. Tan is punctual to his assignments, conscientious about the preparation of his daily reports and wellliked by other team members.

Mr. Tan's technical skills include but are not limited to the following:

- Preparation of Construction/Design Estimates
- Structural Safety/Stability Inspections
- Underpinning Inspections
- Pier and Pile Foundations Inspections
- QA/QC Controlled Inspections of Construction Materials
  - Reinforcing Steel
  - Concrete
  - Backfilling/Soil Compactions
  - Structural Steel (Welding, High Strength Bolting, Shear Studs, Metal Decking)
  - Masonry/Mortar/Grout
  - Fireproofing
  - Firestopping
  - Asphalt
- Subgrade Inspections
- Preparation of Construction Schedules (PERT/CPM Methods)
- Resident Engineering
- Reinforcing Steel & Post Tensioning Inspections
- Project and Construction Management
- Project Planning and Supervision
- Wall Panels, Curtain Walls and Veneers Inspections

Relevant Project Experience

Delta Airlines, JFK-IAT Redevelopment Programme

American Airlines Terminals 8 & 9 Redevelopment @ JFK Int'l

- AA Airside Utilities Relocation (Phases I-IV)
- AA Landside Utilities Relocation (Phases I-IV)

Emmanuel S. Tan, PE, NICET III, CWI, *continued*

- American Eagle Baggage Hold
- America Eagle Gates 31 & 32
- AA Main Terminal (Phase II-III)
- AA Concourse B (Phase III)
- AA Terminal 8 Elevated Roadway
- AA Hydrant Fuel Piping System
- AA Ground Service Equipment Building
- AA Ramp Building (Gates 14 & 16)

Delta Airlines JFK-IAT Expansion, Jamaica, New York

Jet Blue Airways Terminal 5 @ JFK International Airport, New York

Jet Blue Airways Come Back Area @ JFK International Airport, New York

42nd Street Development (Block long between Broadway & 8th Avenue)

Trump Riverside Towers

Three Times Square (3 x □)

Four Times Square (4 x □)

Goldman Sachs World HQ, Battery Park, New York

7 World Trade Center, New York, New York

270 Greenwich, New York, New York

535 West End Avenue, New York, New York

Ridge Hill, Yonkers, New York

Various DASNY Projects, New York, New York

Weehawken Tunnel, Weehawken, New Jersey

Antonio J. Rosciglione, RA

Shared Technical Services: Federal Grant Compliance

Firm: AECOM

Education
BA, Architecture, New Jersey Institute of Technology, 1992

Registration/Certification
Registered Architect, New York, #[redacted]2005

Professional Associations
American Institute of Architects
Construction Managers Association of America
ACE Mentors

Years of Experience
22 Years

History of Employment
2002-present, AECOM, Architect/Chief Resident Representative

Summary

Mr. Rosciglione has over 22 years of experience in the construction, architectural/engineering, and construction management industries. This includes experience in project/ construction management, quality assurance (QA) inspection, contract and code compliance, problem resolution, contract document interpretation, cost estimation, schedule and cost control, contract administration, and agency/designer coordination. Mr. Rosciglione holds confined space certification and is OSHA certified.

Relevant Project Experience

FEMA, Substantial Damage Estimating, Various Long Island Communities, New York: Project manager for FEMA task to assess 7000 properties for damage caused by Superstorm Sandy. Establish field office, teams and deployment logistics to accomplish goals within tight delivery time frame to FEMA. Managed 6-8, 2 person teams by providing daily assignments, assessment and field oversight. QA documentation of teams and review assessments for consistency and accuracy. Worked closely with FEMA and local community officials.

Port Authority of New York and New Jersey, World Trade Center PATH Station Reconstruction, New York: Deputy project controls manager for the $2.4-billion project to reconstruct and commission a transportation hub at the World Trade Center site. Coordinate various design disciplines for timely delivery of design packages to Port Authority for issuance to contractor for phased construction of new transportation hub as designed by Santiago Calatrava. Establish and monitor milestones for deliverables. Coordinate interdisciplinary responses to submittals and requests for information. Review phasing and constructability of designs with port authority and contractor. Perform services during construction for submittal and request for information coordination amongst client, designers, and contractor.

Port Authority of New York and New Jersey, John F. Kennedy International Airport, American Airlines Terminal Redevelopment, Queens, New York: Project architect for $1-billion program to construct and commission the new American Airlines terminal. Oversaw every facet of new construction and associated life safety systems with review by port authority. Working closely with the lead architect, was responsible for architectural design, construction, and building commissioning the airport. Coordinated site-related architectural/engineering coordination with other disciplines and American Airlines; architectural design of changes due to site conditions and client requests; architectural and engineering site inspection services, including responding to contractor requests for information; and life-safety and building code interpretation. Responsibilities included extensive interaction with contractor and subcontractor for on-site resolution/ clarification of design.

MTA TBTA. Construction Management and Inspection Services for Project RK-65R, Central Maintenance North Facility on Randall's Island, New York: 5/13-Current Resident Engineer closely assisting the TBTA Project Manager on a $17.6-million design-build of a new Maintenance Facility. Responsible for construction management, special inspections, progress inspections and consulting services management. Manage site staff and office resources. Variously meet and coordinate with TBTA, design-build contractor and other agencies as required for the project. Monitor schedule and cost for TBTA.

Metropolitan Transportation Authority, New York City Transit, Escalators at Bowling Green Station, New York, NY: Construction manager for $13-million construction project to

Antonio J. Rosciglione, RA, *continued*

remove and replace eight escalators with associated upgrades to the communication, fire suppression, and detection systems.

Long Island Railroad, Ronkonkoma Automated Train Wash Facility, New York: Assistant project manager for an $8-million project to construct a new train wash facility. Monitored schedule, budget, safety, and quality.

MTA New York City Transit, Canal Street Station Complex Rehabilitation, New York: Resident engineer/architect and owners' representative responsible for project management, quality assurance, cost and schedule control, and contract administration on this $31-million rehabilitation of the complex. Rehabilitation involved architectural, structural, electrical, mechanical, and communications. Responsibilities included management and supervision of field personnel, constructability reviews, and development of site-specific solutions to construction/ coordination issues; coordination with in-house departments including design group, MTA/Arts for Transit, station programs and RTO; coordination with city agencies; preparation of estimates for both base contract work and proposed contract modifications; change order evaluation, preparation, negotiation, and implementation; review, approval and processing of contractor's payment requisitions; and contractor evaluation. Knowledgeable in all aspects of the authority contract specifications, procedures, and requirements.

Metropolitan Transportation Authority, New York City Transit, Atlantic Terminal, Brooklyn, New York: Construction coordinator and liaison and facilitator between design consultant and various MTA, NYCT, and LIRR departments to aid in the design process, conformance with scope, constructability, value engineering, and packaging of the reconstruction. Performed general order forecasting and value engineering, and proposed materials evaluation. Monitored design consultant's progress and expenditures.

Dormitory Authority of the State of New York, Baruch College and Hunter College, New York: Project architect for $3.5-million exterior facade rehabilitation. Analyzed scope and created construction documents. Performed construction administration duties, including site inspections, shop drawing review, and submittal review, and conducted progress meetings.

Dormitory Authority of the State of New York, State University of New York, Buffalo-Amherst, Ellicott Dormitories, New York: Project manager for $4.7-million exterior rehabilitation of 14 mid-rise dormitories and emergency repairs to 28 mid-rise dormitories with a construction schedule of three months.

New York School Construction Authority, PS 108K, Brooklyn, New York: Construction manager for $2.4-million exterior rehabilitation of 1800s National Historical Register School with a construction schedule of 12 months.

New York School Construction Authority, PS 36, Bronx, New York: Project manager for $3.6-million exterior rehabilitation and window replacement for turn-of-the-century public school. Developed scope report, submitted SHPO report, and produced bid documents.

Pfizer, Inc., World Headquarters, Manhattan, New York: Project manager for facade failure investigation and restoration. Analyzed and investigated localized curtain wall failure. Documented findings, created investigation program, and monitored contractor's progress. Coordinated and created design for reconstruction of failure area of curtain wall.

Trammel Crow, American Express Tower Facade Restoration, Manhattan, New York: Project manager for $3.5-million exterior rehabilitation. Coordinated bid documents, process, and award. Performed construction administration services. Coordinated between owner and general contractor. Approved payment requests and reviewed schedule for conformance.

Pfizer, Inc., North Maple Inn, Basking Ridge, New Jersey: Project manager for envelope survey of corporate hospitality and learning center. Produced design documents, and assisted in bid analysis and award of contract.

Pfizer, Inc., Peapack Campus Garage Investigation, Peapack, New Jersey: Project manager to perform survey of two multistory garages and one below-grade multilevel garage for condition survey assessment. Produced design documents and assisted in bid analysis and award of contract.

John Stefanic

Shared Technical Services: Civil Engineering

Firm: AECOM

Education
BS, Civil Engineering, •with a Construction Management Minor, New Jersey Institute of Technology-Newark, New Jersey

Registration/Certification
SWPP certified in Nassau Co. N.Y.

Years of Experience
33 Years

History of Employment
2013-present: AECOM, Construction Superintendent
1992-2011: EW Howell, Construction Engineer

Summary
Mr. Stefanic has more than 30 years of experience in construction and facilities management of transportation, facilities and commercial buildings. He has planned, directed and coordinated activities integral to building construction projects, monitored and controlled project safety, quality, environmental compliance, cost and schedule, and prepared project progress reports.

Relevant Project Experience

Port Authority of New York and New Jersey, Reconstruction of the LaGuardia Airport, Queens, NY:
Mr. Stefanic is construction manager/ inspector for this $40 million project. He is responsible for the inspection of the new electrical substation, foundations for the new parking lot, and inspection and management of the runway. Work includes management of field personnel, construction/coordination issues, and coordination with in-house departments.

Construction Superintendent, E. W. Howell, Westbury, NY:

- **Kennedy Airport, Nippon Cargo Airlines Cargo Terminal** 2 MM sq. ft. cargo facility with Lodiga system and 70,000 sq. ft. office space. Work included tarmac paving and street side parking lot, Relocate main box culvert drainage for Kennedy airport, Relocate 3 of 4 main electrical feeders, demolition and abatement of existing Cargo hanger and FAA control center.
- **Lowes Home improvement Store, Staten Island**: 1/4 mile extension of NYDOT roadway, 16 acres site work, Standup precast building and steel for 160,000 sq. ft. building.
- **Capital Grill Restaurant Renovation, Manhattan:** Installation of Con Ed high pressure steam station, IT and presentation systems in private dining rooms.

Construction Superintendent, Structure Tone, NY:

- **180 Maiden Lane ($60 MM project):** Superintendent for interiors, including major mechanical and electrical work; Due to the extensive communications and IT work involved all connection in the building and major steel members required work. Co-ordination of MEPS. New mechanical room at roof. 56 floor renovation.
- **One Madison Avenue ($90M project)**: Superintendent in charge of exterior stone and windows at clock tower, clock mechanism, light program and roof repair; Window washing structures, Executive offices, board rooms and Executive kitchen and cafeterias.

VRH Construction Company, Englewood, NJ:

- **Kennedy Airport Kennedy Airport** ($250 MM project): Tarmac paving and Jet Bridge relation for Gates 1 thru 30, Demolition and reconstruction of underground jet fueling system and all associated utilities i.e. drainage, elec. Communication etc, Hold room renovations, First class lounges for Delta and Virgin Air, Baggage Handling system modifications.
- **La Guardia Airport:** Superintendent for various new construction and rehabilitation projects, including waiting rooms and office areas for U.S. Air, New York Air, Continental Airlines, TVVA, Pan Am, Republic and Northwest Airlines;
- **Kennedy Center, Union City, New Jersey:** Superintendent for conversion of Sears store and auto service center to multi-story retail center, included addressing environmental issues (such as removal of asbestos-containing materials and petroleum contamination).

John Stefanic, *continued*

- **New Jersey Service and Maintenance Facility, Nevvark Airport, New Jersey**: Superintendent for construction of three buildings, Port Authority office complex, heating plant; heavy equipment garage and associated dormitory and cafeteria for snow removal personnel.

Construction Superintendent, TriStar Construction, NY:

- **Bank Leumi Corporate Headquarters, Fifth Avenue, Manhattan:** Superintendent responsible for interior/exterior of seventeen floors, including: chiller cooling tower; lobby; all tenant work for 20 floor fit outs, state or the art security system as this building is a precious stone showrooms and manufacturing expansion of 13th floor.

Project Manager, F. J. Sciame Construction, NY:

- **Fordham law School ($10 MM project):** Project Manager for alteration and addition of building containing classrooms and auditorium.
- **Merrill lynch Building, One Liberty Plaza ($8MM project)**: Project Manager for installation of new mechanical room and risers, as well as supplementary HVAC system.
- **Cornell/NYU Medical Center, New York City, NY**: Project Manager for laboratory and hospital renovation.

Cowell C. Codner

Shared Technical Services: Mechanical Engineering

Firm: AECOM

Education
BS, Mechanical Engineering, State University of New York, College at Buffalo

Years of Experience
16 Years

History of Employment
1998-Present, AECOM, Construction Manager

Summary

Cowell Codner's experience includes both design and construction management for a wide variety of retrofit projects for buildings. This includes architectural and health/ safety improvements, central heating/ cooling plants, electrical and plumbing upgrades and fire alarm systems. His work has included over 30 City of New York public schools for the NYCSCA, which has included on-site inspection and overall contract management. He has controlled projects from permit to construction completion, which included materials management, quality control, performance reporting, customer service, scheduling and punch-list completion. Developed quality control policies, compliance, project safety and ensured performance is in alignment to processes and procedures. Addressed mechanical, electrical and plumbing issues that required immediate attention. He has managed compliance with all company procedures and ISO9000 guidelines.

Relevant Project Experience

Port Authority of New York and New Jersey, Terminal Redevelopment American Airlines (Project Development Support), John F. Kennedy International Airport, Queens New York: As Field Quality Control Engineer, coordinated and implemented testing procedures with Mechanical, Electrical and Plumbing contractors and the Port Authority of New York and New Jersey. Performed fire/smoke dampers inspections to ensure conformance to quality, performance, safety and/or code requirements. Performed task of witnessing, commissioning and testing of Building Management System (BMS). Performed tasks pertaining to evaluating change orders and issues relate to design changes.

Metropolitan Transportation Authority, East Side Access Project,: Mechanical/Plumbing Engineer. Duties include but not limited to the construction of five new entrances into Grand Central terminal. The relocation/demolition of existing building services to give way to new entrances. Daily responsibilities include utilizing Microstation to prepare detailed drawings, specified new HVAC and plumbing equipment necessary for the new entrances.

New York Power Authority (NYPA)/ New York City School Construction Authority: Construction Manager. Worked with NYC School Construction Authority to convert NYC's schools and office buildings from the outdated and filthy coal burning boilers to new dual fuel (oil and gas) energy efficient automated boilers. Daily duties include but not limited to, daily site visits, scheduled controlled inspections, reviewed drawings and answer questions site supervisors or trades may have, conducted site safety inspections, prepared, reviewed and negotiated change orders, conducted job progress meetings, acted as a liaison between design engineers and the contractor.

New York Power Authority (NYPA)/ New York City School Construction Authority: Mechanical Engineer. Worked with the aid of AutoCAD to design new and efficient heating system for the Clean Air For School Program (CASP), and The New York Power Authority (NYPA). This required equipment sizing and selection of various heating equipment. Designed new underground plumbing for boiler room. Worked with Project Managers to resolve various design questions. Reviewed shop drawing for accuracy and compliance as per School Construction Authority Specifications (SCA).

NYCT, Second Avenue Subway: Plumbing Designer. Utilize AutoCad and Microstation to develop plumbing designs and engineering for facilities. Investigate and procure data required to develop specific designs. Prepare preliminary sketches and/or schematic diagrams. Provides guidance to and coordinates the efforts and job assignments of other designers and Cad operators.

New York City Department of Correction, Rikers Island, Queens, NY: Managing a $4 million Laundry equipment upgrade with new laundry equipment and new lighting.

Peter A. Fullerton

Shared Technical Services: Electrical Engineering

Firm: AECOM

Education
BS, Electrical Engineering, 1991, Rensselaer Polytechnic Institute

Years of Experience
25 Years

History of Employment
1997-Present, AECOM, Construction Inspector

Summary

Mr. Fullerton has significant experience working as an electrical inspector on various construction inspection projects, including electrical inspector for improvements to the NYCDOT Williamsburg Bridge Contracts #5, #6, and #7. These contracts involved system markouts, private utility coordination, electrical installation, facility relocations, inspection, and testing, including a fiber-optic link of the variable message sign system, traffic signals, electrical lighting, and ITS integration. Currently for the PANY&NJ, he is the designated field Engineer for substation upgrades at Newark Penn Station for the PANY&NJ. An important component of Mr. Fullerton's duties on all his projects includes coordination with utility companies and inter-agency departments for integration of private and public elec/ comm systems and final operation and maintenance manuals. He is fully qualified to coordinate the electrical installations of private utilities by Con Edison for the Park Avenue Tunnel project.

Relevant Project Experience

Port Authority Trans Hudson Rail Switching Station 10 Replacement, New Jersey: Lead Field Engineer for the $4M substation upgrade at the Newark Path Penn Station for the Port Authority New York & New Jersey. Project elements include upgrades and retrofit of existing substation including markout/pothole existing utilities, traffic control, underground conduit installation, pull boxes, and new switch gear. Comm systems being upgraded include SCADA, CCTV, remote locks, and fiber optic network. For both comm and electrical systems upgrades Mr. Fullerton is responsible for the coordination, installation, testing and integration with PSE&G, contractor, and PANY&NJ inter-agency departments.

NJ Turnpike Authority, Interchange 6 to 9 Widening, New Jersey: Senior utility coordinator for the program wide relocation of three major interstate oil pipelines along a 34 mile portion of the New Jersey Turnpike right-of-way. This work was required to relocate the pipelines outside of the new 6 lane roadway and bridge work widening part of the $1.7B Interchange 6 to 9 Widening project. The widening program includes 26 different bid packages over a 34 mile section of the Turnpike, one of the largest highway programs in the country. Duties included coordinating and inspecting 3 major oil pipeline relocations along the 6 to 9 Widening alignment. Reviewed work orders, inspected work and coordinated with RE's and NJTA staff for field adjustments of alignments as construction proceeded.

MTA Metro-North Railroad, Croton Harmon Shop Replacement - Phase III, New York: Senior electrical inspector for the $280 million Harmon Shop replacement project that involves the construction of multiple new facilities in the Metro-North Harmon Yard. This design-build project is focused on the design and construction of equipment maintenance facilities for Metro-North's fleet of coaches and locomotives.

MTA Metro-North Railroad, Croton Harmon – Wheel Truing Facility, New York: Senior electrical inspector for the construction of a new facility to house a new tandem wheel-true machine. This design-build project is focused on the design and construction of a new facility, and installing a new tandem wheel-true machine. The current wheel truing building is near capacity, particularly with the addition of the new M7 fleet of trains. Awarded the New York Tri State Design-Build Project of the Year 2007.

MTA Metro-North Railroad, Croton-Harmon Maintenance Facility Replacement, New York: Inspector responsible for overseeing the construction of the entire lower storage yard, including water, sewer and drainage upgrades, fire protection pump house, and power substations.

MTA Metro-North Railroad, Croton-Harmon 20's Yard Improvements and Employee Overpass Construction, New York: Electrical inspector for construction supervision and inspection services. Project work consists of the relocation, renovation, and new construction of the Harmon Yard, relocated tracks and associated industrial systems, new incoming

Peter A. Fullerton, *continued*

electric service, and required ancillary support structures. In addition, a new employee overpass from the existing station overpass was constructed. Responsibilities included overseeing inspection and installation of switch gears, Scada control system, all high-voltage cables, and third rail/ traction power. [

New York City Department of Transportation, Williamsburg Bridge Rehabilitation, New Yor:. Senior electrical inspector for the $230 million rehabilitation of the Williamsburg Bridge (contract #7). Project work consisted of the demolition and reconstruction of four northern roadway lanes on the bridge approaches and main span. Responsibilities include review and inspection of the north roadway lighting, CCTV and communication design, elevation of power distribution lines, and conduit routing plans.

New York City Department of Transportation, BMT Structure Reconstruction at the Williamsburg Bridge, New York: Electrical inspector for the $150 million reconstruction of the BMT structure at the Williamsburg Bridge (contract #6). Project work included the demolition and complete replacement of the NYCT subway tracks and structural support systems. Responsibilities included inspection of the demolition and removal of the existing railroad tracks, traction power, and signal systems, as well as the supporting structural columns; and the installation of new mini piles, concrete footings and foundations, structural steel, and track system replacement. New signal, communication, and traction power systems were also installed. Work included paint removal and painting of overhead trusses and transit hangers.

MTA Metro-North Railroad, Grand Central Terminal Rehabilitation, New York: Electrical inspector for the $150-million infrastructure rehabilitation of Grand Central Terminal. Project work included HVAC controls and electrical distribution, central plant utility improvements, building systems control center installation and start up for the train room and waiting room, ventilation contracts, and cooling tower and service plant chillers.

MTA Bridges and Tunnels, Bronx Approach and Queens-to-Bronx Portion of the Junction Structure at the Triborough Bridge, New York: Senior electrical inspector for the $140 million replacement and rehabilitation of the Bronx approach and Queens-to-Bronx portion of the junction structure. Project work included demolition and replacement of the Randall's Island junction structure, deck, lighting, and drainage; removal and replacement of the substructure, superstructure, decks, and barriers at the Bronx truss spans and Bronx approach; and the electrical, lighting, ventilation, fire alarm, and public address systems. Maintenance and protection of traffic included the use of VMS signs and related operations during all phases of construction. Responsibilities included interpreting contract drawings and maintaining construction and inspection documentation for specifications.

New York City Department of Transportation, South Roadways Reconstruction, Williamsburg Bridge, New York: Electrical inspector for the $350 million reconstruction of the south roadways at the Williamsburg Bridge (Contract #5). Project work included the complete replacement of the south roadways for the Brooklyn and Manhattan approach viaducts, including erection of structural steel, interim bracing, installation of main bridge and approaches, flexible shielding system, and removal of lead-based paint from existing structural steel members prior to demolition. Work also included new steel curb facing and sign installations. Inspected electrical conduit, cables, and lighting fixture installations. Reviewed all installations for conformance with the plans and specifications, as well as the NYSDOT Steel Construction Manual. Reconstruction of the Brooklyn Plaza bus depot included inspection of concrete placement and new asphalt overlay while bus operations were maintained. This required maintenance and protection of traffic and pedestrians and daily coordination with MTA New York City Transit. Work at the bus depot also included interaction with the traveling public by notifying riders of the temporary location of their bus stops. Responsible for the inspection of cables and conduit, lighting fixture installation, and ensuring that installations conformed to plans.

Michele Farrugia

Shared Technical Services: Structural Engineering

Firm: AECOM

Education
BSCE, 1977, New Jersey Institute of Technology

Registration/Certification
ICC Structural Masonry Special Inspector
ICC Structural Steel and Bolting Special Inspector
ACI Concrete Construction Special Inspector
ACI Concrete Field Technician - Grade I
ROADBED AND RAILS – Subgrade, Ballast and Rail Problems, Track Maintenance and Inspection – (Certificate of Completion) Institute for Railroad Engineering, 2002
RAILROAD TRACKS –Evolution of Tracks, Design Analysis, Track Buckling and Maintenance – (Certificate of Completion) Institute for Railroad Engineering, 2004
OSHA Certified –Occupational Health and Safety

Years of Experience
30 Years

History of Employment
2010-Present, AECOM, Assistant Resident Engineer/Senior Inspector
2001-2010, HAKS Engineers, Assistant RE/Chief Inspector

Summary

Michele Farruggia has worked for over 30 years as a design and field engineer on several major construction projects, bringing with him extensive experience in construction monitoring and inspection of railroads, intermodal facilities, marine facilities, building and high rise building construction, bridge construction, foundations, reinforced concrete and steel structures, slip forms, dynamic compaction, asphalt paving, sewer, drainage and utilities installation, inspections of piles, caissons, fireproofing, boring and test pit inspections, pile load testing, soils, concrete and bituminous concrete testing as well as highway design and construction.

Working for the PANYNJ as a consultant for the past twelve years, he is familiar with PA office administration procedures, PA Standards and applicable Building Code requirements. He is currently the acting Assistant Resident Engineer for TAA's at NJMT where he is responsible for overseeing over ninety Tenant Alteration projects at NJMT, Port Jersey Marine Terminal, Newark Legal Center, Bathgate Industrial Park, Montgomery, Hoboken, and Essex Resource Facility.

Relevant Project Experience

AECOM: Responsible for all active Tenant Alteration projects at the PANYNJ facilities in NJMT, Port Jersey Marine Terminal, Newark Legal Center, Bathgate Industrial Park, Montgomery, Hoboken, and Essex Resource Facility.

Tenant Alteration Projects at New Jersey Marine Terminals and Hoboken: Senior inspector responsible for over 80 active Tenant Alteration Projects at New Jersey Marine Terminals and Hoboken. Duties consist of conducting pre-construction and progress meetings, prepare and maintain monthly project construction cost reports for the EOC, auditing controlled inspections, assuring that A/E of record, the contractor and tenant construct the improvement projects in accordance with PA standards and approved plans. Building codes and PA Standards and verify that all life safety and code requirements are constructed/installed and tested properly. Arrange and conduct partial/final inspections and prepare Audit Conformance Reports for the EOC. From 2008 to 2009 he oversaw the construction of the "W" Hotel in Hoboken, successfully coordinating all aspects of bringing to conclusion this $110M major project.

Construction inspector: Inspection of several major projects that included coordinating all construction and field inspections, maintaining records of contract quantities and submissions, reviewing and commenting on plans and specifications, coordinating utilities and tenant requirements, monitoring construction progress to ensure conformance to engineering plans, specifications, safety and PA and FRA standards, and attending monthly progress meetings. Projects include:

EP-384.045: Design and Construction of Intermodal Transfer Facility
EP-384.023: Expressrail Lead Track Relocation Over McLester Street Depressed Roadway
EP-384.027: North Avenue East Improvements, Eastbound Bridge Widening
EP-384.040: Portside Yard Storage Tracks
EP-384.057: Building Demolition and Construction of Expressrail Tracks 9 and 10
EP-384.059: Removals and Paving and Utilities at Former Expressrail Facility
MFP-994.554: Curves and Signage Improvements & Upgrades of Traffic Signal System

Port Authority of NY&NJ: Resident Engineer's Office, NJ Marine Terminals.

North Avenue East Improvements, Eastbound Bridge Widening: Project consisted of widening North Ave, bridge by one lane, constructing two three-span bridges over the NJ Turnpike and Conrail tracks.

Michael J. Cronan

Shared Technical Services: Construction Inspector

Firm: AECOM

Education
AAS, Civil Engineering, Suffolk County Community College, Seldon, NY

Registration/Certification
NICET, Highway Construction, Level IV
ACI - Concrete Construction Special Inspector
ICC - Structural Steel and Bolting Special Inspector
ICC - Structural Masonry Special Inspector

Years of Experience
17 Years

History of Employment
2011 - 2014, URS, Senior Quality Engineer
1996-2001, AECOM, Chief Inspector

Summary

Mr. Cronan has a solid background in heavy Civil Construction Projects including, Buildings, Airports, Highways, Bridges and Tunnels. He is experienced in Construction Management which involves a broad cross-section of engineering and administration activities associated with the inspection of Civil related Construction. Supervision of Inspectors to ensure work is constructed safely and in accordance with contract documents. Record and report all work, including deviation from contract documents, poor quality of work, unforeseen conditions and unsafe operations. Interface with Contractor for on-site resolution of construction issues. Strong computer knowledge, excellent verbal written and interpersonal communication skills. His diversity, resourcefulness, dedication and experience would be an asset to any construction project.

Relevant Project Experience

Metropolitan Transportation Department/ Long Island Rail Road, East Side Access, Queens, NY: 8.2 Billion dollar project consisting of 22' diameter hard rock tunnels excavated using TBM. Drilling and blasting two main station caverns. Main Station interconnected by cross passages and four inclined passenger escalator and five vertical shafts. Final concrete tunnel lining using form in place over waterproofing membrane. Shotcrete application for substrate and final lining.

Port Authority of New York and New Jersey, Newark International Airport, Newark, New Jersey: Project management and construction inspection forvarious projects, including priority bridge repairs, expansion jointreplacement, and repaving projects. Involved in all phases of field inspectionfor landside and airside work, and contractors' submittals and claims.Coordinate road closures and all construction work with authority operationsand police.

Port Authority of New York and New Jersey, John F. Kennedy International Airport, American Airlines Terminal 8, Jamaica, New York: Project including, tunnel, airside and landside improvements with construction cost of$1.1 billion. Responsible for pile foundations, tunnel construction, jetgrouting, slurry wall construction, roofing, air side utility installations,airside pavements, landside utility installations, arrivals roadways, andelevated departures roadways. Engineer of record's chief civil inspector,responsible to ensure construction was completed in accordance with theapproved plans and specifications, and all codes and authority requirementswere followed. Member of the program management team and negotiated with thecontractors to ensure a timely and a cost effective product.

New York State Department of Transportation, Exit 35 High Occupancy Vehicle Improvements, Nassau, New York: Supervised field personnel for a project to replacetwo bridges on Shelter Rock Road over the Long Island Expressway and NorthernState Parkway.

New York State Department of Transportation, Region 10, Long Island Expressway between Exits 32 and 36, New York: Chief inspector to oversee contractors dailyactivities on the project involving the demolition and replacement of theexisting bridges over the Long Island Expressway utilizing prestressed concretebeams, concrete box beams, temporary bridges to facilitate constructionsequencing, realignment of ramps and service roads, interchange, intersection,and cross road improvements. Rehabilitation of the existing structures includednew bearings, curb and safety walk improvements, armor joint replacements,substructure and underside repairs, and seismic retrofits. Roadside workincluded retaining walls, water and drainage improvements, lighting, power,signage, and extensive landscaping. The project required challengingmaintenance and protection of traffic, nighttime work coverage, and staging planning.

New York State Department of Transportation, Loop Parkway, Hempstead, New York: Supervised field personnel on this accelerated project to demolish an existingbridge and replace it with a new structure over

Michael J. Cronan, *continued*

Swift Creek. The new bridgefeatures 66-inch-diameter concrete piles, prestressed concrete box beams, and a6-foot monolithic slab. The project also required extension of a concrete archbridge over Meadowbrook Parkway, using poured-in-place piles.

Metropolitan Transportation Authority, Long Island Rail Road, Three Bridges, Douglaston, Patchogue, and Southhold, New York: Chiefinspector and office engineer that supervised field personnel along with dailymonitoring of the contractors quality and progress on a contract to replacethree LIRR bridge superstructures. Responsible for management and maintenanceof the project document control center. Responsible for preparation ofengineering and construction cost estimates, along with budget monitoring andsubcontractor administration to ensure contract obligation.

Metropolitan Transportation Authority, Long Island Rail Road, Bridge Superstructure Replacement, Queens and Suffolk Counties, New York: Chief inspector andoffice engineer responsible for replacement of bridge superstructure, repairsto approaches, abutments and wingwall, and restoration and protection of theembankment.

New York State Department of Transportation, Little East Neck Road, Babylon, New York: Chief inspector and office engineer responsible for reconstructionof 1.4 miles of asphalt roadway, including new drainage, sidewalk, curb, andtraffic signals. Supervised field personnel and all quantity calculations forpayment purposes of contract items.

New York State Department of Transportation, Oak Point Rail Link, Bronx, New York: Senior inspector responsible for construction of the1.8-mile railroad bridge along the Harlem River. Inspection includedinstallation of 36-inch-diameter and 72-inch-diameter steel shell caissons,soil borings, rock sockets, tremie concrete, steel reinforcement, and allconcrete placement.

New York State Department of Transportation, Cross Bay Boulevard Bridge, Howard Beach, New York: Senior inspector responsible for the replacement ofCross Bay Boulevard Bridge over Jamaica Bay and demolition of the existing63-year-old bridge. Inspected all phases of construction, includinginstallation of 54-inch-diameter prestressed concrete cylinder piles,prestressed concrete I-beams, concrete bridge deck, soil testing, steelreinforcement, and all quantity calculations for payment purposes.

George Atsalis

Shared Technical Services: Construction Inspector

Firm: JCMS

Education
MS, Surveying Engineering National Technical University of Athens (NTUA), Greece, 1994

Registration/Certification
ACI - Concrete Field Testing Technician Grade I
ACI – Concrete Construction Special Inspector
OSHA 10 hours Occupational Safety & Health Training Course in Construction Safety and Health by OSHA
NYC DOB 4-HR Supported Scaffold Certificate by DOB (Homeland Security)
NYC DOB Recognized Scaffold Safety Examination by DOB (Spider Safeworks)
Auditor / Lead Auditor (ISO 9000 Series Standards)

Years of Experience
20 Years

History of Employment
2014, M International PLLC, Project Manager
2013-2014, Z&T Engineering PC, NY, Senior Project Manager
2011-2013, Freelance Engineer, NY
2010-2011, Joy Construction, NY
2009-2010, Kenry Contracting, NY
2004-2008, THORNTON TOMASETTI, NY, New York

Summary

Mr. Atsalis has over (16) sixteen years of experience in construction field as Sr. Field Inspector/Engineer and Project Manager on a variety of infrastructure projects that include reconstruction and rehabilitation of roadways, highways, bridges and buildings for various agencies. Areas of inspection include heavy excavations and foundation construction, construction of concrete piers and abutments; superstructure construction including structural steel framing deck and installation of reinforcing steel and concrete placement; construction/ installation of water mains, sewers, culverts, drains, traffic signals, street lighting etc.

Mr. Atsalis is fully knowledgeable and experienced in the enforcement of Federal, State and City Codes for Construction, Site Safety and Maintenance and Protection of Traffic. He's computer capabilities include Windows XP, NT, MS Word, AutoCAD, Autodesk2006, Micro Station, MS Office, Excel and PowerPoint.

Relevant Project Experience

M International PLLC, New York, NY: Construction Administration and Management, concrete, masonry, welding/bolting inspections. Hired by the owner to ensure the contractor's compliance with the approved drawings and specifications. Bid review and award, drawings review, contractor's requisitions and progress payments review quality assurance, field inspections, and meetings with owner's reps, state reps, contractor, and material review.

Z&T ENGINEERING PC, New York, NY: Senior Project Manager. Concrete inspections (concrete special inspections, masonry inspections – new buildings) Responsible for complete daily narratives, reports for T&M work and controlled inspection report, schedule and conduct site inspections.

Frelance Engineer, New York, NY: Field inspections (local law 11, concrete, rebar, masonry), Special inspections (concrete, masonry, welding), local law 11

Joy Construction CO. New York, NY: Quality Control Engineer for New building construction (building envelope). Worked with architect on new architectural details concerning the building envelope, quality control, field inspections, progress reports, meetings with subcontractors.

Kenry Contracting Inc., New York, NY: Concrete Works (Building frame), Foundations, Structural steel, masonry. Working for the concrete contractor, drawings review, quality control, subcontractor's coordination.

THORNTON TOMASETTI, New York, NY: Senior Field Engineer for

- Building Performance: Façade & Roof Rehabilitation/Renovation, Condition Assessment, Construction Administration, Forensics – Structural/Architectural
- Property Loss Consulting: Scope of Damage Determination, Cause & Origin Investigation, Building Code Consulting

Wahaj Warsi

Shared Technical Services: Construction Inspector

Firm: TECHNO

Education
BS/Civil Engineering, NED University of Engineering and Technology, Pakistan

Registration/Certification
ASCE Grade PIV
OSHA 10Hr. Construction Safety & Health Course
ACI Concrete Field Testing Technician Grade I Cert: [redacted]
HOT WORK PAI (Permit Authorizing Individual)
8 hour HAZPOWER Refresher Course
40 hour HAZWOPER
Confined Space Entry
Structural Steel and Bolting Inspection(completed course work)
Structural Welding Inspection(completed course work)

Years of Experience
20 Years

History of Employment

Summary
Mr. Warsi has extensive experience working on large projects in different parts of the world. He is a very skilled inspector having performed work very successfully on projects for CSO Abatement, Bridge Rehabilitation, Building Construction, and Water Supply. Mr. Warsi is also very familiar with the various day-to-day reporting requirements for Civil Engineering Projects.

Relevant Project Experience

REI Services for Resurfacing, Pavement Improvements and General Repairs at Various Locations within Brooklyn, the Bronx and Queens: Mr. Warsi is responsible for the construction inspection for conformance with the plans and specifications; prepare and maintain daily construction inspection reports; maintain payment The Project includes milling & resurfacing, concrete work (curbs, sidewalks and pedestrian ramps) and Tree work. Detail quantities of work are as follow: Grind. Ex. Asp. Conc. Wearing Course (Milling); ASP. Conc. Wearing Course 2"(Paving); Pre-identified Binder mixture; Concrete Curb 18" Deep; Straight Steel Face Curb 18" Deep.

NYC Department of Environmental Protection, Newtown Creek Wastewater Treatment Plant, NY: Mr. Warsi is responsible for the construction inspection for conformance with the plans and specifications; prepare and maintain daily construction inspection reports; maintain payment records, including the verification of the contractor's time and material sheets, and assist in the review of the contractor's partial payment requests. Maintain as-built drawings of the work, including any deviations from the contract drawings or approved shop drawings and monitor contractor's work progress based upon his approved construction schedule and report any deviation. The project involves the completion of significant upgrades to the structures and systems that treat wastewater from a combined sewage treatment system. Some of the project elements include improvements to the plant bar screens, electrical, plumbing, HVAC, and controls and instrumentation upgrades, new screening and control buildings, new barge facilities and site work. The plant is undergoing a major capital improvement and upgrade program to expand its intended capacity from 1.2 to 1.8 cubic meters per day – a 50% increase. Process improvements will result in dramatic reductions of biochemical oxygen demand (BOD), and will help bring NYC into compliance with the secondary treatment standards required under the Clean Water Act.

NYC Department of Environmental Protection, Delaware Aqueduct Rehabilitation of Shafts 9, 10 & 18, Carmel/Kent, NY: As a Cost Engineer, Mr. Warsi was responsible for checking and reviewing certified payroll, prevailing wages and daily report with the inspector's reports; checking quantities and the percentage of work done; verify pencil copy of the invoices with the site representative and notify the contractor of any deviation; send out request for insurance verification for the contractor and their sub-contractors to NYCDEP; review final copy from the pencil copy and start processing payment and update payment log and make power point presentation for NYCDEP auditors. As a Civil Inspector, Mr. Warsi was responsible for supervision and inspection of structural steel, placing and splicing of rebar, quality and quantities of reinforced concrete in compliance of project specification; supervision of storm water and sewer water pipes (gravity and force main) inverts and elevations of distribution network containing of pump stations man holes and cleanouts; supervision of storm water prevention protection plan, supervision of site safety and assure local and state regulation,

Wahaj Warsi, *continued*

assisting Deputy Resident Engineer, interfacing both, site main office and field office; keeping track of scope of work, machinery, man power and T&M items, supervision of demolition work and disposal of debris according to city and state regulation. The project consists of replacing all existing sluice gates and operators; Remediate hazardous materials including lead paint, asbestos, mercury, and PCBs; Replace existing incremental valves and piping; Replace existing manually cleaned screens with mechanically cleaned screens; Install a new chlorination feed system in a building addition; Install a chlorine gas scrubber; Replace all un-watering and sump pumps ; Replace house water system, including a new separate potable water system; Construct a new water quality station; Provide improved entrance and parking area; Install a new emergency power generator in a dedicated structure; Dredge influent channel of sediment; Upgrade electrical and HVAC systems; Replace chemical feed and storage facilities, including chemical unloading stations; Replace all un-watering and sewage pumps; Install a new water quality station; Install a separate potable water system; Replace the flat roof over the Operator Building; Install an emergency power generator in a dedicated structure; Provide improved entrance and parking area; Upgrade electrical and HVAC systems; Stabilize eroded embankment.

NYC Department of Transportation, Kensico Flow Improvement & Control Project, Valhalla, NY: As a Civil/Structural Inspector, Mr. Warsi was responsible for the construction inspection for conformance with the plans and specifications, and report any deviations to the Resident Engineer; prepare and maintain daily construction inspection reports; maintain payment records, maintain as-built drawings; assist in the preparation and negotiation of construction change orders; coordinate with the contractor towards the preparation of the CPM schedule; monitor contractor's work progress. The project was divided into three phases: Phase I Construction of a Dividing Wall Buttress at Hillview Reservoir; Phase II Kensico Flow Control Modifications, construction of the Flow Control Structure; Phase III Construction of the Hillview Cover. Flow Control Modifications - Shaft 18 & 19. The new structure includes access man-ways for inspection of the structure and accompanying supply conduits as well as stop plank grooves with removable concrete planks at the ground elevation for isolation of the supply conduit sluice gates; connection with piping and a blind flange for a future drinking water connection for the Town of Mount Pleasant and a similar connection for a water supply to a future water fountain in the existing Aerator. Modifications to Shaft 19 of the Delaware Aqueduct consist in removal of the existing concrete weirs and provision of a new vent structure at the shaft if necessary. These modifications will reduce head losses through the structure, and increase the flow discharge capacity of the aqueduct.

CSO Abatement Project for the City of Newark, NJ: Mr. Warsi was responsible for performing construction inspection for conformance with the plans and specifications; prepare and maintain daily construction inspection reports, maintain and update shop-drawing log; review contractor's Monthly Requisition to conform the percentage completion of pay items; perform all other inspection and field duties as required by the Resident Engineer.

The project was spread out in phases. Phase: I consist of sewer separation projects in the Third Avenue, Orange Street and Bridge Street drainage areas. Specifically, this phase involves the installation of sanitary and storm sewers, cleaning of storm sewers and modifications to existing regulators. Phase II will include the removal of illegal connections from storm sewers in the Meadowbrook, Oriental, Brown, Lockwood, Blanchard, and Haynes Avenue drainage areas, and Phase III includes the construction of ten (10) screening facilities covering 14 outfalls, one each in the Verona, Delevan, Herbert, Fourth, Clay, Rector/Saybrook, City Dock, Jackson/ Polk, Freeman and Roanoke drainage areas and four (4) in-ground netting facilities covering 6 outfalls, one each in the Adams, Wheeler, Queen and Waverly drainage areas.

Delaware River Port Authority, Rehabilitation of Betsy Ross and Commodore Barry Bridges – Maple Shade, NJ: Mr. Warsi's responsibilities included performing construction inspection for conformance with the plans and specifications, and report any deviations to the Resident Engineer; Prepare and maintain daily construction inspection reports, which shall indicate the Contractor's work activities, progress of the work, crew size and composition, weather, equipment utilization, and all other information relative to the execution of the work.

Antoine Clervil, PE

Shared Technical Services: Construction Inspector

Firm: COLE

Education
BS, Civil Engineering, 1988, School of Engineering, Haiti
Masters Program in Civil Engineering Pending, City College of New York New York, New York

Registration/Certification
Professional Engineer, NY, #[redacted]
Asbestos Abatement Inspector Certification 1999
8-hour HAZWOPER Certification 2009
CUNY Water and Wastewater Treatment Design Certification 1999
40-hour Hazardous Waste Operations and Emergency Response Training 2001 (29CFR 1910.120)

Professional Associations
Engineers without Borders, New York Chapter 2008
American Society of Civil Engineers (ASCE)
American Concrete International (ACI)
Concrete Industry Board (CIB)

Years of Experience
24 Years

History of Employment

Summary

Mr. Clervil is a Licensed Professional Engineer in the State of New York and has twenty-four (24) years of diversified experience in the areas of civil, mechanical and environmental engineering. In addition, Mr. Clervil's experience includes a thorough knowledge of code requirements for Special inspections within New York City and New York State, as well as in the design of soil and groundwater remediation systems, mechanical design and construction of petroleum bulk storage and systems, hydronic, steam and solar heating systems. He has extensive experience in the management of several large projects which included maintaining documentation, progress reports, and meetings with contractors and management. Mr. Clervil has provided engineering and construction oversight and supervision for various NYC public and private sector projects. Mr. Clervil has become an integral part of many construction site teams. He has reviewed QA/QC programs, and worked whether as a project design engineer or as a field engineer performing construction supervision and personally performed many of the controlled (special) inspections required for major projects. In addition, Mr. Clervil has earned high regard within the industry for his ability to solve a variety of problems that occur on many construction sites. He is conscientious with the preparation of his daily reports.

Relevant Project Experience

Mr. Clervil's technical skills include but are not limited to the following:

- Structural Stability and Underpinning Inspections
- Reinforced Masonry, Curtain Wall and Mechanical Systems Inspections
- Environmental Engineering and Subgrade Inspections
- Structural Steel Design and Inspections
- Reinforcing Steel Inspections
- Project Design, Planning and Supervision
- Projected Estimates, Budget Reports
- Dynamic Load Testing
- Concrete Batch & Field Inspections
- Pile Foundations and Pier Foundations
- Underground & Above-ground Petroleum Tank Inspections
- Wastewater Inspections
- Road & Drainage Inspections

Representative Project Experience

- NYC DEP North River Emergency
- Various FDNY Support Services, Queens, New York
- FDNY Building Maintenance Division, Long Island City, Queens, New York
- Bronx County Courthouse, Bronx, New York
- Various NYC SCA projects, New York, New York
- Various NYC DOT projects, New York, New York
- 3 World Trade Center, New York, New York
- Nine Bridges, New York, New York
- Citipoint Phases I and II, Brooklyn, New York
- Columbia University Manhattanville MBB, New York, New York
- Columbia University Manhattanville CEP, New York, New York
- Columbia University Medical & Educational Building, New York, New York
- Delta Airlines, JFK International Airport, New York
- Delta Airlines @ LaGuardia Airport, New York
- JetBlue Airways, JFK International Airport
- British Airways, Terminal 7, JFK International Airport
- Montefiore Hospital, Bronx, New York
- PS 6 Schoolhouse, Yonkers, New York

Linda Chien, PE

Shared Technical Services: Structural Inspector

Firm: AECOM

Education
MS, Civil Engineering (Structural), University of California, Berkeley, 2002
BE, Civil Engineering, Cooper Union, 2001

Registration/Certification
Professional Engineer (Civil), New York, [redacted] 2007

Professional Associations
American Society of Civil Engineers, Member, 2002
American Institute of Steel Construction, Member, 2002
American Society of Civil Engineers, Treasurer, New York Metropolitan International Group, 2008 - 2009
American Society of Civil Engineers, Vice President, New York Metropolitan Younger Member Forum, 2005 - 2006
American Society of Civil Engineers, Treasurer, New York Metropolitan Younger Member Forum, 2004 - 2005
American Society of Civil Engineers, Secretary, New York Metropolitan Younger Member Forum, 2003 - 2004

Years of Experience
12 Years

History of Employment
2003-Present, AECOM, Structural Engineer

Summary

Ms. Chien has over 11 years of experience working on new and rehabilitation bridge and transit projects. Her expertise is in analysis and design of various concrete and steel structures on bridges, tunnels, and other underground structures.

Relevant Project Experience

Port Authority of New York and New Jersey, Newark Liberty International Airport, Parking Lot P6 Rehabilitation, Newark, New Jersey: Reviewed design and analysis of a new Vierendeel truss sign gantry with non-linear columns at the entryway into Parking Lot P6 performed in STAAD.

Port Authority of New York and New Jersey, Port Ivory - Howland Hook Intermodal Facility, Staten Island, New York: Analyzed and designed various elements of one simply supported span bridge over Bridge Creek under extraordinarily large vehicular live loads. Performed seismic analyses of prestressed box beam girders.

JetBlue Airways Corporation, John F. Kennedy International Airport - Terminal 5 Redevelopment, Queens, New York: Developed models of steel I-shaped built-up and rolled girders with steel diaphragm superstructure for structural analysis under service loads using MDX. Designed steel box diaphragms with steel details and connections.

New Jersey Transit, Region Core Access - Trans-Hudson Express Tunnel, Newark, New Jersey; and New York, New York: Performed 2-D nonlinear analysis and designed an underground 34th Street rail station cavern in Manhattan and Hudson River tunnel liners for preliminary and final engineering using LARSA 4D and PCA Col. Assisted in updating the project structural design criteria. Drafted station framing plans at the new train station in New York and cross sections for tunneling during preliminary conceptual phase in MicroStation. Managed structural drawings for new station entrances to street and connecting NYC Subway stations in final design. Reviewed structural specifications for new station entrances.

New York City Transit Authority, Culver Line Station Renewals, Brooklyn, New York: Researched existing and as-built drawings in the NYCT archive library. Performed structural field inspections of six elevated subway stations in Brooklyn using bucket trucks. Prepared existing background structural drawings for preliminary design. Prepared final design concrete and steel repair details, section, and plan drawings for construction. Prepared calculations for new structural steel, stairs, and concrete design at the platform, mezzanine, and street levels. Coordinated with architectural and other disciplines to produce final design drawings. Oversaw the drafting and engineering work required for final design.

New York City Department of Sanitation, Marine Transfer Station Program, New York, New York: Developed structural analysis models for two multi-cell box girder, bifurcating ramps using GT Strudl to perform response spectrum analyses. Designed longitudinal box girder reinforcement. Responded to shop drawings for marine and ramp structures. Reviewed calculations for design of pile caps, decks, and piles.

New York City Transit Authority, Liberty Avenue Station Renewals, Queens, New York: Provided calculations and drawings for rehabilitation of 5 elevated subway stations. The renewal work included the design of new stairs, new platform

Linda Chien, PE, *continued*

and mezzanine slabs, new windscreen to existing structure, canopy column steel repair, and concrete repairs throughout the stations. Drafted new connection details in MicroStation. Coordinated structural drawings with architectural drawings for final design. Provided repair quantities for cost estimating purposes. Provided engineering support during construction bid phase period. Performed field inspections of existing structure.

Kuwait National Petroleum Company, Shuaiba Oil Pier Design Life Assessment, Mina Al-Ahmadi South Pier and Mina Abdullah Sea Island, Al Ahmadi, Kuwait: Developed typical models and design templates of the pier using STAAD for analysis purposes and post-processing of results, respectively. Assisted in calculating the design life of the structure using Excel. Performed quantities for the cost estimate of repair details. Drafted portions of the final report.

New York City Department of Transportation, Replacement of the Shore (Belt) Parkway Bridge over Fresh Creek Basin, Brooklyn, New York: Performed analysis of temporary construction sequences under various concrete and steel construction stages. Reviewed proposed temporary construction structural plans. Reviewed calculations of temporary construction support of new bridge.

New York State Department of Transportation, Major Deegan Expressway between East 138th Street and the Macombs Dam Bridge, Bronx, New York: Performed bridge inspection of the floor beams. Evaluated fatigue conditions of floor beams using SAP2000 model. Performed calculations for connections at the floor beams. Drafted repair connections using MicroStation.

New York State Department of Transportation, Jesup Avenue over Cross Bronx Expressway, Bronx, New York: Performed fatigue evaluation using SAP2000 model in accordance with AASHTO guide for existing steel bridges.

China Harbour Engineering, Zone 2, Mount Rosser Bypass Chainages 7+360 to 8+300 Alternative Evaluations, Kingston, Jamaica: Studied various concrete alternatives for bridge structure options on existing and new roadway using British Standards guidelines. Provided preliminary sizes and sections for concrete and steel quantity estimate. Drafted structural design report and conceptual drawings.

Regional Transportation District, Denver Union Station, Denver, Colorado: Analyzed and designed reinforcement in the underground mat foundation of the bus terminal within the multi-modal rail station using SAFE for preliminary design

.

Connecticut Department of Transportation, Metro North Bridge over the Saugatuck River and Ferry Lane - Saugatuck Bridge, Connecticut: Analyzed and designed the concrete reinforcement in the movable bridge span pit pier support using STAAD and Mathcad.

Noble Energy Works Group, Great Plains Wind Project, US: Performed a peer review of structural calculations for the foundation analysis and design of GE-specified wind turbines in Texas.

Metropolitan Transportation Authority, Dey Street Concourse Design-Build, New York, New York: Designed and detailed steel and concrete framing for two existing station roof, platform and concourse levels to create a connection between two subway stations via an underground pedestrian walkway for a design-build project as part of the Fulton Street Transit Center.

New York City Department of Transportation, Westchester Avenue Bridge over Hutchinson River Parkway, Bronx, New York: Reviewed the design of the high vehicle warning system and reanalyzed a new sign gantry from shop drawings done in a previous design based on earlier code. Performed a field visit during installation of the sign gantry.

Anand J. Hegde

Shared Technical Services: Structural Inspection

Firm: AECOM

Education
MS, Civil Engineering - Structures, Not Specified, 1993
BS, Civil Engineering, Not Specified, 1988

Professional Associations
American Institute of Steel Construction

Years of Experience
21 Years

History of Employment
2001-Present, AECOM, Structural Engineer

Summary
Mr. Hegde is a structural engineer in the bridge department who has considerable experience in transportation engineering projects including bridges, highways, and railroads. He has experience in condition inspection, load rating, design, and preparation of reports and contract documents for preliminary and final designs.

Relevant Project Experience

New York State Department of Transportation, Sign Structure Rehabilitations, New York, New Yor:. Senior engineer responsible for inspection of existing sign structures, compiled, analyzed inspection results and developed a list of structures needs rehabilitation. Preparation of final design drawings and other construction documents.

Metropolitan Transportation Authority, Long Island Rail Road, Bridge Rehabilitation Design Package #7, Queens and Nassau Counties, New York: Structural engineer for design services for rehabilitation of 12 bridges on the main line, Port Washington Branch, Mantauk Branch, and Atlantic Branch. Ten bridges are undergrade and two are overgrade. The project included inspection of the bridges, topographic survey at three bridges, load rating analysis, development of preliminary and final design and preparation of bid documents. Performed load rating analysis of bridges due to live load and dead load, and analyzed the bridges due to live load rotation for bearing design.

New York State Department of Transportation, Brooklyn-Queens Expressway Reconstruction, Queens, New York: Structural engineer for final design for reconstruction of 1.5 miles of the BQE from Broadway to 25th Avenue. The project included reconstruction of 17 bridges. Responsibilities included load-rating analysis of bridges, development of estimate of quantities for the new bridges, and shop drawing review during construction.

New York State Department of Transportation, Northern State Parkway Rehabilitation, Long Island, New York: Structural engineer for the final design of a 2.5-mile $90 million rehabilitation and widening of the heavily traveled parkway involving six bridge removal and replacements, one widening of the bridge, extensive retaining walls, and critical construction staging issues with complex MPT during construction. Extensively involved in designing four new precast-prestressed curved soffit box beam girders, abutments, piers, and bearing system for the new bridges.

Metropolitan Transportation Authority - Metro-North Railroad, Undergrade Bridge Program, New York, New York: Structural engineer for engineering service of 13 Metro-North Rail Road undergrade bridges including bridge inspection, bridge rating, and preparation of an investigation report. Responsible for seismic evaluation, design, and up-grade of steel bridge components, bridge bearings, temporary support system for the structure, maintenance and protection of traffic, and preparation of engineering plans.

City of Northridge, Northridge Earthquake Long-Term Recovery Program, Northridge, California: Public assistance inspector responsible for inspection and evaluation of buildings to identify the damages caused by the earthquake, preparing damage survey reports (DSR) and restoration cost estimates, and seismic evaluation of the buildings and bridges. The cost estimate of the disaster was over $5 billion.

Anand J. Hegde, *continued*

New York State Department of Transportation, West Side Pier, Bulkhead and Building Inspection, New York, New York: Participant in providing condition inspection, rating, and study/report for 16 piers along the Hudson River between Battery Park City and 34th Street. The project included in-depth inspection of piers, bulkhead, deck and pile support systems, and building structures. The project also included the design of emergency repairs for stabilizing the pier structures.

New York State Department of Transportation, West Street Underpass Rehabilitation, New York, New York: Structural engineer responsible for hands-on inspection of the underpass, preparation of repair details for the tunnel waterproofing, tile replacement, repointing of masonry, and repair of deteriorated concrete. Work included preparation of plans, specification, and estimate for the rehabilitation.

Oscar Gonzalez

Shared Technical Services: Coating Inspection

Firm: AECOM

Education
BS, Aviation and Business Management, Dowling College, 1997
Aerospace Engineering coursework, Polytechnic University
Associates in Aviation coursework, Spartan (Phillips)

Registration/Certification
Corrosion Inspector I & II CIP[redacted]
SSPC C-5/C-3 New York & New Jersey
10-hour Construction Safety Training
30-Hour Construction Outreach Training
ASSE ASP & CSP Preparation
ATSSA Traffic Control Supervisor
Adult CPR
Roadway Worker Protection Training
Supervisor Training
Certified Flight Instructor/Commercial Pilot
Scuba Certified

Professional Associations
National Association of Corrosion Engineers
Society of Protective Coatings
American Society of Safety Engineers
American Traffic Safety Services Association

Years of Experience
13 Years

History of Employment
2000-Present, AECOM, Senior Coating Inspector

Summary

Mr. Gonzalez has 13 years of extensive construction and inspection experience on a wide variety of Infrastructure projects encompassing civil, structural, and Industrial Coating, including major Sanitary & Storm Sewer projects, Trunk Water Main projects, Pedestrian Ramps projects, Citywide Curbs, Catch basins, Sidewalks, Water distribution lines, street concrete pavement and asphalt overlay. He has served as Project Manager for NYCDDC work which mostly includes REIS for a wide array of projects. As Project Manager for the Sanitary & Storm Sewer for McBaine Ave. Project, he has supported his REIS staff and NYCDDC client in part of the reconstruction effort to the community. He has been Project Manager for other successful NYCDDC projects as well. His Background includes service to the public-sector such as NYCDDC, NYCDOT, NYDEP, NYSDOT, NYSTA, MTA B&T, and PANYNJ. He is also involved in numerous professional organizations and has had specialized training.

Relevant Project Experience

Port Authority of New York and New Jersey, World Trade Center Transportation Haul Area 1 & 2, New York, New York: Senior inspector of quality control and quality assurance hub painting project is estimated at cost approximately $3.2 billion overall. Work included review and monitoring of contractor operations, verification of all welding approvals, surface preparation, including cleaning and application of protective coating and Intumescent for fire proofing purposes, and all related inspection services to complex pieces which were prepared and shipped from Spain to New York.

Port Authority of New York and New Jersey, World Trade Center Tower 1 Various Shops, New York, New York: Senior inspector of quality control and quality assurance hub painting project is estimated at a cost of approximately $1.5 billion overall. Work includes review and monitoring of contractor operations, verification of all welding approvals, surface preparation, including cleaning and application of protective coating, and all related inspection services on support steel structures, elevator beams, and cooling pipes.

Port Authority of New York and New Jersey, LaGuardia Airport and Lincoln Tunnel, New York, New York: Senior inspector of quality control and quality assurance storage tanks at the airport and steel replacement of specific areas of overpass bridges at the ramps of the Lincoln Tunnel. Work includes review and monitoring of contractor operations, surface preparation, including cleaning and application of protective 3-coat system, and all related inspection services to areas of confined space and limited access areas with high traffic involvement.

New York City Department of Transportation, Brooklyn Bridge, New York, New York: Senior environmental inspector on the high-profile project costing $508 million for deck replacement, steel repairs, lead abatement, and expansion. Responsible for inspection activities during containment building, integrity, and dismantling; VOC monitoring noise monitoring; passive real time emissions verification; visible emissions; and safety compliance. Work also includes testing and monitoring of hazardous waste evaluation and disposal procedures. Set up TSP monitors and collected TSP filters and sent to lab with chain of custodies.

New York State Thruway Authority, Painting 13 Bridges, New York: Senior inspector on the blasting and repainting of 13 bridges from the

Oscar Gonzalez, *continued*

Bronx to Sullivan County, a $3-million project. Responsible for inspection activities during all construction operations including surface preparation, coating application, maintenance and protection of traffic (MPT), and containment and safety compliance. Work also includes testing and monitoring of hazardous waste evaluation, containment, and disposal procedures other related agencies involved with this project included Metro North, and DEP.

New York City Department of Transportation, Broadway Bridge, New York, New York: Quality control officer and health and safety officer for the blasting and repainting of the bridge, a $10-million construction project. Work includes review and monitoring of contractor and subcontractor operations, documents, record keeping, training, audits, medical surveillance, schedules, MPT, milestones and work progress including cleaning, surface preparation, and application of protective coating. Work also includes testing and monitoring of hazardous waste evaluation, containment, and disposal procedures. Other related agencies included Metronorth, NYPD, Coast Guard, Riverkeeper and DEP.

NYC Department of Design and Construction, SER002313 Sanitary and Storm Sewer for McBaine Avenue Project, Staten Island, NY: Project Manager for this $20M contract which required the installation of the new sanitary and storm sewers, installation of new house sewer connections and reconnection, replacing existing water mains and valves, modifying existing catch basins, installation of new pedestrian ramps, curbs, fire hydrants with fenders, catch basins and manholes, construction of new chambers in various sizes and new bus pads, bioswales, landscaping, tree planting, relocating utility poles and traffic light signals, wetland protection and reconstruction of roadway from curb to curb.

NYC Department of Design and Construction, MED609B 60th Street Connection to the Newly Activated City Water Tunnel Number Three, Manhattan, NY: Project Manager for this $87M contract which included Resident Engineering and Inspection services for connection to the upper West side of Manhattan to the newly activated City Water Tunnel Number Three. This project entails installation of approximately 5,000 LF of new 48" trunk water main pipe, and 4,500 LF of 12" and 20" distribution water main pipe. Removal and replacement of existing components of the sanitary system ranging in size from 15' to 42'. Coordination of work being performed in the immediate vicinity of Lincoln Center for the Performing Arts, Fordham University, MTA subway tunnels and many residential and commercial buildings.

NYC Department of Design and Construction, HWXP134 - Reconstruction of East Fordham Road from the Southern Boulevard Bridge to the Bronx River Parkway Exit/Entrance ramps, Bronx, NY: Project Manager for this $11.8 million contract. This capital improvement project includes installation of sewer pipe, manhole, catch basin, street lighting and traffic signal work, reconstruction of roadway, installation of granite curbs, brick paving, widening of central concrete median, removal and planting of trees, and beautification work at the entrance to the Bronx Zoo on the East Fordham Road side.

NYC Department of Design and Construction, Emergency Repair / Sidewalks due to Hurricane Sandy, Irene and 2010 Tornado: Project Manager for this $4M contract which included Repair of damaged property throughout the boroughs of Queens and Manhattan caused by 2010 Tornado, Hurricane Irene and Hurricane Sandy. Supported by FEMA, work included an accelerated program to address sidewalk, curb, and asphalt and tree stump removal at hundreds of locations. Coordination was required between the DDC, FEMA, Parks Department and two contractors.

New York State Thruway Authority, Tappan Zee Bridge, New York, New York: Quality control supervisor and assistant project manager on the blasting and repainting of the bridge, a $24-million construction project. Work includes review and monitoring of contractor and subcontractor operations, documents, record keeping via databases created, training, audits, medical surveillance, schedules, MPT, milestones and work progress including cleaning, surface preparation, and application of protective coating. Work also includes testing and monitoring of hazardous waste evaluation, containment, and disposal procedures other related agencies included Amtrak, Metro North, Coast Guard, and DEP

David E. Frank, PE

Shared Technical Services: Coatings Inspector

Firm: AECOM

Education
BS Construction Engineering

Registration/Certification
NJ Professional Engineer
NY Professional Engineer
NICET Level 4
NACE Level 1
SAT, Asphalt Technology Certificate
ACI Field Testing Technician
NHI Design and Operation of Work Zone Traffic Control
Primavera Project Planner
OSHA 10 Hr. Training

Years of Experience
23 Years

History of Employment
2009-Present, AECOM, Project Engineer
2006-2008, Stantec, Resident Engineer
2003-206, Vollmer Associates, Assistant Resident Engineer

Summary

Mr. David Frank has 23 years of extensive construction and inspection experience on a wide variety of projects encompassing civil, structural, and waterfront engineering, including major Sanitary & Storm Sewer projects, Trunk Water Main projects, Pedestrian Ramps project, and Citywide Curbs. He has served on all facets of DDC work which mostly includes Resident engineers for a wide array of projects. As Resident Engineer for the Trunk Water Main of 60th St. Area Project in Manhattan, he has been part of the reconstruction effort to the community. He has been Resident Engineer for other successful projects as well. His Background also includes service both to the private-sector and public-sector such as MTA METRO NORTH, NYCDDC, NYCDOT, NYEDC, NYSDOT, NYSTA, NJDOT, NJHA and NJTA. He is also involved in numerous professional organizations, has his Professional Engineering Licence in NY/NJ and has had certified training NACE, NICET including his certification as an ACI Concrete Field Testing Technician. He is a hands-on Resident Engineer, and is able to document and deal with field issues that arise on projects because of his proactive problem-solving approach. Clients have had no hesitation in recommending Mr. Frank as he has demonstrated his skills admirably on his current project where he will be made available for MTAB&T.

Relevant Project Experience

New York City Department of Design and Construction, MED609b 60th Street, NY: Connection to the newly activated City Water Tunnel Number Three. Construction Cost: $87 Million. Work included Resident Engineering and Inspection services for connection to the upper West side of Manhattan to the newly activated City Water Tunnel Number Three. Distribution of the water requires installation of approximately 5,000 LF of new 48" trunk water main pipe, and 4,500 LF of 12" and 20" distribution water main pipe. The contract also includes removal and replacement of existing components of the sanitary system ranging in size from 15' to 42'. Coordination of work being performed in the immediate vicinity of Lincoln Center for the Performing Arts, Fordham University, MTA subway tunnels and many residential and commercial buildings.

Metro-North RR, Reconstruction of the Port Jervis Line from MP 31 to MP 35: Work included reconstruction of substructure and superstructure track components. Extensive installation of riprap along the banks of the Ramapo River. Track resurfacing, drainage improvements and stabilization of signal cabinets. Provided as-builts and related documentation for FEMA.

New York City Department of Design and Construction, Emergency Sidewalk Repairs: Repair of damaged property throughout the boroughs of Queens and Manhattan caused by Hurricane Irene. Supported by FEMA, work included an accelerated program to address sidewalk, curb, and asphalt and tree stump removal at approximately 300 locations. Coordination was required between the DDC, FEMA, Parks Department and two contractors. Work included providing FEMA documentation and site visits.

New York State Thruway Authority, Rehabilitation of the Sloatsburg Service Area: Full depth asphalt replacement throughout access roads. Milling and paving of parking areas. Structural repairs to the parking structure including: replacement of structural precast members, fiber wrapping of beams and columns, epoxy injection crack repairs, concrete repair, joint replacement, evaluation and repair of the lower level lighting system and raising of concrete slabs.

New Jersey Department of Transportation, Replacement of Rt 159 WB Over Rt 46: Demolition and reconstruction of an 80 year old simply supported structure as part of the FHWA Stimulus Package. Work included demolition of the entire superstructure, replacing it with new structural steel and reinforced concrete deck, roadway improvements, paving.

David E. Frank, PE, *continued*

New Jersey Department of Transportation, Deck Rehabilitation of Rt 287 NB Over Rt 46: Completed as a Federal Stimulus Project including full and partial depth concrete deck rehabilitation of a multiple span bridge structure, paving and signage.

New York City Economic Development Corporation, Yankee Stadium/ Bronx Terminal Market Redevelopment: Resident Engineer/Program Management. Provided Resident Engineer/Program Management services for the following projects associated with the construction of new Yankee Stadium and redevelopment of the surrounding Bronx Terminal Market. Work included construction of: a pile supported sanitary line, signalized intersections and road improvements at the stadium, water main, 16 pile supported tennis courts, park facility, upgrades to the ferry landing, two artificial turf athletic fields, complete reconstruction of a two story building.

New Jersey Department of Transportation, Rt 46 at Clinton Road and Plymouth Street: The project included reconstruction of three signalized intersections, extensive overhead and underground utility relocations, five sign structures, roadway widening, detention basins, milling and paving.

New Jersey Department of Transportation, Replacement of the Victory Bridge: Two precast segmental concrete structures were constructed in place of a 77 year old swing bridge spanning the Raritan River. Bridge erection was completed using segmental construction methods. Foundations were constructed using drilled shafts and steel pipe piles. Retaining walls were constructed using T-wall, modular and reinforced earth retaining walls. The south approach was supported using Vibratory Concrete Columns. Roadwork included milling, Superpave, drainage, lighting and utilities.

New Jersey Highway Authority, Bridge Repairs North: The project included repair to 16 bridges along a 15 mile span of the Garden State Parkway. Activities included concrete repair to bridge decks, columns and pedestals. Milling and paving on mainline and local roads. Replacement of asphaltic plugs joints and guide rail.

New Jersey Turnpike Authority, Bridge Rail Replacement: Resident Engineer for this project that included bridge rail replacement and parapet repairs at 27 locations throughout the New Jersey Turnpike.

New York State Department of Transportation, I-287 Cross Westchester Expressway: Office Engineer / Chief Inspector. The project included widening, milling and paving of I-287 between exits four and six. Included were demolition and reconstruction three bridges, rock blasting, utility work, noise wall construction and installation of 24 ITS units throughout the county.

New Jersey Department of Transportation, I-78 Connector: Office Engineer / Senior Inspector. The project included lighting and guide rail upgrades, milling and paving of the mainline highway. Reconstruction and widening of three bridges and construction of a modular retaining wall.

New York State Department of Transportation, Rehabilitation of the West Side Piers: The project included extensive repair to three piers along the Hudson River. The work included replacement of timber piles and cross bracing supporting the piers, concrete deck and pedestal repair.

Vijin Gedam, PE

Specialized Technical Services: Coatings Inspection

Firm: AECOM

Education
MS, Industrial Engineering, Lamar University
BS, Mechanical Engineering, Government Engineering College, India

Registration/Certification
Professional Engineer (Civil) Connecticut, # [redacted] 2013
Certified Hazardous Materials Manager, # [redacted]
C-3 SSPC Certified - Supervisor/ Competent Person for De-leading of Industrial Structures
Confined Space Entry - Attendant Level
Welding & Burning Hazards, Fire Prevention & Protection Certified
Visible Emissions for EPA method 9 and EPA method 22 Certified
Asbestos Project Monitor
Asbestos Air Sampling Technician

Years of Experience
12 Years

History of Employment
2004-Present, AECOM, Construction/ Coatings Inspector

Summary

Mr. Gedam has over 11 years of experience in the field of construction. He is responsible for managing public and private sectors projects consisting of construction, enhancements, and bridge and transportation projects.

Mr. Gedam has been the lead paint abatement operations monitor, is qualified in air quality monitoring and environmental audits, and is well versed with safety and environmental systems, policies, and procedures.

Relevant Project Experience

New York City Department of Design and Construction, East Fordham Road Reconstruction, Bronx, New York: Resident engineer for the $12 million project including construction oversight of installation of sewer pipe, manhole, catch basin, street lighting, and traffic signal work; reconstruction of roadway; installation of granite curbs, brick paving, widening of central concrete median; and removal and planting of trees and beautification work in front of the Bronx Zoo entrance on the East Fordham Road side. Responsible to ensure all construction and project activities performed by the contractor are in compliance with plans and specifications, NYCDEP sewer and water main specifications, NYCDOT standard highway specifications, FDNY and NYCDEC standards. Also supervise field inspectors, office engineer, and community liaison and allocate staff depending on daily activities. Coordinate with regulatory agencies (DEP, NYCDOT, FDNY), utilities companies (Con Edison, National Grid, and community boards). Review and approve field changes in coordination with the DDC EIC and in accordance with the contract specifications and design documents. Review project plans, engineer's estimate, specification to address design issues. Review contractor's CPM schedule updates. Review submittals and RFIs and progress pay estimates. negotiate contract changes and generate contract change.

Metropolitan Transportation Authority, Bridges & Tunnels, Construction of Central Maintenance North Facility Design-Build Services, Randall's Island, New York: Office engineer for construction of the $17 million project. Maintained records; participate in progress meetings; issue payments; process change orders; review daily reports; track and reconcile quantities on a daily basis; maintain as-built drawings including tap cards, field cards, in-service sheets, and fixed asset reports; and keep material acceptance record book up to date. Additional responsibilities include reviewing project baseline schedule and ensuring conformance with contract specifications and maintaining records in strict compliance with prevailing contract requirements.

New York City Department of Transportation, Brooklyn Bridge, Brooklyn, New York: Senior environmental inspector and task leader of the $508 million coating and rehabilitation project. Provided technical support to the chief resident engineer for worker and public safety. Assisted in executing project specifications and contracts with consultants and contractors, monitoring shop drawing/samples, reviewing shop drawings, daily construction reports and maintaining logs, data reduction and interpretation, monitored project schedules, timelines, and inspected construction for conformance to design drawings. Worked closely with other consulting firms as well as the client, NYPD and related community boards to meet acceptable satisfaction. The entire bridge including ramps was subject to abrasive blast cleaning and painting using Class 1A containment and rehabilitation work deck replacement, steel repairs and asbestos abatement.

Vijin Gedam, PE, *continued*

New York City Department of Transportation, Bruckner Expressway Bridges over Bronx River Protective Coating, New York, New York: Senior environmental inspector for the abrasive blasting and coating project involving TSP-lead high-volume air monitoring, data reduction, and preparation of monthly environmental summary reports. Included processing hazardous waste tax regulatory and quarterly forms and applications. Evaluated safety conditions in association with confined-space entry on site as well as recognition and evaluation of sensitive receptors for the placement of air monitoring stations. Conducted noise measurements and is in charge of preparing summary reports in compliance with contract noise abatement program. Assisted the resident engineer with executing project specifications and contracts with consultants and contractors, monitoring and reviewing shop drawing/samples, daily construction reports and maintaining logs, project schedules, timelines, and inspected construction for conformance to design drawings.

Metropolitan Transportation Authority - Bridges & Tunnels, Triborough Bridge Construction Management and Inspection - Contract TBM-367, New York, New York: Environmental technician and safety engineer for the construction management and inspection of the RFK Bridge. Responsible for field management of air monitoring equipments, verification of Class 1A containment installation and operation, and workers' health and safety practices related to lead abatement activities. Duties involved managements of the PM-10, TSP lead and regulated area air monitoring, data reduction, and interpretation. In addition, environmental inspectors follow up with the corrective actions and documentation of the environmental and safety violations and ensure the proper storage, security, identification, and transportation of hazardous waste to an off-site facility.

New York City Department of Transportation, Rikers Island Bridge Rehabilitation - Contract-BRC289D, Queens, New York: Environmental technician on rehabilitation of the bridge deck including under deck and surface repairs as well as painting. Responsible for field management of air monitoring equipments, verification of Class 1A containment installation and operation, and workers' health and safety practices related to lead abatement activities. As environmental inspector, performed corrective actions and documentation of the environmental and safety violations, and ensure the proper storage, security, identification, and transportation of hazardous waste to an off-site facility.

New York City Department of Transportation, Queensboro Bridge Protective Coating, New York, New York: Environmental technician and safety engineer for the 5-year, $170 million protective coating project. Responsible for field management of air monitoring equipments, verification of Class 1A containment installation and operation, and workers' health and safety practices related to lead abatement activities. In addition, environmental inspectors are to follow up with corrective actions and documentation of the environmental and safety violations, and ensure the proper storage, security, identification, and transportation of hazardous waste to an off-site facility.

New York City Department of Transportation, Metropolitan Avenue Bridge, New York, New York: Safety engineerto provide high volume TSP air monitoring of Class 1A containment system and inspected the de-leading activities during the abrasive blasting operations of the bridge. Performed visual audits and checked for visible emissions, breaches, notifications and to ensure the implementations of corrective actions. Work had also included site evaluations to ensure proper packaging, labeling and transportation of hazardous waste. Implemented and maintained safety and environmental systems, policies and procedures, inspected facilities, machinery, equipment, and personnel practices to identify potential safety, health and environmental concerns and hazards. Provided hazard analysis and cause determination through implementation of OSHA rules and regulations, and reviewed TSP monitors data interpretation and evaluations.

AECOM

C. Management/Technical Approach

Introduction

AECOM prides itself on our management systems and approach to project management, specifically the management of IQC "As- Needed" Construction Management contracts. AECOM has set a standard for management that has been successful on many projects for the Authority and other area agencies and has ensured the project was properly executed, has met or exceeded quality standards, properly administered and was documented and reported. The objectives of our management approach are to:

- Deliver projects that meet their operational and business objectives
- Collaborate and communicate regularly with the Authority
- Drive successful project completion
- Deliver technical excellence
- Comply with the high quality standards of the Authority
- Comply with FEMA and FTA standards
- Coordinate with other ongoing projects, as applicable
- Manage projects to the plan approved by the Authority

The AECOM team possesses unparalleled resources and capabilities to support the Authority on the execution of these important storm related resiliency projects proposed under this IQC "As-Needed" contract. The experience and lessons learned on the many projects we have managed are directly applicable to the scope of services anticipated by the Authority under this IQC contract.

- We are aware of the urgency to restore assets damaged by significant storms such as Hurricane Sandy and maintain reliable operations at the affected facilities.
- We have an intimate working knowledge of the Authority's various Aviation, TB&T, Port Commerce and PATH facilities.
- We understand how to deliver projects that maximize facility operations during construction and minimize impacts to customers and tenants
- We know the Authority's staff, procedures and standards and can immediately provide service necessary
- We have a valuable understanding of FTA and FEMA project requirements and performing projects funded by Federal grants
- We understand how to sustain a high level of operations during construction to minimize impacts to users

The AECOM team possesses the critical agency operation, construction supervision and inspection expertise, hands-on knowledge of the Authority's understanding of its practices and procedures to provide CM services for the bridges, tunnels, PATH, airports, and marine facilities in your transportation network.

Essentially, we would like to highlight the following:

We recognize the sensitive nature of the Hurricane Sandy projects planned under this contract and are ready to provide an extraordinary commitment to support the Authority to meet their goals.

We are sensitive to the unique roles, responsibilities and relationships among the Authority Departments such as Engineering and Architectural Design, Construction Management Division, Contracts Division, QAD, Aviation, TB&T, Port Commerce, PATH and other staff departments. We have effective working relationships with staff in each, and are a known and proven entity. Similarly, we have experience working with State and local agencies implementing these types of projects.

In this section, we outline our approach for successfully managing IQC "As-Needed" assignments under the following headings:

- Organizational Structure
- Managing IQC "As-Needed" Contracts
- Project Controls
- Quality Assurance
- DBE Utilization Plan
- Task Specific Approach

Organizational Structure

AECOM has assembled a project team of seasoned professionals who have worked on similar projects, including numerous projects for the Authority. We have structured the team to ensure that the Authority is provided with the best possible management and professionals for each of the key positions on this project, and are ready to undertake this assignment.

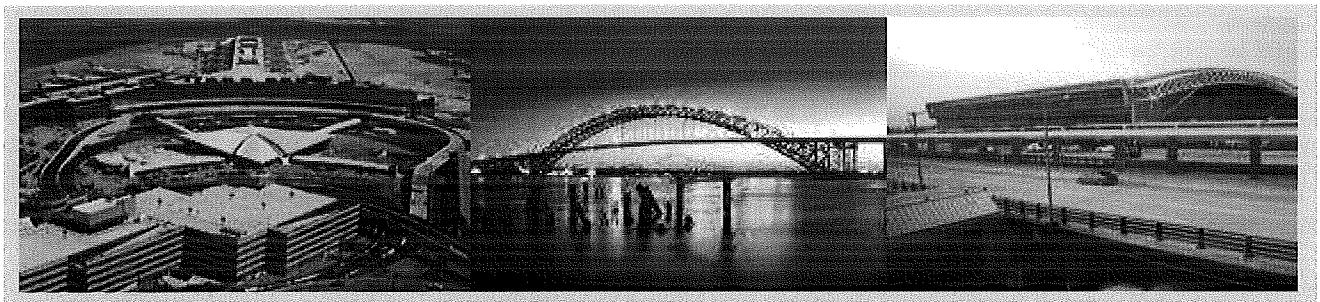
Our team organization responds directly to the needs of the scope of work provided in the RFP and is structured along functional lines. To support each of these key functional groups, we have dedicated task managers whose qualifications are highlighted below and resumes included in ***Section 2 – Staff Qualifications and Experience.***

Project Leadership and Management Team

The cornerstone of this organization is a strong construction manager supported by experienced task managers, field coordinators, and technical resources. To lead this construction management and inspection services contract for Storm Related Resiliency projects, we have chosen **Achille Niro, PE**, as our construction manager. Achille has a proven record with the Authority and brings comprehensive knowledge of its facilities. His career encompasses experience in the planning, design, construction and program management of numerous significant transportation projects such as Delta JFK IAT Redevelopment Program, Delta Air Lines, New York, FEMA Hazard Mitigation Technical Assistance Program – Substantial Damage Estimate (SDE), NYC Rapid Repairs Program, Expert Professional Project Management Services and Construction Management Services on a Call-In Basis During 2011-2014. Achille brings a collaborative management approach to each assignment and communicates effectively with Authority staff, stakeholders and his project team.

As project executive, **Gary Morris PE,** has spent his entire career in planning, design and construction for more than 25 years. Gary has provided design and construction management for large projects such as American Airlines Redevelopment at JFK; in addition, he is responsible for AECOM's Metro District operations. As such, he has overseen the management of major programs in the area.

Our task managers have been selected based on their proven management capabilities as well as their strong construction management background in their respective areas. The Authority is provided with the best possible



- $800M fast-track project
- PANYNJ facility
- landside improvements, including access roads, terminal roads, ramps

- $260M bridge rehab project in NYC
- complex construction staging/MPT
- construction staging

- $1.3B infrastructure project
- PANYNJ facility
- curved bridge design
- construction staging

construction management professionals for each of the key positions on this project. We have identified the dedicated Task Managers in the Organization Chart and their qualifications are evident in their resumes included in **Section 2.**

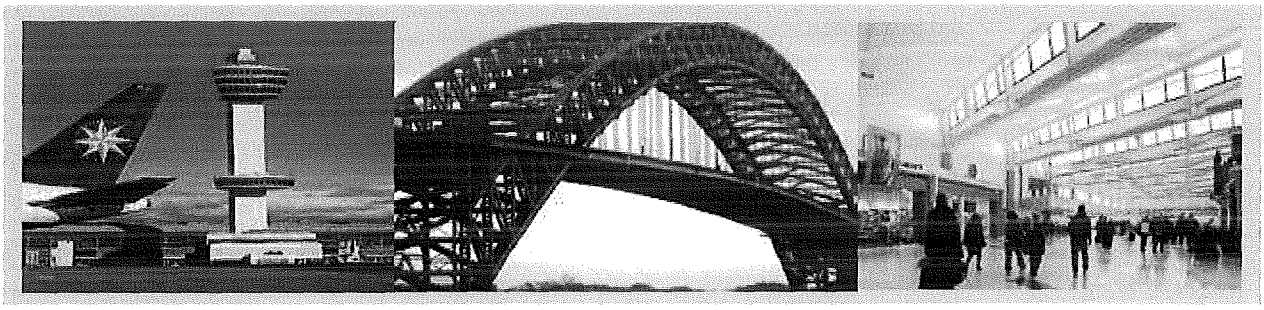
Once a task has been authorized, with an agreed scope, budget, and schedule, the task managers will be the main liaisons between the Authority's designated manager and the AECOM team. They will be responsible for managing the day-to-day operations of the task group, calling upon our construction resources and subconsultants and be fully accountable to our construction manager.

In **Aviation,** AECOM's expertise spans a broad range of facilities, including passenger and cargo terminals; runways, taxiways and aprons; aircraft hangars; infrastructure; and support facilities. Our services are demonstrated through the success of airport terminal, airside and landside projects around the world and including major terminal and infrastructure projects at JFK and EWR International Airports as well as LGA. Leading our Aviation Construction Management task orders, Christopher McDermott, PE, has extensive experience as an integral team responsible for the success of such projects as the redevelopment of the American Airlines JFK Terminal 8, JetBlue Terminals 5 and 6, and Delta Airlines International Terminals 3 and 4. These projects have required the successful coordination of multiple stakeholders, consultants, as well as specialized suppliers.

In **Tunnels, Bridges & Terminals (TB&T)**, our lead manager, Paul Dombrowski, PE, has extensive experience with the construction management and inspection of projects throughout the tri-state area such as Belt Parkway Bridges Reconstruction, NJTA, Interchange 6 to 9 Widening-Constructability, Triborough Bridge Deck Replacement, Williamsburg Bridge Reconstruction, Henry Hudson Structural Repairs and Service Facility Expansion, Exhaust Fan Housing Rehabilitations at the Brooklyn-Battery Tunnel and the Jamaica Bus Depot Rehabilitation. AECOM's construction managers and inspectors have been responsible for the success of such projects as the redevelopment of the Route 9a, Belt Parkway Bridge Construction, Tunnel Enhancements, and Brooklyn Bridge Rehabilitation in addition to many other assignments performed for the Authority over decades of service. These projects have required the successful coordination of the project team to ensure successful delivery.

Our **Port Commerce** Manager, Paul Menzel, PE has very strong experience providing port and waterfront engineering services such the Rockaways Beach Channel Drive Bulkhead Rehabilitation, Bush Terminal piers and West Harlem Piers. As an industry leader, AECOM has and remains a pioneer in the development of ports and harbors, marine terminals, cargo facilities and waterfront structures. The numerous marine projects around the world constructed are a testament to our success and knowledge of marine infrastructure. Over the past 5 years, our professional staff has been responsible either for planning, project management, design and/or construction management for over US$7 billion (construction value) in marine terminals, inter-modal terminals and waterfront facilities, both nationally and internationally.

In regards to transit systems which would include the **PATH** system, AECOM understands the damage caused by storms such as Superstorm Sandy and the types of systems that would need replacement and hence would be resilient to this type of events in the future. AECOM's experience is unparalleled, as demonstrated in the selection of AECOM to deliver NYCT Montague Tunnel Project. In a bold move NYCT chose to close the Montague Tunnels for approximately 14 months to perform reconstruction of the structure and support systems including electrical, communication and signal systems. AECOM



mobilized with a verbal Notice to Proceed, established a project office, assembled staff, as well as MBE/WBE subconsultants within days, developed a project work plan and began work. This fast paced, complicated, around the clock project is being managed to success and we are confident that it will be delivered ahead of schedule. Members of that team reflect AECOM's understanding of our client's needs and desire to deliver for their customers and user groups. Our PATH Manager, Mike Naughton, PE, has proven experience providing construction management and inspection services in key metro area projects such as Sandy Repairs project to Montague Tunnels as previously discussed, NJ Transit Portal Bridge replacement, AMTRAK East River tunnel ventilation shaft as well as NJ Transit Newark Light Rail extension.

Subconsultant Team

AECOM will be supported by an excellent group of subconsultants, each chosen for their prior successful participation on Authority projects and for their specific technical expertise. We have worked together with all of our subconsultants before on major programs, and all members are familiar with the Authority's standards and procedures.

AECOM is committed to meeting or exceeding the DBE goals established by the Authority for this assignment. We pride ourselves on our record of providing meaningful roles for our DBE partners in all our previous contracts and we are committed to that same goal on this assignment. They are as follows:

STELLAR **Stellar Services, Inc. (DBE)** provides technology implementation services related to construction staging, infrastructure analysis and asset management, and document management.

JCMS, Inc. **JCMS. Inc. (D/MBE)** provides scheduling support and as needed services in the area of cost estimating, project controls, and construction inspection.

TECHNO ENGINEERS & CONSTRUCTION MANAGERS **Techno Consult, Inc. (D/MBE)** provides cost estimating, construction inspection and administrative support services for TB&T and transit projects.

Cole Technologies **Cole Technologies, Inc. (MBE)** provides construction materials, special inspections and materials testing.

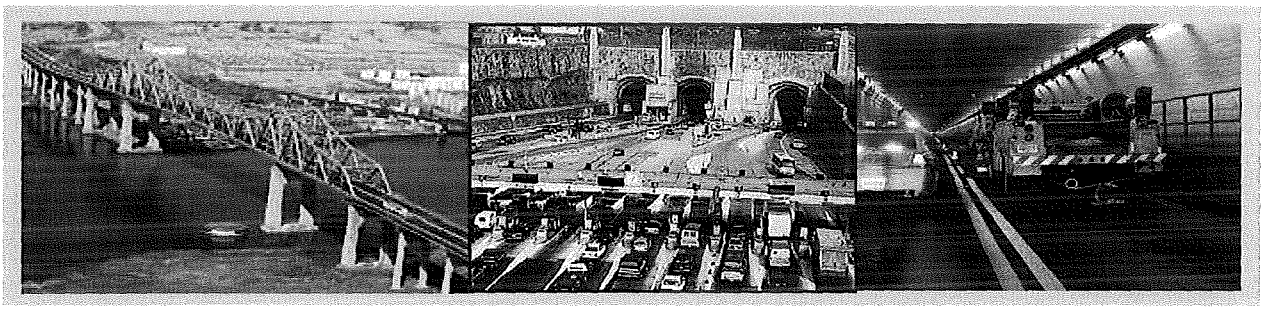
Overall, our record of performance is a testament to AECOM's ability to attract the industry's best and brightest talent to its staff to deliver innovative and proven solutions. Our proposed Construction Manager and key personnel assigned to perform the requested services are committed to the project. Our expert team of construction professionals and other specialists take an integrated and comprehensive approach to the construction of projects.

AECOM's specific knowledge of Aviation, TB&T, Port Commerce and PATH Line Department facilities and projects provide us with a resourceful team of professionals to tackle the potential assignments outlined on the RFP.

Managing IQC "As-Needed" Contracts

The AECOM team's management philosophy and approach to conducting task order assignments has been developed based on our extensive experience managing IQC "As Needed" contracts for the Authority, as well as for numerous other transportation agencies. AECOM, in particular, has direct relevant experience performing Task Order assignments in multiple disciplines as well as Aviation, Port Commerce, PATH, COO and Security Capital Program.

We are currently performing diverse "As-Needed" assignments for the Authority's Engineering Departments and other departments, as well as for numerous other clients, some of which are noted below.



- PANYNJ Structural Engineering Services (Bridges) Call-in Basis 2011
- PANYNJ Marine Engineering "On-Call" Design Contract
- PANYNJ Traffic Engineering "On-Call" Design Contract
- PANYNJ Airport Consulting Services Call-in Services 2014
- PANYNJ Security On-Call
- PANYNJ PATH Consultant Services On-Call 2010-2014
- PANYNJ Architectural Sustainability Design On- Call 2012
- PANYNJ Architectural Exterior Wall, Roofing and Waterproofing Design On-Call 2011
- PANYNJ Architectural Landscape Design Services On-Call 2013
- PANYNJ Program Management On-Call Services 2011-2014
- PANYNJ Terminal A Program Management On- Call
- PANYNJ Construction Management and Technical Services on Call 2011-2014
- PANYNJ Document Management On-Call 2012-2014
- PANYNJ Projects Website and Digital Media Content On-Call 2012-2014

Management of a project means more than just identifying the task manager and supervising the work. We fully understand and expect that the Authority will want to know the status of individual assignments on a regular basis.

Each month we will submit a progress report documenting how each task is proceeding in relation to the approved schedule, scope and budget. The progress report will highlight the work accomplished in the previous 30 days; estimate the completion percentage; identify the budget and schedule status; and, if necessary, present a schedule recovery strategy. We will also identify key submittals, decisions, and/or reviews of submittals by the Authority and other stakeholders that are necessary to adhere to the schedule. In addition, our Project Executive, Gary Morris, will contact the Authority's management team on a regular basis to seek feedback on our performance, with a view to making adjustments, if necessary.

Responding to Task Order Assignments

Our process for responding to task orders is summarized in the following steps. The objective is to respond to the proposed scope of services defined in the task order request and submit a proposal that meets the Authority's needs.

- **Our construction manager, Achille Niro,** will receive the task order request from the Authority. Achille will review the task order with the appropriate AECOM Line Department Task Manager for Aviation, TB&T, Port Commerce or PATH to determine the scope of work to be performed and the staff resources needed. The Task Manager and Achille will identify the most appropriate qualified staff and subconsultant to be assigned to the team to execute the task order in the most efficient manner. The participating team members will meet or teleconference to discuss the project scope, schedule and level of effort.
- **The AECOM** team prepares the task order proposal, which includes a detailed scope of work, deliverables, schedule, budget and staffing plan. The document is reviewed and approved by the Task Manager and the Construction Manager and formally submitted to the Authority.
- **Task Order** scopes of work and proposed budgets will be prepared with the understanding that the Authority will seek reimbursement for costs deemed eligible by FTA and/or FEMA.
- **Upon acceptance** of the task order proposal by the Authority it is anticipated that AECOM will receive a Notice to Proceed (NTP) with the work. At this time, Achille will immediately direct the AECOM team to begin work in accordance with the terms of the approved task order.

Task Order Execution

Since the projects to be performed under the proposed Task Orders will be funded in full or part by FTA and/or FEMA grants it will be important to provide a detailed scope of work documentation and cost estimate that can be used by the Authority in obtaining cost reimbursement for work deemed to be eligible. Further, if the scope of the project is to include mitigation measures to provide protection from future disaster events the scope of these measures will clearly be identified to assist obtaining the maximum allowable funding for the Authority.

Once AECOM receives a Notice to Proceed on a task order, the construction management work will commence with an open and collaborative dialogue with the designated Authority manager. The work on the task order will then be progressed to the task order- specific deliverable levels, as defined in the Scope of Work. We will gain a thorough understanding of the operations for the respective facility by obtaining the requirements of the Line Departments from the Authority manager in order to minimize any impacts to ongoing operations. Our overall objective is to maintain service and minimize impacts to tenants and customers. It is important that all of these factors be addressed during the preparation of a task order.

With our perspective and experience at almost every Authority facility, we will make assessments of the conditions and develop construction solutions that are cost effective and that meet schedule. Because our pool of experts is deep we can tap into these resources and obtain quick feedback that can help us expedite decisions and solutions that are best for the project. We will also seek information and expertise from our subconsultants, to assist with solutions to construction issues and also perform the construction support activities. Work performed by our subconsultants will first be reviewed by each participating firms QA/QC Plan and then their work will be reviewed for overall coordination and integration issues by AECOM.

Since AECOM is aware that considerable funding for these projects will be provided by Federal grants we fully understand the importance of careful project documentation, from inception to completion. We recognize the importance of ensuring a clear historical decision making process which will be available should there be any need to review the scope, budget and schedule should future questions of funding eligibility be raised. In addition, AECOM will track costs to ensure compliance with FTA and/or FEMA reimbursement eligibility to maximize reimbursement to the Authority.

Project Coordination and Communication

In order to ensure that all elements of both technical and managerial aspects of the project are met, an efficient coordination and communication effort will be employed by our Construction Manager Achille Niro, internally as well as between the AECOM Team and the Authority.

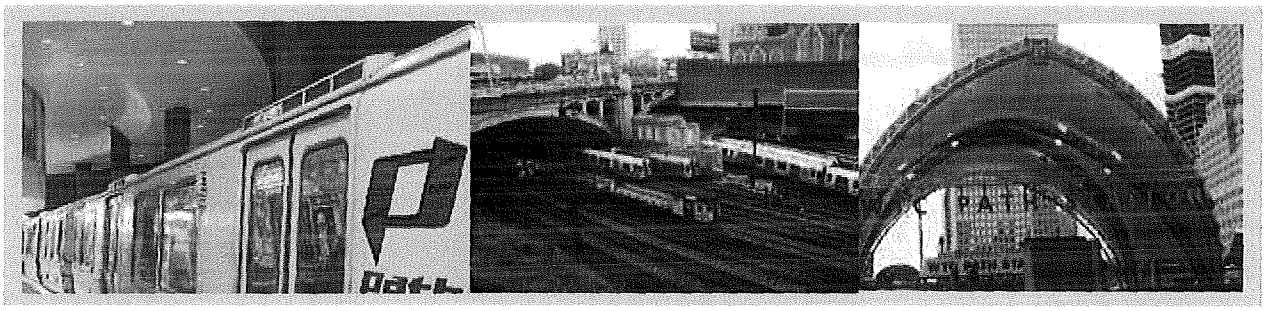
Key to AECOM's success over the life of IQC "As-Needed" contract assignments has been our pro-active approach to communicating critical information. By making sure all concerned parties are informed, critical decisions are made and documented in a timely manner to keep the project on schedule.

In addition, Achille and the management team will hold regular internal coordination meetings as well as attend regular progress meetings with the Authority, monthly at a minimum, throughout the life of each task order assignment. Internal meetings will be attended by key AECOM project team assigned to the task order. External meetings will be attended by the key AECOM staff as well as the Authority contractor representatives for each task order. We propose having the key staff attend meetings to utilize staff time in the most cost effective manner. If additional staff is required to participate in project meetings and reviews we will utilize conference calls and WebEx conferencing to achieve these cost effective goals, as necessary. The meetings will allow the project team as well as the Authority staff to discuss overall project progress, technical issues, changes, schedule and budget conformance, project goals achievement and compliance with Federal grant requirements.

Project Controls

A clearly defined communication plan is essential for project control. Most importantly, it is critical to partner with the Authority on delivery of the project.

Monthly progress meetings will be held at a minimum or as needed by the specific task order, in addition to the



kick-off and stakeholder coordination meetings. We will hold frequent technical meetings and teleconferences, as appropriate, with the Authority's engineering design staff for coordination as the assignment progresses.

Our Construction Manager will facilitate team communication through regularly scheduled project review meetings, conference calls or WebEx meetings with team members.

Construction Management Plan

The Construction Management Plan (CMP) will be used as a management tool to guide the team and provide information to all stakeholders involved in the project.

The initiatives of a successful control approach over cost, schedule, and construction aspects of a project require the development of a Construction Management Plan. The CMP describes the current status, implementation plan, management organization, budget and schedule, relationship between members of the project team and stakeholders having an interest in or jurisdiction over aspects of the project, and procedures for completing the assignments. The CMP is the primary tool for disseminating management/control information to all project participants and all levels of management. We will update the CMP, as required, throughout the project if there are any significant changes to the information contained in the original CMP.

Cost Management

Completing the project within budget and on schedule is equally as important as executing and meeting the quality standards for each task. Therefore, we have developed a robust state-of-the-art internal cost management and project control system called the AECOM Project Information Center (APIC) to ensure we meet our client's financial objectives.

We will provide real-time cost and budget information that will afford our project manager the ability to manage the project to the authorized budget. Using a detailed Work Breakdown Structure (WBS) and a defined task budget or element of work, our interactive cost tracking and forecasting system, combined with weekly team meetings, provides up-to-date information to support managing the work effort versus budget expenditures. We will proactively assess Earned Value, based on input from Task Managers and as scrutinized by the Project Manager, relative to the approved scope, schedule and budget, thus reducing the potential for budget over-runs.

AECOM anticipates that the cost control structure for the task orders under this IQC contract will not only have to meet the rigors of the Authority's cost management needs but will also have to meet the requirements of the FTA and/or FEMA grant cost accounting standards. As such we will work closely with the Authority at the beginning of the task order to set up a robust cost management system that will meet the expectations of the Authority and FTA and/or FEMA to ensure cost control requirements of all parties will be met.

Change Management

Effective control of project changes are achieved through change management, the main objectives of which are:

- Maintain an accurate chronology of all variances in scope, schedule and cost from the approved project plan and documents.
- Ensure that changes are incorporated only when accepted and authorized by the Authority
- Provide original and approved change documentation for use by the Authority and construction management teams.
- Create an accurate record of the project from inception to completion for the funding eligibility and audit purposes by the Federal authorities
- In terms of schedule an budget, provide what if scenarios to support decisions moving forward

Working with the Authority's manager, any proposed deviation from approved baseline documents will be scrutinized for costs and schedule implications prior to implementation. Upon approval by the Authority changes will be implemented. Proposed changes can come from multiple sources, such as the technical team, the Line Departments, the contractor and potentially third parties such as tenants or utilities as well as differing field conditions. Adherence to the Authority's established procedures for approval of changes will keep the project on schedule, budget, fully documented and all parties informed.

Project Schedule

The Project Schedule is one of the key baseline documents and identifies all the project tasks and activities of significance and their inter-dependencies throughout the various construction phases. The Project Schedule includes all the activities, their durations,

their interdependencies and relationships to other activities or milestones in a logical, reasonable fashion and of adequate detail that can inform the Authority, Construction Managers and project participants of progress. The project schedule will be developed and reviewed using Primavera software. Once a baseline is established, monthly updates will be provided with inputs from the Construction Managers that reflect the progress and any changes approved by the Authority. This approach allows for the Construction Managers to be more proactive and identify areas of critical concern so they can be addressed and rectified before they become a burden to the project.

Document Control

The Document Control System and Drawing Management System are important parts of the process. Based on the nature of the documents these two systems will be implemented. For written documents (i.e., correspondence, transmittal, and reports) a Document Control System will be utilized. For drawings and ADD files, a Drawing Management System will be utilized.

AECOM is familiar with disaster grant funding regulations, determinations of eligibility and record keeping requirements. We will maintain all task order documents such as scopes of work, budgets, schedules and potential changes so they are readily accessible for use by the Authority to address any issues relative to funding, eligibility, etc., that may be raised during or after the project is completed. During the management of the various construction phases of the project AECOM will track costs and document them to ensure compliance with applicable Federal reimbursement requirements to maximize reimbursement to the Authority.

Project documents will be logged in, tracked, and automatically assigned sequential document numbers. The AECOM team will implement a filing and storage procedure for all printed material in accordance with our Quality Assurance Plan, outlined below. This approach is based on project specific designations and classifications for document identification and retrieval.

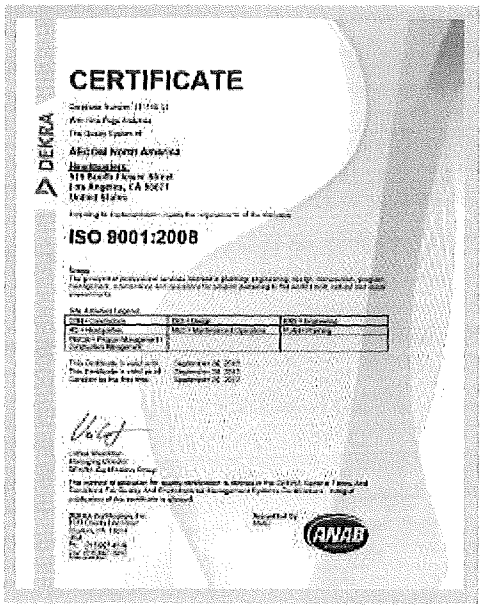
Document control provides the procedures for review and approval of documents, the distribution and storage of these documents, the elimination of obsolete documents and the control of changes. Document control will ensure that:

- All relevant documents are current and available to all users that require them.
- All documents are reviewed by the appropriate authorized personnel.
- Documents are managed, retained, controlled, and distributed in a proper and consistent manner.
- Accurate project records are created and maintained for future review and audits by the Authority and Federal agencies as appropriate.

AECOM staff is very familiar with the Authority's EDoC and LiveLink Systems, since we have staff on loan to the Authority assigned to help run and manage these systems. If the Authority wishes to utilize Live Link to store and share project files, we will work with the Authority to set-up a file structure and access privileges that are mutually acceptable to all parties involved.

Quality Assurance

AECOM will provide the Authority a proven quality management system (QMS) that is certified to the internationally renowned ISO 9001:2008 standard, yet sufficiently flexible to address the specific requirements of this project. Quality management is central to our project management approach, and our project team includes individuals assigned to specific quality roles under our system.


CERTIFICATE

DEKRA

ISO 9001:2008

ANAB

AECOM has assigned **Thomas Quaranta, PE** as the project quality assurance manager responsible for quality and implementation of the quality program. The project QA manager's responsibilities include

QA/QC procedure implementation, training, auditing, subconsultant QA program oversight, and oversight of the corrective action program. To ensure independence, as well as expeditious resolution of significant issues, the project quality assurance manager reports to the project executive, Gary Morris. This direct reporting to the project director who is an officer of the company ensures that significant issues can be identified and addressed at the highest levels of the organization.

The general components of AECOM's approach to project quality management, and the parties responsible for them, are depicted above.

Initiating Quality. Quality begins with AECOM's understanding of your project goals and objectives, emphasizing communication with the Authority and a thorough review of project inputs. Assigning technically qualified and experienced personnel to produce and review the work is an important next step. Our initial planning and scheduling activities, including defining the various project work tasks and associated quality activities, are the foundation of a successful project.

Producing Quality. AECOM requires a project plan on all projects to define key parameters and guide the work of the team. The plan is discussed at the project team kickoff meeting and updated as needed to inform the team of new developments. As work proceeds, a number of critical construction activities are undertaken, including:

- Proper application of codes, standards and construction criteria
- Ongoing oversight and construction inspection for conformance to the contract documents as work proceeds
- Proper Special Inspections are performed when required.
- Coordination among specialties

Confirming Quality. While it is important to build quality it is the contractor's responsibility to ensure they maintain a quality plan and adhere to it. The Construction Manager and Inspectors provide the next level, Quality Assurance, which allows and the Authority to obtain the product for which they desire.

All deliverables undergo a final verification check before they are released. An independent reviewer evaluates the deliverable for completeness and consistency, adherence to quality requirements, and resolution of comments. The reviewer then signs a Deliverable Release form and transmits it to our construction manager, who is then responsible for the final review, approval and submittal. This final independent evaluation assesses the submittal's state of readiness, without diminishing the construction manager's accountability for the quality of the work being released. As a check-and-balance activity, this review pairing helps AECOM consistently deliver quality and value to our clients.

Improving Quality. A key component of AECOM's quality program and ISO 9001 is continuous improvement. We learn from our experiences and apply those lessons to future work through a formal, iterative process. The true focus of this process is to generate client satisfaction, one of AECOM's core values.

Control/Oversight of Subconsultants

AECOM believes that all subconsultants are an extension of its organization. As such, the quality management plan requires the review and approval of each subconsultant's QA plan, and includes a system for rating subconsultant performance. AECOM bases its selection and oversight of subconsultants on several factors, including the firm's experience and knowledge of each subconsultant's performance; the complexity of the tasks that are to be performed; and client-specified requirements.

When a subconsultant's QA plan is insufficient, or if no plan is available, we work with the subconsultant and/or develop alternative means such as oversight and audit to ensure the quality of their deliverables. AECOM requires that the subconsultant's QA plan be kept up to date, and that the subconsultant's employees understand the plan requirements. All specialty subconsultant plans and procedures must be consistent with the AECOM program and meet all established quality thresholds.

DBE Utilization Plan

The AECOM Team is committed to meeting the 17% DBE Goals for this project, as set forth in the RFP for this project. The team that AECOM has put together for this project consists of four (4) subconsultants, two (2) of which are DBE firms. Our policy is to maximize opportunities for disadvantaged businesses enterprises, encouraging them to collaborate with us as part of the project team.

Task Specific Approach

Task A: Constructability/Bidability and General Engineering Review

AECOM has been at the forefront in using our construction management expertise to assist our client in providing project delivery by providing independent reviews of their contract documents. More and more of our clients are recognizing that it is more cost effective to identify and rectify construability before contracts are awarded thus avoiding schedule delays and cost increases during construction.

Whether the project involves complex highway and bridge work, aviation, ports or transit /rail facilities, AECOM has demonstrated our ability to make positive contribution to project delivery as a result of our constructability and bidability reviews during the design phase. AECOM will apply our extensive construction knowledge and experience with planning, design, procurement, and field activities to achieve overall project objectives. Our team's construction management staff focuses its constructability review in minimizing potential change orders and enhance claims avoidance through partnership developed with the design team to obtain the best possible design solutions. To accomplish these goals our construction management team will implement the following constructability approach:

- Become intimate with the project goals, contract documents and project site taking into consideration the means and methods of construction.
- Evaluate fabrication, transportation, and installation of preassembled contract components. Conduct a detailed site review to establish compatibility of the design with existing facilities and construction site features.
- Review staging and phasing sequences to mitigate potential conflicts with protection of existing operations, removal/relocation of utilities, site access, safety and security.
- Review interface with other construction activities in the area.
- Analyze the integration of force account work for projects in the path system.
- Review available material and equipment, lay-down and storage areas.
- Consider the effects of weather conditions in regard to construction activity sequence, logistic and storage/lay-down accessibility, and operational concerns of each facility.
- Have a comprehensive understanding what items may be long lead type items
- Evaluate erection equipment to physical constraints and site limitations.

A thorough Constructability Review program will provide full project analysis through planning and construction executions. Basic design approaches, which consider construction operations in sequence, will promote work efficiency, timely completion, budgetary control and safety. Constructability is a major tool in meeting project objectives and goals.

Task B: Construction Staging

While constructability and bidability reviews can ferret out design flaws that can impact and potentially delay a project, a careful analysis of construction staging can result in substantial savings in construction schedule and provide substantial cost savings to the Authority while also reducing impacts to facility operations and patrons.

A thorough and well developed construction staging plan is necessary for any successful construction project. AECOM is well aware of the flow and sequence of the many construction activities necessary to contract in an operational environment, such as the Authority's various facilities. AECOM will review the staging plans developed by the design team with the input of the particular facility's operations, maintenance, police and security staff, as appropriate. If the design team has not prepared staging plans, AECOM can prepare them in cooperation with the designers and facility. Construction staging plans will be developed in conjunction with the proposed construction schedule and in the process develop a greater level of detail for the proposed schedule.

Throughout our experience providing construction management services, we have been able to identify and recommend changes to construction staging

and phasing that have improved both the operational conditions at the project site and improved the construction schedule and/or reduced construction cost. During construction, changes to the approved staging plans may originate from multiple sources, such as the contractor, operations staff, new business requirements, project scope changes, among others. When these situations arise AECOM will provide an expeditious evaluation of the proposed changes to determine the positive and negative consequences and make recommendations that will be in the best interest of the project and the Authority.

Task C: Schedule Development and Monitoring

AECOM Team has assembled a group of experienced scheduling staff to support this program, and some of them are very familiar with the Authority's scheduling protocols and standards. The AECOM Project Controls Center of excellence is set up to operate on multiple projects and lends itself perfectly to a program that requires variable staffing needs. AECOM team of schedulers has a track record of developing an excellent working relationship with contractor, consultant and Authority staff by visiting project site routinely, promoting the scheduling process and by maintaining integrity of the schedule. This in turn leads to additional buy-in to the schedule process by the project team and key stakeholders.

AECOM team of scheduling engineers are intimately involved in the development of a cost and resource loaded master schedule for both Capital and Maintenance projects for the Authority, which gives our team a unique and distinct advantage to implement this model effectively for other projects in a very short period of time. Since fall of 2011, AECOM's scheduling engineers have worked very closely with the senior management team of the PATH Ways and Structures division to develop a fully resource loaded schedule to support three planning strategies: 1) Operational, 2) Tactical and 3) Strategic. This effort was well received and commended by the PATH senior manager of Ways and Structures.

At the very outset, AECOM team will develop the sequence of construction for each of the project elements, and incorporate input from the Authority and other key stakeholders as applicable. Sequences will be built into a draft construction schedule based on the experience of the AECOM team. Our team will identify construction staging, site access considerations, permitting, project interferences, operational restraints and third party interfaces. The schedules will be cost loaded to ensure that the project cash flow requirement is in alignment with project fiscal funding constrains. AECOM will consider alternative logistics approaches, and advise the Authority of the most optimal project schedule scenarios and key project milestones. The schedules will be developed utilizing Oracle's Primavera P6 version 8.0 Software.

Once the Contract is awarded, the scheduling engineer assigned to the contract will facilitate a scheduling kick off meeting with the selected contractor to ensure that the contractor has a full understanding of the Authority's Scheduling specifications and requirements. The Contractor's baseline and updates will be reviewed for its contract compliance and reasonableness. The responsible scheduling engineer will prepare a formal schedule review report summarizing observations and outlining recommended actions, if any, the contractor needs to take to mitigate delays. The scheduling engineer will also assist the Authority in the review of contractor's request for time extension and recommend contractor's entitlement and quantum if any, for the time extension.

Project schedules will be developed to determine project durations and contractual milestones. Project schedules will be used to analyze the impacts of constructability alternatives to the overall project. Risk factors can and will be applied to critical aspects of the project to allow close monitoring. We will use the schedule as a tool throughout the duration of the project to analyze time, cost and risk.

Task D: Quality Assurance Inspection

Our proposed staffing includes resumes for personnel that not only typify the quality and quantity of our team's resources that will also be made available at various times during the term of this contract. A review of the resumes will further reveal that a vast majority of the key staff has direct relevant construction management experience for projects covering a wide range of disciplines, including highway/bridge, transit/ rail, aviation and ports/waterfronts among other transportation facilities.

When the Authority asks AECOM to provide inspection services to ensure compliance and conformance with all construction contract requirements their expectations and requirements are relatively simple. Provide trained competent and experienced construction inspection staff that understands the work they are monitoring, understands the specifications that govern the work and most importantly understands that the work is being performed at facilities whose main purpose is the efficient and effective movement of people and goods. In every aspect of construction management, inspections and contract administration AECOM will provide such trained, competent and experienced inspection staff to ensure compliance. We wil also engage our subconsultant – Cole Technologies, Inc. (MBE) to provide material testing and inspection as well as special inspection as various tasks and projects dictate.

Task E: Contract Administration

The Authority needs to have total confidence in the construction and managerial talent of its CM consultant. The team must have the depth and breadth of resources to respond to any request for service, a clearly defined and field-tested management plan and strong management capabilities to keep all project activities on track. The project must be managed and staffed by seasoned personnel who are experienced with Authority design standards and each facility's operational constraints. The AECOM team understands the nature of the work to be performed under this contract and can effectively use our extensive experience and knowledge to accomplish any assignment successfully.

Review and Process Submittals and RFI's

AECOM has detailed standard Shop Drawing procedures that will be tailored for the potential projects under this contract to expedite the processing and review of submissions and responding to RFI's. The initial review of shop drawings and materials for the project will be performed by the AECOM Team. Upon completion of the initial review for contract conformance, submissions will be forwarded to the design consultant for review or returned to the contractor if they do not comply with contract documents. Upon return from the reviewing party to the AECOM Team, submissions will be forwarded to the contractor. Typically, our Team will return submissions to the contractor the same day that they are received from the designer. We understand that RFIs may be generated by any party, even the CM. Upon receipt of RFI's our Team will provide an initial review. Each RFI received will generate an RFI form; have a number assigned for tracking purposes, and a response date noted. RFIs may be submitted that warrant response only from AECOM. Should a response require additional clarification it will be forwarded to the design consultant. Separate logs will be maintained for shop drawing and material submissions, work plans, and RFIs to track response time. A section of weekly progress meetings will be dedicated to the status of submissions.

Manage the Change Authorization Process

Changes and decisions related to changes are the most difficult and contentious processes during execution of the work. This process has to be handled openly and quickly, to support the progress of work. AECOM has worked for similar clients and the Authority for many years. As such, we are quite familiar with the change order process and the types of changes that will occur. Upon receipt of a change proposed by a Designer, AECOM and the Authority will prepare a fact finding memorandum related to the proposed change and issue to the Authority for review and recommendation of approval. If approved, AECOM will proceed to issue a notice of proposed change (NPC) and transmit all applicable information to the contractor with a request for proposed cost and schedule impacts. An independent cost estimate and schedule analysis, if applicable, will be prepared. AECOM will maintain a log of contractor requested changes or change order requests (COR). Upon receipt of a COR, our Team will analyze the request for entitlement, perform a cost analysis, and submit a recommendation to the Authority. AECOM will coordinate and participate in the negotiation of change orders. We will negotiate change orders with Authority present.

Maintain Project Progress and Cost Reporting

AECOM will establish and institute procedures for monitoring the project's construction budget. It will enforce an earned value based cost loaded schedules on all contractors to facilitate progress payments. We will work with the Authority to develop a budget report system to ensure compatibility with the Authority

systems. The report format will be developed in consultation with the Authority Controls Team and shall be comprised of budget and schedule control elements at a minimum. A computer system will be utilized to track quantities, including quantities paid-to-date, the date work was performed, and the location of the work. This procedure applies to contract quantities as well as change orders paid by unit cost or on a time-and-material basis. As part of our Team's construction administration procedures, contract pay items are reviewed for allowable payment. Our Construction Managers will review quantities on percent complete with the contractor. This practice averts discrepancies between our opinion and the contractor's payment requisitions. Recommendation for payment of invoices will be provided to Authority.

Develop and Manage Claims Prevention Program

AECOM's staff is geared to minimize claims for additional time, cost, or other liability issues. The key issue with regard to claims avoidance is maintaining timely response to contractors. As issues arise, they will be immediately discussed with the Contractor(s) and the Authority and a recommendation will be provided as to how to proceed. Should a contractor submit a claim or a request for a change order, we will evaluate the issue, assemble the pertinent documentation, and provide a recommendation for resolution. Time will be of the essence in addressing changed conditions and minimizing any potential time and cost impacts. This includes assisting the designer to address promptly any unforeseen conditions and propose work around solutions to maintain construction progress. We propose biweekly change control meetings. This forum would allow expeditious direction to the designer and contractor on how or whether to proceed, and set thresholds and criteria for negotiating any cost or schedule impacts.

Support and Implement Construction Drawings and As-Built Drawing Maintenance

As part of the document control system we will establish a computerized drawing control system that will manage the drawings as they progress through construction, in a scanned mode. The key for this document control is to maintain how the drawings evolve through execution of construction, allowing the Project Team to have visibility of the documents so that at any stage, a consistent and clear understanding of the design can be maintained. This will be important when there are conflicts in interpretation of the drawings which sometimes occur between the designer and contractor. Additionally, through specifications, we recommend requiring the contractor to maintain a set of red-lined as-built drawings and specifications. We will review these re-lined documents monthly with the contractors.

Verify Punch List Completion and Record Drawings

Our Team will coordinate the completion of all remaining work identified on the punch list and generate a monthly reporting on the status of each item. Upon contractor notification of completion of punch list items, AECOM will provide written notice to the Authority and the designer that the work is ready for final inspection. After approval of systems and inspection by the designer, stakeholders and the Authority staff, and if the completion is deemed acceptable, we will recommend that the contractor be notified of substantial completion.

Prepare Monthly Executive Summary

Throughout the duration of the project, the AECOM Team will develop a monthly report. The format for the report will be established with the Authority. This monthly report format will typically contain reports for the working level staff as well as an Executive Report. The report will contain status of the work, including progress on the schedule, cost to budget information, quality information, near term milestones (look ahead reports) and any issues that may impact the success of the program.

Task F: Cost Engineering / Estimating Services

AECOM Capital Cost Group (CCG) is a resource center for developing capital cost estimates and providing field services to projects in construction. CCG is comprised of seasoned estimators who have hard money experience working for some of the leading heavy contractors in the United States, and particularly the NYC Metro area. This experience has been instrumental in the development of realistic construction cost estimates at all stages of the design process or during the construction process. Our estimators are well versed in pricing projects throughout the design or construction cycle from concept through 100% completion. We have earned an enviable reputation in

developing estimates that fall within acceptable range of the price ultimately bid and awarded. Appropriate contingencies are added as the project progresses.

An accurate construction cost estimate begins with the early identification of project 'cost drivers' when many of the details of the project are still unknown. These 'cost drivers' may include heavily staged, schedule driven and/or site sensitive projects. In developing estimates, we derive costs from the "bottoms up" using local experience and the approach/methodology of contractors.

In addition to a "bottoms up" approach for both simple and complex construction operations, AECOM estimators are very familiar with the Authority's Engineers' Estimate formats and keep abreast of bidding activity in the contracting community throughout Metro NY/NJ region. This data is used with vigilance as appropriate and adjusted with due consideration for local site specific project conditions and encumbrances.

AECOM has the resources and expertise to produce thorough, detailed and accurate cost estimates utilizing advanced and proven estimating methods. Our methodology is to approach cost estimating from a contractor's perspective, using estimators with extensive contractor experience. Our maintenance of a cost database and lessons learned provide significant benefits to projects.

Using current prevailing and/or union wage rates, local material costs, published equipment rates and 'as-built' labor production rates, we can produce an estimate that increases the level of accuracy and eliminates the guesswork and speculation when relying solely on average weighted unit pricing.

Escalation rates, overhead, profit and contingencies are added to the 'bare cost' in formats that allow for easy evaluation and alternatives assessments; crucial to project management evaluating the feasibility of a project in its early stages.

The Construction Cost Estimate or Engineer's Estimate will be based on detailed specifications, drawings representing the project's scope of work as well as external factors that may affect cost.

In developing capital construction estimates, CCG estimators are well aware of local NY area union craft customs, work rules and productivity. We pride ourselves on applying correct premium rates concurrent with work hour restrictions. CCG maintains various data bases of actual "measured in the field" production factors. Our estimators have worked on airport projects involving stringent work hour restrictions and difficult access issues. We keep abreast of the latest material trends and equipment rental rates.

Task G: Resources

The AECOM team of construction professionals can offer over 300 metro area professionals and support staff in virtually all disciplines and specialties to meet any construction need the Authority may encounter in the delivery of the potential assignments from this contract. These individuals are currently supporting projects, many of which are under "call-in" type programs for virtually every transportation agency in the metro area, including roadway and bridge, rail and transit, waterfront and port facilities and airport clients.

Our ability to effectively support these call-in programs continues to be enhanced as we grow our resource pool. We have a rich history supporting DBE initiatives by our public sector clients and have worked successfully with many local firms that can fulfill specialized needs or supplement construction management staff.

Our team of subconsultants for this contract can help deliver the required product in regard to materials and testing services as well as provision for vehicles, as needed.

D. DBE Participation

AECOM

D. DBE Participation

The AECOM Team is committed to meeting the 17% DBE Goals for this project, as set forth in the RFP for this project. The team that AECOM has put together for this project consists of four (4) subconsultants, two (2) of which are DBE firms. Our policy is to maximize opportunities for disadvantaged businesses enterprises, encouraging them to collaborate with us as part of the project team.

The foolwing pages indicate DBE forms and Certifications.

ATTACHMENT D-1

DBE GOALS STATEMENT

The undersigned Bidder has satisfied the requirements of the Contract in the following manner (Complete the appropriate spaces):

The Bidder is committed to meeting the DBE utilization goal set forth in this Contract.

or

The Bidder is unable to meet the DBE utilization goal set forth in this Contract, but is committed to a minimum of 17% DBE utilization on this Contract and submits the attached narrative and documentation demonstrating good faith efforts consistent with Appendix A of 49 CFR 26 to meet the DBE utilization goal set forth in this Contract.

Attach as many pages as necessary to provide a full and complete narrative and supporting documentation of good faith efforts made. This narrative shall be submitted on company letterhead and signed.

It is the present intent of the Bidder to utilize the specific DBE firms identified in Appendix A2 in the performance of the Work of this Contract. If for any reason, one or more of the DBE firms identified in Appendix A2 are unable or unwilling to participate, the Bidder will make good faith efforts to replace the DBE firm with another DBE firm in accordance with Part II clause entitled "DBE Program".

Bidder Name: AECOM USA, Inc.

Federal Tax ID No.: _____

By: _____ Gary C. Morris, PE, Senior VP

Signature and Title

ATTACHMENT D-3

INFORMATION ON SOLICITED FIRMS

The bidder must complete this form for itself and for all firms which gave the bidder a quotation for any work planned to be subcontracted regardless of whether they are ultimately chosen to participate in the Contract. Provide the information required below for every firm that provided a bid or a quote for a subcontract – even if the bid or quote from the firm is not used in the preparation of the final Proposal.

Name of Firm	Address of Firm	Phone Number	Contact Person	Firm Age	Annual Gross Revenue Range NOTE: See Footnote Below	DBE Certified (Yes/No)
AECOM USA, Inc.	605 Third Ave., New York, NY 10158	(212) 973-2900	Gary Morris, PE, Senior Vice President	83 years	[redacted]	No
Cole Technologies Group	Elmsford Executive Park, Building 5 2269 Saw Mill River Road Elmsford, NY 10523	(914) 365-6000	Emmanuel S. Tan, Vice President	23 years		No
Stellar Services, Inc.	70 West 36th Street, Suite 702, New York NY 10018	(212) 432-2848	Liang Chen, President	21 years		Yes
JCMS, Inc.	1741 Whitehorse-Mercerville Rd., Mercerville, NJ 08619	(609) 631-0700	Jayanta Dutta	29 years		Yes
Techno Consult, Inc.	5 Independence Way, Suite 150 Princeton, NJ 08540	(609) 720-1200	Khalid Mallick, PE	16 years		Yes

Footnote: Annual Gross Revenue Ranges: Less than $500,000; $500,000 - $1 Million; $1 - $2 Million; $2 - $5 Million; Over $5 Million - Select the category that best identifies the annual gross revenue of the solicited firm.

Stellar Services, Inc

APPENDIX D2
THE PORT AUTHORITY OF NY & NJ – OFFICE OF BUSINESS DIVERSITY AND CIVIL RIGHTS
DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT

Instructions: Submit one DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT form for each DBE firm used on this Contract.

CONTRACT NUMBER AND TITLE: Indefinite Quantity Contracts (IQCs) for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an As-Needed Basis through 2018

PROPOSER:
Name of Firm: AECOM
Address: 605 Third Avenue, New York 10158 Telephone: 212-973-2900
Email Address: Gary.Morris@aecom.com

DBE:
Name of Firm: Stellar Services, Inc.
Address: 70 W. 36th Street, Suite 702, New York, NY 10018 Telephone: 212-432-2848
Description of work to be performed by DBE: Technical Support and Integration with PANYNJ CM Cost Systems

Calculation (supply only):

The Proposer is committed to utilizing the above-named DBE for the work described above. The estimated dollar value of this work is $ TBD or ___% of the total contract amount of $ TBD. The anticipated start date is TBD and the anticipated completion date is TBD.

AFFIRMATION

The above-named DBE affirms that it will perform the portion of the Contract for the estimated dollar value as stated above.

By: Liang Chen, President Date: 7/7/2014
Signature of DBE and Title

If the Proposer does not receive award of the Contract, any and all representations in this DBE Participation Plan and Affirmation Statement shall be null and void.

By: Gary C. Morris, PE, Senior Vice President Date: July 8, 2014
Signature of Proposer and Title

FOR OBDCR USE ONLY

Contract Goals: ☐ Approved ☐ Rejected ☐ Preliminary Plan Approved
Reviewed By: _____
OBDCR Business Development Representative
Signature: _____ Date: _____

New York, NY 10017-3739
212 878-7000 Tel

Metropolitan Transportation Authority
State of New York

April 18, 2014

Mr. Liang J. Chen, President
Stellar Services, Inc.
70 West 36TH Street, Suite 702
New York, NY 10018

Re: **DBE CERTIFICATION ANNUAL REVIEW NOTICE**

Dear Mr. Chen:

The Metropolitan Transportation Authority (MTA), a Certifying Partner in the New York State Unified Certification Program (NYSUCP), has completed its review of the Affidavit of No Change and supporting documentation submitted on behalf of your firm, 4U Services, Inc. d/b/a Stellar Services, in fulfillment of its annual submission requirement. We are pleased to advise you that your firm continues to meet the eligibility criteria established by the U.S. Department of Transportation Disadvantaged Business Enterprises regulation, codified at 49 CFR, Part 26, and remains CERTIFIED as a Disadvantaged Business Enterprise (DBE) with MTA and the NYSUCP providing the services below:

COMPUTER PROGRAMMING SERVICES
AND
COMPUTER INTEGRATED SYSTEMS DESIGN

Your firm's certification status with the NYSUCP will remain effective for as long as your firm continues to meet all DBE certification eligibility requirements and the ownership and control of the firm, upon which DBE certification was granted, has not changed. However, your firm's compliance with DBE certification eligibility criteria will be reviewed on an annual basis.

You are required to submit, annually, a sworn affidavit affirming that there have been no changes in your firm's economic disadvantaged status, ownership or control. In the event that there are changes, you must notify the MTA, within 30 days, of any changes in your business' ownership, control and/or operations including address, telephone number, business services and capabilities. Failure to adhere to these requirements may result in the removal of your firm's DBE certification status. Your firm's next annual submission will be due on or before March 11, 2015.

Your firm will continue to be included in the NYSUCP Directory (http://biznet.nysucp.net) which will indicate the type of work that your firm has been certified to perform.

Please note that any of the Certifying Partners of the NYSUCP reserve the right to review your firm's certification eligibility prior to your firm's participation on a federally assisted project for their agency or at any time that it is determined that such reevaluation is warranted.

We are pleased to have you as a continued participant in the NYSUCP and wish you much success.

Should you have any questions, please contact me at cgreene@mtahq.org or call me at (646) 252-1378.

Sincerely,

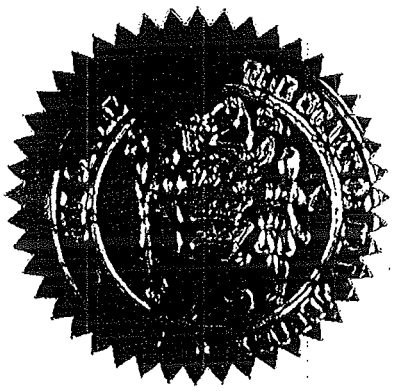
Carolyn E. Greene
Assistant Director, Certification Programs
Department of Diversity and Civil Rights

cc:: M. Garner
N. Din
L. Warren

STATE OF NEW JERSEY
DEPARTMENT OF TREASURY
CERTIFICATE OF AUTHORITY

4 U SERVICES, INC.
0100757760

I, the Treasurer of the State of New Jersey, do hereby certify that the above-named Foreign Profit Corporation organized under the laws of New York, has complied with all the requirements of Title 14A of the New Jersey Statutes, and that the business or activity of said Foreign Profit Corporation to be carried on within the State of New Jersey is such as may be lawfully carried on by a Foreign Profit Corporation filed under the laws of this State for similar business or activity. The Certificate of Authority was duly filed September 16th, 1998.



IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my Official Seal at Trenton, this 16th day of September, 1998

James A DiEleuterio, Jr.
Treasurer

JCMS, Inc.

APPENDIX D2
THE PORT AUTHORITY OF NY & NJ – OFFICE OF BUSINESS DIVERSITY AND CIVIL RIGHTS
DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT

Instructions: Submit one DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT form for each DBE firm used on this Contract.

CONTRACT NUMBER AND TITLE: **RFP 38268 PANYNJ- IQC FOR PERFORMING CM AND CI FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018**

BIDDER:
Name of Firm: AECOM

Address: 605 Third Avenue. New York, NY 10158 Telephone: 212.973.2942

Email Address: Indhira.Figuereo@aecom.com

DBE:
Name of Firm: JCMS. Inc.

Address: 1741 Whitehorse-Mercerville Road, Mercerville, NJ 08619 Telephone: 609-631-0700

Description of work to be performed by DBE:

Inspection, Scheduling, Estimating

Calculation (supply only):

The Bidder is committed to utilizing the above-named DBE for the work described above. The estimated dollar value of this work is $ _____ or ____% of the total contract amount of $___. The anticipated start date is _____ and the anticipated completion date is _____.

AFFIRMATION

The above-named DBE affirms that it will perform the portion of the Contract for the estimated dollar value as stated above.

By: _____ Indira Jois, Vice President Date: 07/02/2014
Signature of DBE and Title

If the Bidder does not receive award of the Contract, any and all representations in this DBE Participation Plan and Affirmation Statement shall be null and void.

By: _____ Gary C. Morris, PE, Senior Vice President Date: 07/08/2014
Signature of Bidder and Title

FOR OBDCR USE ONLY

Contract Goals: ☐ Approved ☐ Rejected ☐ Preliminary Plan Approved
Reviewed By: _____
OBDCR Business Development Representative
Signature: _____ Date: _____

Please Note: Only 60% of the expenditure to a DBE material supplier will be counted toward the DBE goal. Please show calculation above. Example: $100,000 x 60% = $60,000 estimated DBE dollar value of work. Plan cannot be accepted without calculation.

347 Madison Avenue
New York, NY 10017-3739
212 878-7000 Tel

Metropolitan Transportation Authority
State of New York

March 19, 2014

Mr. Umesh Jois, President
JCMS, Inc.
1741 Whitehorse-Mercerville Road
Mercerville, NJ 08619

Re: DBE CERTIFICATION ANNUAL REVIEW NOTICE

Dear Mr. Jois:

The Metropolitan Transportation Authority (MTA), a Certifying Partner in the New York State Unified Certification Program (NYSUCP), has completed its review of the Affidavit of No Change and supporting documentation submitted on behalf of your firm, JCMS, Inc., in fulfillment of its annual submission requirement. We are pleased to advise you that your firm continues to meet the eligibility criteria established by the U.S. Department of Transportation Disadvantaged Business Enterprises regulation, codified at 49 CFR, Part 26, and remains **CERTIFIED** as a Disadvantaged Business Enterprise (DBE) with MTA and the NYSUCP providing the services below:

CONSTRUCTION MANAGEMENTAND INSPECTION; PROJECT MANAGEMENT; CPM SCHEDULING; COST ESTIMATING; DOCUMENT CONTROL AND CLAIMS SERVICES

Your firm's certification status with the NYSUCP will remain effective for as long as your firm continues to meet all DBE certification eligibility requirements and the ownership and control of the firm, upon which DBE certification was granted, has not changed. However, your firm's compliance with DBE certification eligibility criteria will be reviewed on an annual basis.

You are required to submit, annually, a sworn affidavit affirming that there have been no changes in your firm's economic disadvantaged status, ownership or control. In the event that there are changes, you must notify the MTA, within 30 days, of any changes in your business' ownership, control and/or operations including address, telephone number, business services and capabilities. Failure to adhere to these requirements may result in the removal of your firm's DBE certification status. Your firm's next annual submission will be due on or before January 18, 2015.

Your firm will continue to be included in the NYSUCP Directory (http://biznet.nysucp.net) which will indicate the type of work that your firm has been certified to perform.

Please note that any of the Certifying Partners of the NYSUCP reserve the right to review your firm's certification eligibility prior to your firm's participation on a federally assisted project for their agency or at any time that it is determined that such reevaluation is warranted.

We are pleased to have you as a continued participant in the NYSUCP and wish you much success.

Should you have any questions, please contact me at cgreene@mtahq.org or call me at (646) 252-1378.

Sincerely,

Carolyn E. Greene
Assistant Director, Certification Programs
Department of Diversity and Civil Rights

cc: M. Garner, MTA
N. Din, MTA
D. Camacho, MTA

New Jersey Unified Certification Program

NJ UCP

NJ TRANSIT The Way To Go.

New Jersey Department of Transportation

THE PORT AUTHORITY OF NY & NJ

CERTIFIED DISADVANTAGED BUSINESS ENTERPRISE

J.C.M.S. INC.

This certificate acknowledges that the above named firm is certified as a Disadvantaged Business Enterprise as defined in Title 49, Part 26 of the US Code of Federal Regulations. This certification will remain in effect for three years from the certification date and must be updated annually. The New Jersey Department of Transportation must be notified within 30 days of any changes in the business that may affect ownership and control. Your firm will be listed in the NJ UCP directory under the following NAICS Code(s).

NAICS CODE	**237310 Highway, Street and Bridge Construction**	**237990 Other Heavy and Civil Engineering Construction**	**236210 Industrial Building Construction**	**236220 Commercial and Institutional Building Construction**

NJ Department of Transportation certified your firm as a DBE on behalf of all NJ UCP partners.

Signed: Melanie L. Armstrong

Melanie L. Armstrong, Esq., Director

Signed:

Paul F. Sprewell, Esq., Manager

CERTIFICATION DATE: September 3, 2013

EXPIRATION DATE: September 2, 2016

Techno Consult, Inc.

APPENDIX D2
THE PORT AUTHORITY OF NY & NJ – OFFICE OF BUSINESS DIVERSITY AND CIVIL RIGHTS
DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT

Instructions: Submit one DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT form for each DBE firm used on this Contract.

CONTRACT NUMBER AND TITLE: Indefinite Quantity Contracts (IQCs) for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an As-Needed Basis through 2018

PROPOSER:
Name of Firm: AECOM

Address: 605 Third Avenue, New York 10158 Telephone: 212-973-2900

Email Address: Gary.Morris@aecom.com

DBE:
Name of Firm: Techno Consult, Inc.

Address: 5 Independence Way, Suite 150, Princeton, NJ 08540 Telephone: 609-720-1200

Description of work to be performed by DBE: Cost Estimating, Construction Inspection and Support Services

Calculation (supply only):

The Proposer is committed to utilizing the above-named DBE for the work described above. The estimated dollar value of this work is $ TBD or ____% of the total contract amount of $ TBD. The anticipated start date is TBD and the anticipated completion date is TBD.

AFFIRMATION

The above-named DBE affirms that it will perform the portion of the Contract for the estimated dollar value as stated above.

By: _____ Jerrold Dinkels, PE, Senior Vice President Date: July 8, 2014
Signature of DBE and Title

If the Proposer does not receive award of the Contract, any and all representations in this DBE Participation Plan and Affirmation Statement shall be null and void.

By: _____ Gary C. Morris, PE, Senior Vice President Date: July 8, 2014
Signature of Proposer and Title

FOR OBDCR USE ONLY

Contract Goals: ☐ Approved ☐ Rejected ☐ Preliminary Plan Approved
Reviewed By: _____
OBDCR Business Development Representative
Signature: _____ Date: _____

New Jersey Unified Certification Program

NJ UCP

NJTRANSIT The Way To Go.

New Jersey Department of Transportation

THE PORT AUTHORITY OF NY & NJ

CERTIFIED

DISADVANTAGED BUSINESS ENTERPRISE

TECHNO CONSULT INC

This certificate acknowledges that the above named firm is certified as a Disadvantaged Business Enterprise as defined in Title 49, Part 26 of the US Code of Federal Regulations. This certification will remain in effect for three years from the certification date and must be updated annually. The New Jersey Department of Transportation must be notified within 30 days of any changes in the business that may affect ownership and control.

Your firm will be listed in the NJ UCP directory under the following NAICS Code(s).

NAICS CODE	541330 Engineering Services

NJ Department of Transportation certified your firm as a DBE on behalf of all NJ UCP partners.

Signed: Melanie L. Armstrong

Melanie L. Armstrong, Esq., Director

Signed:

Paul F. Sprewell, Esq., Manager

CERTIFICATION DATE: September 9, 2011

EXPIRATION DATE: September 8, 2014

347 Madison Avenue
New York, NY 10017-3739
212 878-7000 Tel

Metropolitan Transportation Authority
State of New York

May 16, 2014

Khalid Mallick, PE, President
Techno Consult, Inc.
5 Independence Way, Suite 150
Princeton, New Jersey 08540

Re: **DBE CERTIFICATION ANNUAL REVIEW NOTICE**

Dear Mr. Mallick:

The Metropolitan Transportation Authority (MTA), a Certifying Partner in the New York State Unified Certification Program (NYSUCP), has completed its review of the Affidavit of No Change and supporting documentation submitted on behalf of your firm, Techno Consult, Inc., in fulfillment of its annual submission requirement. We are pleased to advise you that your firm continues to meet the eligibility criteria established by the U.S. Department of Transportation Disadvantaged Business Enterprises regulation, codified at 49 CFR, Part 26, and remains CERTIFIED as a Disadvantaged Business Enterprise (DBE) with MTA and the NYSUCP providing the services below:

CONSTRUCTION MANAGEMENT, COST ESTIMATING AND SCHEDULING SERVICES

Your firm's certification status with the NYSUCP will remain effective for as long as your firm continues to meet all DBE certification eligibility requirements and the ownership and control of the firm, upon which DBE certification was granted, has not changed. However, your firm's compliance with DBE certification eligibility criteria will be reviewed on an annual basis.

You are required to submit, annually, a sworn affidavit affirming that there have been no changes in your firm's economic disadvantaged status, ownership or control. In the event that there are changes, you must notify the MTA, within 30 days, of any changes in your business' ownership, control and/or operations including address, telephone number, business services and capabilities. Failure to adhere to these requirements may result in the removal of your firm's DBE certification status. Your firm's next annual submission will be due on or before June 6, 2015.

Your firm will continue to be included in the NYSUCP Directory (http://biznet.nysucp.net) which will indicate the type of work that your firm has been certified to perform.

Please note that any of the Certifying Partners of the NYSUCP reserve the right to review your firm's certification eligibility prior to your firm's participation on a federally assisted project for their agency or at any time that it is determined that such reevaluation is warranted.

We are pleased to have you as a continued participant in the NYSUCP and wish you much success.

Should you have any questions, please contact me at cgreene@mtahq.org or call me at (646) 252-1378.

Sincerely,

Carolyn E. Greene
Assistant Director, Certification Programs
Department of Diversity and Civil Rights

cc: M. Garner
N. Din
L. Warren

AECOM

E. Pricing and Compensation

As per the RFP, cost proposals are not required at this time. Selected Consultants who are awarded an IQC Agreement will be requested to submit cost proposals with Task Order requests for proposals.

F. Firm's Affiliates

AECOM

F. Firm's Affiliates

Name	Address	Federal ID
AECOM, Inc. a Delaware corporation	250 Apollo Drive Chelmsford, MA 01824	
AECOM Services, Inc. a California corporation	515 South Flower Street Los Angeles, CA 90071	
Davis Langdon, Inc. a California corporation	343 Sansome Street, #1050 San Francisco, CA 94104	
Economic Research Associates a California corporation	150 Chestnut Street San Francisco, CA 94111	
EDAW, Inc. a Delaware corporation	150 Chestnut Street San Francisco, CA 94111	
Earth Tech Environment & Infrastructure, Inc. a Wisconsin corporation	515 South Flower Street Los Angeles, CA 90071	
Earth Tech WE Holding, Inc. a Delaware corporation	515 South Flower Street Los Angeles, CA 90071	
Tishman Construction Corporation	666 Fifth Avenue New York, NY 10103	
AECOM Infrastructure, Inc.	605 Third Avenue New York, NY 10158	

AECOM

G. Proposer's Integrity Provisions

AECOM's relevant disclosure has been sumitted in a seperate envelope along with the proposal marked "CERTIFICATION STATEMENT".

H. Background
Qualifications Questionnaire

AECOM

AECOM
605 Third Avenue
New York, NY 10158
www.aecom.com

(212) 973-2900 tel
(212) 972-0682 fax

July 14, 2014

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

Attention: RFP Custodian

Re: Indefinite Quantity Contract (IQC) for Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects On An "As Needed" Basis During 2018

RFP No.: 38268

Dear RFP Custodian:

Please be advised that AECOM USA, Inc. has submitted its Background Qualifications Questionnaire (BQQ) to the Port Authority of New York and New Jersey, Office of Inspector General.

Should you have any questions, please contact our North Region Chief Counsel, Robert Orlin at (212) 973-3070 or via email at robert.orlin@aecom.com

Very truly yours,
AECOM USA, Inc.

Gary C. Morris, PE
Senior Vice President

Cole
Technologies

2 July 2014

Indhira Figuereo
Associate Vice President
AECOM
605 Third Avenue,
New York, New York 10158

PANYNJ RFP – 38268 / BACKGROUND QUALIFICATION QUESTIONNAIRE

Dear Ms. Figuereo:

Please be informed that CTG has submitted a complete Background Qualification Questionnaire to Port Authority of New York and New Jersey on June 14 of last year.

If need be, please contact us with any questions you may have regarding this submission.

Very truly yours,

Adela Lopez
Marketing Associate
Email: ALopez@coletechnologiesgroup.com

A²C/al

STELLAR

70 West 36th Street, Suite 702
New York, NY 10018
Tel# 212 432 2848
Fax# 212 432 2846

Statement

7/8/2014

Stellar Services, Inc. has submitted a completed Background Qualification Questionnaire to the Port Authority on September 11th, 2012.

Stellar Services, Inc. has submitted a Certification of No Change on July 8th, 2014 to the Port Authority.

Han Lim / Vice President

PORT AUTHORITY OF NEW YORK AND NEW JERSEY
Certification of No Change — CONFIDENTIAL

Instructions: *Please complete and execute one original. Forward directly to:*
The Port Authority of NY & NJ / Office of Inspector General
Attn: Fraud Prevention Unit
5 Marine View Plaza, Suite 502, Hoboken, NJ 07030

1. a. JCMS, INC. ("Company") b. _____ (EIN or Tax ID)

2. What project is the Company bidding, proposing, or intending to work on?

RFP # 38268 CM & CI for Federally Funded Storm Related Projects through 2018
(Provide Port Authority contract number if known.)

3. Prime Contractor: AECOM
(The firm that the Company will be contracting with.)

4. Description of Work: Inspection, Estimating, Scheduling services

5. What is the estimated range of the contract value or value of work?
☐ $0 to $99,999 ☐ $100,000 to $999,999 ☒ $1,000,000 to $9,999,999 ☐ $10,000,000 or more

A materially false statement willfully or fraudulently made in connection with this Certification, and/or failure to conduct appropriate due diligence in verifying the information that is the subject matter of this Certification may prevent the Company and/or the undersigned from being found to be responsible bidders/proposers in connection with future agreements. In addition, a materially false statement willfully or fraudulently made in connection with this Certification may subject the Company and/or the undersigned to criminal charges, including charges for violation of New York State Penal Law Sections 175.35 (Offering a False Statement for Filing) and 210.40 (Sworn False Statement), New Jersey Code of Criminal Justice Title 2C:28-3 (Unsworn Falsification to Authorities), and/or Title 18 U.S.C. Sections 1001 (False or Fraudulent Statement) and 1341 (Mail Fraud).

I, Indira Jois, Vice President (Print Name), being duly sworn, state that I am Vice President (Title), an officer of the Company, and that I have read and understood all the items set forth above and the questions contained in the previously completed Background Qualification Questionnaire, dated 10/01/2013.

I certify that to the best of my knowledge the answers contained in the above-referenced Background Qualification Questionnaire are full, complete and accurate; and, that to the best of my knowledge that information continues to be full, complete, and accurate.

I recognize that all the information submitted in connection with this Certification is for the express purpose of inducing the Port Authority to enter into a contract with, or to approve the award of a contract or subcontract to, or otherwise approve some other relationship with, the Company.

Indira Jois, Vice President
(Print Name)

(Signature)

Sworn to before me
This 2nd day of July 2014

Notary Public

Sweta M. Kasbekar
Notary Public of New Jersey
Commission Expires 10/4/2014
Sworn To and Subscribed
Before Me This 2nd Day of July, 2014

Revised: September 2011

TECHNO

ENGINEERS & CONSTRUCTION MANAGERS

July 10, 2014

Indhira Figuereo
AECOM
605 Third Avenue
New York, NY 10158

Dear Ms. Figuereo:

Techno Consult, Inc. has submitted the BQQ to Port Authority of New York and New Jersey.

Sincerely,

Jerrold Dinkels, PE
Senior Vice President

TECHNO CONSULT, INC.
5 Independence Way, Ste. 150
Princeton, NJ 08540

TEL 609.720.1200
FAX 609.720.1210

TECHNO-ENG.COM

I. General Conflict of Interest

AECOM

I. General Conflict of Interest

AECOM, its proposed project staff, and subconsultants on the project team do not have any general conflict of interest at the submission of the proposal for RFP No. 38268, Indefinite Quantity Contract (IQC) for Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects On An "As Needed" Basis During 2018.

AECOM

J. Organizational Conflict of Interest

None.

K. Miscellaneous

AECOM

BUY AMERICA CERTIFICATIONS

A bidder or offeror must submit to the FTA recipient the appropriate Buy America certification (below) with all bids or offers on FTA-funded contracts, except those subject to a general waiver. Bids or offers that are not accompanied by a completed Buy America certification must be rejected as nonresponsive. This requirement does not apply to lower tier subcontractors.

CERTIFICATION REQUIREMENT FOR PROCUREMENT OF STEEL, IRON, OR MANUFACTURED PRODUCTS (NON- ROLLING STOCK)

Certificate of Compliance with 49 U.S.C. 5323(j)(1)

The bidder or offeror hereby certifies that it will meet the requirements of 49 U.S.C. 5323(j)(1) and the applicable regulations in 49 CFR Part 661.5.

Date July 8, 2014

Signature Gary C. Morris, PE

Company Name AECOM USA, Inc.

Title Senior Vice President

Certificate of Non-Compliance with 49 U.S.C. 5323(j)(1)

The bidder or offeror hereby certifies that it cannot comply with the requirements of 49 U.S.C. 5323(j)(1) and 49 C.F.R. 661.5, but it may qualify for an exception pursuant to 49 U.S.C. 5323(j)(2)(A), 5323(j)(2)(B), or 5323(j)(2)(D), and 49 C.F.R. 661.7.

Date _____

Signature _____

Company Name _____

Title _____

CERTIFICATION REGARDING LOBBYING PURSUANT TO 31 U.S.C. 1352

The undersigned

Gary C. Morris, PE, Senior Vice President

(name of authorized officer)

certifies, to the best of my knowledge and belief, that:

- No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

- If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form LLL, "Disclosure of Lobbying, Activities" in accordance with its instructions.

- The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by, 31, U.S. C. § 1352 (as amended by the Lobbying Disclosure Act of 1995). Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

Note: Pursuant to 31 U.S.C § 1352(c)(I)-(2)(A), any person who makes a prohibited expenditure or fails to file or amend a required certification or disclosure form shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such expenditure or failure.

The Contractor certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Contractor understands and agrees that the provisions of 31 U.S.C. § 3801, et seq., apply to this certification and disclosure, if any.

Executed this day 8th of July, 2013~~4~~

By: _____

Signature of Authorized Official

Gary C. Morris, PE, Senior Vice President

Official Name and Title of Authorized Official

STANDARD FORM LLL - DISCLOSURE OF LOBBYING ACTIVITIES N/A

Complete this form to disclose lobbying activities pursuant to 31 U.S.C. 1352

1. **Type of Federal Action:**	2. **Status of Federal Action:**	3. **Report Type:**
X a. contract	X a. bid/offer/application	X a. initial filing
____ b. grant	____ b. initial award	____ b. material change
____ c. cooperative agreement	____ c. post award	
____ d. loan		**For material change only:**
____ e. loan guarantee		Year _____ quarter _____
____ f. loan insurance		Date of last report_____

4. **Name and Address of Reporting Entity:**	5. **If Reporting Entity in No. 4 is Subawardee,** Enter Name and Address of Prime:
X Prime ____ Subawardee Tier_____, if Known: **Congressional District,** *if known*:	**Congressional District,** *if known*:
6. **Federal Department/Agency:**	7. **Federal Program Name/Description:** CFDA Number, *if applicable*: _____
8. **Federal Action Number,** *if known:*	9. **Award Amount,** *if known:* **$**
10. a. Name and Address of Lobbying Registrant *(if individual, last name, first name, MI):*	**b. Individuals Performing Services** *(including address if different from No. 10a)* *(last name, first name, MI):*
11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.	**Signature:** _____ **Print Name:** _____ **Title:** _____ **Telephone No.:** _____ **Date:** _____
Federal Use Only	**Authorized for Local Reproduction** **Standard Form - LLL (Rev. 7-97)**

CERTIFICATION REGARDING LOBBYING PURSUANT TO 31 U.S.C. 1352

The undersigned
Gary C. Morris, PE, Senior Vice President
(name of authorized officer)
certifies, to the best of my knowledge and belief, that:

- No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

- If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form LLL, "Disclosure of Lobbying, Activities" in accordance with its instructions.

- The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by, 31, U.S. C. § 1352 (as amended by the Lobbying Disclosure Act of 1995). Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

Note: Pursuant to 31 U.S.C § 1352(c)(I)-(2)(A), any person who makes a prohibited expenditure or fails to file or amend a required certification or disclosure form shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such expenditure or failure.

The Contractor certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Contractor understands and agrees that the provisions of 31 U.S.C. § 3801, et seq., apply to this certification and disclosure, if any.

Executed this day 8th day of July , 2014
By: _____
Signature of Authorized Official
Gary C. Morris, PE, Senior Vice President
Official Name and Title of Authorized Official

FTA REQUIREMENTS

STANDARD FORM LLL - DISCLOSURE OF LOBBYING ACTIVITIES N/A

Complete this form to disclose lobbying activities pursuant to 31 U.S.C. 1352

1. **Type of Federal Action:**	2. **Status of Federal Action:**	3. **Report Type:**
X a. contract	X a. bid/offer/application	X a. initial filing
___ b. grant	___ b. initial award	___ b. material change
___ c. cooperative agreement	___ c. post award	
___ d. loan		**For material change only:**
___ e. loan guarantee		Year _____ quarter _____
___ f. loan insurance		Date of last report_____

4. **Name and Address of Reporting Entity:**	5. **If Reporting Entity in No. 4 is Subawardee,** Enter Name and Address of Prime:
X Prime ___ Subawardee Tier_____, if Known: **Congressional District,** *if known*:	**Congressional District,** *if known*:
6. **Federal Department/Agency:**	7. **Federal Program Name/Description:** CFDA Number, *if applicable*: _____
8. **Federal Action Number,** *if known:*	9. **Award Amount,** *if known:* $
10. a. **Name and Address of Lobbying Registrant** *(if individual, last name, first name, MI):*	b. **Individuals Performing Services** *(including address if different from No. 10a)* *(last name, first name, MI):*
11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.	**Signature:** _____ **Print Name:** _____ **Title:** _____ **Telephone No.:** _____ **Date:** _____
Federal Use Only	**Authorized for Local Reproduction** **Standard Form - LLL (Rev. 7-97)**

Rev. 1/2011

CERTIFICATION REQUIREMENT FOR PROCUREMENT OF BUSES, OTHER ROLLING STOCK AND ASSOCIATED EQUIPMENT (ROLLING STOCK)

Certificate of Compliance with 49 U.S.C. 5323(j)(2)(C).

The bidder or offeror hereby certifies that it will comply with the requirements of 49 U.S.C. 5323(j)(2)(C) and the regulations at 49 C.F.R. Part 661.11.

Date July 8, 2014

Signature Gary C. Morris, PE

Company Name AECOM USA, Inc.

Title Senior Vice President

Certificate of Non-Compliance with 49 U.S.C. 5323(j)(2)(C)

The bidder or offeror hereby certifies that it cannot comply with the requirements of 49 U.S.C. 5323(j)(2)(C) and 49 C.F.R. 661.11, but may qualify for an exception pursuant to 49 U.S.C. 5323(j)(2)(A), 5323(j)(2)(B), or 5323(j)(2)(D), and 49 C.F.R. 661.7.

Date _____

Signature _____

Company Name _____

Title _____

Acknowledgement of Addenda

THE PORT AUTHORITY OF NY & NJ

PROCUREMENT DEPARTMENT
2 MONTGOMERY STREET, 3RD FL.
JERSEY CITY, NJ 07302

7/3/2014

ADDENDUM #1

To prospective Proposer(s) on RFP # 38268 - REQUEST FOR PROPOSALS FOR INDEFINITE QUANTITY CONTRACTS (IQCS) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018

Now Due back on 7/14/2014, no later than 2:00PM

Originally due on 7/9/2014, no later than 2:00PM

This communication should be initialed by you and annexed to your Bid upon submission.

In case any Bidder fails to conform to these instructions, its Bid will nevertheless be construed as though this communication had been so physically annexed and initialed.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: AECOM USA, Inc.

INITIALED: _____

DATE: July 11, 2014

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

THE PORT AUTHORITY OF NY & NJ
PROCUREMENT DEPARTMENT
115 BROADWAY, 19TH FLOOR
NEW YORK, NY 10006

July 8, 2014

ADDENDUM #2

TO PROSPECTIVE BIDDER(S) ON **RFP #38268 - REQUEST FOR PROPOSALS FOR INDEFINITE QUANTITY CONTRACTS (IQCs) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018**

Proposal Due Date 7/14/2014 at 2:00PM

The following changes are hereby made in the documents:

I. RFP LETTER

A. In RFP Section I entitled SUBMISSION OF PROPOSALS, make the following changes:

i) In paragraph A, delete the first sentence and substitute the following:

"The Proposal shall be not more than twenty-five (25) pages (double-sided) or fifty pages (single-sided) using 12 point or greater font size, not including resumes and attachments.

ii) In paragraph I.F., delete "July 9, 2014" and substitute "July 14, 2014".

B. Delete Attachment E "Staffing Plan Template" and substitute therefor new Attachment E, which is attached hereto and made a part hereof.

C. In Attachment A, paragraph II, second paragraph, first line, delete "design of" without substitution therefor.

II. PROPOSER QUESTIONS AND ANSWERS

The following information is made available in response to questions submitted by prospective Proposer(s). It should not be deemed to answer all questions that have been submitted by Proposer(s) to the Port Authority. It addresses only those questions which the Port Authority has deemed to require additional information and/or clarification. The fact that information has not been supplied with respect to any questions asked by a Proposer(s) does not mean or imply, nor should it be deemed to mean or imply, any meaning, construction or implication with respect to the terms.

Question #1	Our firm is leading a team for Group 2 - PATH and is a sub on another team (for Group 1) which was selected for INDEFINITE QUANTITY CONTRACT (IQC) FOR EXPERT PROFESSIONAL ARCHITECTURAL AND ENGINEERING SERVICES FOR THE DESIGN OF FEDERALLY FUNDED SUPER STORM SANDY RELATED REPAIR AND RESILIENCY PROJECTS ON AN "AS NEEDED" BASIS DURING 2013 – 2017. As such, would we be precluded from participating in the above-referenced CM contracts?
Answer #1	Refer to Pages 10-12 of the RFP Cover Letter sections I and J respectively entitled "GENERAL CONFLICT OF INTEREST" and "ORGANIZATIONAL CONFLICT OF INTEREST".
Question #2	Can you please send the attachment E for the above-reference proposal? The link in the RFP document does not work.
Answer # 2	Hyperlinks have been corrected in the RFP and a revised Attachment E has been posted and is attached to this addendum.
Question #3	Please confirm that financial information (per page 5 of the RFP) should be submitted separately from the proposal document.
Answer #3	The financial information must be submitted with your proposal. For further clarification please refer to Section III "Financial Information" on Page 5 of the RFP Cover Letter.
Question #4	Please clarify if each sheet of paper, containing content on both sides counts as 1 or 2 pages in the 20 page limit. If each side of the sheet counts in the limit, please advise if sheets only containing content on one side still count toward the overall 20 page limit.
Answer #4	The requirement has been changed. The Proposal shall be not more than twenty-five (25) pages double sided or fifty (50) pages single sided.
Question #5	In the RFP, it refers to submitting 1 reproducible original copy, please clarify if this reproducible copy is to be single sided and unbound.
Answer # 5	Any format of the reproducible original is acceptable.
Question #6	In the instructions for completing the Firm's BQQ, it states that an original must be mailed to specified address and that an electronic copy was also to be sent. Please clarify if we are to include more than a statement of recent completion in our proposal under section H.
Answer # 6	Please complete the Background Qualification Questionnaire (BQQ) as instructed and with your proposal submit a statement indicating when the BQQ was submitted to the Port Authority Office of the Inspector General.

Question #7	Section III of the RFP, page 5 refers to the Financial Information. Please clarify if we are to include certified financial statements, statement of work and required numbers as part of our proposal, if so under which section, or if the information can be provided in a separately sealed package.
Answer #7	Please refer to Section III "Financial Information" on Page 5 of the RFP Cover Letter for clarification on the information that is to be submitted pursuant to this section.
Question #8	Is the NDA Agreement required to be signed and completed with our proposal for the prime firm and all sub consultants? If required, please advise if it should be included in our submission and where, or just sent directly to the referenced office and procurement contact.
Answer #8	NDA Agreements shall be submitted for the prime firm and all key sub consultants.
Question #9	Are consultants who have Federally Funded task order agreements for Sandy design eligible to be on teams who are proposing on the CM and Inspection RFP?
Answer #9	Refer to Pages 10-12 of the RFP Cover Letter sections I and J respectively entitled "GENERAL CONFLICT OF INTEREST" and "ORGANIZATIONAL CONFLICT OF INTEREST".
Question #10	Can you please let me know if RFP 38268 is an additional solicitation to the expected 2015-2018 On-call for CM services? We were anticipating an RFP to replace the current 2011-2014 Construction Management Services contracts (references P410110).
Answer #10	This RFP pertains to federally-funded Storm Resiliency projects and is independent from any other construction management RFP's.
Question #11	Will the PANYNJ recognize the ICC Reinforced Concrete Special Inspector Certification as the equivalent of the ACI Concrete Special Inspector Certification for the purpose of qualified concrete inspectors?
Answer #11	No.
Question #12	In the staffing table (Attachment E) there is no column for names. Does the PANYNJ want the names of staff shown with their company titles?
Answer #12	If known, please include names of staff. Otherwise, the anticipated titles will suffice.
Question #13	In the staffing table (Attachment E) the titles are only shown for Engineers. Some of the qualified staff who hold Certificates such as ACI Special Inspector and ICC Structural Bolting are not graduate engineers, where should we show these titles in the table?

Answer #13	Please see revised Attachment E.
Question #14	In Attachment A, Section II Scope of Work, the last paragraph states that "resiliency projects shall include, but not be limited to, design of mitigation measures to…." Does the Authority intend to utilize this Indefinite Quantity Contract for CM and inspection services, not design services?
Answer #14	There is no design as part of this RFP's scope of work. See revision to the Scope of Work section above.
Question #15	Is there a difference between ACI Level II Concrete Inspector vs. ACI Concrete Special Inspector?
Answer #15	Yes.
Question #16	Just want to confirm that Attachment C-1 and C-2 are both supposed to include project examples. C-2 requires sample projects be listed, so assume they will be called to provide a reference for our staffing resources?
Answer #16	Please include all necessary documentation in support of Attachments C1 and C2.
Question #17	It appears to us that the requirements and requested information in Attachment C-1 (Proposer Prerequisite A) and Attachment C-2 (Proposer Prerequisite B) are very similar for demonstrating a firm's experience in performing construction management and inspection services. Can you please provide further clarification on the requirements and experienced needed in order to satisfy both the Proposer Prerequisite A and Proposer Prerequisite B forms.
Answer #17	Prerequisite A demonstrates the firm having minimum 5 years CM experience. Prerequisite B demonstrates CM/inspection experience of individual staff w/min. $1.5M experience.
Question #18	Does the subconsultant need to submit Attachments C-1 and C-2, or just the Prime Consultant?
Answer #18	These attachments shall be submitted for the prime firm and, if applicable, all sub consultants whose experience and expertise will support the qualifications of the team.
Question #19	Does the subconsultant need to submit the FTA and FEMA forms, or just the Prime Consultant?
Answer #19	No. At this time, only the prime.
Question #20	Will safety staff be needed as part of this contract?
Answer #20	No.

Question #21	Is the form entitled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transactions" required to be submitted by both the Prime and Subconsultants?
Answer #21	Please refer to subsection G. Contractor's Integrity Provisions, under Section V. Proposal Submission Requirements on Page 10 of the RFP cover Letter.
Question #22	Can we modify Attachments C-1 and C-2 to expand the space provided for "Brief description of Scope of Work" for each project listed on the form?
Answer #22	Yes.
Question #23	Are we required to use Attachment "E"(?) for Staff/Title listing and the "standard" titles provided, or can a similar form with additional information beyond just the "category" and "Staffing Title" be submitted?
Answer #23	Please see revised Attachment E, annexed to this Addendum.
Question #24	Are Sections F (List of Firm's Affiliates) and I (General Conflict of Interest) included in the 20 page limitation?
Answer #24	These Sections are part of the Proposal's page limitation, but the page limitation has been changed. See response to question above.
Question #25	The staffing chart on what is believed to be Attachment E (no title provided in RFP document) does not include any categories for the special inspectors required by this RFP. Should we add an "Inspector" category? If not, in which staffing category should we include these inspectors?
Answer #25	Please see revised Attachment E.
Question #26	On Page 2 of the RFP, under Section I.A. – By "attachments", does this include Project Description sheets for the firm's previous experience?
Answer #26	Attachments refers to the Port Authority Attachments included with the RFP.
Question #27	When are the documents & forms in Exhibit 7 – FTA Requirements & FEMA Requirements - to be submitted? I.e.: See page 216 (Adobe page number) which cites a form letter titled, "SUBJECT: INDEFINITE QUANTITY CONTRACTS (IQCs) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018". Two identical forms are provided in the documents, one for FEMA and one for FTA. Are both to be submitted?
Answer #27	Yes, the certifications in the FTA and FEMA provisions are to be included with your proposal.

This communication should be initialed by you and attached to your Proposal.

In case any Bidder fails to conform to these instructions, its submission will nevertheless be construed as though this communication had been so physically attached and initialed.

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: AECOM USA, Inc.

INITIALED: _____

DATE: July 11, 2014

Attachment E

Staffing Plan Template

RFP NO. 38268

IF THE STAFFING CATEGORIES LISTED BELOW DIFFER FROM YOUR FIRM'S, LIST YOUR FIRM'S STAFFING TITLES WITHIN THE CATEGORY THAT BEST MATCHES.

Staffing Category		PROPOSER'S STAFFING TITLES
INSPECTIONS	1	
	2	
	3	
	4	
	5	
	6	
	7	
	8	
CONSTRUCTABILITY REVIEW	1	
	2	
	3	
	4	
	5	
	6	
	7	
	8	
CONTRACT ADMIN	1	
	2	
	3	
	4	
	5	
	6	
	7	
	8	
COST ESTIMATES	1	
	2	
	3	
	4	
	5	
	6	
	7	
	8	
CONSTRUCTION SCHEDULES	1	
	2	
	3	
	4	
	5	
	6	
	7	
	8	

THE PORT AUTHORITY OF NY & NJ
PROCUREMENT DEPARTMENT
115 BROADWAY, 19TH FLOOR
NEW YORK, NY 10006

July 9, 2014

ADDENDUM #3

TO PROSPECTIVE BIDDER(S) ON **RFP #38268 - REQUEST FOR PROPOSALS FOR INDEFINITE QUANTITY CONTRACTS (IQCs) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018**

Proposal Due Date 7/14/2014 at 2:00PM

The following changes are hereby made in the documents:

I. RFP LETTER

A. Delete Attachment C-2 "Proposer Prerequisite B" and substitute therefor new Attachment C-2, which is attached hereto and made a part hereof.

II. PROPOSER QUESTIONS AND ANSWERS

The following information is made available in response to questions submitted by prospective Proposer(s). It should not be deemed to answer all questions that have been submitted by Proposer(s) to the Port Authority. It addresses only those questions which the Port Authority has deemed to require additional information and/or clarification. The fact that information has not been supplied with respect to any questions asked by a Proposer(s) does not mean or imply, nor should it be deemed to mean or imply, any meaning, construction or implication with respect to the terms.

Question #28	a. This proposal is an on-call contract without a specific task identified. Would you please confirm if the NDA and Confidentiality Agreements are required to be executed at this time? b. If so, can the Authority provide an editable electronic format that addresses who the original forms should be sent to at the Authority?
Answer #28	a. The NDA and Confidentiality Agreements are to be submitted at this time with your proposal for the Prime Consultant and key members of any subconsultants. b. Please refer to Attachment H – Information Security Handbook and use link provided in RFP document.

Question #29	Do we submit resumes for all proposed staff listed in the staffing plan (Attachment E) and/or the project organization chart, or just the staff identified as Key Personnel? Please identify Key Personnel positions/titles. Are Key Personnel identified as Project Executive, Project Director, and Project Managers; or does this include the Construction Inspection Staff (minimum of 10 engineers/architects, 10 ACI Inspectors, 3 ICC Inspectors, and 1 NACE certified inspector)?
Answer #29	Resumes are required for all Key Personnel and, if known, for all staff members who are being proposed as part of the team. Consultants will have the opportunity to resubmit resumes for proposals on upcoming RFP's for specific task orders.
Question #30	It appears to us that the requirements and requested information in Attachment C-1 (Proposer Prerequisite A) and Attachment C-2 (Proposer Prerequisite B) are very similar for demonstrating a firm's experience in performing construction management and inspection services. Can you please provide further clarification on the requirements and experienced needed in order to satisfy both the Proposer Prerequisite A and Proposer Prerequisite B forms?
Answer #30	Prerequisite A's purpose is to demonstrate that your firm has at least 5 years CM experience. Prerequisite B's purpose is to demonstrate your firm's CM/inspection experience on contracts greater than $1.5M. (Note: Answer revised from Addendum 2)
Question #31	The Authority is requiring the consultant to complete a Staffing Plan (Appendix E) listing names and titles of our proposed staff in several categories as indicated on the Plan. The Plan also states that "If the staffing categories listed below differ from your firm's, list your firm's staffing titles within the categories that best matches." However, since this project calls for construction inspection, scheduling and cost estimating services in addition to construction management services, our inspectors, schedulers and estimators do not fit easily into the engineering categories on the form. Will the Authority consider or can we add categories for these services?
Answer #31	Please see revised Attachment E, issued with Addendum 2.
Question #32	The staffing chart on what is believed to be Attachment E (no title provided in RFP document) does not include any categories for the special inspectors required by this RFP. Should we add an "Inspector" category?
Answer #32	Please see revised Attachment E, issued with Addendum 2.

Question #33	Will Task Orders be issued for individual staff to be integrated with Authority and/or other consultant staff?
Answer #33	The scope of work for each individual task order will provide details on how the CM work will be undertaken. At this time, it is anticipated that some task orders may be integrated, while others may not.
Question #34	Will the Authority open all sealed cost proposals for each Task Order or only the cost proposal of the firm selected for negotiations?
Answer #34	In accordance with Attachment A, Section V (b) – Issuance of Task Order, cost proposals of the most qualified firms will be opened and evaluated.
Question #35	Under Attachment A, Task D. Quality Assurance Inspections; are materials testing services and fabrication plant inspection services contemplated in the scope of services?
Answer #35	No.
Question #36	In the course of this work will vehicles be required to facilitate CM's work and if so who will provide the vehicles? If it is the consultant's responsibility will the cost be reimbursable by the agency along with operational cost and cost associated with the insurance requirement?
Answer #36	Vehicles are not anticipated to be required. Since it is not anticipated that vehicles will be required, if a firm is required to provide a vehicle, they will be compensated for the cost to rent/lease, operational cost and insurance cost required to submit a cost proposal and firms will be compensated in accordance with Section 7(c) of the Master Agreement.
Question #37	Under Financial Information, it is requested that a statement of work be submitted. How comprehensive should this document be? For our firm, as requested on the RFP, this document would be voluminous. Is there a more specific criterion for what is being asked such as dollar amount, specific location, type of work, etc?
Answer #37	List relevant work on hand, with a brief description of the work and the other data requested.
Question #38	Should a firm's relevant project experience be demonstrated only in Attachment C-1 and Attachment C-2? Or, do you also want relevant experience in a narrative form that separately addresses the information in the RFP Section V.-A., Paragraph 2 plus bullets? If so, does this count towards the page count?

Answer #38	Firms must complete Attachments C-1 and C-2 in order to demonstrate that they meet the Pre-requisites. However, in order for firms to demonstrate that they meet the requirements of the Selection Criteria, firms must provide supporting narrative(s) as noted in Section V(A) – Firms' Qualifications and Experience. As per RFP Section I, resumes and attachments do not count towards the page count.
Question #39	The Staff Qualifications and Experience section on page seven of the RFP asks for a "chronological history of employment" for each resume proposed. Please clarify if PANYNJ is seeking a "chronological history of employment" or a "chronological history of projects an individual has worked on" in order to demonstrate Staff Qualifications and Experience.
Answer #39	History of employment, inclusive of projects.
Question #40	Under RFP Section V. PROPOSAL SUBMISSION REQUIREMENTS; Subsection A. Firm's Qualifications and Experience: Bullet 6: "The annual staff hours of full and part time labor expended in the performance of the contract/agreement" - Is an average annual hours across the full duration of the contract/agreement acceptable; since the staffing hours fluctuate across the project/agreement life-cycle predicated on the schedule? Or does the PANYNJ require the "peak" staffing hours of the contract/agreement expended in the life-cycle?
Answer #40	The average annual hours across the full duration of the contract/ agreement is acceptable.
Question #41	Would we be able to submit our project experience in our own format with pictures and description besides the 2 forms (Attachments C-1 and C-2) that are required to be submitted?
Answer #41	Firms must complete Attachments C-1 and C-2 in order to demonstrate that they meet the Pre-requisites. However, in order for firms to demonstrate that they meet the requirements of the Selection Criteria, firms must provide supporting narrative(s) as noted in Section V(A) – Firms' Qualifications and Experience.
Question #42	Will this RFP be used as the replacement contract for the active CM and Related Technical Services "Call-In" that will expire at the end of 2014?
Answer #42	This RFP pertains to federally-funded Storm Resiliency projects and is independent from any other construction management RFP's.
Question #43	Is it expected that all services requested under this contract will be performed at the Authority's facilities and offices?

Answer #43	Yes.
Question #44	In what manner will the sealed cost proposals be returned to unsuccessful proposer?
Answer #44	They will not be returned.
Question #45	a. Can the organization chart be submitted on 11x17 paper? b. Can the font on the organization chart be less than 12 pt.?
Answer #45	Yes.

This communication should be initialed by you and attached to your Proposal.

In case any Bidder fails to conform to these instructions, its submission will nevertheless be construed as though this communication had been so physically attached and initialed.

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: AECOM USA, Inc.

INITIALED: _____

DATE: July 11, 2014

Proposer Prerequisite B

Firms must have adequate staffing resources and have demonstrated experience performing construction management and/or construction inspection services in the Greater New York/New Jersey Metropolitan Area for construction projects valued, at a minimum, at $1.5 million.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite B.

Client Name/ Contracting Entity	
Contract Start Date	
Contract End Date	
Construction Value	
Brief description of Scope of work	
Client contact Name / Title	
Client Contact Email Address	
Client Contact Phone Number	

Client Name/ Contracting Entity	
Contract Start Date	
Contract End Date	
Construction Value	
Brief description of Scope of work	
Client contact Name / Title	
Client Contact Email Address	
Client Contact Phone Number	

Client Name/ Contracting Entity	
Contract Start Date	
Contract End Date	
Construction Value	
Brief description of Scope of work	
Client contact Name / Title	
Client Contact Email Address	
Client Contact Phone Number	

Note – Client Contact must be employee of Company

THE PORT AUTHORITY OF NY & NJ

PROCUREMENT DEPARTMENT
2 MONTGOMERY STREET, 3rd FL.
JERSEY CITY, NJ 07302

July 10, 2014

ADDENDUM #4

TO PROSPECTIVE BIDDER(S) ON **RFP #38268** - REQUEST FOR PROPOSALS FOR INDEFINITE QUANTITY CONTRACTS (IQCS) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018

Now Due on 7/16/2014, no later than 2:00PM

Originally Due on 7/14/2014, no later than 2:00PM

This communication should be initialed by you and annexed to your proposal to the above-referenced upon submission.

In case any Bidder fails to conform to these instructions, its submission will nevertheless be construed as though this communication had been so physically annexed and initialed.

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: AECOM USA, Inc.

INITIALED: _____

DATE: July 14, 2014

AECOM

NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT BETWEEN

[1]

AND

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

THIS NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT (this "**Agreement**") is made as of this [2] day of [3], [4], by and between **THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY** (the "**Port Authority**") a body corporate and politic created by Compact between the States of New York and New Jersey, with the consent of the Congress of the United States, and having an office and place of business at 225 Park Avenue South, New York, New York, 10003, and [5] having an office and place of business at [6] ("**Recipient**").

WHEREAS, the Port Authority desires, subject to the terms and conditions set forth below, to disclose to Recipient Protected Information (as defined below) in connection with [7] (collectively, the "Project(s)", or "Proposed Project(s)"); and

WHEREAS, the Recipient acknowledges that the Port Authority, in furtherance of its performance of essential and critical governmental functions relating to the Project, has existing and significant interests and obligations in establishing, maintaining and protecting the security and safety of the Project site and surrounding areas and related public welfare matters; and

WHEREAS, in furtherance of critical governmental interests regarding public welfare, safety and security at the Project site, the Port Authority has collected information and undertaken the development of certain plans and recommendations regarding the security, safety and protection of the Project site, including the physical construction and current and future operations; and

WHEREAS, the Port Authority and Recipient (collectively, the "**Parties**") acknowledge that in order for Recipient to undertake its duties and/or obligations with regard to its involvement in the Project, the Port Authority may provide Recipient or certain of its Related Parties (as defined below) certain information in the possession of the Port Authority, which may contain or include protected, confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, relating to the Project or its occupants or other matters, the unauthorized disclosure of which could result in significant public safety, financial and other damage to the Port Authority, the Project, its occupants, and the surrounding communities; and

WHEREAS, Recipient recognizes and acknowledges that providing unauthorized access to, or disclosing such information to third parties in violation of the terms of this Agreement could compromise or undermine the existing or future guidelines, techniques and procedures implemented for the protection against terrorist acts or for law enforcement, investigation and

prosecutorial purposes, and accordingly could result in significant irreparable harm and injury; and

WHEREAS, in order to protect and preserve the privilege attaching to and the confidentiality of the aforementioned information as well as to limit access to such information to a strict need to know basis, the Port Authority requires, as a condition of its sharing or providing access to such protected, confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, that the Recipient enter into this Agreement and that its Related Parties thereafter acknowledge and agree that they will be required to treat as strictly confidential and/or privileged any of such information so provided, as well as the work product and conclusions of any assessments and evaluations or any recommendations relating thereto, and to also fully comply with applicable federal rules and regulations with respect thereto; and

WHEREAS, as a condition to the provision of such information to Recipient and certain Related Parties, the Recipient has agreed to enter into this Agreement with respect to the handling and use of such information and to cause Related Parties to join in and be bound by the terms and conditions of this Agreement.

NOW, THEREFORE, in consideration of the provision by Port Authority of Information for Project Purposes (as each such term is defined below) and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged by the Recipient and each Related Party that receives such Information, the Recipient and each such Related Party agrees, as follows:

1. **Defined Terms**. In addition to the terms defined in the Recitals above, the following terms shall have the meanings set forth below:

(a) **"Authorized Disclosure"** means the disclosure of Protected Information strictly in accordance with the Confidentiality Control Procedures applicable thereto: (i) as to all Protected Information, only to a Related Party that has a need to know such Protected Information strictly for Project Purposes and that has agreed in writing to be bound by the terms of this Agreement by executing a form of Acknowledgment as set forth in Exhibit A or Exhibit B, as applicable; and (ii) as to Confidential Privileged Information, only to the extent expressly approved in writing and in advance by the Port Authority, and then only the particular Confidential Privileged Information that is required to accomplish an essential element of the Project.

(b) "**Information**" means, collectively, all information, documents, data, reports, notes, studies, projections, records, manuals, graphs, electronic files, computer generated data or information, drawings, charts, tables, diagrams, photographs, and other media or renderings containing or otherwise incorporating information that may be provided or made accessible at any time, whether in writing, orally, visually, photographically, electronically or in any other form or medium, including, without limitation, any and all copies, duplicates or extracts of the foregoing.

(c) "**Protected Information**" means and includes collectively, Confidential Information, Confidential Privileged Information, Sensitive Security Information (SSI), Critical Infrastructure Information (CII) or Health Insurance Portability and Accountability Act (HIPPA) Information and Information that is labeled, marked or otherwise identified by or on behalf of the Port Authority so as to reasonably connote that such information is confidential, privileged, sensitive or proprietary in nature. The term Protected Information shall also include all work product that contains or is derived from any of the foregoing, whether in whole or in part, regardless of whether prepared by the Recipient, the Port Authority or others, or when the Port Authority receives such information from others and agrees to treat such information as Protected. The following Information shall not constitute Protected Information for the purpose of this Agreement:

(i) Particular Information, other than Confidential Privileged Information, that is provided to the Recipient by a source other than the Port Authority, provided that such source is not subject to a confidentiality agreement, or similar obligation, or understanding with or for the benefit of the Port Authority, with respect to such Information and that the identity of such source is not itself part of such Protected Information.

(ii) Information that is or becomes generally available to the public other than as a result of a disclosure by the Recipient or a Related Party in violation of this Agreement.

(iii) Information that is known to or was in the possession of the Recipient or a Related Party on a non-confidential basis prior to the disclosure of such Information by the Port Authority.

(d) "**Confidential Information**" means and includes collectively, any and all Information, documents and materials entitled to protection as a public interest privilege under New York State law and as may be deemed to be afforded or entitled to the protection of any other privilege recognized under New York and/or New Jersey state laws or Federal laws. It also includes information that contains sensitive financial, commercial or other proprietary business information concerning or relating to the Port Authority, its projects, operations or facilities that would be exempt from release under the Port Authority Freedom of Information Code.

(e) "**Confidential Privileged Information**" means and includes collectively, (i) Information that reveals security risks, threats, vulnerabilities, documentation that identifies specific physical security vulnerabilities or revealing specific security vulnerabilities details related to emergency response protocols, egress plans, flow paths, egress capacities, (diagrams, codes, standards) etc., which is not publicly available." and any and all Information, documents and materials entitled to protection as a public interest privilege under New York State law and as may be deemed to be afforded or entitled to the protection of any other privilege recognized under New York and/or New Jersey state laws or Federal laws, and (ii) certain Critical Infrastructure Information.

(f) "**Confidentiality Control Procedures**" means procedures, safeguards and requirements for the identification, processing, protection, handling, care, tracking and storage of

Protected Information that are required under applicable federal or state law, the Port Authority Handbook, or by the terms of this Agreement.

(g) **"Critical Infrastructure Information"** (CII) has the meaning set forth in the Homeland Security Act of 2002, under the subtitle Critical Infrastructure Information Act of 2002 (6 U.S.C. §131-134), and any rules or regulations enacted pursuant thereto, including, without limitation, the Office of the Secretary, Department of Homeland Security Rules and Regulations, 6 C.F.R. Part 29 and any amendments thereto. CII may also be referred to as "Protected Critical Infrastructure Information" or "PCII", as provided for in the referenced rules and regulations and any amendments thereto.

(h) **"Sensitive Security Information"** (SSI) has the definition and requirements set forth in the Transportation Security Administrative Rules & Regulations, 49 CFR 1520, (49 U.S.C. §114) and in the Office of the Secretary of Transportation Rules & Regulations, 49 CFR 15, (49 U.S.C. §40119).

(i) **"Health Insurance Portability and Accountability Act"** (HIPAA) Information Employees, associates or other contract personnel who have access to Protected Health Information (PHI) must refer to, and comply with, the Privacy Policies and Procedures to Protect Personal Health Information. Privacy regulations issued under the Health Insurance Portability and Accountability Act of 1996 ("HIPAA" or "Privacy Laws") place restrictions on the Group Health Plans of the Port Authority and PATH (the "Plans") ability to use and disclose Protected Health Information ("PHI").

(j) **"Port Authority Handbook"** means The Port Authority of New York and New Jersey. Information Security Handbook, as may be amended by the Port Authority, from time to time.

(k) **"Project Purposes"** means the use of Protected Information strictly and only for purposes related to Recipient's and its Related Parties' participation and involvement in the Project, and only for such period of time during which Recipient and its Related Parties are involved in Project related activities.

(l) **"Related Party"** and **"Related Parties"** means the directors, employees, officers, partners or members of the Recipient, as applicable, and the Recipient's outside consultants, attorneys, advisors, accountants, architects, engineers or subcontractors or sub-consultants (and their respective directors, employees, officers, partners or members) to whom any Protected Information is disclosed or made available.

2. **Use of Protected Information**. All Protected Information shall be used by the Recipient in accordance with the following requirements:

(a) All Protected Information shall be held in confidence and shall be processed, treated, disclosed and used by the Recipient and its Related Parties only for Project Purposes and in accordance with the Confidentiality Control Procedures established pursuant to Paragraph 2(c), below, including, without limitation, the Port Authority Handbook, receipt of which is acknowledged by Recipient and shall be acknowledged in writing by each Related Party by signing the Acknowledgment attached hereto as Exhibit A or Exhibit B, as applicable, and

applicable legal requirements. Protected Information may be disclosed, only if and to the extent that such disclosure is an Authorized Disclosure.

(b) Recipient and each Related Party acknowledges and agrees that (i) any violation by the Recipient or any of its Related Parties of the terms, conditions or restrictions of this Agreement relating to Protected Information may result in penalties and other enforcement or corrective action as set forth in such statutes and regulations, including, without limitation, the issuance of orders requiring retrieval of Sensitive Security Information and Critical Infrastructure Information to remedy unauthorized disclosure and to cease future unauthorized disclosure and (ii) pursuant to the aforementioned Federal Regulations, including, without limitation, 49 C.F.R. §§ 15.17 and 1520.17, any such violation thereof or mishandling of information therein defined may constitute grounds for a civil penalty and other enforcement or corrective action by the United States Department of Transportation and the United States Department of Homeland Security, and appropriate personnel actions for Federal employees.

(c) Recipient and each Related Party covenants to the Port Authority that it has established, promulgated and implemented Confidentiality Control Procedures for identification, handling, receipt, care, and storage of Protected Information to control and safeguard against any violation of the requirements of this Agreement and against any unauthorized access, disclosure, modification, loss or misuse of Protected Information. Recipient and each Related Party shall undertake reasonable steps consistent with such Confidentiality Control Procedures to assure that disclosure of Protected Information is compartmentalized, such that all Protected Information shall be disclosed only to those persons and entities authorized to receive such Information as an Authorized Disclosure under this Agreement and applicable Confidentiality Control Procedures. The Confidentiality Control Procedures shall, at a minimum, adhere to, and shall not be inconsistent with, the procedures and practices established in the Port Authority Handbook.

(d) The Port Authority reserves the right to audit Recipient's Confidentiality Control Procedures, and those of each Related Party, as applicable, to ensure that it is in compliance with the terms of this Agreement.

(e) The Port Authority may request in writing that the Recipient or any Related Parties apply different or more stringent controls on the handling, care, storage and disclosure of particular items of Protected Information as a precondition for its disclosure. The Port Authority may decline any request by the Recipient or any of its Related Parties to provide such item of Protected Information if the Recipient or any of the Related Parties do not agree in writing to apply such controls.

(f) Nothing in this Agreement shall require the Port Authority to tender or provide access to or possession of any Protected Information to the Recipient or its Related Parties, whether or not the requirements of this Agreement are otherwise satisfied. However, if such Protected Information is provided and accepted, the Recipient and its Related Parties shall abide by the terms, conditions and requirements of this Agreement.

(g) The Recipient and each Related Party agrees to be responsible for enforcing the provisions of this Agreement with respect to its Related Parties, in accordance with the Confidentiality Control Procedures. Except as required by law pursuant to written advice of

competent legal counsel, or with the Port Authority's prior written consent, neither the Recipient, nor any of the Related Parties shall disclose to any third party, person or entity: (i) any Protected Information under circumstances where the Recipient is not fully satisfied that the person or entity to whom such disclosure is about to be made shall act in accordance with the Confidentiality Control Procedures whether or not such person or entity has agreed in writing to be bound by the terms of this Agreement or any "Acknowledgement" of its terms or (ii) the fact that Protected Information has been made available to the Recipient or such Related Parties, or the content or import of such Protected Information. The Recipient is responsible for collecting and managing the Acknowledgments signed by Related Parties pursuant to this Agreement. Recipient shall, at the Port Authority's request, provide the Port Authority a list of all Related Parties who have signed an Acknowledgment, and copies of such Acknowledgments.

(h) As to all Protected Information provided by or on behalf of the Port Authority, nothing in this Agreement shall constitute or be construed as a waiver of any public interest privilege or other protections established under applicable state or federal law.

3. **Disclosures and Discovery Requests**. If a subpoena, discovery request, Court Order, Freedom of Information Request, or any other request or demand authorized by law seeking disclosure of the Protected Information is received by the Recipient or any Related Party, Recipient shall notify the Port Authority thereof, to the extent permitted by law, with sufficient promptness so as to enable the Port Authority to investigate the circumstances, prepare any appropriate documentation and seek to quash the subpoena, to seek a protective order, or to take such other action regarding the request as it deems appropriate. In the absence of a protective order, disclosure shall be made, in consultation with the Port Authority, of only that part of the Protected Information as is legally required to be disclosed. If at any time Protected Information is disclosed in violation of this Agreement, the Recipient shall immediately give the Port Authority written notice of that fact and a detailed account of the circumstances regarding such disclosure to the Port Authority.

4. **Retention Limitations; Return of Protected Information**. Upon the earlier occurrence of either the Port Authority's written request or completion of Recipient's need for any or all Protected Information, such Protected Information, all writings and material describing, analyzing or containing any part of such Protected Information, including any and all portions of Protected Information that may be stored, depicted or contained in electronic or other media and all copies of the foregoing shall be promptly delivered to the Port Authority at Recipient's expense. In addition, as to Protected Information that may be stored in electronic or similar form, such Protected Information shall be deleted and completely removed so that such Protected Information is incapable of being recovered from all computer databases of the Recipient and all Related Parties. The Recipient may request in writing that the Port Authority consent to destruction of Protected Information, writings and materials in lieu of delivery thereof to the Port Authority. The Port Authority shall not unreasonably withhold its consent to such request. If the Port Authority consents to such destruction, the Recipient and each Related Party shall deliver to the Port Authority a written certification by Recipient and such Related Party that such Protected Information, writings and materials have been so destroyed within such period as may be imposed by the Port Authority. Notwithstanding the foregoing, to the extent required for legal or compliance purposes, the Recipient may retain copies of Protected Information (in any format), provided that (a) the Port Authority is notified in writing of such retention, and (b) Recipient

continues to abide by the requirements of this Agreement with respect to the protection of such Protected Information.

5. **Duration and Survival of Confidentiality Obligations**. The obligations under this Agreement shall be perpetual (unless otherwise provided in this Agreement) or until such time as the Protected Information is no longer considered protected, confidential and/or privileged by the Port Authority.

6. **Severability**. Each provision of this Agreement is severable and if a court should find any provision of this Agreement to be unenforceable, all other provisions of this Agreement shall remain in full force and effect.

7. **Injunctive and Other Relief**. Recipient and each Related Party acknowledges that the unauthorized disclosure and handling of Protected Information is likely to have a material adverse and detrimental impact on public safety and security and could significantly endanger the Port Authority, its facilities (including, without limitation, the Project site), its patrons and the general public and that damages at law are an inadequate remedy for any breach, or threatened breach, of this Agreement by Recipient or its Related Parties. The Port Authority shall be entitled, in addition to all other rights or remedies, to seek such restraining orders and injunctions as it may deem appropriate for any breach of this Agreement, without being required to show any actual damage or to post any bond or other security.

8. **Governing Law**. This Agreement shall be governed by and construed in accordance with the laws of the State of New York, without regard to conflict of laws principles. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient specifically and irrevocably consent to the exclusive jurisdiction of any federal or state court in the County of New York and State of New York with respect to all matters concerning this Agreement and its enforcement. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient agree that the execution and performance of this Agreement shall have a New York situs and, accordingly, they each consent (and solely with respect to the Port Authority, subject to the terms of the Port Authority Legislation (as defined below)) to personal jurisdiction in the State of New York for all purposes and proceedings arising from this Agreement. "**Port Authority Legislation**" shall mean the concurrent legislation of the State of New York and State of New Jersey set forth at Chapter 301 of the Laws of New York of 1950, as amended by Chapter 938 of the Laws of New York of 1974 (McKinney's Unconsolidated Laws §§7101-7112) and Chapter 204 of the Laws of New Jersey of 1951 (N.J.S.A. 32:1-157 to 32:1-168).

9. **Notices**. Any notice, demand or other communication (each, a "**notice**") that is given or rendered pursuant to this Agreement by either party to the other party, shall be: (i) given or rendered, in writing, (ii) addressed to the other party at its required address(es) for notices delivered to it as set forth below, and (iii) delivered by either (x) hand delivery, or (y) nationally recognized courier service (e.g., Federal Express, Express Mail). Any such notice shall be deemed given or rendered, and effective for purposes of this Agreement, as of the date actually delivered to the other party at such address(es) (whether or not the same is then received by other party due to a change of address of which no notice was given, or any rejection or refusal to accept delivery). Notices from either party (to the other) may be given by its counsel.

The required address(es) of each party for notices delivered to it is (are) as set forth below. Each party, however, may, from time to time, designate an additional or substitute required address(es) for notices delivered to it, provided that such designation must be made by notice given in accordance with this Paragraph 9.

Original to the Port Authority:	[8a] The Port Authority of New York and New Jersey [8b] [8c]
with a copy to:	The Port Authority of New York and New Jersey 225 Park Avenue South - 14th Floor New York, NY 10003 Attn: General Counsel's Office c/o Caroline Ioannou, Law DISO
If to the Recipient:	Robert Orlin AECOM 605 Third Avenue New York, NY 10158
with a copy to:	

10. **Entire Agreement**. This Agreement contains the complete statement of all the agreements among the parties hereto with respect to the subject matter thereof, and all prior agreements among the parties hereto respecting the subject matter hereof, whether written or oral, are merged herein and shall be of no further force or effect. This Agreement may not be changed, modified, discharged, or terminated, except by an instrument in writing signed by all of the parties hereto.

11. **Counterparts**. This Agreement may be executed in one or more counterparts, each of which shall be deemed to be an original, but all of which shall be one and the same document.

12. **Parties Bound**. This Agreement shall be binding upon the Recipient and its respective successors. The foregoing shall not be affected by the failure of any Related Party to join in this Agreement or to execute and deliver an Acknowledgement hereof.

13. **Authority**. The undersigned individual(s) executing this Agreement on behalf of the Recipient below represent(s) that they are authorized to execute this Agreement on behalf of the Recipient and to legally bind such party.

14. **Disclosure of Ownership Rights or License.** Nothing contained herein shall be construed as the granting or conferring by the Port Authority of any rights by ownership, license or otherwise in any Information.

15. **No Liability.** Neither the Commissioners of the Port Authority, nor any of them, nor any officer, agent or employee thereof, shall be charged personally by the Recipient with any liability, or held liable to the Recipient under any term or provision of this Agreement, or because of its execution or attempted execution or because of any breach, or attempted or alleged breach thereof.

16. **Construction.** This Agreement is the joint product of the parties hereto and each provision of this Agreement has been subject to the mutual consultation, negotiation, and agreement of the parties hereto, and shall not be construed for or against any party hereto. The captions of the various sections in this Agreement are for convenience only and do not, and shall not be deemed to, define, limit or construe the contents of such Sections.

RECIPIENT:

Signature: _____

Print Name: Gary C. Morris, PE

Title: Senior Vice President

Date: July 11, 2014

EXHIBIT A

ACKNOWLEDGMENT BY RELATED PARTY INDIVIDUAL

I, [1] ("**Related Party**"), am employed as a(n) [2] by [3]. I have been provided with and have read the Non Disclosure and Confidentiality Agreement between [4] (the "**Recipient**") and The Port Authority of New York and New Jersey (the "**Port Authority**") dated [5a] [5b], [5c] (hereinafter the "**Agreement**"), and the Port Authority Handbook attached to the Agreement. I understand that because of my employer's relationship with [6], both my employer and I may be provided with access to, and/or copies of, sensitive security materials, protected or confidential information. If it is required for me to review or receive Protected Information, as it is defined in the aforementioned Agreement, I acknowledge that I will be bound by each and every term and provision contained therein, and that failure to do so may include, but is not limited to, the imposition of disciplinary action and sanctions, and/or the institution of legal action seeking injunctive relief, monetary and/or criminal penalties for violation of law and/or Port Authority policies and procedures, as well as for violation of federal and/or state regulations.

To the extent that I am currently in the possession of, or have previously come into contact with, marked information as it relates to the aforementioned Agreement, I agree to conform my handling procedures for Protected Information to the practices and procedures set forth and defined herein, or risk loss of access to said Information, removal from said Project and/or subjecting myself to the aforementioned disciplinary actions and/or civil and criminal penalties.

Signature: _____

Print Name: [7] CHRISTOPHER McDERMOTT

Date: [8] 9.14.14

EXHIBIT A

ACKNOWLEDGMENT BY RELATED PARTY INDIVIDUAL

I, [1] ("**Related Party**"), am employed as a(n) [2] by [3]. I have been provided with and have read the Non Disclosure and Confidentiality Agreement between [4] (the "**Recipient**") and The Port Authority of New York and New Jersey (the "**Port Authority**") dated [5a] [5b], [5c] (hereinafter the "**Agreement**"), and the Port Authority Handbook attached to the Agreement. I understand that because of my employer's relationship with [6], both my employer and I may be provided with access to, and/or copies of, sensitive security materials, protected or confidential information. If it is required for me to review or receive Protected Information, as it is defined in the aforementioned Agreement, I acknowledge that I will be bound by each and every term and provision contained therein, and that failure to do so may include, but is not limited to, the imposition of disciplinary action and sanctions, and/or the institution of legal action seeking injunctive relief, monetary and/or criminal penalties for violation of law and/or Port Authority policies and procedures, as well as for violation of federal and/or state regulations.

To the extent that I am currently in the possession of, or have previously come into contact with, marked information as it relates to the aforementioned Agreement, I agree to conform my handling procedures for Protected Information to the practices and procedures set forth and defined herein, or risk loss of access to said Information, removal from said Project and/or subjecting myself to the aforementioned disciplinary actions and/or civil and criminal penalties.

Signature: _____

Print Name: [7] THOMAS QUARANTA

Date: [8] 7/14/2014

EXHIBIT A

ACKNOWLEDGMENT BY RELATED PARTY INDIVIDUAL

I, [1] ("**Related Party**"), am employed as a(n) [2] by [3]. I have been provided with and have read the Non Disclosure and Confidentiality Agreement between [4] (the "**Recipient**") and The Port Authority of New York and New Jersey (the "**Port Authority**") dated [5a] [5b], [5c] (hereinafter the "**Agreement**"), and the Port Authority Handbook attached to the Agreement. I understand that because of my employer's relationship with [6], both my employer and I may be provided with access to, and/or copies of, sensitive security materials, protected or confidential information. If it is required for me to review or receive Protected Information, as it is defined in the aforementioned Agreement, I acknowledge that I will be bound by each and every term and provision contained therein, and that failure to do so may include, but is not limited to, the imposition of disciplinary action and sanctions, and/or the institution of legal action seeking injunctive relief, monetary and/or criminal penalties for violation of law and/or Port Authority policies and procedures, as well as for violation of federal and/or state regulations.

To the extent that I am currently in the possession of, or have previously come into contact with, marked information as it relates to the aforementioned Agreement, I agree to conform my handling procedures for Protected Information to the practices and procedures set forth and defined herein, or risk loss of access to said Information, removal from said Project and/or subjecting myself to the aforementioned disciplinary actions and/or civil and criminal penalties.

Signature: Paul J. Menzel

Print Name: [7] PAUL J. MENZEL

Date: [8] 7/14/2014

EXHIBIT A

ACKNOWLEDGMENT BY RELATED PARTY INDIVIDUAL

I, [1] ("**Related Party**"), am employed as a(n) [2] by [3]. I have been provided with and have read the Non Disclosure and Confidentiality Agreement between [4] (the "**Recipient**") and The Port Authority of New York and New Jersey (the "**Port Authority**") dated [5a] [5b], [5c] (hereinafter the "**Agreement**"), and the Port Authority Handbook attached to the Agreement. I understand that because of my employer's relationship with [6], both my employer and I may be provided with access to, and/or copies of, sensitive security materials, protected or confidential information. If it is required for me to review or receive Protected Information, as it is defined in the aforementioned Agreement, I acknowledge that I will be bound by each and every term and provision contained therein, and that failure to do so may include, but is not limited to, the imposition of disciplinary action and sanctions, and/or the institution of legal action seeking injunctive relief, monetary and/or criminal penalties for violation of law and/or Port Authority policies and procedures, as well as for violation of federal and/or state regulations.

To the extent that I am currently in the possession of, or have previously come into contact with, marked information as it relates to the aforementioned Agreement, I agree to conform my handling procedures for Protected Information to the practices and procedures set forth and defined herein, or risk loss of access to said Information, removal from said Project and/or subjecting myself to the aforementioned disciplinary actions and/or civil and criminal penalties.

Signature: Michael J. Naughton

Print Name: [7] Michael J. Naughton

Date: [8] 7/15/14

EXHIBIT A

ACKNOWLEDGMENT BY RELATED PARTY INDIVIDUAL

I, [1] (**"Related Party"**), am employed as a(n) [2] by [3]. I have been provided with and have read the Non Disclosure and Confidentiality Agreement between [4] (the **"Recipient"**) and The Port Authority of New York and New Jersey (the **"Port Authority"**) dated [5a] [5b], [5c] (hereinafter the **"Agreement"**), and the Port Authority Handbook attached to the Agreement. I understand that because of my employer's relationship with [6], both my employer and I may be provided with access to, and/or copies of, sensitive security materials, protected or confidential information. If it is required for me to review or receive Protected Information, as it is defined in the aforementioned Agreement, I acknowledge that I will be bound by each and every term and provision contained therein, and that failure to do so may include, but is not limited to, the imposition of disciplinary action and sanctions, and/or the institution of legal action seeking injunctive relief, monetary and/or criminal penalties for violation of law and/or Port Authority policies and procedures, as well as for violation of federal and/or state regulations.

To the extent that I am currently in the possession of, or have previously come into contact with, marked information as it relates to the aforementioned Agreement, I agree to conform my handling procedures for Protected Information to the practices and procedures set forth and defined herein, or risk loss of access to said Information, removal from said Project and/or subjecting myself to the aforementioned disciplinary actions and/or civil and criminal penalties.

Signature: Paul S. Dombrowski

Print Name: [7] Paul. S. Dombrowski

Date: [8] 7/15/14

EXHIBIT B

ACKNOWLEDGMENT BY RELATED PARTY ENTITY

The undersigned, Akin A. Cole, is the President & CEO of Cole Technologies Group, Inc., a Corporation (**"Related Party"**), located at 2269 Saw Mill River Road, Elmsford, New York 10523, and is duly authorized to execute this Acknowledgment on behalf of the above Related Party. The above Related Party is involved with the functions of Special Inspections and Materials Testing in connection with various construction projects, including Federally funded Storm Related Resiliency Projects for The Port Authority of New York and New Jersey (the **"Port Authority"**). I acknowledge and confirm that the above named Related Party has been provided with a copy of and shall be bound and shall abide by all of the terms, requirements and conditions set forth in the Non Disclosure and Confidentiality Agreement dated July 14, 2014, between Aecom (the **"Recipient"**) and the Port Authority (hereinafter the **"Agreement"**), and by the Port Authority Handbook described in the Agreement. Appropriate and responsible officers and employees of the Related Party have carefully read and understand the terms and conditions of the Agreement. The Related Party has notice and acknowledges that any breach or violation of such terms, requirements and conditions may result in the imposition of remedies or sanctions as set forth or otherwise described therein against such Related Party.

Signed: _____

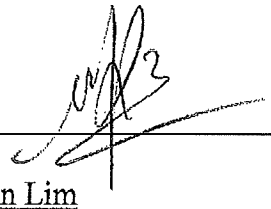
Print Name: Akin A. Cole, President & CEO

Date: 14.July.2014

EXHIBIT B

ACKNOWLEDGMENT BY RELATED PARTY ENTITY

The undersigned, Han Lim, is the Vice President of Stellar Services, Inc., a New York Corporation ("**Related Party**"), located at 70 W 36th Street, Suite 702, New York, NY 10018, and is duly authorized to execute this Acknowledgment on behalf of the above Related Party. The above Related Party is involved with the functions of Construction Management and Inspection Services in connection with RFP No. 38268 for The Port Authority of New York and New Jersey (the "**Port Authority**"). I acknowledge and confirm that the above named Related Party has been provided with a copy of and shall be bound and shall abide by all of the terms, requirements and conditions set forth in the Non Disclosure and Confidentiality Agreement dated July 2nd, 2014, between AECOM (the "**Recipient**") and the Port Authority (hereinafter the "**Agreement**"), and by the Port Authority Handbook described in the Agreement. Appropriate and responsible officers and employees of the Related Party have carefully read and understand the terms and conditions of the Agreement. The Related Party has notice and acknowledges that any breach or violation of such terms, requirements and conditions may result in the imposition of remedies or sanctions as set forth or otherwise described therein against such Related Party.

Signature: 

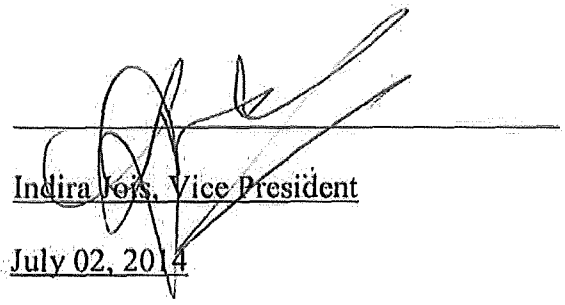
Print Name: Han Lim

Date: 7/14/2014

EXHIBIT B

ACKNOWLEDGMENT BY RELATED PARTY ENTITY

The undersigned, Indira Jois, is the Vice President of JCMS, Inc., a Corporation ("**Related Party**"), located at 1741 Whitehorse-Mercerville Rd, Mercerville, NJ 08619 and is duly authorized to execute this Acknowledgment on behalf of the above Related Party. The above Related Party is involved with the functions of Construction Management and Inspection in connection with RFP #38268 for The Port Authority of New York and New Jersey (the "**Port Authority**"). I acknowledge and confirm that the above named Related Party has been provided with a copy of and shall be bound and shall abide by all of the terms, requirements and conditions set forth in the Non Disclosure and Confidentiality Agreement dated July 2nd, 2014, between AECOM (the "**Recipient**") and the Port Authority (hereinafter the "**Agreement**"), and by the Port Authority Handbook described in the Agreement. Appropriate and responsible officers and employees of the Related Party have carefully read and understand the terms and conditions of the Agreement. The Related Party has notice and acknowledges that any breach or violation of such terms, requirements and conditions may result in the imposition of remedies or sanctions as set forth or otherwise described therein against such Related Party.

Signature: 

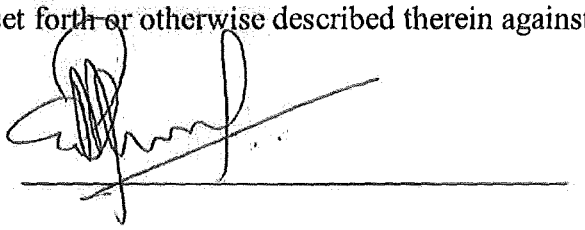
Print Name: Indira Jois, Vice President

Date: July 02, 2014

EXHIBIT B

ACKNOWLEDGMENT BY RELATED PARTY ENTITY

The undersigned, Murali Nambiar, is Sr. Scheduling Engineer of JCMS, Inc., a Corporation ("**Related Party**"), located at 1741 Whitehorse-Mercerville Rd, Mercerville, NJ 08619 and is duly authorized to execute this Acknowledgment on behalf of the above Related Party. The above Related Party is involved with the functions of Construction Management and Inspection in connection with RFP #38268 for The Port Authority of New York and New Jersey (the "**Port Authority**"). I acknowledge and confirm that the above named Related Party has been provided with a copy of and shall be bound and shall abide by all of the terms, requirements and conditions set forth in the Non Disclosure and Confidentiality Agreement dated July 2nd, 2014, between AECOM (the "**Recipient**") and the Port Authority (hereinafter the "**Agreement**"), and by the Port Authority Handbook described in the Agreement. Appropriate and responsible officers and employees of the Related Party have carefully read and understand the terms and conditions of the Agreement. The Related Party has notice and acknowledges that any breach or violation of such terms, requirements and conditions may result in the imposition of remedies or sanctions as set forth or otherwise described therein against such Related Party.

Signature: 

Print Name: Murali Nambiar

Date: July 02, 2014

EXHIBIT B

ACKNOWLEDGMENT BY RELATED PARTY ENTITY

The undersigned, Khalid Mallick, PE, is the President of Techno Consult, Inc., a Corporation ("**Related Party**"), located at 5 Independence Way, Suite 150, Princeton, NJ 08540, and is duly authorized to execute this Acknowledgment on behalf of the above Related Party. The above Related Party is involved with the functions of on-call professional construction management and inspection services in connection with PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR VARIOUS FEDERALLY FUNDED STORM RELATED RESILIENCY ON AN "AS IS NEEDED" BASIS THROUGH 2018 – RFP NO. 38268 for The Port Authority of New York and New Jersey (the "**Port Authority**"). I acknowledge and confirm that the above named Related Party has been provided with a copy of and shall be bound and shall abide by all of the terms, requirements and conditions set forth in the Non-Disclosure and Confidentiality Agreement dated July 2, 2014, between AECOM (the "**Recipient**") and the Port Authority (hereinafter the "**Agreement**"), and by the Port Authority Handbook described in the Agreement. Appropriate and responsible officers and employees of the Related Party have carefully read and understand the terms and conditions of the Agreement. The Related Party has notice and acknowledges that any breach or violation of such terms, requirements and conditions may result in the imposition of remedies or sanctions as set forth or otherwise described therein against such Related Party.

Signature: _____

Print Name: Khalid Mallick, PE

Date: 7/02/2014

About AECOM

Ranked as the #1 engineering design firm by revenue in *Engineering News-Record* magazine's annual industry rankings, AECOM is a premier, fully integrated infrastructure and support services firm, with a broad range of markets, including transportation, facilities, environmental, energy, water and government. With approximately 45,000 employees — including architects, engineers, designers, planners, scientists and management and construction services professionals — serving clients in more than 150 countries around the world, AECOM is a leader in all of the key markets that it serves. AECOM provides a blend of global reach, local knowledge, innovation and technical excellence in delivering solutions that create, enhance and sustain the world's built, natural and social environments. A *Fortune 500* company, AECOM has annual revenue in excess of $8.0 billion.

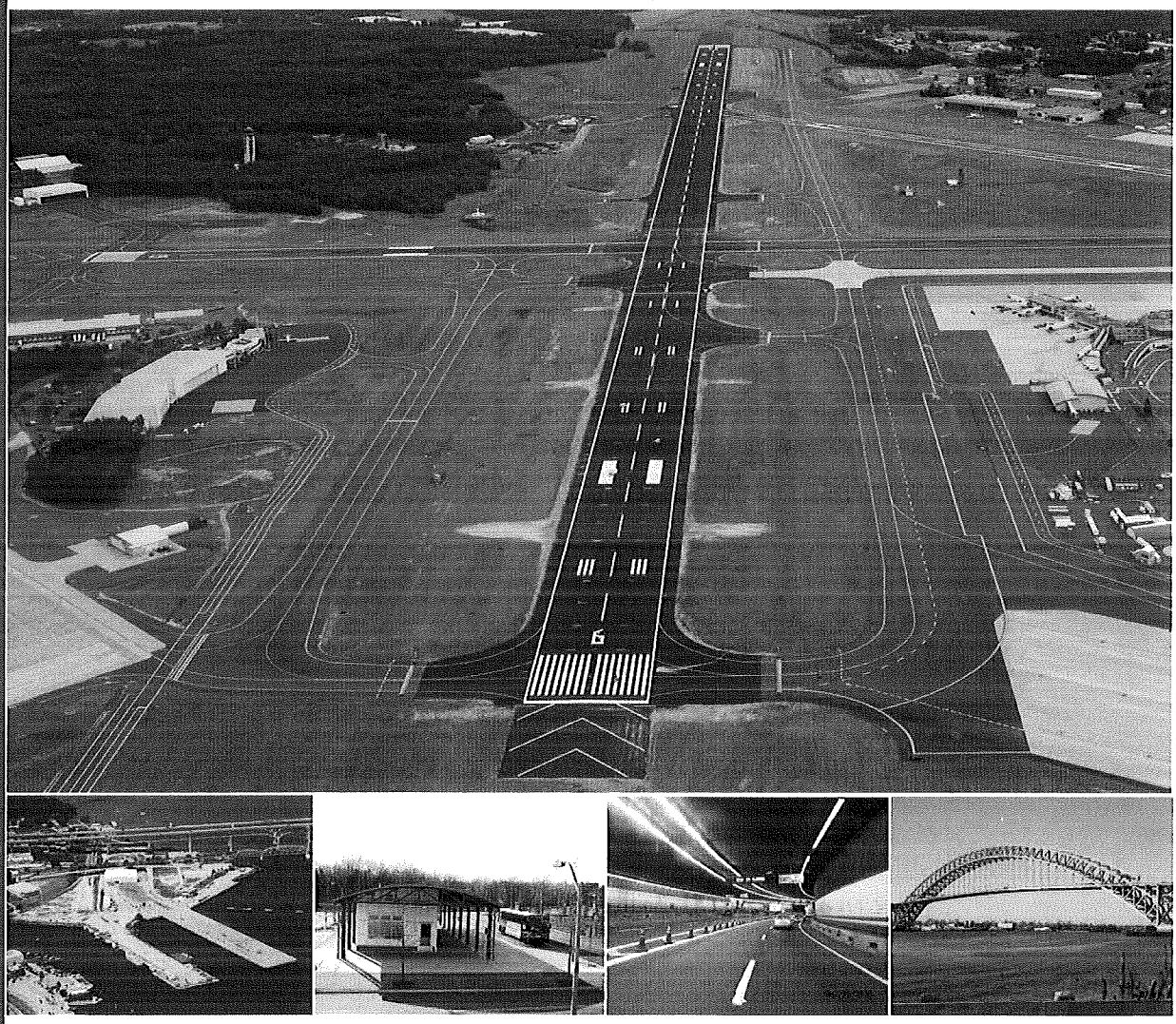
More information on AECOM and its services can be found at **www.aecom.com**.

Follow us on Twitter: **@aecom**

AECOM USA, Inc.
605 Third Avenue
New York, N.Y. 10158

THE PORT AUTHORITY OF NY & NJ

COPY



INDEFINITE QUANTITY CONTRACTS (IQCs) FOR PERFORMANCE OF EXPRT PROFESSIONAL CONSTRUCTION MANAGEMENT & INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018

RFP NO. 38268

July 14, 2014

AI Engineers, Inc.

In association with

EnTech Engineering, P.C.

AI OFFICE:

39 Broadway, Suite 740
New York, NY 10006
Ph: (212) 760-2423
Fax: (212) 760-2451
www.aiengineers.com

An Integrated Approach to Infrastructure Solutions

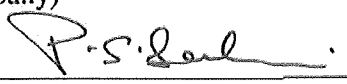
ATTACHMENT B

AGREEMENT ON TERMS OF DISCUSSION

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

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

AI Engineers, Inc., P.C.
(Company)



(Signature)

Sr. Vice President
(Title)

July 8, 2014
(Date)

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

AI Engineers, Inc.

39 Broadway, Suite 740
New York, NY 10006
212-760-2423 phone
212-760-2451 fax
www.aiengineers.com

July 9, 2014

The Port Authority of New York and New Jersey
Procurement Department
Two Montgomery Street, 3rd Floor
Jersey City, NJ 07302
Attention: Bid/Proposal Custodian

Re: Indefinite Quantity Contracts (IQCs) for Performance of Expert Professional Construction Management & Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis Through 2018 (RFP No. 38268)

AI Engineers, Inc., P.C. (AI) is pleased to submit our qualifications for the above mentioned project. AI is a multidiscipline, consulting engineering firm, ranked as one of the **Top 100 Design Firms by ENR New York in 2013**, with principal expertise in construction management/administration and inspection services for bridges, airports, buildings, railroads, tunnels and marine terminals. Over the past 23 years, AI has established itself as a highly successful engineering firm, with over 125 personnel including 44 PEs. AI has a staff of over 50 construction professionals comprising of resident engineers, construction managers and field inspectors. Our construction staff members are licensed PEs, NICET (I-IV), NETTCP, NACE and ATSSA certified personnel.

AI has been providing construction management, engineering and inspection services in the New York/New England region since our founding in 1991. We have extensive experience, both as a prime and as a subconsultant, on PANYNJ projects which include the Update of the Construction Standards Manual; inspection of ancillary structures and bridges at JFK, LaGuardia and Newark Airports; inspections at Lincoln Tunnel, PATH Stations, Elizabeth Marine Terminal, etc. We have also provided similar services for the MTA on the Rehabilitation of Bus Depots at JFK Airport and Baisley Park Bus Depot; NYSDOT for Construction Management Services for Priority Treatment in Region 10 (Nassau and Suffolk Counties); NYSDOT for Staten Island Park and Ride Facilities Improvements, etc. In brief, AI has been providing multidiscipline engineering services in New York and New Jersey for over 17 years making us very familiar with the policies and procedures of various City agencies. AI recently won the **ACEC National Recognition Award** for the Replacement of an Amtrak Bridge over Route 1 in Branford, CT, a $70 million construction project.

For this important project AI has teamed up with **EnTech Engineering, P.C.**, *a certified DBE/MBE*, who has extensive construction management and inspection experience in the New York metropolitan area. EnTech also has significant experience with PANYNJ including projects such as the Bayonne Bridge National Clearance Program, Construction Inspection work on the Lincoln Tunnel NJ Approach, condition inspections on bridges at JFK International Airport, etc. The AI Team fully understands PANYNJ's core values in safely providing vital services for our NY and NJ State area and we look forward to working with you in providing such services.

As the Senior Vice President, I am committed to the success of this project and I hope that this submittal will illustrate our skills, the quality of service we can provide and the value we will bring to the project.

Sincerely,

Parmjit Sahani, PE - Senior Vice President

AI Engineers, Inc.

TABLE OF CONTENTS

A. **FIRM'S QUALIFICATIONS & EXPERIENCE**

B. **STAFF QUALIFICATIONS & EXPERIENCE** *(see Attachments section for Resumes)*

   a. Attachment E – Staffing Plan

C. **MANAGEMENT/TECHNICAL APPROACH**

D. **DBE PARTICIPATION**

E. **LIST OF FIRM'S AFFILIATES**

F. **BACKGROUND QUALIFICATIONS QUESTIONNAIRE**

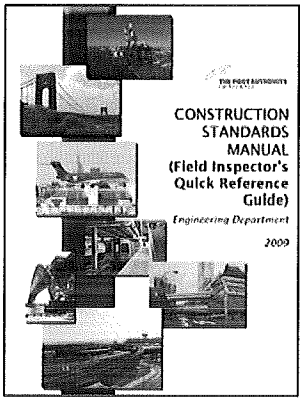
G. **GENERAL CONFLICT OF INTEREST**

H. **ORGANIZATIONAL CONFLICT OF INTEREST**

ATTACHMENTS

   a. Key Personnel Experience Summary Table
   b. Key Personnel Full Length Resumes
   c. Certificate of Authorization (NY & NJ)
   d. Attachment C-1 – Proposer Prerequisite A
   e. Attachment C-2 – Proposer Prerequisite B
   f. Attachment D1 – DBE Goals Statement
   g. Attachment D2 – DBE Participation Plan & Affirmative Action Statement
   h. Attachment D3 – Information on Solicited Firms
   i. Attachment F – Non-Disclosure & Confidentiality Agreement
   j. Exhibit A – Acknowledgement by Related Party Individuals
   k. Addendum #1
   l. Statement of Work
   m. Certified Financial Statements 2013

PANYNJ EXPERIENCE



Update Construction Standards Manual

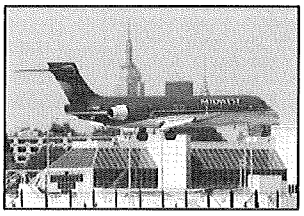
- Review of the existing Construction Manual
- Research past and current construction practices
- Discussion of best practices with staff and PANYNJ
- Provide additional information for missing sections per current construction standards
- Rewrite, review, edit and update the manual to be in a user friendly format
- Once complete with updates and additions, the information was linked to Port Authority Standards and Specifications

Client	Location	Contact	Duration	Project Cost
PANYNJ	**NY & NJ**	**James Massett 225 Park Ave. South New York, NY 10003 718-390-2598**	**2008-2010**	**$330,000**

Other Experience

Airports

- Inspection of Sign Structures at JFK Airport (Sub to B&H Engineering)
- Inspection of Bridges at La Guardia Airport (Sub to Vollmer Associates)
- Inspection of Sign Structures and at Newark Airport (Sub to Chas Sells & B&H Engineering)
- Condition Survey of LaGuardia Airport Buildings (Sub to Sverdrup Corporation)
- Inspection of Signs and Sign Supports at Newark Airport, (Sub to Chas Sells)

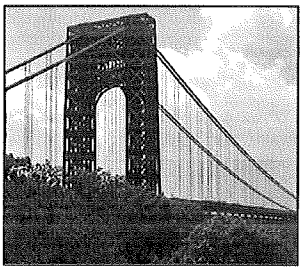


Tunnel/Marine

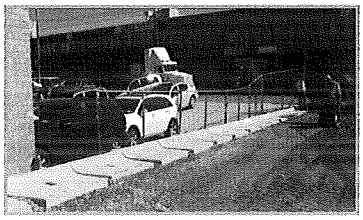
- Inspection of Sign Structures at Lincoln Tunnel Helix (Sub to B&H Engineering)
- Inspection of Brooklyn Marine Terminal (Sub to Jacob-Sverdrup)
- Inspection of Bridge at Elizabeth Marine Terminal (Sub to URS Corporation)
- Facility Condition Inspection at Elizabeth Sea Port Terminal (Sub to Jacob Sverdrup)
- Inspection of Lincoln Tunnel Retaining Walls (Sub to Jacobs)
- Inspection of PATH Tunnel Stations (Sub to Jacobs)

Bridges

- Inspection of George Washington Bridge Lower Level and Bus Facility (Sub to URS Corporation)
- Biennial Inspection of Outer Bridge Crossing (Sub to Vollmer Associates)
- Inspection of NY & NJ Approaches George Washington Bridge (Sub to Vollmer Associates)
- Biennial Inspection and Condition Survey of Bayonne Bridge (Sub to Baker)
- Inspection of George Washington Bridge (Sub to Vollmer Associates and URS)
- Inspection of George Washington Bridge Approaches (Sub to Lichtenstein)
- Inspection of 33 Bridges at Newark Airport (Sub to Parsons Transportation)



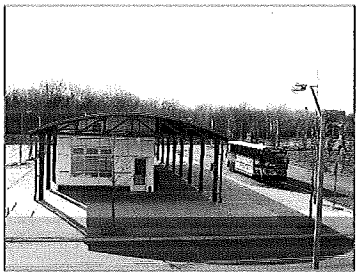
JFK BUS DEPOT UPGRADING PARKING LOT FACILITY, JAMAICA, NY



- Provided construction engineering and inspection services for upgrades to the parking facility at the JFK Bus Depot
- Project included new pavement and striping of a parking facility for MTA buses; a new storm drainage system; electrical utilities and a new power and lighting system; mechanically operated sliding gates; and new chain-link fences and guard rails
- Supervised the project utilizing one Resident/Engineer/Office Engineer
- Arranged and managed the construction kick-off meeting, the schedule kick-off, the quality kick-off and biweekly progress meetings between contractors, the client (MTA) and JFK Bus Depot Facilities
- Prepared and processed the permit requirements for the Federal Aviation Administration (FAA) and NYC Department of Environmental Protection (NYCDEP)

Client	Location	Contact	Duration	Project Cost
MTA	Jamaica, NY	Philip Grant 2 Broadway New York, NY 10002 [redacted]	2011	$7 million

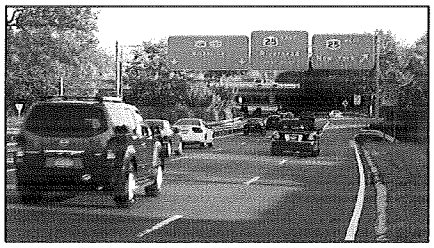
NYSDOT STATEN ISLAND PARK & RIDE FACILITIES, STATEN ISLAND, NY



- Provided construction inspection and management services for Arthur Kill and South Shore Park and Ride facilities
- $18 million construction project in Staten Island for NYSDOT
- Construction supervision included layouts, extensive drainage, road work & pavement for the parking facilities, curbs and street lighting. Included construction of facility buildings and utilities that incorporate air conditioning, plumbing and electrical

Client	Location	Contact	Duration	Project Cost
NYSDOT	Staten Island, NY	James Netterwald Hunters Point Plaza 47-40 21st Street LI City, NY 11101 [redacted]	2004	$18 million

NYSDOT REGION 10, CONSTRUCTION MANAGEMENT SERVICES, NASSAU & SUFFOLK COUNTIES, NY



- Provided construction management services for priority treatment for various state highways in Nassau and Suffolk counties in New York
- Resurfacing over 7 miles of various state highways, traffic signals looping, drainage structures and paving including superpave.
- Field layout and demarcations
- Drainage construction
- Road work and parking lot pavements
- Curbs and street lighting facilities
- Traffic Signals

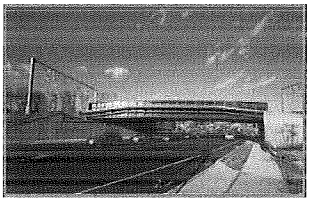
AI Engineers, Inc.

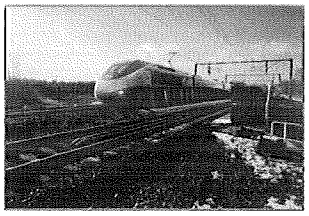
A. FIRM'S QUALIFICATIONS & EXPERIENCE

Client	Location	Contact	Duration	Project Cost
NYSDOT	Nassau & Suffolk Counties, NY	Ray Portoundo [redacted]	2006-2008	$7 million

REPLACEMENT OF AMTRAK BRIDGE NO. 00340 OVER ROUTE 1, BRANFORD, CT

- Providing construction administration and inspection
- Reconstruction of approximately 4,400 ft. of track and 2,850 ft. of Route 1 (West Main St.) including approx. ½ mile of catenary structure/foundation replacement
- New drainage system and relocation of underground utilities
- Construction of temporary access roads along tracks as well as construction of temporary tracks
- **Winner of 2014 ACEC/CT Engineering Excellence Award and the ACEC National Recognition Award**

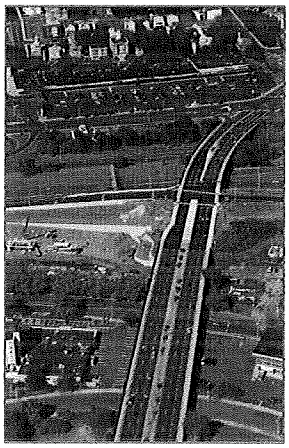




Client	Location	Contact	Duration	Project Cost
ConnDOT	Branford, CT	Brian Gustafson 2800 Berlin Turnpike Newington, CT 06111 [redacted]	2010-2014	$70 million

CTfastrak, CONTRACT 1, NEW BRITAIN, CT

- Providing construction administration
- Project consists of the construction of the first section of the New Britain–Hartford designated busway
- This section includes construction of a parallel multi-use trail
- Includes construction of the New Britain busway passenger station
- Highway structural components includes demolition of an existing railroad bridge and construction of a 635 foot, 5 span bridge carrying the new busway and multi use trail
- Two retaining walls are also proposed in the vicinity of the new station.



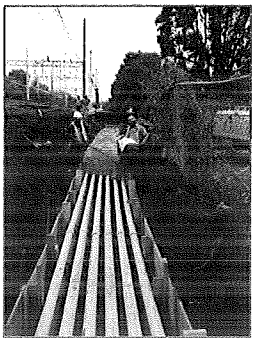
Client	Location	Contact	Duration	Project Cost
ConnDOT	New Britain, CT	David Ferraro 359 South Main Street Thomaston, CT 06787 [redacted]	2013-2014	$32 million

AI Engineers, Inc.

A. FIRM'S QUALIFICATIONS & EXPERIENCE

REPLACEMENT OF 5 NEW HAVEN LINE SUBSTATIONS, VARIOUS, LOCATIONS, CT

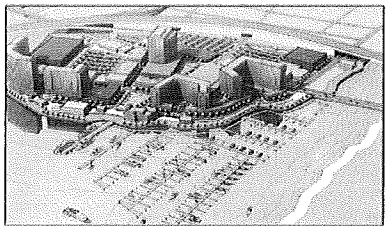
- Providing construction inspection for the replacement of five (5) New Haven Line Substations
- Includes demolition of existing electrical traction substation facilities and related structures
- Includes the construction of temporary and new substations and electrical delivery systems including underground and overhead facilities
- Numerous projects ongoing within the New Haven Line that have to be coordinated so that this project is not impacted.
- Restricted access must be monitored
- Substations are all 17.5' wide, and range from 83' to 106' long with reinforced concrete foundations and slabs and are founded on spread footings and gravel fill
- Railroad Force Account Work



Client	Location	Contact	Duration	Project Cost
ConnDOT	New Haven Line, CT	Charles Murad 2800 Berlin Turnpike Newington, CT 06111 [redacted]	2013-2015	$35 million

STEELEPOINTE ROADWAY RECONSTRUCTION, BRIDGEPORT, CT

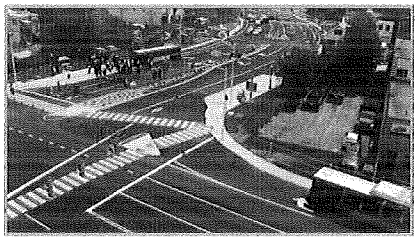
- Providing construction inspection services for the reconstruction and modernization of urban minor arterial roadways
- Full-depth roadway reconstruction and widening including sewer separation and sidewalk installation
- Utility relocation including gas, electric and telephone
- Signalization of 9 intersections
- Removal and disposal of contaminated materials, liquids
- Underground storage tanks



Client	Location	Contact	Duration	Project Cost
City of Bridgeport	Bridgeport, CT	Jon Urquidi 45 Lyon Terrace Bridgeport, CT 06604 [redacted]	2012-2014	$10 million

STAMFORD URBAN TRANSITWAY, STAMFORD, CT

- Provided construction inspection and administration services as well as survey services in a heavily travelled urban area
- Provided improved access to the Stamford Transportation Center Railroad Station and the Parking Garage
- Project included a four lane roadway with turning lanes approximately 1,100 meters long
- Contaminated soil and groundwater
- High groundwater and tidal influence



A. FIRM'S QUALIFICATIONS & EXPERIENCE

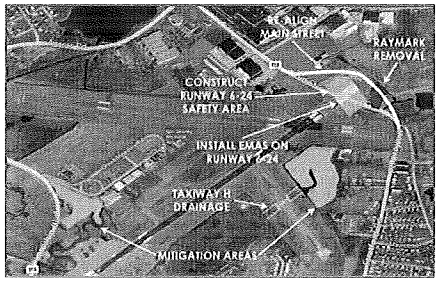
Client	Location	Contact	Duration	Project Cost
City of Stamford	Stamford, CT	Ann Brown 2800 Berlin Turnpike Newington, CT 06111 [redacted]	2012-Phase I 2014-Phase II	$48 million

CONNECTICUT AIRPORT AUTHORITY (CAA) ON-CALL ENGINEERING SERVICES, AUTHORITYWIDE, CT

- Providing the Connecticut Airport Authority (CAA) with professional design and construction inspection and administration services
- Operation and/or improvements on CAA property, buildings and associated systems which include, but are not limited to runways, taxiways, ramps, apron areas, drainage systems, service road networks, vehicle parking facilities, consolidated rental car facilities, stormwater management, obstruction analysis, and security systems.
- Services include roadway design, site design, erosion prevention, utility design, land survey and construction inspection.

Client	Location	Contact	Duration	Project Cost
CAA	Authoritywide, CT	Marc Holland Bradley Int'l Airport Administration Office, Terminal A, 3rd Floor Windsor Locks, CT [redacted]	2013-2016	On-Call

RECONSTRUCTION OF ROUTE 113 & INSTALLATION OF RUNWAY SAFETY IMPROVEMENTS AT SIKORSKY AIRPORT, STRATFORD, CT



- Providing construction administration and inspection services for the reconstruction of Route 113 and the installation of runway safety improvements
- Resurfacing of the Runway 6-24 and extension of the runway some 500' northward
- Engineered Material Arresting System (EMAS) will be constructed at the northerly end and various taxiways will be relocated
- Runway extension and the relocated roadway are in the area of the Raymark site, a site known to contain hazardous materials.
- Construction of four Tidal Wetlands Mitigation Sites. These will require the elimination of phragmites, grading, and new wetlands plantings.

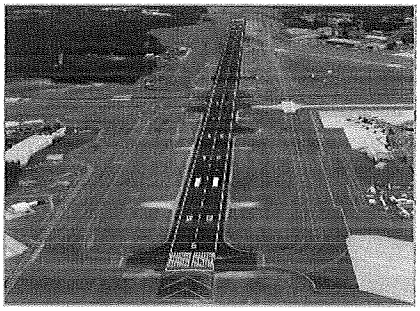
Client	Location	Contact	Duration	Project Cost
ConnDOT	Stratford, CT	Ann Brown 888 Washington Blvd. Stamford, CT 06901 [redacted]	2014-2016	$17.7 million

AI Engineers, Inc.

A. FIRM'S QUALIFICATIONS & EXPERIENCE

MILLING & RESURFACING OF RUNWAY 6-24 AT BRADLEY INT'L AIRPORT, WINDSOR LOCKS, CT

- Reconstruction of runway, 9,500x200ft wide
- Provided 30 inspectors on a 24-hour basis
- Paving consisting of 60,000 MT asphaltic, bituminous concrete up to 24in thick
- Included milling, profiling, overlaying of the runway
- Six new electrical duct banks and lighting were installed
- Two new water mains and a new 30" RCP drain were required
- Three Stages: 63 day mobilization; 70 day construction; 44 day demobilization
- Contractor operated two 10-hour shifts, seven days a week until completion
- Long term CPM was used, supplemented by weekly coordination meetings



Client	Location	Contact	Duration	Project Cost
ConnDOT	Windsor Locks, CT	Thomas Harley 2800 Berlin Turnpike Newington, CT 06111 [redacted]	2010	$17 million

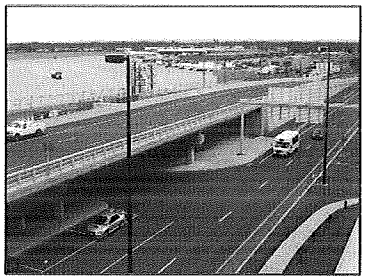
BRADLEY INT'L AIRPORT ON-FLIGHT FACILITIES, WINDSOR LOCKS, CT

- Construction management and inspection of the taxiway and aprons
- Included dual glycol separation drainage system and watermain
- Also included installation of a fiber optics ductbank and electrical duct bank
- Service road relocation and 15 inch concrete pavement and 15 inch taxiway
- Construction of sally ports, blast fence, sanitary sewer, concrete pavement joints, pipe jacking and coordination with air operations

Client	Location	Contact	Duration	Project Cost
ConnDOT	Windsor Locks, CT	Marc Holland, PE 2800 Berlin Turnpike Newington, CT 06111 [redacted]	2000-2003	$40 million

BRADLEY INT'L AIRPORT TERMINAL A VIADUCT, WINDSOR LOCKS, CT

- After the design phase, provided construction management services for the viaduct replacement
- The project encompassed extension of the viaduct which serves Terminal A; the viaduct is 537 feet x 76 feet wide x 42 inch diameter
- Construction management of this multicolumn pier with abutments and wingwalls included temporary shoring of the existing foundation and seismic analysis



AI Engineers, Inc.

A. FIRM'S QUALIFICATIONS & EXPERIENCE

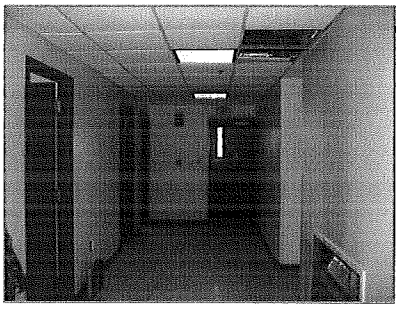
Client	Location	Contact	Duration	Project Cost
ConnDOT	Windsor Locks, CT	Tom Harley 2800 Berlin Turnpike Newington, CT 06111 [redacted]	2003-200	$10 million

MASSPORT ON-CALL CONSTRUCTION SUPPORT SERVICES, BEDFORD, MA

- Oversaw the construction to replace the sprinkler system and upgrade the fire alarm system for the Civil Terminal at Hanscom Field
- Work included demolition of existing main, branch and sprinkler lines and removal of fire alarm conduit/wiring, devices on three floors and the main panel board.
- New sprinkler piping and fire alarm wiring devices were installed for the three floors.
- New fire alarm main panel board was installed and coordinated with the Fire Department
- New tap to the water main was undertaken for the new sprinkler system.
- Removal and reinstalling light fixtures and ceilings, relocating various electrical and communication conduit, opening walls to install piping and coring through floor slabs, and install plaster board

Client	Location	Contact	Duration	Project Cost
Massport	Bedford, MA	Tim Johnson 1 Harborside Drive Boston, MA 02128 [redacted]	2010	$300,000

AMERICAN AIRLINES TERMINAL RELOCATION, WINDSOR LOCKS, CT



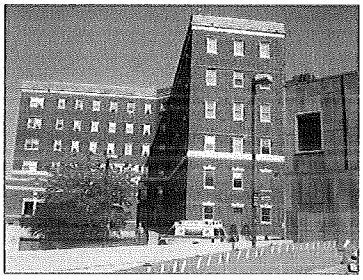
- Mechanical, electrical, plumbing and fire protection design and contract administration services for the relocation of a terminal
- Facility included new offices, data room and ticket operations at second floor terminal area behind a new ticket counter
- Building out a vacant space behind the counter lineup created by the removal of the original Terminal A ground-concourse stair
- The project encompassed extensive M/E/P upgrades
- Archive research at DOT Newington.
- New isolated ground electrical systems
- New below grade plumbing at ramp level

Client	Location	Contact	Duration	Project Cost
ConnDOT	Windsor Locks, CT	NA	2009	$325,000

AI Engineers, Inc.

A. FIRM'S QUALIFICATIONS & EXPERIENCE

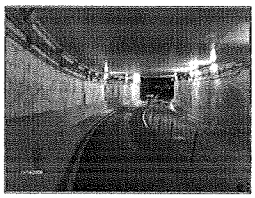
VA NEW ENGLAND ON-CALL CONSTRUCTION SUPPORT SERVICES, VISN1



- Providing construction oversight on various projects at various VA facilities
- CM reviews all contractor submittals and distributes to the appropriate COTR and CO
- Construction Inspector inspects contractor activities for compliance with Contract
- Documents, VA Code and other requirements and accepts or rejects contractor work
- Review contractor payment requisitions and certified payrolls
- Review of several other projects for constructability, conformance to handicapped standards and national fire and safety code conformance
- During evaluation of the re-roofing project AI converted a black replacement roofing material to a better LEED compliant white fully adhered roof membrane at no additional cost

Client	Location	Contact	Duration	Project Cost
Dept. of Veterans Affairs	New England Region, VISN 1	Michael Haire, PE 830 Chalkstone Avenue Providence, RI [redacted]	2009-2014	$20 million

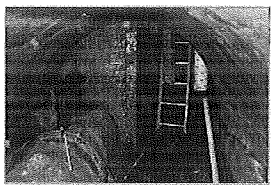
INSPECTION OF WEST STREET UNDERPASS TUNNEL TOWARDS BATTERY PARK, BROOKLYN, NY



- West Street underpass, two lane towards Brooklyn from Manhattan
- Inspection of Battery Park underpass from West Street to FDR
- Tunnels for Amtrak railroad

Client	Location	Contact	Duration	Project Cost
NYSDOT	Brooklyn, NY	Jay Patel [redacted]	2009-2010	$6.5 million

UTILITY TUNNEL UNDER AMTRAK RAILROAD & COMMUTER LINE, WATERBURY, CT



- Tunnel consisted of utility and gas main, crossing several tracks of Amtrak Commuter line and active rail road yard
- In depth Condition Inspection of tunnel
- Data collection, condition assessment and repair details

Client	Location	Contact	Duration	Project Cost
Yankee Gas	Waterbury, CT	Ed Flannigan [redacted]	2000-2003	$200,000

AI Engineers, Inc.

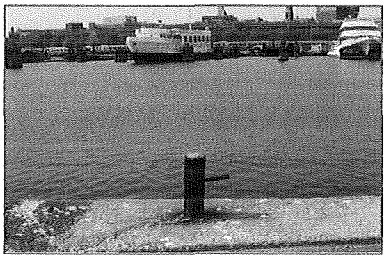
A. FIRM'S QUALIFICATIONS & EXPERIENCE

PARK RIVER CONDUIT TUNNEL INSPECTION, HARTFORD, CT

- Provided inspections of the Park River conduit Tunnels in Hartford, CT
- Y shaped tunnels that span approx. 3 miles of two-celled structure
- Used equipment to monitor air quality (air meter) and communication devices (radios and air horns) to assure safe work conditions
- Successfully completion without incident and to the full satisfaction of the client

Client	Location	Contact	Duration	Project Cost
ConnDOT	Hartford, CT	Robert Zaffetti 2800 Berlin Turnpike Newington, CT 06111 [redacted]	2011	$8.78 million

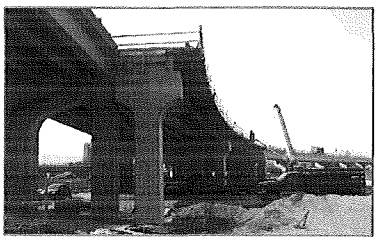
STATE PIER INSPECTION (ABOVE/UNDERWATER), NEW LONDON, CT



- Perform inspection of above water and underwater structural integrity inspection of the Admiral Harold E. Shear State Pier and Connecticut Valley RR "CV" Pier
- Perform field inspection on the structures within the Thames River
- Team documented the structure conditions in an inspection report, made repairs and maintenance recommendations, and recorded streambed elevations
- Structural elements that had rust and/or debris were thoroughly cleaned to expose and document section loss, cracking, or other related problems
- Marine growth removal was limited to the tidal zone
- Marine growth removal was accomplished with hand-held tools such as hand scrapers
- The final survey information was presented as a contour map with 1 foot contours and a spot elevation map showing the actual ground elevations used to create the contour mapping

Client	Location	Contact	Duration	Project Cost
ConnDOT	New London, CT	NA	2002-2005	$2 million

RIDOT ON-CALL TRANSPORTATION INSPECTION SERVICES, STATEWIDE, RI



- Providing construction inspection, recordkeeping and materials inspection services for transportation projects
- Construction inspectors are required to observe construction operations, assemble weekly estimates, prepare progress reports, and inspect practices and workmanship
- Materials inspectors assist in testing activities, sampling materials, reporting and materials research
- Recordkeeping requires the use of standardized software for road and bridge construction, maintaining computerized records

A. FIRM'S QUALIFICATIONS & EXPERIENCE

Client	Location	Contact	Duration	Project Cost
RIDOT	Statewide, RI	Frank Corraro [redacted]	2009-2014	$500,000

COMPONENT CHANGE OUT SHOP, NEW HAVEN RAIL YARD, NEW HAVEN, CT

- Provided design and construction services for the Component Change out Shop project (CCO) at Metro-North Rail Yard
- Construction phase services included contractor submittal reviews and construction observation of the water system installation.
- Central building for the maintenance of passenger rail cars
- Design of the sanitary sewer, water system, underground electric, and natural gas utilities
- Coordinated the utility infrastructure design with several new track and roadway designs within the rail

Client	Location	Contact	Duration	Project Cost
ConnDOT	New Haven, CT	Glen Hayden, PE [redacted]	2005-Present	$250 million

STAMFORD BUS GARAGE, STAMFORD, CT

- Providing construction inspection and administration services for a new 50,000 sf, pre-fabricated metal, bus storage building
- Includes additions/alterations to administration operations
- This facility provides bus storage, bus wash bays, bus service lanes and offices.
- Project inspection tasks included mechanical/electrical/plumbing work
- Site work and associated construction included landscaping, underground storage tank removal, demolition, excavation, disposal of contaminated materials, electrical duct banks, new parking lots, site lighting, sidewalks and security fencing, erosion and sediment controls, access drive and utilities relocation
- Architectural work included masonry block construction, metal panel siding, standing seam roof, membrane roofing, overhead doors, 4-fold doors, parallelogram lifts and elevators.

Client	Location	Contact	Duration	Project Cost
ConnDOT	Stamford, CT	Richard Unkel, PE 2800 Berlin Turnpike Newington, CT 06111 [redacted]	2002-2006	$14 million

B. STAFF QUALIFICATIONS & EXPERIENCE

RFP NO. 38268

IF THE STAFFING CATEGORIES LISTED BELOW DIFFER FROM YOUR FIRM'S, LIST YOUR FIRM'S STAFFING TITLES WITHIN THE CATEGORY THAT BEST MATCHES.

Staffing Category		PROPOSER'S STAFFING TITLES
PROJECT MANAGER	1	Parmjit Sahani, PE - Project Manager
	2	William Dritz, PE - Quality Assurance
	3	
	4	
	5	
	6	
	7	
	8	
CONTRACT SPECIALIST	1	James Hamilton, PE
	2	Robert Bunce, PE
	3	Jan Pacanski, PE, NACE
	4	Melgar Catalan, PE
	5	Peter Pardee, PE
	6	Leon Alford, PE
	7	Robin Hewey, RA - Building Official
	8	Mallikarjuna Galla, PE
CIVIL ENGINEER	1	Robert Gallo, PE
	2	Stanley Gwara, PE, LS
	3	Hudson Yost, PE
	4	Eric Wagner, LS
	5	
	6	
	7	
	8	
ELECTRICAL ENGINEER	1	John Lloyd, PE, LEED AP
	2	Ijaz Akbar, PE, LEED AP
	3	Abdelmunim Elgabani, NICETIII
	4	
	5	
	6	
	7	
	8	
STRUCTURAL ENGINEER	1	Rohit Pradhan, PE, SECB - Building Official
	2	Basil Bantimba, PE
	3	Kurt Asplund, PE
	4	Michael Beal, PE
	5	Emad Habib, PE
	6	Michael Parciasepe, PE
	7	Maxim Arefyev, PE
	8	
MECHANICAL ENGINEER	1	Edward Stone, PE
	2	Sean Dring
	3	Brett Smith
	4	
	5	
	6	
	7	
	8	

Piya Hawkes, PE
Ijaz Akbar, PE, LEED AP

Please see the Attachments section for Full Length Resumes

IQC for Performance of Construction Management & Inspection, NY & NJ
RFP No. 38268

AI Engineers, Inc.

THE PORT AUTHORITY OF NY & NJ

DBE Subconsultant:
EnTech Engineering, PC (ET)

QA
WILLIAM DRITZ, PE (AI)

PROJECT MANAGER
PARMJIT SAHANI, PE (AI)

CIVIL ENGINEERING
ROBERT GALLO, PE (AI)
STANLEY GWARA, PE, LS (AI)
HUDSON YOST, PE (AI)
ERIC WAGNER, LS (AI)

GEOTECHNICAL
OMAR ELSHERIF, PE (AI)

RESIDENT ENGINEERING
JAMES HAMILTON, PE (AI)
ROBERT BUNCE, PE (AI)
JAN PACANSKI, PE, NACE (AI)
ROBIN HEWEY, RA (AI) - *Building Official*
MELGAR CATALAN, PE (AI)
PETER PARDEE, PE (AI)
LEON ALFORD, PE (AI)
MALLIKARJUNA GALLA, PE (AI)
PIYA HAWKES, PE (AI)
IJAZ AKBAR, PE, LEED AP(AI)

STRUCTURAL ENGINEERING
ROHIT PRADHAN, PE, SECB (AI)
- *Building Official*
BASIL BANTIMBA, PE (AI)
KURT ASPLUND, PE (AI)
MICHAEL BEAL, PE (AI)
EMAD HABIB, PE (AI)
MICHAEL PARCIASEPE, PE (AI)
MAXIM AREFYEV, PE (AI)

ELECTRICAL ENGINEERING
JOHN LLOYD, PE, LEED AP (AI)
IJAZ AKBAR, PE, LEED AP (AI)
ABDELMUNIM ELGABANI, NICET III (AI)

CONSTRUCTION INSPECTORS
PATRICK CARUFE, NICET IV (AI)
JOHN DOLDE, NICET IV (AI)
ALBERT GRENON, NICET IV (AI)
JOHN RUSSELL, NICET IV (AI)
MOHAMMED SAEED, NICET IV (AI)
MAURICE LEBLANC, NICET IV (AI)
ERIC BIEGEN, NICET III (AI)
KYLE WATTERWORTH, NICET III (AI)
MAJID WASI, NICET III (AI)
JIM YHAP, NICET IV (ET)
JOHANNES RAITELU, NICET III (ET)
SHUKRI SAWAGED (ET)

MECHANICAL ENGINEERING
EDWARD STONE, PE (AI)
BRETT SMITH (AI)
SEAN DRING (AI)

D. DBE PARTICIPATION

AI Engineers, Inc., P.C. is fully committed to meeting and exceeding the 17% DBE participation on this project. We have teamed up with a highly qualified, DBE/MBE subconsultant, **EnTech Engineering, P.C.**, to provide construction management and inspection services on this project.

E. LIST OF FIRM'S AFFILIATES

AI Engineers, Inc., P.C. is affiliated with TAROB, LLC. Abul Islam, PE, FASCE, owner and President/CEO of AI Engineers, Inc., P.C. is also the owner of TAROB, LLC.

F. BACKGROUND QUALIFICATIONS QUESTIONNAIRE (BQQ)

Completed BQQs from AI Engineers, Inc., P.C. and our subconsultant, EnTech Engineering, P.C., have been mailed directly to the Authority's Office of Inspector General.

G. GENERAL CONFLICT OF INTEREST

AI Engineers, Inc., P.C. has no general conflict of interest to disclose.

H. ORGANIZATIONAL CONFLICT OF INTEREST

AI Engineers, Inc., P.C. has no organization conflict of interest to disclose.

ATTACHMENTS

a. Key Personnel Experience Summary Table
b. Key Personnel Full Length Resumes
c. Certificate of Authorization (NY & NJ)
d. Attachment C-1 – Proposer Prerequisite A
e. Attachment C-2 – Proposer Prerequisite B
f. Attachment D1 – DBE Goals Statement
g. Attachment D2 – DBE Participation Plan & Affirmative Action Statement
h. Attachment D3 – Information on Solicited Firms
i. Attachment F – Non-Disclosure & Confidentiality Agreement
j. Exhibit A – Acknowledgement by Related Party Individuals
k. Addendum #1
l. Statement of Work
m. Certified Financial Statements 2013

AI Engineers, Inc.

PERSONNEL SUMMARY TABLE

KEY PERSONNEL EXPERIENCE SUMMARY

Name		Title	Quals	Yrs. of Exp.	Airport	Bridge	Facilities	Rail	Roadwork	Tunnel	Marine	
Parmjit	Sahani	Project Manager	PE	33	X	X	X	X	X	X	X	
William	Dritz	QA	PE	30		X	X		X	X		
James	Hamilton	Resident Engineer	PE	30	X	X	X	X	X			
Robert	Bunce	Resident Engineer	PE	35	X	X	X	X	X	X	X	
Jan	Pacanski	Resident Engineer	PE, NACE	33	X	X	X	X	X	X	X	
Leon	Alford	Resident Engineer	PE	35		X	X	X	X			
Melgar	Catalan	Resident Engineer	PE	35	X	X	X	X	X			
Peter	Pardee	Resident Engineer	PE	30	X	X	X	X	X			
Piya	Hawkes	Resident Engineer	PE	19		X			X			
Mallikarjuna	Galla	Resident Engineer	PE	7		X	X		X			
Robin	Hewey	Resident Engineer/Bldg. Official	RA	40	X	X	X	X	X			
Ijaz	Akbar	Resident Engineer/Sr. Electrical Engineer	PE, LEED AP	7		X	X	X		X		
Omar	Elsherif	Geotechnical Engineer	PE	22		X	X	X	X	X	X	
Albert	Grenon	Office Engineer/Sr. Inspector	NICET IV	40	X	X	X	X	X	X	X	
John	Russell	Office Engineer/Sr. Inspector	NICET IV	30		X	X		X			
Patrick	Carufe	Sr. Inspector	NICET IV	22	X	X	X	X	X			
John	Dolde	Sr. Inspector	NICET IV	28	X	X	X	X	X	X	X	
Mohammed	Saeed	Sr. Inspector	NICET IV	25	X	X	X	X	X			
Maurice	LeBlanc	Sr. Inspector	NICET IV	40		X	X	X	X			
Majid	Wasi	Sr. Inspector	NICET III	7	X	X	X	X	X	X	X	
Kyle	Watterworth	Sr. Inspector	NICET III	7		X	X	X	X	X	X	
Eric	Biegen	Sr. Inspector	NICET III	9			X		X			
Mohammad	Alshloul	Inspector	NICET II	17		X	X		X			
Matthew	Fagan	Inspector	NETTCP	7		X	X		X			
Rohit	Pradhan	Lead Structural Engineer/Bldg. Official	PE, SECB	28		X	X	X	X			
Basil	Bantimba	Sr. Structural Engineer	PE	32		X	X	X	X	X		
Emad	Habib	Sr. Structural Engineer	PE	12		X			X	X		
Michael	Parciasepe	Sr. Structural Engineer	PE	8		X			X			
Maxim	Arefyev	Sr. Structural Engineer	PE	7		X			X			
Kurt	Asplund	Sr. Structural Engineer	PE	19		X	X		X	X		
Michael	Beal	Sr. Structural Engineer	PE	8	X	X	X		X	X		
Robert	Gallo	Lead Civil Engineer	PE	15	X	X	X	X	X	X	X	
Stanley	Gwara	Sr. Civil Engineer	PE, LS	30	X	X	X	X	X	X	X	
Hudson	Yost	Sr. Civil Engineer	PE	12		X	X		X			
Eric	Wagner	Civil Designer	LS	28	X	X	X	X	X	X		
John	Lloyd	Lead Electrical Engineer	PE, LEED AP	28	X	X	X	X	X		X	
Abdelmunim	Elgabani	Sr. Electrical Engineer/Inspector	NICET III	40	X	X	X	X	X	X		
Edward	Stone	Lead Mechanical Engineer	PE	40	X	X	X	X	X			
Brett	Smith	Sr. Mechnical Engineer	AS	30			X	X				
Sean	Dring	Mechnical Engineer	BS	3			X	X				

AI Engineers, Inc.

PARMJIT SAHANI, PE
Project Manager

Education:

- MS, Civil Engineering, Indian Institute of Technology, 1978
- BS, Civil Engineering, Indian Institute of Technology, 1976

Professional Licenses and Certifications:

- Professional Engineer: NY [redacted] NJ

Years of Experience:

- Total Experience: 33 Years

Mr. Sahani has over 33 years of hands-on experience in construction inspection/administration, civil, structural engineering design, project planning, scheduling and coordination. Mr. Sahani's experience includes working with agencies such as NYCDDC, NYSDOT, NYCDOT, PANYNJ, MTA, TBTA, NYCDPR, and ConnDOT. His experience in working with these agencies has allowed him to become well-versed with their policies and procedures concerning contractual conditions, contract interpretation, and claims and planning issues for large-scale projects.

He has been involved in numerous highway/roadway, and other infrastructure related projects. His experience also includes, preparation of reports and negotiations, change orders, field changes and job close-out as well significant interfacing with other City agencies. Mr. Sahani has worked with contractors and provided project planning, scheduling and services coordination, implemented fast track construction techniques and achieved timely and cost effective project completion.

- **PANYNJ Construction Standards Manual Update** - Project Manager for this project which included providing professional services to update their construction manual. As part of this assignment, AI completed a thorough review of the existing manual, comparing/correlating the information with existing construction engineering practices and incorporating missing elements of work now undertaken by the PANYNJ. In the second phase, the AI team, through dedication and expertise, updated and re-organized the Engineering Construction Division's Manual, in consultation with the Port Authority's staff. AI researched codes and construction standards to provide a comprehensive manual and reference guide. The final product, rewritten by AI, has been utilized for years by staff and is considered as a user friendly professional Construction Manual.

- **PANY&NJ Biennial Inspection of George Washington Bridge Approaches** – Inspected approach ramps to the George Washington Bridge, project required complicated MPT and inspect portions of the bridge and eventual compilation of field notes and report preparation.

- **Condition Survey, Documentation and Inventory – The Consortium (Tishman, Parsons and Arup), NY & NJ** - Project Manager for the inventory of properties surrounding the Palisades Tunnel for NJ ARC Tunnel. The project included coordination with individual property owners, utility companies (PSE&G) and anyone in the vicinity of the proposed project. Documentation was recorded in a database which contains all the relevant information, HD video, photos and audio files.

- **NYCDDC FDR Drive Project, NY** - Served as Resident Engineer to provide engineering and construction support services for the park rehabilitation which included paving, installation of barriers, fence and street lighting. The construction project involved preparation and negotiations, change orders, field changes and job close out. The project required extensive coordination and mitigation with ConEdison for street lighting and NYC Parks.

- **NYCDDC Pre-Scoping Services, Porpoise Bridge, Flushing Meadows, NY –** Serving as Project Manager for the rehabilitation/replacement of the Porpoise Bridge over Flushing River. Tasked with quantifying structural, geometric, hydraulic, safety and functional deficiencies and developing targeted alternatives for bridge rehabilitation or replacement which will restore the structure to good operating condition meeting DDC's objectives.

- **NYCDOT Madison Avenue Bridge, New York, NY** - Performed Special Inspection during construction. Evaluated condition of structural members uncovered during construction phase and prepared design details for repair of deficiencies. Coordinated swing span machinery, structure, mechanical, electrical and lead containment systems along with shop drawings review.

- **NYSDOT Staten Island Park and Ride Facility, Staten Island, NY -** Performed Construction Inspection and Management Services for Arthur Kill and South Shore Park and Ride Facilities project in Staten Island, Richmond County. This was an $18 million construction project in Staten Island for NYSDOT. The construction for this commuter park and ride facility is being performed by several contractors working at the same time. The items of work for construction supervision include layouts, extensive drainage, road work & pavement for the parking facilities, curbs and street lighting. The project also includes construction of facility buildings and utilities that incorporate air conditioning, plumbing and electrical.

- **NYSDOT Design Plans for Park Avenue Viaduct/Tillary St. On-Ramp, BQE (I-287), New York, NY** - Project Manager for the design of a ramp to the BQE at Tillary Street and a temporary ramp on Fulton Street. The project included the rehabilitation of approaches, civil and structural plans, specifications, estimates, MPT and staging plans. Design included layout of merge lanes to the main line and gore area expansion for the permanent Tillary Street ramp; rehabilitation and structural design of retaining walls, utilities, drainage, ConEdison vaults and landscaping.

- **NYSTA Tappan Zee Bridge Design of Miscellaneous Structures, New York, NY –** Serving as Project Manager for the design of anti-climb pedestrian fences on the bridges and landings, gates, transitions of belvederes and mounts over median barriers, noise barrier walls and deck extensions. Design also includes light standard connections to medians and noise barrier walls as well as the equipment platform adjacent to catwalks; removable barriers at emergency turnarounds and railing and tie-off points at all bridge piers.

- **NYSDOT Structural Flag Repair & Inspection - Gowanus Expressway (I-287), New York, NY -** Serving as Project Manager for the rehabilitation of the Gowanus Viaduct (I-287), the longest 4-mile steel viaduct in NYC consisting of 322 spans. Mr. Sahani supervised the inspection and design of the repairs on this project. He is also performing construction staging and cost estimates.

- **NYCDOT Paerdegat Basin Bridge Reconstruction, Brooklyn, NY** – Project Manager for this contract where as a part of CSS services, provided continuous inspection and condition monitoring of the East bound and west bound 14 span bridge over Paerdegat Basin on Shore parkway. Work included providing emergency repairs for bridge strengthening to keep the traffic moving while the new bridges were being built. Also provided coordination with contractor, Coast Guard and permitting.

- **NYCDOT Various Projects, New York, NY** - Served as Structural Engineer to perform engineer services in conjunction with the rehabilitation of two bridges. Work efforts required proficiency in structural design and detailing, drafting, and overall experience in NYCDOT standards for structural elements, lightening conductors, street lighting and water maim supports.

AI Engineers, Inc.

WILLIAM DRITZ, PE
Quality Assurance

Education:

- MS, Civil (Structural) Engineering, University of Illinois, Urbana, IL , 1981
- BS, Civil Engineering, Virginia Polytechnic Institute and State University, Blacksburg, VA, 1979

Professional Licenses and Certifications:

- Professional Engineer: NY [redacted] NJ, CT, PA, MA, MD, VA

Training:

- NHI – Safety Inspection of In-Service Bridges
- NHI – Bridge Inspection Refresher Course
- Confined Space Training
- Fall Protection Training
- OSHA Construction Site Safety Training
- Metro-North Railroad Safety Training
- Amtrak Railroad Safety Training
- NYDOT Bridge Inspection Workshop

Years of Experience:

- Total Experience: 30 Years

Mr. Dritz is a registered professional engineer in 7 states with over 30 years of diversified structural engineering experience with a proficiency in NBIS bridge inspection and evaluation, overhead sign support inspection and evaluation, and bridge load ratings. He has served Assistant Project Manager and Quality Control Manager on bridge inspection projects for several state DOTs and authorities including ConnDOT, NYSDOT and the NYS Thruway Authority. As a Lead Team Leader, Mr. Dritz has also personally performed and coordinated field inspections of numerous bridges including large, highly fracture critical cantilever trusses as well as supervised non-destructive testing of pins and suspect details. He has further performed inspections of movable bridges and is very familiar with the AASHTO bridge specifications, including load rating methods. In addition to composing detailed project-specific safety and health plans for several clients over the years, he promulgates AI's established safety program as related to NBIS bridge and overhead sign inspection while utilizing his knowledge of OSHA's regulations. By virtue of his vast experience in different roles, Mr. Dritz has become very familiar with each DOT's bridge inspection policies and procedures. His relevant projects of note include:

- **NYSDOT Bridge Inspection, Region 5, NY** - QC Engineer for the inspection of local bridges in Buffalo, NY. The contract included approximately 650 local bridges each year and 150 State bridges during the last 2 years. Utilized NYSDOT software to perform QC on approximately 350 bridges and developed software management tool to track project progress in-house. Also performed load ratings on approx. 8 state and local bridges including trusses and girder-floorbeam systems.

- **NYSDOT Large Culvert Inventory and Inspection, Regions 8 and 9, NY** - Team leader for the field inventory and inspection of approximately 40 large culverts (5' to 20'). Span types included concrete boxes, metal pipes, and steel stringers with concrete jack arch decks. Utilized client's software to record inspection data including condition ratings and remarks electronically to generate reports. Issued numerous flag reports for conditions requiring attention.

- **NYS Thruway Authority; Underwater Bridge Inspection, 2005** – Team leader for the underwater inspection of 4 bridges involving 12 substructure units in the Buffalo Division.

- **NYSDOT Bridge Inspection, Region 1 and Region 8** – Project and quality control engineer for inspection of local and several state-owned bridges. Performed QC review of approximately 200 reports for Region 1 and over 300 for Region 8 using standard NYSDOT forms. Ensured consistency and proper cross-referencing between remarks, photos, deterioration sketches and other inspection data with the ratings given. Verified that remarks and photos were provided for items with rating changes since the previous inspection and reviewed flag packets for completeness. Also conducted field QA reviews of inspection teams and provided guidance as necessary. Other responsibilities:

- Team Leader on inspection of I-90 Patroon Island (Deck Truss) Bridge over Hudson River in Region 1
- Coordinated inspection of approximately 40 Metro-North railroad bridges, most of which were performed at night.
- Team Leader on in-depth inspection of 460' long abandoned railroad bridge over the Croton Reservoir. A manual load rating analysis was performed for the truss and its concrete barrel arch approach spans (Region 8).
- Supervised manual load rating analysis on approximately 25 structures

- **VDOT, Bridge Safety Inspections in the Fredericksburg District, VA** – Senior Team Leader for the inspection of the main continuous thru truss spans of the 1.9 mile long, 44-span Robert O. Norris Jr. Bridge carrying Route 3 over the Rappahannock River, White Stone, VA. Hands-on inspection of all fracture-critical members was performed with an underbridge inspection unit and manlift, both 60' reach. Also provided supervision and guidance to ultrasonic testing subconsultant in the identification of certain pin and hanger issues at multiple locations which were promptly forwarded to the client.

- **ConnDOT NBIS Biennial, In-Depth and Special Inspection of Highway Bridges, Statewide, CT** - As Project Coordinator and QC/QA he was responsible for monitoring the inspection schedule, checking lane closure schedules, progress reporting, review of invoices, and quality control/review of approximately 105 NBIS bridge inspection and evaluation reports as well as 4 underwater reports. He also worked closely with the client liaison on a regular basis addressing various issues such as specific inspection/critical findings and scheduling of access equipment and troopers. His responsibilities also included reviewing condition ratings and comments and ensuring completeness, accuracy, and consistency between the data presented and the photographs, sketches, and field notes. The review further involved the comparison of data with the previous inspection report and verifying that the required maintenance memos with appropriate priority codes for critical findings and other deficiencies were included. Conducted field QA reviews of inspection teams and provided training and guidance

- **ConnDOT Inspection of Overhead Sign Support Structures, Statewide, CT** - As Project Coordinator QC/QA he was responsible for monitoring the inspection schedule, checking lane closure schedules, progress reporting, review of invoices, and quality control/review of approximately 175 overhead sign support reports. He also worked closely with the client liaison on a regular basis addressing various issues such as specific inspection/critical findings and scheduling of access equipment and troopers. In addition to reviewing non-destructive testing reports for each sign structure when required, his detailed responsibilities were similar as the complex bridge inspection project described above.

- **RIDOT NBIS Bridge Inspection and Load Rating, Statewide, RI** - Performed quality control review on approximately 20 reports including proper Pontis element coding/changes, inspection comments, photos, condition states, and associated quantities.

AI Engineers, Inc.

ROBERT BUNCE, PE
Resident Engineer

Education:

- BS, Civil Engineering, Michigan Technological University, 1964
- Coursework in Advanced Wastewater Treatment, University of Buffalo, 1979

Professional Licenses and Certifications:

- Professional Engineer: NY (#[redacted]), CT

Years of Experience:

- Total Experience: 35 Years

Mr. Bunce has over 35 years of experience in resident engineering, construction supervision, constructability reviews, coordination, administration, and construction management of major highway/roadway, utility & environmental projects in urban settings. As a resident engineer and construction engineer, he has performed constructability reviews on multi-million dollar projects for agencies such as NYSDOT, NYCDOT, PANYNJ and ConnDOT.

Mr. Bunce has experience with owner construction management support (field inspection/quality control management staffing), document review (constructability/coordination/cost control), compliance and implementation of procedures, and project management tracking and reporting, including all required tools and software applications required for capital project management. Mr. Bunce has experience in providing the day to day management and has been accountable for the schedule and reporting to all levels of management, preparing CPM Schedules, review and reporting. He is well versed with project Critical Path Method (CPM) scheduling, claims analysis, and evaluation. The following details some of his experience:

- **NYSDOT Reconstruction of the Brooklyn-Queens Expressway, New York, NY** – Served as Project Engineer who prepared CPM schedules, and advised on constructability and maintenance and protection of traffic issues. Prepared revised construction sequences to accommodate changes in clients schedule. This project included 18 major bridges and 40 retaining walls.

- **Port Authority of NY&NJ, Design of Southern Access Roadway Projects, Newark Airport** – Served as Project Engineer on this $130 million project. Prepared cost estimates, and advised on constructability and maintenance and protection of traffic issues. Prepared construction sequence which allowed maximum availability of work areas for roadway contractors while coordinating with numerous other active projects.

- **Town of Amherst, Construction of Interceptor Sewer Program** - Resident Engineer on this $22 million project. The program included 14 miles of 36-84" interceptor sewers and numerous large underground structures under 12 separate contracts. The program included soft ground tunnels under Conrail and several state highways.

- **Construction of Southtowns STP, Woodlawn, NY** - Project Engineer in charge of 8 man crew supervising construction of a new 16 MGD tertiary treatment plant with UNOX oxygen secondary treatment, Phostrip phosphorus removal, and dual media filtration. Sludge treatment consisted of filter presses and fluidized air incineration. The plant also included a medium voltage double ended substation for power distribution.

- **Town of Tonawanda, Construction of $50 million Tonawanda, NY** - Project Engineer for this assignment where the scope included a new 30 MGD tertiary

treatment plant with UNOX oxygen secondary treatment, chemical treatment for phosphorus removal, dual media filtration, and Zimpro sludge conditioning. The plant also included a medium voltage double ended substation for power distribution. The project also included a Conrail siding for chemical deliveries.

- **Expansion of PS 244, Brooklyn, NY, for New York City School Construction Authority** - As Project Engineer, performed construction schedule reviews and advised on sequencing of contractor crews.

- **NYSDOT I-88, Otego, NY** - Engineer in Charge of $14 million segment of I-88, Otego, NY. In charge of 10 man consultant crew supervising construction of 7 mile 4 lane divided highway and 5 bridges. The major bridge crossed Conrail and the Susquehanna River.

- **Stamford Urban Transitway, Phase I, Construction Inspection, Stamford, CT** - Served as Resident Engineer for this new roadway construction project. Project involved new pavement, utilities, new drainage, new retaining walls/structures, and environmental site remediation. Also responsible for construction inspection and project record keeping.

- **Reconstruction of Route 113 & Installation of Safety Improvements at Sikorsky Airport, Stratford, CT** - Serving as QA/QC for this project which involves providing construction administration and inspection services for the reconstruction of Route 113 and the installation of runway safety improvements at Sikorsky Airport in Stratford, CT. The principal feature of the project is the resurfacing of the Runway 6-24 and extension of the runway some 500' northward. In addition, an Engineered Material Arresting System (EMAS) will be constructed at the northerly end and various taxiways will be relocated.

- **Metro-North New Haven Line Substation Replacements, Various Towns, CT** - QA/QC for replacement of 5 traction power substations. On site work included construction of substation foundations, power cable ductbanks and erection of track side poles and new catenary feeders. The substation enclosures and all substation equipment were pre-assembled off site and installed on the new foundations. Duties included CPM schedule review, extra work negotiations, correspondence, change orders and preparing estimates for payment.

- **Replacement of Amtrak Railroad Bridge No. 00340 over Route 1, Branford, CT** –Served as a Schedule Reviewer for the replacement of an existing 70 ft. long three girder bridge with two 120 ft. long twin girder bridges on an active railroad track. The additional length will allow existing Route 1 to be widened to five lanes, eliminating a long-standing traffic bottleneck. The railroad work includes replacement of some 5,000 ft. of existing dual tracks and catenary. The project also includes four large retaining walls totaling some 2,600 ft. in length, a large box culvert under Route 1, a 54 inch pipe jacked under the railroad, and numerous utility relocations. A unique feature of the project is that the new bridges will be constructed in temporary locations north and south of the existing bridge, the existing bridge will be demolished, and the new bridges will be jacked into their final location.

- **Milling & Resurfacing of Bradley Runway 6-24, Bradley Int'l Airport, Windsor Locks, CT** – Served as Resident Engineer for this runway resurfacing project. The project includes constructing new utility trenches under the runway, and refurbishing and rewiring all runway lighting and signage.

- **Reconstruction of Interstate 91, Windsor, CT** - Served as Resident Engineer on the $80 million project. In charge of 25 man crew supervising construction of 4 miles of 6 lane Interstate highway plus HOV lanes, and 6 bridges. Prepared numerous designs for drainage during construction.

AI Engineers, Inc.

JAMES HAMILTON, PE
Resident Engineer

Education:
- BS, Civil Engineering, University of Connecticut, 1983

Professional Licenses and Certifications:
- Professional Engineer: CT

Training:
- ATSSA, Traffic Control Supervisor
- ConnDOT Leadership, 2006
- ConnDOT Supervisor, 1, 2 & 3
- Metro-North/Amtrak Safety

Professional Associations:
- American Society of Civil Engineers

Years of Experience:
- Total Experience: 30 Years

Mr. Hamilton is the Director of Construction Services at AI. He has over 30 years of experience in managing the construction of highway, bridge, airport, railroad, and building projects. He has experience with project manager staffing, owner construction management support (field inspection/quality control management staffing), and document review (constructability/coordination/cost control).

As a former Assistant District Engineer with ConnDOT, Mr. Hamilton has successfully managed projects involving planning and development through final construction and closeout for small, large, and complex projects worth over $100 million in cost. As lead professional, he was responsible for managing a staff of over 100 construction professionals. Mr. Hamilton was responsible for development of project budgets, staff assignments, resolution of contract disputes, interpretations of plans and specifications, negotiation of extra work, contract price adjustments, payment estimate and change order approval.

Mr. Hamilton also has experience as a Supervising Engineer, where he investigated major project issues, coordinated field operations, initiated and coordinated emergency declaration projects, responded to inquiries, complaints and requests from the public and officials, reviewed construction orders, time extensions and plans and specifications. He scheduled, oversaw and reviewed work of constructability unit staff and provided expertise and advice on construction issues. He is familiar with all phases of project management, contract administration, construction methodology, costs, scheduling and force account activities. His project experience includes:

- **Reconstruction of Route 113 & Installation of Runway Safety Improvements at Sikorsky Airport, Stratford, CT -** Serving as Project Manager/Construction Administrator for this project involving for the reconstruction of Route 113 and the installation of runway safety improvements at Sikorsky Airport in Stratford, CT. The principal feature of the project is the resurfacing of the Runway 6-24 and extension of the runway some 500' northward. In addition, an Engineered Material Arresting System (EMAS) will be constructed at the northerly end and various taxiways will be relocated.

- **CTfastrak Contract #1, New Britain, CT -** Serving as Construction Administrator for Conract #1 of the CTfastrak project. Project #0088-0177 consists of the construction of the first section of the New Britain – Hartford designated busway from Main Street to Stanley Street in New Britain. This section of new busway includes construction of a parallel multi use trail for the majority of its length. This section of the busway begins at, and includes construction of, the New Britain busway passenger station adjacent to Columbus Avenue, between Main Street and Route 71.

- **Steelpointe Roadway Reconstruction, Bridgeport, CT -** Serving as Construction Administrator on this project involving the reconstruction and modernization of urban minor arterial roadways. The work includes full-depth roadway reconstruction

including sewer separation and sidewalk installation; utility relocation including gas, electric and telephone; and traffic signalization.

- **City of Stamford, Stamford Urban Transitway (SUT) Phase I & II, Stamford, CT** - Served as Construction Administrator overseeing this $32 million new construction of a roadway link from I-95/U.S. Route 1 to the Stamford Transit Center within an urban environment requiring significant maintenance and protection of traffic. This project provides a median divided four lane roadway with bus stops, an HOV lane and bikeway, sidewalks, lighting, landscaping and interconnected signalized/information system.

- **Route 57 & Route 107, Intersection Improvements, Redding, CT** - Serving as the QA/QC Manager as well as a part-time Resident Engineer for this project involving construction inspection services for intersection and roadway improvements along Routes 57, Route 107 and North Main Street in Redding. Improvements include roadway reconstruction and widening; two signalized intersections; a box culvert extension; drainage system improvements; and installation of sidewalks, crosswalks, curbing, guiderail, signage; and pavement markings and are part of a larger effort to enhance the Main Street business district, improve pedestrian safety and access, and create a streetscape environment.

- **ConnDOT Replacement of five (5) Metro-North New Haven Line Substations, Various Towns, CT** - Serving as Construction Administrator overseeing the replacement of five New Haven Line Substations. The project includes the demolition of existing electrical traction substation facilities and related structures. The project also includes the construction of temporary and new substations and electrical delivery systems including underground and overhead facilities to convey power from the substations to the tracks as well as tie into existing facilities.

- **ConnDOT Replacement of Amtrak Bridge No. 00340 over Route 1, Branford, CT** - Served as Construction Administrator overseeing the railroad bridge replacement including approximately 4,400 feet of Amtrak track and catenary, as well as the widening and reconstructing 2,850 feet of Route 1. Project scope involves jacking a 54 in. diameter R.C. pipe under the railroad and installation of an 8 ft. by 3 ft. pre-cast concrete box culvert under Route 1. The Route 1 work requires relocation of water, gas, storm and sanitary sewers, and telephone and electrical ductbanks.

- **John Street Bridge Reconstruction, Greenwich, CT -** Served as Construction Administrator and provided construction inspection services for the replacement of John Street Bridge and its roadway approaches. The project involved the replacement of the existing single span bridge with a new 25' precast concrete arch. The project also included raising the existing roadway profile to improve hydraulic adequacy.

- **UConn Set Aside Project Management Oversight (SA-PMO) On-Call Services, Systemwide, CT** – Overall Program Manager for AI's SA-PMO contract with UConn. AI's responsibilities include project oversight and management for design, pre-construction, construction administration and construction activities, coordination of building inspections, scheduling, and estimating.

- **New Britain-Hartford Busway, New Britain, CT** - Served as District Manager with review responsibilities in final design phases. Responsibilities included supervision of District staff performing formal design review, constructability and value engineering assignments.

AI Engineers, Inc.

JAN PACANSKI, PE, NACE
Resident Engineer

Education:

- BS, Structural Design, Kielce Polytechnic, Poland, 1974

Professional Licenses and Certifications:

- Professional Engineer: CT
- NACE Certified Coating Inspector
- NACE Certified Marine Coating Inspector
- NETTCP Certified:
  - Concrete Technician
  - HMAPI
  - SAI

Training:

- Amtrak Safety Course
- Metro-North Safety Training
- OSHA 10 Hour General Industry

Years of Experience:

- Total Experience: 33 Years

Mr. Pacanski has over 33 years of construction engineering, inspection, material testing and construction management experience encompassing highway and resurfacing structures. Mr. Pacanski has worked on several projects for various NY agencies including NYCDOT, MTA and PANYNJ. Mr. Pacanski has served as Resident Engineer on several State projects involving construction of large and complex roadway and highway projects where he has been involved in analyzing and providing support to prepare counter claims for construction change orders for many years. Mr. Pacanski is very experienced in secondary road construction, and utility installation. His project experience includes:

- **NYCDOT Brooklyn Bridge Approach Ramps, Brooklyn, NY** – Served as Chief Inspector and Structural Engineer for the rehabilitation of the approach spans and ramps on this project for the NYCDOT. The project included a study to improve pedestrian and cyclist movements at the Manhattan end of the promenade, and an inspection of the interior of the brick arches. Major rehabilitation work included replacement of roadway decks; safety shape concrete barriers; concrete-filled steel-grid decks; joints; drainage systems; lighting systems. The project required detailed maintenance and protection of traffic schemes; construction staging; and coordination with the City and State agencies. Performed structural evaluations for east side approach spans and ramps.

- **MTA Subway Stations, New York City, NY -** Chief Inspector for this New York City Transit Authority project. Responsible for performing concrete and steel inspections and condition surveys for 200 subway and elevated stations.

- **School Reconstruction – Seven Schools in Brooklyn and Staten Island, New York, NY** - Construction Superintendent for the reconstruction of seven schools. Work included asbestos and lead removal, masonry repairs, roof replacement and interior finishes. Managed seven subcontractors performing the work in active schools.

- **NYCDOT City Island/High Island, New York City, New York -** Chief Inspector for the rehabilitation of this New York City Department of Transportation project. Performed structural evaluations for this 34-span wooden bridge.

- **PANYNJ Bathgate Industrial Park, Bronx, New York -** Chief Inspector for this Port Authority of New York and New Jersey School Construction Authority. Responsible for performing condition surveys for high mast lighting structures.

- **NYCDOT Meeker Avenue Viaduct/Brooklyn-Queens Expressway, Brooklyn, NY** – Served as Chief Inspector for a $106 million project for the NYCDOT. The project involved construction inspection services for the rehabilitation of a 1.2-mile elevated portion of the Expressway. Stage Construction required construction of a temporary trestle to accommodate traffic flows for three years. Improvements included replacing expansion bearings, steel members, structural deck and new median barriers.

- **NYCDOT Brooklyn Bridge, Franklin Square Bridge Emergency Arch Support, NY** – Served as Chief Inspector/Structural Engineer for this $10 million emergency project for the NYCDOT. The project involved emergency erection of steel arches to support the failing Franklin Square Bridge structure.

- **Reconstruction of Route 113 & Installation of Runway Safety Improvements at Sikorsky Airport, Stratford, CT** – Serving as Resident Engineer for this project involving for the reconstruction of Route 113 and the installation of runway safety improvements at Sikorsky Airport in Stratford, CT. The principal feature of the project is the resurfacing of the Runway 6-24 and extension of the runway some 500' northward. In addition, an Engineered Material Arresting System (EMAS) will be constructed at the northerly end and various taxiways will be relocated.

- **Replacement of Amtrak Railroad Bridge No. 00340 over Route 1, Branford, CT** – Served as Resident Engineer for the railroad bridge replacement including approximately 4,400 feet of active Amtrak railroad track and catenary, as well as the widening and reconstructing 2,850 feet of Route 1. Responsibilities included planning, organizing and supervising the daily engineering and construction inspection activities, served as the senior site representative for the inspection of contractor construction activities, payments, processing and negotiation of claims and change orders, supervised a staff of construction management personnel consisting of: engineers, inspectors, project control, office engineer, led progress meetings and interacted with client on a daily basis, reviewed and coordinated responses to RFI/RFCs and other technical issues with design engineers, interpreted construction plans, specifications, and contracts, ensured overall quality in the process of construction and completion of the project, and was available to attend meetings or events outside of normal working hours. Oversaw and coordinated force account activities to the tune of $16 million on this project.

- **I-84/Route 691 Interchange, Southington, CT** – Served as Senior Inspector for the construction of this interchange project. Responsibilities included construction supervision of six major interchanges in Southington.

- **Route 7 over the Housatonic River, Gaylordsville, CT** – Served as Resident Structural Engineer for this roadway/bridge construction project for ConnDOT. The project included earthwork, drainage, retaining walls, pile driving, rock blasting, concrete pours, erection and disassembly of temporary structure, demolition (by controlled explosion) and disposal of existing structure, and construction of the new bridge. Responsibilities included all phases of the construction process, record keeping, CMR system usage, and public relations.

- **I-84/Route 691 Interchange, Southington, CT** - Senior Bridge/Structural Inspector for construction of this interchange for the Connecticut Department of Transportation. Responsibilities included construction of six major interchange bridges.

- **Replacement of Amtrak Railroad Bridge No.1620 over Route 372, Berlin, CT** - Served as Resident Engineer and worked closely with Amtrak and other entities involved on this active railroad project. His responsibilities included analyzing the contractor's extra work claims and implementing methods to prevent claims. Components of this project included the replacement of a riveted steel through girder with a new concrete encased steel multi-girder bridge, raising the track profile three feet and installation of three railroad tracks, with one track active throughout construction. Roadway work included lowering the existing grade to improve vertical clearance, and drainage improvements including construction of a new storm water pump station.

- **Rehabilitation of Hollow Tree Road Bridge, Darien, CT** – Served as Resident Engineer for this bridge rehabilitation project. This project included the replacement of a 200' long two span steel girder with concrete deck over I-95. He oversaw the stage construction of the heavily traveled bridge over I-95.

AI Engineers, Inc.

MELGAR G. CATALAN, PE
Resident Engineer

Education:

- MS, Civil Engineering Transportation (Units Obtained), University of the Philippines
- BS, Civil Engineering Mapua Institute of Technology, Manila Philippines
- Construction Supervision, Central Connecticut State University, New Britain, CT

Professional Licenses and Certifications:

- Professional Engineer: CT
- ATSSA Certified Traffic Control Supervisor

Special Awards:

- Office of Construction, ConnDOT, Meritorious Service Award, 1998
- Office of Construction, ConnDOT, Professional Excellence Award, 2002

Years of Experience:

- Total Experience: 35 Years

Mr. Catalan has over 35 years of experience. He has in-depth knowledge of principles and practices of highway, bridge construction and design using this knowledge to facilitate solutions to construction problems relating to construction contracts. Mr. Catalan, through his many years at ConnDOT, has acquired extensive experience regarding ConnDOT's construction policies and procedures both in the field and as it relates to office work. In addition to being well-versed in ConnDOT project documentation, Mr. Catalan also has knowledge of Primavera Critical Path Method scheduling. Mr. Catalan's professional experience includes:

- **Replacement of Five New Haven Line Substations, Various Towns, CT** – Serving as Resident Engineer for construction inspection services for the replacement of five New Haven Line Substations. The project includes the demolition of existing electrical traction substation facilities and related structures. The project also includes the construction of temporary and new substations and electrical delivery systems including underground and overhead facilities to convey power from the substations to the tracks as well as tie into existing facilities. Key construction tasks are civil/foundation, structural duct banks, site work and overhead structures.

- **State of Connecticut, Department of Transportation** – Served as a Transportation Supervising Engineer, supervised and oversaw office functions relative to construction projects. Tasks included reviewing construction orders and consultant payments; processing estimates; inspection of municipal and state projects; coordinate in-service training; and reviewing and processing final paperwork.

- **State of Connecticut, Department of Transportation** – Served as a Project Engineer, administered seven ongoing projects and oversaw the closeout of six completed projects. Contract sums ranged from $500,000 to $18 million. Supervised six-stage construction project requiring complex operation schedule. Supervised the first vertical project (14-bay highway maintenance facility). Supervised Bridge Restoration and Painting on a limited access highway.

- **State of Connecticut, Department of Transportation** – Served as Assistant Transportation Engineer, assigned as chief and sub-inspector of bridge and road rehabilitation and construction projects.

- **State of Connecticut, Department of Transportation** - Served as Junior Transportation Engineer, Construction Inspector on rehabilitation, road widening and reconstruction of various roads and bridge projects.

- **Federal Ministry of Works & Housing, Nigeria (West Africa)** – Responsible for several two and four lane federal road projects with budgets up to $45 million. Administered federal projects, processed interim estimates and construction orders.

AI Engineers, Inc.

LEON ALFORD, PE
Resident Engineer

Education:

- MS, Management, Hartford Graduate Center, 1988
- BS, Civil Engineering, University of Massachusetts, 1966

Professional Licenses and Certifications:

- Professional Engineer: CT

Training:

- NETTCP Certified: QA Technologist

Years of Experience:

- Total Experience: 35 Years

Mr. Alford has over 35 years experience as an Engineer-in-Charge/Resident Engineer/Project Manager for large and complex ConnDOT bridge and highway projects. As District Engineer for ConnDOT until 2003, he managed all operations in District I covering the Greater Hartford area. He managed a staff of over 200 people augmented by consulting engineers. In this capacity, he managed over a billion dollars of construction work including I-84/I-91 Interchange, Construction of Charter Oak Bridge, Founders Bridge/Adrien's Landing Reconstruction and six projects including I-291 North of Hartford with an aggregate construction value of $360MM. For the past several years, he has successfully served as a Resident Engineer/Project Manager in major ConnDOT projects. He is experienced in effectively managing all aspects of construction engineering and inspection projects including geotechnical, environmental, maintenance and protection of traffic, railroad, utility coordination, contract administration and claims negotiation. He has excellent interpersonal and communication skills having interfaced with various stakeholders, large government institutions including railroad companies and federal, state and municipal members. His project experience includes:

- **CTfastrak, Contract 1, New Britain, CT** - Serving as Resident Engineer for Contract #1 which consists of the construction of a designated busway from Main Street to Stanley Street in New Britain. This project includes 2,000 ft of Rte. 72 on and off ramp relocation, 800 ft of secondary roadway reconstruction, 1,000 ft of combined busway and multi-use trail, a new 700 ft, 5 span bridge over Rte. 9 and a new Bus Station facility with a Supervisors Building.

- **I-91 Resurfacing, Hartford to Windsor, CT** - Served as Resident Engineer for resurfacing and safety improvements of 5.8 miles of I-91 including 27 bridges. This one year project involved considerable night work with Interstate traffic detoured onto city streets.

- **US Route 44 Safety & Operational Improvements, Avon, CT** - Served as Resident Engineer responsible for the widening and reconstruction of Route 44 for a total length of approximately 1.4 miles and construction of planted median. This project also included environmental work involving Wetland Mitigation and Wetland Creation, Waste Stockpile management and the relocation of a channel with a fish way.

- **Lakeview Avenue Roadway Bridge Rehabilitation, New Canaan, CT** - Served as QA/QC Manager provided inspection services for the complete replacement of the Lakeview Ave. roadway bridge spanning the Five Mile River in New Canaan, CT. Tasks included inspection of contractor's work for conformance to specifications and design drawings, management of contractor's payment requisitions, tracking of project costs, recording of project activities in accordance with ConnDOT requirements, chairing project meetings, preparation of meeting minutes and serving as a liaison between the design engineer, municipality, ConnDOT and the contractor.

- **Reconstruction of Huntington Road, Stratford, CT -** Serving as QA/QC Manager for this project which involves the full depth reconstruction of 2 km of roadway. The roadway, which is currently less than 7 meters in some areas, will be outfitted with new safety features. Project elements include; two box culverts, a segmental retaining wall, new guiderail, and utility relocation.

- **I-84 Platform Illumination, Hartford, CT -** Serving as QA/QC Manager for the replacement of the existing illumination system located at the I-84 platform underpass between Main Street and Trumbull Street in Hartford, CT with a new updated system. Work includes inspection of contractor's work, requisitions, tracking of project costs, and schedule, recording of project activities in accordance with ConnDOT requirements.

- **Lakewoods Subdivision Ashford Wetlands, Moon Road, Ashford, CT -** Served as Construction Management Coordinator for 2,600 ft. roadway construction, underground utilities and drainage installation.

- **Constructability Review and Value Engineering for Railroad Bridge at Fairfield Metro Center, Fairfield, CT -** Serving as a member of the post construction forensic team, duties include analyzing excessive deformation and rotation of fascia girders of the bridge spanning the Metro-North Railroad.

- **SEPTA, Jenkintown Substation Project, Jenkintown, PA -** Served as Constructability Review Engineer for the design and construction of a modern traction power substation to replace the existing Jenkintown outdoor light rail substation. The work consists of engineering design and the preparation of drawings and specifications for all electrical, mechanical, civil, structural, architectural, environmental, safety, community relations and general construction work activities. Responsible for performing constructability review for all civil, structural and architectural designs.

District Engineer, ConnDOT - Representative projects constructed under Mr. Alford's direction included:

- I-84/I-91 Interchange in Hartford ($120 Million).
- Construction of the new Charter Oak Bridge including east and west approaches ($200 Million).
- Reconstruction of Founders Bridge and Adrien's Landing ($190 Million).
- Six projects involving the reconstruction of I-91 from downtown Hartford to the Massachusetts state line including the I-291 Interchange in Windsor, the Route 20 Interchange and the reconstruction of the Dexter Coffin Bridge over the Connecticut River ($360 Million).
- Resurfacing of I-91 from Meriden to Hartford and East Windsor to Enfield. ($35 million)
- Rehabilitation of the Arigoni Bridge carrying Route 66 over the Connecticut River in Middletown. ($22 million)
- Rehabilitation of the Putnam Bridge carrying Route 3 over the Connecticut River (Wethersfield to Glastonbury). ($15 million)
- Construction of the Central Connecticut Expressway from Farmington to Middletown. ($75 million)
- Rehabilitation of over 100 bridges.
- Major Expressway resurfacing projects on I-84, I-691, Route 2, Route 9 and Route 15.
- Numerous building and facility projects including Terminal A at Bradley International Airport.
- Rest areas along I-91 and I-84, DOT garages and maintenance facilities.
- Numerous intersection improvement projects, traffic signal installation, highway signs including variable message, commuter parking lots, traffic monitoring TV cameras along I-91 and I-84, improvements to municipal roads and bridges.
- Construction of I-291 from Windsor to Manchester including I-84 Interchange and widening of the Bissell Bridge over the Connecticut River. (($110 million)

AI Engineers, Inc.

IJAZ AKBAR, PE, LEED AP
Resident Engineer / Sr. Electrical Engineer

Education:
- BS, Electrical Engineering, West Virginia University Institute of Technology, 2005

Professional Licenses and Certifications:
- Professional Engineer: CT
- LEED AP, 2009

Training:
- OSHA 30 hour Construction Safety
- OSHA 10 hour General Industry Outreach
- ACI Concrete Field Technician, Grade I

Years of Experience:
- Total Experience: 7 Years

Mr. Akbar is an Electrical Engineer with 7 years of experience which includes working for various New York agencies. He inspects the installation of electrical and HVAC systems and ensure conformance with design standards. Mr. Akbar is also LEED accredited professional. His recent project experience includes:

- **New York City Subway Rockefeller Center Station Electrical Upgrades, New York, NY** - Served as Resident Representative in the upgrading of the electrical system for the Rockefeller Center Express Station with its two island platforms, four tracks and fourteen street entrances.

- **TBTA/MTA Bridges & Tunnels, East Bound Toll Booth Demolition, Staten Island, NY** – Served as Electrical Engineer and Construction Inspector. Tasks included overseeing the electrical conduits rout investigation. Inspection of protective shield installation, existing conduits, evaluation/investigation of wires and cables (before demolition) and installation of barriers for hard closure of construction site. Also oversaw the removal and relocation of CCTV camera and pole in preparation for Narrows Road South ramp widening, reinstallation of the pole foundation, pole erection, pole alignment, as well as reinstallation of the electrical box and transformer. Inspected demolition of existing electrical boxes, conductors, conduits and roadway lighting and later inspection of the temporary roadway lights in relation to the light poles and mast pole for the temporary feed conductor's overhead crossover on TBTA facility.

- **TBTA/MTA Bridges and Tunnels, Verrazano-Narrows Bridge Toll Plaza, Brooklyn Bound Toll Booths** – Served as construction inspector of electrical systems and HVAC system. Inspected installations and observed operations to insure conformance to design and equipment specifications and compliance with operational and safety standards. Other duties included inspection of Q-deck, rafters, toll booths and electrical conduits, inspection of steel and PVC coated conduit runs for low voltage, 208V and 480V conductors/feeds for electrical controls, fans and compressors. Inspection of 700 ft iron clad temporary PVC coated feed, 125AT and 250AT circuit breaker installation and connections of the switchboard and distribution panels. Final inspection of the site at the time of site closure in regards to safety and security.

- **Department of Education/School Construction Association, School Inspections, NYC Boroughs** – Tasks included the inspection of the electrical systems and components, low and high voltage electrical systems and HVAC systems and components of approximately 1500 schools in the New York City Boroughs (the Bronx, Brooklyn, Queens, Manhattan and Staten Island). Also calculated Systems Condition Rating and Lifecycle Rating in order to identify deficiency of location and deficiency quantity, enabling decisions related to potential action, urgency of action and overall purpose of action. In addition, was responsible for the inspection of intrusion alarm systems and fire alarm system, IPDVS/CCTV camera system, inspection of all lighting systems, emergency

generators, emergency gas shut-off valves and emergency power shut-off switches.

- **Junior Engineer, Ravi Engineering, Inc. Rochester, NY** - Duties included designing, testing and inspecting power systems and components used for institutional facilities. Inspection of interior and exterior lighting, antenna systems and security systems, motion sensors, fire alarms, telecommunication, elevator recalls and HVAC power panels. Validated system performance through the use of power meters, data acquisition, instrumentation and relay calibration.

- **Associate RF Engineer, Sublime Wireless, Inc., White Plains, NY** - Duties included site surveys prior to the installation of transmitters, antennas, low voltage panels and fiber optic cables. Perform site audits, inspections and data collection of transmitters, relating to their electrical and mechanical tilts, sector orientation, label antenna height, feeder length, low voltage panels, emergency generators, and switchboards. Daily tasks included monitoring network statistics to evaluate performance and capacity issues and ultimately generating solutions to the identified problems.

- **Electrical Engineer, Bent River Machines Inc., Clarkdale, AZ** - Duties included assisting the engineering apartment in design, development and inspection of power distribution diagrams/schematics for power panels, switchboards, emergency power shut off switches, AC and DC motors, sensors, transmitters, receivers, and antennas.

AI Engineers, Inc.

PETER J. PARDEE, PE
Resident Engineer

Education:

- BS, Civil Engineering Technology, Roger Williams University, RI, 1984

Professional Licenses and Certifications:

- Professional Engineer: CT

Years of Experience:

- Total Experience: 30 Years

Mr. Pardee has over 30 years of experience in providing contract administration and resident engineering services for local, state and federal government agencies working on a wide variety of projects including the construction of airports, bridges, dams, highways, recreational parks, industrial parks, streetscapes and utility works. His experience includes staff supervision and development, inspection of the physical work and incorporated materials for compliance, incorporating design changes and additional/extra work, and maintaining as-built records. Mr. Pardee also has experience resolving issues relating to scheduling/staging, traffic control, utility coordination, public safety and the environment.

Mr. Pardee has worked on numerous DOT projects and is very familiar with various DOT processes and procedures. He has experience with project documentation utilizing all aspects of the record keeping system including daily reports, payment quantities, material testing, periodic estimated payments, change orders, EEO compliance, and miscellaneous contract data. His experience also includes project administration and project close-out including written correspondence, project meetings, reviewing contractor proposals and negotiating prices, claims & complaints, time extension analysis, public relations, inspections of the physical work, preparing final quantities/federal voucher, submitting documents for final audit and responding to auditor comments, material testing compliance, production of record as-built drawings and other items to meet contractual requirements. The following is a sample of his project experience:

- **Stamford Urban Transitway, Phase II, Stamford, CT** - Serving as the Resident Engineer overseeing this $20 million new construction of an east/west connector south of the Metro-North tracks between Elm Street and US Route 1. The current project is a four lane roadway with turning lanes, major widening to the east on Route 1, and widening and reconstruction of intersections from Elm Street to Lockwood Avenue. There are new sidewalks and bikeways for the entire length. Mr. Pardee is providing staff supervision and scheduling, preparing all project correspondence for City review, chairing the weekly construction meeting and preparing the report of meeting. He also reviews contractor construction schedules, reviews contract change order submittals and extra work claims, provides recommendations on engineering issues and oversees the proper preparation of the project record keeping.

- **Construction Inspection for John Street Bridge Reconstruction, Greenwich, CT** – Mr. Pardee served as Resident Engineer for the reconstruction of John Street Bridge and it's roadway approaches. Bridge No. 056055 carries John Street over the east branch of Byram River. The bridge was listed in poor condition and was replaced with a new rigid frame structure with a span of 25'. The project also involved raising the existing roadway profile to improve hydraulic adequacy. The new structure is supported on spread footings founded below the anticipated scour depth. Riprap will be furnished as an additional scour countermeasure.

- **Bradley International Airport Improvement Program, New Unit Terminal & Concourse, Windsor Locks, CT** - Mr. Pardee served as an Inspector II responsible for field inspection of structural steel and reinforced concrete work (building and apron), site work and all architectural aspects of the building construction. This project, State Project 165-et al, was a $35 million airport construction project that featured a new terminal and concourse including a new reinforced concrete apron, access roadway and site improvements.

- **1-395 Resurfacing, Bridge & Safety Improvements, Norwich, Griswold & Plainfield, CT** – Mr. Pardee served as Resident Engineer for ConnDOT Project 72-76/172-259. This was a $16 million highway project. Provided construction engineering and inspection services associated with the rehabilitation of 13 bridge structures and 12.4 miles of resurfacing and safety improvements for 1-395 and adjacent secondary roadways. The project included the repair of steel beams and removal/disposal of lead paint.

- **Kendrick/Nahanton Street Bridge Improvements, Bridge No. N 04-003=N-12-001 over the Charles River, Newton & Needham, MA** - Mr. Pardee served as the Resident Engineer for the rehabilitation of the superstructure and substructure of this 3-span bridge. This included the removal of the existing wearing surface, full-depth and partial-depth repairs to the concrete deck, repairs to the concrete sidewalk and safety curb, cleaning and repairing the aluminum bridge railing, replacing the bridge deck expansion joint, replacement of bridge deck waterproofing membrane and wearing surface, replacement of select bearings, retrofitting of beam cover plate termini, cleaning and painting select bearings, crack and spall repairs to the abutments and wingwalls, repairs to undermined abutment footing and riprap slope protection, pavement milling and resurfacing, signing, pavement markings and the provision of safety controls and signing for construction operations.

- **Rehabilitation of Sharon Road Bridge No. 05042 over the Mad River, Waterbury, CT** - Served as the Resident Engineer for this bridge rehabilitation project featuring replacement of the existing reinforced concrete superstructure along with adjacent roadway reconstruction and drainage improvements.

- **Reconstruction of I-91, Hartford/Windsor, CT** - Mr. Pardee served as an Inspector, Assistant Office Engineer, Office Engineer and Resident Engineer responsible for the oversight of the completion of this $71 million highway project (State Project 63-358). This project featured the reconstruction of 2.5 miles of interstate highway including the construction of 17 structures, several local service roads, bridge construction and rehabilitation, drainage improvements, ramp reconstruction, resurfacing, retaining walls, guide rail, and median barriers. During this time, Mr. Pardee gained valuable experience in all aspects of a major interstate highway project.

- **Reconstruction of Abbe Road, Enfield, CT** - Mr. Pardee served as Chief Inspector for State Project 48-140 which consisted of the reconstruction of approximately one (1) mile of a secondary roadway. This $1 million project included all facets of reconstruction for a bituminous concrete roadway and featured the installation of a precast concrete arch bridge.

- **Reconstruction of Brainard Road, Phases I & II, Enfield, CT** – Mr. Pardee served as Chief Inspector for two (2) separate contracts involving the reconstruction of a secondary roadway. This $4 million project, State Project 48-144, included all facets of reconstruction for a bituminous concrete roadway and featured the creation of a new wetlands area and improvement of the existing wetland areas.

- **Reconstruction of River Road, Middletown, CT** – Mr. Pardee served as Resident engineer for the reconstruction of a 1250 section of secondary roadway featuring a shift of the horizontal alignment into an existing mountain to provide a

AI Engineers, Inc.

MALLIKARJUNA GALLA, PE
Resident Engineer

Education:
- MS, Civil Engineering, Cleveland State University, 2007
- Bachelor of Technology, Civil Engineering, Bapatla Engineering College, India, 2006

Professional Licenses, Registrations and Certifications:
- Professional Engineer: CT
- NICET Level II – Highway Construction
- NETTCP:
  - Hot Mix Asphalt Paving Inspector
  - Concrete Inspector

Training:
- ACI – Concrete Field Testing Technician Grade I
- OSHA 40 Hr
- OSHA 10 Hr

Years of Experience:
- Total Experience: 7 Years

Mr. Galla has over 7 years of professional engineering experience. He is a licensed professional engineer as well as NICET and NETTCP certified. Mr. Galla has inspected various construction and maintenance projects related to highways, sidewalks, storm drains, etc. and has inspected construction materials to ensure that they conform to specifications. Mr. Galla's professional experience includes the following:

- **Steelpointe Roadway Reconstruction, Bridgeport, CT** - Serving as Senior Construction Inspector on this project involving the reconstruction and modernization of urban minor arterial roadways. The work includes full-depth roadway reconstruction including sewer separation and sidewalk installation; utility relocation including gas, electric and telephone; and traffic signalization.

- **Route 57 & Route 107, Intersection Improvements, Redding, CT** - Served as Senior Construction Inspector and Office Engineer on this project involving construction inspection services for intersection and roadway improvements along Routes 57, Route 107 and North Main Street in Redding. Improvements included roadway reconstruction and widening; two signalized intersections; a box culvert extension; drainage system improvements; and installation of sidewalks, crosswalks, curbing, guiderail, signage; and pavement markings and are part of a larger effort to enhance the Main Street business district, improve pedestrian safety and access, and create a streetscape environment.

- **Northeast Utilities, Route 123 and Railroad Avenue Reconstruction, 345kV Transmission Line, Bridgeport to Norwalk, CT** – Served as Construction Inspector responsible for reviewing plans and specifications with Project Manager and attend construction meetings. Inspected materials for conformance to specifications and plans. Inspected Route 123 full depth restoration work on Norwalk and Railroad Avenues in Bridgeport, CT. Mr. Galla was responsible for the inspection of base course, sub-base course, grading, type of asphalt using, installation of dry wells, under drains, relocation of services, and proper compaction and finishing. He inspected various structures such as utilities, streets, sidewalks, gutters, elevation and location of structures for conformity with specifications and regulations. Inspected catch basins, relocation of services, sewer pipe repairs and check type and alignment of conduit in accordance with the form 816. Inspected traffic hand holes, installation of pedestrian signal, loop detectors, and installation of traffic conduits according to plans. Inspected detours, signs and maintenance & protection of traffic in the work zone, daily report preparation, preparation of as built plans, computation of quantities, on-site material testing, record keeping, and project coordination, all in conformance with ConnDOT format.

- **Replacement of the Mill Plain Road Bridges over the Mill River, Fairfield, CT** –Served as Construction Inspector for this project. His duties included inspection of the removal of the superstructure, abutments, pier, and wing walls which

included structure excavation, relocating utilities, driving cofferdam sheets and steel piles. He also inspected the construction of new abutments, pier and wing walls as well as the installation of sedimentation tanks for handling contaminated ground water. Mr. Galla was also responsible for securing and dismantling of a waste stockpile and treatment area, and disposing of controlled materials and managing of reusable controlled material. As a construction inspector, Mr. Galla performed measurements necessary for periodic payments to the contractor and documented the contractor's daily operations in accordance with established DOT procedures. He also established and maintained project quantity records, daily project dairies, inspector's daily work reports, compliance and non-compliance notices and shop drawing file. Mr. Galla prepared construction orders, monthly pay estimates, cost plus records, correspondence, memorandums, periodic reports and forms as required by ConnDOT, and recorded minutes and prepared reports of all project-related meetings. He also established and maintained daily work reports, daily dairies, change orders, contractor's monthly pay estimates, and material testing in the Site Manager.

- **Connecticut Housing Finance Authority (CHFA) Parking Lot Reconstruction, Rocky Hill, CT** – Served as Construction Inspector responsible for ensuring compliance to the contract plans and specifications. Prepared correspondence, daily reports and maintain daily records. Monitored and inspected contractors traffic control, tracked and recorded contract quantities, items for payment, testing and contractor schedule. He also reviewed of the Contractors application for payment and attended job meetings as needed. Finalized project closeout documentation.

- **2008 Roadway Crack Seal Project - Various Locations, East Hartford, CT -** Served as Construction Inspector for the 2008 East Hartford Roadway Improvements, Part C Crack Seal Program.

- **U.S. Route 1 Operational Improvements, Greenwich, CT -** Performed intersection capacity analysis of two intersections in Greenwich, to analyze the existing conditions and future operating conditions with the improvements along Route 1.

- **Amtrak Access Roadway Relocation (New Britain/Hartford Busway), CT** - Designed and computed swale capacity and velocity computations, swale lining computations. Designed and computed the runoff quantity, gutter flow calculations, and flow calculations.

- **Lake Avenue Bridge Over Horseneck Brook River, Greenwich, CT -** Designed and performed drainage design for scour mitigation, stage construction plans, and typical section details for Lake Avenue Bridge over Horseneck Brook River, Greenwich, CT.

- **Replacement of Stone Mill Road Bridge over Fenton River, Mansfield, CT -** Designed and Prepared estimated and required easement and property takes and prepared property maps for replacement bridge No: 04731 Stone Mill Road over Fenton River, Mansfield, CT.

- **Laurel Lane Bridge over Mount hope River, Mansfield, CT -** Designed and Prepared estimated and required easement and property takes and prepared property maps for replacement bridge No: 05366 Laurel Lane over Mount Hope River, Mansfield, CT.

AI Engineers, Inc.

ROBIN HEWEY, RA
Resident Engineer/Building Official

Education:
- MA, Planning, Pratt Institute, 1968
- BA, Architecture, Pratt Institute, 1966

Professional Licenses and Certifications:
- Registered Architect: CT
- Building Official: CT

Training:
- Certification in AutoCAD 2000 (84 hours of training)

Awards:
- Merit Award for 6th St. Viaduct Milwaukee, WI
- National Steel Bridge Alliance
- Movable Span Bridge

Years of Experience:
- Total Experience: 40 Years

Mr. Hewey is a Registered Architect and a Licensed Building Official in the State of Connecticut. He has over 40 years of experience in construction inspection, project management and construction administration and is experienced in providing oversight services and day-to-day management for large building projects. Mr. Hewey has a strong background in providing the complete range of architectural and construction services and has extensive experience in code compliance, specifications, on-site inspection and contract administration for state, federal and private clients. His extensive involvement in building rehabilitation projects has given him a firm knowledge and understanding of building construction process and coordination of various building trades in structure/foundation, mechanical, electrical plumbing, fire protection and civil/environmental aspects. He has served as a Clerk of the Works on a construction site for many years and as an on-site construction administrator on several other projects. In this capacity he reviewed and provided supporting documentation and reasons against invalid contractor extra work claims.

Mr. Hewey has experience with executive program management staffing, project manager staffing, owner construction management support, field inspection/quality control management staffing, document review constructability/coordination/cost control), move management services, administrative support, program review/strategic planning, and site review/due diligence. The following details some of his experience:

- **Port Authority of New York & New Jersey, New York, NY -** As part of this three year, on-call services contract with the PANYNJ, Mr. Hewey provided architectural services on several projects including alternate designs and final drawings for the FAA Control Houses and Towers at Newark Airport; modifications to a new (temporary) maintenance building at Teterboro Airport; and design specifications and overall coordination for the preparation of "Request for Proposal" for the North Cargo Building at Newark Airport.

- **VA Facility Management Services, New England On-Call Services, Construction Administration, Providence, RI** – Serving as the Principal Architect, Mr. Hewey oversees the construction, at present, eight various sized facility construction projects for the Providence VA Medical Center. These projects vary from Building #1 re-pointing and re-roofing, to conversion/remodeling of various sized areas within the hospital. He reviews all contractor submittals and distributes to appropriate COTR and CO for processing, responds to contractor RFIs, inspects contractor activities for compliance with Contract Documents, VA, and other Code requirements and accepts or rejects contractor work. He reviews contract payment requisitions and certified payrolls.

- **Manuel Lujan Building Design (Phase A), Santa Fe, NM -** Reviewed project scope and design documents to determine relevant codes and construction sequence concerns. Reviewed the ADA access issue and building limitation in order to resolve limits of structural modifications and the inter-relationship between the renovation portions of building to the adjacent undisturbed areas. Reviewed contract plans to

ensure the design conformed to all architectural, structural, electrical, mechanical, plumbing and fire safety codes.

- **Norwalk City Hall, Franklin School and Public Works Chiller Replacement, Norwalk, CT -** Reviewed project scope and design documents to determine relevant codes and construction sequence concerns. Reviewed contract plans to ensure the design conformed to all architectural, electrical, mechanical, plumbing and fire safety codes. Responded to RFI code questions during construction and ensured construction met all codes.

- **Town of North Canaan, Union Station Restoration, North Canaan, CT -** Visited the project site to become familiar with the project surroundings. Reviewed project scope and design documents to determine relevant codes and construction sequence concerns. Reviewed contract plans to ensure the design conformed to all architectural, electrical, mechanical, plumbing and fire safety codes. Responded to RFI code questions during construction and ensured construction met all codes.

- **Art and Science Building at Northwestern Community College in Winsted, CT -** Served as the full-time on-site Construction Administrator during the construction of the new 32,000SF, 3-story, Art and Science Building at Northwestern Community College in Winsted, CT. Responsible for keeping all the records required by the CT DPW with daily review of all construction work to ensure compliance with the Construction Documents. Oversaw General and subcontractor coordination and reviewed submittals, shop drawings. Prepared daily and Monthly job progress reports.

- **Town of Somers Interim Building Inspector, CT** - Performed all the duties and responsibilities as the only full time Building Inspector for the Town for approximately six months while their appointed Building Inspector was on leave. The duties included plan reviews, site inspections, and the issuing of Building Permits and Certificates of Occupancy, as well as administrative duties and extensive work with contractors and the public.

- **Bradley International Airport Concourse C Extension and Finish Upgrades, Windsor Locks, CT –** Served as Project Architect for the renovation and addition of two story airport concourse. Responsible for all code investigation, design, detailing and coordination of contract drawings and specifications.

- **Central Connecticut State University, West Parking Garage, New Britain, CT –** Served as Principal Architect for the design of a 1,000 car, pre-cast concrete parking garage.

- **Program Management Services for the City of Bridgeport, Bridgeport, CT -** For this three year contract for the City of Bridgeport, Mr. Hewey served as a Project Manager working on assigned projects as an extension of the City's staff, providing services including planning, urban design and technical reviews for various city projects during their design and construction. Responsibilities included oversight and management of assignments to other specialized personal and reviewing all the technical aspects of the assigned construction projects. The work entailed conducting extensive reviews of each project's correspondence to insure that each project met the City's program and technical requirements, as well as State code requirements. Performed daily liaison work with project designers, construction managers, and city personnel concerning each of the projects and also assisted in the preparation of monthly reports to the City of company activities. Projects included alternate site design for the Steelpointe Development, and construction administration for a transit garage and a sports arena.

AI Engineers, Inc.

PIYA HAWKES, PE
Resident Engineer

Education:
- BS, Civil Engineering, University of New Haven, CT 1992

Professional Licenses and Certifications:
- Professional Engineer: CT

Training:
- NHI - Safety Inspection of In-Services Bridges
- NHI - Bridge Inspection Refresher
- FHWA Contract Administration
- FHWA Specification Writing
- Introduction to Supervision
- Supervisory Development I
- Supervisory Development II
- OSHA 40 hr Health & Safety
- OSHA 8 hr Refresher
- OSHA 8 hr Supervisors HAZWOPER
- Hazardous Waste Management
- Metro North/Amtrak Safety Training

Professional Affiliations:
- American Society of Civil Engineers
- Solid Waste Association of North America

Years of Experience:
- Total Experience: 19 Years

Mr. Hawkes is the Director of Operations at AI. He has over 19 years of engineering experience in various capacities. Prior to joining AI, Mr. Hawkes served the Director of Public Works for the Town of Enfield and prior to that, as a Senior Project Engineer with ConnDOT. Mr. Hawkes has 15 years of experience supervising professional engineering consultants and general contractors. He worked closely with the highway design-local roads division and acquired a very good understanding of their procedures and protocols in administering and assisting municipalities on various surface transportation programs.

Mr. Hawkes' depth of knowledge also stems from serving as the Director of Public Works for the Town of Enfield for five years. During his time as Director of Public Works, Mr. Hawkes was responsible for administering the Public Work Department's operational budget of $20 million dollars in addition to overseeing and supervising approximately 135 staff within the following Divisions: Engineering, Highway, Sanitation, Water Pollution Control, Building and Ground Maintenance, Fleet Services, Custodial Services and Administration.

With his depth of experience on both the state and municipal end, Mr. Hawkes has the knowledge and expertise to successfully coordinate with stakeholders, provide support for design initiatives and communicate the needs and requirements. The following includes some of his project experience:

- **MDC Maple Avenue Sewer Rehabilitation & Replacement, Windsor, CT -** Served as Resident Engineer for the replacement of 1,600 lf of sewer main with adjoining service laterals, and the rehabilitation of 850 lf of sewer main via cured-in-place lining. Responsible for identifying, coordinating, and directing surveying and engineering services. Project includes full design plans, details, cost estimates, specifications, and bid documents.

- **Northeast Utilities Transmission Tower Inspections & Analysis, Various Towns, CT & MA** – As Project Manager, Mr. Hawkes was responsible for scheduling and coordinating the structural integrity inspection of several of Northeast Utilities high voltage steel lattice and monopole transmission towers located in various locations of CT and MA. The inspection included reviewing and rating of some of the following elements: concrete foundations, steel grillage foundations, monopoles, anchor bolts/nuts, base plates, conductors, hardware and insulators, welding connections and lattice tower primary and secondary members. As part of the inspection, non-destructive testing using either "D-meter" at member section losses or "Ultra Sonic Testing" on anchor bolts was also performed and the readings recorded. In addition, Mr. Hawkes was responsible for the review and approval of the final prepared inspection reports.

- **Yankee Gas Line Installation, Bridge Crossing Designs, Norwalk, CT –** Served as Project Manager responsible for the review and approval of the analysis and design of gas pipe hanger supports on two bridges that span over Wolf Pit

Road over the Norwalk River in Wilton and Metro-North Railroad in Norwalk, CT. As part of the analysis, thermal expansion will be included to determine the size and locations of the thermal expansion loops on each of the bridge's superstructure. In addition, Mr. Hawkes ensured the pipe guides, rollers and related supports will be designed to adequately support the pipes as per Yankee Gas Standards. Mr. Hawkes was also responsible for the review and approval of all civil/site plans showing gas line approaches to the structures, structural details for the creation of utility supports in the proposed bridge bays and backwall sleeves at each bridge location and to insure these plans and details meet ConnDOT standards. In addition, he reviewed the load rating analysis of the pipe hanger's impact to ensure the load carrying capacity at each structure will not be exceeded.

- **South Maple Street Bridge, Enfield, CT** – As the Director of Public Works for the Town of Enfield, Mr. Hawkes oversaw the reconstruction of a local bridge that was classified as being functionally and structurally deficient. The existing 66 ft long, single span truss bridge was replaced with an 82 ft long by 45 ft wide bridge constructed of 71 pre-cast concrete components and was completed in 3.5 months. The project was federally funded under the SAFETEA-LU & the Town's local Capital Improvement Program. His responsibilities included reviewing, approving and signing off on the consultant design plans & specifications; ensuring all necessary local, state and/or federal permits have been obtained; making oral presentations to the local Town Council and the public; performing administrative tasks for federal reimbursement of completed work; ensuring all federal and state EEO mandates have been met; advertising and awarding the project; and ensuring the contract documents were being met by the contractor during construction.

- **Public Safety Complex, Enfield, CT** – As the Director of Public Works for the Town of Enfield, Mr. Hawkes oversaw the renovations/upgrades to the HVAC system at the Enfield Police Station. The project was funded by the Town's local Capital Improvement Program. The project included the installation of a new control system, boiler, 40 ton roof unit, variable air volume boxes, upgrades to heating coils and the installation of new plumbing for additional zones. His responsibilities included reviewing, approving and signing off on consultant design plans; advertising and awarding the project; and ensuring the contract documents were being met by the contractor during construction.

- **New Britain-Hartford Busway, CT** - Served as a Senior Project Engineer for the Division of Environmental Compliance ConnDOT for the New Britain/Hartford Busway project which is a Bus Rapid Transit Corridor that includes the construction of 9.4 miles of new road exclusively designated for buses and 11 new bus terminals. His responsibilities during the design phase included assigning and coordinating work to environmental consultants in performing EPA Phase I and II investigations; reviewing, commenting and approving recommendations in the environmental reports; reviewing, commenting and approving environmental plans and specifications for managing contaminated/hazardous groundwater and soils that were included as part of the overall contract construction bid documents; during the construction phase insured the contractor conducted their work according to the environmental plans and specifications.

- **I-95 Bridgeport Corridor, Bridgeport, CT** - Served as a Senior Project Engineer for the Division of Environmental Compliance ConnDOT for the reconstruction of the I-95 Yellow Mill Bridge in Bridgeport, CT. The project included the reconstruction of the I-95 Yellow Mill Bridge to accommodate improvements to the interchange, addition of acceleration and deceleration lanes, new lights, and drainage structures. This project was divided into several assignments that included ConnDOT project #15-267; #15-268/269; #15-270; #15-271; and #15-272/50-201. Mr. Hawkes responsibilities during the design phase included assigning and coordinating work to environmental consultants in performing EPA Phase I and II investigations; reviewing, commenting and approving the recommendations in the environmental reports; reviewing, commenting and approving environmental plans and specifications for managing contaminated/hazardous groundwater and soils that were included as part of the overall contract construction bid documents.

AI Engineers, Inc.

PATRICK CARUFE, NICET IV
Senior Inspector

Education:

- BS, Construction Management, Utica College of Syracuse University, 1990
- AS, Construction Engineering, Canton College of Technology, 1988
- State University of New York College, Cortland, 1984-1986

Professional Licenses and Certifications:

- NICET Transportation/Highway Construction, Level IV
- Lead & Health Safety Awareness Certification

Training:

- NETTCP Certified:
  - Paving Inspector
  - Soils Inspector
  - Concrete Inspector
- ACI, Field Testing Technician
- Metro-North Safety Training
- OSHA 10 Hour Construction Industry Outreach Training Program

Years of Experience:

- Total Experience: 22 Years

Mr. Carufe has over 22 years of construction engineering and inspection experience during which time he has been involved in numerous infrastructure projects involving roadway work, utilities, paving, environmental compliance and permitting. Mr. Carufe worked as Project Engineer for the NYSDOT for almost ten (10) years and is extremely familiar with the State's policies and procedures. His most recent project includes extensive field inspection and documentation of earthwork for cuts and fills plus trench excavation/backfilling of numerous types of underground and above ground utilities such as gas mains, water mains, sewer, electricity, telephone, etc.

In addition to his own inspection duties, he supervises other inspectors, ensures all safety rules and policies are followed, oversees the project material testing and assists with the preparation of necessary construction orders. In his role as a Senior Inspector, Mr. Carufe attends all project meetings and assists the Resident Engineer in resolving construction issues. Mr. Carufe is an effective communicator which enables him to work very closely with the contractor's staff, interested public stakeholders staff and the client.

Mr. Carufe is OSHA 1910.120 trained (HAZPOWER) and is certified by NICET and NETTCP. His training and experience makes him extremely qualified to perform any utility field inspection with quality and safety. Some of his notable projects include:

- **New York State Department of Transportation, Civil Engineer/Project Engineer** – In the position of Project Engineer, Mr. Carufe was responsible for supervising state and consultant personnel for highway construction inspection projects. Among his duties were: working with contractor to ensure plans were carried out to New York State specifications, finished on- time and under budget; addressing and resolving situations during the course of construction; ensuring overall safety; maintaining construction records generated from field quantities. Mr. Carufe also maintained the construction diary of daily events, phone calls; correspondence; reviewed/submitted daily inspectors reports with detailed sketches and quantity calculations; reviewed contractor records to ensure compliance with local wage rates and Equal Employment Opportunity goals; coordinated and instructed training classes; and plotted earthwork cross sections. Projects included:

  - Reconstruction of Yonkers Avenue Bridge over the Bronx River and Bronx River Parkway
  - Rehabilitation of 11 Bridges, various locations in Westchester County
  - Rehabilitation of 10 Bridges, various locations in Westchester and Putnam Counties
  - Rehabilitation of 5 Bridges, Westchester County
  - Reconstruction of 5 Intersections, Central Avenue (Route 100) White Plains
  - Safety Improvements Routes 22, 121, 134 and 448, Westchester County
  - Safety Improvements Routes I-287, 100, 118 and 129, Westchester County

- Louisa Street/Route 9 Interchange

- **Reconstruction of Route 113 & Installation of Runway Safety Improvements at Sikorsky Airport, Stratford, CT–** Serving as Chief Inspector for this project involving for the reconstruction of Route 113 and the installation of runway safety improvements at Sikorsky Airport in Stratford, CT. The principal feature of the project is the resurfacing of the Runway 6-24 and extension of the runway some 500' northward. In addition, an Engineered Material Arresting System (EMAS) will be constructed at the northerly end and various taxiways will be relocated.

- **Stamford Urban Transitway Phase I, Stamford, CT** - Served as Senior Inspector for this new roadway construction project. It involved new roadway pavement, new drainage, new retaining walls/structures, utilities, curbing, maintenance of traffic in a congested location, and environmental site remediation. In addition to construction inspection. Project involved major overhead and underground utility work such as gas main, water main, etc. The construction contractor installed major new drainage and sanitary sewers in Atlantic Avenue, Elm Street, and for most of the length of the Transitway.

- **Milling & Resurfacing of Bradley Runway 6-24, Bradley International Airport, Windsor Locks, CT** - Served as Chief Inspector for this $17 million runway resurfacing project in Windsor Locks. The project involved constructing new utility trenches under the runway, and refurbishing and rewiring all runway lighting and signage. Specific contractor operations that were inspected: Installation and maintenance of erosion and sedimentation control systems; Trenching for storm water, portable water, and sanitary sewer pipes, pipe placement, and trench backfilling; Installation of conduit, wires and runway light fixtures; milling, paving, grooving and pavement marking for runways and taxiways.

- **I-95 Reconstruction, Bridgeport, CT** – Served as Senior Inspector for the I-95 Reconstruction in Bridgeport involving the replacement/rehabilitation of several major bridges as well as roadway, civil and environmental tasks. The primary structure on the project, carrying I-95 over Bridgeport Harbor and Metro-North Commuter rail, was a multi-span composite girder with a light weight concrete deck. The reconstruction of the substructure utilized the existing bents as well as the construction of additional piers seated on piles driven into bedrock. All pier caps were constructed from class '50' concrete and post tensioned. As Senior Inspector, he was involved in all facets of field inspection and related office work for bridge rehabilitation/replacement projects.

- **Replacement of Amtrak Bridge No. 00340 over Route 1, Branford, CT** - Served as Senior Inspector for the replacement of Amtrak railroad bridge number 00340 over Route 1 in involving approximately 4,400 ft. of Amtrak line construction as well as 2,850 ft. of Route 1 (West Main St.) reconstruction. Project scope involved jacking a 54 in. diameter R.C. pipe under the railroad and installation of an 8 ft. by 3 ft. pre-cast concrete box culvert under Route 1. The Route 1 work required relocation of water, gas, storm and sanitary sewers, and telephone and electrical ductbanks.

- **Replacement of Amtrak Bridge over Route 372, Berlin, CT** – Served as Chief Inspector for the replacement of Amtrak Bridge number 1620 over Route 372 in Berlin. The new structure comprised of a precast concrete/steel composite superstructure built on new foundations including production piles driven into bedrock. All substructure concrete on the project utilized form liners to give the appearance of a masonry structure. Major features of this project were railroad track alignment improvement, bridge replacement, and reconstruction of roadways. Ancillary construction included a stormwater pump station and Amtrak station improvements.

- **Resurfacing Bridge & Safety Improvements, Route 8, Trumbull, CT** – Served as Senior Construction Inspector on Route 8 in Trumbull and Shelton. The Route 8 project was a "Superpave" project and required extensive coordination and supervision of the contractor to insure proper placement, compaction and control of materials.

AI Engineers, Inc.

JOHN DOLDE, NICET IV
Senior Inspector

Education:

- BS, Environmental Science, Eastern Connecticut State University, 1979

Professional Licenses and Certifications:

- NICET IV
- NETTCP Certified:
  - Concrete Inspector
  - Hot Mix Asphalt Inspector

Training:

- ACI, Field Testing Technician
- Metro-North Safety Training
- Amtrak Safety Course
- OSHA 10 hr. General Industry Outreach

Years of Experience:

- Total Experience: 28 Years

Mr. Dolde has over 28 years of experience in the areas of construction engineering and inspection consisting of civil/site, environmental compliance and survey for major highway/roadway, transportation, and infrastructure projects. He has a tremendous depth of experience with construction policies and procedures both in the field and office engineering work. Mr. Dolde is NETTCP and ATSSA certified. He has been involved in many projects where he led the inspection team in environmental compliance, highway construction, maintenance and protection of traffic.

Mr. Dolde has inspected construction sites and reviewed contract plans and specifications in order to properly observe contractor activities and ensured compliance with the contract documents. He has also overseen the regulated contaminated and hazardous material storage, testing disposal including proper documentation including manifesting on several projects. Mr. Dolde is well versed in project documentation as well as scheduling for large and complex projects. His recent project experience includes:

- **CTfastrak, Contract #1, New Britain, CT** – Serving as Chief Inspector for this project involving 2,000 ft of Rte. 72 on and off ramp relocation, 800 ft of secondary roadway reconstruction, 1,000 ft of combined busway and multi-use trail, a new 700 ft, 5 span bridge and a new bus station. Duties include supervision of Field Inspectors covering demolition, drainage, temporary structures, pile foundations, retaining walls with ground anchors, bridge construction, embankments, signalized intersections, illumination, controlled materials handling, environmental controls, maintenance and protection of traffic, staged construction and building construction. Existing site required the removal, relocation and support of existing underground gas mains, water mains, telecommunication ducts and electrical structures as well as storm and sanitary systems. Maintained daily reporting, payment estimates, materials testing records and change order tracking.

- **Replacement of Amtrak Bridge over Route 372, Berlin, CT** – Served as Chief Inspector for the Replacement of Amtrak Bridge on Route 372 in Berlin. The new structure is comprised of a precast concrete/steel composite superstructure built on new foundations including production piles driven into bedrock. All substructure concrete on the project utilized form liners to give the appearance of a masonry structure. Major features of this $12 million project were railroad track alignment improvement, bridge replacement, and reconstruction of roadways. Ancillary construction included a stormwater pump station and Amtrak rail station improvements.

- **Stamford Bus Garage, Stamford, CT** – Served as Chief Inspector for the rehabilitation of the Stamford Administrative Building and the addition of a 50,000 SF Bus Garage and 18,000 SF Bus Maintenance Facility. The work included drainage, underground utilities, tank removals, contaminated soil remediation, mechanical, plumbing, electrical, fluid management, fire protection, maintenance equipment installation, lighting, communication and security system. Most work

was accomplished with stage construction and while maintaining occupied areas.

- **Stamford Urban Transitway, Phase I, Stamford, CT -** Served as Chief Inspector for this new roadway construction and bus station project. The project involved new bus stations, pavement, utilities, new drainage, new retaining walls/structures, and environmental site remediation. Mr. Dolde was responsible for construction inspection and project record keeping.

- **Metro-North New Haven Rail Yard Improvements, New Haven, CT –** Served as Senior Construction Inspector for the inspection of a high retaining wall within the railroad ROW, miscellaneous drainage, catenary foundation and structure/civil related work including dewatering, water treatment and handling contaminated materials. Also served as survey instrument man for layout and as-builts.

- **Milling & Resurfacing of Bradley Runway 6-24, Bradley Int'l Airport, Windsor Locks, CT** – Served as Senior Inspector for this $17 million runway resurfacing project. The project included constructing new utility trenches under the runway, and refurbishing and rewiring all runway lighting and signage.

- **Division Street Reconstruction, Ansonia, CT** - Served as Senior Inspector for this project involving the construction of a Precast Doublewall Retaining Wall on the South Side to accommodate the abrupt grade change generated by the vertical realignment. New drainage was installed along with new pavement base and finish course. Existing utilities had to be relocated that were in conflict with the new work, underground water, sanitary sewer and gas lines plus above ground telephone, electrical and cable.

- **Route 8, Waterbury, CT** - Inspection of containment systems, blasting, hazardous waste disposal and painting of nine bridges while insuring worker health and safety. Work included working in the vicinity of RR tracks (Metro-North Waterbury Branch).

- **Northeast Utilities, Glenbrook Cables Underground Transmission Line Installation, Darien, Stamford, CT –** Served as a Construction Inspector and performed surveying, test pits and ConnDOT inspection of roadway restoration and traffic safety.

- **Bradley International Airport Expansion Project Winsor Locks, CT -** Served as Senior Construction Engineer. Responsibilities included construction supervision/ administration services for Airside Apron and "Taxiway S" construction. Work included demolition of the existing concrete pavement; installation of a new dual drainage system with valves for recycling glycol during winter seasons; installation of new electrical and communications duct banks and structures; installation of sanitary sewers; and grading, paving and joint sealing.

- **Resurfacing Bridge & Safety Improvements on I-395, Montville, CT –** Served as Assistant Chief Inspector for the resurfacing, bridge and safety improvements in I-395 in Montville. The project was 3.6 miles in length with over 35,000 tons of Superpave, and had a construction cost of $5 million.

- **I-291 Interchange, Windsor, CT** - Inspected retaining wall, box culvert and bridge construction. He inspected bridge painting and performed environmental inspection and surveying.

- **I-84 Reconstruction, CT** - Roadway and bridge project. Inspected drainage, earthwork, retaining walls, bridges and roadway items. Conducted material testing, surveying and record keeping.

AI Engineers, Inc.

MAJID WASI, NICET III
Senior Inspector

Education:

- MS, Civil Engineering, Wayne State University, Detroit, Michigan, 2003
- BS, Civil Engineering, NED University of Karachi, Pakistan, 2001

Professional Licenses and Certifications:

- NICET III

Training

- Attended 8 hours class for Web Base Project Management Program "Autodesk Constructware" in MTA Facility, 2010
- Attended 16 hours training class for QA/QC in MTA Facility, 2010
- RSO & Operator Course for use of Nuclear Moisture/Density Equipment, 2008
- Computer Skills include: MS Excel, Word, Word Perfect, Lotus 123, MS Project, Primavera, HCS2000, Synchro, Passer II

Years of Experience:

- Total Experience: 7 Years

Mr. Wasi has over 7 years of experience in construction inspection, design and drafting having worked on a number of NYSDOT, ConnDOT, MBTA projects. His field inspection experience involves working on projects that have included significant utility construction such as installation of underground transmission lines for Northeast Utilities on a 9 mile stretch of Route 1. His projects of note include the following:

- **Construction Engineer/Inspector, Sam Schwartz LLC, New York, NY** - Project/ Civil Engineer, as a consultant for NYSDOT, managed and supervised State Highway construction and paving projects. Responsibilities included:
  - Managing and supervising site construction activities, trench excavation, shoring work.
  - Checking and implementing safety procedures, MPT, barricade, fences etc.
  - Supervision of milling and paving of State Roadways included in the project scopes
  - Coordinating pre-construction meetings and site meetings with Resident Engineer and clients for conflicting issues and future decisions regarding to the project.
  - Implementing quality control of materials, obtaining all necessary material samples and conducting all necessary material tests as required per NYSDOT.
  - Reviewing drawings necessary for changes to meet actual field conditions.
  - Preparing project progress report for Resident Engineer.
  - Maintaining project paperwork including daily inspection reports, record keeping of materials, delivery tickets, and submission of the paperwork to authorities.

- **MTA JFK Bus Depot Upgrading Parking Lot Facility, Jamaica, NY –** Senior Construction Inspector for upgrading the parking lot facility of JFK Bus Depot - MTA (New York City Transit Authority). This project included the new pavement & striping of parking lot for MTA buses, new storm drainage system, electrical utilities, new power & lighting system, mechanically operated sliding gates, new chain-link fences and guard rails. Major responsibilities included monitoring site activity, including pavement excavation, construction of nine cast-in-place underground concrete detention tanks, cement and block retaining walls, pavement backfilling and hot mix asphalt paving. Inspection of all new underground electrical utilities, security guard booths, security gates, high mast light poles installation. Review Contract documents, plans and specifications to ensure contractor and site work complied with plans & specifications. Performed project documentation submittals, RFIs, Daily reports through web base project management system "Autodesk Construct-ware". Reviewed and forwarded all submittal packages including shop drawings and RFI'S to designer for approval. Expedited all approved submittals back to contractor to improve fabrication.

- **Replacement of Five New Haven Line Substations, Various Towns, CT** – Serving as Construction Inspector for the replacement of five New Haven Line Substations. This project involves significant installation and relocation of various

utilities including gas, sewer and water. At each location, there are underground duct banks both in the substation area and extending out to the tracks. These have 2 to 20 conduits and are up to 4ft. wide by 5ft. deep. As such the project involves extensive earthwork due to underground utility installation/relocation throughout the sites.

- **Northeast Utilities Glenbrook Cables, Norwalk, Darien & Stamford; CT** – Construction Inspector for this project which involved the installation of underground transmission lines on a 9 mile stretch of State Highway Route 1. Responsibilities included implementation of proper traffic pattern, supervision of excavation and backfilling work according to ConnDOT standards and specifications, supervision and management of permanent restoration of state roadway according to DOT standards. Performed nuclear density test on final overlay.

- **Bradley International Airport Expansion Project, Windsor Locks, CT** - Involved in Construction Supervision/Administration Services for 2 mile long runway pavement, "Taxiway S." The project involved constructing new utility trenches under the runway, and refurbishing and rewiring all runway lighting and signage. Specific contractor operations that were inspected: Installation and maintenance of erosion and sedimentation control systems; Trenching for storm water, portable water, and sanitary sewer pipes, pipe placement, and trench backfilling; Installation of conduit, wires and runway light fixtures; milling, paving, grooving and pavement marking for runways and taxiways. Supervised milling operation of the existing pavement, checking grades, joint sealing of cracks. Supervised paving operation which was done with 25' wide paver, checked cross slopes. Performed office engineering and managed delivery tickets, determined asphalt tonnage on daily basis, and performed calculations for core samples.

AI Engineers, Inc.

ALBERT GRENON, NICET IV
Office Engineer/Sr. Inspector

Education:
- AS, Civil Engineering, Hartford State Technical College, 1970

Professional Licenses and Certifications:
- NICET IV
- NETTCP Certified:
  - Hot Mix Asphalt Paving
  - Concrete Inspector
  - Soils & Aggregate Inspector

Training:
- ATTSA Traffic Control Inspector
- HAZWOPER – 40 Hour Training

Years of Experience:
- Total Experience: 40 Years

Mr. Grenon has over 40 years of diverse experience in construction engineering and inspection of transportation infrastructure projects involving highway/roadway reconstruction. He has worked on numerous projects as an Office Engineer and is therefore fully familiar with all policies and procedures. Mr. Grenon oversees all office operations on projects including the record keeping of cost-plus and extra work, testing requirements, the setting up and maintaining the record keeping system, and writing change orders. His relevant experience includes:

- **School Improvement Project, New York, NY** - Field Superintendent for five projects totaling $6 million for the School Construction Authority in New York City. Project included the installation of 20 temporary classrooms, the exterior masonry reconstruction and modernization of one school. Responsible for all construction activities including site preparation, startup and contract administration.

- **Stamford Urban Transitway (SUT), Phase I, Stamford, CT** – Served as Office Engineer for this new roadway construction project in Stamford. The project involved new pavement, utilities, new drainage, new retaining walls/structures, and environmental site remediation.

- **Reconstruction of Route 113 & Installation of Runway Safety Improvements at Sikorsky Airport, Stratford, CT** – Serving as Office Engineer for this project involving for the reconstruction of Route 113 and the installation of runway safety improvements at Sikorsky Airport in Stratford, CT. The principal feature of the project is the resurfacing of the Runway 6-24 and extension of the runway some 500' northward. In addition, an Engineered Material Arresting System (EMAS) will be constructed at the northerly end and various taxiways will be relocated

- **Milling & Resurfacing of Bradley Runway 6-24, Bradley Int'l Airport, Windsor Locks, CT** – Senior Inspector for this $17 million runway resurfacing project. The project also included constructing new utility trenches under the runway, and refurbishing and rewiring all runway lighting and signage.

- **Reconstruction of Hollow Tree Ridge Road over I-95, Darien, CT** – Served as Chief Inspector for this reconstruction project. The project included the complete replacement of the superstructure of the bridge over I-95. Mr. Grenon maintained all record keeping and writing of change orders, testing, and working with ConnDOT's SiteManager system.

- **Stamford Bus Garage, Stamford, CT** – Served as Senior Inspector for the rehabilitation of the Stamford Administrative Building and the addition of a 50,000 square foot bus garage and 18,000 square foot bus maintenance facility. The work included drainage, underground utilities, tank removals, contaminated soil remediation, mechanical, plumbing, electrical, fluid management, fire protection, maintenance equipment installation, lighting, communication and security system. Most work was accomplished with stage construction and while maintaining

occupied areas.

- **Reconstruction of Amtrak Bridge No. 00340 over Route 1, Branford, CT -** Served as Office Engineer for this $70 million bridge replacement project. This project consisted of the complete reconstruction of the Amtrak Railroad bridge over Route 1 and reconstruction and widening of a 2,850' section of Route 1. Mr. Grenon is overseeing all office operations on project including the record keeping of over $3 million dollars of cost-plus and extra work, testing requirements, the setting up and maintaining the Volume 1, 3 and 4 Record keeping system, updating the site manager record keeping system, and writing change orders.

- **Rose Hill Avenue Bridge Replacement, City of Danbury, CT** – Chief Inspector overseeing and assisting in the construction for bridge replacement project including roadway safety improvement of collector road to meet current design standards that has public bus route. A detailed stage construction plan (six stages), maintenance and protection of traffic plan and detour plan was developed for this assignment. Significant involvement with utility coordination was required as all private utilities were relocated and a sanitary sewer and water main were designed. Provided documentation to deny contractor claims for extra work to design engineers and clients.

- **Combined Sewer Overflow Project, New Haven, CT -** Resident Project Representative for this $2 million project for the City of New Haven. This project included the installation of over 900-lf of 42" RCP sanitary sewer, 550-lf of which was installed using a jacking method. The installation and modification of several large underground structures that were location on and around an existing 54" brick trunk sewer line constructed in the late 1800's. To maintain the flow of the 54" sewer, a bypass pumping system that included 3-12" main pumps and 3-12" standby pumps were installed and maintained for over one month during construction activities around the existing 54" brick sewer. The construction of the junction chamber required the installation of steel sheeting to a depth of 30-feet, and the use of a power brace system for the trench wall support. Responsibilities included setting up and maintaining records using a computer record keeping system to oversee approximately $700,000 of time and material work.

- **Route 66 Widening & Reconstruction, Middlefield, CT** – Served as Office Engineer/Senior Inspector for a $15 million project for ConnDOT. The project included the complete reconstruction and widening of a 2-mile section of Route 66, a part of which goes through a section of the Higby Reservoir. Mr. Grenon was responsible for overseeing all record keeping using ConnDOT's SiteManager system. Mr. Grenon processed over $1 million of cost-plus work and oversaw a staff of 5 inspectors and testing personnel.

- **Marlborough Street Area Sewer Project, Portland, CT** – Resident Project Representative for this $1.6 million project for the Town of Portland. The project included the installation of 12,000-lf of 8" gravity sewer and 1,400-lf of 4" force main. The installation of the 8" main included trench evacuation in excess of 20-feet in depth in ledge and areas with a high water table. The majority of the project was within the flood plan of the Connecticut River. Maintenance of traffic was an important component of this project due to construction in the only access to five marinas along the Connecticut River during the busy summer months. Responsible for creating and maintaining a computer record keeping system to keep track of all construction activities and quantities of work.

- **Route 66 Widening and Railroad Bridge Replacement, Middletown, CT -** Chief Inspector for the $6 million widening of Route 66 and replacement of the railroad bridge for the Connecticut Department of Transportation. The project included drainage, utility relocation, widening this heavily traveled urban street and construction of a new 200-foot-long truss bridge for Connecticut Central Railroad. Responsibilities included inspection of drainage, earthwork, paving, retaining walls, managing contaminated materials, and project record keeping. Supervised a staff of 5 inspectors.

AI Engineers, Inc.

JOHN RUSSELL, NICET IV
Office Engineer/Sr. Inspector

Education:

- AS, Civil Engineering, Hartford State Technical College, 1981

Professional Licenses and Certifications:

- NICET IV
- ACI Concrete Field Testing Technician, Grade I
- NETTCP Certified:
  - HMAPI

Years of Experience:

- Total Experience: 30 Years

Mr. Russell has over 30 years of experience in various construction infrastructure projects in the Northeast/New England region which have included extensive highway, and roadway work. He has worked as an Office Engineer, Chief Inspector, Senior Inspector and as an Owner's Representative, with experience in project estimating, project engineering, planning, organizing, evaluating and completing various projects in a timely and complete manner. In his capacity as an Office Engineer, Mr. Russell maintains all record keeping and writing of change orders, testing, and works with SiteManager system. His duties have included field inspection, processing change orders, testing, quantity estimates, cost-plus record keeping, traffic coordination, and maintenance of detour routes. His experience includes:

- **Steelpointe Roadway Reconstruction, Bridgeport, CT** - Served as Chief Inspector on this project involving the reconstruction and modernization of urban minor arterial roadways. The work includes full-depth roadway reconstruction including sewer separation and sidewalk installation; utility relocation including gas, electric and telephone; and traffic signalization.

- **CT Airport Authority On-Call Civil Engineering, Windsor, CT** – Serving as Resident Engineer for an on-call engineering contract for which AI is currently providing construction administration and resident inspection services at Bradley International Airport for Project No. 165-478. This project involves the relocation of the Transportation Security Administration (TSA) to Terminal A, Concourse C. Construction activities include demolition and installation of existing partition walls and doors, installation of electrical, communications, mechanical and life safety systems, and interior finishes and furnishings.

- **Replacement of Five New Haven Line Substations, Various Towns, CT** – Serving as Office Engineer for the replacement of five New Haven Line Substations. The project includes the demolition of existing electrical traction substation facilities and related structures. The project also includes the construction of temporary and new substations and electrical delivery systems including underground and overhead utilities to convey power from the substations to the tracks as well as tie into existing facilities.

- **Elm Street Reconstruction, Enfield, CT** - Served as Senior Inspector for the reconstruction of Elm Street in Enfield, CT. Mr. Russell was involved in all aspects of construction including inspection, testing, quantity estimates, project correspondence, environmental compliance and overall project coordination.

- **Route 1 over the Norwalk River, Norwalk, CT** - Served as Senior Inspector where he was responsible for supervising field inspection operations, quantity estimates and project record keeping.

- **Division Street Reconstruction, Ansonia, CT** - Served as Senior Inspector for the reconstruction of Division Street in Ansonia, CT. Work required substantial

community liaison, heavy rock cutting, and drainage.

- **Stamford Bus facility, Stamford, CT** - Served as Senior Inspector for the construction of the Stamford Bus Facility in Stamford, CT. This project consisted of wash areas, bus Storage and other facilities. Items of work included building, roadway, and drainage, electrical, mechanical and plumbing. Work was performed in a very busy bus depot that was kept operational during this extension.

- **Munro Street Bridge Replacement, Winsted, CT** - Served as Senior Inspector for the replacement of Munro Street Bridge in Winsted, CT.

- **Resurfacing, Bridge and Safety Improvements on I-395 in Montville, CT** - Served as Senior Inspector for this project which involved resurfacing, safety improvement and bridge repair project along a highly traveled section of I-395 in the vicinity of the Mohegan Sun Casino area. It consisted of resurfacing a 3.69 mile Section of I-395 in Montville. Key project items included pavement structural repair, milling cleaning and adjusting catch basins, and guide rail changes including installation of RB-350 and MD-B 350 railing. Additionally, bridge numbers 3422, 262, 263, 264, and 265 required a range of deck rehabilitation work including deck repair, parapet modification, expansion joints and new bituminous overlays.

- **River Street and Spring Street Bridge Replacements** – Served as Senior Inspector for the River Street and Spring Street Bridge Replacements.

- **East Hartford Roadway Improvement, East Hartford, CT** – Served as Senior Inspector for the East Hartford Roadway Improvement in East Hartford, CT.

- **Adriaen's Landing Road and Bridge Project, Hartford, CT** – Served as Senior Inspector for the Adriaen's Landing Road and Bridge Project in Hartford, CT.

- **Greenwich Weigh and Safety Inspection Station, Greenwich, CT** – Served as Chief Inspector for the construction of the Greenwich Weigh and Safety Station.

AI Engineers, Inc.

MOHAMMED SAEED, NICET IV
Senior Inspector

Education:

- BS, Civil Engineering, University of MOSUL, Iraq, 1984

Professional Licenses and Certifications:

- NICET IV: Highway Construction
- NICET I: Bridge Safety Inspection
- NETTCP Certified:
  - Concrete Technician
  - HMAPI
  - SAI
  - CI
- ATSSA: Traffic Control Technician, Traffic Control Supervisor
- ACI Concrete Field Testing Technician, Grade I

Training:

OSHA Training

Years of Experience:

- Total Experience: 25 Years

Mr. Saeed has 25 years of experience in construction engineering and inspection consisting of civil/site, major highway/roadway, transportation, and infrastructure projects. He has a tremendous depth of experience with construction policies and procedures both in the field and office engineering work.

Mr. Saeed has inspected construction sites and reviewed contract plans and specifications in order to properly observe contractor activities and ensured compliance with the contract documents. Mr. Saeed has NETTCP certifications including Concrete Technician and Soils and Aggregate Inspector. He is well-versed in CPM Scheduling and is very familiar with construction inspection standards and procedures. His experience includes:

- **Stamford Urban Transitway (SUT) Phase II, Stamford, CT** - Serving as Senior Inspector for this $32 million new construction of a roadway link from I-95/U.S. Route 1 to the Stamford Transit Center within an urban environment requiring significant maintenance and protection of traffic. This project provides a median divided four lane roadway with bus stops, an HOV lane and bikeway, sidewalks, lighting, landscaping and interconnected signalized/information system.

- **Replacement of Five Bridges on the New Haven Rail Line, Bridgeport – Fairfield, CT –** Served as Senior Inspector providing construction engineering and inspection on a highly complex project with six categories of work. The categories include replacement of overhead wires, reconstruction of Fairfield Avenue Bridge and roadway, and replacement of Main Street Bridge. As part of this assignment, he also provided construction inspection for rehabilitation of three additional bridges on the New Haven line of Metro-North Railroad. Mr. Saeed was involved with the inspection of major work item details including drilling caisson foundations, repairing to existing steel structures with foundations, erection of new steel, removal and replacement of superstructure and substructure, demolition of existing steel bridge decks and masonry abutments, installation of new foundations supported by micro-piles, ground anchor tie-backs, temporary solder pile and lagging installation/removal, temporary sheet-piles, erection of new steel decks, extensive storm and sanitary sewer drainage work, elevation modifications to Fairfield Avenue under the railroad bridge and matching into interstate I-95 SB off-ramp, milling/paving and maintenance of traffic control and public safety protocol. Mr. Saeed's management responsibilities included delegating work to inspectors and ensuring all contractor work was completed in compliance with the contract plans and specs. He attended regular progress meetings and reviewed inspector's daily reports, calculations and payment assessment, assurance of material testing per DOT requirements. Mr. Saeed was also responsible for maintaining project records following the guidelines set in the ConnDOT Construction Manual and reviewing SiteManager entries as required by ConnDOT and preparing monthly progress reports.

- **Replacement of Amtrak Bridge 124.09 over Thames River, New London, CT –** Served as Senior Inspector providing construction inspection services for the replacement of the Bascule movable span of the Thames River Bridge on Amtrak's northeast corridor in Groton/New London CT. His field inspection duties included railroad communication and signal related submarine cabling; removal and replacement of existing timber fender system; and installation of cofferdam, caisson sheet piles, drives and grouts 8-36" and 8-48" casing pipe piles. Mr. Saeed was responsible for monitoring PDA and CAPWAP test as well as boring and sampling. As part of this assignment, he provided construction inspection for the relocation and rehabilitation of the existing control house; the expansion and strengthening of the two river channel piers; the construction of a new generator building; and the drilling of holes and aggressive permeation grouting program the was necessary due to pier movement. Mr. Saeed was responsible for monitoring construction activities through progress photos, videos and daily IR reports. He also assisted the Office Engineer on this assignment with pending change orders in addition to uploading of documents into Amtrak's EDMS system, Primavera expedition.

- **Rehabilitation of RR Bridges and Station, Greenwich, CT** – Served as Catenary Inspector for the rehabilitation of Arch Street, Hamilton Street and North Water Street Bridges, Greenwich Station Modifications, replacement of Section-A Catenary, 24 track miles of catenary electrical system, communications, signals along with Interlocking modifications, from structure 236 to 356, Stamford, CT to Port Chester, New York. Mr. Saeed's inspection responsibilities included field inspection of auto-tensioned catenary system, structural and miscellaneous steel erection, steel repairs along with catenary foundation repairs, traffic and signal work of Arch Street intersections, mast arms, conduits trenching and backfilling, traffic control cabinets, manholes, catch basins, concrete and PVC pipes, precast junction boxes, lighting, and power of Greenwich Station. He was also tasked with ensuring the contractor complied with safety standards. Mr. Saeed's administrative duties included reviewing engineering calculations and computations and maintaining daily records and reports. He also assisted the management team with other assignment tasks which included creating computer reports in excel to maintain payments on various contract bid items and assistance in finalizing and the close out of catenary items.

- **Widening & Replacement of I-95 Bridges, Stamford to Darien, CT** – Served as Construction Inspector for the widening and replacement of bridges on I-95. This project included the milling and paving of interstate I-95 both NB & SB lanes from Exit 9 to Exit 7 including Exit 8 off ramp, and a Connecticut rest area. Mr. Saeed's duties included performing field inspections, civil and electrical work inspection for excavation, footing, sheet piling, abutments, retaining walls, girder, deck, parapet, drainage structure, embankment, pervious structure, sub-base, pole, conduit, signal and lightening, concrete, bituminous concrete.

AI Engineers, Inc.

MAURICE LeBLANC, NICET IV
Senior Inspector

Education:

- AS, Manufacturing Engineering, Waterbury State Technical College, Waterbury, CT
- AS, Computer Science, Hartford Technical College, Hartford, CT

Professional Licenses and Certifications:

- NI CET Level IV - Highway Construction
- NETTCP Certified:
  - HMA Inspector
  - Concrete Technician
- ACI Concrete Field Testing Technician – Grade 1
- Highway Survey, Level II

Professional Associations:

- ASCE

Years of Experience:

- Total Experience: 40 Years

Mr. LeBlanc has over 40 years in construction inspection. His project experience includes highway and bridge construction projects most of which utilized the ConnDOT Construction Management Reporting System and the four book system. Mr. LeBlanc has extensive knowledge and is well-experienced in all Policies and Procedures and Construction Manual. His experience includes:

- **Steelpointe Roadway Reconstruction, Bridgeport, CT** - Serving as Chief Inspector on this project involving the reconstruction and modernization of urban minor arterial roadways. The work includes full-depth roadway reconstruction including sewer separation and sidewalk installation; utility relocation including gas, electric and telephone; and traffic signalization.

- **Contract C-1, CDOT Project No. 43-122, New Haven, East Haven, and Branford, CT** – Served as Construction Inspector for this contract which included I-95 New Haven, East Haven and Branford construction inspection and rehabilitation of three bridges and the reconstruction of Route One, Frontage Road as well as the reconstruction of I-95 over Tuttle Brook to install 73 meters of box culvert.

- **I-95 Reconstruction Program in Bridgeport, CT** - Provided construction inspection for this $106 million project, which encompassed the reconstruction of seven bridges, nine retaining walls, and relocation of utilities and drainage. Project experience also included responsibility for all 7 new drainage systems, which service both I-95 and local roads. Also responsible for all roadway development improvements and the paving of I-95 and the local roads.

- **Rehabilitation of Roadway and Bridges, I-95 Bridgeport/Stratford, CT & I-91 Route 20 Connector, Windsor/Windsor Locks, CT** - Responsible for the inspection of seven bridges, 1+ miles of roadway, field changes to bridge design, ensuring adequate measures to protect workers and the public during all construction phases to traffic control; these responsibilities extended to night operations as they occurred. Also, I-91 Route 20 connector in Windsor/Windsor Locks Roadway and Bridge construction.

- **Resurfacing & Safety Improvements to Route 8, Torrington, CT** - Responsible for the inspection of roadway and bridge rehabilitation, safety improvements in rock and steep slope areas, research with CDOT to provide cross-sections, vertical and horizontal control to the Contractor and providing the State and Contractor with as-built finals of revised slope area.

- **Reconstruction of I-84, Manchester, CT and Resurfacing of I-91 Enfield, CT** - These projects required the following survey inspection duties: roadway, line and grade from subgrade to final pavement, bridge inspection, elevation grades on bridge seat, and haunch grades. Layout of T/L and N/A lines, wetland relocation, monitoring of creep movement problems following construction.

AI Engineers, Inc.

ERIC BIEGEN, NICET III
Senior Inspector

Education:

- Civil Engineering Program, University of Massachusetts (Completed 2 years of credits)

Professional Licenses and Certifications:

- NICET III

Years of Experience:

- Total Experience: 9 Years

Mr. Biegen has over 9 years of construction engineering and inspection experience on various transportation and infrastructure projects which have involved significant earthwork due to related utility installations such as gas mains, water mains, sewer and drainage work. He is very familiar with daily construction documentation, subcontractor/vendor/specialty trade coordination, which included significant utility construction trenching and backfilling and environmental compliance. His recent experience includes the following projects:

- **Easton Senior Center Renovation, Easton, CT -** Served as Superintendent for the complete interior renovation and conversion of the former Staples Elementary School into a new Senior Center. Work consisted of completely gutting out the space including half the roofing system. Installed a new chilled water AC system along with upgrading the existing plumbing, steam heating and HVAC systems. This work was done in conjunction with the complete interior fit-out of the new 12,850 SF Easton Senior Center portion of the existing complex. Work was done while keeping the existing lower level senior center in full operation.

- **City of Bridgeport Parenting Center, Bridgeport, CT -** Served as Superintendent for the complete interior renovation and conversion of a former auto restoration garage into a new Bridgeport Public Schools, Parent Center. Work consisted of completely gutting out the space. Installed a new dual roof top HVAC system, along with upgrading the existing plumbing, and electrical systems. The scope of work also included adding a second floor partial mezzanine along with a new elevator, redesigning and engineering the Site design, Plumbing, HVAC and Electrical systems.

- **Stamford Urban Transitway, Phase I, Stamford, CT -** Served as Construction Inspector for this project. The project involved the construction of a two mile, four lane urban arterial roadway to service the Stamford Transportation Center. Mr. Biegen provided construction inspection services that included trenching and installation of storm water and sanitary sewers, water and gas mains, underground electrical, cable and telephone facilities. Other construction operations he inspected included water handling, erosion/sedimentation controls, traffic maintenance, earthworks, concrete sidewalk and curbing installation, bus shelter installation, processed aggregate and bituminous pavement for roadways and bike paths, traffic signal systems, and landscaping.

- **Replacement of Five New Haven Line Substations, Various Towns, CT** - Serving as Construction Inspector for the replacement of five New Haven Line Substations. The project includes the demolition of existing electrical traction substation facilities and related structures. The project also includes the construction of temporary and new substations and electrical delivery systems including underground and overhead facilities to convey power from the substations to the tracks as well as tie into existing facilities. Key construction tasks are civil/foundation, structural duct banks, site work and overhead structures.

- **Renovation of Gray Cancer Center, UConn, Farmington, CT -** Served as Inspector on this entrance relocation project, the UCIC project created an access to the Gray Cancer Center (GCC) from the main entrance. Originally, patients of the GCC utilized an entirely separate access from the outside of the building. The project entailed rehabbing a cement-floored hallway containing payphones by constructing offices and opening a wall to bridge access from the main entrance to the GCC.

- **East Hartford Roadway Rehabilitation, East Hartford, CT –** Served as materials specialist for this multiphase roadway resurfacing project. He was in charge of all HMA density testing, material sampling, concrete temperature/ air / slump / cylinder testing, roadway inspection, as well as providing official documentation to the town and the DOT as part of project close out. He was responsible for material certificate processing, certified labor wage checks, and progress payments. The project consisted of milling, full depth patching, rubberized crack sealing, cleaning and repairing existing drainage systems, installing ADA ramps at intersections, and pavement resurfacing.

AI Engineers, Inc.

KYLE WATTERWORTH, NICET III
Senior Inspector

Education:
- BS, Architectural Engineering Tech,, Wentworth Institute of Technology, MA, 2003

Professional Licenses and Certifications:
- NICET III
- NETTCP Certified:
  - HMAPI
  - SAI
  - CI & CT

Professional Associations:
- ASCE

Training
- ATSSA Traffic Control Supervisor
- OSHA 10 Hr.
- Q/C Resource - Troxler Nuclear Density Gauge
- APNGA

Years of Experience:
- Total Experience: 7 Years

Mr. Watterworth has over 7 years of construction engineering and inspection experience on projects involving gas pipeline expansion, excavation and installation. These projects involved monitoring construction activities of trench excavation and preparation, pipe hauling, pipe lowering-in, padding, backfill, compaction, utility clearances, trench restoration, etc. On these utility installation projects Mr. Watterworth has not only inspected the construction progress but also has ensured that procedures and materials comply with specifications; assure conformance with the utility company's requirements and acceptable workmanship. Mr. Watterworth is certified by NICET and NETTCP. His training and experience on prior utility field inspection projects makes him extremely qualified to perform any such inspection with quality and safety. His projects of note include:

- **CTfastrak, Contract #1, New Britain, CT** - Serving as Construction Inspector for Contract #1 which consists of the construction of a designated Busway from Main Street to Stanley Street in New Britain.

- **Town of Enfield, Intersection of Post Office/Raffia/Simon Road to intersection of Town Farm/Abbe Road, Enfield, CT** - Performing inspections for all ongoing activities for the DPW of Enfield, of approx. 1.5 miles of roadway. The project included full depth pavement reconstruction; widening of bridge No. 3944 over the Scantic River, installation of riprap for scour protection of the abutments, control and removal of invasive vegetation; construction of a 10 foot wide bikeway along the length of the project; replacement of an existing water main; new drainage system, curbing and landscaping. In charge of MP&T & coordinating detours/work areas with Enfield Police Officers.

- **ConnDOT SR 15 Merritt Parkway Trumbull-Fairfield Reconstruction, Trumbull-Fairfield, CT** - Performed inspections for all ongoing activities for the Connecticut Department of Transportation (ConnDOT) reconstruction of 9 miles of State Route 15 (SR 15). The project included shoulder and median reconstruction, roadway milling and paving, clearing and grubbing of overgrowth, rebuilding two bridges, guide rail installation, and new storm drainage. Completed daily reports and took pictures as needed. In charge of MP&T & coordinated State Police Trooper.

- **Amtrak Replacement of the Niantic River Bridge, Niantic, CT** – Served as Field Inspector for this $75 million Bascule Bridge replacement project. The project consisted of a new Bascule Bridge 58 feet south of the existing railroad, track along both the West and East Approaches to the bridge must be realigned.

- **Iroquis Gas Transmission System Brookfield Excavation, Brookfield, CT** - Supervised scheduling and site work modifications for the construction of two compressor station buildings for a gas pipeline expansion pipeline excavation project in Brookfield, CT. In addition, completed daily reports and attended weekly site meetings. The scope of work consisted of the installation of roadway, retaining wall, and guide rails; clearing and grubbing of the site; 10,000-plus cubic yards of fill to

bring the site up to grade (+8 feet), installation of curtain drains and catch basins; installation of silt fencing and erosion control mats; and hydro-seeding.

- **Iroquis Gas Transmission System Milford, Milford, CT** - Conducted inspections of civil and steel work on-site for the construction of two compressor station buildings for a gas pipeline expansion in Milford, CT. Also, monitored the schedule, managed site work modifications, completed daily reports, and attended weekly site meetings.

- **Baker Residential – The Villages at Timber Oaks, Danbury/Bethel, CT** - Performed inspections of masonry block retaining walls and framing inspections of approximately 50 condominiums at a residential development in Bethel, CT.

- **Jesse P. Sanford Boys & Girls Club of Redding, Redding, CT** - Conducted inspections of masonry block retaining walls, sanitary sewer lines and maintenance holes at a youth center in Redding, CT.

- **CL&P Glennbrook Cables, Stamford-Darien-Norwalk, CT** - Performed inspections of excavation, conduit, fluidized thermal backfill (FTB), and concrete placement and installations for duct banks on Connecticut Department of Transportation (ConnDOT) roads for a Connecticut Light and Power (CL&P) project to install 8.7 miles of underground 115kV electric transmission lines from Stamford through Darien to Norwalk.

- **CL&P Wilton-Norwalk, Wilton-Norwalk, CT** - Conducted duct bank inspections for contaminated soils on Connecticut Department of Transportation (ConnDOT) roads for a Connecticut Light and Power (CL&P) line project. Also, sampled soils for polychlorinated biphenyls (PCBs) and other hazardous materials, and tested frac tanks for groundwater contamination. He also monitored frac tank disposal into storm sewers.

BACKGROUND

Mr. Yhap is an experienced civil construction inspector with over 20 years of inspection experience with the NYCDOT, MTA-TBTA and CONNDOT. Mr. Yhap is a NICET IV Highway Construction Inspector and ICC Structural Masonry, Steel and Bolting Special Inspector certified. In addition, he has construction inspection experience on long span suspension bridge cables and suspender ropes.

PROFESSIONAL EXPERIENCE

Construction Inspector, ConnDOT CSO 2183, Project No. 0172-0412 & 0172-0413, Construction Inspection Services (Road, Bridge, Aviation) Pavement Marking, CT

This project consists of installation of Epoxy Resin Pavement Markings on Interstate Routes in the same locations as the existing epoxy resin pavement markings, except when indicated otherwise in the contract documents or by the Engineer in Various Towns in District 2. The new pavement markings to be installed will differ from the existing pavement markings, per the contract plans for the updated pavement markings. As an inspector, his assignment is to inspect all contractors work and ensure conformity with the ConnDOT's plans and specification for the duration of the project. Some of his assignment also includes maintenance and protection of traffic during project activities. All records are been kept in accordance with the Manual of Uniform Record Keeping (MURK).

Chief Inspector, NYCDEP NC-CM3, CM Services for Newtown Creek Wastewater Plant, Brooklyn, NY

Provided construction management services which included project management, resident engineering inspection services, project operation services, subcontracted expert services and other direct costs and supplemental services for inspection of the Newtown Creek Wastewater Pollution Control Plant South Battery and Residuals Building in Brooklyn.

Chief Inspector, NYCDEP NC-47, CM Services for South Battery Reconstruction and South Control Building, New York, NY

This reconstruction project involved the demolition of block walls installed in the tanks under the interim upgrade to simulate step feed flow and demolition of tank walls where the new detritor grit facilities and a new common channel upstream of the aeration tanks will be constructed. Inspected the complete replacement of tank equipment, piping and auxiliary systems which was included in the reconstruction. The existing South Control Building was originally slated for demolition, including construction of a completely new South Control Building.

Chief Inspector, MTA-TBTA, Throgs Neck Bridge, Bronx and Queens, NY

The project included reconstruction of the main cable and suspender rope investigation, structural steel repairs, painting and catwalk replacement of the Throgs Neck Bridge.

Senior Inspector, Various Projects, New York, NY

- **NYCDOT**: Construction Inspection for replacement of Shore Road Circle Bridge over Amtrak, Bronx, NY
- **NYSDOT**: Construction Inspection of installation of Intelligent Transportation System (ITS) improvements on the Bronx River Parkway and the Hutchinson River Parkway, Bronx, NY.
- **NYCDOT**: Rehabilitation inspection of the Brooklyn Tower Esplanade of the Brooklyn Bridge spanning the East River between the boroughs of Manhattan and Brooklyn, NY.

- **NYCDOT**: Rehabilitation Inspection of the Gun Hill Bridge over Metro North Railroad, Bronx, NY
- **NYCDOT**: Rehabilitation inspection of the Cross Bay Boulevard Bridge over Conduit Bo, Queens, NY.
- **NYCDOT**: Rehabilitation Inspection of the Guy R. Brewer Boulevard Bridge over Belt System Southern Parkway, Queens, NY.

Senior Inspector / Inspector, Various Bridge Inspection Projects, New York, NY

- **NYCDOT**: Reconstruction inspection of the Flatbush Avenue Bridge over the belt Parkway, Brooklyn, NY.
- **NYSDOT**: Construction inspection of asphalt concrete, milling and resurfacing on various routes, Westchester, NY
- **NYSDOT**: Construction inspection of asphalt concrete, milling and resurfacing on various routes, Putnam and Dutchess Counties, NY.
- **NYSDOT**: Construction inspection of sign structure installation of the Major Deegan Expressway, Bronx, NY.
- **NYSDOT**: Construction inspection of sign structure installation on I-295, I-695 and 907-F, Bronx, NY.
- **NJHA**: Construction inspection of the Garden State Parkway Bridge repair, Monmouth County, NJ.
- **MISC**: Topographic surveying of several projects in NY and NJ.
- **NYSDOT**: Construction inspection of guide rail, overhead signs and landscaping improvements on Routes I-278/R-440, Staten Island, NY,
- **NYCDOT**: Reconstruction inspection of the Melrose Avenue viaduct over Conrail, Bronx, NY

Assistant Team Leader / Senior Inspector / Inspector, Various Bridge and Roadway Projects, New York, NY

- **MTA-TBTA**: Main cable inspection of the Verrazano Narrows Bridge spanning the Narrows, Brooklyn and Staten Island, NY.
- **NYSDOT**: Biennial inspection of bridges, including the I76 span Bruckner Expressway viaduct and the 72 span Major Deegan Expressway viaduct, Bronx, NY
- **NJDOT**: Construction inspection of highway lighting routes 440 and 287, Middlesex, NJ.
- **NJDOT**: Construction inspection of milling, resurfacing, and shoulder reconstruction of route 27, NJ.
- **NYCDOT**: Bridge component rehabilitation inspection of the 145 street bridges, Brooklyn, NY.
- **NJDOT**: Construction inspection of Route 9 resurfacing and median guide rails, Middlesex, NJ.

Assistant Team Leader/Inspection, Various Biennial and Bridge Inspection Projects, New York, NY

- **PANYNJ**: Report writing for biennial inspection of three bridges at LaGuardia Airport in Queens.
- **MTA-TBTA**: Biennial inspection of the Throgs Neck Bridge spanning the East River between the boroughs of Queens and Bronx.
- **NYCDOT**: Construction inspection of resurfacing, pedestrian ramps, sidewalks and curbs.
- **NYCDOT**: In depth inspection of the Flatbush Avenue Bridge over Belt

Parkway in Brooklyn.

- **NYCDOT**: In depth inspection of Route 209 Bridge (single span steel pony truss) over Vernooy Kill Creek in Ulster County, NY.
- **NYCDOT**: In depth inspection of the Cropsey Avenue Bridge (double leafed bascule) Island Creek and Bank Street Viaduct over an abandoned railroad in Brooklyn, NY.
- **NYSDOT**: Biennial inspection of the Long Island Bridges in Nassau and Suffolk Counties.
- **NYSDOT**: Biennial inspection of bridges in the Bronx, Manhattan and Staten Island.

EDUCATION

Civil Engineering
New York City Technical College, Brooklyn, NY

CERTIFICATION

Highway Construction Inspection Level IV – NICET, 4/20163
Structural Masonry Special Inspector – ICC, 3/2011
Structural Steel and Bolting Special Inspector – ICC, 1/2010
Concrete Construction Special Inspector – ACI, 10/2009
Supported Scaffold User Certification – ASC, 8/2009
Safety and Security Training – AMTRAK, 8/2008
Concrete Field Testing Technician – ACI, 7/2008
10 Hours OSHA Training Course – LIRO, 5/2008
Field Fixes - Solutions and Preventions – AISC, 11/2003
Fundamentals of Post-Tensioned Foundations– PTI, 8/2003
Fundamentals of Fastening Technology and Bolted Joint Design – CLEMSON UNIVERSITY,10/2009
Concrete Repair Basics – ACI, 10/1997
Structural Welding and Specifications – SSTC, 4/1997
Bridge Inspection Level III – NICET, 4/1992
Inspection of Portland Cement Concrete Course – NYCDOT, 4/1992
Quality Requirement for Steel Structures – SSTC, 10/1990
Bridge Inspection, Evaluation and Rehabilitation – ASCE, 3/1990
Methods of Bridge Inspection – NYSDOT, 11/1988

PROFESSIONAL MEMBERSHIP

Member, American Welding Society
Member, American Society of Certified Engineering Technicians

BACKGROUND

Mr. Raitelu has over nine years of experience in construction inspection services on bridge and highway projects. He has overseen bridge deck replacement, steel repair and installation and painting, paint removal operation, utilities installation and relocation, lighting, drainage, precast concrete and MPT for large and complex projects. His duties have included supervision, coordination, ensuring conformance with contract plans and specifications, preparing as-built drawings measuring quantities, and monitoring contractors operations.

PROFESSIONAL EXPERIENCE

Construction Inspection, Nassau County Public Works, Eisenhower Park Merrick Avenue and Hempstead Turnpike, Long Island, NY
The project involved the removal of existing sidewalk and placing new 10ft width asphalt bike path, stripping using epoxy paint, installation of 6ft high Vinyl Clad Chain-link fence, concrete mow-strips, relocation of the underground utilities and coordination with LIPA and National Grid.

Construction Inspection, Nassau County Public Works, North Merrick between Camp Avenue and Henry Road, Long Island, NY
The project included the reconstruction of damaged sidewalks. Mill and fill asphalt replaced with base and top along new curb. replacement of drainage system catch basins on east and west sides of Merrick Avenue, construction of new retaining wall (HP concrete) to protect residential property, removal of pavement marking, application of epoxy paint, placement of top soil and seed.

Construction Inspector, Delaware River Joint Toll Bridge Commission, Rehabilitation of the Lumber Ville-Raven Rock Pedestrian Suspension Bridge over the Delaware River and Delaware Canal, NJ and PA.
The scope of work included partial deck repairs, removal of deteriorated concrete at selected areas of the pre-stressed deck panels and at the abutment and piers, removal of existing deck edge mortar joints and replacing with elastomeric concrete, pre-stressed concrete panel transverse joint repairs, bridge approach side walk and curb replacement, concrete deck coated with epoxy-overlay broadcasted with fine material. Structural steel repairs included tower strut repairs at abutment towers and piers, rivet and bolt replacement, replacement of sub-structure cross bracing and minor suspension repairs thought out the five spans. Bridge was blasted and repainted using three-part coating system. Application of waterproofing membrane on all pier caps and abutment bridge seats. Reconstruction of the Delaware River Joint Toll Bridge Commission House retaining wall, installation of H-pile using Class A concrete Tremie mix, wall was constructed with Class A concrete finished with stone face. Construction and installation of sand bag coffer dam pumping system in the Delaware canal. Delaware canal was refinished with a Geo- synthetic clay liner and backfilled with clay within the limits of the new retaining wall.

Construction Inspector, NYCDOT, REI Services, Saint George Ferry Staten Island Ferry Terminal Ramps, NY
REI Services for Design Build for the rehabilitation of Saint George Ferry Staten Island Terminal Ramps for NYCDOT. Scope of work included full and partial deck replacement, concrete abutment repair, rehabilitation of deteriorated steel super and substructure members as well as complete removal and installation of new paint system on all exposed structural steel. Other duties include the inspection of replacement of the bridge lighting and drainage systems, replacement of the underground storm water drainage system from the bridges to the final point of

discharge in the Upper New York Bay, installation of a pigeon deterrent system, reconstruction of the North Municipal Parking Field and architectural enhancements to the bus canopies and pedestrian breezeway.

Construction Inspector, NYSDOT, Emergency Repair and Interim Deck Replacement on the Gowanus Expressway, Brooklyn, NY
The work involved deck replacement, BQE connector widening/replacement, lower Gowanus Expressway pavement rehabilitation, structural steel and concrete repairs, structural steel painting, drainage work, and operation of the existing HOV lane. This is a major deck replacement project located in a high speed, high traffic volume urban area. This project includes traffic management strategies such as construction phasing, lane closure restrictions, night and weekend work.

Construction Inspector, JFK Boulevard, Columbus Bridge, Jersey City, NJ
Work included replacing a section of the parapet wall, repairing concrete spalls in transverse beams, bridge underdeck, columns and arch beams, and replacing compression seals and joints. In addition to inspection, duties included providing shop drawing and erection drawing review, emergency repair design as needed and administrative services for cost, progress and quality control; monitoring the contractor's schedule and operations to assure coordination with railroad traffic during all construction phases.

Construction Inspector, NYSDOT, Three Bridges in the Bronx, Bronx, NY
This project involved Resident Engineering Inspection for reconstruction of three bridges in the Bronx. Each construction site involved stage construction work, nighttime operations utilizing cross-overs, Critical Path Method scheduling and public outreach program. Prepared daily reports for MPT, substructure demolition, excavation, concrete placements, steel and pre-cast beam erection, drainage, concrete and asphalt pavement, sidewalk construction, bridge and approach lighting. Other duties included assisting in monitoring pile driving operations, soil sampling and testing, concrete sampling and testing.

Construction Inspector, 1-95 NB over Throgs Neck Extension Bronx, NY
Full superstructure, abutment and pier reconstruction of 1-95 (N/B) Mainline and Bruckner Boulevard Service Road Bridges, new curved, two span continuous HP steel stringers for improved alignment, concrete piles for pier and abutment footings, double-wall modular units with fascia barrier; approach slabs, pre-cast concrete barrier and concrete pavement, street lighting, ITS, drainage and sign structure installations, mill and fill asphalt on I-695 and landscape, temporary bridge with pedestrian access, temporary H-pile and lagging wall with tie-back system, temporary and permanent GRES walls, and noise walls.

Construction Inspector, East Tremont Avenue over Cross Bronx Expressway Extension (1-295), Bronx, NY
Replacement of 2-span superstructure framing with pre-stressed, pre- cast concrete beams, substructure modifications including extension of pier columns and abutment rehabilitation, approach slabs, pre-cast concrete barrier and drainage, traffic and street lighting installation, electrical, telephone, gas and electrical utility installation on and off structure, mill and fill asphalt on 1-295 and landscape work, two temporary bridges with pedestrian access, relocating of utilities, temporary H-pile and lagging wall, and steel PZ sheeting.

Construction Inspector, Cross Bronx Expressway Extension (1-295) over Randall Avenue, Bronx, NY
Deck replacement of 3-span bridge, structural lifting and pedestal/bearing replacement, Class 'A' containment and structural steel painting, precast concrete median barrier installation.

EDUCATION

Joint Urban Manpower Program, 2004
CUNY, Borough of Manhattan Community College

CERTIFICATION

- NICET Level III, # 113196, 2001
- ACI Concrete Field Testing Technician Grade I, 2005
- ACI Associate Concrete Construction Special Inspector, 2008
- OSHA 10-Hour Construction Safety and Health Training Course, 2008
- NJSAT, 2008
- PCI Quality Control Personnel Certification, Level I and II, 2008
- TCC - Traffic Control Coordinator, Rutgers University

BACKGROUND

Mr. Sawaged is a project manager with extensive experience in the private sector, ranging from field engineering to project management. He is experienced in the use of City, State, and Federal building codes. He has acquired knowledge of the Port Authority of New York & New Jersey, the Transit Authority, D.O.T, and private sector procedures. He has managed multi-million dollar projects and maintained excellent relations with all involved parties over the extent of his career.

PROFESSIONAL EXPERIENCE

Senior Construction Engineer, PANYNJ, Brooklyn Piers, Newark and Howland Hook Ports, Newark, NJ, Brooklyn & Staten Island, NY
Supervised and administered underwater construction and repair contracts for pile jackets, pile driving, structural concrete, tremie pour concrete, asphalt paving, storm sewer, fender systems, and dredging. Coordinated emergency repairs for sinkholes. Prepared cost estimates, reviewed contractor's quotes, and approved contractor payment applications. Conducted pre-construction and job progress meetings.

Senior Construction Engineer, PANYNJ, Pavnoia Newport PATH Station, Jersey City, NJ
Supervised and administered the construction of additional stairs and an elevator side platform which included the construction of slurry walls, structural steel installations, pressure grouting, jet grouting, and building maintenance projects. Initiated design solutions for various cost and schedule problems. Maintained excellent relations between all parties involved. Conducted pre-construction and progress meetings. Prepared cost estimates, reviewed contractor's quotes, and approved the contractor's payment applications.

Field Superintendent, PANYNJ, George Washington Bridge Base Improvement Project, Manhattan, NY & Fort Lee, NJ
Security Capital Program MF100.506: Supervised the installation of 36" caisson piles around the base of the bridge. Prepared bid documents for work orders and inspected various electrical & civil work at airports, bridges, and tunnels for The Port Authority of New York & New Jersey.

Assistant Resident Engineer/Office Engineer, NYCDDC, Hamilton Avenue Yard, Brooklyn, NY
Responsible for the construction of an administrative building, a laboratory, a storage building, a fueling station, an asphalt manufacturing plant control tower, and the reconstruction of a waterside unloading platform. Managed a number of construction inspectors and maintained their report accuracy.

Office Engineer, NYCEDC, Reconstruction of Pier 35, Brooklyn, NY
Compiled and processed data for treatment of 4,500 wooden piles. The treatment complied with the design criteria of pile protection by jacketing the piles with concrete. Inspected and supervised the demolition and construction of waterside slabs and beams. Worked with the contractor and designer to resolve field design issues. Prepared the Schedule of Repairs for all piles and the applicable repair quotes for all Change Orders.

Field Inspector/Office Engineer, NYCDOT, Reconstruction of Hudson Street, Manhattan, NY
Supervised the reconstruction of Hudson Street, which involved concrete pouring,

asphalt paving, water main, storm sewer and curb installations, street lighting and signal placement. Prepared water main schematic drawings. Processed the contractor's payments.

Senior Inspector, NJTA, New Jersey Bus Facility, Secaucus, NJ
Supervised the construction of a 192,000 square foot building which involved the installation of structural steel, siding and roofing. Supervised water main, storm and sewer drain installation, and the construction of a new fueling station.

Office Engineer/Senior Inspector, NYCDOT, Reconstruction of Flatbush Avenue, Brooklyn, NY
Supervised the reconstruction of Flatbush Avenue which involved excavation, concrete pouring, asphalt paving, installation of street signals and lighting, and the renovation of subway ventilation system. Prepared the final computations for the project and participated in the final inspection.

Construction Inspector, NYSDOT, Reconstruction of Emmons Avenue, Brooklyn, NY
Supervised the demolition and reconstruction of the Sheepshead Bay bulkheads. Monitored pile driving, wood and steel sheeting operations, concrete tremie pour, and prepared the final computations for the project.

EDUCATION

BS, Civil Engineering
Newark College of Engineering (NJIT), Newark, NJ

AI Engineers, Inc.

OMAR ELSHERIF, PE
Geotechnical Engineer

Education:

- Ph.D., Structural Engineering, Polytechnic Institute of NYU, Brooklyn, NY, 2009
- MS, Structural Engineering, Polytechnic University, Brooklyn, NY, 2004
- BS, Civil Engineering, Pratt Institute Brooklyn, NY, 1991

Professional Licenses and Certifications:

- Professional Engineer: NY [redacted] NJ

Training:

- NYSDOT Bridge Inspection Training - 40 Hours, 2009
- NBIS Safety Inspection of In-Service Bridges, 2010

Years of Experience:

- Total Experience: 22 Years

Mr. Elsherif has over 22 years of experience working with several NY agencies including NYCDDC. Mr. Elsherif has monitored construction project progress and analyzed budget status reports. He has reviewed and enforced contract requirements and changes, interpreted specifications/drawings, directed staff on change issues, reviewed estimates, and coordinated construction activities by ensuring compliance with federal, state and local jurisdictions.

- **PANYNJ WTC Streets, Utilities, and Related Infrastructure Improvements – NYC** - Provided final design of the bollards cross section shape and footing size and other related infrastructure for the Port Authority of New York and New Jersey (PANYNJ) as part of the redevelopment of the World Trade Center (WTC) site in lower Manhattan. Responsibilities include checking the structural and utility plans as required for the design and construction of the proposed bollards. Each bollard requires minimum footing size. Therefore, transverse and longitudinal section elevations must be drawn out in detail to check the availability under the underground existing and proposed conditions.

- **NYCDDC Geotechnical Services for Various Capital Projects, New York, NY** - Geotechnical Engineer Supervision and controlled inspection of soil boring operation, production of Record of Boring CADD drawings, soil laboratory testing, preparation and review of various geotechnical reports. Responsibilities include technical review of boring logs and soil classification to ensure conformance with New York City Building Code, and production of electronic boring logs and Record of Boring plans using AutoCAD and Microstation.

- **NYCDDC Installation of Water Main in Manhattan, New York, NY** - As Project Engineer his work entailed the investigation of existing sewers and water mains, work required excavation, backfill and pavement restoration. Responsibilities included supervising the field inspectors, quality assurance of all construction work, inspecting the Contractor's work and preparing technical reports on the condition.

- **NYCDOT Brooklyn Bridge Rehabilitation of Approach Spans - Main Street Span Bridge Replacement (Contract BRC270C/P), NYC** - Structural Engineer responsible for the design of temporary jacking system required for the installation of 2 new steel girders and provide final construction working drawings for Brooklyn Bridge rehabilitation project. Design of the temporary support and the scaffolding system required for replacement of Main street bridge pedestals and back walls.

- **NYSDOT Widening of Long Island Expressway, NY** - Structural design and preparation of final construction drawings for retaining walls and noise barriers required for the 4 miles widening of the Long Island Expressway.

- **NYSDOT Constructability Review for Reconstruction of Cross Bronx Expressway, Bronx, NY** - As Structural Engineer conducted detailed analysis of the contract drawings, identified problems before the construction phase, which can

prevent costly change orders and extra work.

- **NYSDOT Grand Central Parkway Feasibility Studies and Highway Planning, New York, NY** - Civil Engineer Project involved traffic and geometric studies of highway terminals, local streets and intersections. Used average daily traffic, turning movement counts, peak hour volumes and operating speeds to determine existing Grand Central Parkway level of service and made recommendations for improving level of service. The geometric studies analyzed horizontal alignment, vertical alignment and sight distance for the design of high-speed ramps.

- **NYSTA Tappan Zee Bridge Repairs (TANY 10-9B) TZB Construction Inspection, NYS** - Assistant Resident Engineer/Project manager for the repair work deck replacement project. The project also includes painting of the main span and steel repairs identified after blasting and immediately prior to painting. The administrative tasks associated with the project include chairing weekly construction meetings; coordination of all correspondence and documentation with the contractor and the Thruway Authority; community participation. In addition, we are providing complete construction support services including RFIs, shop drawing review, redesign, design for unforeseen conditions, etc. As an assistant Project Manager of this $150 M+ construction project embodies complete sets of both construction engineers and inspectors and design engineers.

- **NYCDOT Replacement of Andrews Avenue Bridge, NY** - Project Engineer Supervision of inspection staff and quality assurance of all construction activities such as all field and lab testing requirements, safety conditions for the workmen and the general public, maintenance and protection of traffic, preparation of daily reports in accordance with NYSDOT procedures for MURK, review of Contractor's payment requisitions for approval, review of shop drawings, preparation of as-built drawings and coordination of field design changes.

- **NYCDOT Rehabilitation of Flatbush Avenue Bridge, Brooklyn, NY** - Structural Engineer - Preliminary structural design and drawings for the rehabilitation of the Flatbush Avenue Bridge. Preparation of BRPR.

- **NYCDOT Rehabilitation of Beverly Road Bridge, Brooklyn, NY** - Structural Engineer - Preliminary structural analysis and design for the replacement of the Beverly Road Bridge. Preparation of BRPR.

- **MNRR Woodbury and Moodna Viaducts Rehabilitation, Orange County, NY** – Mr. Elsherif led a team of three engineers in the hands-on inspection of Moodna Creek and Woodbury Creek viaducts, in Orange County, NY, for the Metro-North Railroad. He performed and directed the inspection of the two bridges, identified the major defects which requires immediate repairs. He prepared the final inspection report and the Design Recommendation Report.

- **MNRR Investigation of Failure and Design of Repairs, NY** - Structure Engineer - Performed condition survey of existing walls, platforms, beams and handrails in six metro-north railroad stations Patersson through Wassaic, conducted the required field and lab tests, prepared preliminary and final report, and design of repairs.

- **LIRR Jamaica Station and Interlocking, Jamaica, Queens, NY** - Provided preliminary structural analysis and design for the replacement of the single-span, 100-foot-long 150th Street Rail Road Bridge in the Jamaica area in Queens, NY, for the Long Island Rail Road (LIRR). The design includes, the new east abutment, the retrofit of the west abutment using micro-piles foundation system, the new through plate girders, and the reinforced concrete deck. Developed an estimate of the total construction cost for various design options.

AI Engineers, Inc.

ROHIT B. PRADHAN, PE, SECB
Lead Structural Engineer/Building Official

Education:

- MBA, University of Connecticut, Storrs, CT, 1996
- MS, Civil Engineering, University of Texas, Austin, TX, 1985
- BS, Civil Engineering, Bombay University, 1981

Professional Licenses and Certifications:

- Professional Engineer: NY [redacted], CT, MA, VA
- CT State Licensed Building Official

Professional Associations:

- Structural Engineers Coalition, Board of Directors

Years of Experience:

- Total Experience: 28 Years

Mr. Pradhan has 28 years of experience in planning and directing multiple, concurrent, building construction and design projects. His responsibilities have included client contract/fee negotiations, structural design/evaluation, and construction project management. Mr. Pradhan has managed the design and construction of a multitude of building projects and provided technical leadership to the project team. In his role as a Project Manager, he has overseen multidisciplinary engineering teams, architects and also contractors. He has acted as owner's liaison on several projects and has led the charge on several on-call assignments both for public and private sector clients. Mr. Pradhan's design experience includes structures with a variety of construction materials including steel, reinforced concrete, masonry, wood, light gage metal and prestressed concrete members.

Mr. Pradhan also has experience with civil/structural design, Third Party Peer Reviews, Special Inspections, construction administration and project management on a variety of structures throughout Connecticut. Mr. Pradhan has completed engineering assignments for various schools, commercial and institutional facilities. The following are some examples of his project experience:

- **UConn Project Management Oversight, Systemwide, CT** - Serving as Project Manager and QA/QC on this assignment to provide project management oversight, construction inspection, owner's representation support to the University for various projects/programs. Responsibilities include sight supervision and management for design, pre-construction, construction administration and construction activities, coordination of building inspections, scheduling, estimating, documenting and reporting.

- **Western Connecticut State University Dormitory, Danbury, CT** - Mr. Pradhan provided project oversight on behalf of the CTDPW including budget and schedule adherence for the construction of new $20M dormitory. The project was constructed and delivered through the Design Build Project delivery method.

- **25 Sigourney Street, Hartford, CT** - Mr. Pradhan provided project oversight on behalf of the CTDPW including budget and schedule adherence for the tenant improvements for 19-story building for the DRS and the DCS. Mr. Pradhan's responsibilities included working closely with the design team, monitoring design development and providing leadership. Mr. Pradhan also oversaw the procurement of contractors and vendors and supervised a team of construction inspectors.

- **New Britain Courthouse – New Britain, CT** - Mr. Pradhan provided project oversight on behalf of the CTDPW including budget and schedule adherence for the construction of new $30M courthouse. The project was constructed and delivered through the Design Build Project delivery method. Fusco Corporation was the Design Builder.

- **John Street Bridge Reconstruction, Greenwich, CT** - Served as Project

Manager and provided construction inspection services for the replacement of John Street Bridge and its roadway approaches. The project involved the replacement of the existing single span bridge with a new 25' precast concrete arch. The project also included raising the existing roadway profile to improve hydraulic adequacy.

- **Reconstruction of Whalley Avenue, New Haven, CT–** Served as Project Manager/Engineer-in-Charge for streetscape improvements and road widening on Whalley Avenue. Provided Construction Engineering and Inspection. The project consisted of reconstruction of approximately 0.8 miles of Whalley Avenue from Emerson Street to the Intersection of Route 69.

- **Route 2 Roadway and Intersection Improvements – Ledyard & North Stonington, CT** - Mr. Pradhan acted as Project Manager to provide full-time construction engineering and inspection services in association with the Route 2 Roadway and Intersection Improvement project, located in Preston, Ledyard and North Stonington, CT. The project has been divided into two phases along Route 2.

- **SUNY Upstate Medical Center, DLAR Renovations, Weiskotten Hall, Syracuse, NY -** Serving as Lead Engineer for structural and fire protection services for the Phase III Renovations to Weiskotten Hall at SUNY Upstate Medical Center. The Phase III renovations include selective demolition and remodeling of the fourth floor and a new penthouse structure to house mechanical units.

- **Department of Construction Services (DCS), On-Call Contract, CT** - Served as Project Manager for several on call assignments that included peer reviews, structure evaluations, and construction administration.

- **University of Connecticut, On-Call Contract** - Served as Project Manager for several on call assignments that included peer reviews, structure evaluations.

- **NYCDDC Pre-Scoping Services for Porpoise Bridge, Queens, NY -** Serving as Lead Engineer to provide pre-scoping services for the rehabilitation/replacement of the Porpoise Bridge over the Flushing River, B.I.N. 2270690. Responsibilities include quantifying structural, geometric, hydraulic, safety and functional deficiencies and developing targeted alternatives for bridge rehabilitation or replacement which will restore the structure to good operating condition meeting DDC's objectives.

- **Bridge Street Streetscape Improvements, Groton, CT -** Served as Project Manager for streetscape improvements on 1/2 mile of Bridge Street in Groton, CT. He was involved with the design and its implementation of the improvements.

- **Rte 2 Bypass, Mashantucket, CT** - Served as Chief Structural Engineer, and provided design services for 9 bridges, 2000' viaduct and retaining walls as part of the Rte 7 & 15 interchange a 4.5 mile new highway construction. Services included survey, environmental permits, hydrology and hydraulic analyses, utility coordination, geotechnical engineering, maintenance and protection of traffic, design and preparation of construction documents, assistance during bidding, construction contract administration.

- **1-95 Exit 42 Interchange, West Haven, CT** - Serving as Chief Structural Engineer, provided design services for the replacement of three bridges, which include one new bridge carrying six lanes ofI-95 over State Route 162 and 2 bridges over the environmentally sensitive Cove River.

AI Engineers, Inc.

BASIL BANTIMBA, PE
Senior Structural Engineer

Education:

- MS, Civil Engineering, Northeastern University Candidate, 1983
- BS, Civil Engineering, Merrimack College, 1980

Professional Licenses and Certifications:

- Professional Engineer: MA, CT, FL, NH, RI, VA, MD, VT

Training:

- NHI-Safety Inspection of In-Services Bridges, 2005
- NH-Bridge Inspection Refresher Course, 2010
- MBTA Safety Trained
- Member, ASCE
- Member, BSCE

Publications:

- **Arrigoni Bridge Inspection and Testing Program** - Basil Bantimba, PE and Aslam Siddiqui, PE - Presented and published at the IABMAS 2010 conference in Philadelphia, PA; Presented at the 2010 IBC in Pittsburgh, PA

Years of Experience:

- Total Experience: 32 Years

Mr. Bantimba has over 32 years of experience in managing bridge inspection and evaluation as well as bridge rehabilitation/maintenance projects throughout MA, CT, RI and VA. His experience on bridge inspection and load rating projects for MassDOT, MBTA, ConnDOT, RIDOT and VDOT has made him extremely familiar with the Department's bridge inspection policies and procedures and with AASHTO specifications and the NBIS bridge inspection and coding standards. Mr. Bantimba's responsibilities have included implementation and enforcement of quality assurance/quality control (QA/QC) procedures that varied from project to project as well as conducting field team reviews/evaluations and providing training and support. His experience of note includes:

- **ENEL Inspection of 4 Private Bridges, Lowell, MA** - Served as QA/QC for providing inspection services for four (4) privately owned bridges. Conducted an initial field visit and reviewed the previous inspection reports. These inspections were performed in accordance with NBIS and MassDOT bridge safety inspection guidelines. The superstructures and sections of the substructures above water were inspected while the canals were full of water. The canals at three of the bridges were dewatered for the inspection of the rest of the abutments and piers.

- **ENEL Boot Hydropower, Kearney Square Bridge, Lowell, MA** – Project Manager for the design of a replacement bridge which carries Merrimack Street over Eastern Canal in Lowell. Design of the new superstructure is done and currently being bid. AI Will proceed to provide resident and construction engineering services when the contract is awarded.

- **MassDOT NBIS Bridge Inspection & Evaluation, Statewide, MA** - Serving as Project Manager for this statewide NBIS bridge inspection contract. This work has included Routine, Fracture Critical, Special Member and/or Damage inspections for moderately complex and complex highway structures located throuout the state. One assignment has been to inventory and inspect statewide MassDOT owned inactive railroad bridges. The reports include new, Structural Inventory and Appraisal (SI&A) sheet, a Pontis evaluation and are prepared using the Department's 4D Database.

- **MassDOT In-Service Inspection of CA/T Structures, Boston, MA** - QA/QC for the inspection of Central Artery bridges, tunnels and all items suspended from the tunnels ceilings and walls. This project area includes the interchange of I-90 and I-93 and the Ted Williams and Tip O'Neil tunnels. Confined space guidelines are used to inspect the bridge box girders and the tunnel air and utility plenums.

- **ConnDOT NBIS Biennial, In-Depth and Special Inspection of Highway Bridges, Statewide, CT** - Serving as Project Manager for the inspection of over 1,200 complex and moderately complex bridges statewide. The NBIS bridge inspection program has involved routine, in-depth and special inspections including the non-destructive testing of the Arrigoni Bridge. He designed and

managed a testing program for the this bridge which included a routine inspection, ultrasonic testing of the 14 inch pins in the bottom chords, electromagnetic inspection of the steel hanger cables.

- **RIDOT NBIS Bridge Inspection and Load Rating, Statewide, RI** – Serving as Project Manager for NBIS Inspection (757 bridges) and load rating (154 bridges) statewide. Inspection included routine, special and fracture critical inspection utilizing 4.4 Pontis database, and load-ratings included using STAAD.Pro, Virtis and BRASS software.

- **ConnDOT Off-System Railroad Bridge Inspection & Load Rating, Statewide, CT** – Project Manager for the inspection of approximately 80 railroad bridges carrying various Commuter Railroad tracks. Bridge types included stone arches, thru-girders, deck girders and large thru-truss movable bridges. Responsibilities included coordinating with the RR companies and the Department, final report review, financial and QC/QA management of the project.

- **Route 5 (Mt. Tom Road) Highway Design, Northampton, MA** – Serving as Project Manager for the approximately 8,000 linear feet of roadway widening and resurfacing project which includes accommodating bicycle traffic along the corridor. Mt. Tom Road is a designated bike route that provides a critical link to the Manhan Rail Trail, and provides access to many downtown and recreational destinations along the Northampton-Easthampton-Holyoke corridor.

- **Route 6, Resurfacing and Related work, Sandwich/Barnstable, MA** – Served as Project Manager for the inspection of existing bridges, curbing, guardrails, and drainage structures to identify conditions requiring repairs or replacement. The project includes milling and installation of a hot mix asphalt overlay of Route 6 travel lanes, shoulders and ramps. The project area has six (6) bridge crossings located within its limits that are reinforced concrete rigid Frames with pavement and fill over the bridge. All roadway resurfacing is expected to be within the existing state right-of-way; however Temporary Construction Easements may be required to facilitate construction associated with the drainage outlets in close proximity to adjacent properties.

- **Route 28, Resurfacing and Related work, Bourne/Falmouth, MA** – Serving as Project Manager for this pavement restoration project which includes the repair or replacement of existing curbing, guardrails, and drainage structures. The project entails the milling and overlay of travel lanes, shoulders, ramps, turn lanes, acceleration lanes, deceleration lanes, U-turns, and driveway intersections within the right-of-way. The Otis Rotary traffic movements will be evaluated to improve traffic flows.

- **Route 20 over Water Brook, Sturbridge, MA** - Serving as Project Manager for the replacement of an existing masonry culvert conveying a brook under Route 20 and existing building structure. The existing culvert is replaced with a 300 feet long concrete box culvert by-passing the existing building structure. Project also includes the reconstruction of roadway, sidewalk and driveways. Additional design tasks include extensive utility coordination for the relocation of 200 linear feet of water main, water and sewer service connections in conflict with relocated culvert and storm drainage improvements. Prepared traffic control plans for maintaining two-way traffic during the multi stage reconstruction work. Supervised design tasks, plan development, and preparation of design specifications.

- **Route 8 over Naugatuck River, Route 63 & Route 313, Seymour, CT** – Mr. Bantimba designed substructure repairs for Route. 8 bridges over the Naugatuck River and Route 67, which included external post tensioning and carthodic protection for 41 concrete hammerhead pier caps. He designed post tensioning system to be monitored remotely using cellular telephone technology to minimize hands on inspection efforts.

AI Engineers, Inc.

KURT ASPLUND, PE
Senior Structural Engineer

Education:

- BS, Civil Engineering, Worcester Polytechnic Institute, Worcester, MA 1994

Professional Licenses and Certifications:

- Professional Engineer: CT, FL, MA, RI, VA

Professional Associations:

- CT Structural Engineers' Coalition

Years of Experience:

- Total Experience: 19 Years

Mr. Asplund is a Senior Engineer with 19 years of professional experience in the field of structural engineering. He has designed projects consisting of steel, concrete, masonry and wood structures, including tunnels, bridges, buildings, retaining structures, and equipment supports. This diverse background has provided him with the knowledge to adapt to new challenges and take a broader approach to structural engineering. Mr. Asplund has managed the complete life span of each project, from existing condition documentation through design and construction phase services. His skills include conceptual presentations, structural analysis, drawing and specification development, construction phase services and special inspections. He has comprehensive knowledge of design standards and codes, including AASHTO, AREMA, IBC, AISC and ACI. Following is a partial list of successful projects that highlight his experience:

- **NYSTA Replacement of Tappan Zee Bridge, NY** – Senior Structural Engineer responsible for the design of the equipment platforms as part of the catwalk system under the new Tappan Zee Bridge. A platform was located under each span and consisted of steel framing and grating spanning between the girders to support equipment racks for the power transmission systems of the bridge.

- **Concrete Tunnel, Route 29, NJ** – Structural Engineer for the design of a half-mile long cut-and-cover concrete tunnel. Design of the $100 million project was completed in 2000 and construction was finished in 2002. The tunnel consisted of reinforced concrete walls and base slab, a post-tensioned concrete roof slab, and one side of the tunnel open to the Delaware River supported by columns and a spandrel beam. The design included a prestressed concrete scour wall and prestressed concrete piles, as well as a soldier pile and lagging support of excavation wall. The project required extensive use of STRUDL for analysis, considering staged construction of the tunnel and non-linear spring modeling to account for differential settlement.

- **Armed Forces Reserve Center, Lakehurst, NJ** – Structural engineer for the design of an Armed Forces Reserve Center. The pre-engineered buildings consisted of a warehouse and vehicle maintenance facility. Design services included the building foundations, masonry stair tower, structural evaluation for Anti-Terrorism Force Protection, and numerous concrete pads for support of mechanical equipment and water tanks.

- **City of New Haven Crown Street Bridge Rehabilitation, New Haven, CT** – Senior Structural Engineer for the design of the superstructure replacement of the Crown Street bridge over a service tunnel in downtown New Haven. The design of the Precast Concrete Steel Composite structure featured coordination with existing curved abutments and accelerated bridge construction techniques in order to minimize the disruption to the area college and businesses.

- **RIDOT Load Rating, Statewide** – Principal Structural Engineer responsible for performing the load rating of bridges as per LRFR guidelines, using BRASS Girder

and MDX software along with hand calculations.

- **Proposed Gas Main at Wolfpit Road, Wilton, CT** – Senior Structural Engineer for the design of supports for the proposed gas main at the bridge carrying Wolfpit Road over the Metro North Railroad and at the bridge carrying Wolfpit Road over the Norwalk River in Wilton, CT.

- **North Canaan Historical Society Union Station Restoration, New Canaan, CT** – Structural engineer for the restoration of the historic railroad station, which was damaged by fire and suffered code deficiencies due to previous renovation.

- **Manuel Lujan Building, Santa Fe, NM** – Provided structural services for the renovation of the 80,000 square-foot former data center turned office space. The existing structure consisted of post-tensioned concrete waffle slab floors and roof with tilt-up concrete wall panels.

- **Substation Buswork Structural Support Analysis, Southington, CT** – Senior Structural Engineer responsible for the analysis of the buswork and insulators for the 4C Substation 115kV & 345kV Yards at the substation.

- **UConn Health Center, Farmington, CT**– Provided structural support for installation of new equipment for a Cath Lab. The scope included evaluation of the equipment loads on the existing structure and designing a new Unistrut support.

- **Smith Street Bridge, New Haven, CT** – Tasked with re-designing the abutment foundations for the bridge during construction due to contaminated water.

- **Armed Forces Reserve Center, Arkadelphia, AR** – Structural engineer for the design of an Armed Forces Reserve Center. The main office and training structure consisted of long-span steel joists and precast concrete wall panels. The project also included ancillary maintenance shop and storage buildings, and mechanical equipment pads.

- **Waterford Country School, Waterford, CT** – Structural engineer for the new 14,000 SF multi-use gymnasium and office building. The structure featured custom steel roof trusses, reinforced masonry walls and mechanical mezzanines located above the locker rooms.

- **Hotel Providence, Providence, RI** – Structural engineer for a historic preservation project for the 80 guestroom hotel. The existing structure consisted of a random mixture of steel and timber framing and terra-cota and masonry bearing walls. The project required extensive field investigation and construction phase services due to unforeseen existing conditions. The project received the Rhode Island Historical Preservation and Heritage Commission Award.

- **Rhode Island College, Providence, RI** – Structural engineer for renovations to Alger Hall and School of Social Work Buildings at Rhode Island College. The existing steel and concrete framed buildings required broad structural modifications to achieve the architectural vision. Both projects received AIA Merit Awards.

- **Swarovski Corporate Office Expansion, Cranston, RI** – Structural engineer for a two-story steel framed addition to an existing concrete office building. A portion of the second-story was supported on the existing roof and required reinforcement of the concrete roof slab. Design included a composite floor slab, reinforced masonry shear walls, and braced frames. Additional duties included field inspections and existing condition documentation.

AI Engineers, Inc.

MICHAEL BEAL, PE
Senior Structural Engineer

Education:
- MS, Civil Engineering, Manhattan College, 2011
- BS, Civil Engineering, University of Connecticut, 2003

Professional Licenses and Certifications:
- Professional Engineer: CT
- ATSSA - Traffic Control Technician Grant

Professional Associations:
- American Society of Civil Engineers

Training:
- NHI-Safety Inspections of In-Services Bridge, 2012
- NHI - Inspection Maintenance of Ancillary Highway Structures, 2012
- NHI-Bridge Inspection Non-Destructive Evaluation Showcase (BINS), 2011

Years of Experience:
- Total Experience: 10 Years

Mr. Beal has over 10 years of experience in structural design and analysis of building structures, concrete construction estimating, bridge inspection and load rating. Mr. Beal has been involved in numerous projects with components of bridge inspection, traffic control, design and analysis of load-bearing structures, construction drawings, special inspections and structural assessments, quantity takeoff of concrete elements for commercial projects, coordination with project managers and superintendents regarding construction logistics and scheduling, and managing material deliveries.

- **SUCF SUNY Upstate Medical Center DLAR Renovations, Weiskotten Hall, Syracuse, NY** – Served as Project Engineer for the design of a 5,700 square foot steel-framed mechanical penthouse addition to an existing five-story building. Responsibilities included analyzing and evaluating the structural capacity of existing gravity and lateral load resisting members, design of the entire penthouse structure, structural design of reinforcing elements for existing steel roof beams and building columns, and design of eccentrically loaded concrete pile caps. Also responsible for preparation of construction plans and coordination with other engineering disciplines and architect.

- **ConnDOT NBIS Biennial, In-Depth and Special Inspection of Highway Bridges, Statewide, CT** - Serving as Assistant Team Leader for Connecticut Department of Transportation bridge inspections. Responsibilities include performing inspections of bridge elements, setting up traffic control, coordination with equipment suppliers and writing inspection reports.

- **Massport Bridge & Tunnel Inspection, Logan Airport, MA** - Serving as Assistant Team Leader for Massachusetts Department of Transportation bridge inspections. Responsibilities include performing inspections of bridge elements, setting up traffic control, coordination with equipment suppliers and writing inspection reports.

- **MassDOT NBIS Inspection & Evaluation of Highway and Inactive Railroad Bridges, Statewide** - Mr. Beal is serving as a Team Leader for the inspection of highway bridges and inactive railroad bridges statewide. His responsibilities include performing inspections of bridge elements, setting up traffic control, coordination with equipment suppliers and writing inspection reports. The reports include an updated field verified, or new, Structural Inventory and Appraisal (SI&A) sheet, a Pontis evaluation and are prepared using the Department's 4D Database and are submitted both as a hard copy and electronically.

- **MassDOT In-Service Inspection of CA/T Structures, Boston, MA** - Mr. Beal is serving as a Team Leader for the inspection of tunnels and bridges on this project. He has inspected sections of the Tip O'Neil and Ted Williams tunnels and ramps as well as bridges. The bridges inspected have been of concrete segmental box girder types. The tunnel structures have included cast in place cut and cover sections, sunken steel tubes, boat sections and slurry concrete retaining walls. The bridge inspection reports are prepared and submitted in MassDOT 4D format and the

tunnel reports are in excel spreadsheet format complete with photos and sketches.

- **MassDOT Field Inspection of Highway Sign, ITS, Signal & Lighting Structures, Statewide, MA** - Team Leader for the inspection of support structures for highway overhead signs, traffic signals and lighting structures and ITS. Sign structures inspected include cantilever and full span sign support structures as well as bridge and toll booth mounted signs. Inspection reports are prepared in Access database ready to be included into the 4D database.

- **VDOT Load Rating for Region 1 (Salem & Bristol Districts), VA** - Serving as Structural Engineer for Virginia Department of Transportation bridge load ratings. Responsibilities include utilizing proprietary computer software to perform bridge load ratings, performing structural calculations required for data input and writing load rating reports.

- **RIDOT Load Rating of Highway Bridges** – Serving as Structural Engineer for Rhode Island Department of Transportation bridge load ratings. Responsibilities include utilizing proprietary computer software to perform bridge load ratings, performing structural calculations required for data input and writing load rating reports.

- **SoNo Field House Support Building, Norwalk, CT** - Served as Project Engineer for the structural design of a two-story, 8,000 square foot steel-framed building. Responsibilities included structural design modeling and calculations and preparation of construction plans.

- **Greenwich Hospital Thrift Shop, Greenwich, CT** - Served as Project Engineer for the renovation of a two-story, 12,000 square foot steel and wood-framed structure. Responsibilities included field assessments of the existing structure, structural design of new wood framing members and steel façade members, design of lumber rafter reinforcement, special inspections and preparation of construction documents.

- **Norwalk Hospital Parking Garage, Norwalk, CT** - Served as Project Engineer for the structural design of approximately 200 lineal feet of concrete retaining walls ranging from 4 to 30 feet in height, and the design of steel framing to support proposed relocated roof mounted mechanical units. Responsibilities included structural design, and preparation of construction plans.

- **Parkview Garage, Stamford, CT** - Served as Project Engineer for the rehabilitation of a 14-bay, wood-framed residential parking garage. Responsibilities included field assessments of the existing structure, recommendations for rehabilitation, design of new concrete retaining/bearing wall and lumber reinforcement of existing wood framing, and preparation of construction plans.

- **Landmark Parking Garage, Port Chester, NY** - Served as Project Manager for the rehabilitation of a 35,000 square foot, single-story parking garage. Responsibilities included field assessments of existing structure, test procedures, analysis of existing structural members, parking deck design, development of construction plans and special inspections.

- **Darien Library, Darien, CT** - Served as Special Inspector for a three-story, steel framed building. Responsibilities included special inspections to verify general conformance to construction documents and preparation of field reports.

AI Engineers, Inc.

EMAD HABIB, PE
Senior Structural Engineer

Education:

- MS, Civil Engineering polytechnic-NYU University, 2011
- BS, Civil Engineering, Assiut University, Assiut, Egypt,1998

Professional Licenses and Certifications:

- Professional Engineer: NY [redacted], CA

Specialized Training:

- NHI-Introduction to safety inspection of in service-Bridges
- NYSDOT Bridge inspection Workshop, 2012

Years of Experience:

- Total Experience: 12 Years

Mr. Habib has over 12 years of diversified experience in bridge inspection, bridge construction support services and bridge design. His project experience includes:

- **PANYNJ, George Washington Bridge Main Span Upper Level- Structural Steel Rehabilitation, New York, NY – Mr. Habib served as a Bridge Engineer responsible for** reviewing deck replacement shop drawings, reviewing temporary structural submittals, and managing RFIs submittals, field visits.

- **NYSTA Bridge inspection, NY** – Mr. Habib served as a Bridge Engineer for this project. His responsibilities included leading the inspection team and distribute the tasks, planning the work schedule, organizing the sequence of the inspection; monitoring the budget, and the equipment, assessing the safety matters at the bridge site, performing field inspection, structural observation and notes, and writing technical report, issue or removal flags when applicable.

- **NYCDOT, Brooklyn Bridge, Approaches and Ramps Rehabilitation, Brooklyn, NY** – Mr. Habib served as a Structural Engineer responsible for reviewing shop drawings, product and material submittals and construction schedules.

- **CALTRANS, San Francisco-Oakland Bay Suspension Bridge, San Francisco/Oakland, CA** – Mr. Habib served as a Structural Engineer responsible for reviewing orthotropic deck shop drawings and when needed, providing detailed drawings for construction using the design drawings as well as 3D Autocad bridge model. He also reviewed construction sequence and schedules, reviewed and answered RFIs, and attended design/construction weekly progress meetings.

- **NYSDOT, New York County Highway Bridge Inspection - Biennial, Special & Interim Inspections, New York County, NY** – Mr. Habib served as an Assistant Team Leader, providing hands on structural inspection. His responsibilities included documenting the observation and taking notes, keeping a log of the inspection pictures and assisting in writing the technical report and documenting and issuing flags.

- **NYCDOT, General Bridge Inspection of Queensboro Bridge, New York, NY –** Mr. Habib served as an Assistant Team Leader, providing hands on structural inspection. His responsibilities included documenting the observation and taking notes, keeping a log of the inspection pictures and assisting in writing the technical report and documenting and issuing flags.

- **NYCDOT, Flushing Avenue and Fifth Avenue Reconstruction, Brooklyn, NY** - Mr. Habib served as a Structural Engineer providing comprehensive utility mitigation design in conjunction with roadway reconstruction.

AI Engineers, Inc.

MICHAEL PARCIASEPE, PE
Senior Structural Engineer

Education:

- BS, Civil Engineering, The Ohio State University, 2008

Professional Licenses and Certifications:

- Professional Engineer: NY (Pending), NJ

Professional Associations:

- National Society of Professional Engineers (NSPE)
- The New Jersey Professional Engineers in Construction (NJPEC)
- American Institute of Steel Construction (AISC)

Years of Experience:

- Total Experience: 5 Years

Mr. Parciasepe is a Senior Structural Engineer with 5 years of professional experience in the field of structural engineering. He comes with an extensive construction site planning background. Mr. Parciasepe has created and developed complex structural analysis models. This includes finite element analysis to in situ stress/strain gauge setup and results analysis. He is well versed software used for design projects. Following is a partial list of successful projects that highlight his experience:

- **NYCDOT, Brooklyn Bridge, Approaches and Ramps Rehabilitation, Brooklyn, NY** – Served as a Structural Senior Engineer responsible for reviewing shop drawings, product and material submittals and construction schedules

- **Acrow Corporation of America, Parsippany, NJ** - Served as Structural Civil Engineer/Project Manager and Create and develop both complex and simple structural analysis models. Other responsibilities included:
  - Project Coordination
  - Review and creation of contract plans and specifications
  - Development of contract submittal calculations and plans for the project specific Acrow products
  - Development and creation of site specific installation procedures
  - Coordination of job schedule and deliveries of the Acrow products
  - Acted as Construction Site Supervisor over workers during the of assembly & installation of the Acrow products
  - Final & Interim Inspections of the installed Acrow products
  - Development of Engineering Submittals for international projects, including familiarization with foreign design codes
  - Research, development and design of new products
  - Development of Load Ratings for new bridges, as well as existing structures
  - Conducted Structural analysis of critical bridge members (ASD & LRFD)
  - Train engineers in design methods and software
  - Developed software tools to increase efficiency of design tasks

AI Engineers, Inc.

MAXIM V. AREFYEV, PE
Senior Structural Engineer

Education:

- MS, Structural Engineering, University of Hartford, 2014
- BS, Civil & Environmental Engineering, University of Massachusetts at Amherst, 2007

Professional Licenses and Certifications:

- Professional Engineer: NY [redacted] CT

Specialized Training:

- NHI- Safety Inspection of In- Service Bridges, April 2010
- NHI-Fracture Critical Inspection for Steel Bridges May 2012

Years of Experience:

- Total Experience: 7 Years

Mr. Arefyev has performed numerous bridge, sign and mast-arm inspections throughout New Jersey, Rhode Island, Massachusetts, Connecticut, Pennsylvania, Georgia and Maine including a wide variety of structures types such as continuous post-tensioned concrete and cable stay bridges. He has over 7 years of experience and has been involved with the load rating of the inspected structures using BRASS, VIRTIS and proprietary software. He is well versed in a variety of inspection and reporting procedures pertaining to these DOTs, including AASHTO PONTIS element data collection reporting. During his career, Mr. Arefyev made numerous high priority repair indications in CT and RI (NYS Red Flag equivalent) that were later deemed appropriate and tracked repair schedule progress. His project experience includes:

- **Tappan Zee Bridge Replacement, NY** – Mr. Arefyev is serving as a Project Engineer for the design of ancillary structures. Responsibilities included structural design and calculations for the auxiliary structures such as signs, light poles and various attachments.

- **Brooklyn Bridge Repair Project, NY** – Mr. Arefyev served as a Project Engineer. Performed evaluation, field measurements and detailing for several dozen of primary structural members (end diaphragms) for one of the Brooklyn Bridge ramps. He continuously supervises other staff on floor beam repairs and submissions for the main spans.

- **ConnDOT, Complex Bridge & Overhead Sign Support Inspections, Statewide, CT** - Mr. Arefyev was a Team Leader for the inspection of in-service bridges, overhead sign structures, mast-arms and report preparation. Highlights included the evaluation of such landmarks as the semi-annual inspection of the Quinnipiac River Bridge (steel multi-girder, scheduled for replacement), bi-annual inspection of the Baldwin Bridge (continuous concrete box girder), Gold Star Bridge (two through trusses with suspended span and deck truss at approaches) and the East Haddam Swing Bridge (truss Swing Bridge with deck truss approaches). The project included the inspection of numerous fracture critical bridges, and fatigue sensitive details. Bridge inspections were performed utilizing lift trucks, under-bridge vehicle, rigging and lane closures.

- **ConnDOT, Highway Bridge Inspections, Statewide, CT** - Mr. Arefyev was a team leader for the in-depth inspections and reports for 158 complex and moderately complex bridges located in Fairfield County, Connecticut. Services included inspection of fracture critical members and fatigue sensitive details, difficult access requiring rigging and free climbing, maintenance of traffic, nondestructive testing and load rating, as required. Structures included truss, steel girder, prestressed concrete, curved and box girder, concrete and stone arch bridges, as well as movable and historic bridges, and culverts.

- **RIDOT, Jamestown-Verrazano Biennial Safety Inspection, Jamestown, RI** - Mr. Arefyev was a Team Leader for the biennial safety inspection of the main spans of

the Jamestown-Verrazano Bridge over Narragansett Bay, Jamestown, RI. The bridge is a 4,950 foot long, 23 span concrete segmental structure. Mr. Arefyev's role included coordination of the daily assignments for the 4 teams working simultaneously on different portions of the bridge while performing the inspection himself. Our inspection projects have always focused on providing efficient access to the structure while maintaining a safe work area for inspectors and the traveling public. We also strive to use inspection access techniques that minimize, or totally avoid, the use of traffic lane closures. To achieve these goals for RIDOT, we utilized several inspection access techniques including protected climbing, ladders, specialized inspection vehicles, and rigging.

- **RIDOT Bridge Inspections, Statewide, RI -** Mr. Arefyev was a Team Leader for the inspection and report preparation of Rhode Island in-service bridges. The project involved a variety of structures including steel multi-girders, post-tensioned concrete, culverts, masonry arch structures, concrete arches and timber bridges.

- **MBTA Bridge Inspection & Rating, Various, MA -** Mr. Arefyev was a team leader for the in-depth inspection, fracture critical inspection and load rating of 45 MBTA owned bridges system-wide, in conformance with the latest prevailing codes, specifications and State and Federal Guidelines. In addition, consistent with the reorganization of the Massachusetts Department of Transportation.

- **MassDOT Bridge & Overhead Sign Support Inspections, Statewide, MA -** Mr. Arefyev was a team leader for the inspection of in-service bridges, load ratings and report preparation primarily for districts 1, 2 and 4. Highlights: Cheapside Bridge (Greenfield - Deerfield, deck truss), Ludlow Bridge (Springfield - Ludlow, deck truss, scheduled for replacement), French King Bridge (Erwing - Gill arch deck truss, gusset plate inspection and analysis).

- **Pennsylvania Turnpike Commission (PTC), Biennial Inspections, Various, PA -** Mr. Arefyev was an assistant team leader for the NBIS bridge safety inspections on approximately 850 bridges and culverts, 280 retaining walls, 250 high mast lighting poles and five tunnels owned by the turnpike. Updated inspection reports were prepared based on the field inspection and data collection. The reports included an inspection summary, iForms, an electronic update of BMS2 coding Forms, photographs and maintenance recommendations.

- **GDOT Cable Stay Bridge Services, Statewide, GA -** Mr. Arefyev was an assistant team leader for the indefinite delivery/indefinite quantity contract for cable stay bridge services including inspections, maintenance and repair recommendations, engineering studies of cable stay bridges and how they may be affected under theoretical conditions including wind and rain events. The assignments also included construction inspection services for maintenance and repair projects. Mr. Arefyev as part of the group of inspectors performed a routine inspection of the Sidney Lanier Bridge in Brunswick. This "eyes on" inspection of all faces of the bridge includes the bridge deck, inside and outside of the towers, the substructure, the exterior faces of the cables, and the interior of anchorages. The inspection findings were documented and submitted in a manner specified by the department.

AI Engineers, Inc.

ROBERT GALLO, PE
Lead Civil Engineer

Education:

- BS, Civil Engineering, University of Vermont, 2003
- AS, Liberal Arts, Ocean County College, 1992

Professional Licenses and Certifications:

- Professional Engineer: NY [redacted] CT, VT

Years of Experience:

- Total Experience: 15 Years

Mr. Gallo has over 15 years of experience in the design and permitting for municipal, state and private projects. His experience includes most facets of civil site/infrastructure design, utility design and coordination, parking lot studies and designs and he has extensive field experience in construction inspection and testing. Prior to his career in engineering, Mr. Gallo spent several years working in the site and utility construction industry gaining valuable hands-on experience that lends itself to informative interactions with potential clients. Mr. Gallo has experience working with Federal, State, Municipal, and private clients, providing engineering and permitting services for institutional, commercial, government, commercial, residential, and industrial development projects. A selection of his experience includes:

- **Metro-North New Haven Rail Yard Facilities Improvements, New Haven, CT** – Senior Civil Engineer for this yard wide improvement project. The project includes thousands of feet of new storage and loop tracks, eight new buildings constructed and three building altered.

- **Union Station Restoration, North Canaan, CT** - Civil Design Engineer for renovation of historic railroad station involving complete site reconstruction. Design includes full depth reconstruction of existing 22-space shared parking lot with substandard drainage and failing pavement, and a new 18-space parking lot. Upgrades also include new drainage system, walkways, concrete & granite paver plaza, lighting, fencing, retaining wall, and landscaping. Parking, walkway, and plaza designed in conformance with Americans with Disabilities Act (ADA) requirements. Represent project at public meetings; coordination of improvements with railroad company, ConnDOT, Town, and Connecticut Railroad Historical Association. Development of drainage models and reports for review by ConnDOT.

- **Veterans Administration Sewer Replacement & Rehabilitation, Bedford, MA** – Design Engineer for the replacement and rehabilitation of 1,500 lf of sewer main via excavation, cured-in-place lining, and pipe bursting methods. Responsible for identifying, coordinating, and directing surveying and engineering services. Project includes full design plans, details, quantity and cost estimates and specifications. Providing construction administration services including construction observation, shop drawing review, and responses to RFIs. Provided detailed survey and evaluation of the existing sewer system and a condition report outlining findings and recommendations.

- **VA Medical Center Providence Perimeter Security Upgrades, Providence, RI** - Design Engineer for the perimeter security upgrades at the VA Hospital in Providence, RI. Project includes surveying, civil, structural, MEP, Architectural and landscaping design services. The project involves the design of 6,000 lf feet of high security fencing and CCTV monitoring system, to be integrated into the overall site security network. Another component of the project was the redesign of several of the site entrances to accommodate the security upgrades and to correct historically problematic geometric issues. Several of the entrances were widened to allow for

larger vehicle circulation and the installation of sidewalks. The entrance designs also required drainage design and the relocation of overhead utilities to accommodate the widened roads. Surveying services for the project included a topographic and feature location survey around the 6,000 lf perimeter of the site, and expanded survey at all site entrances, for use in the project design. A partial A-2 boundary survey was also completed for an area of the site that is leased to the City for recreational fields, and the information is being used to adjust the lease lines of the property for the long term lease renewal.

- **VA Replacement of LINIAC Unit, Jamaica Plain, MA -** Senior Civil Engineer for the design of a new 1600 SF addition to the existing radiology department building to house a new LINIAC unit. Design includes the coordination of the new structure into an existing exterior courtyard, subsurface investigations, rework of existing subsurface storm, sanitary and water utilities in the courtyard, new grading and grade adjustments and pedestrian access to the courtyard and maintenance of existing exterior egress routes.

- **Route 20 (Main Street) Box Culvert Replacement, Sturbridge, MA -** Project Manager and Design Engineer for replacement of box culvert and relocation of watercourse. The project includes highway design, drainage system redesign, relocation of impacted utilities, traffic maintenance plans, details, specifications, and cost estimating. Ongoing design services.

- **Route 5, Mt. Tom Road, Highway Design, Northampton, MA -** Lead Civil Engineer for approximately 8,000 linear feet of roadway widening and resurfacing to accommodate bicycle traffic along the corridor. A portion of the roadway is located between the southbound and northbound ramps of the Interstate 91 interchange and an additional left turn lane will be design at the northbound off-ramp, along with updated traffic signalization. This heavily traveled corridor will present many challenges and its location within the 100-year flood plain will require careful consideration and design.

- **Cranberry Lane Evaluation & Design Services, Middletown, CT** – Project Manager for this project involving the inspection, evaluation, and testing of materials along Cranberry Lane. The 2,200-foot roadway was exhibiting severe signs of pavement distresses and failures, and AI provided an evaluation, and recommendations for rehabilitation of the roadway, and other improvements. AI contracted with a materials testing company to obtain test pit samples of the subbase and subgrade materials below the pavement, to determine potential causes of the pavement failures. AI prepared a comprehensive report detailing the various distresses noted along the road, and provided recommendations for replacement of the roadway, sidewalks, driveway aprons, catch basins, and lighting. The report also addressed options to improve vehicle turning through the boulevard section of the road, and for surface water issues cause by groundwater seepage.

- **MDC Capitol Avenue Sewer Replacement, Hartford, CT** - Project Manager and Design Engineer for the replacement of 20-inch brick sewer main on Capitol Avenue between Hudson Street and Main Street and designing the replacement of approximately 650 linear feet of existing brick sewer, and the replacement, and partial replacement of the connecting service laterals. Project includes full design plans, details, cost estimates, specifications, and bid documents.

- **MDC Maple Avenue Sewer Replacement & Rehabilitation, Windsor, CT** – Project Manager and Design Engineer for the replacement of 1,900 lf of sewer main with adjoining service laterals, and the rehabilitation of 850 lf of sewer main via cured-in-place lining. The project also included the replacement of 500 lf of water main. Responsible for identifying, coordinating and directing surveying and engineering services. Project included full design plans, details, cost estimates, specifications, and bid documents.

AI Engineers, Inc.

STANLEY GWARA, PE, LS
Senior Civil Engineer

Education:

- BS, Civil Engineering, University of Connecticut, 1984
- AS, Civil Engineering, Hartford State Technical College, 1982

Professional Licenses and Certifications:

- Professional Engineer: CT
- Registered Land Surveyor: CT

Years of Experience:

- Total Experience: 30 Years

Mr. Gwara has over 30 years of experience in civil engineering design, completing numerous projects for Federal, State, and municipal agencies over his career. He specializes in geometric design and drainage systems, and he has extensive experience in construction engineering on large and complex projects. His project experience includes:

- **PANYNJ George Washington Bridge** - Served as Project Manager for design of site plans for installation of new roadway signs with fixed concrete foundation at approaches to the George Washington Bridge. Investigated site conditions for location of proposed signs including utility locations for potential conflicts and sight restrictions. Researched Port Authority utility records and utility company records. Coordinated work with various design disciplines including structural and electrical. Prepared contract site plans, specifications and cost estimate for placement of new foundation roadway signs including horizontal and vertical clearances.

- **PANYNJ Holland Tunnel** - Served as Project Manager for design of site plans for installation of new roadway signs with fixed concrete foundation at approaches to the Holland Tunnel. Investigated site conditions for location of proposed signs including utility locations for potential conflicts and sight restrictions. Researched Port Authority utility records and utility company records. Coordinated work with various design disciplines including structural and electrical. Prepared contract site plans, specifications and cost estimate for placement of new foundation roadway signs including horizontal and vertical clearances.

- **PANYNJ Lincoln Tunnel** - Served as Project Manager for utility investigations at approaches to the Holland Tunnel. Investigated site conditions for location of proposed signs including utility locations for potential conflicts and sight restrictions. Researched Port Authority utility records and utility company records. Coordinated work with various design disciplines including structural and electrical. Prepared contract site plans, specifications and cost estimate for placement of new foundation roadway signs including horizontal and vertical clearances.

- **PANYNJ Farmers Substation, JFK Airport** - Served as Project Manager for design of a perimeter security wall around a electrical substation. Investigated utility locations, prepared site plan including grading, and drainage system. Investigated site conditions for location of existing utilities for potential conflicts. Coordinated work with various design disciplines including architectural, structural and electrical.

- **Town of North Canaan, Union Station Restoration, North Canaan, CT** - Serving as Project Engineer for site improvements to the North Canaan Train Station. The project also includes the rehabilitation of the building structure. Prepared site development plans consisting of expanded parking, pedestrian

access design, railroad track crossing and improved traffic flow. Project also includes exterior illumination, signing, handicapped access and parking stalls, and improvements to the site drainage system including an underground stormwater detention system. Prepared Right-of-Way plans for vehicular and pedestrian crossings over state property. Supervised design tasks, plan development, and preparation of design specifications.

- **New Haven Rail Yard, New Haven, CT** – Serving as Project Engineer for the design of utilities servicing an existing building structure. This project required extensive utility coordination for new services include the design of a sanitary force main along with a precast concrete pump station, water main, gas main and electrical duct bank serving a rehabilitated maintenance facility. Supervised design tasks, plan development, and preparation of design specifications.

- **List 18 Roadway/Bridge Design, Norfolk, Waterbury, Wolcott & Plymouth, CT** - Serving as Project Engineer for ConnDOT's List 18 bridge design assignment which includes full depth road construction, drainage, and maintenance & protection of traffic. Responsibilities include roadway development plans, roadway profile and cross sections, and Maintenance and Protection of Traffic plans, specifications, quantity computations and cost estimate.

- **Route 20 (Main Street) Box Culvert Replacement, Sturbridge, MA** – Serving as Project Engineer for the replacement of an existing masonry culvert conveying a brook under Route 20 and existing building structure. The existing culvert is replaced with a 300 feet long concrete box culvert by-passing the existing building structure. Project also includes the reconstruction of roadway, sidewalk and driveways. Additional design tasks include extensive utility coordination for the relocation of 200 linear feet of water main, water and sewer service connections in conflict with relocated culvert and storm drainage improvements. Prepared traffic control plans for maintaining two-way traffic during the multi stage reconstruction work. Supervised design tasks, plan development, and preparation of design specifications.

- **Route 6, Sagamore Bridge, Resurfacing & Related Work, Sandwich/Barnstable, MA** – Served as Project Engineer for the inspection of existing bridges, curbing, guardrails, and drainage structures to identify conditions requiring repairs or replacement for about 8.5 miles of US Route 6 extending from the south side of Sagamore Bridge over the Cape Cod Canal to the Sandwich/Barnstable town line. The project included milling and installation of hot mix asphalt overlay of the travel lanes, shoulders and ramps.

- **MassDOT Route 28, Bourne Bridge – Resurfacing & Related Work, Bourne/Falmouth, MA** – Serving as Project Engineer for the repair or replacement of existing curbing, guardrails and drainage structures for approximately 6.5 miles of US Route 28 extending from the south side of the Bourne Bridge to the Bourne/Falmouth town line. Route 28 is a four-lane divided highway including the Otis Rotary. This project entails milling and overlay of the travel lanes, shoulders, ramps, turn lanes, acceleration lanes, deceleration lanes, U-turns, and driveway intersections within the right-of-way.

- **MDC Maple Avenue Sewer Replacement & Rehabilitation, Windsor, CT** – Project Engineer for the replacement of 1,600 lf of sewer main with adjoining service laterals, and the rehabilitation of 850 lf of sewer main via cured-in-place lining. Responsible for identifying, coordinating and directing surveying and engineering services. Project includes full design plans, details, cost estimates, specifications, and bid documents.

- **MDC Capitol Avenue Sewer Replacement, Hartford, CT** - Serving as Project Engineer for replacement of 20-inch brick sewer main on Capitol Avenue between Hudson Street and Main Street and designing the replacement of approximately 650 linear feet of existing brick sewer, and the replacement, and partial replacement of the connecting service laterals. Project includes full design plans, details, cost estimates, specifications, and bid documents.

AI Engineers, Inc.

HUDSON YOST, PE
Senior Civil Engineer

Education:

- MBA, Real Estate and Finance, Kogod School of Business Administration University, Washington D.C., 2007
- BS, Civil Engineering, Bucknell University, Lewisburg, PA, 2000

Professional Licenses and Certifications:

- Professional Engineer: NY [redacted] VA, NC
- Soils and Aggregate Field Compaction Certification
- Asphalt Field Certification
- Pavement Marking Certifications
- Slurry Surfacing Certification
- Surface Treatment Certification
- Guardrail Installation, Replacement, & Repair Certification
- DCR Erosion & Sediment Control Inspector Certification

Training:

- Intermediate Work Zone Traffic Control Training
- FHWA-NHI-130055 Safety Inspections of In-Service Bridges, 2012
- FHWA-NHI-130078 Fracture Critical Inspection Techniques for Steel Bridges, 2013

Years of Experience:

- Total Experience: 12 Years

Mr. Yost has over 12 years experience in Civil/Site Engineering. He performed land development design consulting in CT, NY, VA, DC and MD. During that time he served as Project Manager on a wide array of residential, commercial, and industrial site development projects. His experience includes:

- **Route 6 Resurfacing, Bourne & Sandwich, MA -** Served as Civil Designer for the creation of a specification book and details for to resurfacing Route 6 from the Sagamore Bridge to the Sandwich/Barnstable Town line. Responsibilities included preparing pavement design and traffic management plans, creating an inventory of existing guardrail and recommending new end treatments and repairs where necessary. Existing drainage pipe outfalls were located and recommendations were made for improvements. Water quality data sheets were also created recommending BMP designs for outfalls discharging to impaired waters. Three bridges were also inspected, and addressed for minor repairs.

- **Route 28 Resurfacing, Bourne, MA -** serving as Civil Designer for the creation of a specification book and details for to resurfacing Route 28 from the Cape Cod Canal to the Bourne/Falmouth Town line. Responsibilities included preparing pavement design and traffic management plans, creating an inventory of existing guardrail and recommending new end treatments and repairs where necessary. Existing drainage pipe outfalls were located and recommendations were made for improvements. Water quality data sheets were also created recommending BMP designs for outfalls discharging to impaired waters.

- **People's United Bank, Mamaroneck, NY** - Served as Project Manager for the site design and approval of a 3000 s.f. bank along with drive-thru lanes, associated parking, and other site improvements. Responsibilities included managing the preparation of the civil construction drawings for the bank including: layout, grading, drainage, erosion & sediment control, utility design and profiles, lighting design, signage, and landscaping plan. The project required approval of multiple variances by the Zoning Board as well as Planning Board and Architectural Review Board approval.

- **The Castle, Port Chester, NY** - Served as Project Manager for the civil design of a 6 story 120,000 s.f. apartment building in Port Chester, NY. Responsibilities included managing the design and approval of the civil engineering construction permit drawings including: grading, drainage, erosion and sediment control, utility design and profiles, stormwater management, best management practices, landscaping, lighting, site access and frontage improvements. The design included a underground parking garage and a 10,000 c.f. detention chamber located in the apartment courtyard.

- **Bank of America, Somers, NY** - Served as Project Manager for the site design and approval of a 4000 s.f. bank along with associated drive-thru lanes, parking, and other site improvements. Responsibilities included managing the preparation

and approval of the civil construction drawings for the bank including: layout, grading, drainage, erosion & sediment control, utility design and profiles, lighting design, and landscaping plan. The project required approval of multiple variances by the Zoning Board as well as Planning Board and Architectural Review Board approval.

- **Sagamore Residential, Port Chester, NY** - Served as Project Manager for the renovation of an existing 73 unit apartment, 4 building apartment complex in Port Chester, NY. Responsibilities included management and design of the civil construction drawings for the improvements. 73 offstreet parking stalls were added along with a community swimming pool and fitness center.

- **Walgreens Pharmacy, Yonkers, NY** - Served as Project Manager for the site design of a 12,000 s.f. Walgreens Pharmacy on a one acre parcel in Yonkers, NY. Responsibilities included managing the design and approval of the civil engineering construction permit drawings including: grading, drainage, erosion and sediment control, utility design and profiles, stormwater management, best management practices, landscaping, lighting, site access and frontage improvements. The design included a 6000 c.f. underground stormwater detention system. The project required approval of multiple variances by the Zoning Board as well as Planning Board and Architectural Review Board approval.

- **Walgreens Pharmacy, Peekskill, NY** - Served as Project Manager for the site design of a 14,000 s.f. Walgreens Pharmacy with drive-thru window at the intersection of Main Street and North Broad Street in Peekskill NY. Responsibilities included managing the design and approval of the civil engineering construction permit drawings including: grading, drainage, erosion and sediment control, utility design and profiles, stormwater management, best management practices, landscaping, lighting, signage, site access, and frontage improvements. The design included a large retaining wall along the north and east property lines. The project required approval of multiple variances by the Zoning Board as well as Planning Board, Architectural Review Board and Historic Preservation Board approval. The property was adjacent to several residential properties and contained a shared private alley presenting multiple public coordination challenges.

- **Walgreens Pharmacy, Scarsdale, NY** - Served as Project Manager for the the site design of a 10,000 s.f. Walgreens Pharmacy with drive-thru window at the intersection of Central Park Ave and Ardsley Road in Scarsdale NY. Responsibilities included managing the design and approval of the civil engineering construction permit drawings including: grading, drainage, erosion and sediment control, utility design and profiles, stormwater management, best management practices, landscaping, lighting, signage, site access, and frontage improvements. The design included an underground detention system to meet the stormwater management quality and quantity requirements. The project required approval of a variance by the Zoning Board as well as Planning Board, Architectural Review Board approval.

AI Engineers, Inc.

ERIC WAGNER, LS
Civil Designer

Education:

- BS, Natural Resources & Conservation, University of Connecticut, 1982

Professional Licenses and Certifications:

- Registered Land Surveyor: CT

Years of Experience:

- Total Experience: 28 Years

Mr. Wagner has over 28 years of civil engineering experience. He has been involved with many private, State and federal projects including Sikorsky Aircraft Corporation, ConnDOT, etc. He is experienced in drainage design, site grading and CADD mapping and his relevant projects with AI are as follows:

- **Union Station Restoration, North Canaan, CT** - Mr. Wagner is serving as Assistant Civil Designer for the renovation of an existing active 12,000 s.f. two story wood railroad station. Performed site design includes full depth reconstruction of existing 22-space shared parking lot with substandard drainage and failing pavement, and a new 18-space parking lot. Upgrades also include new drainage system, walkways, concrete & granite paver plaza, lighting, fencing, retaining wall, and landscaping. Parking, walkway, and plaza designed in conformance with Americans with Disabilities Act (ADA) requirements. Represent project at public meetings; coordination of improvements with railroad company, ConnDOT, Town, and Connecticut Railroad Historical Association. Development of drainage models and reports for review by ConnDOT.

- **Sikorsky Aircraft Corporation, South Gate Entrance Relocation and Site Improvements, Stratford, CT** - Served as Civil Engineer on this project and was responsible for the drainage and site grading design for the relocation of Route 110 and South Gate Entrance intersection and site improvements to the South Campus of Sikorsky Aircraft Corporation's facility.

- **Dr. Joseph J. Bellizzi School, Asian Studies Academy, Hartford, CT** - Serving as the Civil/Site Designer for the civil/site development design associated with the upgrading of the existing Dr. Joseph J. Bellizzi School in Hartford, CT. Responsibilities include preparing contract bid documents consisting of utility demolition plan of existing utilities to be removed/relocated, site utility plan, including proposed storm drainage, sanitary sewer, domestic water mains and fire services, and natural gas connections to the existing building, and soil erosion and sedimentation control plans and details. Prepared construction cost estimate and specifications and evaluated existing State Traffic Commission certification. Provide contract administrative services involving attendance at pre-bid meetings, answering questions and site visits during construction.

- **The Journalism And New Media High School, Clarence A. Barbour School, Hartford, CT** - Serving as the Civil/Site Designer for the civil/site design associated with the renovation and expansion of the existing facility for The Journalism and New Media High School at the Clarence A. Barbour School located at 215 Tower Avenue, Hartford, CT. Evaluated existing State Traffic Commission certification, prepared site utility demolition plan, proposed site utility plan consisting of storm drainage, sanitary sewer, domestic water mains and fire services, and natural gas connections to the proposed building addition. Prepared construction cost estimate and specifications. Provide contract administrative services involving attendance at pre-bid meetings, answering questions and site visits during construction.

- **Stamford Urban Transitway, Stamford, CT** – Served as a Senior Surveyor for this $23 million project involving construction of a roadway link from I-95/US Route 1 to the Stamford Transit Center within an urban environment requiring significant maintenance and protection of traffic.

- **Highway Design, Route 1, Operational Lanes, Milford, CT** - Served as Engineer for the storm sewer drainage design involving gutter flow analysis and storm sewer design of new drainage networks as part of the reconstruction of Route 1. Responsible for preparing hydraulic grade lines computations, drainage design reports and permit applications.

- **Route 6, Resurfacing & Related Work, Sandwich/Barnstable, MA** - Served as a Civil Engineer for the inspection of existing bridges, curbing, guardrails, and drainage structures to identify conditions requiring repairs or replacement for about 8.5 miles of U.S. Route 6 extending from the south side of Sagamore Bridge over the Cape Cod Canal to the Sandwich/Barnstable town line. The project will include milling and installation of hot mix asphalt overlay of the travel lanes, shoulders and ramps. All roadway resurfacing is expected to be within the existing state right-of-way; however Temporary Construction Easements may be required to facilitate construction associated with the drainage outlets in close proximity to adjacent properties. Catch basins have been inventoried and grates will be replaced.

- **Route 28, Resurfacing & Related Work, Bourne/Falmouth, MA** - Serving as a Civil Engineer for the repair or replacement of existing curbing, guardrails and drainage structures for approximately 6.5 miles of U.S. Route 28 extending from the south side of the Bourne Bridge to the Bourne/Falmouth Townline. Route 28 is a four-lane divided highway including the Otis Rotary. This project entails milling and overlay of the travel lanes, shoulders, ramps, turn lanes, acceleration lanes, deceleration lanes, U-turns, and driveway intersections within the right-of-way.

- **MDC Maple Avenue Sewer Rehabilitation & Replacement, Windsor, CT** - Served as a Civil Engineer for the replacement of 1,600 linear feet of sewer main with adjoining service laterals, and the rehabilitation of 850 linear feet of sewer main via cured-in-place lining. Responsible for identifying, coordinating and directing surveying and engineering services. Project includes full design plans, details, cost estimates, specifications, and bid documents.

- **MDC Franklin Avenue Sewer Separation, Hartford, CT** - Mr. Wagner served as Civil Designer and developed management and protection of traffic plans for the various contract locations and oversaw the CADD operations for the site mapping.

- **Intersection Improvements Route 63 at Route 67, Woodbridge, CT** – Performed gutterflow analysis, storm sewer design hydraulic grade line computations of existing and proposed drainage networks for the reconstruction of Route 63 and Route 67 intersections.

- **Reconstruction of Route 67 at Stacey Road, Danbury, CT** - Responsible for designing new storm sewer drainage networks along Route 67 and Stacey Road. Included in the design were gutterflow analyses, storm sewer design and hydraulic gradeline computations.

- **Route 272 Bridge Improvements, Norfolk, CT** – Served as Civil Designer and performed drainage calculations for proposed drainage improvements associated with bridge improvements. He coordinated site improvement mapping and attended DOT staff meetings.

AI Engineers, Inc.

JOHN LLOYD, PE, LEED AP
Lead Electrical Engineer

Education:
- BS, Electrical Engineering, University of Hartford, 1985

Professional Licenses and Certifications:
- Professional Engineer: CT
- LEED Accredited Professional

Professional Affiliations:
- Institute of Electrical and Electronic Engineers
- International Electrical Testing Association
- National Society of Professional Engineers
- National Fire Protection Association

Years of Experience:
- Total Experience: 28 Years

Mr. Lloyd has over 28 years of experience in the construction, contracting and design of building systems and he brings a complete perspective to the facility design and construction process. His design experience covers a wide variety of projects and includes facility types such as intermodal, hospitals, schools, colleges, theatres, data centers, telephone central offices, retail, high rise and industrial. With his experience starting as an electrician and continuing through as engineer and project manager for a variety of projects, Mr. Lloyd brings a complete perspective to the facility design and construction process. He has designed all aspects of the building electrical infrastructure including interior and exterior lighting systems, data and telecommunication systems and fire alarm systems. He has also designed medium and low voltage campus distribution systems for hospitals, colleges and manufacturing facilities.

As a member of the International Electrical Testing Association, he has written specifications for, and supervised, the acceptance testing a variety of power systems. He has investigated and reported on electrical problems such as transformer failures, harmonic conditions grounding failures and over current events. As Director of Facilities Engineering for AI, Mr. Lloyd is currently responsible for mechanical, electrical and plumbing project management as well as all electrical design. Some of his significant projects are:

- **ConnDOT New Haven Rail Yard Facilities Improvements, New Haven, CT -** Served as the Electrical Engineer for 3 facility assignments during the course of this yard wide improvement project. AI provided engineering services for the structural, code, and life safety improvements for 2 buildings (Stores and EMU Repair Facility) and was the structural and M/E/P designer for a new train wash facility. Specific tasks in the building improvement projects included identification and recommendations for life safety and code compliance upgrades including light, ventilating, and structural concerns, tight coordination with building operators and the larger project scope, and the production of all supporting construction documentation. The new train wash facility required specialized water recycling and automated building controls as well as a new building founded on deep foundation pile caps and connecting grade beams.

- **Town of North Canaan, Union Station Restoration, North Canaan, CT -** Serving as Project Manager/Sr. Electrical Engineer for the renovation of an existing active 12,000 SF two story wood railroad station that was partially destroyed by fire in 2001. The scope of work is to finish the partially completed exterior restoration work; and to fully fit-out the interior of the two-story structure for use by future tenants and its owner, the Connecticut Historical Railroad Association. In order to achieve this, the building must be brought up to current Connecticut Building and Fire-Safety codes including compliance with ADA requirements. In addition, the surrounding site is being developed with parking, lighting and sidewalks to blend in with the Town's recent streetscape initiative.

- **Greater Hartford Transit District, Union Station, Boiler Replacement, Hartford, CT -** Served as Project Manager/Sr. Electrical Engineer for the engineering design and construction for the replacement of an existing 20 year old steam and hot water boiler heating system consisting of a steam boiler, a hot water boiler and a steam to hot water converter. Phase I was the removal of an inoperable steam boiler and steam converter and separation of the hot water and the steam heating systems. Two new high efficiency modular packaged hot water boilers were designed and connected to the existing hot water heating system. New hot water circulating pumps and controls were installed. New lead-lag modulating boiler controls were installed. New makeup air and flue systems were installed. Phase II was to maintain the new hot water heating systems previously installed under Phase II and remove a second existing steam boiler and all auxiliaries.

- **City of Norwalk, Chiller Replacements, Norwalk, CT** – Served as Project Manager/Sr. Electrical Engineer for three chiller replacement projects for the City of Norwalk. One project consisted of the replacement of failing chillers at City hall. The replacement units were high efficiency magnetic bearing machines with variable speed drives as well as new variable speed pumping systems. The removal of the existing chillers and the installation of the new successfully completed without any interruption of normal City business. The second project was the replacement of an outdoor unit at a multi-purpose community center. The design included selecting an alternate location and specifying a unit with a factory installed sound reduction acoustical package to reduce the noise impact. The third project was the replacement of an obsolete interior air cooled chiller with a new exterior chiller. The new chiller also included an integral pump package and controls to upgrade the building total cooling capacity.

- **City of Norwich, Norwich Intermodal Transportation Center, Norwich, CT -** Served as Project Manager/Sr. Electrical Engineer for the design of a new transportation center including a bus terminal, three story parking facility and related ticketing, lobby and retail areas. Provided electrical and mechanical design services for the new facility. All lighting was done with energy efficient LED fixtures.

- **VA Hospital, Dietetic Kitchen Upgrades, West Haven, CT** – Served as Project Manager/Electrical Engineer for the replacement of the existing hood and area HVAC systems at the 6,000 s.f. main kitchen facility. The existing non functioning kitchen HVAC systems were replaced. However, because of the change in purpose of the kitchen from its original 1940's design to its current usage, direct replacement of the systems would not comply with current codes or meet the needs of the space. This project involved the complete reconfiguration of the kitchen including consolidating and relocating cooking equipment, refrigeration equipment and work spaces. This created a 2500 s.f. kitchen cooking facility and an adjoining 3500 s.f. food storage and preparation area with new HVAC hood and area HVAC systems. AI provided civil, structural, electrical, and mechanical design services for the project and managed our architectural sub-consultant to provide complete construction documents for the client.

- **VA Pharmacy Intravenous Solution Preparation, West Haven & Newington, CT -** Served as Project Manager/Electrical Engineer for one new and two renovated locations. The pharmacy design addressed the new USP 797 practice requirements for preparing buffered and chemo-therapy solution for in patient use. This included clean room design with multiple pressure differentials, sanitary boundary considerations and work space/workflow arrangements. Provided civil, structural, electrical, and mechanical design services for the facilities and managed our architectural consultant as part of a design-build contract to provide complete certified spaces for the client.

AI Engineers, Inc.

ABDELMUNIM ELGABANI, NICET III
Senior Electrical Engineer/Inspector

Education:

- MS, Electrical Engineering, Penn State University, 1982
- BS, Electrical Engineering, Moscow Energy Institute, 1971

Professional Licenses and Certifications:

- NICET III

Years of Experience:

- Total Experience: 40 Years

Mr. Elgabani has 40 years of experience in high voltage electrical construction work as well as civil/site/highway construction inspection tasks. He is fully familiar with DOT Office of Construction policies and procedures. The following projects are highlights of his recent project experience:

- **ConnDOT Milling & Resurfacing of Bradley Runway 6-24, Bradley Int'l Airport, Windsor Locks, CT** – Served as Electrical and Paving Inspector for the $17 million runway resurfacing project. The project included constructing new utility trenches under the runway, and refurbishing and rewiring all runway lighting and signage. Mr. Elgabani was responsible for overseeing the installation of new electrical conduits, wiring and fixtures of in-ground runway lighting and overseeing milling bituminous paving operations. He also observed excavation and installation of utility facilities under the runway (water and sewer mains).

- **Metro-North New Haven Rail Yard, CT** - Served as Electrical Engineer and has been intimately involved in the design of a) power distribution and b) lighting design/illumination of several buildings for this new facility consisting of a number of buildings, providing maintenance and repair of railroad cars. He also designed the circuit panels, sizing of transformers and illumination/photometric study and design of utility building shop.

- **Stamford Bus Garage, Stamford, CT** - Served as an Electrical Inspector on this project which involved rehabilitation of the Stamford Administrative Building and addition of a 50,000 SF Bus Garage and 18,000 SF Bus Maintenance Facility. Exterior work included drainage, underground utilities, tank removals, and contaminated soil remediation. The building shell was reinforced concrete and structural steel with masonry and aluminum clad walls, and standing seam and EPDM roofing. Interior features included major HVAC systems, complete plumbing and electrical work, fire systems, hydraulic elevators and architectural finishes. Specialty construction included bus washing equipment, vehicle lifts, machine shops, and an emergency generator. The interior bus fueling facility required that associated electrical work be suitable for hazardous areas. Most work was accomplished under stage construction to allow continuation of operations in occupied areas. Reviewed contractor extra work claims and prepared reports providing claim determination.

- **VA Hospital Dental Office Renovations, West Haven, CT** – Mr. Elgabani prepared electrical design of a 4,000 SF dental clinic. He also provided contract administration and construction engineering while the project was in construction, reviewed shop drawings and answered RFI's and made site visits as necessary.

- **Apple Healthcare Office Building, Avon, CT** - Provided building school and fitout electrical, fire protection, communication data and security design.

- **Northeast Utilities Glenbrook Cable** – Electrical construction inspector for installation of new high voltage cable ducts in Stamford and Norwalk, CT.

Elgabani provided inspection of roadway trenching and restoration of utilities, signal equipment, miscellaneous items and paving. The project manager was Burns & McDonnell and AI was working for ConnDOT to approve inspection per ConnDOT guidelines.

- **ConnDOT I-84 Waterbury, IMS Project, CT -** Served as an Electrical Inspector and was involved in all electrical items for this project which included installation of large scale electrical conduits, wire pulling and networking/commissioning into circuits. Other project tasks included trenching, backfilling, installation of service manholes and service handholes.

- **Tunnel Lighting Replacement I-84, Hartford CT -** Electrical Inspector responsible to ConnDOT for reviewing the construction documents and inspecting the installation of all electrical portions of this project. This included the removal of all the existing lighting, wiring and controls and the installation of a complete new lighting system. He was responsible for witnessing the proper operation of the lighting systems of this project.

- **Norwich Bus Garage & Retail area:** Electrical design of a four story parking garage for buses and a retail area with offices, lobby and facilities. Designing lighting, power to equipment, fine detection and alarm, telecommunications (phone and data) access control security and CCTV surveillance.

AI Engineers, Inc.

EDWARD STONE, PE
Lead Mechanical Engineer

Education:

- BS, Mechanical Engineering, Northeastern University, 1969

Professional Licenses and Certifications:

- Professional Engineer: NY (#[redacted], CT, MA
- CT-ASPE

Years of Experience:

- Total Experience: 40 Years

Mr. Stone has over 40 years of experience in the design of new and resurrected facilities and utilities. Mr. Stone has experience with project manager staffing, owner construction management support (field inspection/quality control management staffing), and document review constructability/coordination/cost control). He has generated comprehensive design packages and has the ability to determine infrastructure requirements to adequately and economically furnish required building services to maintain employee satisfaction and avoid specialized equipment malfunctions. Mr. Stone has proven skill in the design and successful implementation of a wide variety of projects including hospitals, schools, colleges, commercial structures and industrial facilities. When it comes to working with the aging infrastructure, his depth of experience uniquely qualifies as a project bonus. Having been involved with many types of facilities and building systems, Mr. Stone has the knowledge to determine what an existing building system consists of and more importantly, the most likely failure points and what is required to remediate the problem. The following details some of his experience:

- **New Haven Rail Yard Facilities Improvements, New Haven, CT** - Mechanical/Plumbing/Fire Protection Engineer for the design of 3 facilities during this yard wide improvement project. Provided mechanical/plumbing/fire protection design services for code and life safety improvements for the existing Electrical Multiple Unit Repair shop and the Stores building as well as the design of a new Rail Car Wash Facility. Specific tasks in the building improvement projects included identification and design of code compliance ventilation and fire protection upgrades. The new train wash facility required a complete design of new mechanical, plumbing and fire protection systems and included specialized water recycling and automated building controls.

- **Union Station Restoration, North Canaan, CT** - Mechanical/Plumbing/Fire Protection Engineer for the renovation of an existing active 12,000 SF two story wood railroad station that was partially destroyed by fire in 2001. Provided design services for complete new building mechanical, plumbing and fire protection systems.

- **Union Station, Boiler Replacement, Hartford, CT** - Senior Mechanical Engineer for Phase II of the engineering design and construction for the replacement of the existing facility's twenty year old steam and hot water boiler heating system consisting of a steam boiler, a hot water boiler and a steam to hot water converter. Phase II was to maintain the new hot water heating systems previously installed under Phase I and remove a second existing steam boiler and all auxiliaries. Two modular packaged high efficiency steam boilers with automatic blowdown, chemical feed, boiler feed water and transfer pump systems were designed and connected to the existing steam heating system. New lead-lag boiler controls were installed.

- **Manuel Lujan Building, Santa Fe, NM** - Serving as Mechanical Engineer for the renovation of an occupied 80,000 SF, two-story former data center/office building

owned by the State of New Mexico. The project scope includes the replacement of the building mechanical, electrical, plumbing and fire protection systems as well as temporary relocation of the building occupants, new building interior finishes, partitions, workstations and furniture. Planning the project with the client's capital budget allocations part of the scope was included.

- **Chiller Replacements, Norwalk, CT** - Served as Mechanical Engineer for three chiller replacement projects. City hall replacement units were high efficiency magnetic bearing chillers. Design included the "knocked" down versions of the chillers to minimize effort to physically rig the chillers into the basement mechanical room. Replacement of an outdoor unit at a multi-purpose community center with noise constraints. The chiller was specified with a factory sound reduction acoustical package, an alternate location was also selected to meet the noise requirements.

- **Norwich Intermodal Transportation Center, Norwich, CT** - Senior Mechanical Engineer for the design of a new transportation center including a bus terminal, three story 400 car parking facility and related ticketing, lobby and retail areas. Provided electrical, mechanical and plumbing design services for the new facility.

- **VA Pharmacy Intravenous Solution Preparation, West Haven & Newington, CT** - Mechanical Engineer for one new and two renovated locations. The pharmacy design addressed the new USP 797 practice requirements for preparing buffered and chemo-therapy solution for in patient use. This included clean room design with multiple pressure differentials, sanitary boundary considerations and work space/workflow arrangements. Provided civil, structural, electrical, and mechanical design services for the facilities and managed our architectural consultant as part of a design-build contract to provide complete certified spaces for the client. This project will start construction this year.

- **Facility Steam System Study – Industrial Campus, East Hartford, CT** - Served as Mechanical Engineer for the study of the steam system for a 500,000 s.f. industrial facility originally constructed in the 1940s. Numerous renovations, alterations and code revisions and a lack of monitoring led to a lack of system information preventing effective planning. The study provided piping layouts, reducing station locations and capacity of the system process and environmental loads.

- **VA Hospital, Dietetic Kitchen Upgrades, West Haven, CT** – Served as the Mechanical Engineer for the replacement of the existing hood and area HVAC systems at the 6,000 SF main kitchen facility. The existing non functioning kitchen HVAC systems are being replaced. The project involves the complete reconfiguration of the kitchen including consolidating and relocating cooking equipment, refrigeration equipment and work spaces. Will create a 2500 SF kitchen facility and an adjoining 3500 SF food storage and preparation area with new HVAC hood and area HVAC systems. New hood design uses integrated makeup air to minimize energy costs. Hood duct work is stainless steel and mounted on the exterior of the six story building to get discharge and supply above existing surgical suite air inlets.

- **VA Medical Center – Air Handler Replacement, Newington, CT** – Mechanical Engineer for the replacement of the existing air handlers in seven buildings. Initial stage of the project is the study portion to determine the feasibility and budget construction cost. Space use has changed over the past 50 years and a determination of future use had to be projected. Numerous renovations, alterations and code revisions over the years and a lack of historical record keeping led to intensive field investigation being required. System types ranged from chilled water and steam from the central plant; chilled water from a packaged chiller, to direct expansion units with a remote air cooled condenser. Some of the replacements are a direct one for one swap connecting directly to the existing duct distribution system while others will be sized for future project space use with a stubbed duct collar.

AI Engineers, Inc.

BRETT SMITH
Senior Mechanical Engineer

Education:

- AS, Mechanical Engineering, Hartford State Technical College, 1979

Professional Associations:

- CT ASHRAE

Years of Experience:

- Total Experience: 30 Years

Mr. Smith has over 30 years of experience in the design of heating, ventilating and air conditioning systems for commercial, institutional and industrial facilities. Some of his projects of note include:

- **VA Sewer System Rehabilitation and Replacement, Bedford, MA -** Served as Mechanical Designer for the rehabilitation and replacement of sanitary sewer collection and conveyance system. Project involved design services that included plans, specifications, and a construction cost estimate for the proposed improvements. AI developed a plan of sewer pumping bypass, and a combination of traditional excavation and innovative installation techniques to minimize impacts and project costs. A combination of pipe bursting and cured-in-place pipe lining was used for installation of pipe in several areas, which preserved historic stone walls, negated the need to open cut busy roadways, and preserved numerous old trees on the site.

- **City of Norwalk, Norwalk City Hall, Norwalk, CT** - Served as Mechanical Designer for the chiller replacement at the Norwalk City Hall. Responsibilities included defining a method for removal of two existing 200 ton chillers. This included removal of ductwork, louvers, electrical conduits, water treatment system, make up water system and also opening up of bricked up window openings in order to get the existing chillers removed and the new chillers rigged into the existing space. The new chillers were required to be re-piped back to existing piping manifolds with the addition of isolation valves, purge and vent valves and also the addition of many piping wells for temperature display and control.

- **City of Norwalk, Norwalk Department of Public Works, Norwalk, CT** - Served as Mechanical Designer for the chiller replacement at the Norwalk Department of Public Works. Responsibilities included defining a method for removal of the existing air cooled chiller from inside the building and repair of the opening required in the outside wall for the removal. The new air cooled chiller would have to be isolated from the existing dual temperature loop as this loop was not provided with any freeze protection.

- **Benjamin Franklin School, Norwalk, CT** - Served as Mechanical Designer for the chiller replacement at Benjamin Franklin School. Responsibilities included removal of an existing acoustical enclosure that surrounded the existing 85 ton chiller. Removal of an 85 ton chiller and associated piping located outside the building. The piping had to be terminated within the building and the area of penetration will require new brick work to match existing.

- **The Palace Theater Magnet School, Waterbury CT** - Mechanical Designer of television studios for use by the Magnet School students. Major design considerations were required for demanding acoustical requirements of the heating, ventilating and air conditioning systems serving the television studios.

- **The Learning Corridor Magnet School, Hartford CT** - Mechanical designer of the Montessori Elementary School. A two story, 24 classroom school with a gymnasium. The heating system was "in floor radiant heat" with the ventilation and cooling of the classrooms being covered with the use of fan powered variable volume cooling and ventilating units. Heating and chilled water was supplied by Energy Networks Inc.

- **Berkshire Office Park, Bethel CT - Mechanical designer of the Berkshire Office Park -** The Berkshire Office Park is a 360,000 square foot, four story office building. Air conditioning and ventilation was comprised of Gas Electric roof top units with a compliment of full baseboard heat at all exterior exposures and variable volume air units serving the office spaces. The heating plant was gas fired, copper fin tube boilers.

- **Massachusetts Institute of Technology, Sloan School of Management** - The Sloan School of Management is a six story new construction school with a parking garage of 4 stories located below the school. As the mechanical designer, responsibilities included the ventilation of the parking garage using a "fan wall" system. This system moved in excess of 128,000 cubic feet of air per minute. Responsibilities also included the layout of the three major mechanical spaces for the six air handling system serving the Sloan School. The heating and cooling was supplied from central plant.

- **University of Connecticut, Storrs Campus, Student Union** - The Student Union project was an upgrade and addition to the existing facility. The addition to the building more than doubled the size of the Student Union. All existing mechanical and electrical systems were removed and updated with new. As the mechanical designer, responsibilities included designing the heating, ventilating and air conditioning systems for the existing meeting rooms. This included designing the new mechanical room with 24 individual air handling systems.

- **University of Connecticut, Law School** – Served as Mechanical Designer for the Addition of a single zone VAV air conditioning to an existing 20,000 square foot Reading Room. The reading room has an ornate barrel ceiling with arched plaster tiles that limited the amount of air that could be delivered to the space. Attic space was also at a premium as well as delivering a final product that was acoustically acceptable. This was accomplished by using a single air handling unit and resetting the volume of air that was being delivered from thermostat offset.

- **Empire Manufacturing, New Milford, CT** – Served as Mechanical Designer for the 200,000 square foot NIST certified manufacturing plant for blood analyzing equipment and office space. The manufacturing facility was required to maintain specific temperatures and humidity during the entire manufacturing process as well as recording devices to keep record of the space conditions 24 hours a day. The building was heated using gas fired copper fin boilers and also had a dedicated steam boiler for humidity control. Air conditioning was accomplished using electric roof top air conditioning equipment.

- **New Britain High School, New Britain, CT** - Served as Mechanical Designer for the replacement of the heating and ventilation system. This was a complete replacement of the existing 600 ton air conditioning and ventilation distribution system of the entire school as well as replacement of all the finned tube radiation. The work of replacing the existing system was done during second shift as the school was in session during the replacement of existing systems.

AI Engineers, Inc.

SEAN P. DRING
Mechanical Engineer

Education:
- BS, Mechanical Engineering, University of Connecticut, 2011

Training:
- OSHA Confined Space, 2012

Years of Experience:
- Total Experience: 3 Years

Mr. Dring is a graduate of the University of Connecticut. He is experienced in AutoCAD, Revit Autodesk, Pro-E CAD and Pro-E Mechanica. Since joining AI, he has worked as a mechanical/civil engineer in our Facilities Department. Mr. Dring's experience includes the following:

- **VA Renovation of Building 8 Warehouse, Providence, RI** - Served as Mechanical Engineer and performed heating and cooling load calculations and ductwork and HVAC equipment CAD drawings. He also took field measurements of plumbing within the crawl space of the pharmacy storage facility and contacted and met with equipment vendors to acquire AHU information.

- **VAMC Building 1 Seismic Study** - Served as a Mechanical Engineer, Mr. Dring performed area and volume calculations from existing drawings and transferred that data into CAD drawings. He also took field measurements of mechanical equipment around the building 1 site.

- **VA Building 3 Kitchen 3 HVAC, Bedford, MA** - Served as a Mechanical Engineer and performed heating and cooling load calculations and assisted with ductwork and HVAC equipment CAD drawings. He also took field measurements of equipment within the kitchen space and contacted and met with equipment vendors to acquire AHU information.

- **VA White River Boiler Replacement, White River, VT** - Served as a Mechanical Engineer, Mr. Dring assisted with boiler measurements and layouts for CAD drawings.

- **VA Animal Research Facility HVAC Controls, West Haven, CT** - Served as a Mechanical Engineer and performed heating and cooling load calculations, evaluated and interpreted existing condition drawings of 8th floor and penthouse area and assisted with ductwork and HVAC equipment CAD drawings.

- **Union Station Restoration, North Canaan, CT** - Serving as a Mechanical Engineer for the renovation of an existing active 12,000 s.f. two story wood railroad station that was partially destroyed by fire in 2001. The scope of work includes finishing the partially completed exterior restoration work; and to fully fit-out the interior of the two-story structure for use by future tenants and its owner, the Connecticut Historical Railroad Association. The building must be brought up to current Connecticut Building and Fire-Safety codes including compliance with ADA requirements. Responsibilities include performing heating and cooling load calculations, ductwork and HVAC equipment CAD drawings, detail and schedule CAD drawings, and contacting and meeting with equipment vendors to acquire boiler information for job.

- **Manuel Lujan Building Design, Phase 2, Santa Fe, NM** - Served as a Mechanical Engineer on this project/ Responsibilities included scheduling drawing

corrections for the renovation of an existing 80,000 sq. ft. two story former data center/office building owned by the State of New Mexico. The project scope included complete replacement of the building mechanical, fire alarm and lighting systems as well as the partial replacement of the building electrical distribution and plumbing systems. The scope also included temporary relocation of the building occupants as well as new building interior finishes, partitions, workstations and furniture.

- **Hartford Mast Arm & Lightpole Inspection** – Served as a Structural Inspector, and performed structural analysis of mast arms and lightpoles throughout the city of Hartford.

- **Hartford Hospital Jefferson Street Renovations** – Served as a Mechanical Engineer, and performed heating and cooling load calculations and ductwork and HVAC equipment CAD drawings. He also contacted and met with clients as well as equipment vendors to acquire AHU information

- **ConnDOT Vault Inspection** – Serving as a Structural Inspector, and performed structural analysis of vaults and electrical conduits underground beneath Route 1 in CT.

- **MDC Pitkin Street Grit Separator** – Served as a Mechanical Engineer and performed heating and cooling load calculations and ductwork and HVAC equipment CAD drawings. He also contacted and met with clients as well as equipment vendors to acquire AHU information

- **Waterbury Bus Garage** – Served as a Mechanical Engineer and assisted with Revit drawings and presentation. He also contacted and met with clients to acquire program information.

- **AA Lease Restructuring, Bradley International Airport** – Serving as a Mechanical Engineer, Mr. Dring performed heating and cooling load calculations and ductwork and HVAC equipment CAD drawings. He also contacted and met with clients as well as equipment vendors to acquire AHU information

THE UNIVERSITY OF THE STATE OF NEW YORK
EDUCATION DEPARTMENT

THIS IS TO CERTIFY THAT HAVING MET THE REQUIREMENTS OF SECTION 7210 OF THE EDUCATION LAW AND IN ACCORDANCE THEREWITH THIS CERTIFICATE OF AUTHORIZATION IS GRANTED WHICH ENTITLES

AI ENGINEERS INC PC
919 MIDDLE STREET
MIDDLETOWN, CT 06457-0000

TO PROVIDE PROFESSIONAL ENGINEERING SERVICES IN THE STATE OF NEW YORK FOR THE PERIOD 09/01/2012 TO 08/31/2015.

DOUGLAS E LENTIVECH
DEPUTY COMMISSIONER
FOR THE PROFESSIONS

CERTIFICATE NUMBER
0009414

THE UNIVERSITY OF THE STATE OF NEW YORK
THE STATE EDUCATION DEPARTMENT
1784

JOHN B KING JR
PRESIDENT OF THE UNIVERSITY
AND COMMISSIONER OF EDUCATION

State of New Jersey

Division of Consumer Affairs

State Board of Professional Engineers and Land Surveyors

THIS CERTIFIES THAT

AI ENGINEERS, INC.
919 Middle Street
Middletown CT 06457

Has met the requirements of the State Board of Professional Engineers and Land Surveyors and is hereby issued a

CERTIFICATE OF AUTHORIZATION

to offer the following services

Engineering 02/21/2006

Person in Responsible Charge ABULKHAIR A ISLAM

For the names of other Responsible Charge Licensees, go to: http://www.njconsumeraffairs.com/pels/certrpt.pdf

Date: September 13, 2012
Certificate No. 24GA28119300
Expiration Date: 08/31/2014

Acting Executive Director

Attachment C-1

Proposer Prerequisite A

Firms must have Certificates of Authorization to practice Professional Engineering in the states of New York and/or New Jersey and minimum of five (5) years experience, from the date of proposal submission, which includes performing construction management services as outlined in Attachment A for major transportation facilities.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite A.

Client Name/ Contracting Entity	ConnDOT - Replacement of Amtrak Bridge #00340 over Route 1, Branford, CT
Contract Start Date	2009
Contract End Date	2014
Brief description of Scope of work	Provided construction inspection and administration for this project involving replacement of Amtrak railroad bridge no. 00340 over Route 1 and 4,400 ft. of Amtrak track and catenary as well as widening and reconstructing of 2,850 ft. of Route 1.
Client Contact Name / Title	Brian Gustafson
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	ConnDOT - CTfastrak, Contract 1, New Britain, CT
Contract Start Date	2012
Contract End Date	Current
Brief description of Scope of work	Provided construction administration for this project which consists of the construction of the first section of the New Briain-Hartford designated busway from Main Street to Stanley Street in New Britain.
Client Contact Name / Title	David Ferraro
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	City of Bridgeport - Steelpointe Roadway Reconstruction, Bridgeport, CT
Contract Start Date	2012
Contract End Date	Current
Brief description of Scope of work	Providing construction inspection services for this project involving the reconstruction and modernization of urban minor arterial roadways including Stratford Avenue, East Main Street, Waterview Avenue and Pembroke Street. The purpose is to create a new roadway, drainage and utility infrastructure that will permit a major business development plan to move forward.
Client Contact Name / Title	Jon Urquidi/Engineering Supervisor
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Note – Client Contact must be employee of Company

Attachment C-1

Proposer Prerequisite A

Firms must have Certificates of Authorization to practice Professional Engineering in the states of New York and/or New Jersey and minimum of five (5) years experience, from the date of proposal submission, which includes performing construction management services as outlined in Attachment A for major transportation facilities.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite A.

Client Name/ Contracting Entity	ConnDOT - Replacement of 5 New Haven Line Substations, Various Towns, CT
Contract Start Date	2009
Contract End Date	Current
Brief description of Scope of work	Performing construction inspection of the replacement of 5 New Haven Line substations which includes the demolition of existing electrical traction substation facilities and related structures. Project also includes the construction of temporary and new substations and electrical delivery systems including underground and overhead facilities to convey power from the substation tracks as well as tie into existing facilities.
Client Contact Name / Title	Charles Murad
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	CT Airport Authority (CAA) - Civil Engineering On-Call, Windsor Locks, CT
Contract Start Date	2013
Contract End Date	2016
Brief description of Scope of work	Under an On-Call contract, AI is providing the CAA with professional design and construction inspection and administration services associated with the operation and or improvements on CAA property, buildings, associated systems which include, runways, taxiways, ramps, apron areas drainage systems, service road networks and vehicle parking facilities.
Client Contact Name / Title	Marc Holland, PE
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	ConnDOT - Bradley International Airport Milling & Resurfacing of Runway 6-24
Contract Start Date	2010
Contract End Date	2010
Brief description of Scope of work	Provided Resident Engineering staff and Inspectors for the reconstruction of Runway 6-24 which including milling, profiling and overlaying the entire runway. Work also included construction of 6 new electrical ductbanks across the runway.
Client Contact Name / Title	Timothy Wall
Client Contact Email Address	
Client Contact Phone Number	[redacted]

Note – Client Contact must be employee of Company

Attachment C-2

Proposer Prerequisite B

Firms must have adequate staffing resources who have demonstrated experience performing construction management and/or construction inspection services in the Greater New York/New Jersey Metropolitan Area for construction projects valued, at a minimum, at $1.5 million.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite B.

Client Name/ Contracting Entity	PANYNJ - Construction Standards Manual Update, 2008/2012
Contract Start Date	2008
Contract End Date	2010
Construction Value	N/A
Brief description of Scope of work	Al updated their construction standards manuals which involved a complete review of the existing manual, comparing/correlating with existing construction engineering practices and incorporating missing elements of works undertaken by PANYNJ.
Client contact Name / Title	James Masset
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	Hardesty & Hanover / NYSDOT - Region 10, Construction Management Services, Nassau & Suffolk, Counties, NY
Contract Start Date	2006
Contract End Date	2006
Construction Value	$7 million
Brief description of Scope of work	Provided construction management services for priority treatment for various state highways in Nassau and Suffolk counties in New York. This project included resurfacing over 7 miles of various state highways, traffic signals looping, drainage structures and paving including superpave.
Client contact Name / Title	Ray Portoundo
Client Contact Email Address	
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	MTA - Rehabilitation of Bus Depot at JFK Airport, Jamaica, NY
Contract Start Date	2010
Contract End Date	2011
Construction Value	$7 million
Brief description of Scope of work	Provided construction engineering and inspection services for upgrades to the parking facility at the JFK Bus Depot which included new pavement and striping of a parking facility for MTA buses, a new storm drainage system, electrical utilities and a new power and lighting system.
Client contact Name / Title	Philip Grant
Client Contact Email Address	
Client Contact Phone Number	[redacted]

Note – Client Contact must be employee of Company

ATTACHMENT D-1

DBE GOALS STATEMENT

The undersigned Bidder has satisfied the requirements of the Contract in the following manner (Complete the appropriate spaces):

The Bidder is committed to meeting the DBE utilization goal set forth in this Contract.

or

The Bidder is unable to meet the DBE utilization goal set forth in this Contract, but is committed to a minimum of 17% DBE utilization on this Contract and submits the attached narrative and documentation demonstrating good faith efforts consistent with Appendix A of 49 CFR 26 to meet the DBE utilization goal set forth in this Contract.

Attach as many pages as necessary to provide a full and complete narrative and supporting documentation of good faith efforts made. This narrative shall be submitted on company letterhead and signed.

It is the present intent of the Bidder to utilize the specific DBE firms identified in Appendix A2 in the performance of the Work of this Contract. If for any reason, one or more of the DBE firms identified in Appendix A2 are unable or unwilling to participate, the Bidder will make good faith efforts to replace the DBE firm with another DBE firm in accordance with Part II clause entitled "DBE Program".

Bidder Name: AI Engineers, Inc., P.C

Federal Tax ID No.:

By: _____

Signature and Title

APPENDIX D2
THE PORT AUTHORITY OF NY & NJ – OFFICE OF BUSINESS DIVERSITY AND CIVIL RIGHTS
DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT

Instructions: Submit one DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT form for each DBE firm used on this Contract.

CONTRACT NUMBER AND TITLE: 38268 IQCs for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects

PROPOSER:
Name of Firm: AI Engineers, Inc., P.C.

Address: 39 Broadway, Suite 740, New York, NY 10006 Telephone: (212) 760-2423

Email Address: psahani@aiengineers.com

DBE:
Name of Firm: EnTech Engineering, P.C.

Address: 11 Broadway, 21st Floor, New York, NY 10004 Telephone: (646) 722-0000

Description of work to be performed by DBE: Construction Inspection and Management

Calculation (supply only): _____

The Proposer is committed to utilizing the above-named DBE for the work described above. The estimated dollar value of this work is $ TBD-IDQ or ____% of the total contract amount of $ TBD-IDQ. The anticipated start date is TBD-IDQ and the anticipated completion date is TBD-IDQ.

AFFIRMATION

The above-named DBE affirms that it will perform the portion of the Contract for the estimated dollar value as stated above.

By: _____ Date: July 8, 2014
Signature of DBE and Title

If the Proposer does not receive award of the Contract, any and all representations in this DBE Participation Plan and Affirmation Statement shall be null and void.

By: _____ Date: _____
Signature of Proposer and Title

FOR OBDCR USE ONLY

Contract Goals: ☐ Approved ☐ Rejected ☐ Preliminary Plan Approved
Reviewed By: _____
OBDCR Business Development Representative
Signature: _____ Date: _____

APPENDIX D2
THE PORT AUTHORITY OF NY & NJ – OFFICE OF BUSINESS DIVERSITY AND CIVIL RIGHTS
DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT

Instructions: Submit one DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT form for each DBE firm used on this Contract.

CONTRACT NUMBER AND TITLE: 38268 - As Needed Construction Management & Inspection Services Re: Sandy

PROPOSER:
Name of Firm: AI Engineers
Address: 39 Broadway, Suite 740, New York, NY 10006 Telephone: 212-760-2423
Email Address: nymktg@aiengineers.com

DBE:
Name of Firm: EnTech Engineering, P.C.
Address: 11 Broadway, 21st Floor, New York, NY 10004 Telephone: (646) 722-0000
Description of work to be performed by DBE: Construction Inspection and Management

Calculation (supply only): _____

The Proposer is committed to utilizing the above-named DBE for the work described above. The estimated dollar value of this work is $ TBD - IDQ or ____% of the total contract amount of $ TBD-IDQ. The anticipated start date is TBD-IDQ and the anticipated completion date is TBD-IDQ.

AFFIRMATION

The above-named DBE affirms that it will perform the portion of the Contract for the estimated dollar value as stated above.

By: Susan Bonati President, EnTech Engineering, P.C. Date: July 7, 2014
Signature of DBE and Title

If the Proposer does not receive award of the Contract, any and all representations in this DBE Participation Plan and Affirmation Statement shall be null and void.

By: _____ Date: _____
Signature of Proposer and Title

FOR OBDCR USE ONLY

Contract Goals: ☐ Approved ☐ Rejected ☐ Preliminary Plan Approved
Reviewed By: _____
OBDCR Business Development Representative
Signature: _____ Date: _____

ATTACHMENT D-3

INFORMATION ON SOLICITED FIRMS

The bidder must complete this form for itself and for all firms which gave the bidder a quotation for any work planned to be subcontracted regardless of whether they are ultimately chosen to participate in the Contract. Provide the information required below for every firm that provided a bid or a quote for a subcontract – even if the bid or quote from the firm is not used in the preparation of the final Proposal.

Name of Firm	Address of Firm	Phone Number	Contact Person	Firm Age	Annual Gross Revenue Range NOTE: See Footnote Below	DBE Certified (Yes/No)
AI Engineers Inc., P.C.	39 Broadway, Suite 740, New York, NY 10006	(212) 760-2423	Parmjit Sahani, PE	23	Over $5 million	Yes
EnTech Engineering, P.C.	11 Broadway, 21st Floor, New York, NY 10004	(646) 722-0000	Susan Bayat, PE	14	Over $5 million	Yes

Footnote: Annual Gross Revenue Ranges: Less than $500,000; $500,000 - $1 Million; $1 - $2 Million; $2 - $5 Million; Over $5 Million - Select the category that best identifies the annual gross revenue of the solicited firm.

NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT BETWEEN

[AI ENGINEERS, INC., P.C.]

AND

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

THIS NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT (this "**Agreement**") is made as of this **[8** day of **JULY], 2014]**, by and between **THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY** (the "**Port Authority**") a body corporate and politic created by Compact between the States of New York and New Jersey, with the consent of the Congress of the United States, and having an office and place of business at 225 Park Avenue South, New York, New York, 10003, and **[AI ENGINEERS, INC., P.C.]** having an office and place of business at **[39 BROADWAY, SUITE 740, NEW YORK, NY 10006]** ("**Recipient**").

WHEREAS, the Port Authority desires, subject to the terms and conditions set forth below, to disclose to Recipient Protected Information (as defined below) in connection with **[38268]** (collectively, the "Project(s)", or "Proposed Project(s)"); and

WHEREAS, the Recipient acknowledges that the Port Authority, in furtherance of its performance of essential and critical governmental functions relating to the Project, has existing and significant interests and obligations in establishing, maintaining and protecting the security and safety of the Project site and surrounding areas and related public welfare matters; and

WHEREAS, in furtherance of critical governmental interests regarding public welfare, safety and security at the Project site, the Port Authority has collected information and undertaken the development of certain plans and recommendations regarding the security, safety and protection of the Project site, including the physical construction and current and future operations; and

WHEREAS, the Port Authority and Recipient (collectively, the "**Parties**") acknowledge that in order for Recipient to undertake its duties and/or obligations with regard to its involvement in the Project, the Port Authority may provide Recipient or certain of its Related Parties (as defined below) certain information in the possession of the Port Authority, which may contain or include protected, confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, relating to the Project or its occupants or other matters, the unauthorized disclosure of which could result in significant public safety, financial and other damage to the Port Authority, the Project, its occupants, and the surrounding communities; and

WHEREAS, Recipient recognizes and acknowledges that providing unauthorized access to, or disclosing such information to third parties in violation of the terms of this Agreement could compromise or undermine the existing or future guidelines, techniques and procedures implemented for the protection against terrorist acts or for law enforcement, investigation and prosecutorial purposes, and accordingly could result in significant irreparable harm and injury; and prosecutorial purposes, and accordingly could result in significant irreparable harm and injury; and

WHEREAS, in order to protect and preserve the privilege attaching to and the confidentiality of the aforementioned information as well as to limit access to such information to a strict need to know basis, the Port Authority requires, as a condition of its sharing or providing access to such protected, confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, that the Recipient enter into this Agreement and that its Related Parties thereafter acknowledge and agree that they will be required to treat as strictly confidential and/or privileged any of such information so provided, as well as the work product and conclusions of any assessments and evaluations or any recommendations relating thereto, and to also fully comply with applicable federal rules and regulations with respect thereto; and

WHEREAS, as a condition to the provision of such information to Recipient and certain Related Parties, the Recipient has agreed to enter into this Agreement with respect to the handling and use of such information and to cause Related Parties to join in and be bound by the terms and conditions of this Agreement.

NOW, THEREFORE, in consideration of the provision by Port Authority of Information for Project Purposes (as each such term is defined below) and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged by the Recipient and each Related Party that receives such Information, the Recipient and each such Related Party agrees, as follows:

1. **Defined Terms**. In addition to the terms defined in the Recitals above, the following terms shall have the meanings set forth below:

(a) **"Authorized Disclosure"** means the disclosure of Protected Information strictly in accordance with the Confidentiality Control Procedures applicable thereto: (i) as to all Protected Information, only to a Related Party that has a need to know such Protected Information strictly for Project Purposes and that has agreed in writing to be bound by the terms of this Agreement by executing a form of Acknowledgment as set forth in Exhibit A or Exhibit B, as applicable; and (ii) as to Confidential Privileged Information, only to the extent expressly approved in writing and in advance by the Port Authority, and then only the particular Confidential Privileged Information that is required to accomplish an essential element of the Project.

(b) **"Information"** means, collectively, all information, documents, data, reports, notes, studies, projections, records, manuals, graphs, electronic files, computer generated data or information, drawings, charts, tables, diagrams, photographs, and other media or renderings containing or otherwise incorporating information that may be provided or made accessible at any time, whether in writing, orally, visually, photographically, electronically or in any other form or medium, including, without limitation, any and all copies, duplicates or extracts of the foregoing.

(c) **"Protected Information"** means and includes collectively, Confidential Information, Confidential Privileged Information, Sensitive Security Information (SSI), Critical Infrastructure Information (CII) or Health Insurance Portability and Accountability Act (HIPPA) Information and Information that is labeled, marked or otherwise identified by or on behalf of the Port Authority so as to reasonably connote that such information is confidential, privileged, sensitive or proprietary in nature. The term Protected Information shall also include all work product that contains or is derived from any of the foregoing, whether in whole or in part, regardless of whether prepared by the Recipient, the Port Authority or others, or when the Port Authority receives such information from others and agrees to treat such information as Protected. The following Information shall not constitute Protected Information for the purpose of this Agreement:

(i) Particular Information, other than Confidential Privileged Information, that is provided to the Recipient by a source other than the Port Authority, provided that such source is not subject to a confidentiality agreement, or similar obligation, or understanding with or for the benefit of the Port Authority, with respect to such Information and that the identity of such source is not itself part of such Protected Information.

(ii) Information that is or becomes generally available to the public other than as a result of a disclosure by the Recipient or a Related Party in violation of this Agreement.

(iii) Information that is known to or was in the possession of the Recipient or a Related Party on a non-confidential basis prior to the disclosure of such Information by the Port Authority.

(d) **"Confidential Information"** means and includes collectively, any and all Information, documents and materials entitled to protection as a public interest privilege under New York State law and as may be deemed to be afforded or entitled to the protection of any other privilege recognized under New York and/or New Jersey state laws or Federal laws. It also includes information that contains sensitive financial, commercial or other proprietary business information concerning or relating to the Port Authority, its projects, operations or facilities that would be exempt from release under the Port Authority Freedom of Information Code.

(e) **"Confidential Privileged Information"** means and includes collectively, (i) Information that reveals security risks, threats, vulnerabilities, documentation that identifies specific physical security vulnerabilities or revealing specific security vulnerabilities details related to emergency response protocols, egress plans, flow paths, egress capacities, (diagrams, codes, standards) etc., which is not publicly available." and any and all Information, documents and materials entitled to protection as a public interest privilege under New York State law and as may be deemed to be afforded or entitled to the protection of any other privilege recognized under New York and/or New Jersey state laws or Federal laws, and (ii) certain Critical Infrastructure Information.

(f) **"Confidentiality Control Procedures"** means procedures, safeguards and requirements for the identification, processing, protection, handling, care, tracking and storage of Protected Information that are required under applicable federal or state law, the Port Authority Handbook, or by the terms of this Agreement.

(g) **"Critical Infrastructure Information"** (CII) has the meaning set forth in the Homeland Security Act of 2002, under the subtitle Critical Infrastructure Information Act of 2002 (6 U.S.C. §131-134), and any rules or regulations enacted pursuant thereto, including, without limitation, the Office of the Secretary, Department of Homeland Security Rules and Regulations, 6 C.F.R. Part 29 and any amendments thereto. CII may also be referred to as "Protected Critical Infrastructure Information" or "PCII", as provided for in the referenced rules and regulations and any amendments thereto.

(h) **"Sensitive Security Information"** (SSI) has the definition and requirements set forth in the Transportation Security Administrative Rules & Regulations, 49 CFR 1520, (49

U.S.C. §114) and in the Office of the Secretary of Transportation Rules & Regulations, 49 CFR 15, (49 U.S.C. §40119).

(i) **"Health Insurance Portability and Accountability Act"** (HIPAA) Information Employees, associates or other contract personnel who have access to Protected Health Information (PHI) must refer to, and comply with, the Privacy Policies and Procedures to Protect Personal Health Information. Privacy regulations issued under the Health Insurance Portability and Accountability Act of 1996 ("HIPAA" or "Privacy Laws") place restrictions on the Group Health Plans of the Port Authority and PATH (the "Plans") ability to use and disclose Protected Health Information ("PHI").

(j) **"Port Authority Handbook"** means The Port Authority of New York and New Jersey. Information Security Handbook, as may be amended by the Port Authority, from time to time.

(k) **"Project Purposes"** means the use of Protected Information strictly and only for purposes related to Recipient's and its Related Parties' participation and involvement in the Project, and only for such period of time during which Recipient and its Related Parties are involved in Project related activities.

(l) **"Related Party"** and **"Related Parties"** means the directors, employees, officers, partners or members of the Recipient, as applicable, and the Recipient's outside consultants, attorneys, advisors, accountants, architects, engineers or subcontractors or sub-consultants (and their respective directors, employees, officers, partners or members) to whom any Protected Information is disclosed or made available.

2. **Use of Protected Information.** All Protected Information shall be used by the Recipient in accordance with the following requirements:

(a) All Protected Information shall be held in confidence and shall be processed, treated, disclosed and used by the Recipient and its Related Parties only for Project Purposes and in accordance with the Confidentiality Control Procedures established pursuant to Paragraph 2(c), below, including, without limitation, the Port Authority Handbook, receipt of which is acknowledged by Recipient and shall be acknowledged in writing by each Related Party by signing the Acknowledgment attached hereto as Exhibit A or Exhibit B, as applicable, and applicable legal requirements. Protected Information may be disclosed, only if and to the extent that such disclosure is an Authorized Disclosure.

(b) Recipient and each Related Party acknowledges and agrees that (i) any violation by the Recipient or any of its Related Parties of the terms, conditions or restrictions of this Agreement relating to Protected Information may result in penalties and other enforcement or corrective action as set forth in such statutes and regulations, including, without limitation, the issuance of orders requiring retrieval of Sensitive Security Information and Critical Infrastructure Information to remedy unauthorized disclosure and to cease future unauthorized disclosure and
(ii) pursuant to the aforementioned Federal Regulations, including, without limitation, 49 C.F.R. §§ 15.17 and 1520.17, any such violation thereof or mishandling of information therein defined may constitute grounds for a civil penalty and other enforcement or corrective action by the United States Department of Transportation and the United States Department of Homeland Security, and appropriate personnel actions for Federal employees.

(c) Recipient and each Related Party covenants to the Port Authority that it has established, promulgated and implemented Confidentiality Control Procedures for identification, handling, receipt, care, and storage of Protected Information to control and safeguard against any violation of the requirements of this Agreement and against any unauthorized access, disclosure, modification, loss or misuse of Protected Information. Recipient and each Related Party shall undertake reasonable steps consistent with such Confidentiality Control Procedures to assure that disclosure of Protected Information is compartmentalized, such that all Protected Information shall be disclosed only to those persons and entities authorized to receive such Information as an Authorized Disclosure under this Agreement and applicable Confidentiality Control Procedures. The Confidentiality Control Procedures shall, at a minimum, adhere to, and shall not be inconsistent with, the procedures and practices established in the Port Authority Handbook.

(d) The Port Authority reserves the right to audit Recipient's Confidentiality Control Procedures, and those of each Related Party, as applicable, to ensure that it is in compliance with the terms of this Agreement.
(e) The Port Authority may request in writing that the Recipient or any Related Parties apply different or more stringent controls on the handling, care, storage and disclosure of particular items of Protected Information as a precondition for its disclosure. The Port Authority may decline any request by the Recipient or any of its Related Parties to provide such item of Protected Information if the Recipient or any of the Related Parties do not agree in writing to apply such controls.

(f) Nothing in this Agreement shall require the Port Authority to tender or provide access to or possession of any Protected Information to the Recipient or its Related Parties, whether or not the requirements of this Agreement are otherwise satisfied. However, if such Protected Information is provided and accepted, the Recipient and its Related Parties shall abide by the terms, conditions and requirements of this Agreement.

(g) The Recipient and each Related Party agrees to be responsible for enforcing the provisions of this Agreement with respect to its Related Parties, in accordance with the Confidentiality Control Procedures. Except as required by law pursuant to written advice of competent legal counsel, or with the Port Authority's prior written consent, neither the Recipient, nor any of the Related Parties shall disclose to any third party, person or entity: (i) any Protected Information under circumstances where the Recipient is not fully satisfied that the person or entity to whom such disclosure is about to be made shall act in accordance with the Confidentiality Control Procedures whether or not such person or entity has agreed in writing to be bound by the terms of this Agreement or any "Acknowledgement" of its terms or (ii) the fact that Protected Information has been made available to the Recipient or such Related Parties, or the content or import of such Protected Information. The Recipient is responsible for collecting and managing the Acknowledgments signed by Related Parties pursuant to this Agreement. Recipient shall, at the Port Authority's request, provide the Port

Authority a list of all Related Parties who have signed an Acknowledgment, and copies of such Acknowledgments.

(h) As to all Protected Information provided by or on behalf of the Port Authority, nothing in this Agreement shall constitute or be construed as a waiver of any public interest privilege or other protections established under applicable state or federal law.

3. **Disclosures and Discovery Requests.** If a subpoena, discovery request, Court Order, Freedom of Information Request, or any other request or demand authorized by law seeking disclosure of the Protected Information is received by the Recipient or any Related Party, Recipient shall notify the Port Authority thereof, to the extent permitted by law, with sufficient promptness so as to enable the Port Authority to investigate the circumstances, prepare any appropriate documentation and seek to quash the subpoena, to seek a protective order, or to take such other action regarding the request as it deems appropriate. In the absence of a protective order, disclosure shall be made, in consultation with the Port Authority, of only that part of the Protected Information as is legally required to be disclosed. If at any time Protected Information is disclosed in violation of this Agreement, the Recipient shall immediately give the Port Authority written notice of that fact and a detailed account of the circumstances regarding such disclosure to the Port Authority.

4. **Retention Limitations; Return of Protected Information.** Upon the earlier occurrence of either the Port Authority's written request or completion of Recipient's need for any or all Protected Information, such Protected Information, all writings and material describing, analyzing or containing any part of such Protected Information, including any and all portions of Protected Information that may be stored, depicted or contained in electronic or other media and all copies of the foregoing shall be promptly delivered to the Port Authority at Recipient's expense. In addition, as to Protected Information that may be stored in electronic or similar form, such Protected Information shall be deleted and completely removed so that such Protected Information is incapable of being recovered from all computer databases of the Recipient and all Related Parties. The Recipient may request in writing that the Port Authority consent to destruction of Protected Information, writings and materials in lieu of delivery thereof to the Port Authority. The Port Authority shall not unreasonably withhold its consent to such request. If the Port Authority consents to such destruction, the Recipient and each Related Party shall deliver to the Port Authority a written certification by Recipient and such Related Party that such Protected Information, writings and materials have been so destroyed within such period as may be imposed by the Port Authority. Notwithstanding the foregoing, to the extent required for legal or compliance purposes, the Recipient may retain copies of Protected Information (in any format), provided that (a) the Port Authority is notified in writing of such retention, and (b) Recipient continues to abide by the requirements of this Agreement with respect to the protection of such Protected Information.

5. **Duration and Survival of Confidentiality Obligations.** The obligations under this Agreement shall be perpetual (unless otherwise provided in this Agreement) or until such time as the Protected Information is no longer considered protected, confidential and/or privileged by the Port Authority.

6. **Severability.** Each provision of this Agreement is severable and if a court should find any provision of this Agreement to be unenforceable, all other provisions of this Agreement shall remain in full force and effect.

7. **Injunctive and Other Relief.** Recipient and each Related Party acknowledges that the unauthorized disclosure and handling of Protected Information is likely to have a material adverse and detrimental impact on public safety and security and could significantly endanger the Port Authority, its facilities (including, without limitation, the Project site), its patrons and the general public and that damages at law are an inadequate remedy for any breach, or threatened breach, of this Agreement by Recipient or its Related Parties. The Port Authority shall be entitled, in addition to all other rights or remedies, to seek such restraining orders and injunctions as it may deem appropriate for any breach of this Agreement, without being required to show any actual damage or to post any bond or other security.

8. **Governing Law.** This Agreement shall be governed by and construed in accordance with the laws of the State of New York, without regard to conflict of laws principles. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient specifically and irrevocably consent to the exclusive jurisdiction of any federal or state court in the County of New York and State of New York with respect to all matters concerning this Agreement and its enforcement. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient agree that the execution and performance of this Agreement shall have a New York situs and, accordingly, they each consent (and solely with respect to the Port Authority, subject to the terms of the Port Authority Legislation (as defined below)) to personal jurisdiction in the State of New York for all purposes and proceedings arising from this Agreement. **"Port Authority Legislation"** shall mean the concurrent legislation of the State of New York and State of New Jersey set forth at Chapter 301 of the Laws of New York of 1950, as amended by Chapter 938 of the Laws of New York of 1974 (McKinney's Unconsolidated Laws §§7101-7112) and Chapter 204 of the Laws of New Jersey of 1951 (N.J.S.A. 32:1-157 to 32:1-168).

9. **Notices.** Any notice, demand or other communication (each, a **"notice"**) that is given or rendered pursuant to this Agreement by either party to the other party, shall be: (i) given or rendered, in writing, (ii) addressed to the other party at its required address(es) for notices delivered to it as set forth below, and (iii) delivered by either (x) hand delivery, or (y) nationally recognized courier service (e.g., Federal Express, Express Mail). Any such notice shall be deemed given or rendered, and effective for purposes of this Agreement, as of the date actually delivered to the other party at such address(es) (whether or not the same is then received by other party due to a change of address of which no notice was given, or any rejection or refusal to accept delivery). Notices from either party (to the other) may be given by its counsel.

The required address(es) of each party for notices delivered to it is (are) as set forth below. Each party, however, may, from time to time, designate an additional or substitute required address(es) for notices delivered to it, provided that such designation must be made by notice given in accordance with this Paragraph 9.

Original to the Port Authority:	**[CORY MERMER]** The Port Authority of New York and New Jersey **[TWO MONTGOMERY STREET, 3RD FLOOR]** **[JERSEY CITY, NEW JERSEY 07302]**
with a copy to:	The Port Authority of New York and New Jersey 225 Park Avenue South -14th Floor New York, NY 10003 Attn: General Counsel's Office c/o Caroline Ioannou, Law DISO
If to the Recipient:	_____
	_____
with a copy to:	_____

10. **Entire Agreement.** This Agreement contains the complete statement of all the agreements among the parties hereto with respect to the subject matter thereof, and all prior agreements among the parties hereto respecting the subject matter hereof, whether written or oral, are merged herein and shall be of no further force or effect. This Agreement may not be changed, modified, discharged, or terminated, except by an instrument in writing signed by all of the parties hereto.

11. **Counterparts.** This Agreement may be executed in one or more counterparts, each of which shall be deemed to be an original, but all of which shall be one and the same document.

12. **Parties Bound.** This Agreement shall be binding upon the Recipient and its respective successors. The foregoing shall not be affected by the failure of any Related Party to join in this Agreement or to execute and deliver an Acknowledgement hereof.

13. **Authority.** The undersigned individual(s) executing this Agreement on behalf of the Recipient below represent(s) that they are authorized to execute this Agreement on behalf of the Recipient and to legally bind such party.

14. **Disclosure of Ownership Rights or License.** Nothing contained herein shall be construed as the granting or conferring by the Port Authority of any rights by ownership, license or otherwise in any Information.

15. **No Liability.** Neither the Commissioners of the Port Authority, nor any of them, nor any officer, agent or employee thereof, shall be charged personally by the Recipient with any liability, or held liable to the Recipient under any term or provision of this Agreement, or because of its execution or attempted execution or because of any breach, or attempted or alleged breach thereof.

16. **Construction**. This Agreement is the joint product of the parties hereto and each provision of this Agreement has been subject to the mutual consultation, negotiation, and agreement of the parties hereto, and shall not be construed for or against any party hereto. The captions of the various sections in this Agreement are for convenience only and do not, and shall not be deemed to, define, limit or construe the contents of such Sections.

RECEIPIENT:

Signature: P. S. Sahani

Print Name: [PARMJIT SAHANI, PE]

Title: [SR. VICE PRESIDENT]

Date: [JULY 8, 2014]

NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT
BETWEEN

EnTech Engineering, P.C.

AND

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

THIS NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT (this "**Agreement**") is made as of this 9th day of July, 2014, by and between **THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY** (the "**Port Authority**") a body corporate and politic created by Compact between the States of New York and New Jersey, with the consent of the Congress of the United States, and having an office and place of business at 225 Park Avenue South, New York, New York, 10003, and EnTech Engineering, P.C. having an office and place of business at 11 Broadway, New York, NY 10004 ("**Recipient**").

WHEREAS, the Port Authority desires, subject to the terms and conditions set forth below, to disclose to Recipient Protected Information (as defined below) in connection with RFP NO.: 38268, INDEFINITE QUANTITY CONTRACTS (IQCs) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018 (collectively, the "Project(s)", or "Proposed Project(s)"); and

WHEREAS, the Recipient acknowledges that the Port Authority, in furtherance of its performance of essential and critical governmental functions relating to the Project, has existing and significant interests and obligations in establishing, maintaining and protecting the security and safety of the Project site and surrounding areas and related public welfare matters; and

WHEREAS, in furtherance of critical governmental interests regarding public welfare, safety and security at the Project site, the Port Authority has collected information and undertaken the development of certain plans and recommendations regarding the security, safety and protection of the Project site, including the physical construction and current and future operations; and

WHEREAS, the Port Authority and Recipient (collectively, the "**Parties**") acknowledge that in order for Recipient to undertake its duties and/or obligations with regard to its involvement in the Project, the Port Authority may provide Recipient or certain of its Related Parties (as defined below) certain information in the possession of the Port Authority, which may contain or include protected, confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, relating to the Project or its occupants or other matters, the unauthorized disclosure of which could result in significant public safety, financial and other damage to the Port Authority, the Project, its occupants, and the surrounding communities; and

WHEREAS, Recipient recognizes and acknowledges that providing unauthorized access to, or disclosing such information to third parties in violation of the terms of this Agreement could compromise or undermine the existing or future guidelines, techniques and procedures implemented for the protection against terrorist acts or for law enforcement, investigation and prosecutorial purposes, and accordingly could result in significant irreparable harm and injury; and

WHEREAS, in order to protect and preserve the privilege attaching to and the confidentiality of the aforementioned information as well as to limit access to such information to a strict need to know basis, the Port Authority requires, as a condition of its sharing or providing access to such protected, confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, that the Recipient enter into this Agreement and that its Related Parties thereafter acknowledge and agree that they will be required to treat as strictly confidential and/or privileged any of such information so provided, as well as the work product and conclusions of any assessments and evaluations or any recommendations relating thereto, and to also fully comply with applicable federal rules and regulations with respect thereto; and

WHEREAS, as a condition to the provision of such information to Recipient and certain Related Parties, the Recipient has agreed to enter into this Agreement with respect to the handling and use of such information and to cause Related Parties to join in and be bound by the terms and conditions of this Agreement.

NOW, THEREFORE, in consideration of the provision by Port Authority of Information for Project Purposes (as each such term is defined below) and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged by the Recipient and each Related Party that receives such Information, the Recipient and each such Related Party agrees, as follows:

1. **Defined Terms.** In addition to the terms defined in the Recitals above, the following terms shall have the meanings set forth below:

(a) "**Authorized Disclosure**" means the disclosure of Protected Information strictly in accordance with the Confidentiality Control Procedures applicable thereto: (i) as to all Protected Information, only to a Related Party that has a need to know such Protected Information strictly for Project Purposes and that has agreed in writing to be bound by the terms of this Agreement by executing a form of Acknowledgment as set forth in Exhibit A or Exhibit B, as applicable; and (ii) as to Confidential Privileged Information, only to the extent expressly approved in writing and in advance by the Port Authority, and then only the particular Confidential Privileged Information that is required to accomplish an essential element of the Project.

(b) "**Information**" means, collectively, all information, documents, data, reports, notes, studies, projections, records, manuals, graphs, electronic files, computer generated data or information, drawings, charts, tables, diagrams, photographs, and other media or renderings containing or otherwise incorporating information that may be provided or made accessible at any time, whether in writing, orally, visually, photographically, electronically or in any other

form or medium, including, without limitation, any and all copies, duplicates or extracts of the foregoing.

(c) **"Protected Information"** means and includes collectively, Confidential Information, Confidential Privileged Information, Sensitive Security Information (SSI), Critical Infrastructure Information (CII) or Health Insurance Portability and Accountability Act (HIPPA) Information and Information that is labeled, marked or otherwise identified by or on behalf of the Port Authority so as to reasonably connote that such information is confidential, privileged, sensitive or proprietary in nature. The term Protected Information shall also include all work product that contains or is derived from any of the foregoing, whether in whole or in part, regardless of whether prepared by the Recipient, the Port Authority or others, or when the Port Authority receives such information from others and agrees to treat such information as Protected. The following Information shall not constitute Protected Information for the purpose of this Agreement:

(i) Particular Information, other than Confidential Privileged Information, that is provided to the Recipient by a source other than the Port Authority, provided that such source is not subject to a confidentiality agreement, or similar obligation, or understanding with or for the benefit of the Port Authority, with respect to such Information and that the identity of such source is not itself part of such Protected Information.

(ii) Information that is or becomes generally available to the public other than as a result of a disclosure by the Recipient or a Related Party in violation of this Agreement.

(iii) Information that is known to or was in the possession of the Recipient or a Related Party on a non-confidential basis prior to the disclosure of such Information by the Port Authority.

(d) **"Confidential Information"** means and includes collectively, any and all Information, documents and materials entitled to protection as a public interest privilege under New York State law and as may be deemed to be afforded or entitled to the protection of any other privilege recognized under New York and/or New Jersey state laws or Federal laws. It also includes information that contains sensitive financial, commercial or other proprietary business information concerning or relating to the Port Authority, its projects, operations or facilities that would be exempt from release under the Port Authority Freedom of Information Code.

(e) **"Confidential Privileged Information"** means and includes collectively, (i) Information that reveals security risks, threats, vulnerabilities, documentation that identifies specific physical security vulnerabilities or revealing specific security vulnerabilities details related to emergency response protocols, egress plans, flow paths, egress capacities, (diagrams, codes, standards) etc., which is not publicly available." and any and all Information, documents and materials entitled to protection as a public interest privilege under New York State law and as may be deemed to be afforded or entitled to the protection of any other privilege recognized

under New York and/or New Jersey state laws or Federal laws, and (ii) certain Critical Infrastructure Information.

(f) "**Confidentiality Control Procedures**" means procedures, safeguards and requirements for the identification, processing, protection, handling, care, tracking and storage of Protected Information that are required under applicable federal or state law, the Port Authority Handbook, or by the terms of this Agreement.

(g) "**Critical Infrastructure Information**" (CII) has the meaning set forth in the Homeland Security Act of 2002, under the subtitle Critical Infrastructure Information Act of 2002 (6 U.S.C. §131-134), and any rules or regulations enacted pursuant thereto, including, without limitation, the Office of the Secretary, Department of Homeland Security Rules and Regulations, 6 C.F.R. Part 29 and any amendments thereto. CII may also be referred to as "Protected Critical Infrastructure Information" or "PCII", as provided for in the referenced rules and regulations and any amendments thereto.

(h) "**Sensitive Security Information**" (SSI) has the definition and requirements set forth in the Transportation Security Administrative Rules & Regulations, 49 CFR 1520, (49 U.S.C. §114) and in the Office of the Secretary of Transportation Rules & Regulations, 49 CFR 15, (49 U.S.C. §40119).

(i) "**Health Insurance Portability and Accountability Act**" (HIPAA) Information Employees, associates or other contract personnel who have access to Protected Health Information (PHI) must refer to, and comply with, the Privacy Policies and Procedures to Protect Personal Health Information. Privacy regulations issued under the Health Insurance Portability and Accountability Act of 1996 ("HIPAA" or "Privacy Laws") place restrictions on the Group Health Plans of the Port Authority and PATH (the "Plans") ability to use and disclose Protected Health Information ("PHI").

(j) "**Port Authority Handbook**" means The Port Authority of New York and New Jersey. Information Security Handbook, as may be amended by the Port Authority, from time to time.

(k) "**Project Purposes**" means the use of Protected Information strictly and only for purposes related to Recipient's and its Related Parties' participation and involvement in the Project, and only for such period of time during which Recipient and its Related Parties are involved in Project related activities.

(l) "**Related Party**" and "**Related Parties**" means the directors, employees, officers, partners or members of the Recipient, as applicable, and the Recipient's outside consultants, attorneys, advisors, accountants, architects, engineers or subcontractors or sub-consultants (and their respective directors, employees, officers, partners or members) to whom any Protected Information is disclosed or made available.

2. **Use of Protected Information.** All Protected Information shall be used by the Recipient in accordance with the following requirements:

(a) All Protected Information shall be held in confidence and shall be processed, treated, disclosed and used by the Recipient and its Related Parties only for Project Purposes and in accordance with the Confidentiality Control Procedures established pursuant to Paragraph 2(c), below, including, without limitation, the Port Authority Handbook, receipt of which is acknowledged by Recipient and shall be acknowledged in writing by each Related Party by signing the Acknowledgment attached hereto as Exhibit A or Exhibit B, as applicable, and applicable legal requirements. Protected Information may be disclosed, only if and to the extent that such disclosure is an Authorized Disclosure.

(b) Recipient and each Related Party acknowledges and agrees that (i) any violation by the Recipient or any of its Related Parties of the terms, conditions or restrictions of this Agreement relating to Protected Information may result in penalties and other enforcement or corrective action as set forth in such statutes and regulations, including, without limitation, the issuance of orders requiring retrieval of Sensitive Security Information and Critical Infrastructure Information to remedy unauthorized disclosure and to cease future unauthorized disclosure and (ii) pursuant to the aforementioned Federal Regulations, including, without limitation, 49 C.F.R. §§ 15.17 and 1520.17, any such violation thereof or mishandling of information therein defined may constitute grounds for a civil penalty and other enforcement or corrective action by the United States Department of Transportation and the United States Department of Homeland Security, and appropriate personnel actions for Federal employees.

(c) Recipient and each Related Party covenants to the Port Authority that it has established, promulgated and implemented Confidentiality Control Procedures for identification, handling, receipt, care, and storage of Protected Information to control and safeguard against any violation of the requirements of this Agreement and against any unauthorized access, disclosure, modification, loss or misuse of Protected Information. Recipient and each Related Party shall undertake reasonable steps consistent with such Confidentiality Control Procedures to assure that disclosure of Protected Information is compartmentalized, such that all Protected Information shall be disclosed only to those persons and entities authorized to receive such Information as an Authorized Disclosure under this Agreement and applicable Confidentiality Control Procedures. The Confidentiality Control Procedures shall, at a minimum, adhere to, and shall not be inconsistent with, the procedures and practices established in the Port Authority Handbook.

(d) The Port Authority reserves the right to audit Recipient's Confidentiality Control Procedures, and those of each Related Party, as applicable, to ensure that it is in compliance with the terms of this Agreement.

(e) The Port Authority may request in writing that the Recipient or any Related Parties apply different or more stringent controls on the handling, care, storage and disclosure of particular items of Protected Information as a precondition for its disclosure. The Port Authority may decline any request by the Recipient or any of its Related Parties to provide such item of Protected Information if the Recipient or any of the Related Parties do not agree in writing to apply such controls.

(f) Nothing in this Agreement shall require the Port Authority to tender or provide access to or possession of any Protected Information to the Recipient or its Related Parties, whether or not the requirements of this Agreement are otherwise satisfied. However, if such

Protected Information is provided and accepted, the Recipient and its Related Parties shall abide by the terms, conditions and requirements of this Agreement.

(g) The Recipient and each Related Party agrees to be responsible for enforcing the provisions of this Agreement with respect to its Related Parties, in accordance with the Confidentiality Control Procedures. Except as required by law pursuant to written advice of competent legal counsel, or with the Port Authority's prior written consent, neither the Recipient, nor any of the Related Parties shall disclose to any third party, person or entity: (i) any Protected Information under circumstances where the Recipient is not fully satisfied that the person or entity to whom such disclosure is about to be made shall act in accordance with the Confidentiality Control Procedures whether or not such person or entity has agreed in writing to be bound by the terms of this Agreement or any "Acknowledgement" of its terms or (ii) the fact that Protected Information has been made available to the Recipient or such Related Parties, or the content or import of such Protected Information. The Recipient is responsible for collecting and managing the Acknowledgments signed by Related Parties pursuant to this Agreement. Recipient shall, at the Port Authority's request, provide the Port Authority a list of all Related Parties who have signed an Acknowledgment, and copies of such Acknowledgments.

(h) As to all Protected Information provided by or on behalf of the Port Authority, nothing in this Agreement shall constitute or be construed as a waiver of any public interest privilege or other protections established under applicable state or federal law.

3. **Disclosures and Discovery Requests**. If a subpoena, discovery request, Court Order, Freedom of Information Request, or any other request or demand authorized by law seeking disclosure of the Protected Information is received by the Recipient or any Related Party, Recipient shall notify the Port Authority thereof, to the extent permitted by law, with sufficient promptness so as to enable the Port Authority to investigate the circumstances, prepare any appropriate documentation and seek to quash the subpoena, to seek a protective order, or to take such other action regarding the request as it deems appropriate. In the absence of a protective order, disclosure shall be made, in consultation with the Port Authority, of only that part of the Protected Information as is legally required to be disclosed. If at any time Protected Information is disclosed in violation of this Agreement, the Recipient shall immediately give the Port Authority written notice of that fact and a detailed account of the circumstances regarding such disclosure to the Port Authority.

4. **Retention Limitations; Return of Protected Information**. Upon the earlier occurrence of either the Port Authority's written request or completion of Recipient's need for any or all Protected Information, such Protected Information, all writings and material describing, analyzing or containing any part of such Protected Information, including any and all portions of Protected Information that may be stored, depicted or contained in electronic or other media and all copies of the foregoing shall be promptly delivered to the Port Authority at Recipient's expense. In addition, as to Protected Information that may be stored in electronic or similar form, such Protected Information shall be deleted and completely removed so that such Protected Information is incapable of being recovered from all computer databases of the Recipient and all Related Parties. The Recipient may request in writing that the Port Authority consent to destruction of Protected Information, writings and materials in lieu of delivery thereof to the Port Authority. The Port Authority shall not unreasonably withhold its consent to such request. If the

Port Authority consents to such destruction, the Recipient and each Related Party shall deliver to the Port Authority a written certification by Recipient and such Related Party that such Protected Information, writings and materials have been so destroyed within such period as may be imposed by the Port Authority. Notwithstanding the foregoing, to the extent required for legal or compliance purposes, the Recipient may retain copies of Protected Information (in any format), provided that (a) the Port Authority is notified in writing of such retention, and (b) Recipient continues to abide by the requirements of this Agreement with respect to the protection of such Protected Information.

5. **Duration and Survival of Confidentiality Obligations.** The obligations under this Agreement shall be perpetual (unless otherwise provided in this Agreement) or until such time as the Protected Information is no longer considered protected, confidential and/or privileged by the Port Authority.

6. **Severability.** Each provision of this Agreement is severable and if a court should find any provision of this Agreement to be unenforceable, all other provisions of this Agreement shall remain in full force and effect.

7. **Injunctive and Other Relief.** Recipient and each Related Party acknowledges that the unauthorized disclosure and handling of Protected Information is likely to have a material adverse and detrimental impact on public safety and security and could significantly endanger the Port Authority, its facilities (including, without limitation, the Project site), its patrons and the general public and that damages at law are an inadequate remedy for any breach, or threatened breach, of this Agreement by Recipient or its Related Parties. The Port Authority shall be entitled, in addition to all other rights or remedies, to seek such restraining orders and injunctions as it may deem appropriate for any breach of this Agreement, without being required to show any actual damage or to post any bond or other security.

8. **Governing Law.** This Agreement shall be governed by and construed in accordance with the laws of the State of New York, without regard to conflict of laws principles. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient specifically and irrevocably consent to the exclusive jurisdiction of any federal or state court in the County of New York and State of New York with respect to all matters concerning this Agreement and its enforcement. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient agree that the execution and performance of this Agreement shall have a New York situs and, accordingly, they each consent (and solely with respect to the Port Authority, subject to the terms of the Port Authority Legislation (as defined below)) to personal jurisdiction in the State of New York for all purposes and proceedings arising from this Agreement. "**Port Authority Legislation**" shall mean the concurrent legislation of the State of New York and State of New Jersey set forth at Chapter 301 of the Laws of New York of 1950, as amended by Chapter 938 of the Laws of New York of 1974 (McKinney's Unconsolidated Laws §§7101-7112) and Chapter 204 of the Laws of New Jersey of 1951 (N.J.S.A. 32:1-157 to 32:1-168).

9. **Notices.** Any notice, demand or other communication (each, a "**notice**") that is given or rendered pursuant to this Agreement by either party to the other party, shall be: (i) given or rendered, in writing, (ii) addressed to the other party at its required address(es) for notices

delivered to it as set forth below, and (iii) delivered by either (x) hand delivery, or (y) nationally recognized courier service (e.g., Federal Express, Express Mail). Any such notice shall be deemed given or rendered, and effective for purposes of this Agreement, as of the date actually delivered to the other party at such address(es) (whether or not the same is then received by other party due to a change of address of which no notice was given, or any rejection or refusal to accept delivery). Notices from either party (to the other) may be given by its counsel.

The required address(es) of each party for notices delivered to it is (are) as set forth below. Each party, however, may, from time to time, designate an additional or substitute required address(es) for notices delivered to it, provided that such designation must be made by notice given in accordance with this Paragraph 9.

Original to the Port Authority:	Cory Mermer The Port Authority of New York and New Jersey 2 Mongomery Street, 3rd floor Jersey City, NJ 07302
with a copy to:	The Port Authority of New York and New Jersey 225 Park Avenue South - 14th Floor New York, NY 10003 Attn: General Counsel's Office c/o Caroline Ioannou, Law DISO
If to the Recipient:	_____ _____ _____
with a copy to:	_____ _____ _____

10. **Entire Agreement**. This Agreement contains the complete statement of all the agreements among the parties hereto with respect to the subject matter thereof, and all prior agreements among the parties hereto respecting the subject matter hereof, whether written or oral, are merged herein and shall be of no further force or effect. This Agreement may not be changed, modified, discharged, or terminated, except by an instrument in writing signed by all of the parties hereto.

11. **Counterparts**. This Agreement may be executed in one or more counterparts, each of which shall be deemed to be an original, but all of which shall be one and the same document.

12. **Parties Bound**. This Agreement shall be binding upon the Recipient and its respective successors. The foregoing shall not be affected by the failure of any Related Party to join in this Agreement or to execute and deliver an Acknowledgement hereof.

13. **Authority**. The undersigned individual(s) executing this Agreement on behalf of the Recipient below represent(s) that they are authorized to execute this Agreement on behalf of the Recipient and to legally bind such party.

14. **Disclosure of Ownership Rights or License**. Nothing contained herein shall be construed as the granting or conferring by the Port Authority of any rights by ownership, license or otherwise in any Information.

15. **No Liability**. Neither the Commissioners of the Port Authority, nor any of them, nor any officer, agent or employee thereof, shall be charged personally by the Recipient with any liability, or held liable to the Recipient under any term or provision of this Agreement, or because of its execution or attempted execution or because of any breach, or attempted or alleged breach thereof.

16. **Construction**. This Agreement is the joint product of the parties hereto and each provision of this Agreement has been subject to the mutual consultation, negotiation, and agreement of the parties hereto, and shall not be construed for or against any party hereto. The captions of the various sections in this Agreement are for convenience only and do not, and shall not be deemed to, define, limit or construe the contents of such Sections.

RECIPIENT:

Signature: Susan Bayat

Print Name: Susan Bayat, PE

Title: PRESIDENT

Date: July 9, 2014

EXHIBIT A

ACKNOWLEDGMENT BY RELATED PARTY INDIVIDUAL

I, Susan Bayat, PE, ("**Related Party**"), am employed as a(n) President by EnTech Engineering, P.C. I have been provided with and have read the Non Disclosure and Confidentiality Agreement between EnTech Engineering, P.C. (the "**Recipient**") and The Port Authority of New York and New Jersey (the "**Port Authority**") dated July 9, 2014 (hereinafter the "**Agreement**"), and the Port Authority Handbook attached to the Agreement. I understand that because of my employer's relationship with the PANYNJ, both my employer and I may be provided with access to, and/or copies of, sensitive security materials, protected or confidential information. If it is required for me to review or receive Protected Information, as it is defined in the aforementioned Agreement, I acknowledge that I will be bound by each and every term and provision contained therein, and that failure to do so may include, but is not limited to, the imposition of disciplinary action and sanctions, and/or the institution of legal action seeking injunctive relief, monetary and/or criminal penalties for violation of law and/or Port Authority policies and procedures, as well as for violation of federal and/or state regulations.

To the extent that I am currently in the possession of, or have previously come into contact with, marked information as it relates to the aforementioned Agreement, I agree to conform my handling procedures for Protected Information to the practices and procedures set forth and defined herein, or risk loss of access to said Information, removal from said Project and/or subjecting myself to the aforementioned disciplinary actions and/or civil and criminal penalties.

Signature: Susan Bayat

Print Name: Susan Bayat, PE

Date: July 9, 2014

EXHIBIT B

ACKNOWLEDGMENT BY RELATED PARTY ENTITY

The undersigned, Susan Bayat, is the President of EnTech Engineering, P.C., a S-Corporation ("**Related Party**"), located at 11 Broadway, Floor 21, New York, NY 10004, and is duly authorized to execute this Acknowledgment on behalf of the above Related Party. The above Related Party is involved with the functions of Construction Management and Inspection in connection with RFP NO.: 38268, INDEFINITE QUANTITY CONTRACTS (IQCs) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018 for The Port Authority of New York and New Jersey (the "**Port Authority**"). I acknowledge and confirm that the above named Related Party has been provided with a copy of and shall be bound and shall abide by all of the terms, requirements and conditions set forth in the Non Disclosure and Confidentiality Agreement dated July 9th, 2014, between EnTech Engineering, P.C. (the "**Recipient**") and the Port Authority (hereinafter the "**Agreement**"), and by the Port Authority Handbook described in the Agreement. Appropriate and responsible officers and employees of the Related Party have carefully read and understand the terms and conditions of the Agreement. The Related Party has notice and acknowledges that any breach or violation of such terms, requirements and conditions may result in the imposition of remedies or sanctions as set forth or otherwise described therein against such Related Party.

Signature: Susan Bayat

Print Name: Susan Bayat

Date: July 9, 2014

EXHIBIT A

ACKNOWLEDGMENT BY RELATED PARTY INDIVIDUAL

I, [PARMJIT SAHANI, PE] ("**Related Party**"), am employed as a(n) [SR. VICE PRESIDENT] by [AI ENGINEERS, INC., P.C.]. I have been provided with and have read the Non Disclosure and Confidentiality Agreement between [AI ENGINEERS INC., P.C.] (the "**Recipient**") and The Port Authority of New York and New Jersey (the "**Port Authority**") dated [JULY] [8], [2014] (hereinafter the "**Agreement**"), and the Port Authority Handbook attached to the Agreement. I understand that because of my employer's relationship with [PORT AUTHORITY], both my employer and I may be provided with access to, and/or copies of, sensitive security materials, protected or confidential information. If it is required for me to review or receive Protected Information, as it is defined in the aforementioned Agreement, I acknowledge that I will be bound by each and every term and provision contained therein, and that failure to do so may include, but is not limited to, the imposition of disciplinary action and sanctions, and/or the institution of legal action seeking injunctive relief, monetary and/or criminal penalties for violation of law and/or Port Authority policies and procedures, as well as for violation of federal and/or state regulations.

To the extent that I am currently in the possession of, or have previously come into contact with, marked information as it relates to the aforementioned Agreement, I agree to conform my handling procedures for Protected Information to the practices and procedures set forth and defined herein, or risk loss of access to said Information, removal from said Project and/or subjecting myself to the aforementioned disciplinary actions and/or civil and criminal penalties.

Signature:

Print Name: [PARMJIT SAHANI, PE]

Date: [07/08/2014]

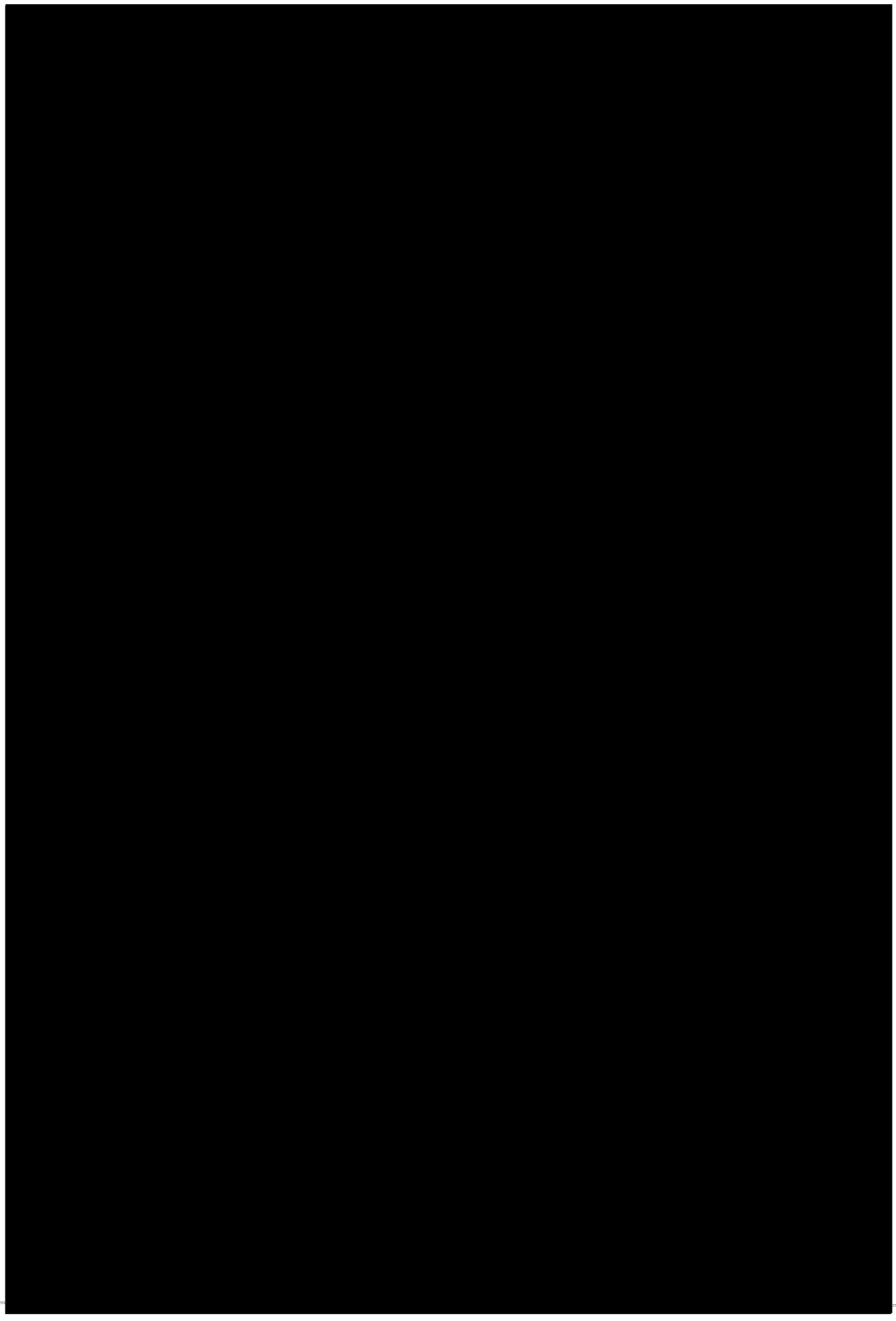
AI Engineers, Inc.

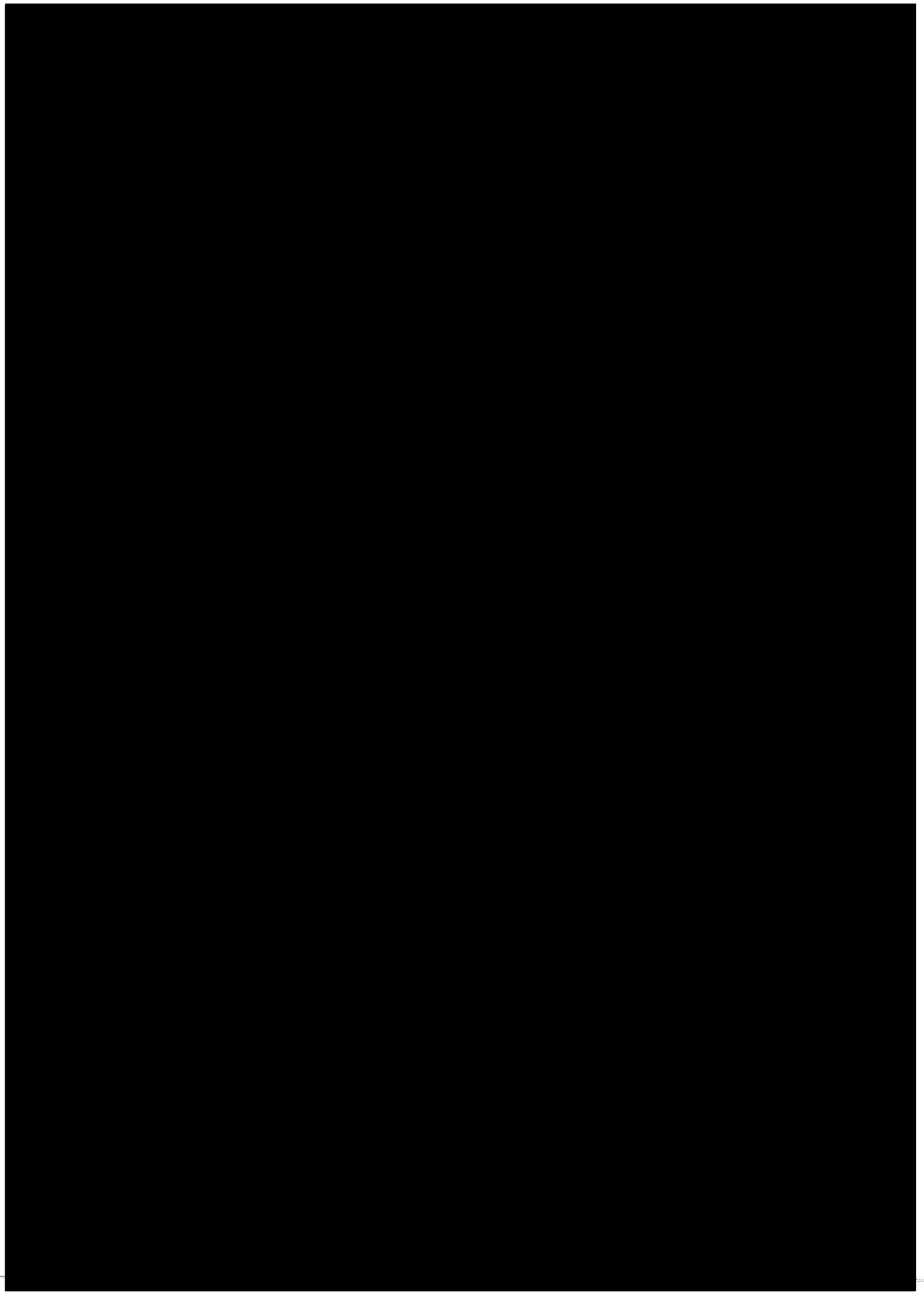
STATEMENT OF CONSTRUCTION WORK

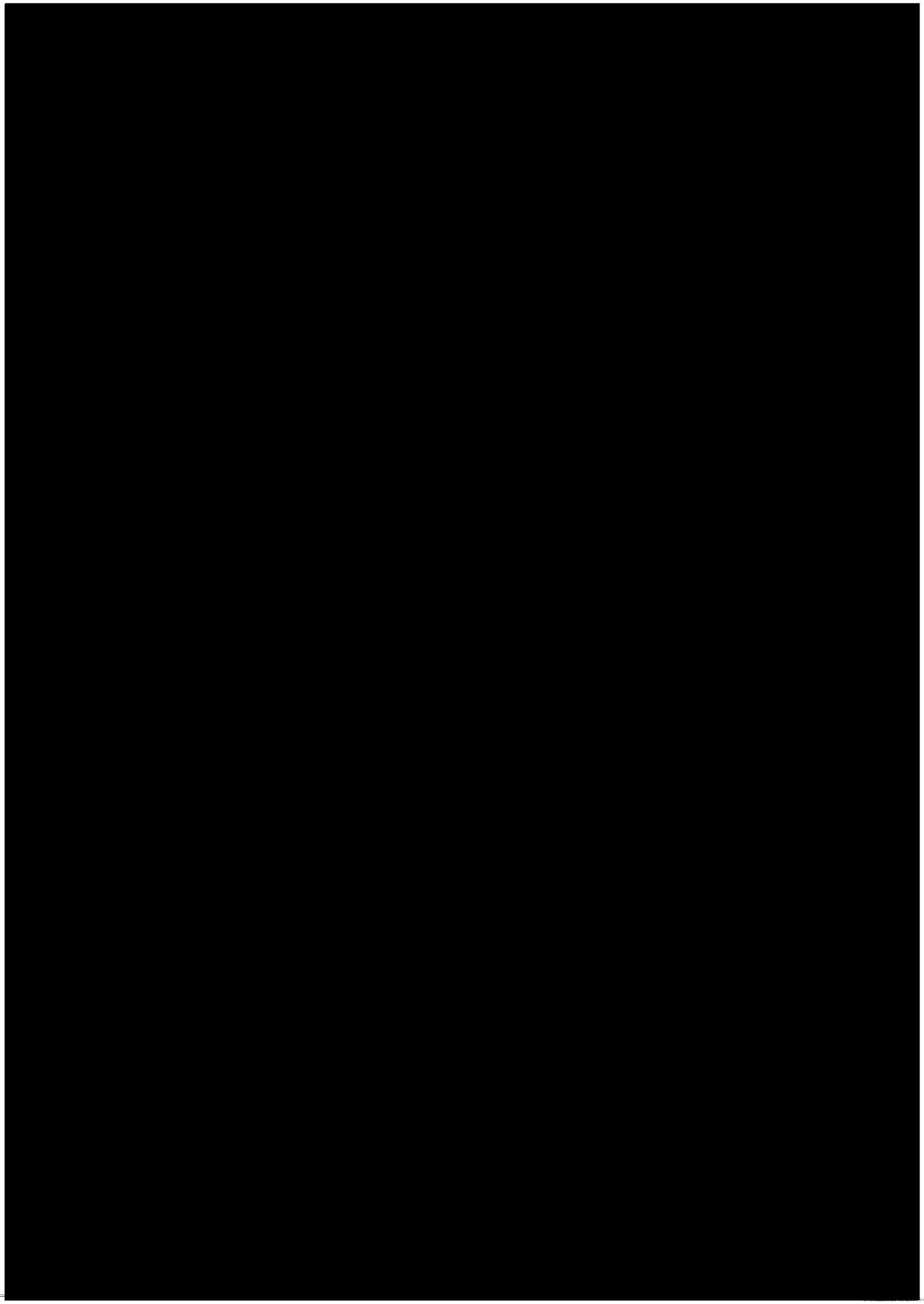
Federal Employer ID No. [redacted]

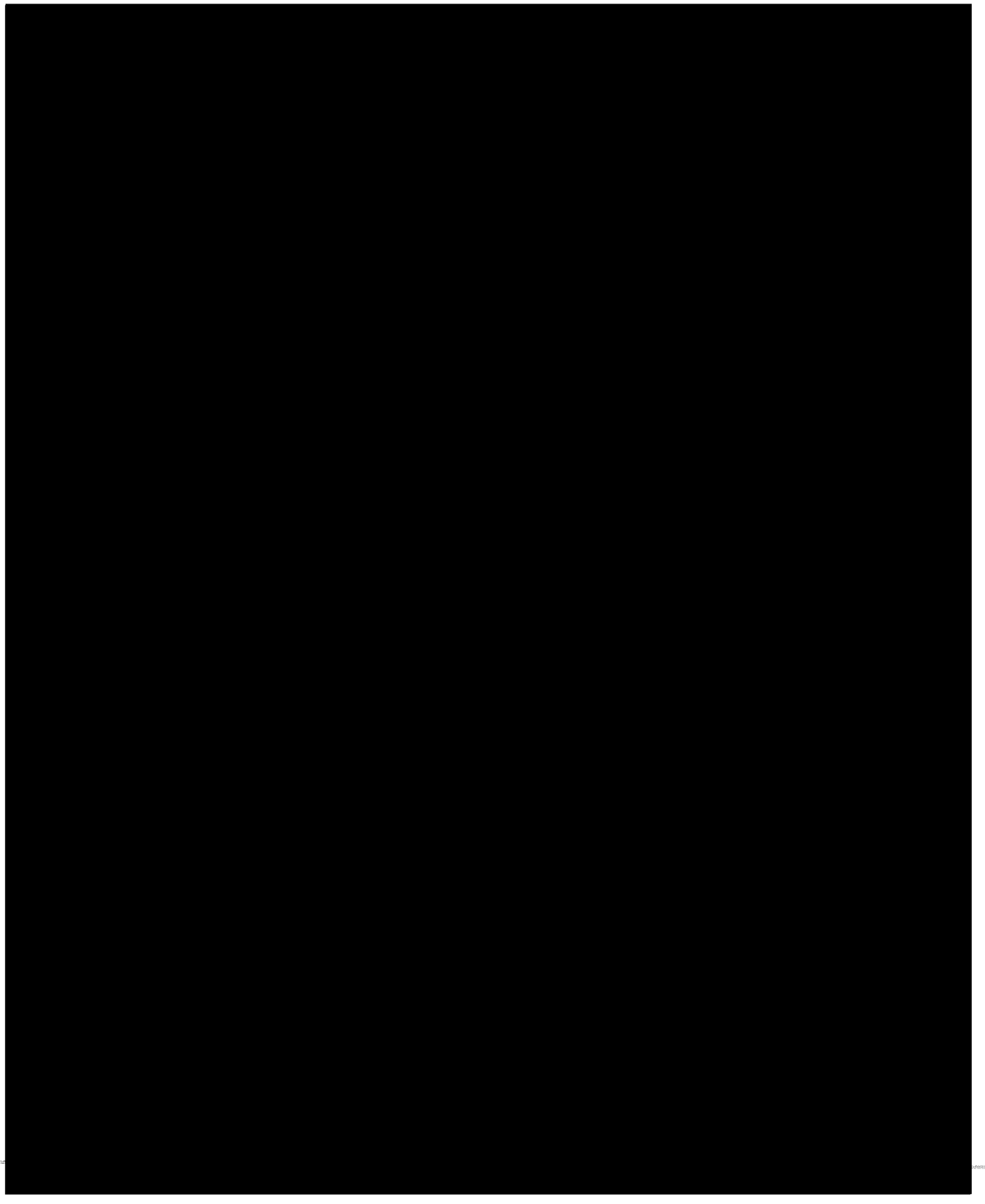
Dun & Bradstreet No. [redacted]

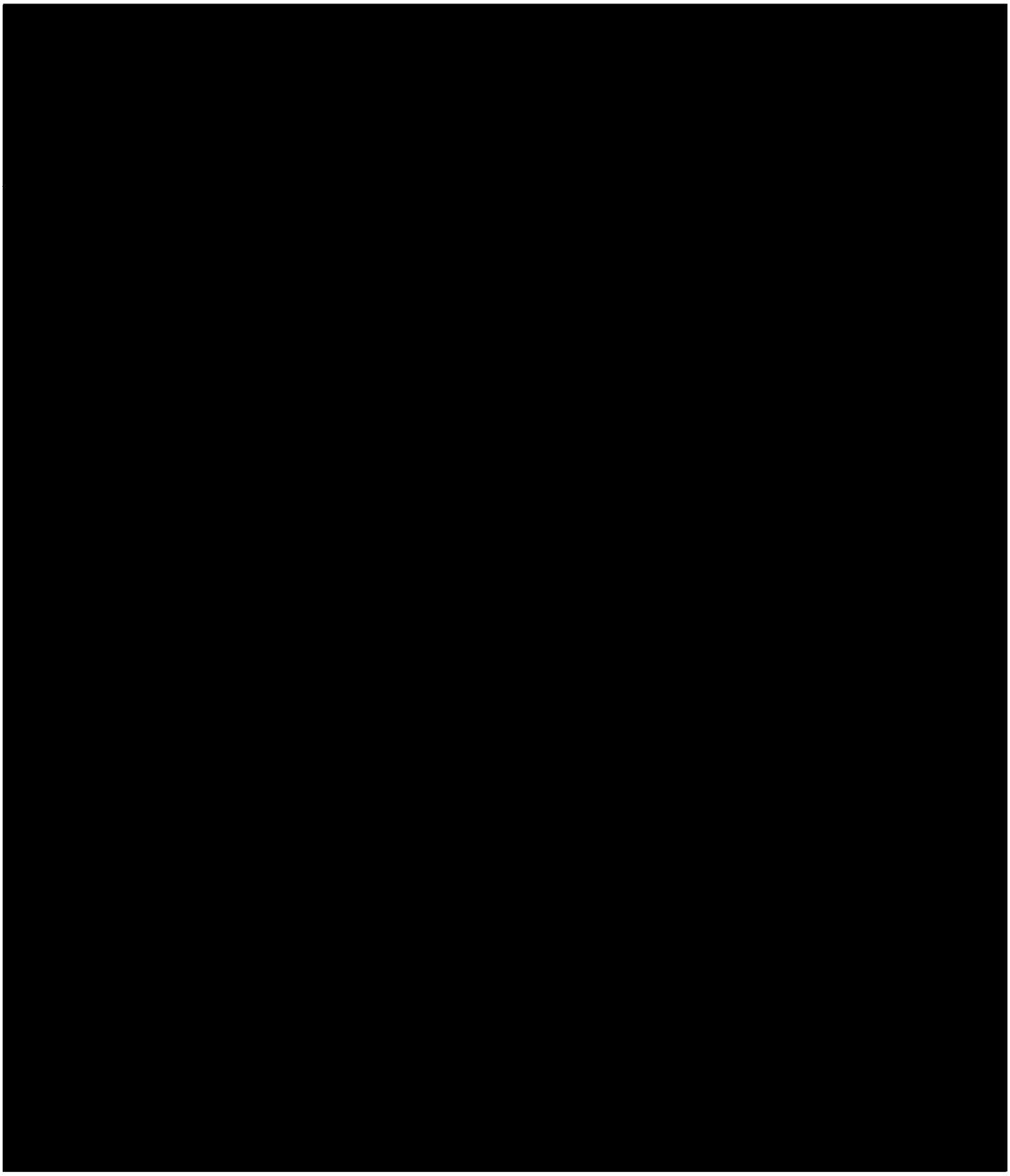
PROJECT TITLE & LOCATION	PROJECT VALUE	APPRX. % COMPLETE	EXPECTED COMPL.	PROJECT MANAGER
CT Airport Authority Engineering On-Call, Authoritywide, CT	On-Call	N/A	2016	James Hamilton, PE
Reconstruction of Route 113 & Installation of Runway Safety Improvements at Sikorsky Airport, Stratford, CT	$17.7 million	1%	2016	Jan Pacanski, PE
Replacement of Five (5) New Haven Line Substations, Various Locations, CT	$35 million	50%	2016	Melgar Catalan, PE
CTfastrak, Contract 1, New Britain, CT	$32 million	70%	Fall 2014	Leon Alford, PE
VA New England, Construction Support Services, New England	$20 million	90%	Fall 2014	Robin Hewey, RA
Stamford Urban Transitway (SUT) Phase II, Stamford, CT	$14 million	15%	2016	Peter Pardee, PE
Steelpointe Roadway Reconstruction, Bridgeport, CT	$10 million	70%	Fall 2014	Albert Grenon, NICET IV
UConn Project Management Oversight, Sidewalk Improvements & Core Campus Deferred Maintenance, Systemwide, CT	$2 million	70%	Fall 2014	Rohit Pradhan, PE, SECB
RIDOT On-Call Transportation Inspection Services, Statewide, RI	$500,000	85%	Fall 2014	Edmund Parker, PE





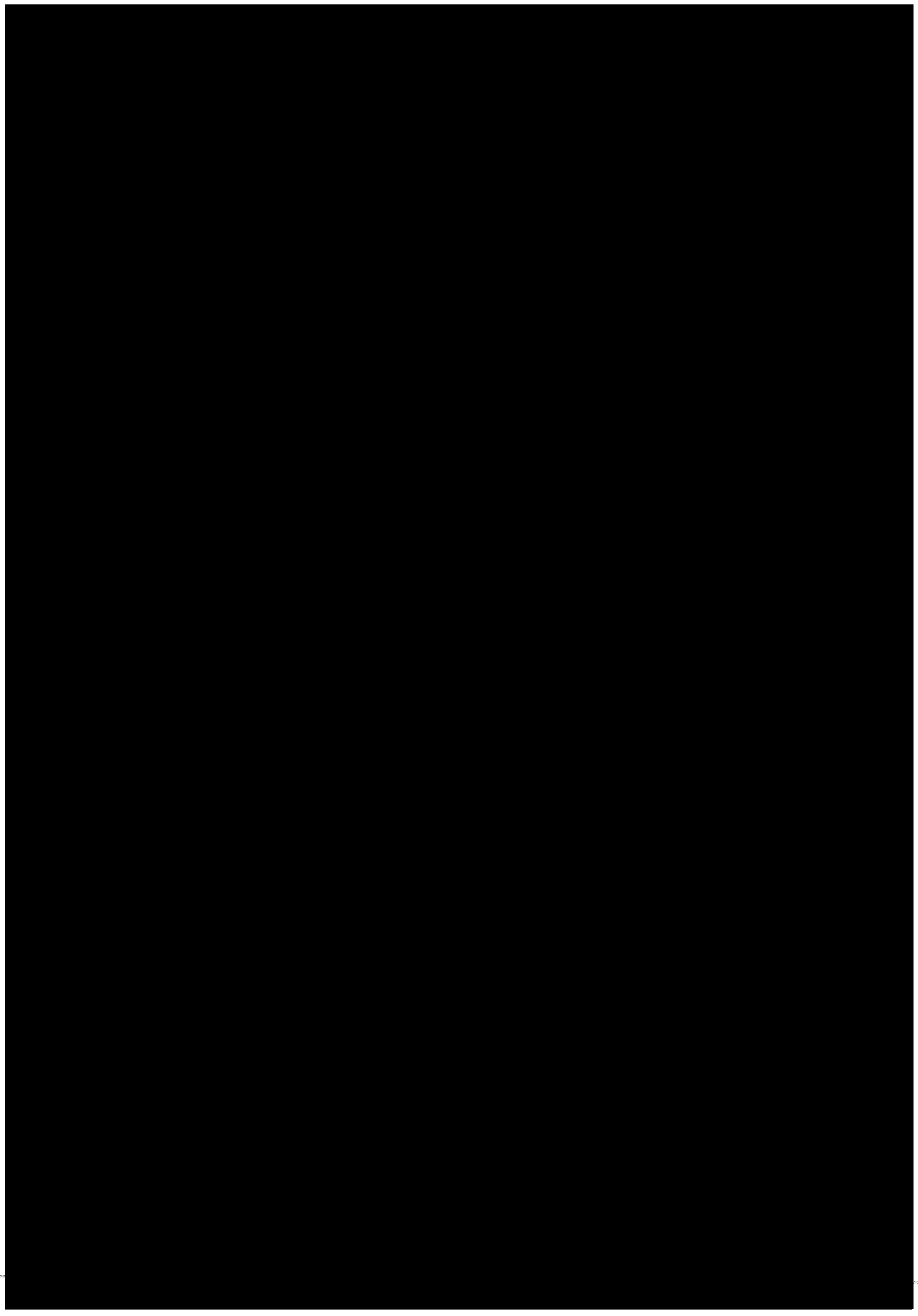




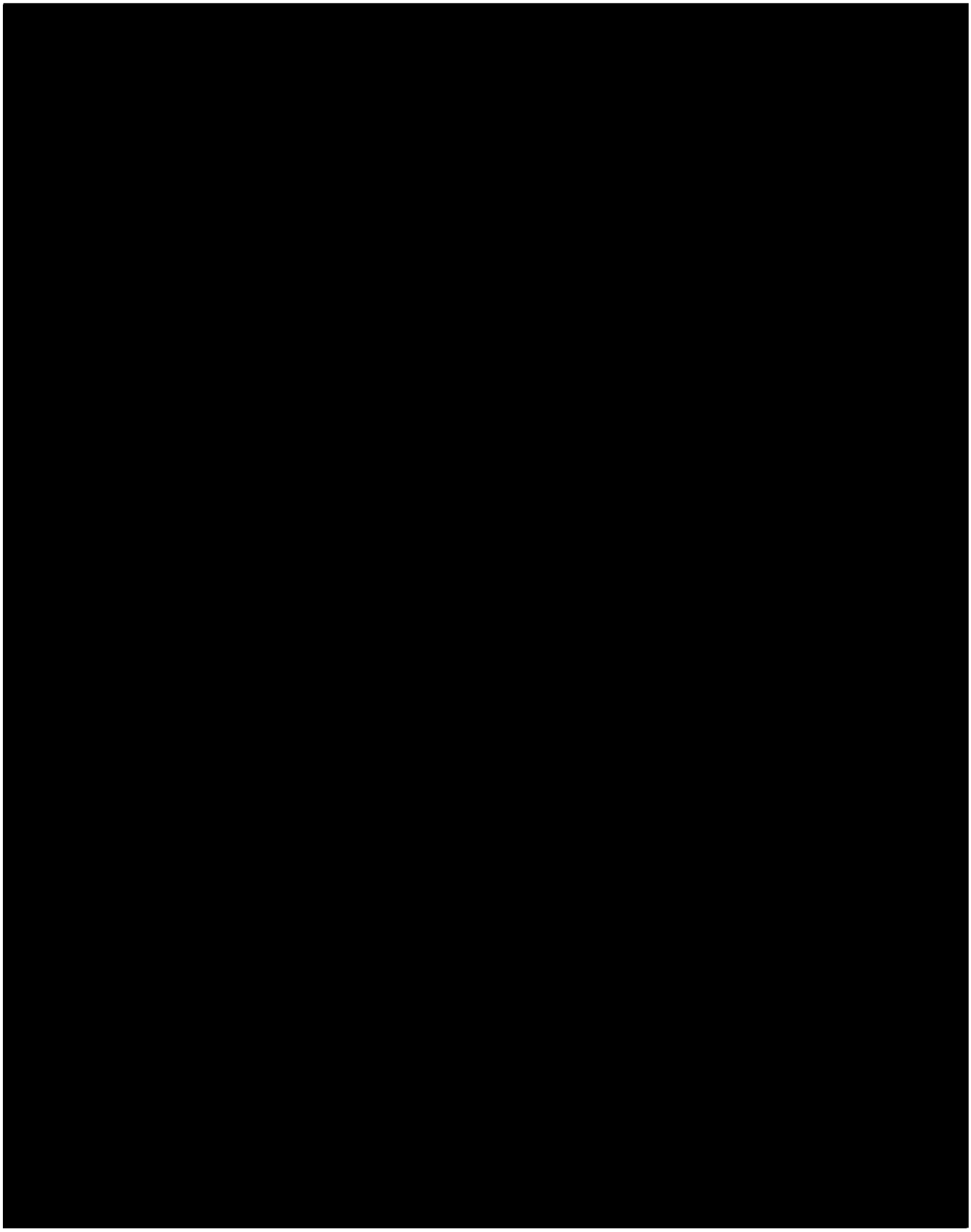


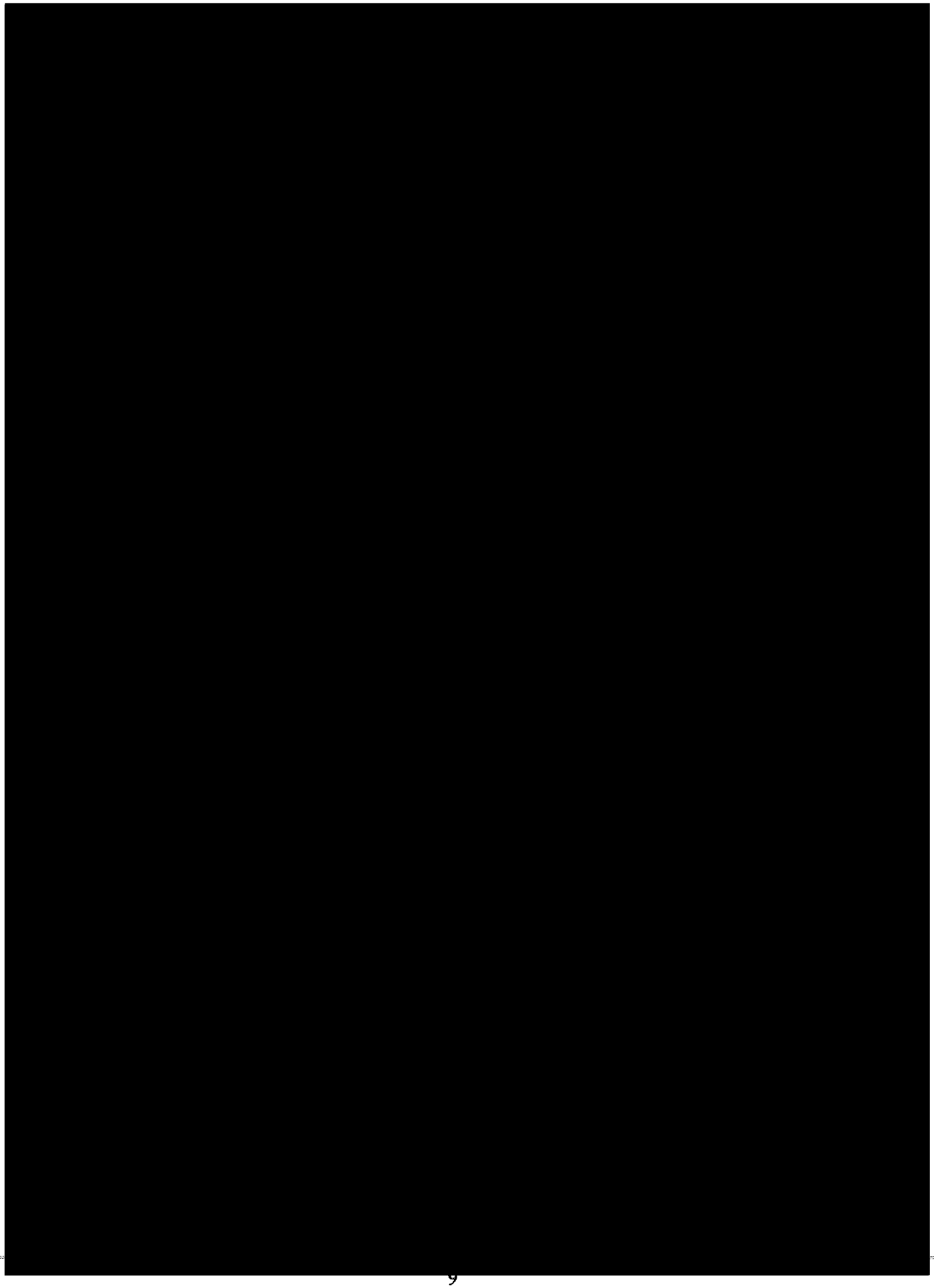
See notes to consolidated financial statements.

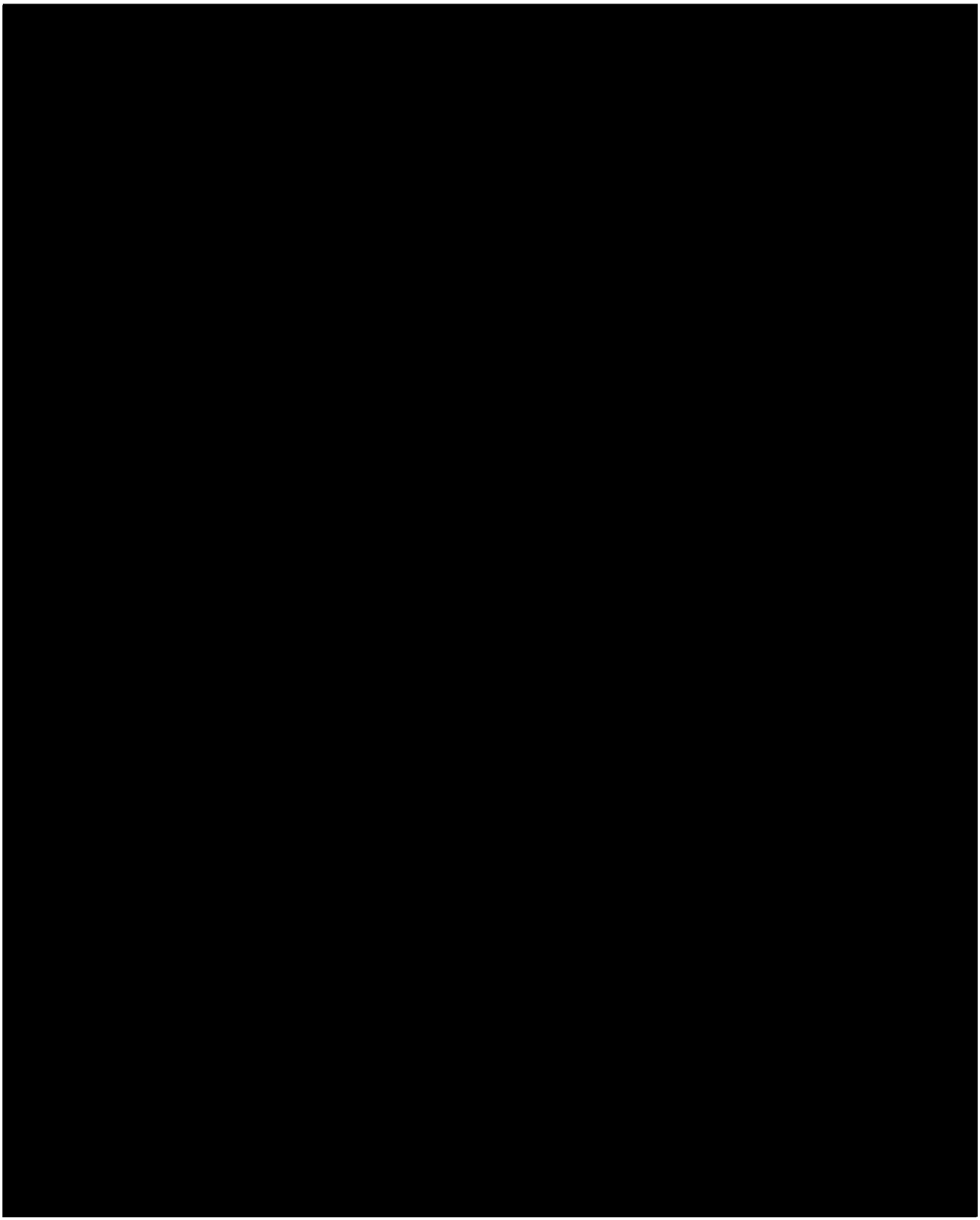
[redacted]

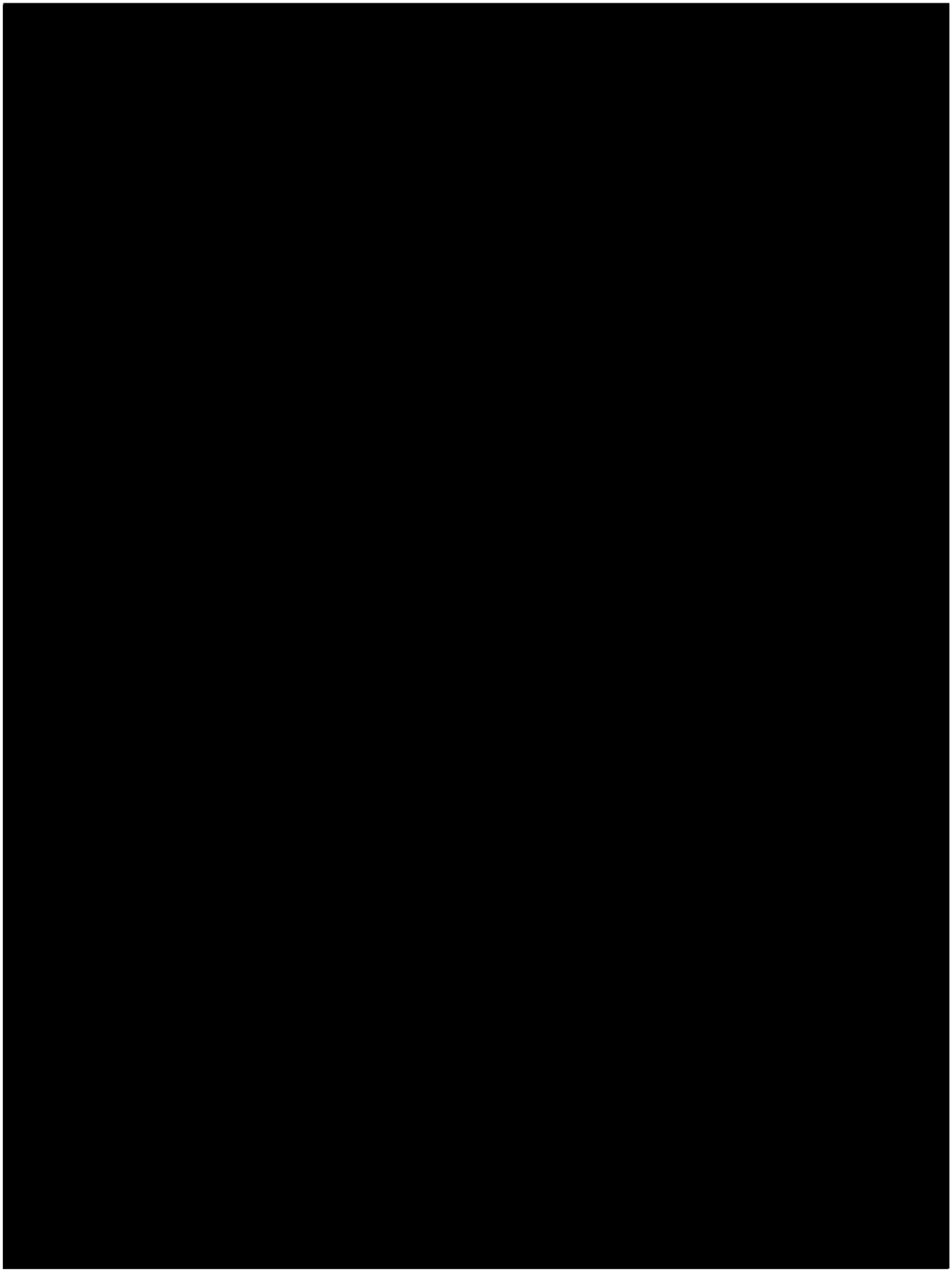


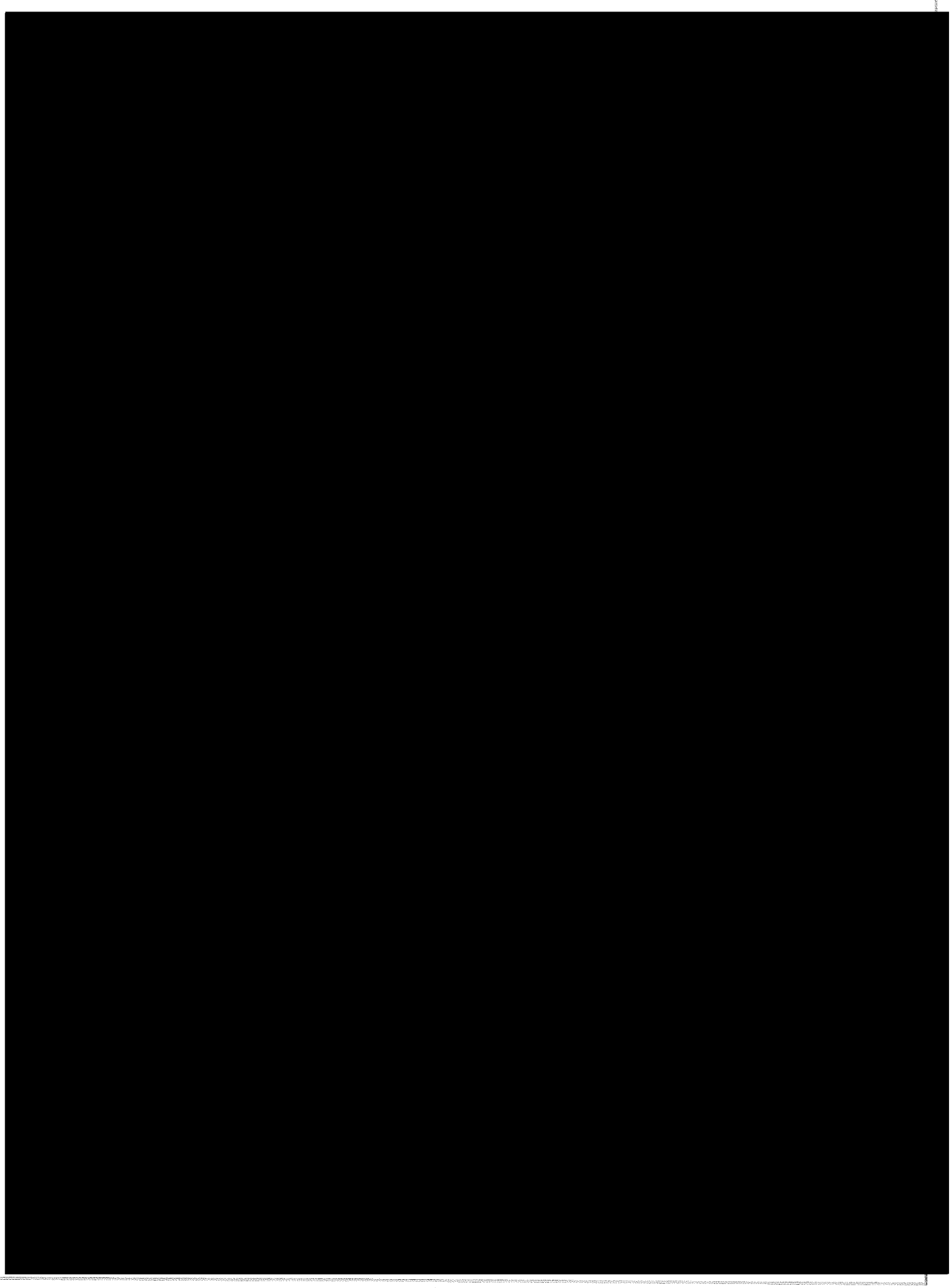
See notes to consolidated financial statements.

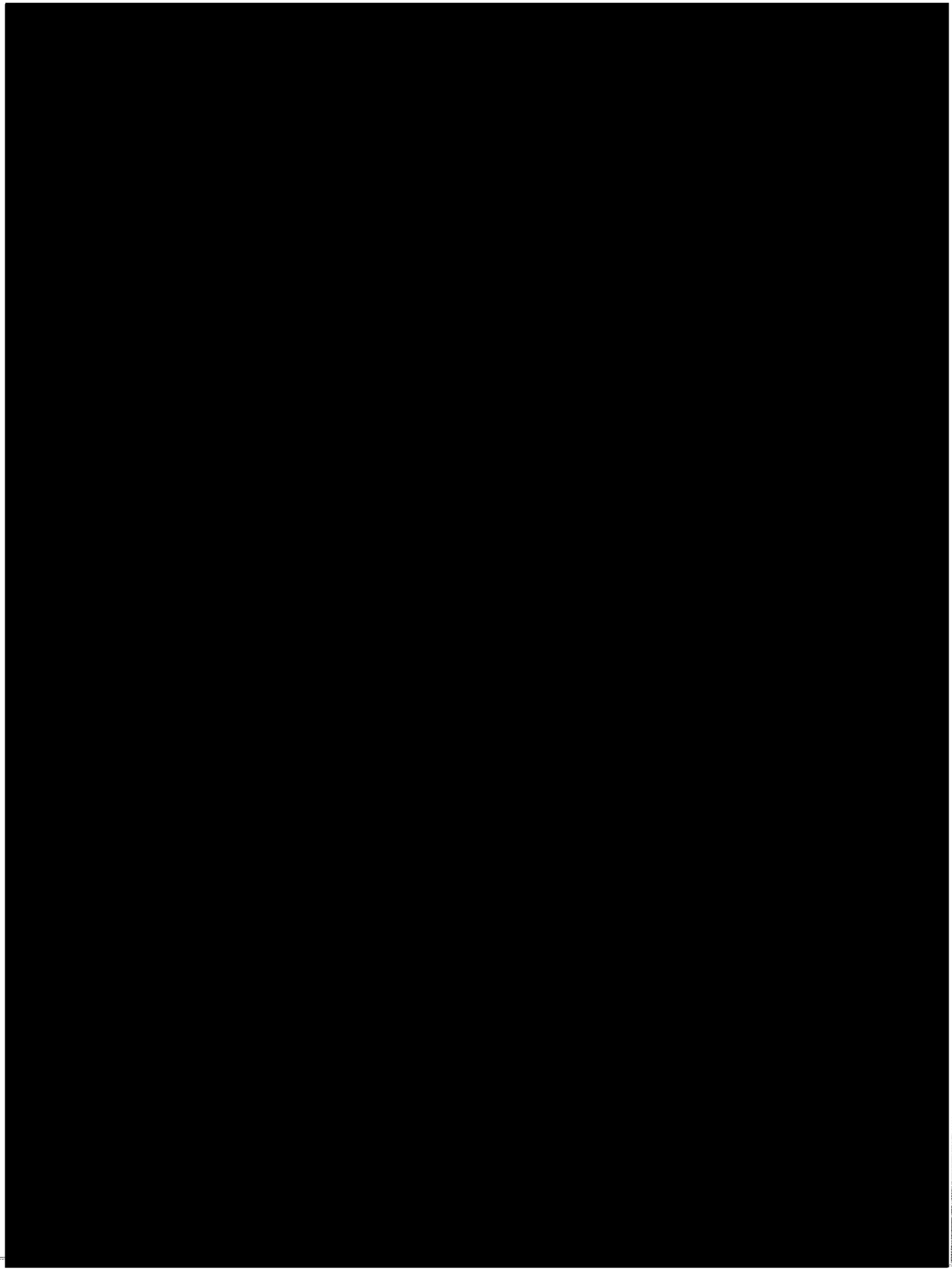


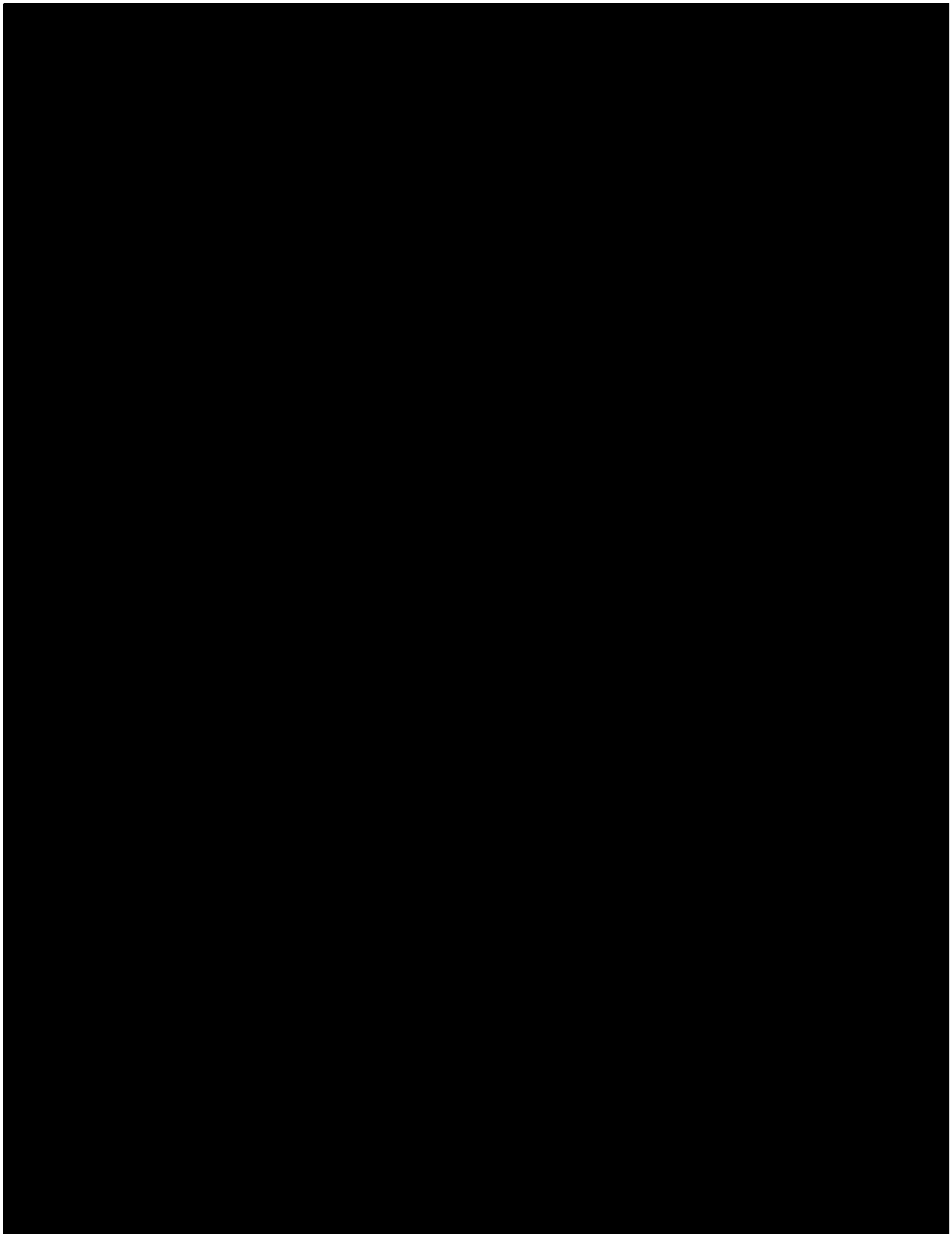


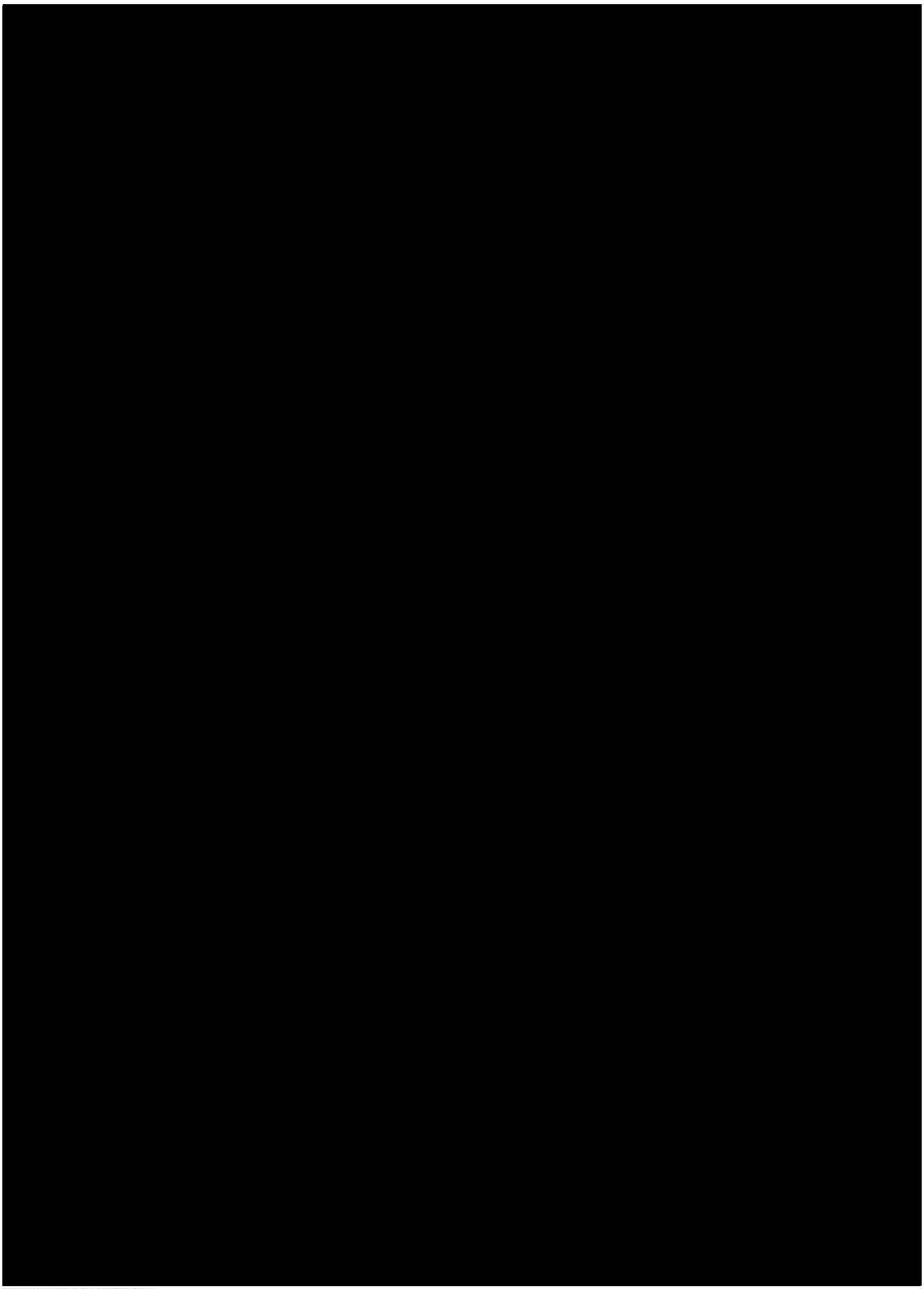


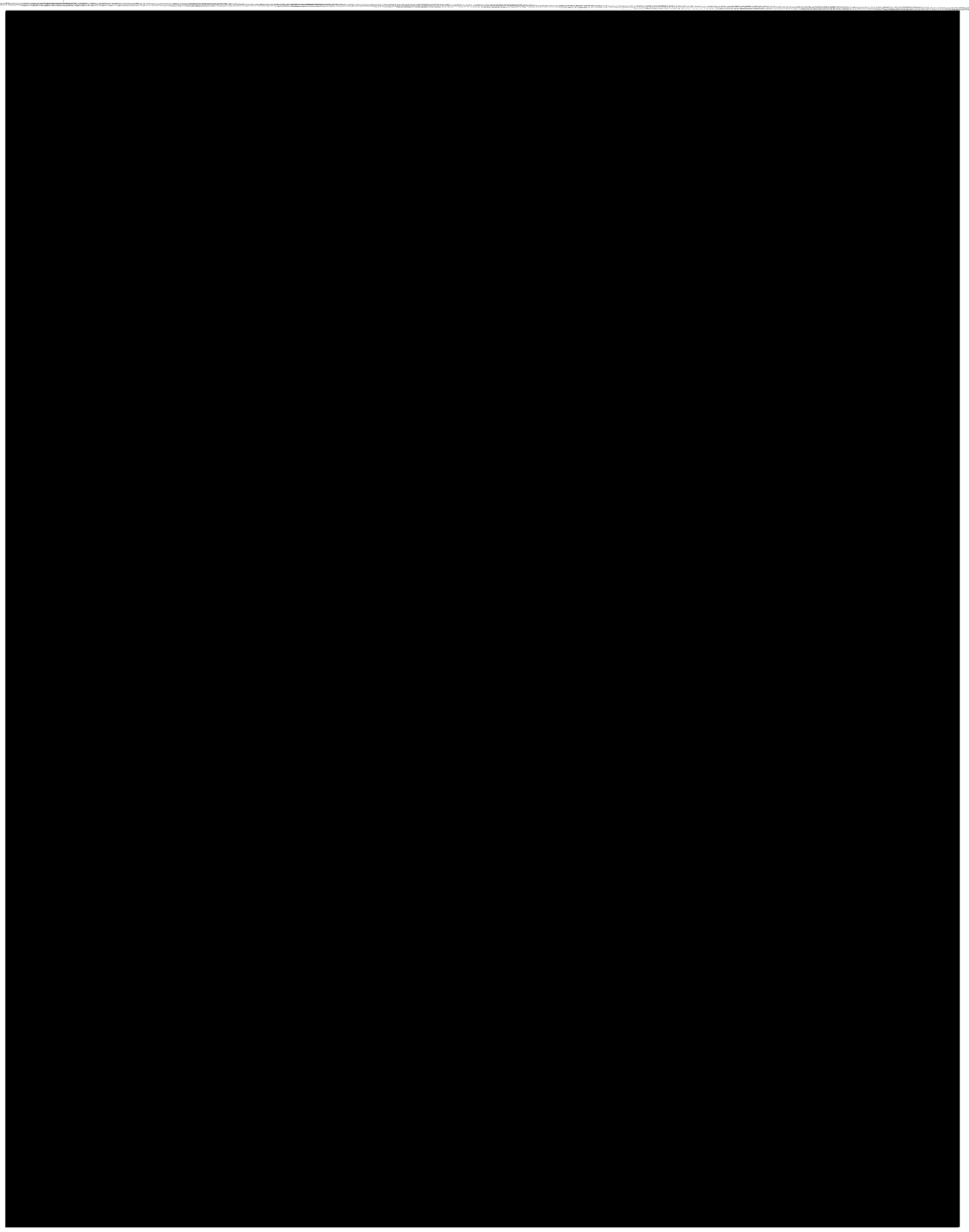


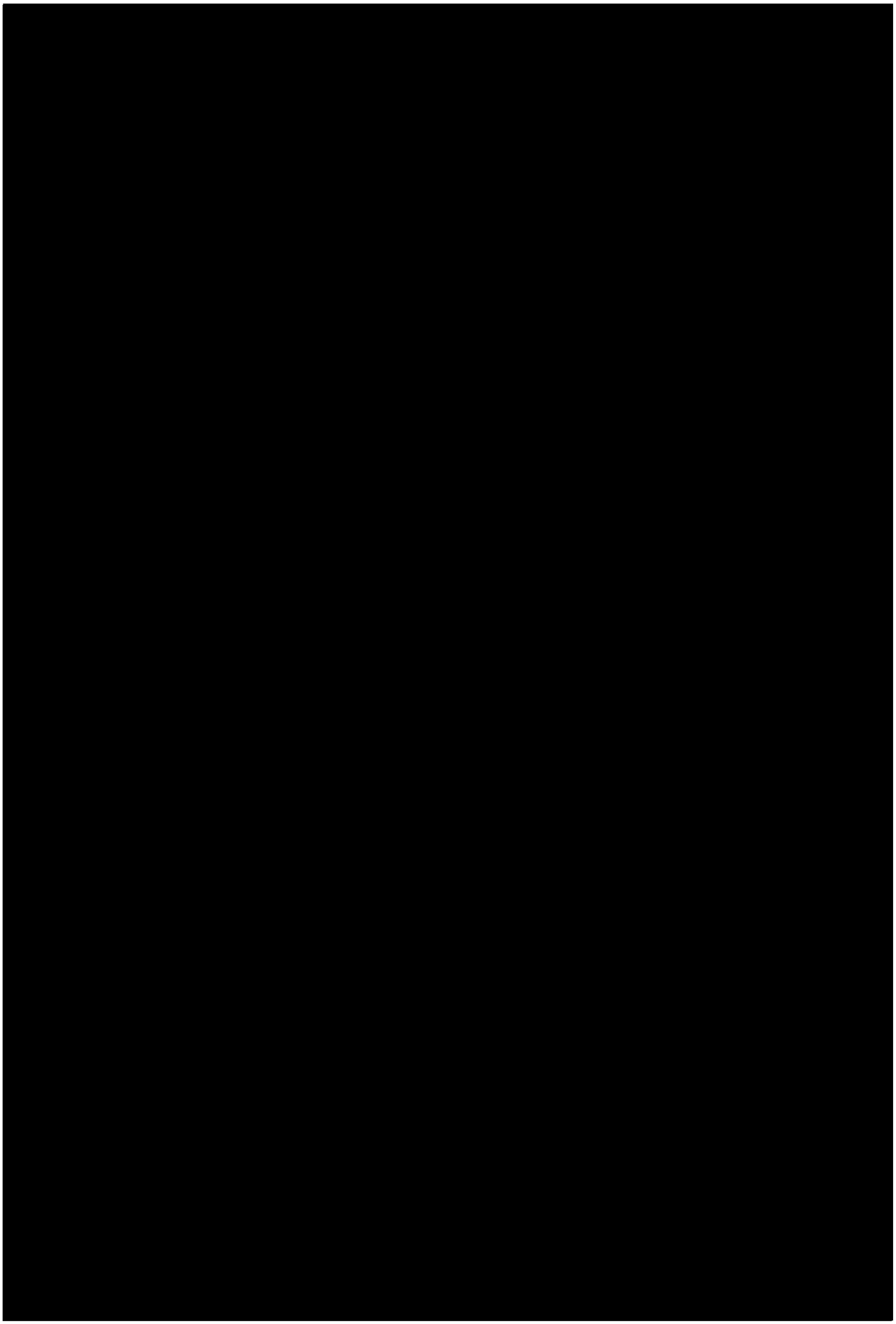




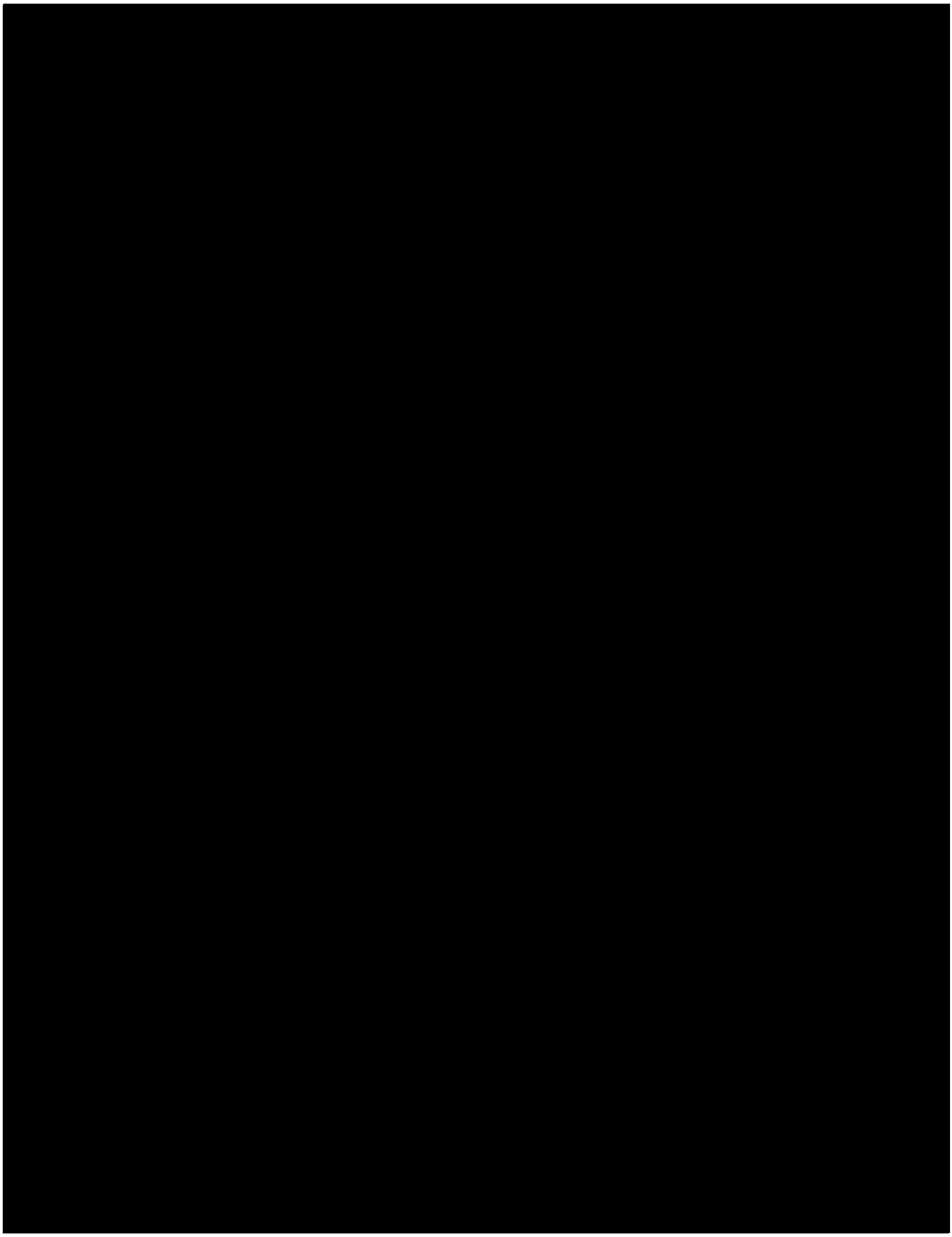


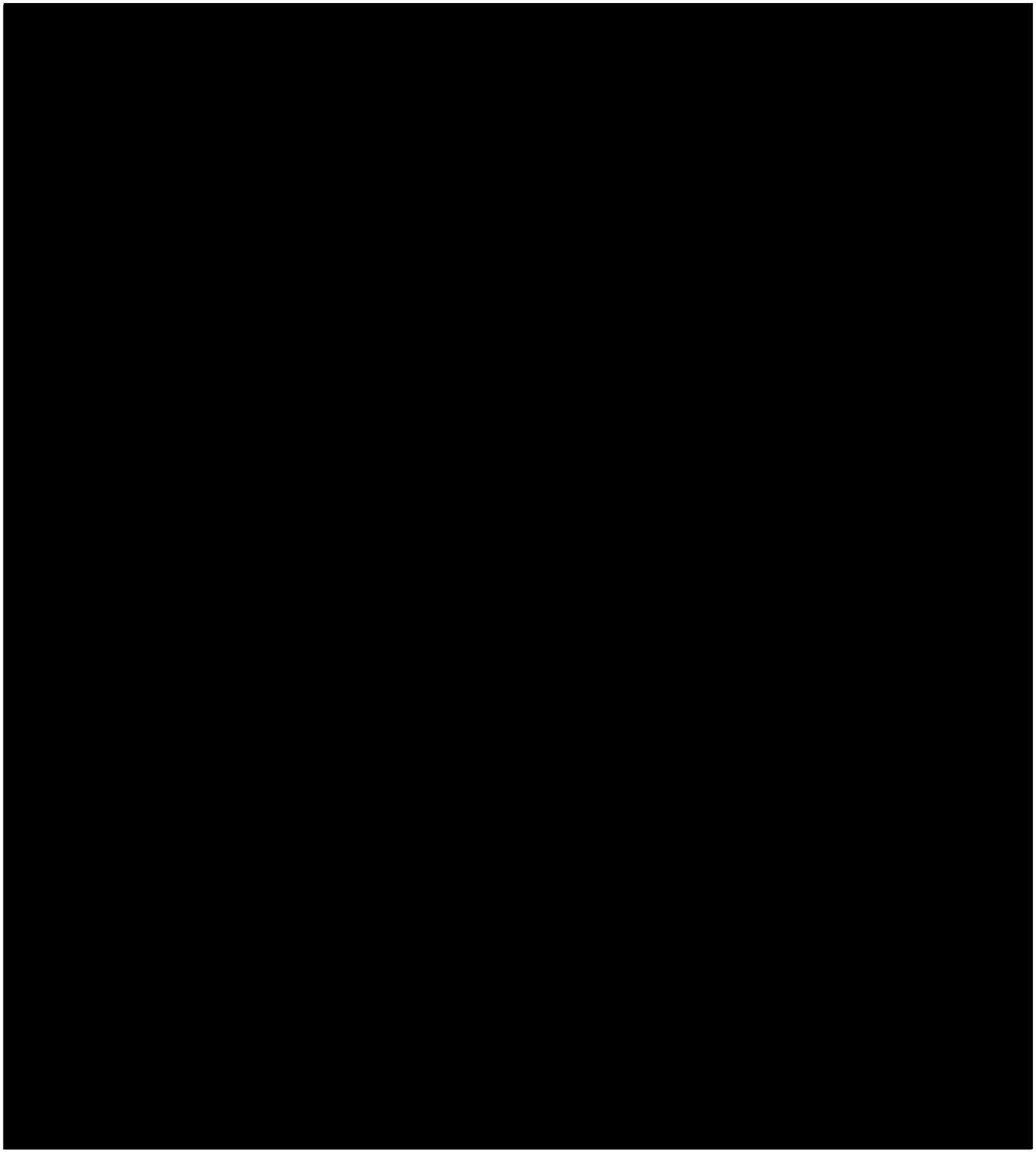


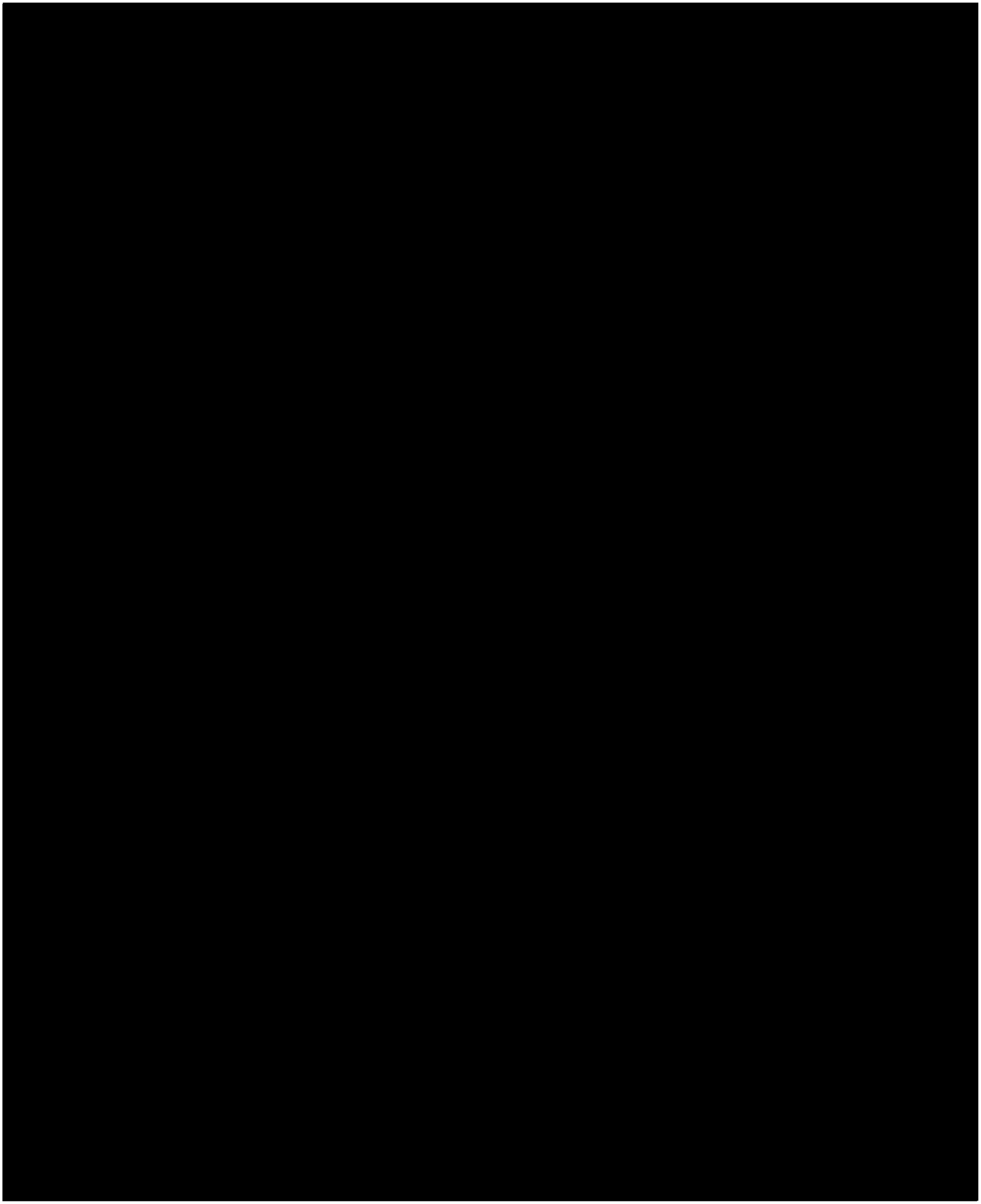


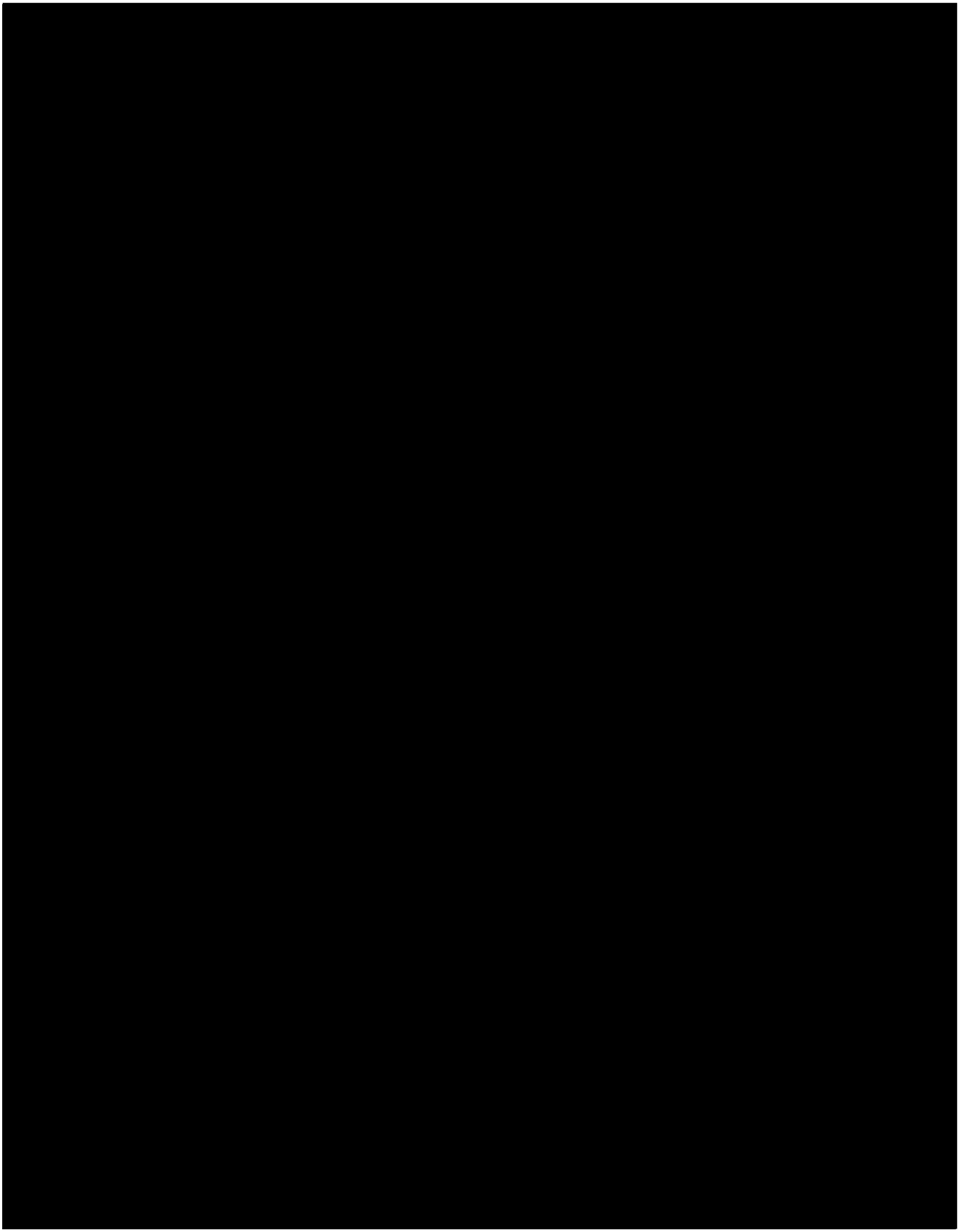


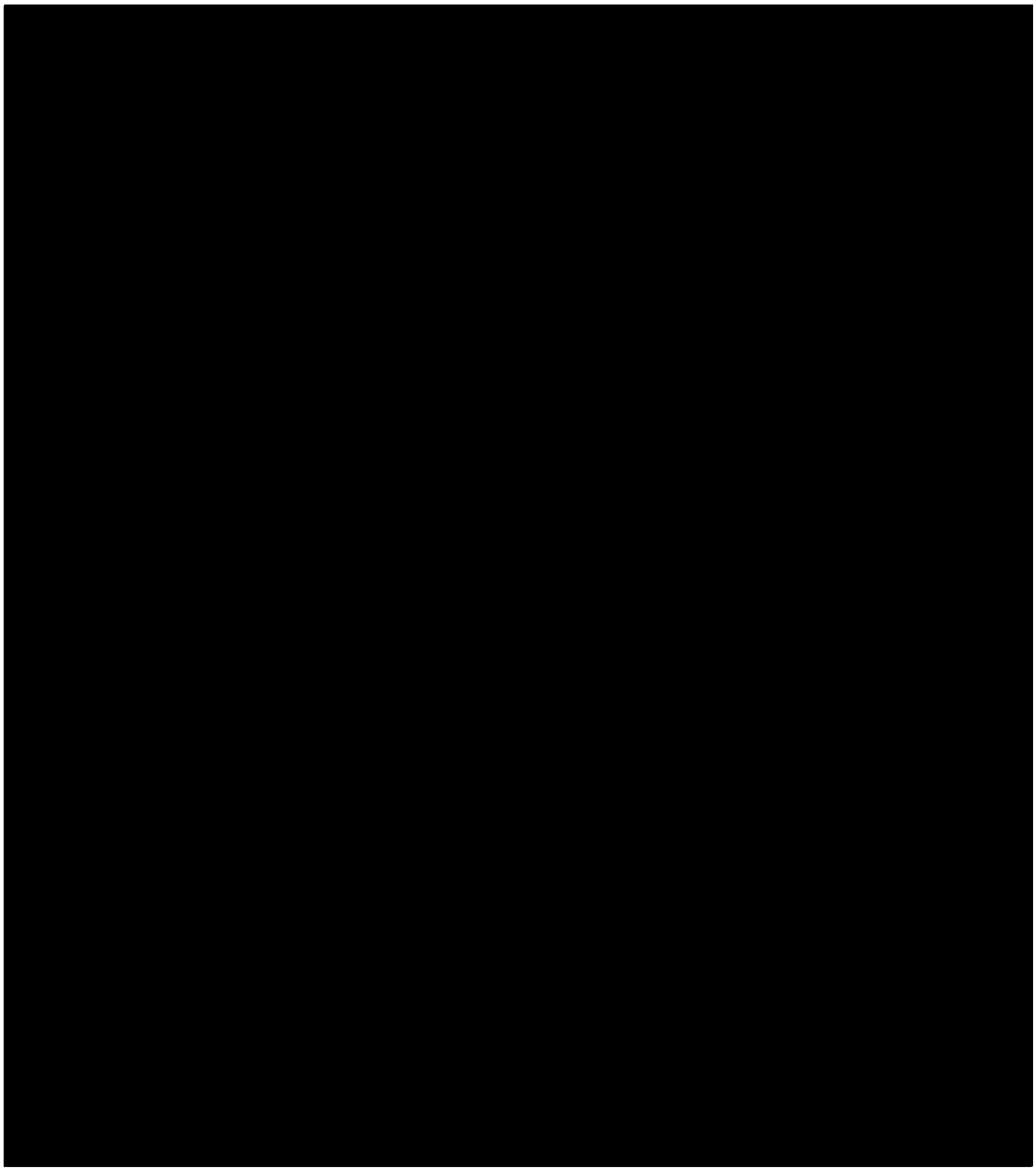
[redacted]

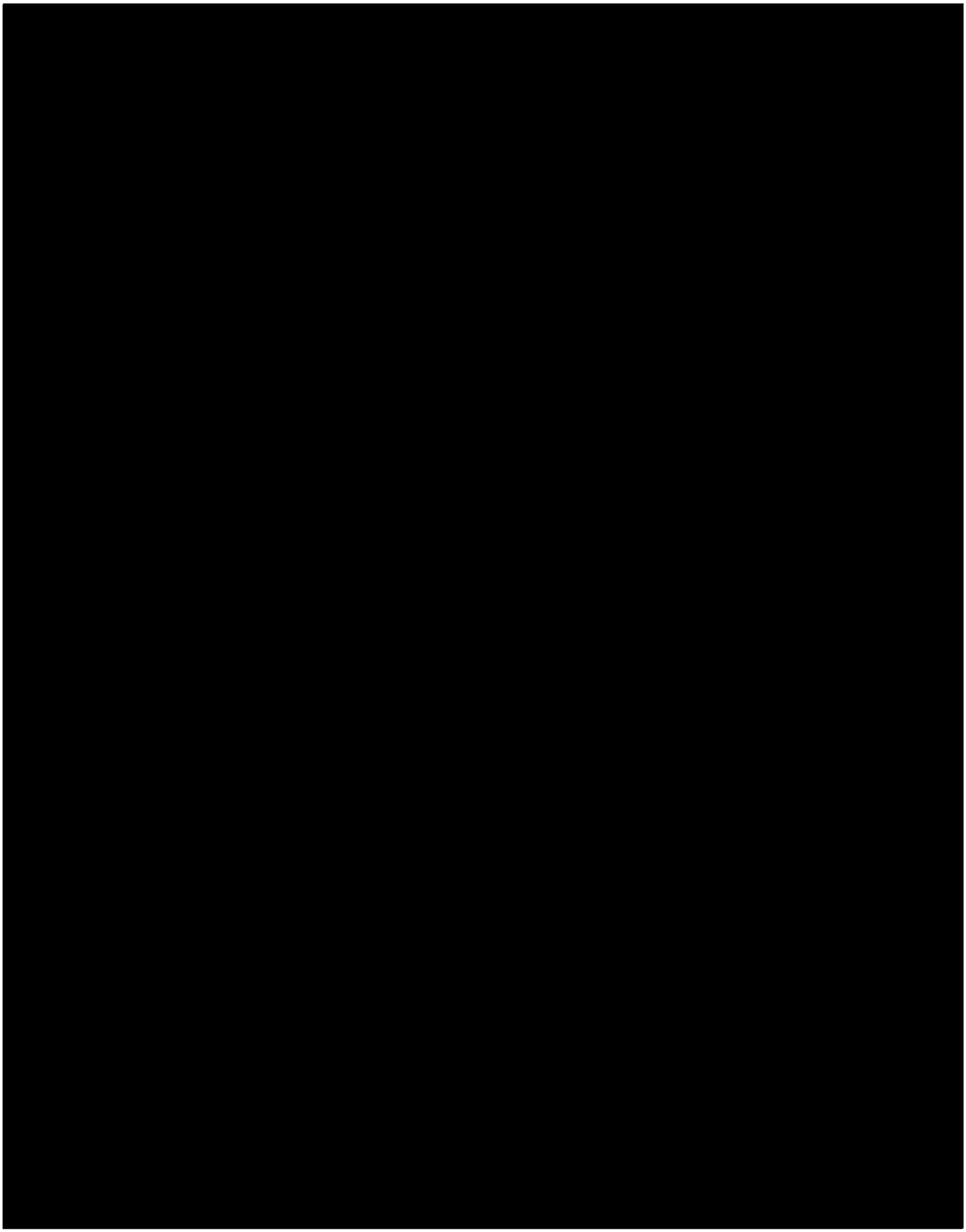


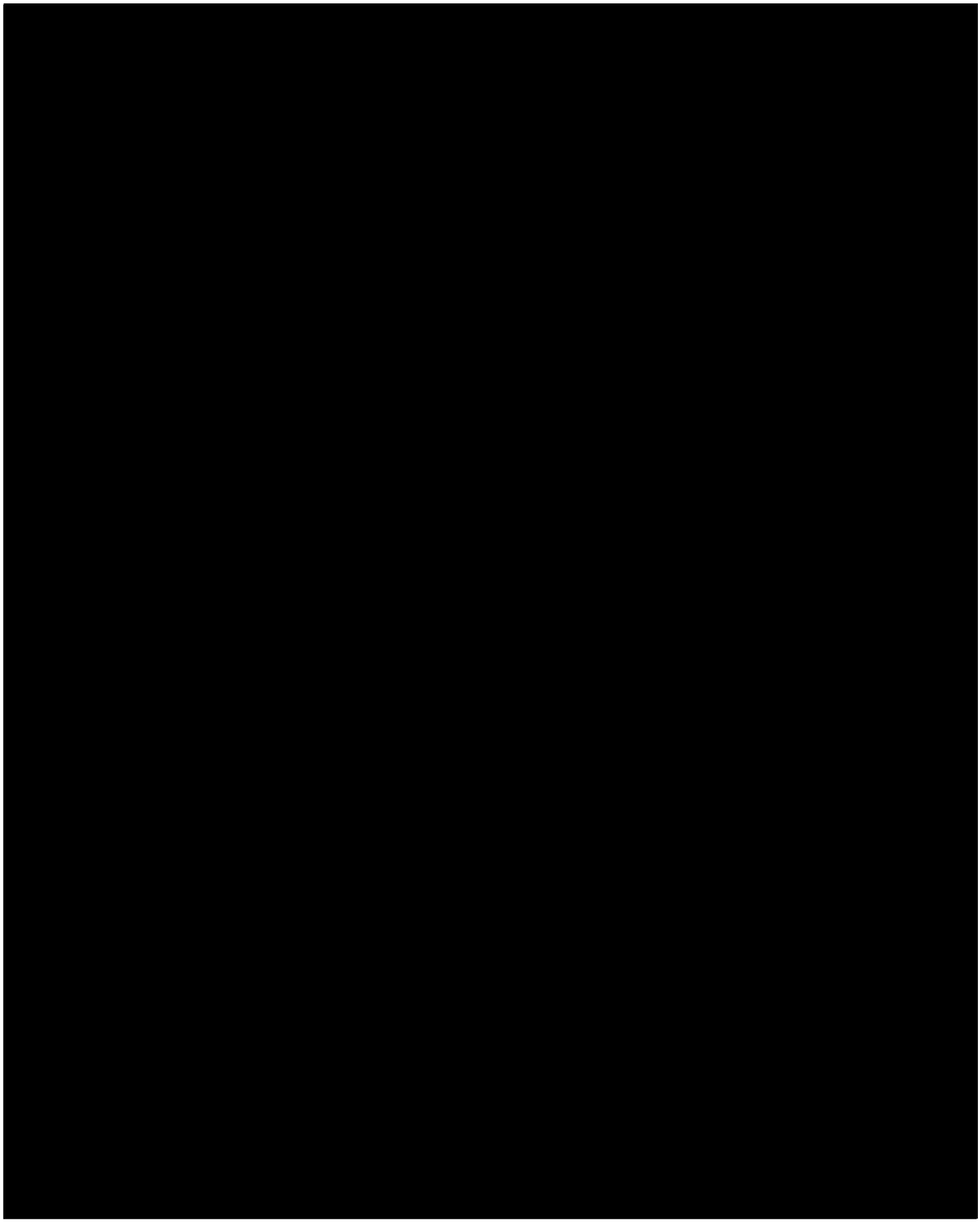












THE PORT AUTHORITY OF NY & NJ

PROCUREMENT DEPARTMENT
2 MONTGOMERY STREET, 3RD FL.
JERSEY CITY, NJ 07302

7/3/2014

ADDENDUM #1

To prospective Proposer(s) on RFP # 38268 - REQUEST FOR PROPOSALS FOR INDEFINITE QUANTITY CONTRACTS (IQCS) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018

Now Due back on 7/14/2014, no later than 2:00PM

Originally due on 7/9/2014, no later than 2:00PM

This communication should be initialed by you and annexed to your Bid upon submission.

In case any Bidder fails to conform to these instructions, its Bid will nevertheless be construed as though this communication had been so physically annexed and initialed.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: AI Engineers, Inc., P.C.

INITIALED: _____

DATE: 7/8/2014

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

Hatch Mott MacDonald
JOINT VENTURE

Port Authority of New York and New Jersey

Indefinite Quantity Contracts (IQCs) for Performance of Expert Professional Construction Management Inspection Services

for Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis Through 2018

July 16, 2014 | RFP # 38268 | **ORIGINAL**

HILL | Hatch Mott MacDonald
JOINT VENTURE

Hill International, Inc./Hatch Mott MacDonald NY, Inc Team
One Penn Plaza, Suite 3415
New York, NY 10119
Tel: 212-244-3700
Fax: 212-244-3740
www.hillintl.com

July 16, 2014

Port Authority of New York and New Jersey
Procurement Department
ATTN: Bid/Proposal Custodian
Two Montgomery Street, 3rd Floor
Jersey City, New Jersey 07302

Subject: Indefinite Quantity Contracts (IQCs) for Performance of Expert Professional Construction Management Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis Through 2018

Dear Bid/Proposal Custodian:

It is with great pleasure that the Hill International/Hatch Mott MacDonald Joint Venture (Hill/HMM) submits its technical proposal to the Port Authority of New York & New Jersey (Authority/PANYNJ) for Performing Expert Professional Construction Management and Inspection Services for various construction projects, including Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis through 2018.

The Hill/HMM team consists of a common law Joint Venture between Hill International, Inc. (Hill) and Hatch Mott MacDonald, New York, Inc. (HMM). In forming this joint venture team both Hill and HMM sought a partner that not only complimented the expertise and resources of our firms, but added true value by sharing common visions, goals, attitudes and an overall corporate culture of dedication to comprehensively serve their clients. The Hill/HMM team brings these elements. Our team also includes KS Engineers, P.C. (KSE), a certified-DBE, AG Consulting (AG), a certified-DBE and Municipal Testing Laboratories, Inc. (MTL). The rationale for bringing our firms together to form a team is based upon our respective complementary qualifications and corporate culture and values. Hill is one of the region's pre-eminent providers of Construction Management services and also has an extensive portfolio of projects with the Authority; HMM is nationally and internationally known for its work on transportation systems and projects is also currently performing multiple assignments for the Authority; KSE, AG and MTL are also currently performing multiple assignments for the Authority.

For many firms "as-needed" or "on-call" contracts represent side work, however, at Hill, they are a perfect complement to our full range of services and have become a core component of our business. In fact, "as-needed" or "on-call" assignments such as this one represent close to 25% of Hill's workload. Both Hill and HMM have extensive experience in providing personnel for many different kinds of "as-needed" or "on-call" agreements such as our on-call estimating, Superstorm Sandy relief and construction management work with New York City Transit Authority (NYCT), MTA Bridges and Tunnels and the Authority.

Hill holds term requirements contracts with the New York City Department of Design and Construction for cultural facilities and related buildings, term requirements contracts with the Dormitory Authority of the State of New York, and City of New York Department of Parks and Recreation. We also provide independent engineer's certification for MTA's New York City Transit, Metro-North Railroad, Long Island Railroad and MTA Bus. Hill and HMM also provide on-call support for NYCTA and Long Island Railroad.

Management Team

The Hill/HMM management team was handpicked to achieve the Authority's goals for this assignment. As excellent problem solvers for complex assignments, this staff is adept at anticipating the unusual and adverse. Their combined skills will allow the Hill/HMM Team to anticipate technical, project coordination and agency-related problems, develop and assess alternatives to mitigate possible challenges, and to assist the Authority in selecting solutions that will avoid or minimize negative consequences.

Providing overall support for this assignment will be our **Joint Venture Executive Committee Members, John Milano, PE and Arthur D. Silber.** They offer a tremendous wealth of experience gleaned from years of providing senior management oversight of major design and construction efforts and on-call assignments. The Hill/HMM team will be led by our **Program Director George Keeber, PE**; he has more than 35 years of professional experience and was responsible for Hill's post-Sandy assessment work on the Holland Tunnel and he also manages Hill's Authority task order staff at Kennedy International Airport. George will serve as the Authority's single point of contact throughout this assignment. **Frank Facciolo, PE** will serve as **Deputy Program Director**. He has more than 25 years of experience managing a wide variety of projects, including Sandy related task order assignments for NYCT.

Our designated discipline leaders are designated on our organization chart in Section C. Each leader has more than 20 years of experience in all phases of engineering planning, design, scheduling, construction, and financial controls. Their experience encompasses directing construction management teams, design professionals, and support personnel toward the successful completion of projects.

The Hill/HMM staffing plan includes multiple inspectors, constructability review personnel, schedulers, estimators and contract managers. Within each of these categories we have engineers, architects and associated subject matter experts who will specialize in their areas of expertise such as tunnels, signals and communications, stations, shops, yards and maintenance facilities as well as power.

The Value of Our Services

The Hill/HMM team's comprehensive and aggressive approach to understanding the interrelationships inherent on a construction project; our assertive approach to managing on-call projects and our highly professional staff, trained to focus on the individual needs of our clients, are the critical items that make projects a success. We will focus our energy and attention from day one on the critical elements of this project and we are ready to start now.

The Hill/HMM team clearly understands the sensitivities of this project and offers:

- Strong transit experience;
- The right Program Director, George Keeber, PE and Deputy Program Director, Frank Facciolo, PE;
- Strong experience managing single prime as well as multiple prime projects;
- The ability to develop accurate budgets and complete the work on-time;
- The strict priority the team places upon Safety.

We look forward to working with PANYNJ to successfully complete this project. If you have any questions or require additional information you can contact us at johnmilano@hillintl.com or arthursilber@hatchmott.com.

Very truly yours,

John Milano, PE
Senior Vice President and Deputy Regional Manager
Hill International, Inc.

Arthur D. Silber
Senior Vice President
Hatch Mott MacDonald NY, Inc.

Hatch Mott MacDonald
JOINT VENTURE

We acknowledge addendum # 1, 2, 3 and 4 and have attached our initialed copies to this cover letter.

THE PORT AUTHORITY OF NY & NJ

PROCUREMENT DEPARTMENT
2 MONTGOMERY STREET, 3RD FL.
JERSEY CITY, NJ 07302

7/3/2014

ADDENDUM #1

To prospective Proposer(s) on RFP # 38268 - REQUEST FOR PROPOSALS FOR INDEFINITE QUANTITY CONTRACTS (IQCS) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018

Now Due back on 7/14/2014, no later than 2:00PM

Originally due on 7/9/2014, no later than 2:00PM

This communication should be initialed by you and annexed to your Bid upon submission.

In case any Bidder fails to conform to these instructions, its Bid will nevertheless be construed as though this communication had been so physically annexed and initialed.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: Hill International, Inc.

INITIALED: _____

DATE: July 3, 2014

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

THE PORT AUTHORITY OF NY & NJ

PROCUREMENT DEPARTMENT
2 MONTGOMERY STREET, 3RD FL.
JERSEY CITY, NJ 07302

7/3/2014

ADDENDUM #1

To prospective Proposer(s) on RFP # 38268 - REQUEST FOR PROPOSALS FOR INDEFINITE QUANTITY CONTRACTS (IQCS) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018

Now Due back on 7/14/2014, no later than 2:00PM

Originally due on 7/9/2014, no later than 2:00PM

This communication should be initialed by you and annexed to your Bid upon submission.

In case any Bidder fails to conform to these instructions, its Bid will nevertheless be construed as though this communication had been so physically annexed and initialed.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: Hatch Mott MacDonald NY, Inc.

INITIALED: _____

DATE: July 3, 2014

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

This communication should be initialed by you and attached to your Proposal.

In case any Bidder fails to conform to these instructions, its submission will nevertheless be construed as though this communication had been so physically attached and initialed.

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: Hill International, Inc.

INITIALED: _____

DATE: July 8, 2014

This communication should be initialed by you and attached to your Proposal.

In case any Bidder fails to conform to these instructions, its submission will nevertheless be construed as though this communication had been so physically attached and initialed.

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: Hatch Mott MacDonald NY, Inc.

INITIALED: _____

DATE: July 8, 2014

Answer #43	Yes.
Question #44	In what manner will the sealed cost proposals be returned to unsuccessful proposer?
Answer #44	They will not be returned.
Question #45	a. Can the organization chart be submitted on 11x17 paper? b. Can the font on the organization chart be less than 12 pt.?
Answer #45	Yes.

This communication should be initialed by you and attached to your Proposal.

In case any Bidder fails to conform to these instructions, its submission will nevertheless be construed as though this communication had been so physically attached and initialed.

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: Hill International, Inc.

INITIALED: _____

DATE: July 9, 2014

Answer #43	Yes.
Question #44	In what manner will the sealed cost proposals be returned to unsuccessful proposer?
Answer #44	They will not be returned.
Question #45	a. Can the organization chart be submitted on 11x17 paper? b. Can the font on the organization chart be less than 12 pt.?
Answer #45	Yes.

This communication should be initialed by you and attached to your Proposal.

In case any Bidder fails to conform to these instructions, its submission will nevertheless be construed as though this communication had been so physically attached and initialed.

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: Hatch Mott MacDonald NY, Inc.

INITIALED: Arthur D. Silber

DATE: July 9, 2014

THE PORT AUTHORITY OF NY & NJ

PROCUREMENT DEPARTMENT
2 MONTGOMERY STREET, 3rd FL.
JERSEY CITY, NJ 07302

July 10, 2014

ADDENDUM #4

TO PROSPECTIVE BIDDER(S) ON **RFP #38268** - REQUEST FOR PROPOSALS FOR INDEFINITE QUANTITY CONTRACTS (IQCS) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018

Now Due on 7/16/2014, no later than 2:00PM

Originally Due on 7/14/2014, no later than 2:00PM

This communication should be initialed by you and annexed to your proposal to the above-referenced upon submission.

In case any Bidder fails to conform to these instructions, its submission will nevertheless be construed as though this communication had been so physically annexed and initialed.

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: Hill International, Inc.

INITIALED: _____

DATE: July 10, 2014

THE PORT AUTHORITY OF NY & NJ

PROCUREMENT DEPARTMENT
2 MONTGOMERY STREET, 3rd FL.
JERSEY CITY, NJ 07302

July 10, 2014

ADDENDUM #4

TO PROSPECTIVE BIDDER(S) ON RFP #38268 - REQUEST FOR PROPOSALS FOR INDEFINITE QUANTITY CONTRACTS (IQCS) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018

Now Due on 7/16/2014, no later than 2:00PM

Originally Due on 7/14/2014, no later than 2:00PM

This communication should be initialed by you and annexed to your proposal to the above-referenced upon submission.

In case any Bidder fails to conform to these instructions, its submission will nevertheless be construed as though this communication had been so physically annexed and initialed.

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: Hatch Mott MacDonald NY, Inc.

INITIALED: _____ Arthur D. Silber

DATE: July 10, 2014

THE PORT AUTHORITY
OF NY & NJ

Port Authority of New York and New Jersey

Indefinite Quantity Contracts (IQCs) for Performance of Expert Professional Construction Management Inspection Services

July 16, 2014 | RFP # 38268 | TECHNICAL PROPOSAL

TABLE OF CONTENTS

	SECTION
Cover Letter	
Attachment B	
Firm's Qualifications and Experience	A
Staff Qualifications and Experience	B
Management/Technical Approach	C
DBE Participation	D
Pricing and Compensation	E
Complete List of Firm's Affiliates	F
Proposer's Integrity Provisions	G
Background Qualifications Questionnaire	H
General Conflict of Interest	I
Organizational Conflict of Interest	J
Additional Required Forms and Attachments	

Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis Through 2018

ATTACHMENT B

AGREEMENT ON TERMS OF DISCUSSION

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

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

Hill International, Inc.
(Company)

(Signature) John Milano, PE

Senior Vice President and Deputy Region Manager
(Title)

July 3, 2014
(Date)

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

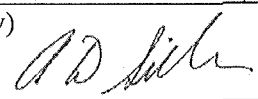
ATTACHMENT B

AGREEMENT ON TERMS OF DISCUSSION

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

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

Hatch Mott MacDonald NY, Inc.
(Company)



(Signature) Arthur D. Silber

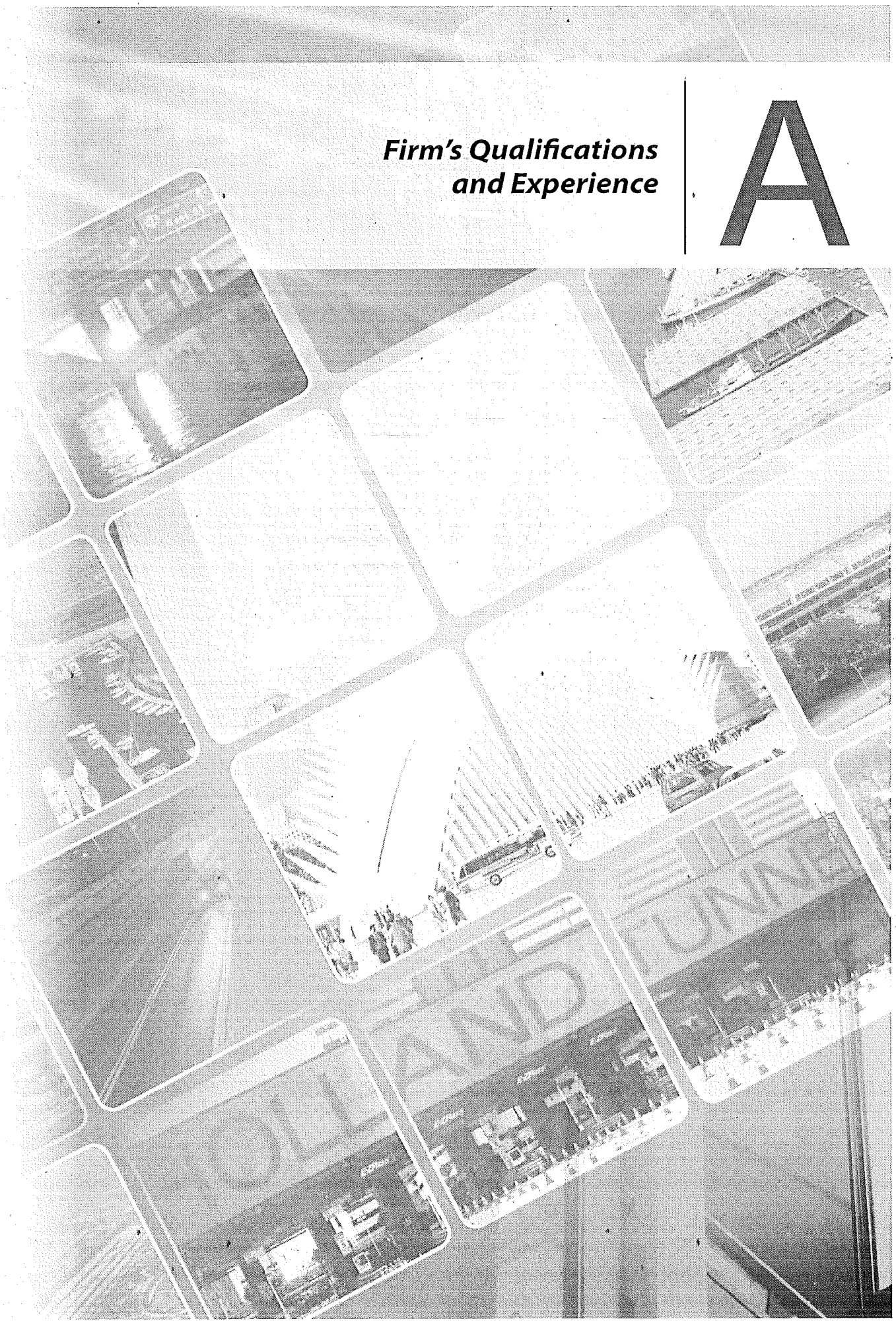
Senior Vice President
(Title)

July 3, 2014
(Date)

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

Firm's Qualifications and Experience

A



Firm's Qualifications and Experience

Hill International, Inc.

Attachment C-1

Proposer Prerequisite A

Firms must have Certificates of Authorization to practice Professional Engineering in the states of New York and/or New Jersey and minimum of five (5) years experience, from the date of proposal submission, which includes performing construction management services as outlined in Attachment A for major transportation facilities.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite A.

Client Name/ Contracting Entity	Metropolitan Transportation Authority New York City Transit No. 7 Subway Line
Contract Start Date	2007
Contract End Date	2016
Brief description of Scope of work	The scope of work includes two 22.5-foot-diameter bored tunnels and a station structure (34th Street Station) approximately 66 feet by 960 feet, extending about 110 feet below ground level. Two interlocking structures, constructed in rock-by-mining method, will be connected to the 34th Street Station structure. The new extension includes six cross passages to connect the two running tunnels, and underpinning and structural modifications of the existing 8th Avenue subway structure will be performed.
Client Contact Name / Title	Ronald Pezik, Program Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	Port Authority of New York and New Jersey- On-Call/CM
Contract Start Date	2012
Contract End Date	Present/Ongoing
Brief description of Scope of work	Airport Facility Value Engineering, Construction Management for PANYNJ facilities and World Trade Center Downtown Restoration efforts including construction of the permanent PATH station and master schedule management for the complex.
Client Contact Name / Title	Christopher Spillman, Project Manager
Client Contact Email Address	cspillman@panynj.gov
Client Contact Phone Number	201-595-4680

Client Name/ Contracting Entity	Port Authority of New York and New Jersey -Call-In Estimating/Sandy Support
Contract Start Date	2012
Contract End Date	Present/Ongoing
Brief description of Scope of work	Superstorm Sandy support services and on-call estimating including a visual assessment of the Holland Tunnel. As part of the ongoing program management services being provided to PANYNJ, Hill has provided numerous support services to the PANYNJ under this estimating on-call contract.
Client Contact Name / Title	Christopher Spillman, Project Manager
Client Contact Email Address	cspillman@panynj.gov
Client Contact Phone Number	201-595-4680

Note – Client Contact must be employee of Company

Hill International, Inc.

Attachment C-2

Proposer Prerequisite B

Firms must have adequate staffing resources who have demonstrated experience performing construction management and/or construction inspection services in the Greater New York/New Jersey Metropolitan Area for construction projects valued, at a minimum, at $1.5 million.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite B.

Client Name/ Contracting Entity	Port Authority of New York and New Jersey-WTC Downtown Restoration
Contract Start Date	2004
Contract End Date	2013
Construction Value	$12 billion (total program value)
Brief description of Scope of work	Expert professional program management support services for the Downtown Restoration Program including the permanent WTC PATH Terminal, WTC Site Public Infrastructure and the WTC Site Redevelopment from 2004-2013.
Client contact Name / Title	Alan Reiss, Deputy Director
Client Contact Email Address	212-435-5530
Client Contact Phone Number	areiss@panynj.gov

Client Name/ Contracting Entity	City of New York Department of Parks and Recreation-Street Trees
Contract Start Date	2007
Contract End Date	2011
Construction Value	$20 million (total project value)
Brief description of Scope of work	Hill is providing the Central Forestry Division with construction management services and has managed over 120 contracts for 30,000 sites per year. Hill has successfully managed multiple contracts simultaneously with the Street Tree Division where a highly specialized team of field engineers manages different contractors throughout the City.
Client contact Name / Title	Barbara Nickels
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	New York City Department of Design and Construction-City Hall
Contract Start Date	2008
Contract End Date	2015
Construction Value	$150 million (total project value) $94.6 million (construction cost)
Brief description of Scope of work	Construction management services for the $150 million renovation of New York City Hall in Lower Manhattan. Renovations include exterior and roofing improvements; refinishing of the iconic steps; installation of new electrical, fire, audio-video, heating, ventilation, and air conditioning systems; elevator modernization; and the complete renovation of all interior spaces.
Client contact Name / Title	Salvator Cali, Project Executive
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Note – Client Contact must be employee of Company

Attachment C-1

Proposer Prerequisite A

Firms must have Certificates of Authorization to practice Professional Engineering in the states of New York and/or New Jersey and minimum of five (5) years experience, from the date of proposal submission, which includes performing construction management services as outlined in Attachment A for major transportation facilities.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite A. Experience of Hatch Mott MacDonald NY, Inc.

Client Name/ Contracting Entity	Metro North Railroad (MNR) - CI/CM Services for Design / Build of Grand Central Terminal Employees Facility
Contract Start Date	2009
Contract End Date	2011
Brief description of Scope of work	MNR retained HMM to perform construction management and inspection services for new construction in Grand Central Terminal that provides accommodation for the Train and Engine crews, Building Services/Customer Service Representatives, and Fire Brigade personnel. The new construction replaces the tennis courts that were located in the MNR office building and occupied the 3rd-5th floors. These were demolished and replaced with a new facility that consists of 24,760 square feet of locker rooms, lunch rooms, restrooms, and lounges.
Client Contact Name / Title	George Monasterio, Chief Architect
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	Amtrak - CI/CM Services for Rehabilitation of Fire Standpipe System, North (Hudson) and East River Tunnels
Contract Start Date	2001
Contract End Date	2008
Brief description of Scope of work	HMM provided construction management/resident engineering and inspection services for this $30 million project that included replacement and testing of 72,000 linear feet of six-inch diameter dry fire standpipe, associated valves and appurtenances, fire department connections and risers at portals and vent/evacuation shafts in the East River Tunnels (Lines 1, 2, 3, & 4) between Manhattan and Queens and the North (Hudson) River Tunnels (Tracks 2 & 3) between Manhattan and New Jersey. Work was also performed at the New York Penn Station rail facility.
Client Contact Name / Title	Clavel Crump
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	MTA Capital Construction (MTACC) / Long Island Railroad (LIRR) - East Side Access (ESA)
Contract Start Date	1999
Contract End Date	2019
Brief description of Scope of work	The LIRR East Side Access Project will provide a new direct link to connect Long Island Railroad to a new terminal being constructed beneath the existing historic Grand Central Terminal in Manhattan, NYC. HMM is providing staff (including the Program Manager) for Construction Management roles; for construction for managing the CM effort, for CM for tunnel work; and for Program Management for contract formation and packaging.
Client Contact Name / Title	William Goodrich, PE, Sr. Program Executive
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Note – Client Contact must be employee of Company

Attachment C-2

Proposer Prerequisite B

Firms must have adequate staffing resources who have demonstrated experience performing construction management and/or construction inspection services in the Greater New York/New Jersey Metropolitan Area for construction projects valued, at a minimum, at $1.5 million.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite B. Experience of Hatch Mott MacDonald NY, Inc.

Client Name/ Contracting Entity	New York City Transit Authority (NYCTA) - CM-1534 Superstorm Sandy-Related Repair & Resiliency Projects
Contract Start Date	2013
Contract End Date	2018
Construction Value	$80M (to date)
Brief description of Scope of work	HMM is part of a joint venture team that is providing engineering services, including design services and construction management for federally funded Superstorm Sandy-related repair and resiliency projects. The services are being performed under an "As-Needed" task order basis. The contract includes all of the NYCTA assets impacted by Superstorm Sandy including: Rail Tunnels, Rail Systems; Rail & Bus Maintenance Facilities; Passenger Stations; Tunnel support systems (Mechanical, Electrical, & Ventilation).
Client contact Name / Title	Paresh Patel, Program Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	New York City Transit Authority (NYCT) - Construction Management for Cranberry-Rutgers Tunnels Rehabilitation
Contract Start Date	2014
Contract End Date	2018
Construction Value	$60M (to date)
Brief description of Scope of work	As part of a Joint Venture, HMM is serving as Consultant Construction Manager for NYCT in the management of the preconstruction, construction, and closeout phases of the Cranberry and Rutgers Tubes Rehabilitation, which were which were damaged by the tidal surge during Superstorm Sandy. In addition to the four tubes which comprise the two tunnels, the project scope also includes related work at circuit breaker houses, an electrical substation, an emergency tunnel exit, pump rooms, and fan plants.
Client contact Name / Title	Paresh Patel, Program Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	MTA Capital Construction (MTACC) / Long Island Railroad (LIRR) - East Side Access (ESA)
Contract Start Date	1999
Contract End Date	2019
Construction Value	$8.3B
Brief description of Scope of work	The LIRR East Side Access Project will provide a new direct link to connect Long Island Railroad to a new terminal being constructed beneath the existing historic Grand Central Terminal in Manhattan, NYC. HMM is providing staff (including the Program Manager) for Construction Management roles; for construction for managing the CM effort, for CM for tunnel work; and for Program Management for contract formation and packaging.
Client contact Name / Title	William Goodrich, PE, Sr. Program Executive
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Note – Client Contact must be employee of Company

Project Name:	**PANYNJ Call-In Estimating and Superstorm Sandy Support Services**		
Project Location:	New York and New Jersey		
Dates Service Provided:	2012-Present	**Duration of Contract:**	2012-Present
Dollar Amount of Contract/ Agreement:	$5 Billion (program value)	**Annual Staff Hours:** 1/1-12/31/2013	5,757
Reference/Point of Contact:	Christopher Spillman Project Manager, Port Authority of NY and NJ, Office of Emergency Management, 201-595-4680		
Project Services Provided:	Construction Project Management, Estimating		

Summary of Types of Work Performed

The Port Authority of New York and New Jersey (Authority), is a diverse organization responsible for managing a wide array of transportation facilities in the states of New York and New Jersey. Hill has provided numerous support services to the PANYNJ under this estimating on-call contract. These services include:

Cost Estimating Services

Hill provided estimating services used to identify the costs related to replacement "in kind" and/ or "codes and standards replacement," as directed by the Authority.

Resident Engineer/Inspection Field Documentation Services

Hill inspected storm-damaged facilities; recorded observed damage, prepared field reports to document damaged conditions, provided approximated quantities of damaged materials, and reviewed and evaluated third-party assessments. Hill utilized the existing conditions information and created scope templates that were used for estimating damage costs for FEMA negotiations.

Claim/Insurance/FEMA Management Services

Hill coordinated and interfaced with the insuring entities and FEMA to establish proper protocols to make certain that consistent and uniform procedures were established and maintained for processing official claim submissions.

Tunnel Facility Superstorm Sandy Damage Assessment

Hill provided a visual assessment of a Port Authority Tunnel for damage related to Superstorm Sandy. The assessment addressed 18 tunnel infrastructure elements ranging from the roadways, tiles, ceilings, medium and low voltage electric systems, pump rooms, exhaust and fresh air ducts, fire suppression and detection, elevators and the stone balustrade wall. This project required close coordination with the Tunnel staff to schedule inspections within existing lane closures and to work closely with tunnel staff regarding inspection of those elements not dependent on lane closures. Existing drawings, reports, and studies were reviewed. A draft report was issued approximately six weeks after the inspections began. Order of magnitude cost estimates were prepared.

Airport Facility Value Engineering (VE) Assignment

Hill provided an in-depth VE working session with the Port Authority's aviation team to identify potential cost savings on a billion dollar aviation project. The goals of the study were to identify airside, landside, terminal building, infrastructure, and construction planning and design alternatives that may offer first-cost or life cycle cost benefits and/or improve project quality. The VE study identified the three large planning issues (construction phasing, roadside circulation, and terminal configuration relative to landside access) that can have substantial impacts on the project budget, schedule, and functionality. The VE study evaluated ways to relax or provide alternative ways for continuity of operation during construction and thereby reduce phasing complexity and duration.

Project Name:	**MTA No. 7 Subway Line Extension**		
Project Location:	New York, NY		
Dates Service Provided:	2007-2016	**Duration of Contract:**	2007-2016
Dollar Amount of Contract/ Agreement:	$2.4 Billion (project value)	**Annual Staff Hours:** 1/1-12/31/2013	24,283
Reference/Point of Contact:	Ronald Pezik 333 West 34th Street, New York, NY 10001, [redacted]		
Project Services Provided:	Construction Management		

Summary of Types of Work Performed

The $2.4 billion No. 7 Subway Line Extension project will provide transit access to the West Side of Manhattan, including the Jacob Javits Convention Center, by extending the No. 7 Line westward from Times Square under West 41st Street and southward along 11th Avenue to the southerly terminus at West 25th Street. The planned extension provides 9,432 feet of tunnel to accommodate a two-track railroad with two lay-up tracks for storage of three trains each. The extension also provides a two-track terminal station on 11th Avenue at West 34th Street. The No.7 Subway Line Extension will transform the Hudson Yards into vibrant 24-hour neighborhood containing a mix of commercial, residential, retail, and recreational uses while enhancing the vitality of New York City as a whole.

The scope of work includes two 22.5-foot-diameter bored tunnels and a station structure (34th Street Station) approximately 66 feet by 960 feet, extending about 110 feet below ground level. Two interlocking structures, constructed in rock-by-mining method, will be connected to the 34th Street Station structure. The new extension includes six cross passages to connect the two running tunnels, and underpinning and structural modifications of the existing 8th Avenue subway structure will be performed. The project also involved approximately 215,000 cubic yards of cast-in-place concrete for underground concrete structures, along with associated logistics, waterproofing and quality assurance/control required for their placement.

Challenges Faced: This project presents many significant risks, including financial and schedule obstacles as well as technical challenges. First, the multiple stakeholders of the project, which closely parallel the stakeholders of the Hudson Yards project, had to be informed of all project

progress and their sometimes overlapping interests addressed. This included nearly a dozen different local, City and State bodies and agencies. In addition, the technical challenges present in tunneling in midtown Manhattan were immense.

Lessons Learned: Our team implemented a management approach of open communications and proactive safety and security controls, supported by a deep base of tunneling expertise and a strong project controls plan. The success of this approach is evidenced by the project's numerous awards, and by the fact Phase 1, which included the tunneling and excavation work, was completed ahead of the baseline schedule and under budget.

Project Name:	**NJ Transit Superstorm Sandy Monitoring Services**		
Project Location:	Statewide, New Jersey		
Dates Service Provided:	2012-2014	**Duration of Contract:**	2012-2014
Dollar Amount of Contract/ Agreement:	$1.5 Billion (Program value)	**Annual Staff Hours:** To-Date	5,327
Reference/Point of Contact:	Veronique "Ronnie" Hakim 581 Main Street, Woodbridge, NJ 07095-5042 [redacted]		
Project Services Provided:	Program Management Oversight		

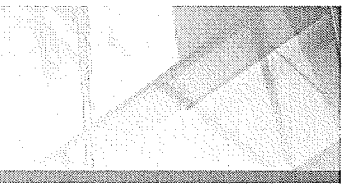
Summary of Types of Work Performed

Superstorm Sandy caused significant damage to a large portion of NJ Transit's transportation assets, impacting NJ Transit's ability to provide public transportation. Although the immediate impacts were mitigated, due to the extensive damage repairs to and protection of NJ Transit's assets are still ongoing. Given the extent and complexity of the repairs and improvements, the state Department of Transportation selected Hill to provide specialized oversight services. Hill is providing NJ Transit with program management oversight services (PMO) on a $1.5 billion, two-year assignment in connection with the agency's Superstorm Sandy recovery efforts.

Project Name:	**PANYNJ World Trade Center Transportation Hub**		
Project Location:	New York, NY		
Dates Service Provided:	2002-2014	**Duration of Contract:**	2002-2014
Dollar Amount of Contract/ Agreement:	$3 Billion	**Annual Staff Hours:** To-Date	54,956
Reference/Point of Contact:	Alan L. Reiss 115 Broadway 10th Floor, New York, NY 10003, 212-435-5530, areiss@panynj.gov		
Project Services Provided:	Program Management		

Summary of Types of Work Performed

Hill has been working for the Port Authority of New York and New Jersey since early 2002 to provide program management and technical support for the restoration of PATH train service to Lower Manhattan in the wake of the World Trade Center Disaster. To enable this restoration, two Hudson River Tunnels and the Exchange Place Station were rehabilitated and restored, and a temporary PATH WTC Station was constructed. Hill played a significant role in the successful completion of these integral projects. With Hill's help, the Authority's goal to restore downtown



service as quickly as possible was achieved on November 23, 2003, approximately one month ahead of schedule.

Phase I: Temporary Station

Hill provided technical and related project management support on Phase I of the program as follows:

- Developed design criteria for proposed high-tech Signal Control System for the PATH System.
- Performed technical review of design work order packages for the temporary WTC PATH Station, rehabilitation of Tunnels E and F, and refurbishment of the Exchange Place PATH Station.
- Investigated constructibility/staging, structural, and operational issues by examining several potential locations for the permanent World Trade Center PATH terminal and performed feasibility analysis for various design options.
- Prepared the Phasing and Construction Staging Plan for both the temporary and permanent WTC site plans.
- Developed and implemented a test program to verify that the new rail station met Federal Railroad Administration (FRA) standards.
- Provided day-to-day project management support including issuing construction work order packages and necessary change orders.
- Developed detailed schedules for commissioning the temporary and permanent WTC stations.

In addition, Hill provided cost estimating and related analyses services to support the FEMA/ Insurance reimbursement process pertaining to the losses from the WTC disaster as follows:

- Developed independent estimates for approximately 50 design work packages and over 200 design changes or bulletins associated with the temporary WTC PATH Station, rehabilitation of Tunnels E and F, and refurbishment of the Exchange Place PATH Station.
- Developed cost estimates and justification for FEMA and insurance company reimbursement for the loss of PATH service to the WTC.
- On behalf of the client, Hill successfully negotiated insurance and FEMA claims worth over $1 billion.

Phase II: Permanent Terminal

Based on Hill's accomplishments and success during Phase I of the Downtown Restoration Program, the company was selected to continue providing program management, estimating, and technical support services on Phase II of the program through the year 2008. The work scope includes development of the Permanent WTC PATH Terminal, WTC Site Public Infrastructure, and associated Site Development. The site will include up to 10 million SF of commercial office space and up to 1 million SF of retail, hotel, and conference center facilities — all part of approximately $2.5 billion in recovery projects identified to restore and enhance the WTC Site and Lower Manhattan.

Specifically, Hill is providing expert professional program management support services during the preliminary engineering, final design, and construction stages of the Downtown Restoration

Program, which includes the following:

- Coordination of Design Development
- Review and evaluation of design documents
- Preparation of technical studies on feasibility, logistics and constructibility
- Assistance in development of schedules and labor estimates, and coordinate with the Design Consultant, Construction Contractors and Port Authority staff to provide for summary reporting
- Input of schedules into the Port Authority's Primavera Enterprise System (P3e)
- Assistance in preparing the Forecast Variance Report
- Attendance at technical and coordination meetings and assistance in preparing status reports
- Review and evaluation of the phasing and sequencing of construction
- Preparation of Program and special study estimates
- Management of RFI submittal, distribution and response

Project Name:	**NYCDPR Queens Tornado Damage Disaster Relief Management**		
Project Location:	Queens, NY		
Dates Service Provided:	2010	**Duration of Contract:**	2010
Dollar Amount of Contract/ Agreement:	$81,000	**Annual Staff Hours:**	1,177
Reference/Point of Contact:	Barbara Nickels 830 Fifth Avenue, New York, NY 10065 [redacted]		
Project Services Provided:	Disaster Relief Management		

Summary of Types of Work Performed

On September 23, 2010, two tornadoes touched down in Queens, New York ripping a path of destruction across the borough. The damage was so severe the Federal Emergency Management Agency (FEMA); declared the area a national disaster and disaster relief companies from across the United States were dispatched to Queens. As the crews' descended upon the disaster, the City realized they needed a management team to take control of the disaster relief. The Central Forestry Capital Construction Division employed Hill to coordinate and direct the 34 relief teams. Hill's specialized staff worked around the clock routing the grappler-equipped log trucks and tree clean-up crews throughout the borough, making for an efficient and rapid removal of the storm damage. Hill verified all 45 destruction zones were clear of debris and the streets of Queens were again safe for passage.

Project Name:	**U.S. Federal Transit Administration, PMO Program**		
Project Location:	Various		
Dates Service Provided:	1985-Present	**Duration of Contract:**	1985-Present
Dollar Amount of Contract/ Agreement:	$11.4 Billion	**Annual Staff Hours:** To-Date	163,744.67

Reference/Point of Contact:	Steve Asatoorian 1200 New Jersey Avenue SE 4th Floor East Building, Washington, DC, 20590, [redacted]
Project Services Provided:	Project Management Oversight

Summary of Types of Work Performed

In 1985, as part of a Project Management Oversight (PMO) contract with the Federal Transit Administration (FTA,) Hill developed the FTA's original PMO guidelines. Today Hill is fulfilling its sixth PMO task order contract.

As part of this on-going contract, Hill oversees federally funded transit agency projects, providing technical, financial and management oversight capabilities to FTA on various transit construction project assignments. Our experience encompasses:

- More than 40 PMO project assignments with the FTA
- FTA projects in thirteen states and the Commonwealth of Puerto Rico
- Nearly $20 billion in construction projects
- Oversight of more than 200 stations and over 300 miles of trackwork
- More than 2 million passengers use Hill-overseen rail systems daily

Project Management Oversight components include:

- Management plan development
- Preliminary and final design monitoring
- Design review process
- Risk Assessments
- Construction progress monitoring
- Project controls management
- Quality Assurance/Quality Control management
- Safety management,
- Inter-agency coordination
- Vehicle procurement

Project Name: MTA Independent Engineer's Certification of the New York City Transit Authority (NYCT), Long Island Rail Road (LIRR) and Metro-North Railroad's (MNR) Inspections, Maintenance and Repair Programs

Project Location:	**New York, NY**		
Dates Service Provided:	2003 - Present	**Duration of Contract:**	2003 - Present
Dollar Amount of Contract/ Agreement:	$2 million	**Annual Staff Hours:** To-Date	9,328
Reference/Point of Contact:	John Patrissi 347 Madison Avenue, New York, NY 10017, [redacted]		
Project Services Provided:	Independent Engineering Certification		

Summary of Types of Work Performed

As part of the MTA General Resolution Authorizing Transportation Revenue Obligations, NYCT, LIRR and MNR are required to provide adequate maintenance and repair of their assets; prepare a description of the inspection, maintenance and repair programs to be conducted during the ensuing year; and adopt program operating budgets.

The MTA is required to promptly, after adoption of the budgets, furnish the program descriptions and operating budgets to an Independent Engineer. It is the responsibility of the independent engineer to conduct surveys or inspections of the systems and of the inspection, maintenance and repair programs certifying the programs are: reasonable and appropriate; sufficient reasonably to assure the continued operation of the system; and within operating budget.

In April 2003, Hill was awarded a three-year contract with two one-year options to serve as the MTA's Independent Engineer for the multi-billion certification process. This award was a natural follow-up to Hill's previous contract with the MTA, in which the firm served for a seven-year period as the Independent Engineer for the MTA's capital program. In this capacity, Hill provided oversight of all capital projects undertaken by NYCT, MNR and LIRR as well as Bridges and Tunnels. The unique experience and knowledge gained by the Hill staff allows them to evaluate the changes in maintenance policies, procedures and training implemented by the MTA in order to maintain recently rehabilitated infrastructure and new, state-of-the-art systems. These changes should result in improvements in system reliability, availability and the general state of good repair.

Project Name:	**NJ Transit CM/GEC On-Call Services**		
Project Location:	**New York, NY**		
Dates Service Provided:	1999-Ongoing	**Duration of Contract:**	1999-Ongoing
Dollar Amount of Contract/ Agreement:	$2.2 Million (fee)	**Annual Staff Hours: Peak Average**	3,865
Reference/Point of Contact:	Joe Marcello One Penn Plaza East, Newark, NJ 07105 [redacted]		
Project Services Provided:	Construction Management and General Engineering Consultant		

Summary of Types of Work Performed

Hill provided on-call Construction Management/General Engineering Consultant (GEC) Services on a task order basis for various NJ Transit (NJT) projects. Currently working under our sixth contract, Hill successfully completed five task order contracts on a variety of NJT projects, including renovation of existing and the construction of new passenger stations and systems.

As NJT's CM/GEC, Hill's services are provided on an on-call basis. The range of assignments included construction management, design and constructibility reviews, scheduling, cost estimating, construction administration, site inspection, shop drawing review, change order and claims assistance. Representative assignments included:

Frank R. Lautenberg Intermodal Facility Soil Improvement, Newark City Subway Broad Street Extension MOS-1 Newark City Subway Track Rehabilitation, Claims Avoidance Support Services for the Hudson Bergen Light Rail Transit System (HBLRTS), Newark City Subway (NCS) Signal Modernization, Newark City Subway (NCS) Overhead Contact System (OCS), Branchbrook Park Station, Newark City Subway (NCS) Penn Station Traction Power Negative Return, Assessment of Potential Construction Claims (Southern New Jersey Light Rail Transit System (SNJLRTS), Bergen Tunnel Reconstruction, Newark Penn Station Modernization and the NJCL Woodbridge Train Station Rehabilitation.

Project Name:	**MTA New York City Transit Authority CM-1534 Superstorm Sandy-Related Repair and Resiliency Projects**		
Project Location:	New York, NY		
Dates Service Provided:	2013-2018	**Duration of Contract:**	2013-2018
Dollar Amount of Contract/ Agreement:	NTE $250 Million	**Annual Staff Hours:** 1/1-12/31/2013	28,000
Reference/Point of Contact:	Paresh Patel, PE, Program Manager New York City Transit Authority (NYCT) 2 Broadway New York, NY 10004, [redacted]		
Project Services Provided:	Engineering and Construction Management		

Summary of Types of Work Performed

HMM is part of a joint venture team that is providing engineering services, including design services and construction management for federally funded Superstorm Sandy-related repair and resiliency projects. The services are being performed under an "As-Needed" task order basis.

The contract includes all of the NYCTA assets impacted by Superstorm Sandy including:

- Rail Tunnels, Rail Systems
- Rail and Bus Maintenance Facilities
- Passenger Stations
- Tunnel support systems (Mechanical, Electrical, and Ventilation)

The JV team has been involved in the recovery and resiliency of the following elements:

- Track and Rail Systems (signals, traction power, communication)
- Mechanical and Electrical Tunnel Systems
- Tunnel Repair
- Risk Assessment
- Flood Mitigation
- Emergency Generators and Mobile substations

Most of the work will be performed during the operation of the passenger rail or bus facilities.

HMM is providing engineering services for civil, structural, mechanical, electrical, environmental, instrumentation & control, systems, constructability reviews, and construction management services.

Highlights

- Flood Protection Strategy
- Watertight systems, Wet and Dry flood proofing approaches
- Constructability and Bid ability Reviews
- Resiliency Technology
- Use of Autodesk Constructware
- construction project management software
- Weekend General Order (G.O.) track outages
- Operational requirements
- Environmental mitigations

Project Name:	**PANYNJ Condition Surveys, Reports and Engineering for Assets**		
Project Location:	New York and New Jersey		
Dates Service Provided:	2012-2016	**Duration of Contract:**	2012-2016
Dollar Amount of Contract/ Agreement:	NTE $3 Million	**Annual Staff Hours:**	3,000
Reference/Point of Contact:	Steven Vecchione, Project Manager-Principal Engineer Port Authority of New York & New Jersey (PANYNJ) 100 Mulberry Street, 3 Gateway Center, 3rd Floor, Newark, NJ 07102, 973-792-3997, svecchione@panynj.go		
Project Services Provided:	Inspections, Condition Assessment Reports, Engineering Design		

Summary of Types of Work Performed

HMM was awarded a four year contract to perform inspections, develop condition assessments and reports and provide engineering design as needed to repair deficiencies. The intent of the contract is to verify the integrity of Port Authority's assets and to provide for public safety. The Port Authority assets include critical bridges, tunnels, terminals, stations, railroads (a private railroad was taken over by the Port Authority in 1962 and is now operated by the PATH division of the Port Authority), facilities and airports that are vital to supporting the transportation network in the New York and New Jersey Metro area.

Technical Approach

- Detailed inspections and documentation
- Identification of critical defects and trends
- Presentation of inspections and reporting
- Rating critical structures
- Identification of engineering design
- Developing Engineering Design Drawings
- Proving construction support services as needed

HMM Role

The HMM role is the prime firm leading and performing the inspections, producing and developing the documentation, presenting the assessments and ratings of the structures and performing all engineering design on as needed based on the identified deficiencies. The structures or facilities to be included in the scope of work are determined by the Port Authority on a task order basis and a technical approach to the work and fee are negotiated. HMM disciplines involved can include; civil, structural, mechanical, and electrical for tunnel, bridge, facilities and railroad projects.

Highlights

- Most inspections needed to be performed during on-going operations
- HMM provided recommendations for improving the inspection process and recording the defects and trends
- The improvements to the process and the recording of defects and trends recommended by HMM may be used to overhaul the entire Port Authority Program
- Client is evaluating which improvements to be incorporated
- Identified critical ratings within the system
- Task orders have been performed within budgets

Project Name:	**PANYNJ General Environmental Engineering Services**		
Project Location:	New York and New Jersey		
Dates Service Provided:	1993-2014	**Duration of Contract:**	1993-2014
Dollar Amount of Contract/ Agreement:	$11.5 Million	**Annual Staff Hours:**	4,000
Reference/Point of Contact:	Robert P. Pruno, PE, Chief Environmental Engineer Port Authority of New York & New Jersey (PANY&NJ) Two Gateway Center, 14th Floor, Newark, NJ 07102, 973-565-7520		
Project Services Provided:	Due Diligence, Brownfield Redevelopment, DPCC/SPCC Plans, Site/Remedial Investigation, Site Remediation, Right-to-Know Reporting, Storage Tank Management, Permit Application Preparation, Compliance Auditing, EIS/EA Preparation		

Summary of Types of Work Performed

HMM was initially awarded a "Call-in" Contract with the Port Authority of New York and New Jersey to perform Expert Professional Environmental Engineering Services in the year 1993. This contract has been subsequently renewed and is current through 2014. The Port Authority of New York and New Jersey conceives, builds, operates and maintains infrastructure critical to the New York/New Jersey region's trade and transportation network. These facilities include America's busiest airport system, marine terminals and ports, the PATH rail transit system, six tunnels and bridges between New York and New Jersey, the Port Authority Bus Terminal in Manhattan, and the World Trade Center.

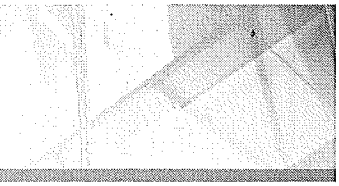
HMM Role

HMM has received numerous Task Order assignments for work in both New York and New Jersey. The Task Orders have encompassed a wide range of projects at the Authority's Aviation, Tunnels and Bridges, Bus Terminals, Port Commerce, and PATH facilities. These projects have included Environmental Assessment, Evaluation and Investigation, Brownfields Redevelopment, Remediation, Environmental Impact Assessments, Site Assessment, Solid Waste, Storage Tank Management, Environmental Permitting/Plans, and Wetlands and Ecological Services.

Project Highlights

Examples of projects undertaken to date under the Call-in Contract include:

- Performed due diligence assessments of properties in NY and NJ.
- Conducted environmental investigation and remediation in support of the redevelopment of a 130-acre former Proctor & Gamble consumer manufacturing facility into a proposed Port and Intermodal Site, Staten Island, NY.
- Preparation of the Hazardous Materials section of the EIS for New York Container Terminal's (Staten Island, NY) Berth 4 Project in accordance with the City Environmental Quality Review (CEQR) Manual.
- Preparation of hazardous/contaminated materials, construction impacts, and infrastructure/energy sections of the Environmental Impact Statement (EIS) for the WTC Permanent PATH Terminal.
- Source evaluation and corrective action for petroleum discharges from JFK International Airport's Bulk Storage Tank Farm into Jamaica Bay.



- Assisted in clarifying air quality issues raised by the United States Environmental Protection Agency on "Final EIS for the New York and New Jersey Harbor Navigation Study." Evaluation of the localized and/or regional emission estimates and area emissions of CO, NOx, and volatile organic compounds (VOCs) from landside and waterway operations and construction activities for the United States Army Corps of Engineers' deepening project.
- Prepared a summary of environmental information available on properties (both Port Authority and Private) located in Staten Island, NY and Bayonne, NJ that would be involved in the Bayonne Bridge modification .
- Conducted a detailed investigation of the Port Authority's PATH subway system in order to find the sources of high zinc concentrations in the PATH DSW discharges in NJ and NY. The sources were identified and readily corrected.
- Prepared permit applications for stormwater and wetlands permits at NJ PATH facilities.
- Prepared a DPCC/SPCC plan for Port Authority facilities at Newark International Airport.
- Provided field oversight and reporting services in connection with the abatement of lead contaminated soils associated with former bridge re-painting activities at multiple sites.
- Provided field oversight for the cleanup of PCB contaminated soils in Bayonne, NJ.
- Completed the survey of all Port Authority facilities and prepared Community Right-to-Know reports (for calendar years 1993 through 2011) utilizing a custom-designed software system. Locations included all Port Authority controlled facility's in New York and New Jersey.
- Performed compliance audits of Port Authority facilities in New York and New Jersey.
- Completed a Baseline Environmental Conditions Report and an Environmental Impact Statement of upland conditions at Howland Hook Marine terminal (Staten Island, NY), Brooklyn Marine Terminal (Brooklyn, NY), Auto Marine Terminal (Jersey City, NJ), Port Newark (Newark, NJ), and Port Elizabeth (Elizabeth, NJ), in association with the Harbor Navigation Study for harbor channel deepening and expansion.
- Performed an EIS of five sites for the New York-New Jersey Harbor Navigation Study.
- Conducted a review of dioxin data for New York Harbor and Newark Bay in connection with an upstream CERCLA site (former Diamond Shamrock dioxin site) in support of the Authority's dredging interests.
- Prepared an EO215 Environmental Impact Statement and wetland survey for improvements to the North Avenue access roadway near Newark Airport.
- Investigated direct and indirect sources of discharge to the Newark Airport Peripheral Ditch System. Identified multiple potential of contaminants in the Ditch sediments.
- Provided assistance at 50 Port Newark/Elizabeth UST locations where HMM observed the removal or abandonment in place of the USTs. Subsequent phases of this project included the installation and samplings of soil borings and wells to delineate previously identified impacts and to document the lack of same, free product recovery, performance of fate and transport analyses, and preparation of Deed Notices and Classification Exception Area (CEA) proposals.

Project Name:	**PANYNJ PATH Dock Bridge Rail Inspection and Repairs**		
Project Location:	Newark and Harrison, NJ		
Dates Service Provided:	2012-2013	**Duration of Contract:**	2012-2013
Dollar Amount of Contract/ Agreement:	$65,000	**Annual Staff Hours:**	700
Reference/Point of Contact:	Steven Vecchione, Project Manager-Principal Engineer Port Authority of New York & New Jersey (PANY&NJ) 100 Mulberry Street, 3 Gateway Center, 3rd Floor, Newark, NJ 07102, 973-792-3997, svecchione@panynj.go		
Project Services Provided:	Bridge Inspection and Rehabilitation		

Summary of Types of Work Performed

The Dock Bridge (Passaic River Bridge) is a pair of vertical lift bridges carrying Amtrak, New Jersey Transit and Port Authority Trans Hudson (PATH) commuter rail tracks over the Passaic River between the City of Newark and the Town of Harrison in New Jersey. Each bridge consists of five spans, including the 230'-8" Warren Truss vertical lift span, two 66'-11" tower spans and east/west flanking spans. Proprietary miter rail assemblies are located at the joints at each end of the moveable lift spans, secured to the supporting structural bridge elements with threaded rods. Several service issues have developed on the two PATH tracks on the West bridge since the installation of this system, including high wheel impact forces (resulting in passenger discomfort), mechanical issues and signal problems with the bridge's proximity sensors. The primary goal of the project was to assess the condition of the miter rail assemblies and associated structural/track components and provide repair recommendations.

HMM Role

As part of an on-call contract, HMM performed a condition survey inspection of the miter rail assemblies for the two PATH tracks on the bridge, including the supporting structural bridge elements, connections and associated track work. A findings and recommendations report was prepared that summarized the field observations and provided recommendations for immediate structural repairs and additional studies to address the impact forces at the miter rail assemblies. In addition, HMM designed and developed contract drawings for structural repairs to address loose and missing anchor rods securing the miter rail assembly to the bridge.

Highlights

- Completed inspections during off-peak hours using a combination of foul time and track maintenance windows.
- Identified loose or missing connections for immediate repair.
- Analyzed wear patterns on tops of rails and expansion joint assembly components to identify deficiencies.
- Prepared a Findings and Recommendations Report.
- Prepared Contract Drawings for Structural Repairs to address deficiencies found during the inspection.

Project Name:	**PANYNJ PATH Tunnel A Contingency Study**		
Project Location:	New York, NY		
Dates Service Provided:	1992-1995	**Duration of Contract:**	1992-1995
Dollar Amount of Contract/ Agreement:	$370,000	**Annual Staff Hours:**	3,000
Reference/Point of Contact:	Anthony York, PE Port Authority of New York & New Jersey (PANY&NJ) Two Gateway Center, 14th floor, Newark, NJ 07102, 973-565-7645		
Project Services Provided:	Tunnel Inspection/Study		

Summary of Types of Work Performed

The brick section of PATH Tunnel A was constructed between 1874 and 1890 from the 15th Street Exit Shaft on the New Jersey Shore approximately 2,000 foot eastward under the river. Tunnel A was completed between the 15th Street shaft and the Morton Street exit shaft in New York in 1904 using cast iron lining east of the brick section. The tunnel consists of a 30-inch thick brick ring with 1/4 inch or 3/8 inch thick boiler plates at the extrados. The shallower, western portion of the tunnel was constructed with a 24-inch brick ring. In 1962, the Port Authority took over the tunnel and other facilities from the Hudson and Manhattan Railroad. In 1981, the first in a recent series of investigations were carried out to assess the structural integrity of the tunnel.

The goal was to extend the service life of the 100-year-old tunnel that had measured settlements up to 20 inches.

HMM Role

Assessment of the various behavior modes that could control the life of the tunnel. A contingency response plan was developed for situations requiring an immediate response. Recommendations were made to modify the ongoing tunnel inspection programs to insure that all possible behavior modes were monitored. Visual inspections and testing using brick cores for petrographic analysis, including a study using non-destructive techniques to determine the limits of a void between the brick and iron liner plates. Demonstration survey using impact echo methods. Evaluated PATH's annual tunnel inspection program and provided recommendations that were implemented to improve the scope of the inspection, data recording and data presentation. A form was prepared to facilitate the inspection process that uses a standard rating system similar to that used for routine bridge inspections. The form was developed to facilitate future conversion to a hand held computer based data collection program. More detailed condition surveys were conducted periodically, and recommendations were implemented including scheduling future condition surveys every three years and a database management system to record the data. As part of the study, settlement surveys, water quality measurements and a clearance survey were also reviewed. Identified a long-term decay mechanism, and a test program was recommended to evaluate the performance of possible repair materials for a rehabilitation that may be necessary in 10 - 20 years. Designed the materials test program and remedial grouting of the void in the tunnel liner. All work was designed to be installed within four-hour nightly track closures.

Project Name:	**Brooklyn Battery Tunnel Rehabilitation, Project BB-28 Phase II**		
Project Location:	New York, NY		
Dates Service Provided:	2013-Ongoing	**Duration of Contract:**	2013-TBD
Dollar Amount of Contract/ Agreement:	$7.6 Million	**Annual Staff Hours:**	27,000
Reference/Point of Contact:	Lou Andreani, PE Triborough Bridge & Tunnel Authority (TBTA) 160 Hamilton Avenue, Brooklyn, NY 11231, [redacted]		
Project Services Provided:	Design & Construction Support Services		

Summary of Types of Work Performed

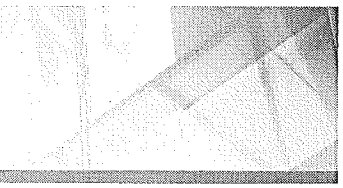
The Triborough Bridge and Tunnel Authority (TBTA) desires to rehabilitate the Hugh L. Carey (formerly the Brooklyn Battery Tunnel) in Manhattan, New York. The tunnel is 9,100 feet long and consists of twin bore, each with two lanes of traffic. It connects the lower part of Manhattan to Brooklyn and carries 50,000 vehicles per day.

Tunnel construction began in 1940 and was opened to traffic in 1950. The tunnel cross section consists of three distinct levels, the Roadway Deck, the Exhaust Air Duct located above the roadway, and the Fresh Air Duct, located below the roadway. The key project objectives included leak remediation and repair and fire hardening. Further scope was added to rehabilitate systems that became damaged following Superstorm Sandy in October 2012.

HMM Role

The MTABT has retained Hatch Mott MacDonald (HMM) to perform design and construction support services for the project. Scope of work includes:

- Condition assessment and testing of structural and MEP elements after hurricane Sandy. Assessment includes bored tunnel roadway concrete ceiling slab, cathodic protection system, and road surface for chloride diffusion and potential accelerated deterioration.
- Recommendation Report and Repairs to address the Superstorm Sandy impacts.
- Comprehensive investigation and testing programs to determine the extent of Sandy impacts.
- Identification of necessary repairs and locations of repairs.
- Assessment of repair alternatives, including life cycle cost, and overall construction impacts.
- Leak and drainage investigation and identification and design details of improvements.
- Construction cost and schedule estimate for the proposed method of rehabilitation.
- Repairs to control active leaks throughout the tunnel - tunnel structure from portal to portal, including ventilation buildings and the mid-river pump room.
- Rehabilitation of wall finishes, drainage system, cable routes, splice chambers, tunnel lighting systems, tunnel traffic control monitoring and communications systems, pump systems, fire protection, and fire standpipe systems.



Highlights

- Following hurricane Sandy, HMM mobilized inspection teams quickly and accelerated the design period to enable MTABT to place construction contracts in a timely fashion.
- Construction staging and maintenance of traffic is the most critical element of project design in terms of minimizing impact to traffic and maintaining toll revenue.
- HMM provided design, construction, and budgetary support to MTABT during the FEMA funding application process.
- The TBTA reduced the designs schedule from 18 to 11 months as a condition of award for the base contract. The Superstorm Sandy scope and FEMA support was added and performed in this reduced 11-month schedule.
- Tunnel will be upgraded to meet NFPA 502 safety requirements and international emergency lighting standards, including fire-alarm pull stations, emergency telephones, and wayfinding lights. Emergency exits and cross passages will be illuminated and clearly marked to meet the latest standards.

Sustainability

- Existing lights will be replaced with LEDs for greater efficiency and a long term energy savings.

Project Name:	**Consultant Construction Management, Flood Repairs at Employee Facilities and Police District 34 at Stillwell Avenue Terminal**		
Project Location:	Brooklyn, NY		
Dates Service Provided:	2014-2016	**Duration of Contract:**	2014-2016
Dollar Amount of Contract/ Agreement:	$2.8 Million	**Annual Staff Hours:**	8,000
Reference/Point of Contact:	Dipak Patel, PE New York City Transit Authority (NYCT) 2 Broadway, New York, NY 10004, [redacted]		
Project Services Provided:	Consultant Construction Management and Resident Engineering		

Summary of Types of Work Performed

As part of a Joint Venture, HMM is serving New York City Transit as Consultant Construction Manager (CCM) for the comprehensive rehabilitation of various facilities at Stillwell Avenue Terminal that were heavily damaged by the tidal surge during Superstorm Sandy. The specific facilities under reconstruction include Police District Office #34, the consolidated employee facility, station structures and lighting, signal crew quarters, and a utility building. The repair work at the aforementioned facilities includes architectural work, mechanical and electrical work, communications work, instrumentation and control work, and structural and utility work. HMM conducted a complete review of the contract documents for the facilities, made suggestions as to changes to improve constructability, and worked with the contractor to develop Quality Work Plans, Safe Work Plans, look-ahead CPM schedules, and payment breakdown. At the site, the CCM Team is providing comprehensive, efficient oversight to keep the project on schedule.

Project Name:	**Consultant Construction Management, Cranberry-Rutgers Tunnel Rehabilitation**		
Project Location:	New York, NY		
Dates Service Provided:	2014-2018	**Duration of Contract:**	2014-2018
Dollar Amount of Contract/ Agreement:	$14.2 Million	**Annual Staff Hours:**	20,000
Reference/Point of Contact:	Paresh Patel, PE New York City Transit Authority (NYCT) 2 Broadway, New York, NY 10004, [redacted]		
Project Services Provided:	Consultant Construction Management and Resident Engineering		

Summary of Types of Work Performed

As part of a Joint Venture, HMM is serving as Consultant Construction Manager (CCM) for New York City Transit in the management of the preconstruction, construction, and closeout phases of the Cranberry and Rutgers Tubes Rehabilitation, which were damaged by the tidal surge during Superstorm Sandy. In addition to the four tubes which comprise the two tunnels, the project scope also includes related work at circuit breaker houses, an electrical substation, an emergency tunnel exit, pump rooms, and fan plants.

HMM has assisted NYCT in organizing and administering temporary overnight shutdowns of the tunnels for inspections by JV Team staff, as well as NYCT personnel and third-party utility companies. Work was documented and cross-checked against the contract documents prepared by NYCT and its design consultant.

HMM has mounted a comprehensive Constructability Review of the contract documents and the project sites to identify any issues that may generate problems during construction, ensure inter-disciplinary coordination of plans and specs, review project schedules and planned General Orders, and make recommendations for changes, if required.

The CCM Team has reviewed the project plans, specifications, and estimates and compiled comments addressing:

- The design of rail system components
- Interdisciplinary issues
- Sequencing, staging, and phasing of construction
- Bid-ability of the contract documents
- Constraints on contractor operations due to the tight confines of the tunnels
- Quantity and schedule of track diversions and General Orders needed to complete work
- Compliance with federal and MTA procurement regulations

The draft report contained 50 pages of suggestions on how to improve the constructability of the project, ensure efficient use of track outages, and keep the project on schedule and within budget. NYCT and its design consultant are using this report to help finalize the bid documents.

Project Name:	**MTA Long Island Railroad (LIRR) East Side Access**		
Project Location:	New York, NY		
Dates Service Provided:	1999-2019	**Duration of Contract:**	1999-2019
Dollar Amount of Contract/ Agreement:	$17 Million	**Annual Staff Hours:**	16,640
Reference/Point of Contact:	William Goodrich, PE, Sr. Program Executive MTA Capital Construction / Long Island Railroad (LIRR) 469, 7th Avenue FL 11-09, New York, NY 10018, [redacted]		
Project Services Provided:	Project Management including Construction Management		

Summary of Types of Work Performed

The MTACC East Side Access (ESA) Project will provide a new direct link to connect Long Island Railroad (LIRR) to a new terminal being constructed beneath the existing historic Grand Central Terminal (GCT) in Manhattan, New York City. Once complete, this will provide a one seat ride for 160,000 Long Island commuters daily to Manhattan's east side, relieving congestion in Penn Station and the NYCT subway system.

From Queens, new revenue lines are being constructed from the existing LIRR mainline in Harold Interlocking, one of the busiest railroad interlockings in North America. The Harold Interlocking handles over 800 passenger trains per day. It crosses beneath the East River using the lower level of the existing 63rd Street tunnel and then heads south beneath Park Avenue to new terminal caverns beneath GCT.

To create the LIRR's first expansion in over 100 years, 11,000 ft. of soft ground tunnels in glacial till will be required beneath the Harold Interlocking, together with 50,000 ft. of new rock tunnels in Manhattan and over 800,000 yds^3 of rock excavation to create two 1200 x 60 x 60 ft. caverns housing eight platform tracks beneath GCT. The Harold Interlocking will be rebuilt with 72 new switches, over 200 new catenary poles and numerous other ancillary structures - all without interrupting LIRR, AMTRAK or NJ Transit operations.

A new 350,000 ft^2 LIRR passenger concourse is being created in the lower level of the existing GCT. Four escalator shafts housing 17 high-rise escalators will connect the concourse to the station caverns. Five vertical shafts with ventilation shafts at 38th Street, 44th Street, 50th Street, and 55th Street will provide utility, power and ventilation connections to the new facilities.

HMM Role

HMM provides staff (including the Program Manager) for Construction Management roles; for construction for managing the CM effort, for CM for tunnel work; and for Program Management for contract formation and packaging. During the design, HMM acted as the specialist tunnel consultant to the Program Management team, undertaking design and expert reviews on tunnel configuration, linings, tunnelling methods, risk management, and ventilation and fire/life safety issues.

Project Highlights

- Construction in a complex density populated area.
- Interfacing 42 construction contracts.
- First use of slurry TBMs in New York for the construction of the Queens soft ground tunnels.
- First use of Sequential Excavation Methods and horizontal ground freezing to construct the 120 ft. long Northern Boulevard Crossing beneath operational subway lines and a major thoroughfare.

Project Name:	**NYCEDC New York Harbor Water Siphon Replacement**		
Project Location:	**Brooklyn, NY to Staten Island, NY**		
Dates Service Provided:	2006-Ongoing	**Duration of Contract:**	2006-Project Completion
Dollar Amount of Contract/ Agreement:	$10 Million	**Annual Staff Hours:**	27,240 to date
Reference/Point of Contact:	Jawad Assaf, Project Manager New York City Economic Development Corporation (NYCEDC) 110 William Street, New York, NY 10038[redacted]		
Project Services Provided:	Feasibility Study, Investigation, Engineering Design, and Construction Support Services		

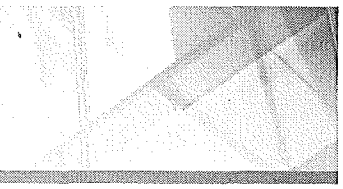
Summary of Types of Work Performed

Project Description

As a partner in a joint venture, Hatch Mott MacDonald (HMM) is providing feasibility study, investigation, engineering design, and construction support services for the replacement of existing 1.8- and 1.7-mile-long water siphons which pass beneath New York Harbor between Brooklyn and Staten Island.

The existing 36-inch- and 42-inch-diameter siphons, owned and operated by the New York City Department of Environmental Protection (NYCDEP) as backup supply lines to the Richmond Tunnel, are shallow-buried beneath the seabed and need to be relocated to enable new harbor channel deepening. The dredging, which is necessary to accommodate a new generation of container megaships in the Port of NY&NJ, would extend to within a few feet of the existing siphons.

The new 1.8-mile-long siphon follows a much deeper alignment, up to 120-feet below ground surface, and involves construction of two slurry wall shafts, up to 28-foot internal diameter and 140-feet deep. The tunnel boring machine (TBM) has an excavated diameter of 12-feet 4-inches, and the tunnel is lined with a precast concrete gasketted segmental lining and will host a single 72-inch internal diameter steel water main. The void between the steel water main and the tunnel lining will be filled with a low density cellular backfill concrete that provides long term corrosion protection for the steel water main. The shafts are outfitted with 96-inch diameter steel riser pipes to bring the water main to an elevation to connect with the shallow land piping. The riser pipe diameter was selected to provide greater flexibility for future access into the water main for maintenance and repairs. The project also includes two 89-inch diameter microtunnel drives beneath the Staten Island Railroad, and additional piping for water main connections and sewer relocations along the land-side alignment.



As an interim measure to allow PANY&NJ to accommodate larger vessels prior to the completion of the new siphon, the U.S. Army Corps of Engineers prepared a plan for highly precise dredging above the two operational siphons. HMM was retained for a peer review of this dredging design and constructability plan to maintain the safety of the shallow siphons. The peer review included study of sub-bottom profiling of the seabed to locate the siphons, dive inspections to engage the siphons physically and definitively verify their positions, dredging methodologies, and evaluating methods for repairing the siphons underwater in the event of a break.

HMM Role

HMM's scope related to the planning and design for the installation of the new siphon includes:

- Marine and land site investigations
- Evaluation and recommendations on various shaft and tunnel construction methods
- Inspection and rehabilitation/replacement of 5,750 linear feet of sewers in the vicinity of the proposed siphon
- Peer review of the dredging design and work plan
- Abandonment of the existing 36-inch and 42-inch siphons
- Multi-agency coordination with the New York City Economic Development Corporation, New York City Department of Environmental Protection, Port Authority of New York and New Jersey and U.S. Army Corps of Engineers
- Construction support services entail providing design services during construction which comprises shop drawing review, reviewing and responding to RFIs, and NCRs. HMM is also reviewing change orders if they pertain to design issues, and has assisted in reviewing disputes/claims. In addition, HMM is providing a full-time on-site design liaison for the tunnel and shaft work.

Highlights

- Segmentally lined tunnel using an Earth Pressure Balance (EPB) TBM
- Installation of a 72-inch steel pipeline within the tunnel
- Slurry wall construction and jet grout ground treatment proposed for the tunnel shafts, with the possibility for the Contractor to propose modifications or alternatives to the design

Challenges

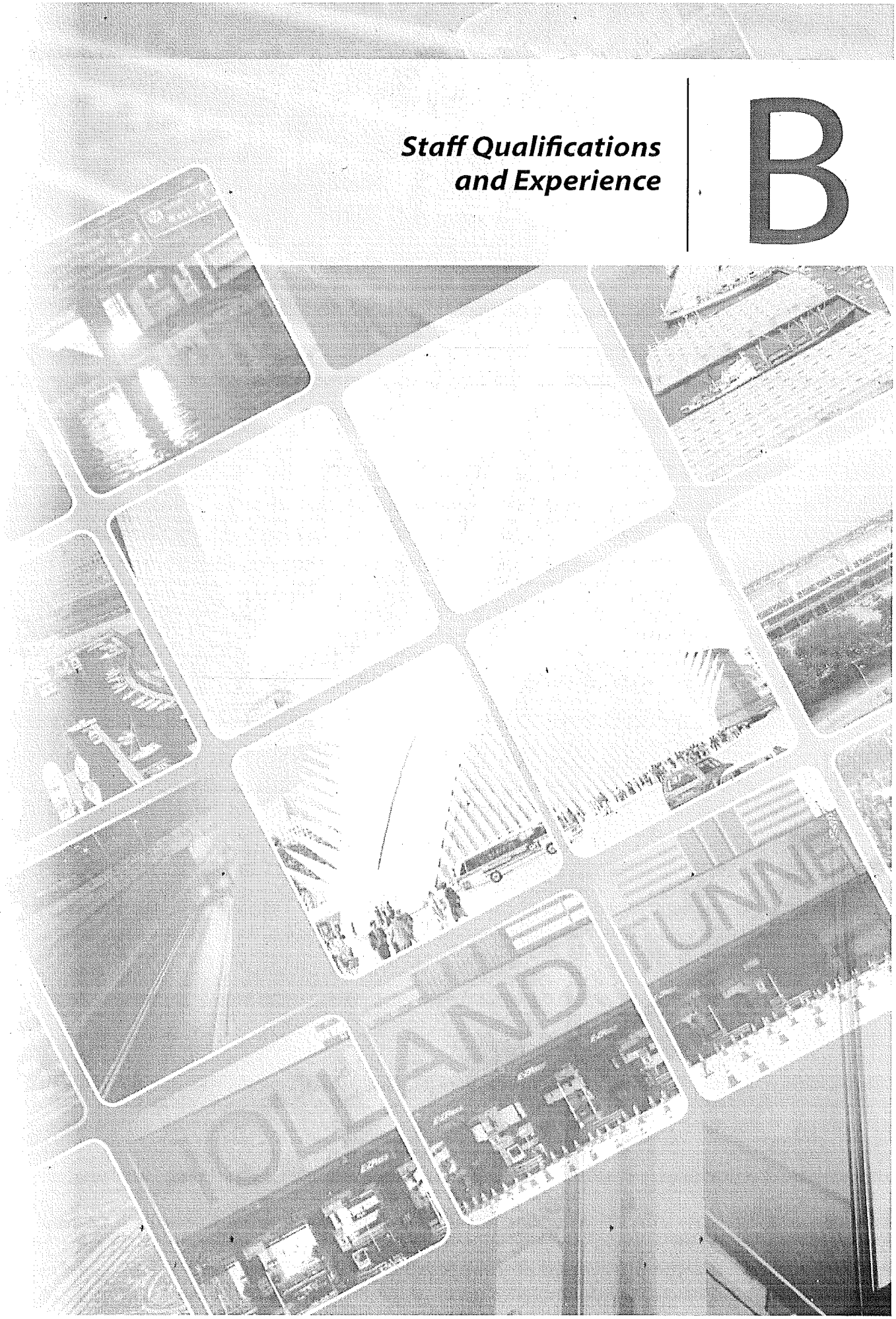
- Site investigation and tunneling works within the busy New York Harbor
- Soft marine deposits
- Land piping to pass beneath the operational Staten Island Railroad

Solutions

- Phased site investigation program to enable informed decisions on construction methodology and to allow targeted site investigation on higher risk sections of the alignment.
- Pressurized face tunnel boring machine with a precast concrete segmental lining system.
- Trenchless crossings beneath the Staten Island Railroad by microtunneling.

Staff Qualifications and Experience

B



Staff Qualifications and Experience

Attachment E: Staffing Plan

Staffing Category		Proposer's Staffing Titles
Inspections	1	Project Director
	2	Deputy Project Director
	3	Senior Project Manager
	4	Project Manager/Assistant Project Manager
	5	Resident Engineer- Civil
	6	Assistant Resident Engineer-Civil
	7	Senior Inspector-Civil
	8	Inspector- Civil
	9	Resident Engineer-Structural
	10	Assistant Resident Engineer- Structural
	11	Senior Inspector- Structural
	12	Inspector- Structural
	13	Resident Engineer-Mechanical
	14	Assistant Resident Engineer- Mechanical
	15	Senior Inspector- Mechanical
	16	Inspector- Mechanical
	17	Resident Engineer- Electrical
	18	Assistant Resident Engineer-Electrical
	19	Senior Inspector- Electrical
	20	Inspector- Electrical
	21	Office Engineer
Constuctability Review	1	Lead Engineer-Civil
	2	Senior Engineer- Civil
	3	Engineer-Civil
	4	Lead Engineer- Structural
	5	Senior Engineer- Structural
	6	Engineer- Structural
	7	Lead Engineer- Mechanical
	8	Senior Engineer-Mechanical
	9	Engineer- Mechanical
	10	Lead Engineer- Electrical
	11	Senior Engineer-Electrical
	12	Engineer-Electrical
Contract Admin	1	Lead Contracts Manager
	2	Senior Contracts Manager
	3	Contracts Manager
	4	Joint Venture Executives
Cost Estimates	1	Lead Estimator
	2	Estimator
Construction Schedules	1	Lead Scheduler
	2	Senior Scheduler
	3	Scheduler

The Hill/HMM team has the "know-how" to provide staffing to the Authority for this assignment. We have the necessary construction management inspection specialists defined in the RFP with experience with the civil, structural, electrical and mechanical trades; engineers/architects licensed in the states of New York and/or New Jersey; ACI Concrete Construction Special Inspectors; ICC Certified Structural Steel and/or Bolting Inspectors; NACE Level 1 coatings certified personnel and estimators and schedulers as well. Because of the strength of the resource base within the Hill/HMM Team, we can adjust quickly and flexibly to the Authority's requirements.

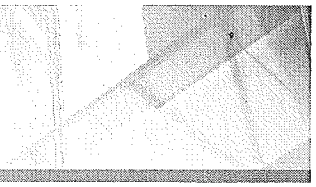
Our organization chart is a representation of the joint ventures' resources, but it does not limit our ability to provide the Authority with additional professional staff as needs arise. The Hill/HMM Team has access to additional technical and professional resources as well as the financial capacity to increase staff as the assignments require. The Hill/HMM Team's staff provides flexibility, versatility, and technical knowledge of construction issues and represents all disciplines relevant to the performance of this requirements contract.

The Hill/HMM Team will assemble the staff that will be needed to execute all the tasks described in each task order scope of work. The individuals who will fill the key positions on our team have been selected because of their many years of similar experience and their proven record of performance. The Hill/HMM Team has developed an organization and staffing plan to account for the different requirements of managing the overall project and managing the individual projects within it. The Hill/HMM Team will supply a pool of skilled technical personnel including who will supply their services at the Authority's discretion, providing the additional skills and expertise that may be needed to address specific aspects of any. The Hill/HMM Team will designate the appropriate staff to be assigned on this contract. Personnel will be experienced in the Authority's criteria and standards.

Key Personnel Qualifications

The Hill/HMM team will be led by our proposed **Program Director, George Keeber, PE**. He is a highly-qualified construction professional, capable of interfacing with the Authority and providing executive oversight as a result of his decades of experience. It should be noted that George is leading several IQC assignments including Hill's efforts under its current Port Authority contracts. George will serve as the Authority's single point of contact throughout the duration of this assignment. His guiding hand will keep the professional staff focused on performing their duties as well as provide the consistent day-to-day interface for the Authority. By anticipating project issues from the beginning, he manages outcomes through preparedness, consensus and accountability. **Frank Facciolo, PE** will serve as George's **Deputy Program Director**. He has more than 25 years of experience managing a wide variety of projects, including Superstorm Sandy related task order assignments for NYCT.

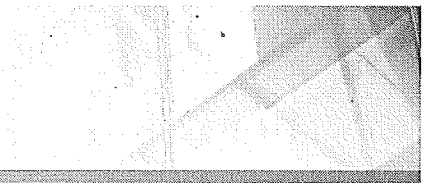
George will be supported by a Joint Venture Executive Committee comprised of **John Milano, PE**, Hill and **Arthur Silber**, HMM. Both John and Art will see to it that George has the full support and access to each firm's full and complete resources. Both John and Art are familiar with providing as-needed staffing for professional services contract. They will provide the joint venture commitment to the Authority.



Other key staff members of the Hill/HMM team includes **Frank Frandina, PE,** who will lead the team's constructability review efforts; he is experienced in project management, civil and structural design, and construction management for transportation and utility projects, specializing in underground facilities, urban rapid transit systems, airports, and design build project delivery. He has performed constructability reviews for various public and private agencies across the country including agencies within the New York Metro area. Frank Frandina brings more than 40 years of experience and is licensed in 23 states in the U.S. He is experienced in project management, civil and structural design, and construction management for transportation and utility projects, specializing in underground facilities, urban rapid transit systems, airports, and design build project delivery. He has performed constructability reviews for various public and private agencies across the country including agencies within the New York Metro area. **Raymond Tom, LEED GA, Cost Estimating Lead**, has more than 20 years of diverse experience in construction management. Raymond manages Hill's Project Controls Group. He oversees all estimating in the Northeast region that requires task order management. He facilitates communication between the project team and clients and brings targeted experience managing and coordinating workloads and services for local projects that involve construction cost estimates, value engineering services, cost reduction alternatives and constructability reviews for projects. Raymond brings strong leadership skills in managing the project team through all phases of design and construction. **Bassem Hanna** will serve as our **Construction Schedules Lead** and has more than 26 years of planning and scheduling experience. In addition, he is skilled in construction and project management and claims analysis. Bassem has served as Scheduler and Project Manager in previous projects for clients such as the Dormitory Authority for the State of New York (DASNY) and MTA. **Marc Zaretsky** will serve as **Lead Contract Manager;** he has 20 years of legal and business experience in construction industry and is adept at project management, claims consulting and contractor and subcontractor management. As Lead Contracts Manager, Marc will be responsible for the relationships and contracts between the owner and the contractors and other project vendors. Marc will help to establish and maintain strong, positive working relationships among the project stakeholders, and verify contract compliance and adherence to quality, cost and schedule parameters.

How we will Ensure Commitment of Key Personnel to the Project

Based upon our proposed team structure, the Hill/HMM team methodology for managing task order based assignments will be tailored to the needs of the Authority. The project activities will commence with notification by the Authority that it is requesting a Task Order Proposal for a project. The Team's JV Executives in concert with the Program Director and the Deputy Program Director will prepare the Task Order Proposal, inclusive of project-specific staffing, costs and a project-specific schedule based upon the project's plans and specifications developed by the Authority's selected design team. This will allow the Program Manager, Deputy Program Manager and the JV Executives to develop a management strategy to guide the individual Task Order from inception to a successful completion.



To aid in the preparation of the Task Order Proposal, the management team will visit the site to become familiar with all site-specific conditions, inclusive of swing space needs, worksite access including after-hours work, mechanical systems, location(s) of any hazardous materials and the like. We would then submit the Task Order Proposal to the Authority. Upon notice to proceed, the Hill/HMM team will immediately commence its preconstruction phase activities inclusive of constructability review, estimating, scheduling, photograph documentation, value engineering, and building department and/or other expediting for the project. We will immediately mobilize project personnel and prepare project-specific work plans and procedures to guide all team members. We will conduct a project-specific orientation to make certain all personnel are conversant with the project scope and contract documents for the project. We believe in an up-front approach and will recommend the involvement of all affected entities at the beginning of the project to pave the way for smooth communication during construction and start-up.

Ability to Provide the Right Staff for Task Order Needs

Our capability to successfully plan, schedule, and execute is unparalleled and we are committing our full resources to the success of this project and the work that our staff will be supporting. Hill is experienced at providing services on on-call contracts with many agencies that include the Authority, New York MTA and NJT. We know that a rapid and effective response will be expected when the Authority issues task orders to include providing the right candidate resumes and rates. Carefully matching personnel assignments to performance requirements for every task, and maintaining a strong pool of in-house staff, will enable us to provide the required resources at the appropriate times, resulting in efficient, cost-effective, and highly productive services. Our organizational structure and procedures are based on long and successful experience on this type of contract, including over 1,000 task orders over the last several years. We understand the balance between staffing support and the organization required to manage and perform these contracts.

The Hill/HMM team has the background, skills, and experience to carry out this project. Three key elements required for successful performance of on-call services are:

- To respond with the right personnel in a timely fashion and at the right rate.
- To provide technically competent and experienced architects, engineers, technicians, and construction management personnel to perform the specific tasks as requested in the task order and to work as a team with the owner.
- To maintain continuous effective communication with the Authority and our staff providing the services to ensure overall satisfaction and success.

In response to each task order assignment, Hill/HMM will review the requirements, select the right candidates, and will submit to the Port Authority along with their rates for the final assignment. As the resumes provided in this proposal indicate, our proposed construction management staff has extensive relevant experience in new construction, additions, and renovations.

Our staff also has considerable experience working on Port Authority projects. The resumes contained in this proposal highlight the type of staff we can provide. We have extensive additional resources that can be brought in to provide expert professional services as necessary. The Hill/ HMM team has a full complement of staff expertise, including structural, civil, mechanical, and electrical disciplines. Our construction management staff includes project managers, construction managers, field engineers, inspectors, office engineers, estimators, schedulers, contract managers, and safety engineers. Many of our personnel and management staff are multi-faceted in their skills and expertise and can be assigned to work in one or more roles depending on the size and complexity of the task order. A vast majority of our staff are licensed as Professional Engineers and Architects. Others possess professional certifications that include PMP, CCM, LEED AP.

Subconsultant Firms

KS Engineers, P.C. (KSE) has served the transportation industry for more than 20 years. With a reputation as a high quality provider of engineering solutions, KSE offers context sensitive solutions while meeting the needs of our clients and the traveling public relying on them. KSE specializes in numerous types of bridges and transportation structures including complex, simple, movable, long-span and railroad bridges. The firm offers various services from design to inspection for these and other structures such as tunnels, sign structures and light towers. Rail and transit customers are unique; so meeting the needs of these clients requires a keen understanding of end-user expectations. KSE has extensive experience with projects including urban transit; commuter rail; freight rail; yards and shops; bridges, viaducts and trestles; park & rides; and passenger stations and facilities.

KSE is a certified DBE/MBE and will provide approximately 20% of construction inspection services over the life of the IQC contract. They will be compensated on a Task Order basis. Personnel from KSE include a variety of inspectors including certified ACI Concrete Construction Special Inspectors and contract managers. They are designated on our organization chart and resumes can be found for all personnel at the end of this section.

A.G. Consulting Engineering, PC (AG) is an award winning, professional engineering, certified-DBE firm. AG offers complete engineering services including HVAC, plumbing, fire protection, electrical, civil and structural design and construction management services for federal, state, New York City agencies and private sector. They have experience working for transportation clients in the greater New York City area including PANYNJ, New Jersey Transit, Metropolitan Transportation Authority, Long Island Railroad, New York City Transit, Triborough Bridge and Tunnel Authority, Metro North Railroad and Amtrak. They have more than 45 available resources in the greater New York area.

AG is part of the Hill/HMM team and will provide approximately 3% of services over the life of the IQC contract. They will be compensated on a Task Order basis. Personnel from AG are designated on the organization chart and include a variety of specialized inspectors including two ICC Structural Steel and Boltings Inspectors.

Municipal Testing Laboratory, Inc., (MTL) was established in 1960 to provide construction inspection and testing services to owners, architects, engineers, public agencies, construction managers and contractors. These services are provided at the job site, material supplier's plant, or in their laboratory. They have qualified and licensed inspectors including ACI Concrete Construction Special Inspectors.

MTL will be compensated on a Task Order basis and is providing certified ACI CCSI personnel for our inspection team.

John Milano, PE

Joint Venture Executive

John Milano, a Professional Engineer and Hill Senior Vice President, has nearly 30 years of experience in construction management, business development and general contracting for high-rise office buildings, community centers, distribution centers, courthouses, correctional facilities, government buildings, educational facilities, museums, financial, hospitality and transportation facilities. John specializes in work for New York City and State departments, agencies and authorities, including the Department of Design and Construction,the Dormitory Authority of the State of New York and the Metropolitan Transportation Authority. John's familiarity with the policies, procedures and management structures of these and other clients is invaluable in helping to deliver New York metropolitan area projects on-time and within budget.

John serves as Operations Manager for Hill's New York office, and is responsible for responsible for overall client satisfaction. John's presence on the project will enhance the entire team's performance by demonstrating and improving relations with the Hill team and the client and serving as an added expert resource for the Project Manager. John will also be responsible for evaluating team performance and strengthening our staff, as needed. In addition, as a Hill Senior Vice President, John represents the corporate leadership of Hill and has the authority to make binding decisions to augment our services.

Port Authority of New York and New Jersey (PANYNJ), Holland Tunnel Visual Assessment, New York, NY, Principal-in-Charge

John serves as Principal-in-Charge on this assignment to evaluate the extent of Superstorm Sandy related damages throughout the Holland Tunnel. Hill provided a visual assessment of the Holland Tunnel for damage related to Superstorm Sandy. The assessment addressed 19 tunnel infrastructure elements ranging from the roadways, tiles, ceilings, medium and low voltage electric systems, pump rooms, exhaust and fresh air ducts, fire suppression and detection, elevators and the stone balustrade wall. These inspections required confined space certification. This project required close coordination with the Holland Tunnel staff to schedule inspections within existing lane closures and to work closely with tunnel staff regarding inspection of those elements not dependent on lane closures.

New York MTA, No. 7 Subway Line Extension, New York, Principal-in-Charge

The Hill/LiRo/HDR (HLH) Joint Venture is responsible for providing construction management services for the extension of the Number 7 Subway Line westward from Times Square under West 41st Street and

Education:
MS, Public Administration, Bernard M. Baruch College, 1992

BS, Civil Engineering, Polytechnic University of New York, 1982

Registrations:
Professional Engineer, New York

Professional Memberships:
American Society of Civil Engineers

 # Years Technical Experience: 30

southward along 11th Avenue to the southerly terminus at West 25th Street; and the new 34th Street Station for this $2.1-billion project. Other elements include platforms and station entrances. The team will provide management and project control services for the tunneling work and during construction of the facilities and infrastructure transforming the Hudson Yards into vibrant 24-hour neighborhood containing a mix of commercial, residential, retail, and recreational uses. As Principal-in-Charge, John has the day-to-day client interface to ensure proper execution of the Joint Venture's construction management services to the MTA. He deals with major project issues needing executive level input and coordinates with the other Joint Venture leaders to provide seamless construction management services.

MTA Independent Engineer's Certification Program, Metropolitan Transportation Authority, New York, New York

Hill International was awarded a three-year contract with two one-year options to serve as the MTA's Independent Engineer for the certification process. It is the responsibility of the Independent Engineer to conduct surveys or inspections of the systems and of the inspection, maintenance and repair (IM&R) programs certifying that the programs are: reasonable and appropriate; sufficient reasonably to assure the continued operation of the system; and within operating budget. John provided review of the inspection, maintenance and repair of line structures for this multibillion dollar transit operation. Independent review consisted of review of IM&R policies and procedures, in-field repair operations and adequacy of funding to maintain the system in a state of good repair.

Chronological Work History

Role	Firm	Duration
Senior Vice President and Deputy Regional Manager	Hill International, Inc.	2/28/2003 - Present
Senior Vice President, New York Territory Manager	Amec Construction Management, Inc.	11/2000-12/2002
Vice President	O'Brien Kreitzberg & Associates	7/1990-11/2000
Assistant Director for Facilities Management Office	City University of New York	10/1987-7/1990
Lead Engineer	Parsons Brinkelhoff Quade & Douglas	8/1984-10/1987
Engineer	Muesler Rutledge Johnston & DeSimone	6/1982-7/1984

Arthur D. Silber

Joint Venture Executive

Mr. Silber has extensive experience in the planning and execution of multi-million dollar public transportation projects and programs throughout the New York Metropolitan region. He currently is serving in an executive level position, responsible for managing HMM's Northeast Corridor Area. In this role, Mr. Silber is responsible for directing and managing project teams, in the planning, design, and construction phases of highway, bridge, and tunnel projects, as well as transit, and port and water distribution projects. He was previously the Assistant Commissioner and Assistant Executive Director for both the New Jersey Department of Transportation and NJ Transit.

In addition to design engineering and construction management, Mr. Silber has significant experience in all aspects of project management. He has directed project budgeting and scheduling activities, risk management, and developed and implemented quality controls and safety and operating plans. He has been involved in the planning and coordinating of stakeholder outreach, including coordinating all activities with project funding partners and other project associated partners. Mr. Silber has also acquired all necessary real estate and permits, and negotiated and incorporated all environmental commitments required for efficient project execution.

In a prior capacity, Mr. Silber served as the Chief Executive of the NJ Transit's Trans-Hudson Express Tunnel Project, which was the largest and most complex public transit project in the United States. He was responsible for all aspects of the $9 billion, nine-mile long project, which would have doubled NJ Transit's trans-Hudson commuter rail capacity between Manhattan and New Jersey. Primary elements include twin four-mile long hard rock and EPB rail tunnels under the Hudson River and the Palisades, connecting to a new underground cavern station below 34th Street in midtown Manhattan, as well as viaducts, bridges, embankments, rail systems (traction power, signals, communication, and operating equipment) and a new rail maintenance facility.

As NJ Transit's Chief of Capital Project Management, Mr. Silber had state-wide responsibility for directing, managing, and implementing the $1 billion annual budget Capital Program for bus, rail, and light rail programs. He was responsible for design engineering, construction management, and project management, as well as asset procurement, including the acquisition of locomotives and passenger rail coaches,

Education:
BE, Civil Engineering, Stevens Institute of Technology, 1975

Certified Public Manager, Rutgers, The State University of New Jersey, 1991

Management Program for Transportation Executives, Pennsylvania State University, 1993

Professional Memberships:
Underground Construction Association – Vice Chairman, Executive Committee

Design-Build Institute of America

American Public Transportation Association

 # Years Technical Experience: 39

articulated buses, long haul cruisers, suburban/transit buses, small buses, and shop vehicles. His experience in rail transit includes commuter and light rail systems. Commuter rail projects include the design and construction of new and rehabilitated stations and structures, line extensions including electric traction improvements and signals, maintenance and storage facilities, and customer service systems. Light rail projects include the design and construction of a new extension through the largest city in New Jersey with an at-grade segment and a major one-mile long twin barrel urban tunnel. He has also been involved in bus infrastructure projects, including the design and construction of new and rehabilitated terminals and maintenance facilities, as well as the design and construction of new and rehabilitated passenger ferry terminals, parking decks, parking lots, and interior commercial fit-outs.

During his 28-year career with the New Jersey Department of Transportation, Mr. Silber rose through the engineering, project management, and executive management ranks to lead the agency's Capital Program. As the Assistant Commissioner of Transportation – Capital Program Management, he had state-wide responsibility for implementing the Governor's transportation vision by developing, planning, and directing all transportation-related capital projects. His responsibilities included developing and implementing long-range plans for projects, staff training, succession planning, community and legislative partnering, design standard improvements, and quality improvement initiatives.

Mr. Silber also served as NJDOT's Manager – Right-of-Way, responsible for the management of all Headquarters and District offices involved in acquiring properties for transportation and other purposes, and the selling of excess NJDOT-owned parcels. He supervised all property appraisals, negotiations, settlements, title searches, closings, residential and commercial relocations, and condemnation services for NJ Transit and other state departments and agencies, and trained staff while restructuring acquisition teams to provide property owners with a single point of contact to improve customer service and satisfaction.

As Executive Assistant for Regional Operations, Mr. Silber assisted in managing a seven-county regional area, including regionally assigned personnel. He developed and administered regional budgets, staffing plans, and work plans for operating and capital units. He resolved maintenance, equipment, engineering, and construction concerns, and met with elected and appointed officials to understand and resolve issues.

Chronological Work History

Role	Firm	Duration
Sr. VP & Transportation Strategies Dir.	Hatch Mott MacDonald	1/2011 - Present
Chief of Capital Project Management	New Jersey Transit	1/2004 - 12/2010
Asst. Comm-Capital Program Mgmt.	New Jerset Department of Transportation	5/1975 - 12/2003

George H. Keeber, PE

Project Director

George H. Keeber has more than 35 years of experience managing a wide variety of multidisciplinary engineering projects in the transit, facilities and infrastructure fields. His transit experience includes heavy rail, commuter rail, and light rail projects. The majority of George's transit work has been in the Northeastern United States with a concentration in the New York Metropolitan and New Jersey region, including work with the Metropolitan Transportation Authority (MTA), NJ Transit, Port Authority of New York and New Jersey (PANYNJ), Federal Transit Administration (FTA) and Amtrak.

George's rail assignments have included bridges, new stations, tunnels and platform reconfigurations, railcar maintenance facilities, fire life safety assessments, heavy rail expansion, commuter rail and light rail projects, condition assessments and planning studies. His background in rail shop design, maintenance facilities and infrastructure rehabilitation allows him to contribute to numerous types of rail project needs. He is experienced with both above-ground and underground rail projects, with work in tunnel rehabilitation and with tunnel ventilation projects. George's transit experience also includes providing project management oversight (PMO) for major transit infrastructure and rolling stock projects These projects have included new systems, system expansions and infrastructure improvements.

The Port Authority of New York and New Jersey (PANYNJ), Holland Tunnel Assessment, New York and New Jersey, Project Manager

George was the project manager on this assignment to evaluate the extent of Superstorm Sandy related damages throughout the Holland Tunnel. Hill provided a visual assessment of the Holland Tunnel for damage related to Superstorm Sandy. The assessment addressed 19 tunnel infrastructure elements ranging from the roadways, tiles, ceilings, medium and low voltage electric systems, pump rooms, exhaust and fresh air ducts, fire suppression and detection, elevators and the stone balustrade wall. These inspections required confined space certification. This project required close coordination with the Holland Tunnel staff to schedule inspections within existing lane closures and to work closely with tunnel staff regarding inspection of those elements not dependent on lane closures.

New York MTA, No. 7 Subway Line Extension, New York, NY, QA/QC Review

Hill, in joint venture, is providing construction management services for the $2.1 billion construction extension of the No. 7 Line for the New York City Metropolitan Transportation Authority Capital Construction

Education:
MSc., Civil Engineering, Polytechnic Institute of NY, Brooklyn, NY, 1984

Bachelor, Civil Engineering, The Cooper Union for the Advancement of Science and Art, NY, 1976

Registrations:
Professional Engineer, New York

Professional Engineer, New Jersey

Professional Memberships:
American Society of Civil Engineers

Women's Transportation Seminar

Publications:
"Tunnel Repairs Under Traffic and Community Impacts", Proceedings, Infrastructure, Planning & Management Conference (1993)

Seminars:

"Infrastructure Planning and Management- ASCE", Infrastructure Renewal Projects, Denver, Co 1993

 # Years Technical Experience: 35

Program and the Hudson Yards Development Corporation. The project includes two bored tunnels with each diameter approximately 22.5 feet, 34th Street Station, and two interlocking structures which will be connected to the 34th Street Station. George is currently providing a QA/QC review for the project.

Prior Experience

Federal Transit Administration (FTA), Various Locations, Project Management Oversight (PMO) Contractor 2005-2013

George was Project Manager for FTA PMO at NJ Transit, including the $9-billion Trans-Hudson Tunnel project (ARC). He was responsible for directing a staff of five full time engineers and part time discipline specialists monitoring this multi-billion dollar transit capital program, the largest in the nation. In addition to the ARC project, oversight was provided on NJ Transit's rolling stock program and other capital improvement projects including station upgrades, yard and shop expansions, and expansion of light rail systems. George also managed the PMO assignment at MTA Maryland for FTA. The assignment included the Red Line and Purple Line light rail projects and approximately 15 other transit-related projects including station rehabilitations, rolling stock procurements and rehabilitations, rail yards, a new multi-model transit center, station and tunnel repairs. The combined value of these projects was approximately $4.6 billion.

Metropolitan Transit Authority (MTA) New York City Transit (NYCT), Second Avenue Subway, New York NY, Integration Manager 2003-2005

George was the Integration Manager, through the Preliminary Engineering Phase, for the newly-designed, multi-billion-dollar subway line in New York City. As Integration Manager, George was part of the senior management team and acted as the liaison between the Project Chief Engineer and the technical and discipline leads. The overall project comprised conceptual and preliminary multi-disciplinary engineering services along the eight-mile line, running the length of Second Avenue. George was responsible for development of a 29-chapter, project-specific design criteria, and non-drawing deliverables for the preliminary engineering phase of the project consisting of over 60 reports and studies, identification of cost variances and development of a request for a variance to have the state adopt National Fire Protection Association (NFPA) 130 for the project.

Port Authority Trans-Hudson Corporation (PATH) Main Repair Facility, Harrison, NJ, Deputy Project Manager and Project Engineer Deputy 1987-1991

George served as Deputy Project Manager and Project Engineer responsible for managing the design efforts and its sub consultants. He worked directly with PATH management during the design stage of this $110- million project for state- of- the- art rail maintenance facility to provide a full range of maintenance, repair, and overhaul services. The design effort included architectural, structural, industrial, HVAC, plumbing, fire protection and electrical design, and preparation of specifications for specialized rail shop equipment. George also led the engineering effort during construction and preparation of as- built drawings.

The Port Authority of New York and New Jersey (PANYNJ) Condition Assessments, New York, NY, Project Executive 2000-2003

George served as Project Executive for condition assessments of buildings and facilities including one- and two-story buildings of timber, steel, and concrete construction. In addition, underground stations for the Port Authority Trans-Hudson Corporation (PATH) system were also inspected. Impact reports for each facility were prepared including recommendations for priority and routine repairs. Safety items to be addressed were also identified. When it was determined that immediate action was required to address a deficiency, final design drawings and construction cost estimates were prepared.

Chronological Work History

Role	Firm	Duration
Program Director	Hill International, Inc.	5/2013-Present
Director- PMO Programs	Interactive Elements, Inc	7/2005-5/2013
Associate Principal	Arup	1/2003-7/2005
Office Manager/Chief Engineer	Jacobs Civil	11/2000-1/2003
Office Manager/Chief Engineer	Kaiser Engineers	7/1996-11/2000
Supervising Engineer	Parsons Brinckerhoff	9/1983-7/1996
Civil Engineer	Dravo Van Houten Associates	11/1980-9/1983
Structural Engineer	Pavlo Engineering Co., PC	4/1979-10/1980
Civil Engineer	King & Gavaris Consulting Engineers	6/1977-4/1979

Frank Facciolo, PE

Deputy Project Director

Mr. Facciolo has been Project Executive, Project Sponsor, Senior Manager, and Engineer for traditional designs, design-build (fast track projects), construction management, and on-call service contracts. He has more than 24 years of experience in infrastructure, transportation, and design-build related projects in the New York Metropolitan Area and the State of California. Mr. Facciolo's experience ranges from planning through final design phases to construction support services and construction management projects.

New York City Transit Authority, CM-1534 Indefinite Quantities Engineering Services for Superstorm Sandy-Related Repair and Resiliency Projects and Miscellaneous Construction, New York, NY

HMM is in a JV relationship serving as management oversight for the engineering and construction of task order projects related to the repair and resiliency of Superstorm Sandy-related projects. The task order projects have included FTA technical support, construction management oversight, constructability reviews, and engineering design. Mr. Facciolo is serving as Program Manager on this assignment. The JV contract has a not to exceed value of $250M for five years.

Master Contract for General Engineering Services Agreement, Amtrak/National Railroad Passenger Corporation, Philadelphia, PA

Program Manager for the execution of task order assignments for Amtrak System Wide Programs and Projects under the General Engineering Services (GES) Agreement. The GES assignments include schematic and design development, planning, modeling, preliminary engineering, studies, reports, inspection, and construction management services on a task order basis.

Facility Condition Surveys, PANY&NJ, NY & NJ

Program Manager for the execution of task order condition surveys and inspection assignments for the PANYNJ system-wide. The facility condition survey and inspection assignments include cyclical tunnel inspections and railroad bridge inspections on a task order basis.

LIRR East Side Access (ESA), MTA Capital Construction, Queens, NY

Served as the Deputy Program Manager for the Harold (Sunnyside Yard) Program in Queens, NY. The Harold Program included providing improvements to the existing infrastructure and operations to accommodate LIRR access into Grand Central Terminal. It also included providing improvements to Amtrak and New Jersey Transit

Education:
BS, Physics, Syracuse University (UC), 1988

Licenses and Certifications
Professional Engineer
NY, [redacted] 1999
CA, [redacted] 1997

Professional Memberships:
New York Building Congress

Construction Management Association of America (CMAA)

American Society of Military Engineers (SAME)

American Society of Civil Engineers (ASCE)

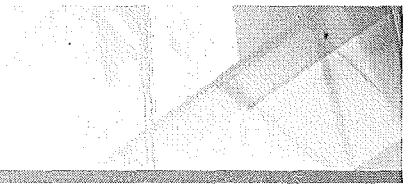
National Society of Professional Engineers (NSPE)

Awards/Honors:
2003 Design-Build Project of the Year Award, American Society of Civil Engineers (ASCE)

2006 Tappan Zee Award - ASCE Lower Hudson Valley Branch

2008 Design-Build Project of the Year Award, Design-Build Institute of America (DBIA)

 # Years Technical Experience: 24



operations at the yard. The major project elements included track, catenary, third rail, signals, site improvements, railroad bridges, tunnels, underground structures, and substations. The overall ESA program is valued over $7B.

Prior Experience

Design-Build of Mother Clara Hale Bus Depot, Metropolitan Transportation Authority, New York City Transit, New York, NY

Project Executive for the Consultant Construction Management services of the Mother Clara Hale Bus Depot for New York City Transit. As the owner's representative, the contract responsibilities included constructability reviews of design-build documents, support with the selection of the design-build contractor, and the overall construction management services for the 48 month (pre-construction, construction, and post construction) schedule of this 400,000 square foot bus maintenance and administrative facility located on three acres in New York City. The state of the art facility meets New York City Transit Authority's LEED® and sustainability goals and has an estimated construction value of $220M.

Yankee Stadium Station, MTA Metro-North, Bronx, NY

Project Manager for the design-build contract for the design and construction of the Yankee Stadium Station in Bronx, NY with a total value of $91M. As Engineer of Record, managed the design completion of the project, which finalized all engineering plans and specifications, and provided construction support services (shop drawing reviews, engineering field support) for the new passenger rail station, including the following major elements: overhead mezzanine structure; 270' long truss bridge; track bridge; substation; utility relocations; and passenger platforms. Expedited design schedule and directed the design team in performing value engineering, specifically changing from micro-piles to H-piles; changing bridge bearings to isolation bearings to reduce seismic loads; changing bridge and track bridge design and construction approach to Prefabricated Bridge Units (PBU); changing cast-in-place bridge piers to post-tensioned pre-cast piers; changing location of electrical duct run from under RR tracks; and modified WST to address Con-Ed transformer redundancy requirement. The project was featured in Design Build Institute of America (DBIA) magazine and was the 2008 Design Build Project of the Year Award - New York Metro Chapter.

Design-Build of Eight Hudson Line Stations, Metro North Railroad, Westchester County, NY

Served as the Project Manager for the design-build of eight commuter rail stations. The project included the following major design elements: pile supported platforms, pedestrian overpasses, stairways, elevators, and utility upgrades. The project was designed to a 60% design level for the client and then let out for a design-build award. The project involved architectural, civil, structural, mechanical, and electrical disciplines. During the construction phase, provided construction support services and also supervised shop drawing reviews/approvals, and responded to Requests for Information. Attended site visits to resolve issues that occurred during construction. Construction value: $48M.

Chronological Work History

Role	Firm	Duration
Sr. Project Manager	Hatch Mott MacDonald	6/2010 - Present
Project Executive & Senior Manager	Shaw Environmental & Infrastructure, Inc.	7/2005 - 6/2010
Office Director/Senior Manager	Shaw Environmental & Infrastructure, Inc.	12/2002 - 7/2005
Sr. Project Manager	Stone & Webster	9/1998 - 12/2002
Project Manager, Project Engineer	Gannett Fleming, Inc.	4/1989 - 7/1998

Inspection Resumes

Peter B. Turton, PE

Senior Project Manager

Peter B. Turton is a Professional Engineer with more than 40 years of experience in the construction industry. Peter is a seasoned construction executive specializing in the delivery of complex, multibillion dollar transit projects nationally and internationally. He is particularly adept at constructing major new works in an active rail environment; working on major transit and parking structure projects; knowledgeable of design-build and EPC; providing QA/QC management on major projects and working within an integrated client organization for major project delivery.

Peter has been involved with projects at every stage, from conceptual design to operation and maintenance, and is very familiar with alternative delivery methods, including design-build. His areas of expertise include program management, project and construction management, engineering, contract formation, constructability, planning and scheduling, staging and procurement support. Peter has also played an instrumental role in partnering sessions and dispute review board meetings. His projects consist of rail and transit, tunnels and subways, airports, commercial buildings, theme parks, power generation and transmission facilities and nuclear generating stations. He also served on a panel of experts chosen to evaluate and recommend strategy for rebuilding the World Trade Center site, including the PATH rail terminal, and led the design for a confidential security project concerning two major transportation hubs in New York City.

Metropolitan Transportation Authority (MTA), No. 7 Line Subway Extension, New York, NY, Vice President and Project Director

Peter was responsible for construction management during the building of this complex $2.1 billion rail tunnel. He directed the day-to-day activities of the construction management team; directed contract formation and procurement strategy, schedule development, and contract changes for multiple contracts; interfaced with the client organization and other agencies and made internal and external high-level presentations. The Twin Tunnels shafts and Large Caverns Station were delivered ahead of schedule and under budget. He was instrumental in working with the contractor to procure TBMs and other major tunneling equipment as well as monitoring the commissioning and decommissioning of the TBMs. He directed operations to closely monitor GBR conditions and made preparations for the three monthly dispute resolution board reviews. He was also instrumental in devising and managing ground freezing to permit TBM work to proceed through mixed face conditions.

Education:
MS, Civil Engineering, University of Birmingham, United Kingdom, 1967

BS, Civil Engineering, University of Birmingham, United Kingdom, 1964

Certificate, Project Management, Washington Group International, 2005

Certificate, Confined Space Awareness Training, The Liro Group, 2010

Certificate, OSHA 10 Hour, Liro Engineers, Inc., 2011

Certificate, Underground Blasting Technology and Risk Management, Society for Mining, Metallurgy, and Exploration, 2008

Certificate, Tunnel Waterproofing and Shortcrete Symposium, Society for Mining, Metallurgy, and Exploration, 2008

Certificate, Tunneling, Colorado School of Mines, Golden, Colorado, 2008

Registrations:
Civil Engineer, California

Professional Memberships:
Project Management Institute

American Society of Civil Engineers (ASCE)

Awards/Honors:
"James G. Hellmuth Unit Citation Award," for AirTrain JFK project, presented by The Port Authority of NY & NJ, (2004)

 # Years Technical Experience: 40

Prior Experience

Port Authority of New York and New Jersey, Transportation Study Projects, NY and NJ

Working for an engineering, construction, and project management group, Peter participated in studies for work at La Guardia Airport, the George Washington Bridge, Battery Park City Ferry Terminal, and a rail terminal in New Jersey.

Port Authority of New York and New Jersey, Facilities Modification Projects, New York, NY, Project Manager

On behalf of a company specializing in engineering, construction and management services, Peter provided project oversight during the modification of several Port Authority facilities. Specifically, his projects included: John F. Kennedy International Airport, Queens; La Guardia Airport, Long Island and Port Authority Trans Hudson (PATH) Rail Tunnels.

Lower Manhattan Construction Command Center (LMCCC), World Trade Center Reconstruction Projects, New York, NY, Team Member

Peter was part of a select group of world-renowned experts tasked with evaluating and recommending construction strategy and scheduling for the rebuilding of the World Trade Center.

World Trade Center Vehicular Security Center and Tour Bus Parking Facility, New York, NY, Construction Manager

Employed by an engineering, construction and management services company, Peter was involved in the preliminary design of the vehicular security center and parking facility.

Port Authority of New York and New Jersey, World Trade Center Port Authority Trans-Hudson (PATH) Terminal Project, New York, NY, Construction Manager

Working for an engineering, construction and management services firm, Peter played a lead role in the value planning exercise for design, construction and utilization of a permanent PATH Terminal at the World Trade Center. He was involved in coordinating the common interests of stakeholders and resolving differences to arrive at a series of project improvement alternatives. In an effort to determine alternative ways for achieving the equal function of various elements within the terminal, Peter drafted sketches, calculated cost and estimates, prepared schedule narratives, substantiated test data and developed life cycle costs. He also conducted a weighted matrix analysis to determine which alternative offered the best combination of performance, cost and schedule.

Chronological Work History

Role	Firm	Duration
Vice President	Hill International, Inc.	5/2011 - Present
Vice President	Liro Engineers, Inc.	10/2007 - 5/2011
Project Director	Washington Group International	2/2005 - 10/2007
Project Manager	Bechtel Corp.	10/1972 - 1/2005
Engineering Supervisor	Gibbs & Hill	4/1971 - 9/1972
Geotechnical Engineer	De Leow Cather	9/1967 - 3/1971
Construction Supervisor	Sir Robert McAlpine	7/1964 - 9/1966

Matthew Barboni, PE, RLA, CA, LEED AP

Resident Engineer - Structural

Matthew Barboni, Professional Engineer and Registered Landscape Architect, has more than nine years of experience in site development projects. He has performed a variety of tasks, including grading, drainage, planting and lighting design, developing construction details, cost estimating and construction administration services for implementation. Matthew has been involved in a variety of site rehabilitation and urban transportation projects in both the public and private sectors for clients such as the City of New York Parks & Recreation (NYC Parks). His specialized computer software skills include AutoCAD 2008, Photoshop, Visual and Microstation.

New York City Department of Parks & Recreation, PlaNYC Asphalt to Turf Unit of Capital Projects Division, New York, NY

Matthew manages all site construction activities associated with the transformation of multi-purpose asphalt fields into synthetic turf. The project includes a new synthetic multipurpose turf field, curb and pavement improvements along with newly added fencing, benches, a water fountain and plantings. Matthew provides the day-to-day communication link between NYC Department of Parks and Recreation and the general contractor on all design, safety and construction related issues. His other responsibilities include site inspection, technical design review, daily and weekly site progress reporting, and budget estimating as well as the tracking and processing of payments.

New York City Department of Parks & Recreation, Street Tree Division, New York, NY

Matthew manages all aspects of planting new street trees and replacement trees within the five boroughs of New York City. The project includes removal of dead trees and stumps, saw cutting concrete for new planting sites, excavation and preparation of the sites, planting, and installation of concrete or granite block pavers. Matthew acts as the primary interface between the community and the construction team. His other responsibilities include daily and weekly reporting, tracking and processing payments, conducting final and guarantee inspections, and project completion procedures.

Prior Experience:

Biennial Inspection of Steel-framed Bridges, Long Island, NY

As assistant team leader, Matthew performed in-depth structural inspection of three vehicular bridges.

Education:
Masters, Landscape Architecture, Cornell University, 2000

BE, Civil Engineering, The Cooper Union for the Advancement of Science and Art, 1997

Registrations:
Landscape Architecture, New York

Professional Engineer, New York

Certified Arborist

LEED Accredited Professional

Professional Memberships:
International Society of Arboriculture

Awards/Honors:
Full Tuition Scholarship to the Cooper Union, (1993-1997)Honorable Mention: National Street Tree Design CompetitionClarence S. Stein Fellowship

Publications:
"The Other America" The Times Herald Record, (2001)

"Southeast Asian Adventure" The Times Herald Record, (2002)

Seminars:
"Green 101" Elmwood Park, New Jersey, (2001)

"Langan Green Team" Morristown, New Jersey, (2007)

 # Years Technical Experience:9

Inspection of the Brooklyn Battery Tunnel, Brooklyn, NY
Matthew inspected the fresh air duct, roadway and exhaust air duct of the tunnel. Tasks included sounding, photographing deficiencies, and determining deficiency severity.

Biennial Inspection of the Lincoln Tunnel, New York Approach Roadways, New York, NY
Matthew inspected the concrete underdeck and steel superstructure of viaducts, including sounding, observing and photographing deficiencies, and rating deficiencies.

Inspection of Metro-North Railroad Culverts, Orange County, NY
Matthew provided in-depth inspection of 15, 100-year old culverts on the Port Jervis Line. He noted and quantified deficiencies and photographed existing conditions. He also compiled reports documenting recommended repairs.

Various Projects, B. Thayer Associates, New York, NY
As Civil Engineer/Landscape Designer/Inspector, Matthew was involved in the following projects.

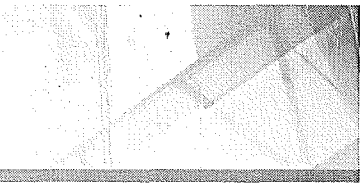
Reconstruction of the Flushing River Bridge and Whitestone Expressway, Queens, NY
Matthew managed and designed roadside tree removal and the tree protection and planting plan along high-volume highways. He developed project planting notes, tree planting and soil excavation, and installation details. He also estimated quantities for all phases of landscape design.

North Avenue Bridge Replacement, Westchester County, NY
As co-team leader, Matthew was responsible for logistical coordination and in-depth inspection of 11 concrete retaining walls along the highway, documenting deficiencies, and developing repair details.

Study and Analysis of Waterways in New York City
Matthew prepared building structural inventory forms and coordination with the New York State Office of Parks, Recreation, and Historic Preservation for eligibility determination of 24 movable bridges in New York City. He performed field reconnaissance to collect information for inventory forms.

Chronological Work History

Role	Firm	Duration
Resident Engineer	Hill International, Inc.	3/2009-Present
Head Gardener	Staten Island Botanical Garden	8/2006-8/2007
Sr. Staff Landscape Architect	Langan Engineering	10/2004-1/2009
Civil Engineer	B Thayer Associates	8/2000-10/2004



Jose A. Diaz, PE

Senior Project Manager

Jose A. Diaz brings more than 30 years of engineering and project management experience to the team. Jose is an expert in construction and project management, geotechnical and environmental engineering and construction claims analysis. He is also adept at cost engineering, including the development of complex cost models relating to commercial interactions between stakeholders, including private developers and public agencies. His experience encompasses a wide variety of projects, including educational, retail and commercial buildings; transportation facilities such as highways and rail yards; major industrial facilities, such as pharmaceutical processing plants, fossil and nuclear power plants; sanitary and industrial waste landfills; superfund remediation sites; and chemical handling and recycling facilities.

For the project, Jose will create and coordinate plans for project implementation; monitor the work of subcontractors, consultants, architects, engineers and vendors; oversee project budgets, schedules, bid negotiations, bid packages, change orders and site logistics; and manage requests for proposals and potential change orders. Jose will supervise the delivery of our construction management services, including scheduling, requirements validation, blocking and stacking plans, budget validation, procurement support, design reviews, constructability reviews, cost management, quality management, lease modifications, commissioning management and post-construction phase services.

Port Authority of New York & New Jersey (PANYNJ), World Trade Center (WTC) Downtown Restoration Program, New York, NY

Hill is providing program management services in connection with the planning, design, and construction of the new facilities at the World Trade Center, including the new permanent PATH Terminal (Transportation Hub). On assignment at the WTC site as Project Director, Jose headed up a Hill team responsible for providing program management services to PANYNJ related to the redevelopment of the project site. Services include scheduling, cost modeling, budgeting, and cost controls for all the capital programs planned for the WTC site valued in excess of $12 billion. Redevelopment programs include the WTC Transportation Hub, the WTC Memorial, site infrastructure, and retail and commercial facilities.

Port Authority of New York and New Jersey (PANYNJ), Insurance & FEMA Claims – World Trade Center & PATH, New York, NY

Jose served as project manager, on an assignment with the PANYNJ and working for the Assistant Chief Engineer, for the 9/11-related

Education:
MS, Civil Engineering, Rensselaer Polytechnic Institute, 1979

BS, Civil Engineering, Rensselaer Polytechnic Institute, 1976

Registrations:
Professional Engineer, New York

Professional Engineer, New Jersey

Professional Engineer, Pennsylvania

Professional Engineer, Puerto Rico

Professional Memberships:
American Society of Civil Engineers

Chi Epsilon - Civil Engineering Honor Society

Awards/Honors:
James G. Hellmuth Unit Citation, PANY&NJ, 9/11 World Trade Center Loss Recovery Project

 # Years Technical Experience: 30

World Trade Center loss recovery effort. He was a member of the Loss Recovery Team and was responsible for managing the estimating efforts for the capital losses sustained by the PANYNJ and for presenting the estimated loss claims to the insurers and FEMA. The project involved over $1 billion in losses related to the World Trade Center buildings and the PATH system. Losses to the PATH system include the World Trade Center Station, the tunnels under the Hudson River, and Exchange Place Station in New Jersey.

Metro-North Commuter Railroad, Harmon Yard Remediation, New York, NY

Jose completed an assignment as Project Manager for a $20 million environmental clean-up project for Metro-North Railroad involving remediation of a PCB and organic compound laced lagoon. He was responsible for overall project management and organization, overseeing the site remediation and removal of the contaminated materials.

Metro-North Commuter Railroad, Harmon Yard Seepage Control Project, New York, NY

As Project Director, Jose oversaw the design and installation of a seepage control cut-off wall, containment boom, and free-product (NAPL) recovery system at the Harmon Yard for Metro-North Railroad.

New Jersey Turnpike Authority On-Call Claims Management

On an assignment for the New Jersey Turnpike Authority, Jose evaluated major issues associated with differing site conditions claims. The work involved major contaminated soil excavations and the construction of roadway embankments. On a second assignment, Jose consulted on a differing conditions claim related to the installation of sonotubes, which caused cost overruns and delays.

New York Metropolitan Transportation Authority (MTA), MTA Independent Engineer's Certification Program, New York, NY

Jose was responsible for evaluating the adequacy of the maintenance programs for the Line Structures managed and executed by the MTA's operating agencies (New York City Transit, Long Island Rail Road, and Metro North Railroad). The reviews included the evaluation of the structural maintenance and repair programs for a vast infrastructure of bridges, retaining walls, viaducts, culverts and tunnels.

Union Station, Washington, DC, Del Studio Architects. As Project Director, Jose managed the development of cost estimates for a number of conceptual alternatives for possible intermodal transportation improvements slated for Union Station. Estimated costs ranged on the order of $150 million.

Chronological Work History

Role	Firm	Duration
Vice President	Hill International, Inc.	5/1993-Present
Manager, Environmental Engineering Services, Northeastern Operations	Clayton Environmental Consultants, Inc.	8/1990-5/1993
Project Engineer	Soils Engineering Services, Inc.	1/1988-8/1990
Corporate Geotechnical Engineer, Civil Engineering Division	Public Service Electric & Gas Company	8/1981-1/1988
Associate Engineer, Civil Engineering Division	American Electric Power Service Group	9/1977-8/1981

Neal A. O'Connor, PE

Resident Engineer - Civil

Education:
BS, Civil Engineering,
Lehigh University, 1977

Registrations
Professional Engineer
NY, [redacted] 1982
NJ, [redacted] 2010

Professional Memberships:
American Society of Civil Engineers

Chi Epsilon

 # Years Technical Experience: 37

Mr. O'Connor has more than 30 years of engineering, design, and construction management experience, chiefly in the transportation infrastructure area. Prior to joining Hatch Mott MacDonald, he served in positions of increasing responsibility at the Port Authority of New York and New Jersey where he gained extensive experience in both program management and construction management on major projects at Newark International and John F. Kennedy International Airports. Additionally, he has served as Resident Engineer or Assistant Resident Engineer and supervised staff on various transportation projects in the New York/New Jersey area, including highway interchanges, bridges, and rail and sewer tunnels.

Structural Integrity Inspection of Hugh Carey (Brooklyn Battery) Tunnel, MTA, Triborough Bridge and Tunnel Authority

Lead Field Engineer for field inspection teams for structural integrity inspection of the Hugh Carey Tunnel that was initially intended to develop a major construction contract under the MTA/TBTA's Capital Construction Program. The program had major scope added because of items caused by Superstorm Sandy's impact upon the facility. The field inspections were to assess the conditions of both tubes' tile walls, precast panels, walkways, cross-passages, drainage gutters and troughs, roadway slabs and wearing pavement, ceiling panels, hanger support system for the ceiling panels, fresh air ducts, exhaust air ducts, and the tunnel's concrete liner. Special attention was given to areas of past or present leaks. The field teams also investigated the impact on the facility by the inundation from the Superstorm Sandy with an eye towards water, chloride, and hazardous material contamination of the tunnel's components in both the short and long term. Information was gathered on Sandy's impact to prepare remediation details to be performed by a contractor, and to also allow the TBTA to submit for compensation for this work from FEMA. Most work was performed at night with full tube shutdowns, with the inspections being coordinated around a general contractor that was removing ceiling panels in sections specified for removal by HMM teams because of damage caused by the Storm. Other select items of work were performed during the day time with single lane closures in one tube.

LIRR East Side Access, MTA Capital Construction, New York, NY

Construction Manager (Resident Engineer) for the MTACC – Eastside Access Contract CQ 031 – Queens Bored Tunnels. This was a $750

million contract which entailed 11,000 feet of tunneling through Amtrak's Sunnyside Yard. This was accomplished by use of two - 22foot diameter soft ground slurry tunnel boring machines, manufactured by Herrenknecht. He was responsible for a staff of 30 engineers to administer the contract and provide field inspection services. This work included tunneling beneath one of the busiest rail yards in the world on a 24/5 basis. For the final drive of the contract, the contractor successfully drove the B/C drive an additional 400 ft beyond the contract's original terminus with cover decreasing from 20 ft to less than 6 feet of fill. In addition to being responsible for overall contract administration, he was also responsible for payment, schedule review, and approval. He was responsible for negotiations of ExtraWork. Along with staff members, he served as an integral part of large scale program changes, as it related to tunnels and associated work. In addition to tunneling, he was responsible for work associated with the construction of the launch shaft and receiver pits, safe havens, two substations, the underpinning of four bridges, and the instrumentation monitoring of structures that were in the vicinity of the tunnel operations.

Grand Central Terminal Employee Facilities, Metro North Railroad, New York, NY

Resident Engineer responsible for the construction management and inspection for the $21 million design/build project of a new construction that provides accommodation for the train and engine (T & E) crews, building services/customer service representatives, and fire brigade personnel. The project comprised the construction of new internal stairs, toilets, showers, bunk rooms, new HVAC, communications, fire alarm, and sprinkler systems installation; the electrical system was upgraded with new panels and a new transformer house was built at the lower track level. New cooling towers to accommodate the anticipated cooling loads of the space have been installed. The RE role involved the oversight of all construction phases, as well as the close out phase, approval of monthly payment applications, determining credibility of claims for extra work, preparation of estimates for extra work, inspections and certifications to ensure that the contractors progressed with the work conform schedule, chairing progress meetings and witnessing the tests, start-ups, and commissioning.

Chronological Work History

Role	Firm	Duration
Sr. Project Manager	Hatch Mott MacDonald	7/2004 - Present
Engineer of Construction	Port Authority of NY & NJ	9/1984 - 7/2004
Sr. Project Engineer	Stone & Webster Engineering Corporation	2/1981 - 9/1984
Project Engineer	NYS Department of Transportation	6/1977 - 2/1981

Luis G. Cortes

Resident Engineer - Civil

Education:
BS, Civil Engineering, Polytechnic University, 2001

AAS, Civil Engineering, New York City Technical College, 1998

Certificate, 4 Hour User/ Erector Supported Frame Scaffold Safety Training, Total Safety Consulting, New York, 2006

 # Years Technical Experience: 14

Luis G. Cortes has more than 14 years of experience in civil/architectural inspections, design, construction and construction management. Luis' experience includes pre-construction scope development, new building construction, landmark building restoration, construction management, scheduling, quality control, cost estimating, safety management, change order administration, contract negotiation, RFI tracking and response and claims avoidance and resolution. His project experience includes water treatment plants, zoos, libraries, museums, schools, parks, transportation facilities, government buildings and courthouses. Luis has contributed to notable projects through various roles such as Superintendent and Construction Manager for clients, including the Dormitory Authority for the State of New York (DASNY) and the New York City Department of Design and Construction (NYCDDC). He is also fluent in Spanish.

As Resident Engineer, Luis performs heavy civil engineering and earthwork operations such as pile driving, excavating, pre-drilling with the use of augers, cement foundation and rebar work as well as H piles and concrete piles. Luis works closely with contractors and surveyors on site to manage earthwork operations. He also maintains open lines of communication between stakeholders and manages quality control and safety plans. Luis is familiar with technology and manages reports and other project documentation in a paperless environment. He has experience preparing reports and maintaining project logs as they pertain to schedule, budget, safety and quality.

New York Metropolitan Transportation Authority (MTA), Grand Central Terminal, New York, NY, Resident Engineer

This project consisted of $23 million in renovations to provide Metro North personnel additional environmentally friendly facilities. The work included areas for train and engine crews, building services and customer service representatives and fire brigade personnel. Two floors were added to the existing space and an electrical substation built for Metro North use. Other project elements included restoring existing elevators to their original architectural features and operational upgrades. Existing architectural window bays throughout the floors were also restored to allow for greater natural light. Hill provided construction management, architectural and construction inspections, estimating, scheduling, delay analysis and project close-out. Luis served as Assistant Resident Engineer on the project, responsible for architectural and construction

inspection; coordinating with the contractor, Metro North and other stakeholders; managing Hill estimators and schedulers; and reviewing submittals.

New York City Economic Development Corporation, East River Esplanade South Water Front Project, New York, NY, Resident Engineer

This project consists of civil/structural, architectural and landscaping construction, including improving access and enhancing pedestrian connectivity and public amenities along the water front, from the Battery Maritime Building to Pier 35. The project also entails pier redevelopment for recreational use and reconstructing Marginal Street to feature a continuous bikeway, new seating and a planting drainage system and water main. The project is divided into several phases valued at $165 million.

Luis successfully and continuously coordinated project activities amongst EDC, DEP, DOT and the contractor. This project involved the lowering of the water table to install a cast in sewer line to an existing retaining wall. Luis worked on the temporary H piles necessary to hold the earth back and then backfilled the area once the sewer was cast. Luis managed pedestrian safety during the project because the operations were taking place in a high volume foot traffic area. He also supervised the contractor's work, resolved construction issues, monitored work schedules and promptly followed up on construction and safety issues.

New York City Department of Design and Construction (NYCDDC), City Hall Renovations, New York, NY, Superintendent

Hill is providing construction management services for the $100 million renovation of New York City Hall in Lower Manhattan. Renovations will include exterior and roofing improvements; installation of the new electrical service; complete replacement of heating, ventilation and air conditioning, fire suppressing, fire alarm, and audio-video; modernization of its elevators; and the complete renovation of all historical interior spaces. This is the first major renovation to this National register building in over 120 years. This project is designed and constructed to meet LEED Gold Accreditation.

Luis supervised the civil/structural renovation of the existing building and exterior work. Exterior civil work consisted of installing of a new concrete electrical vault and manholes to house new switchgear that would power a portion of the newly renovated building. Exterior work also consisted of installation of concrete ramps, excavation and backfill and grading for acceptance and security inspection of trucks arriving to the site. Interior civil work consisted of installation of new steel members and concrete slabs as indicated by the design team; new floor joist and sub flooring in certain rooms; and injection grouting, scaffolding system and shoring throughout the building. Luis coordinated with DDC personnel, Mayor office personnel, the design team, police officers/security, Hill team members and contractors.

Prior Experience

New Jersey Transit Light Rail/Tracks, Jersey City, NJ, Field Engineer

Luis served as Field Engineer for the $300 million project with a previous firm. He provided services

for design-build projects and supervised the subcontractor placement of reinforcing steel, plinths, electrical conduit, railings, lime cement columns, welding and sewer pipe as indicated on the contract documents. Luis' main responsibilities included heavy civil engineering and earthwork. He performed pile driving operations and worked closely with contractors and surveyors to determine when and how much they could move the H piles. Luis also worked with concrete sheet piles and pre-drilling with the use of augers. He assisted the Project Manager in supervision and coordination of subcontractors, updated and corrected as-built drawings submitted by subcontractors, and submitted the as-built drawings to the Drafting Department for final issue to the client.

Chronological Work History

Role	Firm	Duration
Resident Engineer	Hill International, Inc.	10/2004 - Present
Construction Manager/Inspector	URS/O'Brien-Kreitzberg, Inc.	4/2001-10/2004
Project Engineer	Perini Corporation	1/2001-4/2001
Assistant Field Engineer	New York Department of Transportation	6/1999-12/1999
Assistant Party Chief	Boro Building Survey	3/1999-6/1999
Scheduler Cost Control Engineer	Montassser Construction Company	6/1997-12/1999

George E. Duda, PE

Senior Project Manager

George E. Duda has more than 30 years experience in the construction industry, specializing in project and construction management, engineering analysis and design, construction, resolution of construction claims and litigation support. George's projects include bridges, highways, airports, railroad facilities, rail transit car procurement, educational facilities, electrical generating stations, high rise commercial buildings, landfills and various smaller projects.

New Jersey Transit, General Engineering Consultant, Newark, NJ, Construction Manager

George served as Project Construction/Construction Manager for various projects under the New Jersey Transit's General Engineering Consultant (GEC) Task Order Contract. His responsibilities included contract administration, design reviews, project and construction management, coordination support, and coordination with Operations. Specific projects include:

- **Newark City Subway, (NCS) Light Rail Extension to Broad Street.** Extension of NJ TRANSIT'S project management staff for the multi-contract, $100 million, new one-mile subway extension from Penn Station to Broad Street Station. George provided design reviews for the Tunnel Ventilation System and for the Signal, Catenary, Communication, and Station Contracts. He provided resolution of construction issues related to signals, trackwork, street lighting, station communication system, change order assessments, and temporary support of existing structures.
- **Newark City Subway (NCS) Improvements**. Projects included replacement of the existing rail signal systems with a new Cab Signal System; track rehabilitation and drainage improvements at the NCS Penn Station Loop and along the Mainline to Branch Brook Park; Catenary Conversion at Orange Street and Central Avenue; and Penn Station Negative Return and Disconnect Switches. It also included oversight responsibility for the development of an integrated construction and testing schedule for all NCS Mainline projects, including the construction of new catenary, track work, stations, a one-mile subway extension to Grove Street, and a new maintenance facility at Grove Street.
- **Patterson Station Improvements.** Design and constructibility review.
- **Avenel Rail Station Reconstruction.** Design review of the contractor construction documents for a Design-Build form of contract.

Education:
MS, Civil Engineering, Drexel University, 1977

MS, Engineering Geology, Drexel University, 1997

BS, Civil Engineering, Drexel University, 1975

Registrations:
Professional Engineer, Pennsylvania

Professional Engineer, New Jersey

Professional Memberships:
Construction Management Association of America (CMAA)

American Society of Civil Engineers (ASCE)

The Metropolitan Railway Club of New York

 # Years Technical Experience: 30

New Jersey Turnpike Authority (NJTA), Holmdel Motor Vehicle Maintenance Facility/PNC Arts Center, Holmdel, NJ, Project Manager

George serves as the Project Manager for both of these projects. The Holmdel Motor Vehicle Facility involves demolition of an existing building and construction of a new motor vehicle facility at Mile 116.0 on the Garden State Parkway in Holmdel Township, Monmouth County, New Jersey. The project consists of demolition and removal of the existing New Jersey State Police Barracks and construction of a 4,500 SF motor vehicle facility and associated site work and utility connections. The building is a one-story building, slab on grade, consisting of three vehicle repair bays, an office, restroom/locker room facilities, breakroom and a parts storage room. The PNC Bank Arts Center Amphitheater Improvements - Phase II involves relocating various electrical panels, conduit and wiring serving the amphitheater facility, from a room below the stage to a storage room behind the stage.

New Jersey Turnpike Authority (NJTA) Statewide Traffic Management Center (STMC), Woodbridge, NJ, Project Executive

George served as the Project Executive for construction of management of the new $24 million, three-story, NJTA STMC project. The project was a steel frame and concrete structure adjacent to the existing Administrative Building. The site was very constrained and the adjacent Administrative Building with State Police functions had to be kept operational 24/7. His responsibilities included Project Administration functions, as well as technical responsibility for design reviews for structural steel, concrete and site utilities; resolution of design related construction issues; and claims avoidance.

New Jersey Transit, Southern New Jersey Light Rail Transit System (SNJLRTS), Southern, NJ, Senior Consultant

The project was an independent study of the sequencing and constructibility of the existing Bordentown Trenton Secondary Track for the SNJLRTS to reaffirm a 3-year construction period. George determined the scope of work and the construction duration for various construction activities for the project.

South Jersey Transportation Authority (SJTA), Atlantic City International Airport, Atlantic City, NJ, Project Manager

George served as Hill's Project Manager for the SJTA $77 million Capital Improvement Program at the Atlantic City International Airport. Hill provided project management and construction management services for 31 projects which included airfield improvements, extension of the existing terminal and parking areas, roadway improvements and additional signage. Services include conceptual engineering to implement projects contained in the Airport Master Plan, design consultant monitoring, grant preparation and construction management.

Chronological Work History

Role	Firm	Duration
Project Manager	Hill International, Inc.	6/1985-Present
Structural Engineer	Stone & Webster Engineering Corporation	6/1979-6/1985
Sr. Civil Engineer	Consolidated Rail Corporation	1/1977-6/1979

Lionel E. Lutley, PE, CEng, MIET

Resident Engineer - Electrical

Mr. Lutley has more than 19 years of experience in all aspects of electrical underground road tunnel, railway, and metro electrical design. He has over 15 years of professional experience and an additional ten years of graduate experience in design and project management of power distribution, electrical services, road tunnel lighting, UPS, medium voltage distribution system, electrical protection systems, traction, Supervisory Control and Data Acquisition (SCADA) systems, cable co-ordination, grounding, standby generation and EMC management within railway, road tunnel and waste water treatment infrastructure. Mr. Lutley's project experience covers the whole project life cycle from feasibility for Public Inquiry to detailed design, construction, commissioning, and handover to the end user. His duties include managing small teams of senior engineers, writing specifications and reports, preparing design deliverables for major rail and road infrastructure projects and Resident Engineer during construction. He has a proven ability to deliver projects on time. Mr. Lutley is also an active member of the IES Roadway Lighting Sub-Committee for ANSI/ IES RP-22, design of Tunnel Lighting.

Brooklyn Battery Road Tunnel, MTABT, New York City, NY

Lead Electrical Engineer responsible for the design of road tunnel lighting, electrical supplies to pumps, egress lighting and power supplies to communications equipment. Duties included an assessment of equipment damaged during hurricane Sandy of 2012, preparation of 100% design drawings and specifications and assisting MTABT to prepare FEMA flood damage assessments claims.

Grand Central Terminal Apple Store, Jones Lang LaSalle, New York, NY

Resident Engineer responsible for the construction management and inspection (CMI) of a design/build project costing, $2.5 million to build the world's largest Apple store on the main concourse of Metro North Railroad Grand Central Terminal. CMI duties included architectural structures, new HVAC, communications, fire alarm, sprinkler systems, LV power electrical distribution, communications, and PA systems. The RE role involved coordination of contractors work with Metro North Operations to ensure railway operations were maintained throughout construction. Our role also included MNR interface and coordination for all construction phases.

Blackstart Generators & Switchgear, Electrical Power Plant Evaluation and Upgrades, Middlesex County Utilities Authority,

Education:
BEng (Hons) Electrical, Electronics IT Engineering, South Bank University, London, 1995

Licenses and Certifications
Professional Engineer
NY, [redacted] 2010
WA, [redacted] 2013

Professional Memberships:
Member of the Institute of Engineering and Technology (MIET formerly IEE), UK, April 2000

IES Illuminating Engineering Society, Tunnel and Underpasses Advisory Member, Nov 2010

 # Years Technical Experience: 19

Sayreville NY

Resident Engineer responsible for the construction management and inspection (CMI) of a new standby power generator and switchgear installation consisting of two (2) 2.8 MW, 13.8 kV generators, new 13.8kV distribution switchgear and 34kV utility transformers, construction costs $10.5 million. The RE role involved coordination of contractors work to meet HMM design and specifications. Tasks include commissioning of 34 & 13.8kV electrical switchgear, evaluation of plant-wide electrical power system study utilizing SKM, approval of contractors submittals, systems interface and coordination of generator control, synchronization checks, protection relay settings and SCADA interface as well as coordination for all construction phases.

Grand Central Terminal Employee Facilities CMI Services, Metro North Railroad, New York, NY

Resident Engineer responsible for the construction management and inspection (CMI) for the $21 million design/build project to build a new train crew facility to accommodate Metro North Railroad conductors and train engineers (T & E) crews. CMI included architectural structures, new 13.8kV electrical substation, showers, bunk rooms, new HVAC, communications, fire alarm, sprinkler systems, LV power electrical distribution, communications and PA systems. The RE role involved the oversight of all construction phases, as well as the close out phase, approval of monthly payment applications, determining credibility of claims for extra work, preparation of estimates for extra work, inspections and certifications to ensure that the contractors progressed with the work conform schedule, chairing progress meetings and witnessing the tests, start-ups, and commissioning. Other responsibilities includes, Lead Electrical Engineer, responsible for electrical design review of medium voltage 13.8kV substation design and low voltage building power design at Grand Central Station, NYC.

Grand Central Terminal MEP Services Upgrade, Metro North Railroad, New York, NY

Project Manager and Lead Electrical Engineer, responsible for coordinating a team of six senior engineers to deliver detailed designs for upgrade of Mechanical, Electrical and Communication facilities at Grand Central Station, NYC. Duties included preparation of feasibility and detailed design reports and drawings for construction. Also served as Project Manager and Resident Engineer during the construction period for electrical systems installation. Responsibilities include construction management, inspection and witness testing of electrical installations and contractor coordination.

Chronological Work History

Role	Firm	Duration
Principal Engineer	Hatch Mott MacDonald	9/2006 - Present
Sr. Project Engineer	Mott MacDonald	10/2001 - 9/2006
Sr. Project Engineer	Parsons Brinckerhoff Power	8/1991 - 10/2001
Project Engineer	Hannaford Upright UK	2/1989 - 8/1991
Project Engineer	T & R Generators LTD UK	5/1987 - 2/1989
Project Engineer	James Walker & Co. LTD UK	5/1985 - 5/1987
Project Engineer	Hatch Mott MacDonald	1/2009 - 6/2009
Project Engineer	Hatch Mott MacDonald	6/2007 - 8/2008
Project Engineer	Dodds & Eder	8/2003 - 8/2006

Brian Baldeo, PE

Resident Engineer - Mechanical

Brian Baldeo has more than nine years of experience as a project management engineer. His areas of expertise include mechanical engineering, project management, construction inspection, planning and scheduling and QA/QC. His skills include managing and executing an extensive range of deliverables for numerous projects from inception to finalization; concurrently managing budgets, proposals, contracts and project documentation while establishing strong client relationships. Brian's specialized computer skills include Microsoft Office, AutoCAD, CostWorks, Deltek Vision, Newforma, Primavera, Prolog, Vela, Webenizer, Skire and Adobe Photoshop.

Port Authority of New York & New Jersey, On Call services for PANYNJ Facilities, Jamaica, NY, Mechanical Construction Engineer

For projects at JFK International Airport, Brian's duties in the Construction Management Division, Resident Engineer's office include overseeing the general contractor and providing direction within the construction process as well as managing contract progress, schedules, costs, budgets and labor for Port Authority contracts and work orders. He is also the Port Authority engineering representative on Tenant Alteration Application (TAA) jobs that verifying that contracts are built to design specifications, conducting pre-inspections when general contractors have completed a specific portion of the project and acting as liaison between Port Authority Quality Assurance division and Fire Protection unit that provides final project close out. Specifically, his projects include:

- Bulk Fuel Farm Geo Composite Liners ($4.7 million): Containment area composite geoliner installation for 50 aircraft fuel storage areas. The geoliner prevents soil contamination in the event a tank (approx. 185 K gallons) is compromised.
- Jamaica Airtrain Station, Elevator Machine Room HVAC Upgrade ($700 K): Installation of three new heating, ventilation and air conditioning (HVAC) units to provide sufficient cooling for the once undersized elevator machine room air conditioning units. This project also includes steel re-enforcement work and controls integration.

Education:
BS, Mechanical Engineering, Polytechnic Institute of NYU, 2007

Registrations:
Intern Engineer Certificate, NY

Professional Engineer (PE), NY

Professional Memberships:
U.S. Green Building Council (USGBC)

American Society of Heating, Refrigerating and Air Conditioning Engineers (ASHRAE)

Association of Energy Engineers (AEE)

Project Management Institute (PMI)

Awards/Honors:
HEA Employee of the Month, 2009

Seminars:
"Under-Floor Air Distribution System"- New York, NY

 # Years Technical Experience: 9

Chronological Work History

Role	Firm	Duration
Mechanical Construction Engineer	Hill International, Inc.	1/2013-Present
Engineer III	O'Dea Lynch Abbattista Consulting Engineers	9/2010-1/2013
Project Engineer	Horizon Engineering Associates	6/2007-9/2010
Supervisor of Programs	City of Mount Vernon	6/2004-8/2006

Frank Perrone, PE

Resident Engineer - Civil

Mr. Perrone has eight years of experience working on civil engineering and heavy construction projects including experience in construction phase services, geotechnical analysis and investigation, and tunnel design, as well as municipal water/wastewater design. His experience covers a variety of ground excavation, construction, and ground improvement techniques including sequential excavation, microtunneling, TBM tunneling, blasting, jet grouting, rock bolting, and pile installation. He also has experience dealing with operational constraints of clients within the water/wastewater and railroad industries.

East Side Access Project, Metropolitan Transportation Authority (MTA), New York, NY

This project involves the construction of a new rail link to connect Long Island Railroad in Queens to a new terminal constructed beneath the existing Metro North Railroad Grand Central Terminal (GCT) in Manhattan. Currently focusing on the mixed face tunneling underway in Queens. The Queens Bored Tunnels and Structures Contract is a 37-month long, $725 million dollar contract to construct four soft-ground mined tunnels along with various shafts, approach structures, and surface facilities.

Deputy Construction Manager (DCM) – Currently the acting DCM for Contract CQ031- Queens Bored Tunnels and Structures. This contract involves the construction of 10,500 linear feet of segmentally lined tunnel, driven beneath Amtrak's Sunny Side Yard using a 22.5 foot O.D. mixed face slurry tunnel boring machine. Responsible for managing the day-to-day CQ031construction management services including managing a staff of 12 engineers and inspectors. Responsibilities include regular interaction with various third party stakeholders including Amtrak, Long Island Railroad, NYCDOT, and various public utilities.

Project Engineer – Responsibilities included tracking payment, schedule, and the overall progress of Contract CQ031. Focused on evaluating construction submittals, method statements, and other technical submissions in accordance with the contract documents. Other responsibilities included coordination with the General Engineering Consultant and Contractor to develop repair procedures and methodologies to address deficiencies in TBM Launch shaft slurry wall constructed under the defaulted CQ028 Contract.

Education:
MS, Civil Engineering, New Jersey Institute of Technology, 2006

BS, Civil Engineering, New Jersey Institute of Technology, 2004

Registrations
Professional Engineer: NJ, [redacted] 2/27/08

NCEES Record No [redacted]

Confined Space Entry Training

OSHA 10 Certification

Amtrak Worker Safety Training - Current

LIRR Roadway Worker Protection Training - Current

ConRail Track Safety Training - Expired

Professional Memberships:
American Society of Civil Engineers

Chi Epsilon

Tau Beta Pi

 # Years Technical Experience: 10

Heartland Corridor Clearance Improvements Project, Norfolk Southern Railway Company, Atlanta, GA

The project involved the design of clearance improvements for 28 rail tunnels throughout West Virginia, Virginia, and Kentucky to allow trains transporting double stack rail containers the ability to utilize the Heartland Corridor. Methods of clearance improvements developed consisted of tunnel daylighting, liner removal and replacement, and liner notching.

Project responsibilities included the preparation and development of contract drawings, geotechnical baseline reports (GBR), and evaluation of geotechnical and structural data. Design responsibilities also involved the development of a decision matrix for evaluating rehabilitation efforts. This involved establishing design criteria for the selection of ground classification and ground support based on the structural capacity of the existing liner and the quality of the overlying rock mass. This work also involved the development of baselines for ground support type and rehabilitation method.

Replacement of the Existing Water Siphons between Brooklyn and Staten Island, The New York City Economic Development Corporation, NY

Preliminary consulting tasks included the preparation of an initial design report that evaluated multiple means of construction to determine the most cost effective alternative. The phase one subsurface investigation included seven offshore drilling locations involving multiple drilling setups per location. Each location included geotechnical, environmental, and in-situ test borings. Samples were taken continuously by the SPT method and by the Osterburg Tube method at selected depths. The project included in-situ tests of silt and clay strata with a self-boring Vane Shear (both Acker and Geonor models) and extensive laboratory testing. Project responsibilities included overall drilling inspection, the logging of boreholes, preparation, setup and administering of in-situ vane shear testing, and the conducting of soundings. Responsibilities also involved the development of field data sheets to facilitate data collection for the in-situ testing.

Chronological Work History

Role	Firm	Duration
Senior Project Engineer	Hatch Mott MacDonald	1/2004 - Present
Engineering Intern	Piazza Engineering	5/2002 - 1/2003
Engineering Intern	Borough of Fairlawn	5/2001 - 8/2001

Julian I. Prada, PE

Resident Engineer - Civil

Education:
MSCE, Georgia Institute of Technology, Atlanta, Georgia, 1998

BSCE, Georgia Institute of Technology, Atlanta, Georgia, 1997

Registrations
Professional Engineer

NY, [redacted] 2005

LA, [redacted] 2014

 # Years Technical Experience: 15

Mr. Prada has 15 years of experience in geotechnical and tunneling engineering. His responsibilities have included design and construction related roles for soft ground and rock tunnels as well as shaft structures. His experience covers many methods of ground excavation such as TBM tunneling, blasting, and roadheader excavations. He also has experience in construction management, contract document preparation and review, tunnel rehabilitation, subsurface investigation programs, and onsite inspections.

Port Authority Trans Hudson Corporation, Jersey City, NJ, On-Site Lead Tunnel Engineer

Assessment of the overall condition of over 15,000 feet of tunnels and make recommendations of any structural and non-structural deficiencies observed throughout the tunnels. The inspection was part of a cyclical survey conducted by the Port Authority of New York & New Jersey to determine the overall condition assessment of each tunnel and included sections of single-track tunnels, rail crossovers, junctions, and stations consisting of cast in place concrete liner, cast iron liner, and shotcrete liner sections.

Second Avenue Subway, 72nd Street Station, Schiavone, Shea, Kiewit Constructors JV, New York, NY, Lead Field Engineer

Responsible for the design of temporary support and field support during underground construction of the 72nd Street Station Cavern, for the 2nd Avenue Subway Project beneath 2nd Avenue in New York City. This challenging project excavated beneath 2nd avenue between 63rd and 73rd street involved a number of underground excavations. The main station cavern is 75 ft wide and 50ft high and 1000ft long and has been excavated sequentially in the top headings while the TBM tunnels were excavated through the station cavern base, The Station Cavern was then benched down to the invert through the TBM tunnels The Project involved construction of the station cavern and ancillary shafts, two 30 degree inclined escalator tunnels, two large crossovers caverns, two large turn-out bifurcations caverns in poor ground conditions, a large stub cavern connecting to the existing 63 St. and Lexington station and a drill and blast subway running tunnel.

NJ Transit - Trans Hudson Express Tunnel Project - Palisades Tunnel Design-Build Contract, Palisades Tunnel Partnership Constructors, New York, NY, Senior Tunnel/Geotechnical Engineer

Part of the design-build team for final design services for 5,091 feet of 24.5-foot internal diameter twin rail tunnels through the Palisades rock formation. Responsibilities included various engineering design services such as the portal excavation and support on a sloping soil rock interface; a retaining wall above the portal excavation, open cut pit design for launching the TBM, and ground assessment of the running tunnels for initial support design, as well as the geotechnical investigation program for the final design of the project.

No 7 Line (Flushing Meadow) New York, S3II Tunnel Constructors, New York, NY, Tunnel Engineer

Involved with the overview and design verification of the 19.6 foot inside diameter precast concrete segmental lining design for the TBM excavated running tunnels.

Heartland Corridor Clearance Improvements, Norfolk-Southern Railroad, Roanoke, VA, Tunnel Engineer

Involved with the design of clearance improvements for 28 rail tunnels throughout West Virginia, Virginia and Kentucky to allow trains transporting double stack rail containers the ability to utilize the Heartland Corridor. Responsibilities included evaluation of geotechnical and structural data and review of contract documents including the geotechnical baseline reports (GBR), drawings, and specifications.

Prior Experience

East Side Access Project, MTA Long Island Rail Road, New York, NY, Geotechnical/Tunnel Engineer

Responsible for geotechnical design calculations for a cut and cover box structure and soft ground tunnel launch wall including earth pressures and settlement determinations and pile capacities for proposed structures. Also involved in the interpretation of subsurface conditions from boring logs, interpretation of laboratory data, and preparation of geotechnical investigation and interpretive reports. Also, coordination of drilling investigations, inspection of drilling operations including oriented rock coring, angle rock coring, in-situ permeability testing and piezometer installation, and evaluation of subsurface exploration data to determine soil strength parameters.

Chronological Work History

Role	Firm	Duration
Senior Project Engineer	Hatch Mott MacDonald	3/2013 - Present
Project Engineer	Parsons Brinckerhoff Quade and Douglas	1/1999 - 2/2003

Caroline M. Purcell, PE, LEED® AP BD+C

Project Manager

Education:
BS, Civil Engineering, Massachusetts Institute of Technology, 2002

Registrations
Professional Engineer: NY, [redacted] 2010

Leadership in Energy and Environmental Design Accredited Professional (LEED® AP BD+C), [redacted]he Green Building Certification Institute, 2007

 # Years Technical Experience: 12

With twelve years of experience in Construction Management, including both private residential and large scale, state-financed works, Ms. Purcell has strong and varied experience that make her an asset to any project.

55th Ventilation Facility, MTACC East Side Access, New York, NY, Construction Manager

Responsible for leading a team of seven individuals to represent MTACC in the construction of a $56 million ventilation facility in midtown Manhattan. Responsible for chairing all project meetings and direct the Contractor on a daily basis and facilitating the day-to-day community outreach efforts with the nearby, high profile businesses. Also responsible for presenting construction progress to the community on a quarterly basis.

Prior Experience

50th Ventilation Facility, MTACC East Side Access, New York, NY, Senior Project Engineer

Responsible for coordinating with MTA, designers, and ESA's internal departments to identify and resolve technical issues from the pre-construction stage of this $96 Million ventilation facility from demolition through excavation and construction of the subsurface portion of the structure. Tracked the construction progress, analyzed the Contractor's schedules, and forecasted future work based on past productions.

Manhattan Tunnels Excavation & Structures, MTAA East Side Access, New York, NY, Project Engineer

Administered the change order process for two Contracts, totaling more than $1 billion. Oversaw the review of monthly payment requisitions for these contracts. Liaised with design engineers and Contractor to ensure prerequisite submittals were approved prior to scheduled start of each portion of work.

Sky House Tower, Bovis Lend Lease LMB, Inc., New York, NY, Assistant Project Manager

Oversaw the construction of a 55-story luxury residential condominium tower from the Pre-Construction through Punch List stages. Analyzed the building designs to anticipate construction issues and to identify possible Value Engineered cost savings. Clarified issues with the architect and engineers prior to commencing work to reduce or

eliminate construction delays. Conducted trade procurement and scope review for 24 contracts totaling more than $90,000,000. Composed and tracked RFI's, submittals, and change orders. Evaluated change order requests for interior work beyond contractual requirements as well as monthly requests for payment for completed contractual work. Regularly generated the project's monthly report, which detailed the overall construction progress, the current and anticipated project costs, and all adjustments to the contract schedule. Developed schedules for completion of different stages of the project and directed the work efforts of ten unique subcontractors in the final completion and turnover of the 139 condominium apartments.

Technical Services, Bovis Lend Lease LMB, Inc., New York, NY , Estimator I

Prepared construction cost estimates for a wide range of projects, including stadiums, residential, hospitals, schools, and government buildings. Analyzed designs that were typically theoretical design concepts and, from these, created conceptual system component designs. Advised clients on Value Engineered alternatives to reduce construction costs and schedule durations. Using these estimates and VE alternative recommendations, clients evaluated the financial burden of the designs and altered or financed the projects accordingly.

World Trade Center Recovery, Bovis Lend Lease LMB, Inc., New York, NY, Project Engineer

Assessed labor, materials, and equipment used during the full duration of the recovery efforts. Compiled information from daily written reports and consolidated it for presentation to the Senior Project Managers. Also developed cost reports that were instrumental to closing legal claims against both the City of New York and Bovis Lend Lease.

Logan Airport Survey Unit, Massachusetts Port Authority Survey Unit, East Boston, MA, Research Assistant

Created and updated digital plans of MassPort property using AutoCAD (R12 and R14). Developed digital files of parcel boundaries based on survey points and legal descriptions, and researched property title certificates to provide accurate real estate boundaries for use by MassPort.

Chronological Work History

Role	Firm	Duration
Project Engineer	Hatch Mott MacDonald	2/2014 - Present
Project Engineer	Paco Group, Inc.	8/2008 - 2/2014
Engineer	Bovis Lend Lease LMB, Inc.	1/2002 - 8/2008
Land Surveying Technician	Massachusetts Port Authority Survey Unit	5/2001 - 10/2001

Matthew L. Perillo

Resident Engineer - Civil

Education:
BS, Civil Engineering,
Villanova University, 2008

Professional Memberships:
American Water Works Association

 # Years Technical Experience: 6

As a member of Hatch Mott MacDonald's (HMM) Water/Wastewater Management Division, Mr. Perillo has gained experience through a variety of projects regarding potable water supply. He has assisted in the design of water treatment plants, water storage tanks, distribution and transmission mains, and rehabilitation projects. He has participated in water system assessment studies, and performed hydraulic modeling tasks.

Rancocas Creek High Service Crossing, New Jersey American Water (NJAW), Delran and Delanco Townships, Burlington County, NJ

Assisting in the design and permitting for the construction of approximately 2,945 lf of 16-inch diameter water main installed utilizing the horizontal directional drill (HDD) method and approximately 1,430 lf of 16-inch diameter water main installed utilizing open-cut techniques. The project also consists of the design of a prefabricated below-grade interconnection meter chamber. Permitting included Tidelands, Freshwater Wetlands, and Waterfront Development.

St. Georges Avenue Water Main Relocation, Middlesex Water Company, Woodbridge, NJ

Performed field surveying, design, and permitting tasks for new transmission main plans. Permitting included application for a Conrail crossing.

State Route 1005 Water Main Replacement, Pennsylvania American Water, Plainfield Township, Northampton County, PA

Performed Resident Engineer duties including field inspections of all tie-ins. Completed daily construction reports, as-built drawings, and details.

Claremont Water Transmission Main, Hackettstown Municipal Utilities Authority, Mansfield Township, Warren County, NJ

Assisted in the design, permitting, and construction phases for the replacement of approximately 3,500 lf of existing 8-inch diameter unlined cast iron water main with new 12-inch diameter cement-mortar lined ductile iron (DI) water main. Responsibilities include the preparation of plans and specifications, permit applications, construction cost estimate, and coordination among design team members and the Project Manager.

Pine Grove Hydraulic Modeling, Amador Water Agency, Amador County, CA

Created an hydraulic model based on partial EPANET file which was then used to analyze the effects of various improvement projects on available fire flow and pressure.

Distribution System Program Management, District of Columbia Water and Sewer Authority (DC Water), Washington, DC

Various hydraulic modeling assignments using Bentley's WaterGEMS, including model calibration from field tests performed within flushing zones, review of field tests versus model results to produce accurate friction coefficients, and hydraulic analysis to support Capital Improvement Program (CIP) planning, rehabilitation efforts, and main replacements.

Water Main Renewal Program, Jersey City Municipal Utilities Authority, Hudson County, NJ

Used Bentley's WaterGEMS to review pressure and fire protection within the City's distribution system. The hydraulic model was used to evaluate the improvements in pressure and fire protection based upon an optimized approach of cleaning and lining of water mains and water main replacement.

Raritan-Passaic System Hydraulic Modeling, New Jersey American Water, Essex, Mercer, Morris, Middlesex, Somerset, and Union Counties, NJ

Performed a zone-merging analysis to optimize the gradients along the border of the Raritan and Passaic Systems. Valves were reconfigured in the model in order to re-define zone boundaries. The effects of this adjustment on fire protection, pressure, and energy savings were observed using the hydraulic model.

Condition-Based Assessments of Buried Infrastructure, California American Water, Various Sites, CA

Assessed the renewal needs for buried infrastructure in various water systems, including the Sacramento District, Monterey District, Coronado District, and Los Angeles District. The assessment is based upon a review of operation, maintenance, physical, and environmental datasets and hydraulic models within a Geographic Information System (GIS) environment compared to the risk, performance, economic life, and opportunity associated with pipeline infrastructure.

Toro System Comprehensive Planning Study, California American Water, Monterey County, CA

Created customer and demand projections for a 15-year period that included a range of potential growth patterns and scenarios.

Chronological Work History

Role	Firm	Duration
Engineer III	Hatch Mott MacDonald	6/2008 - Present

Bethoven C. Torio

Senior Inspector - Electrical

Education:
BS, Electrical Engineering, Ortanez University, Philippines, 1980

Professional Memberships:
American Society of Professional Engineers

 # Years Technical Experience: 30

Bethoven C. Torio has more than 30 years of experience in electrical construction project management, inspection and estimating. His projects include residential, commercial and industrial assignments, with small, medium and large power distribution and auxiliary system layouts. Bethoven's specialized computer software skills include AutoCAD and computer generated estimating software. Highlights of his project experience include numerous electrical estimating and inspection projects across the New York Metropolitan area, including many assignments for City agencies and authorities. He is fluent in English and Tagalog.

As the team Electrical Inspector, Bethoven brings an in-depth knowledge of electrical installations and a wide variety of electrical materials. Bethoven will be responsible for analyzing electrical schematic diagrams and material take-off for lighting, small power, LV and HV power distribution, fire alarm, smoke and heat detector, telephone and intercom and CCTV/security systems, as well as other auxiliary layouts. He will also review design options and recommended the best solutions based on cost, engineering quality, availability of materials and material submittals for approved equal items.

Port Authority of New York and New Jersey (PANYNJ), Superstorm Sandy Long Term Recovery Operation and Call-In Estimating, New York and New Jersey, Electrical Estimator/Electrical Inspector

In an emergency recovery effort of over $250 million, Bethoven coordinated with the Federal Emergency Management Agency (FEMA), and PANYNJ Office of Emergency Management (OEM). Hill provided site assessments and estimating services for civil, architectural, mechanical, plumbing, sanitary and electrical systems damaged by Superstorm Sandy for all New York and New Jersey Port Authority facilities. Bethoven provided the site assessments and estimates of the damages to the electrical systems at more than 10 Port Authority sites. Bethoven visited each, site confirmed and generated scoping items in a comprehensive report for mitigation, developed detailed cost estimates for scope of damages and negotiated final costing of damages against FEMA and other related insurance agencies for payment.

Metropolitan Transportation Authority (MTA), No. 7 Subway Line Extension, New York, NY, Senior Estimator

Hill is providing estimating services for various Additional Work Orders (AWO's) for civil, architectural, mechanical, plumbing and electrical works for the 7-Line Extension Project. Bethoven is providing review and estimating services for the high and low voltage electrical installations for lighting, power, fire alarm, security, communications (System Wide & Site Specifics), instrumentation and Controls Equipment Cabling and Traction Power. Bethoven is instrumental in providing clarification and guidance to MTACC estimators: He also works closely with the MTACC Audit and Procurements Departments and provides support to the MTACC during negotiations with contractors.

Dormitory Authority of the State of New York (DASNY), Bronx County Hall of Justice, New York, New York

Hill International represents DASNY in dealing with DASNY's subcontractors and other matters as required. Hill's services include change orders, punch list inspection, allowances, schedule delay analysis, parking garage and pre-cast inspection, and claims support. Mr. Torio serves as Electrical Estimator responsible for the estimating and processing of electrical change orders.

New York City Housing Authority, Low Income Housing Renovations, New York, New York

Hill International is providing services for a CM-Build contract with the New York City Housing Authority for renovations to Albany Houses totaling nine buildings and 1,229 apartments. Mr. Torio coordinates with the building tenants for the electrical work upgrades to be done to their apartments and coordinates this with the electrical contractor. He inspects and checks the electrical materials being used onsite in order to ensure that they meet specifications; inspects the electrical upgrade and the basement electrical room power upgrade for each building as they are finished; and provides daily inspections reports for day-to-day work, work accomplished, and manpower.

Chronological Work History

Role	Firm	Duration
Electrical Inspector	Hill International	10/2006 - Present
Electrical Estimator	Alstyne Electrical Services	2/2006 - 10/2006
Sales Specialist - (Part time)	Home Depot - Flushing	3/2004 - 1/2006
Electrical Estimator and Inspector	Tut Construction Corporation	6/2003 - 11/2005
Electrical Estimator and Site Supervisor	Paladin Renovations	3/1999 - 1/2003
Project Supervisor, Electrical Estimator, and Project Cost Engineer	Sta Fe Construction Company Limited	4/1985 - 12/1998
Project Engineer and Electrical Estimator	Sureway Electric Company, Incorporated	6/1981 - 3/1985
Project Logistic Engineer, Electrical Estimator, Draftsman, Electrical Draftsman, and Electrician	Audion Electric Company, Incorporated	3/1976 - 6/1981

Fadomba M. Matturi

Inspector - Civil

Education:
BSc, Civil and Environmental Engineering, Lafayette College, 2009

Registrations:
Engineer-In-Training
EIT: PA, Number, 2008

 # Years Technical Experience: 3

Mr. Matturi is a Graduate Engineer with Hatch Mott MacDonald's Ports Division. He has three years of experience in project engineering, geotechnical investigation, tunnel inspection, and construction management. He is proficient in the use of project management software, such as Primavera P6, Microsoft Project, and civil engineering computational tools, such as CADD.

Long Island Railroad East Side Access –Soft Ground Tunnel Excavation, MTA Capital Construction, Queens, NY , On-Site Tunnel Inspector

Inspector during the excavation of 7,500 LF tunnel drives in soft ground conditions between Northern Boulevard and Sunnyside Yard in Queens, NY. Supervised and provided quality control during the excavation and primary lining of 3-20ft. diameter tunnel drives. Collected data used to determine geological content of excavated region, risk of settlement of overlying structures, concrete ring quality, recorded build time, and produced reports used by the construction management team to process payment claims by the contractor.

Long Island Railroad East Side Access –Honeywell Street Bridge Underpinning, MTA Capital Construction, Queens, NY, On-Site Field Engineer

Field Engineer for the Honeywell Street Bridge Underpinning project. Supervised and provided quality control for structural modifications carried out at three footing piers to transfer live loads from the vehicle roadway and reduce the degree of settlement to the bridge during tunnel excavation. During load transfer operations, performed during off-peak hours, acting as the On-Site Representative for the construction management team.

Long Island Railroad East Side Access –Open Cut Dewatering and Excavation, MTA Capital Construction, Queens, NY, On-Site Field Engineer

Construction of a reception pit to act as an assembly area for the tunnel boring machines and tunnel excavation launch area. The project scope included assessing and repairing the existing slurry walls, mitigating water egress into the cut, excavating the cut to tunnel drive launch elevation, and reinforcing the walls to counter increasing groundwater pressure as a result of deepening the cut. Responsibilities included collecting and analyzing exploratory boring logs, geological mapping during excavation, and the installation and testing of struts and tiebacks used for slurry wall support.

Cliffs Chromite Project – Pre-Feasibility Study, Cliffs Natural Resources, Vancouver, BC/ Quebec, BC, Junior Project Engineer

Pre-feasibility study to establish terminal layouts, order of magnitude costs, and potential development issues at selected terminals in both Vancouver and Quebec. Assisted with preparing the final feasibility report, drafted and reviewed drawings for project deliverables, prepared and managed project schedule, and assisted with managing project controls spreadsheets.

Chronological Work History

Role	Firm	Duration
Engineer II	Hatch Mott MacDonald	12/2011 - Present

Edmund C. Williams

Resident Engineer - Electrical

Edmund C. Williams has more than 30 years of experience in the management, inspection and engineering of complex construction and renovation projects. Ed's project experience includes providing energy surveys for commercial buildings as well as rail systems and terminals, airports, hospitals and healthcare facilities, roadways and bridges, schools, libraries, theaters and cultural centers. His background and experience in electrical engineering have been integral in each of the projects to which he has been assigned. He also is highly adept at managing construction work and project teams, and in training end-users and owners. In addition, Ed was Vice President of Operations and a director of instructors at the Industrial Management and Training Institute of New York, a New York State-licensed and nationally accredited school for apprenticeship training in electrical, plumbing and HVAC programs.

As Project Manager, Ed will create and coordinate plans for project implementation; monitor the work of subcontractors, consultants, architects, engineers and vendors; oversee project budgets, schedules, bid negotiations, bid packages, change orders and site logistics; and manage requests for proposals and potential change orders. Ed will supervise the delivery of our construction management services, including scheduling, requirements validation, blocking and stacking plans, budget validation, procurement support, design reviews, constructability reviews, cost management, quality management, lease modifications, commissioning management and post-construction phase services. His specialized computer software skills include Microsoft Project, Primavera P6 and Primavera Enterprise Project Portfolio Management.

New York Power Authority (NYPA), White Plains, NY, Senior Construction Engineer

As a project consultant for NYPA, Ed oversaw project installation of an ice chiller and 13.8KV switchgear for The State University of NY (SUNY)-Purchase campus ($14 million). He also provided oversight for project installation of 138KV and 27 KV substation construction for Metro North Railroad which included new catenary, switchgear, SCADA and control buildings ($46 million). In addition, Ed was assigned as technical support for NYPA's "Build Smart NY" Executive Order 88 which requires all state agencies and buildings to reduce energy use by 20% per square foot by 2020.

Education:
B.S., Electrical Engineering, New Jersey Institute of Technology, 1978

M.B.A., Business Administration, Keller Graduate School of Management, 2013

Professional Memberships:
Project Management Institute

Construction Management Association of America

International Association of Electrical Inspectors

Association of Energy Engineers

 # Years Technical Experience: 30

New York City School Construction Authority (NYCSCA), New York, NY, Project Consultant Contingent Staff

Employed by Hill as a Project Consultant Contingent staff member to senior management with the NYC School Construction Authority, Ed provided management support from project scope, design, and construction to closeout. His major projects included:

- New $62 million, 1,200-student, 107,000 SF High School Renovation
- Two $15 million Existing High School Science Lab Renovations
- A $15 million, 4,000-student High School Restructuring, Structural Stabilization and Waterproofing
- High School Pool Installation

New York City School Construction Authority (NYCSCA), New York, NY, Project Officer

On behalf of the NYSCA, which builds new public schools and manages the repair and renovation of capital projects for the New York City Board of Education encompassing 1,200 public schools and one million students, Ed functioned under the direction of a NYCSCA Senior Project Officer, providing administration and coordination of activities for the design and construction of both new schools and major modernization of existing school projects. Ed helps to ensure the quality and high standards of performance and compliance in both design and construction by all consultants and vendors. He makes decisions and takes action in a timely manner to expedite the timely completion of the construction process. He is also responsible for correction of mistakes and errors in design and construction before they can be extensively incorporated into the project or as early in the construction process as possible.

Prior Experience

The Port Authority of NY and NJ (PATH), Jamaica Air Train Project, Jamaica, Queens, NY, Senior Electrical Engineer Inspector

Ed provided design review and inspections of substations, main vertical circulation building and portal canopy power distribution. He also supervised and reviewed equipment commissioning, start-up test and preventive maintenance training.

Engineering, Construction and Project Management, New York, NY, Senior Project Scheduler and Engineer

Ed provided contract management and project scheduling; analyzed schedule for railroad outage conflicts, staging and phasing of construction activities; produced sub schedules and logic diagrams to schedule the interfacing between project work and train schedules. He also established an earned value management system to tie resource planning to project technical cost and schedule requirements for senior management reports. In addition, Ed linked cost and schedule activities between Primavera P3 and Expedition 7.0 to develop monthly reports; provided cost loading and end-of-month project control; and provided cost estimates for civil mechanical and electrical contract changes. Specifically, his projects included:

- JFK International Airport Air Train Terminal, Jamaica Station, Queens, NY
- Port Authority and Long Island Railroad, Seven-Story Air Terminal and Railroad

Operations Building New Construction ($560 million, five-year project)

- Landmark Railroad Terminal Building Rehabilitation

New York City Department of Transportation, Macomb Street Bridge Rehabilitation and Roadway Resurfacing, Bronx, NY, Scheduler and Construction Electrical Inspector

For the $230 million, three-year reconstruction of the Macomb Street Bridge rehabilitation and roadway resurfacing project over the Harlem River at Yankee Stadium, Ed provided scheduling, inspection, and contract management using Primavera P3 and Expedition. Originally constructed in 1895, the swing drawbridge accommodates an estimated 40,000 vehicles per day and opens to allow marine traffic underneath. Ed conducted detailed, on-site inspection of electrical work, scheduled work to ensure project progress, and managed related contracts to ensure that work on the three-phased project was completed on time.

Chronological Work History

Role	Firm	Duration
Project Officer	Hill International, Inc.	8/2005 - 5/2012
Director/VP of Operations	Industrial Management and Training Institute	1/2003 - 8/2005
Owner	Williams Electrical Mechanical Group, Inc.	9/2002 - 8/2005
Senior Inspector	Technical Associates/Bechtel	4/2002 - 4/2004
Senior Scheduler/Inspector	Parsons Transportation	6/2000 - 4/2001
Project Manager	Siemens Medical Systems	6/1999 - 6/2000
Project Officer	NYC School Construction Authority	5/1993 - 6/1999
Project Manager	Santa Fe Construction	12/1990 - 4/1993
President	Electrical Erectors, Inc.	4/1979 - 12/1990

Amir Ghorbani

Senior Inspector - Civil

Mr. Ghorbani is a Senior Construction Inspector with significant experience in inspecting and observing construction activities for various types of infrastructure projects. His responsibilities have included providing detailed construction reports, updating as-built files, and coordinating activities between contractors and owners. His experience includes highway and bridge construction in New Jersey and Pennsylvania for Departments of Transportation and toll road and bridge agencies.

Education:
BS, Civil Engineering, New Jersey Institute of Technology, 1999

Registrations:
NICET Level IV, Highway Construction, [redacted]2010

Traffic Control Coordinator, 2011

ACI Concrete Field Testing Technician, Grade 1, 2006

ACI Concrete Construction Technology Certification, 2008

Asphalt Paving Construction Technologist, 2011

10- Hour OSHA Construction Safety and Health Course, 2010

 # Years Technical Experience: 15

Prior Experience

Garden State Parkway (GSP) Interchange 88 Improvements and Shoulder Restoration and Improvements Milepost 83.5 to 88.5, New Jersey Turnpike Authority, Brick Township and Toms River Township, Ocean County, NJ, Senior Inspector

This $155 million project included the reconstruction of Interchange 88 and Interchange 89 to provide missing movements from the Garden State Parkway to Route 70 and County Route 528 between Milepost 88.5 and 90.5 and the widening of the Garden State Parkway between Milepost 83.5 and 88.5 to provide full width travel lanes and shoulders in both directions. Responsibilities included contractor oversight and inspection of earthwork operations, substructure construction operations, and base and intermediate paving operations at both project sites along the GSP corridor.

Garden State Parkway (GSP) Bridge Repair and Resurfacing, New Jersey Turnpike Authority, Cape May, Atlantic, Burlington, Ocean and Middlesex Counties, NJ, Senior Inspector

This $9.2 million project involved repairs at 26 bridge structures on the GSP from Milepost 0 to 126. Responsible for assisting with the inspection of bridge deck repair, abutment, and deck joint repair, header, steel deck joints, milling and paving of hot-mix asphalt overlay, concrete deck spall repair, placement of crack spanning membrane, and membrane waterproofing, as well as vertical spall repairs at parapet, curb, precast-concrete beams, and diaphragms.

Benjamin Franklin Bridge Salt Mine Rehabilitation, Delaware River Port Authority, Philadelphia, PA, Inspector

This $2.5 million project was designed to stop the extension of existing concrete cracks in concrete walls, columns, ceiling, and floor by sealing and performing spall repair using Sika products and waterproofing the

roof using clay liner and water-repellent products. Inspection reports and progress pictures were prepared and filed daily. Duties included coordinating activities between prime contractors and subconsultants and holding progress meetings.

Long-Life Pavement Markings, New Jersey Department of Transportation, Northern NJ, Inspector

This $6 million state-funded project included performing traffic control, removing existing traffic stripes and raised pavement markers (RPMs), and applying new epoxy resin, thermoplastic marking, and RPMs. The project was performed at night, and daily DC-29 reports and as-built files were recorded in the Automated Construction Estimate System.

Bridge Inspections, New Jersey Department of Transportation, Monmouth County, NJ, Inspector

This $2 million state-funded project included the inspection of Monmouth County bridges from grade 1 (immediate repair) to 10 (excellent condition) with a detailed structural and roadway report submitted to the County to take action.

Long-Life Pavement Markings, New Jersey Department of Transportation, North NJ, Inspector

A $6.5 million state-funded project included performing traffic control, removing existing traffic stripes and raised pavement markers (RPMs), and applying new epoxy resin, thermoplastic marking, and RPMs.

Resurfacing and Guide Rail Upgrade, I-195 Westbound From C.R. 537 to Mingamahone Brook, New Jersey Department of Transportation, Monmouth County, NJ, Inspector

This $8.7-million state-funded project included resurfacing 15.24 miles of I-195 westbound from Milepost 16.60 to 31.84. The project included 300,000 square yards of milling, placement of Superpave hot-mix asphalt intermediate and surface course, striping, raised pavement markers, rumble strips, guide rails, and landscaping. Most of the work was conducted at night.

Chronological Work History

Role	Firm	Duration
Construction Inspector V	Hatch Mott MacDonald	1/2013 - Present
Sr. Construction Inspector	Gannett Fleming, Inc,	4/2010 - 12/2012
Sr. Construction Inspector	CMX Engineers	8/2007 - 4/2010
Construction Inspector	Armand Corporation	1/2003 - 8/2007
Construction Inspector	Chilton Engieers	9/2000 - 1/2003
Jr. Construction Inspector	Urban Engineers	3/1999 - 1/2003

Michael Kelly, PE

Assistant Resident Engineer - Electrical

Education:
M.Eng Advanced Engineering, Dublin Institute of Technology, 2006

B.Eng Electronic Engineering, University College Dublin, 2003

Registrations
Professional Engineer

[redacted] New York, 2013

 # Years Technical Experience: 7

Mr. Kelly is an Electrical Engineer with experience in project management, low voltage distribution, construction management and inspection, tunnel lighting design, electrical substation design, light rail signaling and utility diversion. He has been involved in transportation projects from design phase through to construction and commissioning, and is experienced in the use of AGi32 lighting design software, TRAIN – Mott MacDonald's proprietary rail network simulation software, AutoCAD and Microstation.

Rehabilitation of the Hugh L. Carey (formally Brooklyn Battery) Tunnel, MTA Bridges & Tunnels, New York, NY

Electrical Engineer with responsibility for the design of the road tunnel lighting system. Duties included undertaking an assessment of equipment damaged during Super Storm Sandy, performing a tunnel lighting design in accordance with RP-22-11, inspecting the existing system, creating a construction sequencing plan, preparation of 100% design drawings and assisting MTABT to prepare FEMA flood damage assessments claims.

Construction Management and Inspection of Electrical Service Upgrades at Grand Central Terminal, Metro North Railroad, New York, NY

This project involved the transfer of the existing feeders to a new 13.8KV power supply network within Grand Central Terminal. As Resident Engineer, duties included coordination of design with contactor and MNR personnel, management of equipment and shop drawing submittals, inspection of installation, and final equipment testing.

MEP Upgrades of Metro North Facilities at Grand Central Terminal, Metro North Railroad, New York, NY

This project consisted of upgrades to the public address and fire suppression systems including extension of the sprinkler and CO2 systems and stairwell pressurization at Grand Central Terminal. It also involved the upgrading of the facility to a new 13.8kV power supply network. Represented HMM's design team during the construction phase of the contract. Duties included approval of contractor equipment and shop-drawing submittals, responding to contractor requests for information and coordination of design changes.

Construction Administration and Inspection Services for Contract BB-45: Replacement of Electrical Switchgear and Power Distribution

Equipment at the Brooklyn Battery Tunnel, MTA Bridges & Tunnels, New York, NY

Contract BB-45 will replace the entire outdated original, 1950's vintage switchgear and associated electrical feeders in order to address code requirements, safety improvements, and enhance the reliability of the tunnel's electrical power system at the Brooklyn Battery Tunnel. This equipment provides the necessary electrical power to energize the tunnels ventilation, lighting, drainage, communication, and other vital life-safety systems, which are necessary for the continued safe operation of the facility. As Office Engineer, duties include management of project inspection and air monitoring teams, reviewing installation quantities and contractor payments, preparation of minutes and monthly project reports, coordination of weekend work and tunnel closures, preparation of change order and redesign cost estimates and construction sketches.

Palisades Tunnel Temporary TBM Substation Design, New Jersey Transit, North Bergen, NJ

This project involved the design of a temporary 13.2kV substation to supply site construction power and a tunnel boring machine for the North Bergen to Hoboken leg of the Trans Hudson Project in New Jersey. Duties included the preparation of the substation grounding design in accordance with IEEE-80 and NEC 250.56, and the site ducting layout and manhole design in compliance with PSE&G (local utility company) interface and requirements.

Lytle Road Tunnel, Ohio DOT, Cincinnati, OH

Duties included preparation of a performance based specification used to enable construction built process to be initiated for the rehabilitation of low voltage, distribution, motor control centers, tunnel lighting, medium voltage distribution, transformers, standby diesel generators, and grounding systems at Lytle Road Tunnel.

Eisenhower Johnson Road Tunnel, Colorado DOT, Denver, CO

Project Manager and Lead Electrical Engineer responsible for feasibility design of 2400V motor control center replacement project for the tunnel located on I-70. Responsible for delivery of feasibility report and motor control center design.

Road Tunnel Wall Finish Rehabilitation, Pennsylvania Turnpike Commission, PA

This project involved the delivery of a feasibility design study for rehabilitation of four road tunnels and their associated portal buildings on Interstate I-76 and I-476. Responsible for a component of the study which examined the impact of changes to the tunnel portal building façades on the existing tunnel lighting scheme. Conducted site investigations and carried out a polar analysis in compliance with IESNA RP-22-05.

Chronological Work History

Role	Firm	Duration
Engineer IV	Hatch Mott MacDonald	8/2008 - Present
Engineer	Mott MacDonald	4/2007 - 8/2008

Felix Tsimmerman

Senior Inspector - Mechanical

Education:
Diploma, Mechanical Engineering, Odessa State Academy of Civil Engineering and Architecture, 1973

 # Years Technical Experience: 45

Felix Tsimmerman has more than 45 years of mechanical engineering experience, with an in-depth knowledge of HVAC, piping, plumbing and fire protection systems. His expertise also includes construction inspection, electrical engineering, project management, drafting and estimating. His background includes the design and development of mechanical systems for industrial, commercial and institutional buildings and laboratories, including several "green" buildings. Felix's skills include coordination of design stages between owners, architects and engineers, contractors, public utilities, contractors and inspectors as well as field coordination and problem resolution. In addition, he has been responsible for preparation of specifications and budget estimates; bid evaluation and negotiation; electrical lighting and power distribution systems layout; HVAC and plumbing calculations and design; preparation of change orders; allocation of manpower; quality control inspection; and verification of piping and instrumentation diagrams. Felix speaks fluent English, Russian and Ukrainian.

As the project mechanical inspector, Felix will verify compliance with the engineering drawings and contract specifications. His work will include interpreting work orders, implementing inspection manuals and developing inspection and system test procedures. Felix will also analyze and interpret sample data from system run-throughs, and help the team develop mechanical system estimates and keep system records and operational data. In addition, Felix will help ensure mechanical contractors complete the necessary procedures to satisfy licensing requirements and will work with vendors, installers and end-users regarding inspection results, recommending corrective procedures as needed.

Metropolitan Transportation Authority (MTA), No. 7 Subway Line Extension, New York, NY, Electrical Estimator

The Hill/LiRo/HDR Joint Venture is responsible for providing construction management services for the extension of the Number 7 Subway Line westward from Times Square under West 41st Street and southward along 11th Avenue to the southerly terminus at West 25th Street. The team will provide management and project control services for the tunneling work and during construction of the facilities and infrastructure transforming the Hudson Yards into vibrant 24-hour neighborhood containing a mix of commercial, residential, retail, and recreational uses.

Prior Experience

New York City Department of Environmental Protection (NYCDEP), Bowery Bay Water Treatment Plant, Pleasantville, NY, Mechanical Inspector

Felix was responsible for coordination of daily construction activities between the DEP plant, engineers and contractors. He also supervised installation of new equipment with contract drawings and specifications. In addition, Felix resolved problems between different trades; helped design engineers coordinate design drawings with field conditions to avoid construction delays; and reviewed shop drawings and owner's operation manuals before transferring to the owners. He also prepared written reports of daily activities; reviewed and evaluated monthly payment requisitions; and developed presentations for the DEP controller's office with payment recommendations.

Consulting Engineering Projects, Edison, NJ, Head of Mechanical Department

Felix was responsible for design and development of mechanical systems for industrial, commercial and institutional buildings, R&D labs, as well as flavor and fragrance facilities, some of which were "green" buildings. His duties also included preparation of HVAC and plumbing calculations; selection and sizing of equipment; duct work, piping layout and sizing; as well as fire protection systems sizing and layout. Felix also prepared construction specifications and budget estimates; checked design, shop drawings and vendor materials; and coordinated design stages between owners, architects and engineers, contractors, local public utilities and inspectors. In addition, he resolved problems between the different trades; provided field coordination and construction observations; evaluated bids; performed bid negotiations and provided recommendations to the owners.

Chronological Work History

Role	Firm	Duration
Mechanical Inspector	Hill International	9/2012 - Present
Mechanical Inspector	AECOM/ Savin Engineers	1/2010 - 9/2012
Head of Mechanical Dept.	TMG Engineers	4/2008 - 10/2010
Project Manager	MSB and Associates	7/1987 - 4/2008
Project Engineer	A.I.M Collaborative	6/1985 - 7/1987
Resident Engineer	O'Brien Kreitzberg and Associates	5/1984 - 6/1985
Field Engineer	Bechtel Power Corp.	3/1980 - 5/1984
Senior Engineer	Consulting Institute of Commercial Enterprises	9/1967 - 7/1979

Brandi Louise Napier

Inspector - Structural

Brandi L. Napier has over 13 years of experience in the geotechnical industry as well as ten years of experience in the coating industry. She is skilled in construction inspection, geology and soil engineering. Brandi's previous projects consist of new and replacement roadways, buildings, bridges and paint. As Inspector, She has provided services for clients such as the Ohio Department of Transportation (ODOT) and Tuscarawas County. Brandi speaks some Spanish, and her specialized computer software skills include GINT, HTML and SQL.

Ohio Department of Transportation (ODOT) Districts 4 and 12 Coatings Inspection, Stark, Summit, Portage, Mahoning, Cuyahoga, & Lake Counties, OH, Coatings Inspector

In 2013, Brandi performed paint inspection and general inspection on over $75 million of projects in Districts 4 and 12 including

- STA/SUM-BH-FY2013 in the Cities of Akron, Canton, & Massillon, Stark & Summit Counties, OH, Brandi performed paint inspection for the following bridges: US-30 over SR-21, IR-77 over NB IR-77 Ramp, IR-77 over SR-303, and SR-764 over IR-77.
- MAH-SR165-(17.29(19.24) in Beaver Township, Mahoning County, OH, Brandi performed paint inspection for the following bridges: SR-165 over SR-11 and SR-165 over Mill Creek.
- MAH-680-4.29 in the City of Youngstown, Mahoning County, OH, Brandi performed paint inspection for six structures which included IR-680 mailine structures and structures over IR-680.
- ATB-90-22.06 in the City of Conneaut, Ashtabula County, OH, Brandi performed paint inspection for the following bridges: IR-90 over South Ridge Rd., Furnace Rd., and Canadian-National RR, & Kefus Rd., Dorman Rd., SR-7, and Middle Rd. over IR-90.
- STA-30-16.46 in the City of Canton, Stark County, OH, Brandi performed paint inspection for the the improvements to various structures on US-30.
- D12-BH-FY2013 in Cuyahoga & Lake Counties, OH, Brandi performed paint inspection for the the improvements to various structures throughout District 12.

Education

MBA, Business Administration: Finance, Kent State University, 2008

BS, Geology, Kent State University, 2001

Certificate, Level 1 Coatings Inspection, KTA-Tator, Inc., 2001

Certificate, Radiation Safety and Use of Nuclear Gauges, Clines Technical Services, Inc., 2001

Certificate, Work Type 26, Structural Steel Painting Course, Ohio Department of Transportation, 2013

Certificate, Work Type 57, Sealing of Concrete Surfaces, Ohio Department of Transportation, 2013

Certificate, Confined Spaces, National Safety Compliance - OSHA Confined Spaces 1910.146 S, 2014

Registrations

NACE Coating Inspector Level I

ACI Concrete Field Testing Technician Grade I

Ohio Level 1 Aggregate Technician Certification

 # Years Technical Experience: 13

Ohio Department of Transportation (ODOT), District 11, Tuscarawas County Coating Projects, Coatings Inspector

Brandi worked on several segments of this project:

- **Fourth Street Bridge, Sharrodsville and Dover**, Brandi was the inspector for Fourth Street Bridge, a project that required removal of all lead-based paint in accordance with lead abatement requirements for ODOT and Occupational Safety and Health Administration (OSHA). She then inspected the preparation of the steel and application of the three-step ODOT OZEU paint system.
- **Country Road 82, Zoar,** Brandi was the inspector for Country Road (CR) 82 which required removal of all lead-based paint in accordance with lead abatement requirements for ODOT and Occupational Safety and Health Administration (OSHA). She then inspected the preparation of the steel and application of the three-step ODOT OZEU paint system.
- **County Road 1-1, Newcomerstown.** Brandi was the inspector for County Road (CR) 1-1, a project that required removal of all lead-based paint in accordance with lead abatement requirements for ODOT and Occupational Safety and Health Administration (OSHA). She then inspected the preparation of the steel and application of the three-step ODOT OZEU paint system.
- **Bolivar, OH**, Brandi inspected the full blast removal of the existing OZEU coating and replacement with the new ODOT OZEU three-coat paint system in accordance with ODOT specifications.

Ohio Department of Transportation (ODOT) District 4 Construction Inspection, Portage & Summit Counties Akron, OH, Coatings Inspector

Brandi provided inspection services for the following:

- **Two Structures, Portage County,** Brandi inspected two structures for full blast removal of existing OZEU system and re-coating of the new OZEU paint system. She also inspected open blast of surrounding repair structures, monitored repair painting, and calculated square footage for payment.
- **Bridge Projects, Akron, Summit County,** Brandi was inspected full blast removal lead paint and repaint by the three-step ODOT OZEU process; two surrounding structures inspecting open blast and repair painting, while calculating square footage for payment; blast and painting of several bridges in various stages of failure; the full blast from backwall to 10 feet out, grinding of imperfections and repaint by ODOT OZEU system. She also raised concerns about a failing concrete on the south abutment for which ODOT postponed work until concrete was removed and replaced. Brandi inspected a large repair job with a square footage of repair increase from 200 to 2000; open blast and re-coat with the ODOT OZEU system and calculated square footage of repair for payment. She also consulted with ODOT engineers regarding best way to handle a repair that was

already primed but needed to be re-blasted and re-coated with all three ODOT OZEU coats. In addition, she calculated square footage to be more than double the amount listed on the plan and worked with engineers on the change order for pay; inspected re-blast and re-coat of damaged bearings and beam cuts from deck repair; inspected complete removal of lead-based paint on a pedestrian bridge as well as painting of the structure with the ODOT OZEU three-coat paint system; and inspected the surface preparation of a beam straightening project and repair painting of all three ODOT OZEU coats.

- **Pedestrian Bridge, Boston Heights, Summit County,** Brandi inspected the repair of a shop-painted OZEU pedestrian bridge, before and after placement on the pier caps, for compliance with ODOT specifications. She also inspected the power tool cleaning of welds, scuffs, and scratches and the painting of the three-coat ODOT OZEU paint system on those repairs.
- **Akron and Macedonia, Summit County,** Brandi inspected the complete removal of existing lead-based paint and replacement with the three coat ODOT OZEU paint system.
- **Route 8 Structures, Akron, Summit County, Coatings Inspector.** Brandi worked on three new IZEU structures spanning Route 8 that required inspection of brush blast on fascia beams and application of epoxy and urethane. For the Ohio Turnpike Commission (OTC), she inspected one IZEU structure and one OZEU structure widened with IZEU beams. The IZEU structure was brush-blasted and coated with epoxy and urethane and the OZEU portion of the widened structure was inspected for full blast SSPC accordance and coated with zinc, epoxy, and urethane while the IZEU beams were brush-blasted and coated with epoxy and urethane in accordance with the OTC's specifications.

Chronological Work History

Role	Firm	Duration
Coatings Inspector	Hill International Inc	7/2011-Present
Construction Inspector	Hill International Inc	7/2010-10/2010
Coatings Inspector	dck Worldwide	4/2010-7/2010
Coatings Inspector/Geologist/Project Manager	Prime Engineering/Pro Geotech	5/2004-8/2009
Geologist	J&L Laboratories	10/2002-5/2004
Intern	Prime Engineering	8/2000-10/2002

Andrew C. Belding

Assistant Project Manager

Andrew C. Belding has over 11 years of experience in the construction industry. His areas of expertise include project design, construction and management, analytical planning of urban and regional environments, emergency response and recovery, landscape architecture, estimating protocols, CADD operations and process efficiency. He is proficient at generating and managing design and construction concepts, managing project records and technical documentation, site analysis and master planning, and has the ability to present these practices verbally and graphically. Andrew is an expert in AutoCAD, Adobe Photoshop, Adobe Illustrator and Adobe InDesign, Revit Architecture, GIS, Sketchup.

New York City Department of Parks & Recreation, Street Tree Division Manhattan, NY,Resident Engineer

For a $2 Million Capital Project, Andrew managed a complex, urban streetscape restoration within the Manhattan borough. He ensured that contractors adhered to plans and specifications during all construction procedures. Andrew identified and resolved opportunities and constraints while in the field. He negotiated client and contractor change orders, interpreted construction documents; and identified architectural and engineering related issues. He generated daily and weekly construction project reports, and maintained accurate calculation books to prepare cost projections. Andrew reviewed, negotiated, and approved contractor's payment requisitions within the allocated time frame. In addition, he maintained accurate records for the client which served as guiding documents for disputes. Andrew also advised the Borough Directors regarding contractor's claims.

Port Authority of New York and New Jersey (PANYNJ) Call-In Estimating 2012-2015, Jersey City, NJ, Project Engineer

Andrew guided site analysis and planning efforts, modified and managed operations of various transit facilities. He collaborated on project execution in a multi-disciplinary atmosphere. His projects included:

- **Port Authority Trans-Hudson (PATH) Harrison Intermodal Transportation Hub, Harrison, NJ.** With an estimated Total Project Cost (TPC) of $250 million, and as part of the engineering team, Andrew organized the space to move pedestrians toward vertical circulation locations and provided a critical connection for PATH Rail service.

Education:
Master of Landscape Architecture, City College of New York, New York, NY, 2011

BS, Ornamental Horticulture, Environmental Design, Delaware Valley College, Doylestown, PA, 2007

Professional Memberships:
American Society of Landscape Architects (ASLA)

American Institute of Architects (AIA) Peconic

Awards/Honors:
Award of Honorary Study, Council of Educators in Landscape Architecture (CELA), 2011

Gold: Commercial Design Award, Long Island Nursery and Landscape Association, (LINLA), 2013

Publications:

"Site Information management", Urban Nature, CECA (2011)

"HOUSE", Design Showcase, House, (2012)

"HOUSE", Commercial Design, House, (2013)

 # Years Technical Experience: 11

- **John F. Kennedy International Airport (JFK), Queens, NY.** Andrew participated on the "Million Trees Initiative" and established appropriate tree locations within the landside and airside operations areas.

- **LaGuardia International Airport (LGA), Queens, NY.** Andrew worked with the New York City Parks Department and New York City Department of Transportation (NYCDOT) to establish a tree removal and replacement protocol. He was responsible for quantifying the tree basal area of existing trees within the landside and airside areas to determine their replacement value.

Chronological Work History

Role	Firm	Duration
Project Engineer	Hill International	3/2013 - Present
Port Authority Consultant/ Project Landscape Architect	KS Engineers PC	10/2012 - 3/2013
Associate Landscape Architect	Dodds & Eder	8/2011 - 9/2012
Lead Designer and Sales	Hicks Nursery and Landscaping	2/2011 - 8/2011
Engineer Associate	Port Authority of NY & NJ	5/2010 - 10/2010
Project Manager	Dodds & Eder	6/2009 - 8/2009
Teaching Assistant	City College of New York	1/2009 - 6/2009
Project Manager	Dodds & Eder	6/2007 - 8/2008
Installation Lead and Nurseryman	Sal's Nursery and Landscaping	8/2003 - 8/2006
Project Manager	JLG Contracting	6/2002 - 6/2007

Edward J. Fox

Senior Project Manager

Edward J. Fox has more than 35 years of progressive experience in planning, engineering, construction and management of multiple capital improvement programs. His assignments have included land development, educational buildings, housing and commercial projects. Ed has contributed to a number of notable projects for the New York Metropolitan Transportation Authority as Project Manager and the Port Authority of New York and New Jersey (PANYNJ) as a Planner and Scheduler.

Port Authority of New York and New Jersey, World Trade Center Station Reconstruction, New York, NY

Hill is providing program management services in connection with the planning, design and construction of the new World Trade Center Transportation Hub, including the temporary PATH Terminal, the new permanent PATH Terminal, and four major interrelated office towers. Ed is responsible for management procedures and manuals, monthly progress reports, scheduling, and financial planning.

New York Metropolitan Transportation Authority (MTA), Project Management Oversight, New York, NY

Ed was a member of the Hill independent consultant oversight team for the MTA, which has reviewed and prepared reports on the progress of bus depots and maintenance facilities, including several design-build facilities. He was responsible for oversight of design and construction of three bus maintenance and garage facilities and a major subway terminal. In addition, he oversaw various structural projects for the New York City Transit Authority subway system, including the design of a new multi-modal facility at Coney Island, New York. In this capacity, Ed also performed a number of continuing reviews of contractor developed Primavera CPM schedules.

Prior Experience:

Dallas Area Rapid Transit System, (DART),Light Rail System, Dallas, TX

Ed compiled and prepared the project closeout documentation packages for DART's Light Rail System, including the Fare Collection, Signals and the Communications and Central Control contracts.

Education:
MS, City and Regional Planning, Rutgers University, 1970

BS, Civil Engineering, New Jersey Institute of Technology, 1964

Professional Memberships:
Chi Epsilon - Civil Engineering Honor Society

Awards/Honors:
James G. Hellmuth Unit Citation, PANYNJ 9/11 World Trade Center Loss Recovery Project

Publications:

Seminars:
"Project Management & CPM Seminars"

 # Years Technical Experience: 35

U.S. General Services Administration, United States Federal Courthouse, Brooklyn, NY

Ed was the Document Controls Engineer for this $200+ million project. The project included the separation of an existing courthouse and the asbestos abatement and demolition of a Federal Office Building on the site of the new construction. Also completed were a new, temporary entrance, a total change over to new electrical transformers, and construction of temporary parking in a city park to ensure the uninterrupted operation of the existing Brooklyn Federal Courthouse. He participated in the review of the project through the design and bidding phase. Ed also prepared the field office facilities and procedures for the start of the construction phase.

U.S. General Services Administration, Region 2, Indefinite Quantity Contract

Ed assisted with Contract Executive duties for the conclusion of the ongoing three year indefinite quantity contract. This work included contract administration during the construction phase of the latter task orders.

Confidential Surety Client, Multiple Individual Building Projects, NY, NJ, PA

Ed was the Project Manager for 42 individual building projects which included schools, hospitals and office buildings, spanned a three-year period; and had an aggregate construction value of $60 million. This work involved the analysis, evaluation and completion of projects in various stages of construction after the default of a contractor. Ed's responsibilities included preparation of necessary construction documents to re-let 12 projects, completion and close-out of another 30 projects, full contract administration of ongoing contracts to enable final completion, and periodic client reporting.

Chronological Work History

Role	Firm	Duration
Project Manager	Hill International, Inc.	7/2001-Present
Project Manager/Document Controls Engineer/Contract Executive	Transportation Construction Service, Inc.	1/1992-7/2001
Project Manager	High-Point Schaer	2/1988-1/1992
Project Director	Candeub, Flessig & Assoc. (Former Hill subsidiary)	9/1968-2/1988
Project Manager/Project Engineer/Civil Engineer	US Air Force	9/1964-8/1968

Matthew G. Honeywell, LEED GA

Office Engineer

Matthew G. Honeywell has more than three years of experience in the construction industry. His areas of expertise include construction management, quality assurance and quality control and administration. Matthew's projects have consisted of religious facilities, civil and judicial buildings, recreation and entertainment facilities and museums. He has contributed to a number of projects for the Dormitory Authority for the State of New York (DASNY) and the City University of New York (CUNY). Matthew speaks Spanish and specializes in On-Screen Takeoff, Microsoft Project, Prolog, Primavera Expedition, AutoCAD and Prolog computer software.

Education:
BS, Construction Science, Texas A&M University, 2011

Registrations:
LEED Green Associate

Professional Memberships:
Habitat for Humanity

United States Green Building Council

Construction Management Association of America (CMAA)

Awards/Honors:
Dean's List, School of Architecture, Texas A&M University, Fall 2009 & Spring 2011

Freshman Academic Excellence Award, Texas A&M University

 # Years Technical Experience: 3

Metropolitan Transportation Authority (MTA), No. 7 Subway Line Extension, New York, NY

The Hill/LiRo/HDR Joint Venture is responsible for providing construction management services for the extension of the Number 7 Subway Line westward from Times Square under West 41st Street and southward along 11th Avenue to the southerly terminus at West 25th Street. The team will provide management and project control services for the tunneling work and during construction of the facilities and infrastructure transforming the Hudson Yards into vibrant 24-hour neighborhood containing a mix of commercial, residential, retail, and recreational uses.

The Dormitory Authority of the State of New York, Bronx County Hall of Justice, Bronx, New York, Intern

Hill was engaged to provide construction and program change management, change order processing and negotiation, construction inspection, project reporting, scheduling and delay analysis, claims analysis and support, and project closeout for an 11-story, 775,000-SF complex located on a 2.5-block site near the Grand Concourse. Matthew was brought on to conduct HVAC research and review, generate bid packages for sally port garage doors and monumental glass windows, and prepare meeting minutes and daily logs.

The City University of New York, Brooklyn College Performing Arts Center, Brooklyn, New York, Intern

Hill provided construction management services for a project involving the extension of a performing arts center. Serving the Music and Theater departments, the center consisted of a 64,000-SF addition to Whitman Hall, with a 200-seat flexible stage performance space having variable acoustics; rehearsal rooms for orchestra, choral, and theater; a state-of-

the-art recording studio; the Pima Center for Computer Music; music studios and practice rooms; and a scene shop. On behalf of Hill, Matthew conducted a constructability review and quantity takeoffs.

New York City Department of Design and Construction, Weeksville Heritage Center, Brooklyn, New York, Intern

Hill provided construction management services for a 23,000-SF facility dedicated to the preservation of African American history. Works included a multipurpose room/"black box" theater, exhibition and educational workshop space, a gift shop, a resource center/library, administrative offices, a conference room, and facility support system areas. On behalf of Hill, Matthew produced material and quantity takeoffs; participated in mechanical, electrical, and plumbing (MEP) coordination meetings; and prepared meeting minutes and daily logs. He was also responsible for performing quality control tasks and overseeing on-site inspectors.

New York City Department of Parks and Recreation, Union Square Pavilion and Playground, New York, New York, Intern

Hill managed $15 million of renovation work for a historic 1932 pavilion and playground at Union Square Park in Manhattan, one of the city's most well-known and widely used parks. Hill's management of the project was part of a larger indefinite quantity management contract with the Department of Parks and Recreation. Matthew was brought on to perform quantity takeoffs to verify in-place construction and process submittals and requests for information (RFIs).

Chronological Work History

Role	Firm	Duration
Assistant Construction Manager	Hill International, Inc.	7/2011-Present
Intern	Hill International, Inc.	6/2010-8/2010
Intern	Turner Construction Company	4/2010-6/2010
Intern	Hill International, Inc.	6/2009-8/2009
Intern	Hill International, Inc.	6/2008-8/2008
Referee	Klein Soccer Club	5/2003-7/2011

Anthony M. Rinaldi

Office Engineer

Anthony M. Rinaldi has five years of landscape design experience including residential, commercial, mixed-site and recreational projects. Providing design and budgeting services for his own firm as well as design-build firms, he has been responsible for hard and softscape projects, drafting and rendering, site planning, stormwater management, land conversion, and surveying.

Anthony's outdoor maintenance skills include grass, paving and light masonry. His background also includes golf course maintenance, septic tank design, onsite soil testing, and soil permeability responsibilities. Anthony's specialized computer software skills include AutoCAD, Adobe Photoshop, Illustrator, InDesign, Google SketchUp, ArcGIS, and Dynascape. He speaks working Italian.

Education:
BS, Landscape Architecture, Pennsylvania State University, State College, PA, 2008

Coursework, Landscape Architecture, Pennsylvania University in Rome, Lombardia, Italy, 2007

 # Years Technical Experience: 5

Port Authority of New York and New Jersey (PANYNJ), Superstorm Sandy Long Term Recovery Operation and Call-In Estimating, New York and New Jersey, Inspector

In an emergency recovery effort of over $250 million, Greg coordinated with the Federal Emergency Management Agency (FEMA), and PANYNJ Office of Emergency Management (OEM). Hill provided site assessments and estimating services for civil, architectural, mechanical, plumbing, sanitary and electrical systems damaged by Superstorm Sandy for all New York and New Jersey Port Authority facilities. Anthony is providing inspection services for site assessments and of the damages to more than 10 Port Authority sites.

Metropolitan Transportation Authority (MTA), No. 7 Subway Line Extension, New York, NY, Inspector

The Hill/LiRo/HDR Joint Venture is responsible for providing construction management services for the extension of the Number 7 Subway Line westward from Times Square under West 41st Street and southward along 11th Avenue to the southerly terminus at West 25th Street. The team will provide management and project control services for the tunneling work and during construction of the facilities and infrastructure transforming the Hudson Yards into vibrant 24-hour neighborhood containing a mix of commercial, residential, retail, and recreational uses.

Prior Experience

Jacobsen Landscape Design, Midland Park, NJ, Designer and Sales

Anthony provided design and sales services for a design-build firm.

Landscape Design Projects, Self-employed Freelancer
Anthony provided design and budgeting services for residential hard and softscape projects.

Landscape Design Projects, Ridgewood, NJ, Project Manager
Anthony was responsible for design of residential and commercial landscape enhancements. He also provided oversight for construction of final project design onsite.

Landscape Design Projects, Huntington, NJ, Designer and Draftsman
Anthony designed and rendered residential and commercial landscapes. He also provided oversight for construction of final project design onsite and contributed to field work on project construction.

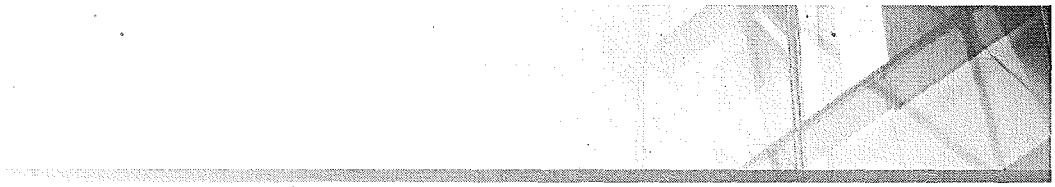
Landscape Design Projects, Gladstone, NJ, Design Intern
In addition to playing a significant role in drafting and rendering, Anthony worked hand-in-hand on projects including residential, commercial and mixed-use site planning, stormwater management, land conversion, and surveying.

North Jersey Country Club, Wayne, NJ, Greens and Groundskeeper
Anthony assisted in the maintenance of course landscape, contributed to daily golf course events and provided caddy services.

Engineering Projects, Totowa, NJ, Engineering Intern
Anthony honed his CAD skills on projects including residential and commercial site planning, septic tank design, onsite soil testing, soil permeability, and other drafting and rendering responsibilities.

Chronological Work History

Role	Firm	Duration
Inspector	Hill International, Inc.	3/2012 - Present
Designer/Sales	Jacobsen Landscape Design	1/2011 - 6/2011
Designer/Sales	CLC Landscape Design	10/2009 - 2/2010
Designer/Draftsman	Goldberg & Rodler Landscape	6/2008 - 3/2009
Design Intern	Gladstone Design	5/2007 - 8/2007
Engineering Intern	MCB Engineering Associates	5/2006 - 8/2006
Greens and Grounds Keeper	North Jersey Country Club	6/2003 - 9/2007



Attef Z. Farag, PE

Resident Engineer - Civil

Education:
BS, Civil Engineering, Ain-Shams University, Egypt, 1978

Licenses and Certifications
Professional Engineer: NY

ASCE: Transportation Projects - Part One, 4.0 PDH, 2/7/05

ASCE: Transportation Projects - Part Two, 4.0 PDH, 2/8/05

Construction Layout, 15 PDH, 10/7/05

ASCE: Reconstruction of the FDR Drive in NYC, 4/27/04

Evaluation and Repair of Concrete Structures, 10 PDH, 12/11/07

OSHA Hazardous Waste Operations (HAZWOPER), 40 hour Safety, Health & Emergency Response

 # Years Technical Experience: 35

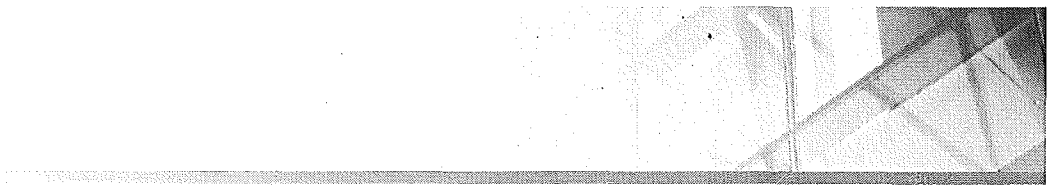
Mr. Farag has more than 35 years of experience including work with bridge inspection, milling, roadway paving with concrete and asphalt, roadway reconstruction, curb and sidewalk construction, drainage, sewer and water main installation. Mr. Farag's responsibilities include resident engineering inspection and project management, construction supervision, preparation of reports, project evaluations, clarified DDC policies and procedures, negotiated change orders, clarified technical construction details, processing payments, punchlist and project close-out. He has performed QA/QC functions on various projects, prepared proposals for additional work and worked with inspectors to both upgrade and maintain their skills. Some of his relevant project experience includes:

NYCDDC, SEX20045, Resident Engineering Inspection Services for Storm Sewer in Waterbury Avenue, Borough of the Bronx

Resident Engineer responsible for providing resident engineering services for the construction of storm sewers in Waterbury Avenue and its vicinity in the Bronx. Work includes new storm, sanitary and combined sewers to be installed in several street locations. The project site is bounded by Waterbury Avenue to the north, Stadium Avenue to the east, Layton Avenue to the south and Throgmorton Avenue to the west. Various diameters of 10" ESVP to 36" RCP sewers will be installed. Sewers will be constructed on concrete cradles or encased in concrete. Some sewers will be relined using a DEP approved method of lining existing sewers. The project also includes reconnecting existing house sewer lines to the newly installed sewers. New water mains are also to be installed as part of this project. The new mains will be 8" or 12" diameter restrained joint ductile iron pipe. Water main work will include new fire hydrants, main line valves, valve boxes and any other appurtenances associated with the existing water mains. Trench and/or street restoration will be included in the project. Some streets, depending upon existing conditions, may have to be reconstructed. New curbs and sidewalks that are disturbed during construction, will be replaced as needed.

NYCDDC, HWMWTCA7A, Resident Engineering Inspection Services for the Reconstruction of Harrison Street, Borough of Manhattan, NY

Resident Engineer responsible for this $18 million project that of involves the construction of water mains; construction of sewers, catch



basins and chute connections; utility construction and relocation. Work include construction of new curbs and sidewalks; roadway reconstruction, installation of street lighting and traffic signals; and landscaping.

NYCDDC, REI Services for HW2CR08, REI Services for Citywide Involving Grinding Existing Asphaltic Concrete Wearing Course, Manhattan and The Bronx, NY

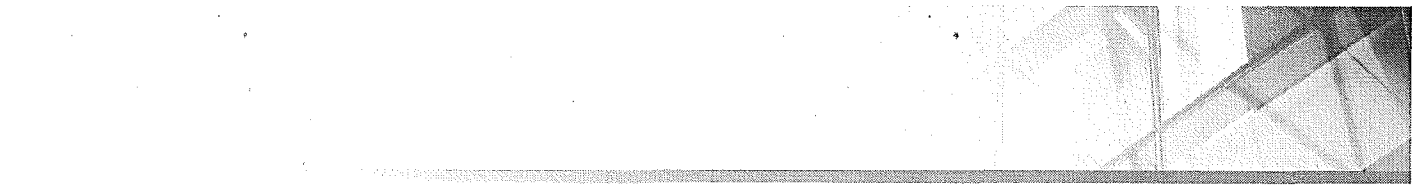
Resident Engineer responsible for this $7.5 million project, responsible for resident engineering inspection services of grinding existing asphaltic concrete wearing courses on a task order basis in Manhattan and the Borough of New York City. Inspection services for the project includes: site maintenance and safety; Post "No Parking" signs 48 hours in advance; protection of trees from construction debris; marked out all hardware to avoid any damage during milling operations; saw cutting around the hardware and at intersections; placing plates over catch basins to void any debris from falling into basins; milling 2" of existing asphalt; sweeper used behind milling machine to clean up the debris; ramping of all hardware with temporary asphalt; and adjusted all hardware.

NYCDDC, Reconstruction of 10th Avenue from 206th Street to 218th Street, Manhattan, NY

Resident Engineer for this project which entailed new sewer construction and rehabilitation of existing sewers using lining method, construction of 36" steel water mains in addition to 20" & 12" water main network. It also includes curb and sidewalk construction, sidewalk assessment, streetlight and traffic work, roadway paving, arboriculture and traffic protection.

Chronological Work History

Role	Firm	Duration
Resident Engineer	KS Engineers, P.C.	05/2002 - Present
Resident Engineer / Office Engineer / Inspector	The RBA Group	08/1990 – 05/2002



Caryn Hart

Inspector - Electrical

Ms. Hart has over 10 years of experience in construction inspection including work as Resident Inspector for electrical work and Site Safety supervisor.

Phase 4 and Phase 5, Adaptive Signal System Traffic Region (MASSTR), NJ Meadowlands Commission, Lyndhurst, NJ, Resident Inspector, Electrical

Provided QA/QC over site of contractors and sub-contractors in the installation of an Adaptive Signal System for Traffic Reduction known as The Meadowlands Adaptive Signal System Traffic Region (MASSTR), in the Meadowlands region corridors in Bergen and Hudson counties. Worked closely with project operations management striving for continuous safety culture improvement. Provided oversight of progress of installation of intricate network of adaptive traffic signal controllers, wireless communications, and vehicle detection devices with adjustable signal timers. Provided general inspection on all construction labor and subcontracted work. Assured compliance with contract documents and approved submittals. Conducted weekly safety meetings, site safety inspections on a daily basis to ensure workers were in compliance with federal and state OSHA Standards. Had working knowledge of civil engineering principles and management techniques. Provided report writing, research techniques, administration and implementation of solutions

Sandy Debris Removal, Northeast Queens - Con-Edison, Queens, NY, Site Safety Supervisor

Work ensued 7 days per week 12 hours per day. Served as Site Safety Health Officer with QA/QC oversight of sub-contractors in the removal of storm debris, including removal of fallen/damaged trees and high voltage power lines in Northeast Queens, NY area. Served as a technical safety resource. Created safe zones for emergency repair crews for the purpose of restoration of electricity to private homes and businesses. Ensured safe traverse of pedestrian and vehicular traffic by creating MPT; restricted zones. Acted as a liaison between the field sites and the Control Center and various subcontractors, including tree trimming crews. Enforced Con-Edison's safety policies.

Education:
BS / Electromechanical Engineering, NYC College of Technology /1997

Licenses and Certifications
NICET II Certification II - 1/2013

NYC Dept. of Buildings Concrete Safety Certificate

Concrete Inspector (NYS DOT) – Certified

Earthwork Inspector (NYS DOT) – Certified

FDNY Fire Safety Manager Certification – 4/2012

OSHA 30 Hour Construction Safety Training

OSHA 40 Hour Site Safety Manager (Pending) – 5/2012

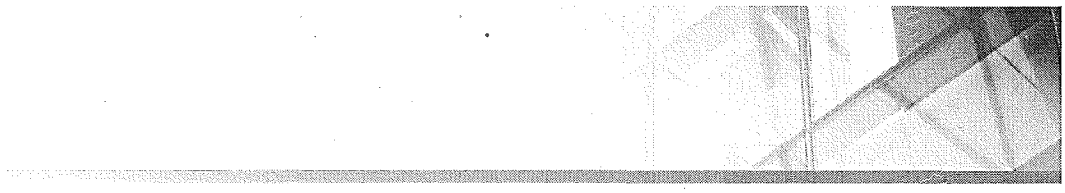
OSHA 30 Hour Concrete Safety Manager Certification – 8/2012

4 Hour Supported Scaffold Training Certification – 12/2012

8 Hour Asbestos Awareness OSHA 29 CFR 1910 Certification – 4/2013

Certified Adult/Child CPR; Adult/Child AED and Infant CPR/ (NYS DOT)

 # Years Technical Experience: 12



Phase 3 Beachfront Restoration, Reconstruction of Coney Island Steeplechase Pier and the cleaning/ maintenance of the Verrazano Narrows Bridge, Brooklyn NY, Resident Inspector, Electrical & Site Safety Supervisor

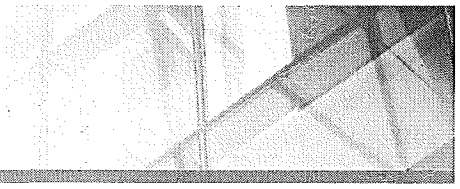
Provided QA/QC over site of sub-contractors on Removal of debris including power washing operations of the upper and lower deck on the East and West bound lanes. Served as a technical safety resource. Created safe zones to allow for other repair crews. Ensured safe transverse of vehicular traffic by creating MPT; restricted zones. Conducted safety meetings and site safety inspections on a daily basis to insure workers are in compliance with federal and state OSHA Standards. Served as Site Safety Supervisor during rehabilitation project at VA hospital in Northport NY. Performed general inspection of all construction. Provided general inspection on all construction labor and subcontracted work. Assured compliance with contract documents and approved submittals.

Super Storm Sandy disaster recovery/ clean-up in conjunction with USACE/ FEMA, Fire Island, NY, Site Safety Supervisor

Verified Right-of-Way and Right-of-Entry on private properties. Conducted safety meetings, daily site safety inspections to ensure workers are in compliance with federal and state OSHA Standards. Supervised both civilians and subcontractors to assure proper adherence to guidelines for removal of storm debris. Assured adherence to eligibility of loads accessed by subcontractors per USACE/ FEMA regulations.

Chronological Work History

Role	Firm	Duration
Senior Geotechnical Engineer	KS Engineers, P.C.	2014 - Present
Site Safety Supervisor (Consultant)	Able Safety	6/2013 - 5/2014
Resident Inspector (Consultant) for Phase 4 and Phase 5	New Jersey Meadowlands Commission	9/2013 - 4/2014
Site Safety Supervisor (Consultant)	AeroTech Environmental	3/2013 - 5/2013
Site Safety Supervisor	Con Edison	10/2012 - 11/2012
Construction Inspector (for NYCDOT)	HNTB	1/2010 - 10/2012
Senior Engineering Technician	NYSDOT	10/2006 - 12/2009
Traffic Analyst	NYCDOT	9/2002 - 7/2004



Edward McManus

Inspector - Electrical

Education:
Diploma in Construction Management, New York University, New York, NY

BA, Accounting/ Economics; Minor History

Queens College
C.U.N.Y., Queens, NY

 # Years Technical Experience: 20

Mr. McManus has 20 years of experience in civil and electrical inspection, especially electrical substations. Expertise in construction management tank installation, the removal and remediation of petroleum contaminated sites, and public utility substation operations. Recognized for attention to detail and communication skills.

MTA LIRR, Bridge Painting Meadowbrook Parkway Bridge, NY

Construction Inspector for Maintenance and Protection of Traffic (MPT) for the Meadowbrook Parkway Bridge Painting Contract. Painting work done in accordance with national MUTCD and NYSDOT Specifications.

NYCDEP, Sodom and Bog Brook Dams, Brewster, NY,Construction Inspector, Senior Quality Specialist II

Responsible for the inspection of drilling and installing anchors and sheathing.

NYCDDC, Management Remediation of Petroleum Contaminated Sites, New York, NY, Senior Quality Specialist II

Provided direct supervision of four Field Inspectors. Responsible for the coordination of two to five Subcontractors and Subconsultant design firms.

- Ensured the fieldwork at 15 tank and 44 remediation sites, complied with plans, specifications, applicable laws and regulations, and was completed according to schedule. Additional duties included approving requisitions.
- Team nominated for CMAA Achievement Award. Won Gold Award Environmental American Society of Engineers of NY.

NYCDDC, New York City Fire Department Storage Tank Program, New York, NY, Quality Control Inspector

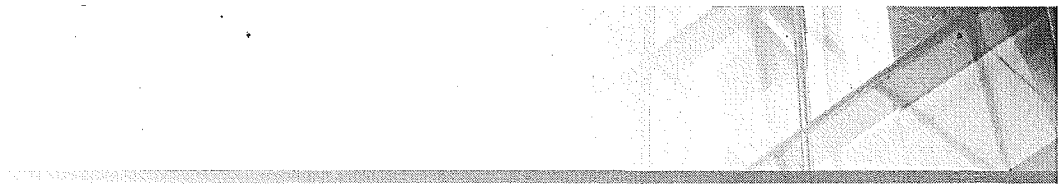
Closed, removed, upgraded, and installed petroleum storage tank systems.

NYSDOT, Reconstruction on Route 25A, Construction Inspector

Responsible for the asphalt resurfacing, drainage, traffic signal, sidewalk rehabilitation, full-depth pavement repairs (calcium chloride), sidewalks, six curbs, resetting catch basins, and traffic signal installation.

NYCDOT, 64 Avenue Reconstruction Project Construction/Electrical Inspector

Responsible for placement of base concrete, asphalt, and replacement of street lighting.



MTA MNR, Grand Central Terminal, New York, NY (for Gibbs & Hill, Inc., New York, NY), Electrical Inspector

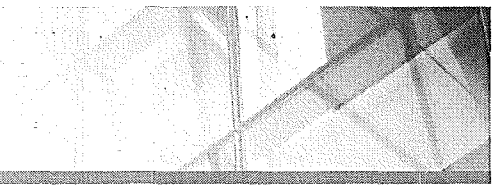
Responsible for PCB transformer removal and replacement, construction of four transformer houses and high voltage loop.

MTA MNR, Traction Power Substation in Grand Central Terminal, New York, NY (for Shah Associates, Consulting Engineers, New York, NY), Electrical inspector

Primary responsibilities included ensuring that the General Contractor and Subcontractor comply with specifications, contract drawings, approved materials, and the National Electrical Code.

Chronological Work History

Role	Firm	Duration
Senior Geotechnical Engineer	KS Engineers, P.C.	2014 - Present
Construction Inspector Maintenance and Protection of Traffic MPT	Atlantic Traffic & Design Engineers, Inc.	2013
Senior Quality Specialist 11	Washington Group International, Inc.	2005
Construction Inspector Senior Quality Specialist II	New York City Department of Environmental Protection (NYCDEP)	2004
Senior Quality Specialist 11	New York City Department of Design and Construction (NYCDDC)	2000 - 2003
Quality Control Inspector	NYCDDC	1997 - 1999
Quality Control Electrical Inspector	MTA Metro-North Commuter Railroad	1996 - 1997
Senior Mechanical Inspector; Construction Inspector; Construction/Electrical Inspector	HAKS Engineers	1994 - 1996
Construction Engineer	Morrison Knudsen Engineers, Inc.	1991 - 1993
Electrical Inspector	Gibbs & Hill, Inc.	1989 - 1991
Electrical Inspector	Shah Associates, Consulting Engineers	1986 -1989
Assistant Substation Operator; Substation Operator	Consolidated Edison Co. of New York, Inc.	1975 - 1986



Reynaldo M. Libunao, Jr.

Inspector - Electrical

Education:
BS/Electrical Engineering, Mapua Institute of Technology, Manila, Philippines, 11/1995

Licenses and Certifications
Registered Electrical Engineer, License No. [redacted] Philippines)

NICET CERTIFIED – Fire Alarm Systems Level 1 (Certification pending with NICET)

ICC Certified Commercial Electrical Inspector (exp)

10 Hour OSHA Construction Safety and Health Training

NYC DOB 4 Hour Supported Scaffold Certificate

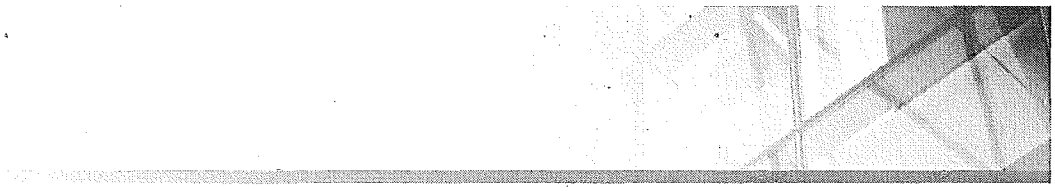
 # Years Technical Experience: 18

Mr. Libunao has 18 years of international and domestic experience with project management, power, telecommunications and lighting distribution design for residential, commercial, educational, recreational, infrastructure and marine facilities. He is a proven team player with the ability to coordinate with people. In addition he has excellent organization skills and is able to use different tools to streamline the design process and generate accurate calculations.

New York City Department of Environmental Protection (NYCDEP), WP-283 Newtown Creek WPCP Plant Upgrade, Greenpoint, Brooklyn, NY, Senior Electrical Inspector

Overseeing the new construction of the Central Residuals Building (NC-41) and the Upgrade of the existing South Battery (NC-47). Contract NC-41, consists of a Secondary Screening, a Grit Disposal, Skimming Systems which segregates and channels this primary treatment residual to dumpster containers for proper disposal. This treatment process has a Consent Order Decree Milestone of $20 million from the state and federal authorities that will be achieved more than one year ahead of schedule for the City of New York. Contract NC-47 provided the full upgrade of the existing South Battery consisting of a grit removal facility, aeration and settling tanks, and a return activated sludge pumping station, similar to the new North and Central Batteries. Contract NC-47 also includes the wrap-up of miscellaneous items in the North and Central Batteries such as modifications to the spray water nozzles, the spray water system and the seal water system.

- Responsible for enforcing the National Electrical Code, New York Electrical Code and other related codes and regulations, including Department of Environmental Protection Construction Rules and Regulations. Interprets codes in the field. Authorizes acceptable alternative methods of code compliance within limits of authority.
- Works under the guidance of the Project's Resident Engineer.
- Reviews Contract Documents to address possible conflicts in advance. Formulates "Request for Clarifications (RFC)" to the Engineer to resolve conflicts.
- Review "Request for Information (RFI)" from Contractors to make recommendations to the Engineer and shorten review process.



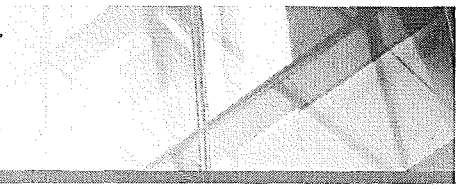
- Maintains close coordination with other trade inspectors to assure nothing is compromised.
- Performs field investigations of electrical activities, assuring all applicable code requirements are satisfied and corrected by the electrical contractor. Activities involved installation of conduit, wires/ cables, enclosures, panel boards, disconnect switches, Motor Control Centers, Susbstations/ Transformers, Automatic Transfer switches, Local Control Panels for Power, Lighting, Fire Alarm, Access control, Public Address, Communications, LV Controls, Gas Monitoring, and HVAC systems.
- Conducted Fire Alarm System Inspection prior to AHJ Inspections to catch any issue that may cause the AHJ to issue a Letter of Defect or a Violation.
- Completes and maintains records of daily report of the electrical contractor's daily activities. Issues correction notices.
- Prepared a detailed punch list of unfinished or non-compliant installations.

New York Fire Department (NYFD), Berths 11 and 12 Rehabilitation- Brooklyn Navy Yard, Brooklyn, NY, Electrical Engineer

Responsible for providing engineering services to the Fire Department of New York for the Rehabilitation and Upgrade of Electrical Service for Berths 11 and 12 at the Brooklyn Navy Yard. The upgrade included the installation of a substation at the dock to provide power for new electrical and mechanical equipment for the new vessels of the Fire Department.

Chronological Work History

Role	Firm	Duration
Electrical Construction Inspector/Engineer	KS Engineers, P.C.	7/2014 - Present
Senior Electrical Inspector	Michael Baker Engineering, Inc.	12/2009 - 2014
Senior Electrical Engineer	Halcrow Engineers PC	1/2003 - 2009
Electrical Design Engineer	The Prisco Group	6/2001 - 1/2003
Field Engineer	Integral Planning and Management, Inc.	1/2001 - 6/2001
Junior Electrical Engineer	Filinvest Alabang Incorporated	4/1996 - 9/1999



Shelton Rimple

Inspector - Electrical

Mr. Rimple has 14 year of experience as an Electrical Construction Inspector including installation of electrical systems, fire alarms, and fiber optic communications systems for residential, commercial, and institutional buildings and subway stations.

High Rise Fire Protection, Brooklyn, NY, Electrical Technician and Inspector

Duties included repairing, testing, and inspecting fire alarm systems for residential, commercial, and institutional buildings in New York City area.

New York State Office of the Attorney General-Investor Protection Bureau, New York, NY, Electrical Engineer and Inspector

Duties included surveying and investigating any violations to condominiums and co-operative apartments for purchase in New York State and City.

MTA New York City Transit (NYCT), Capital Program Management, Electrical Construction Inspector

On-site Inspector for installation of fiber optic communications system.

MTA NYCT Capital Programs, Electrical Construction Inspector

On-site Inspector for installation of fire alarm systems.

Port Authority of New York & New Jersey, PATH, Electrical Construction Inspector

Duties included installation of electrical systems for Port Authority Trans-Hudson subway stations.

New York Board of Education, Long Island City, NY, Electrical Construction Inspector

Fire Alarm Inspector inspecting and surveying fire alarms for New York City schools.

College of Aeronautics, LaGuardia Airport, Flushing, NY

Avionics/Electronics Instructor for enrolled students.

United States Navy - Avionics Technician

Duties included installation, repair, and maintenance of aircraft electronics for fixed wing and rotary aircraft. Upon honorable discharge, awarded the National Defense Ribbon.

Education:

BE, Engineering Technology (BTEE), New York Institute of Technology-Metro Camps, 1996

Associates in Avionics Technology (AOS), College of Aeronautics, LaGuardia Airport; Flushing, New York, 1990

Licenses and Certifications

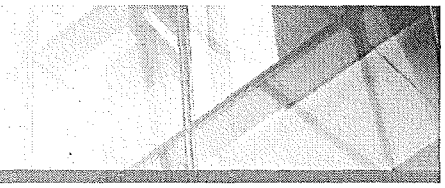
OSHA 10-Hour Construction Safety and Health

4-Hour Scaffold User Certificate Scaffold Certificate

 # Years Technical Experience: 14

Chronological Work History

Role	Firm	Duration
Electrical Construction Inspector	KS Engineers, P.C.	7/2014 - Present
Fire Alarm Technician	High Rise Fire Protection	4/2013 - 5/2014
Junior Engineer	New York State Office of the Attorney General	7/2006 - 1/2011
Electrical Engineer/Construction Inspector	Rotator Staffing Services	10/2004 - 7/2006
Fire Alarm Inspector	New York City Board of Education	9/2002 - 8/2003
Electrical Engineer/Construction Inspector	HAKS Engineers and Surveyors, PC	1/1998 - 7/2003
Electronics/Avionics Instructor	College of Aeronautics	9/1994 - 9/1997
Avionics Technician	United States Navy	11/1990 - 9/1991



Steve Mar

Inspector - Electrical

Mr. Mar has experience in high tension electrical engineering, construction technology, contract administration and building operations in a career that spans more than 30 years. He has the ability to work effectively under minimal supervision handling simultaneous projects and meeting deadlines. His relevant experience includes:

PANYNJ, Multiple Contracts, New York & New Jersey, Field Engineer/ Construction Inspector

Administrated multiple contracts in New York & New Jersey Port Commerce Department and The Port Authority Trans Hudson Corporation (PATH) train as (CMD / EIC). Worked closely with PA Resident Engineer (RE), PA Assistant Resident Engineer (ARE), PA Project Manager, Engineer of Record (Architect/Engineer), and Contractors to ensuring the projects are delivered on time and within budget. Reviewed scope of work, contract submittal, materials, PACC (Change Orders), Request for Proposal (RFI), and approved contractor progress payments. Performed daily Controlled Inspections and reviews to insure work on construction projects are completed in accordance with contract drawings, specifications, and National / Local Codes and construction project standard (ANSI, NFPA, NEMA, and UL). Scheduled project kick-off meetings and monthly meetings with main contractor and subcontractor to perform ongoing construction project. Analyze budgets and schedules for contract compliance. Projects included:

- Inspected and supervised installation of 2 units of 1000KVA, 4160/480/277V-3phase substation. Coordinated with local power company (Con-Ed) to bring the main substation in services. (Mr. Mar received Port Authority recognition via a "Team Project Award" in 2004.
- Expansion of 124 acres of Port Ivory in Staten Island, NY. A former shipping port operated by Proctor & Gamble. Demolition of existing office buildings, warehouse, power plant, smoke stacks, and structural steel bridges.
- NYC Container Terminal Berth Strengthening and Wharf Extension in Staten Island, NY. Installed new cathodic corrosion wiring throughout the new 300 feet of wharf extension as well as a new substation, fiber optic cabling, cross over bridges, train tracks, air compressors, high mast electrical light towers, sewage drainage, and fire hydrants.

Education:
BS/Electrical Engineering,
Pratt Institute,
Brooklyn, NY, 1987

Licenses and Certifications
University of Massachusetts, Division of Continuing Education: Lead Inspector Training - April 6, 1995

10-Hour OSHA Construction Safety Training

Trench Safety

Maintenance of Traffic and Work Protection

Confine Space

Hazmat Management

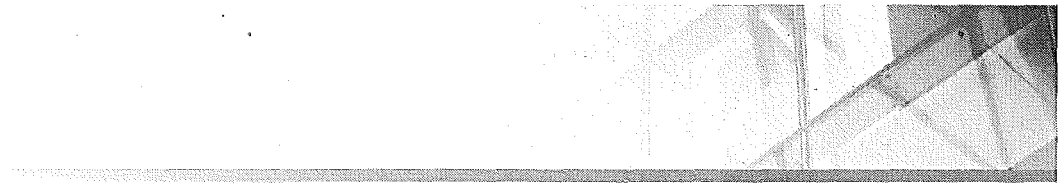
Lockout/Tag out

FEMA

Con Edison High Tension Training - 2005

EPA Lead Inspection Training - 1995

 # Years Technical Experience: 30



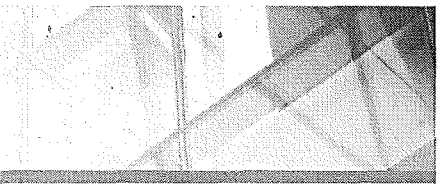
- At PATH train performed Engineer in Charge (EIC) – Installed new security fence and repaired concrete along existing Summit Avenue Bridge in Jersey City, NJ. While the test was not to disrupt the daily PATH train rush hours operation and people/traffic on the street level.
- Replaced/ Installed new PATH railroad tracks, ties, ballast stones, bridge walkway stringers bolts in the Newark PATH Dock Bridge.
- At PATH's South Street Yard in the elevated McCarter Highway bridge in Newark. Installed new Automatic Train Control System. Along with new electrical bungalow, Train Single, and Fiber–optic communication room.
- At PATH Journal Square Transportation Center – Platforms, Turnstile Area, Moore Tower, Removal of loose concrete over active tracks and underside of John F. Kennedy Blvd. Repaired (2) deteriorated concrete columns. As a EIC's I'm responsible for the safety of workers on working along the active train tracks and the coordination with the Trainmaster for movement of work flat and Hy-rail trains on site.
- Lead inspector for PA. Reactivation of Arthur Kill Vertical Lift Bridge from New York to New Jersey and the national rail network.

New York City Department of Housing Preservation & Development, Multiple Projects, Citywide, NY

Assistant Electrical Engineer worked under Chief Engineer's direction, to supervise and schedule ongoing rehabilitation of city owned building. Monitored various contractors' progress and quality of work. Prepared cost analysis of extra work orders, RFIs, and change orders.

Chronological Work History

Role	Firm	Duration
Electrical Inspector	KS Engineers, P.C.	7/2014 - Present
Field Engineer – Construction Inspector	Maitra Associates, P.C.	6/2002 - 7/2013
Construction Project Manager II	New York City Department of Design and Construction (NYCDDC)	1/1998 - 6/2002
Assistant Electrical Engineer	New York City Department of Housing Preservation & Development	12/1987 - 1/1998
Assistant Draftsman / Blue Print Operator	David D. Owen Associates	1980 - 1982



Vitaliy Bykov

Inspector - Electrical

Education:
BS/Electrical Engineering, Kiev Polytechnic Institute, June 1991

BS/Economics, Kiev National Economical Institute, June 1989

Licenses and Certifications
MTA NYC Transit Track Safety Certification

 # Years Technical Experience: 20

Mr. Bykov has 20 years of demonstrated experience in electrical high-voltage and low-voltage systems. He is excellent in identifying and meeting customer needs and building trusting relationships with repeat customers. He has excellent listening and communication skills with an ability to work under pressure and meet deadlines. He has vast knowledge with the installation and inspection of security systems, knowledge of devices, traffic control systems and ITS and TMS Systems.

MTA New York City Transit (NYCT), E-34020, Replace 3 Escalators - A-36116 Renovate Station "Court Square", New York, NY, Engineer-Inspector

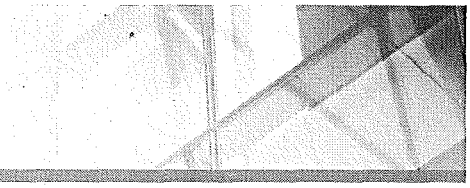
Provided inspection on a field. Checked the correct use of safety equipment and devices. Made various tests: soil test, slump test, air test etc. Checked and calculated quantities of operations made by the contractor. Made daily work reports of operations, adding necessary sketches and diagrams. Reported to resident engineer about any violations and wrongly proceeding operations. Checked compliance of work performed by contractor with contract drawings and specifications.

New York State Department of Transportation (NYSDOT), Region 11, Installation New Fiber Optic Communication Line, CCTV and Intelligent Traffic System, Preventive Maintenance and Installation of New Equipment at "Old Country Road" Long Island, NY, Engineer-Inspector

Provided inspection on a field. Checked the correct use of safety equipment and devices. Provided control and local adjustment to CCTVs: Pelco, American Dynamic, Cohu, etc. Provided control and local adjustment to VMS Controllers MARK4 and Dectronic, to Radar Systems. Made various tests: soil test, slump test, air test etc. Checked and calculated quantities of operations made by the contractor. Provided payments to contractor for the operations completed. Made daily work reports of operations, adding necessary sketches and diagrams. Reported to the resident inspector about any violations and wrongly proceeding operations.

Engineer-Inspector (for TRC, Pomona, NY)

Provided inspection on a field. Controlled and adjusted Traffic Light Control Systems. Made various tests: soil test, slump test, air test etc. Checked and calculated quantities of operations made by the contractor.



Provided payments to the contractor for the operations completed. Made daily work reports of operations, adding necessary sketches and diagrams. Reported to the resident inspector about any violations and wrongly proceeding operations. Checked the correct use of safety equipment and devices.

Power Line Electric Corp., Albany, NY

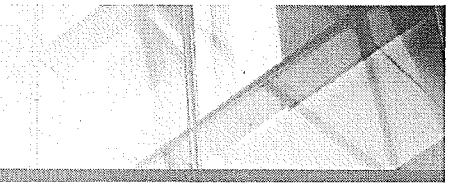
Installation of traffic signal systems at various intersections in Westchester, Putnam, and Orange Counties, NY. Installation of overhead and underground systems.

Electrician (Olympic, Brooklyn, NY)

Electrical wiring and installation, including fixtures, receptacles, switches, and distribution panels. Wiring for CCTV, fire and burglar alarms, and intercoms with door access control.

Chronological Work History

Role	Firm	Duration
Electrical Engineer / Construction Inspector	KS Engineers, P.C.	7/2014 - Present
Engineer-Inspector	Hepco, Inc.	4/2013 - 4/2014
Engineer-Inspector	M&J Engineering, PC	3/2010 - 7/2012
Engineer-Inspector	TRC	9/2009 - 2/2010
Security Consultant	FGI Security Inc.	12/2001 - 7/2009
Electrician	Power Line Electric Corp.	12/1997 - 10/2001
Electrician	Olympic	12/1994 - 11/1997



Eugene Marciano, PE, PhD

Resident Engineer - Structural

Education:
Ph.D /Geotechnical and Earthquake Engineering, Purdue University, 1986

MSCE/Geotechnical Engineering, Purdue University, 1983

BECE/Civil Engineering, City College of New York, 1977

Licenses and Certifications
Professional Engineer – NY and MA

 # Years Technical Experience: 36

Mr. Marciano has over 35 years of experience in Project Management as well as the preparation of geotechnical and geotechnical earthquake design recommendations and reports for large to small projects, including buildings, dams, and bridges, nuclear stations, rock cuts, and cut and cover tunnels. He specializes in earthquake engineering and numerical methods applied to practical design. In addition he provides construction observation and inspection services as well as reviewing and responding to Contractor's submittals and RFIs.

Rimkus Consulting Group, Inc., Property Inspections for Hurricane Irene, Sandy, and other storms, New York

Geotechnical Inspector for the inspections and reports for structural, geotechnical, and architectural damages in metropolitan New York City area.

The Waterfront Community Center, Pile Foundation, NJ, Newark Housing Authority

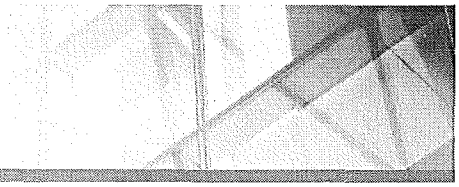
Lead Inspector for 500 timber piles, review Contractor submittals including perform WEAP analyses as part of review, oversight of PDA testing, review CAPWAP results, establish blow count required as part of specified driving criteria, resolve difficult driving conditions due to shallow construction debris.

Fort Calhoun Nuclear Station, Omaha, NE, Seismic Review Class I Structures

Geotechnical Consultant in charge of review of consultants' reports and calculations by Stevenson & Associates and GEI Consultants, prepared Narrative Report for Closure Document, and served as subject matter expert (SME) for Technical Review Board (TRB) presentations, addressing seismic reevaluation of the Class I Containment Structure and Auxiliary Building and the Class II Turbine Building for the potential impact of soils loosened by piping during record 2011 flooding.

NYCDOT, Willis Avenue Swing Bridge Replacement Project, Manhattan & Bronx, NY

As Geotechnical Project Manager, lead design by five geotechnical and structural engineers of foundations, bulkheads, and excavation support, over random fill and deep soft deposits, including the following items. Design the new drilled shaft, drilled pile, and HP pile groups; for the center and rest piers, thirty approach piers, abutments, and wing



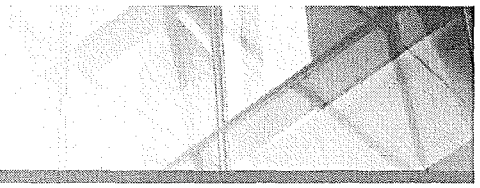
walls. Perform GROUP and FBPier analyses of pile groups and drilled shaft groups for wind and seismic design loads. Design a new replacement of the Manhattan relieving platform bulkhead for the required scour and seismic load. Design a new anchored sheet pile bulkhead to replace the deteriorated Bronx timber cribbing. Design excavation support and prepare the demolition-and -construction sequences to replace the main span and approach foundations while maintaining the maintenance and protection of traffic (MPT) sequences and protecting the existing buried utilities.

NYSDOT, Roslyn Viaduct Bridge Replacement, NY

Project Manager for design excavation support for piers, retaining walls, abutments. Review Contractor submittals, RFIs. Modify excavation support designs for Contractor's alternative means and methods. Consult to NYSDOT for Contractor's proposed fix for drilled pile group rejected by NYSDOT resident, including perform calculations for asymmetrical arrangement of approved piles.

Chronological Work History

Role	Firm	Duration
Resident Engineer – Civil Engineering	KS Engineers, P.C.	2006 - Present
Senior Vice President	Site-Blauvelt Engineers	2000 - 2006
Senior Vice President	Hayden/Wegman Engineers	1987 - 2000
Regional Manager	Gannett Fleming	1986 - 1987
Project Manager	Hayden/Wegman Engineers	1980 - 1983
Project Manager	Metcalf & Eddy	1979 - 1980
Project Engineer	Elson T. Killam Associates	1973 - 1979
Engineer	Malcolm Pirnie Engineers	1971 - 1973



Raymond W. Cholewka, PE

Resident Engineer - Structural

Education:
Graduate Geotechnical Studies, Carnegie Mellon University, Pittsburgh PA

BS/Civil Engineering, The Cooper Union, NYC

Licenses and Certifications
Professional Engineer: NY, NJ, CT

Professional Affiliations
National Society of Professional Engineers

American Society of Civil Engineers

 # Years Technical Experience: 45

Mr. Cholewka has 45 years of experience in construction management of major transportation and wastewater projects, with special emphasis on bridge construction and rehabilitation projects for the NYSDOT, NYCDOT, and ConnDOT Highways and Bridges.

Port Authority of New York & New Jersey (PANYNJ), Bollard Project at Newark-Liberty, John F. Kennedy, and LaGuardia Airports, New York, NY and Newark, NJ, Resident Engineer

Supervised construction of crash barriers on the Port Authority Bollard Project at three major NYC Airports. The work involved constructability reviews and bid package preparations for 12 separate contracts plus construction management of two individual contracts at La Guardia Airport (Terminals C & D).

NYCDOT, 15th Ave. Bridge over Sea Beach Line, Brooklyn, NY, Resident Engineer

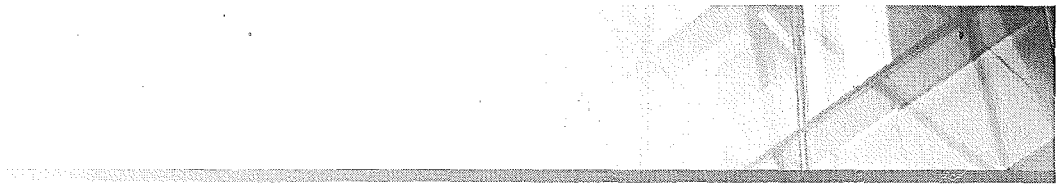
Supervised repair of cracked deck and sidewalk on 4 span 15th Ave. Bridge over Sea Beach Line (N Train). Work included installation of micro silica concrete overlay on milled sidewalks and application of epoxy resin sealer to penetrate and fill cracks in precast post-tensioned piers. Attended safety training for MTA NYC Transit Track Safety Certification. Worked closely with NYC Transit Inspectors & Flagmen at 18th Ave. & New Utrecht Ave. Subway Stations during General Outages.

NYCDEP, New Croton Aqueduct Rehabilitation Project, New York, CM Site Safety Officer

Successfully reduced the accident rate by promoting compliance by the CM field inspection staff and the Contractor's work force with their respective Health and Safety Plans (HASP) for this $100 Million unique repair project. Updated the CM HASP and reviewed job hazard analyses for all major work activities. Participated in routine safety audits conducted by BEDC EHS representatives and documented all significant safety and environmental incidents with independent reports that identified root causes and recommended corrective actions.

NYSDOT, Interstate 86 Upgrade of Route 17, Orange County, NY, Resident Engineer

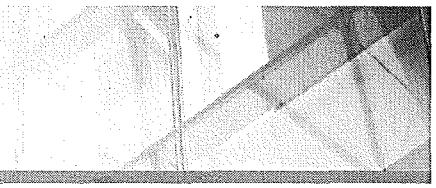
Supervised 12 inspectors and field office staff providing construction inspection services for the $65 Million Interstate 86 upgrade of Route 17 in Orange County for the NYSDOT (Region 8). This 9 mile stretch



of highway from Exit 116 to Exit 121 at Middletown was successfully rehabilitated on time by using Primavera P6 software for schedule control. Sections of roadway were milled, rubblized, and resurfaced, including a 4 mile section with full depth reconstruction. Three bridges underwent various repairs and upgrades including replacement of concrete deck, back walls, pedestals, and bearings. Also supervised the construction of a new multi-steel girder bridge carrying Route 17 over a future Town of Wallkill connecting road between two shopping centers in Middletown. Environmental considerations mandated the construction of 6 wetland mitigation areas on project. Work involved coordination with Metro North RR personnel for the rehabilitation of an existing bridge carrying Route 17 over the Port Jervis Commuter RR line.

Chronological Work History

Role	Firm	Duration
Resident Engineer	KS Engineers, P.C.	4/2012 - Present
CM-Site Safety Officer	URS Corporation	2011
Resident Engineer	TECTONIC Engineering Consultants, P.C.	2009 - 2010
Change Order Manager; Resident Engineer	AECOM, Inc.	1998 - 2008
Business Manager/Project Manager	HAKS Engineers, P.C.	1996 - 1998
Resident Engineer	Berger, Lehman Associates, P.C.	1990 - 1995
Project Manager	Hazen & Sawyer	1986 - 1990
Resident Engineer	Storch Engineers	1985 - 1986
Resident Engineer	Hardesty & Hanover	1982 - 1985
Resident Engineer	Leonard S. Wegman Co., Inc.	1981 - 1982
Senior Engineer/Project Manager/Resident Engineer	Vollmer Associates	1979 -1981
Structural Engineer	Tippetts-Abbett-McCarthy-Stratton	1978 - 1979
Assistant Resident Engineer	Mueser, Rutledge	1969 - 1978



Scott V. Plant, PE

Resident Engineer - Structural

Scott Plant has over 25 years of experience providing Resident Engineering services for many of the local Transportation Agencies in the New York and New Jersey marketplace including: NJ Turnpike, NYSDOT, NYCDOT, MTA-Metro North and MTA-Bridges and Tunnels.

Manhattan West Platform - Brookfield Properties, New York, NY

Project Manager for this project involves the construction of a segmental girder platform over LIRR track to the Hudson Yards and Amtrak's Northeast Corridor. The platform is constructed with 16 segmental girders composed of 33 precast segments which are post-tensioned and grouted together to form one girder. The each girder is placed adjacent to each other on cap beam bearings to create the working platform for high-rise building construction. As Project Manager, Mr. Plant's responsibilities include management and supervision of independent 3rd party post-tensioning and grouting inspection, and secondary inspection of bearing installation, anchorage elastomeric coating, temporary post-tensioning and material handling.

14th Street Viaduct Construction Management, Hudson County, Harrison, NJ

Resident Engineer for the existing 14th street viaduct is a 30 span, 1459 feet long bridge running east to west from Willow Avenue to Manhattan Avenue in the city of Hoboken, Hudson County, NJ. The viaduct crosses over several local streets such as Madison Street, Jefferson Street, Adams Street, Grand Street, Clinton Street and also NJ Transit rail tracks towards the west end under Span 28. The existing bridge superstructure comprises of multiple steel girders in most of the spans except two truss spans - one over Adams Street and the other over the NJ Transit tracks. The substructure units are steel bents supported on piles. The existing bridge structure has been showing signs of deterioration and has required a few emergency repairs. This contract is for providing construction management service for this project. As Resident Engineer, Mr. Plant's duties included being the Owner's direct on-site representative to the contractor, direct supervision of the Construction Project's Field Inspection / Engineering staff, performing quality assurance oversight of major items of work in progress and ensuring that the project is constructed in accordance with the plans and specifications for the owner.

Rehabilitation of Dodd St and Clark St Bridges, Essex County, NJ

Resident Engineer for this project involved design engineering and

Education:
BS / Civil/Structural Engineering, University of South Florida, 1988

Licenses and Certifications
Licensed Professional Engineer: NJ [redacted]
NY [redacted]

PTI Bonded Post-Tensioning Field Specialist, Level 1, November 2013

ACI Concrete Construction Technology Course Recertification – October 2013

ACI Concrete Field Testing Technician – Grade 1, 2012

MTA NYC Transit Track Safety Certification, November 2013

Amtrak Contractor Orientation Safety, November 2013

TSC NYCDOB 4-hr Supported Scaffold User Certification, November 2013

Traffic Control Coordinator, 2012

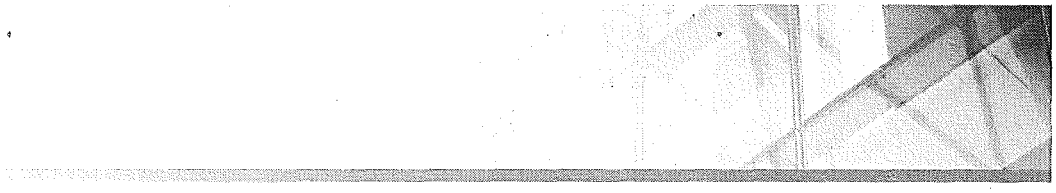
NJSAT Asphalt Paving Construction Technologist, 2009

Implementing Complete Streets, TYLI, July 2013

OSHA 10-hour Construction Safety and Health, Feb. 2011

Work Zone Safety Awareness Program, Rutgers, June 2008

 # Years Technical Experience: 26



construction inspection services for the Replacement of the Center Street Bridge over Third River in the Township of Nutley, and the Rehabilitation of of Dodd Street Bridge over Second River in East Orange and the Rehabilitation of Clark Street Bridge over Toney's Brook in Glen Ridge. As Resident Engineer, Mr. Plant's duties included being the Owner's direct on-site representative to the contractor, direct supervision of the Construction Project's Field Inspection / Engineering staff, performing quality assurance oversight of major items of work in progress and ensuring that the project is constructed in accordance with the plans and specifications for the owner.

PANYNJ, World Trade Center Vehicle Security Center, Manhattan, NY

Estimator for this project included all estimation of work involved with the proposed construction of the Vehicle Security Center. As Estimator, Mr. Plant's responsibilities included performing quantity take-offs and developing costs for all building trade work.

Chronological Work History

Role	Firm	Duration
Resident Engineer	KS Engineers, P.C.	2014 - Present
Senior Construction Manager	TY LIN International	2013
Construction Manager / Resident Engineer	CTE Engineers/DMJM Harris/AECOM	1990 to 2007 and 2009 to 2013
Construction Manager / Resident Engineer	Jacobs Engineering Corporation	2007 - 2008
Civil Engineer./ Project Engineer	Williams & Associates / Adience Corporation	1988 - 1990

Carl H. Ortmann, PE

Resident Engineer - Structural

Carl Ortmann has more than 30 years of experience in the successful completion of major bridge and highway projects, building foundations, power plant and transit structures. He has provided on-site administrative and technical supervision on heavy construction projects, directed multi-trade craft work forces and determined methods of construction, manpower levels, material quantities, equipment, temporary facilities and work schedules. In addition, he supervised all construction activities, materials and equipment received for compliance with company directives, contract drawings, specifications, approved submittals and standards of accuracy. Mr. Ortmann has been in charge of monitoring the quality of work completed and provides quality assurance as required, coordinated submittals to owners, overseen work progress and schedule compliance to ensure a completed project within budget and schedule, resolved field and drawing problems, and reviewed and implemented change orders. He coordinated scheduling of subcontractors and suppliers, reviewed project safety manual and monitored compliance with safety procedures.

PANYNJ, George Washington Bridge Lower Level, New York

Team leader for the Priority, Safety and Routine Verification inspection of the lower level including the lower level roadway and framing, the bottom chord of the stiffening truss, the New Jersey abutment and New York anchorage, and the travelers including their support framing and connections. The purpose of this inspection was to determine the overall condition of the lower level structure and to identify structural and non-structural deficiencies.

PANYNJ, Center Avenue Bridge over the Upper and Lower Approaches to the George Washington Bridge, NJ

Team leader for the inspection and verification of the existing condition of the bridge elements including the roadway, superstructure, substructure and appurtenances to determine the rehabilitation or replacement design options.

NYSDOT, Contract D261292 I-278 Staten Island Expressway Improvements, Staten Island, NY

Senior Project Manager providing on-site project management for the $74.8 million I-278 Staten Island Expressway Improvement Project including 2.78 Km of asphalt and concrete highway reconstruction including the demolition and widening of three (3) bridges with precast concrete deck units and the construction of a new on-ramp

Education:
MS/Civil Engineering, Manhattan College, Bronx, NY, 1985

BS/Civil Engineering, Manhattan College, Bronx, NY, 1980

Licenses and Certifications
Professional Engineer: NY and CT

OSHA 30 Hour Training - Construction Safety & Health, Certificate 600034771

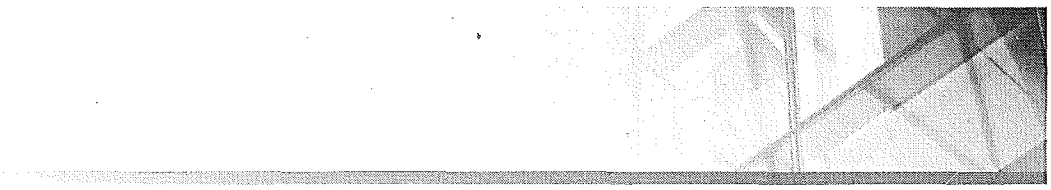
C3 Supervisor/ Competent Person

NYS SPDES Certification

Professional Memberships

American Society of Civil Engineers, Member

 # Years Technical Experience: 30



using precast concrete deck units. Maintenance of site storm water run-off and implementing compliance with the environmental protection requirements for Brady's Pond. Installation of new drainage systems, new roadway lighting and ITS installations. Maintenance and protection of traffic included 4 stages of construction.

World Trade Center, Tower 1, Manhattan, NY

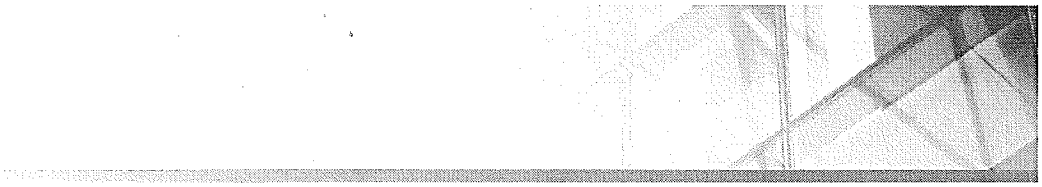
Project Manager for the $40 million construction of the 120,000 SF foundation for Tower 1 including rock excavation, support of excavation, drilling and grouting of rock anchors, placement of reinforcing steel and concrete for the core, building perimeter footings, slab on grade. Coordination with the PATH and Port Authority Resident Engineer's Office personnel.

PANYNJ, Newark International Airport Parking Structure, Newark, NJ

Project Superintendent for the 485 million construction of a six-level parking structure including erection of steel columns and support beams, erection of prestressed concrete double tee deck units, cast in place double threaded reinforced concrete helix access ramps. Installation of elevator shafts and elevators, site work, electrical work, erection of a prestressed concrete 3 span bridge and approach roadways, parking lot, entry and exit plazas and canopies in Parking Lot E. Coordination of subcontractors and suppliers.

Chronological Work History

Role	Firm	Duration
Resident Engineer	KS Engineers, P.C.	2012 - Present
Senior Project Manager / Senior Estimator	The Laquila Group, Inc.	09/2006 - 2011
Project Manager	Francis A. Lee Company	04/2004 – 09/2006
Chief Inspector	Nab Construction	10/2000 – 04/2004
Resident Engineer / Asst. Resident Engineer	AECOM	09/1995 – 10/2000
Resident Engineer / Asst. Resident Engineer	Parsons Transportation Group	09/1989 – 09/1995



Kwesi Amegah, PE, PhD

Inspector - Structural

Kwesi has more than 20 years of multifaceted experience encompassing inspection, civil and structural engineering as a Civil Engineer. His experience in construction inspection and bridge inspections including completion of various in-depth inspection programs in the New York metropolitan area. He also has experience in civil design including roadway replacements involving drainage, sewers, utilities, curbs and sidewalks. In addition, his structural experience includes the removal, replacement and reinforcement of steel and concrete bridge elements.

PANY&NJ, Construction Management Services, NY Marine Terminal, Howland Hook & Teterboro Airport, PIDS

Senior Inspector responsible for building demolition at Howland Hook, Staten Island contractor oversight as part of work at NYMT. Kwesi is participating in the testing phase and inspection of the perimeter intrusion detection system, fencing sensors and radar system both day and night at PANYNJ Airport. Also supervised the assembly of large erosion mats made of concrete sections encased in geotextile material being fabricated in Bayonne for future relocation and installation.

NYSDOT, Route I-495 Mill & Fill Exit 57 to 64, Towns of Brookhaven & Islip & Village of Islandia, Long Island, NY – Senior Inspector providing inspection and other related services for 19.9 million dollar project involving grinding existing asphaltic concrete wearing concourse and repaving. Inspection services also include site maintenance and safety protection.

NYCDDC, REI Services for HWCR08B

Citywide Milling Project Involving Grinding Existing Asphaltic Concrete Wearing Course, Manhattan and the Bronx - Inspector responsible for this $7 million project, providing inspection and other related services for projects involving grinding existing asphaltic concrete wearing concourse at various locations on an as-needed basis. Some issues that involve inspection services include site maintenance and safety, protect tree from construction debris, milling two inches of existing asphalt, smaller milling machine was used to grind asphalt in hard to reach places such as around catch basin or corner of a curb and a sweeper was used behind milling machine to clean up the debris. Tasks include all services necessary and required for the inspection, management and administration of this project, for the required construction work to be properly executed, completed on time and conforms to the plans, specifications and requirements of the construction contract.

Education:
BS / Civil/Structural Engineering, University of Michigan College of Engineering

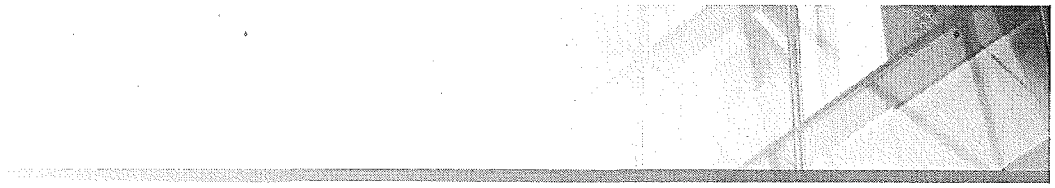
Licenses and Certifications
Concrete Field Testing Training course; NYCDDC

OSHA Construction Safety Awareness course

ACI Field Testing Technician-Grade I – Expires 8/20/14

ACI Concrete Construction Special Inspector (CCSI) – Expires 3/11/15

 # Years Technical Experience: 20

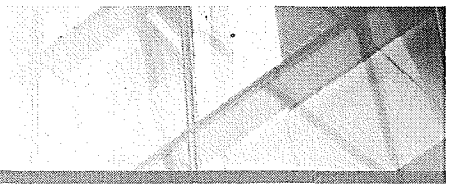


NYCDDC, Richmond Road REI

Senior Inspector provided field inspection and preparation of daily reports for the installation of sewers, water main, and roadway replacement for this roadway in Staten Island, NY. The scope of work included the installation of a new 72-inch trunk main in Richmond Road between Narrows Road and Duzer Street and in Vanderbilt Avenue between Van Duzer Street and Tompkins Avenue. A new 60-inch water main was also installed in Swan Street between Van Duzer Street and Bay Street.

Chronological Work History

Role	Firm	Duration
Senior Civil Construction Inspector/Engineer	KS Engineers, P.C.	7/2014 - Present
Senior Inspector	Gandhi Engineering, Inc.	3/2011 - 7/2014
Senior Inspector	Entech Engineering	8/2010 - 12/2010
Senior Inspector	KS Engineers, P.C.	3/2009 - 7/2010
Senior Inspector	Munoz Engineering	8/2006 - 11/2008
Senior Inspector	STV, Inc.	5/2004 - 8/2006
Structural Engineer	Desimone Consulting Engineers	1/2003 - 3/2004
Senior Inspector	HAKS Engineers	1/2001 - 11/2002
Inspector	Massand Engineering	6/1999 - 12/2000
Assistant Civil Engineer	NYC DOB	3/1988 - 6/1999
Assistant Civil Engineer	NYCDOT	9/1987 - 3/1988
Assistant Team Leader	NYCDOT	5/1985 - 7/1987



Fred Koomson

Inspector - Civil

Education:
BS, Civil Engineering,
Ain-Shams University,
Egypt, 1978

Licenses and Certifications
ACI Concrete Construction Special Inspector (CCSI) – Expires 12/20/16

 # Years Technical Experience: 22

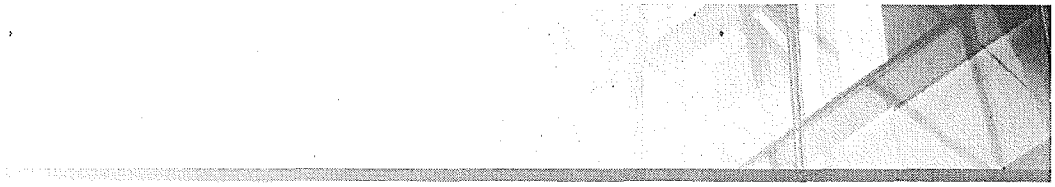
Mr. Koomson has over 20 years of construction inspection experience including performing bridge inspection, milling, roadway paving with concrete and asphalt, roadway reconstruction, drainage, sewer and water main installation. His experience includes providing construction oversight to ensure project schedule and specifications are adhered and keeping daily logs. These services have been provided for various agencies including the PANYNJ, NYCDDC, and NYCDEP. Some of his relevant project experience includes:

PANYNJ, New Jersey Marine Terminal Construction

Civil Inspector monitoring activities at Marine Terminal construction sites. Work includes installation, testing and inspecting Civil works. Provides oversight to ensure construction progresses as scheduled and contract specifications are adhered to. Prioritizes multiple assignments, maintain deadlines, and works in a team environment. Inspects construction site daily and works with contractors to schedule deliveries, follow safety requirements, adhere to quality and code compliance; files daily narratives and progress reports detailing personnel, equipment, materials and work summary.

Mr. Koomson performed inspection on the following projects under this assignment:

- Multi-Facilities Projects (MFP) at Port Newark & Port Elizabeth covering change order work covering involving roadway, ports and terminals, etc.
- Port Elizabeth – North Ave/McLester St. Curve Realignment – work consisted of roadway realignment, including paving, utilities, traffic controls, overhead signage, caissons, storm water treatment units and related work.
- Port Elizabeth Expressrail, Elizabeth Lead Tracks & South Bay Avenue - work consisted of construction of second lead track into Expressrail, reconstruction of existing lead track, construction of rail bridge over McLester St., reconstruction of Bay Ave., construction of new South Bay Ave. roadway, utility and other related work.
- Port Newark – Berth 8 & Berth 10 Wharf Reconstruction - work consisted of demolition of existing wharf, dredging and berth deepening, steel pile & steel sheet piling installation, installation of gabion walls, concrete deck reconstruction, paving & utilities.



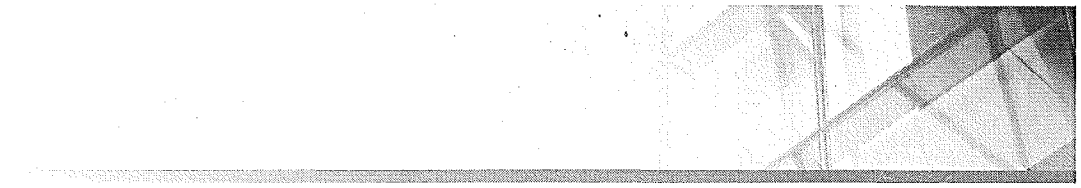
- Port Newark – Port Street Interim Traffic Improvements - work consisted of removal of concrete islands and traffic controls; installation of guiderails, traffic barriers, signage, pavement markings and electrified traffic control devices at Port Street and vicinity.
- Port Newark – Berths 36 & 63 Wharf Reconstruction - work consisted of removal and disposal of existing wharf, dredging, upland disposal of dredged materials, steel pipe piles, sheet piles and other marine construction, paving, utilities and related work.
- Concrete Roadway Rehabilitation – Repairs to North Avenue Bridge & Corbin Street Ramp; work included removal of deteriorated concrete and placement of new concrete and Latex Modified Concrete.

NYCDDC, HWK614B1, Reconstruction of Bergen Avenue Area in Brooklyn

A $27.7 million project for NYC DDC. The work includes the installation of sidewalks, roadway, center mall, storm and sanitary sewers and the complete street and sidewalk reconstruction within approximately 16 residential blocks just west of Paerdegat Basin. The storm sewers were built on piles while most of the sanitary sewers were placed on the same lane as the existing sewers that was removed.

Chronological Work History

Role	Firm	Duration
Civil Inspector	KS Engineers, P.C.	5/2008 - Present
Senior Inspector	Site-Blauvelt Engineers	1992 - 2008
Quality Control Inspector	Port Authority of New York & New Jersey	6/1983 - 7/1992
Field Inspector	Flaherty Giavara Associates	4/1979 - 6/1983



Zory Deresh

Inspector - Structural

Mr. Deresh has more than 30 years of experience in civil and structural engineering, as well as construction inspection and management/ oversight. His representative project experience includes:

Tectonic Engineering & Surveying Consultants

Construction Special Inspector. Responsible for comprehensive site inspection, including reinforcing steel, fire stopping, fire resistance rated construction and fireproofing.

Long Island Materials Testing Lab, College Point, NY, Senior Civil-Structural Construction Inspection Engineer

Duties included identification of structural integrity problems in buildings under construction, and working with blueprints and specifications. Responsible for comprehensive site inspection, including reinforcing steel, fire stopping, fireproofing, welding, high strength bolts, decking, roofing, masonry, ultrasonic testing of welding, structural steel fabrication, and inspecting concrete at the batch plant and in the field. Performed follow-up audits of corrective actions. Prepared engineering inspection and weekly progress reports. Experienced in inspection of federal, state, city, and commercial projects. Gained extensive knowledge of construction codes and regulations.

City Construction Corporation, Tbilisi, Republic of Georgia, Civil Construction Engineer-Superintendent

Specialized in residential and commercial construction: apartment and office buildings, schools, hospitals, and industrial plants. Managed all phases of construction from excavation to commissioning of the building. Scheduled and coordinated work with subcontractors. Responsible for the quality and completion of work according to the time schedule.

TD Construction Corp., Tbilisi, Republic of Georgia, Assistant Superintendent

Responsibilities included repair and reconstruction of industrial and civil buildings, and supervision of excavations for building foundations. Estimated materials and labor costs. Controlled and enforced compliance with safety regulations.

Education:
MS/Civil/Structural Engineering, Polytechnic Institute, Tbilisi, Republic of Georgia

Licenses and Certifications
ACI Concrete Construction Special Inspector Certification (Exp. 07/27/18)

Concrete Field Testing. ACI certification. City University, NY

Ultrasonic Inspection. Level 1,2, Krautkramer Branson Inc., Hamden, CT

Structural Steel Design Connection. Association of Engineers, NY

Energy Code Compliance. The Cooper Union

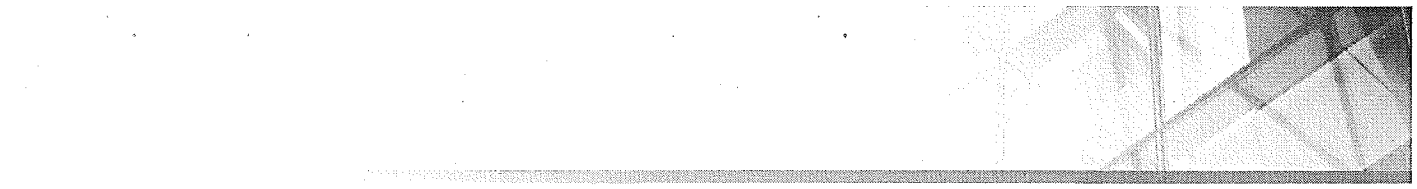
10 Hours OSHA

NYC DOB Scaffold User Certificate

 # Years Technical Experience: 30

Chronological Work History

Role	Firm	Duration
Construction Inspector	KS Engineers, P.C.	7/2014 - Present
Construction Special Inspector	Tectonic Engineering & Surveying Consultants	2012 - 2014
Senior Civil-Structural Construction Inspection Engineer	Long Island Materials Testing Lab	1981 - 2012



Rochelle Lancey

Inspector - Structural

Ms. Lancey has about 29 years of experience in engineering. Her experience ranges from heavy/highway construction inspection to subdivision/land development construction surveillance and escrow contract monitoring. Project experience includes engineering design, inspection, field surveying, quantity computations, bidding and contract ratification, construction surveillance, construction materials testing, review of subdivision and land development plans, developing specifications of municipal projects for local government clients as well as private clients. Her representative project experience includes:

Port Authority of New York & New Jersey, WTC Towers 1, 3 & 4

Senior Inspector. From Jan 2, 2008 to March 31, 2008, she was assigned to WTC Tower 1:

- Foundation, footings and concrete columns were being completed, and the work in basement levels Zone B, B3, and elevator core had begun. Observed the excavation into rock, rebar and concrete installation of footings, foundations and slurry liner wall. Discussed current issues with the contractors, consulting engineers MRCE and Cantor, and PA surveyors, and prepared a Daily Narrative for the PA records reporting the progress of the work with reference to contract drawings and specifications.
- Ms. Lancey also attended pre-construction meetings for Tower 3 and general WTC coordination meetings. I reviewed and made comments on submittals, and payments as requested.

From April 1, 2008 to Dec 2008, assigned to WTC Towers 3, 4, 7

- In the field, the contract for the construction was just commencing on Towers 3 & 4. She observed and reported on blasting operations, excavation to grade, and subsequent concrete and rebar installations for footings, slabs and shear walls. She also monitored rock anchor and caisson drilling, installation and testing. She represented the RE on incidents of an environmental nature, such as fuel spills, and coordinated with PA staff to improve site safety.
- At Tower 7, the office was performing final sign-off for Certificate of Occupancy for mechanical and electrical installations. Ms. Lancey participated in routine progress

Education:
City College School of Architecture, New York, NY (143 Credits)

Hunter College, New York, NY (transferred 1st year credits to City College)

Licenses and Certifications

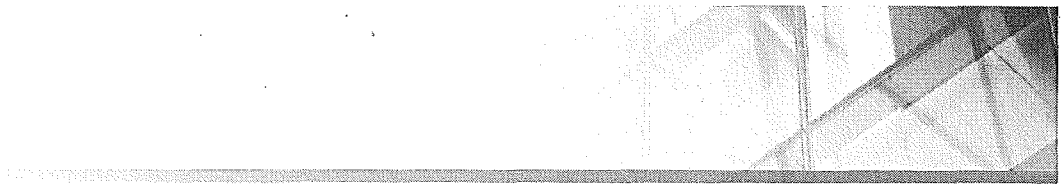
ICC Structural Steel & Bolting Inspector [redacted] exp. 2/21/2016)

EIC Path Railway System

Scaffold Safety

OSHA 10 Hour Construction Safety

 # Years Technical Experience: 35



inspections, and punch list walk-through of completed work.

- In the office, continued duties in reviewing of shop drawings, including crane and stair towers, as directed. Also reviewed Tishman's daily reports for accuracy. Participated in meetings prior to and during blasting operations.

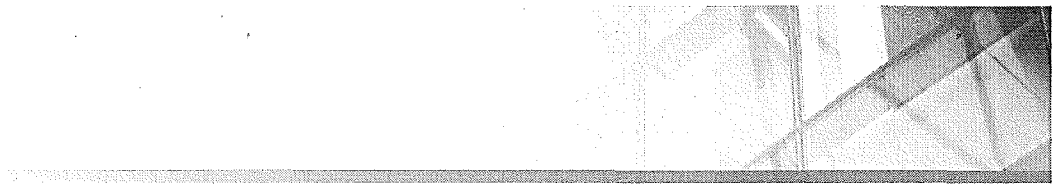
From 12/09 to 5/10-Inspector on WTC Tower 1.

- Field duties included observation and reporting on contract work. Initially, reported on civil, mechanical and electrical progress. As staff increased, she concentrated on the civil work. Daily Reports included details of concrete installations for the core and slabs, masonry walls, and steel structure. Worked in cooperation with PA Materials inspectors, PA Safety personnel, Cantor Structural Engineers, Tishman, and various contractors on behalf of the RE.

Prepared a daily report on Safety Observations, which was forwarded to Tishman and Hart. Coordinated inspection of architectural finishes with Tishman, prepared punch list and sign-off. This included exposed concrete wall finishes, curtain wall, woodwork, and flooring.

Chronological Work History

Role	Firm	Duration
Construction Inspector	KS Engineers, P.C.	7/2014 - Present
Inspector	D&B Engineers and Architects PC	6/2012 - 7/2014
Civil Inspector	HAKS Engineers and Land Surveyors, P.C.	7/2011 - 6/2012
Senior Inspector	Maitra Associates P.C.	1/2008 - 5/2010
Construction Project Manager/Resident Engineer	NYCDDC	1996 - 12/2007
Construction Project Manager/Resident Engineer	New York City Department of General Services/Bureau of Construction (DGS/BOC)	1986 - 1996



Sheldon Williams

Inspector - Structural

Education:
BS, Civil Engineering, Ain-Shams University, Egypt, 1978

Licenses and Certifications
AWS- CWI [redacted]

NACE CIP Level 1, Level 2 #[redacted]

 # Years Technical Experience: 10

Shelon Williams has more than 10 years of experience as a welding and painting inspector including inspection for bridge painting for multiple contracts with NYSDOT. His experience includes performing QA/QC oversight for welding operations and conducting review of quality checks for welding and radiographic work. His representative project experience includes:

NYCDOT, REI Services for Component Rehabilitation of 10 Bridges, Brooklyn, NY, Inspector

Scope of work includes constructability review of the design documents; CPM review of schedule and updates; continuous REI services and material testing; and public outreach. Construction cost - $6.35 million.

NYSDOT, Region 10 Term Agreement, Contract D030568 for Bridge Painting, Nassau & Suffolk County, NY, Inspector

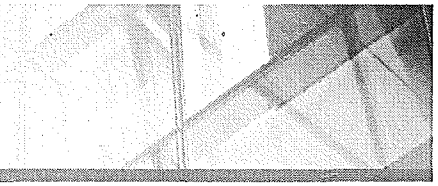
Inspected bridge painting for multiple contracts on all of the Region's major highways including: Rte 27, Southern State Parkway, Long Island Expressway, Northern State Parkway, Rte 25, Rte 25A, Meadowbrook Parkway, Rte 135 and more. Much of the work was performed at night with WZTC for lane closures. Work included containment and hazardous waste (lead paint) removal prior to installing primer, and a minimum of two coatings. Construction cost - $20 million.

Croton Water Treatment Plant, Bronx, NY, QA General Field Inspector

Supervised all welder qualification tests. Reviewing of weld procedures and welder qualifications. Oversight of all welding operations and NDE requirements. Supervised mapping and tracking of weld, the receiving and installation of equipment (Tanks, pumps, UV units), all QC contractors welding/painting/and mechanical. Walking of packages consisting of pneumatic testing. Pre-hydro and post hydro testing. Supervised all painting and mechanical contract. Piping system restoration. Supervised NDE inspection using the PT and MT process. Construction codes: ASME Section IX, ASME B31.1, ASME Section V, AWS D1.1, and AWS D1.6.

Croton Water Treatment Plant Raw and Treated Water Tunnels Connecting UV Plant, Bronx, NY, QA Welding Inspector

Supervised all welder qualification tests. Oversight all welding operations and NDE requirements. Review all welding procedures and qualifications. Supervised mapping and tracking of the weld. Supervised



NDE inspections using the PT process. Construction codes are AWS D1.1.

S&B Engineers and Constructors, Ltd., Teal/Bimodal, Houston, TX, QA Welding Inspector

Responsible for conducting visual and dimensional examinations. Oversight all welding operations. Walking of packages consisting of pre-hydro, hydro, and post-hydro test. Mapping and tracking weld. Performed NDE inspections using the PT and the MT process. Construction codes are: ASME Section V, ASME Section VIII, ASME Section IX, ASME section B31.1, and AWS D1.1.

S&B Engineers and Constructors, Ltd., Meeker II Gas Plant, Meeker, CO, QA/QC Welding Inspector

Conduct visual and dimensional examinations. Oversight all welding operations. Walking of packages consisting of pre-hydro, hydro, and post hydro. Supervised all painting of mechanical contract. Mapping and tracking welds. Supervised NDE inspections using the PT and MT process. Construction codes: ASME Section V, ASME Section VIII, ASME Section IX, ASME Section B31.1.

Chronological Work History

Role	Firm	Duration
Construction Inspector/Certified Welding Inspector	KS Engineers, P.C.	7/2014 - Present
Construction Inspector/Certified Welding Inspector	URS/MP	2013
QA/QC Welding Inspector	S&B Constructors	2009 - 2012
QC Welding Inspector	Oil States Industries, Inc.	2/2007 - 3/2008
Welding Inspector	Borco Oil Refinery	3/2006 - 11/2006
Welding Inspector	Weld Services	5/2003 - 10/2005

Syed Imran Ali

Inspector - Structural

Mr. Ali has 29 years of experience including construction inspection for roadway reconstruction, bridge rehabilitation and bridge painting projects including milling and paving work, existing lead paint removal utilizing class 1A containment systems. Has also performed office engineering duties including for review of all the daily reports, estimates, and calculations. Some of his relevant project experience includes:

NJTA, Professional Construction Services for Driscoll Bridge Repainting and Miscellaneous Improvements, NJ and PA

NACE Inspector for this project that included: existing lead paint removal utilizing class 1A containment systems; steel surface preparation; painting structural steel; performing of tests to confirm compliance with the contract specifications; miscellaneous improvements to the structure.

NJDOT, FHWA Maintenance Bridge Painting Contract 2010-3, Routes 35 and 37, NJ

Inspector on this project that included: existing lead paint removal utilizing class 1A containment systems; steel surface preparation; painting structural steel; performing of tests to confirm compliance with the contract specifications; maintenance and protection of traffic controls.

REI Services in connection with the Reconstruction of Manhattan Bridge (Contract #14), Rehabilitation of Cables & Suspenders, Boroughs of Manhattan and Brooklyn

This is a multimillion dollar project involving rehabilitation of main components of the Manhattan bridge, job responsibilities include preload verification of suspenders, removal of old suspender, installation of new suspender box and a new suspender as per approved design and procedures. The suspender loaded as per guideline of Weidlinger Associates. The job responsibilities also include removal of faying surfaces continuity and bearing plates and installation of the same, inspection of surface preparation Anchor profile, WFT, DFT and recording of ambient. Installation of work platform on Main cables TA platform and underdeck platform as per approved drawings and procedures. Services to be performed include detailed inspection and on-site field tests of all materials and items of work as is customary; field measurement and collection of data necessary to submit monthly and final estimates and progress reports; preparation of record plans showing all changes from the contract plans. A diary describing the

Education:
BS, BS/Mechanical Engineering, University of Taxila, Pakistan, 1985

BS/Physics with Math Major, Gordon College, Pakistan, 1980

Licenses and Certifications
NACE CIP Level 1

NACE CIP Level 2

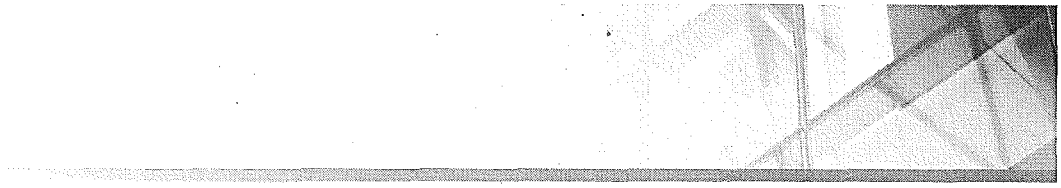
Traffic Control and Safety Seminar, NJDOT, 2001

Work Zone Safety Awareness CAIT Rutgers, 2010

ACI Certification

OSHA 10 hour's course attendance

 # Years Technical Experience: 29



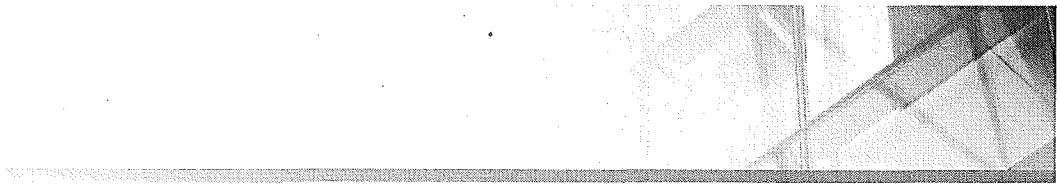
progress of the work, specific problems encountered and all other pertinent information relative to the execution of the contract, and all records, shall be kept in accordance with the Manual for Uniform Record Keeping (MURK).

NYS Thruway Authority, Roadway Rehabilitation, NY

Field/Office Engineer responsible for review of all the daily reports, estimates, calculations and stored them in CEASE software. Prepared change orders and negotiated settlement with the Contractor. Inspected milling of existing asphalt followed by base and top coat of new asphalt, (Super Pave) concrete from MP16.2 to MP 29.5 (project worth: Multi- Million Dollar). Full and partial depth repairs, core sampling, re-establish ditches, clearing and grubbing, drainage repair, new sign structures, bridge deck repairs, bridge joint repairs, concrete noise barrier repair, replacement of inductance loops, axle sensors and temperature sensors, installation of Star's and Pavement striping. Supervised all construction activities as per design parameters laid out in the Contract (E.I.C Richard Falletta).

Chronological Work History

Role	Firm	Duration
Construction Inspector	KS Engineers, P.C.	2013 – Present; 2009 – 2010; 2008 - 2009
Senior Inspector	GPI	2010 - 2012
Construction Inspector	Infrastructure	2006 - 2007
Project Supervisor	Ram Construction; Paradise Construction; East Coast Construction & Design Inc.; Royal America Inc.	7/1995 - 8/1999
Senior Engineer	Dakhni Petrochemical	1985 - 1995



Ahmed Husain Zubair

Inspector - Structural

Mr. Zubair has more than 15 years of experience in construction inspection. His experience covers both highway and bridge work, including bridge structural painting and paint removal; scheduling; cost estimation; processing change orders; sanitary sewer and water main installation; air monitoring; maintenance and protection of traffic; surveying monuments; excavation; sub-base concrete and asphalt pavement; erection of electric poles; sidewalk installation; etc. He is proficient in the following programs/systems: SureTrak, Primavera, AutoCAD 2002, MURK, ASTM standards, ACI codes, and AASHTO Specifications for Highway Bridges.

DRJTBC, Upper Black Eddy-Milford Toll-Supported Bridge, Contract No. TS-444A, Milford, PA

Painting and structural inspector for the rehabilitation of the Upper Black Eddy - Milford Toll-Supported Bridge, a three (3) span Warren truss structure with a total length of approximately 700 feet between abutment backwalls. Work included: replacement of entire existing floor system, including 3 1/2" thick concrete filled inverted T-beam deck, steel stringers, steel floorbeams, associated deck joints, and lower chord lateral cross-bracings with new galvanized structural steel members; replacement of the entire length of existing steel plate sidewalk with a new sidewalk while maintaining the existing sidewalk cantilever brackets; installation of new sidewalk support stringers and tension ties; identify areas of steel sectional loss and check for damage and loose rivets and approve locations for rivet replacements; replacement of existing truss fixed and expansion bearings in all spans; cleaning and painting of all structural steel utilizing a Class 1 A Containment System and surface prep std of SSPC SP-10 level of abrasive blast cleaning of steel and application of a three coat zinc system; replacement of entire existing lighting system and CCTV with system; replacement of entire existing pedestrian railing with a new decorative pedestrian railing and replacement of abutment backwalls; repair of deteriorated areas of concrete and stone masonry at all abutments and piers; removal and replacement of existing near and far approach curbs and sidewalks in the immediate vicinity of the bridge; milling and overlaying of both approach roadways; cleaning of existing inlets and pipes; installing traffic stripes within the project limits, and installing new traffic control signs. All construction work performed under a full-time detour.

Education:
BS/Civil Engineering,
Drexel University, 1997

Licenses and Certifications

OSHA 30 HOURS SAFETY COURSE/ 2005 and 2009

OSHA 500 Trainer Course 2009

Lead Awareness Course

SSPC C-3 COURSE FOR LEAD REMOVAL SUPERVISOR/ 2008

National Association of Corrosion Engineers, International

NACE Certified Coatings Inspector (Certification #[redacted]

NACE Marine Coating Inspection

NACE Basic Corrosion

NYC DOT Approved Courses

OSHA Lead Awareness Course

NYC DOT Supervisor's Course for Bridges

40 HR Site Safety Managers Course for NYC Department of Buildings

Suspended Scaffold Safety Challenge Examination approved by NYC Dept of Buildings

Reinforced Steel & Concrete Inspection Certificate

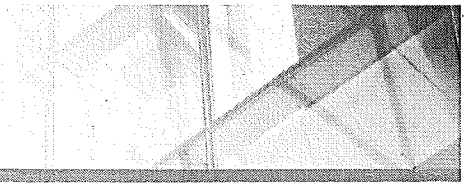
Quality Assurance/ Quality Control Master Workshop Attendance Certificate

Lead Awareness Training Certificate (# 2004-233)

Respirator Training And Fit Test (#2004-253)

Certificate Of Fitness To Operate Compressors

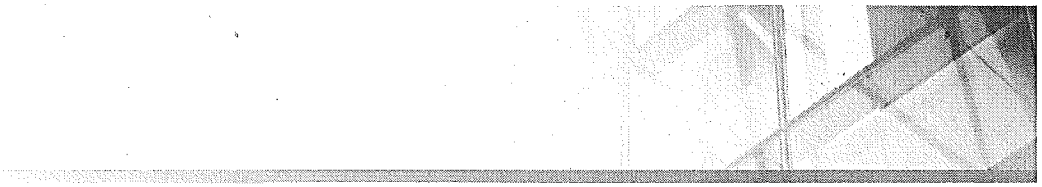
 # Years Technical Experience: 15



DRPA, Construction Monitoring Services for the Walt Whitman Bridge Steel Painting, NJ & PA
Construction Inspector/Bridge Painting Inspector responsible for the inspection of surface preparation for the coating of steel members that included removal of existing lead-based paint and application of new high-performance coating system to the Philadelphia deck-truss spans, the Philadelphia twin-girder simple spans, and the 2 lower-layer interior cells of the Philadelphia Tower and the Gloucester Tower. The project also included maintenance painting of the Philadelphia girder spans and the approach overpass bridge structures in New Jersey and Pennsylvania. Work included application of 3 coats of paint for the steel members, using Class 1A containment for abrasive blasting. Primer, intermediate, and final coat were applied and reports were prepared for placement in contract document files.

Chronological Work History

Role	Firm	Duration
Senior Construction Inspector/Engineer	KS Engineers, P.C.	2013 - Present
Chief Inspector	Entech Engineering	05/2006 – 01/2009
Chief Inspector	KS Engineers, P.C.	04/2005 – 05/2006
Quality Engineer	M.A. Angeliades	04/2004 – 03/2005



Eddie Diangco

Inspector - Structural

Mr. Diangco has 24 years of extensive working experience in various engineering practices involving QA/QC and field engineering with an emphasis on inspection and testing during fabrication/erection in refineries, GOSP and well-head platforms (offshore), Industrial and Power station projects and other phases in the Oil/Gas and Petrochemical industry. Involved in piping, welding, painting, structural installation and non-destructive testing. Inspection for Masonry, Concreting, Fire Proofing, Fire Stopping, Structural Steel/Bolting and other related controlled inspection during the construction, restoration and upgrading of different Schools of New York City School Construction Authority, Private Schools, Hospitals, Commercial and Residential Buildings. His relevant project experience includes:

Future Tech Consultant, Multiple Projects, Multiple Clients, Multiple Sites

Construction Special Inspector (Structural Steel/Bolting, Masonry – Reinforced Concrete) for multiple projects including public and private schools, hospitals, residential and commercial buildings. Duties and responsibilities included the review of approved plans, specifications, mock-up panel samples, concrete design mix and submittals for special inspection requirements. Checked and verified specified sizes, type, grade of materials and all embedded ties, reinforcement, inserts, seismic clips and anchoring. Checked and verified weather-proofing, insulation, wall fire rating, joint sizes profile, plumbness and alignment. Checked and monitored mortar mixing, retempering, handling, placement, and protection during severe cold and hot weather. Witnessed and verified reinforcement and connector placement, masonry and grout placement, and skidmore test for high strength bolts. Took representative samples for mortar and grout. Checked and verified reinforcing steel spacing, securing, splicing/lapping, minimum cover and form works. Monitored concrete discharge, adding of water/slump, time intervals, placement and consolidation. Verified bolt sizes, length, grade, type, connection type, faying surfaces, bolt holes, torque requirement and tightening method. Notified the Contractor, Architect or Engineer of records and building officials of any deviation and discrepancies by written reports.

Municipal Testing Laboratory, New York City Public Schools, Multiple Sites

Construction Special Inspector (Structural Steel/Bolting, Masonry –

Education:
Bachelor of Science/ Electrical Engineering, St. Peter's College, Iligan City, Philippines, 1990

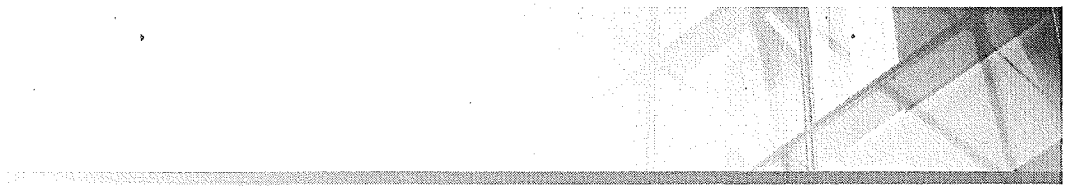
Licenses and Certifications
ICC (Special Inspector) Structural Steel / Bolting / Masonry

ACI (Special Inspector) Reinforced Concrete (Rebar/Placement)

ACI Concrete Field Technician

ASNT Level II in Magnetic Particle Testing and Penetrant Testing

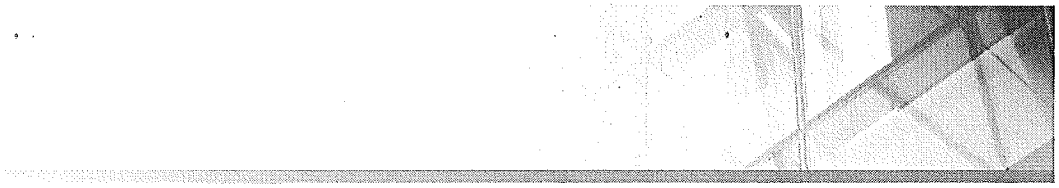
 # Years Technical Experience: 24



Reinforced Concrete) for work on New York City Public Schools. Served as a Special Inspector during the construction, restoration and upgrading of schools. Duties and responsibilities included the review of approved plans, specifications, mock-up panel samples, concrete design mix and submittals for special inspection requirements. Checked and verified specified sizes, type, grade of materials and all embedded ties, reinforcement, inserts, seismic clips and anchoring. Checked and verifed weather-proofing, insulation, wall fire rating, joint sizes profile, plumbness and alignment. Checked and monitored mortar mixing, retempering, handling, placement, and protection during severe cold and hot weather. Witnessed and verified reinforcement and connector placement, masonry and grout placement, and skidmore test for high strength bolts. Took representative samples for mortar and grout. Checked and verified reinforcing steel spacing, securing, splicing/lapping, minimum cover and form works. Monitored concrete discharge, adding of water/slump, time intervals, placement and consolidation. Verified bolt sizes, length, grade, type, connection type, faying surfaces, bolt holes, torque requirement and tightening method. Notified the Contractor, Architect or Engineer of records and building officials of any deviation and discrepancies by written reports.

Chronological Work History

Role	Firm	Duration
Inspector - Structural	KS Engineers, P.C.	07/2014 - Present
Construction Special Inspector	Future Tech Consultant	2011 – 2014
Construction Special Inspector	Municipal Testing Laboratory	2008 –2011
Sr. Project Inspector	AL-Hoty Establishment KSA	2001 – 2006
Welding / Piping Inspector	Mitsui Engineering Shipbuilding Arabia Ltd.	1999 – 2000
Piping Inspector III	Sanko Engineering Corp (Chiyoda Corporation - Main Contractor)	1998 – 1999
QC Engineer II	EEI Corporation (Bechtel Main Contractor)	1998 – 1998
Piping Inspector III	Sanko Engineering Corporation (Chiyoda - Main Contractor)	1995 – 1998
Progress Checker (Utilized QC Inspector)	Chiyoda Nigeria Ltd	1992 – 1994
Laboratory Aide	National Power Corporation, Iligan City, Philippines	1990 – 1991



Diego Alaimo, PE

Senior Project Manager

Education:
Master of Engineering (Civil) City College of New York, 1975

Bachelor of Engineering, City College of New York, 1971

Licenses and Certifications
Professional Engineer – NY, NJ, PA, CT and FL

 # Years Technical Experience: 44

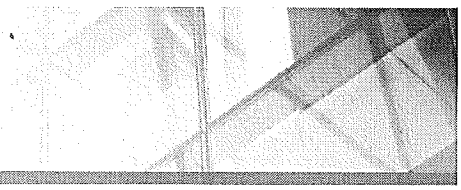
Mr. Alaimo has over 40 years of successful experience in design and construction management of bridges, water main, sewers, and transportation projects. He is a registered professional engineer in New York, New Jersey, Connecticut, Pennsylvania and Florida. He has managed complex engineering projects throughout the Northeast from proposal, to design and construction. These projects have ranged in size from one to eighty five million dollars.

PANYNJ, Construction Quality Assurance (QA) and Construction Engineering and Inspection (CEI) Services for the Goethals Bridge Replacement Project, NY & NJ

KSE's Project Executive responsible for this $973 million Goethals Bridge Replacement project that is the Port Authority's first new major bridge replacement in more than 80 years, and the first surface transportation public-private partnership (PPP) in the Northeast Region. The 40-year, design-build-finance-maintain contract will replace the Goethals Bridge and approach roadways with a new alignment which will consist of the construction of a cable-stayed bridge over the Arthur Kill south of the existing bridge. The new bridge will contain six 12-foot wide travel lanes, three lanes in each direction; a 12-foot wide outer shoulder and a five-foot wide inner shoulder on each roadway; a 10-foot wide sidewalk/ bikeway along the northern edge of the New Jersey-bound roadway; and a central area to be maintained between the eastbound and westbound roadway decks, sufficient to accommodate the provision of future transit service. It also will provide state-of-the-art bridge technology, including Roadway Weather Information Systems that will collect environmental data such as wind speed, visibility, and pavement temperature. There will also be a Traffic Detection System that will use sensors embedded in the roadway to provide alerts on traffic build-up and incident responses.

Battery Park City Authority (BPCA), Contract No. 12-2095, On-Call Engineering Services - 2012 Projects, New York, NY

Project Executive responsible for this contract for providing expert and technical support services including civil, structural, mechanical and electrical engineering services on an on-call basis. Work also includes pre-construction support services in developing RFP's, preparing bid documents and evaluating contractor proposals. We provide engineering services will be required to respond on an as-needed basis within 24 hours of request. Tasks include coordination with the BPCA, BPC Parks Conservancy staff, and with BPCA's outside consultants. Peer



review of other projects with the Authority for structural, civil, MEP and geotechnical. There are nine tasks for this contract which include: Task 1 - Pier A; Task 2 - Wagner Park, Sinkhole; Task 3 - Seawall Joint Repairs by South Cove Pedestrian Bridge; Task 4 - Rockerfeller Park Terrace Swing; Task 5 - Ballfield Backstop; Task 6 - Survey for ARUP; Task 7 - Water Line Pier A; Task 8 - NYMEX Terrace, Sinkhole; and Task 9 - Structural Work for Tribeca Bridge.

BPCA, Contract No. 08-1895, On-Call Engineering Services - 2008 Projects, New York, NY

Project Executive for this $4 million project assignment. Provided on-call engineering services that included civil, structural, mechanical, electrical, landscape architectural, and other related services. Also provided pre-construction support services such as preparing bid documents and evaluating contractor proposals.

Chronological Work History

Role	Firm	Duration
Resident Engineer – Civil Engineering	KS Engineers, P.C.	2006 - Present
Senior Vice President	Site-Blauvelt Engineers	2000 - 2006
Senior Vice President	Hayden/Wegman Engineers	1987 - 2000
Regional Manager	Gannett Fleming	1986 - 1987
Project Manager	Hayden/Wegman Engineers	1980 - 1983
Project Manager	Metcalf & Eddy	1979 - 1980
Project Engineer	Elson T. Killam Associates	1973 - 1979
Engineer	Malcolm Pirnie Engineers	1971 - 1973

George R. Broberg, PE, PP

Senior Project Manager

George has 44 years of diversified experience in managing the design and construction inspection of multi-disciplined state, county and municipal public infrastructure projects including roads, bridges, traffic signals, water systems, sewer and drainage systems, and residential and commercial projects. He is hands-on, pro-active, cost-conscious, recognized as a strong leader capable of getting the project/objective complete on time and within/under budget to the satisfaction of the client.

NYC Department of Parks and Recreation (NYCDPR), Survey and Borings for Stormwater Greenstreets – Citywide

Project Director responsible for overseeing an extensive program of soil borings, permeability testing, and survey work to compile design data under New York City's aggressive program to beautify neighborhoods and improve the quality of stormwater runoff throughout the five Boroughs by converting unused impervious areas of street right-of-way into pervious green space that will capture rainfall and percolate it into the existing soil. Under the Queens program, Mr. Broberg is responsible for the drilling of approximately 110 borings and associated laboratory testing, completing permeability testing at 120 locations, and the collecting of survey data and base map preparation for 250 sites. He is overseeing the preparation of a summary data report, and managing the activities of subcontractors who perform the borings and complete laboratory testing of the samples, and KSE's field inspectors and survey crews.

NYCDPR, Survey and Borings for Right-of-Way Bioswales and Greenstreets in the Hunts Point Watershed HP-007 in the Bronx

Project Director responsible for overseeing an extensive program of soil borings, permeability testing, and survey work to compile design data under New York City's aggressive program to beautify neighborhoods and improve the quality of stormwater runoff throughout the five Boroughs by converting unused impervious areas of street right-of-way into pervious green space that will capture rainfall and percolate it into the existing soil. Under the Hunts Point program in the Bronx, Mr. Broberg is responsible for the drilling of approximately 50 borings and associated laboratory testing, completing permeability testing at 100 locations, and the collecting of survey data and base map preparation for 120 sites. He is overseeing the preparation of a summary data

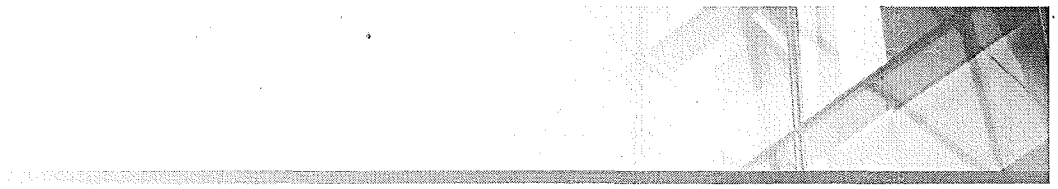
Education:
BS / Civil Engineering, Newark College of Engineering/1970

Licenses and Certifications
Professional Engineer – NY, NJ, PA and CT

Professional Memberships
American Society of Civil Engineer

American Society of Highway Engineers

 # Years Technical Experience: 44



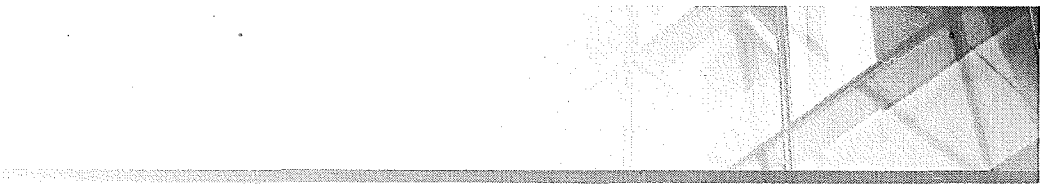
report, and managing the activities of subcontractors who perform the borings and complete laboratory testing of the samples, and KSE's field inspectors and survey crews.

NJ Schools Development Authority, New Halloran Elementary School Building for the Elizabeth Public School District

Project Manager for this project which included geotechnical engineering services as part of a feasibility study for a new four-story, 144,900 GSF elementary school building in Elizabeth, NJ. Geotechnical services entailed two separate field investigation programs which included deep soil borings, laboratory testing of the samples collected from the split spoon sampler, and preparation of Geotechnical Investigation Phase I and II Reports that recommended a deep foundation support system for the building. The proximity, to the building's footprint, of a major existing Joint Meeting of Essex and Union Counties (JMEUC) 13.5-foot-wide by 8.5-foot-high interceptor sewer passing through the site was a major consideration in the development of the foundation support system design. KSE worked closely with the JMEUC to develop the design criteria for the allowable soil loading that could be transferred to the new structure. Other major considerations in the development of the geotechnical recommendations were the existence of historic fill on the site, groundwater levels, the existence of relatively shallow bedrock, and an increased flood plain elevation published by the Federal Emergency Management Agency (FEMA), based on the effects of Super Storm Sandy.

Chronological Work History

Role	Firm	Duration
Vice President	KS Engineers, P.C.	2010 - Present
Senior Vice President	CMX	1984 - 2010
Senior Associate	The RBA Group	1972 - 1984
Vice President	Louis Berger and Associates	1970 - 1972



Harvey Moutal, PE

Project Management Support

Education:
BS/Electrical Engineering, Kiev Polytechnic Institute, June 1991

BS/Economics, Kiev National Economical Institute, June 1989

Licenses and Certifications
MTA NYC Transit Track Safety Certification

 # Years Technical Experience: 20

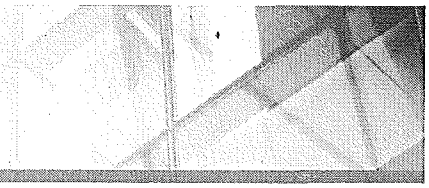
Mr. Moutal has over 40 years of experience in water and wastewater planning design and construction management. He has over 20 years experience in planning, designing and construction of combined sewer overflow controls, including some of the largest facilities built in New York City. For the last 30 years he has served as project manager and project director for major NYCDEP projects. His representative project experience includes:

NYCDEP, Construction Management and Inspection Services in Connection with Miscellaneous Projects at Various Locations, New York, NY

Project Manager for providing construction management services in connection with the capital program managed by the New York City Department of Environmental Protection's Bureau of Wastewater Treatment (BWT). The project covered hundreds of job order contracts, as well as dozens of discrete, stand-alone, ongoing capital projects at all facilities under the management of the BWT, including wastewater treatment plants, pump stations, and CSO facilities. Services provided by KSE include controlled inspection services, resident engineering services, and project specific CM services. KSE also provided specialty inspection services such as certified welding and pile and concrete inspection.

Rockland County Sewer District No. 1, Specialty Inspection Services for Rockland County Sewer District No. 1 Wastewater Treatment Plant, Orangeburg, NY

Project Manager for the provision of specialty inspection services in connection with the capital improvement program for Rockland County's 24 mgd Wastewater Treatment Plant in Orangeburg, NY. The Anaerobic Digestors are being replaced as part of an upgrade to the plant's solids handling capability. Services provided by KSE included special inspection services for concrete digestor foundations and welding inspection for igestor covers. The Digestor construction inspection concentrated on the concrete columns. A KSE certified concrete inspector monitored concrete quality, witnessed the concrete pours, inspected steel reinforcement placement and cover, inspected concrete columns after construction, developed punch lists, and prepared inspection reports. A KSE certified welding inspector monitored the Digestor cover installation. Inspection tasks included



verification of welders' qualifications, monitoring welding procedures, inspecting completed welds, developing punch lists, and preparing reports.

NYCDEP, Hunts Point Wastewater Treatment Plant Upgrade

Project Director for the design and construction of the 200 mgd plant comprehensive upgrade located in the Bronx, New York City. Existing treatment facilities were designed to be constructed in four stages. The upgrade includes remedies for a wide variety of process, equipment, maintenance, instrumentation, and updated technology issues. Stage 1 construction utilized the step BNR process to remove nitrogen. New anoxic zone mixers and baffles, process air blowers, diffusers, alkalinity/PH control facilities, methanol feed facilities, and centrate equalization facilities were installed.

NYCDEP, World Wide Technical Services

Project Director off site inspection and testing services for critical equipment and components of equipment used in the New York City water supply and wastewater treatment systems. The world-wide Technical Inspection Services Contract was initiated to insure that the City receives a quality product and to save the City the costs of sending their personnel to remote sites. A network of qualified inspectors was mobilized around the globe.The inspectors were chosen for their specialized skills matched to the inspection requirements. Inspectors were typically qualified in welding (CWI), penetrant testing (PT) and ultrasonic (UT) testing and other non-destructive testing (NDT) methods.

Chronological Work History

Role	Firm	Duration
Resident Engineer – Civil Engineering	KS Engineers, P.C.	2012 - Present
Vice President	Dvirka and Bartilucci Consulting Engineers	2008 - 2011
Vice President, Director of Wet Weather Infrastructure	MWH	2003 - 2008
Senior Vice President	URS Corporation	1973 - 2003

Olulade Ademokun, PE

Senior Inspector - Structural

Fire Protection System and Fire Resistant Construction Inspector (Sprayed Fire-Resistant Materials, Smoke Control Systems, Standpipe and Sprinkler Systems, Firestop, Draftstop and Fireblock Systems)/ Welding Inspector (Structural Steel, Erection & Bolting, Cold-Form Steel, High Pressure Steam Piping, Fuel-Gas Piping and Aluminum)/Bolting Inspector/Shop Welding Inspector (High Pressure Steam Piping, Fuel-Gas Piping, Aluminum)/ Concrete-Cast In Place, Precast, Prestressed Concrete and Masonry Inspector/ Concrete Field Technician, ACI1/ Soil Inspector (Site Preparation, Fill Placement, In-Place Density and Investigations Borings/Test Pits)

Newtown Creek Water Pollution Plant, Brooklyn NY

Coordination and project management of daily inspection of several facets of the construction works.

Water retention facility SWPPP

Residency Technical inspection of all activities from geotechnical (inception soil exploration) soil laboratory analysis, foundation and soil backfilling inspection, Concrete mix design, field testing and laboratory test analysis, steel shop fabrication and field erection inspection.

Memorial and Tower 1 buildings of the World Trade Center, NY

Concrete, Formwork, Masonry and Reinforcement supervision at the Reconstruction of Memorial and Tower 1 buildings of the World Trade Center.

New York City Housing Authority Properties (Polo-grounds, Laguardia, Johnson), NY

Re-Testing and Structural analysis of NYCHA Properties (Polo-grounds, Laguardia, Johnson etc.)- New York City Housing Authority.

Numerous private owned reconstruction of Apartment buildings and private projects, NY

Special inspection performed for various apartment buildings in NY. Special Inspection included Concrete, Masonry, Soil and Field Erection.

Education:

Post Graduate Diploma, Civil Engineering, Federal University of Technology, Akure, Nigeria, 2005

Higher National Diploma, Civil Engineering, Yaba College of Technology, 1999

National Diploma, Civil Engineering, Ondo State Polytechnic, Owo (Rufus Giwa Polytechnic), 1995

Licenses and Certifications

Professional Engineer - NY

America Welding Society CWI, International Code Council (ICC), Master Special Inspection, Masonry, Fire proofing / Firestopping, Soil , Structural Steel and Bolting, Structural Welding, Reinforced Concrete, American Concrete Institute, ACI Level 1

Professional Affiliations

Member, America Society of Civil Engineer, ASCE. Regn No; [redacted]

Member, America Welding Society

Member International Code Council

 # Years Technical Experience: 19

Chronological Work History

Role	Firm	Duration
Inspector	AG Consulting Engineering, PC	2/2014 - Present
Resident Engineer/ Special Inspector	HAKS Engineers Surveyors, P.C.	7/2009 – 2/2014

Role	Firm	Duration
Sr. Engineer	JOADEM Nigeria Limited	9/2007 – 7/2009
Site Engineer/Project Manager	Altor Nigeria Limited	9/2004 – 8/2007
Design Engineer	AAP and Partners, Nigeria	8/2002 – 9/2004
Engineer	Timwork Engineering Limited	7/1996 – 1/1999
Pupil Engineer	AAP & Partners	3/1995 – 2/1996

Luis Nina

Inspector - Civil

Luis is a young energetic construction inspector with cross functional experience in high way construction industry. He is self driven, result oriented motivated professional with exceptional oral communication skills. He is excellent in daily report writing in detail. He is dependable, conscientious and an outstanding team player.

McMill and Reservoir Dam, NJ

Inspector for the construction of upper and lower outfall structures, grouting of stones face, cofferdams, abutments and bridge hanger extension, valve, siphon installation. All inspections in accordance/ with reference to required standards: Planning & Zoning Board - Municipality Regulations, RSIS, IBC, Escrow, and Contracts Laws (NJSA 40.1), ACI, ASTM, APA, DOT.

Overpeck Park Landfill, NJ

Utilities Work sanitary, leachate, and storm, pump stations, grinder pump, flared end structures and scour holes. Responsibilities included generating daily construction records including reports, quantities, budgets, punch list. Communicating with contractors and project engineers, and handling day-to-day construction operations and client interaction.

Municipal Programs, NJ

Inspector for various Highways/Roads, Bridge, Pool, Tennis Court, Park, Building, Parking Lot, Landfill, Equestrian Center, Horse Stable, Running Track, Fire Station, Retaining Walls, Traffic Light, Substation, Storage Oil Tanks.

Tabor Road, Morris Plains, NJ

Responsible for the testing of Sub-grade HMA compaction density and air void percentage Proctor density by nuclear gauge. Reported to resident engineer.

Giralda Farms, Madison, NJ

Underground Parking Garage (Concrete). Senior Inspector Responsible For All Phases Of Building Construction.

Education:
BS, Civil Engineering Technology

AAS, Civil/Construction Engineering Technology

 # Years Technical Experience: 10

Licenses and Certifications:
NICET: Construction Material Testing – Concrete I, II, Construction Material Testing – Soil I, Transportation

ACI - Concrete Field Testing Technician

Municipal Engineering Construction Inspection Part I (Rutgers CAIT)

Municipal Engineering Construction Inspection Part II (Rutgers CAIT)

40 Hours Hazwoper Training Certification

Quality Control Certification for Concrete Inspection (ACI Committee)

Chronological Work History

Role	Firm	Duration
Civil Inspector	AG Consulting Engineering, PC	2/2014 – Present
Construction Observer/Inspector	Birdsall Engineering, Inc.,	6/2007 – 2/2014
Senior Construction Inspector/Technician	Atlantic Engineering Laboratory Inc.	5/2003 – 6/2007

Asish Sengupta, PE

Resident Engineer - Civil

Education:
Bachelor of Engineering, Civil, First Class, University of Calcutta, India

Completed 24 credits towards Master of Civil Engineering at NJIT, Newark

 # Years Technical Experience: 40

Asish has more than 40 years of structural design experience in this country. He is competent in both steel and concrete structure of multistoried high rise office and residential apartment buildings, petrochemical, pharmaceutical, chemical, textile, steel mill and chemical industrial and airport facilities. He is highly qualified versatile structural engineer and completed as a Project Manager multimillion dollars complex projects for diverse private enterprises and public agencies. He is team player with outstanding communication and presentation skill.

Nycha Development at Lower East Side of Manhattan

He supervised and inspected the brick veneer replacement of various buildings located at Allen & Eldridge Street; at Avenue C between 3rd St and 7th St. He was responsible for special inspection of mortar, masonry, fenestration and thermal valves, rating of air leakage etc.

Sip Ave Housing, Jesery City, NJ

A new multistoried concrete framed parking building was constructed next to the Fire Houses. The foundation of the parking building was below the fire houses existing foundation. He was responsible for inspection and supervision of special inspection of foundation of new structure and underpinning of existing structure.

LaGuardia Aiport, Strengthening and Upgrading of Taxiway

He was the engineering project manager for this $850 million dollar project from inception to completion of the project. The entire taxiway is on water. Columns are supported by 150 ft long piles. The taxiway slabs were supported on the beams and these beams were spacing between columns. The new aircrafts which have more concentrated load from landing gear, the strengthening of taxiway was required. The pre stressed precast beams were fabricated at site and installed to strengthen the taxiway slab. He was responsible for inspection of pretention and poof testing of tendons and casting of concrete.

Lefferts Blvd and 975 Essex Street, Brooklyn, NY

He was the project manager for installation of various equipment including deep foundation, excavation, sheeting, storing and bracing, backfill, under piping of hear by existing equipment foundation. He also performed calculation of structural safety and stability of these installations.

Excelsior Packaging, Yonkers

New additional equipments were installed inside the existing one story building. He was responsible for controlled inspection of mini bite concrete driving, pile cap, equipment foundation, concrete slab on grade on unsuitable soil, concrete design mix, site-soil preparation, fill placement, in place density test etc.

Chronological Work History

Role	Firm	Duration
Consultant	AG Consulting Engineering, PC	2010 – Present
	Self Employed	2003-2010
Project Manager	Port Authority of NY&NJ	1998-2003
Project Manager	El DuPont	1991-1998
Deputy Chief Engineer	Mannesmann Demag Corp.	1988-1990
Lead Structural Engineer	Chemico Air Pollution Control	1980-1987
Manager of Engineering	Combustion Equipment Associates	1974-1979

Jamie Agpalo

Inspector - Mechanical

Education:
Bachelor of Science in Mechanical Engineering (B.S.M.E), Mapua Institute of Technology, Manila, Philippines, 1978

 # Years Technical Experience: 25

Townhouse Center for Rehabilitation and Nursing, Uniondale, NY

Project Description: Responsibilities included inspection, testing, operation, and maintenance of Fire Protection system, Emergency Generator and Lighting system, Refrigeration and air-conditioning system, Boilers, Domestic Water Heaters, Oxygen and Suction system, Medical Devices and Kitchen Equipment.

Rockville Residence Manor, Rockville Center, NY

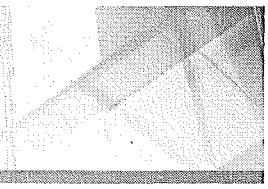
Responsible for the planning and implementation of Corrective, Preventive and Predictive Maintenance/Operation/Safety of Health Related Facility building and equipment, direct supervision of Contractors and maintain the physical appearance of the 66-bed Nursing Facility. Also responsible for quality improvements of the building and equipment necessary for the safe and economical operation of the facility and played a vital role in the attainment of Safety and Health Standards required by the Department of Health of the State of New York.

New Yorker Hotel, New York, NY

Responsibilities included inspections of plumbing fixtures, Fire Protection system, Emergency Generator and Lighting system.

Various Commercial Buildings in NY

Performs inspections for the testing of Heating, Ventilation, Air-Conditioning and Refrigeration (HVACR), Boilers, water-heaters and emergency electric-generators and flue liners for new construction or renovation of commercial buildings within the five boroughs of New York. Ensures that contractors install Heating, Ventilation, Air-Conditioning and Refrigeration (HVACR), Boilers, Water-Heaters and Emergency Generators, DDC Controls, equipment and accessories in accordance to the codes of the New York City Department of Buildings (NYCDOB), International Code Council (ICC), American Society of Mechanical Engineers (ASME), National Fire Protection Association (NFPA), United Laboratories (UL), Sheet Metal and Air-Conditioning Contractors' National Association. Inc. (SMACNA), Manufacturers' Instructions, approved contract drawings, plans, shop drawings, submittals and specifications. Analyses findings and non-conformance issues, generates documented computerized reports and electronically-transmits to the Company Headquarters for final approval. Communicates with the owners' Project Officers and Contractors to ensure that non-



conformance issues are corrected in a timely fashion. Conducts follow-up inspections to ensure that corrections were completed before closing the items and signed-off. This will ensure that the management of inspected projects is completed according to schedule.

Various Commercial Buildings in Long Island

Performs inspections for the testing of Heating, Ventilation, Air-Conditioning and Refrigeration (HVACR), Boilers, water-heaters and emergency electric-generators and flue liners for new construction or renovation of commercial buildings in Long Island.

Chronological Work History

Role	Firm	Duration
Mechanical Inspector	AG Consulting Engineering, PC	1994 – Present
Commercial Mechanical Inspector	Future Tech Consultants of NY Inc.	10/2012 – Present
Mechanical/Engineer-Inspector	Universal Testing and Inspection Services Inc.	1/2009-10/2012
Associate Director of Environmental Services	Townhouse Center for Rehabilitation and Nursing	6/1997-9/2008
Maintenance Superintendent	Rockville Residence Manor	6/1996-6/1997
Assistant Plumber	New Yorker Hotel, New York, NY	4/1996 – 5/1996
Maintenance and Operations Engineer	San Miguel Corporation	11/1979 – 9/ 1995

Ed Bonventre

Inspector - Electrical

Ed is a knowledgeable construction professional with twenty years hands on experience in electrical trade. He managed, coordinated and inspected from start to finish thru all phases of construction. He maintained all project related documents, correspondences, contract documents, estimates, reports, RFI's, change orders, shop drawings and submittals. He is an effective communicator and highly skilled in report writing and excellent in computer. He is a team player, friendly, cooperative and easy to work with.

DASNY - Staten Island Supreme Courthouse, Staten Island, NY

Ed is the Electrical Superintendent for a new five story 154,000 gross square feet Staten Island Supreme Courthouse, which will house the Surrogate, Supreme Criminal and Supreme Civil Courthouse, Space includes 14 Courtrooms and related parking. The courthouse will be constructed at St. George, Staten Island.

NY Psychiatric Institute, New Fire Alarm Installation, NY

Project Cost: $2.5 Million. Ed oversaw installation of new fire alarm system while maintaining existing system until hot cutover during off hours in occupied mental health facility. Oversaw installation of new conduit, wiring, devices, testing and fire stopping. General duties included customer relations, layout work to field personnel, coordination of customer's needs and scheduling.

NY Psychiatric Institute, Mechanical Refit., NY

Project Cost: $60 Million. Ed Oversaw high voltage power for major mechanical refit. Modification to building service, oversaw low voltage interconnect wiring and point to point terminations and testing.

Steiner Studio, Brooklyn Navy Yard, NY

Project Cost: $8.5 Million. Ed supervised new 8000 amp service. Installed all riser and distribution panels, installed all riser to mechanical equipment. Supervised installation of new security system, all conduit, wires, devices, terminations and testing. Oversaw installation of Lighting Protection System and all layouts.

Installation of power, light and low voltage systems in commercial and residential buildings in NY

Project Cost: $3 Million. Supervised installation of power and lighting for cosmetic area, lower lobby. Installation of risers, panels and branch power.

Education:
Course work at St. John's University, Staten Island, NY

Course work at Nova Southeastern University, Davie, Florida

Licenses and Certifications:
OSHA 10 Certification

7 Hour Site Safety Certificate

 # Years Technical Experience: 15

Project Cost: $2.5 Million, St. Paul the Apostle Church Total renovation of 1500 seat cathedral. Oversaw installation of 4000 amp service, all risers, distribution and branch power and lighting. New A/V system, fire alarm system and security system.

Chronological Work History

Role	Firm	Duration
Electrical Superintendent	AG Consulting Engineering, PC	6/2011 – Present
Project Superintendent	Gilbane Inc.	2008 - Present
Local Union #3 IBEW Journeyman	Mullvihill Technology Inc.	2006 - 2008
Local Union #3 IBEW General Foreman	JMC Electric Inc.	2004 - 2006
Local Union #3 IBEW Project Superintendent/Chief Estimator/ Customer Relations	Colonial Electrical Construction Corporation	2002 - 2004
Local Union #3 IBEW Project Superintendent/Chief Estimator/ Customer Relations	ADCO Electrical Corporation	1999 - 2002
Local Union #3 LBEW Electrician/Foreman	Guardian Electrical Inc.	1996-1999

Phil Tropea

Civil Inspector

Education:
Business Management,
Pace University, 1982

 # Years Technical Experience: 25

Mr. Tropea has more than twenty five years hands-on experience implementing and leading high-visibility construction for municipal, institutional, residential, municipal and industrial programs from Notices to Proceed to Certificates of Occupancy and close-outs. Provided supervision, inspection of civil and structural work in order to complete the project successfully, safe and on schedule and within budget. Lead contractors and vendors in coordination and interpretation of the contract documents for structurally sound and aesthetic facilities in preparation for end-user and/or Owner acceptance. Anticipate plan and address issues prior to them becoming problematic, by taking timely action to achieve resolution. Deliver tangible results; negotiate contractual changes and settlements; preparation of requests for payment to the Owner and authorization of progress payments to the subcontractors, consultants and vendors. Maintaining the highest level of integrity in managing the support staff and field operations, in conjunction with the overall responsibility for the projects while demonstrating himself as a major player. He is well versed with the construction procedure, method, rules and regulations of New York City Department of Building.

NYCT, Montague Tube Rehabilitation, New York

Duties included inspection of the extent of demolition, appropriate disposal of debris and inspection of new construction.

New York City Housing Authority multi-dwelling building renovation program, NY

Responsibilities include major asbestos abatement, new electrical service, a 750 unit apartment mod and a 61 unit elevator mod.

NYCSCA, PS 21, New York

Responsible for a mechanical / rest room upgrade at Stuyvesant Vocational and exterior / interior gymnasium modernization and investigation / coordination of an asbestos abatement program.

NYCSCA, PS 21, PS 52 and PS 14, New York

Responsible for the coordination and implementation of foundation work for two school six classroom additions in Staten Island, NY for the New York School Construction Authority. PS 52 and PS 14 located at 450 Buel and 100 Tompkins Avenues, Staten Island, NY, respectively, both valued at $16M, Contract No. C-4654. Each set of prefabricated units were in set in place prior to his departure.

Upgrades at Sikorsky Memorial Airport , CT

Responsible for general estimates, appropriation of funds, selection of engineering firms and implementation of a Structural Reinforcement Program, a major abatement program, new equipment installations, new w/s roof top units and various process and manufacturing system upgrades and improvements; inclusive, a perimeter site security program.

Chronological Work History

Role	Firm	Duration
Inspector	A.G. Consulting Engineering, PC	8/2013 – 1/2014
General Contracting Consultant	HE2PD and Aerotek/Shawgroup	9/2011 – 8/2013
Project Manager	ABAX Incorporated	2/2011 – 8/2011
Project Manager/General Superintendent	Neelam Construction Corp.	3/2010 – 10/2010
Construction Manager	Tetra Tech FC, Inc.	10/2006 – 8/2009
General Superintendent	BFC Partners - Schaefer Landing	11/2005 – 9/2006
Project Manager	WDF, Inc	9/2004 – 10/2005
Project Manager / Superintendent	Kullman Industries, Inc	6/2004 – 9/2004
Project Manager	WDF, Inc	7/2003 – 5/2004
Project Manager	Don Todd Associates	1/2003 – 7/2003
Project Officer II	NYCHA	4/1998 – 1/2003

Raja Anupindi, Ph D, PE, CEM, LEED AP

Inspector - Mechanical

Raja is a Mechanical engineer experienced in both design and the field. He visited the field, performed the existing field condition survey, preparing report with photos. He recommended for the rectification of the defects. He is a detail oriented meticulous designer and field inspector conforming to the proper installation of mechanical equipment. He has proven expertise in field inspection, progress reporting, progress photos, supervising and guiding subcontractors. He also performed special mechanical inspection of the project.

La Guardia Central Terminal Building, Queens, New York

Raja is providing professional engineering services for electrical design including Air Traffic Control Tower (ATCT) including demolition of existing tower below the roof, line of the concourse, line of site, shadow, reflection studies, hydrant fueling system, airside layout and technical evaluations, utility assessments, roadway layouts and traffic analysis, program development, design criteria summary(ies), sustainable design analysis, project phasing and construction staging, preliminary design of airport roadways, bridge structures, aircraft pavement, structural, rail alignment right-of-way, and site and landscape development criteria and analysis.

Rehabilitation of 12 Stations on the West End Line, Brooklyn, NY

The West End Line, Subway line in Brooklyn, NY is a branch line from the Broadway (Manhattan)-Fourth Avenue (Brooklyn) subway. Mr. Anupindi is providing HVAC design services for the upgrade and rehabilitation of these 12 stations, both, underground and above ground stations. He was also the Project Manager of this project during design phase.

LIRR Morris Park Locomotive Repair & Overhaul Shop, New York, NY

Mechanical Engineer responsible for design and construction administration of the new Morris Park Locomotive Repair and Overhaul Shop to replace the aged LIRR Morris Park Facility. The Morris Park facility was placed in service in 1889 and is in need of replacement. Due to the deteriorated condition of the Morris Park Facility, there are no LIRR facilities available to efficiently conduct heavy repairs of locomotives. The new Heavy Equipment Shop facility's main function will be component change-out, heavy repairs, life cycle maintenance, and overhauls of locomotives used in revenue service and those used as work trains.

Education:
PhD, Mechanical Engineering, University of Missouri, 2011

MS, Mechanical Engineering, University of Missouri, 2005

BS, Mechanical Engineering, Jawaharlal Nehru Technological University (JNTU), 2003

Licenses and Certifications
Mechanical Engineer: California

ICC Certified – Commercial Mechanical Inspector

 # Years Technical Experience: 7

Baisley Park Bus Depot, Queens, NY

Under an MTA Bus Company Task Order, A.G. Consulting Engineering, PC is preparing a facility condition survey report and a complete set of construction documents including plans, specifications, and Engineer's estimate for the design of complete mechanical, plumbing and electrical systems of the entire facility. AG is also providing support during pre-construction and construction phases.

Bleecker Street Station Lexington Avenue, Number 6 Line, New York, NY

Design of mechanical systems for the Bleecker Street (IRT) and Broadway-Lafayette Street (IND) Stations Transfer Connection, Rehabilitation, and ADA Key Stations Project Expansion. The IRT station currently provides only southbound transfer to the IND line. The uptown platform is being extended 300 feet, and a stairwell and elevators added to link the extension to the IND platforms below. New ADA-approved elevators will provide street access to both lines at Crosby and Houston Streets, and four internal elevators will provide transfer between the lines.

Chronological Work History

Role	Firm	Duration
Mechanical Inspector	AG Consulting Engineering, PC	7/2009 - Present
Project Engineer	WB Engineers / Consultants, NY,	3/2007 – 7/2009
Instructor	Teaching/Research Assistant, UMKC School of Computing and Engineering, Kansas City	8/2003 – 12/2006
Power Plant Maintenance Trainee	GVK Power Plant, Rajahmundry, India	Summer 2002
Anodizing Plant Supervisor	Satya Surya Aluminum Industries, Hyderabad, India	Summer 1998

Melvin Douglas

Inspector - Electrical

Melvin has over 30 years experience in Construction Management. This includes planning, reviewing for QA/QC, constructability, electrical trade and cost estimation, and construction of new and existing building projects. He is highly skilled in the oversight and execution of all aspects of electrical construction installation and management responsibilities on major NYC projects.

Education:
Electrical Engineering Training Program, International Brotherhood of Electrical Workers

A.S., Mechanical Engineering, Guilford Technical College, Greensboro, NC

A.S. Business Management, Monroe College, NY Bach of Law, Specialization in Law of Contracts-1974

 # Years Technical Experience: 30

Brooklyn Battery Tunnel Ventilation Building, Manhattan, NY

Melvin is currently working as Electrical Inspector on Brooklyn Battery Tunnel Ventilation Building at Manhattan, Brooklyn and Governor's Island. Total upgrading of electrical system including replacement 2-5,000 AMP switch gear, 100HP motors, ATS for generator, rewiring of transformer feeder cable, installation of new wires and conduits.

Staten Island Supreme Courthouse, Staten Island, NY

Melvin was the Sr. Electrical Superintendent for a new five story 154,000 gross square feet Staten Island Supreme Courthouse, which will house the Surrogate, Supreme Criminal and Supreme Civil Courthouse. Space includes 14 Courtrooms and related parking.

Long Island University Wellness Center Building, Long Island, NY

New medical and recreational facility building with a new NCAA competition swimming pool and basketball court, hospitality suites, a wellness and fitness center and a rooftop running track and tennis court. Worked as electrical superintendent for the installation of all equipment, switchgear, transformer, generator, motors, cable installation, and conduit layout.

Fashion Institute of Technology (FIT) Dormitory Building, NYC, NY

Major renovation for the conversion of an existing warehouse building into the primary dormitory facility for FIT. Electrical superintendent for electrical upgrading of electrical system to fit dorms requirements. Most of the dorm rooms were converted to efficiency apartments. Recreational room, lounge, cafeteria etc were built with electrical lighting and power system.

Queens Hospital New Emergency Service Building, Queens, NY

New three story emergency service medical building. Worked as electrical superintendent to close out the project. Checked the project was constructed as per drawing, punch list items were addressed adequately, change orders were resolved properly, all close out

documents were submitted as per specification and final payment to the construction contractor.

Chronological Work History

Role	Firm	Duration
Electrical Construction Manager	AG Consulting Engineering, PC	7/2011 – Present
Sr. MEP Superintendent	Skanska USA Building	2004-2010
Sr. MEP Superintendent	Bovis Lend Lease	1998-2004
Sr. MEP Superintendent	HRH Construction Corporation	1989 - 1998

Ardash Meguerdichian, CIPE

Senior Inspector - Mechanical

Education:
New York University, New York, New York, 1986

New York Institute of Technology, B.S., New York, 1976

Licenses:
NY Certified in Plumbing Engineering

 # Years Technical Experience: 32

Ardash has over 34 years of experience in the design and engineering of cold water, hot water, sanitary, medical gases, site utility, sprinkler, dry stand pipe, and pre-action systems gas lines. Ardash is experienced in planning and design of integrated fire protection systems for various buildings, including healthcare facilities, educational facilities, landmark buildings, research and medical laboratories, corporate facilities, and hotels. Responsibilities include preparation of reports, design, existing condition surveys, budget estimating, coordinating, specification writing, approving shop drawings, troubleshooting and field inspection. He reviewed extensively plumbing design projects from the constructability point of view and improved the final design and specification accordingly. Ardash was a member of the Technical Committee for NYC Building Code 2008.

TBTA, BBT Project BB-15A Control & Monitoring Enhancements/ Control Room Modernization, Brooklyn Battery Tunnel, New York

Scope included Administrative Procedures, Investigations and Feasibility of Design; Advanced Design with Constructability Review; Final Design, Pre-Construction and Design Support during Construction; and System Programming and Maintenance Requirements. Due to the critical nature of the tunnel, a complete temporary control room was designed. The electrical design included the control room power, communication systems and lighting, development of the temporary control room design package including power, UPS and communication wiring.

LIRR New Morris Park Locomotive Repair & Overhaul Shop, Jamaica, NY

Appreciating the competency of AG, LIRR awarded the team with the design and construction administration of the New Morris Park Locomotive Repair and Overhaul Shop to replace the aged LIRR Morris Park Facility. The new facility's main function will be component change-out, heavy repairs, life cycle maintenance, and overhauls of locomotives. Scope involved HVAC, plumbing, fire protection systems design and construction administration services including office areas, conference room/lunch room, restrooms and locker facilities.

NYCT Rehabilitation of 12 Stations on the West End Line, Brooklyn, NY

The West End Subway Line in Brooklyn, NY is a branch line from the Broadway (Manhattan) – Fourth Avenue (Brooklyn) subway. AG is

providing HVAC, Plumbing and Fire Protection engineering design services for the upgrade and rehabilitation of these 12 stations, both underground and above ground stations.

MTA Bus Baisley Park Bus Depot, Jamaica, NY

Under an MTA Bus Company Task Order, AGCE is preparing a facility condition survey report and a complete set of construction documents including plans, specifications, and Engineer's estimate for the design of complete mechanical, plumbing and electrical systems of the entire facility. AG is also providing support during pre-construction and construction phases.

NYCT Fulton Street Center Station Complex, New York, NY

The FSTC is a new above ground structure to be located on Broadway, between Fulton and John Streets. The FSTC complex will link NYC Transit facilities with PATH service and provide for a new underground corridor that will be extended in the future into the redeveloped World Trade Center area. The contract services include the development of electrical, HVAC and plumbing, fire protection design concepts, including the performance of studies, and preparation of Preliminary Engineering documents (plans, specifications, cost estimates and schedules designated as Phases I), Final Design (Phase II) and Construction Support Services (Phase III).

Chronological Work History

Role	Firm	Duration
Sr. Plumbing/Fire Protection Inspector	Ag Consulting Engineering, PC	2/2014- Present
Chief Plumbing / Fire Protection Engineer	Lakhani & Jordan Engineers	2003 – 2/2014
Chief Plumbing / Fire Protection Engineer	Lilker Assoc	2000 - 2003
Chief Plumbing / Fire Protection Engineer	Lakhani & Jordan Engineers	1995 - 2000
Project Engineer	Syska & Hennessey Engineers	1993 - 1995
Project Engineer	A. Epstein and Sons	1990-1993
Project Engineer	DCI Contracting,	1987 - 1990
Designer	Michael Lynn & Associates	1982 - 1987
Sanitary/Fire Protection Engineer	Various companies such as Ebasco Services; Burns and Roe; Gibbs and Hill.	1975 - 1982

Leon Katz, PE

Resident Engineer - Electrical

Education:
MEE City University of NY, 1971

BEE City University of NY, 1967

Licenses and Certifications

Professional Engineer: NY, NJ, CT, MD

EPA Certified Asbestos Inspector

 # Years Technical Experience: 20

Leon has over 30 years of experience in managing of construction of complex system installation projects for railroad projects. He specializes in electrical power, security systems, CCTV system, traction power, SCADA remote control substations and fiber optic communication systems related to rail transit. His experience includes Variable Frequency Drive, Ventilation, UPS monitoring system for substation control and pump control systems and security systems for railroad facilities. Leon has a thorough understanding of how transportation authorities operate and the realization of major capital programs with a minimum disruption to the service. He reviews the electrical design project from constructability point of view and improves final electrical design and specification.

NYCT Dyckman Substation, New York, NY

Power engineer responsible for supervision of installation of SCADA systems remote control, and testing and commissioning of new remote controlled 6,000 Kw power rectifier equipment, high voltage and D.C. Switchgear, cabling for Hamilton Beach Substation on the IND Rockaway Line and 7th Ave-W. 16th St., 7th Ave – 27th St, Varick Van Dam and Nostrand Ave Substations on the IRT 7th Ave Line, 70th Ave, So. Railroad Ave substations on IND Queens Blvd line and Meserole substation on IND 'G' line, Brooklyn.

MTA/Long Island Rail Road East Side Access Project, New York, NY

Senior traction power engineer responsible for engineering oversight for of all traction power substations and PLC, SCADA control, construction of power substation for tunnel boring machines, ventilation, UPS systems, lighting power and distribution facilities for the ESA project. This project was meant to connect the LIRR's Main Line and Port Washington Line in Queens with the Grand Central Terminal in Manhattan through three miles of new deep underground subway tunnels to be constructed. The project included a new midday storage yard for 264 train cars, eight new passenger train platforms and mezzanines under Grand Central station, new M-7 car testing and maintenance facility at Arch St. and a new passenger train station at Sunnyside Yard, Queens.

Metro North Park Avenue Viaduct and 125th Street Station, New York, NY

As Electrical project manager responsible for traction power, signals, communications, SCADA control and lighting relocation and new

installation work related to the reconstruction of the Park Avenue elevated viaduct structure. The structure supports four mainline railroad tracks between a tunnel portal at 97th Street and the Harlem River Lift Bridge at 132nd Street and the 125th passenger station rehabilitation, under a $90 million capital improvement project for Metro-North.

NYCT – Director of Engineering, New York, NY

As director of engineering, capital construction and maintenance engineering responsible for supervising engineers, preparing construction plans and specifications for over $600 million dollar capital procurement projects for new electrical power and control (SCADA) equipment for remote controlled D.C. substations on the New York City Transit system. He was also responsible for the operating, engineering, and maintenance group providing maintenance, operating, repair procedures, corrosion control (electrolysis and cathodic protection systems), power, and control cable specifications for subway tunnels, elevated structures, and power substations containing high tension electrical power and associated remote control equipment, emergency alarm system, signal power frequency converters, energy management studies, and system telephone interconnections.

NYCT – Director of Engineering, New York, NY

As director of engineering, capital construction and maintenance engineering responsible for the design, procurement specifications and management of a $118 million fiber optic backbone transmission system for the integration of voice, data and SCADA control communications needs of the NYCT, including interconnection to other MTA railroads. He also provided consultation on subway/right-of-way leasing to telecommunications companies.

Chronological Work History

Role	Firm	Duration
Constructability Reviewer	AG Consulting Engineering, PC	2007 – Present
Power Engineer	Mass Electric / Port Authority of New York & New Jersey	11/2010 – 7/2013
Senior Traction Power Engineer	MTA/LIRR	8/2002 – 6/2004
Electrical Power Manager	Metro North	6/1993 – 12/1996
Director of Engineering	NYCT	12/1960 – 11/1991

John Bowman

Inspector - Mechanical

Education:
A.S., Applied Science, State University of New York at Farmingdale A&T

Alexander Hamilton Vocational Technology High School

 # Years Technical Experience: 35

John has more than thirty five years in MEP Construction trade. He is fully conversant with MEP system and subsystem design, installation, commissioning, start up and hand over to the end users. He can analyze and trouble shoot all the MEP and Building Management Systems. He is a self starter and leader with a knack for fixing and improving the entire system. He is meticulous, decisive and completes the assignment within time without compromising the quality of workmanship. He is liked by his supervisors, client, the government agencies having jurisdiction, peers and subordinates for his positive attitude to get the job done.

Staten Island Supreme Courthouse, New York, NY

John is the Sr. Mechanical Superintendent for a new five story 154,000 gross square feet Staten Island Supreme Courthouse, which will house the Surrogate, Supreme Criminal and Supreme Civil Courthouse. Space includes 14 Courtrooms and related parking. The courthouse is under construction in St. George, Staten Island. Project cost $120M. He is responsible for preparation of coordination drawing which is acceptable to all related trades. He reviewed the entire HVAC system considering ventilation and exhaust system. He was involved in coordinating with City for connection of water, sanitary and storm sewer system.

Brooklyn Museum, Brooklyn, NY

Sr. Superintendent for various projects for the museum including: Projects Phase 4a, Phase 4b And Phase 5.

Kings County Hospital Center Building "S", New York, NY

Project was a New Hospital with new operating rooms, New Emergency (Adult And Children) Delivery Room, and New Electrical Substation and Generator, HVAC System.

Kings County Hospital Center Building "E"

Kings Count Hospital Center Building "E". This Project is Part New and Renovation, adding complete change of floors and added New Electrical Systems and Hvac, Plumbing, Fire Protection and Fire Alarm System.

Kings County Hospital Center Building "R"

Project Description: This is a New Behavioral Health Center In Brooklyn, NY.

Chronological Work History

Role	Firm	Duration
Sr. Mechanical Superintendent	AG Consulting Engineering, PC	2011 – Present
Sr. MEP Superintendent/Coordinator	Gilbane Building Co.	3/2003 – 2/2011
MEP Superintendent	Bovis Lend Lease	2/1993 – 10/2002
MEP Superintendent	Morse Diesel International	2/1991 – 2/1993
MEP Superintendent	HRH Construction Group	4/1989 – 2/1991
Head Toubleshooting Department	Cosentini Associates	9/1973 – 9/1989

Ali Miah, PE

Resident Engineer - Electrical

Education:
MS, Electrical Engineering, New Jersey Institute of Technology

BS, Electrical Engineering, Bangladesh University of Engineering, and Technology, Dhaka, Bangladesh

 # Years Technical Experience: 36

Electrical Engineer with a P.E. License and an MSEE in Power Systems with 36 years experience with large Electric Utilities and Consulting Engineering Companies. Demonstrated accomplishments in the project engineering and design engineering of airports, waste water treatment plants, facilities and infrastructure projects, emergency power system projects at New York City Hospitals, including Data Center. Worked as Project Engineer and Design Engineer of High Voltage and Medium Voltage substations including protective relaying and controls. Designed fossil power plants, co-generation plants and nuclear power plants. Design included power plant electrical systems, interface with utility substations, control and instrumentation system. Performed short circuit studies, relay coordination studies and relay setting calculations using EDSA Paladin Design Base 2 Software and SKM Power Tools. Worked as Project Engineer and Design Engineer of fire alarm system projects for high-rise buildings, industrial facilities, hospitals and public schools. Worked on projects with various Agencies including Port Authority (JFK), NYC DEP, NYC TA, DASNY, NYC & NJ Public School projects.

TBTA, Electronic Security Design and Design Support Services for Project 26 for Throgs Neck Bridge, New York

The Throgs Neck Bridge, built as a key link in the interstate highway system, is turning 50 years old on Jan. 11th. The bridge towers are 360-feet above mean high water. Scope of services include, but is not limited to the design, construction support services, testing and inspection during installation of security-related systems at the bridge anchorages and towers' perimeter doors/hatches, underside of the suspended spans, fenders and tower pedestals.

NYCT 68th Street/Lexington Avenue Line Installation of ADA Elevators

68th Street Station is designated as a "Key Station" with an average daily usage of 29,000 passengers. The purpose of this project is to provide vertical accessibility for 68th Street Station and to meet all the guidelines set forth in the Americans with Disability Act Accessibility Guidelines. He was responsible for installation, inspection and commissioning of maintaining uninterrupted electrical power for station lighting and power, signal services, AFC equipment, control booths, communications equipment, employee facilities, and tunnel lighting.

Jacobi Medical Center, Bronx, NY

Construction supervision, commissioning and inspection services for emergency power system upgrade of Jacobi Medical Center and North Central Bronx Hospital, Bronx, NY. The scope of work included the emergency power distribution system throughout the hospitals at Jacobi Medical Center, installation of emergency generators, transfer switches, paralleling switchgear, distribution panels, power and control circuits for HVAC equipment as well security system Reviewed shop drawings to ascertain compliance with the Contract Documents, National and Local Electrical Codes and other applicable codes.

NYCSCA, Various NYC Public Schools, NY

Construction supervision and inspection services for the electrical system upgrade, low voltage electrical system upgrade and fire alarm system upgrade of various Public Schools at New York City. Participated in meetings with clients, city agencies, state agencies, utility service representatives, project teams and contractors. Prepared contract drawings and specifications. Provided response to Contractor's RFI's. Performed field acceptance tests of electrical equipment. Performed site surveys and engineering estimates for planning purposes and construction purposes. Reviewed shop drawings to ascertain compliance with the Contract Documents, National and Local Electrical Codes and other applicable codes.

Arthur Kill Correctional Facility, Staten Island, NY

Supervised the demolition and construction of replacement of 5 KV underground distribution feeders and existing Fire Alarm System. Involved in commissioning, inspection and testing of related electrical equipment. Participated in meetings with clients, city agencies, state agencies, utility service representatives, project teams and contractors. Prepared Change Orders. Provided response to Contractor's RFI's. Performed field acceptance tests of electrical equipment. Reviewed shop drawings to ascertain compliance with the Contract Documents, National and Local Electrical Codes and other applicable codes.

Chronological Work History

Role	Firm	Duration
Consultant	AG	10/ 2010 – Present
Sr. Electrical Engineer	STV Inc.	9/2009 – 10/2010
Principal Electrical Engineer	Greenman-Pedersen, Inc.	4/ 2004 – 6/2009
Sr. Electrical Engineer	TAMS	8/1999 – 5/2003
Sr. Electrical Engineer	Parsons Brinckerhoff, Inc.	8/1998 – 8/1999
Sr. Project Design Engineer	Metcalf & Eddy of New York, Inc.	10/1991 – 7/ 1998
Electrical Design Engineer	Nitash Inc.	1/ 1991 – 4/1991

Raymond C. Kallberg, PE

Resident Engineer - Mechanical

Education:
BS, Mechanical Engineering, New York Univeristy

Licenses and Certifications
Mechanical Engineering – New York, New Jersey

 # Years Technical Experience: 40

An experienced Mechanical Engineer and Project Manager, Mr. Kallberg is responsible for design, specifications, load calculations, reports, supervision of designers, coordination of disciplines, cost estimates, field work, shop drawing review, client liaison and construction administration for a variety of projects. His over 40 years of experience spans institutional, correctional, commercial, industrial facilities, residential buildings and includes both new construction and renovation. He designed geothermal and traditional HVAC system with an emphasis on energy management and control system.

TBTA, BBT Project BB-15A Control & Monitoring Enhancements/ Control Room Modernization, Brooklyn Battery Tunnel, New York Project Manager/Sr. Mechanical Engineer

Scope included Administrative Procedures, Investigations and Feasibility of Design; Advanced Design with Constructability Review; Final Design, Inspection and Design and Construction Support Services. Due to the critical nature of the tunnel, a complete temporary control room was designed. The electrical design included the control room power, communication systems and lighting, development of the temporary control room design package including power, UPS and communication wiring. This was a LEED project.

PANY&NJ, Goethal's Bridge Renovation of Main Telecommunication Room, Staten Island, NY, Sr. Mechanical Engineer

He was responsible for condition inspection and HVAC design services for complete modification of the Telecommunication Room at the Goethal's Bridge Building Facility including inspection and construction support services. All equipment in the Telecommunication Room was relocated to a temporary trailer to avoid interruption to the electrical power service. Upon completion of the renovations all equipment was reinstalled. The phasing of this project was critical.

New York City Administration for Children's Services New Situation

Room/Command Center, New York, NY, Sr. Mechanical Engineer

Inspection and construction administration for the 2,000 sq.ft. 13th floor Situation Room/ Command Center. The renovation/conversion of this room is a priority project for ACS. The room is a special-use room that will be used for weekly meetings by 50 people and for executive management meetings. More importantly, this room will be used for agency press conferences and as the ACS command center during emergency situations. The situation room will incorporate a large room

with seating for 50, specialized A/V conferencing equipment, sound system equipment, security and CCTV, emergency backup systems for electrical and HVAC, an A/V control room, an IT server room, an electrical/mechanical room, storage, kitchenette and a small office. All the equipment was selected based on energy efficiency.

NYC DDC, Schomburg Center for Research in Black Culture, New York, NY, Sr. Mechanical Engineer

He was responsible for selecting the most energy efficient equipment for renovation of building involving complete electrical and mechanical services, HVAC, replacing old units and providing new units to accommodate stack rooms, archives and special collection rooms by controlling temperature and relative humidity, library including new chiller, 130 ton cooling tower, lighting, power, security, plumbing, and fire protection design. Fire protection services including reactive system for stack room and provide wet system in gallery.

GSA, Thurgood Marshall US Courthouse, New York, NY ,Sr. Mechanical Engineer

He was responsible for selecting the most energy efficient equipment of HVAC system replacement & upgrade, electrical power distribution/grounding system/lighting systems replacement and upgrade, emergency power system replacement and upgrade, telephone/data systems replacement and upgrade, building management system upgrade and expansion, domestic water/sanitary/storm water systems replacement, fire protection system upgrade and expansion, security screening and security system upgrades, and public restrooms modernization. This has a LEED Goal of Silver Certification.

Chronological Work History

Role	Firm	Duration
Manager (Energy Efficient Projects)	AG Consulting Engineering, PC	1995 – Present

Kulbinder Singh, LEED AP

Inspector - Mechanical

Education:
MS Engineering, Computer Integrated Manufacturing, India, 1998

BS Mechanical, Electronics and Telecommunications, India, 1995

Technical College Diploma, Electronics and Communications, 1992

 # Years Technical Experience: 20

Kulbinder has over 20 years experience in the design and construction inspection of electrical and telecommunication systems. He specializes in the design of electrical lighting, security systems including CCTV, card access system, communications, public address system, LAN/WAN system and power distribution. He is also experienced in preparing cost estimates from schematic to 100% construction documents. Through constant vendor contacts, he is able to maintain current material pricing. He acts as a liaison with architects and engineers to obtain all necessary information to provide accurate cost estimates.

Construction Management Services, New Staten Island Courthouse, Staten Island, NY

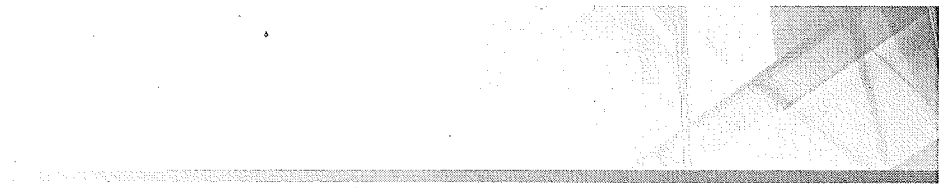
Kulbinder is provided construction management and inspection services for a new 154,000 gross square feet Staten Island courthouse, which will house the surrogate, supreme criminal and supreme civil courthouse. Space includes 14 courtrooms and related parking. The courthouse will be constructed at St. George, Staten Island.

Thomas A. Edison Rehabilitation at Glenmont/Cottage and Barn, West Orange, NJ

Construction Management of the complete renovation of this Historical Landmark Building undertaken by Federal Government (National Parks Department). The work of this contract consisted of construction for the rehabilitation and repair of the Edison National Historic Site, Glenmont Unit, historic greenhouse, gardening and barn facilities. Major items include rehabilitation of the Greenhouse, installation of a new roof, parapet at the Gardener's Cottage, reinforcement of the Greenhouse walls, new doors and new mechanical/electrical systems. Additional works at Building 14 and Building 16 are ventilation, lighting, power, plumbing, sanitary and misc. electrical systems, general windows, and doors.

Thomas A. Edison Preservation of Historic Buildings & Collections Glenmont – HVAC & Fire Protection, West Orange, NJ

Construction management and complete supervision of General Contractor/Sub-contractor work. The work consists of HVAC systems and electrical system upgrade at the Glenmont Estate at Edison NHS. The scope of the work included the replacement of natural gas fired hot water boiler, the installation of a new vertical borehole type geothermal heat exchanger, water-to-water type geothermal heat pumps, new



modular air handling units with both chilled and hot water coils, a new direct digital automatic temperature control system, cleaning of existing low pressure ductwork, installation of external duct insulation on existing supply/return ductworks, new electrical service, and the installation of new branch circuit panels as required for the new HVAC system. In addition to the HVAC systems upgrade, the scope of work included a new automatic fire detection, alarm and dry pipe sprinkler system. Electrical work included new indoor/roadway lighting, power distribution, fire alarm system, security system and telecommunication system. Architectural/Civil components include removal, salvage and storage of historical items, excavation, exterior ground repairs, masonry repairs, rough and finish carpentry, repair of various architectural finishes including lath, plaster, ceramic tile and decorative painted finishes.

Ellis Island – Southside Stabilization and Infrastructure – Phase 3, Ellis Island, NY

Construction management services for the work of this contract consisting of general building stabilization, environmental clean-up and utility work at Ellis Island, a unit of Statue of Liberty Monument and Ellis Island. Ellis Island is a ca. 28-acre U-shaped island in New York Harbor comprised by what are referred to as Islands 1,2 and 3 with Islands 2 and 3 collectively referred to as Southside, the area in which the majority of this project occur.

Inspection Services for MTA Bus Company - New Roof and Ventilation System at La Guardia Bus Depot, NY

Kulbinder provided Construction Management & Inspection Services for the La Guardia Bus Depot, Jackson Heights, NY. The depot will remain operational while this work is performed. This project will replace an approximate 112,000 sq ft roof and a new ventilation system in the Main Building. The scope of the work includes removal of the existing roof to the concrete deck, disposal of all removed material, and installation of a new 112,000 sq ft roof with a minimum warranty of 20 years. A new bulkhead and staircase will be installed to allow safe access to the roof. Windows on the roof level will be replaced where applicable.

Chronological Work History

Role	Firm	Duration
Mechanical Inspector	AG Consulting Engineering, PC	2001 – Present

Ron Dasgupta, PE, LEED AP

Resident Engineer - Mechanical

Education:
MS, Nuclear Engineering, NYU Polytechinc

BME, Mechanical Engineering, Jadavpur University, Calcutta, India

Licenses and Certifications
NY State Professional Engineer, P.E. License # [redacted]

LEED Accredited Professional

 # Years Technical Experience: 40

Ron has over 40 years of experience in HVAC System Design, Engineering and Construction Support Services. He is experienced in Project Management of Steam & Hot Water Boilers, HVAC units, Chillers, exhaust fans and all other HVAC systems including climate controls and BMS. Ron has done various projects including projects for SCA, MTA and NYPA.

MTA- Corona Railway Maintenance Shop, NYC Subway Communication Rooms Air Conditioning

Worked as Task Manager for Mechanical systems in the Corona Maintenance shop. This new maintenance shop for the #7 subway cars was a design-build project and worked from proposal stage all the way to commissioning of the shop. He was responsible for all Mechanical, Plumbing/Fire Protection systems, BMS and fuel oil system design, engineering inspection and construction support. Mechanical, Plumbing/Fire Protection systems also included of dual fuel hot water boilers, VAV packaged air conditioning units, roof top HV units, exhaust fans, pumps, air curtains, unit heaters, above ground double wall fuel oil tanks, BMS etc. The shop was LEED certified. Also worked on communication rooms air conditioning located in different subway stations.

Columbia University, New York, NY

Worked as Lead Engineer for a 5000 ton chilled water plant in the basement of a new 14 story building comprising of electric centrifugal and heat recovery chillers with roof mounted cooling towers and also HV systems. Was responsible for design, engineering inspections and construction support services of the entire project.

NYC School Construction Authority , New York, NY

Worked as Project Manager (PM) & Deputy Project Manager (DPM) on different MEP/FP projects under SCA Capital Improvement Program. Projects included Plumbing, Sprinklers, Fire Standpipe systems. Also included were steam boilers replacement with all accessories, hot water boilers and chillers replacement with pumps and accessories, VAV and constant volume air handling units replacement, climate control system replacement, BMS etc. Provided scope report, design, engineering and construction support services along with NYC DOB approval.

US Corp of Engineers- Vehicle Maintenance Shops at Fort Drum, NY

Worked as Task Manager for two (2) new Vehicle Maintenance Shops with Mechanical, Plumbing/ Fire Protection systems and BMS. He was responsible for all Mechanical systems design engineering inspection and construction support. Mechanical systems also included gas fired high efficiency condensing hot water boilers, VAV packaged air conditioning units, roof top HV units, exhaust fans, pumps, air curtains, unit heaters, above ground double wall fuel oil tanks, under slab radiant heating system, BMS etc.

Chronological Work History

Role	Firm	Duration
Mechanical Engineer	AG Consulting Engineering, PC	10/2013 – Present
Sr. Engineering Manager	Parsons Brinkeroff	8/1999 – 5/2013
Principal Engineer	Stone and Webster	1973 - 1998

Richard S. Kruter, AIA

Resident Engineer - Mechanical

Education:
BS, Architecture, City College of New York, 1972

BS Arch, Architecture, City College, New York, 1973

Licenses:
Registered Architect:
NY # [redacted]

 # Years Technical Experience: 40

Richard is a professional architect (AIA – 1977) with forty years practical experience in the area of planning, designing with value and oversight of construction activities. He is involved in conceptual design to preparation of construction documents including coordination of various disciplines, constructability review, code compliance, land use, zoning and historic preservation as well as supervision of the Architectural Department. He has developed a means of handling simultaneous activities through careful organization, open communication with the team and the Authority, and by assembling crews of capable professionals to whom he can delegate ask order responsibility. Mr. Kruter is well known in the architectural and engineering industry in the tri-state area and is a member of various professional societies, and networks constantly with his professional associates. This keeps him up to date about the present and potential future condition of the industry. In the past, he interviewed and selected architects and CAD operators for his project group. He is resourceful, efficient, well organized with strong negotiation skills. He has excellent, written, verbal communication ability.

US Army Corps of Engineers, Military Academy at West Point, NY

Cost: $160 Million: Renovation of 260,000 sf Science Building in Bartlett Hall. As a senior project manager, he was responsible for coordinating with construction contractors of this wicks law project. He was responsible for the project is being built as per design drawings shown photo luminescent exit path, fire stop, draft stop and fire block system.

New York City School Construction Authority, PS 277, Brooklyn, NY

Cost: $6 Million. Renovation of this 34,000 sft project included construction of new kitchen and upgrading of mechanical, electrical, plumbing and fire protection systems. He was responsible for the architectural controlled inspection of alternative materials, fire rated construction, emergency lighting and final inspection.

New York City School Construction Authority, IS 2R

Cost: $4 Million. Structural concrete façade and frame repair and the exterior widow's replacement. Construction and inspection work was primarily focused on repair work of concrete caused by spalling. He was responsible for alternative materials fenestration rating for leakage, insulation placement of R valves etc.

Maintanence Facility, Battery Park City Authority Maintenance Facility

This is a four storied 45,000 square foot with 3 storied high storage area. The scope of work was removal and painting of the entire area, installation of vehicle repair equipment with lifts, wood shop and electric shop. He supervised the controlled inspection of removal of paints and new painting work. Also inspected fire stops, draft stops and fire block system for plumbing and electrical conduits.

NYS Dormitory Authority, College of Staten Island, NY

Worked on various renovation and repair work for this facility including, façade, classrooms, boys and girls comfort facilities, cafeteria, gymnasium etc. He was involved in controlled inspection of exit signs and paths, alternate materials, R valves, Emergency lighting and final inspection.

Chronological Work History

Role	Firm	Duration
Manager (Architectural)	AG Consulting Engineering, PC	2/2010 – Present
Vice President Architecture/ Sr. Project Manager	URS Corporation	2/2003 – 1/2010
Associate Partner / Director Business Development	Highland Associates	5/1995 – 1/2003
Project Manager, Corporate Real Estate Group	Xerox Corporation	4/1988 – 5/1995
Manager of Design and Construction/ Sr. Project Manager	IBM Corporation	4/1978 -4/1988
Architectural Designer	Scientific Design	10/1977 – 3/1978
Architectural Designer	Hardy Holtzman Pfeiffer Architects	5/1977 – 9/1977
Architectural Designer/Planner	Malcolm Pirnie	4/1973 – 4/1977
Designer/Planner/Project Manager	Bronx Community College	1/1973 – 3/1973

Sisir Biswas, PE

Project Manager

Sisir has more than 40 years experience in this country for design of both steel and concrete structure of various facilities including multistoried commercial, institutional, office, apartment and industrial buildings, highway and railway bridges and tunnels, conventional and nuclear power generating plants. He designed structures on both air and public side of Philadelphia, Atlantic City, Newark, LaGuardia and JFK airport.

NYCHA - Construction Management and Controlled Inspection work at Johnson Houses, New York, NY

The development is located on the both sides of Lexington Ave bounded by E 115th Street on the north, third avenue on the E 112th Street on the south and The Park Ave on the west. The development is located in the southeast part of Manhattan and bounded by Madison Street on north, Jackson Street on the east, Water Street on the south and Governors Street on the west. Sisir was the project manager for this project. He was the one point contact of the client. He attended weekly progress meetings, monitored the construction schedule and budget. He administered the material sampling, inspection and testing. Full time NYCDBO licensed safety manager worked under his direction.

NYCDOC - Central Admission intake at West Facility, Rikers Island, NY

The west facility is located in the northwest part of the Rikers Island. Sisir was the project manager for the special inspections of this project. He was responsible for coordinating among owner, architect and the contractor for setting up the inspections schedule. He also visited the site during inspection to verify the inspection was done as per approved procedures and the test results were prepared accordingly.

NYCDEP - Waste Water Treatment Plant at Hunts Point, Phase IV, Carbon Addition, New York

The plant is located in the northern bank of East River in Bronx. Techno/Baker JV is the construction Manager. Sisir is the project manager for the special inspections of this project. He is responsible for coordinating among owner, architect and the contractor for setting up the inspections schedule. He also visits the site during inspection to verify the inspection was done as per approved procedures and the test results are prepared accordingly.

Education:
CE, Civil/Structural Engineering, B.E., College, India, 1967

BE, Civil Engineering, University of Calcutta, 1966

Licenses and Certifications

Professional Engineer:

New York, New Jersey, Florida, Delaware, Maryland, Massachusetts

 # Years Technical Experience: 40

Special Inspection for the Office Building located at 131 W 33rd Street, 12th Floor, New York, NY

This is an office building and the entire floor was gut rehabilitated. Sisir was the project manager for the special inspections of this project. He was responsible for coordinating among owner, architect and the contractor for setting up the inspections schedule. He also visited the building during inspection to verify the inspection was done as per approved procedures and the test results were prepared accordingly.

Chronological Work History

Role	Firm	Duration
Project Manager	AG Consulting Engineering, PC	04/2008 - Present
Civil/Structural Engineer	HAKS Engineers and Land Surveyors, PC	8/2000 to 4/2008
Civil/Structural Engineer	Sidhu Associates, Inc	9/1998 to 8/2000
Civil/Structural Engineer	Promatech, Inc	11/1993 to 9/1998
Civil/Structural Engineer	Mitra Associates	1/1990 to 10/1993
Civil/Structural Engineer	R. Louis Gallagher Engineering	2/1987 to 12/1989
Civil/Structural Engineer	Various Consulting Engineering Companies in USA & India	6/1966 to 1/1987

Nicholas Bailey

Inspector - Structural

Experience

As indicated in the following page's table, Mr. Bailey has extensive experience with:

- GBC - General Building Construction
- FPS & FRC - Fire Protection Systems & Fire-Resistant Construction
- PMS - Plumbing & Mechanical Systems
- SMCO - Structural Materials & Construction Operations

Licenses and Certifications

- American Concrete Institute (ACI):
  - Concrete Field Testing Technician Grade I
  - Concrete Construction Special Inspector
- International Code Council (ICC):
- Spray-Applied Fireproofing Special Inspector
- Structural Masonry Special Inspector
- 10 Hour OSHA
- MTA Track Safety Trained – 09/19/13
- Wagner Rapid RH Moisture and Relative Humidity Testing

 # Years Technical Experience

7

Work History (chronological history of employment)

Role	Firm	Duration
Special Inspector	**Municipal Testing Lab., Inc. - Hauppauge, NY**	2007-present
Quality Control Inspector	**CTI Consultants, Inc. – Ashland, VA**	2005-2007

QUALIFICATIONS				
GBC - General Building Construction FPS & FRC - Fire Protection Systems & Fire-Resistant Construction PMS - Plumbing & Mechanical Systems SMCO - Structural Materials & Construction Operations		PRIMARY	SUP. ALT. 1	SUP. ALT. 2
GBC	BC 1704.10 - Wall Panels, Curtain Walls & Veneers			✓
GBC	BC 1704.12 - Ext Insulation Finish Systems (EIFS)			✓
GBC	BC 1704.24 - Chimneys			
GBC	BC G105 - Flood Hazard Mitigation			
GBC	1 RCNY1026-01 - Photoluminiscent Exit Path Markings			✓
FPS & FRC	BC 1704.11 - Sprayed Fire-resistant Materials			✓
FPS & FRC	BC 1704.14 - Smoke Control Systems			
FPS & FRC	BC 1704.21/22 - StandPipe/Sprinkler Systems			
FPS & FRC	BC 1704.25 - Firestop, Draftstop & Fireblock Systems			✓
FPS & FRC	BC 1704.13 - Emergency Power Systems (Generators)		✓	
PMS	BC 1704.15 - Mechanical Systems			
PMS	BC 1704.16 - Fuel-Oil Storage & Fuel-Oil Piping Systems			
PMS	BC 1704.20 - Site Storm Drainage Disposal/Detention Facilities			
PMS	BC 1704.23 - Heating Systems			
SMCO	BC 1704.17/18/26 - Welding: Steel HP Steam & Gas Piping, Aluminum			
SMCO	BC 1704.3.2/3.3 - Steel - Erection & High Strength Bolting			
SMCO	BC 1704.3.2.4 - Structural Cold-formed Steel			
SMCO	Non-Destructive Testing Technician (all fields)			✓
SMCO	BC 1704.4 - Concrete - Cast-in-place & Precast		✓	
SMCO	Concrete Batch Plant Technician		✓	
SMCO	Concrete Field Technician (ACI I)		✓	
SMCO	Concrete NDT Technician			✓
SMCO	BC 1704.4 - Prestressed Concrete			
SMCO	BC 1704.5 - Masonry			✓
SMCO	BC 1704.6 - Wood Construction			
SMCO	BC 1704.7.1/7.2/7.3 - Soils - Site Preparation			
SMCO	BC 1704.7.1/7.2/7.3 - Soils - Fill Placement, In-place Density			
SMCO	BC 1704.7.4 - Soils Investigations			
SMCO	BC 1704.8 BC 1808.2.2 - Pile Foundations & Drilled Pier Installation			
SMCO	BC 1704.9 - Pier Foundations			
SMCO	BC 1704.9.1 - Underpinning			
SMCO	BC 1704.19 - Structural Safety - Stability & Mechanical Demolition			
SMCO	BC 1707.8 - Seismic Isolation Systems			

William Castaneda

Inspector - Structural

Experience

As indicated in the following page's table, Mr. Castaneda has extensive experience with:

- GBC - General Building Construction
- FPS & FRC - Fire Protection Systems & Fire-Resistant Construction
- PMS - Plumbing & Mechanical Systems
- SMCO - Structural Materials & Construction Operations

Licenses and Certifications

American Concrete Institute (ACI):
Concrete Field Testing Technician Grade I
Concrete Construction Special Inspector
International Code Council (ICC):
Structural Masonry Special Inspector, Issued: 12/29/09
4-Hour User Scaffold Safety Training
10 Hour OSHA - Occupational Safety & Health Training

 # Years Technical Experience

9

Work History (chronological history of employment)

Role	Firm	Duration
Special Inspector	**Municipal Testing Lab., Inc.**	2010-present
Inspector	**Tectonic Engineering**	2007-2010
Inspector	**Citywide Testing**	2005-2007

QUALIFICATIONS				
GBC - General Building Construction FPS & FRC - Fire Protection Systems & Fire-Resistant Construction PMS - Plumbing & Mechanical Systems SMCO - Structural Materials & Construction Operations		PRIMARY	SUP. ALT. 1	SUP. ALT. 2
GBC	Wall Panels, Curtain Walls & Veneers			✓
GBC	Ext Insulation Finish Systems (EIFS)			✓
GBC	Chimneys			
GBC	Flood Hazard Mitigation			
GBC	Photoluminiscent Exit Path Markings			✓
FPS & FRC	Sprayed Fire-resistant Materials			

FPS & FRC	Smoke Control Systems			
FPS & FRC	StandPipe/Sprinkler Systems			
FPS & FRC	Firestop, Draftstop & Fireblock Systems			✓
FPS & FRC	Emergency Power Systems (Generators)		✓	
PMS	Mechanical Systems			
PMS	Fuel-Oil Storage & Fuel-Oil Piping Systems			
PMS	Site Storm Drainage Disposal & Detention Facilities			
PMS	Heating Systems			
SMCO	Welding: Steel HP Steam & Gas Piping, Aluminum			
SMCO	Steel - Erection & High Strength Bolting			
SMCO	Structural Cold-formed Steel			
SMCO	Non-Destructive Testing Technician (all fields)			✓
SMCO	Concrete - Cast-in-place & Precast			
SMCO	Concrete Batch Plant Technician		✓	
SMCO	Concrete Field Technician (ACI I)		✓	
SMCO	Concrete NDT Technician		✓	
SMCO	Prestressed Concrete			
SMCO	Masonry			✓
SMCO	Wood Construction			
SMCO	Soils - Site Preparation			
SMCO	Soils - Fill Placement, In-place Density			
SMCO	Soils Investigations			
SMCO	Pile Foundations & Drilled Pier Installation			
SMCO	Pier Foundations			
SMCO	Underpinning			
SMCO	Structural Safety - Stability & Mechanical Demolition			
SMCO	Seismic Isolation Systems			

Nikhil Chintanippu

Inspector - Structural

Experience

As indicated in the following page's table, Mr. Chintanippu has extensive experience with:

- GBC - General Building Construction
- FPS & FRC - Fire Protection Systems & Fire-Resistant Construction
- PMS - Plumbing & Mechanical Systems
- SMCO - Structural Materials & Construction Operations.

Education

Masters in Civil Engineering – CCNY (05/2009)
BS in Civil Engineering, NIT – Silchar, India (2005)

Licenses and Certifications

American Concrete Institute (ACI):
Concrete Field Testing Technician Grade 1
Concrete Construction Special Inspector
International Code Council (ICC):
Structural Masonry Special Inspector
4-Hour User Scaffold Safety Training
10-Hour OSHA

 # Years Technical Experience

9

Work History (chronological history of employment)

Role	Firm	Duration
Special Inspector	**Municipal Testing Lab., Inc.**	2007-present
Concrete Inspector	**ITD Cementation India Limited – Silchar, India**	2005-2007

QUALIFICATIONS				
GBC - General Building Construction FPS & FRC - Fire Protection Systems & Fire-Resistant Construction PMS - Plumbing & Mechanical Systems SMCO - Structural Materials & Construction Operations		PRIMARY	SUP. ALT. 1	SUP. ALT. 2
GBC	BC 1704.10 - Wall Panels, Curtain Walls & Veneers		✓	
GBC	BC 1704.12 - Ext Insulation Finish Systems (EIFS)			✓
GBC	BC 1704.24 - Chimneys		✓	
GBC	BC G105 - Flood Hazard Mitigation			
GBC	1 RCNY1026-01 - Photoluminiscent Exit Path Markings			✓

FPS & FRC	BC 1704.11 - Sprayed Fire-resistant Materials		✓	
FPS & FRC	BC 1704.14 - Smoke Control Systems			
FPS & FRC	BC 1704.21/22 - StandPipe/Sprinkler Systems			
FPS & FRC	BC 1704.25 - Firestop, Draftstop & Fireblock Systems		✓	
FPS & FRC	BC 1704.13 - Emergency Power Systems (Generators)			
FPS & FRC	BC 1704.15 - Mechanical Systems			
PMS	BC 1704.16 - Fuel-Oil Storage & Fuel-Oil Piping Systems			
PMS	BC 1704.20 - Site Storm Drainage Disposal/Detention Facilities			
PMS	BC 1704.23 - Heating Systems			
PMS	BC 1704.17/18/26 - Welding: Steel HP Steam & Gas Piping, Aluminum			
SMCO	BC 1704.3.2/3.3 - Steel - Erection & High Strength Bolting			
SMCO	BC 1704.3.2.4 - Structural Cold-formed Steel			
SMCO	Non-Destructive Testing Technician (all fields)		✓	
SMCO	BC 1704.4 - Concrete - Cast-in-place & Precast		✓	
SMCO	Concrete Batch Plant Technician			
SMCO	Concrete Field Technician (ACI I)		✓	
SMCO	Concrete NDT Technician		✓	
SMCO	BC 1704.4 - Prestressed Concrete		✓	
SMCO	BC 1704.5 - Masonry			
SMCO	BC 1704.6 - Wood Construction		✓	
SMCO	BC 1704.7.1/7.2/7.3 - Soils - Site Preparation			
SMCO	BC 1704.7.1/7.2/7.3 - Soils - Fill Placement, In-place Density			
SMCO	BC 1704.7.4 - Soils Investigations		✓	
SMCO	BC 1704.8 BC 1808.2.2 - Pile Foundations & Drilled Pier Installation		✓	
SMCO	BC 1704.9 - Pier Foundations			
SMCO	BC 1704.9.1 - Underpinning			
SMCO	BC 1704.19 - Structural Safety - Stability & Mechanical Demolition			
SMCO	BC 1707.8 - Seismic Isolation Systems			
SMCO	BC 1704.10 - Wall Panels, Curtain Walls & Veneers			
SMCO	BC 1704.12 - Ext Insulation Finish Systems (EIFS)			

Wilmar Giraldo-Jaramillo

Inspector - Structural

Experience

As indicated in the following page's table, Wilmar Giraldo-Jaramillo has extensive experience with:

- GBC - General Building Construction
- FPS & FRC - Fire Protection Systems & Fire-Resistant Construction
- PMS - Plumbing & Mechanical Systems
- SMCO - Structural Materials & Construction Operations.

Licenses and Certifications

American Concrete Institute (ACI):
- Concrete Field Testing Technician Grade I
- Concrete Construction Special Inspector

International Code Council (ICC):
- Structural Masonry Special Inspector
- 4-Hour User Scaffold Safety Training
- 10 Hour OSHA - Occupational Safety & Health Training

 # Years Technical Experience

7

Work History (chronological history of employment)

Role	Firm	Duration
Special Inspector	**Municipal Testing Lab., Inc.**	2011-present
Inspector	**Tectonic Engineering**	2007-2011

QUALIFICATIONS				
GBC - General Building Construction FPS & FRC - Fire Protection Systems & Fire-Resistant Construction PMS - Plumbing & Mechanical Systems SMCO - Structural Materials & Construction Operations		PRIMARY	SUP. ALT. 1	SUP. ALT. 2
GBC	Wall Panels, Curtain Walls & Veneers			✓
GBC	Ext Insulation Finish Systems (EIFS)			✓
GBC	Chimneys			
GBC	Flood Hazard Mitigation			
GBC	Photoluminiscent Exit Path Markings			✓
FPS & FRC	Sprayed Fire-resistant Materials			
FPS & FRC	Smoke Control Systems			

FPS & FRC	StandPipe/Sprinkler Systems			
FPS & FRC	Firestop, Draftstop & Fireblock Systems			✓
FPS & FRC	Emergency Power Systems (Generators)		✓	
PMS	Mechanical Systems			
PMS	Fuel-Oil Storage & Fuel-Oil Piping Systems			
PMS	Site Storm Drainage Disposal & Detention Facilities			
PMS	Heating Systems			
SMCO	Welding: Steel HP Steam & Gas Piping, Aluminum			
SMCO	Steel - Erection & High Strength Bolting			
SMCO	Structural Cold-formed Steel			
SMCO	Non-Destructive Testing Technician (all fields)			✓
SMCO	Concrete - Cast-in-place & Precast			
SMCO	Concrete Batch Plant Technician		✓	
SMCO	Concrete Field Technician (ACI I)		✓	
SMCO	Concrete NDT Technician		✓	
SMCO	Prestressed Concrete			
SMCO	Masonry			✓
SMCO	Wood Construction			
SMCO	Soils - Site Preparation			
SMCO	Soils - Fill Placement, In-place Density			
SMCO	Soils Investigations			
SMCO	Pile Foundations & Drilled Pier Installation			
SMCO	Pier Foundations			
SMCO	Underpinning			
SMCO	Structural Safety - Stability & Mechanical Demolition			
SMCO	Seismic Isolation Systems			

Danilo Guilas

Inspector - Structural

Experience

As indicated in the following page's table, Mr. Guilas has extensive experience with:

- GBC - General Building Construction
- FPS & FRC - Fire Protection Systems & Fire-Resistant Construction
- PMS - Plumbing & Mechanical Systems
- SMCO - Structural Materials & Construction Operations.

Education

Bachelor of Science in Civil Engineering

Licenses and Certifications

American Concrete Institute (ACI):
- Concrete Field Testing Technician Grade I
- Concrete Special Inspector

4-Hour User Scaffold Safety Training

10 Hour OSHA - Occupational Safety & Health Training

 # Years Technical Experience

7

Work History (chronological history of employment)

Role	Firm	Duration
Special Inspector	**Municipal Testing Lab., Inc.**	2007-present

QUALIFICATIONS				
GBC - General Building Construction FPS & FRC - Fire Protection Systems & Fire-Resistant Construction PMS - Plumbing & Mechanical Systems SMCO - Structural Materials & Construction Operations		PRIMARY	SUP. ALT. 1	SUP. ALT. 2
GBC	Wall Panels, Curtain Walls & Veneers		✓	
GBC	Ext Insulation Finish Systems (EIFS)			✓
GBC	Chimneys		✓	
GBC	Flood Hazard Mitigation			
GBC	Photoluminiscent Exit Path Markings			✓
FPS & FRC	Sprayed Fire-resistant Materials		✓	
FPS & FRC	Smoke Control Systems			
FPS & FRC	StandPipe/Sprinkler Systems			
FPS & FRC	Firestop, Draftstop & Fireblock Systems		✓	

FPS & FRC	Emergency Power Systems (Generators)		✓	
PMS	Mechanical Systems			
PMS	Fuel-Oil Storage & Fuel-Oil Piping Systems		✓	
PMS	Site Storm Drainage Disposal & Detention Facilities		✓	
PMS	Heating Systems			
SMCO	Welding: Steel HP Steam & Gas Piping, Aluminum			
SMCO	Steel - Erection & High Strength Bolting			
SMCO	Structural Cold-formed Steel		✓	
SMCO	Non-Destructive Testing Technician (all fields)		✓	
SMCO	Concrete - Cast-in-place & Precast		✓	
SMCO	Concrete Batch Plant Technician		✓	
SMCO	Concrete Field Technician (ACI I)		✓	
SMCO	Concrete NDT Technician		✓	
SMCO	Prestressed Concrete			
SMCO	Masonry			
SMCO	Wood Construction			
SMCO	Soils - Site Preparation			
SMCO	Soils - Fill Placement, In-place Density		✓	
SMCO	Soils Investigations		✓	
SMCO	Pile Foundations & Drilled Pier Installation		✓	
SMCO	Pier Foundations		✓	
SMCO	Underpinning		✓	
SMCO	Structural Safety - Stability & Mechanical Demolition		✓	
SMCO	Seismic Isolation Systems		✓	

Rodrigo Maramba

Inspector - Structural

Experience

As indicated in the following page's table, Mr. Maramba has extensive experience with:

- GBC - General Building Construction
- FPS & FRC - Fire Protection Systems & Fire-Resistant Construction
- PMS - Plumbing & Mechanical Systems
- SMCO - Structural Materials & Construction Operations.

Education

Bachelor of Science in Civil Engineering

Licenses and Certifications

American Concrete Institute (ACI):
- Concrete Field Testing Technician Grade I
- Concrete Special Inspector

International Code Council (ICC):
- Spray-Applied Fireproofing Special Inspector
- Structural Masonry Special Inspector
- Structural Steel & Bolting Special Inspector

4-Hour User Scaffold Safety Training

10 Hour OSHA - Occupational Safety & Health Training

 # Years Technical Experience

6

Work History (chronological history of employment)

Role	Firm	Duration
Special Inspector	**Municipal Testing Lab., Inc.**	2008-present

QUALIFICATIONS		PRIMARY	SUP. ALT. 1	SUP. ALT. 2
GBC - General Building Construction FPS & FRC - Fire Protection Systems & Fire-Resistant Construction PMS - Plumbing & Mechanical Systems SMCO - Structural Materials & Construction Operations				
GBC	BC 1704.10 - Wall Panels, Curtain Walls & Veneers		✓	
GBC	BC 1704.12 - Ext Insulation Finish Systems (EIFS)			✓
GBC	BC 1704.24 - Chimneys		✓	

GBC	BC G105 - Flood Hazard Mitigation			
GBC	1 RCNY1026-01 - Photoluminiscent Exit Path Markings			✓
FPS & FRC	BC 1704.11 - Sprayed Fire-resistant Materials		✓	
FPS & FRC	BC 1704.14 - Smoke Control Systems			
FPS & FRC	BC 1704.21/22 - StandPipe/Sprinkler Systems			
FPS & FRC	BC 1704.25 - Firestop, Draftstop & Fireblock Systems		✓	
FPS & FRC	BC 1704.13 - Emergency Power Systems (Generators)		✓	
PMS	BC 1704.15 - Mechanical Systems			
PMS	BC 1704.16 - Fuel-Oil Storage & Fuel-Oil Piping Systems		✓	
PMS	BC 1704.20 - Site Storm Drainage Disposal/Detention Facilities		✓	
PMS	BC 1704.23 - Heating Systems			
SMCO	BC 1704.17/18/26 - Welding: Steel HP Steam & Gas Piping, Aluminum			
SMCO	BC 1704.3.2/3.3 - Steel - Erection & High Strength Bolting			✓
SMCO	BC 1704.3.2.4 - Structural Cold-formed Steel		✓	
SMCO	Non-Destructive Testing Technician (all fields)		✓	
SMCO	BC 1704.4 - Concrete - Cast-in-place & Precast		✓	
SMCO	Concrete Batch Plant Technician		✓	
SMCO	Concrete Field Technician (ACI I)		✓	
SMCO	Concrete NDT Technician		✓	
SMCO	BC 1704.4 - Prestressed Concrete			
SMCO	BC 1704.5 - Masonry		✓	
SMCO	BC 1704.6 - Wood Construction			
SMCO	BC 1704.7.1/7.2/7.3 - Soils - Site Preparation			
SMCO	BC 1704.7.1/7.2/7.3 - Soils - Fill Placement, In-place Density		✓	
SMCO	BC 1704.7.4 - Soils Investigations		✓	
SMCO	BC 1704.8 BC 1808.2.2 - Pile Foundations & Drilled Pier Installation		✓	
SMCO	BC 1704.9 - Pier Foundations		✓	
SMCO	BC 1704.9.1 - Underpinning		✓	
SMCO	BC 1704.19 - Structural Safety - Stability & Mechanical Demolition		✓	
SMCO	BC 1707.8 - Seismic Isolation Systems		✓	

Olusola "Shola" Olatunbosun

Inspector - Structural

Experience

As indicated in the following page's table, Mr. Olatunbosun has extensive experience with:

- GBC - General Building Construction
- FPS & FRC - Fire Protection Systems & Fire-Resistant Construction
- PMS - Plumbing & Mechanical Systems
- SMCO - Structural Materials & Construction Operations.

Licenses and Certifications

American Concrete Institute (ACI):
- Concrete Field Testing Technician Grade I
- Concrete Special Inspector

National Institute for Certification for Engineering Technologies
- CMT Soil Level II
- CMT Asphalt Level II
- CMT Concrete Level II

4-Hour User Scaffold Safety Training

10 Hour OSHA - Occupational Safety & Health Training

 # Years Technical Experience

13

Work History (chronological history of employment)

Role	Firm	Duration
Special Inspector	**Municipal Testing Lab., Inc.**	2001-present

QUALIFICATIONS				
GBC - General Building Construction FPS & FRC - Fire Protection Systems & Fire-Resistant Construction PMS - Plumbing & Mechanical Systems SMCO - Structural Materials & Construction Operations		PRIMARY	SUP. ALT. 1	SUP. ALT. 2
GBC	Wall Panels, Curtain Walls & Veneers			✓
GBC	Ext Insulation Finish Systems (EIFS)			✓
GBC	Chimneys			
GBC	Flood Hazard Mitigation			
GBC	Photoluminiscent Exit Path Markings			✓
FPS & FRC	Sprayed Fire-resistant Materials			
FPS & FRC	Smoke Control Systems			
FPS & FRC	StandPipe/Sprinkler Systems			

FPS & FRC	Firestop, Draftstop & Fireblock Systems			✓
FPS & FRC	Emergency Power Systems (Generators)		✓	
PMS	Mechanical Systems			
PMS	Fuel-Oil Storage & Fuel-Oil Piping Systems			
PMS	Site Storm Drainage Disposal & Detention Facilities			
PMS	Heating Systems			
SMCO	Welding: Steel HP Steam & Gas Piping, Aluminum			
SMCO	Steel - Erection & High Strength Bolting			
SMCO	Structural Cold-formed Steel			
SMCO	Non-Destructive Testing Technician (all fields)			✓
SMCO	Concrete - Cast-in-place & Precast		✓	
SMCO	Concrete Batch Plant Technician		✓	
SMCO	Concrete Field Technician (ACI I)		✓	
SMCO	Concrete NDT Technician			✓
SMCO	Prestressed Concrete			
SMCO	Masonry			
SMCO	Wood Construction			
SMCO	Soils - Site Preparation			
SMCO	Soils - Fill Placement, In-place Density			
SMCO	Soils Investigations			
SMCO	Pile Foundations & Drilled Pier Installation			
SMCO	Pier Foundations			
SMCO	Underpinning			
SMCO	Structural Safety - Stability & Mechanical Demolition			
SMCO	Seismic Isolation Systems			

Mark Pantke

Inspector- Structural

Experience

As indicated in the following page's table, Mr. Pantke has extensive experience with:

- GBC - General Building Construction
- FPS & FRC - Fire Protection Systems & Fire-Resistant Construction
- PMS - Plumbing & Mechanical Systems
- SMCO - Structural Materials & Construction Operations.

Education

Bachelor of Science in Meteorology

Licenses and Certifications

American Concrete Institute (ACI):

- Concrete Field Testing Technician Grade I
- Concrete Special Inspector
- Concrete Lab Testing Tech Grade I & II
- Aggregate Field Testing Technician
- Aggregate Lab Testing Technician

MTA Track Safety Trained – 09/19/13

 # Years Technical Experience

13

Work History (chronological history of employment)

Role	Firm	Duration
Special Inspector	**Municipal Testing Lab., Inc.**	2009-present
Lab Manager	**Atlantic Testing Lab. – Syracuse, NY**	2001-2008

QUALIFICATIONS				
GBC - General Building Construction FPS & FRC - Fire Protection Systems & Fire-Resistant Construction PMS - Plumbing & Mechanical Systems SMCO - Structural Materials & Construction Operations		PRIMARY	SUP. ALT. 1	SUP. ALT. 2
GBC	BC 1704.10 - Wall Panels, Curtain Walls & Veneers			✓
GBC	BC 1704.12 - Ext Insulation Finish Systems (EIFS)			✓
GBC	BC 1704.24 - Chimneys			
GBC	BC G105 - Flood Hazard Mitigation			

GBC	1 RCNY1026-01 - Photoluminiscent Exit Path Markings			✓
FPS & FRC	BC 1704.11 - Sprayed Fire-resistant Materials			
FPS & FRC	BC 1704.14 - Smoke Control Systems			
FPS & FRC	BC 1704.21/22 - StandPipe/Sprinkler Systems			
FPS & FRC	BC 1704.25 - Firestop, Draftstop & Fireblock Systems			✓
FPS & FRC	BC 1704.13 - Emergency Power Systems (Generators)		✓	
PMS	BC 1704.15 - Mechanical Systems			
PMS	BC 1704.16 - Fuel-Oil Storage & Fuel-Oil Piping Systems			
PMS	BC 1704.20 - Site Storm Drainage Disposal/Detention Facilities			
PMS	BC 1704.23 - Heating Systems			
SMCO	BC 1704.17/18/26 - Welding: Steel HP Steam & Gas Piping, Aluminum			
SMCO	BC 1704.3.2/3.3 - Steel - Erection & High Strength Bolting			
SMCO	BC 1704.3.2.4 - Structural Cold-formed Steel			
SMCO	Non-Destructive Testing Technician (all fields)			✓
SMCO	BC 1704.4 - Concrete - Cast-in-place & Precast			
SMCO	Concrete Batch Plant Technician		✓	
SMCO	Concrete Field Technician (ACI I)		✓	
SMCO	Concrete NDT Technician			✓
SMCO	BC 1704.4 - Prestressed Concrete			
SMCO	BC 1704.5 - Masonry			
SMCO	BC 1704.6 - Wood Construction			
SMCO	BC 1704.7.1/7.2/7.3 - Soils - Site Preparation			
SMCO	BC 1704.7.1/7.2/7.3 - Soils - Fill Placement, In-place Density			✓
SMCO	BC 1704.7.4 - Soils Investigations			✓
SMCO	BC 1704.8 BC 1808.2.2 - Pile Foundations & Drilled Pier Installation			
SMCO	BC 1704.9 - Pier Foundations			
SMCO	BC 1704.9.1 - Underpinning			
SMCO	BC 1704.19 - Structural Safety - Stability & Mechanical Demolition			
SMCO	BC 1707.8 - Seismic Isolation Systems			

Stanford Pereira

Inspector - Structural

As indicated in the following page's table, Mr. Pereira has extensive experience with:

- GBC - General Building Construction
- FPS & FRC - Fire Protection Systems & Fire-Resistant Construction
- PMS - Plumbing & Mechanical Systems
- SMCO - Structural Materials & Construction Operations.

Education

Bachelor of Science in Civil Engineering

Licenses and Certifications

American Concrete Institute (ACI):

Concrete Field Testing Technician Grade I

Concrete Special Inspector

4-Hour User Scaffold Safety Training

10 Hour OSHA - Occupational Safety & Health Training

 # Years Technical Experience

11

Work History (chronological history of employment)

Role	Firm	Duration
Special Inspector	**Municipal Testing Lab., Inc.**	2003-present

QUALIFICATIONS				
GBC - General Building Construction FPS & FRC - Fire Protection Systems & Fire-Resistant Construction PMS - Plumbing & Mechanical Systems SMCO - Structural Materials & Construction Operations		PRIMARY	SUP. ALT. 1	SUP. ALT. 2
GBC	Wall Panels, Curtain Walls & Veneers		✓	
GBC	Ext Insulation Finish Systems (EIFS)			✓
GBC	Chimneys		✓	
GBC	Flood Hazard Mitigation			
GBC	Photoluminiscent Exit Path Markings			✓
FPS & FRC	Sprayed Fire-resistant Materials		✓	
FPS & FRC	Smoke Control Systems			
FPS & FRC	StandPipe/Sprinkler Systems			
FPS & FRC	Firestop, Draftstop & Fireblock Systems		✓	

FPS & FRC	Emergency Power Systems (Generators)		✓	
PMS	Mechanical Systems			
PMS	Fuel-Oil Storage & Fuel-Oil Piping Systems		✓	
PMS	Site Storm Drainage Disposal & Detention Facilities		✓	
PMS	Heating Systems			
SMCO	Welding: Steel HP Steam & Gas Piping, Aluminum			
SMCO	Steel - Erection & High Strength Bolting			
SMCO	Structural Cold-formed Steel		✓	
SMCO	Non-Destructive Testing Technician (all fields)		✓	
SMCO	Concrete - Cast-in-place & Precast		✓	
SMCO	Concrete Batch Plant Technician		✓	
SMCO	Concrete Field Technician (ACI I)		✓	
SMCO	Concrete NDT Technician		✓	
SMCO	Prestressed Concrete			
SMCO	Masonry			
SMCO	Wood Construction			
SMCO	Soils - Site Preparation			
SMCO	Soils - Fill Placement, In-place Density		✓	
SMCO	Soils Investigations		✓	
SMCO	Pile Foundations & Drilled Pier Installation		✓	
SMCO	Pier Foundations		✓	
SMCO	Underpinning		✓	
SMCO	Structural Safety - Stability & Mechanical Demolition		✓	
SMCO	Seismic Isolation Systems		✓	

Mircea Petrescu

Inspector - Structural

Experience

As indicated in the following page's table, Mr. Petrusca has extensive experience with:

- GBC - General Building Construction
- FPS & FRC - Fire Protection Systems & Fire-Resistant Construction
- PMS - Plumbing & Mechanical Systems
- SMCO - Structural Materials & Construction Operations.

Education

Masters in Structural Engineering

Licenses and Certifications

American Concrete Institute (ACI):
- Concrete Field Testing Technician Grade I
- Concrete Special Inspector

National Institute for Certification for Engineering Technologies
CMT Soil Level II
CMT Asphalt Level II
CMT Concrete Level II
4-Hour User Scaffold Safety Training
10 Hour OSHA - Occupational Safety & Health Training

 # Years Technical Experience

14

Work History (chronological history of employment)

Role	Firm	Duration
Special Inspector	**Municipal Testing Lab., Inc.**	2000-present

QUALIFICATIONS				
GBC - General Building Construction FPS & FRC - Fire Protection Systems & Fire-Resistant Construction PMS - Plumbing & Mechanical Systems SMCO - Structural Materials & Construction Operations		PRIMARY	SUP. ALT. 1	SUP. ALT. 2
GBC	BC 1704.10 - Wall Panels, Curtain Walls & Veneers		✓	
GBC	BC 1704.12 - Ext Insulation Finish Systems (EIFS)			✓
GBC	BC 1704.24 - Chimneys		✓	
GBC	BC G105 - Flood Hazard Mitigation			
GBC	1 RCNY1026-01 - Photoluminiscent Exit Path Markings			✓

FPS & FRC	BC 1704.11 - Sprayed Fire-resistant Materials		✓	
FPS & FRC	BC 1704.14 - Smoke Control Systems			
FPS & FRC	BC 1704.21/22 - StandPipe/Sprinkler Systems			
FPS & FRC	BC 1704.25 - Firestop, Draftstop & Fireblock Systems		✓	
FPS & FRC	BC 1704.13 - Emergency Power Systems (Generators)		✓	
PMS	BC 1704.15 - Mechanical Systems			
PMS	BC 1704.16 - Fuel-Oil Storage & Fuel-Oil Piping Systems		✓	
PMS	BC 1704.20 - Site Storm Drainage Disposal/Detention Facilities		✓	
PMS	BC 1704.23 - Heating Systems			
SMCO	BC 1704.17/18/26 - Welding: Steel HP Steam & Gas Piping, Aluminum			
SMCO	BC 1704.3.2/3.3 - Steel - Erection & High Strength Bolting			
SMCO	BC 1704.3.2.4 - Structural Cold-formed Steel		✓	
SMCO	Non-Destructive Testing Technician (all fields)		✓	
SMCO	BC 1704.4 - Concrete - Cast-in-place & Precast		✓	
SMCO	Concrete Batch Plant Technician		✓	
SMCO	Concrete Field Technician (ACI I)		✓	
SMCO	Concrete NDT Technician		✓	
SMCO	BC 1704.4 - Prestressed Concrete			
SMCO	BC 1704.5 - Masonry			
SMCO	BC 1704.6 - Wood Construction			
SMCO	BC 1704.7.1/7.2/7.3 - Soils - Site Preparation			
SMCO	BC 1704.7.1/7.2/7.3 - Soils - Fill Placement, In-place Density		✓	
SMCO	BC 1704.7.4 - Soils Investigations		✓	
SMCO	BC 1704.8 BC 1808.2.2 - Pile Foundations & Drilled Pier Installation		✓	
SMCO	BC 1704.9 - Pier Foundations		✓	
SMCO	BC 1704.9.1 - Underpinning		✓	
SMCO	BC 1704.19 - Structural Safety - Stability & Mechanical Demolition		✓	
SMCO	BC 1707.8 - Seismic Isolation Systems		✓	

Constructability Review Resumes

Frank P. Frandina, PE

Lead Engineer - Civil

Mr. Frandina is experienced in project management, civil and structural design, and construction management for transportation and utility projects, specializing in underground facilities, urban rapid transit systems, airports, and design build project delivery. He has performed constructability reviews for various public and private agencies across the country including agencies within the New York Metro area. Mr. Frandina brings over 40 years of experience and is licensed in 23 states in the U.S.

Education:
MS, Civil Engineering, State University of New York at Buffalo, 1974

BS, Civil Engineering, State University of New York at Buffalo, 1973

Registrations
Professional Engineer

NY, # [redacted] 1978

NJ, # [redacted] 1991

Professional Memberships:
National Society of Professional Engineers

American Society of Civil Engineers

 # Years Technical Experience: 41

Light Rail System, Niagara Frontier Transportation Authority, Buffalo, NY

Project Principal for a series of capital and maintenance projects on the Buffalo Light Rail System. Responsible for engineering, design, and constructability reviews as well as project and construction management, including installation of new crossover in mall section of track, track repairs in portal area, ventilation improvements at two underground stations, HVAC improvements in the Operations Control Center, and structural and HVAC repairs and modifications in the Yard and Shop Facility. Also included fire detection/alarm upgrade, telephone replacement, tunnel wiring replacement, and a project to replace the Uninterruptable Power System (UPS) at each underground station.

North Buffalo Tunnel Project, Buffalo Sewer Authority, Buffalo, NY

Prepared an environmental impact statement that included numerous alternatives for a flood relief sewer tunnel and associated pump station. Work included value engineering and constructability reviews.

East Side Extension, Los Angeles County Metropolitan Transit Authority, Los Angeles, CA

Performed a claims avoidance review of contract documents for the proposed $1 billion metro rail extension and assisted with portions of the constructability reviews.

PATH Brick Tunnel Contingency Study, Port Authority of New York and New Jersey, Hoboken, NJ

Determined possible failure modes and developed a long range plan for extending the life of a 100 year old brick tunnel under the Hudson River. In later phases, developed plan for remedial grouting and test applications of rehabilitation materials and coordinating two studies to demonstrate the effectiveness of the emergency ventilation system at two terminal stations.

Trans Hudson Express (THE) Project, Palisades Tunnel, NJ Transit, Hoboken, NJ

Project Engineer (Engineer of Record) for a 5,200 foot twin bore rock tunnel for high speed rail, and a 120 foot diameter, 105 foot deep shaft that will be used for the Hudson River tunnels in the next phase.

Silicon Valley Rapid Transit Project, Santa Clara Valley Transit Authority, San Jose, CA

Project Reviewer for the design of the management plan, geotechnical reports, tunnel methodology study, overall drawing production, and the risk management program for this five-mile twin subway tunnel expansion of the Bay Area Rapid Transit (BART) system into downtown San Jose.

Minneapolis Light Rail Transit Project, Metropolitan Airports Commission, Minneapolis, MN

Project Principal for the design of 7,400 linear feet of bored twin tunnels for the light rail system under the Minneapolis – St. Paul Airport, including tunnel ventilation of the tunnels and mined station. Tunnels were bored successfully under active runways and taxiways without interruption to air traffic using an earth pressure balancing machine (EPBM) and precast concrete tunnel segments.

Red Line, North Hollywood Extension, Los Angeles County Metropolitan Transit Authority, Los Angeles, CA

Deputy Project Manager - Engineering. Responsible for all support engineering functions including survey group, geotechnical group, environmental group, systems interface coordination, submittal review, and third party coordination. The project included about three miles of tunnels in soft ground and rock, two cut-and-cover stations, a cut-and-cover crossover and two tunneled crossovers with a total construction value of $350 million.

Rapid Transit Extension Program, Toronto Transit Commission, Toronto, ON

Designed standard precast concrete segmental liner for use in eleven miles of new soft ground tunnels for the Rapid Transit Extension Program. Also developed criteria for excavation support and decking in cut-and-cover sections.

Red Line Extension, Vermont/Beverly Station, Los Angeles County Metropolitan Transit Authority, Los Angeles, CA

Project Manager on contract B-241 for civil, structural, and utility design of a major underground subway station. Project included the design of eleven ventilation shafts and five exit shafts within narrow sidewalk corridors with provision for protection of adjacent buildings. An entrance plaza with bus transfer facilities was also included.

Chronological Work History

Role	Firm	Duration
Exec. VP - Project Delivery	Hatch Mott MacDonald	10/1975 - Present

James R. Grundhoffer, PE, CPC, CCM

Lead Engineer - Civil

James R. Grundhoffer, PE, CPC, CCM, has more than 33 years of experience in project and construction management for wastewater treatment plants, educational and cultural facilities, courthouses, post offices, transits, highways and highway management systems, jet engine test facilities and nuclear facilities and materials. Jim has served in capacities ranging from project executive to inspector on projects ranging from $10 million to $15 billion directly managing construction projects and activities, inspecting work during placement, overseeing materials testing and coordinating with owners, designers, tenants and public agencies. Jim has effectively managed programs in continuously high-profile and high-pressure environments.

Port Authority of New York and New Jersey (PANYNJ), Cost Assessment of Holland Tunnel Visual Assessment, Various, NY

Hill is providing the Port Authority with estimating services to evaluate the reconstruction and replace "in-kind" costs for specific areas of the tunnel damaged by Hurricane Sandy. The estimates are used to secure FEMA funding for all the facilities. The damages, valued at more than $100 Million include office buildings, pump rooms, site utilities, and support facilities. For this infrastructure assessment project, Jim led a team of engineers to inspect the ventilation and exhaust ducts. The purpose of the condition assessment was to determine the extent of damage caused by saltwater inundation from Superstorm Sandy. Locations and the extent of cracks and spalling of concrete were identified and documented. The condition of the exhaust duct brackets was also evaluated. Repair recommendations were developed and described in the assessment report. Latent damages were also identified. Jim worked closely with the cost estimating team to develop an order of magnitude estimate for the repairs.

Education:
BS, Civil Engineering, University of New Haven, CT, 1995

Certificate, 4 Hour User/ Erector Supported Frame Scaffold Safety Training, Total Safety Consulting, New York, 2006

Certificate, OSHA 510, Construction Industry, UMDNJ, School of Public Health, 2009

Registrations:
Superintendent of Construction, New York City

Professional Engineer, New York

Professional Engineer, Connecticut

Certified Construction Manager

Certified Professional Constructor

Professional Memberships:
American Society of Civil Engineers

Construction Management Association of America

 # Years Technical Experience: 33

Prior Experience

Wethersfield Cove Combined Sewer Overflow Project

Jim served as Project Manager/Resident Engineer with overall responsibility for all field activity on a multi-site project for a municipal utility on combined sewer separation projects. He coordinated all construction and contractor, safety and public relations activities. He supervised and administered all aspects of construction management, including design review, overall project scheduling, budgeting and forecasting, shop drawing review, coordination with local and state government officials and utilities and contractor compliance with contract specifications.

Oak Point Link Rail Trestle, On/Above the Harlem River, New York, NY

As Senior Inspector/Project Engineer, Jim inspected and documented all aspects of the construction of 1.8 miles of railroad trestle with 344 caissons, pre-cast and pre-stressed concrete spans and track in the Harlem River. He also supervised subconsultant inspection forces.

Highway Management System, I-95, Southwest CT

Jim provided inspection for the installation of fiber optic cables for a highway management system on I-95. He inspected and documented all aspects of project work.

Paving of I-95 and Widening of I-84, CT

As Senior Inspector/Office Engineer, Jim assisted the Resident Engineer with all aspects of project inspection, documentation and management. He supervised inspection and testing personnel. He also performed project surveys. Projects included paving, drainage structures and piping installation and bridge construction.

United States Air Force, Bio-dynamics Laboratory Modification and Jet Engine Test Facility Renovations, Dayton, OH

Jim served as Project Manager/Engineer/Superintendent responsible for all on-site activity. He directed craft forces, managed contracts and materials purchases, reviewed shop drawings, negotiated change orders and provided oversight of contract and safety compliance. He was also responsible for all project budget and cost control.

Gas Centrifuge Uranium Enrichment Project, Piketon, OH

As Field Civil/Structural Engineer, Jim inspected and documented construction work, resolved technical problems and interferences for all aspects of construction activity, directed field engineers and surveyors and prepared and reviewed the CPM schedule and cost estimates for all aspects of the project.

Chronological Work History

Role	Firm	Duration
Senior Project Manager	Hill International, Inc.	8/2004-Present
Senior Project Manager	URS Corp.	8/1994-8/2004
Inspector	Storch Associates	5/1994-8/1994
Chief Inspector	Vollner Associates	6/1989-8/1993
Senior Inspector	Greenman-Pedersen	6/1986-6/1989
Project Manager	Butt Construction Company	7/1985-5/1986
Field Engineer	Stone & Webster Construction, Inc.	6/1981-7/1985
Party Chief	LR Purdom and Associates	4/1980-6/1981

Marco V. Levoyer, PE

Lead Engineer - Civil

Mr. Levoyer has over 27 years of experience in design, construction, inspection, and management of transportation engineering projects. His experience consists of scoping, conceptual, preliminary, and final design for highway and railroad projects, including the development of plans, specifications, and estimates. In addition, his professional background includes construction inspection, inspection and evaluation of existing structures, construction support services, temporary structures engineering, and emergency response engineering. He currently serves as the Highway-Bridge Practice Leader for the eastern United States.

Maryland Department of Transportation & Maryland Transit Administration, Purple Line Design-Build Project, Montgomery and Prince George's Counties, MD

Structures Design Task Leader for the bid phase design for the construction of a 16.2-mile, east-west light rail transit line from Bethesda Station to New Carrollton Metro Station in the Washington, D.C. metropolitan area. Responsible for design of retaining walls and bridges at the Lyttonsville and Glenridge Rail Yards. The bridge alternatives include precast, prestressed concrete and steel plate girder superstructures. The retaining walls include a variety of types including post and panel, soil nail, MSE and cast-in-place concrete walls. The structures support rail, roadway, and embankment loads.

Dock Vertical Lift Bridge Miter Rail Inspection & Repairs, Port Authority Trans Hudson, Newark, NJ

Quality Control Director for the inspection and repair of miter rail assemblies at PATH's rail tracks on the Amtrak Dock Vertical Lift Bridge in Newark, NJ. Wheel impacts at the miter rails had caused operational issues with the bridge's vertical lift span proximity switch. The inspection was conducted to assess the condition of the bridge's miter rails, surrounding track work and supporting structural members. Reviewed the project team's work for the inspection of the assembly components and supporting structural members, preparation of an immediate action memorandum and findings report, and the design and development of contract plans for short term repairs.

Education:
BEng, Civil Engineering, Stevens Institute of Technology, 1986

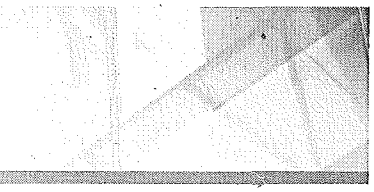
Registrations
Professional Engineer
NJ, [redacted] 1991
FL, [redacted] 2009

Professional Memberships:
American Society of Civil Engineers

American Concrete Institute

Awards/Honors:
2013 Civil Engineer of the Year - American Society of Civil Engineers: New Jersey Section

 # Years Technical Experience: 27



Prior Experience

Yankee Stadium Station Pedestrian Bridge Piers, Metro-North Railroad, Bronx, NY

Project Manager for structural engineering services for the piers of the pedestrian bridge at the new Yankee Stadium Station on Metro-North's Hudson line. The station will provide service for the Harlem and New Haven lines on game days. The preliminary substructure design called for cast-in-place concrete piers; however, precast-concrete segmental piers with vertical post-tensioning were selected to expedite construction on this design/build project.

Line 2 Extension, Sistema de Transporte Colectivo Metrorrey, Monterrey, Mexico

Deputy Project Manager for the design of a 6.4 kilometer (four mile) elevated precast segmental viaduct carrying twin tracks of Monterrey's light rail system. The Line 2 extension design/build project also included six aerial stations for which design of the platform structures was performed. Typical viaduct spans are 37m and are supported on 1.6 meter circular columns and 1.8 meter diameter drilled mono-shafts. The work included design and plans for over 200 spans and piers, including straddle bents and transition spans, shop drawing preparation, erection analysis, and coordination with the power/communications contractor.

Route 27 Improvements & Amtrak NEC U.G. 24.08 Bridge Replacement over Evergreen Road, New Jersey Department of Transportation, Middlesex County, NJ.

Project Manager for the construction of a replacement structure for the Evergreen Road Underpass carrying Amtrak's Northeast Corridor Line in Edison Township. The project was undertaken to alleviate substandard vertical clearance and roadway geometry at the underpass and improve traffic operations. The existing arch bridge was replaced with a steel plate girder roll-in structure to minimize rail traffic impacts to the corridor.

McClellan Street Underpass, City of Newark, Essex County, NJ

Project Manager for a scoping study to repair, widen, or replace the existing McClellan Street Underpass carrying Amtrak's Northeast Corridor (NEC) Line in the City of Newark. The project required engineering and environmental work to develop alternatives that addressed the substandard vertical clearance at the underpass, alleviate existing flooding problems, and improve traffic operations and safety in the project area. One of the alternatives consisted of tunneling under the NEC embankment for a separate westbound crossing.

Chronological Work History

Role	Firm	Duration
Deputy Practice Leader-Highways & Bridges	Hatch Mott MacDonald	12/2008 - Present
Sr. Project Manager	Weidlinger Associates	10/2006 - 12/2008
Project Manager	DMJM Harris	8/1996 - 9/2006
Project Engineer	Bettigole Andrews & Clark	5/1986 - 8/1996

Boris Sholomyansky, PE, LEED AP

Lead Engineer - Mechanical

Mr. Sholomyansky has extensive experience in the design, installation and construction inspection of mechanical systems including design of AC, ventilation and heating systems, plumbing systems, field surveys, feasibility studies, load calculations, selection of mechanical equipment, cooling and heating load calculations, selection of mechanical equipment, layout of HVAC and plumbing systems for light industrial buildings, duct and pipe sizing, hydraulic calculations, sequence of operation and controls, coordination with architects, electrical, structural and other engineering trades, and field inspections. Mr. Sholomyansky also has experience in the design and construction of high-pressure steam and high temperature hot water boiler plants and central heating systems. He possesses over 40 years of wide-ranging experience in the design and installation of fire protection systems, energy conservation, and new energy resources.

Field Maintenance Shop, NYS Office of General Services, Queensbury Industrial Park, Queensbury, NY

Project Engineer responsible for new HVAC, plumbing systems and special mechanical systems including lube oil, compressed air and vehicle exhaust systems for a new 16,400 square foot Field Maintenance Shop to accommodate the administration, storage and maintenance of military vehicles assigned to the Army National Guard unit. Sustainable design strategies were implemented to achieve U.S. Green Building Council's LEED certified "Silver" rating.

Eye Clinic Expansion, Department of Veterans Affairs, James J. Peters VA Medical Center, Bronx, NY

Project Engineer responsible for design for new HVAC, plumbing and fire protections systems for the renovation and expansion of space to be used for the Medical Center's Eye Clinic. Several domino moves associated with the expansion of the space included consolidating and reconfiguring various clinics. This project involved multi-phased construction.

Expand OPC Building H-2, Department of Veterans Affairs, VA Hudson Valley Health Care System, Castle Point, NY

Project Engineer responsible for preliminary study, design and construction period services for the expansion of approximately 18,000 square feet of outpatient clinic space with exam rooms and patient processing areas. Work included new mechanical systems, HVAC, plumbing and fire protection systems.

Education:
MS, Mechanical Engineering,

Polytechnic University, Minsk, USSR, 1974

Licenses and Certifications
Professional Engineer

NY, # [redacted] 1994

NJ, # [redacted], 1995

Professional Memberships:
American Society of Heating, Refrigerating and Air Conditioning Engineers

Society of Fire Protection Engineers (member grade status)

ASHRAE Isolation Room Design Seminar

ASHRAE Designing Desiccant Systems;

ASHRAE Ground Source Heat Pumps Systems

Installation & Maintenance Pipefitting

 # Years Technical Experience: 40

HVAC Repairs, Dormitory Authority State of New York, Security Communication Building at Lehman College, Bronx, NY

Project Engineer responsible for a study of the existing conditions of the air conditioning and ventilation system servicing the basement level, evaluation and analysis of the system deficiencies, development of recommendations and solutions for improvements or replacement of the existing system at the Security Communication Building at Lehman College.

Replacement of Underground Tank Systems, MTA Bridges & Tunnels, Various TBTA Facilities throughout New York City

As Project Engineer, provided inspection of piping connections to boilers and emergency generators. Assisted in the testing of equipment and made recommendations for acceptance.

HVAC Upgrades Phase I (Master Plan), Department of Veterans Affairs, VA Medical Center, Wilmington, DE

Project Engineer responsible to investigate, evaluate and document existing conditions of the HVAC systems and equipment and develop an HVAC master plan to replace the aging HVAC systems throughout the Wilmington Medical Center campus comprised of twelve occupied buildings. Relevant work included review of available record drawings of all existing systems, interviews with building occupants and maintenance personnel, analysis of compliance with current code requirements, analysis of energy efficiencies of existing HVAC systems and equipment, analysis of life expectancies of major HVAC equipment and conceptual designs of facility wide state-of-the-art HVAC systems. Also included the identification of all existing HVAC components that have been abandoned-in-place and in need of removal, evaluation of existing components that may be reused, expansion of existing mechanical spaces, establishment of HVAC risers, humidification control, etc. and the evaluation of energy management systems and recommendation of the best systems to use.

Repair HVAC System, General Services Administration, Robert Roe Federal Office Building, Paterson, NJ

As Project Engineer; investigated and provided design for the HVAC system upgrade to correct the deficiencies. Occupants in the Robert Roe Federal Office Building had been complaining about the inadequacy of the existing HVAC system.

Chronological Work History

Role	Firm	Duration
Sr. Project Manager	Hatch Mott MacDonald	1/1996 - Present
Project Manager	EMTG Contultants	10/1992 - 1/1996
Project Manager	Gleit Engineering Group	8/1989 - 9/1992
Project Engineer	MINSK Construction Company (Russia)	10/1985 - 8/1989
Project Engineer	MINSK Consulting Company (Russia)	5/1974 - 10/1985

Craig S. DeWitt, PE

Senior Engineer - Civil

Education:
BS, Civil Engineering,
Rutgers University, 1982

Licenses and Certifications
Professional Engineer
NY, [redacted] 2007
NJ, [redacted] 1991
DE, [redacted], 2003
MA, [redacted] 2011

Professional Memberships:
American Water Works Association
North Jersey Water Conference

 # Years Technical Experience: 32

Mr. DeWitt has extensive experience providing construction phase engineering services and resident observation for numerous water treatment and conveyance facilities with construction costs up to $17 million. He has also been responsible for technical oversight and technical advice for the contract operations of water treatment facilities. He has extensive experience in water treatment plant residuals management, having undertaken detailed studies and provided subsequent design, construction, and start-up services for residual handling facilities for water treatment facilities ranging in size from 18 MGD to 45 MGD.

Rehabilitation of Tunnel Walls, Roadway, Drainage, Ceiling, and Fireline Repairs, Hugh L. Carey Tunnel/Brooklyn-Battery Tunnel (Project No. BB-28 Phase II), Triborough Bridge and Tunnel Authority, New York, NY

Design Lead for the evaluation and design for replacement of the stormwater and emergency pumping systems following extensive damage from SuperStorm Sandy. Improvements include the replacement of the emergency and normal drainage pumps at the Manhattan Blower Building (MBB), Governor's Island Ventilation Building (GIVB), and Brooklyn Plaza Pumping Station (BPPS) facilities with submersible pumping systems. Improvements include replacement and relocation of electrical equipment above future flood levels. The project also includes non-destructive flow metering tests at MBB and BPPS, and condition evaluation studies of the equipment at all three facilities. Services include the preparation of the detailed design of the pumps and associated equipment and piping at all three facilities.

Mountain Ridge Drive Booster Station, Livingston Township, Essex County, NJ

Project Manager for the detailed design of a 2.5 MGD booster pumping and standby generator facility to transfer well supply between the Township's low service and high service zones. Project includes hydraulic analysis of the supply and distribution systems, permitting, and construction phase engineering services.

Raw Water Pump Station Upgrades, City of New Brunswick, Middlesex County, NJ

Project Director for the study, design, permitting, and construction phases of the project, which consists of the replacement of raw water pumps, replacement of traveling screens, and electrical and SCADA

improvements at the D&R Canal (17 MGD) and Weston's Mill (19 MGD) raw water pumping stations.

Countrywood Booster Station, Southeast Morris County Municipal Utilities Authority, Morris County, NJ

Project Manager for the study, detailed design, permitting, and construction phase engineering services for a 1.0 MGD booster pumping station. Project included rehabilitation of the existing pumping station, implementation of a new pre-engineered booster pumping station, permitting, and fuel oil storage tank replacement.

Thompson Avenue Booster Station, New Jersey American Water, Bridgewater, NJ

Project Manager for the feasibility study and alternatives analysis to upgrade an existing 6 MGD booster station to 18 MGD. The recommended design concept included vertical turbine can-style booster pumps with variable speed drives and dual standby generators in a new building.

Water Filtration Plant Sump Pump Systems Replacement and Upgrade, Trenton Water Works, Mercer County, NJ

Project Director for the study, design, permitting, and construction phase services for the replacement of existing sump pump systems and the implementation of an emergency pumping system and flood gate to improve flood mitigation at the City's water treatment plant. The project included the replacement and relocation of electrical equipment above potential flood levels.

Water Treatment Plant Improvements, North Jersey District Water Supply Commission, Wanaque, NJ

Project Manager for bid and construction phases for water treatment plant improvements, including chemical feed system and filter improvements, for the Wanaque Water Treatment Plant.

Clyde Potts Membrane Filtration Plant, Southeast Morris County Municipal Utilities Authority, Morris County, NJ

Responsibilities include project supervision of construction phase engineering services, including resident engineering services, progress meetings, review and processing of contractor's payment applications, review and response to contractor's requests for information, shop drawing review, and complete start-up and testing for the $6.5 million, 2.5 MGD membrane filtration plant. Responsibilities also included coordination and supervision of subconsultants, preparation of contract modification documentation, and coordination of contractor's construction activities.

Chronological Work History

Role	Firm	Duration
Project Engineer	Hatch Mott MacDonald	8/1988 - Present
Project Engineer	Parsons Brinckerhoff	5/1982 - 8/1988

Daniel J. Ferrante

Senior Engineer - Electrical

Mr. Ferrante possesses extensive experience in the planning, design, application, integration, construction, commissioning, testing, and operations and maintenance of electrification systems for light rail, subway, commuter, and high-speed systems. This experience and expertise has been developed during positions of increased responsibility, such as systems design engineer, project engineer, project manager, project director, field construction manager, business unit director, and vice president with national transit consulting, manufacturing, and construction firms.

I-225 Light Rail Extension Project, Regional Transportation District (RTD), Denver, CO

Project comprises a 10.5-mile extension of an existing LRT line that parallels the I-225 highway corridor in Aurora, a suburb of Denver. Mr. Ferrante is assisting with the design and layout of ten new pre-packaged traction power substations and an auto-tensioned simple overhead contact wire system, both of which will be bringing power to the line.

Green Line LRT Extension, Massachusetts Bay Transportation Authority, Boston, MA

The project's objective was to extend the existing Green Line service 4.3 miles beyond a relocated Lechmere Station via two branches. One is a 3.4-mile line to Medford and the second is a .9-mile branch to Union Square in Somerville. Mr. Ferrante managed earlier systems (traction power and overhead catenary), design definition tasks (with another firm), and then participated in value engineering exercises to provide the MBTA with cost-effective recommendations to potentially reduce the capital cost of designing and constructing the network. Recommendations included replacement of traction power substation equipment facilities with prefabricated factory manufactured units to save space and installation time, and relocation of OCS structures to minimize the amount and clutter of OCS poles along the alignment.

Prior Experience

Crosstown Line Traction Power Simulation, Toronto Transit Commission (TTC), Ontario, Canada

As Project Manager, developed a power simulation model to analyze power requirements for traction power (TP) substations that were built for this new 15.7-mile transit line. Tasks included development of an initial Basis of Analysis report, development of the simulation model,

Education:
MS, Transportation Management Coursework, George Washington University, 1980

BS, Mechanical Engineering/Electrical Engineering, New Jersey Institute of Technology, 1972

Professional Memberships:
American Public Transportation Association – Light Rail Subcommittee

American Railway Engineering and Maintenance-of-Way Association – Committee 33

Institute of Electrical and Electronic Engineers – Traction Power and OCS Subcommittees

 # Years Technical Experience: 40

and running of simulation scenarios for normal and emergency operating conditions along the line.

Electric Streetcar System, City of Cincinnati, Hamilton County, OH

Task Manager for progressing the preliminary Traction Power (TP) and Overhead Contact System (OCS) designs to their respective 65% and 100% design levels for this 3.5-mile in-street running streetcar network for the Over The Rhine area of Cincinnati. TP scope included power simulation to determine TP substation sizes and locations for three new pre-packaged traction power substations, equipment layouts, substation site footprints, sectionalization, and duct bank configurations. OCS scope encompassed development of OCS conductor particulars, OCS pole locations/layout, and determination of specific OCS assemblies required for the route's alignment features. At the outset of both design assignments, a detailed Engineering Report was developed to set progress goals and parameters for each system through its design stages.

MetroLinx Pearson Airport Link Commuter Line, Toronto, Ontario, Canada

Task Manager for the development of Preliminary Design Standards for the Overhead Contact System to be used in the 25kV electrification of a new 14.5-mile rail spur to Pearson International Airport (PIA). These services were provided in support of a design-build team proposing for the contract to provide an elevated guideway and accompanying airport station to PIA.

Transit City Project, Toronto Transit Commission (TTC), Ontario, Canada

This project for seven new light rail projects across the City of Toronto, Ontario is an extremely important part of the future of transportation in this Canadian Provence. Served as Task Manager for the development of the Traction Power (TP) system, which included development of the standard drawings and conceptual specifications list. Standard drawings included typical substation layouts and footprints, equipment arrangement typicals, and site location details.

Green Line LRT System Extension, MBTA, Boston, MA

This project comprises two extensions, totaling approximately 11 miles, to the existing Green Line. Served as Task Manager for the development of the technical design criteria and specification list for the Traction Power and Overhead Contact Systems elements of the project.

Chronological Work History

Role	Firm	Duration
Deputy Practice Leader Rail & Transit/Systems - US	Hatch Mott MacDonald	2/2012 - Present
Project Executive	Parsons Brinckerhoff	4/2007 - 2/2012
Department Manager	Burns Engineering	4/2005 - 4/2007
Department Manager	Heery/Electrack Inc.	4/1999 - 4/2004
Project Manager	IMPulse, NC	11/1997 - 4/1999
Project Manager	Fischbach & Moore Transit Group	5/1993 - 11/1997
Project Engineer	ABB	6/1986 - 4/1993
Project Engineer	Ohio Brass Company	4/1981 - 6/1986
Project Engineer	Electrack, Inc.	7/1976 - 4/1981

Anthony D. McGinn

Senior Engineer - Electrical

Mr. McGinn is a highly motivated professional electrical engineer and proven project manager, with broad and comprehensive experience in engineering design, construction supervision, contract administration, inspection, commissioning, and installation of all phases of electrical engineering. With more than 25 years of experience, he has the ability to analyze complex engineering problems, evaluate them, recommend alternatives, and communicate those recommendations effectively to the project team and the client. Mr. McGinn started his career as an electrician before becoming an electrical engineer which ensures that his recommendations and solutions are practical and cost effective for clients.

Brooklyn Battery Tunnel Rehabilitation, MTA Bridges & Tunnels, NY

Senior Project Engineer responsible for coordinating the MEP design and ensuring the interfacing between all specialist engineering disciplines. This included developing the specifications and ensuring the designs were compliant with NFPA 502, NEC, RP-22-11, and other applicable codes. The project was a rehabilitation of the tunnel as a result of Super Storm Sandy and involved a systems assessment and a full design package of the MEP services, including road lighting, duct lighting, general services, fire alarm, communications, power, controls, pumps, air ducts, fire line, potable water, CCTV, and way finding lighting.

Education:

BSc (Hons) Electrical Services and Energy Management, Dublin Institute of Technology

BEng, Electrical Services Engineering, Dublin Institute of Technology

Professional Memberships:

Member of Institute of Engineers Ireland (IEI)

Member of Institute of Electrical and Electronic Engineers (IEEE)

Member of Chartered Institute of Building Services Engineers (CIBSE

Associate of Chartered Institute of Building (CIOB)

Member of Project Management Institute (PMI)

Member of the Energy Institute (EI)

 # Years Technical Experience: 25

Prior Experience

Birkelands, Car Park Design, Bybanen, Bergen, Norway

Project Manager for a full mechanical, electrical, and plumbing (MEP) design on this project located at one of the tram stops. This project was for a new tram stop and 230 bay multi-story car park located at the tram stop named Birkelands in Norway.

Bergen Light Rail (Tram) Workshop and Depot, Bybanen, Bergen, Norway

Project Manager for a full mechanical, electrical, and plumbing (MEP) detailed design on this large complex infrastructure project in Bergen, Norway. Managed a team of 16 engineers/technicians which were located across six company offices to deliver this project. The project consisted of a 15,000m2 railway depot designed for 50 trams with capacity for expansion to 130. This design included a large rail workshop, indoor parking hall for 50 trams, four story administration block, full

system Operational Control Centre (OCC), sand and wash plants, cold storage buildings, hazardous storage, maintenance vehicle garage, car park, local access road, and associated site works.
The challenges managed successfully on this project included:

- Coordination of input from a high number of varied engineering disciplines
- Coordination of interfacing with signals and systems engineers
- Management of design team and input from six geographically dispersed offices
- Adjusting standard practices for design standards in Norway
- Communication with the client and local stakeholders in Norwegian and English

PSDP Safety Monitor, ABB/ESBN, Dublin, Ireland

Project Supervisor Design Process (PSDP) Coordinator for Mott MacDonald, employed by ABB/ ESBN at two of their new 110kV substations at Newbury and Bancroft. Mr. McGinn chaired regular bi-weekly meetings between ABB, ESBN, ESBI to promote full coordination and cooperation between the design team. This process included reminding the team to apply the General Principles of Prevention to all detailed design outputs.

Ardnacrusha 110kV Station Refurbishment/Replacement, EirGrid, Ardnacrusha, Ireland

Project Manager for Stage 1, responsible for the replacement of the existing 110kV Air Insulated Switchgear (AIS) substation with a new 110kV Gas Insulated Switchgear (GIS) substation. Stage 1 of this project required the completion of an optioneering assessment and presenting this to the client with recommendations for selection. To enable recommendations to be developed, site investigations were coordinated that involved geophysics surveys, geotechnical investigation, and environmental testing. In addition, the site was assessed for any ecology issues, flood risk, and traffic impacts. When the optimum site location was selected, a planning engineering design was completed for the planners and issued to the local planning authority which granted permission.

Northern Region Client Engineer, EirGrid, North East Area, Ireland

Project Manager for Northern Region projects consisting of seven different transmission and distribution (T&D) projects. Our role as Client Engineer included monitoring all construction works to confirm compliance with the specifications, onsite progress, and design review of all documentation/drawings received.

Chronological Work History

Role	Firm	Duration
Sr. Project Engineer	Hatch Mott MacDonald	8/2013 - Present
Project Manager	Mott MacDonald	7/2011 - 7/2013
Project Manager	Power Plus	6/1994 - 8/2013
Project Engineer	McGinn Electrical Contractors	1/1989 - 6/1994
Project Engineer	Boinstall Electrical Contractors	6/1988 - 1/1989
Project Engineer	James Kiernan, Malones, ESB, AnCO	5/1984 - 6/1988

Norris A. Harvey, PE

Senior Engineer - Mechanical

Education:
BS, Mechanical Engineering, Virginia Tech, 1994

Registrations
Professional Engineer
NY, [redacted] 2000
VA, [redacted] 2010
CA, [redacted] 2011
MD, [redacted] 2013

Professional Memberships:
ASHRAE
PIARC – World Road Congress

 # Years Technical Experience: 20

Mr. Harvey is a Project Manager with Hatch Mott MacDonald and has international road and transit tunnel design and analysis experience using both Computational Fluid Dynamics (CFD) and the Subway Environment Simulation (SES) computer program. He also has experience with evacuation modeling for determining emergency egress requirements. In addition, Mr. Harvey has tunnel inspection and assessment experience.

Queens Midtown Tunnel Control Room Renovation, TBTA, Queens, NY

The TBTA's Queens Midtown Tunnel control room was outdated and in need of an upgrade to modern standards. Mr. Harvey served as Project Manager on this two-year contract to completely renovate the control room. The objectives of the work include: improve tunnel situational awareness; improve customer and employee safety; increase efficiency and reliability of tunnel systems, and; maintenance planning.

Prior Experience

Brooklyn Battery Tunnel and Queens Midtown Tunnel, MTA Bridges & Tunnels, New York City, NY

Deputy Project Manager for the assessment of hazards due to fire, flood, and earthquakes. Participated in the risk assessment of these hazards and developed mitigations to address anticipated high risk hazards.

Brooklyn Battery Tunnel, MTA Bridges & Tunnels, New York City, NY

Deputy Project Manager for the development of a design fire and the design of fan hardening from fire effects of 14 exhaust fans. International experience, traffic characteristics, and operational considerations informed the development of a design fire using risk assessment methods. Performed feasibility level work to harden fans where fan-motors are exposed to high temperatures due to a fire emergency on the roadway level.

Queens Midtown Tunnel QM-30 Project, MTA Bridges & Tunnels, New York City, NY

Performed the mechanical design for the replacement of 86 motors serving the centrifugal ventilation fans. Incorporated lessons learned from a prototype design. Developed design documents and provided initial construction support.

Queens Midtown Tunnel, MTA Bridges & Tunnels, New York City, NY

Project Manager for the M&E inspection and support for re-opening the 6,400 ft. long tunnel to traffic after Hurricane Sandy flooded the tunnel. Supported the QMT staff with identification remediation efforts required to re-open the tunnel and immediate short term remediation after the tunnel re-opened. Also managed the collection of world-wide tunnel experience associated with flooding.

Lincoln Tunnel Helix Replacement, PANYNJ, Weehawken, NJ

Performed a feasibility study for the replacement of the Helix (approach ramp to the Lincoln Tunnel) with an 8,000 ft. long tunnel. Reviewed various tunnel ventilation options and identified tunnel fire-life safety systems required for installation. Also identified tunnel ventilation impacts to the existing Lincoln Tunnel assuming the new tunnel connected directly to the existing tunnel.

Queens Midtown Tunnel Exhaust Fan Replacement Project, MTA Bridges & Tunnels, New York City, NY

Deputy Project Manager for the replacement of 23 centrifugal exhaust fans during construction. Work included construction support coordination, such as answering Requests for Information (RFIs), shop drawing review, submittals, and incorporating red line drawings.

Park Avenue Tunnel, NYDOT, New York City, NY

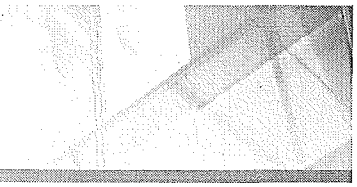
Supervised the CFD analysis and study for the development of a tunnel ventilation emergency response plan for bi-directional traffic. Developed design drawings for the replacement of carbon monoxide (CO) detection and linear heat detection systems.

Queens Midtown Tunnel (QMT) and Brooklyn Battery Tunnel (BBT) Ventilation System Rehabilitation, Triborough Bridge and Tunnel Authority, New York City, NY

Performed CFD modeling and analysis of the 6,400-foot-long QMT and the 9,100-foot-long BBT using the SOLVENT CFD package. Reviewed analysis that determined an improved emergency ventilation mode matrix for smoke control and performed analysis that explored the risk of fan failure due to high temperatures within the fan chambers. Also analyzed the potential benefits of a single point extraction system for smoke control in the tunnel roadway, and assisted in the preparation of reports documenting the work.

Chronological Work History

Role	Firm	Duration
Deputy Practice Leader-Mechanical Engineering	Hatch Mott MacDonald	6/2013 - Present
Project Manager	Parsons Brinckerhoff	5/1994 - 6/2013



Kevin T. Odenthal, PE

Engineer - Civil

Mr. Odenthal has over seven years of experience in the engineering and construction management industries, with a primary focus on design of steel and concrete earth retaining structures, pile supported structural foundations, and waterfront improvement projects. His marine engineering work has included analysis and detailed design of sheet pile bulkhead walls, floating docks, berthing and mooring structures, and shallow on-grade and driven pile underwater foundations. Mr. Odenthal has provided geotechnical and civil engineering specialty services, such as driven pile analyses, soil boring oversight, and soil and groundwater testing services, and has provided construction inspection services on a vast range of structural and geotechnical work.

Electrical Interconnection Study, Port Authority of NY & NJ (PANY&NJ) Port Jersey, Jersey City/Bayonne, NJ, Engineer

HMM provided the PANYNJ with data and information used to evaluate the potential of a wind project at the former AMT, including the erection of a 262' meteorological tower, analysis of the tower data (collected over two years), research into the PJM wholesale market, siting of the proposed wind farm, evaluation of microwave transmissions that could be affected by the presence of the wind turbines, preparation of preliminary construction cost estimates, and providing economical and financial analyses for various turbine configurations. As Engineer, duties included the design of the reinforced concrete support blocks for the meteorological tower guy wires, analysis of the data acquired from the tower (wind speed, wind direction), research on the benefits of entering into the PJM wholesale market, correspondence with wind turbine manufacturers regarding siting and turbine loading specifications, analysis of the subsurface geology of the area, preparation of the interim and final Interconnection Report, preparation of electrical drawings, and preliminary construction cost estimates.

Route 35 Coastal Protection Project, NJDOT, Mantoloking, NJ, Project Engineer

In response to the damage incurred by the Borough of Mantoloking in the aftermath of Hurricane Sandy, HMM was tasked with developing construction plans and specifications for the protection of NJ Route 35. As Project Engineer, duties included analysis of environmental forces impacting the existing wall and design of a new steel sheet pile flood wall to provide protection to the newly constructed highway.

Education:
BS, Civil and Environmental Engineering, Villanova University, 2006

Registrations
Professional Engineer:
NJ, [redacted] 2012
NY, [redacted] 2012
OSHA Confined Space Entry Training, 2007
OSHA 10-Hour Construction Safety Training

Professional Memberships:
American Society of Civil Engineers (2006-Present)
American Society of Highway Engineers – Metro Division (2012-Present)
Chi Epsilon – US National Civil Engineering Undergraduate Honor Society (2006)

 # Years Technical Experience: 7

LED Prototype Lighting Project, Hugh L. Carey Tunnel, Triborough Bridge and Tunnel Authority (TBTA), New York, NY, Project Engineer

Reviewed existing documentation and assisted in preparation of prototype evaluation report for implementation of LED prototype tunnel lighting fixtures in the Hugh L. Carey (Brooklyn-Battery) Tunnel. Report examined the lighting criteria of four different LED prototypes and analyzed the benefits and drawbacks of each fixture with regards to cost, luminance, uniformity, and additional lighting criteria.

New Jersey Turnpike Interchange 7A Extension Settlement Monitoring, New Jersey Turnpike Authority, Robbinsville, NJ, Engineer

Observed and monitored settlement of embankment fill at the Interchange 7A Extension along the NJ Turnpike. Duties included oversight of settlement platform installation, monitoring and recording settlement, and analyzing the settlement data to predict long-term settlement prior to the construction of the interchange extension, bridge abutments, and elevated roadway.

Storm Sewer Rehabilitation and Slope Stability Analysis, New Jersey Department of Transportation, Barrington Township, NJ

As Engineer, assisted in the design of a culvert replacement plan for a deteriorated corrugated metal storm sewer at the toe of a steep slope adjacent to Interstate Highway 295 in Barrington, NJ. Assisted in slope stability analysis and prepared design calculations and drawings for the repair. Additional duties included the evaluation of the potential for slope stability under the proposed excavation and removal of the deteriorated pipe and the design of the shoring system required to support the trench.

South Avenue Bridge Rehabilitation, Geotechnical Investigation, Middlesex County DPW, Borough of Middlesex, NJ

As Engineer, provided oversight of the subsurface investigation program, consisting of soil borings, rock corings, and the installation of monitoring wells for water level and environmental sampling purposes, for the replacement of an existing 80 foot bridge spanning the Bound Brook in Middlesex County, NJ. Duties also included the review of the geotechnical report with recommendations on foundation design, allowable bearing capacities, settlement with regard to the bridge abutments, and design of the steel sheeting used for scour protection.

Chronological Work History

Role	Firm	Duration
Project Engineer	Hatch Mott MacDonald	7/2013 - Present
Project Engineer	EnTech Engineering, P.C.	7/2012 - 7/2013
Project Engineer	Hatch Mott MacDonald	8/2006 - 7/2012

John Francescon, PE

Senior Engineer - Civil

Mr. Francescon has more than 30 years of diversified domestic and international engineering, construction, and construction management experience, including 20 years of dedicated marine terminal experience. Project experience focuses on the marine environment and includes container terminals, dry bulk handling and storage facilities, naval pier facilities, marinas, petroleum terminals, buildings, and a variety of transportation related projects. Areas of expertise include marine engineering design and analysis, construction management, cost estimating, scheduling, and environmental permit acquisition.

Education:
MEng, Civil/Structural, The Cooper Union for the Advancement of Science and Art, 1991

BEng, Civil/Structural, The Cooper Union for the Advancement of Science and Art, 1990

BA, English Literature, University Massachusetts, 1984

Registrations
Professional Engineer

NJ, [redacted] 2014

Structural Engineer

NJ, [redacted] 2010

NY, [redacted] 1995

TX, [redacted] 2012

 # Years Technical Experience: 30

Prior Experience

Yankee Stadium RR Station – Design of New Station, Metro North Railroad, Bronx, NY

Lead Structural Engineer in charge of shop drawing review. Shaw was designer of Record for this fast-tracked design-build project with Halmar Construction. Managed two engineers and performed engineering analysis associated with shop drawing review for structural steel framing of RR station mezzanine structure. Checked loads on structural beams and analyzed connections. Was responsible for technical aspects of the structural shop drawing review. Work needed to be done on an accelerated basis to keep pace with ongoing construction.

CM Services for Mother Clara Hale Bus Depot, New York City Transit Authority, New York, NY

Served as Project Executive in overseeing this $215 million design-build contract for a new three-story, 400,000 square foot, and LEED-certified bus depot and administration facility. The depot was built for storage and maintenance of 150 MTA city buses on a 130,000 sq. ft. property in upper Manhattan. Design requirements included Building Information Modeling (BIM) technology. Project utilized Constructware web-based document control system. CM contract requirements included constructability reviews of the design-build documents, support with the selection of the design-build contractor, and overall construction management services for the 48-month schedule for this new facility. Responsibilities included oversight of ten technical staff, maintaining client satisfaction, addressing major CM issues such as construction schedule slippage, and maintaining a high quality staff amidst various personnel issues. Also, filled in as interim Resident Engineer in charge of all field staff for nine months in 2011 after unscheduled departure of

original RE. Project is ongoing and due for completion in 2014.

Butane Export Terminal, Navigator Gas, Tioga Marine Terminal, Philadelphia, PA

Lead structural engineer for $100 Million liquid butane marine terminal development. Terminal plan included rail delivery of 25,000 bbls per day of liquid butane gas, with 175,000 bbls onsite storage prior to transfer onto handy class semi-pressurized vessels. Conducted site selection to determine optimal terminal location from both technical and socio-political perspectives. Prepared conceptual design of marine loading arms. Conducted an analysis of the berthing arrangement, based on the proposed vessels and the existing non-standard berthing structure layout, to determine whether the vessels could safely be moored and loaded. Identified regulatory requirements and commenced waterway suitability analysis for US Coast Guard and US department of Homeland Security. Participated in public outreach to political offices and drafted public outreach brochure and white paper. Supervised hard hat underwater inspection of existing steel cofferdam and pipe pile wharf structure. Drafted condition survey report.

New Hingham Commuter Ferry Terminal, Massachusetts Bay Transportation Authority, Hingham, MA

Technical Manager and Engineer of Record for this $5 million project to design a new barge ferry landing and fixed dock for 300-passenger commuter ferries in Boston Harbor. Project involves detail design in aluminum for a new ADA-compliant 110-foot pedestrian bridge, a system of aluminum ramps and walkways atop a new 150-foot by 25-foot steel barge, replacement of a timber fixed dock, and a new dredged basin. Developed the proposal and engineering budget for the design. Responsibilities include developing vessel criteria, revising the existing mooring plan, preparing the design basis report and preparing detail design documents for the timber dock, aluminum bridge and walkways, guide piles, fender system, and dredging. Also preparing detail load table and conceptual design of the barge. Also responsible for preparation of permits for the structures and dredging, including sampling and laboratory testing program for contaminated sediments.

Railroad Bridge Upgrades, Amtrak, New York City, NY

Served as QA/QC Manager, responsible for drafting a QA/QC manual for structural upgrades to moveable railroad bridges at water crossings along the eastern corridor. Checked structural calculations and administered QA/QC plan.

Chronological Work History

Role	Firm	Duration
Principal Engineer	Hatch Mott MacDonald	3/2013 - Present
Project Manager	The Shaw Group	10/2007 - 3/2013
Project Manager	Halcrow Corporation	8/1993 - 9/2007
Project Engineer	Sverdrup Corporation	5/1990 - 8/1993

William J. Palko, PE

Senior Engineer - Electrical

Mr. Palko has extensive management and engineering experience on signaling projects for transit and freight rail systems, as well as communications and substations projects for transit rail systems. Positions held include Engineering Manager, Program/Project Manager, Principal Project Engineer, Senior Systems Engineer, and Systems Integrator. His experience includes detailed signal system design, as well as engineering management from multiple perspectives, including that of a client, contractor, and consultant.

On-Call General Automatic Train Control and Trackwork Engineering Consultant Services, Washington Metropolitan Area Transit Authority (WMATA), Washington, DC

Project Manager on a five year term services agreement to provide Automatic Train Control and Trackwork engineering services for the WMATA rail system. Responsible for all aspects (technical, financial, and administrative) of the task orders assigned to the HMM Team by WMATA. Specific tasks assigned to the team by WMATA include: an overall safety analysis of the WMATA ATC system; design of a new interlocking on the Orange Line at Dunn Loring; engineering assistance on the Dulles Phase I extension; engineering assistance on the Orange/ Blue Line Phase I rehabilitation; engineering assistance on the Red Line Rehabilitation; preparation of plans and specifications for multiple track circuit replacement contracts; design of new cable plant and switch machine replacement program for Alexandria Yard; design of a new crossover to replace the existing crossover at National Airport; design of a Portal Alarm Warning System at 27 portal locations; and design of changes to the existing train control system to implement: traffic release pushbuttons, Interlocking Loss of Shunt Timers, Approach Loss of Shunt, Dispatcher Control Panel Addition and yard event recorder system replacement.

Rail Systems On-Call Engineering, Port Authority of Allegheny County, Pittsburgh, PA

Project Engineer on a five year term services agreement to provide rail systems engineering. Manage multiple task order assignments, including trackwork design, overhead contact system (OCS) design, power systems analyses, and signal system consultation. Specific task orders include preparation of plans and specifications for the replacement of all rail in the Mount Lebanon Tunnels; design of modifications to convert a fixed tension OCS to an auto tension system at two critical locations; and relay coordination study and Arc-Flash analysis for the

Education:
BS, Electrical Engineering, Pennsylvania State University, 1979

Recent Course Work:

Cisco Network Fundamentals

Cisco Routing Protocols & Concepts

Cisco LAN Switching & Wireless

Cisco WAN Technologies

License and Certifications:
Professional Engineer

PA,PE-[redacted]

CO, PE-[redacted]

IL, PE [redacted]

MD,[redacted]

VA,[redacted]

DC,[redacted]

Professional Memberships:
IEEE – Institute of Electrical and Electronic Engineers

AREMA – American Railway Engineering and Maintenance of Way Association – Member Committee 37 Communications & Signals

 # Years Technical Experience: 34

23 kv distribution system for Port Authority's downtown light rail line, as well as preparation of plans and specifications for the systemwide replacement of the LRT Automatic Train Stop System.

Airport Light Rail Transit Project, Utah Transit Authority (UTA), Salt Lake City, UT

Quality Assurance Engineer responsible for the final check of 90% and 100% signal system design plans for the Airport Light Rail Transit Project. Responsibilities included review of plans for: affirmation of design concepts; consistency and clarity of design and design interfaces; verification of design calculations; compliance with national, state, and local regulations; and compliance with UTA's Manual of Design Criteria. The Airport Light Rail Project is a new light rail line that will connect downtown Salt Lake City with the airport.

Union Station Rail Corridor Renewal Program, Go Transit, Toronto, Ontario

Senior Engineer responsible for the design of changes to the train control system to go along with changes being made to the rail infrastructure. The Union Station Rail Corridor (USRC) is the railway infrastructure leading to Toronto Union Station. Through its four interlockings, this heavy rail system services about 300 train movements daily. It is critical to GO Transit and VIA rail operations. The station consists of 15 tracks and is also used by Amtrak and Ontario Northland Railway and provides access to CN and Canadian Pacific Railway freight trains.

E55th St. Station Project, Greater Cleveland Regional Transit Authority (GCRTA), Cleveland, OH

Senior Systems Engineer responsible for the signal system design elements required to reconstruct the existing passenger station at E55th Street. The new station is being constructed while the GCRTA continues to run revenue service. Many of the existing signal cables and signal apparatuses had to be relocated to accommodate the new station.

Capitol Expressway Light Rail Extension, Santa Clara Valley Transportation Authority (SCVTA), San Jose, CA

Manager/Designer responsible for the preliminary design of the signal system on the new light rail extension. The new extension added three miles of new double track with three or four stations and one double crossover that served as the turnback at the end of the line. The design utilized coded track circuits, solid-state interlocking controls, and fiber optic interfaces to a central control facility. The signal system was interfaced with the traffic control system in the at grade sections.

Chronological Work History

Role	Firm	Duration
Principal Engineer	Hatch Mott MacDonald	8/2009 - Present
Project Manager	National Signal Technology, Inc.	5/2006 - 8/2009
Sr. Project Engineer	Hatch Mott MacDonald (Full Time)	5/2006 - 8/2009
Sr. Project Engineer	Hatch Mott MacDonald (Part Time)	6/1997 - 5/2006
Project Engineer	Greater Cleveland Regional Transit Authority	1/1992 - 6/1997
Project Engineer	Union Switch and Singal, Inc.	6/1983 - 1/1992
Project Engineer	Westinghouse Electric, Inc.	5/1979 - 6/1983

Zachary Stern

Engineer - Structural

Education:
BS, Civil Engineering, George Washington University, 2008

 # Years Technical Experience: 8

Zach Stern specializes in New York City metropolitan area transit projects, including work on bridges and repair and resiliency projects. His skills include development of Master Schedules, maintenance of cost and resource loaded baseline schedules, timelines capturing project milestones and key events, CPM-based construction schedules, time impact analysis, document review for delay evaluation, project delay and cost overrun analysis and cost and damage quantification. His specialized computer software skills include Oracle Primavera P3.

As Project Scheduler, Zach's duties will include site monitoring, contractor's payment requisition review, owner-client meetings, project status reviews and change order reviews. He will also be responsible for review of the contractor's monthly schedule update. In addition, as needed, Zach will create an As-Built and master schedule, evaluate fragnets for time impact analysis (TIA) purposes and conduct detailed delay analyses for any claims.

Metropolitan Transportation Authority (MTA), No. 7 Subway Line Extension, New York, NY, Assistant Project Engineer

Hill, in joint venture, is providing construction management services for the $2.1 billion construction extension of the No. 7 Line for the New York City Metropolitan Transportation Authority Capital Construction Program and the Hudson Yards Development Corporation. The project includes two bored tunnels with each diameter approximately 22.5 feet, 34th Street Station, and two interlocking structures which will be connected to the 34th Street Station. As Assistant Project Engineer, Zach is responsible for tracking, analyzing and processing change orders. This includes reviewing letters from the contractor claiming extra work and seeing if there is any validity to the claim.

Prior Experience

Port Authority of New York and New Jersey, Sandy Storm Relief, New York, New York

In support of the PANYNJ's Superstorm Sandy Relief efforts, Zach helped to develop a database of all damaged Port Authority inventory along with possible funding options to repair/replace each project.

Port Authority of New York and New Jersey, Goethals Bridge Replacement Project, Newark, NJ

Zach, in a Project Controls role, assisted in developing project specific

specifications for the PANYNJ during the RFP phase. This project is Public-Private-Partnership (P3) design-build, financé-maintain (DBFM); so each relevant Port Authority specification needed to be altered to reflect this type of work. Zach was also responsible for maintaining a Contract Deliverables Requirements List (CDRL) to track all potential deliverables throughout the life of the project.

New York City Transit Authority Bridges and Tunnels, Marine Parkway Bridge Scour Monitoring, New York, New York

As an engineer for the Marine Parkway Bridge Scouring project, Zach inspected each foundation of the Marine Parkway Bridge above the waterline to determine extent of concrete repairs needed. After inspection, Zach created drawings, calculated quantities and provided preliminary estimate of potential work to be done on each foundation.

New York City Department of Transportation, Willis Avenue Bridge Replacement Project, New York, NY, Field Representative

Employed by an architecture, engineering, planning, and construction services firm, Zachary was part of the Resident Engineering and Inspection Team assigned to a $630 million bridge project. Works included the demolition and replacement of a 109-year-old bridge crossing the Harlem River and construction of new approach spans and ramps crossing FDR Drive in Manhattan and the Major Deegan Expressway in the Bronx. His duties comprised reviewing design submittals and requests for information (RFIs) prior to operations, performing quantity take-offs and change orders, managing the work of construction crews, and liaising with the contractor to obtain the best product of the client. Zachary also inspected construction works such as rebar, caisson, and structural concrete placement to New York State Construction Specifications and produced punch lists for inspection procedures. During this project, he gained experience with substructure, footing, and superstructure construction.

Chronological Work History

Role	Firm	Duration
Assistant Project Manager	Hill International, Inc.	3/2013 - Present
Project Controls	HNTB Corporation	10/2008 - 3/2013
Intern	HNTB Corporation	1/2008 - 6/2008
Intern	HNTB Corporation	5/2007 - 8/2007
Intern	Sensors Unlimited	5/2006 - 8/2006

Kevin E. Koch, PE, LSRP

Senior Engineer - Civil

Since joining Hatch Mott MacDonald (HMM), Mr. Koch's assignments have been in the areas of hydrogeologic and hazardous waste remedial investigations, environmental impact statements (EIS)/environmental assessments, design and construction, industrial site evaluations, environmental site audits, and wastewater and water supply facilities evaluation, design, and construction. He supervises personnel within the firm's Environmental Management Division, managing projects related to the Industrial Site Recovery Act (ISRA), Underground Storage Tanks, Spill Compensation and Control Act, the Water Pollution Control Act, the National Environmental Policy Act (NEPA), the Resource Conservation and Recovery Act (RCRA) regulations, Brownfields regulations, New Jersey Executive Order 215, New York State/City Environmental Quality Review Act (SEQRA/CEQRA), and Phase I Environmental Site Assessments. These projects include on-site inspections/investigations, assessment of environmental impacts, development and implementation of sampling plans (soil and/or groundwater), development and implementation of site remediation plans (soil and/or groundwater), analyzing implement ability and cost effectiveness of remedial alternatives, development of closure plans, interfacing with various regulatory (local, state, and federal) agencies and obtaining various permits (air, NJPDES, etc).

Compliance Audit at Port Jersey, PANY&NJ, Bayonne, NJ

Participated in an environmental compliance audit of tenant operations at the Port Jersey Automarine Terminal. Utilized pre-visit questionnaires and considered all applicable federal and state environmental regulations.

North Avenue Preliminary Assessment and Environmental Document, PANY&NJ, Elizabeth, NJ

Deputy Project Manager responsible for a Preliminary Assessment and Environmental Document in conjunction with the proposed roadway widening and improvements of North Avenue and overall upgrade of Newark Airport. The Environmental Document was prepared in accordance with New Jersey Executive Order 215 (E.O. 215) and addressed baseline conditions, probable impacts, and mitigation of impacts.

Client, Project Name, City, State, Role

Education:
MS, Civil Engineering, New Jersey Institute of Technology, 1984

BS, Civil Engineering, New Jersey Institute of Technology, 1981

Registrations
Professional Engineer #[redacted] NJ, 1984

Licensed Site Remediation Professional #[redacted] NJ, 2012

NJDEP UST License - All Categories #[redacted] NJ, 1992

Qualified Control Rep., State Board of Insurance, TX

OSHA Hazardous Waste Site Operations

OSHA Confined Space Entry

Professional Memberships:
American Society of Civil Engineers

Chi Epsilon

Awards/Honors:
Insert Here

 # Years Technical Experience: 33

Newark International Airport Peripheral Ditch Discharges, PANY&NJ, Essex County, NJ

Project Manager responsible for an evaluation of industrial and combined sewer discharges to the Airport's Peripheral Ditch. The objective of this study was to identify pollutant sources to the ditch to prioritize efforts to mitigate these sources. The study included detailed field inspections of the peripheral ditch and adjacent areas within the airport to identify utilities contributing to discharge to the ditch.

Evaluation of PATH Discharges, PANY&NJ, Various Sites, NJ and NY

Project Manager for the evaluation of the causes of intermittent exceedences of regulatory limits at two locations permitted under NJPDES. The investigation included visual inspections of the PATH system, obtaining and analyzing both aqueous and non-aqueous samples collected within the system, evaluating components of the PATH system, reviewing readily available records on historical NJPDES sampling conducted by PATH, and reviewing available information on regional geology, hydrogeology, and water quality within the Hudson River. Proposed modifications to existing sampling procedures and locations were implemented by PATH personnel. This resulted in meeting the existing permit limitations for the subject discharges.

World Trade Center (WTC) Permanent PATH Terminal Environmental Impact Statement, Port Authority of NY/NJ, New York, NY

Managing Associate for the preparation of hazardous/contaminated materials, construction impacts, and infrastructure/energy sections of the Environmental Impact Statement (EIS) for the WTC Permanent PATH Terminal. The project included the performance of a baseline assessment characterizing current conditions with respect to contaminated materials, infrastructure, and energy, as well as construction materials and methods. The baseline description, or affected environment, was prepared under pre-September 11, 2001 baseline conditions as well as under a changed scenario given the site conditions as a result of the events of September 11, 2001. Impacts were assessed under four alternative scenarios (future common to all alternatives, a no action alternative, an alternative with a Liberty Plaza Connection, and an alternative without a Liberty Plaza Connection) for three time periods (construction period, opening year, and design year). The cumulative impacts of the project were evaluated and assessed to provide an overall impact evaluation. The project included extensive historical research and contact with numerous agencies. The project was accomplished within the aggressive nine-month schedule for preparation and issuance of a preliminary Draft Environmental Impact Statement (pDEIS), and the subsequent preparation and issuance of a final EIS.

Chronological Work History

Role	Firm	Duration
Principal - Environmental Services	Hatch Mott MacDonald	6/1981 - Present

John H. Lehman, PE

Senior Mechanical Engineer

John H. Lehman, PE, has 41 years of experience in the transportation sector. Highlights of John's work include the $1.6 billion Transbay Transit Center, which will be the northern terminus for the California High Speed Rail system, the analysis of the New Haven Rail Maintenance Facility in Connecticut and oversight on major regional rail assignments across the U.S. for the Federal Transit Administration. John has directed multi-disciplinary, multi-national engineering design teams on rail car manufacturing and large construction projects, and specializes in heavy equipment design, maintenance and operation, construction and operations analysis for rail car procurement, rail car manufacturing facilities and car repair and locomotive servicing facilities. John has also prepared engineering and economic studies on equipment selection and maintenance, transportation operations and plant location.

Education:
Master of Management, Transportation, JL Kellogg School of Mgmt, Northwestern University, 1980

BS, Mechanical Engineering, University of Illinois, Urbana-Champaign, 1972

Registrations:
Professional Engineer, Illinois

Professional Engineer, New Jersey

 # Years Technical Experience: 41

Northern Illinois Regional Transportation Authority, RTA PMO, Chicago, IL

Hill is contracted to provide project management oversight for selected CTA (heavy rail and bus), Metra (commuter rail) and Pace (suburban bus) projects funded by the State of Illinois Bonds and administered by RTA for Illinois DOT. Hill's current assignments include bridges, substations, rail vehicle procurement, rail vehicle overhaul, stations, and track renewal. Hill has also been tasked by RTA to assist in improving value engineering and project oversight scope for RTA funded projects. John serves as Project Manager for the overall contract and is also the lead for stations, track renewal, and rail vehicle projects.

State of Connecticut, Office of Policy and Management, New Haven Rail Maintenance Facility Expansion, Hartford, CT

Hill International was retained to provide a review and analysis of the New Haven Rail Maintenance Facility Expansion Project. As part of the review of the Connecticut Department of Transportation's proposed expansion and modernization of the facilities, John was asked to review the scope of the proposed storage yard and rail vehicle maintenance facilities with respect to the maintenance needs of the new technology M-8 Series cars and the existing New Haven Line fleet operated by Metro-North Railroad.

New York State Metropolitan Transportation Authority (MTA), MTA Independent Engineer's Certification Program, New York, NY

John is responsible for evaluating the adequacy of the maintenance budgets and the efficacy of the maintenance programs for the rolling stock and track departments of MTA's operating agencies. The reviews

include: New York City Transit - Car Equipment and Track and Right-of-Way; Long Island Rail Road - Maintenance of Equipment and Maintenance of Way-Track; Metro North Railroad - Engineering Department-Track.

Federal Transit Administration (FTA), Various Projects, Washington, DC

John provides a variety of Project Management Oversight services to the Federal Transit Administration. Projects include:

- **Washington Metropolitan Area Transit Authority (WMATA), Washington, DC.** John is providing Project Management Oversight (PMOC) for the Federal Transit Administration (FTA) for the WMATA rail car procurement. Oversight includes evaluation of budgeting, rail fleet acquisition and maintenance planning, and issues related to manufacturing, testing and acceptance. His projects include: 5000 Series new cars, 192 cars, $383 million; BREDA Rehabilitation Project (2000/3000 Series), 364 cars, $400 million; and the 6000 Series new cars, 184 cars, including options, $378 million. John also provided PMO services for the FTA for the Shops/Yards Expansion projects under the WMATA Metro Matters program. Oversight includes monitoring of program management, including budgets and schedules, monitoring construction progress for three projects, Greenbelt Shop, Shady Grove Shop and Brentwood Shop, with a construction cost of $142 million.
- **Metropolitan Washington Airports Authority, Dulles Corridor Metrorail Extension, Vienna, VA.** John is providing Project Management Oversight for the FTA for the Dulles Corridor Metrorail Extension project that was begun by the Virginia Department of Rail and Public Transit. Services include monitoring; risk analysis; and evaluation of scope, cost, and schedule. The project cost is in excess of $2 billion.
- Central Florida Commuter Rail (Orlando) – Scope Review, Monitoring.
- Utah Transit Authority Draper Rail Transit Extension – Risk Analysis.
- Utah Transit Authority Weber County Commuter Rail Project – Risk Analysis, Monitoring.
- Utah Transit Authority Mid-Jordan Light Rail Transit Project – Risk Analysis, Monitoring.
- Tren Urbano, Puerto Rico – Change Order Review.South Florida RTA (Tri-Rail Commuter Service) – Monitoring.
- Nashville Regional Transportation Authority Commuter Rail Project – Monitoring.
- SEPTA Silverliner V Commuter Car Procurement – Monitoring.
- Delaware Transit Corporation Wilmington to Newark Commuter Rail Improvements – Monitoring.
- Programmatic Task Order – Documentation Quality Control Review Procedures.

New York State Metropolitan Transportation Authority (MTA), Independent Engineering Consultant, New York, NY

John served as an independent engineering consultant to the MTA with oversight responsibility for $5 billion of vehicle procurement and new construction. His projects included: New York City Transit Authority (NYCTA) new subway cars program, 1,762 cars, $2.7 billion; Long Island Rail Road

(LIRR) electric cars, 326 cars, $785 million; and the LIRR Jamaica Station Improvements. He also contributed to a special study on proposed shop layout revisions to NYCTA's 207th Street Overhaul Shop.

Port Authority of New York and New Jersey, World Trade Center Transportation Hub, New York, NY

John is providing support to Port Authority Engineering in the areas of train operations, project phasing, and program cost estimation for the restoration of PATH train service and the rebuilding of the World Trade Center.

John also prepared operating plans and participated in the peer review activity, which determined the preferred location, track layout, and construction phasing scheme for the replacement of the World Trade Center PATH station.

Chronological Work History

Role	Firm	Duration
Project Manager	Hill International, Inc.	7/2001-Present
Project Manager	Transportation Construction Services, Inc.	6/2000-7/2001
Senior Manager Engineering	Kawasaki Rail Car Inc.	1/1991-6/2000
Project Manager Maintenance Facilities	STV/Seelye, Stevenson Value & Knecht	6/1987-12/1990
Senior Engineer-Rail Operations	Cole, Sherman & Associates	6/1984-6/1987
Manager	Illinois Central Gulf Railroad	1/1972-6/1984

Richard R. Umbrino, Jr.

Engineer - Electrical

Education:
BS, Industrial Technology,
Kean University,
Union, NJ, 1995

Professional Memberships:
Instrumentation
Society of America

 # Years Technical Experience: 12

Mr. Umbrino has 12 years' experience providing electrical engineering design and project management services for a variety of MEP engineering projects. He has been responsible for the design, drafting, and oversight of One-line diagrams, panel board schedules, site layout plans, building layouts, specifications, and contract drawings. Richard has designed and provided construction observation for numerous wastewater treatment plants, water treatment plants, water towers, water chambers, water booster stations, and vehicular tunnels. He has also designed and provided construction observation for various commercial and municipal facilities, including laboratories, pharmaceutical production facilities, industrial facilities, office buildings, data centers, commercial retail spaces, and restaurants, as well as post offices and other municipal buildings. He has been responsible for the sizing, selection, and layout of circuit breakers, panel boards, transformers, fire alarm appliances, access control, and voice/data devices.

Brooklyn Battery Road Tunnel, MTABT, New York City, NY

Lead Controls and Communications Designer Engineer responsible for the design of road tunnel Traffic Signal Control System and Communications network. Duties included assessing equipment damaged during Hurricane Sandy of 2012, preparing 100% design drawings and specifications and assisting MTABT to prepare FEMA flood damage assessments claims.

Mt. Washington Tunnel Ventilation Rehabilitation, Port Authority of Allegheny County, Pittsburgh, PA

Lead Controls and Communications Designer Engineer responsible for the design of the communications network backbone and the Supervisory Control & Data Acquisition (SCADA) system for the ventilation system smart Motor Control Center (MCC) in the 3,500 ft. tunnel used for LRV and buses. Provided contract drawings and specifications for the Communications and SCADA system.

Cyber-Security Audit, Bernard Township Sewage Authority, NJ

Communications Designer Engineer providing design expertise for network communications on the Bernard Township Sewage System Cyber-Security Audit project. The SCADA system on this network provides monitoring and control for the wastewater treatment facility, including monitoring of its remote stations. HMM was tasked with locating system vulnerabilities and providing remediation as required per the NIST800-82 standard (Guide to Industrial Control Systems (ICS)

Security). Included was an assessment of the local plant network and remote communications provided over a Verizon FiOS system.

Newark Liberty International Airport Fuel System Modifications, Port Authority of New York and New Jersey, Newark, NJ

Design Engineer responsible for the design of upgrades and modifications to the control system of an existing aircraft fuel system. The design consisted of upgrades to a tank gauging system, modifications to existing pump stations, the addition of truck loading racks, contact water treatment and a fuel selection area.

SCADA Systems and Bubbler Control Panel Upgrades, Woodland and Butterworth Sewage Treatment Plants, Morris Township, Morris County, NJ

Lead Controls Design Engineer for the design, bid, and construction phases for the upgrade of the Supervisory Control and Data Acquisition (SCADA) systems and bubbler control panels at the Township's Woodland and Butterworth sewage treatment plants. Design phase responsibilities included preparing 100% design drawings and specifications for public bid. Currently providing construction phase services, including client contact, supervision of field inspectors and office engineers, contractor coordination, and shop drawing review.

Wastewater Treatment Plant Upgrades, Woodland Sewage Treatment Plant, Morris Township, Morris County, NJ

Lead Controls Designer Engineer for the design, bid, and construction phases for the Supervisory Control and Data Acquisition (SCADA) systems upgrades to the treatment plant. The project includes construction of a new grit building with vortex grit separators and classifier, new biofilter odor control facilities, installation of mechanical bar screen, submersible mixers, replacement raw sewage pumps, replacement of process piping and valves, incorporation of new equipment into the existing SCADA system, and site work. Design phase responsibilities included preparing plans and specifications, reviewing calculations and equipment selection, coordinating with other disciplines, and coordinating with client. The project is being funded by the New Jersey Environmental Infrastructure Trust (NJEIT) Loan Program. Bid phase responsibilities included preparing and submitting permit applications and NJEIT Loan Program submittals. The project was scheduled to be bid in late 2012.

Chronological Work History

Role	Firm	Duration
Designer V	Hatch Mott MacDonald	5/2009 - Present
Designer/Field Engineer	Parsons Brinckerhoff	5/2002 - 5/2009

John D. Swartzwelder

Senior Engineer - Mechanical

Education:
BS, Mechanical Engineering, New Jersey Institute of Technology, 1980

Certificate, 4 Hour User/ Erector Supported Frame Scaffold Safety Training, Total Safety Consulting, New York, 2006

 # Years Technical Experience: 33

John D. Swartzwelder has more than 33 years of experience in management and construction supervision for courthouses, national memorials, educational, residential, religious, laboratories and research facilities and clean rooms. John has provided project management services from planning, through construction, start-up and occupancy on technically complex, major infrastructure and building renovation projects with aggressive schedules. He has performed facility assessments and has helped formulate facilities management plans. He has also designed high-purity and conventional piping and chemical waste systems for state-of-the art semiconductor fabrication research facilities.

As Project Manager, John will create and coordinate plans for project implementation; monitor the work of subcontractors, consultants, architects, engineers and vendors; oversee project budgets, schedules, bid negotiations, bid packages, change orders and site logistics; and manage requests for proposals and potential change orders. John will supervise the delivery of our construction management services, including scheduling, requirements validation, blocking and stacking plans, budget validation, procurement support, design reviews, constructability reviews, cost management, quality management, lease modifications, commissioning management and post-construction phase services.

Brooklyn Performing Arts Center, City University of New York (CUNY), Brooklyn New York, Project Superintendent

Hill is providing construction management services for the construction of a new state of the art $65 million Performing Arts Center at Brooklyn College. The project consists of multiple phases to provide swing space, perform abatement and demolition of Gershwin Hall while adjoining areas are fully occupied, separate the fire alarm systems and bring the remaining system up to code, perform early construction projects to relocate site utilities while the design was completed for the Performing Arts Center. This project is located on top of NYC DEP storm drain tunnels, requiring an extensive vibration monitoring program, all in a densely populated urban setting requiring limited noise and disruption to the surrounding areas. The new PAC building is 75,000 SF and consists of a 250 seat recital hall/theater and ancillary spaces.

Museum of the City of New York, New York City Department of Design & Construction (DDC), New York, New York

The DDC Cultural Facilities and Libraries Unit has retained Hill International as its consultant for a City-wide CM-Build Requirements Contract for The Museum of the City of New York. John provided project management services for the slate roofing replacement, mechanical and electrical upgrades, and the construction of a 20,000 square foot addition. A new electrical service and switchgear were installed. A new fire pump, exhaust systems, and renovated bathrooms were completed prior to the addition of the new gallery and support facilities. New chillers and cooling towers, emergency generator, and environmentally controlled collections storage areas were also provided. The new mechanical equipment installed will provide the infrastructure for the renovation phases for the existing building. The new addition contains curatorial support facilities, staffing work and office areas, environmentally controlled collections storage areas, and new gallery spaces.

OGS Department of Labor State Office Building, Brooklyn, New York, State of New York

Hill is providing construction management services for the complete architectural and MEP renovation of the Department of Labor State Office Building in Brooklyn, New York. This project is a gut renovation of a 72,000 square foot, 5-story office building housing the State Department of Labor. Designed as a Gold LEED certified building, usable office space was gained back by removing perimeter fined tube radiation covers, two mechanical rooms per floor, and relocating boilers, packaged air handlers, and other equipment to the roof penthouse. Asbestos and lead paint abatement will be completed before starting the renovation. As Project Manager, John is involved in all phases of the construction from pre-construction and construction services, to acceptance and close out. During the pre-construction phase, John provided constructibility and document reviews, cost estimates, and scheduling. He also provided technical assistance to the design team to help expedite the design package and deal with the New York City related code items. The projected cost for the project is $17.5 million with a construction duration of 24 months.

Chronological Work History

Role	Firm	Duration
Senior Project Manager	Hill International, Inc.	5/2006 - Present
Project Manager	Obrien Kreitzberg/URS	11/1999 - 5/2006
Owner	Self Employed	9/1992 - 10/1999
Project Manager	IBM	6/1981 - 8/1992
Sales Engineer	Hoke Incorporated	3/1980 - 6/1981

Scott B. Pendergrass, PE

Engineer - Civil

Education:
BS, Civil Engineering, University of Delaware, 2008

Registrations
Professional Engineer
[redacted] DE, 2013

 # Years Technical Experience: 6

Mr. Pendergrass has developed an increasing range of experience in the area of water treatment, water supply, and wastewater engineering. He has provided extensive assistance in design and preparation of plans and specifications, and provided permitting, construction observation, and construction phase engineering services for water treatment plants, water transmission and distribution mains, and water storage tanks.

Rehabilitation of Tunnel Walls, Roadway, Drainage, Ceiling, and Fireline Repairs at the Hugh L. Carey Tunnel (Project No. BB-28 Phase II), Triborough Bridge and Tunnel Authority, New York, NY

Project Engineer for the preliminary and final design phases of the mechanical engineering portion of the project, which consisted of replacements and upgrades for flood hardening of the tunnel drainage system, including the replacement of the emergency and normal drainage pumps at the Manhattan Blower Building (MBB), Governor's Island Ventilation Building (GIVB), and Brooklyn Plaza Pumping Station (BPPS) facilities. Services include performing non-destructive flow metering tests at MBB and BPPS and condition evaluation studies of the equipment at all three facilities, assistance in the preparation of the detailed design of the pumps and associated equipment and piping at all three facilities, and preparation of plans and specifications. Additional services included meetings and deliberation with FEMA regarding compensation and rehabilitation measures for the drainage system elements which were damaged during SuperStorm Sandy.

FEMA SuperStorm Sandy Disaster Support Services, Jersey City Municipal Utilities Authority, Hudson County, NJ

Provided field inspection services for the preparation of applications for FEMA relief following SuperStorm Sandy. Project responsibilities included field reconnaissance of city sewer regulator chambers, netting facilities, and outfalls.

Raw Water Pump Station Upgrades, City of New Brunswick, Middlesex County, NJ

Potable Water Project Engineer for the evaluation phase, preliminary design, permitting, final design, bid phase, and construction phase of the project, which consists of the replacement of raw water pumps and traveling screens, as well as electrical and SCADA improvements at the17 MGD D&R Canal and 19 MGD Weston's Mill raw water pumping stations. Responsibilities include assisting with the preparation of preliminary design and final bid documents.

Mountain Ridge Drive Booster Station, Livingston Township, Essex County, NJ

Assisted with the evaluation phase, preliminary design, permitting, final design, bid phase, and construction phase of the project, which consisted of the installation of a new packaged booster and generator system, and gravity retaining wall, to transfer water from a low pressure service line to a high pressure service line. Responsibilities included field reconnaissance, preparation of preliminary design and final bid documents, preparation of permit applications, bid phase assistance, shop drawing reviews, responding to contractor's Requests for Information (RFIs), and construction inspection.

Water Tank Replacement, VA Medical Center, US Department of Veterans' Affairs, Wilkes-Barre, PA

Assisted with design and preparation of plans, technical specifications, and cost estimates for the replacement of the existing 300,000 gallon elevated water storage tank. Project responsibilities include field reconnaissance, preparation of the preliminary design report, preparation of bid documents, and design of a new 400,000 gallon water spheroid tank, as well as shop drawing review and issuing clarifications to Requests for Information (RFIs).

Plant 13 Storage Tank Evaluation & Rehabilitation, Long Island American Water, Oceanside, NY

Provided assistance for a potable water project including the evaluation of existing aboveground water storage tanks. Project responsibilities included site visits to assess the existing condition of the tanks, inspection of the tanks' interiors, coordination with testing laboratories, and preparation of portions of the evaluation report. The evaluation report consisted of recommendations for upgrading and/or replacing the tank and its appurtenances along with budgetary cost estimates for implementing each option.

Well Supply Manganese Removal Treatment Facility and Water Transmission Mains, Florham Park Borough, Morris County, NJ

Assisted with the design of the manganese removal treatment facility and water mains. Prepared permit applications, and assisted with NJDEP State Revolving Fund financing. Assisting in the design of new ductile iron pipe (DIP) water transmission mains to transport water to/from the new treatment plant, distribution system and wells, and a new backwash separator tank and sanitary sewer to handle plant discharge. Engineering services include preparation of plans and technical specifications, permit applications, and treatment option evaluations.

Chronological Work History

Role	Firm	Duration
Engineer IV	Hatch Mott MacDonald	6/2008 - Present

Anthony J. Tomasello II, PE

Engineer - Civil

Education:
BS, Civil and Environmental Engineering, Rutgers University, 2004

Registrations
Professional Engineer
#[redacted] NJ, 2009
OSHA Confined Space Entry, 2008

Professional Memberships:
American Water Works Association
New Jersey American Water Works Association

 # Years Technical Experience: 10

Mr. Tomasello has developed an increasing range of experience in the area of water treatment, water supply, and wastewater engineering. He has been responsible for and assisted in the design and preparation of plans and specifications, and provided permitting, construction observation, and construction phase engineering services for water treatment plants, booster pump stations, water transmission and distribution mains, water storage tanks, and chemical feed stations.

Rehabilitation of Tunnel Walls, Roadway, Drainage, Ceiling, and Fireline Repairs at the Hugh L. Carey Tunnel (Project No. BB-28 Phase II), Triborough Bridge and Tunnel Authority, New York, NY

Potable Water Project Engineer for the preliminary and final design phases of the mechanical engineering portion of the project, which consisted of the replacement of the emergency and normal drainage pumps at the Manhattan Blower Building (MBB), Governor's Island Ventilation Building (GIVB), and Brooklyn Plaza Pumping Station (BPPS) facilities. Services include performing non-destructive flow metering tests at MBB and BPPS and condition evaluation studies of the equipment at all three facilities, as well as the preparation of the detailed design of the pumps and associated equipment and piping at all three facilities.

Mountain Ridge Drive Booster Station, Livingston Township, Essex County, NJ

Potable Water Project Manager for construction phase services for the booster station. Responsibilities included shop drawing submittal review, responding to Contractor's Requests for Information (RFIs), on-site construction inspection, potential change order review, and attendance at construction progress meetings.

Raw Water Pump Station Upgrades, City of New Brunswick, Middlesex County, NJ

Potable Water Project Engineer for the evaluation phase, preliminary design, permitting, final design, bid phase, and construction phase of the project, which consists of the replacement raw water pumps, replacement of traveling screens, and electrical and SCADA improvements at the D&R Canal (17 MGD) and Weston's Mill (19 MGD) raw water pumping stations. Responsibilities include field reconnaissance, preparation of the preliminary design report, preparation of final bid documents, coordination with regulatory agencies, bid phase assistance, shop

drawing reviews, and responding to Contractor's Requests for Information (RFIs).

Adelphi Pressure Release Valve (PRV) Vault Relocation, Washington Suburban Sanitary Commission, Silver Spring, MD

Potable Water Project Engineer for the process piping layout design and 3-D modeling using the BIM Revit MEP Software of the underground flow control vault. Responsibilities included preparation of the process piping plan sheets and process and mechanical detail sheets in both AutoCAD and Revit formats for the 2,100 square foot substructure.

Westwood Booster Station, United Water New Jersey, Westwood, NJ

Potable Water Project Engineer for the process piping layout design, equipment selection, and construction plan preparation for a 21 MGD underground booster pump station. Resident Engineer project responsibilities included construction observation and documentation, as well as multiple construction phase services, including conducting weekly progress meetings, shop drawing review, and change order review.

Rondout-West Branch Bypass Tunnel, Catskill Delaware Aqueduct Repair, New York City Department of Environmental Protection, Newburgh to Wappingers Falls, Orange and Dutchess Counties, NY

Potable Water Project Engineer for the evaluation and design of water main and dewatering force main alternatives from nearby public utilities to the proposed site for Shaft 5B. Responsibilities included the design of extensions of a 12-inch diameter public water main and a 20-inch diameter dewatering force main along US Route 9W. Specialty design components included a pressure reducing valve chamber, an on-site meter chamber, and three separate trenchless installations. Engineering services include preparation of engineering reports, technical memorandums, NYDOT and NYSDOH permit applications, plan and profile drawings, and technical specifications.

Replacement of Twin Transmission Mains, City of New Brunswick, Middlesex County, NJ

Potable Water Project Engineer for the evaluation and design of the replacement of twin 20-inch diameter water transmission mains under an aggressive schedule as part of an NJDOT rehabilitation project. Responsibilities included the conceptual and final design of the relocated water mains. Specialty design components included a by-pass water system and a limited work area. Engineering services include preparation of engineering reports, plan drawings in MicroStation format, and technical specifications.

Chronological Work History

Role	Firm	Duration
Sr. Project Engineer	Hatch Mott MacDonald	11/2007 - Present
Project Engineer	Parsons Brinckerhoff	5/2004 - 11/2007

Dana G. Cherbeleata

Senior Engineer - Electrical

Education:
BS, Electrical Installations, Bucharest Institute of Constructions - Department of Installations for Constructions, Romania, 1993

 # Years Technical Experience: 21

Ms. Cherbeleata has over 20 years of experience in the design and retrofit of electric power supply and distribution systems; lighting software and studies for tunnels, roads, and buildings; UPS; and medium voltage distribution systems. She has additional experience in the design of ventilation systems and use of computer simulations for transit passenger evacuation and tunnel ventilation analyses.

Design Services for PATCO Subway Tunnels Forced Air Ventilation Study, DRPA, Philadelphia, PA/Camden, NJ

Electrical Engineer responsible for field investigations and surveys to assess the current condition of the PATCO stations and tunnels systems and determine available space for future ventilation and electrical plants. Based on the development of the new ventilation system, an evaluation of the total load required for the new fans arrangement for a couple of alternatives will be performed and the capacity of the preferred supply will be verified. Recommendations for upgrades or additions of new equipment and/or construction of new electrical substations will be made. The work will include 30% preliminary construction cost estimates and construction schedules and staging to minimize disruption of operations.

New Haven – Hartford - Springfield Rail Corridor, CDOT/Baker, Multiple Cities, CT

Electrical Engineer responsible for lighting design and electrical distribution for three new train stations in CT: Berlin, Meriden, and Wallingford, and electrical upgrades at Hartford station. In addition to train platforms and passenger overbridges, the work includes electrical supply for snow melt equipment. Provides construction support.

Emergency Response Evacuation Study and Planning Key Center Stations, SEPTA, Philadelphia, PA

Project Manager responsible for the development of evacuation plans and procedures to respond to emergency or pre-planned large scale events and determine the best practices to ensure a high level of safety and security. The project focused on four SEPTA center stations in Philadelphia. The main scope was to identify the methods necessary to manage arrivals and evacuations at these stations under various conditions: natural disasters, blackouts, terrorist attacks, fires, chemical spills, or planned major public events like concerts, parades, or conventions. Using STEPS simulations, determined the operational capability of the stations and demonstrated a number of key issues

with large volumes of passengers in both pre-planned and emergency events. HMM developed a series of mitigation measures, recommendations, and staging plans for crowd control and indoor/ outdoor staging areas for queuing passengers.

Apple Store Construction Management and Inspection Services - Grand Central Terminal, Jones Lang LaSalle, New York, NY

Assistant Project Manager involved in the construction of the Apple store, facilitating the design review and construction coordination between Metro-North Railroad and the retail site manager, Jones Lang LaSalle. Work involved field verifications and inspections, compliance with national codes, and specific Metro-North requirements.

Grand Central Station Employee Facilities, Metro North Railroad, New York, NY

Electrical Engineer responsible for electrical design review and technical support for a medium voltage 13.8kV substation and low voltage building power design at Grand Central Station, NYC. The work also involved inspections, code compliance verifications, and as-built drawings reviews.

Palisades Transit Rail Tunnel, New Jersey Transit, New York, NY

Electrical Engineer responsible for 100% detail design of a 13,8kV substation that provides power for the tunnel boring machine and site. Responsibilities included design of medium voltage switchgear and associated protection scheme, low voltage site power distribution and motor control design, relay and breaker protection coordination, short circuit calculations, and arc flash study.

West Haven Railroad Station, Metro North Railroad, West Haven, CT

Electrical Engineer responsible for electrical design and construction support for the railroad train station, and lighting calculations for the station and parking lot outside the station.

Grand Central Station MEP Services Upgrade, Metro North Railroad, New York, NY

Electrical Engineer responsible for upgrade of the electrical system at Grand Central Terminal in New York City. Duties included preparation of detailed design, cost estimates, reports, and drawings for construction; field investigations; inspections; and coordination with other disciplines.

Park Avenue Tunnel Utility Bay Condition Assessment, Metro North Railroad, New York, NY

Electrical Engineer involved in coordination between the team performing inspection for structural integrity of the ceiling of the Park Avenue Tunnel and MNR personnel. Responsible for reports and recommendations for future repairs.

Chronological Work History

Role	Firm	Duration
Sr. Project Manager	Hatch Mott MacDonald	1/2002 - Present
Electrical Engineer	National Company of Electricity, Romania	5/1999 - 1/2002

Antonio Gonzalez, Jr., PE

Engineer - Electrical

Mr. Gonzalez is a professional engineer with nine years of experience. He brings extensive experience in commercial, transit, and industrial power engineering and design, complimented by working knowledge of AutoCAD, MicroStation, Visual Pro, CDEGS, EDSA, ICAMS, Microsoft Office Suite, among other industry software.

BB-28 Brooklyn Battery Tunnel Rehabilitation and Flood Mitigation, Triborough Bridge and Tunnel Authority, New York, NY

Professional Electrical Engineer for the facility's MEP design and installation of new pump starters, feeders, lighting panels, and raceways, as well as short circuit calcs, load flow calcs, and voltage drop calcs. Performs coordination between all disciplines regarding pumps and control and field visits.

PATCO Ventilation Study, DRPA, New Jersey

Professional Electrical Engineer participating in a study for DRPA to determine the base design of a new ventilation system. The project involves field visits, coordination with the mechanical group's layout for the tunnel ventilation fans, and determining the type of electrical service and layout needed to maintain the system. Work will eventually include a general short circuit/load flow analysis, as well as a final report on the findings.

Prior Experience

Brooklyn Battery Tunnel Rehabilitation (Phase II) Project, Triborough Bridge and Tunnel Authority, New York, NY

Professional Electrical Engineer (Level IV) responsible for the electrical power distribution design as it pertains to the tunnel drainage system, lighting system, and communications system. Tasks include systems coordination; modification and design of LV electrical distribution systems; generation of low voltage one line diagrams; creation of equipment room layouts compliant with the NEC; production of staging schemes and drawings; general power and lighting design; underground duct bank, above ground conduit and cable tray systems/plan design; loading calculations for the above raceway systems; cable sizing and voltage drop calculations; systems short circuit; and load flow analysis via SKM Power Tools.

Education:
BS, Electrical Engineering, New Jersey Institute of Technology, Albert Dorman Honors College, 2004

Registrations
Professional Engineer
NJ, [redacted] 2013

Professional Memberships:
Society of Hispanic Professional Engineer

Sigma Lambda Beta Int'l Fraternity, Inc., NJ Alumni Association President

 # Years Technical Experience: 9

East Side Access Project, NYCMTA/Long Island Railroad, New York, NY

Electrical Engineer (Level III) responsible for various aspects of the electrical power distribution design, including tunnel ventilation, traction power, and signal power, as well as ancillary location lighting design, systems design and coordination, traction power layout, and coordination and design of the systems duct bench linking all related facilities. Tasks included design of LV/MV electrical distribution systems; generation of low voltage one line diagrams; generation of LV/MV equipment room layouts compliant with the NEC; underground duct bank, above ground conduit and cable tray systems/plan design; loading calculations for the above raceway systems; equipment grounding layouts; lighting calculations via Visual Pro with lighting layout drawings; LV/MV cable sizing and voltage drop calculations; review of vendor document submittals; coordination of design tasks amongst multiple disciplines; and creation of man hour estimates, work schedules, and identification of potential deviations from project contracts resulting in PCNs. Responsible for direct communication and coordination with contractor to assist in expediting the fast track construction schedule of the project.

No. 7 Line Subway Extension, NYCMTA, New York, NY

Electrical Engineer (Level II) responsible for design of back-up power system (UPS and battery specification sizing and room layout); and overall conduit, cable tray and point of entry arrangement schemes. Designed architectural and underground duct bank layouts. Coordinated efforts with Con-Edison and the NYCMTA.

Chiller Plant and Cooling Tower Replacement, Albert Einstein College of Medicine, New York, NY

Electrical Engineer Level II, responsible for the lighting and power distribution system design for the Albert Einstein College of Medicine Chiller Plant and Cooling Tower Replacement. Tasks included production of demolition plans and sequencing for existing electrical equipment; LV electrical distribution design, including the replacement of existing distribution panels, disconnect switches, and other equipment; overhead conduit and cable tray systems/plan design to provide new access from intermediate level equipment rooms up to the roof; loading calculations for the above raceway systems; punch list inspections and walk-throughs; assisted in the production electrical specifications; and review of contractor shop drawing submittals. Acted as an engineering representative at meetings with both the client and contractors.

Chronological Work History

Role	Firm	Duration
Engineer IV	Hatch Mott MacDonald	10/2013 - Present
Electrical Engineer	STV, Inc.	11/2009 - 10/2013
Electrical Engineer	Hitachi Power Systems America	5/2009 - 11/2009
Electrical Engineer	Burns and Roe Enterprises, Inc.	5/2007 - 5/2009
Electrical Engineer	Parsons Brinckerhoff, Inc.	2/2006 - 4/2007
Electrical Engineer	Burns and Roe Enterprises, Inc.	6/2004 - 1/2006

Contract Specialist Resumes

Marc S. Zaretsky

Lead Contracts Manager

Education:
JD, Hofstra University School of Law, New York, 1991

MBA, Law/Business, Hofstra University, New York, 1991

BBA, Banking & Finance, Hofstra University, New York, 1986

Registrations:
Admitted to Practice Law in the State of New York

 # Years Technical Experience: 20

Marc S. Zaretsky has nearly 20 years of legal and business experience in construction industry. Marc is adept in project finance, project management, claims consulting and contractor and subcontractor disputes management. His project experience includes courthouses, transportation, hotels, petrochemical and power projects. He has served as general operations manager, senior counsel and general counsel and secretary providing legal and business support. Principal in his own law firm, Marc's practice included general law with concentrations in construction, energy, corporate, estate planning, and real estate matters involving commercial and residential transactions. He has also served as Professor in the Continuing Education Program for Paralegal Studies at Hofstra University.

As project Contracts Manager, Marc will be responsible for the relationships and contracts between the owner and the contractors and other project vendors. Marc will help to establish and maintain strong, positive working relationships among the project stakeholders, and verify contract compliance and adherence to quality, cost and schedule parameters. Marc can also assist in procurement by helping the owner develop approved bidder qualifications, supporting contract negotiations, developing contract language to protect the project and providing financial control. In the event of a contractual dispute, Marc will work to resolve the issue before it can affect the project, with an emphasis on finding a "win-win" solution for all involved parties.

West Point Association of Graduates, West Point Visitors Center Renovation and Reconstruction, West Point, NY, Senior Project Manager

The project includes a new Visitors Center with modern exhibition space will be the gateway to the United States Military Academy. Hill has managed the design and approvals of the new 12,000 SF facility and will manage the planned construction in 2014. The project includes an open space reception lobby, information center, gift shop, administration suite, and central plaza as a public gathering space. After razing much of the adjacent existing visitors center, a portion will be preserved and renovated to house an 8,000 SF state-of-the –art exhibit space. The renovated portion will have a new building façade that will give the appearance of the military gothic architecture of the nearby Museum.

As Contracts Manager, Marc supported the owner in contract negotiations

with the architect and other consultants, developing contract language to protect the project as well as assisting the owner with bidder qualifications and the vetting process. Marc also assisted the owner with specification, general conditions language as well as monitoring the parties' compliance with the insurance requirements of the project.

Dormitory Authority of the State of New York, Bronx County Hall of Justice, Bronx, NY

The new Bronx County Hall of Justice is an 11-story, 775,000 SF complex that is located on East 161st Street near Grand Concourse. Hill is the Construction Manager for the completion of the project. Marc serves as the Senior Project Manager responsible for providing Hill's services, including construction inspection, change order management, punch list inspection, and overall coordination of testing and training of building systems. He also provides claims avoidance and management and participates in the documentation, negotiation and settlement of claims. He schedules, coordinates and monitors all project-related activities between DASNY, clients, consultants, contractors, and other agencies and coordinates project closeout procedures with clients, Architects and Engineers, and contractors.

New York City Department of Design and Construction, Various Projects, New York, NY

As Senior Contracts Administrator, Marc drafts, negotiates, and finalizes contracts for clients and subcontractors. He classifies and categorizes all client and subcontract contract documents and reviews subcontractor insurance and bonding requirements for proper coverage. He reviews bid information and assists and analyzes concerns in connection with non-responsive bids; assists project managers in connection with responding to subcontractors and clients for various matters; and also coordinates strategy with and between project managers and senior management. Projects include:

- Brooklyn Public Library.
- Staten Island Zoo.
- Lion House at the Bronx Zoo.
- Museum of the City of New York.
- Queens Theater in the Park.
- Schomburg Center for Research in Black Culture.
- Fifth Avenue Renovation at the Pierre Hotel.
- Putnam County Courthouse.
- Thurgood Marshall U.S. Courthouse.

Chronological Work History

Role	Firm	Duration
Senior Project Manager	Hill International, Inc.	1/2006 - Present
Operations Manager	Brower, Kriz & Stynchcomb LLC	1/2003 - 4/2004
Senior Counsel	O'Brien Kreitzberg	2/1998 - 7/1999

Role	Firm	Duration
Attorney	Marc Zaretsky, Attorney at law	9/1997 - 1/2006
General Counsel & Secretary	Ansaldo North America Inc	4/1992 - 8/1997
Associate	Porter & Friedenberg	10/1991 - 3/1992
Legal Intern	Israeloff, Trattner & Company	1/1991 - 5/1991
Legal Intern	Sae Sadelmi USA, Inc.	5/1990 - 9/1990
Summer Graduate Intern	NYC Mayor's Office of Midtown Enforcement	6/1989 - 8/1989
Financial Representative	Associates Financial Services Company, Inc.	6/1988 - 8/1988
Assistant Supervisor, Reorganization Department	E.F. Hutton & Company, Inc.	5/1987 - 8/1987
Assistant Supervisor, Reorganization Department	E.F. Hutton & Company, Inc.	6/1986 - 8/1986

Calvin A. Lee, PMP

Senior Contracts Manager

Calvin A. Lee has more than 20 years of experience in construction management, contracts management, procurement and claims avoidance for correctional, educational, housing and sports stadium projects. He also has experience with VENDEX and New York City Procurement Policy Board Rules. Calvin has drafted and negotiated prime contracts, handled legal claims and insurance matters, handled procurement of goods and services and revised and drafted standard forms of subcontract and general conditions for at-risk construction projects. Calvin is also licensed to practice law in New York and New Jersey.

Port Authority of New York and New Jersey (PANYNJ), World Trade Center PATH Station Reconstruction, New York, NY

Hill, in joint venture, is providing construction management services for the $2.1 billion construction extension of the No. 7 Line for the New York City Metropolitan Transportation Authority Capital Construction Program and the Hudson Yards Development Corporation. The project includes two bored tunnels with each diameter approximately 22.5 feet, 34th Street Station, and two interlocking structures which will be connected to the 34th Street Station. The 7,200 feet tunnel can accommodate a two-track railroad with two lay-up tracks for the storage of six trains. Calvin provides change management services and is responsible for reviewing and preparing written responses to incoming correspondence related to potential contract work changes; processing of applicable contract work changes as additional work orders; reviewing, investigating and responding to all potential contract claims and disputes; and addressing and handling issues related to maintenance of construction milestones and schedule.

Port Authority of New York and New Jersey(PANYNJ), World Trade Center PATH Station Reconstruction, New York, NY

Hill provided program management services in connection with the planning, design and construction of the new World Trade Center Transportation Hub, including the new permanent PATH Terminal and the temporary PATH Station. As Senior Contracts Manager for Hill, Calvin collaborated extensively with the Port Authority project managers, staff and its consultants relative to addressing contract issues and obligations and offers solutions to mitigate contractual and program risks. He handled, processed and administered construction issues and potential claims issues, contract interpretation, delays and disruptions in the contract work and the responsibility for delays.

Education:
JD, Law, New York University Law School, 1985

BA, Political Science, University of Pennsylvania, 1982

Registrations:
New Jersey Bar

Project Management Professional

Professional Memberships:

Project Management Institute

New Jersey Bar

New York City Bar Association

Deep Foundation Institute

American Bar Association

Secure Worker Access Consortium (SWAC)

Construction Management Association of America (CMAA)

 # Years Technical Experience: 20

New York City Department of Design and Construction, Dormitory Authority of the State of New York, and Metropolitan Transportation Authority, Various Projects, New York, NY

As Contract Administrator for Hill International, Calvin prepares bids and reviews statements of work and specifications to identify risks; informs management of contractual risks and obligations; and offers solutions to mitigate contractual and program risks. He handles insurance issues; compiles and analyzes data; and maintains historical information. Calvin provides analysis and reports on contract documents and negotiates revised conditions of contracts and subcontracts. Projects include:

- El Museo del Barrio
- Lion House at the Bronx Zoo
- Museum of the City of New York
- Queens Theatre in the Park
- Staten Island Zoo
- Schomburg Center for Research in Black Culture
- Brooklyn Public Library
- Kingsbridge Library
- DASNY Bronx Criminal Courthouse Complex
- MTA Independent Engineer's Certification Program

Chronological Work History

Role	Firm	Duration
Contract Administrator	Hill International, Inc.	8/2006 - Present
Lease Specialist	Peak Counsel	3/2006 - 8/2006
Associate Counsel	Malcolm Pirnie	4/2005 - 8/2006
Contracts Manager	URS Corporation	5/2000 - 4/2005
Assistant Chief	NYC Housing Authority	9/1990 - 4/2000
Law Associate	Deforest & Duer	6/1989 - 9/1990
Law Associate	Myerson & Kuhn	7/1988 - 6/1989
Law Associate	Waters McPherson	9/1986 - 5/1988

Suzanne B. Schwartz

Contracts Manager

Suzanne B. Schwartz is an experienced Contract Administrator with familiarity in the design and reconstruction of construction projects. Suzanne also has experience in the negotiation of contracts. She has participated in all facets of litigation, including the preparation of contracts and insurance documents, document review and control, and management of general conditions contacts.

Port Authority of New York and New Jersey (PANYNJ), Superstorm Sandy Support Services, New York, NY

In an emergency recovery effort of over $250 million, Greg coordinated with the Federal Emergency Management Agency (FEMA), and PANYNJ Office of Emergency Management (OEM). Hill provided site assessments and estimating services for civil, architectural, mechanical, plumbing, sanitary and electrical systems damaged by Superstorm Sandy for all New York and New Jersey Port Authority facilities.

The Dormitory Authority of the State of New York (DASNY), Bronx County Hall of Justice, Bronx, NY

Hill International provided change order, punch list inspection, allowance reconciliation, schedule delay analysis, parking garage/ pre-cast inspection, project closeout, and claims support services as part of DASNY's team. Hill also represents DASNY in dealing with prime contractors, subcontractors, and other matters as required. Suzanne serves as Assistant Contract Administrator and is responsible for the preparation and review of contract documents and invoices, maintaining document logs, managing the contractor's claims log and general conditions, and interfacing with the client and contractors, as necessary, regarding change orders, cost control, and other project matters.

New York City Department of Design and Construction, Various Projects, New York, NY

As Contract Administrator for Hill International, Suzanne prepared bids and reviews statements of work and specifications to identify risks; informs management of contractual risks and obligations; and offers solutions to mitigate contractual and program risks. She handles insurance issues, compiles and analyzes data, and maintains historical information. Suzanne provides analysis and reports on contract documents and negotiates revised conditions of contracts and subcontracts. Projects include:

- Museum of the City of New York New Addition

Education:
J.D., Law, Hofstra University, School of Law, Hempstead, New York, 2005

B.A., Art History, Hofstra University, Hempstead, New York, 2001

Registrations:
New York Bar

New Jersey Bar

Professional Memberships:
New York State Bar Association

American Bar Association

 # Years Technical Experience: 8

- el Museo del Barrio
- Queens Theatre in the Park
- Kingsbridge Library
- Lion House at the Bronx Zoo
- The Staten Island Zoo, Reptile Wing
- Queens Public Library Renovation

New York City Housing Authority (NYCHA),Various Projects, New York, NY

Hill is providing construction management (CM/Build) services to the New York City Housing Authority for various capital housing projects throughout the five boroughs of New York City. As Contract Administrator for Hill International, Suzanne prepared contract documents and bid packages to be issued to contractors; reviews contractor qualifications; and collaborates with NYCHA personnel, as necessary, for successful completion of the project.

Prior Experience

Law Firm, Various Projects, Hicksville, NY

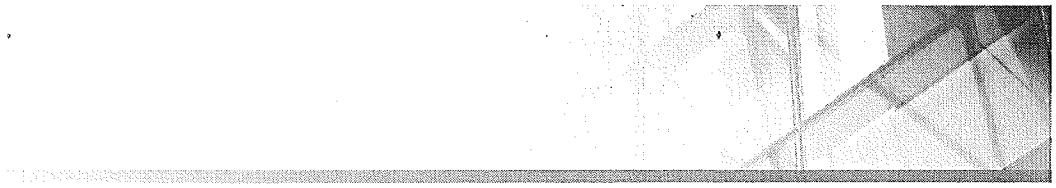
Suzanne assisted attorneys in all facets of litigation, including landlord and tenant disputes and the sale of real property. She drafted contracts of sales, wills, and Certificates of Incorporation. She also researched various legal issues, such as registration and licensing of compositions with the American Society of Composers, Authors and Publishers.

Law Firm, Various Projects, Rockville Centre, NY

As Legal Assistant, Suzanne assisted in workers' compensation cases from intake to close. She interfaced with doctors, insurance companies, and opposing counsel. She also communicated with and prepared clients for court appearances; organized client files and medical records; and attended hearings, depositions, and conferences.

Chronological Work History

Role	Firm	Duration
Assistant Contact Administrator	Hill International	8/2006 - Present
Assistant Designer	C. S. Interiors, Incorporated	1/2006 - 8/2006
Legal Intern	Law Offices of Richard M. Weiner and Associates	6/2003 - 8/2003
Legal Assistant	Polsky, Shouldice and Rosen, PC	11/2000 - 7/2002



Christine Stanton

Contracts Manager

Education:
New Jersey City University - Currently possess 76 credits towards a BA in Business Administration

 # Years Technical Experience: 14

Ms. Stanton has 14 years of experience as a document control specialist for the A/E and Construction Industry. Her experience includes: preparation of Subcontracts and Vendor Agreements and Change Orders for Owner and Subcontractors; processing request for information and submittals; management of insurance certificates; and maintaining current logs (Change Orders, Contracts, Drawing Lists and Insurance) using Primavera Expedition.

PANYNJ, Construction Management Services on a "Call-In" Basis – Field Position for Contract Specialist for Construction Management Division, Jersey City, NJ

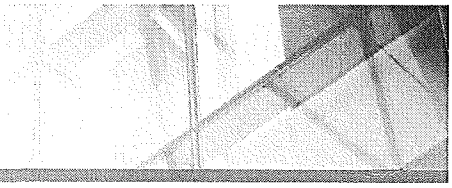
Contract Specialist working out of the Office of the Assistant Chief Engineer – Construction and the Engineer of Construction, Construction Administration, Engineering Department at the Port Authority Tech Center in Jersey City, New Jersey. Responsible for consultant invoices, purchase order budgets, new call-in agreement requests, distribution of bid-tabs, non-disclosure agreements, and the bid log.

NJSDA, Construction Management Services for Roberto Clemente School, Paterson, NJ,Document Control Engineer

This project consists of the renovation of an existing 8,200 sq. ft. commercial building into four (4) kindergarten classrooms, one (1) multi-purpose room, a kitchen and administration spaces. The project also includes building a parking lot on a different site adjacent to the building site. Scope of work also includes a new roof and 5 HVAC roof top units. The existing building is one (1) story on grade steel frame structure that has no basement.

Project Document Control Administrator (Hudson Meridian Construction Group, New York, NY)

- Prepare Subcontracts and Vendor Agreements
- Prepare Change Orders for Owner and Subcontractors
- Process request for information and submittals
- Manage and obtain insurance certificates
- Maintain current logs (Change Orders, Contracts, Drawing Lists and Insurance) using Primavera Expedition
- Code all invoices and requisitions
- Set up and maintain files for correspondence and submittals



- Set up and maintain Control Books and PM Binders
- Assist Director of Field Operations/Project Executive

Project Document Control Administrator (Jeffrey M. Brown Associates, New Jersey / New York)

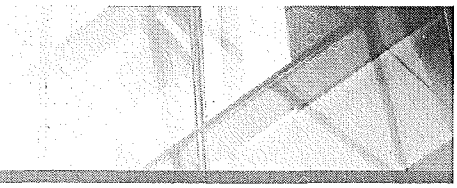
- Prepare Subcontracts and Purchase Orders
- Prepare Change Orders for Owner and Subcontractors
- Process all change management, request for information and submittals utilizing Expedition
- Manage and obtain all insurance certificates
- Maintain current logs Change Orders, Change Proposals, Contracts, Cost Worksheet, Drawing Lists, Insurance and Potential Change Orders) using Primavera Expedition
- Request, gather and process all closeout material
- Review and distribute all faxes and incoming mail using DocStar
- Set and maintain files for correspondence and submittals

Project Secretary

- Managed a field office for a construction site
- Handled all calls for this site
- Scheduled and coordinated meetings between management, owners and subcontractors
- Ordered all supplies needed for the jobsite
- Maintain all filing

Chronological Work History

Role	Firm	Duration
Contract Specialist	KS Engineers, P.C.	2009 - Present
Project Document Control Administrator	Hudson Meridian Construction Group	2006 - 2009
Project Document Control Administrator	Jeffrey M. Brown Associates	2000 - 2006
Training Center Coordinator	J.D. Edwards & Company	1998 - 2000



Lisa Canton

Contracts Manager

Education:
AA, Business Management, Santa Fe Community College, Gainesville, FL, 1999

 # Years Technical Experience: 24

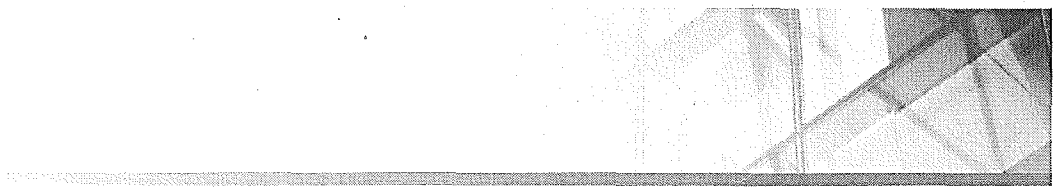
Lisa has extensive leadership experience in construction project administration, document controls, document publishing, contract administration, construction specifications, administrative assistance, and strong PC skills.

MTA NYCT, CM-1256 Construction Management Services for the Fulton Street Transit Center, New York, NY

Document Control Specialist responsible for providing construction management services for this $880 mega million project. The Metropolitan Transportation Authority and MTA Capital Construction are building a new Fulton Street Transit Center in the general vicinity of Fulton Street and Broadway, incorporating six existing Lower Manhattan subway stations which includes: Fulton Street for nos. 2, 3, 4, 5, J, M and Z trains; Broadway-Nassau Street for A and C trains; Chambers Street / World Trade Center for E train; and Cortlandt Street for R and W trains. The FSTC project's goal is improve access to and connections between 12 subway lines for hundreds of thousands of daily commuters and Lower Manhattan residents and visitors, and will link NYC Transit facilities with PATH service and the World Trade Center site. Construction of the Fulton Street Transit Center is underway and parts of the new station have already been opened for commuter use.

CH2M HILL, Inc., Gainesville, FL

Document Controls Assistant responsible for submittals during Construction (SDC) Coordinator. Served as the Southeast Regional (SER) Lead Point-of-Contact for construction services coordination; by providing leadership to peers in administrative communication by training external SER staff on corporate database procedures; and providing the technical skills necessary to coordinate, research, and track construction Submittals, compiling engineer comments on submittals; processing submittals after engineer dispositions; working on fast paced deadlines for Requests for information (RFI's), Clarification/ Interpretation Requests, Field Orders, and Operation & Maintenance Manuals for reviewing design engineers, client, field representatives & Project Managers; providing technical assistance and training of SDC coordinators in tracking construction procedures using Expedition (Primavera- Contract Manager); maintaining Project Records during the phase, and archiving at closeout; assisting Operations Leader (OL) with meeting staff utilization goals, communication on project chartering meetings/provide copy of project instructions to OL. Maintained project



schedule and submittal reports for all in-house projects, including duration and provide primary project point-of-contact with direct informative technical feedback meetings on a biweekly basis.

Document Publishing Specialist, Lead Construction Specifications Coordinator

Responsible for setting up CSI master specifications for projects in Panagon database, tracking specification sections, attending project meetings, processing and proofing specifications and references, communicating with Project Assistants and Engineering team on the project, scheduling, forwarding, and assembling the contract documents for reproduction, distributing the contract documents for internal, Client, Plan Rooms, and Contractor distribution. Bidwork procedures include selling contract documents to bidding contractors, subcontractors, and equipment suppliers; creating, compiling and distributing addenda on project to distribution list; and sending out weekly bidder's list to companies interested in networking with bidders in the event they win bid. Conforming documents which include revising all changes per addenda to specifications; and preparing signed Contract Documents for client and awarded contractor to use in the field during construction. Assisting engineers and other processors to meet their deadlines so that workload and deadlines are compatible.

Chronological Work History

Role	Firm	Duration
Document Control Specialist	KS Engineers, P.C.	2009 - Present
Document Controls Assistant	CH2M HILL, Inc	1990 - 2008
Part-Time File Clerk	Shands-Alachua General Hospital	1990

Cost Estimates Resumes

Raymond Tom, LEED GA

Estimator

Education:
BArch, Architecture, Pratt Institute, 1993

AAS, Architectural Technology, New York City Technical College, 1990

Registrations:
LEED Green Associate

 # Years Technical Experience: 20

Raymond Tom has nearly 20 years of design experience, serving as a Senior Project Architect for healthcare, hospitality, education, stadiums, corporate offices, banking, mixed-use, entertainment, retail and shopping malls and entertainment projects. Tom is also a skilled team leader, drawing upon both his professional and military experience. Tom specializes in leading the design phase of complex projects, verifying constructability and coordinating with architects, engineers and owners to help ensure final plans and drawings reflect the client's intent accurately and can be constructed as designed. Raymond's specialized computer software skills include AutoCAD R13 through 2008 and Revit, 2009. He is fluent in English and Cantonese.

As lead estimator, Tom will create and coordinate plans for project implementation; monitor the work of Hill's design review team, subcontractors, consultants, architects, engineers and vendors; oversee project budgets, schedules, bid negotiations, bid packages, change orders and site logistics; and manage requests for proposals and potential change orders.

Port Authority of New York and New Jersey (PANYNJ), Superstorm Sandy Long Term Recovery Operation and Call-In Estimating, New York and New Jersey

Hill provided site evaluations and estimating services for Civil, Structural, Architectural, Mechanical, Plumbing, Fire Protection, Sanitary & Electrical Systems damaged by Hurricane Sandy. PANYNJ facilities included Airports, Ports, Rails, Tunnels & Bridges and Storage Buildings and Infrastructures. Ray closely managed & coordinated a diverse team of estimators that confirmed and generated scoping items in a comprehensive detailed report for mitigation, developed detailed cost estimates for scope of damages promptly enabling PANYNJ and their insurance agency in negotiating final costing of damages against FEMA and other related insurance agencies for payment. The Hurricane Sandy estimated damages were in excess of $250 Million.

Port Authority of New York and New Jersey (PANYNJ), Holland Tunnel Visual Assessment, New York, NY

Hill provided the Port Authority with comprehensive detailed inspection reports and detailed estimating services to evaluate a budget for the reconstruction and replace in kind costs for various scopes for areas within the tunnel. Damages were identified as Superstorm Sandy vs. Non-Sandy storm related damages providing the PANYNJ a critical

overview and assessment of their level of priority for capital improvements needed. Ray managed & coordinated the estimating team estimating efforts resulting in budgets ranging between $100 Million to $150 Million. These budgets were used to secure FEMA funding for the related damages within the Holland Tunnel facility.

City University of New York, Brooklyn College Performing Arts Center, NY

Raymond serves as Hill's Design Phase Manager and provides services in all phases of design from pre-design to construction documentation. He prepares document review reports describing the results of his review of project plans. He generates constructability reviews and reporting of the drawings and specifications; existing site conditions; and proposed mechanical, electrical, and plumbing systems, as well as soil conditions review. The addition not only includes performance and rehearsal spaces for the music and theater departments, it also creates a new front door and image for the entire campus. The new center includes a 64,000 SF addition to the existing Whitman Hall and features a 200-seat flexible stage performance space with variable acoustics; rehearsal rooms for orchestra, choral and theater; a state-of-the-art recording studio; the Pima Center for Computer Music; music studios and practice rooms; and a scene shop. A gracious lobby, envisioned as a venue not only for pre- and post-performance gatherings but also for campus-wide receptions and special events, welcomes visitors, students and staff alike. This project is being designed and constructed to meet LEED Silver Accreditation.

New York City Department of Design and Construction, City Hall Renovations, New York, NY

Raymond serves as Cost Estimating Manager for the historic landmark building's renovations. Supporting management through various phases of the project, Raymond provides support and manages the cost estimates and budgeting process. Hill is providing construction management services for the $150 million renovation of New York City Hall in Lower Manhattan. Renovations will include exterior and roofing improvements; refinishing of the iconic steps; installation of new electrical, fire, audio-video, heating, ventilation, and air conditioning systems; modernization of its elevators; and the complete renovation of all interior spaces.

Chronological Work History

Role	Firm	Duration
Design Phase Manager	Hill International	9/2009 - Present
Senior Project Architect	Gensler	7/2006 - 5/2009
Senior project Architect	NBBJ	11/2003 - 7/2006
Project Architect / Manager	Hillier	4/2000 - 11/2003
Project Architect	Rockwell Architecture, Planning and Design, PC	1/1996 - 3/2000
Job Captain	The Phillips Janson Group Architects, PC	3/1995 - 12/1995
Job Captain	Keiser Associates	9/1994 - 2/1995
Job Captain	Highland Associates	5/1993 - 9/1994

Gregory D. Burgess

Estimator

Education:
Coursework, Accounting,
Medgar Evers College, 1980

 # Years Technical Experience: 30

Gregory D. Burgess has more than 30 years of experience providing detailed takeoffs and pricing of electrical construction. His expertise also includes management consulting and project management. He has served as on-site estimator for various sectors of the construction industry including aviation, healthcare, casinos, office buildings and historic landmarks. He has also been responsible for change order review of drawings, and contract documents during negotiated settlements between owners and subcontractors.

Metropolitan Transportation Authority (MTA), No. 7 Subway Line Extension, New York, NY, Electrical Estimator

The Hill/LiRo/HDR Joint Venture is responsible for providing construction management services for the extension of the Number 7 Subway Line westward from Times Square under West 41st Street and southward along 11th Avenue to the southerly terminus at West 25th Street. The team will provide management and project control services for the tunneling work and during construction of the facilities and infrastructure transforming the Hudson Yards into vibrant 24-hour neighborhood containing a mix of commercial, residential, retail, and recreational uses. Gregory is responsible for electrical change order reviews including fire alarm, security, intrusion detection and telecommunications.

Port Authority of New York and New Jersey (PANYNJ), Superstorm Sandy Long Term Recovery Operation and Call-In Estimating, New York and New Jersey, Electrical Estimator

In an emergency recovery effort of over $250 million, Greg coordinated with the Federal Emergency Management Agency (FEMA), and PANYNJ Office of Emergency Management (OEM). Hill provided site assessments and estimating services for civil, architectural, mechanical, plumbing, sanitary and electrical systems damaged by Superstorm Sandy for all New York and New Jersey Port Authority facilities. Greg provided the site assessments and estimates of the damages to the electrical systems at more than 10 Port Authority sites. He visited each, site confirmed and generated scoping items in a comprehensive report for mitigation, developed detailed cost estimates for scope of damages and negotiated final costing of damages against FEMA and other related insurance agencies for payment.

New York City Department of Design and Construction (NYCDDC), City Hall Renovations, New York, NY, Estimator

Gregory provided electrical cost estimates for renovations at New York City Hall. Hill was selected by the New York City Department of Design and Construction to provide quality construction management services for the 70,000 SF renovation and rehabilitation of New York City Hall. Built in 1812, the building houses the operations of many of New York's most prominent political figures including the Mayor and New York City Council. The building is also home to an invaluable collection of historic furnishings, ornate architecture and fine arts.

Prior Experience

George Bush Intercontinental Airport, Continental Airlines Terminal E, Houston, TX, Estimator

Gregory provided on-site electrical estimating services for a new state-of-the-art airline terminal encompassing 24 gates in a three-story, 600,00 SF facility which included a large private air travelers club and retail restaurant facilities. The project was constructed while airport operations were ongoing.(2004)

Newark Liberty International Airport, Continental Airlines Global Gateway, Newark, NJ, Estimator

Gregory provided on-site electrical estimating services that included estimates and contractor change order reviews. The electrical construction was valued at more than $40 million. (2003)

Gregory provided cost estimating services for the electrical systems of the permanent Kuwaiti mission to the UN.

Port Liberte, Jersey City, NJ, Estimator

Gregory provided all electrical cost estimates for Phase I of this residential complex built on the eastern shore of the Hudson River.

Chronological Work History

Role	Firm	Duration
Electrical Estimator	Hill International, Inc.	1/2013-Present
Electrical Estimator	Ellana, Inc.	9/2009-1/2012
Electrical Estimator	Five Star Electric	1/2008-9/2009
Electrical Estimator	Burgess Electrical Estimating	1/2007-12/2007
Electrical Estimator	DiFazio Electric	1/2004-1/2009
Electrical Estimator and Asst. Project Manager	Amec/Morse Diesel Intl. Consulting	2/1989-8/2004
Electrical Estimator	Lehrer McGovern and Bovis	10/1986-2/1989
Plan Room Coordinator and Electrical Estimator	Tishman Constructoin	5/1983-9/1985

Manuel De La Hoz

Estimator

Education:
B.E., Technical Drawing, Institution of Industrial Technology of Atlantico, Columbia, 1974

Diploma, Technical Drawing, Institution of Industrial Technology of Atlantico, Columbia, 1971

 # Years Technical Experience: 26

Manuel E. De La Hoz has over 26 years of experience in construction and engineering, estimating and project management for HVAC, plumbing and piping, fire protection, elevators and electrical projects. He has been involved with bids and the management of some of the largest mechanical projects in the New York and Philadelphia metropolitan area, including educational, airport and pharmaceutical projects. Manuel has served as Senior, Lead and Mechanical Estimator and Construction Consultant for many notable projects; clients include the Atlantic City Board of Education, U.S. General Services Administration (GSA) and Och-Ziff Capital Investments, LLC. In addition, he is a certified QuickPen user, certified Itron AMR installer and is fluent in English and Spanish.

Metropolitan Transportation Authority (MTA), No. 7 Subway Line Extension, New York, NY, Estimator

The Hill/LiRo/HDR Joint Venture is responsible for providing construction management services for the extension of the Number 7 Subway Line westward from Times Square under West 41st Street and southward along 11th Avenue to the southerly terminus at West 25th Street. The team will provide management and project control services for the tunneling work and during construction of the facilities and infrastructure transforming the Hudson Yards into vibrant 24-hour neighborhood containing a mix of commercial, residential, retail, and recreational uses.

Port Authority of New York and New Jersey, World Trade Center (WTC) Transportation Hub, New York, NY, Senior Mechanical Estimator

Hill is providing program management services in connection with the planning, design and construction of the new World Trade Center Transportation Hub, including the new permanent PATH Terminal, which is expected to cost $2.5 billion. Hill provided similar services in connection with the $566M temporary PATH Station. Manny was involved with the estimating effort for the Port Authority's 3.5M SF of reconstruction below street level with initial budget estimates, design estimates and final estimates, including FTA grantee funding scope. In addition to the new PATH terminal, the site includes security, tenant and bus parking; core and tower podiums; central power and mechanical plants; memorials; as well as cultural and performing arts centers.

Port Authority of New York and New Jersey, Retail Redevelopment at World Trade Center (WTC) Site Estimate, New York, NY, Senior Estimator

Hill provided the Stage I Design Construction cost estimate for the World Trade Center Retail Redevelopment. Manny was involved with the estimating effort for the Port Authority's 3.5M SF of reconstruction below street level with initial budget estimates, design estimates and final estimates, including FTA grantee funding scope. He also coordinated the estimate of all of the construction divisions for several phases. The site includes security, tenant and bus parking; core and tower podiums; new PATH terminal, new center power and mechanical plants; memorials; retail space; cultural and performing arts centers.

State of Connecticut Office of Policy and Management, New Haven Rail Maintenance Facility Expansion, Phases 1, 2, and 3, New Haven, CT, Senior Estimator

Hill reviewed and analyzed the scope, cost and budget established by the Connecticut Department of Transportation for the New Haven Rail Maintenance Facility Expansion Project. Prior to Hill's engagement, the estimated costs for the execution of the proposed project greatly exceeded the original budgetary estimates. Hill critically evaluated the adequacy of the original work scope and estimate, determined the factors driving the increases in estimated costs, performed an independent cost estimate, reviewed the scope to recommend ways to reduce project costs (Cost Containment Analysis), provided budgeting options, reviewed DOT capital project budgeting and cost estimating procedures and protocols, conducted a project risk assessment and assessed the reliability of the out-year estimates, proposed yard expansions and configuration control. In addition to estimating the HVAC, plumbing and fire protection, Manny provided the estimating effort with schematic design, design development, 75% CD and budget reconciliation.

Brooklyn Navy Yard Development Corporation (BNYDC), Brooklyn, NY, Mechanical Estimator

Hill will be providing architectural design, structural engineering, site planning, cost estimates for each proposed design and all phases of program development required to develop a new three-story, $18M project which encompassing 70,000-80,000 SF multi-tenanted LEED Silver certified industrial building adjacent to the Sands Street Gate at the Brooklyn Navy Yard. Manny estimated the HVAC, plumbing and fire protection estimates for the office building. He also provided the estimating effort with schematic design, design development 50% CD estimates for the construction program which included engineering oversight, client advice and design suggestions.

New York City Department of Design and Construction, City Hall Renovation, Pre-Construction Services, New York, NY, Senior Estimator

Hill is providing construction management services for the $150 million renovation of New York City Hall in Lower Manhattan. Renovations will include exterior and roofing improvements; refinishing of the iconic steps; installation of new electrical, fire, audio-video, heating, ventilation, and air conditioning systems; modernization of its elevators; and the complete renovation of all interior spaces. Involved with preconstruction, budgeting and estimating, as Senior Estimator, Manny led the estimating effort for the schematic design, design development, 50% CD, 9.5% CD and 100% CD estimates for the construction program. His detailed estimates include all civil, architectural and structural, mechanical and electrical divisions; as well as Pack 1 and 2. Manny

is also assisting the project management team to validate contractor's bid and to review scope of work, in addition to other specialized project management tasks.

Chronological Work History

Role	Firm	Duration
Senior Estimator	Hill International, Inc.	3/2006-Present
Senior Mechanical Estimator/Coordinator	Hunt Construction Group	6/2003-3/2006
Mechanical Estimator	A.T. Chadwick Co., Inc.	8/2002-6/2003
Senior Estimator/Construction Manager	Len Parker Associates	7/1995-8/2002
Mechanical Estimator	Willard Inc.	2/1984-9/1994
Mechanical Estimator	A.T. Chadwick Co., Inc.	10/1979-11/1983

Fides J. Gardiner

Estimator

Education:
BS, Architecture,
University of Santo Tomas,
Philippines, 1985

Professional Memberships:
United Architects of the Philippines

 # Years Technical Experience: 25

Fides J. Gardiner has more than 25 years of diversified experience in design, and construction project management, budget/cost management, constructability review, value engineering. Fides has a broad range of construction management achievements, including, large-scale infrastructure (Civil and Building), corporate, educational, cultural venue, healthcare, recreational facility and municipal parks in New York and Asia. Fides has an extensive background in the art and science of preservation of buildings that involve all components of building envelope construction including facades, roofs, windows, plazas; Preservation and replication of historic interior ornamental décor; and the full range of materials – from landmark plaster, terra cotta, brick, and limestone to curtain wall systems; Her specialized computer software skills include AutoCAD, Expedition, Microsoft Project and Aconex, and she is fluent in English and Filipino and knows some Spanish.

Jet Blue Terminal 5, JFK International Airport, OTG at JFK T5 Venture, LLC, New York

Owner's Representative services for the interior fit-out of 22 individual food concession spaces located inside Jet Blue Terminal 5 at JFK International Airport. The development consists of various concessions located throughout the 635,000 SF terminal. Fides was in charge of the overall budget preparation for its entire scope work, constructability review of the design drawings and specification.

City of New York Department of Parks and Recreation, McCarren Pool & Bathhouse, New York, NY

A Centerpiece of Mayor Bloomberg's PlaNYC 2030 program, This 50 million dollar restoration project for the NYC Landmark McCarren Pool is a LEED silver certified project consisting of the 55,440 SF of restored pool with a smaller footprint to accommodate a terrace beach area, including 75,000 SF of concrete flat work and paving. Other highlights include the restoration of the recreation centers with a gym facility, multi-purpose community rooms, office for staff and the restoration of the lifeguard house and filter and control room, involving preservation of its historic features and ornaments and replication of the kiosk. As the Project Manager, Fides is responsible for overseeing multiple prime contractors, quality assurance and quality control, cost control and change order management and LEED submission. She managed all four Contracts from construction phase through completion commissioning,

final occupancy and project close-out.

City of New York Department of Parks and Recreation, Union Square Pavilion and Playground, New York, NY

The $20 million Rehabilitation Program includes the historic 1932 Pavilion, Playground and Plaza and maximizing its accessibility and usability and conversion of a large part of the Pavilion into a restaurant. The project comprised selective demolition including classified waste abatement and the pavilion reconstruction including the structural underpinning of the existing building, restoration of landmark features such as limestone façade, columns, spandrel, and replication of bronze doors and replacement of terra cotta, built-up roofing system. New construction includes the comfort station, commercial kitchen and state of the art playground and streetscape. As the Resident Project Manager, Fides performed an advisory role and has a direct line of authority from the client, providing information and presenting alternatives. She managed all four Contracts from construction phase through completion, final occupancy and project close-out.

The Dormitory Authority of the State of New York, Bronx County Hall of Justice, Bronx, NY

Fides served as Project Manager for the Bronx County Hall of Justice new construction project. She was responsible for contractor management, quality and cost controls, and review and processing of change orders and payment applications of 15 prime contractors to ensure the project's successful completion. Hill provided construction management, program change management, change order processing and negotiation, construction inspection, project reporting, scheduling and delay analysis, claims analysis and support, and project close-out for the new 11-story, 775,000 SF complex located on a two-and-a-half-block site near the Grand Concourse in the Bronx.

New York City Department of Design and Construction (DDC), City Hall Renovations, New York, NY

Hill is providing project and construction management services for the DDC in the rehabilitation and renovation of New York City's renowned City Hall. The federal-style landmarked building is undergoing structural repairs and upgrade of life safety and mechanical components. The $180 million project involves a series of building-wide infrastructure upgrades and enhancements throughout 70,000 GSF of the 200 year old building. Fides managed the change order process.

Chronological Work History

Role	Firm	Duration
Project Manager	Hill International, Inc.	8/2006-Present
Project Manager	Superstructures Engineers and Architects	4/2003-8/2006
Project Manager	ACC Construction Corporation	5/2002-4/2003
Project Architect	Lockwood Greene	2/2000-4/2002
Facility Design Officer	Phillip Holzmann AG	6/1996-12/1999
Project Architect	Dywidag Consortium JV	6/1992-6/1996
Draftsman	Lacson Engineering Phil	1/1987-6/1992

Francis M. Murphy

Estimator

Education:
MS, Construction Management University of West of England, 1992

Registrations:
Royal Institution of Chartered Surveyors

 # Years Technical Experience: 16

Francis Murphy has 16 years of estimating experience. His new-build, design-build and renovation projects valued at more than $250 million have encompassed a wide variety of sectors including healthcare, institutional, pharmaceutical, K-12 and higher education, museums, commercial buildings, laboratories, gymnasiums, convention centers and courthouses. Frank's background includes providing site, architectural and structural packages; hard-bid government estimates; schematic and conceptual estimates. In addition, his estimates have been used for development and verification of budgets and as a check against the construction manager's estimates.

Port Authority of New York & New Jersey (PANYNJ), Superstorm Sandy Project, New York and New Jersey, Estimator

Hill provided site evaluations and estimating services for civil, structural, architectural, mechanical, plumbing, fire protection, sanitary and Electrical Systems damaged by Superstorm Sandy. PANYNJ facilities included airports, ports, rails, tunnels and bridges and storage buildings and infrastructures. Frank developed detailed cost estimates for scope of damages promptly enabling PANYNJ and their insurance agency in negotiating final costing of damages against FEMA and other related insurance agencies for payment. The Superstorm Sandy estimated damages were in excess of $250 million.

City University of New York, Brooklyn College Performing Arts Center, New York, Estimator

Frank is part of the estimating team that prepares document review reports describing the results of his review of project plans. He generates constructability reviews and reporting of the drawings and specifications; existing site conditions; and proposed mechanical, electrical, and plumbing systems, as well as soil conditions review. The addition not only includes performance and rehearsal spaces for the music and theater departments, it also creates a new front door and image for the entire campus. The new center includes a 64,000 SF addition to the existing Whitman Hall and features a 200-seat flexible stage performance space with variable acoustics; rehearsal rooms for orchestra, choral and theater; a state-of-the-art recording studio; the Pima Center for Computer Music; music studios and practice rooms; and a scene shop. A gracious lobby, envisioned as a venue not only for pre- and post-performance gatherings but also for campus-wide receptions and special events, welcomes visitors, students and staff alike. This project is being designed and constructed to meet LEED

Silver Accreditation.

Prior Experience

Estimating Firm, Manchester, CT, Chief Estimator

Frank served as Chief Estimator for small construction cost consultancy. His projects included multiple hospital and institutional projects throughout the U.S.

- **University of Michigan, Ann Arbor, MI - multiple renovation projects of former Pfizer Campus for reuse by University ranging from $6 million to $25 million.**
- **Museum and Academic Building Renovations - values from $10 million to $30 million.**
- **Louisiana State University, Shreveport, LA - new academic project.**
- **Tidewater Community College, Newport News, VA - new academic project.**
- **Grove City College, Grove City, PA - new academic project.**
- **Hospital Renovations - projects ranging from $10 million to $25 million.**

Building Firm, Glastonbury, CT, Senior Estimator/Estimating Executive

Frank's projects included hospital renovations, academic remodeling and new-build projects, public sector project, educational and mixed-use.

- **St. Vincent's, Bridgeport, CT**
- **Norwalk Hospital, Norwalk, CT**
- **Gateway Community College, New Haven, CT**
- **Wesleyan University, Science Building, Middletown, CT**
- **Hartford Public Safety Building, Hartford, CT - $100 million public safety building**
- **Washington Gateway Development, Washington, DC - A $200 million mixed-use development.**
- **Waterbury Public Schools, Waterbury, CT**
- **Killingly Public Schools, Killingly High School, Dayville, CT**

Chronological Work History

Role	Firm	Duration
Senior Estimator	Hill International, Inc.	11/2013-Present
Chief Estimator	KAS Estimating Services Inc.	5/2009-4/2013
Estimating Executive	Gilbane Building Company	7/2006-3/2009
Self-Employed	Self-Employed	3/2005-7/2006
Senior Estimator	Faithful and Gould	10/2003-3/2005
Self-Employed	Self-employed	11/2001-10/2003
Employee	Hanscomb Inc.	9/1999-11/2001
Employee	FIP Construction Inc.	5/1997-4/1999
Employee	Leach Building Company	4/1995-5/1997
Self-Employed	Self-employed	5/1994-4/1995

Construction Schedules Resumes

Bassem Sinot Hanna

Senior Scheduler

Bassem S. Hanna has more than 25 years of experience in CPM scheduling, project controls, earned value management, project contracts and contract negotiations. Bassem oversees the development of schedule, budget and cost to complete data for assigned tasks, assembles and compiles schedule and cost data and inputs it into the project control database. He also supports the project management team in maintaining timely and effective change management processes, procedures and systems. He develops and maintains status reports, including labor productivity, schedule status and financial analysis during the bidding process. Bassem has supported multi-billion-dollar rail tunnel projects, including the $2.1 billion No. 7 Subway Line Extension. For this high-profile and complex project, Bassem manages the project controls team. He is responsible for developing and executing all phases of the project controls effort, including planning, scheduling and cost analysis. He analyzes, evaluates and forecasts project costs, as well as performance against an established baseline schedule with critical milestones.

Education:
BS, Civil Engineering, Alexandria University, Alexandria, Egypt, 1987

Coursework, Computer - Advanced of Basic, Alexandria University, Alexandria, Egypt, 1985

Registrations:
American Society of Civil Engineers

Professional Memberships:
American Society of Civil Engineers

Egyptian Society of Engineers

 # Years Technical Experience: 26

Metropolitan Transportation Authority, No. 7 Subway Line Extension, New York, NY, Project Controls Manager

Hill, in joint venture, is providing construction management services for the $2.1 billion construction extension of the No. 7 Line for the New York City Metropolitan Transportation Authority Capital Construction Program and the Hudson Yards Development Corporation. The project includes two bored tunnels with each diameter approximately 22.5 feet, 34th Street Station, and two interlocking structures which will be connected to the 34th Street Station. As Project Controls Manager, Bassem manages the project controls team. He is responsible for developing and executing all phases of the project controls effort, including planning, scheduling, and cost analysis. He analyzes, evaluates, and forecasts project costs, as well as performance against an established baseline schedule with critical milestones. He interfaces with clients, attends regular meetings, and provides statistical reports. He assesses the impacts of design and construction changes and schedule slippage and keeps project management fully informed of any issues that may affect the critical path.

Prior Experience

Construction Company, Various Projects, New York, NY

Bassem was responsible for the preparation and progress of all company

project schedules. He evaluated the project status using Earned-Value techniques and made recommendations to senior management to accelerate schedules and mitigate problems and delays. He prepared resource-loading schedules, cost, and budget controls for all major company projects. He also assisted senior management with contract negotiations and project claims.

MWH, Various Projects, Chicago, IL

Bassem was a member of MWH's Construction Management Tiger Team of Experts. The team is a group of select, season experts, in their designated field, that are highly trained to identify and mitigate construction problems and delays. He was also a member of MWH's committee to establish a standard, world-class project controls management system, which is completed and ready for testing on a pilot project. Representative projects follow.

Major Vietnamese Construction Corporation, Transmission Line Construction Project, Vietnam

Bassem performed scheduling and project controls advisory services for a $160 million civil and transmission line construction project, on behalf of a major Vietnamese construction corporation. He instituted cost control measures that resulted in cost savings of over $8 million.

Denver International Airport, CO

As Senior Project Controls Manager, Bassem prepared a master program schedule for a $1.2 billion aviation project at Denver International Airport. He also developed a plan to manage, expedite, and complete all activities in accordance with government-established project milestones.
vately developed hydroelectric project in India.

Public Works Rehabilitation Project, CA

Bassem evaluated the status and made recommendations for a rehabilitation program for a major California public works project. The adopted plan enabled the project to be completed on time and within budget.

Chicago North Branch Tunnel Project, Illinois, Senior Project Controls Manager.

As part of the massive Tunnel and Reservoir Plan (TARP) of Northern Illinois, Bassem performed quality control for the $167 million Chicago North Branch Tunnel Project. TARP was named by the USEPA as one of the nation's top Clean Water Act success stories, and is serving as a model urban water management tool worldwide.

Chronological Work History

Role	Firm	Duration
Senior Project Controls Manager	Hill International	7/2006-Present
Senior Project Controls Manager	TDX Construction Corporation	6/2004-6/2006
Senior Project Controls Manager	MWH "Harza"	8/1990-3/2004
Construction Engineer	Consultative Bureau of Civil Construction	1/1986-12/1989

Ebtesam "Sam" Afify

Scheduler

Ebtessam "Sam" Afify has more than 16 years of project control management experience working on both national and international projects. Her expertise includes accounting and cost engineering, planning and scheduling, claims analysis, project management and contract administration.

Sam's background also includes work plans, work breakdown structure (WBS) and all levels of schedules (project, control and detailed) for design and construction. She has also been responsible for schedule updates and maintenance including preparation of crushing and recovery schedules with extensive reporting to client and management on a weekly or monthly basis, preparation of progress payments, variations, cost estimates and bidding studies.

In addition, Sam's contractual experience includes preparation and administration applying international contracts such as FIDIC; as well as preparation of claims and responses to claims and counter claims. Her core competencies also include budgeting, forecasting, cost management and cost control management; time control management; process streamlining; key performance indicators (KPIs); earned value management (EVM); vendor relations; procurement administration; bidding study and evaluation: commercial management; spreadsheets and reporting; negotiation, team leadership; vision and goal setting; relationship building and collaboration. Her specialized computer skills include Primavera P3 and P6, Microsoft Project, SAP and AutoCAD. She is fluent in Arabic and English.

Metropolitan Transportation Authority (MTA) New York City Transit, MTA Scheduling Contract, New York, NY, Project Controls Engineer

Hill is providing on-call construction scheduling services for the New York Metropolitan Transportation Authority. Under the task order contract, Hill provides program and project schedule control support services and staff augmentation services for all phases of project design and construction. The MTA agencies that are expected to be supported under the contract include MTA New York City Transit, Metro-North Railroad and the MTA Bus Company. Sam provides scheduling services for this contract.

Education:
BS, Architectural Engineering, Banha University, Shoubra Faculty of Engineering, Cairo, Egypt, 1997

Coursework, Planning and Controlling - Primavera P6, Promastar PMI Provider, 2008

Coursework, Earned Value Managment, Project Management Institute, 2010

Coursework, Project Management Professional Training Course, Project Management Institute, 2010

Professional Memberships:
Egyptian Syndicate of Engineers

 # Years Technical Experience: 16

Chronological Work History

Role	Firm	Duration
Project Controls Engineer	Hill International	9/2013-Present
Portfolio Planning Manager	Al Futtaim Group Real Estate, CFC	1/2009-8/2013
Project Controls Manager	EHalf Consulting Engineers	1/2004-12/2008
Senior Planning & Costing Engineer	Sites International	1/2002-4/2004
Cost Control Engineer	CCC Consolidated Contractor Company	1/2000-12/2001
Scheduler Cost Control Engineer	Montassser Construction Company	6/1997-12/1999

Ronald J. Backman

Senior Scheduler

 # Years Technical Experience: 40

Ronald J. Backman has more than 40 years of experience in project controls, planning, scheduling and cost controls for a wide variety of projects. He has also provided claims and delay analysis and accounting services. His specialized computer software skills include Primavera P3 and P6 and SAP 2010.

MTA New York City Transit, MTA Scheduling Contract, New York, NY, Scheduler

Hill is providing on-call oversight, monitoring and evaluations of all projects controls programs, construction scheduling services for the MTA. Under the task order contract, Hill provides program and project schedule control support services and staff augmentation services for all phases of project design and construction. The MTA agencies that are expected to be supported under the contract include MTA New York City Transit, Metro-North Railroad and the MTA Bus Company. Hill's responsibilities include schedule review and tracking for projects; assistance for the ACFO on project controls policies and procedures and monitor and evaluate all project controls programs and scheduling; maintain communication and support the interchange of information between the project and other involved agencies; act as liaison for scheduling group and project office to provide feedback and summary information regarding the projects and program schedules and manage internal controls.

Prior Experience:

Ronald served as Chief Planning/Scheduling Engineer, Project Controls Manager, Project Scheduling Supervisor, Senior Scheduling Representative, Scheduling Manager, Scheduling Supervisor, and Scheduler for the following projects.

Power

- Simple Cycle Power Plant-Devon, Milford and Middletown, Connecticut, NRG Energy, Houston, Texas, Senior Scheduling Representative.
- Indian Point U2/3, Entergy, White Plains, New York, Senior Scheduling Representative.
- AEP-Cardinal FDG Project, Black & Veatch, Kansas City, Kansas, Senior Scheduling Representative.
- Bridgeport Harbor Power Station Unit 3 Outage, PSE&G, Newark, New Jersey, Senior Scheduling Representative.
- Waterford Energy Facility - 850 MW IPP, PSE&G, Newark, New Jersey, Senior Scheduling Representative.
- Lawrenceburg Energy Facility -- 1100 MW IPP, PSE&G, Newark, New Jersey, Senior Scheduling Representative.
- Bergen Unit 2, 500 MW IPP Outage, PSE&G, Newark, New Jersey, Senior Scheduling Representative.
- Council Bluffs Unit #4 Super Critical Coal Fired - 800 MW, Hitachi America, Tarrytown,

New York, Project Controls Manager.

- Astoria Energy Project - 550 MW IPP, Astoria, New York, Plaza Construction, New York City, New York, Project Controls Manager.
- East River Repowering Project, New York City, New York, Durr Mechanical, New York, New York, Scheduling Manager.
- UCH Power Project, 586 MW Combined Cycle Cogeneration Project, China and Pakistan, Raytheon Constructors/Washington Group.
- KIAC Partners Cogeneration Plant, JFK International Airport, New York, New York, Crow Construction, New York, New York, Project Scheduling Supervisor.
- Waterford Unit #3, 1165 MW, Taft, Louisiana, EBASCO Constructors/Washington Group, New Jersey, Scheduling Supervisor.
- South Texas Projects Units 1 and 2, 1250 MW, Bay City, Texas, EBASCO Constructors/ Washington Group, New Jersey, Scheduling Supervisor.
- Big Hill Strategic Petroleum Reserve, Winnie, Texas, EBASCO Constructors/ Washington Group, New Jersey, Scheduling Supervisor.

Hudson-Bergen Light Rail Transit System, Lyndhurst, New Jersey, Raytheon Constructors/ Washington Group, New York, New York

For a $1.3 billion Design-Build-Operate-Maintain (DBOM) light rail system between Bayonne and Hoboken, Ronald responsibilities included:

- Bayonne Light Rail System. Ronald developed, with field supervision, the construction schedule for the rail system and platform installation from Bayonne to Hoboken.
- Newark Airport Light Rail System. Ronald developed, with field supervision, the construction schedule sequencing rail and platform installations at terminals, parking garages, and the tie-in to the existing New Jersey Transit System to New York City.

Metro North Station Upgrades, Crow Construction, New York, New York, Project Scheduling Supervisor

Ronald created and managed detailed engineering and construction schedules for station upgrades. He also reviewed weekly progress with the MTA.

Subway Communication Upgrade, Crow Construction, New York, New York

Ronald created a schedule showing the proposed integration of communication between the transit police, fire department and MTA.

Chronological Work History

Role	Firm	Duration
Senior Scheduler	Hill International, Inc.	11/2010 - Present
Senior Scheduler	Barton Malow	4/2009 - 1/2010
Senior Scheduler	Entergy Nuclear	2/2008 - 7/2008

Role	Firm	Duration
Senior Scheduler	Black and Veach	4/2007 - 12/2007
Senior Scheduler	PSEG Power Connecticut	8/2006 - 1/2007
Project Controls Manager	Burns and Roe	10/2004 - 4/2005
Project Controls Manager	Plaza Construction	3/2004 - 7/2004
Scheduling Rep	Durr Mechanical	7/2003 - 2/2004
Scheduling Rep	PSEG	7/2000 - 6/2003
Senior Scheduler	Raytheon Construction	6/1995 - 6/2000
Project Controls Manager	Morganti Constructors	7/1994 - 5/1995
Project Scheduling Supervisor	Crow Construction	1/1991 - 6/1994
Chief Planning/Scheduling Engineer	Jacobs Group	4/1987 - 12/1990
Scheduling Supervisor	EBASCO Constructors	6/1981 - 3/1987
Scheduler	Singmaster & Breyer	3/1979 - 5/1981
Scheduler	Foster Wheeler Energy Corporation-NJ	9/1977 - 2/1979
Scheduler	Stone & Webster Engineering Corporation	3/1976 - 8/1977
Scheduler	EBASCO Services, Inc.	7/1975 - 3/1976
Scheduler	Bechtel Power Corporation	1/1974 - 6/1975
Scheduler	Comstock International, Inc.	6/1971 - 12/1973
Scheduler	McKee Berger Mansueto	2/1969 - 6/1971
	EBASCO Services, Inc.	6/1966 - 1/1969

Dereck C. Baker

Senior Scheduler

Education:
BS, Physics, Lincoln University, 2013

BS, Mechanical Engineering, Temple University, Philadelphia, Pennsylvania, 1991

 # Years Technical Experience: 22

Dereck C. Baker brings more than 22 years of experience and is an accomplished mechanical engineer, project manager, construction manager, project engineer and scheduler. Dereck has expertise in all aspects of engineering, construction, business management, project /construction management, general contracting, project controls, procurement, startup and commissioning. The value of the projects Dereck has provided services on range from $100,000 to $13.5 billion in Total Installed Costs. Dereck's responsibilities have included developing business plans, securing funding for business ventures and implementation of business plan goals. He also has proven record of accomplishment with setting up and implementing a structured field operation of project offices for the duration of project life cycles and managing and overseeing the work of general and trade contractors.

As an owner's representative on a number of high-profile projects, Dereck has established and maintained the metrics necessary for progressing and tracking the financial and productivity health of the engineering and construction work. He has also overseen the preparation and development of capital cost estimates related to the full scope of engineering, procurement, construction and construction management. In addition, Dereck's responsibilities include developing estimate budgets for engineering and construction projects; preparing and maintaining detailed engineering and construction schedules; developing and implementing Work Breakdown Structures; and developing project contracting plans; establishing cost control programs to document and report real and potential cost overruns to various levels of the clients and internal upper management teams. His specialized computer software skills include Primavera Project Planner, Primavera Expedition, AutoCAD, MicroStation and 3D Plant Design System.

Port Authority of New York & New Jersey (PANYNJ), World Trade Center (WTC) Downtown Restoration Program, New York, NY, Senior Planner/Scheduler

Hill has been retained by PANYNJ to provide program management services for this complex and highly visible capital program. Hill's program management services include scheduling, estimating, cost modeling, budgeting and cost controls for each of the capital projects. PANYNJ's scope of work includes all of the infrastructure work, including power and utilities, and a new chiller plant and boiler plant to supply

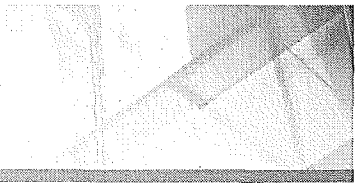
mechanical services to the proposed towers WTC-1 and Towers 2, 3 and 4. The scope of work includes a new PATH Hall and Transit Hall, modifications to the existing PATH commuter rail station, a new PATH Electrical Substation; a new Vehicle Security Center; a new parking garage for cars and tour busses; construction of the new September 11 Memorial; and the relocation, re-routing, expansion and/or extension of the surrounding roads and streets.

Dereck is responsible for developing and overseeing all aspects of the planning, sequencing and coordination support efforts for the critical MEP, building automation, low voltage and life safety systems. To accomplish this task, he works closely with the consortium of project and construction managers, construction trades, equipment and material vendors/suppliers, startup and commissioning members that make up the WTC Construction Team. Due to his experience, he has been able to help make the WTCC Program a success and meet the complex and rigorous demands of this high-profile construction program. Dereck's expertise, leadership and guidance on the WTCC Program has been beneficial with the development of construction workarounds that have saved time and minimized impacts to the WTCC Program commitments.

Dereck also serves as a key liaison between the WTCC program management, construction management and contractors, and the MEP, low voltage and life safety systems construction trades. Dereck has developed a detailed activity coding and work breakdown structure flow diagram that categorized the WTCC Program into manageable segments for the program, construction management, construction trade teams to use, manage, track, monitor and report on construction efforts. This tool was critical to the development of the Master Program Schedule and fully integrating the many sub-schedules provided by the various subconsultants, contractors and stakeholders that make up the WTCC Program Team. Through his understanding and analysis of the key base system design documents such as the single-line, flow diagram and schematic basis-of-design drawings for the major mechanical (HVAC, piping and instrumentation), electrical (normal and emergency), automation, security, telecomm, radio and life safety systems, Dereck is able to assist and provide the necessary guidance in implementing the phased roll-out of the key systems.

Connecticut Department of Public Works (CDPW), Western Connecticut State University New Center for Visual and Performing Arts, Danbury, CT, Senior Scheduler

Hill is providing comprehensive project administration services during the design, procurement and construction phase. The 134,000 SF facility is located on the University's West Side Campus and houses the University's music, art, theatre and performing arts departments. The facility includes a 300-seat concert hall, a 376-seat proscenium theatre and a 100-seat recital hall, as well as multiple technical production facilities, rehearsal spaces and dressing rooms required to support these venues. Other academic spaces include administrative and faculty office spaces, instructional areas and labs for music, studio art and performing arts with storage rooms for musical instruments, supplies, costumes, props and scenery. Public areas include an art gallery with support spaces and a common public lobby that serves all of the performance areas and a box office. Hill is administering the multi-year construction program through acceptance and system commissioning. Hill is also providing consultants for materials inspection and testing,



and start-up and commissioning services through building system performance confirmation for all associated civil, landscape, architectural, structural, mechanical, electrical and the intricate telecommunications and data systems required to integrate the facility into the present campus infrastructure. The estimated construction cost is $70 million.

New York City Department of Design and Construction (NYC DDC), New York City Hall Renovation Project, New York, NY, Senior Scheduler

Hill's services for this project include construction management, master schedule development and upkeep, contract document development, contract bidding and negotiation, quality and safety management and budget management and control.

Built in 1812, City Hall is among the nation's oldest governmental facilities still in continuous use. As the central hub for many of New York's political and public affairs, the elegant French and American-Georgian inspired building serves as the primary seat of government for the City, currently housing the offices of the Mayor, the City Council Chamber, the New York Design Commission and various support offices for the City's Executive and Legislative branches of government. The initial scope of work for the renovation entailed a series of independent building upgrades and enhancements designed to meet the new and evolving needs of the building's diverse occupants, as well as to comply with new fire and life safety codes. Preliminary design surveys conducted during the early developmental phases of the project, however, yielded that considerably poor building conditions, coupled with widespread structural deficiencies, demanded further additions to the scope of work, unexpectedly catapulting the project into a comprehensive rehabilitation program. The estimated construction cost is $104 million.

Chronological Work History

Role	Firm	Duration
Senior Scheduler	Hill International, Inc.	6/2009-Present
Senior Project Scheduler	The Shaw Group	3/2008-3/2009
Senior Estimator	Hill International	11/2007-3/2008
President/Owner	Matrix Constructors, LLC	10/2005-10/2007
Project Manager	The Temple Group, Incorporated	9/1999-3/2006
Project Controls Engineer	Fluor Daniel	8/1991-9/1999

Artan Bytyci

Senior Scheduler

Education:
Associates, Computer Science, Polytechnic University of Tirana, Albania, 1994

BS, Engineering/Geology & Mining, Polytechnic University of Tirana, Albania, 1995

 # Years.Technical Experience: 12

Artan Bytyci, a certified Quality Controller, has more than 12 years of experience in scheduling, project management and contract management for industrial, commercial and residential projects. He has served a variety of roles such as Chief Estimator, Bid Package Preparer and Coordinator and Project Scheduler. Artan is skilled in preparing buyouts with subcontractors and suppliers, preparing submittal packages and coordinating with architects for any discrepancies and possible change orders. He has contributed to notable projects as Scheduler for clients such as the New York City Department of Design and Construction (NYDDC). Artan is fluent in Greek and Albanian and has a working knowledge of Italian. He also specializes in Primavera P3, Suretrak, Expedition, AutoCAD, Quickbooks and Infopath computer software.

New York Metropolitan Transportation Authority (MTA), No. 7 Subway Line Extension, New York, NY, Project Scheduler

Hill, in joint venture, is providing construction management services for the $2.1 billion construction extension of the No. 7 Line for the New York City Metropolitan Transportation Authority Capital Construction Program and the Hudson Yards Development Corporation. The project includes two bored tunnels with each diameter approximately 22.5 feet, 34th Street Station, and two interlocking structures which will be connected to the 34th Street Station. The project also includes a future station at 10th Avenue, and required careful scheduling to accommodate a variety of stakeholders. Notably, this complex undertaking is currently ahead of schedule. As the Project Scheduler, Artan monitors progress, reports issues, and advises the project team accordingly.

Port Authority of New York and New Jersey, World Trade Center Downtown Restoration Program, New York, NY, Scheduler

Hill is providing program management services for the program, including the permanent WTC PATH Terminal and the WTC Site Public Infrastructure and Site Redevelopment. Artan provided scheduling services including creating new CPM schedules based on the program's requirements.

Dormitory Authority of the State of New York, Bronx County Hall of Justice, New York, NY

The new Bronx County Hall of Justice is an 11-story, 775,000 SF complex

that is located on a 2½-block site on East 161st Street near Grand Concourse. The first two floors above grade contain public services, including the jury assembly building, and the third through sixth floors contain 47 courtrooms of the Bronx County Supreme Court, which is New York's trial court. The seventh floor contains seven grand jury hearing rooms, and the eighth and ninth floors house district attorney offices and judges' chambers. The civic plaza covers a new underground parking structure for 240 cars. Artan was responsible for change order review.

New York Department of Design and Construction, City Hall Renovation, New York, NY, Scheduler

This project was an $150 million renovation of New York City Hall in Lower Manhattan. The renovations were throughout the structure, including exterior and roofing renovations, refinishing of its iconic steps, the installation of new electrical, fire, audio-video and heating, ventilation and air conditioning systems, modernization of its elevators, and the complete renovation of all interior spaces. Artan workscheduler during the preconstruction phase.

New York City Department of Design and Construction, Bronx Zoo Lion House, New York, NY, Scheduler

Hill provided construction management services for the reconstruction of the historic Lion House at the Bronx Zoo. The Lion House had not been used since the mid-1970s, and required major infrastructure work before it could safely be returned to service. The historic character of the building, including the many lion figures made from terra cotta, is being preserved. Artan provided scheduling services to the project.

New York City Department of Design and Construction, el Museo del Barrio, New York, NY, Scheduler

This was a museum renovation project, including the removal, reconfiguration and interior renovation of the existing museum public and gallery spaces, addition of a café and the interior renovation of the galleries, gift shops and renovation of the existing courtyard. As Scheduler, Artan monitored the progress, reports issues, and advises the project team accordingly.

New York City Department of Design and Construction, Queens Public Library Renovation, New York, NY, Scheduler

For this library renovation Hill is providing full pre-construction services including constructability review, final estimate, scheduling and bidding; construction period services and close-out, all in accordance with our CM-Build contract. As Scheduler Artan monitored the progress, reports issues, and advises the project team accordingly.

Chronological Work History

Role	Firm	Duration
Scheduler	Hill International	4/2007-Present
Scheduler	Sea Breeze GC, Incorporated	10/2003-4/2007

Role	Firm	Duration
Project Manager	CNA Enterprises, Incorporated	3/2003-10/2003
Scheduler/QC	Atlas Construction LLC	5/2000-11/2002
Office Manager/Scheduler	Valor General Contracting and Restoration Corporation	4/1998-5/2000
Scheduler/Drafter	Marousi Enterprisse, Incorporated	4/1996-2/1998
CAD Drafter	Agroservice	7/1995-3/1996

Christopher L. Carson

Senior Scheduler

Education:
BS, Electrical Engineering, Louisiana State University, 1968

Professional Memberships:
Association for the Advancement of Cost Engineering International (AACEI)

 # Years Technical Experience: 38

Christopher L. Carson has more than 38 years of project management and project controls experience including planning and scheduling, management oversight, claims and delay analysis, cost engineering, estimating and field engineering. His background includes projects in the government, healthcare, pharmaceutical, manufacturing, commercial, higher education, housing, power transmission, transit, water treatment, library, environmental and nuclear sectors.

Christopher co-authored a remote-hosted electronic mail and data transfer system for MS-DOS machines which was marketed worldwide. He also has more than 30 years of experience with PC programming and applications including project management software (Primavera P3, P6 and Expedition), Computer Guidance Corporation CMS, Finest Hour, Sure Trak, Microsoft Project, Artemis 7000, Project/2 and Open Plan.

MTA New York City Transit, MTA Scheduling Contract, New York, NY, Scheduler

Hill is providing on-call oversight, monitoring and evaluations of all projects controls programs, construction scheduling services for the MTA. Under the task order contract, Hill provides program and project schedule control support services and staff augmentation services for all phases of project design and construction. The MTA agencies that are expected to be supported under the contract include MTA New York City Transit, Metro-North Railroad and the MTA Bus Company. Hill's responsibilities include schedule review and tracking for projects; assistance for the ACFO on project controls policies and procedures and monitor and evaluate all project controls programs and scheduling; maintain communication and support the interchange of information between the project and other involved agencies; act as liaison for scheduling group and project office to provide feedback and summary information regarding the projects and program schedules and manage internal controls.

For Task Order #3, Christopher is providing scheduling services to the NYCT Division of Buses utilizing Primavera P3 and Oracle Primavera P6 r8.2. He monitors contractor schedule performance, evaluates additional work order extension of time requests; supports the construction manager and the NYCT construction management team. In addition, Christopher provides general planning and scheduling including construction duration estimates for NYCT

Capital Program master plans. His projects include:

- Mother Clara Hale Bus Depot, 148th Street and Lennox Avenue, Manhattan: design and construction
- Maintenance Shops, 207th Street, Manhattan: DC system renovation and replacement
- Pelham and Westchester Yards, The Bronx: yard lighting

Prior Experience

Public Service Electric and Gas (PSE&G) Project Integration Office, South Plainfield, NJ, Cost Controller

Responsible for providing project controls and cost engineering services for an engineering contract, Christopher prepared and maintained budgets, cost records, and financial performance data for Time and Material/ Not to Exceed projects under the Master Service Agreement. He also provided cost data to support the accounting department's preparation of monthly billings. In addition, Christopher monitored progress and tracked work performed on the individual projects under the Master Services Agreement.

New York City Rapid Repairs Project, New York, NY, Senior Scheduler

Christopher provided CPM scheduling services for emergency repairs to homes damaged in Hurricane Sandy. He also assisted the construction contractor to prepare CPM schedules utilizing Primavera P6 software. In addition, Christopher provided program schedule updates to the project management office.

New York City Department of Environmental Protection (DEP), Major Water Treatment Project, New York NY, Senior Scheduling Engineer

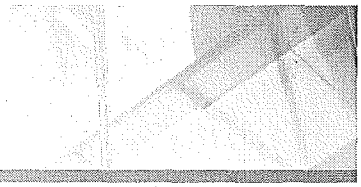
On the construction management team for a major water treatment project, Christopher provided scheduling support for three of the project's component contracts totaling $632.5 million. He also reviewed schedule submittals by contractors and provided analysis and comments concerning the quality and accuracy of the schedule to NYC DEP. In addition, Christopher prepared regular analysis reports to track contractor performance and prepared presentations for management.

New York Metropolitan Transportation Authority (MTA) Metro North Car Maintenance Facility, NY

Denver Rapid Transit Division (RTD) Light Rail System. Christopher directed, reviewed and participated in development of baseline CPM schedule using Primavera P3. He also monitored and provided oversight to project scheduling personnel to help ensure schedule updates were performed in accordance with company procedures. In addition, Christopher tracked project cash flow to help ensure that a positive cash flow position was maintained.

Chronological Work History

Role	Firm	Duration
Scheduler	Hill International	7/2013 - Present
Coop Controller	CG Power Solutions USA	1/2013 - 5/2013
Engineering Services	Lehigh Technical Service	12/2012 - 1/2013
Professional Scheduler	Henkels & McCoy	6/2012 - 12/2012
Project Scheduler	Plata Construction	1/2011 - 6/2012
Scheduling Engineer	Torcon Inc	10/2006 - 1/2011
Scheduling Engineer	Greely & Hansen Inc	9/2003 - 9/2006
Project Controlls Manager	Fischbach & Moore Electric Inc	5/11996 - 8/2003
PM	Architectural Research Construction	3/1994 - 11/1995
Project Constrols Engineer	JM Stoller Corporation	3/1991 - 1/1994



Danuta Gryszko, PSP, EVP

Scheduler

Danuta Gryszko has more than 16 years of scheduling experience in the construction industry. Her areas of expertise include delay and claims analysis; estimating; engineering; planning; and project and construction management. She has contributed to projects including power plants, schools, housing facilities, hospitals, highways and roads, bridges, tunnels and parks. As Scheduler, Danuta has worked with clients such as the New Jersey Schools Development Authority (NJSDA), the Pennsylvania Department of Transportation (PennDOT) and the New York City Department of Housing, Preservation & Development. She also specializes in Primavera 3, SureTrak, Claim Digger and Microsoft Project software in addition to speaking fluent Polish and working Russian and Ukrainian.

New York City Department of Design and Construction (NYCDDC) PLA Study, Renovation and Rehabilitation Projects for City-Owned Buildings and Structures, New York, NY

Hill was retained to provide a PLA study for NYCDDC. As Senior Scheduler/ Analyst, Danuta completed the economic analysis to determine the cost benefit analysis of implementing a PLA for eight DDC renovation and rehabilitation projects.

State University of New York at Buffalo, Education Opportunity Center PLA, Buffalo, NY

Hill was retained by the CM firm working on the Educational Opportunity School Building to provide a PLA cost analysis on the million dollar building. As Senior Scheduler/Analyst, Danuta completed the economic analysis for the Feasibility Study Report to determine the cost benefit of implementing a PLA.

Office of General Services (OGS), New York State Department of Labor, Schermerhorn Street State Office Building, Brooklyn, NY

For an office building rehabilitation designed to provide modern and efficient office environment for the DOL employees, special consideration was required for architectural and engineering concepts that would promote maximum usable floor space, energy efficiency and incorporate durable, easy-to-maintain systems and finishes. As Senior Scheduler/Analyst, Danuta completed the economic analysis for the Feasibility Study to determine the cost benefit of implementing a PLA for the renovation of the existing building.

Education:
MS, Mechanical Engineering, New Jersey Institute of Technology, 2008

Coursework, Physics, M. Copernican University, Torun, Poland, 1983-1989

Coursework, Mechanical Engineering, New Jersey Institute of Technology, 2004

Registrations:
Planning and Scheduling Professional

Earned Value Professional

Professional Memberships:
AACE

 # Years Technical Experience: 16

New York State Department of Transportation NY17/I-81 Interchange Reconstruction Project, Binghamton, NY

Danuta is the Senior Scheduler and Analyst for the Feasibility Study and Report to determine the cost benefit analysis and the appropriateness of implementing a PLA for the interchange reconstruction project. Danuta developed the project schedule and manpower loading for analysis and performed the economic analysis to determine the cost benefit of implementing a PLA for the interchange reconstruction analysis.

Jacob K. Javits Convention Center PLA, New York, NY

Danuta is part of the team to prepare a supplemental Feasibility Study for the 2009 General Project Plan. She is evaluating the collective bargaining agreements and preparing portions of the economic evaluation.

New York City Department of Housing Preservation and Development (HPD), New York, NY

Danuta completed the economic analysis to determine the cost benefit analysis of implementing a PLA for two HPD renovation and rehabilitation projects.

New Jersey Turnpike Authority, Statewide Traffic Management Center, Woodbridge, NJ

Hill provided construction management and inspection services for construction of the $25 million, three-level 26,350 SF facility. Danuta prepared a CPM schedule; coordinated work packages, created master schedule combining multi-contractor submittals, prepared monthly updates of the master schedule, prepared delay analysis and justified time extensions.

Prior Experience

Various Projects

As Project Scheduler, Danuta developed and maintained logic drawings and computerized CPM schedules, and updated and analyzed progress and potential critical areas. She developed the project schedule from conception through completion. She also prepared, administered and monitored project budgets and maintained them within specific CPM parameters. She controlled and reported costs and prepared impact analysis. Projects included:

- **Triborough Bridge Deck Replacement**
- **Jamaica Bay Bridge**
- **63rd Street Tunnel**
- **Various schools, hospitals, highways and parks**

Chronological Work History

Role	Firm	Duration
Scheduler	Hill International, Inc.	2/2003-Present
Project Control Engineer	Burns and Roe Enterprises	11/2000-2/2003
Scheduler	Avila Consulting	7/1996-2/2000

Li-Ying (Jenny) Huang

Scheduler

Education:
BS, Construction Management, Polytechnic University, New York, 2006

Professional Memberships:
Construction Management Association of America

 # Years Technical Experience: 8

Li-Ying (Jenny) Huang has more than eight years of experience in project controls, cost estimating, change order review/negotiation, contract procurement, bid leveling, payment requisition processing and scheduling. Jenny is skilled in basic CAD drafting, building information modeling (BIM) and CPM scheduling. Her specialized computer software skills include AutoCAD, Aperture, ArcGIS, Bentley Microstation, Primavera Project Planner, MS Project and Sage Timberline Office. She also has experience in project management systems including Primavera Contract Management (formerly Expedition) and Aconex. She is also fluent in English and Chinese and speaks working Japanese. Prior to joining Hill, Jenny served as a field office intern for the New York City Department of Environmental Protection, Bureau of Environmental Engineering.

Jet Blue Terminal 5, JFK International Airport, OTG at JFK T5 Venture, LLC, New York, NY, Project Engineer

Hill provided owner's representative services for the interior fit-out of 22 individual food concession spaces located inside Jet Blue Terminal 5 at JFK International Airport. The development consists of various concessions located throughout the 635,000 SF terminal. Hill was responsible for contract administration, project controls, coordination of design issues with the design team and liaison between the owner and contractor. Jenny performed budget construction cost estimates and constructability reviews during the pre-construction phase of the project and coordinated the procurement of contractor bids and participated in contract negotiations. During the construction phase of the project, she worked alongside the client and architect on site to manage document control, change order review and approval, payment requisition review and generation of punch list items.

Hill International, Various Projects, Assistant Project Controls Manager/Scheduling

Serving as Assistant Project Controls Manager for Hill, Jenny prepares, reviews and approves project schedules and updates; performs schedule impact analysis of potential delays events; and prepares detailed reports based on the updated project schedule. In addition, she prepares quantity takeoffs for cost estimates, as well as review of contractor change orders. Projects include:

Bloom Energy Corporation, City Hall Fuel Cell Installation, New York, NY

Hill was contracted to provide construction management services to

Bloom Energy for the installation of a natural gas-powered fuel cell at New York City Hall. Hill's services included contract administration, supervising on-site construction and coordinating field activities, change order review and negotiation and development and updating of the project schedule. Jenny was responsible for document control, schedule updating, procurement of contractor bids for construction and the review and negotiation of contractor change orders. She also provided the client with periodic budget updates on the project costs, and processed monthly payment requisitions on behalf of the client to the City of New York.

New York City Department of Design and Construction (DDC), Renovation of City Hall, New York, NY

Hill is providing project and construction management services for the DDC in the rehabilitation and renovation of New York City's renowned City Hall. The federal-style landmarked building is undergoing structural repairs and upgrade of life safety and mechanical components. The $150 million project involves a series of building-wide infrastructure upgrades and enhancements throughout 70,000 GSF of the 200-year-old building. Work includes a new fire alarm and sprinkler system, new electrical service, replacement of existing elevator and restoration of the historic City Council Chamber and associated areas. The pre-construction services provided by Hill included design document constructability reviews, budget estimating, site logistics planning and procurement of 12 separate prime contracts for the project. During construction of the multiple-phase project within a partially occupied building, Hill was in charge of overall site supervision, field coordination, budget management, change order review and negotiation, CPM schedule review and updating and monitoring of subcontractor compliance with MWBE requirements as well as the Project Labor Agreement. Jenny was responsible for managing all aspects of document control for the project including set up of the project's web based project management system. She also coordinated the procurement of contractor bids, conducted bid leveling reviews, participated in the development of the site logistics plan, performed change order review and negotiations, reviewed and processed monthly payment requisitions and provided the client with periodic budget updates for the project.

Chronological Work History

Role	Firm	Duration
Assistant Project Controls Manager	Hill International	6/2006-Present
Summer Intern	New York City Department of Environmental Protection	6/2005-8/2005
Space Surveyor	Polytechnic Univercity	7/2004-9/2004
Teaching Assistant	Polytechnic University	6/2003-4/2006

Baron S. Marshall

Senior Scheduler

Education:
BS, Architecture Technology, State University of New York at Buffalo, 1992

 # Years Technical Experience: 30

Baron S. Marshall has more than 30 years of scheduling and cost control working projects valued from $14 million to $1 billion. Baron's expertise includes CPM scheduling, delay and claims analysis, project management and communications engineering. His background also includes application of project cost, earned value management and resource loading for scheduling; analysis of CPM Float Paths to report results and implement solutions; and identification of problems and delays in order to recommend viable scheduling solutions.

Baron's projects include expansion of major thoroughfares in Kingston and Montego Bay including bridges and drainage works, expansion and modernization of a cement plant, inner city housing, public school construction, road improvement programs, airport and transit station rehabilitation and an indoor arena. He is skilled in the application of specialized CPM software, specifically Primavera Project Management 6.2. Baron's specialized computer skills also include Primavera Contract Manager (Expedition). Baron speaks fluent English, working Spanish and limited French.

MTA New York City Transit, MTA Scheduling Contract, New York, NY, Scheduler

Hill is providing on-call oversight, monitoring and evaluations of all projects controls programs, construction scheduling services for the MTA. Under the task order contract, Hill provides program and project schedule control support services and staff augmentation services for all phases of project design and construction. The MTA agencies that are expected to be supported under the contract include MTA New York City Transit, Metro-North Railroad and the MTA Bus Company. Hill's responsibilities include schedule review and tracking for projects; assistance for the ACFO on project controls policies and procedures and monitor and evaluate all project controls programs and scheduling; maintain communication and support the interchange of information between the project and other involved agencies; act as liaison for scheduling group and project office to provide feedback and summary information regarding the projects and program schedules and manage internal controls.

Prior Experience

Construction Consulting, New York, NY, Scheduling Consultant
Baron provided scheduling consultancy to construction companies and trained personnel in basic scheduling principles and techniques.

JFK Airport, Terminal 1, New York, NY, Scheduler
For this $1-billion project, Baron updated monthly project schedules and was responsible for logic and schedule performance at the Airside East Concourse and Alterations. He also updated the owner with monthly schedules, narrative reports and manpower charts.

New York City Transit, Atlantic Avenue Station Rehabilitation Project, Scheduling Consultant
For this $120-million project, Baron developed official project schedules.

Chronological Work History

Role	Firm	Duration
Senior Scheduler	Hill International	6/2013 - Present
Project Scheduler	Surrey Paving & Aggregate	1/2009 - 10/2012
Project Scheduler	Caribbean Cement Company	10/2005 - 10/2008
Project Scheduler	National Housing Trust	2/2004 - 9/2005
Project Scheduler	Ciminelli Construction	3/2003 - 9/2003
Cost Construction Engineering/Scheduler	Surrey Paving and Aggregate	11/2001 - 2/2003
Scheduler	AMEC Construction	11/1999 - 10/2000
Construction Scheduler	Jois Construction Management System	2/1999 - 8/1999
Project Scheduler	Tri-Tech Group	9/1995 - 1/1999
Site Coordinator	Cannon Design	1/1993 - 7/1995
Technical Representative	Xerox (Jamaica) Unlimited	6/1982 - 12/1987
Physics Instructor	Munro College	1/1981 - 5/1982

Thomas H. Wilson, Jr., PSP

Senior Scheduler

Education:
BS, Construction Engineering Technology, Spring Garden College, 1980

Registrations:
Planning and Scheduling Professional

 # Years Technical Experience: 31

Thomas H. Wilson Jr. has over 31 years of scheduling and cost control experience. He is skilled in construction management, engineering, claims analysis, estimating, inspecting, management consultation, planning and scheduling. Serving as Senior Scheduler and Assistant Estimator, Tom has contributed to many educational, justice and medical facility; transportation; railway; vehicular bridge; wastewater; and structural building projects. His clients include the New Jersey Turnpike Authority (NJTA) and the Pennsylvania Department of General Services (PA DGS). Tom also specializes in Project Management System, Primavera Project Planner and Oracle/P6 software.

New Jersey Turnpike Authority, Facilities Improvement Program, NJ, Scheduler

Tom serves as scheduler and project controls lead for the NJTA Facilities Improvement Program. Hill is providing program management services for the New Jersey Turnpike Authority's five-year, $350 million Facilities Improvement Program. Under our contract, Hill will manage all phases of final design and construction and will assist the NJTA in the management, oversight, coordination and reporting of activities. A focus of our work is evaluating the Authority's processes and recommending improvements to the NJTA's facilities construction procedures.

Federal Railroad Administration (FRA), Transbay Terminal, Scheduler

The purpose of this workshop was to perform an in-depth review of the project to ensure that the bid documents for Phase 1, including the train box and the transit center building, were adequately developed, that the cost estimate and schedule reflect the bid documents and were within budget and that the Grantee organization and procedures were in place to successfully complete construction and bring the project into operation. Tom's responsibility on this assignment was to review the project master schedule and ascertain whether the summary schedule risk model was an acceptable model to be used for the risk survey.

Federal Transit Administration (FTA), Blue Line Extension (BLE), Scheduler

Tom's responsibilities on this assignment were to review the project master schedule and assess utilization of the entire project schedule as the basis for the risk model and analysis. From that he was tasked with the following and prepared sections of the report based on FTA OP-34 and OP-40 guidelines.

- Discussion of specific "reasonable" and technical aspects of

schedule build

- Identification of Potential Schedule Risks
- Schedule Risk Model
- Review of Schedule Structure and Activities

The analysis and risk model was executed utilizing Oracle/Primavera P6 and Pertmaster Risk assessment software.

Prior Experience

Metropolitan Transportation Authority (MTA) Long Island Railroad (LIRR), Woodside Station Rehabilitation, NY, Project Controls

Providing Project Controls, Tom managed the project cost loaded distributed control system (DCS) schedule supplied by the contractor. The project included demolition of platforms and installation of new ones, installation of five new elevators, expansion of the mezzanine level, replacement of the existing escalator, platform relighting and new electrical services, installation of tactile warning strips, relocation and construction of four stairs, removal of concrete, bridge widening, new pedestrian ramps and signage, and removal of lead paint and minor amounts of asbestos. His duties also included preparation of in-depth monthly reports for the construction manager, along with direct reporting to the LIRR of the numerous changes made by the contractor during the updating process.

Hudson-Bergen Light Rail Transit System (LRTS), NJ, Scheduling Engineer

As Scheduling Engineer utilizing *Primavera P3,* Tom was the scheduling engineer for this multi-discipline design effort, working with team engineers to develop the design schedule. His duties involved meeting with various team engineers, assimilating the information, transforming it into scheduling data, processing it, and then reviewing it with team leaders for correctness and conciseness. Upon finalization, the completed computerized baseline schedule was submitted to the client for additional input or comment. All team engineers and the externally concerned parties updated the project design schedule monthly. This information was also provided to the team in the form of a monthly status report, with a 3 1/2" diskette provided to the client for their review. This provided the team with areas of concern and actions required to maintain or accelerate in order to meet the mandatory completion date.

Southeastern Pennsylvania Transportation Authority (SEPTA), Manayunk Bridge, Philadelphia, PA

Tom provided value engineering, cost estimating, CPM scheduling, and other design support services for the remedial A/E design for this historic preservation project.

Southeastern Pennsylvania Transportation Authority (SEPTA), Manayunk Bridge, Philadelphia, PA

Tom provided supplemental inspection and conformance services for this historic preservation project.

Southeastern Pennsylvania Transportation Authority (SEPTA), Railworks Main Line Bridge Improvement Phase II, Philadelphia, PA, Scheduling and Cost Control

For Scheduling and Cost Control, Tom's duties included quantity and quality control of materials and workmanship in place for compliance with contract documents and inclusion in daily reports. The daily inspections included demolition of existing concrete structure and associated bridge span, remedial work, reinforcement, placement, and concrete placement. Tom also performed inspection of the associated steel girder and appurtenances placement installed shear bolt quantity and quality review.

Southeastern Pennsylvania Transportation Authority (SEPTA),Signal and Cable Replacement R6 Line, Philadelphia, PA, Scheduler, Estimator, and Site Inspector

As Scheduler, Estimator, and Site Inspector, Tom was responsible for daily inspections of cable replacement, cribbing, signal cable houses, and proper placement of new signal crossings.

Southeastern Pennsylvania Transportation Authority (SEPTA),Broad Street Subway Signal Modernization, Philadelphia, PA, Scheduler, Estimator, and Site Inspector

As Scheduler, Estimator, and Site Inspector, Tom was involved in the cost estimating and scheduling of the new signal system, which involved upgrades to a car's signal system.

New Jersey Transit, Market Street Bus Maintenance Facility Rehabilitation, Paterson, NJ, Scheduler, Estimator, and Site Inspector

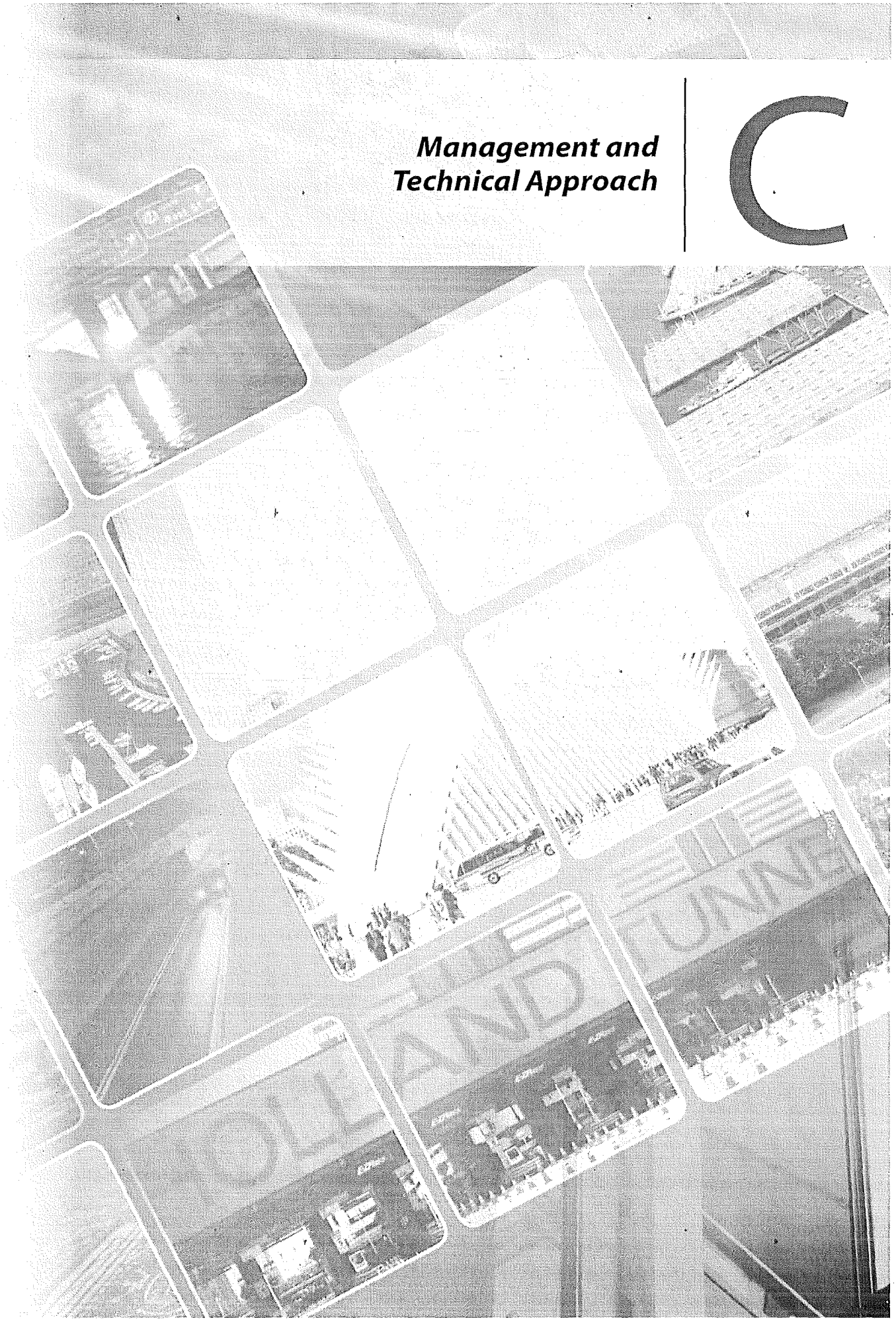
As Scheduler, Estimator, and Site Inspector, Tom was involved in the intense period of design activity (charrette) that started this project, and then provided additional cost estimating and value engineering services.

Chronological Work History

Role	Firm	Duration
Scheduler	Hill International, Inc.	3/2008 - Present
Lead Schedule Engineer	Shaw Stone & Webster	10/2006 - 3/2008
Contracts Manager / Senior Scheduler / Cost Control	Jacobs Facilities	5/2000 - 10/2006
Senior Scheduler / Cost Control	Skanska USA	1/1997 - 5/2000
Scheduling Cost Control	Promatech	1/1994 - 1/1997
Scheduler, Estimator, Site Inspection	Don Todd Associates	1/1981 - 1/1994

Management and Technical Approach

C



Management and Technical Approach

The Port Authority of New York and New Jersey (Authority) is seeking experienced firms/consultants that can provide expert professional construction management and inspection services, on an "as needed" basis for federally funded storm related resiliency projects at various Authority facilities. The Specific services are not quantifiable and, therefore, competitive Task Orders will be issued against a series of Indefinite Quantity Contracts (IQCs). Services shall include but not be limited to: performing inspection services, constructability reviews, contract administration, and preparing construction estimates and schedules. Resiliency projects shall include, but not be limited to, design of mitigation measures to prevent and/or mitigate future damage to the Port Authority assets caused by severe meteorological events, for example, hurricane and flood.

Proposed Management Approach

Task A. Constructability/Biddabilitiy and General Engineering Review

The Hill International, Inc./Hatch Mott MacDonald, NY, Inc. joint venture team (Hill/HMM) will perform constructability reviews, operational analyses and value engineering reviews and design reviews geared to minimize costs and ultimately lead to the development of construction documents that minimize adverse impacts to the Authority. Constraints to the construction process must be clearly identified within contract documents and designs must be developed in a manner that permits construction operations to proceed within those constraints.

We will mobilize immediately upon receipt of NTP and focus on a thorough review of the project documents prepared to-date for constructability, maintainability and claims avoidance. The Construction Industry Institute (CII) defines constructability as "the optimum use of construction knowledge and experience in planning, design, and procurement and field operations to achieve the overall project objectives." The basis of this concept is that experienced construction personnel need to be involved with the project from the earliest stages to make certain that the construction focus and their experience can properly influence the owners, planners, and designer, as well as material suppliers. Constructability input is intended to supplement and enhance the design effort to make certain that the final design is complete, cost-effective and constructible.

Our goal is to work with the designers to produce high-quality, cost-effective design documents that can be reasonably constructed in the field without unnecessary cost or project delays, and without sacrificing quality. We will develop a partnering atmosphere with the design team, the Authority, and other stakeholders involved in the project. Communication is the key to this effort. Through this partnership we will work with the design team to develop clearly defined constructible documents. Reviews will be performed by a team of individuals with extensive field experience, as well as a clear understanding of the project's goals, the constraints of the project site and the concerns of the operating facilities such as railroads, airports, ports and terminals, tunnels, surrounding communities, and the various regulatory agencies involved in the project. We would focus on early issue resolution, enabling constructability issues to be identified regardless of the status of the design documents. This proactive approach would save the Authority and the design teams significant time and cost by avoiding unnecessary design revisions later in the process. Bid

documents that provide the contractor a comfort level produce less change orders and lower, more competitive bids.

The Hill/HMM team will advise the Authority on a variety of issues, such as construction feasibility and practicality, selection and availability of materials, availability of required labor, time requirements for procurement and construction activities, construction procedures, selection of systems and components, site use and claims avoidance. These reviews will include an assessment of drawings, specifications and engineering calculations that will allow us to provide advice on construction methods, materials and equipment requirements and availability, subcontractor availability, cost schedule, claims avoidance and safety. Constructability reviews will assess how each project can be built economically within given site constraints and market conditions in addition to ensuring efficient contract sequencing and the preparation of biddable construction packages. This will be particularly important when complicated staging and phasing of construction is required. Since most construction claims emerge from incomplete, ambiguous or unworkable contract documents, early constructability reviews and technical coordination help to clarify ambiguities, and help protect the Authority's interests.

Task B. Construction Staging

Construction staging is the art and science of defining and managing the transportation of material, equipment, and personnel—management in support of the construction activities.

Staging, phasing and logistics start at the onset of the project and assist with the planning and design of the project. The Hill/HMM team will develop plans addressing the project's requirements for control of material, traffic, site security, utility services, facilities, safety, and construction staging. This planning will coordinate all of the work in and around construction zones to mitigate impact on the surrounding communities and provide the most expeditious construction progress.

The construction staging methodology and sequence will be developed to confirm constructability of the proposed design. Once a construction contract is awarded, the contractor may sequence the construction in a way that may not conform exactly to the conceptual methodology and sequence described in its staging plan, but which best utilizes the materials, equipment, and personnel available to perform the work. While the contractor will be allowed some flexibility, any changes to construction sequencing or schedule will need to minimize impacts to each facility's operational requirements during construction.

The Hill/HMM team is uniquely qualified to manage development of the construction staging plan for the project. Our unique combination of relevant experience, public and private sector exposure, previous and current participation in large, highly visible projects and dedication to excellence, will provide the Authority with the correct tools to complete this project, safely, on time, and within budget.

Task C. Schedule Development And Monitoring

Our team will provide project schedules that integrate the design efforts with construction requirements. The schedule will reflect all regulatory interfaces and critical path interdependencies. We will provide regular schedule updates including construction activities and durations, processing of shop drawings and submittals, and long lead procurement items.

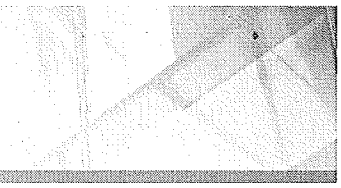
Hill's scheduling services effort starts with the review of the scheduling specifications in the contract documents. Our cost-loaded CPM schedule would include all significant activities, relationships, dependencies, critical submittals, and events involved in the construction of the project along with a written schedule narrative. The Hill/HMM team believes that the development of the CPM schedule should start at the time of award and that the preliminary cost schedule be approved prior to the start of construction. The team will review the project schedule and monthly updates to confirm that activities comply with their respective milestone dates.

We will continually review, monitor actual progress, and resource usage, and record it against planned logic, sequencing, and quantities installed to identify deviations from the approved schedule. At regular intervals we will review the progress updates from each contractor and contract package. After validating progress during this period, we will perform more intensive CPM analysis techniques to fully analyze the progress update to evaluate the project status, manage schedule risk, evaluate changes to the baseline, and offer expert response to the data provided. We will work with the Authority in the most collaborative way to drive the project to a successful conclusion through focus, communication and action. The Hill/HMM team has hands-on Authority experience preparing detailed construction and a tailored Integrated Master Schedule (IMS) for each of the various projects at the World Trade Center site. These projects include the Authority's World Trade Center Transportation Hub, the new Freedom Tower, the Memorial Museum, the Vehicular Security Center and Tour Bus Parking Facility, the chiller plant, streets/utilities, parking facilities and tenant retail.

Task D. Quality Assurance Inspection

The team will maintain a competent full-time staff at each project site for the purpose of coordinating and providing general direction for the work and progress of the contractors. They will observe that the materials and equipment being incorporated into the work are handled, stored, and installed properly and adequately, and are in compliance with the contract documents for this assignment. We will endeavor to guard against defects and deficiencies and advise the Authority of any deviations, defects or deficiencies the team observes in the work.

Our observation/inspection duties include reasonable diligence to discover work that is not in compliance with the contract documents. Our team will review the contractor's recommendations for corrective action on observed nonconforming work. The Hill/HMM team will make recommendations to the Authority in instances where we observe work that, we believe is defective or not in conformance with the contract documents. The team will observe the contractor's work to verify that all authorized changes are properly incorporated in the project and we will report to the Authority regarding the status of such activity and provide a written record of the same. Our



quality Assurance Inspectors will keep a daily log containing a record of weather, the contractors working on the site, number of workers work accomplished, problems encountered, and other relevant data or such additional data as the Authority may require.

Task E. Contract Administration

Contract administration is a service that construction managers provide within its scope of services. The services grouped under "Contract Administration Services" include a mixture of tasks such as general administration, submittals, site visitation, administration of testing and inspection, supplemental documentation, administration of changes in the work, interpretations and decisions, and some of which are more in the realm of construction on-site project representation, payment certification and project closeout. Contract changes that occur during construction are inevitable. These changes may be caused by a variety of factors such as design changes, additional work elements, or field changes due to unforeseen site conditions, encountering previously unidentified utility conflicts and/or hazardous materials. Our approach to managing the schedule and the changes and avoiding impacts to the project budget involves close cooperation with the Authority and application of the following elements:

- **Early notification and communication.** Continuous communication between the Authority and our team enables pending changes and unforeseen conditions to be known immediately by all parties allowing for the resolution and mitigation process to begin expeditiously.
- **Cooperative planning.** Contract changes must be addressed in the spirit of partnering. The Authority and our team will work cohesively to determine the best method of implementing contract changes to minimize project costs.
- **Review for potential design changes to minimize project impacts.** Often, changes associated with encountering unforeseen site conditions can be mitigated or eliminated through design modifications. We will examine potential change situations for this opportunity.
- **Schedule accommodation.** Each change will be assessed for schedule impact and provisions will be made to accommodate the change within the original project schedule, if at all possible.
- **Fair and open negotiations.** A successful partnering relationship will enable the Authority to negotiate contract changes fairly and openly. We are committed to providing the Authority with all documentation required to evaluate change pricing.

Additionally, if the Authority uses a change control database to manage the paperwork and the approval process of contract changes, we would expect to adopt this same system. If not, we will propose a system that utilizes a database application for data management, process control and reporting. We would also strongly recommend the use of a Change Control Board (CCB) in the event that the number and magnitude of contract changes becomes significant. A by-product of the change control process is documentation of any changes to scope, time or cost. We will implement a process designed to communicate these changes to all affected parties and to

trigger the modification of current configuration data (drawings, specifications, data systems) in a controlled manner such that the most current information is available to all parties at all times.

Task F. Cost Engineering / Estimating Services

The Hill/HMM team will provide the Authority with estimating, bid evaluation, special cost reports, cost-benefit analyses, value engineering and claims analysis services. During the preconstruction phase of a project the team will prepare estimates through design development. For the Bidding Phase we will review/confirm or recommend revisions to the existing project documentation including conceptual design documents and completed cost estimates, if any; provide cost estimates organized into separate trade contracts, as approved by the Authority; review cost estimates submitted by any specialist consultants and Construction Manager. For Peer Reviews we will advise the Authority on the accuracy of content, scope of work and the pricing of the cost estimates submitted by specialist consultants and Construction Managers when design development documents have reached completion. The team will also perform Life-Cycle analyses and reconcile the Authority's estimate with the estimate prepared by the Construction Manager.

During construction, the team will review contract documents including shop drawings and shop drawing modifications to verify that materials are correctly estimated in change orders and verify that the designer or Engineer of Record has approved them to be in accordance with the specifications; review MEP and structural engineering shop drawings that may be affected by change order work for coordination and verify that the A/E has approved any modifications; direct photographers taking photos of the site so that photographic evidence of site conditions and the progress of the work are available to support change order negotiations and claims; prepare estimates for change orders; support change order negotiations; bundle all supporting data for a change order into a file which includes contract drawing(s) and specifications, shop drawings, site photos and contractor time and material tickets; and prepare estimates as needed during closeout.

The Hill/HMM team provides detailed estimates from the schematic design phase through 100% construction documents. Each estimate developed follows stringent industry standards and meets applicable federal, state and local jurisdictional requirements and guidelines. Our goal is to provide estimates with the greatest accuracy possible. At any level of estimate Hill always takes the detailed approach. The team will use On-Screen Takeoff (OST) to produce its quantity surveys. By using OST we can provide detailed quantities for each drawing to create an ease of quantity comparison (if requested) and pin-point accuracy of the takeoffs. Any discrepancies can be specifically determined immediately. Each item that is surveyed is taken off to its smallest element. Our teaming approach does not group items to create a larger quantity i.e. concrete footing – we will take off the excavation, formwork, concrete purchase, reinforcing bar and finally the concrete pour. This allows the estimate to have its greatest accuracy rather than combine the takeoff into one concrete footing and pricing the item as such. The Hill/HMM team team has used this approach successfully when preparing Superstorm Sandy related cost estimates for many of the Authority's facilities including the Holland Tunnel, NY and NJ Marine Terminals, JFK, La Guardia, and Teteboro Airports, and the Staten Island Bridges. Hill/HMM also developed a comprehensive

cost model that incorporates all of the capital costs for the World Trade Center site programs, valued at more than $12 billion. The model uses a WBS system that allows queries of multiple elements to generate task-specific reports, allowing management to make informed decisions as the programs have developed from conceptual design through the construction phases.

Once all items are quantified we will price them separately; we use many sources—RS Means, up to date quotes, Blue-book and most importantly the Hill Database—to provide the Authority with the most accurate prices. The Hill/HMM team Estimating Database is a compilation of over 60,000 items for many different types of projects and locations. Hill dedicates a specific individual employee to constantly update the database and add new items as each project is being estimated. Throughout each year we enter in thousands of new items, update thousands more, and remove from the historical database many items that are obsolete. This constant database massage allows the Hill/HMM team to have real time data that is unlike any other construction firm's data.

In the beginning of a project, we will work with the Authority to create a Work Breakdown Structure (WBS) specific to the project. We will also work with the scheduling team so that the schedule matches the WBS. This will also provide a cost of this work item directly from the estimate. Using this method the estimator can allocate labor hours to specific construction activities within the schedule. Therefore the construction management team can determine, given the crew size, whether the duration for each activity shown in the schedule is accurate compared to the estimate.

Task G. Resources

Staff Augmentation- Not all of today's organizations have the internal resources to handle every type of assignment. The Hill/HMM team's experienced project managers, construction managers, engineers, architects, designers, schedulers, financial analysts, contract administrators and other professionals are available at a moment's notice to staff virtually any type of project at any phase. The specific teams are developed based upon the unique needs of each individual assignment and are available for durations that range from days to years. Our professionals take a results-driven yet cooperative approach to meeting our clients' goals; this two-pronged methodology effectively complements existing permanent staff throughout the globe.

Proposed Management Approach for Task Order Assignments

In order to fulfill the Authority's goals and objectives for this assignment, the understanding and methodology for task order based assignments is described below. The project activities will commence with notification by the Authority that it is requesting a Task Order Proposal for a project. Hill/HMM's Project Principals in concert with the Program Director and the Deputy Program Director will prepare the Task Order Proposal, inclusive of project-specific staffing, (CM) costs and a project-specific schedule based upon the project's plans and specifications developed by the Authority's selected design team. This will allow the Program Director, Deputy Program Director and the joint venture Executives to develop a management strategy to guide the project from inception to a successful conclusion. To aid in the preparation of the Task Order Proposal, the management team will visit the site to become familiar with all site-specific conditions, inclusive

of swing space needs, worksite access including after-hours work, mechanical systems, location(s) of any hazardous materials and the like. We would then submit the Task Order Proposal to the Authority. Following the review and approval of the Task Order Proposal, we will commence its project-specific activities. Upon notice to proceed, the team will immediately commence its preconstruction phase activities inclusive of constructability review, estimating, scheduling, photograph documentation, value engineering, and building department and/or other expediting for the project. We will immediately mobilize project personnel and prepare project-specific work plans and procedures to guide all team members. We will conduct a project-specific orientation to make certain all personnel are conversant with the project scope and contract documents for the project. We believe in an up-front approach and will recommend the involvement of all affected entities at the beginning of the project to pave the way for smooth communication during construction and start-up.

Detailed Staffing Plan

As outlined in Attachment E in section B, our team compiled resources in categories of inspection, constructability reviews, contract management, cost estimating and construction scheduling. We are offering a large pool of qualified resources to the Authority and have the ability to further staff Task Orders on an as-needed basis.

Our Joint Venture Executives, **John Milano, PE and Arthur Silber** will make the necessary resources available to staff projects over the term of the IQC. **George Keeber, PE** will serve as the Program Director and will be supported by Deputy Program Director, **Frank Faciolo, PE**. Our management team has extensive transportation project experience and is familiar with the New York and New Jersey area. Providing primary oversight for our large group of inspectors, George and Frank are able to assign the correct resources to different task orders based on the Authority's needs and project specific goals, budgets and timeline. In addition to our pool of qualified and experienced Inspectors, we also offer a group of Constructibility Review personnel.

Our Constructability Review group is led by **Frank P. Frandina, PE.** He offers more than 40 years of experience in all aspects of construction management inspection and will be a great resource for our team. Our resource pool of constructability review personnel is comprised of licensed and experienced staff that are familiar with transportation projects, local agencies and federally funded projects. They will provide the right support for the Authority as needed.

Our Contract Specialist team is led by **Marc Zaretsky**. Marc will help to establish and maintain strong, positive working relationships among the project stakeholders, and verify contract compliance and adherence to quality, cost and schedule parameters. These parameters are especially crucial for federally funded projects. His support team includes contract managers from Hill and KSE.

Cost Estimates will be led by **Raymond Tom, LEED GA**. He has 20 years of experience as an architectural estimator and has recently worked on a Visual Assessment of the Holland Tunnel with the Authority, and Superstorm Sandy Long-Term Recovery operations as part of Hill's

Call-In Estimating contract. He is supported by estimators who also have transportation and agency experience. Ray is also a skilled team leader, drawing upon both his professional and military experience. Ray specializes in leading the design phase of complex projects, verifying constructability and coordinating with architects, engineers and owners to help ensure final plans and drawings reflect the client's intent accurately and can be constructed as designed.

As the lead for Construction Scheduling, **Bassem Hanna** has more than 25 years of experience in CPM scheduling, project controls, earned value management, project contracts and contract negotiations. Bassem oversees the development of schedule, budget and cost to complete data for assigned tasks, assembles and compiles schedule and cost data and inputs it into the project control database. He also supports the project management team in maintaining timely and effective change management processes, procedures and systems. He develops and maintains status reports, including labor productivity, schedule status and financial analysis during the bidding process. Bassem has supported multi-billion-dollar rail tunnel projects, including the $2.4 billion No. 7 Subway Line Extension. For this high-profile and complex project, Bassem managed the project controls team.

Our organization chart follows and designates key personnel from the Hill/HMM team as well as our subconsultant partners. Our team leaders will be available for the duration of the IQC and we will provide additional staff if needed to support task orders.

KEY

★ Lead Staff
K – KS Engineers, PC
A – AG Engineers
M – Municipal Testing Labs

THE PORT AUTHORITY
OF NY & NJ

JOINT VENTURE EXECUTIVES
John Milano, PE — Arthur D. Silber

PROGRAM DIRECTOR
★ George H. Keeber, PE

DEPUTY PROGRAM DIRECTOR
★ Frank Facciolo, PE

INSPECTIONS

Jose Diaz, PE
George Duda, PE
Frank Perrone, PE
Caroline M. Purcell, PE, LEED AP BD+C
Brian Baldeo, PE
Peter B. Turton, PE
Andrew C. Belding
Edward J. Fox
Matthew G. Honeywell, LEED GA
Anthony M. Rinaldi
Neal O'Connor, PE
Matthew L. Perillo
Fadomba M. Matturi
Amir Ghorbani
Lionel Lutley, PE, CEng, MIET
Bethoven C. Torio
Edmund C. Williams
Felix Tsimmerman
Matthew Barboni, PE, RLA, CA, LEED AP
Luis G. Cortes
Julian Prada, PE
Brandi Louise Napier
Raymond W. Cholewka, PE [K]
Scott Plant, PE [K]
Carl Ortmann, PE [K]
Kweisi Amegah, PE, PhD [K]
Fred Koomson [K]
Zory Deresh [K]
Rochelle Lancey [K]
Sheldon Williams [K]
Syed Ali [K]
Ahmed Zubair [K]
Diego Alaimo, PE [K]
Harvey Moutal, PE [K]
George Broberg, PE, PP [K]
Caryn Hart [K]
Edward McManus [K]
Reynaldo Libuano, Jr. [K]
Shelton Rimple [K]
Steve Mar [K]
Vitaliy Bykov [K]
Eugene Marciano, PE, PhD [K]
Eddie Diangco [K]
Olulade Ademokun, PE [A]
Jamie Agpalo [A]
Raja Anupindi, Ph D, PE, CEM, LEED AP [A]
Ardash Meguerdichian, CIPE [A]
John Bowman [A]
Raymond C. Kallberg, PE [A]
Kulbinder Singh, LEED AP [A]
Ron Dasgupta, PE, LEED AP [A]
Richard S. Kruter, AIA [A]
Sisir Biswas, PE [A]
Luis Nina [A]
Asish Sengupta, PE [A]
Phil Tropea [A]
Attef Z. Farag, PE [K]
Michael Kelley, PE
Ed Bonventre [A]
Melvin Douglas [A]
Leon Katz, PE [A]
Ali Miah, PE [A]
Nikhil Chintanippu [M]
William Castaneda [M]
Nicholas Bailey [M]
Wilmar Giraldo-Jaramillo [M]
Danilo Guilas [M]
Rodrigo Maramba [M]
Olusola "Shola" Olatunbosun [M]
Mark Pantke [M]
Stanford Pereira [M]
Mircea Petrescu [M]

CONSTRUCTABILITY REVIEW

★ Frank P. Frandina, PE
James R. Grundhoffer, PE, CPC, CCM
Kevin Odenthal, PE
John Francescon, PE
Dan Ferrante
John D. Swartzwelder
Kevin E. Koch, PE, LSRP
Anthony McGinn
William Palko, PE
Richard Umbrino
Antonio Gonzalez, PE
Marco Levoyer, PE
Zachary Stern
Boris Sholomyansky, PE, LEED AP
Craig Dewitt, PE
Norris Harvey, PE
John H. Lehman, PE
Scott Pendergrass, PE
Anthony Tomasello, PE
Dana Cherbeleata

CONTRACT ADMIN

★ Marc S. Zaretsky
Calvin A. Lee, PMP
Suzanne B. Schwartz
Christine Stanton [K]
Lisa Canton [K]

COST ESTIMATES

★ Raymond Tom, LEED GA
Gregory D. Burgess
Manuel De La Hoz
Fides J. Gardiner
Francis M. Murphy

CONSTRUCTION SCHEDULES

★ Bassem Sinot Hanna
Ebtesam "Sam" Afify
Ronald J. Backman
Dereck C. Baker
Artan Bytyci
Christopher L. Carson
Danuta Gryszko, PSP, EVP
Li-Ying (Jenny) Huang
Baron S. Marshall
Thomas H. Wilson, Jr., PSP

Deliverables Tracking System

Hill uses Primavera's Contract Manager as its primary tool to track and log project deliverables. Primavera Contract Management (PCM) provides accurate and up-to-date information which is always accessible. It provides dashboards with key performance indicators (KPIs) and powerful reports to prevent minor issues from becoming major problems. With a personal dashboard, owners can review the latest project status, see new issues, and identify potential problems. With two clicks, one can access the project details necessary to make decisions and keep projects on schedule. PCM is a document management, project cost management and project controls solution that provides visibility into contractor performance, enables timely payments, facilitates collaboration, and streamlines contract and document administration. By using PCM Hill/HMM will provide its project team with a consistent approach to paperwork which allows access to important information. This minimizes project delays, project risks and cost exposure and accelerates completion time.

Procedures for Keeping the Authority Team Informed of Issues and Progress

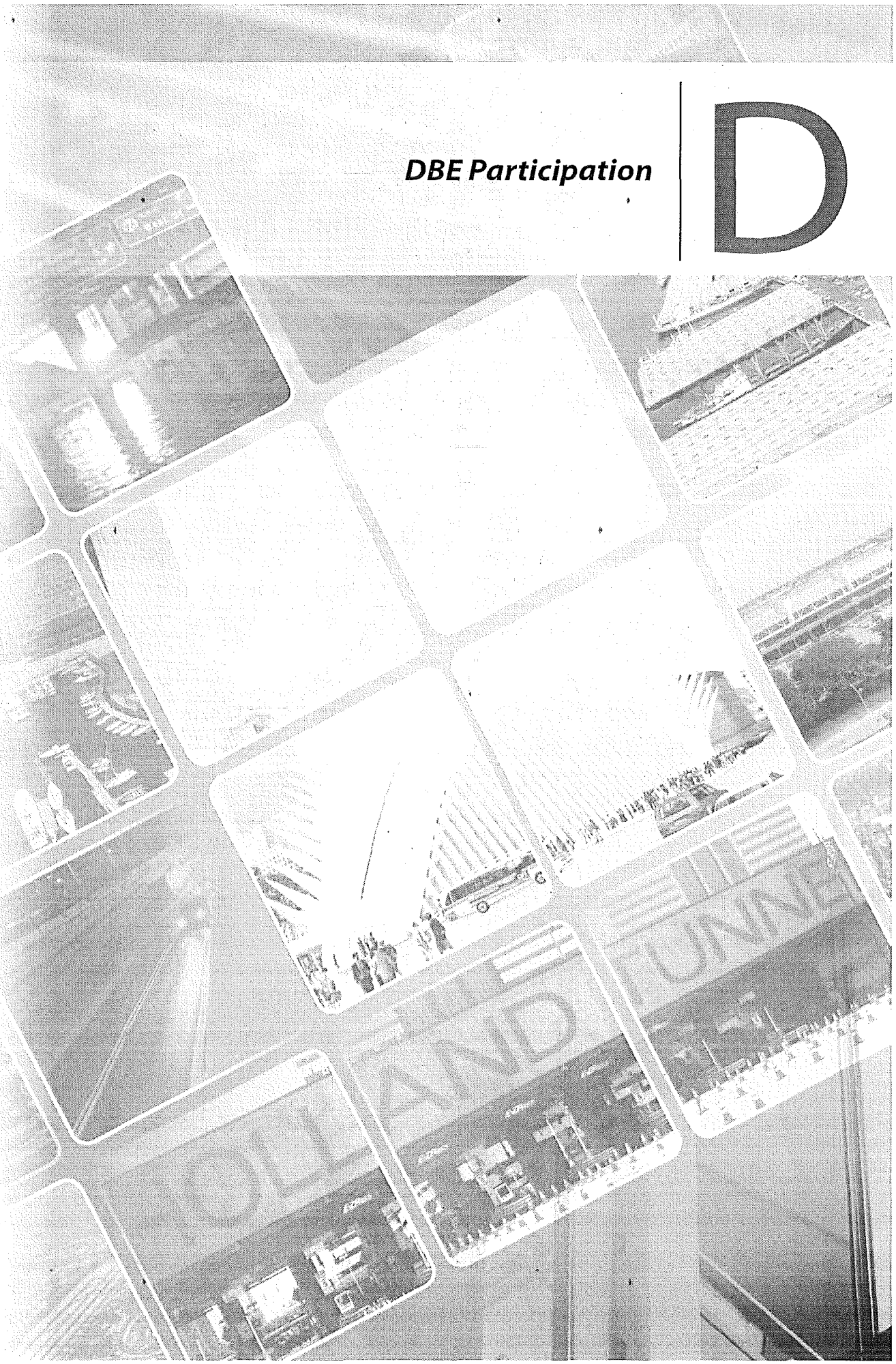
Close coordination will be maintained through good communication and problem-solving skills. We will bring all the diverse parties together to resolve open issues. Specific tools such as user coordination workshops, design/constructability reviews, "issue/action" tracking, and follow-up are examples of the resources Hill employs to resolve technical problems. Problem-solving during design is handled to produce predictable and positive results. Our Program Manager, George will be the Authority's primary point of contact throughout the life of the IQC. He will be supported by Frank, our Deputy Program Manager and have access to all the resources of the Hill/HMM team through our Joint Venture Executives, John and Art.

Quality Control/Quality Assurance

Quality is never an accident it is always the result of intelligent effort. In recognizing this, we place great emphasis on QC planning, program development and personnel to run the program, all focused on providing the client with the best possible service. Both inspection and testing are essential to assuring the quality of a contractor's work. Inspection involves examining or measuring a work item to verify that it conforms to the plans and specifications. Testing is an element of verification that establishes acceptability based on physical, environmental or other measures. We have in place and maintain documented procedures for inspection and testing activities to verify that each project's specific requirements are met. These procedures define the records to be established for each project and we have developed checklists for assuring/controlling the quality of various field and construction operations. All inspection and testing requirements must be met throughout all phases of the project, with records maintained in accordance with QA/QC Plan requirements. Final inspections and tests are also covered by documented procedures, with all applicable data and documentation being tracked, reviewed in accordance with the QA/QC Plan. These records provide detailed documentation of the testing, inspection or other control procedures, of their results, of conformance with specified requirements, and of satisfactory or unsatisfactory performance.

DBE Participation

D



ATTACHMENT D-1

DBE GOALS STATEMENT

The undersigned Bidder has satisfied the requirements of the Contract in the following manner (Complete the appropriate spaces):

The Bidder is committed to meeting the DBE utilization goal set forth in this Contract.

or

The Bidder is unable to meet the DBE utilization goal set forth in this Contract, but is committed to a minimum of 17% DBE utilization on this Contract and submits the attached narrative and documentation demonstrating good faith efforts consistent with Appendix A of 49 CFR 26 to meet the DBE utilization goal set forth in this Contract.

Attach as many pages as necessary to provide a full and complete narrative and supporting documentation of good faith efforts made. This narrative shall be submitted on company letterhead and signed.

It is the present intent of the Bidder to utilize the specific DBE firms identified in Appendix A2 in the performance of the Work of this Contract. If for any reason, one or more of the DBE firms identified in Appendix A2 are unable or unwilling to participate, the Bidder will make good faith efforts to replace the DBE firm with another DBE firm in accordance with Part II clause entitled "DBE Program".

Bidder Name: Hill International, Inc.

Federal Tax ID No.:

By: _____
Signature and Title
John Milano, PE Senior Vice President and Deputy Regional Manager

ATTACHMENT D-1

DBE GOALS STATEMENT

The undersigned Bidder has satisfied the requirements of the Contract in the following manner (Complete the appropriate spaces):

The Bidder is committed to meeting the DBE utilization goal set forth in this Contract.

or

The Bidder is unable to meet the DBE utilization goal set forth in this Contract, but is committed to a minimum of 17% DBE utilization on this Contract and submits the attached narrative and documentation demonstrating good faith efforts consistent with Appendix A of 49 CFR 26 to meet the DBE utilization goal set forth in this Contract.

Attach as many pages as necessary to provide a full and complete narrative and supporting documentation of good faith efforts made. This narrative shall be submitted on company letterhead and signed.

It is the present intent of the Bidder to utilize the specific DBE firms identified in Appendix A2 in the performance of the Work of this Contract. If for any reason, one or more of the DBE firms identified in Appendix A2 are unable or unwilling to participate, the Bidder will make good faith efforts to replace the DBE firm with another DBE firm in accordance with Part II clause entitled "DBE Program".

Bidder Name: Hatch Mott MacDonald NY, Inc.

Federal Tax ID No..

By: _____

Signature and Title

Arthur D. Silber, Senior Vice President

APPENDIX D2
THE PORT AUTHORITY OF NY & NJ – OFFICE OF BUSINESS DIVERSITY AND CIVIL RIGHTS
DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT

Instructions: Submit one DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT form for each DBE firm used on this Contract.

CONTRACT NUMBER AND TITLE: 38268 - Indefinite Quantity Contracts (IQCs) for Performance of Expert Performance of Expert Professional Construction Management and Inspection Services for Federally-Funded Storm RElated Resiliency Projects on an "As-Needed Basis Through 2018

PROPOSER:
Name of Firm: Hill International, Inc.
Address: One Penn Plaza, Suite 3415, New York, NY 10119 Telephone: 212-244-3700
Email Address: johnmilano@hillintl.com

DBE:
Name of Firm: KS Engineers P.C
Address: 65 Broadway, Suite 401 New York, NY 10006 Telephone: 212-616-2657
Description of work to be performed by DBE: Construction Management Inspection Services

Calculation (supply only): _____

The Proposer is committed to utilizing the above-named DBE for the work described above. The estimated dollar value of this work is $ TBD or 20 % of the total contract amount of $ 25 million. The anticipated start date is 2014 and the anticipated completion date is 2018.

AFFIRMATION

The above-named DBE affirms that it will perform the portion of the Contract for the estimated dollar value as stated above.

By: _____ President Date: 7/7/2014
Signature of DBE and Title

If the Proposer does not receive award of the Contract, any and all representations in this DBE Participation Plan and Affirmation Statement shall be null and void.

By: _____ Date: 7/7/2014
Signature of Proposer and Title
John Milano, PE on behalf of the Hill/HMM Joint Venture
Senior Vice President and Deputy Regional Manager (Hill International, Inc.)

FOR OBDCR USE ONLY
Contract Goals: ☐ Approved ☐ Rejected ☐ Preliminary Plan Approved
Reviewed By: _____
OBDCR Business Development Representative
Signature: _____ Date: _____

APPENDIX D2
THE PORT AUTHORITY OF NY & NJ – OFFICE OF BUSINESS DIVERSITY AND CIVIL RIGHTS
DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT

Instructions: Submit one DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT form for each DBE firm used on this Contract.

CONTRACT NUMBER AND TITLE: 38268 - Indefinite Quantity Contracts (IQCs) for Performance of Expert Performance of Expert Professional Construction Management and Inspection Services for Federally-Funded Storm RElated Resiliency Projects on an "As-Needed Basis Through 2018

PROPOSER:
Name of Firm: Hill International, Inc.

Address: One Penn Plaza, Suite 3415, New York, NY 10119 Telephone: 212-244-3700

Email Address: johnmilano@hillintl.com

DBE:
Name of Firm: A.G. Consulting Engineering, PC

Address: 131 West 33rd Street, Suite 12B, New York, NY 10001 Telephone: 212-268-0950

Description of work to be performed by DBE: Construction Management & Inspection Services

Calculation (supply only): _____

The Proposer is committed to utilizing the above-named DBE for the work described above. The estimated dollar value of this work is $ TBD or 3 % of the total contract amount of $ 25 million. The anticipated start date is 2014 and the anticipated completion date is 2018.

AFFIRMATION

The above-named DBE affirms that it will perform the portion of the Contract for the estimated dollar value as stated above.

By: _____ Date: 7/7/2014
Signature of DBE and Title (Gary) A.S. Guleria, PE President

If the Proposer does not receive award of the Contract, any and all representations in this DBE Participation Plan and Affirmation Statement shall be null and void.

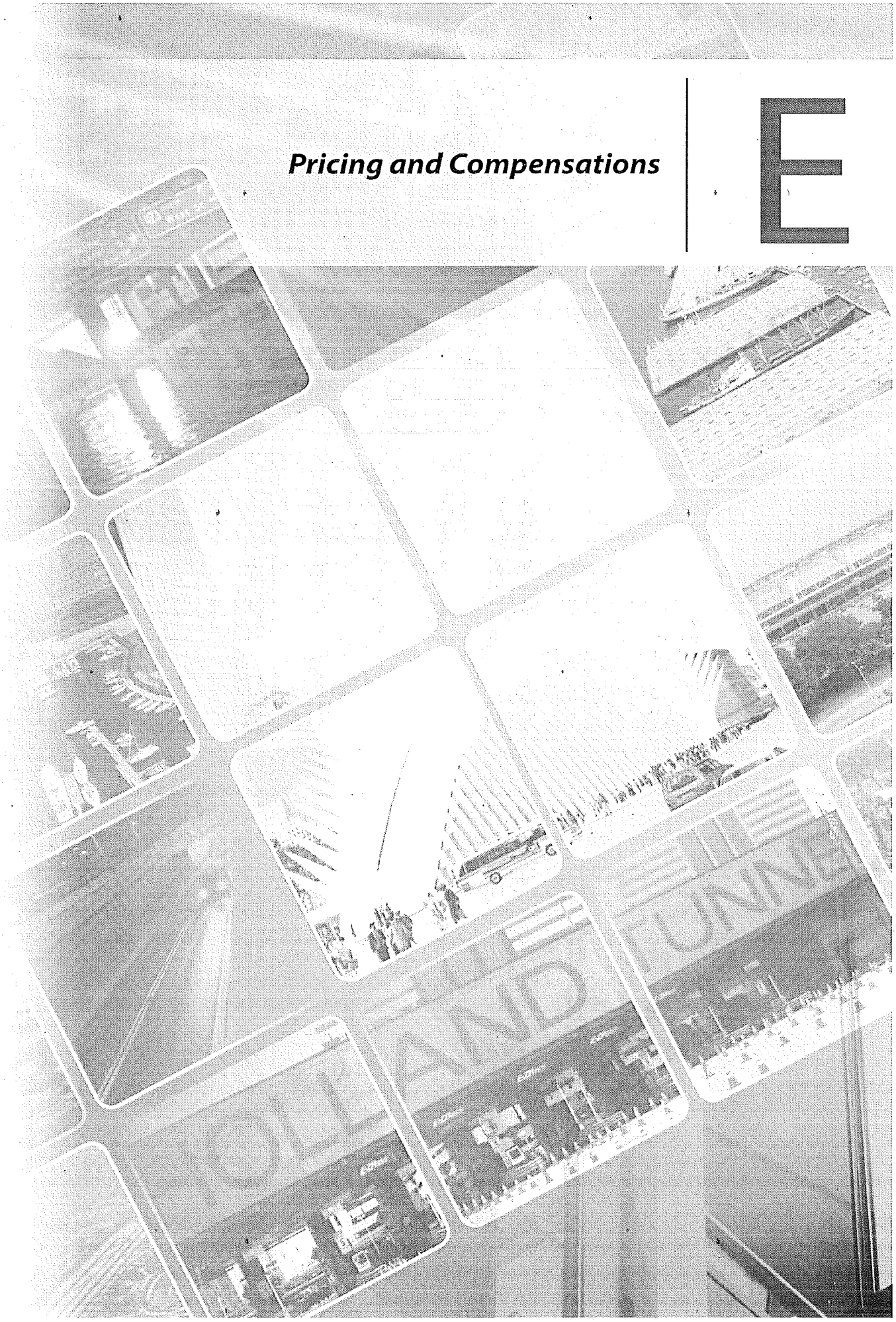
By: _____ Date: 7/7/2014
Signature of Proposer and Title
John Milano, PE on behalf of the Hill/HMM Joint Venture
Senior Vice President and Deputy Regional Manager (Hill International, Inc.)

FOR OBDCR USE ONLY

Contract Goals: ☐ Approved ☐ Rejected ☐ Preliminary Plan Approved
Reviewed By: _____
OBDCR Business Development Representative
Signature: _____ Date: _____

Pricing and Compensations

E

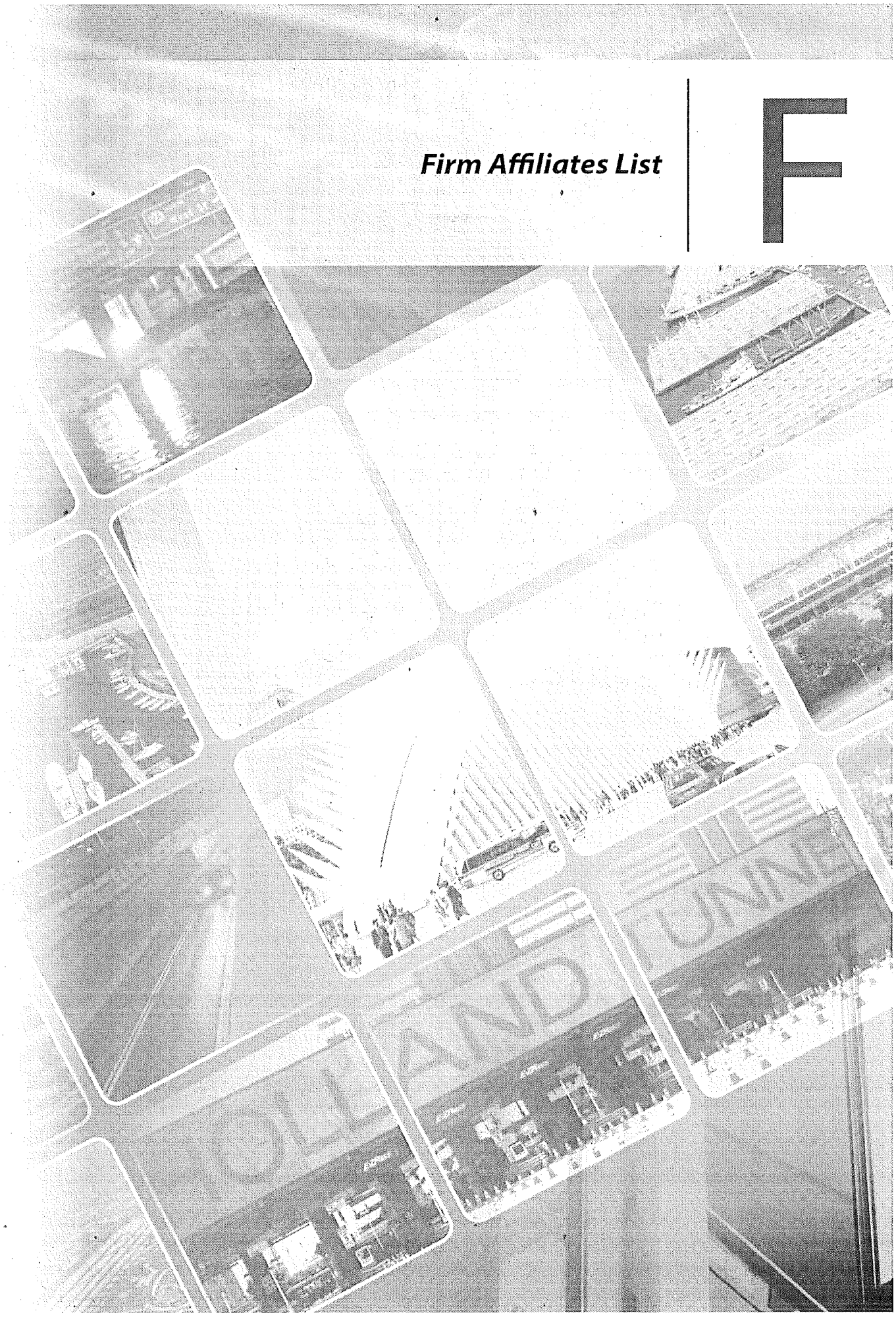


Pricing and Compensation

As per the RFP, Hill International, Inc., Hatch Mott MacDonald NY, Inc. (the Hill/HMM team) and our subconsultants acknowledges that pricing will be provided with Task Order request for proposals.

Firm Affiliates List

F



Firm Affiliates List - Hill International, Inc.

SUBSIDIARY COMPANIES

Business Name and Percentage Owned	Services
Boyken International, Inc. (100%)	Project Management/Construction Claims Consulting
Hill Housing, LLC (100%)	Development
Hill International (Canada) Inc. (100%)	Project Management/Construction Claims Consulting
Hill International (Puerto Rico), Inc. (100%)	Project Management/Construction Claims Consulting
Hill International Development Inc. (100%)	Development
Hill International Development Ltd. (100%)	Development
Hill International Holdings Ltd. (100%)	Corporate Holding
Hill International LLC (100%)	Project Management/Construction Claims Consulting
Hill International N.V. (100%)	Project Management/Construction Claims Consulting
Hill International Nominee Inc. (100%)	Corporate Services
Hill International Real Estate, LLC (100%)	Development
Hill International Real Estate Partners, LP (50%)	Development
HillStone International, LLC (51%)	Development
Knowles Secretary Inc. (100%)	Corporate Services
MyLCM Solutions, Inc. (100%)	Software Services
PCI Group, LLC (100%)	Project Management/Construction Claims Consulting
Stanley Baker Hill, LLC (33.33%)	Project Management/Construction Claims Consulting
TCM Group (100%)	Project Management/Construction Claims Consulting
Transportation Construction Services, Inc. (100%)	Project Management/Construction Claims Consulting
TranSystems-Hill Gateway, LLC (50%)	Project Management/Construction Claims Consulting
Trident Development Enterprise, LLC (67%)	Development

Firm Affiliates List - Hatch Mott MacDonald Group, Inc.

Hatch Mott MacDonald Group, Inc. (DE 2001)
111 Wood Avenue South, Suite 500
Iselin, NJ 08830-1005
EIN:

Hatch Mott MacDonald NY Inc.
f/k/a BAC Killam Inc. (NY 1910)
111 Wood Avenue South, Suite 500
Iselin, NJ 08830-1005
EIN.

Hatch Mott MacDonald Ltd.
(Ontario, Canada 1995)
2800 Speakman Drive
Mississauga, Ontario L5K 2RZ

Hatch Mott MacDonald, LLC
f/k/a Hatch Mott MacDonald T&T Inc. (DE 1972)
111 Wood Avenue South, Suite 500
Iselin, NJ 08830-1005
EIN:

Hatch Mott MacDonald Massachusetts, LLC
f/k/a Mott MacDonald Inc. (MA 1988)
111 Wood Avenue South, Suite 500
Iselin, NJ 08830-1005
EIN·

Hatch Mott MacDonald Michigan, LLC
(MI 1999)
111 Wood Avenue South, Suite 500
Iselin, NJ 08830-1005
EIN:

Hatch Mott MacDonald Holdings, Inc.
f/k/a Hatch Mott MacDonald Group Inc.
(DE 2000)
111 Wood Avenue South, Suite 500
Iselin. NJ 08830-1005
EIN:

Hatch Mott MacDonald Consultants, Inc.
f/k/a The Killam Group Inc.
111 Wood Avenue South, Suite 500
Iselin, NJ 08830-1005
EIN:

Hatch Mott MacDonald Florida, LLC
f/k/a CarlanKillam Consulting Group, Inc.
(FL 1970)
5111 North 12th Avenue
Pensacola, FL 32513
EIN:

Hatch Mott MacDonald Alabama, LLC
f/k/a/ CarlanKillam Consulting Group of Alabama, Inc. (AL 1986)
5111 North 12th Avenue
Pensacola, FL 32513
EIN:

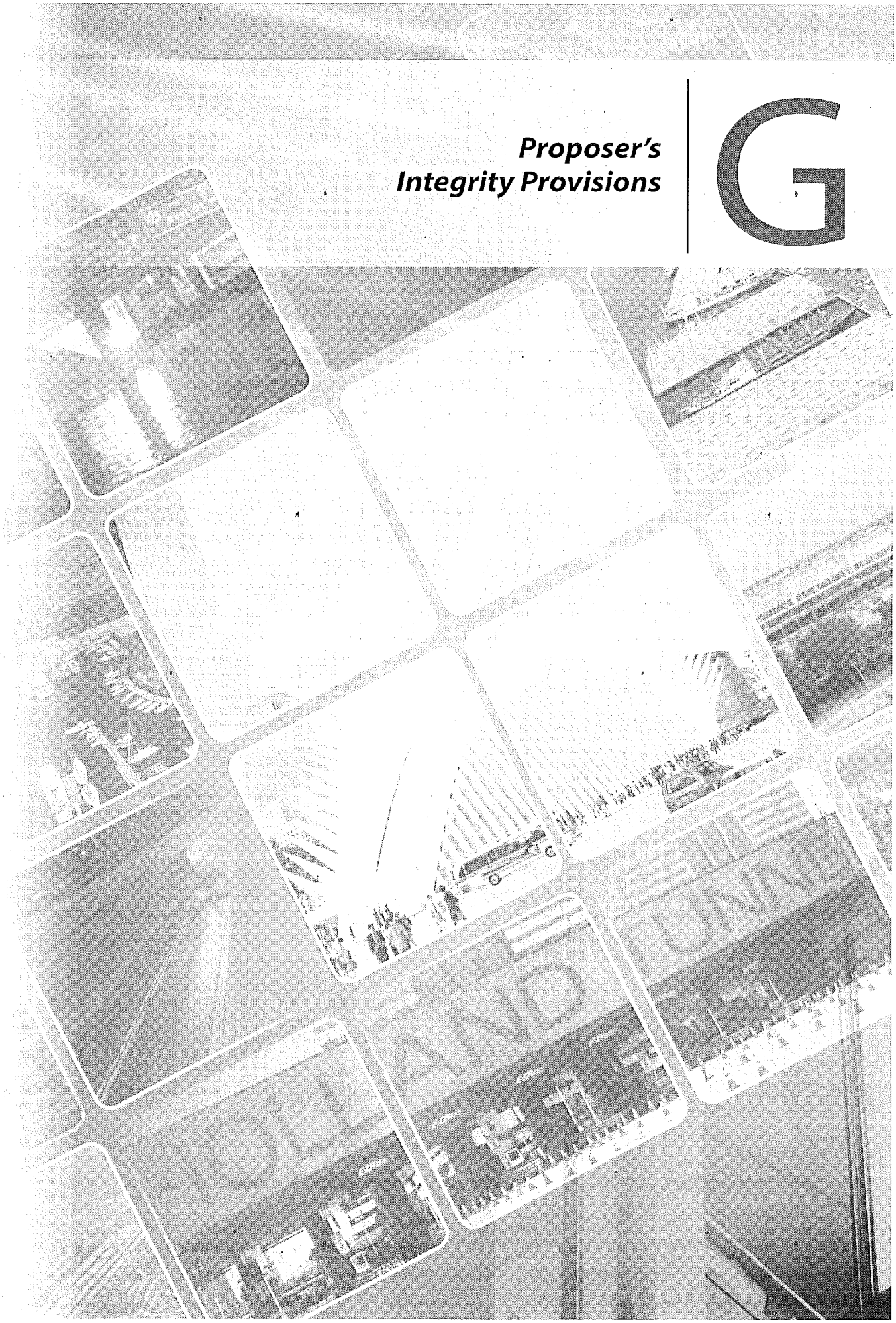
Hatch Mott MacDonald I&E, LLC
f/k/a Elson T. Killam Associates, Inc.
(NJ 1957)
111 Wood Avenue South, Suite 500
Iselin, NJ 08830-1005
EIN:

Hatch Mott MacDonald Operating Svcs, LLC
f/k/a Killam Management and Operational Services, Inc. (NJ 1990)
111 Wood Avenue South, Suite 500
Iselin, NJ 08830-1005
EIN:

Hatch Mott MacDonald Architects
(AL 1968)
2320 Highland Avenue South, Suite 175
Birmingham, AL 35205
EIN:

Proposer's Integrity Provisions

G

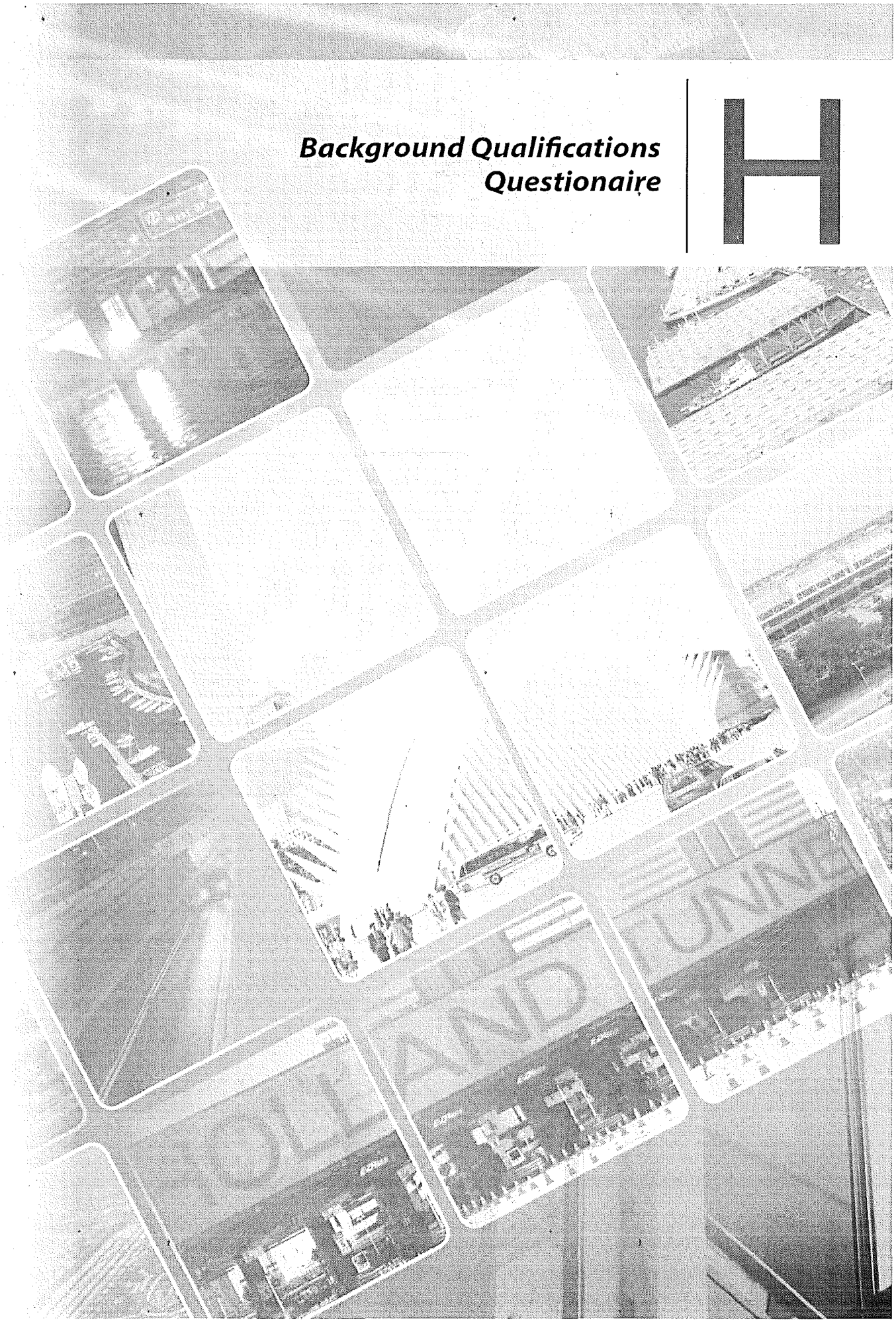


Proposer Integrity Provisions

Hill International, Inc., Hatch Mott MacDonald (The Hill/HMM team), our subconsultant team members agree to the integrity provisions set forth by the RFP page 10 and agree to complete all necessary forms and certifications upon award of contract.

Background Qualifications Questionaire

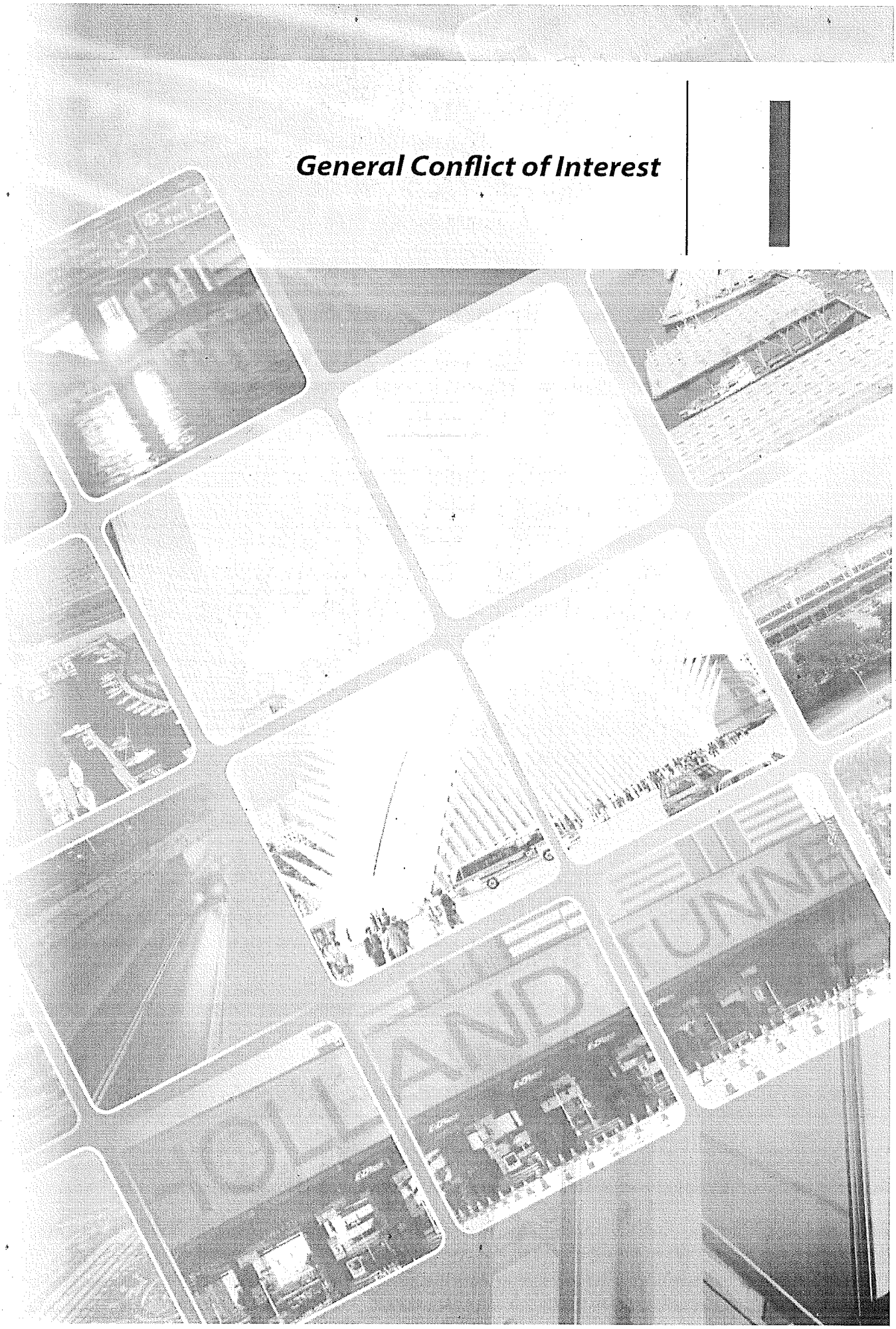
H



Background Qualifications Questionnaire

Hill International, Inc., Hatch Mott MacDonald NY, Inc., KS Engineers P.C., AG Consulting Engineers and Municipal Testing Laboratories have either submitted a Background Qualifications Questionnaire to the Office of Inspector General or completed an executed Certification of No Change.

General Conflict of Interest

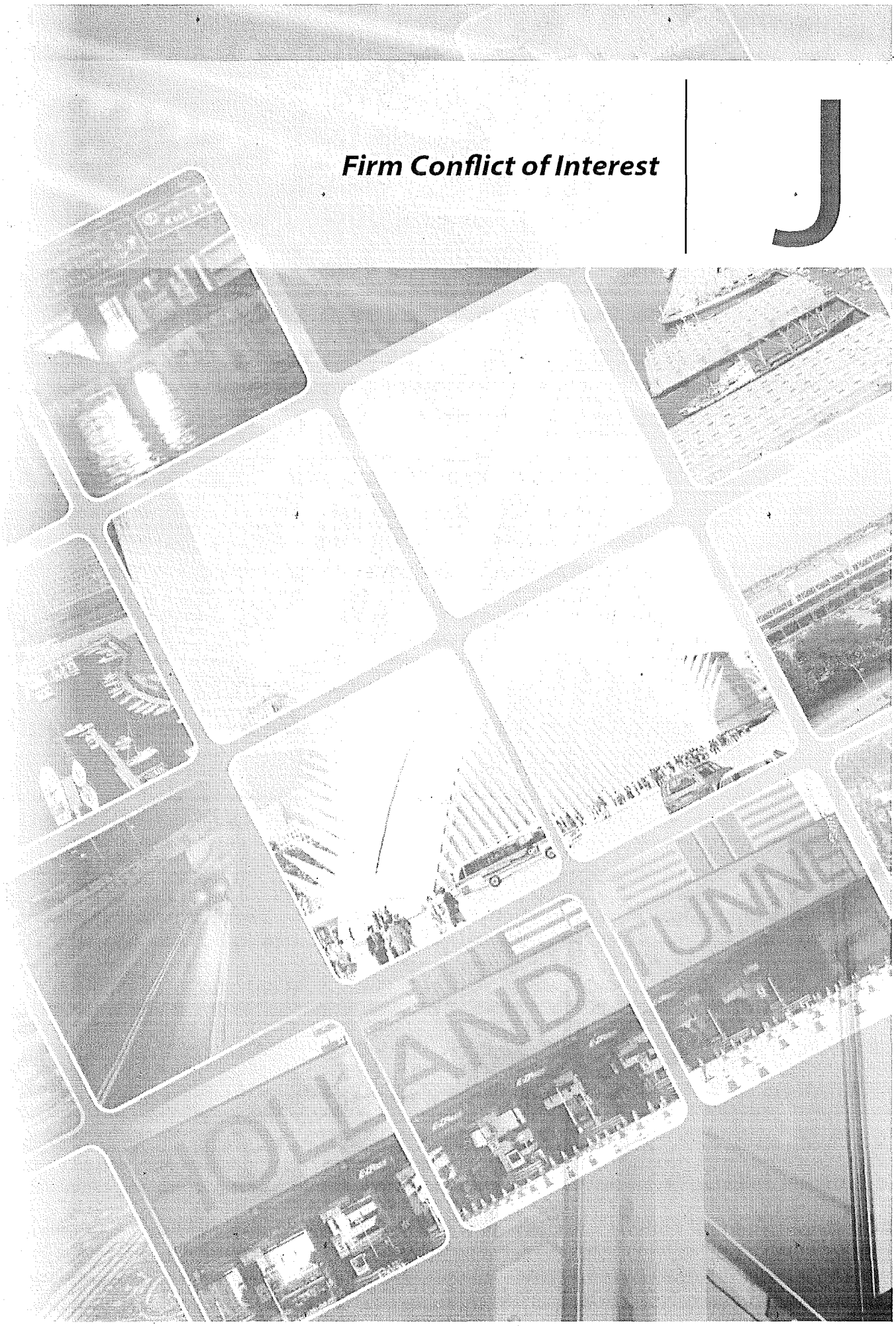


General Conflict of Interest

Neither Hill International, Inc., Hatch Mott MacDonald (The Hill/HMM team), our subconsultant team members, nor our project personnel, have any conflict of interest that would preclude us from performing the services required under this contract without the appearance of any impropriety.

Firm Conflict of Interest

J



Firm Conflict of Interest

Neither Hill International, Inc., Hatch Mott MacDonald (The Hill/HMM team), our subconsultant team members, nor our project personnel, have any conflict of interest that would preclude us from performing the services required under this contract without the appearance of any impropriety. Consultant agrees to perform all duties under Contract and, in doing so, agrees not to enter into contractual agreements with Authority prime contractors and first-tier subcontractors in such a way as to create an organizational conflict of interest.

Additional Required Forms and Attachments

Financial Information

Hill International, Inc.

Statement of Work

Attached are two tables designating work on hand and outstanding bids or proposals for the New York office for Hill International, Inc.

Federal Identification Number

Dun and Bradstreet Number: [redacted] (See attached report)

Hatch Mott MacDonald NY, Inc.

Statement of Work

Attached are two tables designating work on hand and outstanding bids or proposals for the New York and New Jersey offices for Hatch Mott MacDonald.

Federal Identification Number

Dun and Bradstreet Number: [redacted]

Financial statements and certifications for both firms follow.

Financial Information
Hill International, Inc.

Hill International

Hill International, Inc.
303 Lippincott Centre
Marlton, NJ 08053
Tel: 856-810-6200
Fax: 856-810-0404
www.hillintl.com

July 1, 2014

Port Authority of New York and New Jersey
Procurement Department
ATTN: Bid/Proposal Custodian
Two Montgomery Street, 3rd Floor
Jersey City, New Jersey 07302

Subject: **Financial Certification for Indefinite Quantity Contracts (IQCs) for Performance of Expert Professional Construction Management Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis through 2018 | 38268**

Dear Bid/Proposal Custodian:

I certify that the present financial condition of Hill International, Inc. is at least as good as that shown on the provided audited financial statements for 2013.

Sincerely,

John Fanelli, III
Senior Vice President and Chief Financial Officer

Financial Statement

Hill International

Hill International, Inc.
303 Lippincott Centre
Marlton, NJ 08053
Tel: 856-810-6200
Fax: 856-810-0404
www.hillintl.com

2013 Audited Financial Statements

Please note:

The attached 2013 Audited Financial Statements are an excerpt from Hill International's Form 10K filed with the U.S. Securities and Exchange Commission.

To see the entire Form 10K and Annual Report, please visit Hill's website at www.hillintl.com, go to the *Investor Relations* tab, and choose the *Financial Information* option.

Item 8. Financial Statements and Supplementary Data.

HILL INTERNATIONAL, INC. AND SUBSIDIARIES

CONSOLIDATED BALANCE SHEETS

(In thousands, except per share data)

	December 31, 2013	December 31, 2012
Assets		
Cash and cash equivalents	$ 30,381	$ 16,716
Cash—restricted	15,766	12,091
Accounts receivable, less allowance for doubtful accounts of $9,530 and $10,268	232,011	211,176
Accounts receivable—affiliates	492	1,260
Prepaid expenses and other current assets	13,078	10,395
Income taxes receivable	4,460	3,445
Deferred income tax assets	1,705	2,187
Total current assets	297,893	257,270
Property and equipment, net	10,613	11,268
Cash—restricted, net of current portion	2,740	9,135
Retainage receivable	1,212	3,946
Acquired intangibles, net	24,964	28,248
Goodwill	85,853	84,007
Investments	5,984	8,275
Deferred income tax assets	13,882	14,426
Other assets	5,961	5,098
Total assets	$ 449,102	$ 421,673
Liabilities and Stockholders' Equity		
Due to banks	$ 2	$ 21
Current maturities of notes payable and long-term debt	18,974	21,769
Accounts payable and accrued expenses	92,270	90,306
Income taxes payable	9,442	6,955
Deferred revenue	18,203	17,156
Deferred income taxes	369	101
Other current liabilities	12,255	13,827
Total current liabilities	151,515	150,135
Notes payable and long-term debt, net of current maturities	114,285	87,666
Retainage payable	1,017	4,163
Deferred income taxes	16,732	17,675
Deferred revenue	16,261	9,652
Other liabilities	6,261	11,279
Total liabilities	306,071	280,570
Commitments and contingencies		
Stockholders' equity:		
Preferred stock, $0.0001 par value; 1,000 shares authorized, none issued	—	—
Common stock, $0.0001 par value; 100,000 shares authorized, 46,598 shares and 45,097 shares issued at December 31, 2013 and 2012, respectively	5	5
Additional paid-in capital	136,899	129,913
Retained earnings	47,038	45,409
Accumulated other comprehensive loss	(25,032)	(20,015)
	158,910	155,312
Less treasury stock of 6,434 shares at both December 31, 2013 and 2012, at cost	(27,766)	(27,766)
Hill International, Inc. share of equity	131,144	127,546
Noncontrolling interests	11,887	13,557
Total equity	143,031	141,103
Total liabilities and stockholders' equity	$ 449,102	$ 421,673

HILL INTERNATIONAL, INC. AND SUBSIDIARIES

CONSOLIDATED STATEMENTS OF OPERATIONS

(In thousands, except per share data)

	Years Ended December 31,		
	2013	2012	2011
Consulting fee revenue	$ 512,085	$ 417,598	$ 399,254
Reimbursable expenses	64,596	63,183	102,202
Total revenue	576,681	480,781	501,456
Cost of services	296,055	239,572	227,991
Reimbursable expenses	64,596	63,183	102,202
Total direct expenses	360,651	302,755	330,193
Gross profit	216,030	178,026	171,263
Selling, general and administrative expenses	183,572	172,779	175,312
Equity in earnings of affiliates	—	—	(190)
Operating profit (loss)	32,458	5,247	(3,859)
Interest and related financing fees, net	22,864	18,150	7,262
Earnings (loss) before income taxes	9,594	(12,903)	(11,121)
Income tax expense (benefit)	6,043	13,442	(6,186)
Net earnings (loss)	3,551	(26,345)	(4,935)
Less: net earnings—noncontrolling interests	1,922	1,872	1,082
Net earnings (loss) attributable to Hill International, Inc.	$ 1,629	$ (28,217)	$ (6,017)
Basic earnings (loss) per common share—Hill International, Inc.	$ 0.04	$ (0.73)	$ (0.16)
Basic weighted average common shares outstanding	39,098	38,500	38,414
Diluted earnings (loss) per common share—Hill International, Inc.	$ 0.04	$ (0.73)	$ (0.16)
Diluted weighted average common shares outstanding	39,322	38,500	38,414

See accompanying notes to consolidated financial statements.

HILL INTERNATIONAL, INC. AND SUBSIDIARIES

CONSOLIDATED STATEMENTS OF COMPREHENSIVE (LOSS) EARNINGS

(in thousands)

	Years Ended December 31,		
	2013	2012	2011
Net earnings (loss)	$ 3,551	$ (26,345)	$ (4,935)
Foreign currency translation adjustment, net of tax	(7,733)	(2,267)	(5,158)
Other, net	218	(392)	(395)
Comprehensive loss	(3,964)	(29,004)	(10,488)
Comprehensive earnings (loss) attributable to noncontrolling interests	(576)	332	(127)
Comprehensive loss attributable to Hill International, Inc.	$ (3,388)	$ (29,336)	$ (10,361)

See accompanying notes to consolidated financial statements.

HILL INTERNATIONAL, INC. AND SUBSIDIARIES
CONSOLIDATED STATEMENTS OF STOCKHOLDERS' EQUITY
For the Years Ended December 31, 2013, 2012, and 2011
(in thousands)

	Common Stock		Additional		Accumulated Other	Treasury Stock		Shares Held in Escrow		Hill Share of	Non-	Total
	Shares Issued	Amount	Paid-in Capital	Retained Earnings	Comprehensive (Loss)	Shares	Amount	Shares	Amount	Stockholders' Equity	controlling Interests	Stockholders' Equity
Balance—December 31 2010	44,686	4	123,762	79,643	(14,552)	6,434	(27,766)	13	—	161,091	7,005	168,096
Net (loss) earnings	—	—	—	(6,017)	—	—	—	—	—	(6,017)	1,082	(4,935)
Other comprehensiv loss	—	—	—	—	(4,344)	—	—	—	—	(4,344)	(1,209)	(5,553)
Issuance of restricted stock	62	—	976	—	—	—	—	—	—	976	—	976
Stock issued to Board of Directors	24	—	150	—	—	—	—	—	—	150	—	150
Stock-based compensation expense	—	—	1,941	—	—	—	—	—	—	1,941	—	1,941
Shares issued under employee stock purchase plan	149	—	545	—	—	—	—	—	—	545	—	545
Exercise of stock options	16	—	39	—	—	—	—	—	—	39	—	39
Tax effect of restricted stock	—	—	(245)	—	—	—	—	—	—	(245)	—	(245)
Increase due to business combination	—	—	—	—	—	—	—	—	—	—	11,380	11,380
Transfer of shares held in escrow	—	—	—	—	—	—	—	(13)	—	—	—	—
Balance—December 31 2011	44,937	4	127,168	73,626	(18,896)	6,434	(27,766)	—	—	154,136	18,258	172,394
Net (loss) earnings	—	—	—	(28,217)	—	—	—	—	—	(28,217)	1,872	(26,345)
Other comprehensiv loss	—	—	—	—	(1,119)	—	—	—	—	(1,119)	(1,540)	(2,659)
Issuance of restricted stock	61	1	179	—	—	—	—	—	—	180	—	180
Stock issued to Board of Directors	52	—	150	—	—	—	—	—	—	150	—	150
Stock-based compensation expense	—	—	2,126	—	—	—	—	—	—	2,126	—	2,126
Stock issued under employee stock purchase plan	37	—	105	—	—	—	—	—	—	105	—	105
Exercise of stock options	10	—	24	—	—	—	—	—	—	24	—	24
Tax effect of restricted stock	—	—	161	—	—	—	—	—	—	161	—	161
Payment of dividends to noncontrollin interests	—	—	—	—	—	—	—	—	—	—	(1,439)	(1,439)
Acquisition of additional interest in subsidiary	—	—	—	—	—	—	—	—	—	—	(3,594)	(3,594)
Balance—December 31 2012	45,097	5	129,913	45,409	(20,015)	6,434	(27,766)	—	—	127,546	13,557	141,103

Net earnings (loss)	—	—	—	1,629	—	—	—	—	—	1,629	1,922	3,551
Other comprehensi loss	—	—	—	—	(5,017)	—	—	—	—	(5,017)	(2,498)	(7,515)
Stock issued to Board of Directors	52	—	150	—	—	—	—	—	—	150	—	150
Stock-based compensatio expense	—	—	2,811	—	—	—	—	—	—	2,811	—	2,811
Stock issued under employee stock purchase plan	51	—	138	—	—	—	—	—	—	138	—	138
Exercise of stock options	8	—	20	—	—	—	—	—	—	20	—	20
Tax effect of restricted stock	—	—	(583)	—	—	—	—	—	—	(583)	—	(583)
Stock issued for acquisition of businesses	1,390	—	4,450	—	—	—	—	—	—	4,450	—	4,450
Acquisition of additional interest in subsidiary	—	—	—	—	—	—	—	—	—	—	(1,094)	(1,094)
Balance— December 31 2013	46,598	$ 5	$ 136,899	$ 47,038	$ (25,032)	6,434	$(27,766)	—	$ —	$ 131,144	$ 11,887	$ 143,031

See accompanying notes to consolidated financial statements.

HILL INTERNATIONAL, INC. AND SUBSIDIARIES

CONSOLIDATED STATEMENTS OF CASH FLOWS

(In thousands)

	Years Ended December 31,		
	2013	2012	2011
Cash flows from operating activities:			
Net earnings (loss)	$ 3,551	$ (26,345)	$ (4,935)
Adjustments to reconcile net earnings (loss) to net cash used in operating activities:			
Depreciation and amortization	10,756	12,430	15,640
Equity in earnings of affiliates	—	—	(190)
Provision for bad debts	3,928	3,209	3,178
Interest accretion on term loan	7,955	1,520	—
Deferred tax provision (benefit)	(2,171)	5,256	(11,629)
Stock based compensation	2,961	2,276	2,091
Issuance of restricted stock	—	180	976
Changes in operating assets and liabilities (net of acquisitions in 2013 and 2011):			
Restricted cash	3,822	(10,499)	(1,801)
Accounts receivable	(11,899)	(11,638)	(18,722)
Accounts receivable—affiliate	768	570	1,400
Prepaid expenses and other current assets	(2,116)	(1,515)	541
Income taxes receivable	(744)	(1,665)	(561)
Retainage receivable	2,734	488	(1,332)
Other assets	109	5,144	3,266
Accounts payable and accrued expenses	(3,387)	11,944	281
Income taxes payable	1,688	2,596	1,406
Deferred revenue	5,476	1,741	2,985
Other current liabilities	4,923	(428)	(3,130)
Retainage payable	(3,151)	(1,352)	1,814
Other liabilities	(3,770)	(383)	(1,748)
Net cash provided by (used in) operating activities	21,433	(6,471)	(10,470)
Cash flows from investing activities:			
Purchase of businesses, net of cash acquired	—	—	(13,154)
Cash received in stock-based acquisitions	964	—	—
Payments for additional equity interests in Hill Spain	(12,062)	—	(1,615)
Payments for purchase of property and equipment	(3,764)	(2,377)	(4,883)
Distributions from affiliate	36	156	265
Contribution to affiliate	—	—	(949)
Sale of investment	—	3,149	—
Net cash (used in) provided by investing activities	(14,826)	928	(20,336)
Cash flows from financing activities:			
Due to bank	(19)	(1,278)	(3,604)
Payment on Engineering S.A. note payable	(5,095)	—	—
Payments on notes payable	(167)	(3,669)	(6,257)
Dividends paid to noncontrolling interest	—	(1,439)	—
Payments of deferred loan cost	—	(3,329)	—
Net borrowings on revolving loans	21,084	(56,497)	18,526
Term loan borrowing	—	75,000	—
Proceeds from stock issued under employee stock purchase plan	138	105	545
Proceeds from exercise of stock options	20	24	39
Net cash provided by financing activities	15,961	8,917	9,249
Effect of exchange rate changes on cash	(8,903)	(4,582)	75
Net increase (decrease) in cash and cash equivalents	13,665	(1,208)	(21,482)
Cash and cash equivalents—beginning of year	16,716	17,924	39,406
Cash and cash equivalents—end of year	$ 30,381	$ 16,716	$ 17,924

See accompanying notes to consolidated financial statements.

HILL INTERNATIONAL, INC. AND SUBSIDIARIES

NOTES TO CONSOLIDATED FINANCIAL STATEMENTS

Note 1—The Company

Hill International, Inc. ("Hill" or the "Company") is a professional services firm that provides program management, project management, construction management, construction claims and other consulting services primarily to the buildings, transportation, environmental, energy and industrial markets worldwide. Hill's clients include the U.S. federal government, U.S. state and local governments, foreign governments and the private sector. The Company is organized into two key operating divisions: the Project Management Group and the Construction Claims Group.

Note 2—Summary of Significant Accounting Policies

(a) Basis of Presentation

The accompanying consolidated financial statements were prepared in accordance with accounting principles generally accepted in the United States. The consolidated financial statements include the accounts of Hill International, Inc. and its majority owned subsidiaries. All intercompany balances and transactions have been eliminated in consolidation.

(b) Use of Estimates

The preparation of financial statements in conformity with accounting principles generally accepted in the United States requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenue and expenses during the reporting period. Actual results could differ from those estimates. The estimates affecting the consolidated financial statements that are particularly significant include revenue recognition, allocation of purchase price to acquired intangibles and goodwill, recoverability of long-lived assets, income taxes, allowance for doubtful accounts and commitments and contingencies.

(c) Foreign Currency Translations and Transactions

Assets and liabilities of all foreign operations are translated at year-end rates of exchange, and the statements of operations are translated at the average rates of exchange for the year. Gains or losses resulting from translating foreign currency financial statements are accumulated in a separate component of stockholders' equity entitled accumulated other comprehensive loss until the entity is sold or substantially liquidated. Gains or losses from foreign currency transactions (transactions denominated in a currency other than the entity's local currency) are reflected in selling, general, and administrative expenses in the consolidated statement of operations.

(d) Fair Value of Financial Instruments

The fair value of financial instruments, which primarily consists of cash and cash equivalents, accounts receivable, accounts payable and due to bank, approximates carrying value due to the short-term nature of the instruments. The carrying value of our various credit facilities approximates fair value as the interest rate is variable. The term loan approximates fair value as the Company recently entered into that agreement.

HILL INTERNATIONAL, INC. AND SUBSIDIARIES

NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Continued)

Note 2—Summary of Significant Accounting Policies (Continued)

(e) Cash and Cash Equivalents

Cash and cash equivalents include cash on hand and investments in money market funds and investment grade securities held with high quality financial institutions. The Company considers all highly liquid instruments purchased with a remaining maturity of three months or less at the time of purchase to be cash equivalents.

(f) Restricted Cash

Restricted cash represents cash collateral required to be maintained in foreign bank accounts to serve as collateral for letters of credit, bonds or guarantees on several projects. The cash will remain restricted until the respective project has been completed, which typically is greater than one year.

(g) Concentrations of Credit Risk

Financial instruments that potentially subject the Company to concentrations of credit risk consist principally of cash investments and accounts receivable.

The Company maintains its cash accounts with high quality financial institutions. Although the Company currently believes that the financial institutions, with which it does business, will be able to fulfill their commitments to it, there is no assurance that those institutions will be able to continue to do so.

The Company provides professional services, under contractual arrangements, to domestic and foreign governmental units, institutions and the private sector. To reduce credit risk, the Company performs ongoing credit evaluations of its clients and does not require collateral beyond customary retainers.

At December 31, 2013, the accounts receivable related to the work performed prior to March 2011 under contracts in Libya, amounted to approximately $57,000,000. The Company believes that the amounts due will be collected, however, if future events preclude us from doing so, there could be a significant adverse impact on the Company's consolidated results of operations and consolidated financial position.

The following tables show the number of the Company's clients which contributed 10% or more of revenue and accounts receivable, respectively:

	Years Ended December 31,		
	2013	2012	2011
Number of 10% clients	—	—	1
Percentage of total revenue	N/A	N/A	15%

	December 31,	
	2013	2012
Number of 10% clients	1	1
Percentage of accounts receivable	25%	26%

HILL INTERNATIONAL, INC. AND SUBSIDIARIES

NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Continued)

Note 2—Summary of Significant Accounting Policies (Continued)

The following provides information with respect to total revenue from contracts with U.S. federal government agencies:

	Years Ended December 31,		
	2013	2012	2011
Percentage of total revenue	3%	3%	3%

(h) Allowance for Doubtful Accounts

The allowance for doubtful accounts is an estimate prepared by management based on identification of the collectibility of specific accounts and the overall condition of the receivable portfolios. When evaluating the adequacy of the allowance for doubtful accounts, the Company specifically analyzes trade receivables, including retainage receivable, historical bad debts, client credits, client concentrations, client credit worthiness, current economic trends and changes in client payment terms. If the financial condition of clients were to deteriorate, resulting in an impairment of their ability to make payments, additional allowances may be required. Likewise, should the Company determine that it would be able to realize more of its receivables in the future than previously estimated, an adjustment to the allowance would increase earnings in the period such determination was made. The allowance for doubtful accounts is reviewed on a quarterly basis and adjustments are recorded as deemed necessary.

(i) Property and Equipment

Property and equipment is stated at cost, less accumulated depreciation and amortization. Depreciation and amortization is provided over the estimated useful lives of the assets as follows:

	Method	Estimated Useful Life
Furniture and equipment	Straight-line	10 years
Leasehold improvements	Straight-line	Shorter of estimated useful life or lease term
Computer equipment and software	Straight-line	3 to 5 years
Automobiles	Straight-line	5 years

The Company capitalizes costs associated with internally developed and/or purchased software systems that have reached the application development stage and meet recoverability tests. Capitalized costs include external direct costs of materials and services utilized in developing or obtaining internal-use software, payroll and payroll-related expenses for employees who are directly associated with and devote time to the internal-use software project. Capitalization of such costs begins when the preliminary project stage is complete and ceases no later than the point at which the project is substantially complete and ready for its intended purpose. Costs for general and administrative, overhead, maintenance and training, as well as the cost of software that does not add functionality to existing systems, are expensed as incurred.

Upon retirement or other disposition of these assets, the cost and related depreciation are removed from the accounts and the resulting gain or loss, if any, is reflected in results of operations. Expenditures for maintenance, repairs and renewals of minor items are charged to expense as incurred. Major renewals and improvements are capitalized.

HILL INTERNATIONAL, INC. AND SUBSIDIARIES

NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Continued)

Note 2—Summary of Significant Accounting Policies (Continued)

(j) Retainage Receivable

Retainage receivable represents balances billed but not paid by clients pursuant to retainage provisions in the construction management contracts and will be due upon completion of specific tasks or the completion of the contract. The current portion of retainage receivable is included in accounts receivable and the long-term portion of retainage receivable is included in retainage receivable in the consolidated balance sheets.

(k) Long-Lived Assets

Acquired intangible assets consist of contract rights, client related intangibles and trade names arising from the Company's acquisitions. Contract rights represent the fair value of contracts in progress and backlog of an acquired entity. For intangible assets purchased in a business combination, the estimated fair values of the assets are used to establish the cost bases. Valuation techniques consistent with the market approach, the income approach and the cost approach are used to measure fair value. These assets are amortized over their estimated lives which range from three to fifteen years.

The Company reviews long-lived assets to be held-and-used for impairment whenever events or changes in circumstances indicate that the carrying amount of the assets may not be recoverable. If the sum of the undiscounted expected future cash flows over the remaining useful life of a long-lived asset is less than its carrying amount, the asset is considered to be impaired. Impairment losses are measured as the amount by which the carrying amount of the asset exceeds the fair value of the asset. When fair values are not available, the Company estimates fair value using the expected future cash flow discounted at a rate commensurate with the risks associated with the recovery of the asset. Assets to be disposed of are reported at the lower of carrying amount or fair value less costs to sell.

(l) Goodwill

Goodwill represents the excess of purchase price and other related costs over the value assigned to the net tangible and identifiable intangible assets of businesses acquired. Acquired intangible assets other than goodwill are amortized over their useful lives. For intangible assets purchased in a business combination, the estimated fair values of the assets are used to establish the cost bases. Valuation techniques consistent with the market approach, the income approach and the cost approach are used to measure fair value.

Goodwill is tested annually for impairment in its fiscal third quarter. The Company has determined that it has two reporting units, the Project Management unit and the Construction Claims unit. The Company made that determination based on the similarity of the services provided, the methodologies in delivering our services and the similarity of the client base in each of these units. Goodwill is assessed for impairment using a two-step approach. In the first step of the impairment test, the Company compares the fair value of the reporting unit in which the goodwill resides to its carrying value. To the extent the carrying amount of a reporting unit exceeds its fair value, an indication exists that the reporting unit's goodwill may be impaired and the Company must perform a second more detailed assessment. The second step, if necessary, involves allocating the reporting unit's fair value to all of its recognized and unrecognized assets and liabilities in order to determine the implied fair value of the reporting unit's goodwill as of the assessment date. The implied fair value of the reporting unit's goodwill is then compared to the carrying amount of goodwill to quantify an impairment charge as of the assessment date.

HILL INTERNATIONAL, INC. AND SUBSIDIARIES

NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Continued)

Note 2—Summary of Significant Accounting Policies (Continued)

Application of the goodwill impairment test requires significant judgments including estimation of future cash flows, which is dependent on internal forecasts, estimation of the long-term rate of growth for the businesses, the useful life over which cash flows will occur, and determination of the Company's weighted average cost of capital. The Company's changes in estimates and assumptions could materially affect the determination of fair value and/or conclusions on goodwill impairment for each reporting unit. The Company performed its annual impairment test effective July 1, 2013 and noted no impairment for either of its reporting units. In the future, the Company will continue to perform the annual test during its fiscal third quarter unless events or circumstances indicate an impairment may have occurred before that time.

(m) Investments

Hill International (Spain), S.A.

The Company's subsidiary, Hill International (Spain), S.A. ("Hill Spain"), has the following cost-basis investments:

- Concessia, Cartera y Gestion de Infrastructuras, S.A. ("Concessia")—Hill Spain has made payments totaling $4,239,000 towards an initial 5.16% interest in this entity which invests in the equity of companies which finance, construct and operate various public and private infrastructure projects. The payments represented approximately 66% of Hill Spain's total required capital contribution. Hill Spain had accrued the remaining commitment of approximately $2,120,000 and had included that amount in the cost of the investment and in other liabilities in the accompanying consolidated balance sheet at December 31, 2012. During 2013, the aggregate capitalization of Concessia was reduced from approximately €93,000,000 to approximately €71,000,000. At that time, Hill Spain chose to reduce its total investment to a 4.45% interest and to distribute the excess 0.71% interest to the other shareholders of Concessia. Hill Spain has reduced both the cost of the investment and other liabilities by $2,120,000.

- Nuevo Hospital de Burgos, S.A.—Hill Spain paid $3,761,000 for a 5.18% interest in this entity which, on completion of construction, will operate a new hospital in Burgos, Spain. On January 12, 2012 Hill Spain signed an agreement to sell its entire holding to its affiliate Concessia which is subject to the approval of the local authority, the owner of the facility and the financial institutions involved in the project. Hill Spain received a down payment of $3,149,000 and has accrued a receivable for $612,000. Although the final price is subject to certain conditions, the Company expects the investment to be fully recovered.

Other

The Company will, in the ordinary course, form joint ventures for specific projects. These joint ventures typically require limited or no investment and simply provide a pass-through for the Company's billings. Any distributions in excess of the Company's billings are accounted for as income when received.

HILL INTERNATIONAL, INC. AND SUBSIDIARIES

NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Continued)

Note 2—Summary of Significant Accounting Policies (Continued)

(n) Due to Bank

Under the Company's cash-management system, certain cash accounts reflect credit balances to the extent checks were disbursed but not immediately funded at the bank. The Company manages this process daily and ensures all checks are funded when presented.

(o) Deferred Revenue

In certain instances the Company may collect advance payments from clients for future services. Upon receipt, the payments are reflected as deferred revenue in the Company's consolidated balance sheets. As the services are performed, the Company reduces the balance and recognizes revenue.

(p) Deferred Rent

Rent expenses for operating leases which include scheduled rent increases is determined by expensing the total amount of rent due over the life of the operating lease on a straight-line basis. The difference between the rent paid under the terms of the lease and the rent expensed on a straight-line basis is recorded as a liability. The deferred rent at December 31, 2013 and 2012 was $3,043,000 and $2,792,000, respectively, and is included in other liabilities in the consolidated balance sheet.

(q) Income Taxes

The Company estimates income taxes in each of the jurisdictions in which it operates. This process involves estimating its actual current tax exposure together with assessing temporary differences resulting from differing treatment of items for tax and accounting purposes. These differences result in deferred tax assets and liabilities, which are included within the Company's consolidated balance sheets. The Company assesses the likelihood that the deferred tax assets will be recovered from future taxable income and to the extent it believes recovery is not likely, the Company establishes a valuation allowance. To the extent the Company establishes a valuation allowance in a period, it must include an expense within the tax provision in the consolidated statements of earnings. The Company has recorded a valuation allowance to reduce the deferred tax asset to an amount that is more likely to be realized in future years. If the Company determines in the future that it is more likely that the deferred tax assets subject to the valuation allowance will be realized, then the previously provided valuation allowance will be adjusted.

The Company recognizes a tax benefit in the financial statements for an uncertain tax position only if management's assessment is that the position is "more likely than not" (i.e., a likelihood greater than 50 percent) to be allowed by the tax jurisdiction based solely on the technical merits of the position. The term "tax position" refers to a position in a previously filed tax return or a position expected to be taken in a future tax return that is reflected in measuring current or deferred income tax assets and liabilities for interim or annual periods.

(r) Revenue Recognition

The Company generates revenue primarily from providing professional services to its clients. Revenue is generally recognized upon the performance of services. In providing these services, the Company may incur reimbursable expenses, which consist principally of amounts paid to subcontractors and other third parties and travel and other job related expenses that are contractually reimbursable

HILL INTERNATIONAL, INC. AND SUBSIDIARIES

NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Continued)

Note 2—Summary of Significant Accounting Policies (Continued)

from clients. The Company has determined that it will include reimbursable expenses in computing and reporting its total revenue as long as the Company remains responsible to the client for the fulfillment of the contract and for the overall acceptability of all services provided.

The Company earns its revenue from time-and-materials, cost-plus and fixed-price contracts. If estimated total costs on any contract indicate a loss, the Company charges the entire estimated loss to operations in the period the loss becomes known. The cumulative effect of revisions to revenue, estimated costs to complete contracts, including penalties, incentive awards, change orders, claims, anticipated losses, and others are recorded in the accounting period in which the events indicating a loss are known and the loss can be reasonably estimated. Such revisions could occur at any time and the effects may be material.

Time-and-Materials Contracts

Under its time-and-materials contracts, the Company negotiates hourly billing rates and charges its clients based on the actual time that the Company spends on a project. In addition, clients reimburse the Company for its actual out-of-pocket costs of materials and other direct incidental expenditures that the Company incurs in connection with its performance under the contract. Its profit margins on time-and-materials contracts fluctuate based on actual labor and overhead costs that the Company directly charges or allocates to contracts compared with negotiated billing rates. Revenue on these contracts are recognized based on the actual number of hours the Company spends on the projects plus any actual out-of-pocket costs of materials and other direct incidental expenditures that the Company incurs on the projects. Its time-and-materials contracts generally include annual billing rate adjustment provisions.

Cost-Plus Contracts

The Company has two major types of cost-plus contracts:

Cost-Plus Fixed Fee

Under cost-plus fixed fee contracts, the Company charges its clients for its costs, including both direct and indirect costs, plus a fixed negotiated fee. In negotiating a cost-plus fixed fee contract, the Company estimates all recoverable direct and indirect costs and then adds a fixed profit component. The total estimated cost plus the negotiated fee represents the total contract value. The Company recognizes revenue based on the actual labor costs, based on hours of labor effort, plus non-labor costs the Company incurs, plus the portion of the fixed fee the Company has earned to date. The Company invoices for its services as revenue is recognized or in accordance with agreed-upon billing schedules. Aggregate revenue from cost-plus fixed fee contracts may vary based on the actual number of labor hours worked and other actual contract costs incurred. However, if actual labor hours and other contract costs exceed the original estimate agreed to by its client, the Company generally must obtain a change order, contract modification, or successfully prevail in a claim in order to receive additional revenue relating to the additional costs (see " *Change Orders and Claims* ").

Cost-Plus Fixed Rate

Under its cost-plus fixed rate contracts, the Company charges clients for its costs plus negotiated rates based on its indirect costs. In negotiating a cost-plus fixed rate contract, the Company estimates

HILL INTERNATIONAL, INC. AND SUBSIDIARIES

NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Continued)

Note 2—Summary of Significant Accounting Policies (Continued)

all recoverable direct and indirect costs and then adds a profit component, which is a percentage of total recoverable costs to arrive at a total dollar estimate for the project. The Company recognizes revenue based on the actual total number of labor hours and other costs the Company expends at the cost plus the fixed rate the Company negotiated. Similar to cost-plus fixed fee contracts, aggregate revenue from cost-plus fixed rate contracts may vary and the Company generally must obtain a change order, contract modification, or successfully prevail in a claim in order to receive additional revenue relating to any additional costs that exceed the original contract estimate (see " *Change Orders and Claims* ").

Labor costs and subcontractor services are the principal components of its direct costs on cost-plus contracts, although some include materials and other direct costs. Some of these contracts include a provision that the total actual costs plus the fee will not exceed a guaranteed price negotiated with the client. Others include rate ceilings that limit the reimbursement for general and administrative costs, overhead costs and materials handling costs. The accounting for these contracts appropriately reflects such guaranteed price or rate ceilings.

Firm Fixed-Price ("FFP") Contracts

The Company's FFP contracts have historically accounted for most of its fixed-price contracts. Under FFP contracts, the Company's clients pay an agreed amount negotiated in advance for a specified scope of work. The Company recognizes revenue on FFP contracts using the percentage-of-completion method (recognizing revenue as costs are incurred). Profit margins the Company recognizes in all periods prior to completion of the project on any FFP contract depend on the accuracy of the Company's estimates of approximate revenue and expenses and will increase to the extent that its current estimates of aggregate actual costs are below amounts previously estimated. Conversely, if the Company's current estimated costs exceed prior estimates, its profit margins will decrease and the Company may realize a loss on a project. In order to increase aggregate revenue on the contract, the Company generally must obtain a change order, contract modification, or successfully prevail in a claim in order to receive payment for the additional costs (see " *Change Orders and Claims* ").

Change Orders and Claims

Change orders are modifications of an original contract that effectively change the provisions of the contract without adding new provisions. Either the Company or its client may initiate change orders. They may include changes in specifications or design, manner of performance, facilities, equipment, materials, sites and period of completion of the work. Claims are amounts in excess of the agreed contract price that the Company seeks to collect from its clients or others for client-caused delays, errors in specifications and designs, contract terminations, change orders that are either in dispute or are unapproved as to both scope and price, or other causes of unanticipated additional contract costs.

Change orders and claims occur when changes are experienced once contract performance is underway. Change orders are sometimes documented and terms of such change orders are agreed with the client before the work is performed. Sometimes circumstances require that work progresses before agreement is reached with the client. Costs related to change orders and claims are recognized when they are incurred. Change orders and claims are included in total estimated contract revenue when it is

HILL INTERNATIONAL, INC. AND SUBSIDIARIES

NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Continued)

Note 2—Summary of Significant Accounting Policies (Continued)

probable that the change order or claim will result in a bona fide addition to contract value that can be reliably estimated. No profit is recognized on claims until final settlement occurs; unapproved change orders are evaluated as claims. This can lead to a situation where costs are recognized in one period and revenue is recognized when client agreement is obtained or claims resolution occurs, which can be in subsequent periods.

The Company has contracts with the U.S. government that contain provisions requiring compliance with the U.S. Federal Acquisition Regulations ("FAR"). These regulations are generally applicable to all of its federal government contracts and are partially or fully incorporated in many local and state agency contracts. They limit the recovery of certain specified indirect costs on contracts subject to the FAR. Cost-plus contracts covered by the FAR provide for upward or downward adjustments if actual recoverable costs differ from the estimate billed under forward pricing arrangements. Most of its federal government contracts are subject to termination at the convenience of the client. Contracts typically provide for reimbursement of costs incurred and payment of fees earned through the date of such termination.

Federal government contracts which are subject to the FAR and some state and local governmental agencies require audits, which are performed for the most part by the Defense Contract Audit Agency ("DCAA"). The DCAA audits the Company's overhead rates, cost proposals, incurred government contract costs, and internal control systems. During the course of its audits, the DCAA may question incurred costs if it believes the Company has accounted for such costs in a manner inconsistent with the requirements of the FAR or Cost Accounting Standards and recommend that its U.S. government corporate administrative contracting officer disallow such costs. Historically, the Company has not experienced significant disallowed costs as a result of such audits. However, the Company can provide no assurance that the DCAA audits will not result in material disallowances of incurred costs in the future.

(s) Share-Based Compensation

The Company uses the Black-Scholes option pricing model to measure the estimated fair value of options to purchase the Company's common stock. The compensation expense, less estimated forfeitures, is being recognized over the service period on a straight-line basis. The Company's policy is to use newly issued shares to satisfy the exercise of stock options.

(t) Advertising Costs

Advertising costs are expensed as incurred and amounted to the following (in thousands):

Years Ended December 31,		
2013	2012	2011
$ 396	$ 325	$ 461

HILL INTERNATIONAL, INC. AND SUBSIDIARIES

NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Continued)

Note 2—Summary of Significant Accounting Policies (Continued)

(u) Earnings per Share

Basic earnings per common share has been computed using the weighted-average number of shares of common stock outstanding during the year. Diluted earnings per common share incorporates the incremental shares issuable upon the assumed exercise of stock options using the treasury stock method.

Dilutive stock options increased average common shares outstanding by approximately 225,000 shares for the year ended December 31, 2013. For the years ended December 31, 2012 and 2011, stock options were anti-dilutive.

Options to purchase 5,364,000 shares, 4,492,000 shares and 2,385,000 shares of the Company's common stock were not included in the calculation of common shares outstanding for the years ended December 31, 2013, 2012 and 2011, respectively, because they were anti-dilutive.

(v) Recent Accounting Pronouncements

In February 2013, the FASB issued ASU No. 2013-2, which amends the Comprehensive Income Topic of the ASC. The ASU requires companies to report either on the income statement or disclose in the footnotes to the financial statement the effects on earnings from items that are reclassified out of the category of shareholder equity called accumulated other comprehensive income. The adjustments will consist of amounts from the fiscal period covered by the financial statements. Companies will also have to make cross references to other disclosures required in U.S. GAAP for other line items used to adjust earnings. The FASB wants this requirement applied to amounts that are initially transferred to another balance sheet item before being entered as an adjustment to earnings. The Company adopted the ASU on January 1, 2013. The ASU did not affect the Company's consolidated results of operations, financial condition or liquidity.

Note 3—Acquisitions

Our recent acquisition activity is detailed below. The Company's consolidated financial statements include the operating results of these businesses from their respective dates of acquisition. Pro forma results of operations for these acquisitions have not been presented because they are not material to the Company's consolidated results of operations, either individually or in the aggregate.

The Company expenses all acquisition-related costs plus any anticipated restructuring costs for which it is not obligated at the acquisition date, rather than including such costs as a component of the purchase consideration. During 2013, 2012 and 2011, the Company expensed $455,000, $84,000 and $164,000, respectively, of acquisition-related costs.

Collaborative Partners, Inc.

On December 23, 2013, Hill acquired all of the outstanding common stock of Collaborative Partners, Inc. ("CPI"), a firm that provides project management, strategic planning and regulatory services for healthcare, life sciences, educational, commercial and residential construction projects throughout New England. CPI, which has 20 professionals, has offices in Boston, Massachusetts and Providence, Rhode Island. The acquisition expands the Company's project management business in the New England region of the United States. At closing, the sellers received $2,450,000 in the form of 678,670 shares of the Company's common stock priced at $3.61 per share. On March 7, 2014, the

HILL INTERNATIONAL, INC. AND SUBSIDIARIES

NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Continued)

Note 3—Acquisitions (Continued)

sellers received 171,308 shares of common stock with a value of $618,000 representing CPI's common equity in excess of $600,000. On December 23, 2014, the sellers will receive, subject to potential offset, an additional $350,000 in shares of common stock; the number of shares will be determined based on the average closing price of the common stock for the ten trading days ending on December 18, 2014. The Agreement also provides that (1) should the price of the Company's common stock not increase by 50% to $5.42 on December 23, 2014, the Company will issue additional shares to the sellers representing the difference between $5.42 and the price on December 23, 2014, and (2) the sellers are entitled to receive additional shares of the Company's common stock for (i) 50% of the operating profit of CPI in excess of $1,000,000 for the first 12-month period after closing, but in no event more than $500,000, and (ii) 5% of the net revenue backlog in excess of $10,000,000 on the date 60 days after closing. The Company has estimated and accrued $2,697,000 for the potential additional consideration which is included in other current liabilities in the consolidated balance sheet at December 31, 2013. The portion of the liability attributable to the change in the common stock price will be remeasured at each reporting date and any change in the liability will be reflected in the consolidated statement of operations. The Company acquired intangible assets and goodwill amounting to $1,516,000 and $3,049,000, respectively. The acquired intangible assets have a weighted average life of 5.3 years. The acquired intangible assets consist of a client relationship intangible of $509,000 with a ten-year life and a contract intangible of $1,007,000 with a three-year life. Goodwill, which is not deductible for income tax purposes, has been allocated to the Project Management operating segment.

Binnington Copeland & Associates (Pty.) Ltd.

On May 30, 2013, Hill International N.V., the Company's wholly-owned subsidiary, acquired all of the outstanding common stock of Binnington Copeland & Associates (Pty.) Ltd. and BCA Training (Pty.) Ltd. (together "BCA"). BCA, with 34 professionals, has offices in Johannesburg and Cape Town, South Africa. The acquisition provides the Company's claims business access to Africa's large infrastructure and mining projects and allows for expansion into the rest of sub-Saharan Africa. Consideration consisted of $2,000,000 plus a potential earn-out, both payable in shares of the Company's common stock. The purchase price is payable as follows: $1,072,400 (the "Closing Date Payment") on the closing date, $927,600 (the "Second Tranche Payment") on July 31, 2013 and an earn-out (the "Third Tranche Payment") to be determined in the third quarter of 2014. The Company issued 379,655 shares of its common stock in satisfaction of the Closing Date Payment; the number of shares was determined by dividing the Closing Date Payment by the average closing price of our common stock for the thirty trading days ending on May 17, 2013. On July 31, 2013, the Company issued 331,444 shares of its common stock in satisfaction of the Second Tranche Payment. The number of shares was determined by dividing the Second Tranche Payment by the average closing price of our common stock for the thirty trading days ending on July 19, 2013. The shares issuable in satisfaction of the Third Tranche Payment will be determined by dividing the Third Tranche Payment by the average closing price of our common stock for the thirty trading days ending on July 21, 2014. The actual amount of the Third Tranche Payment will be determined by comparing the average net profit before taxes for the two-year periods ending July 31, 2014 to the net profit before taxes for the year ended July 31, 2012, and multiplying the excess, if any, by 2.205. The Third Tranche Payment is estimated to be approximately $902,000. The Company reflected the liability for the Third Tranche Payment in other current liabilities in the consolidated balance sheet at December 31, 2013. The Company acquired intangible assets and goodwill amounting to 13,143,000 South African Rand (ZAR) (approximately $1,312,000 on the acquisition date) and ZAR 12,873,000 ($1,285,000), respectively. The acquired

HILL INTERNATIONAL, INC. AND SUBSIDIARIES

NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Continued)

Note 3—Acquisitions (Continued)

intangible assets have a weighted average life of 8.2 years. The acquired intangible assets consist of a client relationship intangible of ZAR 10,546,000 ($1,053,000) with a ten-year life, a contract intangible of ZAR 1,863,000 ($186,000) with an 8-month life and a trade name intangible of ZAR 734,000 ($73,000) with a two-year life. Goodwill, which is not deductible for income tax purposes, has been allocated to the Construction Claims operating segment.

Engineering S.A.

On February 28, 2011, the Company's subsidiary, Hill Spain, indirectly acquired 60% of the outstanding common stock of Engineering S.A., one of the largest project management firms in Brazil with approximately 400 professionals. It has main offices in Rio de Janeiro and Sao Paulo and an additional office in Parauapebas. Engineering S.A. provides project management, construction management and engineering consulting services throughout Brazil. Total consideration will not exceed 42,000,000 Brazilian Reais ("BR") (approximately $25,336,000 at the date of acquisition) consisting of an initial cash payment of BR22,200,000 (approximately $13,392,000) plus minimum additional payments of BR7,400,000 (approximately $4,464,000) due on each of April 30, 2012 and 2013 and a potential additional payment of BR5,000,000 ($3,016,000). The Company acquired intangible assets and goodwill amounting to BR24,540,000 ($14,783,000) and BR46,339,000 ($27,987,000), respectively. The acquired intangible assets have a weighted average life of 7.7 years. The acquired intangible assets consist of a client relationship intangible of BR13,942,000 ($8,399,000) with a ten-year life, a contract intangible of BR8,385,000 ($5,051,000) with a two-year life and a trade name intangible of BR2,213,000 ($1,333,000) with a fifteen-year life. Goodwill, which is deductible for income tax purposes, has been allocated to the Project Management operating segment. Also, ESA's shareholders entered into an agreement whereby the minority shareholders have a right to compel ("ESA Put Option") Hill Spain to purchase any or all of their shares during the period from February 28, 2014 to February 28, 2021. Hill Spain also has the right to compel ("ESA Call Option") the minority shareholders to sell any or all of their shares during the same time period. The purchase price for such shares shall be seven times the earnings before interest and taxes for ESA's most recently ended fiscal year, net of any financial debt plus excess cash multiplied by a percentage which the shares to be purchased bear to the total number of shares outstanding at the time of purchase, but in the event the ESA Call Option is exercised by Hill Spain, the purchase price shall be increased by five percent. The ESA Put Option and the ESA Call Option must be made within three months after the audited financial statements of ESA have been completed.

The Company estimated the fair value of the potential additional payments to total approximately BR17,200,000 (approximately $10,376,000) and has discounted these amounts using an interest rate of 4.72%, the weighted average interest rate on the outstanding borrowings under the Company's Credit Agreement at the acquisition date. The Company paid the first installment amounting to 6,624,000 BRL (approximately $3,508,000 on April 30, 2012 and paid the second installment amounting to 11,372,000 BRL (approximately $5,095,000) on July 23, 2013.

Gerens Management Group, S.A.

On February 15, 2008, the Company's subsidiary, Hill International N.V. (formerly Hill International S.A.), acquired 60% of the outstanding capital stock of Gerens Management Group, S.A., whose name was subsequently changed to Hill International (Spain), S.A. ("Hill Spain"). In connection with the acquisition, Hill Spain's shareholders entered into an agreement whereby the minority

HILL INTERNATIONAL, INC. AND SUBSIDIARIES

NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Continued)

Note 3—Acquisitions (Continued)

shareholders have a right to compel ("Gerens Put Option") Hill International N.V. to purchase any or all of their shares during the period from March 31, 2010 to March 31, 2020. Hill International N.V. also has the right to compel the minority shareholders to sell any or all of their shares during the period from March 31, 2011 to March 31, 2021. The purchase price for such shares shall be the greater of (a) €18,000,000 ($23,808,000 as of December 31, 2012) increased by the General Price Index (capped at 3.5% per annum) or (b) ten times Hill Spain's earnings before interest and income taxes for the prior fiscal year, multiplied by a percentage which the shares to be purchased bear to the total number of shares outstanding at the time of purchase. Such amount may be adjusted for increases in equity subsequent to the acquisition date, and can be paid in cash or shares of our common stock at the option of the sellers.

During late 2011 through late 2012, ten minority shareholders, who owned approximately 23.9% of the outstanding common stock of Hill Spain, exercised their Gerens Put Options. The Company accrued the liability of approximately €7,166,000 (approximately $9,477,000) which is included in other current liabilities in the consolidated balance sheet at December 31, 2012. The balance includes interest of approximately €115,000 (approximately $152,000) which has been charged to interest expense in the consolidated statement of operations for the year ended December 31, 2012. The aggregate consideration plus interest was paid on January 3, 2013. In connection with the transactions, the Company reduced noncontrolling interests by €2,717,000 (approximately $3,594,000), increased goodwill by €1,300,000 (approximately $1,720,000) and increased intangible assets by €4,334,000 (approximately $5,580,000) during 2012.

During 2013, the remaining minority shareholders, who owned approximately 6.8% of the outstanding common stock of Hill Spain, exercised their Gerens Put Options. The Company now owns 100% of Hill Spain. The aggregate consideration plus interest was paid on December 4, 2013 in the amount of €2,031,000 (approximately $2,793,000). The balance includes interest of approximately €42,000 (approximately $56,000). In connection with the transactions, the Company reduced noncontrolling interests by €828,000 (approximately $1,094,000), increased goodwill by €348,000 (approximately $460,000) and increased intangible assets by approximately €1,161,000 (approximately $1,534,000).

Note 4—Accounts Receivable

The components of accounts receivable are as follows:

	December 31,	
	2013	2012
	(in thousands)	
Billed	$ 206,469	$ 181,075
Retainage, current portion	10,215	5,022
Unbilled	24,857	35,347
	241,541	221,444
Allowance for doubtful accounts	(9,530)	(10,268)
Total	$ 232,011	$ 211,176

HILL INTERNATIONAL, INC. AND SUBSIDIARIES

NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Continued)

Note 4—Accounts Receivable (Continued)

Unbilled receivables primarily represent revenue earned on contracts, which the Company is contractually precluded from billing until predetermined future dates.

Included in billed receivables are $2,030,000 and $2,066,000 of the amounts due from various branches of the U.S. federal government and $99,643,000 and $84,773,000 of receivables from foreign governments at December 31, 2013 and December 31, 2012, respectively.

Bad debt expense of $3,928,000, $3,209,000 and $3,178,000 is included in selling, general and administrative expenses in the consolidated statements of operations for the years ended December 31, 2013, 2012 and 2011, respectively.

Through December 31, 2013, accounts receivable related to work performed by Hill prior to March 2011 pursuant to contracts with the Libyan government were reduced by approximately $3,100,000. The reduction consisted of a cash payment by the Libyan Organization for the Development of Administrative Centres ("ODAC") of approximately 3,000,000 Libyan dinars ("LYD") ($2,400,000) that was made directly to Hill and a cash payment of approximately LYD 800,000 ($700,000) that was made by ODAC to Libyan tax authorities on Hill's behalf. The LYD 3,000,000 cash payment made directly to Hill is not freely convertible into other currencies. As a result, this cash remains in Hill's Libyan bank account. At December 31, 2013, the remaining accounts receivable outstanding related to Hill's work in Libya amounted to approximately $57,000,000.

During February 2014, the Company received additional payments of approximately $6,100,000 consisting of approximately 200,000 pounds sterling ($300,000), approximately LYD 2,100,000 ($1,700,000) and $4,100,000 in U.S. dollars.

Since the end of the Libyan civil unrest in October 2011, the Company has sought to recover its receivable from ODAC through ongoing negotiations rather than pursue its legal rights for payment under the contracts. The Company believes that this course of action provides the best likelihood for recovery as it could result in completion of and payment on the existing contracts as well as the potential for the award of new contracts. There is at present no agreement, understanding or timetable for further payments of Hill's accounts receivable from ODAC or a return to work on Hill's existing contracts. However, management believes that these payments, along with letters of credit of approximately $14,000,000 posted in our favor by ODAC, were made in good faith and are a positive indication that ODAC intends to satisfy its obligations to Hill. However, the Company cannot predict with certainty when, or if, the remaining accounts receivable will be paid by the Libyan authorities or when work will resume there. In the event that the Company does not realize any further payments, there could be a significant adverse impact on its consolidated results of operations and consolidated financial position.

HILL INTERNATIONAL, INC. AND SUBSIDIARIES

NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Continued)

Note 5—Property and Equipment

	December 31,	
	2013	2012
	(in thousands)	
Furniture and equipment	$ 11,190	$ 10,495
Leasehold improvements	3,965	3,491
Automobiles	1,576	1,648
Computer equipment and software	22,656	21,791
	39,387	37,425
Less accumulated depreciation and amortization	(28,774)	(26,157)
Property and equipment, net	$ 10,613	$ 11,268

Information with respect to depreciation expense is as follows:

	Years Ended December 31,		
	2013	2012	2011
		(in thousands)	
Total expense	$ 4,166	$ 4,394	$ 5,048
Portion charged to cost of services	$ 1,227	$ 1,350	$ 1,331
Portion charged to selling, general and administrative expense	$ 2,939	$ 3,044	$ 3,717

Note 6—Intangible Assets

The following table summarizes the Company's acquired intangible assets:

	December 31,			
	2013		2012	
	Gross Carrying Amount	Accumulated Amortization	Gross Carrying Amount	Accumulated Amortization
		(in thousands)		
Client relationships	$ 37,501	$ 18,238	$ 36,506	$ 14,175
Acquired contract rights	11,874	8,541	10,449	6,931
Trade names	3,266	898	3,042	643
Total	$ 52,641	$ 27,677	$ 49,997	$ 21,749
Intangible assets, net	$ 24,964		$ 28,248	

Amortization expense related to intangible assets was as follows:

Years Ended December 31,		
2013	2012	2011
	(in thousands)	
$ 6,590	$ 8,036	$ 10,592

HILL INTERNATIONAL, INC. AND SUBSIDIARIES

NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Continued)

Note 6—Intangible Assets (Continued)

The following table presents the estimated amortization expense based on our present intangible assets for the next five years:

Years Ending December 31,	Estimated Amortization Expense
	(in thousands)
2014	$ 6,134
2015	5,588
2016	4,122
2017	3,078
2018	2,021

Note 7—Goodwill

The addition to goodwill in 2012 is due to the impact of deferred income taxes on the intangibles assets acquired in the purchase of an additional equity interest in Hill Spain.

The addition to goodwill in 2013 is due to the acquisitions of BCA ($1,285,000) and CPI ($3,049,000) and the impact of deferred income taxes on the intangible assets acquired in the purchase of an additional equity interest in Hill Spain ($460,000).

The following table summarizes the changes in the Company's carrying value of goodwill during 2013 and 2012:

	Project Management	Construction Claims	Total
		(in thousands)	
Balance, December 31, 2011	$ 56,896	$ 26,045	$ 82,941
Additions	1,720	—	1,720
Translation adjustments	(1,385)	731	(654)
Balance, December 31, 2012	**57,231**	**26,776**	**84,007**
Additions	**3,509**	**1,285**	**4,794**
Translation adjustments	**(2,292)**	**(656)**	**(2,948)**
Balance, December 31, 2013	**$ 58,448**	**$ 27,405**	**$ 85,853**

Note 8—Accounts Payable and Accrued Expenses

Below are the components of accounts payable and accrued expenses:

	December 31,	
	2013	2012
	(in thousands)	
Accounts payable	$ 25,349	$ 24,486
Accrued payroll and related expenses	35,732	33,750
Accrued subcontractor fees	6,212	8,253
Accrued agency fees	17,623	16,239
Accrued legal and professional fees	1,239	3,303
Other accrued expenses	6,115	4,275
	$ 92,270	$ 90,306

HILL INTERNATIONAL, INC. AND SUBSIDIARIES

NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Continued)

Note 9—Notes Payable and Long-Term Debt

Outstanding debt obligations are as follows:

	December 31,	
	2013	2012
	(in thousands)	
Term Loan (for more information, see below.)	$ 84,474	$ 76,520
Revolving credit loan payable under Credit Agreement. The weighted average interest rate of all borrowings was 5.32% and 7.78% at December 31, 2013 and 2012, respectively. (For more information, see below.)	39,000	22,300
Borrowings under revolving credit facilities with a consortium of banks in Spain. (For more information, see below.)	7,670	5,021
Payment due for the Engineering S.A. acquisition	—	5,327
Borrowings under unsecured credit facility with Caja Badajoz (For more information, see below.)	2,047	—
Other notes payable	68	267
	133,259	109,435
Less current maturities	18,974	21,769
Notes payable and long-term debt, net of current maturities	$ 114,285	$ 87,666

Revolving Credit Agreement

The Company entered into a Credit Agreement, dated June 30, 2009, (the "Credit Agreement"), with Bank of America, N.A., Capital One, N.A., The PrivateBank and Trust Company, PNC Bank N.A. (the "Lenders"), and Bank of America, N.A., as Administrative Agent (the "Agent").

During 2011 and through the first quarter of 2012, the Company was in violation of certain financial covenants and subsequently entered into a series of waivers, forbearance agreements and amendments to the Credit Agreement. During the first quarter of 2012, the Company entered into a second amendment to the Credit Agreement (the "Second Amendment"), dated March 6, 2012 with the Agent and Lenders. The Company incurred fees related to the Second Amendment amounting to approximately $2,075,000 which were charged to interest expense and related financing fees, net.

During the second quarter of 2012, the Company was in violation, under the Second Amendment, of certain financial covenants and the covenant regarding restricted payments due to the payment of dividends by certain of the Company's subsidiaries to their noncontrolling interest parties.

On October 18, 2012, the Company entered into a Third Amendment to Credit Agreement (the "Third Amendment"), pursuant to which the Agent and the Lenders agreed to waive the defaults noted above and the parties thereto, agreed, among other things, as follows:

- Maximum amounts outstanding under the Credit Agreement, including amounts under the letter of credit sub-facility, are reduced from $100,000,000 to $65,000,000;
- The letter of credit sub-facility is increased from $35,000,000 to $45,000,000;
- The maturity date is extended to March 31, 2015; however, no Letter of Credit may be issued with an expiration date after March 31, 2016 without approval by all Lenders;

HILL INTERNATIONAL, INC. AND SUBSIDIARIES

NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Continued)

Note 9—Notes Payable and Long-Term Debt (Continued)

- The interest rates for loans, fees for Letters of Credit and unused facility fees are as follows:
  - Eurodollar Rate loans (for interest periods of one, two, three or six months, as selected by the Company) will bear interest at a rate per annum equal to the British Bankers Association LIBOR Rate, plus an applicable rate between 2.50% and 7.00% depending on the Company's consolidated leverage ratio at the time of the borrowing;
  - Base Rate loans will bear interest at fluctuating rates per annum equal to sum of (a) the highest of (i) the Federal Funds Rate plus a rate of 0.50%, (ii) the rate of interest in effect for such day as publicly announced from time to time by Bank of America, N.A. as its "prime rate" and (iii) the Eurodollar Rate plus 1.00%, plus (b) an Applicable Rate between 1.10% and 5.50% depending on the Company's consolidated leverage ratio at the time of the borrowing;
  - Letter of Credit fees will accrue on each Letter of Credit issued under the Credit Agreement, based on the amount available for draw thereunder, at an Applicable Rate per annum which may vary between 2.50% and 7.00% depending on the Company's consolidated leverage ratio at the time of issuance; and
  - Unused facility commitment fees will accrue at a rate per annum which may vary between 0.25% and 0.50% depending on the Company's consolidated leverage ratio from time to time;
  - From the date of the Third Amendment, the Applicable Rate for Eurodollar Rate loans, Base Rate loans and Letters of Credit will be increased by 1.00% per annum—such interest will be added to the principal balance and capitalized on March 31, 2014 and thereafter payable in cash or waived in the event that prior to March 31, 2014 the Company has paid in full all obligations under the Credit Agreement (other than certain contingent obligations) and all commitments have been terminated under the Credit Agreement;
  - From and after April 1, 2014, the Applicable Rate for Eurodollar Rate loans, Base Rate loans and Letters of Credit will be increased by 2.00% per annum; and
  - During any fiscal quarter, if the total amount outstanding of certain cash investments made by the Company or any domestic subsidiaries to any foreign subsidiaries as of the last day of the prior fiscal quarter (net of repayments of such investments) exceeds (i) $6,000,000, the Applicable Rate for Eurodollar Rate loans, Base Rate loans and Letters of Credit will be increased by 1.00% per annum, and (ii) $12,000,000, the applicable rate for Eurodollar Rate loans, Base Rate loans and Letters of Credit will be increased by an additional 1.00% per annum.

The Company is required to comply with a consolidated leverage ratio, a consolidated fixed charge ratio and a senior leverage ratio.

- Consolidated leverage ratio is the ratio of consolidated funded indebtedness to consolidated EBITDA for the most recently completed measurement period.
- Consolidated fixed charge coverage ratio is the ratio of (a) consolidated EBITDA, plus rental expense less the sum of (A) the aggregate amount of federal, state, local and foreign income taxes paid in cash (other than taxes paid as a result of the receipt of the Libya Receivable) and

HILL INTERNATIONAL, INC. AND SUBSIDIARIES

NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Continued)

Note 9—Notes Payable and Long-Term Debt (Continued)

(B) the aggregate amount of all dividends and distributions paid in cash by the Company to its shareholders to (b) the sum of consolidated interest charges, rental expense, payments on long-term debt and the principal component of capital leases during the most recently completed measurement period and (iv) any earn-out payments required to be paid in cash for the most recently completed measurement period.

- Senior leverage ratio is the ratio of (i) consolidated funded indebtedness minus certain subordinated indebtedness and the par amount of the term loan to (ii) consolidated EBITDA.

Consolidated funded indebtedness is the sum of the outstanding principal amount of all obligations for borrowed money, the par value of the term loan, all direct obligations arising under letters of credit under the Credit Agreement, all obligations evidenced by bonds, debentures, notes, loan agreements, capital leases and guarantees of indebtedness of persons other than the Company or its subsidiaries.

Consolidated EBITDA is an amount equal to consolidated net income for the most recently completed four fiscal quarters plus (a) the following to the extent deducted in calculating such consolidated net income: consolidated interest charges, the provision for federal, state, local and foreign income taxes payable, depreciation and amortization expense, non-cash charges and (v) any deductions attributable to minority interests of third parties in non-wholly owned subsidiaries, except to the extent of cash dividends declared or paid to such minority interests minus (b) the following to the extent included in calculating such consolidated net income: federal, state, local and foreign income tax credits, all gains from investments recorded using the equity method, except to the extent of cash dividends or distributions received by the Company in respect of such investments and all non-cash items increasing consolidated net income for the most recently completed measurement period.

The following tables set forth the requirements for the consolidated leverage ratio, consolidated fixed charge ratio and the senior leverage ratio.

Consolidated Leverage Ratio		Consolidated Fixed Charge Ratio		Senior Leverage Ratio	
Period ending	Not to exceed	Period ending	Not less than	Period ending	Not to exceed
	6.00 to 1.00		1.05 to 1.00		2.25 to 1.00
December 31, 2013		December 31, 2013		December 31, 2013	
Each quarter in 2014	5.75 to 1.00	March 31, 2014	1.15 to 1.00	Subsequent quarters	2.25 to 1.00
Each quarter in 2015	5.50 to 1.00	June 30, 2014	1.25 to 1.00		
		Subsequent quarters	1.35 to 1.00		

The following table presents the Company's actual ratios at December 31, 2013:

Consolidated Leverage Ratio	Consolidated Fixed Charge Ratio	Senior Leverage Ratio
4.19 to 1.00	2.03 to 1.00	1.67 to 1.00

The Third Amendment also contains other covenants and certain restrictions relating to limitations on the ability of the Company or its subsidiaries to incur additional indebtedness, on the ability of the Company or its subsidiaries to make investments (including restrictions on the ability of the Company and its domestic subsidiaries to make loans to or investments in the Company's foreign subsidiaries) and acquisitions, on the ability of the Company to accumulate cash, declare or pay cash dividends to its stockholders, and on the ability of the Company's subsidiaries to declare or pay certain cash dividends. At December 31, 2013, the Company was in compliance with all of the loan covenants.

HILL INTERNATIONAL, INC. AND SUBSIDIARIES

NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Continued)

Note 9—Notes Payable and Long-Term Debt (Continued)

In connection with the Third Amendment, the Company agreed to pay: (i) an amendment fee of 1.00% of the Lenders' aggregate commitments as of October 18, 2012, payable in two parts: 0.50%, or $325,000, on October 18, 2012 and 0.50%, or $325,000, on March 31, 2014, however the latter payment will be waived in the event that prior to March 31, 2014 the Company has paid in full all Obligations (as defined in the Credit Agreement) under the Credit Agreement (other than certain contingent obligations) and all commitments have been terminated under the Credit Agreement; (ii) deferred fees of $1,215,000; (iii) an arrangement fee of $100,000; and (iv) accrued default interest of $1,059,000. The Company also paid approximately $1,150,000 to the Agent as reimbursement for its out-of-pocket costs incurred in connection with the Third Amendment. These costs amounting to approximately $4,174,000 in the aggregate were paid at closing and charged to interest expense and related financing fees, net.

On May 23, 2013 the Company entered into a Fourth Amendment to Credit Agreement pursuant to which, among other things, the lenders agreed to : (a) permit the Company to enter into an Agreement with Qatar National Bank for the issuance of letters of credit ("LCs") not to exceed $17,000,000, (b) increase the limit on LCs available to the Company's foreign subsidiaries who are not loan parties from $4,000,000 to $11,800,000 and (c) permit the Company to provide up to $20,000,000 as cash collateral for letters of credit and performance bonds. The Company paid an amendment fee of $150,000 to the Agent and reimbursed the Agent for its out-of-pocket cost amounting to approximately $372,000. These amounts are included in interest expense and related financing fees, net in the consolidated statements of operations for the year ended December 31, 2013.

At December 31, 2013, the Company had $17,207,000 in outstanding letters of credit. Due to conditions of the Credit Facility, as amended, total remaining availability was $8,793,000.

Term Loan Agreement

Simultaneously with its entry into the Third Amendment, the Company entered into a Term Loan Agreement dated as of October 18, 2012, among the Company, Special Value Opportunities Fund, LLC, Special Value Expansion Fund, LLC, Tennenbaum Opportunities Partners V, LP, Tennenbaum Opportunities Fund VI, LLC (the "Term Loan Lenders"), and Obsidian Agency Services, Inc. (the "Term Loan Agent"). The Term Loan Lenders made term loans (collectively, the "Term Loan") to the Company in the aggregate amount of $100,000,000 from which the Company received net proceeds of approximately $71,500,000 on October 18, 2012 (the "Closing Date"). The Term Loan was amended on May 23, 2013 (the "First Amendment"). The First Amendment contains identical provisions as those in the Fourth Amendment to the Credit Agreement. The proceeds of the Term Loan were used for the partial repayment of amounts outstanding under the Credit Agreement, and the payment of fees and expenses incurred in connection with the Term Loan Agreement and the Third Amendment. Obligations (as defined in the Term Loan Agreement) under the Term Loan Agreement are collateralized by a second lien (subject to the first/prior lien of the Agent under the Credit Agreement and to other Permitted Liens (as defined in the Term Loan Agreement)) on substantially all of the Company's assets, including, without limitation, accounts receivable, equipment, securities, financial assets and the proceeds of the foregoing, as well as by a pledge of 65% of the outstanding capital stock of our wholly-owned subsidiary, Hill International N.V. and of certain of our other foreign subsidiaries. The maturity date of the Term Loan is October 18, 2016.

HILL INTERNATIONAL, INC. AND SUBSIDIARIES

NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Continued)

Note 9—Notes Payable and Long-Term Debt (Continued)

Among other things, the Term Loan Agreement:

- Limits the indebtedness which the Company and its subsidiaries may incur (including certain intercompany indebtedness, such as indebtedness from foreign subsidiaries to the Company);
- Limits the investments, acquisitions and dividends which the Company and its subsidiaries may make (including investments by the Company in its foreign subsidiaries);
- Limits the amount of cash the Company and its subsidiaries may accumulate;
- Requires the Company to take certain actions, including providing monthly reporting to the Term Loan Lenders; and
- Contains representations, warranties, affirmative and negative covenants and events of default which are substantially similar to those contained in the Credit Agreement (except in respect of financial covenants which are less restrictive than those under the Credit Agreement) and the other Loan Documents (as defined in the Credit Agreement).

At December 31, 2013, the Company was in compliance with all of the Term Loan covenants.

In connection with the Term Loan Agreement, the Company agreed, under certain conditions, to allow certain Term Loan Lenders to appoint two non-voting observers to the Company's board of directors.

The Company will pay interest on amounts outstanding from time to time under the Term Loan at a rate per annum equal to 7.50%; provided, however, such rate may be increased to 9.50% per annum if fixed price contracts (as defined under the Term Loan Agreement) or certain accounts receivable of the Company and its subsidiaries exceed percentages specified in the Term Loan Agreement.

Also, contemporaneous with its entry into the Term Loan Agreement, the Company entered into a Fee Letter. The Fee Letter requires the Company to pay to the Lenders an exit fee (the "Exit Fee"), which fee shall be earned in full on the Closing Date and due and payable on the date the Term Loan is paid in full (the "Exit Date"). "Exit Fee" means the amount, if any, when paid to the Term Loan Lenders on the Exit Date, that will result in the internal annual rate of return (the "IRR") to the Term Loan Lenders (the "IRR") on the Exit Date being equal to, but no greater than, 20%; *provided*, that in no event shall the Exit Fee Amount be less than $0 or greater than $11,790,000. The IRR is to be calculated as the rate of return earned by the Term Loan Lenders on their initial investment in the Term Loan (to be calculated as the principal amount of the Term Loan less the Closing Fee of $25,000,000) through the Exit Date taking into account the payment by the Company to the Term Loan Lenders of all principal, interest and other payments to the Term Loan Lenders pursuant to the Term Loan Agreement.

Additionally, the Company is required to make the following mandatory prepayments/payments and/or commitment reductions in respect of the Company's indebtedness under the Credit Agreement and under the Term Loan Agreement:

- 100% of the net proceeds received by the Company or any of its subsidiaries from certain sales of assets (subject to certain reinvestment rights), certain condemnation awards (subject to certain reinvestment rights) and insurance payments (subject to certain reinvestment rights) and from the issuance or incurrence of certain indebtedness with respect to borrowed monies of the Company ("Specified Proceeds"), and 50% of the net proceeds received by the Company or any

HILL INTERNATIONAL, INC. AND SUBSIDIARIES

NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Continued)

Note 9—Notes Payable and Long-Term Debt (Continued)

of its subsidiaries from the issuance or sale of any equity interests in the Company (subject to certain exceptions), will be applied:

- first, to satisfy the Minimum Liquidity Requirement (that is, unrestricted cash and cash equivalents plus availability under the Credit Agreement aggregating $30,000,000), and
- second, up to 50% of the remaining net proceeds to repay the loans under the Credit Agreement and the remaining net proceeds to prepay the outstanding principal amount of the Term Loan; and

- 100% of the net proceeds received by the Company or any of its subsidiaries from any payment on the Net Libya Receivable (as defined in the Third Amendment) and any payments or distributions from the Company's majority-owned subsidiary HillStone International LLC will be applied:
  - first, to satisfy the Minimum Liquidity Requirement, and
  - second, 50% of the remaining net proceeds to repay the loans under the Credit Agreement and the other 50% to prepay the outstanding principal amount of the Term Loan.
- All Excess Cash Flow (as defined in the Third Amendment) will be applied as follows:
  - if the consolidated leverage ratio as of the last day of the relevant fiscal year is 3.25 to 1.00 or greater,
    - first, to satisfy the Minimum Liquidity Requirement, and
    - second, 50% of the remaining Excess Cash Flow to repay the loans under the Credit Agreement and the other 50% to prepay the principal amount of the Term Loan; and
  - if the consolidated leverage ratio as of the last day of the relevant fiscal year is less than 3.25 to 1.00,
    - first, 50% of such Excess Cash Flow will be retained by the Company for working capital,
    - second, the remaining Excess Cash Flow to satisfy the Minimum Liquidity Requirement, and
    - third, 50% of the remaining Excess Cash Flow to repay the loans under the Credit Agreement and the other 50% to prepay the outstanding principal amount of the Term Loan.
- If an Event of Default (as defined in the Credit Agreement) exists, each prepayment pursuant to the forgoing will not be applied to satisfy the Minimum Liquidity Requirement and will be applied as follows:
  - up to 50% of the remaining net proceeds or Excess Cash Flow, as applicable, first, to repay the loans under the Credit Agreement, and second, to cash collateralize outstanding Letters of Credit (and in the case of Specified Proceeds, but without regard to reinvestment rights otherwise available to the Company and/or its subsidiaries pursuant thereto, together with a concurrent permanent reduction to the commitment under the Credit Agreement equal to the sum of such repayment and cash collateral); and

HILL INTERNATIONAL, INC. AND SUBSIDIARIES

NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Continued)

Note 9—Notes Payable and Long-Term Debt (Continued)

- the remaining net proceeds or Excess Cash Flow, as applicable, to prepay the outstanding principal amount of the Term Loan.

None of the payments received in 2013 from ODAC in connection with the "Net Libya Receivable" referred to above are payable under the Credit Agreement or the Term Loan because the amount was paid in Libyan dinars which is not a readily convertible currency. In addition, there were no sales of assets nor excess cash-flow (as defined in the "Third Amendment") generated in 2013.

In connection with the Term Loan Agreement, the Company incurred approximately $609,000 of costs which were charged to interest expense and related financing costs, net in 2012. In addition, the Company incurred costs of approximately $2,975,000 in connection with establishing the Term Loan. Such costs have been deferred and will be amortized to interest expense over the life of the Term Loan.

Other Debt Arrangements

The Company's subsidiary, Hill Spain, maintains a revolving credit facility with 12 banks (the "Financing Entities") in Spain providing for total borrowings, with interest at 6.50%, of up to €5,640,000 (approximately $7,788,000) at December 31, 2013. As of December 31, 2013 and 2012, total borrowings outstanding were €5,554,000 and €3,796,000 (approximately $7,670,000 and $5,021,000, respectively). The amount being financed ("Credit Contracts") by each Financing Entity is between €156,000 (approximately $215,000) and €689,000 (approximately $952,000). The facility expires on December 17, 2016. The maximum available amount will be reduced to 75.0% at December 31, 2014 and to 50.0% at December 31, 2015. To guarantee Hill Spain's obligations resulting from the Credit Contracts, Hill Spain provided a guarantee in favor of each one of the Financing Entities, which, additionally, and solely in the case of unremedied failure to make payment, and at the request of each of the Financing Entities, shall grant a first ranking pledge over a given percentage of corporate shares of Hill International Brasil Participacoes Ltda. for the principal, interest, fees, expenses or any other amount owed by virtue of the Credit Contracts, coinciding with the percentage of credit of each Financing Entity with respect to the total outstanding borrowings under this facility.

Hill Spain also maintains an unsecured credit facility with the Caja Badajoz bank in for €1,500,000 (approximately $2,071,000) as of December 31, 2013. The interest rate at December 31, 2013 is 5.75%. The rate at December 31, 2012 was the three-month EURIBOR rate of 0.54% plus 3.00% (or 3.54%) but no less than 5.00%. At December 31, 2013, €1,483,000 (approximately $2,047,000) was outstanding. At December 31, 2012 there were no borrowings outstanding. This facility was subsequently reduced to €1,000,000 on January 16, 2014 with an expiration date of December 23, 2014.

The Company also maintains a credit facility with the National Bank of Abu Dhabi which provides for total borrowings of up to AED 11,500,000 (approximately $3,131,000) at December 31, 2013 collateralized by certain overseas receivables. The interest rate is the one-month Emirates InterBank Offer Rate plus 3.00% (or 4.23% and 4.30% at December 31, 2013 and 2012, respectively) but no less than 5.50%. There were no borrowings outstanding at December 31, 2013 or 2012. This facility also allows for up to AED 150,000,000 (approximately $40,839,000 at December 31, 2013) in Letters of Guarantee of which AED 111,795,000 and AED 130,171,000 (approximately $30,437,000 and $35,440,000, respectively) were utilized at December 31, 2013 and 2012, respectively. This facility is renewed on a month-to-month basis.

HILL INTERNATIONAL, INC. AND SUBSIDIARIES

NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Continued)

Note 9—Notes Payable and Long-Term Debt (Continued)

The Company also maintains a revolving credit facility with Egnatia Bank for up to €1,000,000 (approximately $1,381,000 at December 31, 2013), with interest rates of 0.23% and 1.19% plus Egnatia Bank's prime rate of 5.00% (or 5.23% and 6.19% at December 31, 2013 and 2012, respectively), collateralized by certain assets of the Company. There were no borrowings outstanding under this facility at December 31, 2013 or 2012. The facility also allows for letters of guarantee up to €4,500,000 (approximately $6,214,000) at December 31, 2013, of which €2,030,000 (approximately $2,804,000) and €1,388,000 (approximately $1,836,000) had been utilized at December 31, 2013 and 2012, respectively. The facility has an expiration date of April 30, 2014. The Company plans to renew this facility prior to the expiration date.

Engineering S.A maintains three unsecured revolving credit facilities with two banks in Brazil aggregating 2,900,000 Brazilian Reais (BRL) (approximately $1,228,000) at December 31, 2013, with a weighted average monthly interest rate of 3.22% and 3.00% at December 31, 2013 and 2012, respectively. At December 31, 2013 and 2012, there were no borrowings outstanding on any of these facilities which are renewed automatically every three months.

A revolving credit facility with Barclays Bank PLC for up to £550,000 (approximately $907,000) at December 31, 2013, with interest of 2.00% plus the Bank of England rate of 0.50% (or 2.50%) at December 31, 2013, collateralized by cross guarantees of several of the United Kingdom companies. Aggregate of all debt owing to the bank will be, at all times, covered 3 times by the aggregate value of the UK accounts receivable less than 90 days old and excluding any receivables which are due from any associate, subsidiary or overseas client. At December 31, 2013 and 2012, there were no borrowings outstanding. This facility is on demand with no fixed expiration date. It is subject to an annual review on September 12, 2014.

At December 31, 2013, the Company had $6,759,000 of available borrowing capacity under its foreign credit agreements.

In connection with the acquisition of Engineering S.A., the Company incurred indebtedness to the sellers amounting to 17,200,000 Brazilian Reais (approximately $10,376,000 at the date of acquisition) and discounted that amount using an interest rate of 4.72%, the Company's weighted average interest rate at that time. The Company paid the first installment amounting to BR 6,624,000 (approximately $3,508,000) on April 30, 2012 and paid the second installment amounting to 11,372,000 BRL (approximately $5,095,000) on July 23, 2013.

Scheduled maturities of long term debt are as follows (in thousands):

Years Ending December 31,	
2014	$ 18,974(1)
2015	25,993
2016	88,229
2017	63
Total debt	$ 133,259

(1) Current maturities for 2014 include collections anticipated from Libya amounting to $14,933 which must be paid to the lenders under the terms of the Credit Agreement and Term Loan.

HILL INTERNATIONAL, INC. AND SUBSIDIARIES

NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Continued)

Note 10—Supplemental Cash Flow Information

At December 31, 2012, the Company included in other current liabilities €7,166,000 (approximately $9,477,000) related to its acquisition of an additional 23.9% interest in Hill Spain.

The Company issues shares of its common stock to its non-employee directors as partial compensation for services on the Company's Board through the next annual stockholders meeting. Under its 2007 Restricted Stock Grant Plan, the Company issued shares of restricted common stock to certain executives. See Note 12 for further information with respect to these plans.

Other non-cash activity is provided in the following table:

	Years Ended December 31,		
	2013	2012	2011
		(in thousands)	
Interest and related financing fees paid	$ 13,372	$ 16,952	$ 5,953
Income taxes paid	$ 8,601	$ 4,443	$ 4,129
Increase in intangible assets and goodwill in connection with acquisitions of BCA and CPI	$ 7,161	$ —	$ —
Increase in deferred income taxes in connection with the acquisition of noncontrolling interests in Hill Spain	$ 460	$ 1,720	$ 3,499
Common stock issued for acquisitions of BCA and CPI	$ 4,450	$ —	$ —

Note 11—Share-Based Compensation

2009 Non-Employee Director Stock Grant Plan

The 2009 Non-Employee Director Stock Grant Plan covers 400,000 shares of the Company's common stock. Only the Company's Non-Employee Directors are eligible to receive grants under the plan. Information with respect to the plan's activity follows (in thousands):

	Years Ended December 31,		
	2013	2012	2011
Shares issued	52	52	24
Compensation expense	$ 150	$ 150	$ 150

2008 Employee Stock Purchase Plan

The Employee Stock Purchase Plan covers 2,000,000 shares of the Company's common stock. Eligible employees may purchase shares at 85% of the fair market value on the date of purchase. Information with respect to the plan's activity follows (in thousands):

	Years Ended December 31,		
	2013	2012	2011
Shares purchased	51	37	149
Aggregate purchase price	$ 162	$ 105	$ 545
Compensation expense	$ 24	$ 19	$ 96

HILL INTERNATIONAL, INC. AND SUBSIDIARIES

NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Continued)

Note 11—Share-Based Compensation (Continued)

2007 Restricted Stock Grant Plan

The 2007 Restricted Stock Grant Plan covered 340,000 shares of the Company's common stock. Awards aggregating 335,000 shares were approved by the Compensation Committee on February 28, 2007. The shares vested annually over a five-year period commencing on February 28, 2008. Through December 31, 2013, the Company has issued 319,000 shares of its common stock. Under the terms of the plan, no further grants may be made. Information with respect to the plan follows (in thousands):

	Years Ended December 31,		
	2013	2012	2011
Shares issued	—	61	62
Compensation expense	$ —	$ 180	$ 976

2006 Employee Stock Option Plan

The 2006 Employee Stock Option Plan, as amended, covers 8,000,000 shares of the Company's common stock. Under its terms, directors, officers and employees of the Company and its subsidiaries are eligible to receive non-qualified and incentive stock options. Options granted to non-employee directors vest immediately and have a five year contractual term. Options granted to officers and employees vest over five years and have a seven-year contractual term. Generally, each option has an exercise price equal to the closing quoted market price of a share of the Company's common stock on the date of grant. For grants of incentive stock options, if the grantee owns, or is deemed to own, 10% or more of the total voting power of the Company, then the exercise price shall be 110% of the closing quoted market price on the date of grant and the option will have a five-year contractual term. Options that are forfeited or expire are available for future grants. At December 31, 2013, a total of 1,366,844 shares of common stock were reserved for future issuance under the plan.

The Black-Scholes option valuation model is used to estimate the fair value of the options. The following table summarizes the fair value of options granted during 2013, 2012 and 2011 and the assumptions used to estimate the fair value:

	December 31,		
	2013	2012	2011
Average expected life (years)	4.29	3.66	4.05
Forfeiture range	0 - 5.0%	0%	0 - 10.5%
Weighted average forfeiture rate	0.9%	0%	1.7%
Dividends	0%	0%	0%
Volatility range	67.8 - 73.5%	70.8 - 78.4%	44.6 - 67.5%
Weighted average volatility	71.7%	77.5%	52.6%
Range of risk-free interest rates	0.50 - 1.36%	0.36 - 0.86%	0.91 - 2.37%
Weighted average risk-free interest rate	0.77%	0.80%	1.57%
Weighted average fair value at grant date	$1.95	$2.52	$2.58

The expected term of the options is estimated based on the "simplified method" as permitted by SAB No. 110. Expected volatility was calculated using the average historical volatility of similar public companies through June 30, 2011 and of the Company thereafter. The risk-free interest rate is based

HILL INTERNATIONAL, INC. AND SUBSIDIARIES

NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Continued)

Note 11—Share-Based Compensation (Continued)

on U.S. Treasury yields for securities in effect at the time of grants with terms approximating the term of the grants. The assumptions used in the Black-Scholes option valuation model are highly subjective, particularly as to stock price volatility of the underlying stock, which can materially affect the resulting valuation.

A summary of the Company's stock option activity and related information for the years ended December 31, 2013, 2012 and 2011 is as follows:

(in thousands, except exercise price and remaining life data)	Options	Weighted Average Exercise Price	Weighted Average Remaining Contractual Life	Aggregate Intrinsic Value
Outstanding, December 31, 2010	2,708	4.50		
Granted	1,264	6.96		
Exercised	(16)	2.45		
Expired	(76)	6.00		
Forfeited	(59)	4.51		
Outstanding, December 31, 2011	3,821	5.29		
Granted	994	5.17		
Exercised	(10)	2.45		
Expired	(117)	7.48		
Forfeited	(44)	4.94		
Outstanding, December 31, 2012	**4,644**	**$ 5.22**		
Granted	**2,076**	**3.80**		
Exercised	**(8)**	**2.45**		
Expired	**(101)**	**12.42**		
Forfeited	**(37)**	**4.02**		
Outstanding, December 31, 2013	**6,574**	**4.67**	**3.03**	**$ —**
Exercisable, December 31, 2013	**3,033**	**$ 5.31**	**1.87**	**$ —**

HILL INTERNATIONAL, INC. AND SUBSIDIARIES

NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Continued)

Note 11—Share-Based Compensation (Continued)

Aggregate intrinsic value represents the difference between the exercise prices and the closing stock price on December 31, 2013. At December 31, 2013, the weighted average exercise price of the outstanding options was $4.67 and the closing stock price was $3.95.

For various price ranges, weighted average characteristics of outstanding stock options at December 31, 2013 are as follows:

	Options Outstanding			Options Exercisable	
Exercise Prices	Number Outstanding at December 31, 2013	Weighted Average Remaining Contractual Life	Weighted Average Exercise Price	Number Exercisable at December 31, 2013	Weighted Average Exercise Price
$2.45	726,000	2.19	$ 2.45	577,000	$ 2.45
2.70	200,000	0.18	2.70	200,000	2.70
2.85	113,635	3.45	2.85	113,635	2.85
2.89	116,280	4.43	2.89	116,280	2.89
3.12	10,000	6.60	3.12	—	—
3.67	925,000	6.06	3.67	—	—
3.89	5,000	4.39	3.89	2,000	3.89
4.04	1,000,000	4.06	4.04	—	—
4.12	104,895	0.44	4.12	104,895	4.12
4.19	25,000	2.13	4.19	20,000	4.19
4.25	106,085	2.42	4.25	106,085	4.25
4.37	10,000	2.34	4.37	8,000	4.37
4.92	5,000	2.59	4.92	4,000	4.92
5.29	10,000	4.25	5.29	4,000	5.29
5.31	20,000	3.07	5.31	12,000	5.31
5.47	880,200	3.18	5.47	220,050	5.47
5.73	10,000	4.84	5.73	4,000	5.73
5.83	265,000	3.25	4.84	159,000	5.83
6.31	266,725	3.96	6.31	143,725	6.31
6.32	10,000	1.84	6.32	10,000	6.32
6.41	320,000	1.24	6.41	240,000	6.41
6.50	5,000	4.13	6.50	2,000	6.50
7.32	907,336	2.07	7.32	453,668	7.32
7.43	40,000	0.71	7.43	40,000	7.43
7.57	9,000	0.35	7.57	9,000	7.57
7.67	424,000	0.16	7.67	424,000	7.67
11.10	20,000	1.08	11.10	20,000	11.10
12.82	30,000	1.12	12.82	30,000	12.82
16.79	10,000	1.59	16.79	10,000	16.79
	6,574,156	3.03	$ 4.67	3,033,338	$ 5.31

HILL INTERNATIONAL, INC. AND SUBSIDIARIES

NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Continued)

Note 11—Share-Based Compensation (Continued)

In the years ended December 31, 2013, 2012 and 2011, the Company recorded share-based compensation related to stock options of approximately $2,787,000, $2,107,000 and $1,845,000, respectively, which is included in selling, general and administrative expenses.

The following table summarizes the Company's non-vested stock option activity and related information for the years ended December 31, 2013, 2012 and 2011:

(in thousands, except weighted average grant date fair value)	Options	Average Grant Date Fair Value Per Share
Non-vested options at December 31, 2010	1,786	1.87
Granted	1,264	2.58
Vested	(577)	2.08
Forfeited	(59)	1.94
Non-vested options at December 31, 2011	2,414	2.23
Granted	994	2.52
Vested	(881)	2.12
Forfeited	(44)	2.15
Non-vested options at December 31, 2012	**2,483**	**2.39**
Granted	**2,076**	**1.95**
Vested	**(981)**	**2.14**
Forfeited	**(37)**	**2.17**
Non-vested options at December 31, 2013	**3,541**	**$ 2.20**

At December 31, 2013, total unrecognized compensation cost related to non-vested options was $5,432,000 and will be recognized over the remaining weighted-average service period of 1.86 years.

Note 12—Stockholders' Equity

Stock Repurchase Program

Under its stock repurchase program, the Company is authorized to purchase shares of its common stock up to a total purchase price of $60,000,000. To date, the Company has purchased 5,834,369 shares of its common stock for an aggregate purchase price of $24,438,000, or an average of approximately $4.19 per share. Under the terms of its Credit Agreement (see Note 9), the Company may make additional purchases up to an aggregate of $2,000,000 as long as immediately before and after giving effect to the purchase, the Company shall have satisfied the Minimum Liquidity Requirement (see Note 9) and no event of default shall have occurred and be continuing at the time.

Other

We have an effective registration statement on Form S-3 on file with the U.S. Securities and Exchange Commission (the "SEC") which registered 20,000,000 shares of our common stock for issuance and sale by us at various times in the future. The proceeds, if any, will be used for working capital and general corporate purposes, subject to the restrictions of our amended Credit Agreement.

HILL INTERNATIONAL, INC. AND SUBSIDIARIES

NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Continued)

Note 12—Stockholders' Equity (Continued)

In addition, we have an effective registration statement on Form S-4 on file with the SEC which registered 8,000,000 shares of our common stock for use in future acquisitions. During 2013, we issued 1,389,769 shares in connection with our acquisitions of BCA and CPI. We expect to issue additional shares of our common stock in connection with certain additional consideration and contingent consideration for those two companies.

Note 13—Income Taxes

The effective tax rates for the years ended December 31, 2013, 2012 and 2011 were 63.0%, (104.2%) and 55.6%, respectively. The difference in the Company's 2013 effective tax rate over 2012 was primarily the result of not recording an income tax benefit related to the 2013 U.S. net operating loss which management believes the Company will not be able to utilize. In addition, the Company recognized higher income tax expense related to withholding taxes on foreign operations. These items were partially offset by the $2,473,000 reversal for uncertain tax positions based on management's assessment that those items were effectively settled with a foreign jurisdiction.

The components of earnings (loss) before income taxes by United States and foreign jurisdictions were as follows:

	Years Ended December 31,		
	2013	2012	2011
		(in thousands)	
United States	$ (26,460)	$ (19,172)	$ (24,438)
Foreign jurisdictions	36,054	6,269	13,317
	$ 9,594	$ (12,903)	$ (11,121)

Income tax (benefit) expense consists of the following:

	Current	Deferred	Total
		(in thousands)	
Year ended December 31, 2013:			
U.S. federal	$ —	$ —	$ —
State and local	—	—	—
Foreign jurisdictions	7,245	(1,202)	6,043
	$ 7,245	$ (1,202)	$ 6,043
Year ended December 31, 2012:			
U.S. federal	$ 285	$ 10,586	$ 10,871
State and local	(12)	(1,684)	(1,696)
Foreign jurisdictions	7,913	(3,646)	4,267
	$ 8,186	$ 5,256	$ 13,442
Year ended December 31, 2011:			
U.S. federal	$ 171	$ (6,084)	$ (5,913)
State and local	289	(1,560)	(1,271)
Foreign jurisdictions	5,157	(4,159)	998
	$ 5,617	$ (11,803)	$ (6,186)

HILL INTERNATIONAL, INC. AND SUBSIDIARIES

NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Continued)

Note 13—Income Taxes (Continued)

The differences between income taxes based on the statutory U.S. federal income tax rate and the Company's effective income tax rate are provided in the following reconciliation.

	Years Ended December 31,		
	2013	2012	2011
		(in thousands)	
Statutory federal income tax	$ 3,262	$ (4,387)	$ (3,781)
Foreign tax benefit for earnings taxed at lower rates	(3,907)	1,837	(4,236)
Reversal of foreign net operating loss carry forward	—	—	5,544
Change in the valuation allowance	10,783	18,258	(3,894)
Net liability (reductions) additions for uncertain tax positions	(2,314)	(350)	(906)
Settlement of tax audits	—	—	437
Excess compensation	204	170	170
State and local income taxes, net of federal income tax benefit	(1,476)	(1,065)	(790)
Stock options	230	(356)	570
Minority interest	—	—	353
Deferred tax adjustment	—	(497)	27
Reversal of interest allocations to foreign entities	(1,014)	—	—
Other	275	(168)	320
Total	$ 6,043	$ 13,442	$ (6,186)

HILL INTERNATIONAL, INC. AND SUBSIDIARIES

NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Continued)

Note 13—Income Taxes (Continued)

The tax effect of temporary differences that give rise to deferred tax assets and deferred tax liabilities are as follows:

	December 31,	
	2013	2012
	(in thousands)	
Deferred tax assets:		
Net operating loss carry forward—U.S. operations	$ 25,185	$ 15,340
Amortization of intangibles	6,657	7,626
Net operating loss carry forward—foreign operations	6,389	5,590
Compensated absences	2,574	2,358
Share based compensation	2,087	1,984
Labor contingencies	71	1,438
Allowance for uncollectible accounts	933	1,360
Bonus accrual	1,373	998
Deferred income	19	714
Foreign tax credit	956	668
Marketable securities	244	422
Other	356	536
Total gross deferred tax assets	46,844	39,034
Valuation allowances	(31,257)	(22,421)
Net deferred tax assets	15,587	16,613
Deferred tax liabilities:		
Intangible assets	(14,013)	(15,468)
Depreciation	(1,512)	(1,471)
Prepaid expenses	(632)	(689)
Change in tax method	(369)	(101)
Foreign income taxes on currency translations	(575)	(47)
Total gross deferred tax liabilities	(17,101)	(17,776)
Net deferred tax liabilities	$ (1,514)	$ (1,163)
Amounts included in the consolidated balance sheets:		
Current deferred tax assets	$ 1,705	$ 2,187
Non-current deferred tax assets	13,882	14,426
Current deferred tax liabilities	(369)	(101)
Non-current deferred tax liabilities	(16,732)	(17,675)
	$ (1,514)	$ (1,163)

In assessing the realizability of deferred tax assets, management considers whether it is more likely than not that some portion or all of the deferred tax assets will not be realized. The ultimate realization of deferred tax assets is dependent upon the generation of future taxable income during the periods in which those temporary differences become deductible. Management considers the scheduled reversal of deferred tax liabilities and projected future taxable income in making this assessment. Management evaluates the need for valuation allowances on the deferred tax assets according to the

HILL INTERNATIONAL, INC. AND SUBSIDIARIES

NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Continued)

Note 13—Income Taxes (Continued)

provisions of ASC 740, *Income Taxes*. They consider both positive and negative evidence. In making this determination, management assesses all of the evidence available at the time including recent earnings, internally-prepared income projections, and historical financial performance.

At December 31, 2012, due to recurring net operating losses in the United States, management determined that it was more likely than not that the Company would not be able to utilize its U.S.-related deferred tax assets. As a consequence, the Company recorded a valuation allowance of $17,707,000 at that time. In 2013, the Company recorded an additional U.S. deferred tax asset of $9,062,000 primarily related to a U.S.-based net operating loss of $24,902,000. Consequently, the Company recorded an additional valuation allowance at December 31, 2013 of $9,062,000. As a result, the U.S. deferred tax assets, net of U.S. based deferred tax liabilities, at December 31, 2013 are fully reserved. The total valuation allowance related to the U.S. deferred tax assets at December 31, 2013 is $26,769,000. Cumulative U.S. federal and state net operating losses at December 31, 2013 are $63,365,000 and $66,472,000, respectively.

At December 31, 2013 and 2012, there were approximately $24,013,000 and $20,337,000, respectively, of gross foreign net operating loss carry forwards. The majority of these net operating loss carry forwards have an unlimited carry forward period. A valuation allowance of $4,489,000 and $4,714,000 was recorded at December 31, 2013 and 2012, respectively, related to the foreign net operating losses in certain jurisdictions. It is anticipated that these losses will not be utilized due to continuing losses in these jurisdictions.

The Company has made no provision for U.S. taxes on $119,416,000 of cumulative earnings of foreign subsidiaries as those earnings are intended to be reinvested for an indefinite period of time. Upon distribution of these earnings in the form of dividends or otherwise, the Company may be subject to U.S. income taxes and foreign withholding taxes. It is not practical, however, to estimate the amount of taxes that may be payable on the eventual repatriation of these earnings.

In 2013, deferred tax assets and additional paid in capital were reduced by $583,000 and in 2012, deferred tax assets and additional paid in capital were increased by $161,000 to record the differential between book expense and tax expense related to the vesting of restricted stock.

The Company will recognize a tax benefit in the financial statements for an uncertain tax position only if management's assessment is that the position is "more likely than not" (i.e., a likelihood greater than 50 percent) to be allowed by the tax jurisdiction based solely on the technical merits of the position. The term "tax position" refers to a position in a previously filed tax return or a position expected to be taken in a future tax return that is reflected in measuring current or deferred income tax assets and liabilities for financial reporting purposes.

HILL INTERNATIONAL, INC. AND SUBSIDIARIES

NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Continued)

Note 13—Income Taxes (Continued)

The following table indicates the changes to the Company's uncertain tax positions for the years ended December 31, 2013 and 2012 including interest and penalties:

	Years Ended December 31,	
	2013	2012
	(in thousands)	
Balance, beginning of year	$ 5,033	$ 5,383
Reductions due to lapse of statute of limitations	—	(378)
Reductions based on tax positions related to prior years	(2,473)	—
Additions based on tax positions related to prior years	373	28
Balance, end of year	$ 2,933	$ 5,033

The Company files income tax returns in the U.S. federal jurisdiction and in various state and foreign jurisdictions. The Company generally is no longer subject to U.S. federal, state or foreign examinations by tax authorities for tax years prior to 2010.

The Company's policy is to record income tax related interest and penalties in income tax expense. At December 31, 2013 and 2012, the Company has accrued $172,000 and $100,000, respectively, related to potential interest and penalties.

The Company's income tax returns are based on calculations and assumptions that are subject to examinations by the Internal Revenue Service and other tax authorities. While the Company believes it has appropriate support for the positions taken on its tax returns, the Company regularly assesses the potential outcomes of these examinations and any future examinations for the current or prior years in determining the adequacy of its provision for income taxes. As part of its assessment of potential adjustments to its tax returns, the Company increases its current tax liability to the extent an adjustment would result in a cash tax payment or decreases its deferred tax assets to the extent an adjustment would not result in a cash tax payment. The Company continually assesses the likelihood and amount of potential adjustments and adjusts the income tax provision, the current tax liability and deferred taxes in the period in which the facts that give rise to a revision become known.

Note 14—Commitments and Contingencies

General Litigation

M.A. Angeliades, Inc. ("Plaintiff") has filed a complaint with the Supreme Court of New York against the Company and the New York City Department of Design and Construction ("DDC") regarding payment of approximately $8,771,000 for work performed as a subcontractor to the Company plus interest and other costs. The Company has accrued approximately $2,340,000, including interest of $448,000, based on invoices received from Plaintiff who has refused to provide invoices for the additional work that Plaintiff claims to have performed. Until such time as the Company obtains invoices for the additional work and is able to provide those invoices to DDC for reimbursement or there is a full resolution of the litigation, it has no intention of paying Plaintiff. The Company believes that its position is defensible, however, there can be no assurance that it will receive a favorable verdict should this case proceed to trial.

HILL INTERNATIONAL, INC. AND SUBSIDIARIES

NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Continued)

Note 14—Commitments and Contingencies (Continued)

From time to time, the Company is a defendant or plaintiff in various legal actions which arise in the normal course of business. As such the Company is required to assess the likelihood of any adverse outcomes to these matters as well as potential ranges of probable losses. A determination of the amount of the provision required for these commitments and contingencies, if any, which would be charged to earnings, is made after careful analysis of each matter. The provision may change in the future due to new developments or changes in circumstances. Changes in the provision could increase or decrease the Company's earnings in the period the changes are made. It is the opinion of management, after consultation with legal counsel, that the ultimate resolution of these matters will not have a material adverse effect on the Company's financial condition, results of operations or cash flows.

Off-Balance Sheet Arrangements

The Company enters into agreements with banks for the banks to issue bonds to clients or potential clients for three separate purposes as follows:

(1) Certain of the Company's subsidiaries (Hill International S.A., Hill International (UK) Ltd. and Hill International (Middle East) Ltd.) have entered into contracts for the performance of construction management services which provide that the Company receive advance payment of some of the management fee from the client prior to commencement of the construction project. However, the clients require a guarantee of service performance in the form of an advance payment bond. These bonds are evidenced by Letters of Guarantee issued by the subsidiaries' banks in favor of the clients. In some cases these clients also require a parent company guarantee.

(2) The Company may also enter into certain contracts which require a performance bond to be issued by a bank in favor of the client for a portion of the value of the contract. These bonds may be exercised by the client in instances where the Company fails to provide the contracted services.

(3) Certain clients may require bonds as part of the bidding process for new work. The bid bonds are provided to demonstrate the financial strength of the companies seeking the work and are usually outstanding for short periods. If the bid is rejected the bond is cancelled and if the bid is accepted the Company may be required to provide a performance bond.

The maximum potential future payment under these arrangements at December 31, 2013 was $71,433,000.

Cash held in restricted accounts as collateral for the issuance of performance and advance payment bonds and letters of credit at December 31, 2013 and 2012 were $18,506,000 and $21,226,000, respectively.

Acquisition-related

On February 28, 2011, the Company's wholly-owned subsidiary Hill Spain acquired an indirect 60% interest in Engineering S.A. ("ESA"), a firm located in Brazil, for cash amounting to 22,200,000 Brazilian Reais ("BR") (approximately $11,757,000). Minimum additional payments were made on April 30, 2012 in the amount of BR 6,624,000 (approximately $3,508,000 on that date) and on July 23, 2013 in the amount of BR 11,372,000 (approximately $5,095,000). Under certain circumstances, the Company may be required to pay BR 5,000,000 (approximately $2,468,000 at December 31, 2012) in

HILL INTERNATIONAL, INC. AND SUBSIDIARIES

NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Continued)

Note 14—Commitments and Contingencies (Continued)

addition to the minimum payments. Also, ESA's shareholders entered into an agreement whereby the minority shareholders have a right to compel ("ESA Put Option") Hill Spain to purchase any or all of their shares during the period from February 28, 2014 to February 28, 2021. Hill Spain also has the right to compel ("ESA Call Option") the minority shareholders to sell any or all of their shares during the same time period. The purchase price for such shares shall be seven times the earnings before interest and taxes for ESA's most recently ended fiscal year, net of any financial debt plus excess cash multiplied by a percentage which the shares to be purchased bear to the total number of shares outstanding at the time of purchase, but in the event the ESA Call Option is exercised by Hill Spain, the purchase price shall be increased by five percent. The ESA Put Option and the ESA Call Option must be made within three months after the audited financial statements of ESA have been completed.

The Company is committed to issue shares of its common stock to the former shareholders of BCA in satisfaction of the Third Tranche Payment, the amount of which will be determined in mid-2014. See Note 3.

The Company is committed to issue shares of its common stock to the former shareholders of CPI for certain contingent consideration. The number of shares will be determined at various times during 2014. See Note 3.

Other

On December 31, 2012, the Company identified a potential employment tax liability related to certain foreign subsidiaries' treatment of certain individuals as independent contractors rather than as employees. On June 24, 2013, the Company received an indemnification from the selling shareholders for periods prior to 2013. Accordingly, the Company has reversed the accrual established in 2012 and has reflected approximately $3,600,000 as a credit to selling, general and administrative expenses in the consolidated statement of operations for the year ended December 31, 2013. In consideration for the indemnification, the Company reversed the 2013 first quarter write - down of the liabilities for the second installment obligation of approximately 1,950,000 BRL (approximately $873,000). In addition, the Company believes, based upon certain professional advice that it is remote that a future liability will be established for the potential employment taxes relating to certain foreign independent contractors and, therefore, has made no accrual for such potential liability.

Note 15—Operating Leases

The Company has numerous operating leases which have various expiration dates through September 28, 2022. Rent expense was approximately $12,408,000, $12,538,000 and $13,329,000 for the years ended December 31, 2013, 2012 and 2011, respectively, which is included in selling, general and administrative expenses in the consolidated statements of earnings. The Company is required to pay property taxes, utilities and other costs related to several of its leased office facilities.

HILL INTERNATIONAL, INC. AND SUBSIDIARIES

NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Continued)

Note 15—Operating Leases (Continued)

At December 31, 2013, approximate future minimum payments under these leases that have remaining non-cancelable lease terms in excess of one year are as follows (in thousands):

Years Ending December 31,	
2014	10,577
2015	7,555
2016	5,458
2017	4,243
2018	3,014
Thereafter	5,721
Total	$ 36,568

Note 16—Benefit Plans

The Company maintains a 401(k) Retirement Savings Plan (the "401(k) Plan") for qualified employees. The terms of the 401(k) Plan define qualified employees as those over 21 years of age. Through April 30, 2012, the Company matched 50% of the employee contributions up to 6% of employee compensation. Effective May 1, 2012, the Company suspended its matching contribution. Effective January 1, 2013, the Company matches 50% of employee contributions up to 2% of employee compensation up to a maximum $2,550. For the years ended December 31, 2013, 2012 and 2011, the Company recognized expense amounting to $734,000, $666,000 and $1,828,000, respectively, which is included in selling, general and administrative expenses in the consolidated statements of earnings.

Note 17—Business Segment Information

The Company's business segments reflect how executive management makes resource decisions and assesses its performance. The Company bases these decisions on the type of services provided (Project Management and Construction Claims) and secondarily by their geography (U.S./Canada, Latin America, Europe, the Middle East, Africa and Asia/Pacific).

The Project Management business segment provides extensive construction and project management services to construction owners worldwide. Such services include program management, project management, construction management, project management oversight, troubled project turnaround, staff augmentation, project labor agreement consulting, commissioning, estimating and cost management, and labor compliance services.

The Construction Claims business segment provides such services as claims consulting, management consulting, litigation support, expert witness testimony, cost/damages assessment, delay/disruption analysis, adjudication, lender advisory, risk management, forensic accounting, fraud investigation and Project Neutral services to clients worldwide.

The Company evaluates the performance of its segments primarily on operating profit before corporate overhead allocations and income taxes.

HILL INTERNATIONAL, INC. AND SUBSIDIARIES

NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Continued)

Note 17—Business Segment Information (Continued)

The following tables reflect the required disclosures for the Company's reportable segments (in thousands):

Consulting Fee Revenue ("CFR")

	2013		2012		2011	
Project Management	$ 392,602	76.7%	$ 312,232	74.8%	$ 290,787	72.8%
Construction Claims	119,483	23.3	105,366	25.2	108,467	27.2
Total	$ 512,085	100.0%	$ 417,598	100.0%	$ 399,254	100.0%

Total Revenue:

	2013		2012		2011	
Project Management	$ 452,517	78.5%	$ 372,281	77.4%	$ 389,715	77.7%
Construction Claims	124,164	21.5	108,500	22.6	111,741	22.3
Total	$ 576,681	100.0%	$ 480,781	100.0%	$ 501,456	100.0%

Operating Profit (Loss):

	2013	2012	2011
Project Management before equity in earnings of affiliates	$ 48,682	$ 23,273	$ 17,673
Equity in earnings of affiliates	—	—	190
Total Project Management	48,682	23,273	17,863
Construction Claims	12,171	8,071	9,488
Corporate	(28,395)	(26,097)	(31,210)
Total	$ 32,458	$ 5,247	$ (3,859)

Depreciation and Amortization Expense:

	2013	2012	2011
Project Management	$ 7,677	$ 9,172	$ 11,935
Construction Claims	2,852	2,998	3,345
Subtotal segments	10,529	12,170	15,280
Corporate	227	260	360
Total	$ 10,756	$ 12,430	$ 15,640

HILL INTERNATIONAL, INC. AND SUBSIDIARIES

NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Continued)

Note 17—Business Segment Information (Continued)

Consulting Fee Revenue by Geographic Region:

	2013		2012		2011	
U.S./Canada	$ 121,291	23.7%	$ 117,593	28.2%	$ 115,378	28.9%
Latin America	49,188	9.6	51,820	12.4	48,188	12.1
Europe	75,398	14.7	84,267	20.2	90,049	22.5
Middle East	219,315	42.8	134,037	32.1	108,720	27.2
Africa	22,744	4.4	13,591	3.3	17,451	4.4
Asia/Pacific	24,149	4.8	16,290	3.8	19,468	4.9
Total	$ 512,085	100.0%	$ 417,598	100.0%	$ 399,254	100.0%
U.S.	$ 117,740	23.0%	$ 114,368	27.4%	$ 112,098	28.1%
Non-U.S.	394,345	77.0	303,230	72.6	287,156	71.9
Total	$ 512,085	100.0%	$ 417,598	100.0%	$ 399,254	100.0%

For the year ended December 31, 2013, consulting fee revenue for the United Arab Emirates amounted to $66,918,000 representing 13.1% of the total and Oman's consulting fee revenue amounted to $51,053,000 representing 10.0% of the total. Except for the United States, no other country accounted for over 10% of consolidated consulting fee revenue.

For the year ended December 31, 2012, consulting fee revenue for the United Arab Emirates amounted to $61,729,000 representing 14.8% of the total and Brazil's consulting fee revenue amounted to $45,663,000 representing 10.9% of the total. Except for the United States, no other country accounted for over 10% of consolidated consulting fee revenue.

For the year ended December 31, 2011, consulting fee revenue for the United Arab Emirates amounted to $66,147,000 representing 16.6% of the total and Brazil's consulting fee revenue amounted to $42,688,000 representing 10.7% of the total. Except for the United States, no other country accounted for over 10% of consolidated consulting fee revenue.

Total Revenue by Geographic Region:

	2013		2012		2011	
U.S./Canada	$ 171,012	29.7%	$ 167,682	34.9%	$ 207,906	41.5%
Latin America	49,546	8.6	52,046	10.8	48,547	9.7
Europe	80,062	13.9	90,624	18.8	95,227	19.0
Middle East	224,716	39.0	138,731	28.9	110,683	22.1
Africa	26,186	4.5	15,303	3.2	19,349	3.8
Asia/Pacific	25,159	4.3	16,395	3.4	19,744	3.9
Total	$ 576,681	100.0%	$ 480,781	100.0%	$ 501,456	100.0%
U.S.	$ 167,314	29.0%	$ 164,347	34.2%	$ 204,629	40.8%
Non-U.S.	409,367	71.0	316,434	65.8	296,827	59.2
Total	$ 576,681	100.0%	$ 480,781	100.0%	$ 501,456	100.0%

HILL INTERNATIONAL, INC. AND SUBSIDIARIES

NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Continued)

Note 17—Business Segment Information (Continued)

For the year ended December 31, 2013, total revenue for the United Arab Emirates amounted to $68,158,000 representing 11.8% of the total. Except for the United States, no other country accounted for over 10% of consolidated total revenue.

For the year ended December 31, 2012, total revenue for the United Arab Emirates amounted to $63,072,000 representing 13.1% of total revenue. Except for the United States, no other country accounted for accounted for over 10% of consolidated total revenue.

For the year ended December 31, 2011, total revenue for the United Arab Emirates amounted to $67,537,000 representing 13.5% of the total. Except for the United States, no other country accounted for accounted for over 10% of consolidated total revenue.

Consulting Fee Revenue By Client Type:

	2013		2012		2011	
U.S. federal government	$ 14,958	2.9%	$ 12,877	3.1%	$ 11,667	2.9%
U.S. state, regional and local governments	69,477	13.6	61,790	14.8	64,734	16.2
Foreign governments	181,066	35.3	96,242	23.0	85,756	21.5
Private sector	246,584	48.2	246,689	59.1	237,097	59.4
Total	$ 512,085	100.0%	$ 417,598	100.0%	$ 399,254	100.0%

Total Revenue By Client Type:

	2013		2012		2011	
U.S. federal government	$ 17,499	3.0%	$ 15,429	3.2%	$ 13,885	2.8%
U.S. state, regional and local governments	100,157	17.4	82,898	17.2	150,818	30.1
Foreign governments	188,981	32.8	102,136	21.2	91,375	18.2
Private sector	270,044	46.8	280,318	58.4	245,378	48.9
Total	$ 576,681	100.0%	$ 480,781	100.0%	$ 501,456	100.0%

HILL INTERNATIONAL, INC. AND SUBSIDIARIES

NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Continued)

Note 17—Business Segment Information (Continued)

Total Assets by Geographic Region:

	December 31,	
	2013	2012
U.S./Canada	$ 104,729	$ 115,621
Latin America	37,506	42,088
Europe	102,871	110,013
Middle East	108,654	81,185
Africa	79,043	66,772
Asia/Pacific	16,299	5,994
Total	$ 449,102	$ 421,673
U.S.	$ 103,017	$ 114,035
Non-U.S.	346,085	307,638
	$ 449,102	$ 421,673

Property, Plant and Equipment, Net by Geographic Location:

	December 31,	
	2013	2012
U.S./Canada	$ 3,837	$ 4,700
Latin America	1,351	1,278
Europe	2,575	2,334
Middle East	2,167	2,344
Africa	182	191
Asia/Pacific	501	421
Total	$ 10,613	$ 11,268
U.S.	$ 3,837	$ 4,697
Non-U.S.	6,776	6,571
Total	$ 10,613	$ 11,268

REPORT OF INDEPENDENT REGISTERED PUBLIC ACCOUNTING FIRM

To the Board of Directors and Stockholders
Hill International, Inc. and Subsidiaries

We have audited the accompanying consolidated balance sheets of Hill International, Inc. and Subsidiaries (the "Company") as of December 31, 2013 and 2012, and the related consolidated statements of operations, comprehensive (loss) earnings, stockholders' equity, and cash flows for each of the years in the three-year period ended December 31, 2013. The financial statements are the responsibility of the Company's management. Our responsibility is to express an opinion on these financial statements based on our audits.

We conducted our audits in accordance with the standards of the Public Company Accounting Oversight Board (United States). Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe that our audits provide a reasonable basis for our opinion.

In our opinion, the financial statements referred to above present fairly, in all material respects, the consolidated financial position of Hill International, Inc. and Subsidiaries as of December 31, 2013 and 2012, and the consolidated results of their operations and their cash flows for each of the years in the three-year period ended December 31, 2013 in conformity with accounting principles generally accepted in the United States of America.

We also have audited, in accordance with the standards of the Public Company Accounting Oversight Board (United States), Hill International, Inc. and Subsidiaries' internal control over financial reporting as of December 31, 2013, based on criteria established in the 1992 *Internal Control—Integrated Framework* issued by the Committee of Sponsoring Organizations of the Treadway Commission ("COSO"), and our report dated March 14, 2014 expressed an unqualified opinion thereon.

As discussed in Note 4 to the consolidated financial statements, the Company has significant accounts receivable from its operations in Libya. Since the end of the civil unrest in this country, the Company continues its collection efforts and is attempting to reestablish it operations. Due to these circumstances, if the Company is unable to collect these outstanding accounts receivable, the Company's financial condition could be significantly impacted.

In connection with our audits of the consolidated financial statements referred to above, we also audited Schedule II—Valuation and Qualifying Accounts for each of the years in the three-year period ended December 31, 2013. In our opinion, this financial schedule, when considered in relation to the consolidated financial statements taken as a whole, presents fairly, in all material respects, the information stated therein.

/s/ EisnerAmper LLP

Iselin, New Jersey
March 14, 2014

Client	Project Name	Description of Work	Final Project Value ($)	Annual Dollar Value	Percentage Complete	Estimated Completion Date	City	State	Contact Person
City of New York Parks & Recreation	New York City Parks Reconstruction	Construction Management	310000000	$30 Million	50%	12/31/2014	New York	New York	Clarke Pile
New York City Department of Design and Construction	NYC DDC On-call CM Services	Construction management and consulting services on a requirements, or task order, basis for projects citywide.	100000000	$3.3 Million	75%	2/27/2015	New York	New York	Clarke Pile
New York City School Construction Authority	New York City School Construction Authority Construction Management Professional Staffing and Consulting Services	Construction Management(CM) Professional Staffing and Consulting Services, joint venture with LiRo Group.	TBD	1.5 Million	95%	12/1/2014	Various	New York	Clarke Pile
SUNY Downstate Medical Center	State University of New York Downstate Medical Center I Expansion	CM for expansion of SUNY Downstate Medical Center	TBD	TBD	95%	10/31/2014	Brooklyn	New York	Clarke Pile
MTA	No. 7 Subway Line Extension	The Hill/LiRo/HDR Joint Venture is responsible for providing construction management services for the extension of the Number 7 Subway Line westward from Times Square under West 41st Street and southward along 11th Avenue to the southerly terminus at West 25th Street. The team will provide management and project control services for the tunneling work and during construction of the facilities and infrastructure transforming the Hudson Yards into vibrant 24-hour neighborhood containing a mix of commercial, residential, retail, and recreational uses.	2400000000	$8 Million	75%	4/1/2016	New York City	New York	Clarke Pile
New York City Department of Design and Construction	City Hall Renovations	Construction management services for the renovation of New York City Hall in Lower Manhattan. Renovations include exterior and roofing improvements; refinishing of the iconic steps; installation of new electrical, fire, audio-video, heating, ventilation, and air conditioning systems; modernization of its elevators; and the complete renovation of all interior spaces.	150000000	$2.5 Million	92%	1/30/2015	New York	New York	Clarke Pile
MTA New York City Transit	MTA Scheduling Contract	Provide Scheduling Services to support NYCT Infrastructure projects.	Fee: 675213.44	$300,000	75%	12/31/2014	New York	New York	Clarke Pile
LargaVista	LargaVista Retail Project	Hill International will serve as the owner's representative for the innovative LargaVista Project, located at Lafayette and Houston Streets in the Cast Iron District of Manhattan's famed SoHo neighborhood. Conveniently located near the entrance of the busy Lafayette Subway Station, the 83,000-square-foot, seven-story building will house a mix of retail, office and other commercial space. The $40-million project has a design that is both functional and forward-thinking. The building is designed to be LEED Gold certified, and incorporates the latest technological advances and a biophilic design that unites nature and the workplace. As the owner's representative, Hill International will oversee and monitor the progress of the project on LargaVista's behalf.	Fee: 139680	0	0%	9/1/2015	New York	New York	Clarke Pile
West Point Association of Graduates	West Point Military Academy Visitors Center	Providing the West Point Association of Graduates (WPAOG) construction program management services for the new Visitors Center. The building will be a building containing a gift shop and a large space for exhibits that will serve to introduce visitors to West Point in an engaging fashion. The new center will be located on the site of the current Visitors Center, and its exterior will employ architectural features and materials that harmonize with those of the West Point Museum, which stands just to the south and east of the site.	17000000	$8.5 Million	0%	6/28/2015	West Point	New York	Clarke Pile
State University Construction Fund	State University Construction Fund	Provide on-call construction management services. - CM Term Agreement	Fee: 127752.78	$350,000	95%	10/3/2014	Various	New York	Clarke Pile
Port Authority of New York and New Jersey	On Call services for Various PANYNJ Facilities	Provide Construction Management and Inspection Staff as required for the performance of various PANYNJ facilities.	Fee: 317510.23	$150,000	95%	8/31/2014	New York	New York	Clarke Pile
The New York Botanical Garden	New York Botanical Garden	Hill is providing project construction administration services for the New York Botanical Garden Capital Projects Division. These multidisciplinary services include detailed cost support, schedule review, project constructability review, site logistics and overall project programming. Hill is also managing the subconsultant coordination and providing cost estimating services for the production of the order of magnitude, funding and construction bid set estimates.	6500000	$6.5 Million	0%	9/1/2015	Bronx	New York	Clarke Pile
Port Authority of New York and New Jersey	PANYNJ Call-In Estimating 2012-2015	Estimating services for various Superstorm Sandy related support services.	Fee: 1804105.3	250,000	90%	12/15/2014	New York	New York	Clarke Pile
New York City Department of Design and Construction	Museum of the City of New York Preservation and Modernization Phase III	Renovation of the north wing of the building including the 1st, 2nd, and 3rd floor galleries, auditorium and other spaces, completing the full renovation of the building.	Fee: 481306.53	$150,000	99%	8/15/2014	New York	New York	Clarke Pile
Bloom Energy	Bloom Energy	Provide CM services for installation of Bloom Energy Boxes the installation of the FuelCell and all associated infrastructure.	Fee:114356	$50,000	35%	3/11/2016	New York	New York	Clarke Pile
West Point Association of Graduates	West Point Military Academy On-Call Construction Administration Services	On-Call Construction Administration Services	TBD	TBD	TBD	7/7/2014	West Point	New York	Clarke Pile
Bloom Energy	Bloom Energy Contract Administration	Hill to provide consultation to BloomEnergy in creating bid documents and assist with the bid process for design and construction.	Fee: 15506	Fee: 15507	99%	7/14/2014	Sunnyvale	California	Clarke Pile

Primary Company	Project/Opportunity Name	Hill Est. Fee (K)	Hill Fee USD (K)	Est. Duration	Principal	Service Type	Proposal Due Date	Prop Submitted Date
Sanofi Pasteur	SANOFI- Procurement Manager for Swiftwater	115.0	115.0	5	Jeffrey Peragallo	Construction Management	5/27/14	5/29/14
William Paterson University of New Jersey	RFP William Paterson Estimating Services	200.0	200.0	36	John Milano	Estimating	6/5/14	6/10/14
Genzyme Corporation	GENZYME- Project Manager for NY Avenue Steam Line Replacement	700.0	700.0	24	D. Pile	Project Management	5/19/14	5/29/14
Sanofi	Sanofi Technical Assistance Services	1,000.0	1,000.0	36	Jeffrey Peragallo	Commissioning Services, Construction M:	5/30/14	5/30/14
New York State Office of General Services	On-Call CM Projects at NYS Amory	4,000.0	4,000.0	36	D. Pile	Construction Management	5/29/14	5/29/14
MTA - NYC Transit Authority	Superstorm Sandy CM and Inspection IDIQ 2014-2019	35,000.0	35,000.0	60	D. Pile	Construction Management, Inspection	6/4/14	6/4/14
State of Connecticut Department of Construction Services	Norwalk CC Phase III Renovations and Additions	750.0	750.0	12	D. Pile	Construction Management	5/23/14	5/22/14
New York City Department of Design and Construction	Skylight Reconstruction @ Surrogate Court Building	500.0	500.0	12	D. Pile	Construction Management	5/21/14	5/22/14
Bristol-Myers Squibb	BMS Project Controls North Amercia	1,500.0	1,500.0	36	D. Pile	Project Controls	5/2/14	5/12/14
MTA Long Island Rail Road	Two Cost Estimators As-Needed for 2015-2019 Capital Program Projects	2,000.0	2,000.0	48	D. Pile	Estimating	4/7/14	4/4/14
MTA HQ	Independent Engineer Certification Inspection, Maintenance and Repair Program	2,700.0	2,700.0	60	D. Pile	Inspection	3/21/14	3/20/14
Sanofi	GENZYME (SANOFI)- Equipment Procurement	10.0	10.0	3	Jeffrey Peragallo	Miscellaneous, Staff Augmentation	5/1/14	5/5/14
New York Power Authority	NYPA Cost Estimating and Scheduling Services	0.0	0.0	60	D. Pile	CPM Scheduling, Estimating	3/5/14	2/12/14

Live Report : HILL INTERNATIONAL, INC.

D-U-N-S® Number: 08-080-4701
Endorsement/Billing Reference: RobertDieterleJr@hillintl.com

D&B Address

Address 303 Lippincott Ctr
Marlton,NJ - 08053
Phone 856 810-6200
Fax 856-810-1309

Location Type Headquarters
Web www.hillintl.com

Added to Portfolio: 03/01/2009
Last View Date: 03/27/2014
Endorsement : RobertDieterleJr@hillintl.com

Company Summary

Currency: Shown in USD unless otherwise indicated

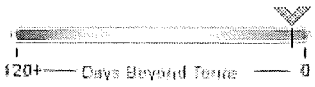
Score Bar

PAYDEX®	97	Paying 18 days past due
Commercial Credit Score Percentile	62	Moderate Risk of severe payment delinquency.
Financial Stress Score National Percentile	62	Moderate Risk of severe financial stress.
D&B Viability Rating	1 4 A A	View More Details
Bankruptcy Found	No	
D&B Rating	5A2	5A indicates 50 million and over, Credit appraisal of 2 is good

Detailed Trade Risk Insight™

Days Beyond Terms Past 3 Months

6 Days



Dollar-weighted average of **32** payment experiences reported from **23** Companies

Recent Derogatory Events

	Jan-14	Feb-14	Mar-14
Placed for Collection	-	-	-
Bad Debt Written Off	-	-	-

Total Amount Current & Past Due - 12 Month Trend

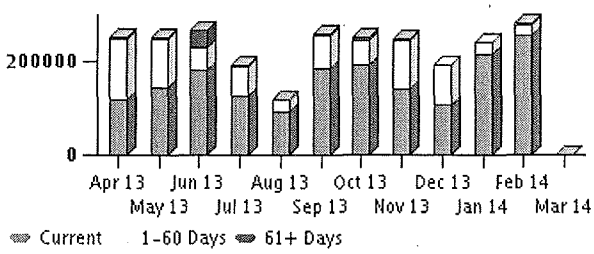
D&B Company Overview

This is a headquarters location
Branch(es) or Division(s) exist Y

Chief Executive	IRVIN E RICHTER, CHB-CEO
Stock Symbol	HIL
Year Started	2006
Employees	3663 (100 Here)
Financing	SECURED
SIC	8742 , 8741
Line of business	Project management & construction services
NAICS	541611
History Status	CLEAR
Financial Condition	GOOD

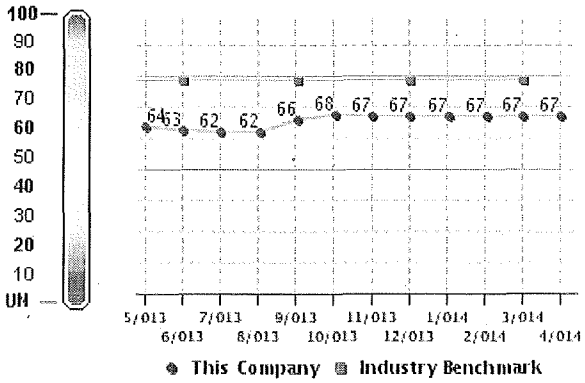
Stock Performance

HIL : **6.30** ▲ 0.18 (2.85%)



Previous Close:	6.12
Volume:	162407.00
Daily High:	6.31
Daily Low:	6.18
52-Week High:	6.18
52-Week Low:	2.52
P/E:	157.35
Market Cap:	252,823,686
EPS:	0.04
Div/Yield:	0.00

PAYDEX® Trend Chart

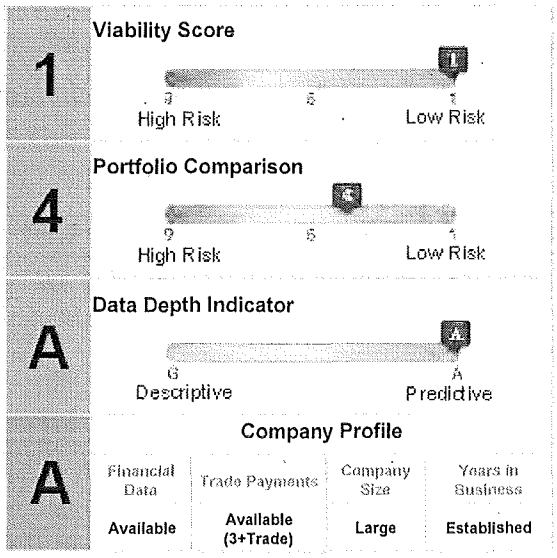


News & Alerts

Alert Type	Date	Actions
Financial Statements	03/15/2014	View

In the last 30 days, 1 alerts were generated for this company.

D&B Viability Rating



Company News

Today: Thursday, April 10, 2014

- Weaker Australian dollar helps result
  2014-04-10T09:44:59 EST 9:44 AM-Otago Daily Times
- Michael Hill weak in NZ and Australia
  2014-04-09T14:01:11 EST 2:01 PM-Radio New Zealand
- NZ sales lagging at Michael Hill
  2014-04-08T20:18:27 EST 8:18 PM-Radio New Zealand
- Michael Hill 9-month sales rose 10.5%
  2014-04-08T17:21:02 EST 5:21 PM-Scoop
- Michael Hill agrees to pay extra $6 million
  2014-04-08T13:10:53 EST 1:10 PM-Jeweller Magazine
- Arnaud Ajdler's Presentation on Hill
  2014-04-08T12:02:55 EST 12:02 PM-market folly
- Michael Hill settles with Aussie tax man
  2014-04-01T20:14:28 EST 8:14 PM-Newsyalk ZB
- Hill International Named Among the "Top
  2014-04-01T18:02:07 EST 6:02 PM-Hill International,
- Michael Hill in the clear
  2014-04-01T00:09:18 EST 12:09 AM-Ragtrader
- Australian tax dispute settled by MHI
  2014-03-31T18:39:43 EST 6:39 PM-Radio New Zealand
- Michael Hill settles Aussie tax bill
  2014-03-31T17:10:48 EST 5:10 PM-STUFF
- Michael Hill reaches A$6M settlement with tax

- Hill International to manage highway extension
  2014-03-28T12:03:04 EST 12:03 PM-NJBIZ
- Zumbathon to raise funds for Beacon Hill
  2014-03-28T11:57:04 EST 11:57 AM-Northwest Asian
- Hill International to Manage La Pata Avenue and
  2014-03-27T09:52:34 EST 9:52 AM-Hill International,
- Dubai shines in Festival of Lights
  2014-03-23T04:05:49 EST 4:05 AM-
- Hill International selected as manager for
  2014-03-18T12:04:53 EST 12:04 PM-NJBIZ
- Recouped Libyan funds help put American
  2014-03-15T17:52:05 EST 5:52 PM-Libya Herald
- Hill International Receives Contract to Manage
  2014-03-14T06:02:55 EST 6:02 AM-Hill International,
- Hill International awarded contract to manage
  2014-03-13T16:02:28 EST 4:02 PM-NJBIZ
- US firm Hill to recover USD10 m of Libyan debt
  2014-03-12T09:03:45 EST 9:03 AM-MENAFN.com
- US firm Hill recoups $10m of Libyan debt
  2014-03-12T05:02:37 EST 5:02 AM-
- Hill International's Management Discusses Q4
  2014-03-11T17:25:53 EST 5:25 PM-Seeking Alpha
- Hill International reports record revenue results
  2014-03-11T12:03:21 EST 12:03 PM-NJBIZ
- Hill International Reports Fourth Quarter and Full
  2014-03-11T04:52:03 EST 4:52 AM-Hill International,

Powered by FirstRain

Public Filings

The following data includes both open and closed filings found in D&B's database on this company.

Record Type	Number of Records	Most Recent Filing Date
Bankruptcies	0	-
Judgments	0	-
Liens	1	11/14/13
Suits	1	03/13/14
UCCs	10	10/23/12

The public record items contained herein may have been paid, terminated, vacated or released prior to today's date.

Corporate Linkage

Subsidiaries (Domestic)

Company	City , State	D-U-N-S® NUMBER
KJM & ASSOCIATES, LTD.	BELLEVUE , Washington	[redacted]
MYLCM SOLUTIONS, INC.	IRVINE , California	
TCM GROUP LLC	ONTARIO , California	
COLLABORATIVE PARTNERS, INC	BOSTON , Massachusetts	

Subsidiaries (International)

Company	City , Country	D-U-N-S® NUMBER
Baker, Bertrand, Chasse & Goguen Claim Services Limited	MISSISSAUGA , CANADA	[redacted]
HILL INTERNATIONAL (U K) LTD	Edinburgh , UNITED KINGDOM	
Hill International N.V.	Amsterdam , NETHERLANDS	
HILL INTERNATIONAL (MIDDLE EAST) LIMITED	DOHA , QATAR	
HILL INTERNATIONAL INC.	ABU DHABI , UNITED ARAB EMIRATES	
BINNINGTON COPELAND AND ASSOCIATES (PTY) LTD	Johannesburg , SOUTH AFRICA	
HILL INTERNATIONAL (ARMENIA)	Erevan , ARMENIA	

Branches (Domestic)

Company	City , State	D-U-N-S® NUMBER
HILL INTERNATIONAL, INC.	WASHINGTON , District of Columbia	[redacted]
HILL INTERNATIONAL, INC.	PHOENIX , Arizona	
HILL INTERNATIONAL, INC.	SPOKANE , Washington	
HILL INTERNATIONAL, INC.	ATLANTA , Georgia	
HILL INTERNATIONAL, INC.	NEW YORK , New York	
HILL INTERNATIONAL, INC.	LAS VEGAS , Nevada	
HILL INTERNATIONAL, INC.	COLUMBUS , Ohio	
HILL INTERNATIONAL, INC.	JAMAICA , New York	
HILL INTERNATIONAL, INC.	NEW ORLEANS , Louisiana	
HILL INTERNATIONAL, INC.	HOUSTON , Texas	
HILL INTERNATIONAL, INC.	ORLANDO , Florida	
HILL INTERNATIONAL, INC.	PHILADELPHIA , Pennsylvania	
HILL INTERNATIONAL, INC.	BENSALEM , Pennsylvania	
HILL INTERNATIONAL, INC.	SAN DIEGO , California	
HILL INTERNATIONAL, INC.	HILLSBORO , Oregon	
HILL INTERNATIONAL, INC.	LEMONT FURNACE , Pennsylvania	
HILL INTERNATIONAL, INC.	JACKSONVILLE , Florida	
HILL INTERNATIONAL, INC.	BETHEL PARK , Pennsylvania	
HILL INTERNATIONAL, INC.	SEATTLE , Washington	
HILL INTERNATIONAL, INC.	PALM BEACH GARDENS , Florida	
HILL INTERNATIONAL, INC.	HOUSTON , Texas	
HILL INTERNATIONAL, INC.	IRVING , Texas	

Predictive Scores

D&B Viability Rating Summary

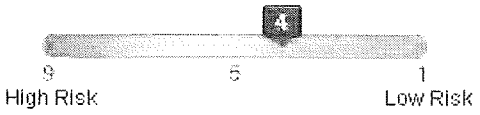
The D&B Viability Rating uses D&B's proprietary analytics to compare the most predictive business risk indicators and deliver a highly reliable assessment of the probability that a company will go out of business, become dormant/inactive, or file for bankruptcy within the next 12 months.

1 **Viability Score**

Compared to All US Businesses within the D&B Database:

- Level of Risk: **Low Risk**
- Businesses ranked 1 have a probability of becoming no longer viable: **0.2 %**
- Percentage of businesses ranked 1: **0.3 %**
- Across all US businesses, the average probability of becoming no longer viable: **14 %**

4 **Portfolio Comparison**



Compared to All US Businesses within the same MODEL SEGMENT:

- Model Segment : **Available Financial Data**
- Level of Risk: **Low Risk**
- Businesses ranked 4 within this model segment have a probability of becoming no longer viable: **0.3 %**
- Percentage of businesses ranked 4 with this model segment: **13 %**
- Within this model segment, the average probability of becoming no longer viable: **0.6 %**

A **Data Depth Indicator**

Data Depth Indicator:

- ✓ Rich Firmographics
- ✓ Extensive Commercial Trading Activity
- ✓ Comprehensive Financial Attributes

A **Company Profile**

Financial Data	Trade Payments	Company Size	Years in Business
Available	**Available** (3+ Trade)	**Large**	**Established**

Company Profile Details:

- Financial Data: **Available**
- Trade Payments: **Available** (3+ Trade)
- Company Size: **Large** (Employees: 50+ or Sales: $500K+)
- Years in Business: **Established** (5+)

Credit Capacity Summary

This credit rating was assigned because of D&B's assessment of the company's creditworthiness. For more information, see the D&B Rating Key

D&B Rating : **5A2**

Financial Strength: 5A indicates 50 million and over
Composite credit appraisal: 2 is good

Below is an overview of the companys rating history since 07-13-2006

D&B Rating	Date Applied
5A2	02-26-2008
4A2	10-24-2007
4A3	12-06-2006
--	09-05-2006
1R3	08-14-2006
--	07-22-2006
1R4	07-13-2006

Sales: 576,681,000.00 (Up by 19.9% from last year)

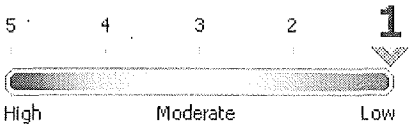
Number of Employees Total: 3,663 (100 here)

Worth:	143,031,000 (Up by 1.4% from last year)	(As of 31-Dec-13)
Working Capital:	$146,378,000	(As of 31-Dec-13)

Payment Activity:	**(based on 132 experiences)**
Average High Credit:	7,192
Highest Credit:	200,000
Total Highest Credit:	610,450

D&B Credit Limit Recommendation

Conservative credit Limit	400,000
Aggressive credit Limit:	900,000
Risk category for this business :	**LOW**



The Credit Limit Recommendation (CLR) is intended to serve as a directional benchmark for all businesses within the same line of business or industry, and is not calculated based on any individual business. Thus, the CLR is intended to help guide the credit limit decision, and must be balanced in combination with other elements which reflect the individual company's size, financial strength, payment history, and credit worthiness, all of which can be derived from D&B reports.
Risk is assessed using D&Bs scoring methodology and is one factor used to create the recommended limits. See Help for details.

Financial Stress Class Summary

The Financial Stress Score predicts the likelihood of a firm ceasing business without paying all creditors in full, or reorganization or obtaining relief from creditors under state/federal law over the next 12 months. Scores were calculated using a statistically valid model derived from D&Bs extensive data files.
The Financial Stress Class of 3 for this company shows that firms with this class had a failure rate of 0.24% (24 per 10,000), which is lower than the average of businesses in D & B's database

Financial Stress Class :

Moderately lower than average risk of severe financial stress, such as a bankruptcy or going out of business with unpaid debt, over the next 12 months.

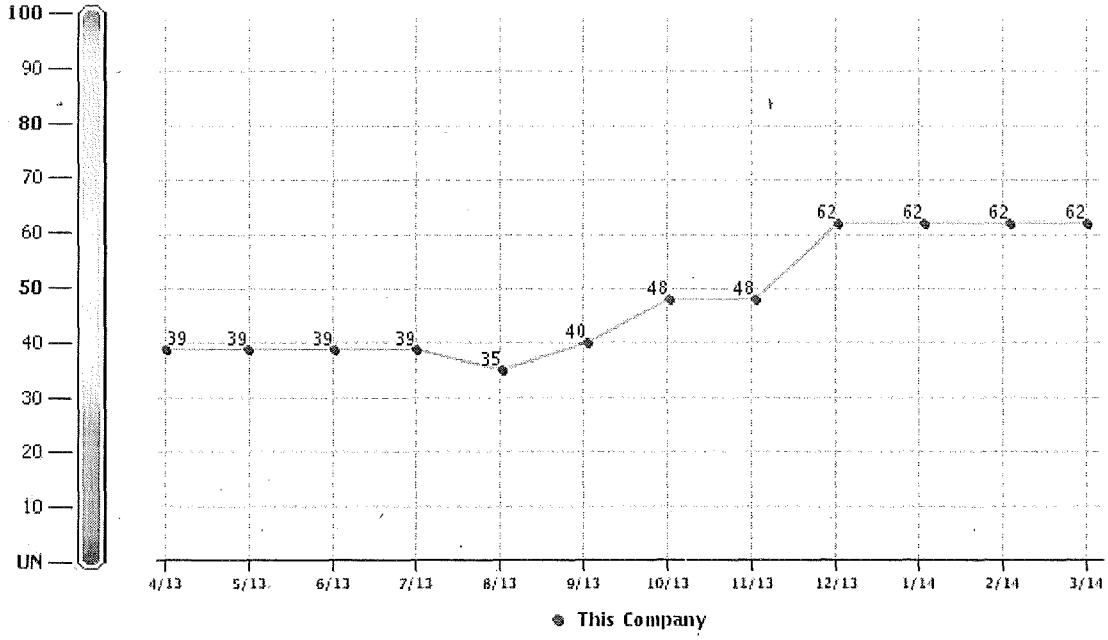
Probability of Failure:

Risk of Severe Financial Stress for Businesses with this Class: **0.24 %** (24 per 10,000)
Financial Stress National Percentile : **62** (Highest Risk: 1; Lowest Risk: 100)
Financial Stress Score : **1499** (Highest Risk: 1,001; Lowest Risk: 1,875)
Average Risk of Severe Financial Stress for Businesses in D&B database: **0.48 %** (48 per 10,000)

The Financial Stress Class of this business is based on the following factors:

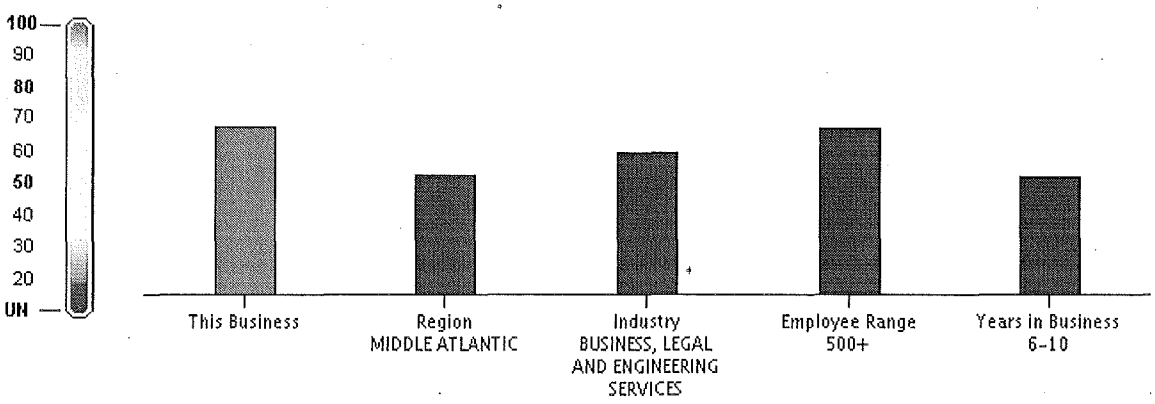
Low proportion of satisfactory payment experiences to total payment experiences.
UCC Filings reported.
High proportion of past due balances to total amount owing.
High number of inquiries to D & B over last 12 months.
Limited time under present management control

Financial Stress Percentile Trend:



Notes:

The Financial Stress Class indicates that this firm shares some of the same business and financial characteristics of other companies with this classification. It does not mean the firm will necessarily experience financial stress.
The Probability of Failure shows the percentage of firms in a given Class that discontinued operations over the past year with loss to creditors. The Probability of Failure - National Average represents the national failure rate and is provided for comparative purposes.
The Financial Stress National Percentile reflects the relative ranking of a company among all scorable companies in D&Bs file.
The Financial Stress Score offers a more precise measure of the level of risk than the Class and Percentile. It is especially helpful to customers using a scorecard approach to determining overall business performance.



Norms	National %
This Business	62
Region: MIDDLE ATLANTIC	44
Industry: BUSINESS, LEGAL AND ENGINEERING SERVICES	52
Employee range: 500+	61
Years in Business: 6-10	43

This Business has a Financial Stress Percentile that shows:

Lower risk than other companies in the same region.

Lower risk than other companies in the same industry.

Lower risk than other companies in the same employee size range.

Lower risk than other companies with a comparable number of years in business.

Credit Score Summary

The Commercial Credit Score (CCS) predicts the likelihood of a business paying its bills in a severely delinquent manner (91 days or more past terms), obtaining legal relief from its creditors or ceasing operations without paying all creditors in full over the next 12 months.
The Credit Score class of 3 for this company shows that 5.8% of firms with this class paid one or more bills severely delinquent, which is lower than the average of businesses in D & B's database.

Credit Score Class :

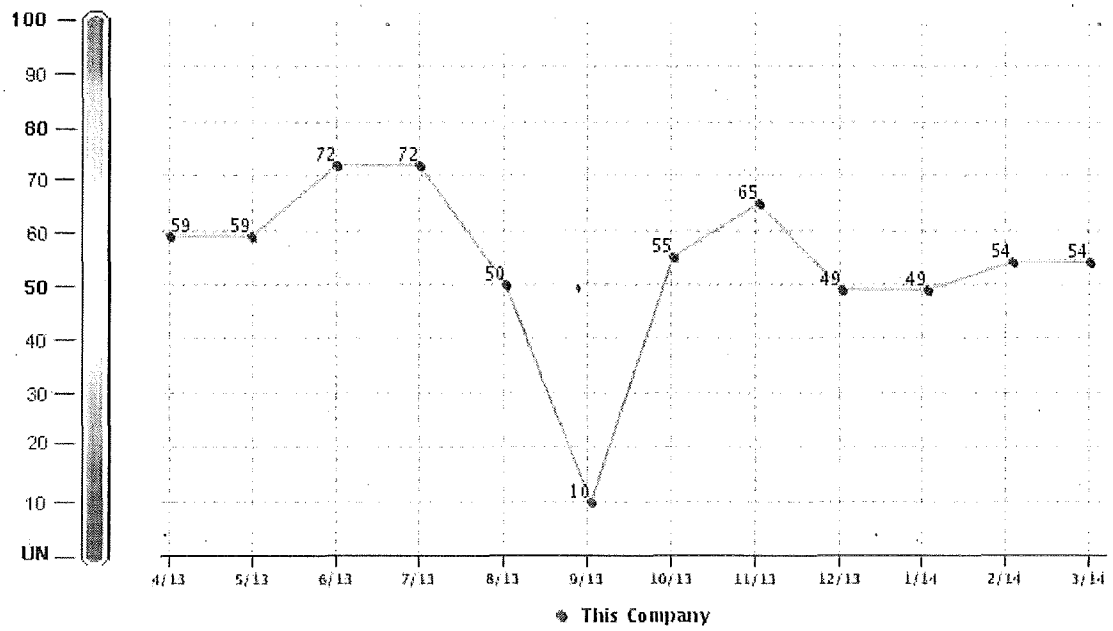
Incidence of Delinquent Payment

Among Companies with this Classification: **5.80 %**
Average compared to businesses in D&Bs database: **10.20 %**
Credit Score Percentile : **62** (Highest Risk: 1; Lowest Risk: 100)
Credit Score : **515** (Highest Risk: 101; Lowest Risk:670)

The Credit Score Class of this business is based on the following factors:

Proportion of past due balances to total amount owing
Proportion of slow payments in recent months
Higher risk industry based on delinquency rates for this industry
Limited time under present management control
Evidence of open liens
Financial ratios

Credit Score Class Percentile Trend:



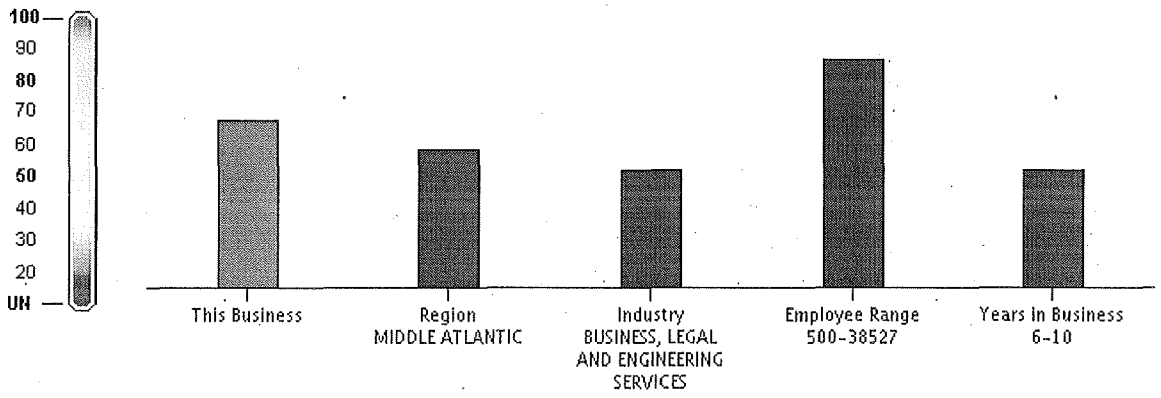
Notes:

The Commercial Credit Score Risk Class indicates that this firm shares some of the same business and financial characteristics of other companies with this classification. It does not mean the firm will necessarily experience severe delinquency.

The Incidence of Delinquent Payment is the percentage of companies with this classification that were reported 91 days past due or more by creditors. The calculation of this value is based on D&B's trade payment database.

The Commercial Credit Score percentile reflects the relative ranking of a firm among all scorable companies in D&B's file.

The Commercial Credit Score offers a more precise measure of the level of risk than the Risk Class and Percentile. It is especially helpful to customers using a scorecard approach to determining overall business performance.



Norms	National %
This Business	62
Region: MIDDLE ATLANTIC	51
Industry: BUSINESS, LEGAL AND ENGINEERING SERVICES	43
Employee range: 500-38527	84
Years in Business: 6-10	43

This business has a Credit Score Percentile that shows:

Lower risk than other companies in the same region.

Lower risk than other companies in the same industry.

Higher risk than other companies in the same employee size range.

Lower risk than other companies with a comparable number of years in business.

Trade Payments

Currency: Shown in USD unless otherwise indicated

D&B PAYDEX®

The D&B PAYDEX is a unique, weighted indicator of payment performance based on payment experiences as reported to D&B by trader references. Learn more about the D&B PAYDEX

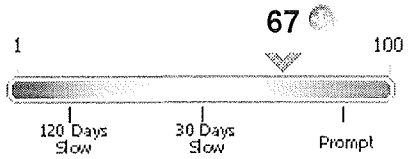
Timeliness of historical payments for this company.

Current PAYDEX is	**67**	Equal to 18 days beyond terms (Pays more slowly than the average for its industry of 2 days beyond terms)
Industry Median is	**79**	Equal to 2 days beyond terms
Payment Trend currently is		Unchanged, compared to payments three months ago

Indications of slowness can be the result of dispute over merchandise, skipped invoices etc. Accounts are sometimes placed for collection even though the existence or amount of the debt is disputed.

Total payment Experiences in D&Bs File (HQ)	132
Payments Within Terms (not weighted)	76 %
Trade Experiences with Slow or Negative Payments(%)	25.00%
Total Placed For Collection	1
High Credit Average	7,192
Largest High Credit	200,000
Highest Now Owing	100,000
Highest Past Due	65,000

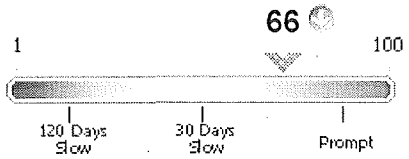
D&B PAYDEX



- High risk of late payment (Average 30 to 120 days beyond terms)
- Medium risk of late payment (Average 30 days or less beyond terms)
- Low risk of late payment (Average prompt to 30+ days sooner)

When weighted by amount, payments to suppliers average 18 days beyond terms

3-Month D&B PAYDEX



- High risk of late payment (Average 30 to 120 days beyond terms)
- Medium risk of late payment (Average 30 days or less beyond terms)
- Low risk of late payment (Average prompt to 30+ days sooner)

Based on payments collected over last 3 months.

When weighted by amount, payments to suppliers average 19 days beyond terms

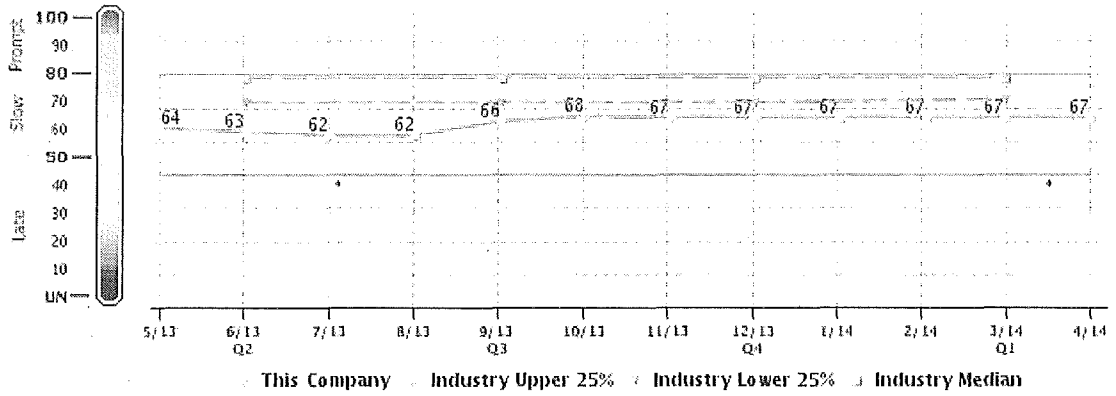
D&B PAYDEX® Comparison

Current Year

PAYDEX® of this Business compared to the Primary Industry from each of the last four quarters. The Primary Industry is Project management &

construction services , based on SIC code 8742 .

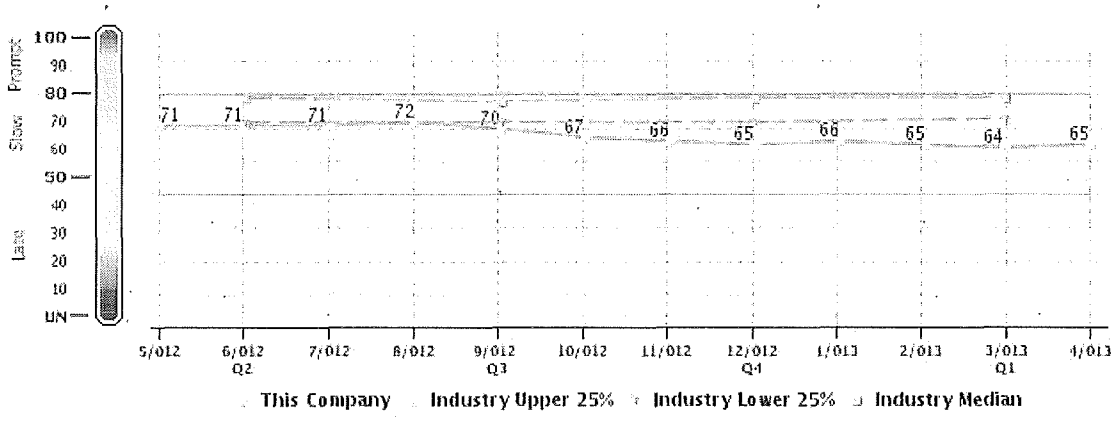
Shows the trend in D&B PAYDEX scoring over the past 12 months.



	5/13	6/13	7/13	8/13	9/13	10/13	11/13	12/13	1/14	2/14	3/14	4/14
This Business	64	63	62	62	66	68	67	67	67	67	67	67
Industry Quartiles												
Upper	.	80	.	.	80	.	.	80	.	.	80	.
Median	.	79	.	.	79	.	.	79	.	.	79	.
Lower	.	72	.	.	72	.	.	72	.	.	73	.

Current PAYDEX for this Business is 67 , or equal to 18 days beyond terms
The 12-month high is 68 , or equal to 17 DAYS BEYOND terms
The 12-month low is 62 , or equal to 21 DAYS BEYOND terms

Previous Year
Shows PAYDEX of this Business compared to the Primary Industry from each of the last four quarters. The Primary Industry is Project management & construction services , based on SIC code 8742 .



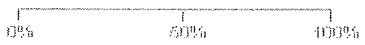
Previous Year	06/12 Q2'12	09/12 Q3'12	12/12 Q4'12	03/13 Q1'13
This Business	71	70	65	64
Industry Quartiles				
Upper	80	80	80	80
Median	79	78	79	79
Lower	72	72	72	73

Based on payments collected over the last 4 quarters.
Current PAYDEX for this Business is 67 , or equal to 18 days beyond terms
The present industry median Score is 79 , or equal to 2 days beyond terms
Industry upper quartile represents the performance of the payers in the 75th percentile
Industry lower quartile represents the performance of the payers in the 25th percentile

Payment Habits

For all payment experiences within a given amount of credit extended, shows the percent that this Business paid within terms. Provides number of experiences to calculate the percentage, and the total credit value of the credit extended.

$ Credit Extended	# Payment Experiences	Total Amount	% of Payments Within Terms
Over 100,000	1	200,000	50%
50,000-100,000			
15,000-49,999	1	80,000	100%
5,000-14,999			
1,000-4,999	7	175,000	72%
Under 1,000	14	92,500	83%
	18	27,000	63%
	41	15,300	71%



Based on payments collected over last 24 months.

All Payment experiences reflect how bills are paid in relation to the terms granted. In some instances, payment beyond terms can be the result of disputes over merchandise, skipped invoices etc.

Payment Summary

There are 132 payment experience(s) in D&Bs file for the most recent 24 months, with 63 experience(s) reported during the last three month period.

The highest **Now Owes** on file is 100,000 . The highest **Past Due** on file is 65,000

Below is an overview of the companys currency-weighted payments, segmented by its suppliers primary industries:

	Total Revd (#)	Total Amts	Largest High Credit	Within Terms (%)	Days Slow <31 (%)	31-60 (%)	61-90 (%)	90> (%)
Top Industries								
Telephone communictns	12	32,300	20,000	99	1	0	0	0
Misc equipment rental	8	16,000	7,500	58	42	0	0	0
Nonclassified	7	12,000	5,000	75	21	4	0	0
Mfg computers	5	257,500	200,000	48	4	40	8	0
Misc business credit	5	11,500	7,500	93	7	0	0	0
Executive office	5	15,500	7,500	100	0	0	0	0
Mfg photograph equip	4	3,250	1,000	69	31	0	0	0
Electric services	4	900	500	100	0	0	0	0
Misc business service	3	9,250	7,500	46	5	41	8	0
Public finance	3	5,000	5,000	100	0	0	0	0
Natural gas distrib	3	200	100	50	25	25	0	0
Whol office equipment	2	70,000	45,000	82	18	0	0	0
Radiotelephone commun	2	22,500	15,000	100	0	0	0	0
Operative builders	2	5,750	5,000	50	50	0	0	0
Natnl commercial bank	1	80,000	80,000	100	0	0	0	0
Whol computers/softwr	1	20,000	20,000	50	50	0	0	0
Mfg process controls	1	10,000	10,000	100	0	0	0	0
Whol industrial suppl	1	7,500	7,500	100	0	0	0	0
Books-print/publish	1	2,500	2,500	0	50	0	50	0
Reg misc coml sector	1	1,000	1,000	100	0	0	0	0
Air courier service	1	1,000	1,000	100	0	0	0	0
Investment advice	1	1,000	1,000	100	0	0	0	0

Newspaper-print/publ	1	1,000	1,000	100	0	0	0	0
Coating/engrave svcs	1	1,000	1,000	100	0	0	0	0
Police protection	1	750	750	100	0	0	0	0
Local truck w/storage	1	500	500	100	0	0	0	0
Paper mill	1	500	500	50	50	0	0	0
Gravure printing	1	500	500	50	0	50	0	0
Mfg misc office eqpt	1	250	250	50	0	0	50	0
Mfg paint/allied prdt	1	250	250	0	100	0	0	0
Lithographic printing	1	100	100	100	0	0	0	0
Whol service paper	1	100	100	50	50	0	0	0
Ret mail-order house	1	100	100	100	0	0	0	0
Misc publishing	1	50	50	100	0	0	0	0
Business consulting	1	50	50	100	0	0	0	0
Other payment categories								
Cash experiences	43	5,450	1,000					
Payment record unknown	1	100	100					
Unfavorable comments	1	15,000	15,000					
Placed for collections	1	100	0					
Total in D&B's file	132	610,450	200,000					

Accounts are sometimes placed for collection even though the existence or amount of the debt is disputed.

Indications of slowness can be result of dispute over merchandise, skipped invoices etc.

Detailed payment history for this company

Date Reported (mm/yy)	Paying Record	High Credit	Now Owes	Past Due	Selling Terms	Last Sale Within (month)
03/14	Ppt		0	0		1 mo
	Ppt	80,000	65,000	0		
	Ppt	45,000	30,000	0	Lease Agreemnt	1 mo
	Ppt	1,000	0	0		6-12 mos
	Ppt	1,000	1,000	0		1 mo
	Ppt	750	750		Lease Agreemnt	
	Ppt	750	0			1 mo
	Ppt	500	250			2-3 mos
	Ppt	250	250		Lease Agreemnt	
	Ppt	100	100	0		1 mo
	Ppt	50	50	0		1 mo
	Ppt-Slow 30	20,000	0	0		2-3 mos
	Ppt-Slow 30	20,000	20,000	1,000		1 mo
	Ppt-Slow 30	5,000	5,000	2,500		1 mo
	Ppt-Slow 30	1,000	0			2-3 mos
	Ppt-Slow 30	1,000	1,000	500		1 mo
	Ppt-Slow 30	750	0	0		2-3 mos
	Ppt-Slow 30	750	250	0		1 mo
	Ppt-Slow 30	500	250	0		1 mo
	Ppt-Slow 30	250	0	0		6-12 mos
	Ppt-Slow 30	100	100	0		1 mo
	Ppt-Slow 60	200,000	100,000	65,000		1 mo

	Slow 30	5,000	1,000		Lease Agreemnt	
	Slow 30	750	500		Lease Agreemnt	
	Slow 60	2,500	0	0		4-5 mos
	Slow 90	5,000	0	0		6-12 mos
	Slow 30-90	2,500	0	0	N30	6-12 mos
	(028)	100	100			6-12 mos
	(029)	0	0	0	Cash account	4-5 mos
02/14	Ppt	15,000	5,000	0		1 mo
	Ppt	7,500	0	0		6-12 mos
	Ppt	7,500	0	0		6-12 mos
	Ppt	7,500	0	0		2-3 mos
	Ppt	5,000	5,000	0		1 mo
	Ppt	2,500	1,000	0		1 mo
	Ppt	2,500	2,500	0		1 mo
	Ppt	2,500	2,500	0		1 mo
	Ppt	750	500	0		1 mo
	Ppt	500	0	0		6-12 mos
	Ppt	500	100			1 mo
	Ppt	250	0			4-5 mos
	Ppt	250	0	0		6-12 mos
	Ppt	100	100	0		1 mo
	Ppt	100				1 mo
	Ppt	50	0	0		6-12 mos
	Ppt	0	0	0		2-3 mos
	Ppt-Slow 30	500	0	0		2-3 mos
	Slow 30	2,500	0	0		6-12 mos
	(049)	1,000			Cash account	1 mo
01/14	Ppt	100	0	0	N30	6-12 mos
	Slow 60	500	0	0		6-12 mos
12/13	Ppt	500	500	0		1 mo
	Ppt	50	0	0		6-12 mos
11/13	Ppt	500	500	0		1 mo
	Ppt	500	500	0		1 mo
	Ppt	500	500	0		1 mo
09/13	(057)	100			Cash account	1 mo
08/13	Ppt-Slow 90	250	250	250	N30	2-3 mos
	(059)	250			Cash account	1 mo
07/13	(060)	100			Cash account	1 mo
	(061)	100			Cash account	1 mo
	(062)	100			Cash account	1 mo
06/13	Ppt					1 mo
	Ppt	7,500				1 mo
	Ppt	5,000				1 mo
	Ppt	1,000				1 mo
	Ppt	1,000				1 mo
	Ppt	1,000				1 mo
	Ppt	50	0	0	N30	6-12 mos
	Ppt	50	0	0	N30	6-12 mos

	(071)	50			Cash account	1 mo
	(072)	50			Cash account	1 mo
05/13	(073) Cash own option .	100			Cash account	1 mo
11/12	Ppt					1 mo
09/12	(075) Placed for collection .			100		
07/12	Ppt	50	50			1 mo
06/12	Ppt	750				1 mo
05/12	Ppt	50	0	0		6-12 mos
04/12	Ppt	1,000	0	0		6-12 mos
02/12	Ppt	750	0	0	N30	6-12 mos

Payments Detail Key: ▩ 30 or more days beyond terms

Payment experiences reflect how bills are paid in relation to the terms granted. In some instances payment beyond terms can be the result of disputes over merchandise, skipped invoices, etc. Each experience shown is from a separate supplier. Updated trade experiences replace those previously reported.

Public Filings

Currency: Shown in USD unless otherwise indicated

Summary

The following data includes both open and closed filings found in D&B's database on this company.

Record Type	# of Records	Most Recent Filing Date
Bankruptcy Proceedings	0	-
Judgments	0	-
Liens	1	11/14/13
Suits	1	03/13/14
UCCs	10	10/23/12

The following Public Filing data is for information purposes only and is not the official record. Certified copies can only be obtained from the official source.

Liens

A lien holder can file the same lien in more than one filing location. The appearance of multiple liens filed by the same lien holder against a debtor may be indicative of such an occurrence.

Amount	**412**
Status	**Open**
CASE NO.	130489760
Type	County Tax
Filed By	TAX COLLECTOR
Against	HILL INTERNATIONAL INC
Where Filed	SAN BERNARDINO COUNTY RECORDER'S OFFICE, SAN BERNARDINO, CA
Date Status Attained	11/14/13
Date Filed	11/14/13
Latest Info Received	12/13/13

Suits

Status	**Pending**
DOCKET NO.	201400301865

Defendant	HILL INTERNATIONAL, INC. AND OTHERS
Cause	Negligence
Where filed	PHILADELPHIA COUNTY COMMON PLEAS COURT, PHILADELPHIA, PA
Date status attained	03/13/14
Date filed	03/13/14
Latest Info Received	03/24/14

If it is indicated that there are defendants other than the report subject, the lawsuit may be an action to clear title to property and does not necessarily imply a claim for money against the subject.

UCC Filings

Collateral	All Assets including proceeds and products - All Negotiable instruments including proceeds and products - All Inventory including proceeds and products - All Account(s) including proceeds and products - and OTHERS
Type	Original
Sec. Party	OBSIDIAN AGENCY SERVICES, INC., AS ADMINISTRATIVE AGENT C/O TENNENBAUM CAPITAL PARTNERS, LLC, SANTA MONICA, CA
Debtor	HILL INTERNATIONAL, INC.
Filing No.	2012 4014116
Filed With	SECRETARY OF STATE/UCC DIVISION, DOVER, DE
Date Filed	2012-10-18
Latest Info Received	11/08/12

Collateral	All Assets including proceeds and products - All Negotiable instruments including proceeds and products - All Inventory including proceeds and products - All Account(s) including proceeds and products - and OTHERS
Type	Original
Sec. Party	OBSIDIAN AGENCY SERVICES, INC., AS ADMINISTRATIVE AGENT C/O TENNENBAURN CAPITAL PARTNERS, SANTA MONICA, CA
Debtor	HILL INTERNATIONAL DEVELOPMENT INC.
Filing No.	2012 4014017
Filed With	SECRETARY OF STATE/UCC DIVISION, DOVER, DE
Date Filed	2012-10-18
Latest Info Received	11/08/12

Collateral	All Assets including proceeds and products - All Negotiable instruments including proceeds and products - All Inventory including proceeds and products - All Account(s) including proceeds and products - and OTHERS
Type	Original
Sec. Party	OBSIDIAN AGENCY SERVICES, INC., AS ADMINISTRATIVE AGENT C/O TENNENBAUM CAPITAL PARTNERS, LLC, SANTA MONICA, CA
Debtor	HILL INTERNATIONAL (PUERTO RICO), INC.
Filing No.	2012 4013951
Filed With	SECRETARY OF STATE/UCC DIVISION, DOVER, DE
Date Filed	2012-10-18
Latest Info Received	11/08/12

Collateral	All Assets including proceeds and products - All Negotiable instruments including proceeds and products - All Inventory including proceeds and products - All Account(s) including proceeds and products - and OTHERS
Type	Original
Sec. Party	OBSIDIAN AGENCY SERVICES, INC., AS ADMINISTRATIVE AGENT, SANTA MONICA, CA
Debtor	HILL INTERNATIONAL REAL ESTATE, LLC
Filing No.	2012102201602
Filed With	SECRETARY OF STATE/UCC DIVISION, HARRISBURG, PA
Date Filed	2012-10-18
Latest Info Received	11/01/12

Collateral	All Assets
Type	Original
Sec. Party	BANK OF AMERICA, N.A., AS ADMINISTRATIVE AGENT, CHICAGO, IL
Debtor	HILL INTERNATIONAL (PUERTO RICO), INC.
Filing No.	2012 3727916
Filed With	SECRETARY OF STATE/UCC DIVISION, DOVER, DE
Date Filed	2012-09-27
Latest Info Received	10/18/12

Collateral	All Assets
Type	Original
Sec. Party	BANK OF AMERICA, N.A., AS ADMINISTRATIVE AGENT, CHICAGO, IL
Debtor	HILL INTERNATIONAL DEVELOPMENT, INC.
Filing No.	2012 3727908
Filed With	SECRETARY OF STATE/UCC DIVISION, DOVER, DE
Date Filed	2012-09-27
Latest Info Received	10/18/12

Collateral	All Assets
Type	Original
Sec. Party	BANK OF AMERICA, N.A., AS ADMINISTRATIVE AGENT, CHICAGO, IL
Debtor	HILL INTERNATIONAL REAL ESTATE, LLC
Filing No.	2012092702182
Filed With	SECRETARY OF STATE/UCC DIVISION, HARRISBURG, PA
Date Filed	2012-09-27
Latest Info Received	10/02/12

Collateral	Negotiable instruments including proceeds and products - Inventory including proceeds and products - Account(s) including proceeds and products - General intangibles(s) including proceeds and products - and OTHERS
Type	Original
Sec. Party	BANK OF AMERICA, N.A., AS ADMINISTRATIVE AGENT, CHICAGO, IL

Debtor	HILL INTERNATIONAL, INC.
Filing No.	2009 2091491
Filed With	SECRETARY OF STATE/UCC DIVISION, DOVER, DE
Date Filed	2009-06-30
Latest Info Received	08/04/09

Type	Continuation
Sec. Party	THE PRIVATEBANK AND TRUST COMPANY, CHICAGO, IL
Debtor	RICHTER, IRVIN E.
Filing No.	24660938
Filed With	SECRETARY OF STATE/UCC DIVISION, TRENTON, NJ
Date Filed	2012-10-23
Latest Info Received	04/12/13
Original UCC Filed Date	2008-03-31
Original Filing No.	24660938

Type	Continuation
Sec. Party	AMERICAN EXPRESS BUSINESS FINANCE, HOUSTON, TX
Debtor	HILL INTERNATIONAL, INC.
Filing No.	22490872
Filed With	SECRETARY OF STATE/UCC DIVISION, TRENTON, NJ
Date Filed	2009-04-28
Latest Info Received	07/07/09
Original UCC Filed Date	2004-07-28
Original Filing No.	22490872

Government Activity

Activity summary

Borrower (Dir/Guar)	NO
Administrative Debt	NO
Contractor	YES
Grantee	NO
Party excluded from federal program(s)	NO

Possible candidate for socio-economic program consideration

Labour Surplus Area	YES (2014)
Small Business	N/A
8(A) firm	N/A

The details provided in the Government Activity section are as reported to Dun & Bradstreet by the federal government and other sources.

Special Events

Currency: Shown in USD unless otherwise indicated

Special Events

03/11/2014 -EARNINGS UPDATE :

According to published reports, comparative operating results for the year ended December 31, 2013: Revenue of $576,681,000, Net Income of $3,551,000; compared to Revenue of $480,781,000, Net Income of ($26,345,000) for the comparable period in the prior year.

02/04/2014 -ANNOUNCED CHIEF EXECUTIVE CHANGE :

According to published reports, Hill International announced that, effective December 31, 2014, Irvin E. Richter, Hill's Chairman and CEO, will relinquish the CEO title but will remain with the company as Chairman. At the same time, David L. Richter, currently Hill's President and Chief Operating Officer, will become President and CEO.

01/08/2014 -MERGER/ACQUISITION :

According to published reports, Hill International, DUNS 080804701, (Marlton, NJ), announced that it has acquired Collaborative Partners, Inc., DUNS 013112281, (Cambridge, MA). Terms of the transaction were not disclosed.

12/05/2013 -PURCHASE OF ASSET :

According to published reports, Hill International, DUNS 080804701, (Marlton, NJ), announced that it has acquired the remaining 6.8% ownership stake in its subsidiary Hill International (Spain) S.A., formerly known as Gerens Hill International S.A., for a purchase price of approximately 2.0 million ($2.7 million).

11/22/2013 -GOVERNMENT CONTRACT :

According to published reports, Hill International announced that it has received a contract from the Volpe National Transportation Systems Center of the U.S. Department of Transportation to provide project monitoring and technical assistance support services to the U.S. Federal Railroad Administration (FRA). The five-year contract has an estimated value to Hill of approximately $7.0 million.

-GOVERNMENT CONTRACT :

According to published reports, Hill International announced that it has received a contract from the Governorate of Basra in Iraq to provide program management services in connection with Basra's 2040 Strategic Plan, which involves rehabilitation of existing projects and the construction of new projects related to Basra's infrastructure throughout the region. The one-year contract which is automatically renewable for an additional two years has an estimated value to Hill of approximately $54 million over the full three-year contract term.

11/05/2013 -EARNINGS UPDATE :

According to published reports, comparative operating results for the 9 months ended September 30, 2013: Revenue of $431,731,000, Net Income of $4,251,000; compared to Revenue of $355,128,000, Net Income of ($4,577,000) for the comparable period in the prior year.

10/03/2013 -GOVERNMENT CONTRACT :

According to published reports, Hill International announced that its joint venture with APSI Construction Management has received a contract from Los Angeles World Airports (LAWA) to provide project controls support services. The three-year contract has an estimated value to the joint venture of approximately $32.5 million.

09/09/2013 -GOVERNMENT CONTRACT :

According to published reports, Hill International announced that it has received a contract from the Ohio Turnpike and Infrastructure Commission to provide construction management services in connection with multiple Pavement Replacement Program projects. The five-year contract has an estimated value to Hill of approximately $8.0 Million.

08/06/2013 -EARNINGS UPDATE :

According to published reports, comparative operating results for the 6 months ended June 30, 2013: Revenue of $284,537,000, Net Income of $1,309,000; compared to Revenue of $235,241,000, Net Income of ($6,019,000) for the comparable period in the prior year.

History & Operations

Currency: Shown in USD unless otherwise indicated

Company Overview

Company Name:	HILL INTERNATIONAL, INC.
Street Address:	303 Lippincott Ctr Marlton , NJ 08053
Phone:	856 810-6200
Fax:	856-810-1309
URL:	http://www.hillintl.com

Stock Symbol:	HIL
History	Is clear
Operations	Profitable
Present management control	8 years
Annual Sales	576,681,000

History

The following information was reported: **03/18/2014**

Officer(s):
IRVIN E RICHTER, CHB-CEO+
DAVID L RICHTER, PRES-COO+
JOHN FANELLI III, SR V PRES-CFO
RONALD F EMMA, SR V PRES-CAO
WILLIAM H DENGLER JR, SR V PRES-GEN COUNSEL
CATHERINE H EMMA, SR V PRES-CHIEF ADMIN OFFICER
JACK C HOBBS, SR VP
DONNA CAMIOLO, VP
JOSEPH NAUGHTON, VP

DIRECTOR(S) : The officers identified by (+) and Camille S Andrews, Brian W Clymer, Alan S Fellheimer, Steven M Kramer and Gary F Mazzucco.

Incorporated in the State of Delaware on April 2, 2004.
Business started 2006.
The company was incorporated in Delaware in 2004 as Arpeggio Acquisition Corporation (Arpeggio) as a specified purpose acquisition corporation. On June 28, 2006, Arpeggio merged with Hill International, Inc. (Old Hill), a Delaware corporation and Arpeggio was the surviving entity of the merger. Immediately following the merger, the stockholders of Old Hill owned approximately 63.6% of the total voting power of Arpeggio. The merger was accounted for as a reverse acquisition under US generally accepted accounting principles pursuant to which Old Hill was considered to be the acquiring entity and Arpeggio was the acquired company for accounting purposes, accompanied by a recapitalization of Old Hill. Following the merger, Arpeggio changed its name to Hill International, Inc.
The company's common stock is traded on the New York Stock Exchange (NYSE) under the symbol "HIL ". As of March 6, 2013, there were 105 holders of record of the company's common stock. As of April 15, 2013, those shareholders identified by the company as beneficially owning 5% or more of the outstanding shares were :
Wells Fargo & Company (14.0%); Lapides Asset Management, LLC (5.0%); Irvin E Richter (20.3%); David L Richter (11.7%); and Brady H Richter (5.8%). As of the same date, officers and directors as a group beneficially owns 34.2% of the outstanding shares.
RECENT EVENTS :
On January 13, 2014, sources stated that Hill International Inc., Marlton, NJ, has acquired Collaborative Partners Inc., Boston, MA, on December 23, 2013. With the acquisition, Collaborative Partners Inc. will now operate as a wholly-owned subsidiary of Hill International Inc. Collaborative Partners received $2,450,000 payable in the form of 678,670 shares of common stock priced at $3.61 per share. Further details are unavailable.
On December 10, 2013, sources stated that Hill International Inc., has acquired the remaining 6.8% ownership stake in its subsidiary Hill International S.A., Spain, on December 4, 2013. Further details are unavailable.
On May 30, 2013, Hill International N.V., the company's wholly-owned subsidiary, acquired all of the outstanding common stock of Binnington Copeland & Associates (Pty.) Ltd. and BCA Training (Pty.) Ltd. (together "BCA ") for $2,000,000 payable in shares of the company's common stock plus a potential earn out also payable in shares of the company's common stock.
On January 16, 2013, the company acquired an additional ownership stake of 23.8% in its Madrid-based subsidiary Gerens Hill International S.A., Madrid, Spain. Total purchase price is approximately 7.1 million ($9.2 million). As a result, Hill's ownership stake in Gerens Hill has increased from 69.4% to 93.2%.
On February 28, 2011, the company, through its subsidiary Gerens Hill International SA, Las Rozas De Madrid, Spain, completed the acquisition of 60% of the outstanding capital stock of Engineering S/A, Rio De Janeiro, Brazil. With this acquisition, Engineering S/A will operate as a subsidiary of Gerens Hill International SA.
IRVIN E RICHTER. He has been the CHB since 1985 and he has been CEO and a Director of the company, since he founded the company in 1976. He is a Fellow by the Construction Management Association of America (CMAA). He is a member of the World Presidents' Organization. He is the author or co-author of several books including Handbook of Construction Law & Claims and International Construction Claims :
Avoiding and Resolving Disputes. He holds a BA in Government from Wesleyan University and a JD from Rutgers University School of Law at Camden and he has been named a Distinguished Alumnus at both schools.
DAVID L RICHTER. He has been the President and COO since March 2004 and he has been a Director of the company since 1998. Prior to his current position, he was President of Hill's Project Management Group from 2001 to 2004. Before that, he was the Senior Vice President and General Counsel from 1999 to 2001 and Vice President and General Counsel from 1995 to 1999. Prior to joining the company, he was an Attorney with the New York City law firm of Weil, Gotshal & Manges LLP from 1992 to 1995. He is a Fellow of the CMAA. He is a member of the Young Presidents' Organization, the Construction Industry Round Table and the American Society of Civil Engineers. He earned his BS in Management, his BSE in Civil Engineering and his JD from the University of Pennsylvania.
JOHN FANELLI III. He has been the Senior Vice President and CFO of the company since September 2006. Before that, he was the Vice President and CAO of CDI Corp, from June 2005 until June 2006 and he was Vice President and Corporate Controller of CDI Corporation (a subsidiary of CDI Corp) from October 2003 until June 2006. During 2003, he was a financial consultant to Berwind Corporation. Before that, he was employed for 18 years by Hunt Corporation, then a New York Stock Exchange-traded manufacturer and marketer of office products. At Hunt, he served as Vice President and CAO from 1995 until 2003 and before that as Director of Budgeting, Financial Analysis and Control, from 1985 to 1995. Before that, he was employed with Coopers & Lybrand for eight years in various accounting and auditing positions. He earned his BS in Accounting from LaSalle University and he is a CPA in Pennsylvania.
RONALD F EMMA. He has been the Senior Vice President and CAO of the company since January 2007. He had been the Senior Vice President of Finance from August 1999 to January 2007. Before that, he was Vice President of Finance. He has been with Hill since 1980. Before joining Hill, he was Assistant Controller of General Energy Resources, Inc and prior to that was a Staff Accountant with the accounting firm of Haskins & Sells. He has a BS in Accounting from St. Joseph's University and is a CPA in New Jersey.
WILLIAM H DENGLER JR. He has been the Senior Vice President and General Counsel of the company since March 2007. He was previously Vice President and General Counsel from January 2002 to March 2007 and Corporate Counsel from 2001 to 2002. He also serves as Corporate Secretary to Hill and its subsidiaries. Prior to joining Hill, he served as Assistant Counsel to former New Jersey Governors Donald DiFrancesco

and Christine Todd Whitman from 1999 to 2001. He earned his BA in Political Science from Western Maryland College and his JD from Rutgers University School of Law at Camden. He is licensed to practice law in New Jersey, as well as before the US Court of Appeals for the Third Circuit and the US Supreme Court.
CATHERINE H EMMA. She has been the Senior Vice President and Chief Administrative Officer of the company since January 2007. She had been Vice President and Chief Administrative Officer from August 2005 to January 2007. Before that, she served as Vice President of Human Resources and Administration. She has been with Hill since 1982. She is certified by the Society for Human Resource Management as a Professional in Human Resources (PHR) and has held professional memberships with Tri-State Human Resources, the Society for Human Resource Management and the BNA Human Resources Personnel Policies Forum.
JACK C HOBBS. Antecedent information unavailable.
DONNA CAMIOLO. Antecedent information unavailable.
JOSEPH NAUGHTON. Antecedent information unavailable.

Business Registration

CORPORATE AND BUSINESS REGISTRATIONS PROVIDED BY MANAGEMENT OR OTHER SOURCE

Registered Name:	HILL INTERNATIONAL INC
Business type:	CORPORATION
Corporation type:	PROFIT
Date incorporated:	Jul 02 1981
State of incorporation:	DELAWARE
Filing date:	Jul 02 1981
Where filed:	SECRETARY OF STATE/CORPORATIONS DIVISION , DOVER , DE
Common stock:	
Authorized shares:	10,000,000
Par value:	$0.0100
Preferred stock:	
Authorized shares:	1,000
Par value:	$0.0100

Operations

03/18/2014

Description:	The company provides project management and construction claims services. It operates through two segments, Project Management and Construction Claims. The Project Management segment offers construction and project management services, including program management, project management, construction management, project management oversight, troubled project turnaround, staff augmentation, estimating and cost management, project labor agreement consulting and management consulting, as well as commissioning, labor compliance and other services. It manages and undertakes construction process, including planning, scheduling, estimating, budgeting, design review, constructability analyses, value engineering, regulatory compliance, development of project procedures, procurement, project reporting, expediting, inspection, quality assurance/quality control, safety oversight, contract administration, change order processing and claims management on behalf of project owners and developers, as well as on-site management of contractors, subcontractors and suppliers. The Construction Claims segment provides claims preparation, analysis and review, litigation support, cost/damages assessment, delay/disruption analysis, contract review and adjudication, risk assessment, lender advisory and expert witness testimony services to clients. It advises clients for preventing or resolving claims and disputes based upon schedule delays, cost overruns and other problems on construction projects. Terms are on contractual basis. Sells to construction project owners, contractors, subcontractors, architects, engineers, attorneys, lenders and insurance companies. Territory : International. Nonseasonal.
Employees:	3,663 which includes officer(s) and 216 part-time. 100 employed here. Of the total employees 455 are independent contractors.
Facilities:	Leases premises in a building.
Branches:	This business has multiple branches, detailed branch information is available in D & B's linkage or family tree products.
Subsidiaries:	This business has multiple subsidiaries, detailed subsidiary information is available in D & B's linkage or family tree products.

SIC & NAICS

SIC:
Based on information in our file, D&B has assigned this company an extended 8-digit SIC. D&B's use of 8-digit SICs enables us to be more specific about a company's operations than if we use the standard 4-digit code.
The 4-digit SIC numbers link to the description on the Occupational Safety & Health Administration (OSHA) Web site. Links open in a new browser window.
8742 0402 Construction project management consultant
8741 9902 Construction management
NAICS:

541611 Administrative Management and General Management Consulting Services
561110 Office Administrative Services

Financials

Currency: Shown in USD unless otherwise indicated

Company Financials: D&B

06/12/2013

Three-year Statement Comparative:

	Interim Consolidated Mar 31 2013	Fiscal Consolidated Dec 31 2012	Fiscal Consolidated Dec 31 2011
Current Assets	276,115,000	257,270,000	231,833,000
Current Liabilities	146,438,000	150,135,000	108,800,000
Current Ratio	1.89	1.71	2.13
Working Capital	129,677,000	107,135,000	123,033,000
Other Assets	160,408,000	164,403,000	175,679,000
Net Worth	138,684,000	141,103,000	172,394,000
Sales		480,781,000	501,456,000
Long Term Liab	151,401,000	130,435,000	126,318,000
Net Profit (Loss)		(26,345,000)	(4,935,000)

Company Financial: EDGAR (Annual Statements)

Balance Sheet

Period Ending	Fiscal Consolidated Dec 31 2013	Fiscal Consolidated Dec 31 2012	Fiscal Consolidated Dec 31 2011
ASSETS			
Current Assets			
Cash and Cash Equivalents	46,147,000	28,807,000	19,404,000
Short Term Investments	UN	UN	UN
Net Trade Receivables	238,668,000	218,068,000	204,140,000
Inventory	UN	UN	UN
Other Current Assets	13,078,000	10,395,000	8,289,000
Total Current Assets	**297,893,000**	**257,270,000**	**231,833,000**
Property, Plant and Equipment	10,613,000	11,268,000	13,110,000
Fixed Assets	10,613,000	11,268,000	13,110,000
Long Term Investments	7,196,000	12,221,000	17,054,000
Deferred Long Term Asset Charges	13,882,000	14,426,000	18,186,000

Other Assets	8,701,000	14,233,000	13,451,000
Goodwill	85,853,000	84,007,000	82,941,000
Total Assets	**449,102,000**	**421,673,000**	**407,512,000**
Accumulated Amortization	UN	UN	UN
Intangible Assets	24,964,000	28,248,000	30,937,000
LIABILITIES			
Current Liabilities			
Accounts Payable	102,081,000	97,362,000	81,155,000
Short Term And Current Long Term Debt	18,976,000	21,790,000	7,324,000
Other Current Liabilities	30,458,000	30,983,000	20,321,000
Total Current Liabilities	**151,515,000**	**150,135,000**	**108,800,000**
Long Term Debt	115,302,000	91,829,000	92,947,000
Deferred Long Term Liability Charges	32,993,000	27,327,000	21,828,000
Negative Goodwill	UN	UN	UN
Minority Interest Expense	11,887,000	13,557,000	18,258,000
Other Liabilities	6,261,000	11,279,000	11,543,000
Misc Stocks Options Warrant	UN	UN	UN
Total Liabilities	**317,958,000**	**294,127,000**	**253,376,000**
SHAREHOLDER'S EQUITY			
Preferred Stock Amount	0	0	0
Common Stock	5,000	5,000	4,000
Retained Earnings	47,038,000	45,409,000	73,626,000
Treasury Stock	27,766,000	27,766,000	27,766,000
Capital Surplus	136,899,000	129,913,000	127,168,000
Other Equity	-25,032,000	-20,015,000	-18,896,000
Total Equity	**131,144,000**	**127,546,000**	**154,136,000**

Income Statement

Period Ending	Fiscal Consolidated Dec 31 2013	Fiscal Consolidated Dec 31 2012	Fiscal Consolidated Dec 31 2011
Sales (Revenue)	576,681,000	480,781,000	501,456,000
Cost of Goods Sold	360,651,000	302,755,000	330,193,000
Gross Profit	**216,030,000**	**178,026,000**	**171,263,000**
Sales And General Admin	183,572,000	172,779,000	175,312,000
Research and Development Expense	UN	UN	UN
Non-Recurring Charges	UN	UN	UN
Other Operating Items	UN	UN	UN
Operating Income	32,458,000	5,247,000	-3,859,000
Net Total Other Income and Expenses	UN	UN	UN
Earnings Before Interest and Taxes	32,458,000	5,247,000	-3,859,000
Interest Expense	22,864,000	18,150,000	7,262,000
Earning Before Tax	9,594,000	-12,903,000	-11,121,000
Income Tax Expense	6,043,000	13,442,000	-6,186,000
Equity Earnings or Loss	UN	UN	UN
Minority Interest Expense	1,922,000	1,872,000	1,082,000
Net Income From Continuing Operations	1,629,000	-28,217,000	-5,827,000
Discontinued Operations	UN	UN	UN
Effect of Accounting Changes	UN	UN	UN
Extraordinary Items	UN	UN	UN
Other Non-Operating Expenses	0	0	-190,000

Net Income	1,629,000	-28,217,000	-6,017,000
Preferred Stocks and Other Adjustments	UN	UN	UN
Net Income Applicable to Common Shares	1,629,000	-28,217,000	-6,017,000

Statement of Cash Flow

Period Ending	Fiscal Consolidated Dec 31 2013	Fiscal Consolidated Dec 31 2012	Fiscal Consolidated Dec 31 2011
Depreciation	18,711,000	13,950,000	15,640,000
Net Income Adjustments	4,718,000	10,921,000	-5,574,000
Changes in Liabilities	1,779,000	14,118,000	1,608,000
Changes in Accounts Receivables	-8,397,000	-10,580,000	-18,654,000
Changes in Inventories	UN	UN	UN
Changes in Other Operating Activities	1,071,000	-8,535,000	1,445,000
Net Cash Flows - Operating Activities	21,433,000	-6,471,000	-10,470,000
Capital Expenditures	-3,764,000	-2,377,000	-4,883,000
Investments	-12,026,000	3,305,000	-2,299,000
Other Cash Flows from Investing Activities	964,000	-0	-13,154,000
Net Cash Flows - Investing Activities	-14,826,000	928,000	-20,336,000
Dividends Paid	UN	UN	UN
Sale and Purchase of Stock	158,000	-1,310,000	584,000
Net Borrowings	15,803,000	13,556,000	8,665,000
Other Cash Flows from Financing Activities	UN	UN	UN
Net Cash Flows - Financing Activities	15,961,000	8,917,000	9,249,000
Effect of Exchange Rate	-8,903,000	-4,582,000	75,000
Change in Cash and Cash Equivalents	13,665,000	-1,208,000	-21,482,000

Financial Ratios

Period Ending	Fiscal Consolidated Dec 31 2013	Fiscal Consolidated Dec 31 2012	Fiscal Consolidated Dec 31 2011
Solvency Ratios			
Current Ratio	1.97	1.71	2.13
Quick Ratio	UN	UN	UN
Current Liabilities to Net Worth (%)	115.53	117.71	70.59
Total Liabilities to Net worth (%)	242.45	230.60	164.38
Current Liabilities to Inventory (%)	UN	UN	UN
Fixed Assets to Net Worth (%)	8.09	8.83	8.51
Cash Ratio	UN	UN	UN
Efficiency Ratios			
Accounts Payable to Sales Ratio	0.18	0.20	0.16
Sales to Working Capital Ratio	3.94	4.49	4.08
Sales to Inventory (%)	UN	UN	UN
Assets to Sales (%)	77.88	87.71	81.27
ROCE (%)	10.91	1.93	-1.29
Profitability Ratios			
Return on Net Worth (%)	1.24	-22.12	-3.90
Return on Assets (%)	0.36	-6.69	-1.48

Return on Sales (%)	5.63	1.09	-0.77
Gross Profit Margin (%)	37.46	37.03	34.15
Operating Margin (%)	5.63	1.09	-0.77
Pre-Tax Profit Margin (%)	1.66	-2.68	-2.22
Profit Margin (%)	0.28	-5.87	-1.20
Pre-Tax Return on Equity (%)	7.32	-10.12	-7.22
After Tax Return on Equity (%)	1.24	-22.12	-3.90
Operating, Income to Interest Ratio	1.42	0.29	-0.53
Financial Leverage Ratios			
EBITDA to EBIT Ratio	0.42	-1.66	5.05
Debt to Income Ratio	195.19	-10.42	-42.11
Debt to Equity Ratio	2.42	2.31	1.64
Equity Ratio (%)	29.20	30.25	37.82
Interest Coverage Ratio	1.42	0.29	-0.53
Interest Coverage by EBITDA Ratio	0.60	-0.48	-2.69

Note:UN=Unavailable

Powered By EDGAR Online
This Data is Provided as per License from EDGAR online

Company Financial: EDGAR (Quarterly Statements)

Balance Sheet

Quarter	**Q4**	**Q3**	**Q2**	**Q1**
Quarter Ending	**Dec 31 2013**	**Sep 30 2013**	**Jun 30 2013**	**Mar 31 2013**
ASSETS				
Current Assets				
Cash and Cash Equivalents	46,147,000	39,851,000	37,432,000	25,799,000
Short Term Investments	UN	UN	UN	UN
Net Trade Receivables	238,668,000	243,518,000	242,515,000	238,241,000
Inventory	UN	UN	UN	UN
Other Current Assets	13,078,000	14,885,000	14,192,000	12,075,000
Total Current Assets	**297,893,000**	**298,254,000**	**294,139,000**	**276,115,000**
Property, Plant and Equipment	10,613,000	10,685,000	10,527,000	11,076,000
Fixed Assets	10,613,000	10,685,000	10,527,000	11,076,000
Long Term Investments	7,196,000	12,155,000	11,871,000	11,817,000
Deferred Long Term Asset Charges	13,882,000	12,983,000	13,660,000	14,388,000
Other Assets	8,701,000	8,827,000	7,968,000	14,218,000
Goodwill	85,853,000	83,112,000	81,410,000	82,587,000
Total Assets	**449,102,000**	**451,157,000**	**445,993,000**	**436,523,000**
Accumulated Amortization	UN	UN	UN	UN
Intangible Assets	24,964,000	25,141,000	26,418,000	26,322,000
LIABILITIES				
Current Liabilities				
Accounts Payable	102,081,000	99,435,000	99,969,000	102,047,000
Short Term And Current Long Term Debt	18,976,000	20,583,000	23,828,000	20,899,000
Other Current Liabilities	30,458,000	29,668,000	25,742,000	23,492,000
Total Current Liabilities	**151,515,000**	**149,686,000**	**149,539,000**	**146,438,000**
Long Term Debt	115,302,000	115,822,000	113,938,000	108,149,000
Deferred Long Term Liability Charges	32,993,000	34,883,000	32,514,000	32,455,000
Negative Goodwill	UN	UN	UN	UN

Minority Interest Expense	11,887,000	12,012,000	12,151,000	13,769,000
Other Liabilities	6,261,000	8,270,000	12,322,000	10,797,000
Misc Stocks Options Warrant	UN	UN	UN	UN
Total Liabilities	**317,958,000**	**320,673,000**	**320,464,000**	**311,608,000**
SHAREHOLDER'S EQUITY				
Preferred Stock Amount	0	0	0	0
Common Stock	5,000	5,000	5,000	5,000
Retained Earnings	47,038,000	48,304,000	45,748,000	45,029,000
Treasury Stock	27,766,000	27,766,000	27,766,000	27,766,000
Capital Surplus	136,899,000	134,262,000	132,641,000	130,535,000
Other Equity	-25,032,000	-24,321,000	-25,099,000	-22,888,000
Total Equity	**131,144,000**	**130,484,000**	**125,529,000**	**124,915,000**

Income Statement

Quarter	**Q4**	**Q3**	**Q2**	**Q1**
Quarter Ending	**Dec 31 2013**	**Sep 30 2013**	**Jun 30 2013**	**Mar 31 2013**
Sales (Revenue)	144,950,000	147,194,000	148,464,000	136,073,000
Cost of Goods Sold	86,295,000	92,747,000	95,394,000	86,215,000
Gross Profit	**58,655,000**	**54,447,000**	**53,070,000**	**49,858,000**
Sales And Genefal Admin	51,688,000	46,195,000	43,230,000	42,459,000
Research and Development Expense	UN	UN	UN	UN
Non-Recurring Charges	UN	UN	UN	UN
Other Operating Items	UN	UN	UN	UN
Operating Income	6,967,000	8,252,000	9,840,000	7,399,000
Net Total Other Income and Expenses	UN	UN	UN	UN
Earnings Before Interest and Taxes	6,967,000	8,252,000	9,840,000	7,399,000
Interest Expense	5,607,000	5,489,000	6,281,000	5,487,000
Earning Before Tax	1,360,000	2,763,000	3,559,000	1,912,000
Income Tax Expense	2,060,000	-179,000	2,288,000	1,874,000
Equity Earnings or Loss	UN	UN	UN	UN
Minority Interest Expense	566,000	386,000	552,000	418,000
Net Income From Continuing Operations	-1,266,000	2,556,000	719,000	-380,000
Discontinued Operations	UN	UN	UN	UN
Effect of Accounting Changes	UN	UN	UN	UN
Extraordinary Items	UN	UN	UN	UN
Other Non-Operating Expenses	0	0	0	0
Net Income	**-1,266,000**	**2,556,000**	**719,000**	**-380,000**
Preferred Stocks and Other Adjustments	UN	UN	UN	UN
Net Income Applicable to Common Shares	-1,266,000	2,556,000	719,000	-380,000

Statement of Cash Flow

Quarter	**Q4**	**Q3**	**Q2**	**Q1**
Quarter Ending	**Dec 31 2013**	**Sep 30 2013**	**Jun 30 2013**	**Mar 31 2013**
Depreciation	4,915,000	4,753,000	4,615,000	4,428,000
Net Income Adjustments	-1,317,000	2,786,000	3,381,000	-132,000
Changes in Liabilities	-8,247,000	-3,315,000	-2,300,000	15,641,000
Changes in Accounts Receivables	13,365,000	7,534,000	-1,238,000	-28,058,000
Changes in Inventories	UN	UN	UN	UN

Changes in Other Operating Activities	4,532,000	334,000	-4,011,000	216,000
Net Cash Flows - Operating Activities	12,548,000	15,034,000	1,718,000	-7,867,000
Capital Expenditures	-1,620,000	-851,000	-265,000	-1,028,000
Investments	-12,018,000	-3,000	-0	-5,000
Other Cash Flows from Investing Activities	9,562,000	-0	727,000	-9,325,000
Net Cash Flows - Investing Activities	-4,076,000	-854,000	462,000	-10,358,000
Dividends Paid	UN	UN	UN	UN
Sale and Purchase of Stock	85,000	0	61,000	12,000
Net Borrowings	-1,212,000	-2,692,000	5,551,000	14,156,000
Other Cash Flows from Financing Activities	UN	UN	UN	UN
Net Cash Flows - Financing Activities	-1,127,000	-2,692,000	5,612,000	14,168,000
Effect of Exchange Rate	-3,603,000	-6,674,000	-1,424,000	2,798,000
Change in Cash and Cash Equivalents	3,742,000	4,814,000	6,368,000	-1,259,000

Financial Ratios

Quarter	**Q4**	**Q3**	**Q2**	**Q1**
Quarter Ending	**Dec 31 2013**	**Sep 30 2013**	**Jun 30 2013**	**Mar 31 2013**
Solvency Ratios				
Current Ratio	1.97	1.99	1.97	1.89
Quick Ratio	UN	UN	UN	UN
Current Liabilities to Net Worth (%)	115.53	114.72	119.13	117.23
Total Liabilities to Net worth (%)	242.45	245.76	255.29	249.46
Current Liabilities to Inventory (%)	UN	UN	UN	UN
Fixed Assets to Net Worth (%)	8.09	8.19	8.39	8.87
Cash Ratio	UN	UN	UN	UN
Efficiency Ratios				
Accounts Payable to Sales Ratio	0.70	0.68	0.67	0.75
Sales to Working Capital Ratio	0.99	0.99	1.03	1.05
Sales to Inventory (%)	UN	UN	UN	UN
Assets to Sales (%)	309.83	306.51	300.40	320.80
ROCE (%)	2.34	2.74	3.32	2.55
Profitability Ratios				
Return on Net Worth (%)	-0.97	1.96	0.57	-0.30
Return on Assets (%)	-0.28	0.57	0.16	-0.09
Return on Sales (%)	4.81	5.61	6.63	5.44
Gross Profit Margin (%)	40.47	36.99	35.75	36.64
Operating Margin (%)	4.81	5.61	6.63	5.44
Pre-Tax Profit Margin (%)	0.94	1.88	2.40	1.41
Profit Margin (%)	-0.87	1.74	0.48	-0.28
Pre-Tax Return on Equity (%)	1.04	2.12	2.84	1.53
After Tax Return on Equity (%)	-0.97	1.96	0.57	-0.30
Operating Income to Interest Ratio	1.24	1.50	1.57	1.35
Financial Leverage Ratios				
EBITDA to EBIT Ratio	0.29	0.42	0.53	0.40
Debt to Income Ratio	-251.15	125.46	445.71	-820.02
Debt to Equity Ratio	2.42	2.46	2.55	2.49
Equity Ratio (%)	29.20	28.92	28.15	28.62
Interest Coverage Ratio	1.24	1.50	1.57	1.35
Interest Coverage by EBITDA Ratio	0.37	0.64	0.83	0.54

Note:UN=Unavailable
Powered By EDGAR Online
This Data is Provided as per License from EDGAR online

Stock Performance

Statement Update

03/17/2014
Fiscal Consolidated statement dated DEC 31 2013:

Assets		**Liabilities**	
Cash	30,381,000	Accts Pay	92,270,000
Accts Rec	232,011,000	Due To Banks	2,000
Cash-Restricted	15,766,000	Taxes	9,442,000
Accounts Receivable-Affiliates	492,000	Notes Payable & Long-Term Debt	18,974,000
Prepaid Exps & Other Current Assets	13,078,000	Deferred Revenue	18,203,000
Income Taxes Receivable	4,460,000	Other Curr Liabs	12,624,000
Other Curr Assets	1,705,000		
Curr Assets	297,893,000	**Curr Liabs**	151,515,000
Fixt & Equip	10,613,000	Notes Payable & Long-Term Debt-Net	114,285,000
Cash-Restricted-Net	2,740,000	Other Liabilities	6,261,000
Investments-Other	5,984,000	L.T. Liab-Other	17,749,000
Retainage Receivable	1,212,000	Def. Credits/Income	16,261,000
Acquired Intangibles-Net/Goodwill	110,817,000	COMMON STOCK	5,000
Other Assets	19,843,000	ADDIT. PD.-IN CAP	136,899,000
		TREASURY STOCK	(27,766,000)
		RETAINED EARNINGS	47,038,000
		ADJUSTMENTS	(13,145,000)
Total Assets	449,102,000	**Total Liabilities + Equity**	449,102,000

From JAN 01 2013 to DEC 31 2013 annual sales $576,681,000; cost of goods sold $360,651,000. Gross profit $216,030,000; operating expenses $183,572,000. Operating income $32,458,000; other expenses $22,864,000; net income before taxes $9,594,000; Federal income tax $6,043,000; net income $3,551,000.
Statement obtained from Securities And Exchange Commission. Prepared from statement(s) by Accountant: EisnerAmper LLP, Iselin, New Jersey.

ACCOUNTANTS OPINION "A review of the accountant's opinion indicated that the financial statement meets generally accepted accounting principles and the audit contains no qualifications. ".
Accounts receivable shown net less $9,530,000 allowance. Fixed assets shown net less $28,774,000 depreciation.
Explanations
The net worth of this company includes intangibles; Other Assets consist of deferred income tax assets and other assets; Other Current Liabilities consist of deferred income taxes and other current liabilities; Other Long Term Liabilities consist of retainage payable and deferred income taxes; Adjustments consists of accumulated other comprehensive loss and noncontrolling interests.

Additional Financial Data

Interim Consolidated statement dated MAR 31 2013

Assets		**Liabilities**	
Cash	15,457,000	Accts Pay	95,115,000
Accts Rec	231,863,000	Notes Payable & Long-Term Debt	20,899,000
Cash Restricted	10,342,000	Taxes	6,877,000
Accounts Rec-Affiliates	755,000	Deferred Revenue	18,245,000
Prepaid Exps & Other Current Assets	12,075,000	Deferred Income Taxes	55,000
Income Taxes Receivable	3,537,000	Other Curr Liabs	5,247,000
Other Curr Assets	2,086,000		
Curr Assets	**276,115,000**	**Curr Liabs**	**146,438,000**
Fixt & Equip	11,076,000	Notes Payable & Long-Term Debt-Net	103,563,000
Cash Restricted-Net	9,345,000	Deferred Income Taxes	16,846,000
Investments-Other	7,626,000	L.T. Liab-Other	15,383,000
Retainage Receivable	4,191,000	Def. Credits/Income	15,609,000
Acquired Intangibles-Net	26,322,000	COMMON STOCK	5,000
Other Assets	101,848,000	ADDIT. PD.-IN CAP	130,535,000
		ADJUSTMENTS	(9,119,000)
		RETAINED EARNINGS	45,029,000
		TREASURY STOCK	(27,766,000)
Total Assets	**436,523,000**	**Total Liabilities + Equity**	**436,523,000**

From JAN 01 2013 to MAR 31 2013 sales $136,073,000; cost of goods sold $86,215,000. Gross profit $49,858,000; operating expenses $42,459,000. Operating income $7,399,000; other expenses $5,487,000; net income before taxes $1,912,000; Federal income tax $1,874,000. Net income $38,000.

Statement obtained from Securities And Exchange Commission. Prepared from books without audit.

Accounts receivable shown net less $7,572,000 allowance.

. ..... BALANCE SHEET EXPLANATIONS ..... .

The net worth of this company includes intangibles.

Other assets consist of goodwill, deferred income tax assets and other assets.

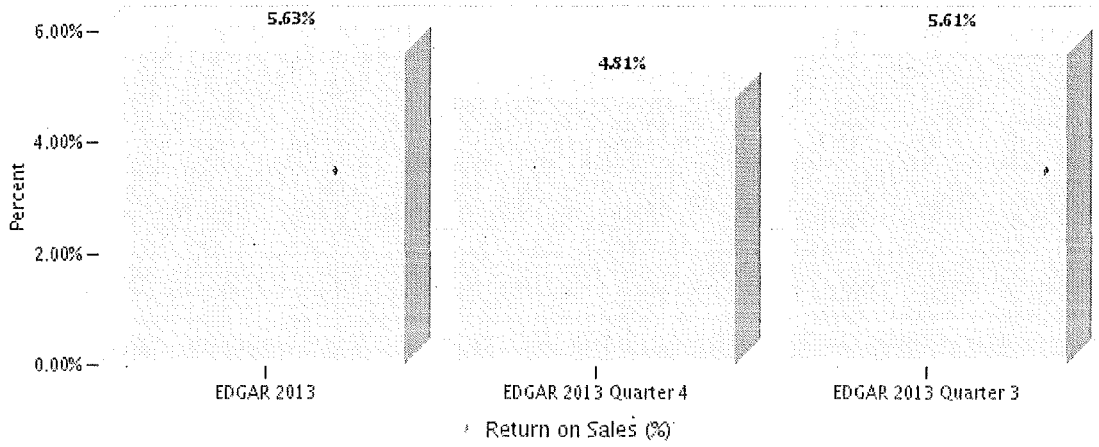
Other long term liabilities consist of retainage payable and other liabilities.

Adjustments consists of accumulated other comprehensive loss and non-controlling interests.

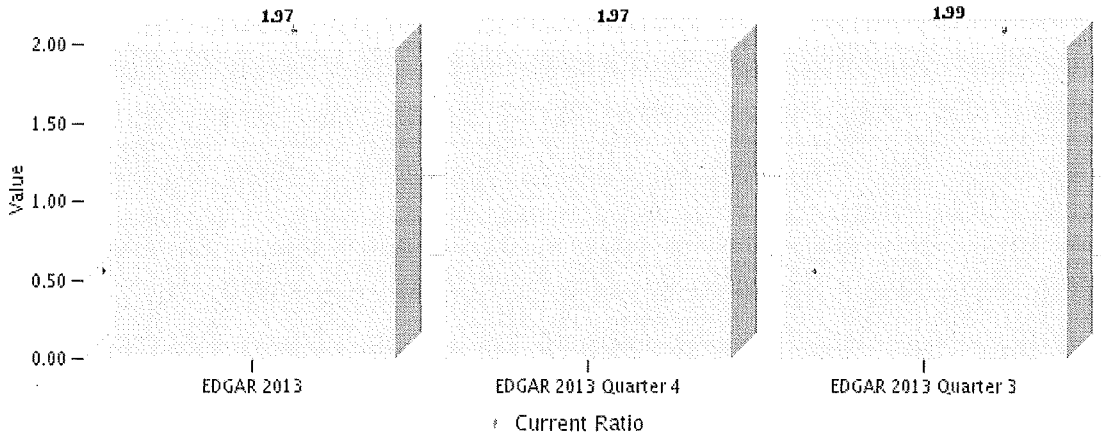
The report was updated using information the company filed with the Securities and Exchange Commission.

Financial Trend Graphs

Return on Sales (%)



Current Ratio



Balance Sheet

Financials By:	Compare Statements:			Show Variance By:	
EDGAR	EDGAR Annual 2013	EDGAR Quarter 4 2013	EDGAR Quarter 3 2013	Percent	
				2013 - Q4 2013	Q4 2013 - Q3 2013
ASSETS					
Current Assets					
Cash and Cash Equivalents	46,147,000	46,147,000	39,851,000	0.00	15.80
Short Term Investments	UN	UN	UN	UN	UN
Net Trade Receivables	238,668,000	238,668,000	243,518,000	0.00	-2.00
Inventory	UN	UN	UN	UN	UN
Other Current Assets	13,078,000	13,078,000	14,885,000	0.00	-12.14
Total Current Assets	297,893,000	297,893,000	298,254,000	0.00	-0.13
Property, Plant and Equipment	10,613,000	10,613,000	10,685,000	0.00	-0.68
Fixed Assets	10,613,000	10,613,000	10,685,000	0.00	-0.68
Long Term Investments	7,196,000	7,196,000	12,155,000	0.00	-40.80
Deferred Long Term Asset Charges	13,882,000	13,882,000	12,983,000	0.00	6.93
Other Assets	8,701,000	8,701,000	8,827,000	0.00	-1.43
Goodwill	85,853,000	85,853,000	83,112,000	0.00	3.30
Total Assets	449,102,000	449,102,000	451,157,000	0.00	-0.46
Accumulated Amortization	UN	UN	UN	UN	UN
Intangible Assets	24,964,000	24,964,000	25,141,000	0.00	-0.71
LIABILITIES					
Current Liabilities					
Accounts Payable	102,081,000	102,081,000	99,435,000	0.00	2.67
Short Term And Current Long Term Debt	18,976,000	18,976,000	20,583,000	0.00	-7.81
Other Current Liabilities	30,458,000	30,458,000	29,668,000	0.00	2.67
Total Current Liabilities	151,515,000	151,515,000	149,686,000	0.00	1.23
Long Term Debt	115,302,000	115,302,000	115,822,000	0.00	-0.45
Deferred Long Term Liability Charges	32,993,000	32,993,000	34,883,000	0.00	-5.42
Negative Goodwill	UN	UN	UN	UN	UN
Minority Interest Expense	11,887,000	11,887,000	12,012,000	0.00	-1.05
Other Liabilities	6,261,000	6,261,000	8,270,000	0.00	-24.30
Misc Stocks Options Warrant	UN	UN	UN	UN	UN
Total Liabilities	317,958,000	317,958,000	320,673,000	0.00	-0.85
SHAREHOLDER'S EQUITY					
Preferred Stock Amount	0	0	0	-	-
Common Stock	5,000	5,000	5,000	0.00	0.00
Retained Earnings	47,038,000	47,038,000	48,304,000	0.00	-2.63
Treasury Stock	27,766,000	27,766,000	27,766,000	0.00	0.00
Capital Surplus	136,899,000	136,899,000	134,262,000	0.00	1.97
Other Equity	-25,032,000	-25,032,000	-24,321,000	0.00	-2.93
Total Equity	131,144,000	131,144,000	130,484,000	0.00	0.51

Income Statement

Financials By:	Compare Statements:			Show Variance By:	
EDGAR	**EDGAR Annual 2013**	**EDGAR Quarter 4 2013**	**EDGAR Quarter 3 2013**	**Percent**	
				2013 - Q4 2013	**Q4 2013 - Q3 2013**
Sales (Revenue)	576,681,000	144,950,000	147,194,000	297.85	-1.53
Cost of Goods Sold	360,651,000	86,295,000	92,747,000	317.93	-6.96
Gross Profit	216,030,000	58,655,000	54,447,000	268.31	7.73
Sales And General Admin	183,572,000	51,688,000	46,195,000	255.16	11.90
Research and Development Expense	UN	UN	UN	UN	UN
Non-Recurring Charges	UN	UN	UN	UN	UN
Other Operating Items	UN	UN	UN	UN	UN
Operating Income	32,458,000	6,967,000	8,252,000	365.89	-15.58
Net Total Other Income and Expenses	UN	UN	UN	UN	UN
Earnings Before Interest and Taxes	32,458,000	6,967,000	8,252,000	365.89	-15.58
Interest Expense	22,864,000	5,607,000	5,489,000	307.78	2.15
Earning Before Tax	9,594,000	1,360,000	2,763,000	605.45	-50.78
Income Tax Expense	6,043,000	2,060,000	-179,000	193.35	1250.84
Equity Earnings or Loss	UN	UN	UN	UN	UN
Minority Interest Expense	1,922,000	566,000	386,000	239.58	46.64
Net Income From Continuing Operations	1,629,000	-1,266,000	2,556,000	228.68	-149.54
Discontinued Operations	UN	UN	UN	UN	UN
Effect of Accounting Changes	UN	UN	UN	UN	UN
Extraordinary Items	UN	UN	UN	UN	UN
Other Non-Operating Expenses	0	0	0	-	-
Net Income	1,629,000	-1,266,000	2,556,000	228.68	-149.54
Preferred Stocks and Other Adjustments	UN	UN	UN	UN	UN
Net Income Applicable to Common Shares	1,629,000	-1,266,000	2,556,000	228.68	-149.54

Cash Flow Statement

Financials By:	Compare Statements:			Show Variance By:	
EDGAR	EDGAR Annual 2013	EDGAR Quarter 4 2013	EDGAR Quarter 3 2013	Percent	
				2013 - Q4 2013	Q4 2013 - Q3 2013
Depreciation	18,711,000	4,915,000	4,753,000	280.70	3.41
Net Income Adjustments	4,718,000	-1,317,000	2,786,000	458.24	-147.28
Changes in Liabilities	1,779,000	-8,247,000	-3,315,000	121.58	-148.78
Changes in Accounts Receivables	-8,397,000	13,365,000	7,534,000	-162.83	77.40
Changes in Inventories	UN	UN	UN	UN	UN
Changes in Other Operating Activities	1,071,000	4,532,000	334,000	-76.37	1256.89
Net Cash Flows - Operating Activities	21,433,000	12,548,000	15,034,000	70.81	-16.54
Capital Expenditures	-3,764,000	-1,620,000	-851,000	-132.35	-90.37
Investments	-12,026,000	-12,018,000	-3,000	-0.07	-400500.00
Other Cash Flows from Investing Activities	964,000	9,562,000	0	-89.92	-
Net Cash Flows - Investing Activities	-14,826,000	-4,076,000	-854,000	-263.74	-377.29
Dividends Paid	UN	UN	UN	UN	UN
Sale and Purchase of Stock	158,000	85,000	0	85.89	-
Net Borrowings	15,803,000	-1,212,000	-2,692,000	1403.88	54.98
Other Cash Flows from Financing Activities	UN	UN	UN	UN	UN
Net Cash Flows - Financing Activities	15,961,000	-1,127,000	-2,692,000	1516.24	58.14
Effect of Exchange Rate	-8,903,000	-3,603,000	-6,674,000	-147.10	46.02
Change in Cash and Cash Equivalents	13,665,000	3,742,000	4,814,000	265.18	-22.27

Financial Ratios

Financials By:	Compare Statements:			Show Variance By:	
EDGAR	EDGAR Annual 2013	EDGAR Quarter 4 2013	EDGAR Quarter 3 2013	Percent	
				2013 - Q4 2013	Q4 2013 - Q3 2013
Solvency Ratios					
Current Ratio	1.97	1.97	1.99	0.00	-1.01
Quick Ratio	UN	UN	UN	UN	UN
Current Liabilities to Net Worth (%)	115.53	115.53	114.72	0.00	0.71
Total Liabilities to Net worth (%)	242.45	242.45	245.76	0.00	-1.35
Current Liabilities to Inventory (%)	UN	UN	UN	UN	UN
Fixed Assets to Net Worth (%)	8.09	8.09	8.19	0.00	-1.23
Cash Ratio	UN	UN	UN	UN	UN
Efficiency Ratios					
Accounts Payable to Sales Ratio	0.18	0.7	0.68	-74.29	2.95
Sales to Working Capital Ratio	3.94	0.99	0.99	297.98	0.00
Sales to Inventory (%)	UN	UN	UN	UN	UN
Assets to Sales (%)	77.88	309.83	306.51	-74.87	1.09
ROCE (%)	10.91	2.34	2.74	366.24	-14.60
Profitability Ratios					
Return on Net Worth (%)	1.24	-0.97	1.96	227.84	-149.49
Return on Assets (%)	0.36	-0.28	0.57	228.58	-149.13
Return on Sales (%)	5.63	4.81	5.61	17.05	-14.27
Gross Profit Margin (%)	37.46	40.47	36.99	-7.44	9.41
Operating Margin (%)	5.63	4.81	5.61	17.05	-14.27
Pre-Tax Profit Margin (%)	1.66	0.94	1.88	76.60	-50.00
Profit Margin (%)	0.28	-0.87	1.74	132.19	-150.00
Pre-Tax Return on Equity (%)	7.32	1.04	2.12	603.85	-50.95
After Tax Return on Equity (%)	1.24	-0.97	1.96	227.84	-149.49
Operating Income to Interest Ratio	1.42	1.24	1.5	14.52	-17.34
Financial Leverage Ratios					
EBITDA to EBIT Ratio	0.42	0.29	0.42	44.83	-30.96
Debt to Income Ratio	195.19	-251.15	125.46	177.72	-300.19
Debt to Equity Ratio	2.42	2.42	2.46	0.00	-1.63
Equity Ratio (%)	29.2	29.2	28.92	0.00	0.97
Interest Coverage Ratio	1.42	1.24	1.5	14.52	-17.34
Interest Coverage by EBITDA Ratio	0.6	0.37	0.64	62.17	-42.19

Powered By EDGAR Online

Copyright 2006, EDGAR Online, Inc. All rights reserved. Replication or redistribution of EDGAR Online, Inc. content is expressly prohibited without the prior written consent of EDGAR Online, Inc. EDGAR Online, Inc. shall not be liable for any errors or delays in the content, or for any actions taken in reliance thereon.

Key Business Ratios

Statement Date	Dec 31 2013
Based on this Number of Establishments	22

	Industry Norms Based On 22 Establishments		
	This Business	Industry Median	Industry Quartile
Profitability			
Return on Sales %	0.6	3.9	4
Return on Net Worth %	2.5	8.7	4
Short-Term Solvency			
Current Ratio	2.0	1.9	2
Quick Ratio	1.7	1.4	2
Efficiency			
Assets to Sales %	77.9	99.2	2
Sales / Net Working Capital	3.9	5.9	3
Utilization			
Total Liabilities / Net Worth (%)	214.0	66.5	4

View Snapshots

View Snapshots

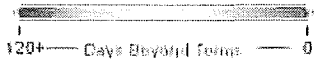
Detailed Trade Risk Insight™

Detailed Trade Risk Insight provides detailed updates on over 1.5 billion commercial trade experiences collected from more than 260 million unique supplier/purchaser relationships.

Days Beyond Terms - Past 3 & 12 Months

3 months from Feb 14 to Apr 14

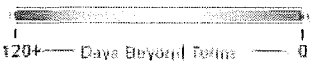
6 Days



Dollar-weighted average of **32** payment experiences reported from **23** companies

12 months from May 13 to Apr 14

11 Days

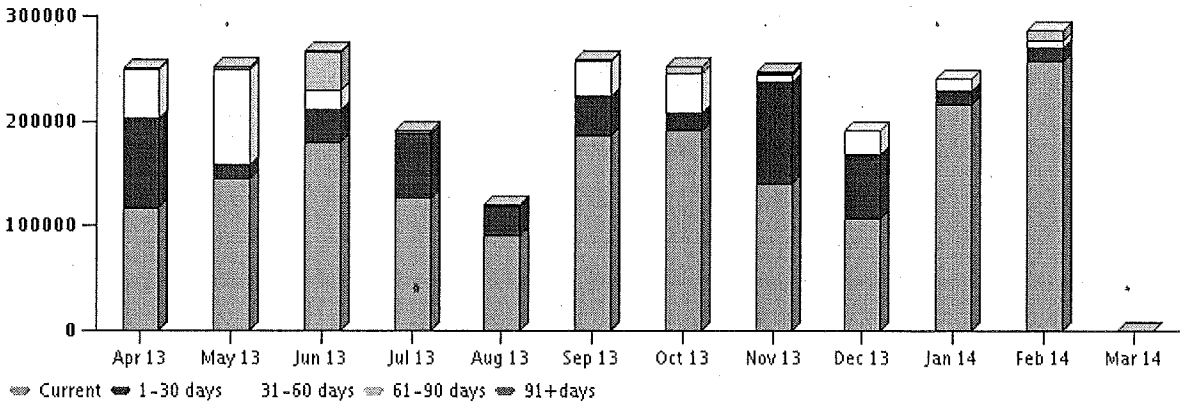


Dollar-weighted average of **74** payment experiences reported from **39** companies

Derogatory Events Last 12 Months from Apr 13 to Mar 14

No Derogatory trade Event has been reported on this company for the past 13 Months

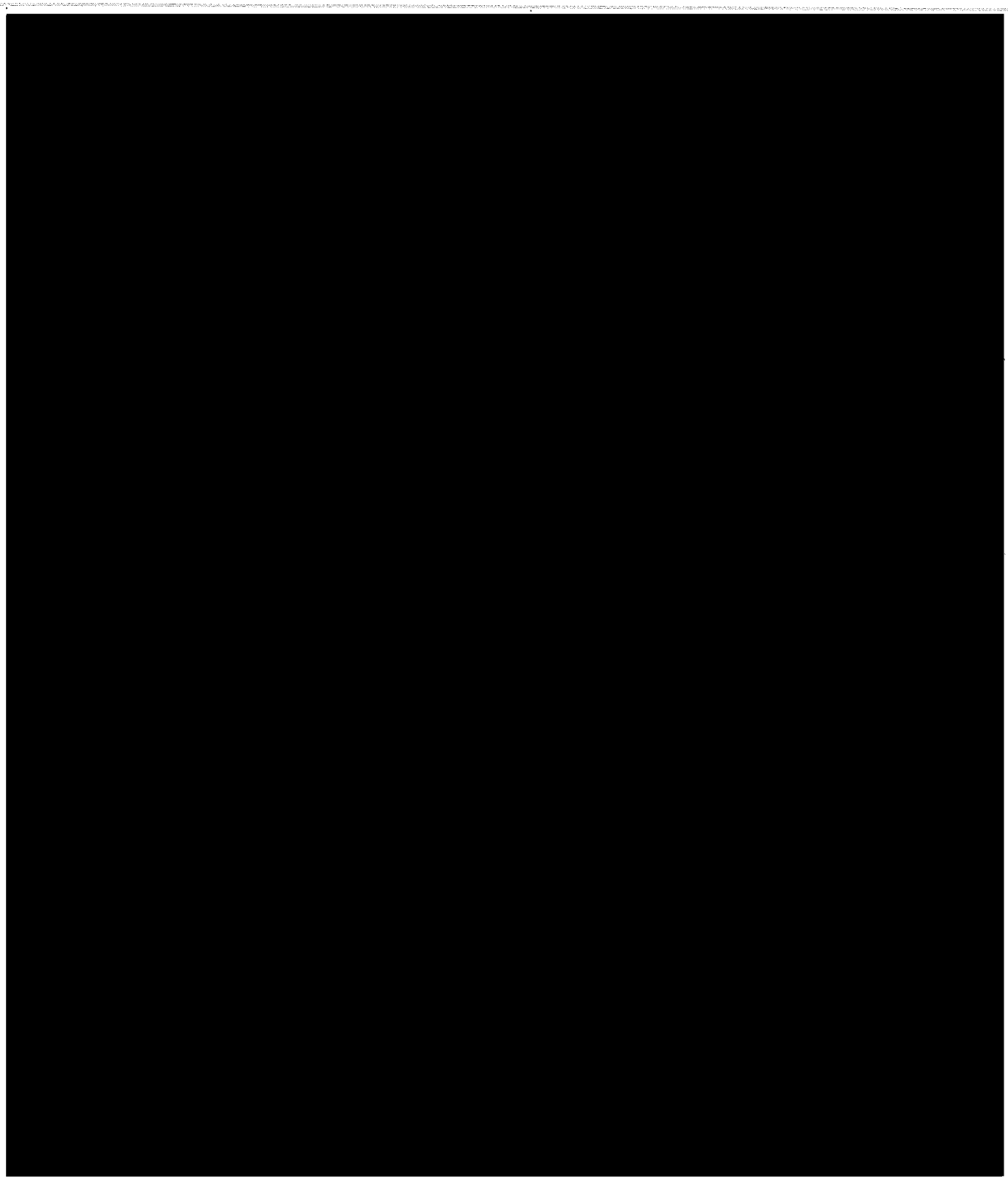
Total Amount Current and Past Due - 12 month trend from Apr 13 to Mar 14

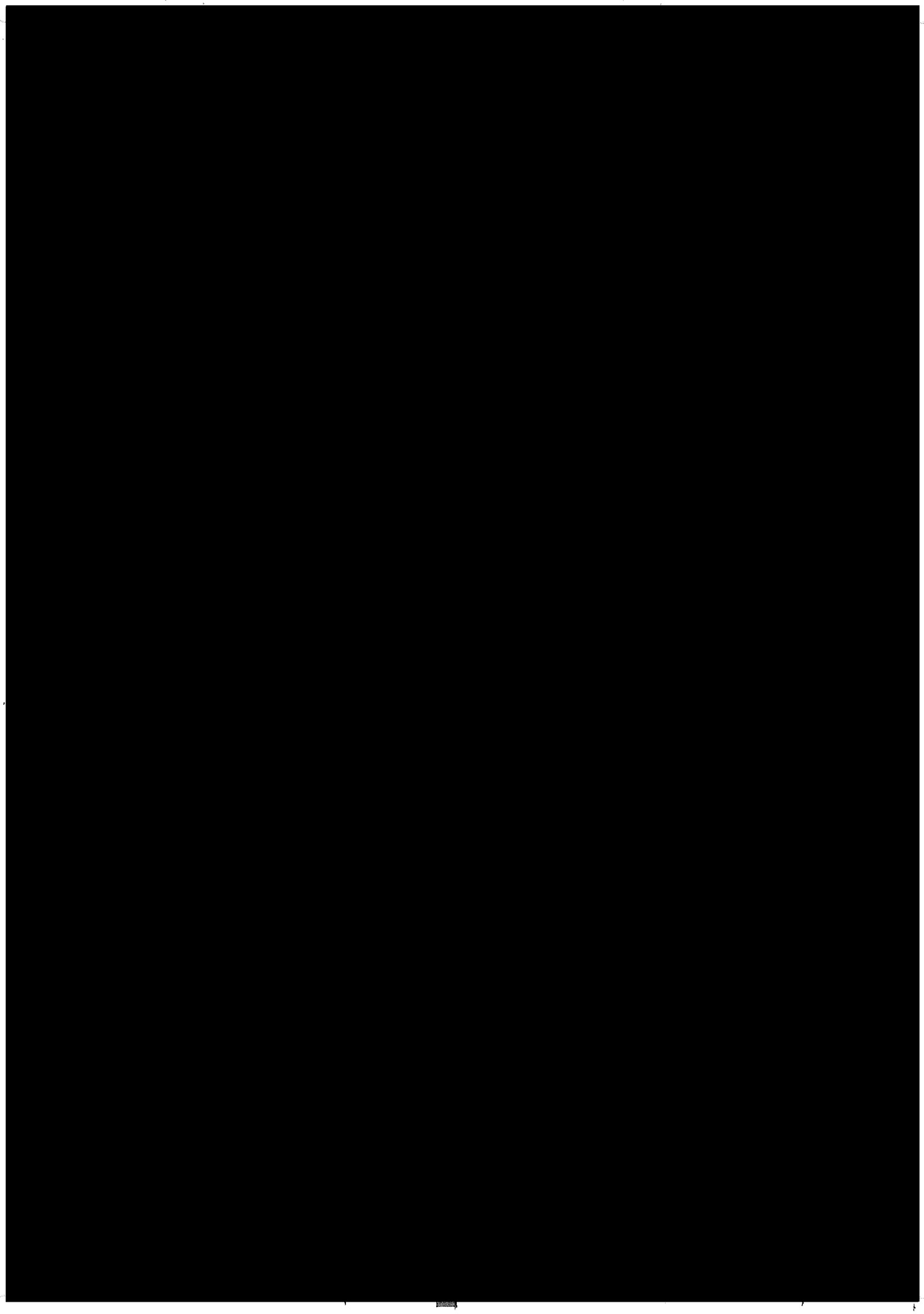


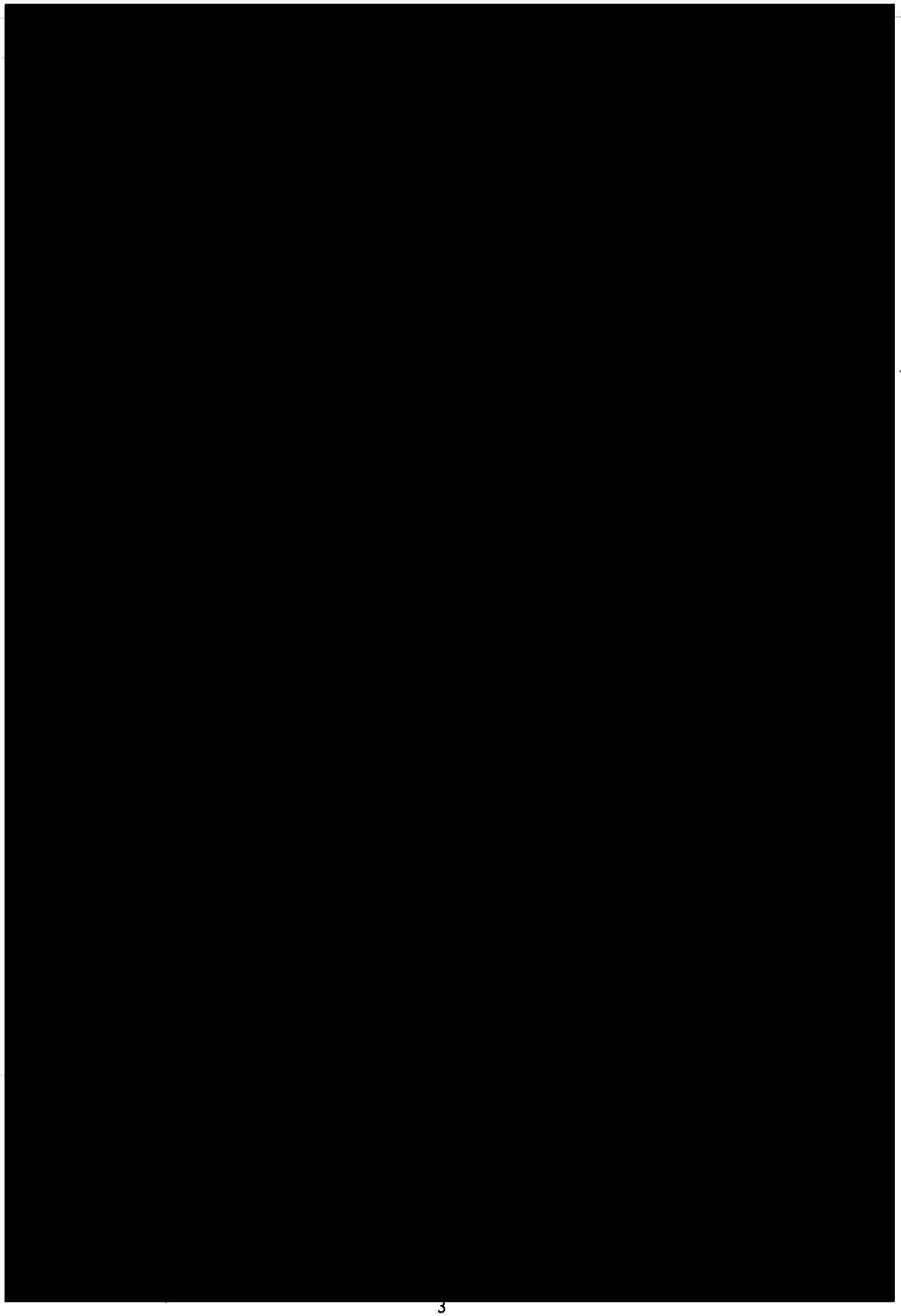
Status	Apr-13	May-13	Jun-13	Jul-13	Aug-13	Sep-13	Oct-13	Nov-13	Dec-13	Jan-14	Feb-14	Mar-14
Total	250,970	251,639	267,811	191,173	120,241	259,411	252,810	246,998	190,902	239,224	281,156	0
Current	116,936	145,068	179,708	126,962	91,377	185,580	191,758	139,657	107,657	215,578	256,328	-
1-30 Days Past Due	85,240	13,544	31,827	61,313	26,607	38,931	16,458	97,519	60,866	13,213	14,056	-
31-60 Days Past Due	46,741	90,591	16,836	-13	11	32,643	37,557	6,539	22,919	11,294	7,289	-
61-90 Days Past Due	11	372	37,015	299	-	11	6,635	2,575	-	5	9,899	-
90+ Days Past Due	2,042	2,064	2,425	2,612	2,246	2,246	402	708	-540	-866	-6,416	-

This information may not be reproduced in whole or in part by any means of reproduction.

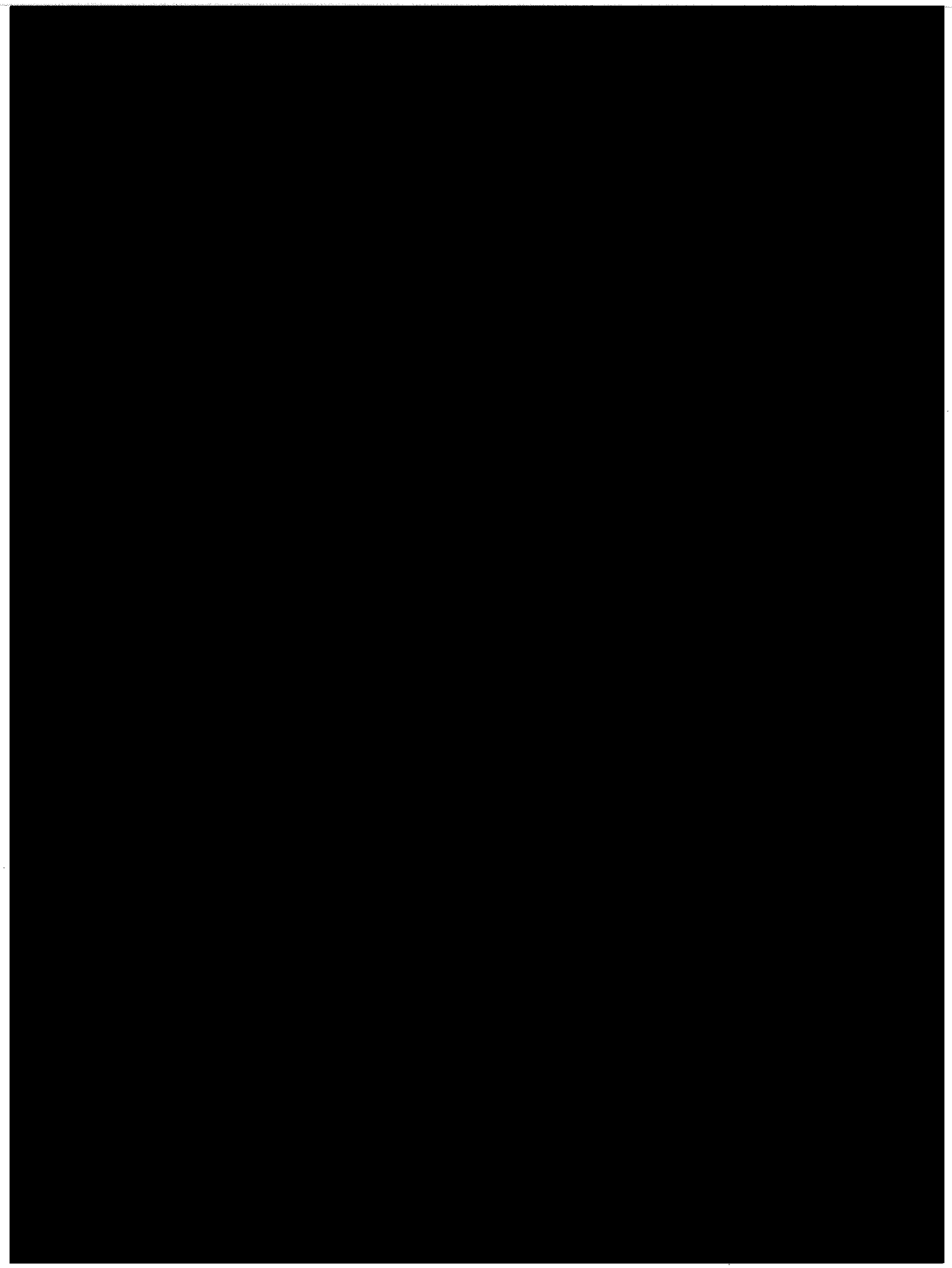
© 2005-2014 Dun & Bradstreet, Inc.

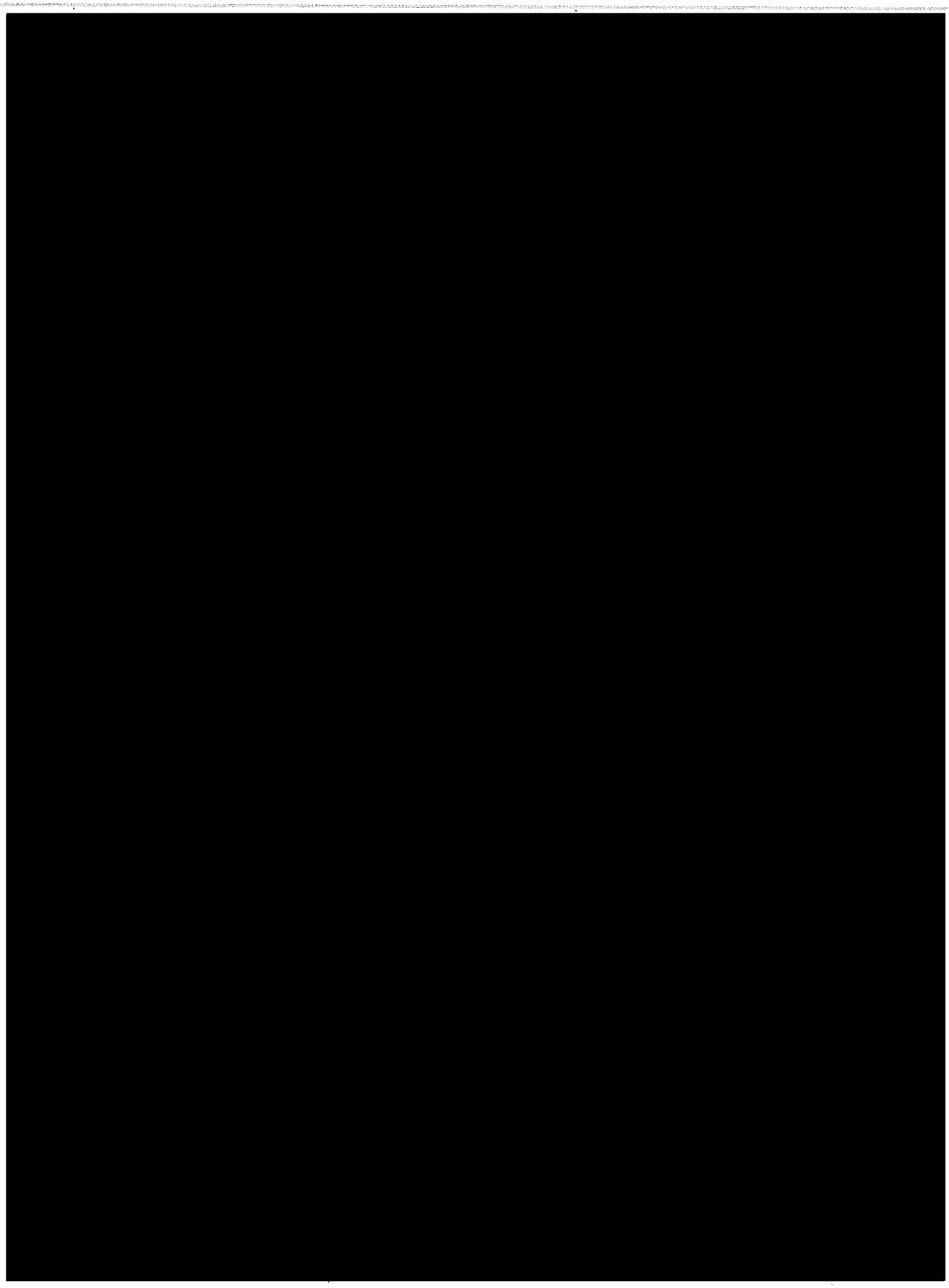


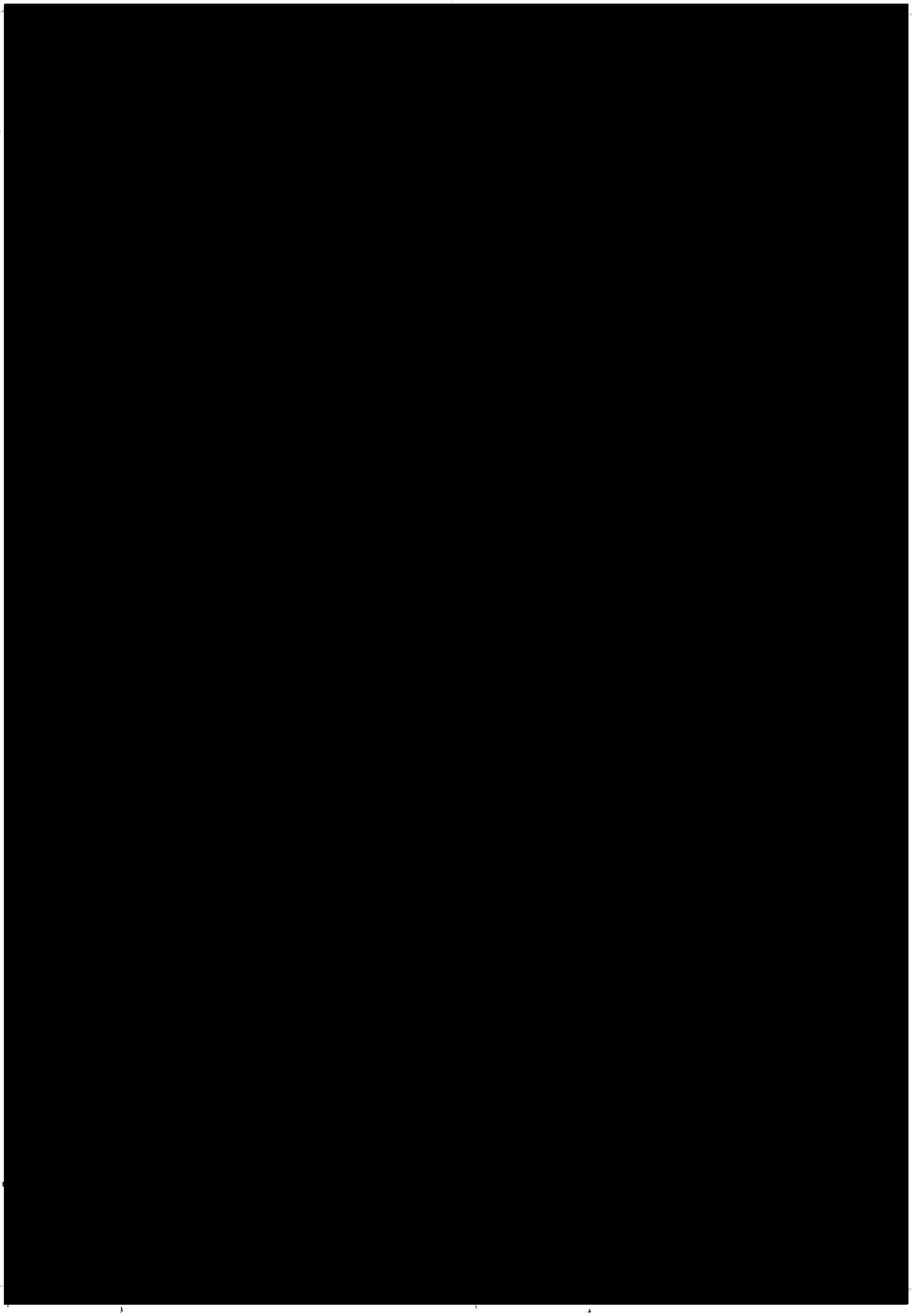


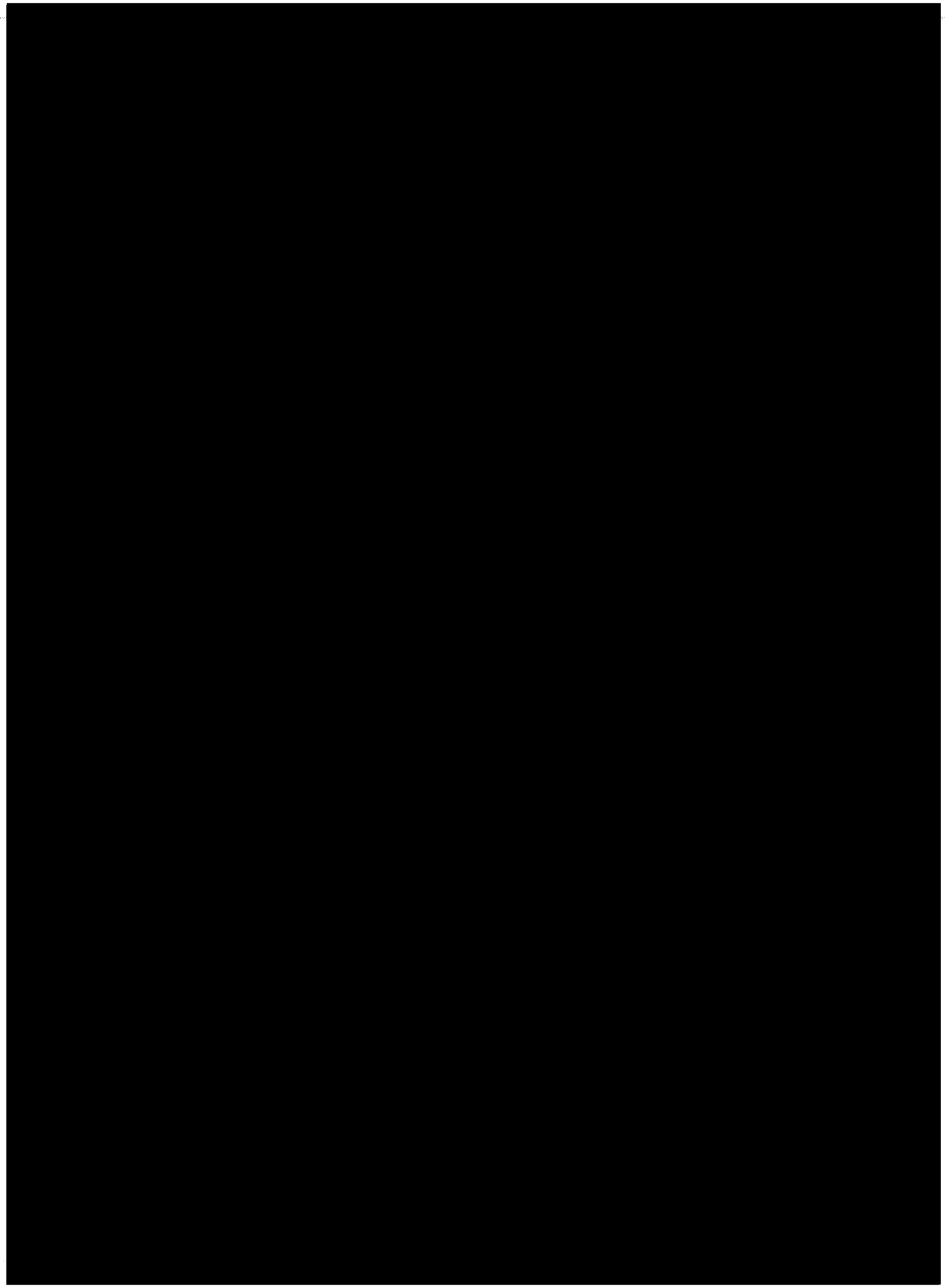


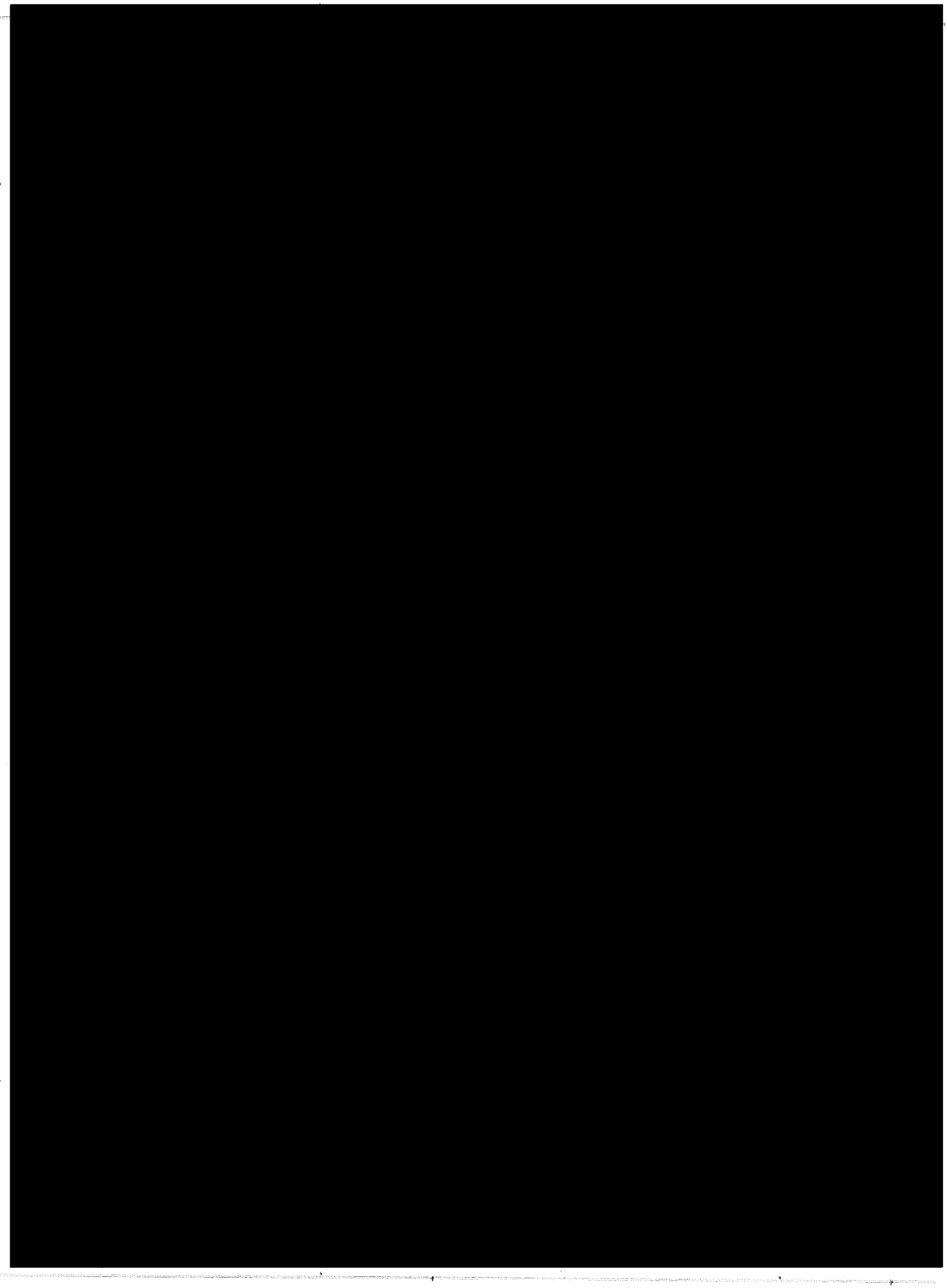
Consolidated Financial Statements

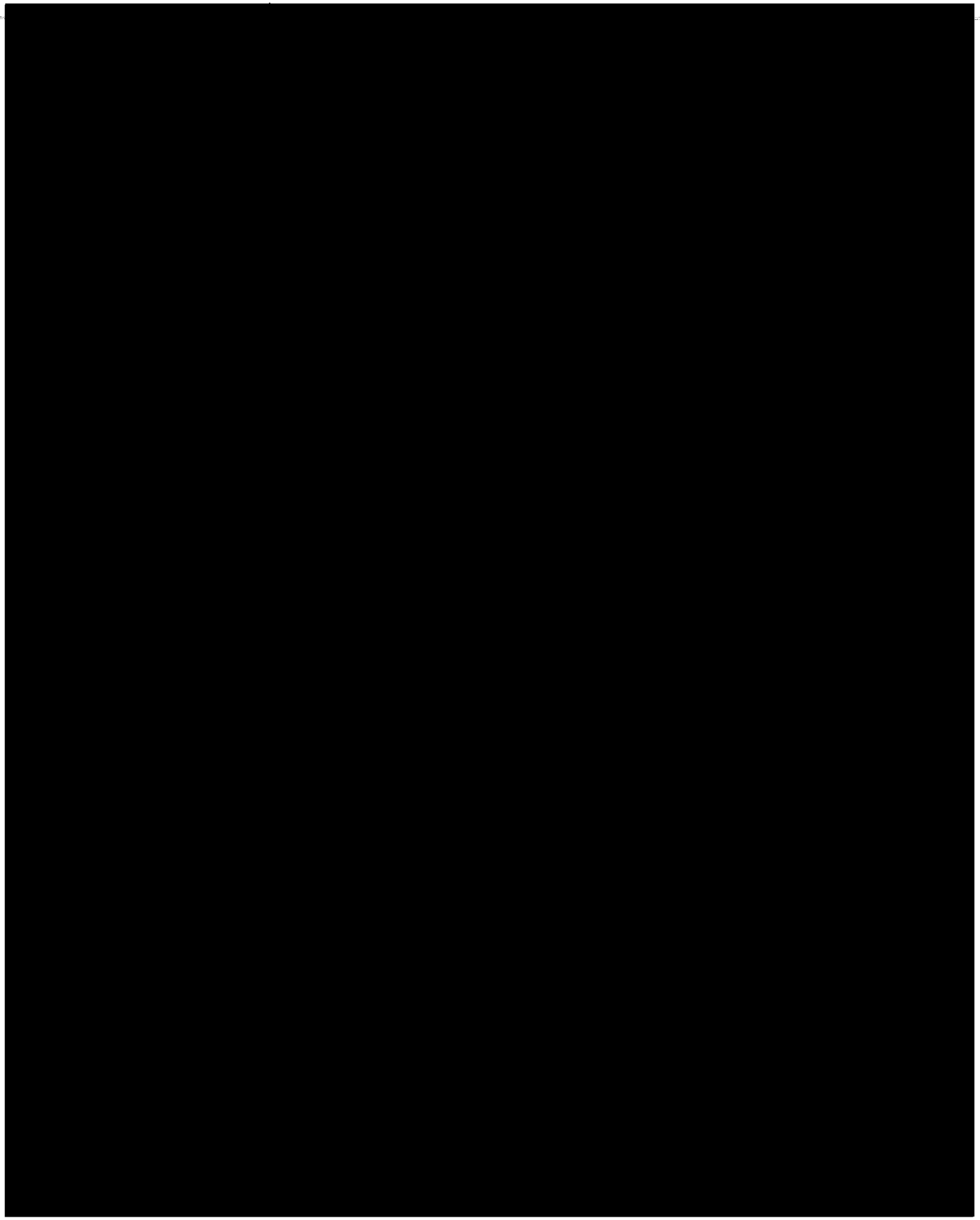


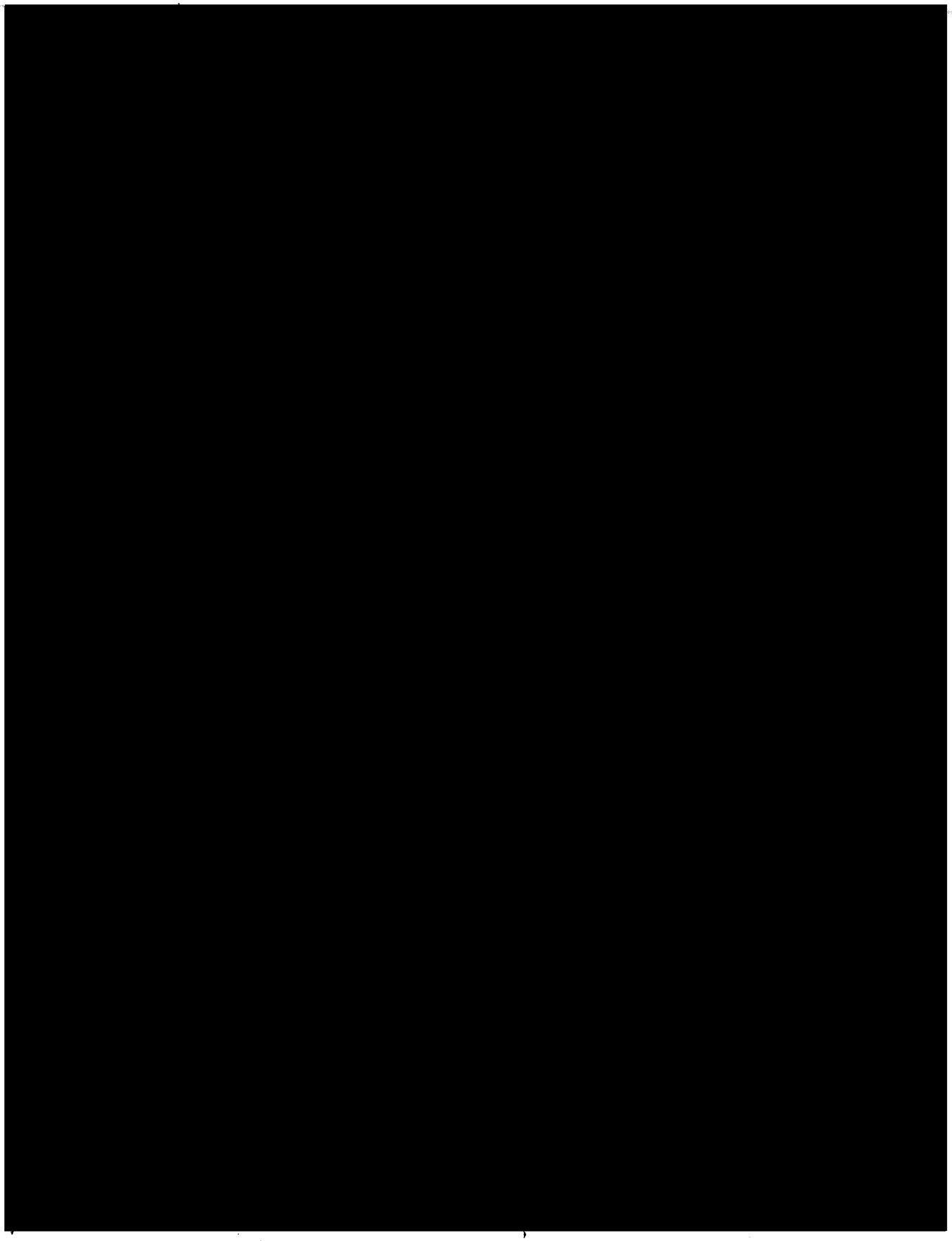




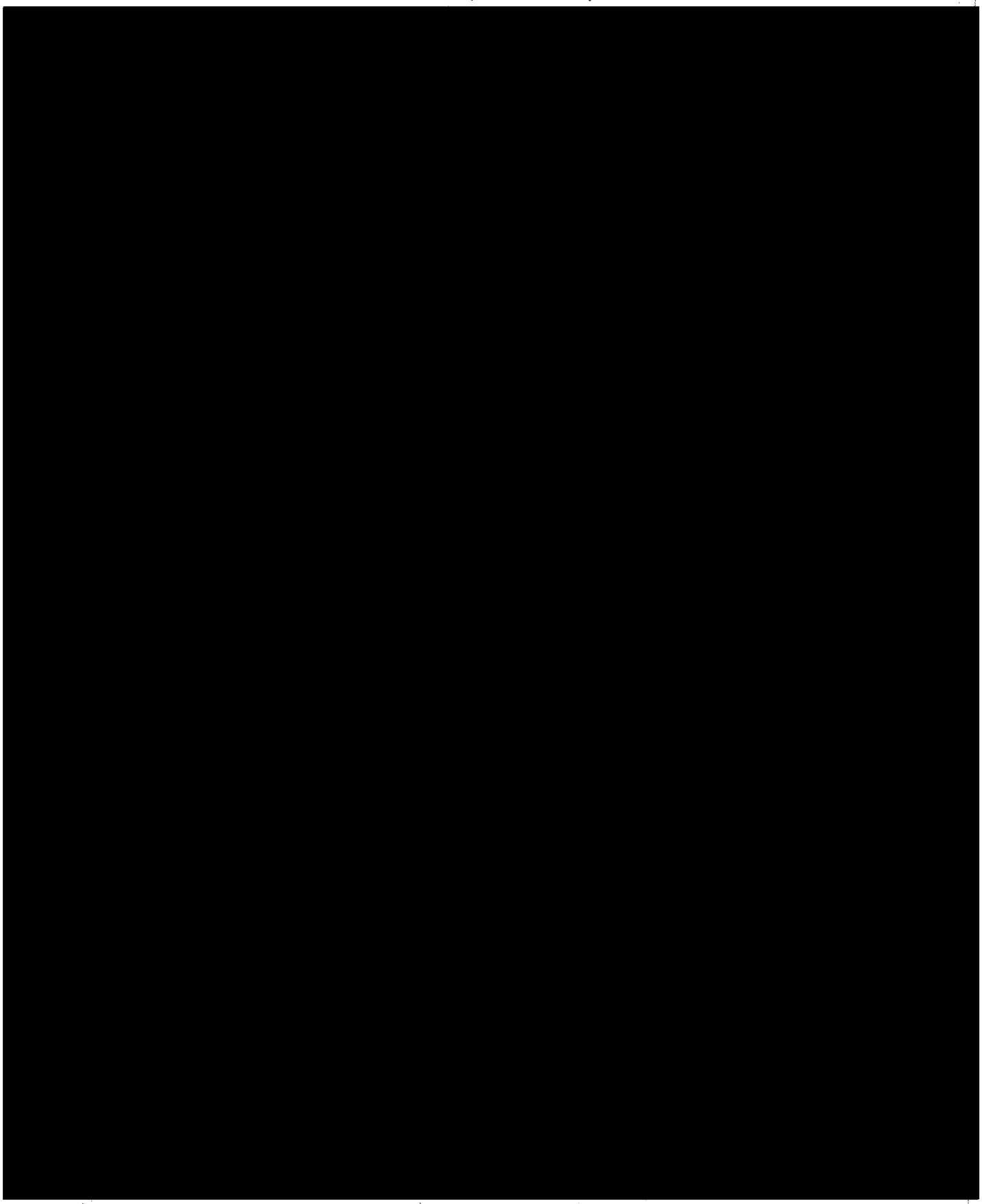


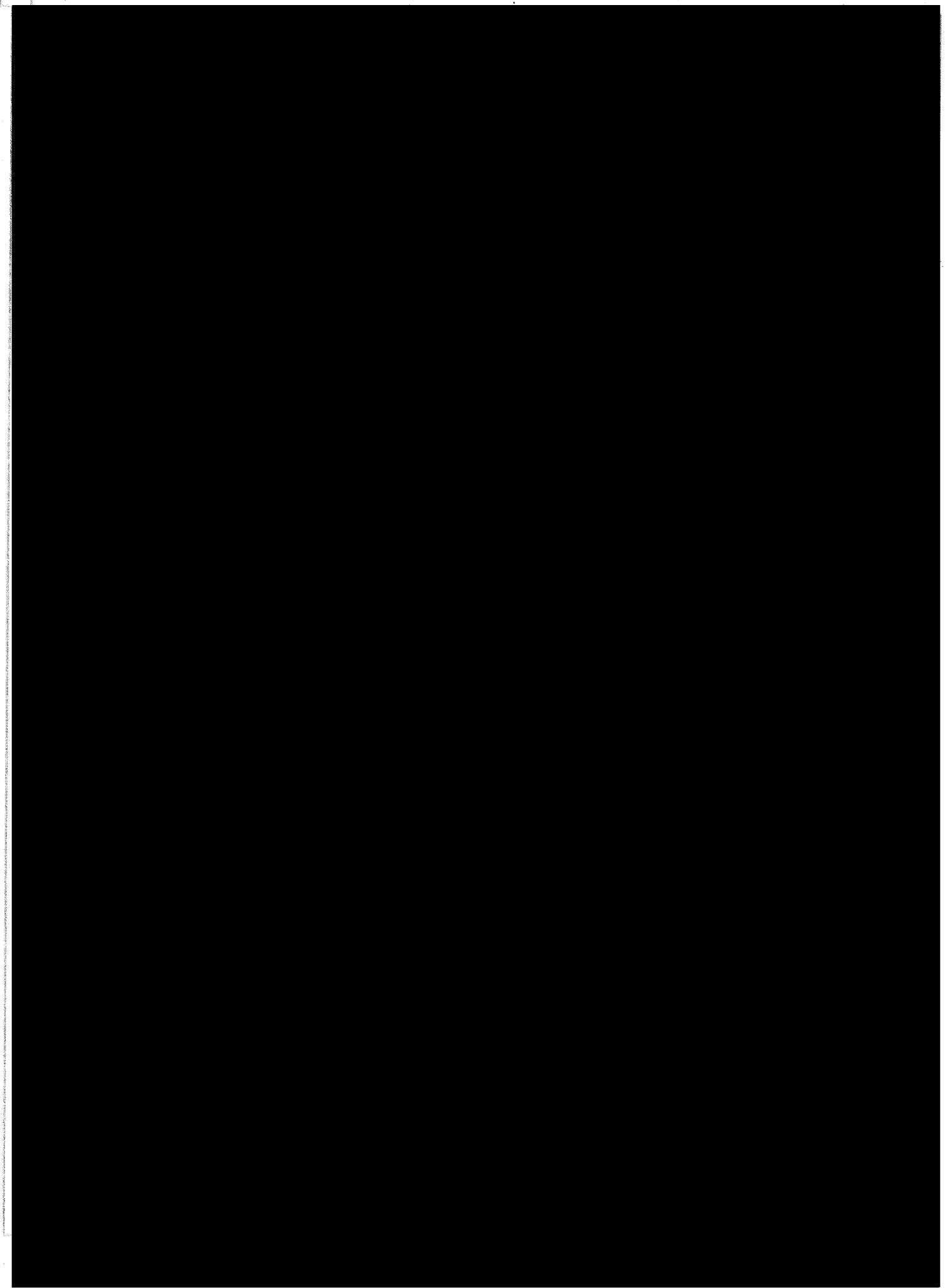


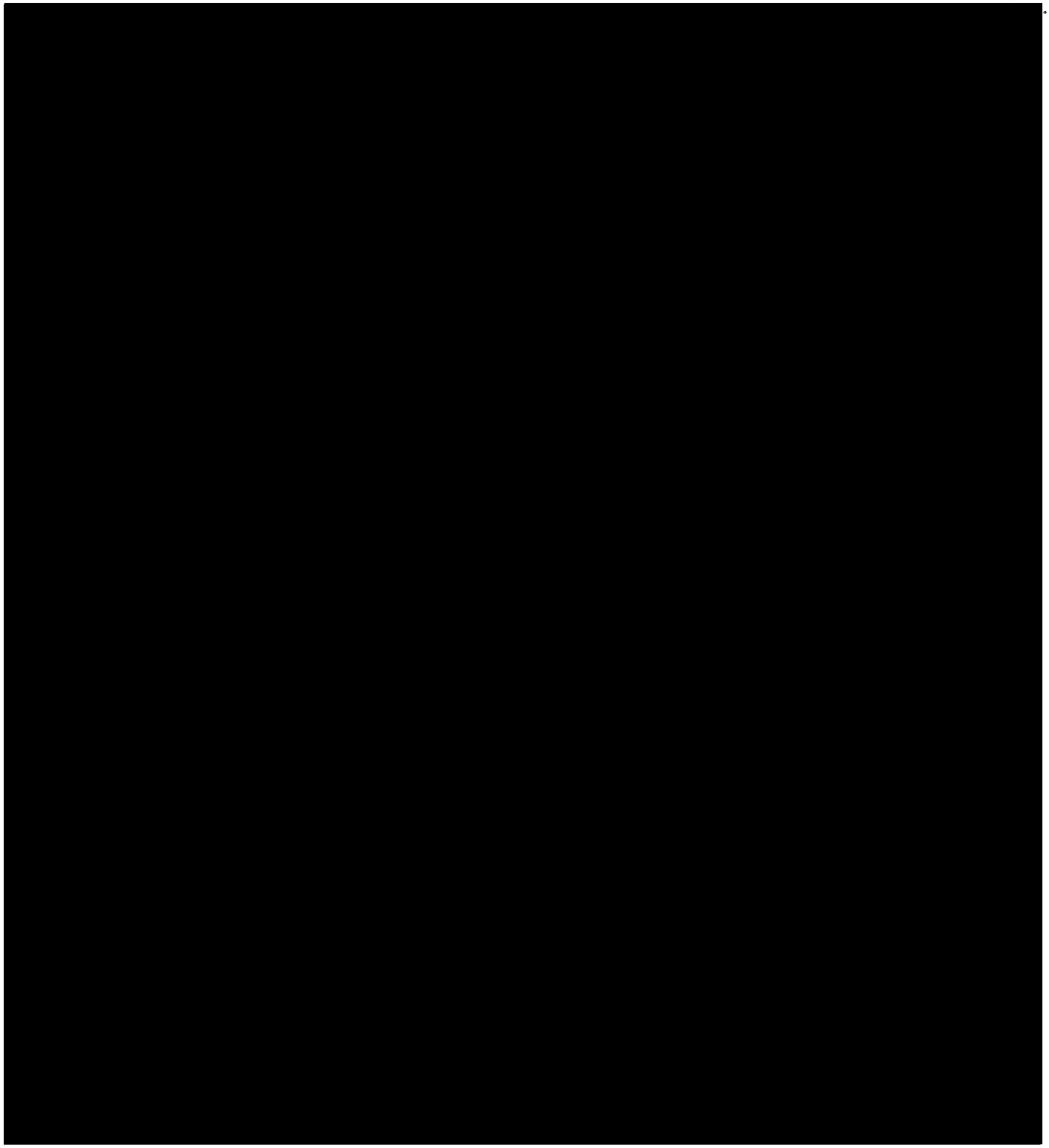




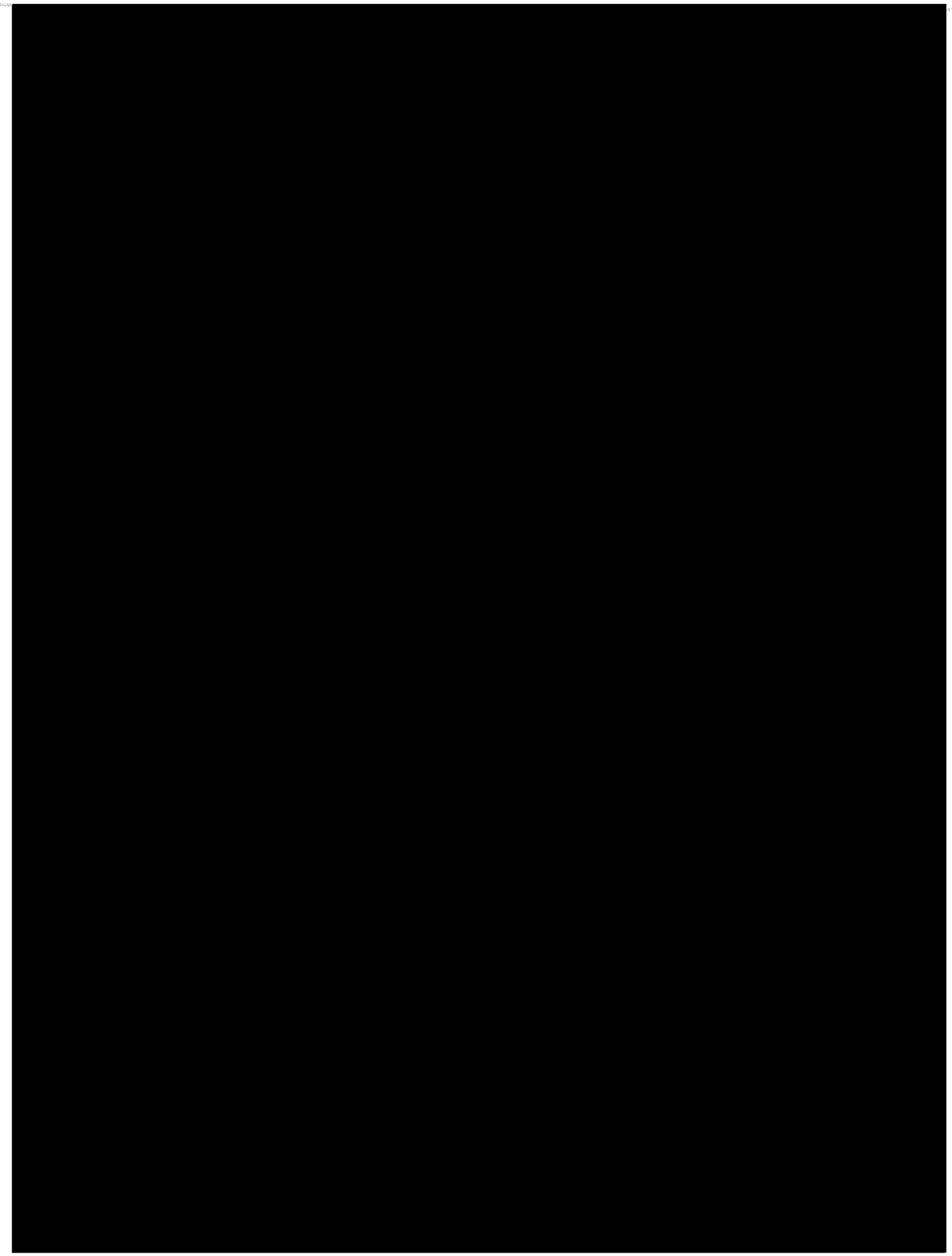
The remainder of this page intentionally left blank.

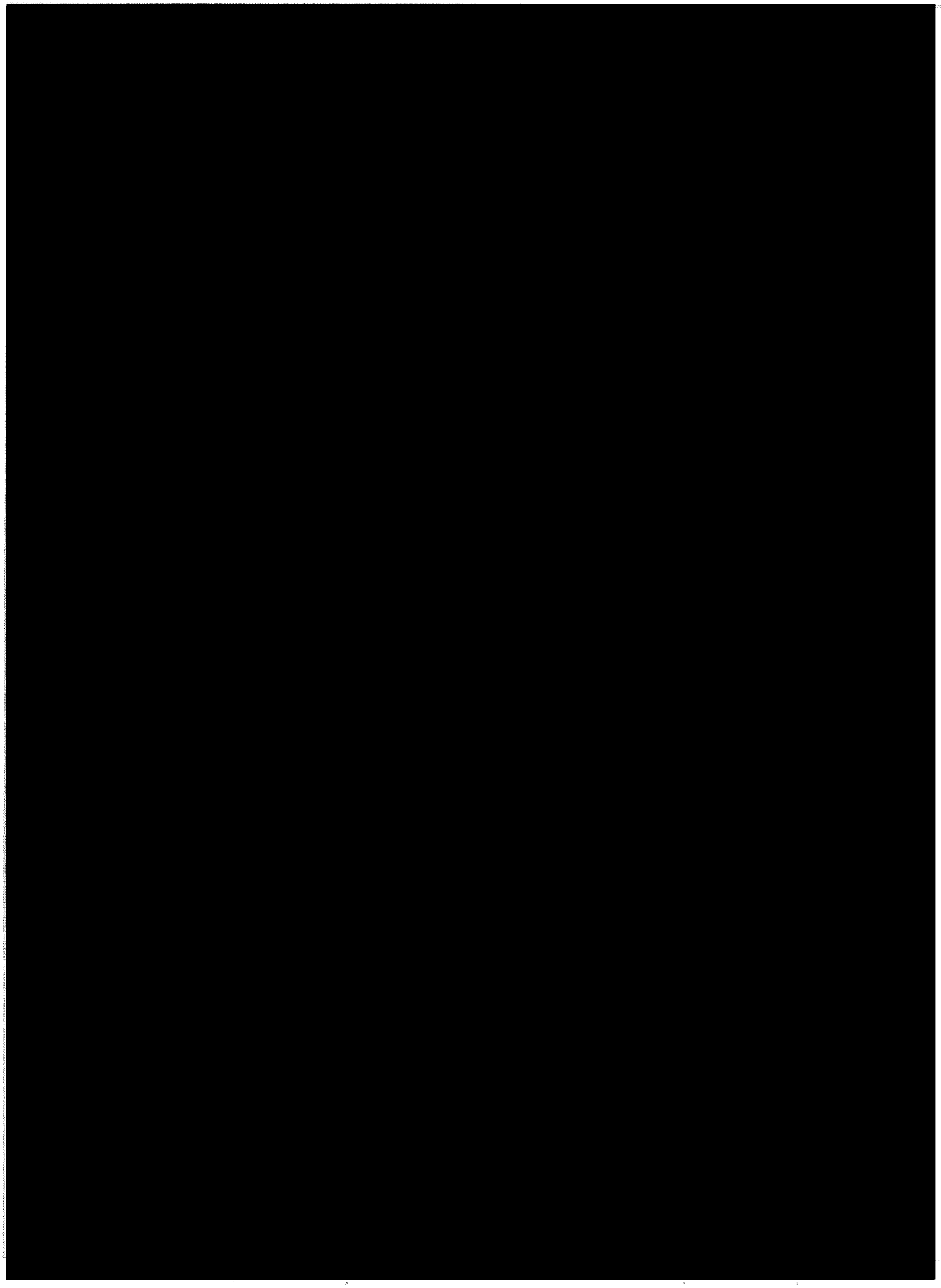


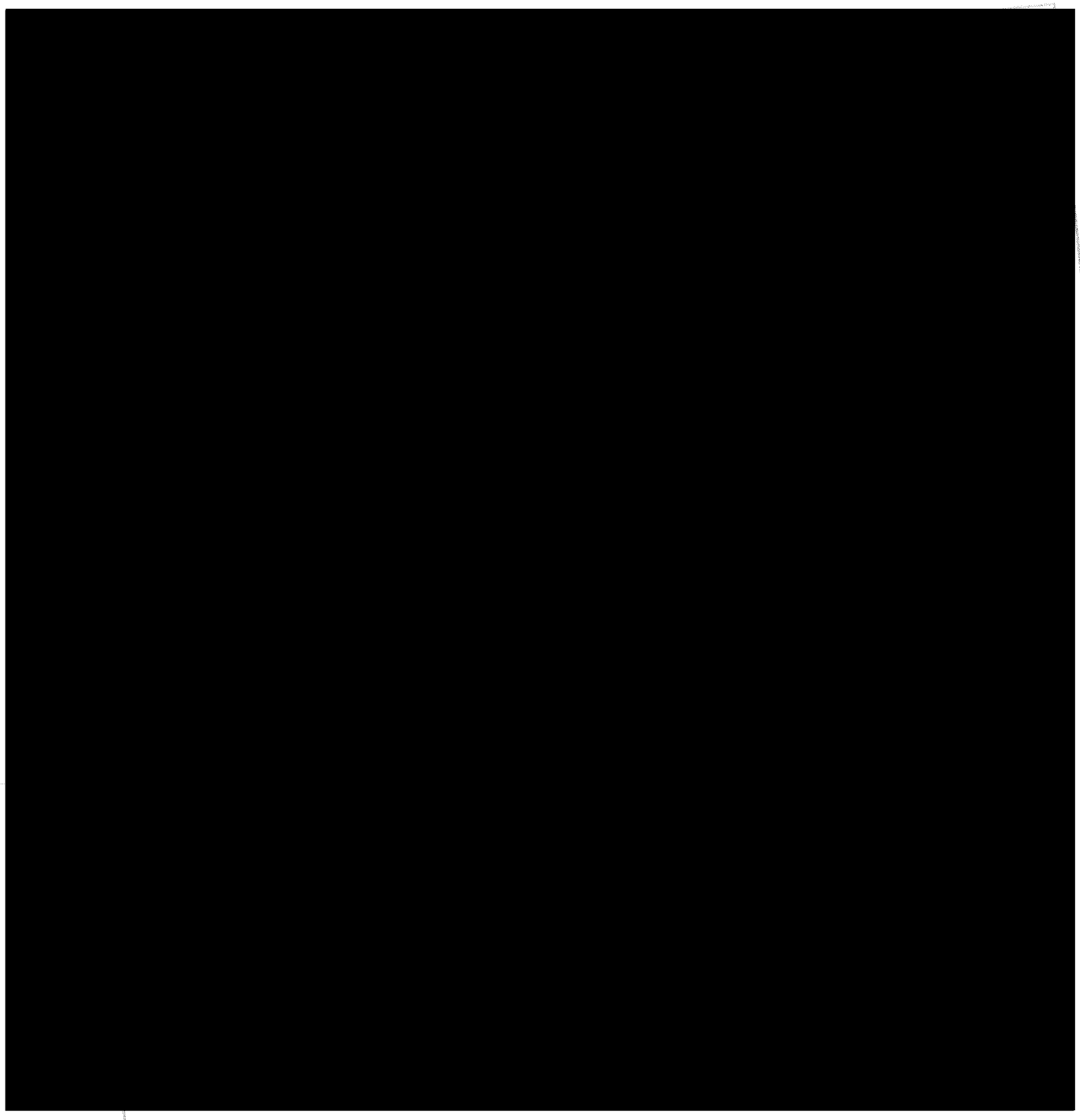




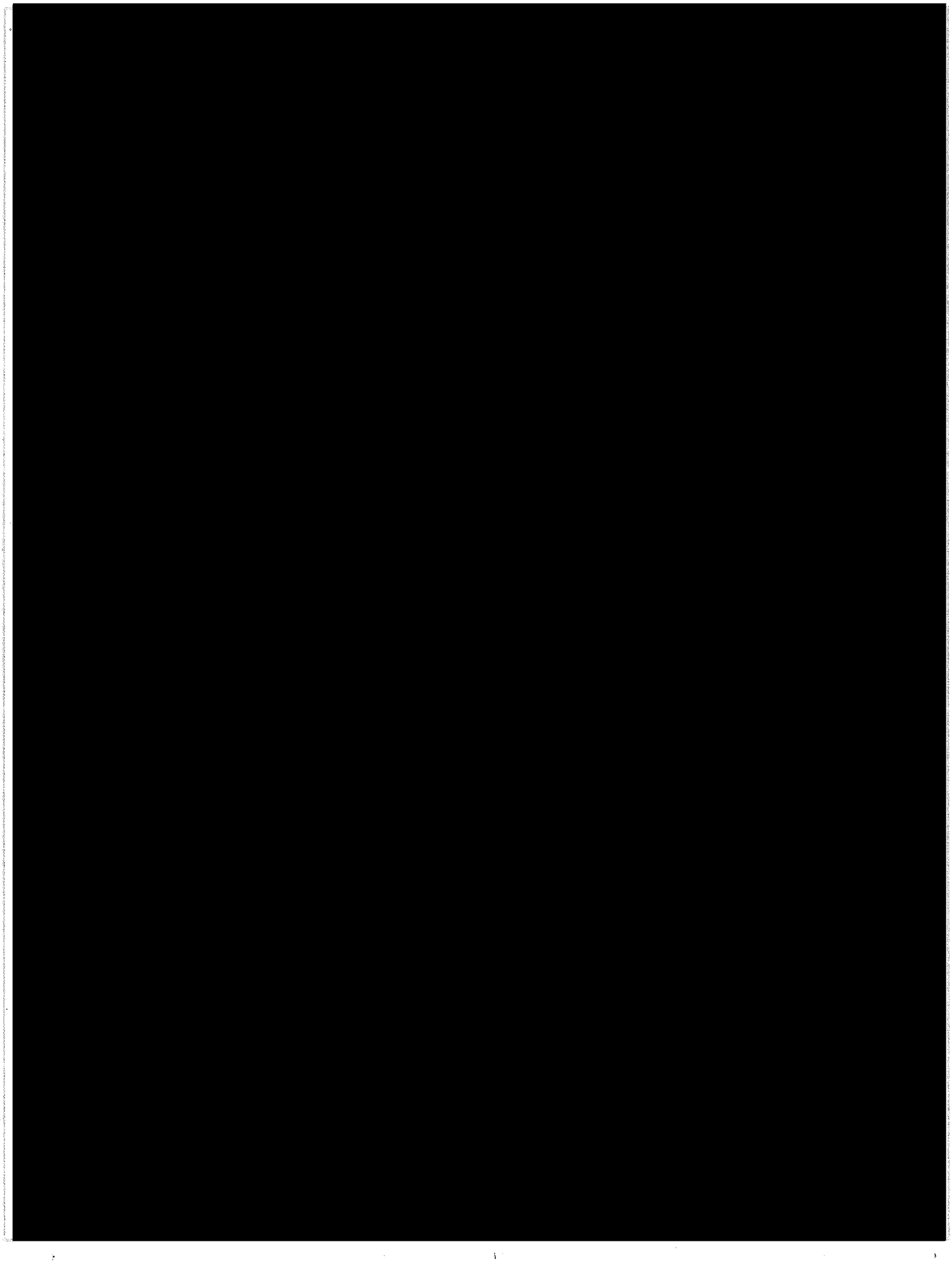
The remainder of this page intentionally left blank.

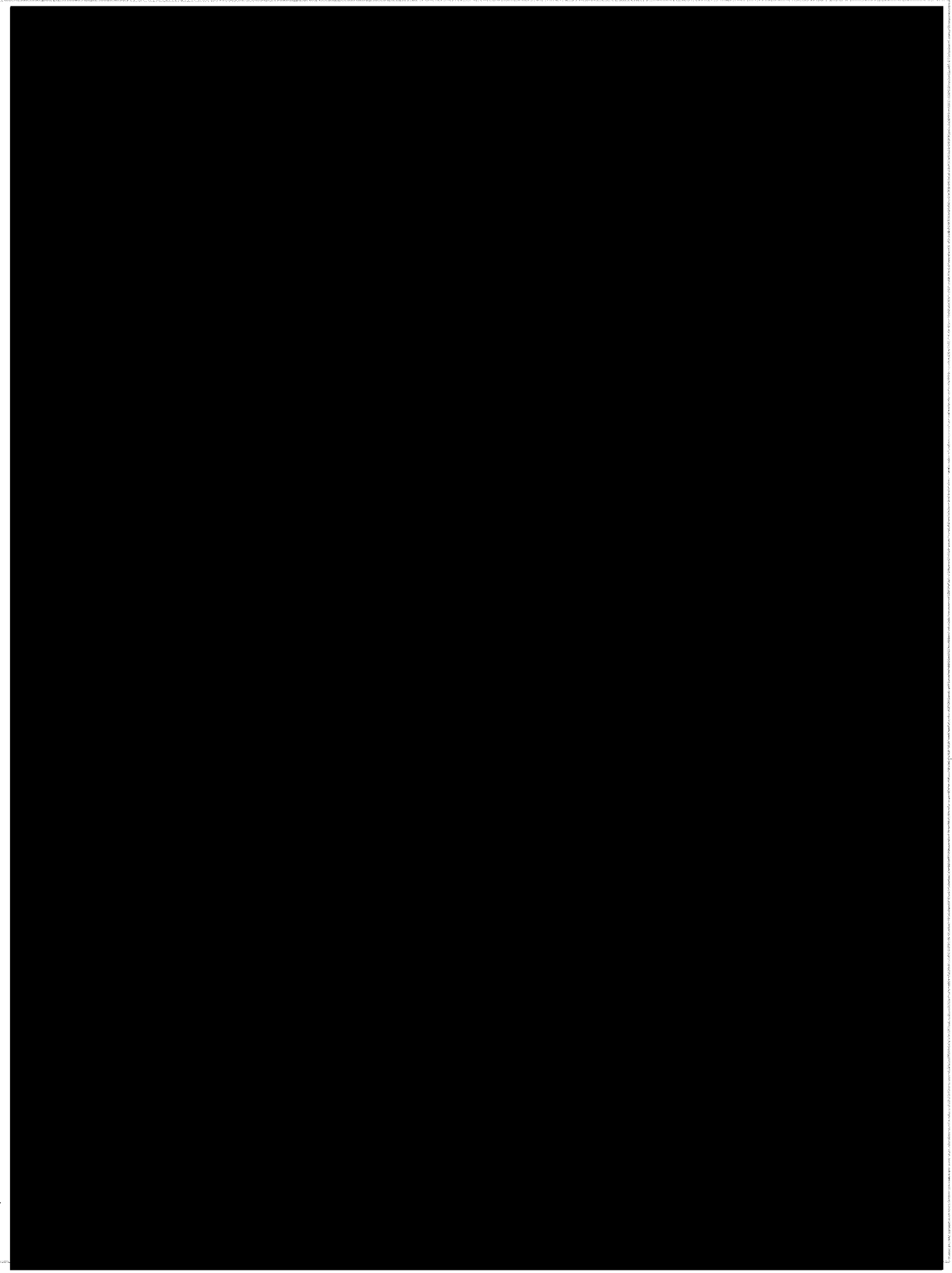


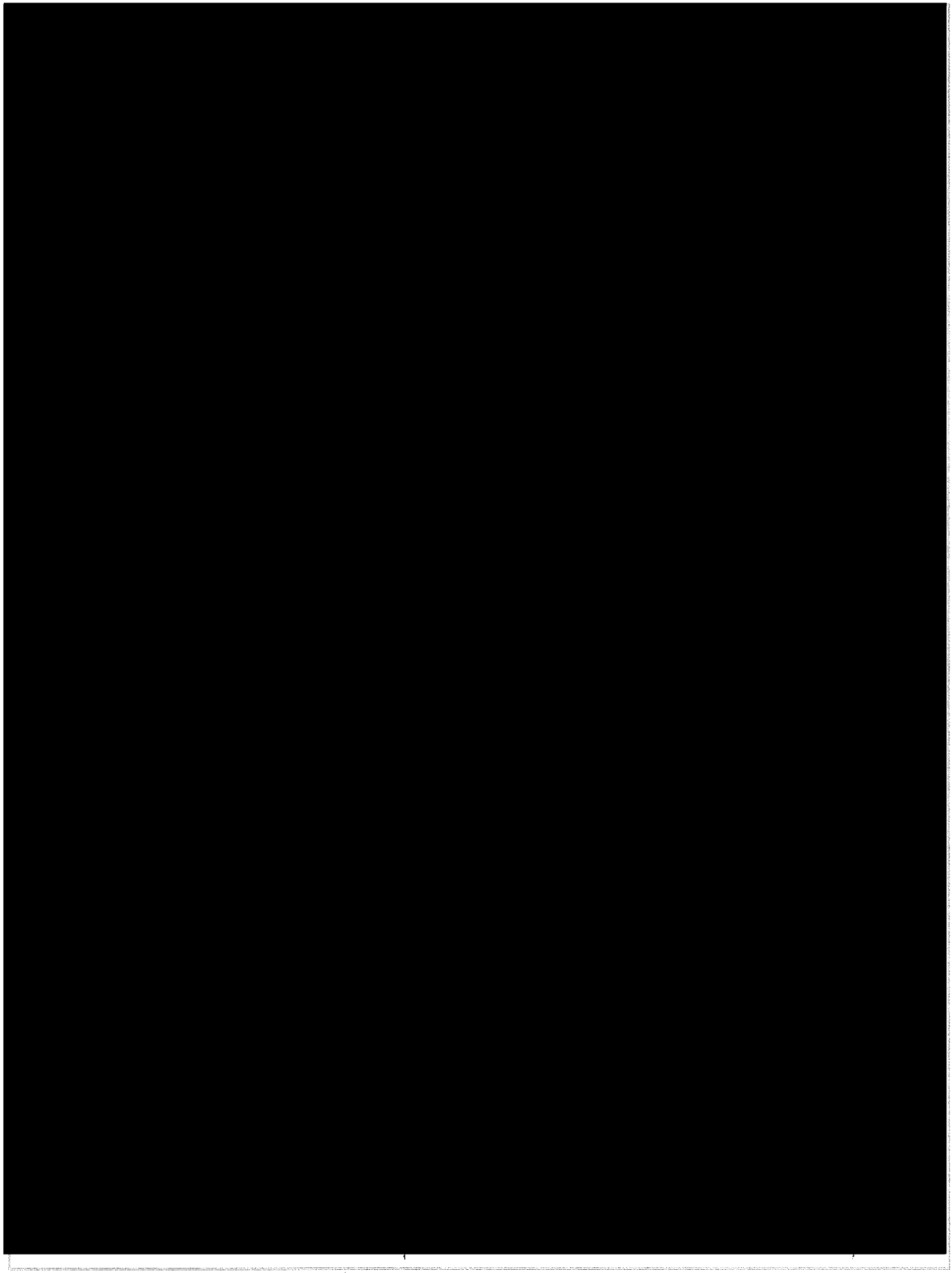


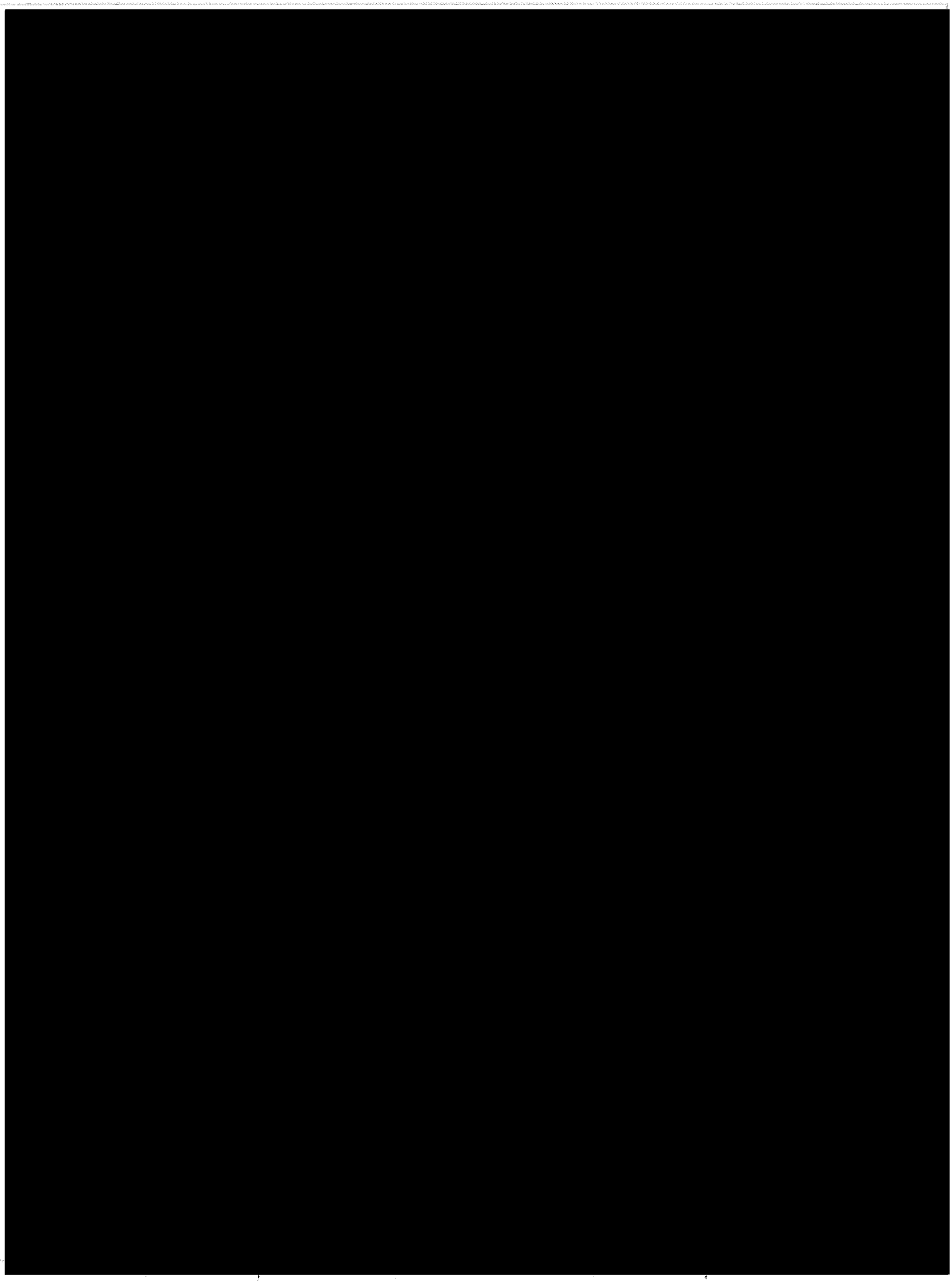


The remainder of this page intentionally left blank.









Hill International, Inc. and Hatch Mott MacDonald NY, Inc. Teaming Agreement

MEMORANDUM OF INTENT TO FORM A JOINT VENTURE
BETWEEN
HILL INTERNATIONAL, INC.
AND
HATCH MOTT MACDONALD, NY, INC.

This Memorandum of Intent to Form a Joint Venture Agreement (hereinafter "Agreement") is made between **Hill International, Inc. (hereinafter HILL)** with offices at One Penn Plaza, Suite 3415, New York, NY 10119, and **Hatch Mott MacDonald, NY, Inc. (hereinafter HMM)**, with offices at 111 Wood Ave. South, Iselin, NJ 08830-4112 (referred to collectively as the "Parties").

ARTICLE 1.0 – BACKGROUND AND PURPOSE OF MEMORANDUM

The Parties intend to enter into a Joint Venture for the purpose of providing professional services ("Services") to the Port Authority of NY & NJ (hereinafter Owner) to provide indefinite quantity construction management and inspection services, for Federally funded storm related repair and resiliency projects and on an "as-needed" basis through 2018 (Project).

The parties hereby agree to the following:

1.1 Owner has issued the RFP for the Project and is expected to award multiple contracts (Prime Contract) for the work set forth in the RFP. **HMM** and **HILL** intend to submit a proposal in response to the RFP.

1.2 After carefully considering their unique skills and capabilities, the Parties believe that a team effort will enhance the likelihood of their mutual success in obtaining and performing the work covered under the Prime Contract. **HILL** and **HMM** therefore mutually agree that by cooperating in the submission of a proposal the Parties will be responsive to the requirements of the Owner and will submit a proposal(s) which will have the greatest possibility of receiving a contract award. By execution of this document **HMM** and **HILL** agree to team for pursuit of the identified work in the RFP and, if successful, form a Joint Venture known as the **HILL/Hatch Mott MacDonald JV** (the "Joint Venture") specifically to perform the work under the RFP and for no other purpose.

1.3 The general Statement of Work (SOW) is as follows:
HILL and **HMM** will support the proposed Joint Venture in tasks involving major disciplines as identified in the Scope of Work within the RFP so that each Party provides approximately fifty percent (50%) of the contract dollar amount outside of required set asides for DBE (17%) or other mandated programs as required by the Owner and amounts set aside for other subconsultants contracted by the Joint Venture. The Parties agree and understand that the percentage participation in any Task Order issued by the Owner shall be adjusted based upon the requested work under any such Task Order and each Party's ability to provide qualified personnel to perform such requested work. As such, the Parties agree and understand that participation in a Task Order may not be equal. The intent is to provide the best available professional resources to each Task Order.

ARTICLE 2.0 – CERTIFICATIONS

2.1 **Authority to Conduct Business**: **HMM** and **HILL** mutually represent and warrant that that they are duly organized and licensed to conduct business as necessary to perform services as required by the Owner's statement of work.

2.2 **Financial Capacity**: **HMM** and **HILL** mutually certify that they each have the financial resources and credit capacity to undertake the assignments anticipated and described within this Agreement without assistance from each other.

ARTICLE 3.0 - TERM OF AGREEMENT

3.1 This Agreement is effective on the date of execution by both Parties and unless otherwise specified herein shall terminate upon the event of any of the following:

a) Notice that the solicitation by Owner has been canceled.

b) Award of contract(s) to other bidders, to the exclusion of HILL and HMM for all or substantially all of the work contemplated by the solicitation;

c) Award of the Prime Contract and either, execution by both Parties of the Joint Venture Agreement contemplated by this Agreement or failure to reach agreement on such Joint Venture Agreement within a reasonable period of time;

d) Notice from Owner that a party or the proposed Joint Venture between them is unacceptable;

e) The expiration of 24 months from the effective date of this Agreement;

f) A judicial determination that either party is insolvent or bankrupt pursuant to the provisions of any state or federal insolvency law, or the appointment of a receiver or trustee of the property by reason of either party's insolvency or inability to pay its debts, or the assignment of substantially all of either party's property made for the benefit of that party's creditors;

g) Either party having a conflict of interest with the pursuit or prosecution of the RFP, or being acquired by or merged with an entity having a conflict of interest with the pursuit or prosecution of the Project;

h) A default by either party in respect of any of its obligations under this Agreement, which is not corrected within ten (10) calendar days after receipt of written notice of such default provided by the other party, at the discretion of the non-defaulting party;

i) Either party reasonably determining that a significant Project matter, such as the Project's funding, the procurement process or the terms of the Prime Contract, RFP or proposal, is unacceptable to said party;

j) Debarment or suspension of a Party from performing the work under contract with the Owner; or

k) Mutual agreement of the Parties.

Upon termination, all proprietary information will be promptly returned to the party which provided it; however, each recipient party may retain one copy in its confidential files solely for the purpose of determining compliance with the confidentiality provisions of this Agreement.

If termination occurs for any of the reasons set forth above, except through 3.1(c) (award of the Project to the proposed Joint Venture), 3.1(i) (a determination that a Project matter is unacceptable), 3.1(g) (conflict of interest) or 3.1(k) (by mutual agreement), either party may compete for the Project individually or in combination with any other entity. If termination occurs through 3.1(i), a determination by one party that a Project matter is unacceptable, or 3.1(g) (conflict of interest), only the other party may compete for the Project individually or in combination with another entity. If termination occurs by mutual agreement, neither party may compete for the Project unless otherwise agreed to in writing by the parties.

ARTICLE 4.0 – ADMINISTRATION

4.1 Notices- All correspondence required between the Parties necessary to effect this Agreement shall be directed to the following:

For: Hill International, Inc.
One Penn Plaza, Suite 3415
New York, NY 10119
Attention: D. Clarke Pile
Senior Vice President

For: Hatch Mott MacDonald NY, Inc.
111 Wood Ave. South,
Iselin, New Jersey, 08830-4112
Attention: Arthur D. Silber
Senior Vice President

With a Copy To:
Hill International, Inc.
303 Lippincott Centre
Marlton, NJ 08053
Attention: William H. Dengler, Jr.
Senior Vice President & General Counsel

ARTICLE 5.0 - OBLIGATIONS OF THE PARTIES

5.1 **Party Responsibilities** - The Proposal shall be submitted in the name of the proposed Joint Venture. If the Proposal is accepted and the Parties successfully form the Joint Venture, the Joint Venture will act as the Prime Contractor and exercise overall management during the performance of the work. During preparation of the Proposal, **HILL** will prepare technical and professional data as necessary, integrate the data furnished by **HMM** and submit the integrated proposal to the Owner as a team effort in the name of the proposed Joint Venture. **HILL** will consult with **HMM** on all decisions affecting data submitted for the Proposal. **HILL** and **HMM** will be provided with a copy of the proposal as submitted to the Owner for their use and information, to be kept confidential.

5.2 **Proposal Preparation- HMM** and **HILL** will promptly furnish complete and full information of a management, technical and cost nature as required by the selection process and will provide qualified personnel to assist in preparing the proposal, will develop and furnish cost, rate, pricing, and technical information for the work which the Parties agree would ultimately become a responsibility of the proposed Joint Venture should the Prime Contract be awarded to the Proposed Joint Venture.

All price and cost estimates submitted for inclusion in the proposal will be approved by **HMM**'s and **HILL**'s authorized representative. Both Parties will support and participate with the other in negotiations reasonably required for the Joint Venture to be awarded the Project.

Hill shall be the point of interface with the Owner. Should **HMM** receive inquiries or other communications directly from the Owner, the Parties shall consult and reach mutual agreement as to the response to the Owner which response will be made by Hill to the Owner on behalf of the Parties. If Hill receives inquires or other communications directly from the owner, the parties shall also consult and reach mutual agreement on the response.

5.3 **Exclusive Effort: HMM** and **HILL** each agree not to be a Subcontractor or joint venture partner to any other entity submitting a proposal in competition with the proposed Joint Venture for this solicitation, nor will either Party submit such a proposal as a Prime Consultant or as a subconsultant on another team.

5.4 **Proposal Costs:** Each party will bear its own expenses, costs, risks, and liabilities incurred in connection with the preparation and submission of the proposal and for any negotiations which may follow. It is understood that both Parties will equally bear the expense of publishing and delivering the finished proposal to the Client.

5.5 **Relationship of the Parties:** Each party shall furnish to the other such cooperation, assistance, and information as may be required to produce the best possible proposal. This commitment to cooperate shall only pertain to the proposal identified in this

Agreement, as well as any resulting contract and Joint Venture agreement, and shall not relate to any other effort undertaken by the Parties, either jointly or independently.

Subject to the terms of this Agreement, nothing contained herein shall preclude either party from its normal marketing effort in connection with its products and services.

5.6 **Independent Parties:** The Parties are independent contractors, and no legal entity of any kind shall be deemed to arise from this Agreement unless and until the Joint Venture is formed by the Parties entering into the a Joint Venture agreement and that this Agreement is for the sole purpose of documenting the responsibilities of the Parties with regard to preparing a proposal and pursuing a contract from the identified Owner.

5.7 **Limitation of Liability:** No party will be liable to any other party for any indirect, special, incidental or consequential damages, such as loss of revenue, cost of capital, loss of business reputation or opportunity, or loss of anticipated profits due to any party's acts or omissions in performing this Agreement. No party may recover damages against any other party on the basis of the Team's failure to obtain the Prime Contract unless it can show that such failure was the result of another party's negligent acts or omissions, or willful misconduct. In such event, damages will be limited to the aggrieved party's proposal preparation costs. If the Team's proposal to the Owner is successful and the proposed Joint Venture is awarded a prime contract that contains a waiver of consequential damages and/or a limitation of liability provision, each Party agrees to cause the Joint Venture to incorporate that same waiver of consequential damages and/or limitation of liability in a subcontract with **HILL** and **HMM**.

ARTICLE 6.0 - SUBCONTRACT NEGOTIATIONS

6.1 **Subcontract Implementation:** If a contract is awarded by the Owner to the proposed Joint Venture, the Parties agree to negotiate in good faith a subcontract to each respective Joint Venture Party which satisfies the requirements as finally defined by the Owner. The Parties agree that award of any subcontract is subject to:

a) The negotiation of mutually satisfactory terms and conditions appropriate for professional services, taking into account, without limitation, standard of care and warranty provisions that are insurable under the Parties' respective professional liability insurance policies.

b) Mutual Agreement on those portions of the statement of work, technical requirements, delivery schedules, price, terms and conditions not agreed to prior to submission of the proposal package, and

c) Approval by the Owner, if required.

6.2 **Subcontract Approval by Owner- HILL** and **HMM** will use their best efforts to see that **HILL** and **HMM** will be approved by the Owner as Subcontractor's to the proposed

Joint Venture and that each Party's proposed area of responsibility is approved by the Owner as proposed.

ARTICLE 7 PROPOSED JOINT VENTURE FORMATION

7.0 If the Project is awarded to the Proposed Joint Venture, the Parties shall use their best efforts to form and enter into a Joint Venture Agreement subject generally to the following:

a) Purpose. The Joint Venture will be formed solely for the purpose of the performance of the work (as identified in individual task orders, if applicable) if the Project is awarded to **HILL** and **HMM**. The Parties acknowledge and agree that the Joint Venture established hereunder shall not constitute an agency or incorporated legal entity or partnership.

b) Governance. The Joint Venture will be governed by a Management Committee. The Management Committee will be comprised of two (2) representatives designated by each Party who shall each share equal votes in the management of the Joint Venture.

c) Administration. The Management Committee shall agree upon one Party to be responsible for the fiscal and administrative tasks of managing the business operations of the Joint Venture (the "Managing Business Party") such as billing and invoicing.

d) The Joint Venture shall not have employees. The Parties shall provide all necessary personnel. A Party, at its own cost and expense, may retain necessary staff on an independent consultant basis to meet its personnel needs.

e) The Joint Venture shall allocate responsibilities between **HILL** and **HMM** as subcontractors according to their respective talents and abilities with a goal of equal work scope and revenue as much as possible.

f) All necessary working capital, when and as required for the performance and prosecution of the Project or operation of the Joint Venture as determined by the Management Committee, shall be furnished by the Parties in a timely manner and proportionately in accordance with their respective share of the work as set forth in Article 7(e) hereof.

g) The Managing Business Party, on behalf of the Joint Venture, shall keep proper books, records and accounts in which full, true and correct entries will be made of its transactions, on an accrual basis, in accordance with generally accepted accounting principles, showing all costs, expenditures, sales, receipts, assets and liabilities and profits and losses of the Joint Venture, and all other records required appropriately to reflect the conduct of the Joint Venture's affairs.

h) All capital contributions made in cash and all of the Parties' other cash receipts shall be deposited in such accounts under such terms as directed by the Management Committee. All withdrawals from said accounts will require written invoices,

receipts, vouchers, or other acceptable documentation and shall be made in such manner as shall be authorized by the Management Committee.

i) Any liability (whether to the Owner or any third party) that the Joint Venture or any Party may incur arising from or relating to the Contract, the performance of Work under the Contract or this Agreement shall be allocated as between the Parties in proportion to the Percentage of Participation of each Party, except as set forth below:

i. Liability or related losses caused by the gross negligence or willful misconduct of a Party shall be assumed by such Party;

ii. In the event of a Default by a Party, liability or losses sustained by the Joint Venture or the non-defaulting Party shall be assumed solely by the defaulting Party;

iii. Liability or related losses resulting from claims made by an employee of a Party against the Joint Venture or another Party based on the employee-employer relationship, including without limitation the payment of unemployment taxes, withholding taxes, and employment benefits, will be solely assumed by the Party by whom such person is employed;

iv. Liability or related losses fully traceable to and caused by a Party shall be assumed solely by that Party;

v. Liability or related losses relating to a task order performed solely by a Party shall be assumed solely by that Party;

vi. In the event of a breach by a Party in the performance of its obligations under a task order, liability or losses sustained by the Joint Venture or the non-breaching Party as a result of such breach shall be assumed solely by the breaching Party;

vii. Liabilities or related losses relating to third-party claims resulting from Work performed jointly by the Parties shall be allocated to each Party in accordance with each Party's respective, relative degree of fault or responsibility; and

viii. Should either Party feel, in its reasonable discretion, that the financial strength and creditworthiness of the other is not sufficient to carry out the work of the Project, guarantees of an affiliate with the requisite financial strength in a form reasonably satisfactory to the other Party may be provided to satisfy such reasonable concerns, provided that in no event shall personal guarantees of shareholders be required;

j) The Parties shall negotiate in good faith to enter into a detailed Joint Venture agreement generally including the above provisions if and when the Project is awarded to the proposed Joint venture by the Owner.

ARTICLE 8.0 - GENERAL PROVISIONS

8.1 **Proprietary Information:** All information developed by either party in connection with proposal preparation or performing subsequent contract work, such as may be contained in any proposal materials, reports, correspondence, SF255/254 or SF330 data forms, or any other documents describing business strategies, themes, concepts or approaches will remain the property of the originating party and may not be copied or otherwise reproduced or used by the other party or the proposed Joint Venture for any purpose. All information acquired by either of the Parties as a consequence of participating in any teaming Agreement, Joint Venture agreement or subsequent contract shall be treated as proprietary information of the originating party and shall not be disclosed by the other party or the proposed Joint Venture to anyone, except such information may be disclosed in confidence to appropriate representatives of the Owner. Proprietary information received by one party from another or by the proposed Joint Venture from the other will be kept and maintained by the receiving party in a secure location and under the control of an employee with an obligation and responsibility to maintain its secrecy and who will restrict disclosure of and access to such information to persons with a need to know. The foregoing restrictions will remain in effect for a period of three years after the expiration of this Agreement.

a) This provision shall not apply to data or information in the public domain at the time it was disclosed, or known to the party receiving it at the time of disclosure, or which becomes known to the receiving party independent of disclosures hereunder, or which is independently developed by the receiving party.

b) Neither party shall be liable for the disclosure of such data or information pursuant to judicial or governmental action.

c) Any news release, public announcement, advertisement or publicity proposed to be released by a Party concerning the Proposal shall be subject to the approval of the other Party prior to release, which approval shall not be unreasonably withheld.

8.2 **Conflict of Interest:** Each Party shall notify the other immediately of any potential conflict of interest which may arise from the provision of services to any organization, government entity, or corporation through the term of this Agreement. The notification shall include a description of actions which the involved Party has taken or proposes to take to avoid, mitigate, or neutralize the actual or potential conflict of interest.

8.3 **Captions:** The captions of this Agreement are for convenience and reference only and in no way define, describe, extend, or limit the scope or intent of this Agreement.

8.4 **Successors:** This Agreement shall be binding upon and inure to the benefit of the Parties and their respective successors, personal representatives, and assignees.

8.5 **Assignment:** Neither this Agreement nor any interest herein may be assigned, in whole or in part, by either party without the prior written consent of the other party.

8.6 **Severability:** The invalidity or unenforceability of any portion(s) or provision(s) of this Agreement shall in no way affect the validity or enforceability of any other portion(s) or provision(s) hereof. Any invalid or unenforceable provision(s) shall be severed from the Agreement and the balance of the Agreement shall be construed and enforced as if the Agreement did not contain the particular portions) or provision(s) held to be invalid and/or unenforceable.

8.7 **Disputes:**

a) If any dispute or claim between the Parties concerning this Agreement cannot be settled amicably through negotiation between the Parties within 90 days of notice of a dispute or claim, the matter will be submitted to non-binding mediation conducted according to the Construction Industry Mediation Rules of the American Arbitration Association then in effect and will take place in New York.

b) If mediation is not successful, either party may seek to have the dispute or claim resolved through a court of competent jurisdiction at the location of the Project. However, nothing will preclude any party from seeking and obtaining equitable, injunctive or other judicial relief to enforce this Agreement. Specifically, each party agrees and acknowledges that it may be necessary under certain circumstances to seek injunctive relief to enforce this Agreement. In any such event, the party will be entitled to avail itself of the appropriate courts at the location of the Project or of any other appropriate jurisdiction to obtain such relief.

c) Notice of demand for mediation will be filed in writing with the other involved Parties to this Agreement and with the mediating body. The demand will be made within a reasonable time after the claim or dispute has risen. In no event will the demand for mediation be made before negotiation has been attempted or after the date when the applicable statute of limitations would bar institution of a legal or equitable proceeding based on such claim or dispute.

d) No mediation arising out of or related to this Agreement will include, by joinder, consolidation or other manner, any person not a party to this Agreement.

8.8 **Payments to Third Parties, Compliance with Laws:** Each party agrees that it will not pay, promise, offer or authorize payment of anything of value (in any form) to any person or organization either directly or indirectly (through an agent, representative, subcontractor or other third party) to obtain or retain business without notifying the other Parties in writing; and, in no event whenever such payment, promise, offer or authorization is contrary to applicable law including, but not limited to, the Foreign

Corrupt Practices Act. Each party agrees to comply with all applicable laws and regulations, including, without limitation, any laws or regulations barring financial transactions barred by laws and regulations administered by the U.S. Department of the Treasury Office of Foreign Assets Control.

8.9 **Communication:** Each party will keep the other Parties fully and promptly informed of all events and matters affecting or relating to this Agreement and shall, without delay, give all relevant information and cooperation properly requested by the other Parties.

8.10 **Validity of Agreement:** The failure of any party to enforce or to require performance by any of the other Parties of any of the provisions of this Agreement will not be construed to be a waiver of such provision, affect the validity of this Agreement or any of its parts, or jeopardize the right of any of the parties thereafter to enforce each and every provision of this Agreement.

8.11 **Jurisdiction:** This Agreement will be governed by and construed under the laws of the State of New York.

8.12 **Amendments:** This Agreement may only be amended in writing, signed by a duly authorized representative of each party.

8.13 **Counterparts:** This Agreement may be executed in counterparts, each of which shall be deemed an original but all of which together shall constitute one and the same instrument. Execution and delivery of this Agreement by facsimile or other form of electronic transmission shall be sufficient for all purposes and shall be binding on any Party who so executes and delivers.

8.14 **Entire Agreement:** This Agreement constitutes the entire Agreement between the Parties. All prior Agreements, representations, statements, negotiations, and understandings are superseded.

IN WITNESS WHEREOF, this Agreement has been executed by persons who are properly authorized to legally bind these respective organizations. Each party acknowledges that it has read the Agreement, understands it, and agrees to be bound by its terms.

Hatch Mott MacDonald NY, Inc.

By _____

Title Senior Vice President

Date 7/9/14

Hill International, Inc.

By _____

Title Senior Vice President

Date 7/11/14

Certifications and Licenses

STATE OF NEW JERSEY
DEPARTMENT OF THE TREASURY
DIVISION OF REVENUE AND ENTERPRISE SERVICES
SHORT FORM STANDING

HILL INTERNATIONAL, INC.

0100967385

I, the Treasurer of the State of New Jersey, do hereby certify that the above-named Delaware Foreign Profit Corporation was registered by this office on August 24, 2006.

As of the date of this certificate, said business continues as an active business in good standing in the State of New Jersey, and its Annual Reports are current.

I further certify that the registered agent and registered office are:

Corporation Service Company
830 Bear Tavern Road
West Trenton, NJ 08628

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my Official Seal at Trenton, this 27th day of June, 2013

Andrew P Sidamon-Eristoff
State Treasurer

Certification# 128814190

Verify this certificate at
https://www1.state.nj.us/TYTR_StandingCert/JSP/Verify_Cert.jsp

State of New Jersey

Division of Consumer Affairs

State Board of Professional Engineers and Land Surveyors

THIS CERTIFIES THAT

HILL INTERNATIONAL, INC.
303 LIPPINCOTT CENTRE
Marlton NJ 08053

Has met the requirements of the State Board of Professional Engineers and Land Surveyors and is hereby issued a

CERTIFICATE OF AUTHORIZATION

to offer the following services

Engineering 07/26/2002

Person in Responsible Charge GEORGE E DUDA

For the names of other Responsible Charge Licensees, go to: http://www.njconsumeraffairs.com/pels/certrpt.pdf

Date: November 1, 2012
Certificate No. 24GA28002300
Expiration Date: 08/31/2014

Acting Executive Director

06/08/13

Taxpayer Identification#

Dear Business Representative:

Congratulations! You are now registered with the New Jersey Division of Revenue.

Use the Taxpayer Identification Number listed above on all correspondence with the Divisions of Revenue and Taxation, as well as with the Department of Labor (if the business is subject to unemployment withholdings). Your tax returns and payments will be filed under this number, and you will be able to access information about your account by referencing it.

Additionally, please note that State law requires all contractors and subcontractors with Public agencies to provide proof of their registration with the Division of Revenue. The law also amended Section 92 of the Casino Control Act, which deals with the casino service industry.

We have attached a Proof of Registration Certificate for your use. To comply with the law, if you are currently under contract or entering into a contract with a State agency, you must provide a copy of the certificate to the contracting agency.

If you have any questions or require more information, feel free to call our Registration Hotline at (609)292-9292.

I wish you continued success in your business endeavors.

Sincerely,

James J. Fruscione

James J. Fruscione
Director
New Jersey Division of Revenue

STATE OF NEW JERSEY
BUSINESS REGISTRATION CERTIFICATE

DEPARTMENT OF TREASURY/
DIVISION OF REVENUE
PO BOX 252
TRENTON, N.J. 08646-0252

TAXPAYER NAME:
HILL INTERNATIONAL, INC.

TRADE NAME:

ADDRESS:
303 LIPPINCOTT CENTRE
MARLTON NJ 08053-4160

SEQUENCE NUMBER:
[redacted]

EFFECTIVE DATE:
09/19/06

ISSUANCE DATE:
06/08/13

James J. Fruscione
Director
New Jersey Division of Revenue

FORM-BRC
(04-08), D2058487

This Certificate is NOT assignable or transferable. It must be conspicuously displayed at above address.

NYS Department of State

Division of Corporations

Entity Information

Selected Entity Name: HILL INTERNATIONAL, INC.

Selected Entity Status Information

Current Entity Name: HILL INTERNATIONAL, INC.
Initial DOS Filing Date: APRIL 07, 2004
County: NEW YORK
Jurisdiction: DELAWARE
Entity Type: FOREIGN BUSINESS CORPORATION
Current Entity Status: ACTIVE

Selected Entity Address Information

DOS Process (Address to which DOS will mail process if accepted on behalf of the entity)
CT CORPORATION SYSTEM
111 EIGHTH AVENUE
NEW YORK, NEW YORK, 10011

Chairman or Chief Executive Officer
IRVIN E RICHTER
303 LIPPINCOTT CENTRE
MARLTON, NEW JERSEY, 08053

Principal Executive Office
HILL INTERNATIONAL, INC.
303 LIPPINCOTT CENTRE
MARLTON, NEW JERSEY, 08053

Registered Agent
NONE

NOTE: New York State does not issue organizational identification numbers.

Search Results New Search

Division of Corporations, State Records and UCC Home Page NYS Department of State Home Page

THE UNIVERSITY OF THE STATE OF NEW YORK
EDUCATION DEPARTMENT

THIS IS TO CERTIFY THAT HAVING MET THE REQUIREMENTS OF SECTION 7210 OF THE EDUCATION LAW AND IN ACCORDANCE THEREWITH THIS CERTIFICATE OF AUTHORIZATION IS GRANTED WHICH ENTITLES

HATCH MOTT MACDONALD NY INC
LEGAL DEPARTMENT
111 WOOD AVENUE SOUTH
ISELIN, NJ 08830-4112

TO PROVIDE PROFESSIONAL ENGINEERING SERVICES IN THE STATE OF NEW YORK FOR THE PERIOD 01/01/2014 TO 12/31/2016.

DOUGLAS E LENTIVECH
DEPUTY COMMISSIONER
FOR THE PROFESSIONS

CERTIFICATE NUMBER
0010499

JOHN B KING JR
PRESIDENT OF THE UNIVERSITY
AND COMMISSIONER OF EDUCATION

NYS Department of State

Division of Corporations

Entity Information

The information contained in this database is current through November 13, 2013.

Selected Entity Name: HATCH MOTT MACDONALD, LLC

Selected Entity Status Information

Current Entity Name: HATCH MOTT MACDONALD, LLC

DOS ID #: [redacted]

Initial DOS Filing Date: AUGUST 12, 2005

County: NEW YORK

Jurisdiction: DELAWARE

Entity Type: FOREIGN LIMITED LIABILITY COMPANY

Current Entity Status: ACTIVE

Selected Entity Address Information

DOS Process (Address to which DOS will mail process if accepted on behalf of the entity)

HATCH MOTT MACDONALD, LLC
ATTN: LEGAL DEPT.
111 WOOD AVENUE SOUTH
ISELIN, NEW JERSEY, 08830-4112

Registered Agent

NONE

This office does not require or maintain information regarding the names and addresses of members or managers of nonprofessional limited liability companies. Professional limited liability companies must include the name(s) and address(es) of the original members, however this information is not recorded and only available by viewing the certificate.

***Stock Information**

# of Shares	Type of Stock	$ Value per Share

No Information Available

*Stock information is applicable to domestic business corporations.

Name History

Filing Date	Name Type	Entity Name
AUG 12, 2005	Actual	HATCH MOTT MACDONALD, LLC

A **Fictitious** name must be used when the **Actual** name of a foreign entity is unavailable for use in New York State. The entity must use the fictitious name when conducting its activities or business in New York State.

NOTE: New York State does not issue organizational identification numbers.

Search Results New Search

Services/Programs | Privacy Policy | Accessibility Policy | Disclaimer | Return to DOS Homepage | Contact Us

State of New Jersey

Division of Consumer Affairs

State Board of Professional Engineers and Land Surveyors

THIS CERTIFIES THAT

HATCH MOTT MACDONALD, LLC
27 BLEEKER STREET
Millburn NJ 07041

Has met the requirements of the State Board of Professional Engineers and Land Surveyors and is hereby issued a

CERTIFICATE OF AUTHORIZATION

to offer the following services

Engineering & Land Surveying 08/09/2002

Person in Responsible Charge ALBERT N BENINATO

For the names of other Responsible Charge Licensees, go to: http://www.njconsumeraffairs.com/pels/certrpt.pdf

Date: April 3, 2013
Certificate No. 24GA28016600
Expiration Date: 08/31/2014

Acting Executive Director

New Jersey Unified Certification Program

NJ UCP

NJ TRANSIT The Way To Go.

New Jersey Department of Transportation

THE PORT AUTHORITY OF NY & NJ

CERTIFIED

DISADVANTAGED BUSINESS ENTERPRISE

KS ENGINEERS PC

This certificate acknowledges that the above named firm is certified as a Disadvantaged Business Enterprise as defined in Title 49, Part 26 of the US Code of Federal Regulations. This certificate will remain in effect for three years from the certification date and must be updated annually. **NJ TRANSIT** must be notified within 30 days of any changes in the business that may affect ownership and control.

Your firm will be listed in the NJ UCP directory under the following NAICS Code(s).

NAICS CODE	*237310 Highway, Street, and Bridge Construction	*236115 New Single-Family Housing Construction	*236210 Industrial Building Construction	*237110 Water and Sewer Line and Related Structures Construction	*237130 Power and Communication Line and Related Structures Construction	*236116 New Multifamily Housing Construction	*237990 Other Heavy and Civil Engineering Construction	*236220 Commercial and Institutional Building Construction

(*Management Services Only)

NJ TRANSIT certified your firm as a DBE on behalf of all NJ UCP partners.

Signed: _____

Emmett Lewis, Director
Office of Business Development

CERTIFICATION DATE: August 20, 2012

Signed: Lauren Williams

Lauren Williams
Senior Business Development Specialist

EXPIRATION DATE: August 20, 2015

Chris Christie, Governor
Kim Guadagno, Lieutenant Governor
James S. Simpson, Board Chairman
James Weinstein, Executive Director

NJ TRANSIT
One Penn Plaza East
Newark, NJ 07105-2246
973-491-7000

RECEIVED
SEP 7 2012
KS ENGINEERS, P.C.
NEWARK, NJ

September 6, 2012

KS ENGINEERS PC
Kamal Shahid, President
494 Broad Street, 4th Floor
Newark, New Jersey 07102

Dear Mr. Shahid:

Congratulations! We are pleased to inform you that your company has been found eligible to continue your certification as a Disadvantaged Business Enterprise (DBE) by **NJ TRANSIT** on behalf of the New Jersey Unified Certification Program (NJ UCP).

Your certification will remain in effect for three years provided that your company continues to meet the eligibility criteria established by Federal Regulation Title 49 CFR Part 26. On an annual basis, you must provide an affidavit and supporting documentation affirming that there have been no changes within your company that would affect your current eligibility as a DBE. It is your responsibility to notify this office in writing within 30 days of any changes. Failure to do so will result in a decertification process. Your company's identification number is [redacted]

The following table lists the North American Industry Classification System (NAICS) code(s) and description(s) that have been assigned to your company in accordance with the service(s) your company render(s).

NAICS CODE	*DESCRIPTION*
*237310	Highway, Street and Bridge Construction **(*Management Services Only)**
*236115	New Single-Family Housing Construction **(*Management Services Only)**
*236210	Industrial Building Construction **(*Management Services Only)**
*237110	Water and Sewer Line and Related Structures Construction **(*Management Services Only)**
*237130	Power and Communication Line and Related Structures Construction **(*Management Services Only)**
*236116	New Multifamily Housing Construction **(*Management Services Only)**
*237990	Other Heavy and Civil Engineering Construction **(*Management Services Only)**
*236220	Commercial and Institutional Building Construction **(*Management Services Only)**

Your firm's updated profile is listed in the NJ UCP Directory, which can be accessed at WWW.NJUCP.NET.

On behalf of the NJ UCP partners, **NJ TRANSIT** congratulates you as a continued member of our DBE family. If you have any questions or concerns regarding the NJ UCP or certification issues, please contact our office at (973) 491-8065.

Sincerely,

Lauren Williams

Lauren Williams
Senior Business Development Specialist

THE UNIVERSITY OF THE STATE OF NEW YORK
EDUCATION DEPARTMENT

THIS IS TO CERTIFY THAT HAVING MET THE REQUIREMENTS OF SECTION 7210 OF THE EDUCATION LAW AND IN ACCORDANCE THEREWITH THIS CERTIFICATE OF AUTHORIZATION IS GRANTED WHICH ENTITLES

AG CONSULTING ENGINEERING PC
131 WEST 33RD STREET
UNIT 12B
NEW YORK, NY 10001-0000

TO PROVIDE PROFESSIONAL ENGINEERING SERVICES IN THE STATE OF NEW YORK FOR THE PERIOD 01/01/2014 TO 12/31/2016.

DOUGLAS B LENTIVECH
DEPUTY COMMISSIONER
FOR THE PROFESSIONS

CERTIFICATE NUMBER
0010524

JOHN B KING JR
PRESIDENT OF THE UNIVERSITY
AND COMMISSIONER OF EDUCATION

FTA and FEMA Requirements

BUY AMERICA CERTIFICATIONS

A bidder or offeror must submit to the FTA recipient the appropriate Buy America certification (below) with all bids or offers on FTA-funded contracts, except those subject to a general waiver. Bids or offers that are not accompanied by a completed Buy America certification must be rejected as nonresponsive. This requirement does not apply to lower tier subcontractors.

CERTIFICATION REQUIREMENT FOR PROCUREMENT OF STEEL, IRON, OR MANUFACTURED PRODUCTS (NON- ROLLING STOCK)

Certificate of Compliance with 49 U.S.C. 5323(j)(1)

The bidder or offeror hereby certifies that it will meet the requirements of 49 U.S.C. 5323(j)(1) and the applicable regulations in 49 CFR Part 661.5.

Date 7/9/2014

Signature _____

Company Name Hill International, Inc.

Title Senior Vice President and Deputy Region Manager

Certificate of Non-Compliance with 49 U.S.C. 5323(j)(1)

The bidder or offeror hereby certifies that it cannot comply with the requirements of 49 U.S.C. 5323(j)(1) and 49 C.F.R. 661.5, but it may qualify for an exception pursuant to 49 U.S.C. 5323(j)(2)(A), 5323(j)(2)(B), or 5323(j)(2)(D), and 49 C.F.R. 661.7.

Date _____

Signature _____

Company Name _____

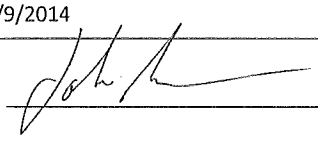
Title _____

CERTIFICATION REQUIREMENT FOR PROCUREMENT OF BUSES, OTHER ROLLING STOCK AND ASSOCIATED EQUIPMENT (ROLLING STOCK)

Certificate of Compliance with 49 U.S.C. 5323(j)(2)(C).

The bidder or offeror hereby certifies that it will comply with the requirements of 49 U.S.C. 5323(j)(2)(C) and the regulations at 49 C.F.R. Part 661.11.

Date 7/9/2014

Signature 

Company Name Hill International, Inc.

Title Senior Vice President and Deputy Region Manager

Certificate of Non-Compliance with 49 U.S.C. 5323(j)(2)(C)

The bidder or offeror hereby certifies that it cannot comply with the requirements of 49 U.S.C. 5323(j)(2)(C) and 49 C.F.R. 661.11, but may qualify for an exception pursuant to 49 U.S.C. 5323(j)(2)(A), 5323(j)(2)(B), or 5323(j)(2)(D), and 49 C.F.R. 661.7.

Date _____

Signature _____

Company Name _____

Title _____

CERTIFICATION REGARDING LOBBYING PURSUANT TO 31 U.S.C. 1352

The undersigned William Dengler
(name of authorized officer)
certifies, to the best of my knowledge and belief, that:

- No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

- If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form LLL, "Disclosure of Lobbying, Activities" in accordance with its instructions.

- The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by, 31, U.S. C. § 1352 (as amended by the Lobbying Disclosure Act of 1995). Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

Note: Pursuant to 31 U.S.C § 1352(c)(I)-(2)(A), any person who makes a prohibited expenditure or fails to file or amend a required certification or disclosure form shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such expenditure or failure.

The Contractor certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Contractor understands and agrees that the provisions of 31 U.S.C. § 3801, et seq., apply to this certification and disclosure, if any.

Executed this day 9 of July, 2010 2014

By: _____
Signature of Authorized Official

William Dengler, Secretary and General Counsel
Official Name and Title of Authorized Official

FTA REQUIREMENTS

STANDARD FORM LLL - DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C. 1352

1. Type of Federal Action:	2. Status of Federal Action:	3. Report Type:
X a. contract	X a. bid/offer/application	X a. initial filing
___ b. grant	___ b. initial award	___ b. material change
___ c. cooperative agreement	___ c. post award	
___ d. loan		For material change only:
___ e. loan guarantee		Year _____ quarter _____
___ f. loan insurance		Date of last report _____

4. Name and Address of Reporting Entity:	5. If Reporting Entity in No. 4 is Subawardee, Enter Name and Address of Prime:
N/A X Prime ___ Subawardee Tier ___, if Known: Congressional District, *if known*:	N/A Congressional District, *if known*:
6. Federal Department/Agency:	7. Federal Program Name/Description:
N/A	N/A CFDA Number, *if applicable*: _____
8. Federal Action Number, *if known*:	9. Award Amount, *if known*:
N/A	$ N/A
10. a. Name and Address of Lobbying Registrant *(if individual, last name, first name, MI)*:	b. Individuals Performing Services *(including address if different from No. 10a)* *(last name, first name, MI)*:
N/A	N/A
11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.	Signature: [signature] Print Name: William Dengler Title: Secretary and General Counsel Telephone No.: 856-810-6200 Date: 7/9/2014
Federal Use Only	Authorized for Local Reproduction Standard Form - LLL (Rev. 7-97)

INSTRUCTIONS FOR COMPLETION OF SF-LLL, DISCLOSURE OF LOBBYING ACTIVITIES

This disclosure form shall be completed by the reporting entity, whether subawardee or prime Federal recipient, at the initiation or receipt of a covered Federal action, or a material change to a previous filing, pursuant to title 31 U.S.C. Section 1352. The filing of a form is required for each payment or agreement to make payment to any lobbying entity for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with a covered Federal action. Complete all items that apply for both the initial filing and material change report. Refer to the implementing guidance published by the Office of Management and Budget for additional information.

1. Identify the type of covered Federal action for which lobbying activity is and/or has been secured to influence the outcome of a covered Federal action.
2. Identify the status of the covered Federal action.
3. Identify the appropriate classification of this report. If this is a followup report caused by a material change to the information previously reported, enter the year and quarter in which the change occurred. Enter the date of the last previously submitted report by this reporting entity for this covered Federal action.
4. Enter the full name, address, city, State and zip code of the reporting entity. Include Congressional District, if known. Check the appropriate classification of the reporting entity that designates if it is, or expects to be, a prime or subaward recipient. Identify the tier of the subawardee, e.g., the first subawardee of the prime is the 1st tier. Subawards include but are not limited to subcontracts, subgrants and contract awards under grants.
5. If the organization filing the report in item 4 checks "Subawardee," then enter the full name, address, city, State and zip code of the prime Federal recipient. Include Congressional District, if known.
6. Enter the name of the federal agency making the award or loan commitment. Include at least one organizational level below agency name, if known. For example, Department of Transportation, United States Coast Guard.
7. Enter the Federal program name or description for the covered Federal action (item 1). If known, enter the full Catalog of Federal Domestic Assistance (CFDA) number for grants, cooperative agreements, loans, and loan commitments.
8. Enter the most appropriate Federal identifying number available for the Federal action identified in item 1 (e.g., Request for Proposal (RFP) number; Invitations for Bid (IFB) number; grant announcement number; the contract, grant, or loan award number; the application/proposal control number assigned by the Federal agency). Included prefixes, e.g., "RFP-DE-90-001."
9. For a covered Federal action where there has been an award or loan commitment by the Federal agency, enter the Federal amount of the award/loan commitment for the prime entity identified in item 4 or 5.
10. (a) Enter the full name, address, city, State and zip code of the lobbying registrant under the Lobbying Disclosure Act of 1995 engaged by the reporting entity identified in item 4 to influence the covered Federal action.

    (b) Enter the full names of the individual(s) performing services, and include full address if different from 10(a). Enter Last Name, First Name, and Middle Initial (MI).
11. The certifying official shall sign and date the form, print his/her name, title, and telephone number.

According to the Paperwork Reduction Act, as amended, no persons are required to respond to a collection of information unless it displays a valid OMB control Number. The valid OMB control number for this information collection is OMB No. 0348-0046. Public reporting burden for this collection of information is estimated to average 10 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0046), Washington, DC 20503

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION - LOWER TIER COVERED TRANSACTIONS

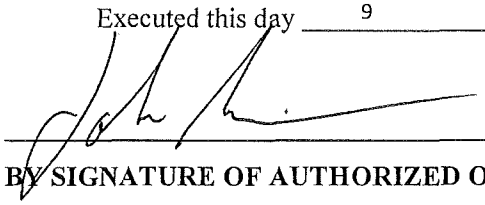
1. The prospective lower tier participant,

John Milano, PE, certifies by submission of this bid or proposal, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

3. The prospective lower tier participant shall provide immediate written notice to the Authority (and the Contractor, if applicable) if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

Executed this day 9 of July, 2011 2014.



BY SIGNATURE OF AUTHORIZED OFFICIAL

John Milano, PE Senior Vice President and Deputy Region Manager

NAME AND TITLE OF AUTHORIZED OFFICIAL

CERTIFICATION REGARDING LOBBYING PURSUANT TO 31 U.S.C. 1352

The undersigned

William Dengler

(name of authorized officer)

certifies, to the best of my knowledge and belief, that:

- No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

- If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form LLL, "Disclosure of Lobbying, Activities" in accordance with its instructions.

- The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by, 31, U.S. C. § 1352 (as amended by the Lobbying Disclosure Act of 1995). Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

Note: Pursuant to 31 U.S.C § 1352(c)(1)-(2)(A), any person who makes a prohibited expenditure or fails to file or amend a required certification or disclosure form shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such expenditure or failure.

The Contractor certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Contractor understands and agrees that the provisions of 31 U.S.C. § 3801, et seq., apply to this certification and disclosure, if any.

Executed this day 9 of July, 2013 2014

By: _____

Signature of Authorized Official

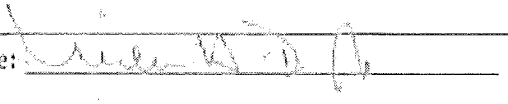
William Dengler Secretary and General Counsel

Official Name and Title of Authorized Official

STANDARD FORM LLL - DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C. 1352

1. Type of Federal Action:	2. Status of Federal Action:	3. Report Type:
X a. contract	X a. bid/offer/application	X a. initial filing
___ b. grant	___ b. initial award	___ b. material change
___ c. cooperative agreement	___ c. post award	
___ d. loan		**For material change only:**
___ e. loan guarantee		Year _____ quarter _____
___ f. loan insurance		Date of last report _____

4. Name and Address of Reporting Entity:	5. If Reporting Entity in No. 4 is Subawardee, Enter Name and Address of Prime:
N/A X Prime ___ Subawardee Tier ___, if Known: **Congressional District, *if known*:**	N/A **Congressional District, *if known*:**
6. Federal Department/Agency: N/A	**7. Federal Program Name/Description:** N/A CFDA Number, *if applicable*: _____
8. Federal Action Number, *if known*: N/A	**9. Award Amount, *if known*:** $ N/A
10. a. Name and Address of Lobbying Registrant *(if individual, last name, first name, MI)*: N/A	**b. Individuals Performing Services** *(including address if different from No. 10a)* *(last name, first name, MI)*: N/A
11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.	**Signature:**  **Print Name:** William Dengler **Title:** Secretary and General Counsel **Telephone No.:** 856-810-6200 **Date:** 7/9/2014
Federal Use Only	Authorized for Local Reproduction Standard Form - LLL (Rev. 7-97)

INSTRUCTIONS FOR COMPLETION OF SF-LLL, DISCLOSURE OF LOBBYING ACTIVITIES

This disclosure form shall be completed by the reporting entity, whether subawardee or prime Federal recipient, at the initiation or receipt of a covered Federal action, or a material change to a previous filing, pursuant to title 31 U.S.C. Section 1352. The filing of a form is required for each payment or agreement to make payment to any lobbying entity for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with a covered Federal action. Complete all items that apply for both the initial filing and material change report. Refer to the implementing guidance published by the Office of Management and Budget for additional information.

1. Identify the type of covered Federal action for which lobbying activity is and/or has been secured to influence the outcome of a covered Federal action.
2. Identify the status of the covered Federal action.
3. Identify the appropriate classification of this report. If this is a followup report caused by a material change to the information previously reported, enter the year and quarter in which the change occurred. Enter the date of the last previously submitted report by this reporting entity for this covered Federal action.
4. Enter the full name, address, city, State and zip code of the reporting entity. Include Congressional District, if known. Check the appropriate classification of the reporting entity that designates if it is, or expects to be, a prime or subaward recipient. Identify the tier of the subawardee, e.g., the first subawardee of the prime is the 1st tier. Subawards include but are not limited to subcontracts, subgrants and contract awards under grants.
5. If the organization filing the report in item 4 checks "Subawardee," then enter the full name, address, city, State and zip code of the prime Federal recipient. Include Congressional District, if known.
6. Enter the name of the federal agency making the award or loan commitment. Include at least one organizational level below agency name, if known. For example, Department of Transportation, United States Coast Guard.
7. Enter the Federal program name or description for the covered Federal action (item 1). If known, enter the full Catalog of Federal Domestic Assistance (CFDA) number for grants, cooperative agreements, loans, and loan commitments.
8. Enter the most appropriate Federal identifying number available for the Federal action identified in item 1 (e.g., Request for Proposal (RFP) number; Invitations for Bid (IFB) number; grant announcement number; the contract, grant, or loan award number; the application/proposal control number assigned by the Federal agency). Included prefixes, e.g., "RFP-DE-90-001."
9. For a covered Federal action where there has been an award or loan commitment by the Federal agency, enter the Federal amount of the award/loan commitment for the prime entity identified in item 4 or 5.
10. (a) Enter the full name, address, city, State and zip code of the lobbying registrant under the Lobbying Disclosure Act of 1995 engaged by the reporting entity identified in item 4 to influence the covered Federal action.

    (b) Enter the full names of the individual(s) performing services, and include full address if different from 10(a). Enter Last Name, First Name, and Middle Initial (MI).
11. The certifying official shall sign and date the form, print his/her name, title, and telephone number.

According to the Paperwork Reduction Act, as amended, no persons are required to respond to a collection of information unless it displays a valid OMB control Number. The valid OMB control number for this information collection is OMB No. 0348-0046. Public reporting burden for this collection of information is estimated to average 10 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0046), Washington, DC 20503

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION - LOWER TIER COVERED TRANSACTIONS

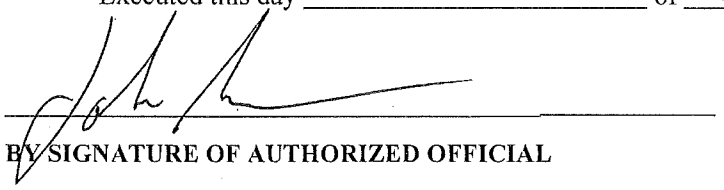
1. The prospective lower tier participant,

John Milano, PE, certifies by submission of this bid or proposal, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

3. The prospective lower tier participant shall provide immediate written notice to the Authority (and the Contractor, if applicable) if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

Executed this day 9 of July, 2013 2014.



BY SIGNATURE OF AUTHORIZED OFFICIAL

John Milano, PE Senior Vice President and Deputy Region Manager

NAME AND TITLE OF AUTHORIZED OFFICIAL

CERTIFICATION REGARDING LOBBYING PURSUANT TO 31 U.S.C. 1352

The undersigned

Mark G. O'Connor

(name of authorized officer)

certifies, to the best of my knowledge and belief, that:

- No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

- If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form LLL, "Disclosure of Lobbying, Activities" in accordance with its instructions.

- The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by, 31, U.S. C. § 1352 (as amended by the Lobbying Disclosure Act of 1995). Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

Note: Pursuant to 31 U.S.C § 1352(c)(I)-(2)(A), any person who makes a prohibited expenditure or fails to file or amend a required certification or disclosure form shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such expenditure or failure.

The Contractor certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Contractor understands and agrees that the provisions of 31 U.S.C. § 3801, et seq., apply to this certification and disclosure, if any.

Executed this day Ninth of July, 2014

By: Mark G. O'Connor

Signature of Authorized Official

Mark G. O'Connor, Vice President and General Counsel, Hatch Mott MacDonald NY, Inc.

Official Name and Title of Authorized Official

FTA REQUIREMENTS

STANDARD FORM LLL - DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C. 1352

1. **Type of Federal Action:**	2. **Status of Federal Action:**	3. **Report Type:**
X a. contract	X a. bid/offer/application	X a. initial filing
___ b. grant	___ b. initial award	___ b. material change
___ c. cooperative agreement	___ c. post award	
___ d. loan		**For material change only:**
___ e. loan guarantee		Year _____ quarter _____
___ f. loan insurance		Date of last report_____

4. **Name and Address of Reporting Entity:**	5. **If Reporting Entity in No. 4 is Subawardee,** Enter Name and Address of Prime:
X Prime ___ Subawardee Tier_____, if Known: **Congressional District,** *if known*:	**Congressional District,** *if known*:
6. **Federal Department/Agency:**	7. **Federal Program Name/Description:** CFDA Number, *if applicable*: _____
8. **Federal Action Number,** *if known:*	9. **Award Amount,** *if known:* $
10. a. **Name and Address of Lobbying Registrant** *(if individual, last name, first name, MI):* Hatch Mott MacDonald	b. **Individuals Performing Services** *(including address if different from No. 10a)* *(last name, first name, MI):* has no lobbying activities.
11. **Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.**	**Signature:** Mark G. O'Connor **Print Name:** Mark G. O'Connor **Title:** Vice President and General Counsel, Hatch Mott MacDonald NY, Inc. **Telephone No.:** 973-912-2422 **Date:** 7/9/14
Federal Use Only	**Authorized for Local Reproduction** **Standard Form - LLL (Rev. 7-97)**

Rev. 1/2011

INSTRUCTIONS FOR COMPLETION OF SF-LLL, DISCLOSURE OF LOBBYING ACTIVITIES

This disclosure form shall be completed by the reporting entity, whether subawardee or prime Federal recipient, at the initiation or receipt of a covered Federal action, or a material change to a previous filing, pursuant to title 31 U.S.C. Section 1352. The filing of a form is required for each payment or agreement to make payment to any lobbying entity for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with a covered Federal action. Complete all items that apply for both the initial filing and material change report. Refer to the implementing guidance published by the Office of Management and Budget for additional information:

1. Identify the type of covered Federal action for which lobbying activity is and/or has been secured to influence the outcome of a covered Federal action.
2. Identify the status of the covered Federal action.
3. Identify the appropriate classification of this report. If this is a followup report caused by a material change to the information previously reported, enter the year and quarter in which the change occurred. Enter the date of the last previously submitted report by this reporting entity for this covered Federal action.
4. Enter the full name, address, city, State and zip code of the reporting entity. Include Congressional District, if known. Check the appropriate classification of the reporting entity that designates if it is, or expects to be, a prime or subaward recipient. Identify the tier of the subawardee, e.g., the first subawardee of the prime is the 1st tier. Subawards include but are not limited to subcontracts, subgrants and contract awards under grants.
5. If the organization filing the report in item 4 checks "Subawardee," then enter the full name, address, city, State and zip code of the prime Federal recipient. Include Congressional District, if known.
6. Enter the name of the federal agency making the award or loan commitment. Include at least one organizational level below agency name, if known. For example, Department of Transportation, United States Coast Guard.
7. Enter the Federal program name or description for the covered Federal action (item 1). If known, enter the full Catalog of Federal Domestic Assistance (CFDA) number for grants, cooperative agreements, loans, and loan commitments.
8. Enter the most appropriate Federal identifying number available for the Federal action identified in item 1 (e.g., Request for Proposal (RFP) number; Invitations for Bid (IFB) number; grant announcement number; the contract, grant, or loan award number; the application/proposal control number assigned by the Federal agency). Included prefixes, e.g., "RFP-DE-90-001."
9. For a covered Federal action where there has been an award or loan commitment by the Federal agency, enter the Federal amount of the award/loan commitment for the prime entity identified in item 4 or 5.
10. (a) Enter the full name, address, city, State and zip code of the lobbying registrant under the Lobbying Disclosure Act of 1995 engaged by the reporting entity identified in item 4 to influence the covered Federal action.

    (b) Enter the full names of the individual(s) performing services, and include full address if different from 10(a). Enter Last Name, First Name, and Middle Initial (MI).
11. The certifying official shall sign and date the form, print his/her name, title, and telephone number.

FTA REQUIREMENTS

According to the Paperwork Reduction Act, as amended, no persons are required to respond to a collection of information unless it displays a valid OMB control Number. The valid OMB control number for this information collection is OMB No. 0348-0046. Public reporting burden for this collection of information is estimated to average 10 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0046), Washington, DC 20503

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION - LOWER TIER COVERED TRANSACTIONS

1. The prospective lower tier participant,

Hatch Mott MacDonald NY, Inc., certifies by submission of this bid or proposal, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

3. The prospective lower tier participant shall provide immediate written notice to the Authority (and the Contractor, if applicable) if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

Executed this day Ninth of July, 2014.

Mark G. O'Connor

BY SIGNATURE OF AUTHORIZED OFFICIAL

Mark G. O'Connor, Vice President and General Counsel

NAME AND TITLE OF AUTHORIZED OFFICIAL

CERTIFICATION REQUIREMENT FOR PROCUREMENT OF BUSES, OTHER ROLLING STOCK AND ASSOCIATED EQUIPMENT (ROLLING STOCK)

Certificate of Compliance with 49 U.S.C. 5323(j)(2)(C).

The bidder or offeror hereby certifies that it will comply with the requirements of 49 U.S.C. 5323(j)(2)(C) and the regulations at 49 C.F.R. Part 661.11.

Date July 9, 2014

Signature Arthur D. Silber

Company Name Hatch Mott MacDonald NY, Inc.

Title Senior Vice President

Certificate of Non-Compliance with 49 U.S.C. 5323(j)(2)(C)

The bidder or offeror hereby certifies that it cannot comply with the requirements of 49 U.S.C. 5323(j)(2)(C) and 49 C.F.R. 661.11, but may qualify for an exception pursuant to 49 U.S.C. 5323(j)(2)(A), 5323(j)(2)(B), or 5323(j)(2)(D), and 49 C.F.R. 661.7.

Date _____

Signature _____

Company Name _____

Title _____

BUY AMERICA CERTIFICATIONS

A bidder or offeror must submit to the FTA recipient the appropriate Buy America certification (below) with all bids or offers on FTA-funded contracts, except those subject to a general waiver. Bids or offers that are not accompanied by a completed Buy America certification must be rejected as nonresponsive. This requirement does not apply to lower tier subcontractors.

CERTIFICATION REQUIREMENT FOR PROCUREMENT OF STEEL, IRON, OR MANUFACTURED PRODUCTS (NON- ROLLING STOCK)

Certificate of Compliance with 49 U.S.C. 5323(j)(1)

The bidder or offeror hereby certifies that it will meet the requirements of 49 U.S.C. 5323(j)(1) and the applicable regulations in 49 CFR Part 661.5.

Date July 9, 2014

Signature _____ Arthur D. Silber

Company Name Hatch Mott MacDonald NY, Inc.

Title Senior Vice President

Certificate of Non-Compliance with 49 U.S.C. 5323(j)(1)

The bidder or offeror hereby certifies that it cannot comply with the requirements of 49 U.S.C. 5323(j)(1) and 49 C.F.R. 661.5, but it may qualify for an exception pursuant to 49 U.S.C. 5323(j)(2)(A), 5323(j)(2)(B), or 5323(j)(2)(D), and 49 C.F.R. 661.7.

Date _____

Signature _____

Company Name _____

Title _____

CERTIFICATION REGARDING LOBBYING PURSUANT TO 31 U.S.C. 1352

The undersigned

Mark G. O'Connor

(name of authorized officer)

certifies, to the best of my knowledge and belief, that:

- No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

- If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form LLL, "Disclosure of Lobbying, Activities" in accordance with its instructions.

- The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by, 31, U.S. C. § 1352 (as amended by the Lobbying Disclosure Act of 1995). Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

Note: Pursuant to 31 U.S.C § 1352(c)(I)-(2)(A), any person who makes a prohibited expenditure or fails to file or amend a required certification or disclosure form shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such expenditure or failure.

The Contractor certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Contractor understands and agrees that the provisions of 31 U.S.C. § 3801, et seq., apply to this certification and disclosure, if any.

Executed this day Ninth of July, 2014

By: Mark G. O'Connor

Signature of Authorized Official

Mark G. O'Connor, Vice President and General Counsel, Hatch Mott MacDonald NY, Inc.

Official Name and Title of Authorized Official

FEMA REQUIREMENTS

STANDARD FORM LLL - DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C. 1352

1. Type of Federal Action:	2. Status of Federal Action:	3. Report Type:
X a. contract	X a. bid/offer/application	X a. initial filing
___ b. grant	___ b. initial award	___ b. material change
___ c. cooperative agreement	___ c. post award	
___ d. loan		**For material change only:**
___ e. loan guarantee		Year _____ quarter _____
___ f. loan insurance		Date of last report _____

4. Name and Address of Reporting Entity:	5. If Reporting Entity in No. 4 is Subawardee, Enter Name and Address of Prime:
X Prime ___ Subawardee Tier ___, if Known: **Congressional District, *if known*:**	**Congressional District, *if known*:**
6. Federal Department/Agency:	**7. Federal Program Name/Description:** CFDA Number, *if applicable*: _____
8. Federal Action Number, *if known*:	**9. Award Amount, *if known*:** $
10. a. Name and Address of Lobbying Registrant *(if individual, last name, first name, MI):* Hatch Mott MacDonald	**b. Individuals Performing Services** *(including address if different from No. 10a)* *(last name, first name, MI):* has no lobbying activities.
11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.	**Signature:** Mark G. O'Connor **Print Name:** Mark G. O'Connor **Title:** Vice President and General Counsel, Hatch Mott MacDonald NY, Inc. **Telephone No.:** 973-912-2422 **Date:** 7/9/14
Federal Use Only	**Authorized for Local Reproduction** **Standard Form - LLL (Rev. 7-97)**

INSTRUCTIONS FOR COMPLETION OF SF-LLL, DISCLOSURE OF LOBBYING ACTIVITIES

This disclosure form shall be completed by the reporting entity, whether subawardee or prime Federal recipient, at the initiation or receipt of a covered Federal action, or a material change to a previous filing, pursuant to title 31 U.S.C. Section 1352. The filing of a form is required for each payment or agreement to make payment to any lobbying entity for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with a covered Federal action. Complete all items that apply for both the initial filing and material change report. Refer to the implementing guidance published by the Office of Management and Budget for additional information.

1. Identify the type of covered Federal action for which lobbying activity is and/or has been secured to influence the outcome of a covered Federal action.
2. Identify the status of the covered Federal action.
3. Identify the appropriate classification of this report. If this is a followup report caused by a material change to the information previously reported, enter the year and quarter in which the change occurred. Enter the date of the last previously submitted report by this reporting entity for this covered Federal action.
4. Enter the full name, address, city, State and zip code of the reporting entity. Include Congressional District, if known. Check the appropriate classification of the reporting entity that designates if it is, or expects to be, a prime or subaward recipient. Identify the tier of the subawardee, e.g., the first subawardee of the prime is the 1st tier. Subawards include but are not limited to subcontracts, subgrants and contract awards under grants.
5. If the organization filing the report in item 4 checks "Subawardee," then enter the full name, address, city, State and zip code of the prime Federal recipient. Include Congressional District, if known.
6. Enter the name of the federal agency making the award or loan commitment. Include at least one organizational level below agency name, if known. For example, Department of Transportation, United States Coast Guard.
7. Enter the Federal program name or description for the covered Federal action (item 1). If known, enter the full Catalog of Federal Domestic Assistance (CFDA) number for grants, cooperative agreements, loans, and loan commitments.
8. Enter the most appropriate Federal identifying number available for the Federal action identified in item 1 (e.g., Request for Proposal (RFP) number; Invitations for Bid (IFB) number; grant announcement number; the contract, grant, or loan award number; the application/proposal control number assigned by the Federal agency). Included prefixes, e.g., "RFP-DE-90-001."
9. For a covered Federal action where there has been an award or loan commitment by the Federal agency, enter the Federal amount of the award/loan commitment for the prime entity identified in item 4 or 5.
10. (a) Enter the full name, address, city, State and zip code of the lobbying registrant under the Lobbying Disclosure Act of 1995 engaged by the reporting entity identified in item 4 to influence the covered Federal action.

    (b) Enter the full names of the individual(s) performing services, and include full address if different from 10(a). Enter Last Name, First Name, and Middle Initial (MI).
11. The certifying official shall sign and date the form, print his/her name, title, and telephone number.

FEMA REQUIREMENTS

According to the Paperwork Reduction Act, as amended, no persons are required to respond to a collection of information unless it displays a valid OMB control Number. The valid OMB control number for this information collection is OMB No. 0348-0046. Public reporting burden for this collection of information is estimated to average 10 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0046), Washington, DC 20503

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION - LOWER TIER COVERED TRANSACTIONS

1. The prospective lower tier participant,

Hatch Mott MacDonald NY, Inc., certifies by submission of this bid or proposal, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

3. The prospective lower tier participant shall provide immediate written notice to the Authority (and the Contractor, if applicable) if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

Executed this day Ninth of July, 2014.

Mark G. O'Connor

BY SIGNATURE OF AUTHORIZED OFFICIAL

Mark G. O'Connor, Vice President and General Counsel

NAME AND TITLE OF AUTHORIZED OFFICIAL

Non-Disclosure Agreements

NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT
BETWEEN

HILL INTERNATIONAL, INC.

AND

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

THIS NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT (this "Agreement") is made as of this 14th day of July, 2014, by and between THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY (the "Port Authority") a body corporate and politic created by Compact between the States of New York and New Jersey, with the consent of the Congress of the United States, and having an office and place of business at 225 Park Avenue South, New York, New York, 10003, and HILL INTERNATIONAL, INC. having an office and place of business at One Penn Plaza, Suite 3415, New York, New York 10119 ("Recipient").

WHEREAS, the Port Authority desires, subject to the terms and conditions set forth below, to disclose to Recipient Protected Information (as defined below) in connection with Request For Proposal 38268 - Federally Funded Storm Related Resiliency Projects (collectively, the "Project(s)", or "Proposed Project(s)"); and

WHEREAS, the Recipient acknowledges that the Port Authority, in furtherance of its performance of essential and critical governmental functions relating to the Project, has existing and significant interests and obligations in establishing, maintaining and protecting the security and safety of the Project site and surrounding areas and related public welfare matters; and

WHEREAS, in furtherance of critical governmental interests regarding public welfare, safety and security at the Project site, the Port Authority has collected information and undertaken the development of certain plans and recommendations regarding the security, safety and protection of the Project site, including the physical construction and current and future operations; and

WHEREAS, the Port Authority and Recipient (collectively, the "Parties") acknowledge that in order for Recipient to undertake its duties and/or obligations with regard to its involvement in the Project, the Port Authority may provide Recipient or certain of its Related Parties (as defined below) certain information in the possession of the Port Authority, which may contain or include protected, confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, relating to the Project or its occupants or other matters, the unauthorized disclosure of which could result in significant public safety, financial and other damage to the Port Authority, the Project, its occupants, and the surrounding communities; and

WHEREAS, Recipient recognizes and acknowledges that providing unauthorized access to, or disclosing such information to third parties in violation of the terms of this Agreement

could compromise or undermine the existing or future guidelines, techniques and procedures implemented for the protection against terrorist acts or for law enforcement, investigation and prosecutorial purposes, and accordingly could result in significant irreparable harm and injury; and

WHEREAS, in order to protect and preserve the privilege attaching to and the confidentiality of the aforementioned information as well as to limit access to such information to a strict need to know basis, the Port Authority requires, as a condition of its sharing or providing access to such protected, confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, that the Recipient enter into this Agreement and that its Related Parties thereafter acknowledge and agree that they will be required to treat as strictly confidential and/or privileged any of such information so provided, as well as the work product and conclusions of any assessments and evaluations or any recommendations relating thereto, and to also fully comply with applicable federal rules and regulations with respect thereto; and

WHEREAS, as a condition to the provision of such information to Recipient and certain Related Parties, the Recipient has agreed to enter into this Agreement with respect to the handling and use of such information and to cause Related Parties to join in and be bound by the terms and conditions of this Agreement.

NOW, THEREFORE, in consideration of the provision by Port Authority of Information for Project Purposes (as each such term is defined below) and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged by the Recipient and each Related Party that receives such Information, the Recipient and each such Related Party agrees, as follows:

1. **Defined Terms.** In addition to the terms defined in the Recitals above, the following terms shall have the meanings set forth below:

(a) "**Authorized Disclosure**" means the disclosure of Protected Information strictly in accordance with the Confidentiality Control Procedures applicable thereto: (i) as to all Protected Information, only to a Related Party that has a need to know such Protected Information strictly for Project Purposes and that has agreed in writing to be bound by the terms of this Agreement by executing a form of Acknowledgment as set forth in Exhibit A or Exhibit B, as applicable; and (ii) as to Confidential Privileged Information, only to the extent expressly approved in writing and in advance by the Port Authority, and then only the particular Confidential Privileged Information that is required to accomplish an essential element of the Project.

(b) "**Information**" means, collectively, all information, documents, data, reports, notes, studies, projections, records, manuals, graphs, electronic files, computer generated data or information, drawings, charts, tables, diagrams, photographs, and other media or renderings containing or otherwise incorporating information that may be provided or made accessible at any time, whether in writing, orally, visually, photographically, electronically or in any other form or medium, including, without limitation, any and all copies, duplicates or extracts of the foregoing.

(c) **"Protected Information"** means and includes collectively, Confidential Information, Confidential Privileged Information, Sensitive Security Information (SSI), Critical Infrastructure Information (CII) or Health Insurance Portability and Accountability Act (HIPPA) Information and Information that is labeled, marked or otherwise identified by or on behalf of the Port Authority so as to reasonably connote that such information is confidential, privileged, sensitive or proprietary in nature. The term Protected Information shall also include all work product that contains or is derived from any of the foregoing, whether in whole or in part, regardless of whether prepared by the Recipient, the Port Authority or others, or when the Port Authority receives such information from others and agrees to treat such information as Protected. The following Information shall not constitute Protected Information for the purpose of this Agreement:

(i) Particular Information, other than Confidential Privileged Information, that is provided to the Recipient by a source other than the Port Authority, provided that such source is not subject to a confidentiality agreement, or similar obligation, or understanding with or for the benefit of the Port Authority, with respect to such Information and that the identity of such source is not itself part of such Protected Information.

(ii) Information that is or becomes generally available to the public other than as a result of a disclosure by the Recipient or a Related Party in violation of this Agreement.

(iii) Information that is known to or was in the possession of the Recipient or a Related Party on a non-confidential basis prior to the disclosure of such Information by the Port Authority.

(d) **"Confidential Information"** means and includes collectively, any and all Information, documents and materials entitled to protection as a public interest privilege under New York State law and as may be deemed to be afforded or entitled to the protection of any other privilege recognized under New York and/or New Jersey state laws or Federal laws. It also includes information that contains sensitive financial, commercial or other proprietary business information concerning or relating to the Port Authority, its projects, operations or facilities that would be exempt from release under the Port Authority Freedom of Information Code.

(e) **"Confidential Privileged Information"** means and includes collectively, (i) Information that reveals security risks, threats, vulnerabilities, documentation that identifies specific physical security vulnerabilities or revealing specific security vulnerabilities details related to emergency response protocols, egress plans, flow paths, egress capacities, (diagrams, codes, standards) etc., which is not publicly available." and any and all Information, documents and materials entitled to protection as a public interest privilege under New York State law and as may be deemed to be afforded or entitled to the protection of any other privilege recognized under New York and/or New Jersey state laws or Federal laws, and (ii) certain Critical Infrastructure Information.

(f) "**Confidentiality Control Procedures**" means procedures, safeguards and requirements for the identification, processing, protection, handling, care, tracking and storage of Protected Information that are required under applicable federal or state law, the Port Authority Handbook, or by the terms of this Agreement.

(g) "**Critical Infrastructure Information**" (CII) has the meaning set forth in the Homeland Security Act of 2002, under the subtitle Critical Infrastructure Information Act of 2002 (6 U.S.C. §131-134), and any rules or regulations enacted pursuant thereto, including, without limitation, the Office of the Secretary, Department of Homeland Security Rules and Regulations, 6 C.F.R. Part 29 and any amendments thereto. CII may also be referred to as "Protected Critical Infrastructure Information" or "PCII", as provided for in the referenced rules and regulations and any amendments thereto.

(h) "**Sensitive Security Information**" (SSI) has the definition and requirements set forth in the Transportation Security Administrative Rules & Regulations, 49 CFR 1520, (49 U.S.C. §114) and in the Office of the Secretary of Transportation Rules & Regulations, 49 CFR 15, (49 U.S.C. §40119).

(i) "**Health Insurance Portability and Accountability Act**" (HIPAA) Information Employees, associates or other contract personnel who have access to Protected Health Information (PHI) must refer to, and comply with, the Privacy Policies and Procedures to Protect Personal Health Information. Privacy regulations issued under the Health Insurance Portability and Accountability Act of 1996 ("HIPAA" or "Privacy Laws") place restrictions on the Group Health Plans of the Port Authority and PATH (the "Plans") ability to use and disclose Protected Health Information ("PHI").

(j) "**Port Authority Handbook**" means The Port Authority of New York and New Jersey. Information Security Handbook, as may be amended by the Port Authority, from time to time.

(k) "**Project Purposes**" means the use of Protected Information strictly and only for purposes related to Recipient's and its Related Parties' participation and involvement in the Project, and only for such period of time during which Recipient and its Related Parties are involved in Project related activities.

(l) "**Related Party**" and "**Related Parties**" means the directors, employees, officers, partners or members of the Recipient, as applicable, and the Recipient's outside consultants, attorneys, advisors, accountants, architects, engineers or subcontractors or sub-consultants (and their respective directors, employees, officers, partners or members) to whom any Protected Information is disclosed or made available.

2. **Use of Protected Information.** All Protected Information shall be used by the Recipient in accordance with the following requirements:

(a) All Protected Information shall be held in confidence and shall be processed, treated, disclosed and used by the Recipient and its Related Parties only for Project Purposes and in accordance with the Confidentiality Control Procedures established pursuant to Paragraph 2(c), below, including, without limitation, the Port Authority Handbook, receipt of which is

acknowledged by Recipient and shall be acknowledged in writing by each Related Party by signing the Acknowledgment attached hereto as Exhibit A or Exhibit B, as applicable, and applicable legal requirements. Protected Information may be disclosed, only if and to the extent that such disclosure is an Authorized Disclosure.

(b) Recipient and each Related Party acknowledges and agrees that (i) any violation by the Recipient or any of its Related Parties of the terms, conditions or restrictions of this Agreement relating to Protected Information may result in penalties and other enforcement or corrective action as set forth in such statutes and regulations, including, without limitation, the issuance of orders requiring retrieval of Sensitive Security Information and Critical Infrastructure Information to remedy unauthorized disclosure and to cease future unauthorized disclosure and (ii) pursuant to the aforementioned Federal Regulations, including, without limitation, 49 C.F.R. §§ 15.17 and 1520.17, any such violation thereof or mishandling of information therein defined may constitute grounds for a civil penalty and other enforcement or corrective action by the United States Department of Transportation and the United States Department of Homeland Security, and appropriate personnel actions for Federal employees.

(c) Recipient and each Related Party covenants to the Port Authority that it has established, promulgated and implemented Confidentiality Control Procedures for identification, handling, receipt, care, and storage of Protected Information to control and safeguard against any violation of the requirements of this Agreement and against any unauthorized access, disclosure, modification, loss or misuse of Protected Information. Recipient and each Related Party shall undertake reasonable steps consistent with such Confidentiality Control Procedures to assure that disclosure of Protected Information is compartmentalized, such that all Protected Information shall be disclosed only to those persons and entities authorized to receive such Information as an Authorized Disclosure under this Agreement and applicable Confidentiality Control Procedures. The Confidentiality Control Procedures shall, at a minimum, adhere to, and shall not be inconsistent with, the procedures and practices established in the Port Authority Handbook.

(d) The Port Authority reserves the right to audit Recipient's Confidentiality Control Procedures, and those of each Related Party, as applicable, to ensure that it is in compliance with the terms of this Agreement.

(e) The Port Authority may request in writing that the Recipient or any Related Parties apply different or more stringent controls on the handling, care, storage and disclosure of particular items of Protected Information as a precondition for its disclosure. The Port Authority may decline any request by the Recipient or any of its Related Parties to provide such item of Protected Information if the Recipient or any of the Related Parties do not agree in writing to apply such controls.

(f) Nothing in this Agreement shall require the Port Authority to tender or provide access to or possession of any Protected Information to the Recipient or its Related Parties, whether or not the requirements of this Agreement are otherwise satisfied. However, if such Protected Information is provided and accepted, the Recipient and its Related Parties shall abide by the terms, conditions and requirements of this Agreement.

(g) The Recipient and each Related Party agrees to be responsible for enforcing the provisions of this Agreement with respect to its Related Parties, in accordance with the Confidentiality Control Procedures. Except as required by law pursuant to written advice of competent legal counsel, or with the Port Authority's prior written consent, neither the Recipient, nor any of the Related Parties shall disclose to any third party, person or entity: (i) any Protected Information under circumstances where the Recipient is not fully satisfied that the person or entity to whom such disclosure is about to be made shall act in accordance with the Confidentiality Control Procedures whether or not such person or entity has agreed in writing to be bound by the terms of this Agreement or any "Acknowledgement" of its terms or (ii) the fact that Protected Information has been made available to the Recipient or such Related Parties, or the content or import of such Protected Information. The Recipient is responsible for collecting and managing the Acknowledgments signed by Related Parties pursuant to this Agreement. Recipient shall, at the Port Authority's request, provide the Port Authority a list of all Related Parties who have signed an Acknowledgment, and copies of such Acknowledgments.

(h) As to all Protected Information provided by or on behalf of the Port Authority, nothing in this Agreement shall constitute or be construed as a waiver of any public interest privilege or other protections established under applicable state or federal law.

3. **Disclosures and Discovery Requests.** If a subpoena, discovery request, Court Order, Freedom of Information Request, or any other request or demand authorized by law seeking disclosure of the Protected Information is received by the Recipient or any Related Party, Recipient shall notify the Port Authority thereof, to the extent permitted by law, with sufficient promptness so as to enable the Port Authority to investigate the circumstances, prepare any appropriate documentation and seek to quash the subpoena, to seek a protective order, or to take such other action regarding the request as it deems appropriate. In the absence of a protective order, disclosure shall be made, in consultation with the Port Authority, of only that part of the Protected Information as is legally required to be disclosed. If at any time Protected Information is disclosed in violation of this Agreement, the Recipient shall immediately give the Port Authority written notice of that fact and a detailed account of the circumstances regarding such disclosure to the Port Authority.

4. **Retention Limitations; Return of Protected Information.** Upon the earlier occurrence of either the Port Authority's written request or completion of Recipient's need for any or all Protected Information, such Protected Information, all writings and material describing, analyzing or containing any part of such Protected Information, including any and all portions of Protected Information that may be stored, depicted or contained in electronic or other media and all copies of the foregoing shall be promptly delivered to the Port Authority at Recipient's expense. In addition, as to Protected Information that may be stored in electronic or similar form, such Protected Information shall be deleted and completely removed so that such Protected Information is incapable of being recovered from all computer databases of the Recipient and all Related Parties. The Recipient may request in writing that the Port Authority consent to destruction of Protected Information, writings and materials in lieu of delivery thereof to the Port Authority. The Port Authority shall not unreasonably withhold its consent to such request. If the Port Authority consents to such destruction, the Recipient and each Related Party shall deliver to the Port Authority a written certification by Recipient and such Related Party that such Protected Information, writings and materials have been so destroyed within such period as may be

imposed by the Port Authority. Notwithstanding the foregoing, to the extent required for legal or compliance purposes, the Recipient may retain copies of Protected Information (in any format), provided that (a) the Port Authority is notified in writing of such retention, and (b) Recipient continues to abide by the requirements of this Agreement with respect to the protection of such Protected Information.

5. **Duration and Survival of Confidentiality Obligations.** The obligations under this Agreement shall be perpetual (unless otherwise provided in this Agreement) or until such time as the Protected Information is no longer considered protected, confidential and/or privileged by the Port Authority.

6. **Severability.** Each provision of this Agreement is severable and if a court should find any provision of this Agreement to be unenforceable, all other provisions of this Agreement shall remain in full force and effect.

7. **Injunctive and Other Relief.** Recipient and each Related Party acknowledges that the unauthorized disclosure and handling of Protected Information is likely to have a material adverse and detrimental impact on public safety and security and could significantly endanger the Port Authority, its facilities (including, without limitation, the Project site), its patrons and the general public and that damages at law are an inadequate remedy for any breach, or threatened breach, of this Agreement by Recipient or its Related Parties. The Port Authority shall be entitled, in addition to all other rights or remedies, to seek such restraining orders and injunctions as it may deem appropriate for any breach of this Agreement, without being required to show any actual damage or to post any bond or other security.

8. **Governing Law.** This Agreement shall be governed by and construed in accordance with the laws of the State of New York, without regard to conflict of laws principles. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient specifically and irrevocably consent to the exclusive jurisdiction of any federal or state court in the County of New York and State of New York with respect to all matters concerning this Agreement and its enforcement. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient agree that the execution and performance of this Agreement shall have a New York situs and, accordingly, they each consent (and solely with respect to the Port Authority, subject to the terms of the Port Authority Legislation (as defined below)) to personal jurisdiction in the State of New York for all purposes and proceedings arising from this Agreement. "**Port Authority Legislation**" shall mean the concurrent legislation of the State of New York and State of New Jersey set forth at Chapter 301 of the Laws of New York of 1950, as amended by Chapter 938 of the Laws of New York of 1974 (McKinney's Unconsolidated Laws §§7101-7112) and Chapter 204 of the Laws of New Jersey of 1951 (N.J.S.A. 32:1-157 to 32:1-168).

9. **Notices.** Any notice, demand or other communication (each, a "**notice**") that is given or rendered pursuant to this Agreement by either party to the other party, shall be: (i) given or rendered, in writing, (ii) addressed to the other party at its required address(es) for notices delivered to it as set forth below, and (iii) delivered by either (x) hand delivery, or (y) nationally recognized courier service (e.g., Federal Express, Express Mail). Any such notice shall be deemed given or rendered, and effective for purposes of this Agreement, as of the date actually

delivered to the other party at such address(es) (whether or not the same is then received by other party due to a change of address of which no notice was given, or any rejection or refusal to accept delivery). Notices from either party (to the other) may be given by its counsel.

The required address(es) of each party for notices delivered to it is (are) as set forth below. Each party, however, may, from time to time, designate an additional or substitute required address(es) for notices delivered to it, provided that such designation must be made by notice given in accordance with this Paragraph 9.

Original to the Port Authority:	Cory Mermer The Port Authority of New York and New Jersey 2 Montgomery Street Jersey City, NJ 07302
with a copy to:	The Port Authority of New York and New Jersey 225 Park Avenue South - 14th Floor New York, NY 10003 Attn: General Counsel's Office c/o Caroline Ioannou, Law DISO
If to the Recipient:	Hill International, Inc. One Penn Plaza, Suite 3415 New York, NY 10119 Phone: (212) 244-3700 Fax: (212) 244-3740 Attn: Mr. D. Clarke Pile, Senior Vice President
with a copy to:	Hill International, Inc. 303 Lippincott Centre Marlton, NJ 08053 Phone: (856) 810-6200 Fax: (856) 810-9407 Attn: Mr. William H. Dengler, Jr. Senior VP and General Counsel

10. **Entire Agreement.** This Agreement contains the complete statement of all the agreements among the parties hereto with respect to the subject matter thereof, and all prior agreements among the parties hereto respecting the subject matter hereof, whether written or oral, are merged herein and shall be of no further force or effect. This Agreement may not be changed, modified, discharged, or terminated, except by an instrument in writing signed by all of the parties hereto.

11. **Counterparts.** This Agreement may be executed in one or more counterparts, each of which shall be deemed to be an original, but all of which shall be one and the same document.

12. **Parties Bound.** This Agreement shall be binding upon the Recipient and its respective successors. The foregoing shall not be affected by the failure of any Related Party to join in this Agreement or to execute and deliver an Acknowledgement hereof.

13. **Authority.** The undersigned individual(s) executing this Agreement on behalf of the Recipient below represent(s) that they are authorized to execute this Agreement on behalf of the Recipient and to legally bind such party.

14. **Disclosure of Ownership Rights or License.** Nothing contained herein shall be construed as the granting or conferring by the Port Authority of any rights by ownership, license or otherwise in any Information.

15. **No Liability.** Neither the Commissioners of the Port Authority, nor any of them, nor any officer, agent or employee thereof, shall be charged personally by the Recipient with any liability, or held liable to the Recipient under any term or provision of this Agreement, or because of its execution or attempted execution or because of any breach, or attempted or alleged breach thereof.

16. **Construction.** This Agreement is the joint product of the parties hereto and each provision of this Agreement has been subject to the mutual consnltation, negotiation, and agreement of the parties hereto, and shall not be construed for or against any party hereto. The captions of the various sections in this Agreement are for convenience only and do not, and shall not be deemed to, define, limit or construe the contents of such Sections.

RECIPIENT:

Signature: _____

Print Name: D. Clarke Pile, PE

Title: Senior Vice President

Date: July 14, 2014

NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT
BETWEEN

HATCH MOTT MACDONALD, NY, INC.

AND

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

THIS NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT (this "**Agreement**") is made as of this 10th day of July, 2014, by and between **THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY** (the "**Port Authority**") a body corporate and politic created by Compact between the States of New York and New Jersey, with the consent of the Congress of the United States, and having an office and place of business at 225 Park Avenue South, New York, New York, 10003, and HATCH MOTT MACDONALD, NY, INC., having an office and place of business at 1400 Broadway, 30th Floor, New York, New York 10118 ("**Recipient**").

WHEREAS, the Port Authority desires, subject to the terms and conditions set forth below, to disclose to Recipient Protected Information (as defined below) in connection with Request For Proposal 38268 - Federally Funded Storm Related Resiliency Projects (collectively, the "Project(s)", or "Proposed Project(s)"); and

WHEREAS, the Recipient acknowledges that the Port Authority, in furtherance of its performance of essential and critical governmental functions relating to the Project, has existing and significant interests and obligations in establishing, maintaining and protecting the security and safety of the Project site and surrounding areas and related public welfare matters; and

WHEREAS, in furtherance of critical governmental interests regarding public welfare, safety and security at the Project site, the Port Authority has collected information and undertaken the development of certain plans and recommendations regarding the security, safety and protection of the Project site, including the physical construction and current and future operations; and

WHEREAS, the Port Authority and Recipient (collectively, the "**Parties**") acknowledge that in order for Recipient to undertake its duties and/or obligations with regard to its involvement in the Project, the Port Authority may provide Recipient or certain of its Related Parties (as defined below) certain information in the possession of the Port Authority, which may contain or include protected, confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, relating to the Project or its occupants or other matters, the unauthorized disclosure of which could result in significant public safety, financial and other damage to the Port Authority, the Project, its occupants, and the surrounding communities; and

WHEREAS, Recipient recognizes and acknowledges that providing unauthorized access to, or disclosing such information to third parties in violation of the terms of this Agreement

could compromise or undermine the existing or future guidelines, techniques and procedures implemented for the protection against terrorist acts or for law enforcement, investigation and prosecutorial purposes, and accordingly could result in significant irreparable harm and injury; and

WHEREAS, in order to protect and preserve the privilege attaching to and the confidentiality of the aforementioned information as well as to limit access to such information to a strict need to know basis, the Port Authority requires, as a condition of its sharing or providing access to such protected, confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, that the Recipient enter into this Agreement and that its Related Parties thereafter acknowledge and agree that they will be required to treat as strictly confidential and/or privileged any of such information so provided, as well as the work product and conclusions of any assessments and evaluations or any recommendations relating thereto, and to also fully comply with applicable federal rules and regulations with respect thereto; and

WHEREAS, as a condition to the provision of such information to Recipient and certain Related Parties, the Recipient has agreed to enter into this Agreement with respect to the handling and use of such information and to cause Related Parties to join in and be bound by the terms and conditions of this Agreement.

NOW, THEREFORE, in consideration of the provision by Port Authority of Information for Project Purposes (as each such term is defined below) and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged by the Recipient and each Related Party that receives such Information, the Recipient and each such Related Party agrees, as follows:

1. **Defined Terms.** In addition to the terms defined in the Recitals above, the following terms shall have the meanings set forth below:

(a) "**Authorized Disclosure**" means the disclosure of Protected Information strictly in accordance with the Confidentiality Control Procedures applicable thereto: (i) as to all Protected Information, only to a Related Party that has a need to know such Protected Information strictly for Project Purposes and that has agreed in writing to be bound by the terms of this Agreement by executing a form of Acknowledgment as set forth in Exhibit A or Exhibit B, as applicable; and (ii) as to Confidential Privileged Information, only to the extent expressly approved in writing and in advance by the Port Authority, and then only the particular Confidential Privileged Information that is required to accomplish an essential element of the Project.

(b) "**Information**" means, collectively, all information, documents, data, reports, notes, studies, projections, records, manuals, graphs, electronic files, computer generated data or information, drawings, charts, tables, diagrams, photographs, and other media or renderings containing or otherwise incorporating information that may be provided or made accessible at any time, whether in writing, orally, visually, photographically, electronically or in any other form or medium, including, without limitation, any and all copies, duplicates or extracts of the foregoing.

(c) **"Protected Information"** means and includes collectively, Confidential Information, Confidential Privileged Information, Sensitive Security Information (SSI), Critical Infrastructure Information (CII) or Health Insurance Portability and Accountability Act (HIPPA) Information and Information that is labeled, marked or otherwise identified by or on behalf of the Port Authority so as to reasonably connote that such information is confidential, privileged, sensitive or proprietary in nature. The term Protected Information shall also include all work product that contains or is derived from any of the foregoing, whether in whole or in part, regardless of whether prepared by the Recipient, the Port Authority or others, or when the Port Authority receives such information from others and agrees to treat such information as Protected. The following Information shall not constitute Protected Information for the purpose of this Agreement:

(i) Particular Information, other than Confidential Privileged Information, that is provided to the Recipient by a source other than the Port Authority, provided that such source is not subject to a confidentiality agreement, or similar obligation, or understanding with or for the benefit of the Port Authority, with respect to such Information and that the identity of such source is not itself part of such Protected Information.

(ii) Information that is or becomes generally available to the public other than as a result of a disclosure by the Recipient or a Related Party in violation of this Agreement.

(iii) Information that is known to or was in the possession of the Recipient or a Related Party on a non-confidential basis prior to the disclosure of such Information by the Port Authority.

(d) **"Confidential Information"** means and includes collectively, any and all Information, documents and materials entitled to protection as a public interest privilege under New York State law and as may be deemed to be afforded or entitled to the protection of any other privilege recognized under New York and/or New Jersey state laws or Federal laws. It also includes information that contains sensitive financial, commercial or other proprietary business information concerning or relating to the Port Authority, its projects, operations or facilities that would be exempt from release under the Port Authority Freedom of Information Code.

(e) **"Confidential Privileged Information"** means and includes collectively, (i) Information that reveals security risks, threats, vulnerabilities, documentation that identifies specific physical security vulnerabilities or revealing specific security vulnerabilities details related to emergency response protocols, egress plans, flow paths, egress capacities, (diagrams, codes, standards) etc., which is not publicly available." and any and all Information, documents and materials entitled to protection as a public interest privilege under New York State law and as may be deemed to be afforded or entitled to the protection of any other privilege recognized under New York and/or New Jersey state laws or Federal laws, and (ii) certain Critical Infrastructure Information.

(f) "**Confidentiality Control Procedures**" means procedures, safeguards and requirements for the identification, processing, protection, handling, care, tracking and storage of Protected Information that are required under applicable federal or state law, the Port Authority Handbook, or by the terms of this Agreement.

(g) "**Critical Infrastructure Information**" (CII) has the meaning set forth in the Homeland Security Act of 2002, under the subtitle Critical Infrastructure Information Act of 2002 (6 U.S.C. §131-134), and any rules or regulations enacted pursuant thereto, including, without limitation, the Office of the Secretary, Department of Homeland Security Rules and Regulations, 6 C.F.R. Part 29 and any amendments thereto. CII may also be referred to as "Protected Critical Infrastructure Information" or "PCII", as provided for in the referenced rules and regulations and any amendments thereto.

(h) "**Sensitive Security Information**" (SSI) has the definition and requirements set forth in the Transportation Security Administrative Rules & Regulations, 49 CFR 1520, (49 U.S.C. §114) and in the Office of the Secretary of Transportation Rules & Regulations, 49 CFR 15, (49 U.S.C. §40119).

(i) "**Health Insurance Portability and Accountability Act**" (HIPAA) Information Employees, associates or other contract personnel who have access to Protected Health Information (PHI) must refer to, and comply with, the Privacy Policies and Procedures to Protect Personal Health Information. Privacy regulations issued under the Health Insurance Portability and Accountability Act of 1996 ("HIPAA" or "Privacy Laws") place restrictions on the Group Health Plans of the Port Authority and PATH (the "Plans") ability to use and disclose Protected Health Information ("PHI").

(j) "**Port Authority Handbook**" means The Port Authority of New York and New Jersey. Information Security Handbook, as may be amended by the Port Authority, from time to time.

(k) "**Project Purposes**" means the use of Protected Information strictly and only for purposes related to Recipient's and its Related Parties' participation and involvement in the Project, and only for such period of time during which Recipient and its Related Parties are involved in Project related activities.

(l) "**Related Party**" and "**Related Parties**" means the directors, employees, officers, partners or members of the Recipient, as applicable, and the Recipient's outside consultants, attorneys, advisors, accountants, architects, engineers or subcontractors or sub-consultants (and their respective directors, employees, officers, partners or members) to whom any Protected Information is disclosed or made available.

2. **Use of Protected Information**. All Protected Information shall be used by the Recipient in accordance with the following requirements:

(a) All Protected Information shall be held in confidence and shall be processed, treated, disclosed and used by the Recipient and its Related Parties only for Project Purposes and in accordance with the Confidentiality Control Procedures established pursuant to Paragraph 2(c), below, including, without limitation, the Port Authority Handbook, receipt of which is

acknowledged by Recipient and shall be acknowledged in writing by each Related Party by signing the Acknowledgment attached hereto as Exhibit A or Exhibit B, as applicable, and applicable legal requirements. Protected Information may be disclosed, only if and to the extent that such disclosure is an Authorized Disclosure.

(b) Recipient and each Related Party acknowledges and agrees that (i) any violation by the Recipient or any of its Related Parties of the terms, conditions or restrictions of this Agreement relating to Protected Information may result in penalties and other enforcement or corrective action as set forth in such statutes and regulations, including, without limitation, the issuance of orders requiring retrieval of Sensitive Security Information and Critical Infrastructure Information to remedy unauthorized disclosure and to cease future unauthorized disclosure and (ii) pursuant to the aforementioned Federal Regulations, including, without limitation, 49 C.F.R. §§ 15.17 and 1520.17, any such violation thereof or mishandling of information therein defined may constitute grounds for a civil penalty and other enforcement or corrective action by the United States Department of Transportation and the United States Department of Homeland Security, and appropriate personnel actions for Federal employees.

(c) Recipient and each Related Party covenants to the Port Authority that it has established, promulgated and implemented Confidentiality Control Procedures for identification, handling, receipt, care, and storage of Protected Information to control and safeguard against any violation of the requirements of this Agreement and against any unauthorized access, disclosure, modification, loss or misuse of Protected Information. Recipient and each Related Party shall undertake reasonable steps consistent with such Confidentiality Control Procedures to assure that disclosure of Protected Information is compartmentalized, such that all Protected Information shall be disclosed only to those persons and entities authorized to receive such Information as an Authorized Disclosure under this Agreement and applicable Confidentiality Control Procedures. The Confidentiality Control Procedures shall, at a minimum, adhere to, and shall not be inconsistent with, the procedures and practices established in the Port Authority Handbook.

(d) The Port Authority reserves the right to audit Recipient's Confidentiality Control Procedures, and those of each Related Party, as applicable, to ensure that it is in compliance with the terms of this Agreement.

(e) The Port Authority may request in writing that the Recipient or any Related Parties apply different or more stringent controls on the handling, care, storage and disclosure of particular items of Protected Information as a precondition for its disclosure. The Port Authority may decline any request by the Recipient or any of its Related Parties to provide such item of Protected Information if the Recipient or any of the Related Parties do not agree in writing to apply such controls.

(f) Nothing in this Agreement shall require the Port Authority to tender or provide access to or possession of any Protected Information to the Recipient or its Related Parties, whether or not the requirements of this Agreement are otherwise satisfied. However, if such Protected Information is provided and accepted, the Recipient and its Related Parties shall abide by the terms, conditions and requirements of this Agreement.

(g) The Recipient and each Related Party agrees to be responsible for enforcing the provisions of this Agreement with respect to its Related Parties, in accordance with the Confidentiality Control Procedures. Except as required by law pursuant to written advice of competent legal counsel, or with the Port Authority's prior written consent, neither the Recipient, nor any of the Related Parties shall disclose to any third party, person or entity: (i) any Protected Information under circumstances where the Recipient is not fully satisfied that the person or entity to whom such disclosure is about to be made shall act in accordance with the Confidentiality Control Procedures whether or not such person or entity has agreed in writing to be bound by the terms of this Agreement or any "Acknowledgement" of its terms or (ii) the fact that Protected Information has been made available to the Recipient or such Related Parties, or the content or import of such Protected Information. The Recipient is responsible for collecting and managing the Acknowledgments signed by Related Parties pursuant to this Agreement. Recipient shall, at the Port Authority's request, provide the Port Authority a list of all Related Parties who have signed an Acknowledgment, and copies of such Acknowledgments.

(h) As to all Protected Information provided by or on behalf of the Port Authority, nothing in this Agreement shall constitute or be construed as a waiver of any public interest privilege or other protections established under applicable state or federal law.

3. **Disclosures and Discovery Requests.** If a subpoena, discovery request, Court Order, Freedom of Information Request, or any other request or demand authorized by law seeking disclosure of the Protected Information is received by the Recipient or any Related Party, Recipient shall notify the Port Authority thereof, to the extent permitted by law, with sufficient promptness so as to enable the Port Authority to investigate the circumstances, prepare any appropriate documentation and seek to quash the subpoena, to seek a protective order, or to take such other action regarding the request as it deems appropriate. In the absence of a protective order, disclosure shall be made, in consultation with the Port Authority, of only that part of the Protected Information as is legally required to be disclosed. If at any time Protected Information is disclosed in violation of this Agreement, the Recipient shall immediately give the Port Authority written notice of that fact and a detailed account of the circumstances regarding such disclosure to the Port Authority.

4. **Retention Limitations; Return of Protected Information.** Upon the earlier occurrence of either the Port Authority's written request or completion of Recipient's need for any or all Protected Information, such Protected Information, all writings and material describing, analyzing or containing any part of such Protected Information, including any and all portions of Protected Information that may be stored, depicted or contained in electronic or other media and all copies of the foregoing shall be promptly delivered to the Port Authority at Recipient's expense. In addition, as to Protected Information that may be stored in electronic or similar form, such Protected Information shall be deleted and completely removed so that such Protected Information is incapable of being recovered from all computer databases of the Recipient and all Related Parties. The Recipient may request in writing that the Port Authority consent to destruction of Protected Information, writings and materials in lieu of delivery thereof to the Port Authority. The Port Authority shall not unreasonably withhold its consent to such request. If the Port Authority consents to such destruction, the Recipient and each Related Party shall deliver to the Port Authority a written certification by Recipient and such Related Party that such Protected Information, writings and materials have been so destroyed within such period as may be

imposed by the Port Authority. Notwithstanding the foregoing, to the extent required for legal or compliance purposes, the Recipient may retain copies of Protected Information (in any format), provided that (a) the Port Authority is notified in writing of such retention, and (b) Recipient continues to abide by the requirements of this Agreement with respect to the protection of such Protected Information.

5. **Duration and Survival of Confidentiality Obligations.** The obligations under this Agreement shall be perpetual (unless otherwise provided in this Agreement) or until such time as the Protected Information is no longer considered protected, confidential and/or privileged by the Port Authority.

6. **Severability.** Each provision of this Agreement is severable and if a court should find any provision of this Agreement to be unenforceable, all other provisions of this Agreement shall remain in full force and effect.

7. **Injunctive and Other Relief.** Recipient and each Related Party acknowledges that the unauthorized disclosure and handling of Protected Information is likely to have a material adverse and detrimental impact on public safety and security and could significantly endanger the Port Authority, its facilities (including, without limitation, the Project site), its patrons and the general public and that damages at law are an inadequate remedy for any breach, or threatened breach, of this Agreement by Recipient or its Related Parties. The Port Authority shall be entitled, in addition to all other rights or remedies, to seek such restraining orders and injunctions as it may deem appropriate for any breach of this Agreement, without being required to show any actual damage or to post any bond or other security.

8. **Governing Law.** This Agreement shall be governed by and construed in accordance with the laws of the State of New York, without regard to conflict of laws principles. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient specifically and irrevocably consent to the exclusive jurisdiction of any federal or state court in the County of New York and State of New York with respect to all matters concerning this Agreement and its enforcement. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient agree that the execution and performance of this Agreement shall have a New York situs and, accordingly, they each consent (and solely with respect to the Port Authority, subject to the terms of the Port Authority Legislation (as defined below)) to personal jurisdiction in the State of New York for all purposes and proceedings arising from this Agreement. "**Port Authority Legislation**" shall mean the concurrent legislation of the State of New York and State of New Jersey set forth at Chapter 301 of the Laws of New York of 1950, as amended by Chapter 938 of the Laws of New York of 1974 (McKinney's Unconsolidated Laws §§7101-7112) and Chapter 204 of the Laws of New Jersey of 1951 (N.J.S.A. 32:1-157 to 32:1-168).

9. **Notices.** Any notice, demand or other communication (each, a "**notice**") that is given or rendered pursuant to this Agreement by either party to the other party, shall be: (i) given or rendered, in writing, (ii) addressed to the other party at its required address(es) for notices delivered to it as set forth below, and (iii) delivered by either (x) hand delivery, or (y) nationally recognized courier service (e.g., Federal Express, Express Mail). Any such notice shall be deemed given or rendered, and effective for purposes of this Agreement, as of the date actually

delivered to the other party at such address(es) (whether or not the same is then received by other party due to a change of address of which no notice was given, or any rejection or refusal to accept delivery). Notices from either party (to the other) may be given by its counsel.

The required address(es) of each party for notices delivered to it is (are) as set forth below. Each party, however, may, from time to time, designate an additional or substitute required address(es) for notices delivered to it, provided that such designation must be made by notice given in accordance with this Paragraph 9.

Original to the Port Authority:	Cory Mermer The Port Authority of New York and New Jersey 2 Montgomery Street Jersey City, NJ 07302
with a copy to:	The Port Authority of New York and New Jersey 225 Park Avenue South - 14th Floor New York, NY 10003 Attn: General Counsel's Office c/o Caroline Ioannou, Law DISO
If to the Recipient:	Hatch Mott MacDonald NY, Inc. 1400 Broadway, 30th Floor New York, NY 10018 Attention: Arthur D. Silber
with a copy to:	Hatch Mott MacDonald 111 Wood Ave., South Iselin, NJ 08830-4112 Attention: Michael M. Gennaro

10. **Entire Agreement.** This Agreement contains the complete statement of all the agreements among the parties hereto with respect to the subject matter thereof, and all prior agreements among the parties hereto respecting the subject matter hereof, whether written or oral, are merged herein and shall be of no further force or effect. This Agreement may not be changed, modified, discharged, or terminated, except by an instrument in writing signed by all of the parties hereto.

11. **Counterparts.** This Agreement may be executed in one or more counterparts, each of which shall be deemed to be an original, but all of which shall be one and the same document.

12. **Parties Bound.** This Agreement shall be binding upon the Recipient and its respective successors. The foregoing shall not be affected by the failure of any Related Party to join in this Agreement or to execute and deliver an Acknowledgement hereof.

13. **Authority.** The undersigned individual(s) executing this Agreement on behalf of the Recipient below represent(s) that they are authorized to execute this Agreement on behalf of the Recipient and to legally bind such party.

14. **Disclosure of Ownership Rights or License.** Nothing contained herein shall be construed as the granting or conferring by the Port Authority of any rights by ownership, license or otherwise in any Information.

15. **No Liability.** Neither the Commissioners of the Port Authority, nor any of them, nor any officer, agent or employee thereof, shall be charged personally by the Recipient with any liability, or held liable to the Recipient under any term or provision of this Agreement, or because of its execution or attempted execution or because of any breach, or attempted or alleged breach thereof.

16. **Construction.** This Agreement is the joint product of the parties hereto and each provision of this Agreement has been subject to the mutual consultation, negotiation, and agreement of the parties hereto, and shall not be construed for or against any party hereto. The captions of the various sections in this Agreement are for convenience only and do not, and shall not be deemed to, define, limit or construe the contents of such Sections.

RECIPIENT:

Signature: _____

Print Name: Lawrence A. Williamson

Title: Executive Vice President

Date: July 10, 2014

NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT
BETWEEN

KS ENGINEERS, P.C.

AND

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

THIS NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT (this "**Agreement**") is made as of this 10th day of July, 2014, by and between **THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY** (the "**Port Authority**") a body corporate and politic created by Compact between the States of New York and New Jersey, with the consent of the Congress of the United States, and having an office and place of business at 225 Park Avenue South, New York, New York, 10003, and KS ENGINEERS, P.C. having an office and place of business at 494 Broad Street, 4th Floor, Newark, NJ ("**Recipient**").

WHEREAS, the Port Authority desires, subject to the terms and conditions set forth below, to disclose to Recipient Protected Information (as defined below) in connection with Request for Proposal 38268 - Federally Funded Storm Related Resiliency Projects (collectively, the "Project(s)", or "Proposed Project(s)"); and

WHEREAS, the Recipient acknowledges that the Port Authority, in furtherance of its performance of essential and critical governmental functions relating to the Project, has existing and significant interests and obligations in establishing, maintaining and protecting the security and safety of the Project site and surrounding areas and related public welfare matters; and

WHEREAS, in furtherance of critical governmental interests regarding public welfare, safety and security at the Project site, the Port Authority has collected information and undertaken the development of certain plans and recommendations regarding the security, safety and protection of the Project site, including the physical construction and current and future operations; and

WHEREAS, the Port Authority and Recipient (collectively, the "**Parties**") acknowledge that in order for Recipient to undertake its duties and/or obligations with regard to its involvement in the Project, the Port Authority may provide Recipient or certain of its Related Parties (as defined below) certain information in the possession of the Port Authority, which may contain or include protected, confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, relating to the Project or its occupants or other matters, the unauthorized disclosure of which could result in significant public safety, financial and other damage to the Port Authority, the Project, its occupants, and the surrounding communities; and

WHEREAS, Recipient recognizes and acknowledges that providing unauthorized access to, or disclosing such information to third parties in violation of the terms of this Agreement could compromise or undermine the existing or future guidelines, techniques and procedures

implemented for the protection against terrorist acts or for law enforcement, investigation and prosecutorial purposes, and accordingly could result in significant irreparable harm and injury; and

WHEREAS, in order to protect and preserve the privilege attaching to and the confidentiality of the aforementioned information as well as to limit access to such information to a strict need to know basis, the Port Authority requires, as a condition of its sharing or providing access to such protected, confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, that the Recipient enter into this Agreement and that its Related Parties thereafter acknowledge and agree that they will be required to treat as strictly confidential and/or privileged any of such information so provided, as well as the work product and conclusions of any assessments and evaluations or any recommendations relating thereto, and to also fully comply with applicable federal rules and regulations with respect thereto; and

WHEREAS, as a condition to the provision of such information to Recipient and certain Related Parties, the Recipient has agreed to enter into this Agreement with respect to the handling and use of such information and to cause Related Parties to join in and be bound by the terms and conditions of this Agreement.

NOW, THEREFORE, in consideration of the provision by Port Authority of Information for Project Purposes (as each such term is defined below) and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged by the Recipient and each Related Party that receives such Information, the Recipient and each such Related Party agrees, as follows:

1. **Defined Terms**. In addition to the terms defined in the Recitals above, the following terms shall have the meanings set forth below:

(a) **"Authorized Disclosure"** means the disclosure of Protected Information strictly in accordance with the Confidentiality Control Procedures applicable thereto: (i) as to all Protected Information, only to a Related Party that has a need to know such Protected Information strictly for Project Purposes and that has agreed in writing to be bound by the terms of this Agreement by executing a form of Acknowledgment as set forth in Exhibit A or Exhibit B, as applicable; and (ii) as to Confidential Privileged Information, only to the extent expressly approved in writing and in advance by the Port Authority, and then only the particular Confidential Privileged Information that is required to accomplish an essential element of the Project.

(b) **"Information"** means, collectively, all information, documents, data, reports, notes, studies, projections, records, manuals, graphs, electronic files, computer generated data or information, drawings, charts, tables, diagrams, photographs, and other media or renderings containing or otherwise incorporating information that may be provided or made accessible at any time, whether in writing, orally, visually, photographically, electronically or in any other form or medium, including, without limitation, any and all copies, duplicates or extracts of the foregoing.

(c) **"Protected Information"** means and includes collectively, Confidential Information, Confidential Privileged Information, Sensitive Security Information (SSI), Critical Infrastructure Information (CII) or Health Insurance Portability and Accountability Act (HIPPA) Information and Information that is labeled, marked or otherwise identified by or on behalf of the Port Authority so as to reasonably connote that such information is confidential, privileged, sensitive or proprietary in nature. The term Protected Information shall also include all work product that contains or is derived from any of the foregoing, whether in whole or in part, regardless of whether prepared by the Recipient, the Port Authority or others, or when the Port Authority receives such information from others and agrees to treat such information as Protected. The following Information shall not constitute Protected Information for the purpose of this Agreement:

(i) Particular Information, other than Confidential Privileged Information, that is provided to the Recipient by a source other than the Port Authority, provided that such source is not subject to a confidentiality agreement, or similar obligation, or understanding with or for the benefit of the Port Authority, with respect to such Information and that the identity of such source is not itself part of such Protected Information.

(ii) Information that is or becomes generally available to the public other than as a result of a disclosure by the Recipient or a Related Party in violation of this Agreement.

(iii) Information that is known to or was in the possession of the Recipient or a Related Party on a non-confidential basis prior to the disclosure of such Information by the Port Authority.

(d) **"Confidential Information"** means and includes collectively, any and all Information, documents and materials entitled to protection as a public interest privilege under New York State law and as may be deemed to be afforded or entitled to the protection of any other privilege recognized under New York and/or New Jersey state laws or Federal laws. It also includes information that contains sensitive financial, commercial or other proprietary business information concerning or relating to the Port Authority, its projects, operations or facilities that would be exempt from release under the Port Authority Freedom of Information Code.

(e) **"Confidential Privileged Information"** means and includes collectively, (i) Information that reveals security risks, threats, vulnerabilities, documentation that identifies specific physical security vulnerabilities or revealing specific security vulnerabilities details related to emergency response protocols, egress plans, flow paths, egress capacities, (diagrams, codes, standards) etc., which is not publicly available." and any and all Information, documents and materials entitled to protection as a public interest privilege under New York State law and as may be deemed to be afforded or entitled to the protection of any other privilege recognized under New York and/or New Jersey state laws or Federal laws, and (ii) certain Critical Infrastructure Information.

(f) "**Confidentiality Control Procedures**" means procedures, safeguards and requirements for the identification, processing, protection, handling, care, tracking and storage of Protected Information that are required under applicable federal or state law, the Port Authority Handbook, or by the terms of this Agreement.

(g) "**Critical Infrastructure Information**" (CII) has the meaning set forth in the Homeland Security Act of 2002, under the subtitle Critical Infrastructure Information Act of 2002 (6 U.S.C. §131-134), and any rules or regulations enacted pursuant thereto, including, without limitation, the Office of the Secretary, Department of Homeland Security Rules and Regulations, 6 C.F.R. Part 29 and any amendments thereto. CII may also be referred to as "Protected Critical Infrastructure Information" or "PCII", as provided for in the referenced rules and regulations and any amendments thereto.

(h) "**Sensitive Security Information**" (SSI) has the definition and requirements set forth in the Transportation Security Administrative Rules & Regulations, 49 CFR 1520, (49 U.S.C. §114) and in the Office of the Secretary of Transportation Rules & Regulations, 49 CFR 15, (49 U.S.C. §40119).

(i) "**Health Insurance Portability and Accountability Act**" (HIPAA) Information Employees, associates or other contract personnel who have access to Protected Health Information (PHI) must refer to, and comply with, the Privacy Policies and Procedures to Protect Personal Health Information. Privacy regulations issued under the Health Insurance Portability and Accountability Act of 1996 ("HIPAA" or "Privacy Laws") place restrictions on the Group Health Plans of the Port Authority and PATH (the "Plans") ability to use and disclose Protected Health Information ("PHI").

(j) "**Port Authority Handbook**" means The Port Authority of New York and New Jersey. Information Security Handbook, as may be amended by the Port Authority, from time to time.

(k) "**Project Purposes**" means the use of Protected Information strictly and only for purposes related to Recipient's and its Related Parties' participation and involvement in the Project, and only for such period of time during which Recipient and its Related Parties are involved in Project related activities.

(l) "**Related Party**" and "**Related Parties**" means the directors, employees, officers, partners or members of the Recipient, as applicable, and the Recipient's outside consultants, attorneys, advisors, accountants, architects, engineers or subcontractors or sub-consultants (and their respective directors, employees, officers, partners or members) to whom any Protected Information is disclosed or made available.

2. **Use of Protected Information**. All Protected Information shall be used by the Recipient in accordance with the following requirements:

(a) All Protected Information shall be held in confidence and shall be processed, treated, disclosed and used by the Recipient and its Related Parties only for Project Purposes and in accordance with the Confidentiality Control Procedures established pursuant to Paragraph 2(c), below, including, without limitation, the Port Authority Handbook, receipt of which is

acknowledged by Recipient and shall be acknowledged in writing by each Related Party by signing the Acknowledgment attached hereto as Exhibit A or Exhibit B, as applicable, and applicable legal requirements. Protected Information may be disclosed, only if and to the extent that such disclosure is an Authorized Disclosure.

(b) Recipient and each Related Party acknowledges and agrees that (i) any violation by the Recipient or any of its Related Parties of the terms, conditions or restrictions of this Agreement relating to Protected Information may result in penalties and other enforcement or corrective action as set forth in such statutes and regulations, including, without limitation, the issuance of orders requiring retrieval of Sensitive Security Information and Critical Infrastructure Information to remedy unauthorized disclosure and to cease future unauthorized disclosure and (ii) pursuant to the aforementioned Federal Regulations, including, without limitation, 49 C.F.R. §§ 15.17 and 1520.17, any such violation thereof or mishandling of information therein defined may constitute grounds for a civil penalty and other enforcement or corrective action by the United States Department of Transportation and the United States Department of Homeland Security, and appropriate personnel actions for Federal employees.

(c) Recipient and each Related Party covenants to the Port Authority that it has established, promulgated and implemented Confidentiality Control Procedures for identification, handling, receipt, care, and storage of Protected Information to control and safeguard against any violation of the requirements of this Agreement and against any unauthorized access, disclosure, modification, loss or misuse of Protected Information. Recipient and each Related Party shall undertake reasonable steps consistent with such Confidentiality Control Procedures to assure that disclosure of Protected Information is compartmentalized, such that all Protected Information shall be disclosed only to those persons and entities authorized to receive such Information as an Authorized Disclosure under this Agreement and applicable Confidentiality Control Procedures. The Confidentiality Control Procedures shall, at a minimum, adhere to, and shall not be inconsistent with, the procedures and practices established in the Port Authority Handbook.

(d) The Port Authority reserves the right to audit Recipient's Confidentiality Control Procedures, and those of each Related Party, as applicable, to ensure that it is in compliance with the terms of this Agreement.

(e) The Port Authority may request in writing that the Recipient or any Related Parties apply different or more stringent controls on the handling, care, storage and disclosure of particular items of Protected Information as a precondition for its disclosure. The Port Authority may decline any request by the Recipient or any of its Related Parties to provide such item of Protected Information if the Recipient or any of the Related Parties do not agree in writing to apply such controls.

(f) Nothing in this Agreement shall require the Port Authority to tender or provide access to or possession of any Protected Information to the Recipient or its Related Parties, whether or not the requirements of this Agreement are otherwise satisfied. However, if such Protected Information is provided and accepted, the Recipient and its Related Parties shall abide by the terms, conditions and requirements of this Agreement.

(g) The Recipient and each Related Party agrees to be responsible for enforcing the provisions of this Agreement with respect to its Related Parties, in accordance with the Confidentiality Control Procedures. Except as required by law pursuant to written advice of competent legal counsel, or with the Port Authority's prior written consent, neither the Recipient, nor any of the Related Parties shall disclose to any third party, person or entity: (i) any Protected Information under circumstances where the Recipient is not fully satisfied that the person or entity to whom such disclosure is about to be made shall act in accordance with the Confidentiality Control Procedures whether or not such person or entity has agreed in writing to be bound by the terms of this Agreement or any "Acknowledgement" of its terms or (ii) the fact that Protected Information has been made available to the Recipient or such Related Parties, or the content or import of such Protected Information. The Recipient is responsible for collecting and managing the Acknowledgments signed by Related Parties pursuant to this Agreement. Recipient shall, at the Port Authority's request, provide the Port Authority a list of all Related Parties who have signed an Acknowledgment, and copies of such Acknowledgments.

(h) As to all Protected Information provided by or on behalf of the Port Authority, nothing in this Agreement shall constitute or be construed as a waiver of any public interest privilege or other protections established under applicable state or federal law.

3. **Disclosures and Discovery Requests.** If a subpoena, discovery request, Court Order, Freedom of Information Request, or any other request or demand authorized by law seeking disclosure of the Protected Information is received by the Recipient or any Related Party, Recipient shall notify the Port Authority thereof, to the extent permitted by law, with sufficient promptness so as to enable the Port Authority to investigate the circumstances, prepare any appropriate documentation and seek to quash the subpoena, to seek a protective order, or to take such other action regarding the request as it deems appropriate. In the absence of a protective order, disclosure shall be made, in consultation with the Port Authority, of only that part of the Protected Information as is legally required to be disclosed. If at any time Protected Information is disclosed in violation of this Agreement, the Recipient shall immediately give the Port Authority written notice of that fact and a detailed account of the circumstances regarding such disclosure to the Port Authority.

4. **Retention Limitations; Return of Protected Information.** Upon the earlier occurrence of either the Port Authority's written request or completion of Recipient's need for any or all Protected Information, such Protected Information, all writings and material describing, analyzing or containing any part of such Protected Information, including any and all portions of Protected Information that may be stored, depicted or contained in electronic or other media and all copies of the foregoing shall be promptly delivered to the Port Authority at Recipient's expense. In addition, as to Protected Information that may be stored in electronic or similar form, such Protected Information shall be deleted and completely removed so that such Protected Information is incapable of being recovered from all computer databases of the Recipient and all Related Parties. The Recipient may request in writing that the Port Authority consent to destruction of Protected Information, writings and materials in lieu of delivery thereof to the Port Authority. The Port Authority shall not unreasonably withhold its consent to such request. If the Port Authority consents to such destruction, the Recipient and each Related Party shall deliver to the Port Authority a written certification by Recipient and such Related Party that such Protected Information, writings and materials have been so destroyed within such period as may be

imposed by the Port Authority. Notwithstanding the foregoing, to the extent required for legal or compliance purposes, the Recipient may retain copies of Protected Information (in any format), provided that (a) the Port Authority is notified in writing of such retention, and (b) Recipient continues to abide by the requirements of this Agreement with respect to the protection of such Protected Information.

5. **Duration and Survival of Confidentiality Obligations.** The obligations under this Agreement shall be perpetual (unless otherwise provided in this Agreement) or until such time as the Protected Information is no longer considered protected, confidential and/or privileged by the Port Authority.

6. **Severability.** Each provision of this Agreement is severable and if a court should find any provision of this Agreement to be unenforceable, all other provisions of this Agreement shall remain in full force and effect.

7. **Injunctive and Other Relief.** Recipient and each Related Party acknowledges that the unauthorized disclosure and handling of Protected Information is likely to have a material adverse and detrimental impact on public safety and security and could significantly endanger the Port Authority, its facilities (including, without limitation, the Project site), its patrons and the general public and that damages at law are an inadequate remedy for any breach, or threatened breach, of this Agreement by Recipient or its Related Parties. The Port Authority shall be entitled, in addition to all other rights or remedies, to seek such restraining orders and injunctions as it may deem appropriate for any breach of this Agreement, without being required to show any actual damage or to post any bond or other security.

8. **Governing Law.** This Agreement shall be governed by and construed in accordance with the laws of the State of New York, without regard to conflict of laws principles. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient specifically and irrevocably consent to the exclusive jurisdiction of any federal or state court in the County of New York and State of New York with respect to all matters concerning this Agreement and its enforcement. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient agree that the execution and performance of this Agreement shall have a New York situs and, accordingly, they each consent (and solely with respect to the Port Authority, subject to the terms of the Port Authority Legislation (as defined below)) to personal jurisdiction in the State of New York for all purposes and proceedings arising from this Agreement. "**Port Authority Legislation**" shall mean the concurrent legislation of the State of New York and State of New Jersey set forth at Chapter 301 of the Laws of New York of 1950, as amended by Chapter 938 of the Laws of New York of 1974 (McKinney's Unconsolidated Laws §§7101-7112) and Chapter 204 of the Laws of New Jersey of 1951 (N.J.S.A. 32:1-157 to 32:1-168).

9. **Notices.** Any notice, demand or other communication (each, a "**notice**") that is given or rendered pursuant to this Agreement by either party to the other party, shall be: (i) given or rendered, in writing, (ii) addressed to the other party at its required address(es) for notices delivered to it as set forth below, and (iii) delivered by either (x) hand delivery, or (y) nationally recognized courier service (e.g., Federal Express, Express Mail). Any such notice shall be deemed given or rendered, and effective for purposes of this Agreement, as of the date actually

delivered to the other party at such address(es) (whether or not the same is then received by other party due to a change of address of which no notice was given, or any rejection or refusal to accept delivery). Notices from either party (to the other) may be given by its counsel.

The required address(es) of each party for notices delivered to it is (are) as set forth below. Each party, however, may, from time to time, designate an additional or substitute required address(es) for notices delivered to it, provided that such designation must be made by notice given in accordance with this Paragraph 9.

Original to the Port Authority:	Cory Mermer The Port Authority of New York and New Jersey 2 Mongomery Street, 3rd floor Jersey City, NJ 07302
with a copy to:	The Port Authority of New York and New Jersey 225 Park Avenue South - 14th Floor New York, NY 10003 Attn: General Counsel's Office c/o Caroline Ioannou, Law DISO
If to the Recipient:	_____ _____ _____
with a copy to:	_____ _____ _____

10. **Entire Agreement.** This Agreement contains the complete statement of all the agreements among the parties hereto with respect to the subject matter thereof, and all prior agreements among the parties hereto respecting the subject matter hereof, whether written or oral, are merged herein and shall be of no further force or effect. This Agreement may not be changed, modified, discharged, or terminated, except by an instrument in writing signed by all of the parties hereto.

11. **Counterparts.** This Agreement may be executed in one or more counterparts, each of which shall be deemed to be an original, but all of which shall be one and the same document.

12. **Parties Bound.** This Agreement shall be binding upon the Recipient and its respective successors. The foregoing shall not be affected by the failure of any Related Party to join in this Agreement or to execute and deliver an Acknowledgement hereof.

13. **Authority.** The undersigned individual(s) executing this Agreement on behalf of the Recipient below represent(s) that they are authorized to execute this Agreement on behalf of the Recipient and to legally bind such party.

14. **Disclosure of Ownership Rights or License.** Nothing contained herein shall be construed as the granting or conferring by the Port Authority of any rights by ownership, license or otherwise in any Information.

15. **No Liability.** Neither the Commissioners of the Port Authority, nor any of them, nor any officer, agent or employee thereof, shall be charged personally by the Recipient with any liability, or held liable to the Recipient under any term or provision of this Agreement, or because of its execution or attempted execution or because of any breach, or attempted or alleged breach thereof.

16. **Construction.** This Agreement is the joint product of the parties hereto and each provision of this Agreement has been subject to the mutual consultation, negotiation, and agreement of the parties hereto, and shall not be construed for or against any party hereto. The captions of the various sections in this Agreement are for convenience only and do not, and shall not be deemed to, define, limit or construe the contents of such Sections.

RECIPIENT:

Signature: _____

Print Name: Harry Baker

Title: Vice President

Date: July 10, 2014

NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT
BETWEEN

A. G. CONSULTING ENGINEERING, P.C.

AND

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

THIS NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT (this "**Agreement**") is made as of this 10th day of July, 2014, by and between **THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY** (the "**Port Authority**") a body corporate and politic created by Compact between the States of New York and New Jersey, with the consent of the Congress of the United States, and having an office and place of business at 225 Park Avenue South, New York, New York, 10003, and A. G. CONSULTING ENGINEERING, P.C. having an office and place of business at 131 West 33rd Street, Suite 12B, New York, New York 10001 ("**Recipient**").

WHEREAS, the Port Authority desires, subject to the terms and conditions set forth below, to disclose to Recipient Protected Information (as defined below) in connection with Request For Proposal 38268 - Federally Funded Storm Related Resiliency Projects (collectively, the "Project(s)", or "Proposed Project(s)"); and

WHEREAS, the Recipient acknowledges that the Port Authority, in furtherance of its performance of essential and critical governmental functions relating to the Project, has existing and significant interests and obligations in establishing, maintaining and protecting the security and safety of the Project site and surrounding areas and related public welfare matters; and

WHEREAS, in furtherance of critical governmental interests regarding public welfare, safety and security at the Project site, the Port Authority has collected information and undertaken the development of certain plans and recommendations regarding the security, safety and protection of the Project site, including the physical construction and current and future operations; and

WHEREAS, the Port Authority and Recipient (collectively, the "Parties") acknowledge that in order for Recipient to undertake its duties and/or obligations with regard to its involvement in the Project, the Port Authority may provide Recipient or certain of its Related Parties (as defined below) certain information in the possession of the Port Authority, which may contain or include protected, confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, relating to the Project or its occupants or other matters, the unauthorized disclosure of which could result in significant public safety, financial and other damage to the Port Authority, the Project, its occupants, and the surrounding communities; and

WHEREAS, Recipient recognizes and acknowledges that providing unauthorized access to, or disclosing such information to third parties in violation of the terms of this Agreement

could compromise or undermine the existing or future guidelines, techniques and procedures implemented for the protection against terrorist acts or for law enforcement, investigation and prosecutorial purposes, and accordingly could result in significant irreparable harm and injury; and

WHEREAS, in order to protect and preserve the privilege attaching to and the confidentiality of the aforementioned information as well as to limit access to such information to a strict need to know basis, the Port Authority requires, as a condition of its sharing or providing access to such protected, confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, that the Recipient enter into this Agreement and that its Related Parties thereafter acknowledge and agree that they will be required to treat as strictly confidential and/or privileged any of such information so provided, as well as the work product and conclusions of any assessments and evaluations or any recommendations relating thereto, and to also fully comply with applicable federal rules and regulations with respect thereto; and

WHEREAS, as a condition to the provision of such information to Recipient and certain Related Parties, the Recipient has agreed to enter into this Agreement with respect to the handling and use of such information and to cause Related Parties to join in and be bound by the terms and conditions of this Agreement.

NOW, THEREFORE, in consideration of the provision by Port Authority of Information for Project Purposes (as each such term is defined below) and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged by the Recipient and each Related Party that receives such Information, the Recipient and each such Related Party agrees, as follows:

1. **Defined Terms.** In addition to the terms defined in the Recitals above, the following terms shall have the meanings set forth below:

(a) "**Authorized Disclosure**" means the disclosure of Protected Information strictly in accordance with the Confidentiality Control Procedures applicable thereto: (i) as to all Protected Information, only to a Related Party that has a need to know such Protected Information strictly for Project Purposes and that has agreed in writing to be bound by the terms of this Agreement by executing a form of Acknowledgment as set forth in Exhibit A or Exhibit B, as applicable; and (ii) as to Confidential Privileged Information, only to the extent expressly approved in writing and in advance by the Port Authority, and then only the particular Confidential Privileged Information that is required to accomplish an essential element of the Project.

(b) "**Information**" means, collectively, all information, documents, data, reports, notes, studies, projections, records, manuals, graphs, electronic files, computer generated data or information, drawings, charts, tables, diagrams, photographs, and other media or renderings containing or otherwise incorporating information that may be provided or made accessible at any time, whether in writing, orally, visually, photographically, electronically or in any other form or medium, including, without limitation, any and all copies, duplicates or extracts of the foregoing.

(c) **"Protected Information"** means and includes collectively, Confidential Information, Confidential Privileged Information, Sensitive Security Information (SSI), Critical Infrastructure Information (CII) or Health Insurance Portability and Accountability Act (HIPPA) Information and Information that is labeled, marked or otherwise identified by or on behalf of the Port Authority so as to reasonably connote that such information is confidential, privileged, sensitive or proprietary in nature. The term Protected Information shall also include all work product that contains or is derived from any of the foregoing, whether in whole or in part, regardless of whether prepared by the Recipient, the Port Authority or others, or when the Port Authority receives such information from others and agrees to treat such information as Protected. The following Information shall not constitute Protected Information for the purpose of this Agreement:

(i) Particular Information, other than Confidential Privileged Information, that is provided to the Recipient by a source other than the Port Authority, provided that such source is not subject to a confidentiality agreement, or similar obligation, or understanding with or for the benefit of the Port Authority, with respect to such Information and that the identity of such source is not itself part of such Protected Information.

(ii) Information that is or becomes generally available to the public other than as a result of a disclosure by the Recipient or a Related Party in violation of this Agreement.

(iii) Information that is known to or was in the possession of the Recipient or a Related Party on a non-confidential basis prior to the disclosure of such Information by the Port Authority.

(d) **"Confidential Information"** means and includes collectively, any and all Information, documents and materials entitled to protection as a public interest privilege under New York State law and as may be deemed to be afforded or entitled to the protection of any other privilege recognized under New York and/or New Jersey state laws or Federal laws. It also includes information that contains sensitive financial, commercial or other proprietary business information concerning or relating to the Port Authority, its projects, operations or facilities that would be exempt from release under the Port Authority Freedom of Information Code.

(e) **"Confidential Privileged Information"** means and includes collectively, (i) Information that reveals security risks, threats, vulnerabilities, documentation that identifies specific physical security vulnerabilities or revealing specific security vulnerabilities details related to emergency response protocols, egress plans, flow paths, egress capacities, (diagrams, codes, standards) etc., which is not publicly available." and any and all Information, documents and materials entitled to protection as a public interest privilege under New York State law and as may be deemed to be afforded or entitled to the protection of any other privilege recognized under New York and/or New Jersey state laws or Federal laws, and (ii) certain Critical Infrastructure Information.

(f) "**Confidentiality Control Procedures**" means procedures, safeguards and requirements for the identification, processing, protection, handling, care, tracking and storage of Protected Information that are required under applicable federal or state law, the Port Authority Handbook, or by the terms of this Agreement.

(g) "**Critical Infrastructure Information**" (CII) has the meaning set forth in the Homeland Security Act of 2002, under the subtitle Critical Infrastructure Information Act of 2002 (6 U.S.C. §131-134), and any rules or regulations enacted pursuant thereto, including, without limitation, the Office of the Secretary, Department of Homeland Security Rules and Regulations, 6 C.F.R. Part 29 and any amendments thereto. CII may also be referred to as "Protected Critical Infrastructure Information" or "PCII", as provided for in the referenced rules and regulations and any amendments thereto.

(h) "**Sensitive Security Information**" (SSI) has the definition and requirements set forth in the Transportation Security Administrative Rules & Regulations, 49 CFR 1520, (49 U.S.C. §114) and in the Office of the Secretary of Transportation Rules & Regulations, 49 CFR 15, (49 U.S.C. §40119).

(i) "**Health Insurance Portability and Accountability Act**" (HIPAA) Information Employees, associates or other contract personnel who have access to Protected Health Information (PHI) must refer to, and comply with, the Privacy Policies and Procedures to Protect Personal Health Information. Privacy regulations issued under the Health Insurance Portability and Accountability Act of 1996 ("HIPAA" or "Privacy Laws") place restrictions on the Group Health Plans of the Port Authority and PATH (the "Plans") ability to use and disclose Protected Health Information ("PHI").

(j) "**Port Authority Handbook**" means The Port Authority of New York and New Jersey, Information Security Handbook, as may be amended by the Port Authority, from time to time.

(k) "**Project Purposes**" means the use of Protected Information strictly and only for purposes related to Recipient's and its Related Parties' participation and involvement in the Project, and only for such period of time during which Recipient and its Related Parties are involved in Project related activities.

(l) "**Related Party**" and "**Related Parties**" means the directors, employees, officers, partners or members of the Recipient, as applicable, and the Recipient's outside consultants, attorneys, advisors, accountants, architects, engineers or subcontractors or sub-consultants (and their respective directors, employees, officers, partners or members) to whom any Protected Information is disclosed or made available.

2. **Use of Protected Information.** All Protected Information shall be used by the Recipient in accordance with the following requirements:

(a) All Protected Information shall be held in confidence and shall be processed, treated, disclosed and used by the Recipient and its Related Parties only for Project Purposes and in accordance with the Confidentiality Control Procedures established pursuant to Paragraph 2(c), below, including, without limitation, the Port Authority Handbook, receipt of which is

acknowledged by Recipient and shall be acknowledged in writing by each Related Party by signing the Acknowledgment attached hereto as Exhibit A or Exhibit B, as applicable, and applicable legal requirements. Protected Information may be disclosed, only if and to the extent that such disclosure is an Authorized Disclosure.

(b) Recipient and each Related Party acknowledges and agrees that (i) any violation by the Recipient or any of its Related Parties of the terms, conditions or restrictions of this Agreement relating to Protected Information may result in penalties and other enforcement or corrective action as set forth in such statutes and regulations, including, without limitation, the issuance of orders requiring retrieval of Sensitive Security Information and Critical Infrastructure Information to remedy unauthorized disclosure and to cease future unauthorized disclosure and (ii) pursuant to the aforementioned Federal Regulations, including, without limitation, 49 C.F.R. §§ 15.17 and 1520.17, any such violation thereof or mishandling of information therein defined may constitute grounds for a civil penalty and other enforcement or corrective action by the United States Department of Transportation and the United States Department of Homeland Security, and appropriate personnel actions for Federal employees.

(c) Recipient and each Related Party covenants to the Port Authority that it has established, promulgated and implemented Confidentiality Control Procedures for identification, handling, receipt, care, and storage of Protected Information to control and safeguard against any violation of the requirements of this Agreement and against any unauthorized access, disclosure, modification, loss or misuse of Protected Information. Recipient and each Related Party shall undertake reasonable steps consistent with such Confidentiality Control Procedures to assure that disclosure of Protected Information is compartmentalized, such that all Protected Information shall be disclosed only to those persons and entities authorized to receive such Information as an Authorized Disclosure under this Agreement and applicable Confidentiality Control Procedures. The Confidentiality Control Procedures shall, at a minimum, adhere to, and shall not be inconsistent with, the procedures and practices established in the Port Authority Handbook.

(d) The Port Authority reserves the right to audit Recipient's Confidentiality Control Procedures, and those of each Related Party, as applicable, to ensure that it is in compliance with the terms of this Agreement.

(e) The Port Authority may request in writing that the Recipient or any Related Parties apply different or more stringent controls on the handling, care, storage and disclosure of particular items of Protected Information as a precondition for its disclosure. The Port Authority may decline any request by the Recipient or any of its Related Parties to provide such item of Protected Information if the Recipient or any of the Related Parties do not agree in writing to apply such controls.

(f) Nothing in this Agreement shall require the Port Authority to tender or provide access to or possession of any Protected Information to the Recipient or its Related Parties, whether or not the requirements of this Agreement are otherwise satisfied. However, if such Protected Information is provided and accepted, the Recipient and its Related Parties shall abide by the terms, conditions and requirements of this Agreement.

(g) The Recipient and each Related Party agrees to be responsible for enforcing the provisions of this Agreement with respect to its Related Parties, in accordance with the Confidentiality Control Procedures. Except as required by law pursuant to written advice of competent legal counsel, or with the Port Authority's prior written consent, neither the Recipient, nor any of the Related Parties shall disclose to any third party, person or entity: (i) any Protected Information under circumstances where the Recipient is not fully satisfied that the person or entity to whom such disclosure is about to be made shall act in accordance with the Confidentiality Control Procedures whether or not such person or entity has agreed in writing to be bound by the terms of this Agreement or any "Acknowledgement" of its terms or (ii) the fact that Protected Information has been made available to the Recipient or such Related Parties, or the content or import of such Protected Information. The Recipient is responsible for collecting and managing the Acknowledgments signed by Related Parties pursuant to this Agreement. Recipient shall, at the Port Authority's request, provide the Port Authority a list of all Related Parties who have signed an Acknowledgment, and copies of such Acknowledgments.

(h) As to all Protected Information provided by or on behalf of the Port Authority, nothing in this Agreement shall constitute or be construed as a waiver of any public interest privilege or other protections established under applicable state or federal law.

3. **Disclosures and Discovery Requests.** If a subpoena, discovery request, Court Order, Freedom of Information Request, or any other request or demand authorized by law seeking disclosure of the Protected Information is received by the Recipient or any Related Party, Recipient shall notify the Port Authority thereof, to the extent permitted by law, with sufficient promptness so as to enable the Port Authority to investigate the circumstances, prepare any appropriate documentation and seek to quash the subpoena, to seek a protective order, or to take such other action regarding the request as it deems appropriate. In the absence of a protective order, disclosure shall be made, in consultation with the Port Authority, of only that part of the Protected Information as is legally required to be disclosed. If at any time Protected Information is disclosed in violation of this Agreement, the Recipient shall immediately give the Port Authority written notice of that fact and a detailed account of the circumstances regarding such disclosure to the Port Authority.

4. **Retention Limitations; Return of Protected Information.** Upon the earlier occurrence of either the Port Authority's written request or completion of Recipient's need for any or all Protected Information, such Protected Information, all writings and material describing, analyzing or containing any part of such Protected Information, including any and all portions of Protected Information that may be stored, depicted or contained in electronic or other media and all copies of the foregoing shall be promptly delivered to the Port Authority at Recipient's expense. In addition, as to Protected Information that may be stored in electronic or similar form, such Protected Information shall be deleted and completely removed so that such Protected Information is incapable of being recovered from all computer databases of the Recipient and all Related Parties. The Recipient may request in writing that the Port Authority consent to destruction of Protected Information, writings and materials in lieu of delivery thereof to the Port Authority. The Port Authority shall not unreasonably withhold its consent to such request. If the Port Authority consents to such destruction, the Recipient and each Related Party shall deliver to the Port Authority a written certification by Recipient and such Related Party that such Protected Information, writings and materials have been so destroyed within such period as may be

imposed by the Port Authority. Notwithstanding the foregoing, to the extent required for legal or compliance purposes, the Recipient may retain copies of Protected Information (in any format), provided that (a) the Port Authority is notified in writing of such retention, and (b) Recipient continues to abide by the requirements of this Agreement with respect to the protection of such Protected Information.

5. **Duration and Survival of Confidentiality Obligations.** The obligations under this Agreement shall be perpetual (unless otherwise provided in this Agreement) or until such time as the Protected Information is no longer considered protected, confidential and/or privileged by the Port Authority.

6. **Severability.** Each provision of this Agreement is severable and if a court should find any provision of this Agreement to be unenforceable, all other provisions of this Agreement shall remain in full force and effect.

7. **Injunctive and Other Relief.** Recipient and each Related Party acknowledges that the unauthorized disclosure and handling of Protected Information is likely to have a material adverse and detrimental impact on public safety and security and could significantly endanger the Port Authority, its facilities (including, without limitation, the Project site), its patrons and the general public and that damages at law are an inadequate remedy for any breach, or threatened breach, of this Agreement by Recipient or its Related Parties. The Port Authority shall be entitled, in addition to all other rights or remedies, to seek such restraining orders and injunctions as it may deem appropriate for any breach of this Agreement, without being required to show any actual damage or to post any bond or other security.

8. **Governing Law.** This Agreement shall be governed by and construed in accordance with the laws of the State of New York, without regard to conflict of laws principles. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient specifically and irrevocably consent to the exclusive jurisdiction of any federal or state court in the County of New York and State of New York with respect to all matters concerning this Agreement and its enforcement. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient agree that the execution and performance of this Agreement shall have a New York situs and, accordingly, they each consent (and solely with respect to the Port Authority, subject to the terms of the Port Authority Legislation (as defined below)) to personal jurisdiction in the State of New York for all purposes and proceedings arising from this Agreement. "**Port Authority Legislation**" shall mean the concurrent legislation of the State of New York and State of New Jersey set forth at Chapter 301 of the Laws of New York of 1950, as amended by Chapter 938 of the Laws of New York of 1974 (McKinney's Unconsolidated Laws §§7101-7112) and Chapter 204 of the Laws of New Jersey of 1951 (N.J.S.A. 32:1-157 to 32:1-168).

9. **Notices.** Any notice, demand or other communication (each, a "**notice**") that is given or rendered pursuant to this Agreement by either party to the other party, shall be: (i) given or rendered, in writing, (ii) addressed to the other party at its required address(es) for notices delivered to it as set forth below, and (iii) delivered by either (x) hand delivery, or (y) nationally recognized courier service (e.g., Federal Express, Express Mail). Any such notice shall be deemed given or rendered, and effective for purposes of this Agreement, as of the date actually

delivered to the other party at such address(es) (whether or not the same is then received by other party due to a change of address of which no notice was given, or any rejection or refusal to accept delivery). Notices from either party (to the other) may be given by its counsel.

The required address(es) of each party for notices delivered to it is (are) as set forth below. Each party, however, may, from time to time, designate an additional or substitute required address(es) for notices delivered to it, provided that such designation must be made by notice given in accordance with this Paragraph 9.

Original to the Port Authority:	Cory Mermer The Port Authority of New York and New Jersey 2 Montgomery Street Jersey City, NJ 07302
with a copy to:	The Port Authority of New York and New Jersey 225 Park Avenue South - 14th Floor New York, NY .10003 Attn: General Counsel's Office c/o Caroline Ioannou, Law DISO
If to the Recipient:	A.G. Consulting Engineering, PC 131 West 33rd Street, Suite 12B New York, NY 10001 Attention: Gary Guleria, President
with a copy to:	_____

10. **Entire Agreement.** This Agreement contains the complete statement of all the agreements among the parties hereto with respect to the subject matter thereof, and all prior agreements among the parties hereto respecting the subject matter hereof, whether written or oral, are merged herein and shall be of no further force or effect. This Agreement may not be changed, modified, discharged, or terminated, except by an instrument in writing signed by all of the parties hereto.

11. **Counterparts.** This Agreement may be executed in one or more counterparts, each of which shall be deemed to be an original, but all of which shall be one and the same document.

12. **Parties Bound.** This Agreement shall be binding upon the Recipient and its respective successors. The foregoing shall not be affected by the failure of any Related Party to join in this Agreement or to execute and deliver an Acknowledgement hereof.

13. **Authority.** The undersigned individual(s) executing this Agreement on behalf of the Recipient below represent(s) that they are authorized to execute this Agreement on behalf of the Recipient and to legally bind such party.

14. **Disclosure of Ownership Rights or License.** Nothing contained herein shall be construed as the granting or conferring by the Port Authority of any rights by ownership, license or otherwise in any Information.

15. **No Liability.** Neither the Commissioners of the Port Authority, nor any of them, nor any officer, agent or employee thereof, shall be charged personally by the Recipient with any liability, or held liable to the Recipient under any term or provision of this Agreement, or because of its execution or attempted execution or because of any breach, or attempted or alleged breach thereof.

16. **Construction.** This Agreement is the joint product of the parties hereto and each provision of this Agreement has been subject to the mutual consultation, negotiation, and agreement of the parties hereto, and shall not be construed for or against any party hereto. The captions of the various sections in this Agreement are for convenience only and do not, and shall not be deemed to, define, limit or construe the contents of such Sections.

RECIPIENT:

Signature: Gary Guleria

Print Name: Gary Guleria

Title: President

Date: July 10, 2014

NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT BETWEEN

MUNICIPAL TESTING LABORATORY, INC.

AND

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

THIS NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT (this "**Agreement**") is made as of this 11 day of July, 2014, by and between **THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY** (the "**Port Authority**") a body corporate and politic created by Compact between the States of New York and New Jersey, with the consent of the Congress of the United States, and having an office and place of business at 225 Park Avenue South, New York, New York, 10003, and MUNICIPAL TESTING LABORATORY, INC. having an office and place of business at 375 Rabro Drive, Hauppauge, New York 11788 ("**Recipient**").

WHEREAS, the Port Authority desires, subject to the terms and conditions set forth below, to disclose to Recipient Protected Information (as defined below) in connection with Request For Proposal 38268 - Federally Funded Storm Related Resiliency Projects (collectively, the "Project(s)", or "Proposed Project(s)"); and

WHEREAS, the Recipient acknowledges that the Port Authority, in furtherance of its performance of essential and critical governmental functions relating to the Project, has existing and significant interests and obligations in establishing, maintaining and protecting the security and safety of the Project site and surrounding areas and related public welfare matters; and

WHEREAS, in furtherance of critical governmental interests regarding public welfare, safety and security at the Project site, the Port Authority has collected information and undertaken the development of certain plans and recommendations regarding the security, safety and protection of the Project site, including the physical construction and current and future operations; and

WHEREAS, the Port Authority and Recipient (collectively, the "**Parties**") acknowledge that in order for Recipient to undertake its duties and/or obligations with regard to its involvement in the Project, the Port Authority may provide Recipient or certain of its Related Parties (as defined below) certain information in the possession of the Port Authority, which may contain or include protected, confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, relating to the Project or its occupants or other matters, the unauthorized disclosure of which could result in significant public safety, financial and other damage to the Port Authority, the Project, its occupants, and the surrounding communities; and

WHEREAS, Recipient recognizes and acknowledges that providing unauthorized access to, or disclosing such information to third parties in violation of the terms of this Agreement

could compromise or undermine the existing or future guidelines, techniques and procedures implemented for the protection against terrorist acts or for law enforcement, investigation and prosecutorial purposes, and accordingly could result in significant irreparable harm and injury; and

WHEREAS, in order to protect and preserve the privilege attaching to and the confidentiality of the aforementioned information as well as to limit access to such information to a strict need to know basis, the Port Authority requires, as a condition of its sharing or providing access to such protected, confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, that the Recipient enter into this Agreement and that its Related Parties thereafter acknowledge and agree that they will be required to treat as strictly confidential and/or privileged any of such information so provided, as well as the work product and conclusions of any assessments and evaluations or any recommendations relating thereto, and to also fully comply with applicable federal rules and regulations with respect thereto; and

WHEREAS, as a condition to the provision of such information to Recipient and certain Related Parties, the Recipient has agreed to enter into this Agreement with respect to the handling and use of such information and to cause Related Parties to join in and be bound by the terms and conditions of this Agreement.

NOW, THEREFORE, in consideration of the provision by Port Authority of Information for Project Purposes (as each such term is defined below) and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged by the Recipient and each Related Party that receives such Information, the Recipient and each such Related Party agrees, as follows:

1. **Defined Terms.** In addition to the terms defined in the Recitals above, the following terms shall have the meanings set forth below:

(a) **"Authorized Disclosure"** means the disclosure of Protected Information strictly in accordance with the Confidentiality Control Procedures applicable thereto: (i) as to all Protected Information, only to a Related Party that has a need to know such Protected Information strictly for Project Purposes and that has agreed in writing to be bound by the terms of this Agreement by executing a form of Acknowledgment as set forth in Exhibit A or Exhibit B, as applicable; and (ii) as to Confidential Privileged Information, only to the extent expressly approved in writing and in advance by the Port Authority, and then only the particular Confidential Privileged Information that is required to accomplish an essential element of the Project.

(b) **"Information"** means, collectively, all information, documents, data, reports, notes, studies, projections, records, manuals, graphs, electronic files, computer generated data or information, drawings, charts, tables, diagrams, photographs, and other media or renderings containing or otherwise incorporating information that may be provided or made accessible at any time, whether in writing, orally, visually, photographically, electronically or in any other form or medium, including, without limitation, any and all copies, duplicates or extracts of the foregoing.

(c) **"Protected Information"** means and includes collectively, Confidential Information, Confidential Privileged Information, Sensitive Security Information (SSI), Critical Infrastructure Information (CII) or Health Insurance Portability and Accountability Act (HIPPA) Information and Information that is labeled, marked or otherwise identified by or on behalf of the Port Authority so as to reasonably connote that such information is confidential, privileged, sensitive or proprietary in nature. The term Protected Information shall also include all work product that contains or is derived from any of the foregoing, whether in whole or in part, regardless of whether prepared by the Recipient, the Port Authority or others, or when the Port Authority receives such information from others and agrees to treat such information as Protected. The following Information shall not constitute Protected Information for the purpose of this Agreement:

(i) Particular Information, other than Confidential Privileged Information, that is provided to the Recipient by a source other than the Port Authority, provided that such source is not subject to a confidentiality agreement, or similar obligation, or understanding with or for the benefit of the Port Authority, with respect to such Information and that the identity of such source is not itself part of such Protected Information.

(ii) Information that is or becomes generally available to the public other than as a result of a disclosure by the Recipient or a Related Party in violation of this Agreement.

(iii) Information that is known to or was in the possession of the Recipient or a Related Party on a non-confidential basis prior to the disclosure of such Information by the Port Authority.

(d) **"Confidential Information"** means and includes collectively, any and all Information, documents and materials entitled to protection as a public interest privilege under New York State law and as may be deemed to be afforded or entitled to the protection of any other privilege recognized under New York and/or New Jersey state laws or Federal laws. It also includes information that contains sensitive financial, commercial or other proprietary business information concerning or relating to the Port Authority, its projects, operations or facilities that would be exempt from release under the Port Authority Freedom of Information Code.

(e) **"Confidential Privileged Information"** means and includes collectively, (i) Information that reveals security risks, threats, vulnerabilities, documentation that identifies specific physical security vulnerabilities or revealing specific security vulnerabilities details related to emergency response protocols, egress plans, flow paths, egress capacities, (diagrams, codes, standards) etc., which is not publicly available." and any and all Information, documents and materials entitled to protection as a public interest privilege under New York State law and as may be deemed to be afforded or entitled to the protection of any other privilege recognized under New York and/or New Jersey state laws or Federal laws, and (ii) certain Critical Infrastructure Information.

(f) **"Confidentiality Control Procedures"** means procedures, safeguards and requirements for the identification, processing, protection, handling, care, tracking and storage of Protected Information that are required under applicable federal or state law, the Port Authority Handbook, or by the terms of this Agreement.

(g) **"Critical Infrastructure Information"** (CII) has the meaning set forth in the Homeland Security Act of 2002, under the subtitle Critical Infrastructure Information Act of 2002 (6 U.S.C. §131-134), and any rules or regulations enacted pursuant thereto, including, without limitation, the Office of the Secretary, Department of Homeland Security Rules and Regulations, 6 C.F.R. Part 29 and any amendments thereto. CII may also be referred to as "Protected Critical Infrastructure Information" or "PCII", as provided for in the referenced rules and regulations and any amendments thereto.

(h) **"Sensitive Security Information"** (SSI) has the definition and requirements set forth in the Transportation Security Administrative Rules & Regulations, 49 CFR 1520, (49 U.S.C. §114) and in the Office of the Secretary of Transportation Rules & Regulations, 49 CFR 15, (49 U.S.C. §40119).

(i) **"Health Insurance Portability and Accountability Act"** (HIPAA) Information Employees, associates or other contract personnel who have access to Protected Health Information (PHI) must refer to, and comply with, the Privacy Policies and Procedures to Protect Personal Health Information. Privacy regulations issued under the Health Insurance Portability and Accountability Act of 1996 ("HIPAA" or "Privacy Laws") place restrictions on the Group Health Plans of the Port Authority and PATH (the "Plans") ability to use and disclose Protected Health Information ("PHI").

(j) **"Port Authority Handbook"** means The Port Authority of New York and New Jersey. Information Security Handbook, as may be amended by the Port Authority, from time to time.

(k) **"Project Purposes"** means the use of Protected Information strictly and only for purposes related to Recipient's and its Related Parties' participation and involvement in the Project, and only for such period of time during which Recipient and its Related Parties are involved in Project related activities.

(l) **"Related Party"** and **"Related Parties"** means the directors, employees, officers, partners or members of the Recipient, as applicable, and the Recipient's outside consultants, attorneys, advisors, accountants, architects, engineers or subcontractors or sub-consultants (and their respective directors, employees, officers, partners or members) to whom any Protected Information is disclosed or made available.

2. **Use of Protected Information.** All Protected Information shall be used by the Recipient in accordance with the following requirements:

(a) All Protected Information shall be held in confidence and shall be processed, treated, disclosed and used by the Recipient and its Related Parties only for Project Purposes and in accordance with the Confidentiality Control Procedures established pursuant to Paragraph 2(c), below, including, without limitation, the Port Authority Handbook, receipt of which is

acknowledged by Recipient and shall be acknowledged in writing by each Related Party by signing the Acknowledgment attached hereto as Exhibit A or Exhibit B, as applicable, and applicable legal requirements. Protected Information may be disclosed, only if and to the extent that such disclosure is an Authorized Disclosure.

(b) Recipient and each Related Party acknowledges and agrees that (i) any violation by the Recipient or any of its Related Parties of the terms, conditions or restrictions of this Agreement relating to Protected Information may result in penalties and other enforcement or corrective action as set forth in such statutes and regulations, including, without limitation, the issuance of orders requiring retrieval of Sensitive Security Information and Critical Infrastructure Information to remedy unauthorized disclosure and to cease future unauthorized disclosure and (ii) pursuant to the aforementioned Federal Regulations, including, without limitation, 49 C.F.R. §§ 15.17 and 1520.17, any such violation thereof or mishandling of information therein defined may constitute grounds for a civil penalty and other enforcement or corrective action by the United States Department of Transportation and the United States Department of Homeland Security, and appropriate personnel actions for Federal employees.

(c) Recipient and each Related Party covenants to the Port Authority that it has established, promulgated and implemented Confidentiality Control Procedures for identification, handling, receipt, care, and storage of Protected Information to control and safeguard against any violation of the requirements of this Agreement and against any unauthorized access, disclosure, modification, loss or misuse of Protected Information. Recipient and each Related Party shall undertake reasonable steps consistent with such Confidentiality Control Procedures to assure that disclosure of Protected Information is compartmentalized, such that all Protected Information shall be disclosed only to those persons and entities authorized to receive such Information as an Authorized Disclosure under this Agreement and applicable Confidentiality Control Procedures. The Confidentiality Control Procedures shall, at a minimum, adhere to, and shall not be inconsistent with, the procedures and practices established in the Port Authority Handbook.

(d) The Port Authority reserves the right to audit Recipient's Confidentiality Control Procedures, and those of each Related Party, as applicable, to ensure that it is in compliance with the terms of this Agreement.

(e) The Port Authority may request in writing that the Recipient or any Related Parties apply different or more stringent controls on the handling, care, storage and disclosure of particular items of Protected Information as a precondition for its disclosure. The Port Authority may decline any request by the Recipient or any of its Related Parties to provide such item of Protected Information if the Recipient or any of the Related Parties do not agree in writing to apply such controls.

(f) Nothing in this Agreement shall require the Port Authority to tender or provide access to or possession of any Protected Information to the Recipient or its Related Parties, whether or not the requirements of this Agreement are otherwise satisfied. However, if such Protected Information is provided and accepted, the Recipient and its Related Parties shall abide by the terms, conditions and requirements of this Agreement.

(g) The Recipient and each Related Party agrees to be responsible for enforcing the provisions of this Agreement with respect to its Related Parties, in accordance with the Confidentiality Control Procedures. Except as required by law pursuant to written advice of competent legal counsel, or with the Port Authority's prior written consent, neither the Recipient, nor any of the Related Parties shall disclose to any third party, person or entity: (i) any Protected Information under circumstances where the Recipient is not fully satisfied that the person or entity to whom such disclosure is about to be made shall act in accordance with the Confidentiality Control Procedures whether or not such person or entity has agreed in writing to be bound by the terms of this Agreement or any "Acknowledgement" of its terms or (ii) the fact that Protected Information has been made available to the Recipient or such Related Parties, or the content or import of such Protected Information. The Recipient is responsible for collecting and managing the Acknowledgments signed by Related Parties pursuant to this Agreement. Recipient shall, at the Port Authority's request, provide the Port Authority a list of all Related Parties who have signed an Acknowledgment, and copies of such Acknowledgments.

(h) As to all Protected Information provided by or on behalf of the Port Authority, nothing in this Agreement shall constitute or be construed as a waiver of any public interest privilege or other protections established under applicable state or federal law.

3. **Disclosures and Discovery Requests.** If a subpoena, discovery request, Court Order, Freedom of Information Request, or any other request or demand authorized by law seeking disclosure of the Protected Information is received by the Recipient or any Related Party, Recipient shall notify the Port Authority thereof, to the extent permitted by law, with sufficient promptness so as to enable the Port Authority to investigate the circumstances, prepare any appropriate documentation and seek to quash the subpoena, to seek a protective order, or to take such other action regarding the request as it deems appropriate. In the absence of a protective order, disclosure shall be made, in consultation with the Port Authority, of only that part of the Protected Information as is legally required to be disclosed. If at any time Protected Information is disclosed in violation of this Agreement, the Recipient shall immediately give the Port Authority written notice of that fact and a detailed account of the circumstances regarding such disclosure to the Port Authority.

4. **Retention Limitations; Return of Protected Information.** Upon the earlier occurrence of either the Port Authority's written request or completion of Recipient's need for any or all Protected Information, such Protected Information, all writings and material describing, analyzing or containing any part of such Protected Information, including any and all portions of Protected Information that may be stored, depicted or contained in electronic or other media and all copies of the foregoing shall be promptly delivered to the Port Authority at Recipient's expense. In addition, as to Protected Information that may be stored in electronic or similar form, such Protected Information shall be deleted and completely removed so that such Protected Information is incapable of being recovered from all computer databases of the Recipient and all Related Parties. The Recipient may request in writing that the Port Authority consent to destruction of Protected Information, writings and materials in lieu of delivery thereof to the Port Authority. The Port Authority shall not unreasonably withhold its consent to such request. If the Port Authority consents to such destruction, the Recipient and each Related Party shall deliver to the Port Authority a written certification by Recipient and such Related Party that such Protected Information, writings and materials have been so destroyed within such period as may be

imposed by the Port Authority. Notwithstanding the foregoing, to the extent required for legal or compliance purposes, the Recipient may retain copies of Protected Information (in any format), provided that (a) the Port Authority is notified in writing of such retention, and (b) Recipient continues to abide by the requirements of this Agreement with respect to the protection of such Protected Information.

5. **Duration and Survival of Confidentiality Obligations.** The obligations under this Agreement shall be perpetual (unless otherwise provided in this Agreement) or until such time as the Protected Information is no longer considered protected, confidential and/or privileged by the Port Authority.

6. **Severability.** Each provision of this Agreement is severable and if a court should find any provision of this Agreement to be unenforceable, all other provisions of this Agreement shall remain in full force and effect.

7. **Injunctive and Other Relief.** Recipient and each Related Party acknowledges that the unauthorized disclosure and handling of Protected Information is likely to have a material adverse and detrimental impact on public safety and security and could significantly endanger the Port Authority, its facilities (including, without limitation, the Project site), its patrons and the general public and that damages at law are an inadequate remedy for any breach, or threatened breach, of this Agreement by Recipient or its Related Parties. The Port Authority shall be entitled, in addition to all other rights or remedies, to seek such restraining orders and injunctions as it may deem appropriate for any breach of this Agreement, without being required to show any actual damage or to post any bond or other security.

8. **Governing Law.** This Agreement shall be governed by and construed in accordance with the laws of the State of New York, without regard to conflict of laws principles. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient specifically and irrevocably consent to the exclusive jurisdiction of any federal or state court in the County of New York and State of New York with respect to all matters concerning this Agreement and its enforcement. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient agree that the execution and performance of this Agreement shall have a New York situs and, accordingly, they each consent (and solely with respect to the Port Authority, subject to the terms of the Port Authority Legislation (as defined below)) to personal jurisdiction in the State of New York for all purposes and proceedings arising from this Agreement. "**Port Authority Legislation**" shall mean the concurrent legislation of the State of New York and State of New Jersey set forth at Chapter 301 of the Laws of New York of 1950, as amended by Chapter 938 of the Laws of New York of 1974 (McKinney's Unconsolidated Laws §§7101-7112) and Chapter 204 of the Laws of New Jersey of 1951 (N.J.S.A. 32:1-157 to 32:1-168).

9. **Notices.** Any notice, demand or other communication (each, a "**notice**") that is given or rendered pursuant to this Agreement by either party to the other party, shall be: (i) given or rendered, in writing, (ii) addressed to the other party at its required address(es) for notices delivered to it as set forth below, and (iii) delivered by either (x) hand delivery, or (y) nationally recognized courier service (e.g., Federal Express, Express Mail). Any such notice shall be deemed given or rendered, and effective for purposes of this Agreement, as of the date actually

delivered to the other party at such address(es) (whether or not the same is then received by other party due to a change of address of which no notice was given, or any rejection or refusal to accept delivery). Notices from either party (to the other) may be given by its counsel.

The required address(es) of each party for notices delivered to it is (are) as set forth below. Each party, however, may, from time to time, designate an additional or substitute required address(es) for notices delivered to it, provided that such designation must be made by notice given in accordance with this Paragraph 9.

Original to the Port Authority:	Cory Mermer The Port Authority of New York and New Jersey 2 Montgomery Street Jersey City, NJ 07302
with a copy to:	The Port Authority of New York and New Jersey 225 Park Avenue South - 14th Floor New York, NY 10003 Attn: General Counsel's Office c/o Caroline Ioannou, Law DISO
If to the Recipient:	Municipal Testing Laboratory, Inc. 375 Rabro Drive Hauppauge, New York 11788 Attention: John Hicks
with a copy to:	_____ _____ _____

10. **Entire Agreement.** This Agreement contains the complete statement of all the agreements among the parties hereto with respect to the subject matter thereof, and all prior agreements among the parties hereto respecting the subject matter hereof, whether written or oral, are merged herein and shall be of no further force or effect. This Agreement may not be changed, modified, discharged, or terminated, except by an instrument in writing signed by all of the parties hereto.

11. **Counterparts.** This Agreement may be executed in one or more counterparts, each of which shall be deemed to be an original, but all of which shall be one and the same document.

12. **Parties Bound.** This Agreement shall be binding upon the Recipient and its respective successors. The foregoing shall not be affected by the failure of any Related Party to join in this Agreement or to execute and deliver an Acknowledgement hereof.

13. **Authority.** The undersigned individual(s) executing this Agreement on behalf of the Recipient below represent(s) that they are authorized to execute this Agreement on behalf of the Recipient and to legally bind such party.

14. **Disclosure of Ownership Rights or License.** Nothing contained herein shall be construed as the granting or conferring by the Port Authority of any rights by ownership, license or otherwise in any Information.

15. **No Liability.** Neither the Commissioners of the Port Authority, nor any of them, nor any officer, agent or employee thereof, shall be charged personally by the Recipient with any liability, or held liable to the Recipient under any term or provision of this Agreement, or because of its execution or attempted execution or because of any breach, or attempted or alleged breach thereof.

16. **Construction.** This Agreement is the joint product of the parties hereto and each provision of this Agreement has been subject to the mutual consultation, negotiation, and agreement of the parties hereto, and shall not be construed for or against any party hereto. The captions of the various sections in this Agreement are for convenience only and do not, and shall not be deemed to, define, limit or construe the contents of such Sections.

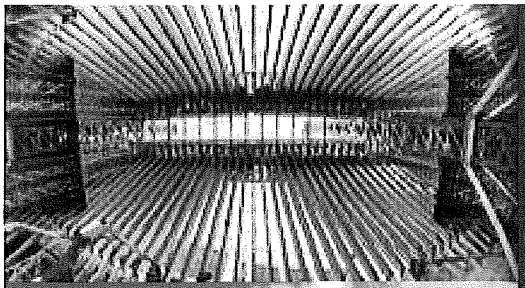
RECIPIENT:

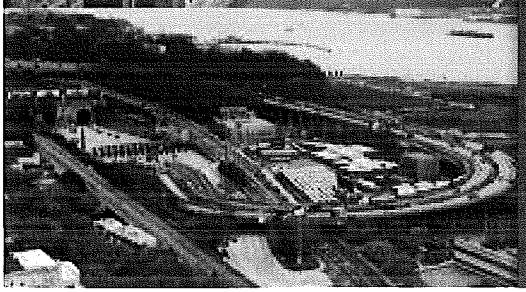
Signature: _____

Print Name: RICARDO PALMIND

Title: OPERATIONS MGR

Date: July 11, 2014





PROPOSAL TO PROVIDE

Expert Professional
Construction Management and Inspection Services for

Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis through 2018

RFP No. 38268

Port Authority of New York and New Jersey

URS

URS Corporation - New York

ATTACHMENT B

AGREEMENT ON TERMS OF DISCUSSION

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

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

URS Corporation - New York
(Company)

Jay M. Gewirtzman, PE
(Signature)

Vice President
(Title)

July 14, 2014
(Date)

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

URS

July 14, 2014

The Port Authority of New York and New Jersey
Procurement Department
Two Montgomery Street, 3rd Floor
Jersey City, New Jersey 07302
ATT: Bid/Proposal Custodian

Re: Proposal to Provide Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis Through 2018

To Whom It May Concern:

As an operator of critical regional transportation facilities and owner of properties throughout the Metro New York / New Jersey region, The Port Authority of New York and New Jersey (PANYNJ), requires construction management and inspection services (CM&I) for resiliency projects including mitigation measures to prevent and/or mitigate future damage to the Authority assets caused by severe storm events.

The PANYNJ is seeking firms qualified to provide CM services, including quality assurance inspections, constructability and biddability reviews, contract administration, construction cost estimating and schedule development. URS would be proud to continue to work closely with the Authority, to help with the upgrading of facilities and equipment to withstand any future damaging storms and flooding.

We have the experienced professionals leading our Team

As **Principal-in-Charge**, I will make certain that we efficiently supply the most qualified personnel based on the particular assignment on an "as-needed" basis. As a construction executive with more than 40 years of diverse engineering and construction management experience, which includes management and implementation of capital design and construction programs in the New York / New Jersey Metro region, I will give this important program the attention that it well deserves.

Our proposed **Senior Construction Manager**, **Dominick Fickeria**, has more than 35 years of experience in the construction industry comprising of virtually every type of project particularly in the New York / New Jersey region, managing the construction of transportation infrastructure and facilities. He currently serves as the Director of Construction Services responsible for more than $3 billion of construction work. He has managed large construction projects during both the design and construction phases and has been responsible for design / constructability reviews, cost estimating, CPM schedule reviews and updates, bid analysis, construction inspection, claims and change order management, shop drawing review and quality control. His extensive experience includes the more than $400 million of NYC schools construction and renovations, the $145 million Westchester County Courthouse, and the $84 million MTA NYCT rehabilitation of the Roosevelt Avenue / 74th Street subway station.

URS Corporation
One Penn Plaza, Suite 600
New York, NY 10119-0698
Tel: 212.736.4444
Fax: 212.629.4249
www.urscorp.com

Our proposed **Project / Resource Manager**, **David Beckett, PE**, serves as a Deputy Manager for the Construction Management Group in the New York office. He has more than 30 years of experience in program, project, and construction management primarily in the New York and New Jersey region. He supports the operations of a more than 400-professional construction services team with a portfolio valued at more than $10 billion in construction. He has also served and currently performs as Project Executive on several prominent projects in the area including the $1.4 billion Columbia University Capital Improvement Program, the $450 million Brooklyn Courthouse, and the PANYNJ $1 billion plus LaGuardia Airport Central Terminal Building replacement program. Mr. Beckett also serves as the Client / Resource Manager on program and construction management projects for the Authority.

We have the depth of resources to provide the requisite services

URS, with its depth of resources and wealth of experience in all facets of a program of this type, has the staff of seasoned construction management and inspection professionals that can serve all of the needs of the Authority. URS is recognized as one of the largest planning, design, and project and program management firms nationwide. URS is a firm of virtually limitless technical depth and breadth of resources. We have more than 55,000 professionals company-wide, with more than 2,500 regional personnel, giving us exceptional resources, which allow URS to meet any Authority assignments and requirements.

Extensive PANYNJ "Call-In" Experience

We believe URS is particularly well qualified to assist you, as we have been working collaboratively with the Port Authority for decades providing environmental, planning, design, security, inspection, program, and construction management services for your facilities, including for the past **10 years on several Call-In contracts, including construction management services**. These projects included $2 billion worth of work at Newark-Liberty International Airport, including the new FAA control tower, a 4-story, 3,200 vehicle parking garage, a 6-story, 6,000 vehicle parking garage, the southern access roadway expansion project, a new administrative building, the northside cargo area redevelopment and the airport utility system upgrade.

We have worked at virtually every Port Authority facility, on billions of dollars of maintenance, renovation, expansion and new construction projects for every Line Department. In addition, URS has provided expert program and project management services on as-needed basis to the PANYNJ Capital and Major Works Program on numerous aviation, tunnels, bridges and terminal projects.

In addition to the PANYNJ Call-In assignments, URS is serving as Program Manager for the LaGuardia Airport Central Terminal Building replacement program. Through our decades of working with you on these assignments, we understand your mission, your people, your culture, and your methods of operation. Perhaps most importantly, we know how to work as an efficient member of your team.

We have extensive disaster response and recovery experience

Our disaster recovery experience includes conducting damage assessments immediately after a disaster, developing Action Plans with recovery strategies, setting up information management systems, managing recovery centers, conducting environmental reviews, developing housing repair work write-ups, contractor verification, developing bid packages, overseeing the bidding process, compliance with Federal requirements, generating financial and progress reports, and auditing and closing out projects. We bring the capability and leadership necessary to support the administration and management of programs and projects funded by the HUD CDBG-DR funds; we have demonstrated experience managing CDBG-DR funds to provide project management expertise to coordinate, plan, manage, and implement a variety of programs and projects.

We are already providing professional services related to the aftermath of Superstorm Sandy

As one of FEMA's largest contractors, shortly after Hurricane Sandy devastated the NY / NJ / CT region, URS was activated under five contracts providing a variety of services to help residents recover from disaster. URS has been providing home inspections, mitigation assessments, flood mapping and infrastructure damage evaluations in the tri-state area. Following the devastation of Sandy, URS assisted the MTA in conducting assessments of several of its properties. URS also developed and implemented a damage assessment plan for repairs to the MTA's Integrated Electronic Security System installed in the under river tunnels. URS also organized a team of independent railroad engineering experts to conduct site inspection and damage assessments on the LIRR's Long Beach Branch which sustained significant damage due to flooding.

Why URS should be selected for this very important assignment

- ***URS is an industry leader who provides a full array of Federal disaster recovery program services***
- ***Access to more than 2,500 URS staff regionally, and more than 55,000 nationwide and worldwide***
- ***Extensive working relationship with the PANYNJ and PATH... we understand your systems, your protocols, your procedures, and your goals***
- ***URS relationships built supporting the State agencies and local Counties through resiliency planning, infrastructure design and construction, coastal / flooding mapping, and grant management***
- ***Knowledge of lessons learned from the emergency work URS has already performed in New York and New Jersey immediately post-super storm Sandy and similar work in many states***
- ***URS is expert in all facets of program, project, and construction management and controls***

URS looks forward to continue working with the Port Authority of New York and New Jersey by providing you with the managerial and program management efforts required to, execute all elements of the scope of work under this contract. Our local offices are dedicated to providing you with all of the expertise required to meet the goals of the Authority under this project. If you require any additional information or further clarification, please contact me at 212.896.0106, or by email at Jack.Spencer@urs.com.

Very Truly Yours,
URS Corporation — New York

John F. Spencer

John F. Spencer, PE
Senior Vice President

Table of Contents

Attachment B – Agreement on Terms of Discussion

Transmittal Letter

Table of Contents

SECTION A – Firm's Qualifications and Experience

SECTION B – Staff Qualifications and Experience

SECTION C – Management / Technical Approach

SECTION D – DBE Participation

SECTION E – Pricing and Compensation

SECTION F – Firm's Affiliates

SECTION G – Integrity Provisions

SECTION H – Background Qualifications Questionnaire

SECTION I – General Conflicts of Interest

SECTION J – Organizational Conflicts of Interest

Required Documentation

- Financial Information (submitted in separate envelope)
- FTA Forms
- FEMA Forms
- Acknowledgement of Addenda
- NDA for URS
- NDAs for Key Personnel

Section A
Firm's Qualifications and Experience

Section A

FIRM'S QUALIFICATIONS AND EXPERIENCE

URS is a diversified engineering / architectural and construction services firm regionally headquartered in New York City. We have a long-established reputation and we are a leading provider of project, program, and construction management services, as well as one of the top design, engineering and construction services firms offering unique experience in disaster recovery, emergency mobilization, security, and resiliency consulting, for federal, state, regional, and local clients. The firm has consistently been ranked as one of the top combined design / construction services firms in the country by *Engineering News Record*. We are staffed with more than 2,100 multi-disciplined professionals in the states of New York and New Jersey; we have included a table illustrating the numbers of the various relevant disciplines to this work, in *Section C – Management / Technical Approach*.

Following Hurricane Sandy, URS assisted the MTA in conducting assessments of several of its properties. URS also developed and implemented a damage assessment plan for repairs to the MTA's Integrated Electronic Security System installed in the under river tunnels.

URS has worked collaboratively with the Port Authority of New York and New Jersey for decades on virtually all of its facilities providing design, project management, program management and construction management services on billions of dollars in capital improvement projects for every Line Department, including a number of recent high-profile resiliency upgrades for PATH facilities and other Port Authority facilities as part of the 2008 – 2013 Capital Improvement Security Program. In addition to being recognized as one of the top design an engineering firms offering unique experience in resiliency consulting, consequence management, security, disaster recovery and emergency mobilization for federal, state, regional and local clients. We have supported the management of major capital improvement projects, including disaster recovery efforts, to the tune of nearly $24 billion to date.

URS is a Leading Provider of Construction Management Services

URS has been providing Program and Construction Management services for decades. During this time, we have provided professional services on thousands of construction projects with a total construction value exceeding $500 billion. We have extensive experience and capabilities in providing all construction management tasks as demonstrated by our current and past assignments. URS is ranked as the #4 firm in CM in the country.

URS has Extensive Disaster Response and Recovery and Resilience Design and Construction Experience, Both Nationally and Locally

Associated with the above services is our homeland security practice work with clients throughout the United States and abroad, on assessing threats and vulnerabilities, determining risk, and developing and implementing appropriate mitigation measures to enhance security and resilience of critical infrastructure with respect to both natural and man-made events.

URS has been responding to disasters around the country under contract to FEMA for more than a decade. We are currently working for FEMA in their public assistance program and also for most of the Region's Transportation Agencies in assessing and helping them rebuild their infrastructure. To date URS has completed more than 575 FEMA project assignments in 35 states during major hurricanes and floods. URS

is also applying its experience in all phases of disaster recovery, including rapid construction of permanent housing, public facilities, and infrastructure that is cost effective and incorporates all-hazard disaster resistance.

Our disaster recovery experience includes conducting damage assessments immediately after a disaster, developing Action Plans with recovery strategies, setting up information management systems, managing recovery centers, conducting environmental reviews, developing housing repair work write-ups, contractor verification, developing bid packages, overseeing the bidding process, compliance with Federal requirements, generating financial and progress reports, and auditing and closing out projects.

URS brings to the PANYNJ, a proven record of success, particularly acquired through hundreds of projects with virtually every agency and authority in the New York and New Jersey regions, for which we have regularly provided design, project, program, and construction management services for decades.

Over the past three decades URS has worked on virtually every type of Port Authority facility including its PATH Rail System, airports, signature bridges, tunnels, ports, and other facilities.

As one of FEMA's largest contractors, shortly after Hurricane Sandy devastated the NY / NJ / CT region, URS was activated under five contracts providing a variety of services to help residents recover from disaster. URS has been providing home inspections, mitigation assessments, flood mapping and infrastructure damage evaluations in the tri-state area. Following the devastation of Sandy, URS assisted the MTA in conducting assessments of several of its properties. URS also developed and implemented a damage assessment plan for repairs to the MTA's Integrated Electronic Security System installed in the under river tunnels. URS also organized a team of independent railroad engineering experts to conduct site inspection and damage assessments on the LIRR's Long Beach Branch which sustained significant damage due to flooding.

URS Knows how to Manage Requirements-Type Contracts for Public Agencies

URS has been a staple in the New York / New Jersey metropolitan area for many decades. In fact, the projects we have included in this section, represent just a small sample of the success, a representative listing of projects, we have performed for the Port Authority of New York and New Jersey, as well as our long and distinguished track record with other area agencies and authorities.

Through our various Port Authority assignments, such as the:

- Newark-Liberty International Airport Call-In Contract,
- LaGuardia Airport Central Terminal Building Modernization Program,
- Goethals Bridge Modernization Program, and
- JFK International Airport Redevelopment Program

On average, more than 60 percent of URS' workload is provided under On-Call / Task Order contracts, so we fully understand the unique and critical requirements of this type of contract – immediate responsiveness, depth and breadth of professional construction resources, and cost effectiveness.

to name a few; we have an intimate knowledge of your procedures, project delivery systems, and organization, which will be advantageous for any assignment URS is tasked with.

Also note that the projects included in this section demonstrate several important components that are likely to be similar to the 2011-2014 Construction Management initiative program, as follows:

- Call-In Assignments
- Project Management / Construction Management / Owner's Representative Assignments
- NY / NJ – Local Assignments
- Interior and Fit-Out Projects
- Other Similar Facilities

Probably the three most important elements of the experience we bring to this assignment from other projects, are the "lessons learned", a minimal learning curves, and experienced staff. Some of our current or recent PANYNJ assignments include:

- Expert "Call-In" Professional Program Management Services, Capital Improvement Program
- Expert "Call-In" Professional Engineering and Architecture for Inspection of Airport Facilities
- Security Design Task Order for Various PANYNJ Facilities
- Outerbridge Crossing Highway Speed EZ-Pass Construction and Installation
- Express Rail Project, Elizabeth, NJ
- Marine Terminal Intermodal Transfer Facility

The summary table provided in the following page highlights key URS involvement in several relevant projects:

Projects	Resiliency Projects	Design	Program, Project, Construction Management	Tunnel	Emergency Response / Consequence Management
PATH Tunnel Hardening Structural Upgrades	✓	✓	✓	✓	✓
PATH Tunnel Flood Mitigation Program (Gates)	✓	✓	✓	✓	✓
PATH Salt Mitigation Study	✓		✓	✓	
PATH 800 MHz System Installation	✓	✓	✓	✓	✓
PATH Tunnel Ductbank Reconstruction (Tunnels A&B)		✓	✓	✓	
PATH Electrical Substation Design	✓	✓		✓	
MTA Post-Sandy Support	✓		✓	✓	✓
NYCT Under River Tunnels	✓	✓	✓	✓	✓
NYCT Tunnel Consequence Management	✓			✓	✓
MTA East Side Access			✓	✓	
MTA Integrated Electronic Security System			✓	✓	✓
World Trade Center Transportation Hub Redevelopment	✓	✓	✓		
Moynihan Station Development			✓		
Amtrak ARRA			✓		✓

Attachment C-1

Proposer Prerequisite A

Firms must have Certificates of Authorization to practice Professional Engineering in the states of New York and/or New Jersey and minimum of five (5) years experience, from the date of proposal submission, which includes performing construction management services as outlined in Attachment A for major transportation facilities.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite A.

Client Name / Contracting Entity	Port Authority of New York and New Jersey
Contract Start Date	2001
Contract End Date	Ongoing
Brief description of Scope of work	Since 2001, URS has provided on-call Project and Construction Management Services to the Port Authority of New York & New Jersey for construction work valued at over $1 billion at Newark-Liberty International Airport. Some of the projects included: FAA Tower; 4-Story, 3,200-Vehicle Parking Garage; 6-Story, 6,000-Vehicle Parking Garage; Southern Access Roadway Project; and New Administration Building. SEE FULL DESCRIPTION BELOW.
Client Contact Name / Title	Mike Wallace / Resident Engineer
Client Contact Email Address	mwallace@panynj.gov
Client Contact Phone Number	973.390.5519

Location	Newark, NJ
Services	Project and Construction Management
Project Value	More than $1 billion

On Call Construction Management Services - Newark Liberty International Airport Redevelopment Program

Project Description

Since 2001, URS has provided on-call Project and Construction Management Services to the Port Authority of New York & New Jersey for construction work valued at over $1 billion at Newark-Liberty International Airport. Some of the projects included:

- FAA Tower
- 4-Story, 3,200-Vehicle Parking Garage
- 6-Story, 6,000-Vehicle Parking Garage
- Southern Access Roadway Project
- New Administration Building

FAA Tower - Newark-Liberty International Airport

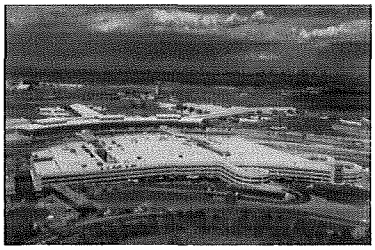
URS provided construction management services for this $30 million new FAA Control Tower located behind the Marriott Hotel with the central terminal area. The Tower is approximately 320 ft. high with support facilities consisting of general offices, computer room and emergency generator. URS coordinated with the

Port Authority in terms of general construction involving runway lighting, telephone, utilities, which had to be extended to the site. Access had to be coordinated between the FAA and General Contractor.

Lot C Garage – Newark-Liberty International Airport

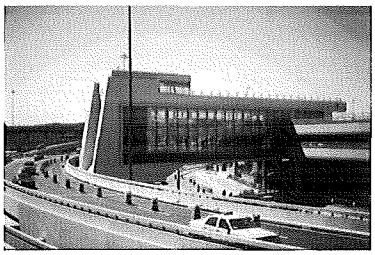
URS provided construction management services for the $85 million New Lot C Garage, involving a four-story 3,200-car parking garage located in the central terminal area in front of Terminal C. Project includes two pedestrian bridges which links the upper three floors of the garage and the new at-grade arrival area. The garage is accessed by a new at-grade roadway and entrance plaza via a double helix. The garage is constructed of precast concrete and has two internal elevators, as well as escalators to expedite the flow of passenger traffic to the two new pedestrian bridges.

The garage was designed with an internal ramp in order to facilitate its early opening thus allowing use of the facility within one year of NTP. A second fast track project involved the addition of extra lanes as well as at-grade roadways at the front of Terminal C. Coordination of these two contracts was critical to both of their success. Included in the roadway package was extensive utility work, which included storm drainage, power, and communications.



Project / Global Gateway - P-4 Garage

URS also provided construction management services for the construction of this $95 million P4 Parking Garage housing over 6,000 vehicles. This project involved the construction of six (6) floor parking structure with lower floor being occupied, counter rotating helix ramps, entry ramps, and exit ramps clockwise. Project responsibilities involves field inspection, contract administration, ie, progress meetings, progress minutes, change orders, net cost, monthly payments, coordinate available areas for facility use, partial and final inspections, and field testing of various equipment.



Southern Access Roadway Project (SARP I)

URS provided construction management services for the $45 million redevelopment of the access road. The project involved increasing the entry wall and exit roadway capacity to constructing a new entry roadway system, widening existing bridge structures and building new bridge structures. Field inspection was coordinated to include controlled inspections, document control, payment requisitions, change orders and staging. Work was performed while maintaining access to the airport for an average of 18,000 vehicles per day, which required complex staging and aggressive scheduling. Elements of the project involved widening four bridges, two new brides (including structural steel and concrete), construction of South Directory Road, realignment and widening of Brewster Road.

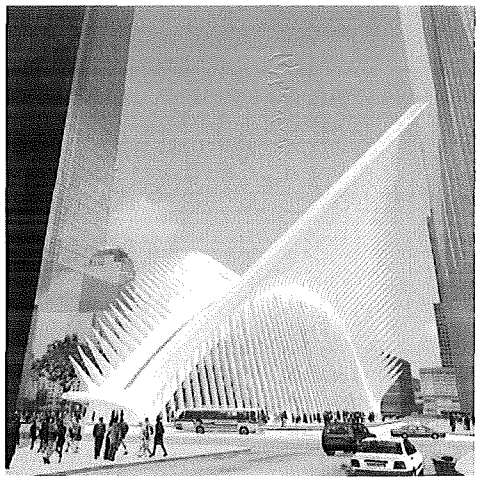
Building 1 (New Administration Building)

URS provided construction management services for this $35 million New Administration Building. Project involved relocation and rehabilitation of a 65 year old, 35,000 square foot two-story national historic monument for adaptive reuse as Newark Airport's Administration Building plus construction of a 65,000 square foot structure housing Air Rescue, Fire Fighting, Airport Security and Airport Operations personnel and equipment. URS reviewed 30%, 60% and For-Bid contract documents, coordinated with airport's operations, law enforcement and maintenance personnel, and managed multiple construction contracts.

Client Name/ Contracting Entity	Port Authority of New York and New Jersey
Contract Start Date	2005
Contract End Date	Ongoing
Brief description of Scope of work	URS, as part of a joint venture, is providing construction management and construction coordination services to the Port Authority of New York and New Jersey (PANYNJ) to rebuild the World Trade Center (WTC) site and surrounding streetscape in lower Manhattan. The program is one of the largest urban infrastructure developments in the US and includes more than $10 billion in public and private capital investment in the 16-acre site. SEE FULL DESCRIPTION BELOW.
Client Contact Name / Title	Richard Behnke / Engineer of Construction, World Trade Center Construction
Client Contact Email Address	rbehnke@panynj.gov
Client Contact Phone Number	212.435.5676

Location	New York, NY
Services	Construction Management and Site-Wide Coordination
Project Value	$4 billion (Transportation Hub) / $17.5 billion overall

World Trade Center Transportation Hub and Site Redevelopment



URS, as part of a joint venture, is providing construction management and construction coordination services to the Port Authority of New York and New Jersey (PANYNJ) to rebuild the World Trade Center (WTC) site and surrounding streetscape in lower Manhattan. The program is one of the largest urban infrastructure developments in the US and includes more than $10 billion in public and private capital investment in the 16-acre site. The main program elements include:

- **WTC Transportation Hub/New PATH Terminal –** A $3.4 Billion Transportation Hub equivalent in size to Grand Central Station. The new Transportation Hub comprises a new PATH subway station serving approximately 100,000 daily PATH commuters with additional underground concourse connections to the new WTC office complexes, 13 NYC MTA subway lines, the Hudson River ferries, and the World Financial Center. These will serve approximately 250,000 daily pedestrians. The Hub will include 500,000 square feet of retail facilities. The PANYNJ is responsible for the design and construction with significant financing assistance from the Federal Transit Administration (FTA) .
- **National September 11 Memorial and Museum:** The 8-acre memorial and museum site, at grade and seven stories underground includes the Memorial plaza and cascading waterfalls within the voids of the original Twin Tower footprints, as well as a state of the art museum with artifacts, interactive exhibitions and a resource center. The PANYNJ is responsible for the construction management. The PANYNJ and the National September 11 Memorial Foundation share in the capital financing.
- **One World Trade Center (formerly the Freedom Tower):** This new commercial tower whose antenna will rise to 1776 feet will become the tallest skyscraper in North America when completed in 2013. The building includes 3 million square feet of office space, a grand lobby graced with 50-foot ceilings, an observation deck and significant retail components. The building is designed to obtain LEED gold certification.

- **Vehicle Security Center:** An underground structure for screening all buses, trucks and cars entering the WTC complex. The Center will connect to underground roadway ramps serving all office towers and facilities within the site. The Center provides state of the art safety and security for all vehicle access to the site.
- **Site Infrastructure:** Approximately $1 Billion for construction of a new central chiller plant, temporary and permanent power supply and distribution to support the site developments along with new and reconfigured streets, roads and utilities to improve the infrastructure and surface transportation for pedestrians and vehicles throughout lower Manhattan.
- **Towers 2, 3 and 4:** Silverstein Properties is developing three high-rise commercial towers on the site in conjunction with the Port Authority. The towers range between 61 and 78 stoiies and include more than 6 million square feet in total. Tower 4 is scheduled for completion in 2013; the remaining two towers will be completed at later dates as determined by the demands of the leasing market in lower Manhattan.

Construction Management and Resident Engineering:
URS provides experienced CMs. resident engineers and office engineers to support the PANYNJ WTC Construction Department in managing and coordinating the work of multiple civil and building contractors for the Transportation Hub.

Quality Assurance Services – URS provides teams of construction inspectors for all disciplines that oversee the quality of all installed construction and document all controlled inspections. This is required for the ultimate acceptance of the facilities by the PANYNJ and receipt of certificates of occupancy. URS also provides quality assurance inspections for work performed by the private developers (tenants) to verify compliance with PANYNJ standards. All inspectors have the required licenses and certifications consistent with the current NYC building code requirements.

Coordination of Site Logistics:
URS is responsible for coordinating all site and construction logistics for this mammoth undertaking involving a myriad of challenges to allow construction to proceed on budget and schedule. Presently, more than 2000 construction trade workers access the site daily, along with more than 400 truck deliveries. Among the unique logistical challenges are:

- Staging and sequencing of interconnected, interdependent construction elements above and below grade on a constricted site with little on-site staging or laydown areas
- Constructing below and above several active subway lines carrying hundreds of thousands of daily commuters that cannot be disrupted, requiring complex, intricate scheduling of all underpinning and structural work.
- Providing unprecedented security and screening for the workers and deliveries entering and exiting the site due to the sensitive nature of the work being undertaken.
- Coordination with several significant and concurrent infrastructure construction efforts adjacent to the site including the rebuilding of the west side access road adjacent to the site by NYSDOT

URS is employing the latest technology and sophisticated management methods to coordinate these logistics including:

- Developing and maintaining site logistics plans using 4-D Cad models. This allows us to coordinate work zones, crane placements and operations, laydown areas, shared access and delivery routes on a daily basis among numerous contractors on the congested site.
  - Using resource-loaded CPM schedules to forecast manpower requirements by trade and shift, and forecast truck deliveries for all key materials and equipment
  - Development and use of advanced traffic modeling and simulation software to model truck access and egress with minimal impacts to surrounding local traffic operations

- Using sophisticated dispatching software to prioritize and schedule all truck deliveries in fifteen minute intervals at the shared construction gates. This helps avoid conflicts among contractors and subcontractors and minimize truck queuing outside the gates. This supports "just in time" deliveries and minimizes the need for staging space on site.
- Chairing daily and weekly site coordination meetings among contractors to compare weekly look ahead schedules and avoid potential conflicts and delays
- Creation of a site logistics operations center with full access to site security video cameras and scheduling software to manage the dynamic construction operations 24 hours per day.
- Using the 4-D models and the traffic simulations and animations to hold regular briefings with the community and other Lower Manhattan stakeholders to agree upon mitigation strategies to support the around-the-clock construction

Independent Schedule Management – As a result of the complex site logistics, construction activities must be scheduled by shift each day to allow coordination with stakeholders and avoid interferences or conflicts among contractors. For example, URS maintains a daily CPM detail of all construction activities affecting the PATH subway operations. This allows coordination with subway operations and avoids potential contractor conflicts.

Construction Contractor Schedule Review – URS reviews and analyzes the CPM schedules developed by each contractor for consistency with the program master schedule milestones reported to all stakeholders. URS also incorporates the contractor detailed schedules into the logistics models described above to allow coordination of all site operations. The detailed schedules are reviewed jointly at weekly contractor coordination meetings.

Estimating Services: The URS team provides a full range of cost estimating services including preconstruction cost estimates to validate compliance with program budgets and suggest value engineering savings alternatives. URS estimators also provide independent estimates for all construction change order proposals to support the negotiations with the contractors.

Construction Safety Oversight –URS safety specialists provide review and comments to each site contractor's safety plan. URS also provides daily safety audits of contractor compliance. URS developed a web-based safety performance database that is used by each subcontractor on the site and generates real-time comprehensive safety metrics and all required OSHA submittals.

Security Measures – URS is assisting the Port Authority in maintaining site security, including requiring all workers to undergo background investigation and wear badges. Automated screening is now being tested at the site gates including iris scan technology to speed the flow of worker access while maintaining strict security. All delivery trucks are screened at the gate or at off-site staging areas.

Cost Management – URS provides cost control and cost engineering services for the Port Authority including forecasting for all future commitments and potential scope changes. These detailed cost reports are provided for internal use and for regular quarterly reviews with the Federal Transit Administration. A key component of this cost management is a detailed cost allocation mechanism for each bid item and change to justify cost allocations among federal, state and private funding sources. These cost allocations are managed through a special database tool developed by URS for this purpose.

Document Control – URS maintains electronic document management industry standard software for all program documentation including design documents and submittals. Special rules for confidential documentation are strictly enforced, given the sensitive nature of the site and the improvements planned.

Client Name/ Contracting Entity	MTA Capital Construction / Long Island Rail Road
Contract Start Date	1999
Contract End Date	2019
Brief description of Scope of work	URS is providing the Metropolitan Transportation Authority/Long Island Rail Road (MTA/LIRR) program and construction management services for its $8.1 billion East Side Access (ESA) Project, which is to be commissioned in 2019. The ESA Project will provide a direct connection for LIRR commuter rail service to Grand Central Terminal (GCT) on the eastside of Manhattan. It is the largest construction project ever performed for the Metropolitan Transportation Authority (MTA) and its affiliated agencies in the New York metropolitan area. SEE FULL DESCRIPTION BELOW.
Client Contact Name / Title	William Goodrich / Program Executive, East Side Access MTA Capital Construction
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Location	New York, NY
Services	Program and Construction Management
Project Value	$8.76 billion

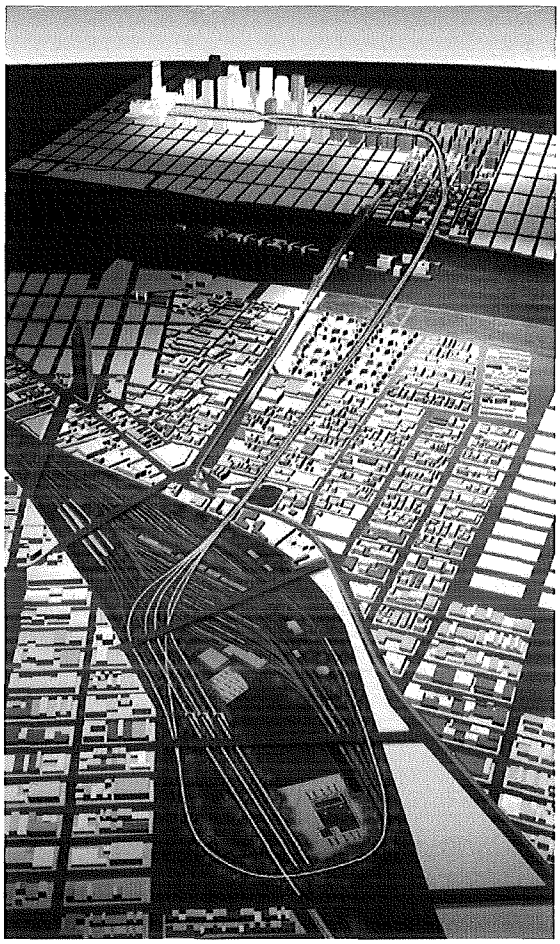
Long Island Rail Road East Side Access

URS is providing the Metropolitan Transportation Authority/Long Island Rail Road (MTA/LIRR) program and construction management services for its $8.1 billion East Side Access (ESA) Project, which is to be commissioned in 2019. The ESA Project will provide a direct connection for LIRR commuter rail service to Grand Central Terminal (GCT) on the eastside of Manhattan. It is the largest construction project ever performed for the Metropolitan Transportation Authority (MTA) and its affiliated agencies in the New York metropolitan area.

Presently, LIRR commuters arrive at Penn Station on the west side of Manhattan. It has been estimated that over 50 percent (47,000) of the existing AM peak-period LIRR commuters work at locations more accessible to GCT, and it has been projected that the LIRR would significantly increase its share of the Long Island commutation market from other transportation modes with a direct connection to the east side of Manhattan. The ESA Project is considered a key component of the overall Transportation Improvement Program for the Long Island Transportation Corridor and the greater New York City metropolitan area.

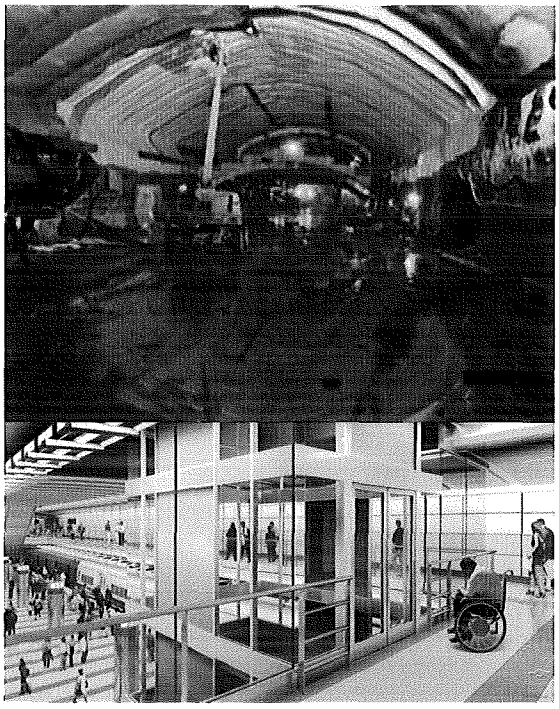
The ESA Project involves more than 20,000 linear feet of underground construction, including 1,200' long caverns beneath GCT to house LIRR's new terminal, completing 8,600 linear feet of the existing 63rd Street-Queens Boulevard Connector Tunnel's lower level, and designing more than 10,000 linear feet of new hard rock and soft ground tunnels in Manhattan and Queens; a new commuter rail station at Sunnyside Yard in Long Island City; an eight track/four-island platform in a stacked 4-up and 4-down configuration for LIRR trans; new and/or upgraded LIRR passenger access points at GCT; reconfiguration of NYCT's Lexington Avenue subway station to accommodate increased passenger traffic; a new railcar storage yard in Queens; and traction power, signals, and communications systems.

The ESA Project is divided into four phases: preliminary engineering and final environmental impact statement; final design and preconstruction activities; construction and all related construction-phase services; and systems testing, startup, and project closeout activities. The URS program management (PM) team is serving as the primary day-to-day manager for the LIRR and will be responsible for supervising the Tunnel Engineer Consultant (TEC), the systems engineering consultant and Environmental Consultant (EC). URS is providing estimating cost estimating services for this project.



The URS Team is also providing Construction Management Services, including security, contract administration and construction inspection

As the Program Manager the team also recommends approaches to all design and construction requirements, ensures utilization of the most cost-effective design, conducts value engineering and constructability reviews, prepares consultant scopes of work, manages construction and force account activities, and maintains the project's budget and schedule. It is responsible for developing an ESA Project Management Plan, Master Project Schedule, an Integrated Project Management Control System, and a Quality Assurance/Quality Control Plan. Alternate project delivery strategies will be considered including design/build and contractor incentives.



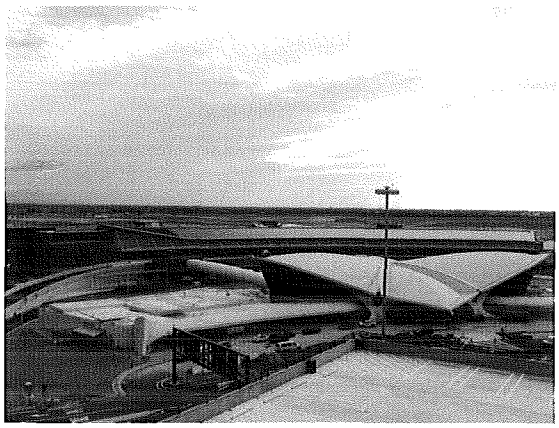
When construction is completed, major components of the ESA Project will include: a new LIRR terminal beneath GCT, more than 35,000 linear feet of new hard rock and soft ground tunnels in Manhattan and Queens, 1,200-ft-long caverns beneath GCT to house LIRR's new terminal, and renovation of 8,600 linear feet of the existing 63rd Street-Queens Boulevard Connector Tunnel's lower level reserved for the ESA project. The approximately 10,000-ft-long tunnels in Queens lie in soft ground and are designed for an earth pressure balance machine (EPBM). The 25,000-ft-long hard rock tunnels in Manhattan are designed for a TBM terminating in two large underground caverns under the existing Grand Central Station. Various tunneling and cut and cover methods are used for the remaining segments, access shafts and caverns.

Tunneling on the Manhattan end of the project is virtually completed, but difficulties in tunneling through soft rock and soils underneath Sunnyside Yards in Queens has hampered the project's progress, as work must avoid undue interference with ongoing rail operations involving LIRR, New Jersey Transit, and Amtrak totaling up to 800 trains per day. Contaminated soil and unanticipated underground water sources, such as springs, reportedly also have slowed construction.

Client Name/ Contracting Entity	JetBlue Airways
Contract Start Date	April 2006
Contract End Date	2009
Brief description of Scope of work	URS provided program management support services to JetBlue Airways for its Terminal 5 Development Program at John F. Kennedy (JFK) International Airport. The JetBlue terminal expansion was part of the Port Authority of New York and New Jersey's 10-year, $9.4 billion public-private redevelopment program. SEE FULL DESCRIPTION BELOW.
Client Contact Name / Title	Richard Smyth / Vice President of Corporate Real Estate
Client Contact Email Address	
Client Contact Phone Number	[redacted]

Location	JFK International Airport, Queens, NY
Services	Program Management Consultant
Project Value	$800 million

JetBlue Airways - JFK International Airport Terminal 5



URS provided program management support services to JetBlue Airways for its Terminal 5 Development Program at John F. Kennedy (JFK) International Airport. The JetBlue terminal expansion was part of the Port Authority of New York and New Jersey's 10-year, $9.4 billion public-private redevelopment program.

In October 2008, JetBlue moved from its base at JFK's Terminal 6 to the new 640,000-s.f. building in Terminal 5, designed with tubular corridors to connect to the existing historic TWA Terminal Building. The project included the renovation of the Eero Saarinen designed TWA Building, construction of a new connecting bridge to the JFK AirTrain station, and a parking garage with 1,500 spaces. The new 26-gate terminal allows JetBlue to double its gate capacity and accommodate more planes in its new 70-acre taxiing area. JetBlue's operations include 500 daily departures and arrivals, and over 20 million passengers annually.

JetBlue's October 2008 relocation signified the project's completion three months ahead of the original program schedule while remaining within the original authorized budget.

Acting as an extension of JetBlue's project management staff, URS provided the following services for this three-year $800M construction program:

- Preparation of a Program Management Plan with select project management procedures
- Implementation and management of a web-based comprehensive cost management system
- Project accounting including review and assistance in the processing of monthly invoices and preparation of bond reimbursements
- Monitoring the change order process
- Implementing a web-based document management and collaboration system using ProLog manager
- Provision of cost estimating support as necessary
- Provision of project management staff to supplement JetBlue Staff
- Assistance in the oversight of field construction, inspection, testing, and punch list

Some of the key challenges on this program included

- Increasing gate capacity from 13 to 20 as part of the temporary facility (only 6 less than the anticipated permanent facility)
- Removal of soil contamination at the 72-acre site with coordination through a full-time environmental team
- Foundation and utility work required dewatering and treating 100 million gallons of water on site due to high groundwater table at Jamaica Bay
- Coordination of construction around existing utilities to avoid any disruption to airport operations
- Aggressive schedule management for a fast-tracked, phased terminal construction with multiple contract packages managed by the CM
- A variety of delivery methods including design-build (parking garage)
- Coordination with the operations of the airline and the Port Authority of New York and New Jersey, among other third parties
- Implementation of strict cost controls for forecasting, invoicing, reporting and allocation of costs among airline and public bond monies
- Rigorous change order control and management

The following project elements were completed and open for service by October 2008.

New Terminal Building

- 640,000-s.f. including 50,000-s.f. for concession space, Jet Blue operations, arrivals and departures functions on separate, dedicated pre-security levels; common single level arrival/departure public concourse post security; baggage conveying system incorporating on-line EDS security scanning and a 3-level security inspection protocol, baggage processing and make-up/stripping below airside public concourse; baggage claim devices, sized to suit arrivals schedule; ticketing via conventional attended desks and electronic kiosks

Roadways/Site Improvements

- Terminal access roadways, which includes a 5-lane, grade separated arrivals and departures curbs in front of the terminal building, passenger canopies at arrivals and departures sidewalks, and loading dock accessible from landside roadways
- Airport apron and ramp layout, which includes taxiways and aircraft movement clearances based on FAA standards, 26 loading gates, on-apron aircraft remote parking, hydrant fueling capability at all aircraft loading gates
- A parking garage, which includes 1,500 spaces in a multi-story parking structure, associated access and egress roadways, and recirculation roadway connection
- Pedestrian connector from the Terminal to AirTrain and the Parking Garage with automated moving walkways

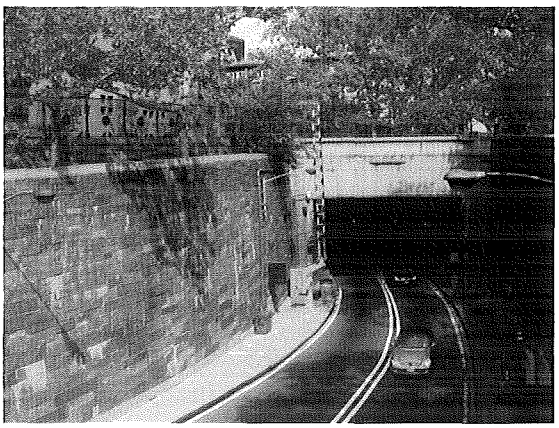
Architectural/Construction Details:

- 5,000 tons of steel for steel frame and reinforced concrete deck built atop foundation consisting of 3,000 steel piles with 80 tons of capacity per pile
- Glass paneling at top and bottom of aluminum east to west sloping roof floods open interior with natural light
- Rubber flooring instead of terrazzo for customer comfort after security check point
- 900-ft. enclosed skyway connects terminal to AirTrain
- 26 jet bridges
- Reuse of 250,000-c.y. of concrete from old airside pavement

Client Name/ Contracting Entity	MTA Triborough Bridge and Tunnel Authority
Contract Start Date	2014
Contract End Date	June 2017
Brief description of Scope of work	URS is providing construction administration and inspection services for this contract (PSC-11-2901) (QM-30), which is a facility wide electrical upgrade of the QVB (Queens) and MVB (Manhattan) ventilation building switchgear, replacement of fan motor controllers , updating of the Supervisory Control system and modification of the current emergency generator configurations. Work includes construction at the Queens and Manhattan Ventilation Building, Queens Service Building, Queens Emergency Garage, Manhattan Plaza, D-Post Pump Station, Mid-River Pump Room and Exhaust air duct. The predominantly electrical and mechanical upgrades will also include structural, civil and environmental components that will be incorporated into the project. SEE FULL DESCRIPTION BELOW.
Client Contact Name / Title	John Pfister – Facility Engineer
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Location	Manhattan and Queens, NY
Services	Construction Administration and Inspection
Project Value	$39 million

Queens Midtown Tunnel, Facility-Wide Electrical Upgrade



Under this contract (PSC-11-2901), construction administration and inspection services are being provided for the QM-30 construction contract which is a facility wide electrical upgrade of the QVB (Queens) and MVB (Manhattan) ventilation building switchgear, replacement of fan motor controllers, updating of the Supervisory Control system and modification of the current emergency generator configurations. Work includes construction at the Queens and Manhattan Ventilation Building, Queens Service Building, Queens Emergency Garage, Manhattan Plaza, D-Post Pump Station, Mid-River Pump Room and Exhaust air duct. The predominantly electrical and mechanical upgrades will also include structural, civil and environmental components that will be incorporated into the project.

The Queens Midtown Tunnel's (QMT), a 6,300 foot long, twin-tube vehicular tunnel crossing under the East River, connecting midtown Manhattan to Queens is a 24 hour/7 day operation which must not be impacted by the QM-30 contract. The two (2) parallel tubes, serving two (2) lanes of traffic, connecting the east side of Midtown Manhattan between 34th and 42nd Streets with the Long Island Expressway (I-495) and the local streets in Long Island City, Queens will need to be provided with ventilation capabilities which are not diminished in any way as the QM-30 contract advances.

The two Ventilation Buildings, MVB and QVB each house forty-six (46) fans. Twenty-three (23) fans supply air to the tunnel and twenty-three (23) fans exhaust air from the tunnel. Supply and exhaust ducts run parallel to the roadway and extend from each ventilation building. The system must continue to function unencumbered and in direct response to the facility's CO detection system requirements during all phases of the QM-30

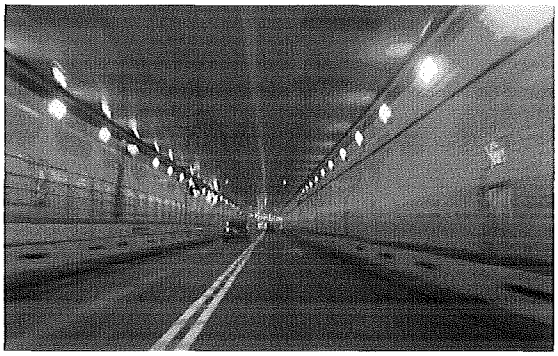
contract installations.

With experience from some of the largest and most complex electrical switchgear, fan ventilation and control center construction and rehabilitations in the NYC metro area the URS team has specifically been assembled to meet the challenges of the QM-30 construction contract and provide the necessary insight of construction by managing the risks of the project. The challenges regarding electrical, utility, ventilation and controls on the QM-30 project are not new to this team. Some of our team's recent efforts include the management of:

- $28 million Amtrak Emergency Ventilation and Substation
- $8 billion, MTA LIRR East Side Access (Includes recent $100 million Electrical and Ventilation contracts CM13-CM13A and FM216)
- $42 million NYCT Power Upgrade Program featuring over 65 new 208/120volt Con Edison services
- NYCSCA electrical project
- $23 million Amtrak Substation and Chiller Plant Relocation / Upgrade
- Electrical Evaluation of Brooklyn Battery Tunnel – Electrical Distribution System
- JFK International Airport – AirTrain Electrification

Switchgear / Motor Control Center Replacement and New Con Edison Services

As part of the Electrical and Mechanical items associated with the work the project will be replacing existing 208Y/120 Volt, three-phase switchgear sections located in both Queens and Manhattan. These sections are switchboards QVB1 through QVB4 as well as MVB1 through MVB6. The work is heavily phased and will include a temporary switchboard configurations required to transfer the appropriate loads of each individual switchboard during this phased process.



- This temporary arrangement will permit for the demolition and replacement of the switchboards and motor controls on a section by section basis. In addition to this temporary switchboard and new switchboard installation process careful demolition and internal buss bar reworking of existing switchboards will be needed due to the present tie breaker configuration which exists thus providing tie connection capability of each adjacent switchboard. This tie breaker capability will need to be maintained during the construction and replacement effort.
- The transferring of loads from the present switchgear equipment to the temporary and back to the new equipment needs to be a sequence of well-orchestrated events that URS Corp will closely coordinate with the TBTA Operations group.
- New Con Edison utility services associated with this portion of the project is an area that the URS team considers a significant aspect to the project. Numerous interactions with the Con Edison utility will be required in both Manhattan and Queens as loads are transferred from existing equipment to temporary and then to final new switchgear equipment. This will require a series of de-energizing and re-energizing existing and temporary electrical services in both Manhattan and Queens. The team plans to manage this issue by providing a team with first hand understanding and knowledge regarding new Con Edison electrical utility services. A team that interfaces with Con Edison on a daily basis as part of other programs and area projects. Our teams knowledge and understanding not only will provide the project with what is needed for a new Con Edison service but has the experience and relationships of dealing with the utility and knows how to get service work completed.

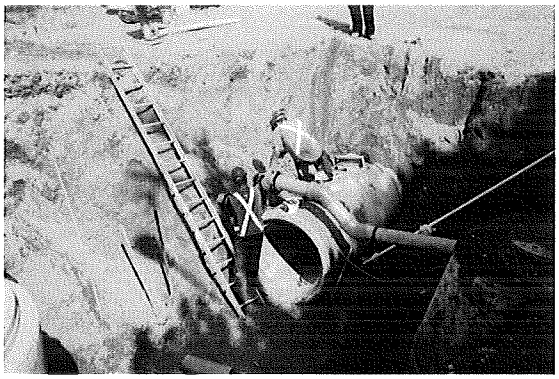
Fan Motor, Fan Drive and Supervisory Control Replacement - The replacement of fan motors and their controllers will occur between the QVB and MVB. The phasing of their demolition, motor replacement, drive installation and commissioning will need to follow a very closely coordinated arrangement such that ventilation capacities for the tunnel facility are minimally impacted during the fan motor replacement and QMT operations are NOT impacted.

- This work will need to include the new Supervisory Control PLC installation which will need to operate in parallel with the existing Allen Bradley PLC control system. It is imperative that the transition of the supervisory controls from the existing to the new PLC installation are completely transparent to tunnel operations. These installations will also need to be linked to the new fiber-optic backbone system between the QVB and the MVB.
- The installation, testing and commissioning of the new Supervisory Control System will be a critical early contract item which will need to be completed in conjunction with the implementation of the switchgear fan motor and drive replacement effort.
- In this early critical area, the URS team will utilize the knowledge and services of our System Commissioning Engineer (SCE) with unmatched testing, commissioning and controls expertise who will provide the project with expert understanding and knowledge in Supervisory Control Sytem installation start-up and modifications.
- The expertise of our SCE – James Slattery is a capability that distinguishes URS Corporation from others.
- The replacement of fan motors will need to be careful phased as well with NO MORE THAN 1 FAN PER DUCT and NO MORE THAN 2 FANS PER TUBE beings removed from service and replaced at any given time. The protocols and advanced notification to the operations group regarding this demolition and reinstallation will require the experienced URS team's consistent interaction and coordination with the QMT Operations department.

Client Name/ Contracting Entity	New York City Department of Design and Construction
Contract Start Date	2013
Contract End Date	April 2015
Brief description of Scope of work	URS is currently providing inspection services on this project being led by NYCDDC as part of the Resident Engineering and Inspection Services for the Water Mains Replacement Project in various locations throughout Queens, under the QED-989 contract. This project replaces various sizes of existing unlined lead joint cast iron water mains and appurtenances with new lined ductile water mains in some of the busiest sections in Queens. SEE FULL DESCRIPTION BELOW.
Client Contact Name / Title	Ali Moallem – Engineer in Charge
Client Contact Email Address	[redacted]
Client Contact Phone Number	

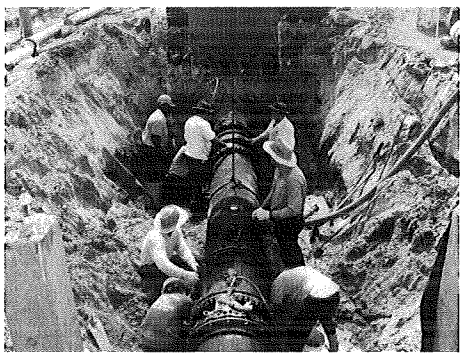
Location	Queens, NY
Services	Resident Engineering and Inspection services
Project Value	$39.5 million

NYCDDC – QED-989 Resident Engineering Inspection Services for Water Mains Replacement



URS is currently providing inspection services on this project being led by NYCDDC as part of the Resident Engineering and Inspection Services for the Water Mains Replacement Project in various locations throughout Queens, under the QED-989 contract. This project replaces various sizes of existing unlined lead joint cast iron water mains and appurtenances with new lined ductile water mains in some of the busiest sections.

This $39.5 million and 2 year NYCDDC Capital Water Main Project has limits in very highly traveled areas through-out the Borough of Queens. In addition there are numerous commercial businesses and MTA bus routes and the belowground NYC Transit subway system in many of these locations that will generate significant pedestrian and vehicle traffic in this project area. Of critical importance to this project and the local community is keeping both vehicular and pedestrian traffic flowing in a safe manner. The implementation and constant daily enforcement of a sound Maintenance and Protection of Traffic (MPT) Plan is crucial to assure that no vehicle accidents or pedestrian injuries occur.



The scope of services includes providing all services necessary and required for the inspection, supervision, management, coordination, and administration of the project, so the required construction work is properly executed, completed in a timely fashion, and conforms to construction practices. URS is providing the required services for the duration of the project (i.e., pre-construction, construction and post-construction services). Resident Engineering Inspection Services include the following:

- Replacement and installation of water mains, water laterals, hydrants, and other appurtenances
- Pedestrian and Traffic Safety
- Resurfacing of Roadways

Attachment C-2

Proposer Prerequisite B

Firms must have adequate staffing resources who have demonstrated experience performing construction management and/or construction inspection services in the Greater New York/New Jersey Metropolitan Area for construction projects valued, at a minimum, at $1.5 million.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite B.

Client Name / Contracting Entity	Port Authority of New York and New Jersey
Contract Start Date	2001
Contract End Date	Ongoing
Brief description of Scope of work	Since 2001, URS has provided on-call Project and Construction Management Services to the Port Authority of New York & New Jersey for construction work valued at over $1 billion at Newark-Liberty International Airport. Some of the projects included: FAA Tower; 4-Story, 3,200-Vehicle Parking Garage; 6-Story, 6,000-Vehicle Parking Garage; Southern Access Roadway Project; and New Administration Building. SEE FULL DESCRIPTION IN ATTACHMENT C-1.
Client Contact Name / Title	Mike Wallace / Resident Engineer
Client Contact Email Address	mwallace@panynj.gov
Client Contact Phone Number	973.390.5519

Client Name/ Contracting Entity	Port Authority of New York and New Jersey
Contract Start Date	2005
Contract End Date	Ongoing
Brief description of Scope of work	URS, as part of a joint venture, is providing construction management and construction coordination services to the Port Authority of New York and New Jersey (PANYNJ) to rebuild the World Trade Center (WTC) site and surrounding streetscape in lower Manhattan. The program is one of the largest urban infrastructure developments in the US and includes more than $10 billion in public and private capital investment in the 16-acre site. SEE FULL DESCRIPTION IN ATTACHMENT C-1.
Client Contact Name / Title	Richard Behnke / Engineer of Construction, World Trade Center Construction
Client Contact Email Address	rbehnke@panynj.gov
Client Contact Phone Number	212.435.5676

Location	New York, NY
Services	Construction Management and Site-Wide Coordination
Project Value	$4 billion (Transportation Hub) / $17.5 billion overall

Client Name/ Contracting Entity	MTA Capital Construction / Long Island Rail Road
Contract Start Date	1999
Contract End Date	2019
Brief description of Scope of work	URS is providing the Metropolitan Transportation Authority/Long Island Rail Road (MTA/LIRR) program and construction management services for its $8.1 billion East Side Access (ESA) Project, which is to be commissioned in 2019. The ESA Project will provide a direct connection for LIRR commuter rail service to Grand Central Terminal (GCT) on the eastside of Manhattan. It is the largest construction project ever performed for the Metropolitan Transportation Authority (MTA) and its affiliated agencies in the New York metropolitan area. SEE FULL DESCRIPTION IN ATTACHMENT C-1.
Client Contact Name / Title	William Goodrich / Program Executive, East Side Access MTA Capital Construction
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Location	New York, NY
Services	Program and Construction Management
Project Value	$8.76 billion

Client Name/ Contracting Entity	JetBlue Airways
Contract Start Date	April 2006
Contract End Date	2009
Brief description of Scope of work	URS provided program management support services to JetBlue Airways for its Terminal 5 Development Program at John F. Kennedy (JFK) International Airport. The JetBlue terminal expansion was part of the Port Authority of New York and New Jersey's 10-year, $9.4 billion public-private redevelopment program. SEE FULL DESCRIPTION IN ATTACHMENT C-1.
Client Contact Name / Title	Richard Smyth / Vice President of Corporate Real Estate
Client Contact Email Address	
Client Contact Phone Number	[redacted]

Location	JFK International Airport, Queens, NY
Services	Program Management Consultant
Project Value	$800 million

Client Name/ Contracting Entity	MTA Triborough Bridge and Tunnel Authority
Contract Start Date	2014
Contract End Date	June 2017
Brief description of Scope of work	URS is providing construction administration and inspection services for this contract (PSC-11-2901) (QM-30), which is a facility wide electrical upgrade of the QVB (Queens) and MVB (Manhattan) ventilation building switchgear, replacement of fan motor controllers , updating of the Supervisory Control system and modification of the current emergency generator configurations. Work includes construction at the Queens and Manhattan Ventilation Building, Queens Service Building, Queens Emergency Garage, Manhattan Plaza, D-Post Pump Station, Mid-River Pump Room and Exhaust air duct. The predominantly electrical and mechanical upgrades will also include structural, civil and environmental components that will be incorporated into the project. SEE FULL DESCRIPTION IN ATTACHMENT C-1.
Client Contact Name / Title	John Pfister – Facility Engineer
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Location	Manhattan and Queens, NY
Services	Construction Administration and Inspection
Project Value	$39 million

Client Name/ Contracting Entity	New York City Department of Design and Construction
Contract Start Date	2013
Contract End Date	April 2015
Brief description of Scope of work	URS is currently providing inspection services on this project being led by NYCDDC as part of the Resident Engineering and Inspection Services for the Water Mains Replacement Project in various locations throughout Queens, under the QED-989 contract. This project replaces various sizes of existing unlined lead joint cast iron water mains and appurtenances with new lined ductile water mains in some of the busiest sections in Queens. SEE FULL DESCRIPTION IN ATTACHMENT C-1.
Client Contact Name / Title	Ali Moallem – Engineer in Charge
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Location	Queens, NY
Services	Resident Engineering and Inspection services
Project Value	$39.5 million

Section B
Staff Qualifications and Experience

Section B

STAFF QUALIFICATIONS AND EXPERIENCE

In this section, we have provided a **Staffing Plan** (Attachment E from the RFP), found at the end of the section before the resumes; an **Organization Chart**; a **table illustrating that the team has the availability of the number of the minimum requirements specialized staff**; and **Resumes**, at the end of the section.

Key Personnel

Our **Principal-in-Charge**, **John (Jack) Spencer, PE**, will make certain that we efficiently supply the most qualified personnel based on the particular assignment on an "as-needed" basis. Mr. Spencer is a construction executive with more than 40 years of diverse engineering and construction management experience, which includes management and implementation of Capital design and construction programs in the New York / New Jersey Metro region. Earlier in his career, Mr. Spencer served the PANYNJ for nearly 34 years, where, as Deputy Chief Engineer, he oversaw the operations and management of the Engineering Department as well as the Authority's multi-billion dollar capital program, which included some of the region's most critical transportation services and facilities. He currently supports the URS' Northeast Regional Manager, overseeing a portfolio valued at more than $15 billion, including the WTC Transportation Hub, the MTA East Side Access, and the $2.4 billion NYCDEP Croton Water Filtration Plant Project.

Our proposed **Senior Construction Manager**, **Dominick Fickeria**, has more than 34 years of experience in the construction industry comprising of virtually every type of project particularly in the New York / New Jersey region, managing the construction of transportation infrastructure and facilities. He currently serves as the Director of Construction Services responsible for more than$3 billion of construction work. He has managed large construction projects during both the design and construction phases and has been responsible for design / constructability reviews, cost estimating, CPM schedule reviews and updates, bid analysis, construction inspection, claims and change order management, shop drawing review and quality control. His extensive experience includes the $400 million NYC schools construction and renovations, the $145 million Westchester County Courthouse, and the $84 million MTA NYCT rehabilitation of the Roosevelt Avenue / 74th Street subway station.

Our proposed **Project / Resource Manager**, **David Beckett, PE**, serves as a Deputy Manager for the Construction Management Group in the New York office. He has nearly 35 years of experience in program, project, and construction management primarily in the New York and New Jersey region. He supports the operations of a more than 400-professional construction services team with a portfolio valued at more than $10 billion in construction. He has also served and currently performs as Project Executive on several prominent projects in the area including the $1.4 billion Columbia University Capital Improvement Program, the $450 million Brooklyn Courthouse, and the PANYNJ more than $1 billion LaGuardia Airport Central Terminal Building replacement program. Mr. Beckett also serves as the Client / Resource Manager on program and construction management projects for the Authority.

Robert Harvey, PE, will serve as **Quality Assurance / Quality Control Manager**. He has more than 40 years of professional experience in executive management of operations, recovery, design, construction and security for all types of large businesses, programs and projects: infrastructure, residential,

commercial, rail transportation, roadway, environmental, public-private-partnerships, and security. The main focus of his career has involved executive governmental operations and development of large complex public / private organizations and programs, such as the Hudson Bergen Light Rail, using innovative concepts.

In his capacity as the Head of the Office of the Executive Director of the Port Authority of New York and New Jersey, directing the executive office of capital programs, he managed the Agency's $9 billion capital program. Mr. Harvey also directed the recovery of World Trade Center after the 1993 bombing and led detailed reviews and workshops for security risks and mitigation of all PA facilities (airports, marine ports, tunnels, bridges and rails systems). He served as a member of the Janet Reno Oklahoma City Bombing Task Force in 1995 and worked with the GSA to develop security standards for Federal Buildings.

Thomas Tynan will serve as the **Constructability Reviews Lead**. He has more than 30 years of experience in design and construction. He served as Design Phase Architect for the $145 million Westchester County Courthouse Phase I and II providing design reviews with the structural and MEP designers and cost estimate reconciliation between URS and the Design Team. He also served as Project Manager for the $63 million DASNY's Queens Civil. In addition, Mr. Tynan led the Pre-construction Services for OGS's Kingsboro Addiction Treatment Center and Central Park Police Precinct project.

Our key personnel will oversee a pool of professionals who are experts in the various disciplines required to meet the necessities of these types of CM and Inspection Services. It includes Contract Administrators; Construction Managers; Inspectors of all disciplines, Civil, Structural, Environmental, Architectural, Electrical, Mechanical, and Fire Protection Engineers; and the disciplines involved with constructability reviews.

Subconsultants

To assist us with this On-Call, As-Needed assignment, URS has engaged the services of four local firms who will provide additional staff that will be useful in supporting any assignment that is likely to be issued under this contract.

Afridi Associates Consulting Engineers (AACE)

AACE is a multi-disciplinary consulting engineering firm with offices in Manhattan and Long Island, NY. Since its inception in 1990, AACE has developed into a full-service engineering firm serving the New York Metro region. Its growing client list includes public agencies, private owners, architects, engineers, and contractors. The company's personnel have had extensive experience in all phases of project development including planning, design, and construction. The firm's professional staff is comprised of highly-qualified civil, geotechnical, and structural engineers in addition to Primavera Scheduler and Cost Estimating. AACE's inspection staff is trained in the NYSDOT General Bridge Inspection & Load Rating procedures. Afridi has SSPC / NACE Certified painting inspectors familiar with Containment A procedures and have provided painting inspection services to NYSDOT / TBTA on various assignments.

The company has extensive experience in providing design, construction management and inspection services to various New York State and City agencies. AACE is currently providing Construction Inspection services on various NYSDOT / NYSTA / NYCDOT / TBTA / PANYNJ assignments. Afridi takes pride in serving its clients and most of its clients are repeat customers. As a prime consultant, Afridi recently

provided Construction Supervision Services in relation to the Emergency Clean-up and Safe-up in connection with Hurricane Sandy of Parks & Recreation Facilities in Southern Staten Island. Afridi also provided post Sandy Emergency Services to NYS Department of Transportation wherein its staff inspected the Overhead Sign Structures in the five boroughs of NYC, Nassau & Suffolk Counties for their structural stability and imminent failure for any of its components.

Afridi Associates Consulting Engineering will support our team by providing Contract Administration and Civil / Structural Inspections.

Haider Engineering, PC (HE)

HE is a consulting engineering firm, particularly in the field of Construction Management and Inspection Services, located on Long Island. The firm is a certified multi-disciplined Minority and Disadvantaged Business Enterprise (DBE/MBE). HE has a strong history, managing and providing comprehensive construction design and engineering, inspection and construction support services to various government agencies. As a firm, it has directed numerous Construction projects for PANYNJ, NYSDOT, AMTRAK, NJDOT, TBTA, NYCDOT, NYCDDC, NYCHA, NYSTA and NYCDEP.

Haider Engineering possesses a staff of Licensed Professional Engineers, Registered Architects, Engineers and Junior Engineers that have many years of experience combined. The company will commit their full resources to insure successful completion of the assigned project. The firm is committed to providing quality construction engineering services to its clients. HE retains Resident Engineers, Design Engineers, Office Engineers, Team Leaders, Assistant Team Leaders, Estimators, Schedulers and Inspectors (NICET level I-IV) to carry out various construction project assignments. The firm has earned an excellent reputation based on the quality of work, ability to maintain a safe work site, and ability to consistently satisfy its clients. The firm's professionals are well versed in the reconstruction of buildings, roadways, bridges, sewers, water and traffic control facilities along busy highways, bridges and local streets, houses complex, plant inspection. These multidiscipline capabilities combined with the firm's depth of staff enables HE to handle multiple assignments of various types with which we have a great deal of experience.

Haider Engineering, PC will support our team by providing Contract Administration and Electrical / Mechanical Inspections.

KS Engineers, PC (KSE)

Founded more than 20 years ago, KSE has grown into a highly regarded, award-winning, full-service DBE firm that has provided essential construction management and design services for projects that are critical to the region's infrastructure. With nearly 200 full-time construction management and design professionals working from several offices in the area including one in Manhattan and one in Newark, NJ.

KSE provides comprehensive construction management and inspection services on projects for both public and private facilities and buildings. Whether project needs call for a construction management (CM) professional to augment the owner's staff with pre-planning, design, construction, engineering, and management expertise, or for on-site construction teams consisting of resident engineers and inspectors for reviewing work in progress for contractor conformance to the specifications, design intent, and safety programs, KSE has the expertise to carry out successful field programs. KSE provides on-site project management, construction resident representative services, resident engineering, inspection and

assessment, specialty-controlled inspections, and site safety inspection services.

KSE is a registered special inspection agency with the NYC Department of Buildings Under this registration, the firm is qualified for class 2 special inspections including all structural steel concrete, masonry, wood, soils, foundation wall panels, and excavation categories. The company's construction managers possess a thorough knowledge of the architectural and engineering design process and local construction markets. Its safety inspectors are Certified Safety Professionals (CSP), OSHA-certified and licensed in New York City as Site Safety Managers (LSSM). Its construction inspectors meet the highest industry standards and maintain up-to-date certifications with the National Institute for Certification in Engineering Technologies (NICET), American Concrete Institute (ACI field technicians and inspectors), National Association of Corrosion Engineers (NACE-certified steel bridge painting inspectors), NJ Society of Asphalt Technologies (NJSAT), USOSHA Hazardous Waste Operations/Emergency Response, Traffic Control Coordinators (TCC), Leadership in Energy and Environmental Design (LEED), and others.

KS Engineers, PC will support our team by providing Contract Administration, Construction Managers, and Electrical / Civil / Structural Inspections.

Techno Consult, Inc. (TCI)

TCI, a certified DBE founded in 1998, provides engineering, construction management (CM) and resident engineering inspection (REI) services for clients that include the PANYNJ, the NYCDEP, the NYCDDC, and the City of Newark, NJ, among numerous others. The firm's principal and associates have proven accomplishments in transportation, infrastructure, mass transit, heavy civil construction, facilities, and municipal projects for both public agencies and private clients. TCI has the professional expertise to participate in the planning, design, procurement, and construction management in virtually every area of engineering and construction.

The scope of KSE's engineering services includes preliminary and final design, contract document preparation, procurement support, and construction management services. As a reputable full-service provider of comprehensive construction management services, the company's typical CM services include: Project / Construction Management; Program Management; Construction Contract Administration / Supervision; Construction Inspection / Quality Control Services; Project Controls / Scheduling & Cost Control; Critical Path Method (CPM) Scheduling; Pre-Construction Planning / Post-Construction Services; Cost Estimating; and Technical Support.

Techno Consult, Inc. will support our team by providing Civil / Structural Inspections and Scheduling.

Organization Chart

Our Organization Chart follows on the next page

Resumes

Resumes of all professionals shown on the Organization Chart are located at the end of this Section.

Organization Chart

THE PORT AUTHORITY OF NY & NJ
RFP 38268, IQCs for CM and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis Through 2018

QA / QC Manager
Robert Harvey, PE URS

Principal-in-Charge
Jack Spencer, PE URS

Senior Construction Manager
Dominick Fickeria URS

Project / Resource Manager
David Beckett, PE URS

CONTRACT ADMINISTRATION

Contract Administration
Sandra Borrero URS
Sawson Chahine URS
Joy Canes URS
Claire Sanger HE
Fitzroy Stewart HE
Stephan Georges AA
Lisa Canton KSE

QUALITY ASSURANCE INSPECTION

Construction Managers
Slawomir Urbanski, PE URS
Joseph Jao, PE URS
James Koutsavlis, PE URS
Michael Antonio URS
Robert Munno URS
Carl Ortmann, PE KSE
Scott Plant, PE KSE

Electrical
Steve Mar KSE
Reynaldo Libunao, Jr. KSE
Caryn Hart KSE
Antenor Brutus, PE HE

Civil / Structural
Konstantin Ingberg URS
Robert Tse URS
Ahmed Ali Khan AA
Leonardo Nunez TCI
Francisco Capito TCI
Fred Koomson KSE
Kwesi Amegah, PhD, PE KSE
Rochelle Lancey KSE

Mechanical
Donald Lund TCI
Louis Vitone HE

SCHEDULE DEVELOPMENT

Schedulers
Mark Grinberg URS
Miguel Gonzalez URS
Alex Haas URS
Albert Wong, PSP URS
Shadab Mahmood TCI

COST ESTIMATING

Chief Estimator
William Lemke URS

Architectural / Civil / Structural
Ada Deuel URS
Nora Nisman URS

Electrical
Sam Mazo URS

Mechanical
Joseph Fell URS

CONSTRUCTABILITY / BIDDABILITY

Constructability Lead
Thomas Tynan URS

Architectural
Nancy Hoffman, RA, LEED AP URS

Civil
Semyon Burshteyn, PE URS

Structural
Christopher Trask, PE, LEED AP URS

Electrical
Wing Wong, PE, LEED AP URS

Mechanical
Joel Fisch, PE, LEED AP URS

Fire Protection
Sima Zlotnikova URS

Legend
URS – URS Corporation
AA – Afridi Associates Consulting Engineers
HE – Haider Engineering, PC
KSE – KS Engineers, PC
TCI – Techno Consult, Inc.

Availability of the Number of Specialized Staff

URS exceeds the requirements set forth in the RFP for the following:

- Professional Engineers / Licensed Architects (NY and NJ)... at least ten (10)
- ACI Concrete Construction Special Inspectors... at least ten (10)
- ICC Certified as Structural Steel and Bolting Inspectors... at least three (3)
- NACE Level 1 Coatings Certified professional... at least one (1)

We have included copies of the requested certifications to demonstrate that our team meets the requirements for this specialized staff.

Staffing Plan

On the next page you will find the completed Attachment E – Staffing Plan as per the RFP.

Attachment E – Staffing Plan

Attachment E
Staffing Plan
RFP NO. 38268

IF THE STAFFING CATEGORIES LISTED BELOW DIFFER FROM YOUR FIRM'S, LIST YOUR FIRM'S STAFFING TITLES WITHIN THE CATEGORY THAT BEST MATCHES.

Staffing Category		PROPOSER'S STAFFING TITLES (URS unless otherwise noted)
INSPECTIONS	1	Slawomir Urbanski, PE – Construction Manager
	2	Joseph Jao, PE – Construction Manager
	3	James Koutsavlis, PE – Construction Manager
	4	Michael Antonio – Construction Manager
	5	Robert Munno – Construction Manager
	6	Carl Ortmann, PE – Construction Manager (**KSE**)
	7	Scott Plant, PE – Construction Manager (**KSE**)
	8	Konstantin Ingberg – Civil / Structural Inspector
	9	Robert Tse URS – Civil / Structural Inspector
	10	Ahmed Ali Khan – Civil / Structural Inspector (**AA**)
	11	Leonardo Nunez – Civil / Structural Inspector (**TCI**)
	12	Francisco Capito – Civil / Structural Inspector (**TCI**)
	13	Fred Koomson – Civil / Structural Inspector (**KSE**)
	14	Kwesi Amegah, PhD, PE – Civil / Structural Inspector (**KSE**)
	15	Rochelle Lancey – Civil / Structural Inspector (**KSE**)
	16	Steve Mar – Electrical Inspector (**KSE**)
	17	Reynaldo Libunao, Jr. – Electrical Inspector (**KSE**)
	18	Caryn Hart – Electrical Inspector (**KSE**)
	19	Antenor Brutus, PE – Electrical Inspector (**HE**)
	20	Donald Lund – Mechanical Inspector (**TCI**)
	21	Louis Vitone – Mechanical Inspector (**HE**)
CONSTRUCTATIBILIT REVIEW	1	Thomas Tynan – Constructability Lead
	2	Nancy Hoffman, RA, LEED AP – Architectural
	3	Semyon Burshteyn, PE , Civil
	4	Christopher Trask, PE, LEED AP URS – Structural
	5	Wing Wong, PE, LEED AP – Electrical
	6	Joel Fisch, PE, LEED AP – Mechanical
	7	Sima Zlotnikova – Fire Protection
	8	
	9	
	10	
	11	
	12	

AA – Afridi Associates Consulting Engineers
HE – Haider Engineering, PC
KSE – KS Engineers, PC
TCI – Techno Consult, Inc.

Staffing Category		PROPOSER'S STAFFING TITLES (URS unless otherwise noted)
COST ESTIMATES	1	William Lemke – Chief Estimator
	2	Ada Deuel – Architectural / Civil / Structural Estimator
	3	Nora Nisman – Architectural / Civil / Structural Estimator
	4	Sam Mazo – Electrical Estimator
	5	Joseph Fell – Mechanical Estimator
	6	
	7	
	8	
CONSTUCTION SCHEDULE	1	Mark Grinberg – Scheduler
	2	Miguel Gonzalez – Scheduler
	3	Alex Haas – Scheduler
	4	Albert Wong, PSP – Scheduler
	5	Shadab Mahmood – Scheduler (**TCI**)
	6	
	7	
	8	

AA – Afridi Associates Consulting Engineers
HE – Haider Engineering, PC
KSE – KS Engineers, PC
TCI – Techno Consult, Inc.

Resumes

URS

John Spencer, PE

Principal-in-Charge

Areas of Expertise

Aviation

Facilities

Years of Experience

With URS: 9 Years

With Other Firms: 35 Years

Education

1979 / Master of Business Administration / Fairleigh Dickinson University

1970 / Bachelor of Science / Civil Engineering / Manhattan College

Registration/Certification

Professional Engineer

- 1975 / New Jersey
- 2010 / New York [redacted]

Memberships/Affiliations

Board Member of the Society of American Military Engineers, the New York Building Congress and the American Council of Engineering Companies of New York

Trustee of the Building Contractors Association of New Jersey and a Member of the American Society of Civil Engineers and the Construction Management Association of America

Serves on the Board of Directors for ACE New York, a non-profit organization, whose mission is to provide career direction for students in architecture, construction and engineering.

Background

Mr. Spencer is a construction executive with more than 44 years of diverse engineering and construction experience, which includes management and implementation of Capital design and construction programs in the New York / New Jersey Metro and Northeast regions.

He started his career in 1970 as an engineering trainee at the Port Authority of New York and New Jersey, where he served for nearly 34 years, rising through the ranks to become Deputy Chief Engineer. Mr. Spencer oversaw the operations and management of the engineering department as well as oversight of the Port Authority's multi-billion dollar capital program, which includes some of the most critical transportation services and facilities in the region.

In 2003 Jack was appointed by the Governor of New Jersey to serve as the Chief Executive Officer of the New Jersey Schools Construction Corporation, where he was responsible for the implementation of the largest school construction program ($8.6 billion) in New Jersey's history.

Since 2005, as Senior Vice President at URS, he has been responsible for the Northeast Region of the Infrastructure and Environment Division, an operation which includes a more than 1,300 Program Management / Construction Management and Architectural and Engineering staff with four major offices in the Northeast. The portfolio of projects is valued at more than $15 billion, including the $8 billion MTA LIRR East Side Access Program, the WTC Transportation Hub Project and the $2.4 billion NYCDEP Croton Water Filtration Plant Project.

Project Specific Experience

PANYNJ, World Trade Center Transportation Hub Project and Other World Trade Center Site Projects, New York NY: Principal-in-Charge for the WTC Transportation Hub Project. URS, as part of a joint venture, is providing construction management services to the PANY&NJ for the World Trade Center Transportation Hub and other WTC site projects all valued at $20 billion. The Hub is being built to replace the temporary PATH station that was constructed after the previous PATH station under the World Trade Center was destroyed on September 11, 2001.

Projects include:

- Common Infrastructure Projects (vehicular security center, new streets and open spaces, and CH&RP)
- WTC Memorial / Memorial Museum,
- 1 WTC, Tower 2,3 & 4, and retail development
- Performing Arts Center

Construction management tasks include QA/QC, inspection services, preconstruction phase services, support services, technical services, site safety monitoring, scheduling, cost management, document control, cost estimating,

URS

site construction, logistics, project closeout, environmental reporting and coordination with NYCDOT/NYSDOT, New York City Transit, Lower Manhattan Construction Command Center, NYCDEP, Con Edison, FTA, and local businesses and communities.

New Jersey School Construction Corporation, Trenton NJ: Chief Executive Officer responsible for this $8.6 billion program to construct much needed quality schools throughout New Jersey. The program is the largest public construction program ever undertaken by New Jersey and one of the largest programs of its type in the nation. In 2004, the NJSCC:

- Initiated 47 design awards for 55 schools (renovation/new construction), worth approximately $835 million.
- Awarded 104 construction contracts valued at $930 million.
- Acquired 205 sites for 15 school projects worth $100 million.

Port Authority of NY and NJ, Various Programs, Newark, NJ: Deputy Chief Engineer - Directed the engineering/architectural design, project and construction management, quality assurance and general operations of the Engineering Department, which included a staff of approximately 700 engineers, architects, technical, and support employees and an equivalent staff of architectural, engineering and technical consultants and job shoppers. Engineering provided the professional services to deliver the Authority's $9 billion five-year Capital Program. In 2002, engineering awarded $1.2 billion in new construction contracts and placed $1.1 billion of construction in place:

- JFK Redevelopment Program - A $3 billion redevelopment program including extensive roadway and terminal improvements and JFK Airtrain.
- Newark Liberty International Airport - A $2 billion redevelopment program including Airport Monorail, Terminal B expansion, entrance and central terminal area roadway improvements and off airport access mods
- World Trade Center PATH Restoration including Exchange Place.
- Harbor dredging, wharf and pier rehabilitation and rail access projects

Port Authority of NY and NJ, Various Programs, Newark, NJ: Manager Engineering Management, Services Division, managed human resources, environmental and construction permitting, construction contract estimating and management functions for the Engineering Department. Established project controls for schedule, budget and cost management, drawing management, CAD management and engineering information systems. PANYNJ - Program Engineer: Managed the design efforts for economic and port development including engineering consulting, design and project management for capital construction projects. Major projects included Industrial Parks in Yonkers, NY; Bathgate, Bronx, NY; and Elizabeth, NJ, including site development, commercial industrial buildings and major renovations to existing facilities. PANYNJ - Senior Engineer: Developed a project management system to insure project delivery in scope, schedule and budget. Developed a professional services program including Requests for Qualifications, Requests for Proposals and consultant evaluation and selection. PANYNJ - Engineer: Responsible for airport road and improvement projects including civil design, contract preparation and estimating.

URS

Dominick Fickeria

Senior Construction Manager

Areas of Expertise

Facilities
Fire Protection
HVAC
Historic Preservation
Program Management
Security Systems
Surface Transportation
Water/Wastewater

Years of Experience

With URS: 25 Years
With Other Firms: 9 Years

Education

1983 / Master of Science / Civil Engineering / Manhattan College / Riverdale, NY

1979 / Bachelor of Science / Civil Engineering / Manhattan College / Riverdale, NY

1976 / Associate of Applied Sciences / Civil Technology / Westchester Community College

Registration/Certification

2009 / URS Corporation Project Manager Certification

Background

Mr. Fickeria has more than 34 years of experience in the construction industry comprising of virtually every type of project particularly in the New York / New Jersey region, managing the construction of transportation infrastructure and facilities. He currently serves as the Director of Construction Services responsible for more than$3 billion of construction work. He has managed large construction projects during both the design and construction phases and has been responsible for design / constructability reviews, cost estimating, CPM schedule reviews and updates, bid analysis, construction inspection, claims and change order management, shop drawing review and quality control. His extensive experience includes the $450 million Brooklyn Courthouse, more than $400 million of NYC schools construction and renovation, the $145 milion Westchester County Courthouse, and the $1.4 billion Columbia University Campus Improvement Program.

Project Specific Experience

Columbia University, Campus Capital Improvement Program, New York, NY: Principal-in-Charge/Director of Construction for the $1.4 billion Capital Improvement Program, which includes major renovations and new buildings for both academic and residential purposes.

US General Services Administration, Brooklyn Courthouse, Brooklyn, NY: As Vice President, Director of Construction, provided oversight services for this project that encompasses three phases. Phase I included the demolition of the Emanuel Cellar Federal Office Building, Phase II is the construction of a 18-story Federal Courthouse and Phase III is the Historic Renovation of Brooklyn's General Post Office. Scope of services includes construction planning, coordination of multiple contractors, scope definition/ contracting strategies, small business participation, and communication with the surrounding community. In addition, URS provided training manuals, and videos to client operations and maintenance staff.

MTA Metro-North Railroad, Lower Harlem Station Improvement Project, Bronx and Westchester County, NY: Principal-in-Charge for the Lower Harlem Improvement Project in NYC and Westchester County, providing new station platforms at three stations in the Bronx (Melrose, Tremont and Fordham Road) and general improvements to three stations in Westchester County (Fleetwood, Tuckahoe, and Crestwood). Responsibilities include management of construction management technical and control staff during the construction of new station platforms, staircases, canopies and station improvements. Installation of new platforms, foundations, canopies, staircases, tactile warning systems,

URS

roofing systems, lead and asbestos abatement along active rail. Project encompasses railroad territory responsible for over 65% of all Metro-North commuter trains. Close community and local official interaction, along with coordination of multiple city agencies. Coordination of contractor and Metro-North force account activities.

MTA Metro-North Railroad, Mid-Harlem Third Track Project, Bronxville, NY: Principal-in-Charge for the $63 million Third Track Project in Westchester County adding nearly 4 miles of new track to the existing Mid-Harlem line. Responsibilities include close community, county and local official interaction, obtaining necessary state and federal permits, heavy-retaining wall construction including the installation of caissons and H-pile deep foundations, modified and new bridge construction, structural steel, communication and signal facilities, relocation and activation of entire signal system along active rail, traction power and substation upgrades, management of the project field engineering team and project controls staff. Tasks involved major coordination of contractor and Metro-North force account activities.

CTDOT, Office Complex, Newington, CT: Project Manager for the construction of a new complex for the Connecticut Department of Public Works. Responsibilities included preparation of estimates, administrating contracts with owners and subcontractors, purchasing and scheduling construction activities.

Farley Post Office, Pre-Construction Services, New York, NY: Project Manager for a rehabilitation of the main postal facility in New York City for the United States Postal Service. Responsibilities included preparing cost estimates, administrating contracts with owners and subconsultants, purchasing and scheduling construction activities.

Greenwich Public Safety Complex, Greenwich, CT: Principal-in-Charge / Project Executive for the new Public Safety Complex Program. Under this program, URS provided oversight services for the following projects: demolition of 180 Mason Street, relocation of the Police Department functions from the existing facility into another location, relocation of the Fire Department functions from the existing facility into another location, demolition of the Police Administration Building and then construction of a new multi-level parking structure, restoration and rehabilitation of the Central Police/Fire Building, relocation of the Fire Department's functions back into the restored Central Police/Fire Building, and the relocation of Greenwich's Emergency Medical Services from its current location into a 12,000 sq. ft. area within the restored Central Police/Fire Building.

MTA Metro-North Railroad, Reconfiguration of Shell Interlocking, New Rochelle, NY: Principal-in-Charge for a $99 million project to reconfigure the interlocks where the New Haven Line and the Hell Gate Line merge. Project requires building new interlocking with faster crossovers, a new signal and communication system (aerial and underground), contact wire and catenary messenger wire, new steel catenary structures, balanced-weight assemblies, MODs, caisson

foundations, station platform modifications, bridge pier demolition and construction, disposal of contaminated fill, snowmelter system, drainage pipe, and controlled rock blasting. Unique challenges include extensive staging of work to maintain train service, and steel erection with several overhead obstructions. Project management services include monthly CPM updates and reviews, quarterly cost reconciliations with Amtrak, and coordination of work between contractors and Metro North Force Account.

Amtrak, Rehabilitation and Modifications of Mechanical / Electrical and Ventilation Systems, Pennsylvania Station, New York, NY: Principal-in-Charge responsible for construction management services for the $28 million rehabilitation of Penn Station for the Amtrak, National Railroad Passenger Corporation. Electrical work involved complete replacements of high voltage (13.2KV) electrical switchgear and distribution system for the station, including high voltage and standby substations, filing and obtaining new Con Edison utility service. Mechanical work involved installation of a new track level ventilation system including 11 high velocity fans in seven fan rooms. This project is a major component of Amtrak's Life Safety Improvement Program.

MTA NYCT, Rehabilitation of the Roosevelt Avenue / 74th Street (IRT) Station, Queens, NY: Director of Construction for this $84 million rehabilitation of the Roosevelt/74th Street Station Complex, which is located at the confluence of Roosevelt Avenue, Broadway, and 75th Street in the Borough of Queens. The complex consists of two active subway systems, the IND running the E, F, G and R Lines under Broadway and the IRT running the #7 Line on an elevated structure above Roosevelt Avenue and an inter-modal bus transfer facility. The Station exists on six levels consisting of the IND platform, intermediate (utility), mezzanine, street, IRT mezzanine and platform levels.

Chronology

2003 - Present - URS Corporation

2002 - 2003 - AMEC Construction Management, Inc.

1992 - 2002 - URS Corporation

1984 - 1992 - Developer/Contractor

1979 - 1984 - URS Corporation

URS

David Beckett, PE, LEED AP

Project / Resource Manager

Areas of Expertise

Aviation
Claims Avoidance
Design
Facilities
HVAC
Historic Preservation
Landfills
Program Management
Water/Wastewater

Years of Experience

With URS: 26 Years
With Other Firms: 8 Years

Education

1988 / Master of Science / Civil Engineering / Brooklyn Polytechnic
1980 / Bachelor of Science / Environmental Engineering / Syracuse University

Registration/Certification

2009 / URS Corporation Project Manager Certification
1988 / Professional Engineer New York
2009 / United States Green Building Council LEED AP - Green Building Council

Professional Societies/Affiliates

ASCE
CMAA

Background

Mr. Beckett serves as a Deputy Manager for the Construction Management Group in the New York office. He has nearly 35 years of experience in program, project, and construction management primarily in the New York and New Jersey region. He supports the operations of a more than 400-professional construction services team with a portfolio valued at more than $10 billion in construction. He has also served and currently performs as Project Executive on several prominent projects in the area including the $1.4 billion Columbia University Capital Improvement Program, the $450 million Brooklyn Courthouse, and the PANYNJ $12 billion JFK International Airport Redevelopment Program. Mr. Beckett also serves as the Client / Resource Manager on program and construction management projects for the Authority.

Project Specific Experience

Deputy Manager URS Construction Management Group, New York, NY: Deputy Manager directly supports the operations of a 400-person construction management group with a portfolio valued at more than $8 billion in construction projects. In addition, serves as the Project Executive on a number of significant projects such as: GSA Brooklyn Court Program - $450 million; Restoration of Federal Hall for the National Park Service - $12 Million; Upgrade of 911 Fire Call Centers for the New York City Department of Design and Construction - $70 Million; Remediation of petroleum contaminated sites for the New York City Department of Design and Construction - $75 Million; Redevelopment of JFK Airport - $12 Billion.

Columbia University, Campus Capital Improvement Program, New York, NY: Project Executive for Columbia University's Facilities Management Department $1.4 billion Capital Improvement Program. Recognizing the need to supplement its existing forces with professional program and project managers, Columbia retained URS to assist in this campus-wide program that would include construction of new campus buildings and major renovations. The work was performed on a year-round operational campus, in an urban area serving almost 25,000 students, and over 9,000 university employees while preserving the historic neoclassical campus. These projects were critical to maintaining Columbia's position as one of the world's top academic and research institutions.

Confidential Financial Services Client, New York, NY: As Project Manager he was responsible for all aspects of the design and construction of this 22-story, 525,000 sq. ft. interior renovation project. This project included the complete rebuilding of the base building infrastructure including: HVAC, electrical, telecommunications, plumbing, complete

URS

interior fit-out, and an addition of a new cafeteria and Wellness Facility.

Doral Inn, Renovations and Improvements, New York, NY: Project Manager for Starwood Lodgings $120 million renovation of a 75 year old hotel located in midtown Manhattan. Project included the renovation of 663 guest rooms, the addition of 59 rooms, a world class restaurant, ballroom and business center while under continuous occupancy. URS services included project management, bid review, scheduling, budgeting, estimating, and change order management.

NYCDDC, Underground Storage Tank Program, New York, NY: Project Manager responsible for the design and construction of upgrades on this project, to bring New York City Department of Design and Construction's underground storage tanks and related piping systems at 25 sites into compliance with regulatory requirements. Previously performed the same role for URS's first contract, which involved 70 tanks at 26 sites.

NYCSCA, Capital Improvement Program, New York: Manager of Project Assessments for URS's Independent Program Review team. Reviewed cost, schedule, quality, and management performance of several of the program's 150 major projects.

PANYNJ, John F. Kennedy International Airport Redevelopment Program, Jamaica, NY: As Project Manager / Controls Engineer, approved contract change orders and designer and construction manager budgets; chaired weekly status meetings with the designer and construction manager; provided direction to the contractor for issues that were not resolved by the construction manager; and reported project status to senior management. As Control Engineer, managed the cost and schedule of the $234 million People-mover system, a major component of the redevelopment program. Prepared and updated project schedules, monitored project budgets and prepared project status reports.

Nassau County, Department of Public Works, Nassau County , NY: Resident Engineer / Project Engineer / Claims Engineer for a large municipality under a federal consent order to complete capital improvements to wastewater treatment facility. As Resident Engineer, managed the construction of a $22 million expansion to the Bay Park Wastewater Treatment Plant. As Project Engineer, oversaw design consultants' preparation of contract documents. As Claims Engineer, handled approximately $6 million in construction claims.

Chronology

4/1988 - present - URS

9/1982 - 3/1988 - Nassau County DPW

8/1981 - 8/1982 - Beltran Associates

URS

Robert Harvey, PE

QA / QC Manager

Years of Experience

With URS: 3 Years

With Other Firms: 40 Years

Education

1970 / Bachelor of Science / Civil/Structural Engineering / Northeastern University

1980 / Master of Science / Construction Management/MIT

2006 / Executive Certificate / Advanced Strategy and Innovation, Sloan School of Management, MIT

1967 / Associate Architecture / Franklin Institute of Boston

Fellow at the School for Advanced Studies/MIT

NYU Adjunct Professor

Registration/Certification

Professional Engineer

- New York [redacted]
- New Jersey
- Massachusetts

Summary

Mr. Harvey has more than 40 years professional experience in public and private sector executive management of operations and construction for all types of businesses and projects: rail transportation, roadway, environmental, commercial, P3 and infrastructure security. The main focus of his career has involved executive governmental operations and development of large complex public organizations and programs. Mr. Harvey has been designated by URS' President to coordinate all Hurricane Sandy-related efforts undertaken by URS.

Project Specific Experience

Housing Trust Fund Corporation - Community Reconstruction Zone Planning, New York, NY: Principal-in-Charge for the New York State Community Reconstruction Zone (CRZ) Program has been established to provide additional rebuilding and revitalization assistance to communities severely damaged by Hurricane Sandy. URS is assisting six CRZ Planning Committees in Brooklyn and Nassau County to conduct various assessments (including community asset inventories, risk, economic needs and opportunities, infrastructure and housing needs) and develop a comprehensive CRZ Plan that identifies projects to both restore the community's assets and increase their resiliency.

Lower Manhattan Construction Command Center, Executive Director, New York, NY: Mr. Harvey was asked by the Mayor and Governor of New York to lead the Lower Manhattan Construction Command Center as Executive Director, reporting directly and jointly to the Governor of New York State and Mayor of New York City. His responsibilities included the facilitation of economic development and management of all projects, both public and private, in Lower Manhattan, including over 500 rail transportation, infrastructure and building projects - close to 90 million square feet of new or converted space and 100 miles of complete road rebuilding including all utilities (electric, steam, gas, communications). The dollar value is approximately $30 billion worth of projects in planning, design and construction below Canal Street from the East River to the Hudson Rivers. Mr. Harvey's responsibilities included the management, coordination and mitigation of issues involving well over 20,000 agency, management, design, construction and workers. He optimized operations with the construction of Lower Manhattan by negotiating permitting, property development; construction logistics and safety issues as well as the results from LMCCC analytic models with City Commissioners as well as members of the State's Executive Chamber almost daily. The models have been applied to business impacts and logistics, as well as cost and schedule on the problematic large project recovery issues. In this instance it was used to analyze and reorganize all

programs associated with the redevelopment of the World Trade Center Site (known as the "WTC Roadmap").

Port Authority of New York and New Jersey, Executive Director, New York, NY: As head of the Office of the Executive Director, Executive Office of Capital Programs and Director of the Value Management Program, Mr. Harvey advised and assisted the Executive Director; participated in analysis and development of public policy at the Board level including organizational, technical and maintenance policy. He participated in the development of and oversaw the $9 billion 5-year Capital Program that includes all Port Authority facilities, programs and initiatives at the aviation, tunnels, bridges, Port Authority Trans-Hudson (PATH) Transit Rail, marine ports, industrial parks, and the World Trade Center departments. This entailed the development/review of project plans for all stages from the initial concept through construction and start-up. Each plan included a detailed business plan with financial analysis/financing plan, risk assessments, procurement approach and maintenance plan. These project plans were prepared for all major projects in the Capital Plan for the Capital Program that Mr. Harvey developed, many with values in excess of $1 billion. Other major accomplishments include:

- Value Management and Architectural Review Programs. Developed, managed and directed the Value Management and Architectural Review Programs and reported results directly to the Port Authority Board of Commissioners. This approach embodied a combination of value engineering and planning, risk management (now incorporating 4D modeling). These programs use outside experts to analyze, functionally improve and reduce the cost of projects by over $1.2 billion in significant program management roles on most large projects in the eastern US, including: AirTrain Airport Access program, Recovery of World Trade Bombing (1993) and many others. This approach was used to meet project goals at a reduced project cost and risk while improving quality.

- WTD/Engineering Project Management Team. Help established and helped managed the WTD/Engineering Project Management Team. Developed/implemented a project management system that managed a1000+ person team to recover the World Trade Center complex from the February 1993 terrorist bombing. This recovery was accomplished within the $300 million estimate he established within one week of the bombing and the two towers were reopened for business in 51 days, well ahead of schedule. Awarded medals for Individual Acts of Heroism and Exceptional Service for the above described and other blast related actions.

Washington Group International, Inc., Vice President and General Manager, New York, NY: As CEO of Washington Infrastructure Service Corporation for New York and Vice President and General Manager of Washington Group International for the Northeast, Mr. Harvey managed most aspects of operations, business development and projects for the firm

URS

in the Northeastern United States. He also had responsibility for several large projects such as the final design phases for the Hudson Bergen Light Rail design-build-operate-maintain (DBOM) project ($1.9 billion), aspects of the Dulles Corridor extension project, and other large international design-build projects. As part of his recovery of the New York Office destroyed in the 2001 WTC attack, he independently conceptualized and developed an international business plan for the Infrastructure Homeland Security Business. Washington Group provided hands-on program management for both MTA and the Port Authority of New York and New Jersey security programs performing risk assessment, design and construction of security improvements on all existing major terminals, signature bridges/roadways in New York City, then planned similar work internationally.

PACO Group, Inc., Chief Operating Officer, New York, NY: Mr. Harvey's responsibilities involved the startup and building of the company, and spanned business management, business development and technical leadership. As a result of his efforts, PACO Group played a significant program management roles on some of the largest projects in the Eastern US including: Hudson Bergen Light Rail ($1.9 billion), Southern New Jersey Light Rail, the AirTrain (JFK rail access $1.6 billion), East Side Access ($5.3 billion), Tren Urbano ($2.5 billion, Puerto Rico rail project); Kennedy, LaGuardia and Miami International airport design and construction management projects, and the World Trade Center, among others. He also provided corporate and hands-on project management on key engineering, value engineering, constructability, risk analysis, security, and study projects.

- The World Trade Center Complex. After 9/11 Mr. Harvey drafted a key report and gave testimony describing the World Trade Center Complex, capital and maintenance philosophies, systems and programs. The report and testimony was used to aid in valuation of the WTC in insurance litigation. He also participated on the Advisory Board of an international research group investigating high-rise building evacuation.

- East Side Access Project. Mr. Harvey developed and led the Value Planning/Engineering (VM) program for the $5.3 billion East Side Access project that brings the Long Island Rail Road into a cavern station to be constructed in rock below Grand Central Terminal. Conducted reviews of station and concourse operations, led analyses of security and life-safety issues, as well as five other on Manhattan and Queens Tunneling workshops to date saving over $200 million dollars.

- Security Analyses on Rebuilding Lower Manhattan and World Trade Center Site. Mr. Harvey led workshops for rebuilding of Lower Manhattan and World Trade Center site. Conducted multiple threat, vulnerability and risk assessments on multiple development options.

- National Threat Assessment Workshops. Mr. Harvey was a member

URS

of the Steering Committee and led the Threat Assessment Workshops as part of the Federal Government Interagency Committee (the Janet Reno Committee currently referred to as TSWG) resulting from Oklahoma City and World Trade Center bombing. This Committee reviewed security standards/guidelines for all Federal buildings including those for ATF, FBI, FAA, Department of Justice, IRS, CIA, etc.

Professional Societies/Affiliates

Medals for Individual Acts of Heroism and Exceptional Service for actions related to the terrorist attack on the World Trade Center (1993)

Member of the Award Winning New York New Visions, a pro-bono group of Planners, Architects and Engineers that developed redevelopment guidelines for the World Trade Center Site

Society of American Value Engineers; New York Chapter, 1994 -1998 President

Project Management Institute- New York and New Jersey Chapters; Former founding Vice President

New York City Building Congress – former Member of the Board; current member of Council of Presidents

Chi Epsilon National Honorary Civil Engineering Fraternity

URS

Thomas Tynan

Constructability Lead

Areas of Expertise

Architecture
Design
Facilities
Fire Protection
HVAC
Historic Preservation
Program Management
Security Systems

Years of Experience

With URS: 24 Years
With Other Firms: 6 Years

Education

1984 / Bachelor of Architecture / Architect / Virginia Tech

Background

Mr. Tynan has more than 30 years of experience in the design and production of educational, railroad infrastructure, utility infrastructure, correctional, institutional, commercial and residential projects, with an emphasis on technical coordination with structural, mechanical, and electrical engineers. Mr. Tynan currently serves as the Senior Pre-Construction Services Manager for URS New York office. His responsibilities include constructability reviews, cost estimating, scheduling and value engineering Services. URS NY Estimating Department, with a crew of 18 estimators, provides detailed cost estimates and change order evaluations/negotiations for various projects. He also provides independent estimate validation for outside review. Mr. Tynan served as Design Phase Architect for the $145 million Westchester County Courthouse, provided design and constructability reviews with the structural and MEP designers and cost estimate reconciliation between URS and the design team. He also led the Pre-Construction Services for OGS's Kingsboro Addiction Treatment Center and the Central Park Police Precinct Restoration.

Project Specific Experience

PANYNJ, Tunnel Hardening Program, New York, NY: Project Manager, providing cost estimating and preconstruction services for the development of structural hardening solutions to protect critical multi-billion dollar underground/underwater tunnel structures. URS is responsible for structural analysis, and preliminary and final engineering. The work includes the relocation of electrical and mechanical systems.

DASNY, CCNY Marshak Science Building and Vivarium, New York, NY: Design Phase Manager for this new, one-story temporary vivarium facility will provide 5,000 SF of space to house and breed laboratory animals as well as research space for the various studies currently underway. The new facility is part of the phased plan for the rehabilitation of the Marshak Science Building built in 1971. The vivarium must be completed prior to the rehabilitation of the Marshak Building so that laboratory animals could be moved from the construction environment which will involve repairs to the existing building and its enclosure in a curtain wall structure. The facility will meet requirements of the Association for the Assessment and Accreditation of Laboratory Animal Care (AALAC), the first accredited animal research facility on the CCNY campus. Soundproofing will be critical as any noise and vibration can disrupt and negate the research. The rehabilitation phase will include upgrades to the science building's exterior facade.

Moynihan Station Development Corporation, Farley-Moynihan Station Development, New York, NY: Senior Project Manager working with Moynihan Station Development Corporation, a subsidiary of Empire State Development Corporation as Owner's Representative for the renovation of the James A. Farley Post Office Building as an intermodal transportation facility and commercial center valued between $600 to $800 million. As part of

URS

his responsibilities, he manages a team of URS engineers, architects and cost estimators. In 2009, the project was reconfigured to focus on key below grade infrastructure and life safety improvements (known as Phase 1), which will allow the Farley Building to eventually transform into a new Train Station, which is now known as Phase 1. As Owner's Representative for this $267 million Phase 1 Project, URS has provided a range of services to MSDC, including managing three design consultants, developing the project pro-forma cost working with MSDC and the Port Authority of NY & NJ, creating and maintaining the Master Schedule for Design and Construction, presenting to AMTRAK, LIRR and NYC Transit the various impacts that the Phase 1 Project will have towards ongoing rail operations, and developing a number of critical staging and logistics scenarios to create consensus from the various railroad agencies impacted by the project. The goal of the project, when combined with the existing Penn Station, is to provide a safe and efficient passenger complex for Amtrak, NJ Transit, LIRR and NYC-MTA Subway system. The project attempts to accommodate all transportation and postal functions within the existing Farley Building and will maintain postal and rail operations during construction. Also, for the Phase 1 Project, Mr. Tynan has developed and presented the construction/staging and logistics to AMTRAK, MTA – Long Island Railroad and NJ Transit. He has a profound understanding of the cost and schedule of the project and has developed the Project Risk Analysis with the PANY&NJ.

NYCDDC, Central Park Police Precinct Restoration, New York, NY: Senior Project Manager responsible for managing pre-construction services from project registration through bid. Project includes the restoration and addition to the police precinct, a national and New York City Landmark. The project will restore the building, accommodate a new larger program for the police, and allow for a modernized police precinct station house.

NYCDDC, Queens Museum of Art, Queens, NY: Senior Project Manager for the renovation of the existing building located at Flushing Corona Park. Senior Project Manager responsible for managing pre-construction services from project registration through bid. Project includes the demolition of an existing interior ice-skating rink and conversion into new Art Galleries. The proposed design includes opening up the existing long-span steel trusses and incorporating new skylights to illuminate the Galleries. Exterior work includes new Museum glazed entrances on the East and West sides of the building.

SUNY, Stony Brook University, Advanced Energy Research and Technology Center (AERTC), Stony Brook, NY: Preconstruction Services Manager overseeing all estimating, scheduling, constructability reviews and bid packaging for the construction of a state-of-the-art, two-story, 42,000 SF facility that will achieve LEED Platinum Certification.

SUNY, Stony Brook University, Simons Center for Geometry and Physics, Stony Brook, NY: Preconstruction Services Manager overseeing all estimating, scheduling, constructability reviews and bid packaging for a 35,000 GSF, six-story faculty office building which will house a new research institute devoted to theoretical physics and mathematics.

URS

SUNY / SUCF, New Academic Building, Old Westbury, NY: Preconstruction Services Manager overseeing the estimating services for the 150,000 SF free standing academic building on the southwest side of the existing campus center complex. This new building replaces existing space in Buildings A, B, C and D in the Academic Village Complex.

DASNY, Westchester County Courthouse, Various Locations: Design Phase Architect for this $121 million construction project for DASNY. The First Phase included the exterior rehabilitation of the existing 20-story Courthouse Tower. The work encompassed the removal and replacement of the Towers existing facade, windows, curtain wall system and roofing. This included the replacement of approximately 900 windows and the installation of nearly 190,000 square feet of new precast panels. The Second Phase involved the construction of a new three-story Courthouse Annex. The Annex provides an additional 265,000 square feet of Family and Criminal Courts as well as office support, Judges chambers and underground parking facility. Mr. Tynan provided design reviews with the structural and MEP designers and cost estimate reconciliation between URS and the Design Team.

DASNY, Fashion Institute of Technology, New York, NY: Design Review Manager for this $19 million Expansion Program to the existing structure. The project encompassed the construction of two in-fill buildings located in the existing courtyard areas. The East Building includes conference area, exhibit space and offices. The West Building has a full kitchen, cafeteria space and serving area for the students. Extensive work was required to distribute the mechanical, electrical and plumbing systems from the existing structure to the new buildings. Mr. Tynan provided design reviews with the architectural teams structural and MEP designers. He provided Certificate of Occupancy planning and project approach for the new buildings and cost estimate reconciliation between URS and the Design Team. He also prepared final bid documents including project specific supplemental conditions.

Chronology

03/1990 - URS Corporation

02/1989 - 03/1990 - Office for Rural Architecture

11/1985 - 02/1989 - Skidmore Owings & Merril

07/1984 - 11/1985 - Bertran Cross Architect

URS

Nancy Hoffman, LEED AP

Constructability, Architectural

Areas of Expertise

Constructability Review

Construction Management

LEED

Preconstruction Services

Project Management

Years of Experience

With URS: 7 Years

With Other Firms: 19 Years

Education

1985 / Bachelor of Science / Design and Urban Planning / Arizona State University

1981 / Associate of Applied Sciences / Architecture / The State University of New York / Delhi

Registration/Certification

2006 / United States Green Building Council LEED AP - Green Building Council

New York City Department of Buildings Suspended Scaffold Training

2009 / Occupational Safety and Health Administration 10 Hour [redacted]

Specialized Training

NYC DOB 4-hr Scaffold Training, October 2009

G | Pro Certificate Holder Fundamentals of Building Green v.1.5 and Construction Management v.1.5

Background

Ms. Hoffman has more than 26 years of experience in architecture, design, urban planning and construction. She has experience in the development of all phases of the construction process, including project management, contract documents, design work, schedule and the coordination of clients and consultants. Ms. Hoffman is a LEED Accredited Professional.

Project Specific Experience

PANYNJ, JFK International Airport Inspections, New York, NY: Tenant deficiency summaries of six buildings totaling 500,000 s.f., including two hangars for the Port Authority of NY & NJ.

MTA Capital Construction / LIRR, East Side Access Program - Design and Construction Services Office Engineer - New York, NY - 12/2011 - Present: Design and Construction Services Office Engineer for the ESA Project will bring LIRR train service to the Historic Grand Central Terminal at 42nd Street. A multi-phase project provided Technical Support for multiple pre-construction packages including:

- 55th Ventilation Facility ($56M – SC: Mar. 2015): construction includes civil, environmental, structural, architectural, mechanical, electrical work, shaft excavation and construction of the Permanent Lining
- 50th Street Ventilation Facility ($95M – SC: Dec. 2013), work includes: building demolition and instrumentation; street work; foundation, shaft and tunnel excavation and lining; construction of Vent building structure and vertical utility shaft.
- GCT Concourse & Caverns Finishes ($43M– SC: Apr. 2014), construction includes: civil, structural, architectural, mechanical, and electrical work for the Fit-Out of a portion of the new Long Island Rail Road Concourse located in the Lower Level of Grand Central Terminal
- Mentoring Program ($2M – SC: Oct. 2013) - Structural repairs with in the GCT Concourse
- GCT Concourse & Facilities Fit-Out ($200M – project duration 63 months) - Construction of the approximately 350,000-square foot LIRR Grand Central Terminal (GCT) Concourse located within the existing MNR Grand Central Terminal (GCT) structure. Construction of the South Substation facility and procurement of the electrical equipment for the North Substation and unit substations
- 48th Street Entrance ($40M – project duration 31 months). Construction includes: civil, utilities, structural, architectural, mechanical, and electrical work for the Fit-Out of a new Long Island Rail Road 48th Street Entrance preceding from the street level to the Lower Level of Grand Central Terminal. Coordination with Empire City Subway and host

URS

building retail space.

Duties for Pre-construction included: development of the front end documents including the staging and logistics plans for bidding; coordinating work with the Railroads (MNR, LIRR, & Amtrak); budgeting; technical design review and project schedule. Attend project meetings with the MTA and GEC consultants to coordinate and advise on: construction matters; contract documents; bidding and award. Review and report monthly on the Design Earned Value.

Duties for Construction Phase Services (CPS) – monitored budgets and schedule; report and review on all the active construction packages and CPS Task Orders; review and negotiation of change orders. Report on Signal and Power Cutover Planning workshop meetings with the Railroads. Developed a CPS Budget forecast for the duration of the Project through 2019.

MTA TBTA, On-Call Program, New York, N: Project Manager for various renovation assignments for an on call contract: Brooklyn-Battery Tunnel Ventilation Building Condition Assessments, Marine Parkway and Cross Bay Bridge Toll Booth Renovations, and Triborough Bridge Service Building Roof Replacement. Services included condition surveys and inspections, scope development, preparation of contract documents and construction administration. Responsibilities included: design reviews, value engineering, scheduling, pre-construction and design phase services and contractor procurement, construction phase services and post construction phase services.

NYCDDC / NYCDEP, Remsen Avenue Yard Reconstruction, Brooklyn, NY: LEED Construction Coordinator during construction providing tracking, documentation and evaluation of materials and products for compliance with the LEED requirements for five prime contractors. Duties during construction include developing and managing a compliance plan that records, tracks and reports on construction based LEED responsibilities. Attend bi-weekly project meetings with contractors to coordinate and advise on construction matters and contract documents as it pertains to the project achieving a LEED silver rating.

Moynihan Station Development Corporation, Moynihan Station Phase 1, New York, NY: Project Manager / Technical Support for the Preconstruction phase for the renovation and expansion of the Moynihan Station located in The Farley Building , NY NY. Phase 1 project included the expansion of the West End COnsourse, building Exhaust Fan rooms and modifing the 33 Street - 8th Avenue subway entrance, and installing two new entrances to Amtrak.

Duties for preconstruction included; coordinating budgeting, technical design review and project schedule. Attend design project meetings with owner and consultants to coordinate and advise on construction matters, contract documents, bidding and award. Additionally, developed the front end documents including the staging and logisitics plans for bidding.

Professional Societies/Affiliates

National Historic Trust Member

The US Green Building Council (founding member of the NJ Chapter)

International Code Council Member

Associate AIA

URS

NYCSCA, New Settlement Community Campus, Bronx, NY: Project Manager / Owner's Representative for the design review for the preconstruction phase of a new model for school development through a partnership between Settlement Housing Fund, New York City Department of Education and the School Construction Authority. Design review for the preconstruction phase for the building of a new school model. The Campus will house grades pre-K through 12 and a Community Center with a pool and green roof following the NYC Green School Guide to achieve a LEED Silver rating.

Duties for preconstruction included; coordinating budgeting, technical design review and project schedule. Attend bi-weekly project meetings with owner and consultants to coordinate and advise on construction matters, contract documents, bidding and award.

SUCF, Stony Brook University New Computer Science Building, Stony Brook, NY: Pre-Construction Project Manager, provided Constructibility Review during design. Managed the team reviewing the availabity of materials, labor, sequence, detailing, schedules and LEED Compliance. Provided a project Site Logistics Plan, for the bid documents, noting adverse conditions which may cause site restrictions or affect the construction process.The building is a 70,000 gross square foot, three floors, state-of-the-art Computer Science Building to house the various academic, research and administrative components of the Department of Computer science at Stony Brook University.

NYCDDC / FDNY Dispatch Operations Rehabilitation of Borough Communication Office, New York, NY: Project Manager for the constructability review for the preconstruction phase of the rehabilitation of the FDNY emergency 911 communication offices. The building and the site are individually listed by the New York City Landmarks Preservation Commission. The building is also listed on the National Register of Historic Places The renovation and exterior restoration are made with the intent of preserving original building fabric.Duties for preconstruction included; coordinating budgeting, technical design review and project schedule. Attend project meetings with owner and consultants to coordinate and advise on construction matters, contract documents, bidding and award.

NYCDDC, Queens Museum of Art Renovation and Expansion, Flushing Meadows Corona Park, NY: Project Manager / Technical for the design Review for the preconstruction phase for the renovation and expansion of the Queens Museum of Art located in Flushing Meadows Corona Park. The project involves a complete interior gut renovation of approximately 74,000 SF of the World's Fair Ice Skating Rink. The renovation will allow for the expansion of the existing Museum into space twice the size it currently occupies, providing dramatic exhibition spaces, classrooms, offices and associated support spaces, two new entrances and lobby spaces, a cafe, gift shop and new public restrooms. Duties for preconstruction included; coordinating budgeting, technical design review and project schedule. Attend bi-weekly project meetings with owner and consultants to coordinate and advise on construction matters, contract documents, bidding and award.

URS

Semyon Burshteyn, PE

Vice President, Civil Department Manager, EXE-1/ASCE VII

Areas of Expertise

Aviation
Bridge Engineering
Commuter Rail
Design
Geotechnical Engineering
Program Management
Quality Control
Surveying
Traffic Engineering
Traffic
Water/Wastewater

Years of Experience

With URS: 15 Years
With Other Firms: 25 Years

Education

1980 / Master of Science / Civil & Structural Engineering / Water Management and Engineering Institute / Rovno, Ukraine

Registration/Certification

1997 / Professional Engineer New York

Summary

Mr. Burshteyn has more than 40 years of experience in civil engineering concentrated in highways and bridges, which covers analysis and rehabilitation design, investigations, contract documents and drawings preparation in compliance with NYCDOT, NYCDDC, NYSDOT, NJDOT, and PANYNJ standards and requirements. He has extensive experience as Project Principal and Project Director directly overseeing the quality process of multiple projects for the NYCDDC and NYCDOT. Mr. Burshteyn has also been involved with numerous design, constructability, and biddability reviews.

Project Specific Experience

PANYNJ, Biennial Condition Inspection of JFK International Airport Bridges, Jamaica, NY: Assistant Team Leader for the condition inspection of 22 highway bridges at JFK International Airport for the Port Authority of New York and New Jersey. Involved inspection, ratings, and preparation for coding all elements that form the bridge inventory database for New York State.

PANYNJ, George Washington Bridge, New York, NY: Chief Inspector for condition inspection of all sign and lighting structures for the Port Authority of New York and New Jersey. The work involved inspection, preparation of report and recommendations.

PANYNJ, LaGuardia Airport Structural Integrity Assessment, Queens, NY: Senior Engineer for an in-depth structural integrity building condition survey for the Port Authority of New York and New Jersey. The work included the preparation of a field condition survey report and recommendation of repairs.

PANYNJ, Condition Survey of PATH Journal Square Transportation Center, Jersey City, NJ: Assistant Team Leader for a condition inspection, study, ratings and report preparation, for the Port Authority of New York and New Jersey.

PANYNJ, Tunnel under Taxiway "I" and "O" JFK International Airport, Jamaica, NY: Senior Civil Engineer responsible for existing utility relocation, involving preliminary investigation and design of temporary and permanent relocation of electrical, communication, gas and water facilities, for the Port Authority of New York and New Jersey to resolve conflicts with proposed track alignment.

NYSDOT, Gowanus Expressway Program, Emergency Repairs Contracts, Brooklyn, NY: Deputy Project Manager for this Joint Venture Project responsible for the preliminary and final design, preparation of contract plans for the Emergency Repair Contracts of the Gowanus

URS

Expressway (Total Construction Cost expected to exceed $820 million), and for the Staten Island Park and Ride facilities for the NYSDOT. The project involves studies, preparation of design approval documents, design coordination and quality control during design phases of the numerous Emergency Repair Contracts included in the Gowanus Expressway Program.

NYCDDC/NYCDOT, Engineering Service Agreement, Task Order for the 33rd Street Reconstruction, New York, NY: Principal for the Reconstruction / Regrading of the 33rd Street between 10th and 11th Avenues in Midtown Manhattan. Scope includes preparation of preliminary and final design documents that cover changes in vertical alignment and re-grading of the street to comply with approved legal grades (part of the EIS document for the Hudson Yard Development Corporation). Development of the feasible alternatives for the access point to the five (5) existing building (to remain) on the north side of 33rd Street. Analysis of the existing retaining wall structures and development of design and recommendations for the existing walls retrofit or replacement. Design effort also covers relocation/replacement of the existing utilities, subsurface investigation street design and coordination with NYC Agencies as well as with adjacent design projects currently in various design stages for the following clients: NYCDOT, NYCDDC, HYDC, MTA, LIRR and HYDC.

NYCDOT, Engineering Services Agreement, Replacement of Belt/Shore Parkway Bridge over Paerdegat Basin, New York, NY: Responsible for assisting NYCDOT with development of Creative Images for the Art Commission approval, prior to the final design. A comprehensive set of 3-D images was developed using an aerial photography and CAD files provided by NYCDOT.

NYSDOT, Long Island Expressway / Cross Island Parkway Interchange Improvements, Long Island, NY: Project Manager for the design of capacity improvements on LIE between Exits 30 and 32 as part of LIE/CIP Interchange Improvements. Specific responsibilities included design of exit/entrance/bus lane, reconstruction of service roads, replacement of two highway bridges maintenance and protection of traffic, construction staging, utility relocations and noise walls.

NYCDOT, Engineering Services Agreement, Reconstruction of 22 Pedestrian Bridges, New York City-Wide: Project Manager responsible for providing surveying, geotechnical engineering and traffic engineering services for NYCDOT. NYCDOT requires that a number of pedestrian crossings located city-wide be redesigned and reconstructed for safety, and in conformance with the Americans with Disabilities Act (ADA). All pedestrian crossings were evaluated on an individual basis to determine their degree of deficiency. Based on our conclusions from information obtained, a comprehensive Request for Proposal (RFP) documentation were developed and submitted to NYCDOT for distribution to prospective bidders.

NYCDOT, Ocean Parkway / Belt Parkway Interchange, Brooklyn, NY: Project Manager in charge of reconstruction of the interchange between Ocean Parkway and Belt Parkway. Numerous alternate designs were evaluated before deciding to replace the existing ramp configuration with a modified tight diamond interchange. Particular emphasis was placed on minimizing the environmental impacts of this much needed improvement on the surrounding urban community and the adjacent park, school and hospital.

NJDOT, Route I-80 (22) Improvement Project, NJ: Project Manager responsible for all aspects of project design development including coordination with subconsultants and close contacts with various NJDOT Agencies. The project involved detailed survey, mapping pavement evaluation using a Falling Weight Deflectometer Testing(FWD), pavement reconstruction/rehabilitation, resurfacing (superelevation and cross slope improvements), widening and the installation of new median barrier.

NJDOT, Reconstruction of County Route 515 (Sussex County), Sussex County, NJ: Project Manager for this project entailing the engineering services required for the preparation of construction plans, specifications, environmental permits, and right-of-way documents for the Reconstruction of County Route 515.

NYCDOT, Engineering Service Agreement, Reconstruction of 57th Avenue and Caldwel Avenue over Conrail, Queens, NY: Senior Civil Engineer responsible for design drawings and drainage calculations of storm sewer and developing documentation for change in legal grade in accordance with NYC ULURP procedure for the New York State Department of Transportation and New York City Department of Transportation.

NYCDOT, Engineering Service Agreement, Reconstruction of Bruckner Boulevard Bridge over Conrail, Bronx , NY: Senior Civil Engineer responsible for preparation of utilities Layout, M&PT drawings, and vertical realignments of roadway for constructional area for the New York City Department of Transportation.

Chronology

April 1999- Present: URS Corporation, Group Consultants

1997-March 1999: Master Consulting

1996-1997: TAMS

1995-1996: SCI Engineering P.C.

1992-1995: Blauvelt Engineers, P.C.

1989-1992: P.N. Sheladia Associates, Inc.

1974-1988: City Construction and Design Company Odessa, Ukraine

URS

Christopher M. Trask, PE, LEED AP

Constructability, Civil

Areas of Expertise

Project Engineering
Project Management
Structural Engineering
Transportation
Tunnels/Subways

Years of Experience

With URS: 10 Years
With Other Firms: 4 Years

Education

2010 / Master of Science / Civil Engineering / Stevens Institute of Technology

2001 / Bachelor of Science / Civil Engineering / University of Maryland

Registration/Certification

2009 / United States Green Building Council LEED AP - Green Building Council

2009 / URS Corporation Project Manager Certification

2010 / Professional Engineer New York

Background

Mr. Trask has more than 14 years of experience with design and management of new construction as well as analysis and rehabilitation of existing building facilities, bridges, and highways. Included in this experience is the retrofit of existing bridge structures, building failure analysis, structural design/investigation, construction support services, and project management services. Mr. Trask has extensive PANYNJ experience having served as Project Manager or Lead Engineer on several assignments, including those related to Security Capital Programs.

Project Specific Experience

PANYNJ, JSTC Parking Garage Structural Strengthening, Jersey City, NJ: Project Manager and Lead Structural Engineer for structural strengthening project involving implementation of a composite strengthening system (CFRP) on precast concrete to increase the capacity of certain members. Performed calculations using latest ACI code for concrete and CFRP. Was involved during both the design and construction phases.

PANYNJ, Architectural and Engineering Services for Security Capital Programs, NY and NJ – Interoperability, NY and NJ: Project Manager for task order based contract with the Port Authority of New York & New Jersey Security Project Management Department for infrastructure security design and construction support services. Project design implemented enhanced radio communications system which required coordination effort with subconsultants and multiple design disciplines (including RF system design, intermodulation analysis, fiber optic design, HVAC analysis, UPS battery backup, electrical grounding, and structural load verification). Maintained schedule and budget for this fast-track project. Field survey and security clearance was required.

PANYNJ, NJMT Dispatch Console and Logging Recorder, Port Newark, NJ: Project Manager for task order based contract with the Port Authority of New York & New Jersey Security Project Management Department. URS provided engineering design and construction support services to install and test a new Radio Dispatch Console System within the New Jersey Marine Terminal facility. This design includes a backup desktop radio consolette and a Digital Audio Logging Recorder to record both telephone and two-way radio communications at the police desk. To prepare for the electronics installation, an existing space within the facility was fit out to provide the required infrastructure to house this equipment. The scope of work also includes the furnishing and installation of all site preparation and support systems such as telephone lines, antistatic flooring, electrical power, supplemental HVAC, GPS Clock System, structural supports, and antenna systems. Construction support services involved the witnessing of Systems and Equipment Acceptance Testing and Overall Systems Operational Testing

URS

and Training. Project was finished ahead of schedule and under budget.

PANYNJ, Seismic Retrofit Feasibility Study at LaGuardia Airport, Queens, NY: Project Engineer responsible for preparing report which outlined feasibility and techniques to seismically retrofit select terminals at LaGuardia Airport. Calculations were performed and construction cost estimate and schematic details were provided. Report considered phasing and disruption to the existing facility operations in the recommendations.

PANYNJ, Journal Square Transportation Center, Structural Slab and Expansion Joint Rehabilitation, Jersey City, NJ: Project Engineer responsible for forensic investigation and report preparation for condition assessment of the parking garage, bus terminal and auto ramp at Journal Square Transportation Center (JSTC) in Jersey City, New Jersey. Project elements included forensic failure investigation caused by water infiltration and recommendations for remediation.

PANYNJ, Design and Technical Services for Security Capital Programs, Dispatch Consoles, Various Locations, NY / NJ: Project Manager and Designer for task order based contract with the Port Authority of New York & New Jersey Project Management Department for infrastructure security design. Responsible for structural design required to implement an enhanced, multi-facility communications system. Design duties included tower design, antenna mast and cable support design, and foundation design at various transportation facilities in the New York Metropolitan Area. Field survey and security clearance was required.Also served as Project Manager of Construction Support Services phase of this project requiring coordination effort with multiple sub-consultants and multiple disciplines.

PANYNJ, Design and Technical Services for Security Capital Programs, NY and NJ - Detection System, NY / NJ: Design Engineer for task order based contract with the Port Authority of New York & New Jersey Engineering Department for infrastructure security design. Responsible for structural design required to implement communications system which functions during an extreme event. Design required interpretation of blast analysis as well as an understanding of the structural response of certain of PANYNJ infrastructure.Also served as Structural Engineer for Construction Support Services phase of this project requiring multiple reviews and consideration of Contractor proposed deviations from design.

PANYNJ, George Washington Bridge Biennial Inspection, NY and NJ: Structural Engineer performed inspection of deck truss and floorbeams from traveler for portions of iconic PANYNJ bridge. Used engineering judgment and testing equipment to classify deteriorated conditions. Inspection work required security clearance.

Chronology

01/2004 - URS Corporation
01/2002 - 01/2004 - Structural Design Group, Ltd.
01/2001 - 01/2002 - Gilbane Building Company
01/2000 - 01/2001 - J.D. Long Masonry

URS

Wing Wong, PE, LEED AP

Chief Electrical Engineer

Areas of Expertise

Commercial and Residential Site Development Design

Electrical Distribution

Electrical Engineering

Electrical Power

Hospital, Healthcare, and Laboratory Facilities

Transportation

Years of Experience

With URS: 2 Years

With Other Firms: 13 Years

Education

1999 / BS / Electrical Engineering / SUNY-Binghamton

Registration/Certification

Professional Engineer New York

United States Green Building Council LEED AP - Green Building Council

Occupational Safety and Health Administration 10 Hour

Professional Societies/Affiliates

Institute of Electrical and Electronics Engineers (IEEE)

Specialized Training

IEEE Short circuit, protective device coordination & arc flash analysis certificate

MTA track safety training certificate

Background

Mr. Wong has more than 15 year of extensive experience designing electrical systems for a variety of facilities, including transportation, commercial, residential, healthcare, telecommunication, educational, data center and institutional facilities. His expertise includes the design of low to medium Voltage (120V-69kV) power distribution system, uninterruptible power supply (UPS) system, emergency and standby generator power system, DC power system and fire alarm system. Mr. Wong is also an expert in using SKM and EDSA electrical software for short circuit/coordination studies and arc flash analysis. He has provided constructability and biddability reviews on numerous assignments.

Project Specific Experience

PANYNJ, JFK International Airport Building 145 HVAC Upgrade, Queens, NY: Project managed and provided electrical design for the relocation and replacement of air conditioning systems in Building 145 at JFK International Airport.

PANYNJ, LaGuardia Airport Central Terminal Building Heating Equipment Upgrade, Queens, NY: Project Engineer designed and project managed electrical systems to support the upgrade of heating systems for the Central Terminal Building at LaGuardia Airport.

PANYNJ, Electrical Distribution of PATH Ventilation Fan Plant, New York, NY: Chief Electrical Engineer supervised the design of 13.8kV and 480V electrical distribution systems for the new fan plant at Morten Street Tunnel A and Tunnel B.

MTA TBTA, Henry Hudson Bridge, New York, NY: Supervising Electrical Engineer, supervised and QA/QC the design of normal and emergency power distributions for the Administration Building, Maintenance Building and toll plaza.

MTA NYCT, Cortlandt Street Station, New York, NY: Electrical Engineer, designed Normal/Reserve power, and emergency backup power for the reconstruction of the 120,000-sf. Cortlandt Street Subway Station on the IRT Line in Lower Manhattan, NY, which has been closed since the terrorist attacks of September 11th, 2001. The new station will be an important component of the transportation hub facilitating travel to downtown Manhattan. Because of National Fire Protection Agency (NFPA) 130 restrictions, my backup power system design includes a 150-kVA uninterruptible power supply (UPS) system with four hours of backup time and a 100-kVA UPS system with twelve hours of backup in lieu of using power from the third rail.

URS

NYCEDC, Coney Island Parachute Tower Lighting, Brooklyn, NY: Electrical Engineer designed power distribution for the new lighting for the tower; Surveyed existing conditions and program requirements; Participated in cost estimation process and attended progress meetings.

CUNY, Baruch College Library Building, New York, NY: Lead Electrical Engineer prepared scope of work and drawings for the emergency repair of the college due to a water main break. MEGGER tested and Replaced all the service feeders to the entire building. Replaced electrical distribution equipment, lighting fixtures in the sub-basement.

New York Proton Therapy Center, New York, NY: Lead Electrical Engineer and Project Manager for coordinated the design of 277/480V spot network with local utility company, supervised the design of interior power distribution, lighting design, nurse call system design, security system design, telecommunications design, and Fire Alarm system. This 250,000 sf medical facility is equipped with a proton therapy system, MRI, CT scans.

CUNY, College of Staten Island, Building 1M - Data Center, Staten Island, NY: Supervising Electrical Engineer supervised and QA/QC the design of normal and emergency power distributions for the data center.

US Army Corps of Engineers, Armed Forces Reserve Center, Coral Gables, FL: Supervising Electrical Engineer supervised the design of interior power distribution, lighting design, security system design, telecommunications design, and Fire Alarm system, also coordinated the design of electric power service with local utility company designed exterior electrical distribution for the campus.

OMH / DASNY, Bronx Psychiatric Center-Site Utilities and Substation, Bronx, NY: Lead Electrical Engineer designed 13.2kV, 10MVA substation, 13.2kV underground electrical distribution for the campus. This high-tension project includes the installation of four, 5000 kVA, 13800/13800 V service transformers to be operated in a parallel design configuration with the Con Edison distribution system. High-Tension service consists of four, three-phase, three-wire, 60 Hz, 13.2 kV network feeders coming from the Southeast Bronx network. The designed was based on Con Edison Specification EO-2022.

Chronology

01/2013 - URS Corporation
06/2007 - 12/2012 - STV Incorporated
06/2005 - 05/2007 - Lilker Associates
06/2004 - 05/2005 - Fiskaa Engineering
01/2003 - 05/2004 - Rothstein and Hoffman Electric Service Inc.
06/1999 - 12/2002 - Powerware - Cactus Integration Group
06/1998 - 05/1999 - Lockheed Martin

URS

Joel Fisch, PE, LEED AP

Constructability, Mechanical

Areas of Expertise

HVAC

Mechanical Engineering

Mechanical Systems Engineering

Years of Experience

With URS: 10 Years

With Other Firms: 24 Years

Education

1980 / Bachelor of Science / Mechanical Engineering and Physics / Carnegie-Mellon University / Pittsburgh, PA

Registration/Certification

Professional Engineer

- 2014 / New Jersey [redacted]
- 1987 / Pennsylvania [redacted]
- 1988 / Massachusetts [redacted]
- 1987 / New York [redacted]

2007 / United States Green Building Council LEED AP - Green Building Council

2006 / URS Corporation Project Manager Certification

Professional Societies/Affiliates

American Society of Heating Refrigeration and Air Conditioning Engineers (ASHRAE)

United States Green Building Council (USGBC) New York Chapter

Background

Mr. Fisch is Project Manager/Lead Mechanical Engineer with more than 34 years of experience in the consulting engineering field, with emphasis on HVAC systems analysis and design; including facility condition assessment, K-12 schools, higher education, transportation facilities, data centers, corporate offices, hospitals, health care facilities, courthouses, with energy conservation, sustainability, building management systems, fire alarm system interfaces - including post fire smoke purge, integral to the design. He serves as the Chief Mechanical Engineer for URS in the New York City office.

Project Specific Experience

PANYNJ, 800MHz Radio System, NY/NJ: Mechanical Engineer-of-Record responsible for HVAC equipment selection including computer-grade air conditioning units with N+1 redundancy, including remote air-cooled conditioning units for radio equipment rooms; purge systems for FM200 gaseous fire suppression systems for radio equipment rooms and battery room; ventilation and exhaust systems for battery rooms and automatic temperature controls systems including digital interface with base-building Building Management System. Performed QA / QC review of ductwork and piping layouts, heating and cooling load calculations, specifications and drawing details. Work was performed at various locations.

PANYNJ, Newark Liberty International Airport, Terminal B Connectors Expansion, Newark, NJ: Project Mechanical Engineer for design of expansions to the three connectors of Terminal B. The expansions provide approximately 150,000 square foot area for new passenger screening points as well as airline lounges. The design consisted of new air handling units, with smoke purge capabilities, distribution ductwork and tie-ins to central chilled water and heating hot water systems.

PANYNJ, Newark Liberty International Airport, Terminal B Lower Level Expansion, Newark, NJ: Project Mechanical Engineer for design of a 75,000 square foot new domestic arrivals area and ancillary spaces in the existing unoccupied area of the lower level of Terminal B. Project consisted of new air handling units, with smoke purge capabilities, distribution ductwork and tie-ins to central chilled water and heating hot water systems.

PANYNJ, PATH Security and Control Center, NY/NJ: Lead Mechanical Engineer for this project for the Port Authority of New York and New Jersey. Work included 23,000 sq. ft. renovation for new PATH train control center, including the Operations Theater, Systems Equipment Rooms and Utility Service Rooms (Mechanical, Electrical, Plumbing and

URS

Specialized Training

Port Authority of New York & New Jersey, Security Identification Display Area (SIDA), June 2004

Port Authority of New York & New Jersey, for URS Corporation - Issuing Officer EWR Security ID Badges, 2007 - Present

Sprinkler). MEP Engineer-of-Record for pre-action sprinkler systems for systems equipment rooms and UPS rooms; HVAC systems comprised of glycol-cooled computer-grade air conditioning units, pumps, piping and industrial closed-circuit fluid coolers; switchgear and distribution panels; all with full emergency generator backup. The operating theater is served with a rooftop variable air volume (VAV) handling unit, in order to promote improved temperature control and energy efficiency.

PANYNJ, Newark Liberty International Airport, Terminal B, New Lower Level Ticket Counters, Newark, NJ: Lead Mechanical Engineer for this project for the Port Authority of New York & New Jersey's Program Management Division - New Jersey Airports. Work included construction of 50,000 sq. ft. of new ticket counters, baggage screening facilities and supporting spaces, in previously abandoned covered parking area. Responsible for HVAC system design, including new air handling units, with smoke purge capabilities, distribution ductwork and tie-ins to central chilled water and heating hot water systems.

PANYNJ, Newark Liberty International Airport, HVAC System Condition Assessment, Newark, NJ: Project Manager/Lead Mechanical Engineer for this project for the Port Authority of New York & New Jersey's Program Management Division - New Jersey Airports. Work included mechanical condition assessment for fourteen air handling systems and primary and secondary hot water heating pumps at Newark Airport Terminal B. Responsible for preparing reports resulted in recommendations valued at approximately $10 million in required upgrades.

MTA NYCT, Capital Program 207th Street Yard Boiler Plant Upgrade, New York, NY: Mechanical Engineer-of-Record for this project for the NYC Transit Capital Program. Work included two (2) aboveground fuel oil storage tanks (ASTs) of 10,000 gallons capacity each, double-wall above-ground fuel oil piping with insulation, electric heat tracing and leak detection system, duplex fuel oil transfer pumps, new interior fuel oil piping with seismic bracing in compliance with NYS Building Code requirements, new high-efficiency oil burners for the existing boilers, fuel oil tank selector switch and a new monitoring and alarm system.

U.S Department of Veterans Affairs, VAMC Manhattan, Superstorm Sandy Mitigation, Buildings 2 & 3, New York, NY - MEP Project Manager - Manhattan, NY: MEP Project Manager for the New York VAMC located near the East River, suffered severe damage during Superstorm Sandy. All ground floor electrical services were destroyed by the storm surge and had to be replaced. URS, as part of its joint venture east coast VA ID-IQ task order contract, was asked to provide new electrical infrastructure on the first floor of Buildings 2 and 3, above possible future flooding.

URS

Buildings 2 and 3 are served by an underground 4160V conduit from the main campus' Building 5 service room. A ground level 500 KVA transformer that was flooded by the storm, feeds Building 3 and 2.

The project's scope includes replacing the ground mounted transformer with a dry transformer, main distribution panel and switchgear at the second floor of Building 3. This requires structural reinforcing of the existing floor framing, adding an air conditioning unit and creating a NEC compliant fire rated transformer room and adding disconnects to disengage all ground level panels that may be flooded during future storms.

DASNY, York College Flood Mitigation Concept Study, York College, Jamaica, NY: Mechanical Engineer-of-Record for this project where URS was commissioned by DASNY, on behalf of CUNY, to develop a cost-effective conceptual design solution to stop the continued ground water infiltration at the basement level of the York College central academic building, in Jamaica, NY, which lies below the elevation of the local water table.

The design solution is intended to eliminate the current requirement for continuous "24/7" pumping / de-watering, as recently mandated by the NYC Department of Environmental Protection.

The URS report developed a clearly defined – and constructible – solution, based on waterproofing the existing floor slab from above. In addition, the proposed solution avoided the requirement of lifting or moving existing Boilers and Chillers, which were installed circa 2005.

Chronology

03/2004 - Present: URS Corporation, New York, NY, Sr. Mechanical Engineer/Department Manager
08/2003-03/2004: Glickman Engineering, New York, NY, Sr. Mechanical Engineer
03/2001-08/2003: Flack + Kurtz, Inc., New York, NY, Sr. Associate/ Project Manager
04/1994-03/2001: Highland Associates, New York, NY, Sr. Associate/ Project Manager
05/1991-04/1994: Caretsky & Associates, New York, NY, Project Manager
04/1989-05/1991: Gee & Jenson, Inc., West Palm Beach, FL, Project Mechanical Engineer
07/1987-04/1989: Segner & Gorinda, PC, Valhalla, NY, Mechanical Engineer
08/1982-07/1987: STV, Inc., New York, NY, Mechanical Engineer
05/1981-08/1982: Baker Engineering, Inc., New York, NY, Mechanical Engineer
09/1980-05/1981: University of California at Berkeley, Teaching Assistant

URS

Sima Zlotnikova

Constructability, Fire Protection

Years of Experience

With URS: 9 Years

With Other Firms: 32 Years

Education

1968 / Associate of Arts / Industrial Design / Odessa, Ukraine

Background

Ms. Zlotnikova has more than 40 years of extensive experience in design and cost control construction of fire suppression systems including evaluation of Code requirements, project phasing, equipment selection, calculations, interaction with various local and state jurisdictions, preparation of all stages of the Design Documents, and construction services. Ms. Zlotnikovas past experience has included a wide variety of projects, such as Assembly Occupancies (movie theaters, convention centers, museums, gymnasiums, arenas, planetarium and stadiums), Business Occupancies (high-rise office buildings, laboratories and college classroom buildings), Residential Occupancies (high-rise hotels, high-rise condominiums and low-rise apartments), and Institutional Occupancies (hospitals, assisted living facilities, nursing homes and detention centers. She has a strong working knowledge of NFPA codes, New York City Building Code, State Codes, Factory Mutual requirements, British Construction Code and hydraulic calculation programs. Provided design services for overseas projects located in South Korea, China, Spain, Ukraine and Russia.

During her previous experience with major New York - based engineering companies, Ms. Zlotnikova's responsibilities have included:

- Survey and evaluation of existing buildings systems and compliance with applicable Building Codes,
- Selection of Fire Protection system applicable for the protected occupancies: wet, dry, pre-action and deluge water based systems; gaseous systems; foam-water system, in-rack storage systems, or water-spray systems based on applicable Code requirements.
- Development design schemes and economic analysis, hydraulic calculations for water or foam based systems and volume calculations for gaseous systems.
- Coordination between trades.
- Project specifications.
- Equipment selection including fire pumps, tanks, and sprinkler heads, gaseous system components, etc. Support construction services.
- Review shop drawings prepared by others for compliance with contract specifications. Check drawings for completeness of details of piping layout, piping supports, and hydraulic calculations. Maintain updated drawing file including RFIs, change orders and field installation changes. Review as-build drawings.
- Supervised and coordinated workload between the design team, designers and CAD operators, and Word Processing group.

URS

During previous experience with sprinkler contractors companies based in New York City and New Jersey her responsibilities included development of cost effective and fully coordinated shop drawing, hydraulic calculations, field coordination with other trades and design engineers and construction supervision.

Project Specific Experience

PANYNJ, JFK Irrigation Pits Stage II Study, Queens, NY: Project Manager for this project which is a design study to determine the feasibility of installing backflow prevention devices on all domestic water services serving the irrigation systems at JFK airport. Responsible for domestic water service study to ensure compliance with the New York State Health Code, and New York City Backflow Prevention Regulations.

PANYNJ, Newark Liberty International Airport Renovation and Expansion, Newark, NJ: Office Engineer, designed fire protection systems for major renovation work throughout the Terminal B: different type of sprinkler systems: wet, dry, and single-interlock pre-action system, water-foam system, FM-200.

PANYNJ, Newark Liberty International Airport, Terminal B Lower Level Expansion, Newark, NJ: Lead Senior Fire Protection Specialist for design of a 75,000 square foot new domestic arrivals area and ancillary spaces in the existing unoccupied area of the lower level of Terminal B. Project consisted of new fire protection systems for new vertical circulation elements (new elevators and escalators), baggage carousels, passenger amenities and ground transportation center. The design includes replacement and upgrade of existing sprinkler and Fire Standpipe systems.

PANYNJ, Newark Liberty International Airport, Terminal B Lower Level Ticket Counter, Newark, NJ: Lead Senior Fire Protection Specialist for design of a new 50,000 square foot ticket counter area. The design includes a renovation of existing systems to accommodate new expansion of the building.

PANYNJ, PATH Train Control Center, Newark, NJ: Lead Senior Fire Protection Specialist for this project for the Port Authority of New York and New Jersey. Work included new 25,000 square feet building. The design consisted of complete new fire protection systems for the building.

PANYNJ, JFK Buildings Backflow Prevention, Multi-Stage Project, Queens, NY: Project Manager for this Stage II whose scope of the project included a design study to determine the feasibility of installing backflow prevention devices on all domestic & fire water services serving the buildings at JFK airport. Responsible for plumbing and fire protection mains study to ensure compliance with the New York State Health Code, New York City Backflow Prevention Regulations, and NFPA.

Stage III: The scope included development of the set of Construction Documents for the installation of the Backflow Prevention Devices on domestic & fire water services for PANYNJ buildings in JFK airport. The

URS

scope also included the submission of the proposed installation to NYC DEP CCU for approvals.

Stage IV: Construction Phase Services: review shop drawings, attend meetings with Construction team, field visits and coordination with contractors.

PANYNJ, Newark Liberty International Airport, Terminal B Mid and Upper Level Improvement Program, Newark, NJ: Lead Senior Fire Protection Specialist for design of fire protection systems for the mid and upper level of the Terminal. The design included upgrade and modification of existing Fire Standpipe (FSP) system to interconnect all water services to Terminal B and FIS Building with all FSP riser, sprinkler valve manifolds and Fire Department Connections on land and air side to comply with the latest code requirements.

PANYNJ, Newark Liberty International Airport, Terminal B Connectors Expansion, Newark, NJ: Lead Senior Fire Protection Specialist for design of expansions to the three connectors of Terminal B. The expansions provide approximately 150,000 square foot area for new passenger screening points as well as airline lounges. The design consisted of complete new fire protection systems for the expansion and modifications to existing system within the existing buildings.

PANYNJ, Newark International Airport, Terminal B, Newark, NJ: Lead Senior Fire Protection Specialist for a due diligence report and study on the existing Fire Department Connections for Fire Standpipe and Sprinkler systems. Field survey, study and report provided assessment of the existing system and recommendations for system upgrades for compliance with current codes and future expansion capabilities.

PANYNJ, Newark Liberty International Airport, Newark, NJ: Senior Fire Protection responsible for the design of automatic fire protection systems (water, foam, pre-action, gaseous, deluge) for various airport areas, including hydraulic calculations and specifications.

MTA NYCT, 207th Street Overhaul Shop, New York, NY: Senior Fire Protection Specialist responsible for design and construction of a 300,000-sq.-ft. overhaul shop including four major subshops, car repair, electric component, truck, and plant maintenance and support. URS was responsible for design/construction support of HVAC, plumbing, fire suppression, boiler room, storage tanks, electrical systems, power/lighting and fire alarms.

Chronology

2005- present: URS Corp
1997-2005: ZMS Inc
1993-1997: Cosentini Associates
1991-1993: self-employed
1989-1991: ISCO Sprinklers

URS

Slawomir Urbanski, PE

Construction Manager

Areas of Expertise

Civil Engineering

Construction Management

Surface Transportation

Transit Facilities

Years of Experience

With URS: 14 Years

With Other Firms: 2 Years

Education

1995 / Bachelor of Science / Civil Engineering / City College of the City University of New York

1989 / Civil Engineering / Lodz Polytechnic / Poland

Registration/Certification

Professional Engineer

- 2008 / New Jersey [redacted]
- 2008 / New York

2008 / Occupational Safety and Health Administration 10 Hour

2008 / New York City Transit Track Safety Certification

Professional Societies/Affiliates

American Society of City Engineers

Central European Business Association

Background

Mr. Urbanski has more than 16 years of experience in various aspects of construction. He has completed assignments involving complex traffic alignments such as the FDR Drive Reconstruction which required a temporary structure over the East River to accommodate outbound traffic. His responsibilities included the supervision of a caisson-supported structure system with a floating fendering system to protect the supports. He has worked on numerous road and bridge projects that have included extensive MPT set ups in the New York Metro area that had required constant supervision and coordination.

Project Specific Experience

NYSDOT, Region 11 (Contract #D-258876), FDR Drive Reconstruction from 53rd Street to 63rd Street, New York, NY: Senior Inspector involved in all aspects of a highly complex reconstruction of a three level viaduct from E. 54th to E. 63rd Streets along the east side of Manhattan. This project involved reconstruction of a three level structure along the east side of Manhattan. On the lower level there was new pavement, drainage, lighting and walls installed. To accommodate traffic, a temporary caisson supported structure was built in the East River to carry northbound traffic from E. 54th to E. 59th Streets. Several new technological innovations were utilized in the project; such as a floating fendering system to protect the temporary roadway, seismic retrofitting, vacuum crack injection, and chloride extraction. The upper level involved waterproofing and concrete repairs. This required the removal and replacement of three public parks, and privately owned garden areas, including the Secretary General of the United Nations garden. The middle level was replaced in its entirety, removing a 27" concrete roadway and replacing it with a steel framed composite roadway.

NYSDOT, Region 11, Intrepid Pedestrian Bridge, New York, NY: Assistant Resident Engineer-The Intrepid Pedestrian Bridge was part of the Route 9A Reconstruction project between Battery Park and 59th Street. The bridge crosses 12th Avenue between 45th and 46th Street. In order for the tour groups to have direct access to the museum, a bus layover area was constructed east of 12th Ave. The 300-ft pedestrian bridges' main span is cable- stayed. From a center pier, six sets of cables suspend the steel box beam super structure above 12th Avenue.

URS

NYSDOT, Region 11, Reconstruction of Westside Highway Route 9A (Segment 7), New York, NY: Inspector on this project the entire roadway system was reconstructed, and major components of the utility infrastructures were upgraded. A four-span continuous ramp (steel with a concrete deck) was added to the Henry Hudson Parkway. The substructure was founded on bored-in-place piles. The utility work included relocation of Con Edison oil transfer facilities, reconstruction of Con Ed Oil/Steam Tunnel, roadway drainage, tide gate relocation, 20-inch water mains, gas mains, ECS Capital Security Program Construction Management Services for the North 7th Street and Whitehall Street Ventilation Shafts Hardening Project (telephone) ducts, traffic signals and street lighting and electrical cabinets. After completion of the utilities, a 27 inch European Pavement system consisting of sub-base, permeable sub-base to provide drainage and an 11 inch un-reinforced concrete pavement, with isolation systems for the utility castings. All traffic lanes were maintained throughout the construction, while providing access to the NYC Passenger Ship Terminal, Intrepid Sea Air Space Museum, Circle Line and World Yacht facilities along the Hudson River.

URS

Joseph Jao, PE

Construction Manager

Areas of Expertise

Landfills

Water/Wastewater

Years of Experience

With URS: 7 Years

With Other Firms: 28 Years

Languages

Chinese

Education

1991 / Master of Business Administration / Management / Baruch College

1984 / Master of Science / Civil Engineering / South Dakota School of Mines and Technology

1974 / Associate of Applied Sciences / Civil Engineering / Taipei Institute of Technology / Taiwan

Registration/Certification

National Association of Coating Engineers

- 2009 / Bridge Coating Inspector - Level I
- 2000 / Bridge Coating Inspector - Level I

1987 / Professional Engineer New York [redacted]

2008 / URS Corporation Project Manager Certification

Specialized Training

NACE1 (National Association of Corrosion Engineers)

Background

Mr. Jao has more than 35 years of experience particularly on street reconstruction in New York City. He has Served as Resident Engineer, Construction Manager and Construction Inspector on a variety of construction projects including bridge, roadways and highways, marine structures and large concrete viaducts, drainage lines, as well as paving and various other rehabilitation projects. He has extensive experience with NYCDOT and NYSDOT projects.

Project Specific Experience

NYSDOT, Gowanus Expressway Emergency Repair, R-11, Brooklyn, NY: Served as Resident Engineer / Construction Inspector on three overlapping emergency repair contracts during the above time frame. Responsibilities include supervising 18 inspectors and office staff on the scheduled reconstruction and emergency repair work on the aging 5 mile long Gowanus Expressway viaduct, including the installation of new box beam bridge railing system, the performance of steel repairs, the execution of viaduct painting program, the installation of new steel stringers & diaphragms, the replacement of existing concrete bridge deck with precast Exodermic deck system or with high performance concrete. Besides the inspection of the scheduled work, responsibilities also include the operation of daily HOV (High Occupancy Vehicle) lane and the emergency response to the red or safety flag calls from the inception of the project till completion.

NYSDOT, R-10, Northern State Parkway Resurfacing, Nassau County, NY: Served as Resident Engineer on the project of the rehabilitation of this 5 mile stretch of Northern State Parkway, including milling, asphalt replacement, curb and shoulder rebuilding, median barrier repair, and drainage rehabilitation. Most of the work is performed at nighttime, for the complete shut down of highway, which requires complex MPT detour and coordination with other agencies.

NYSDOT, R-11, Route 9A Reconstruction, New York, NY: Assistant Resident Engineer on the project to reconstruct this 1 mile section of Route 9A on west side of Manhattan (adjacent to the section of World Trade Center). Major elements of the project include construction of multiple lanes of roadway & bikeway, the construction of 36, 48 & 60 trunk water main on piles, 12 and 20 distribution water mains, and the total reconstruction of sewer and tidegate systems. The work is done in stages to limit the disruption to the passing traffic. Additional responsibilities include coordination of the extensive utility work and the water main shutoff to execute the work, and the assurance of the accurate record keeping.

URS

NYSDOT, Rehabilitation of 57th Avenue Bridge, Caldwell Avenue Bridges, and Westchester Avenue Bridge, Queens and Bronx, NY: Served as Resident Engineer on the complete reconstruction of three bridges over Amtrak & ConRail tracks. The work is done in stages to maintain the passing vehicle traffic and limit the disruption to the rail traffic. It also includes the re-construction of water main, gas main, electrical & telephone duct banks.

NYCDEP, 24th Street Sewer Reconstruction, Queens, NY: Served as Resident Engineer on this high profile project required the reconstruction of a mile concrete box sewer on timber pile, mile of reinforced concrete pipe sewer. Due to the sensitivity of the soil to the vibration and dewatering, 40% of the scope was changed to the micro-tunneling (84 fiber glass pipe, 1,200 ton jacking, Iseki Mole cutting head and slurry system for a length of 1,500 feet). Vibration-free steel sheet pile driving and well-point dewatering methods were used. Responsibilities included facilitating the process of large change order and the process to bring the preliminary constructability studies to the final changed design.

NYCDOT, Flatlands Avenue Reconstruction, Brooklyn, NY: Served as Assistant Resident Engineer on this project, which requires complete reconstruction of roadway and utilities on a 2 mile roadway. Project components included the reconstruction of a 60 water main on steel shell concrete pile, 12 distribution water main, combined sewer, gas mains, street lighting and traffic work.

NYC Department of Sanitation, Hamilton Avenue Marine Transfer Station, Brooklyn, NY: Served as Resident Engineer on this project, which requires construction of a new timber dock, cofferdam, and the timber attenuator system. Responsibilities also included coordination with coast guard, the process of sounding reports prior to and after the completion of construction.

NYC Department of Sanitation, Landfill Haul Road, Staten Island, NY: Served as Resident Engineer on the construction of several haul roads on top of the landfill to allow passage of garbage hauling. The work is closely coordinated with the landfill traffic and schedule.

NYC Department of Transportation - Pelham Parkway North Reconstruction, Bronx, NY: Served as Resident Engineer on reconstruction of a service road including sewer & drainage, water main, and gas main.

NYC Department of Parks and Recreation, Forest Park Reconstruction, New York, NY: Served as Designer on the reconstruction of a park facility and parking.

URS

James Koutsavlis, PE

Construction Manager

Areas of Expertise

Aviation
Civil Engineering
Commuter Rail
Construction Management
HVAC
Light Rail
Transportation Engineering
Transportation
Tunnels/Subways

Years of Experience

With URS: 21 Years
With Other Firms: 20 Years

Education

1973 / Bachelor of Science / Civil Engineering / Polytechnic Institute of Brooklyn

1990 / Master of Science / Civil Engineering / Polytechnic Institute of Brooklyn

Registration/Certification

Professional Engineer

- 1982 / New York [redacted]
- 2010 / New Jersey [redacted]

2008 / Association for the Advancement of Cost Engineering Cost Consultant

Long Island Rail Road Track Safety Certification

Occupational Safety and Health Administration

- 2009 / Confined Space
- 2009 / 10 Hour

2009 / New York City Transit Track Safety Certification

2009 / URS Corporation Associate Project Manager Certification

Background

Mr. Koutsavlis brings more than 40 years of experience in project engineering with knowledgeable experience in bridge construction and rehabilitation. A significant amount of this experience is related to the construction, expansion or modification of existing bridge structures, and involves MPT applications in compliance with the NYS Manual of Uniform Traffic Control Devices. He has extensive experience working on transportation projects for virtually every New York and New Jersey agency and authority.

Project Specific Experience

MTA LIRR, Rehabilitation of Three Bridges on the Montauk Hwy., North Hwy. and the Shinnecock Canal Bridge, Long Island, NY: Inspector Advisor for this project whose scope of work includes the installation of ground anchors and the rehabilitation of the existing bridge abutments including concrete removal and replacement, steel reinforcement, new bridge bearing assemblies, crack and spall repair, pier cap and approach slab replacement. The coordination with LIRR Operations with the removal and replacement of track and ballast for each bridge. The coordination of LIRR flagman. The jacking of the two roadway bridges to six inches to increase the roadway clearances. The replacement of the bridge bearing assemblies with seismic assemblies. The removal of the existing lead paint from each bridge with lead containment systems and the installation of a new two part paint system. The removal of hazardous materials from the bridges. Structural steel repairs on each bridge with major steel repairs on the Shinnecock Canal Bridge. The work also includes the maintenance and protection of traffic for the roadway bridges and coordination with the US Coast Guard for the safe operation of the Shinnecock Canal.

MTA LIRR, PN-B5, Port Washington Branch Walls and Abutments, Contract 6026, Long Island, NY: Resident Engineer for the rehabilitation of over 2 miles of retaining walls, structures and bridge abutments of the LIRR. Project includes the installation of over 400 ground anchors, 200 soil nails of within close proximity of active LIRR and congested street traffic. Performance and proof testing of all ground anchors. Coordination of flagmen, MPT.

MTA LIRR, Port Washington Branch Walls and Abutments Rehabilitation (PN-B5), Queens, NY: Resident Engineer of a project whose scope of work includes the installation of large capacity ground anchors, soil nails and their performance testing. The partial demolition and rehabilitation of retaining walls and abutment walls supporting the track bed of the LIRR for a distance of 8600 lineal feet along two narrow streets in close proximity residences and businesses in Corona, Queens, NY. The work also includes abutment and bridge stem repairs, waterproofing and the application of prime and finish coatings on the wall faces, railing and fencing installation.

URS

2009 / New York City Department of Buildings Certificate of Fitness for Scaffold Work

Specialized Training

NACE - International Coating Inspector Program

Hazardous - Waste Training

F.A.A. - Course "The Application of Eastern Region Laboratory Procedures Manual"

NYC DOB 4-HR Scaffold Training, October 2009

The American Traffic Safety Services Association (ATSSA) Traffic Control Technician 2006/ Traffic Safety Course (MPT)

Professional Societies/Affiliates

Past Director - ASCE Met Section, NYC (VII)

NACE Coatings - Level 1

Also, the work is done in close proximity of two active railroad tracks without disruption to service and the coordination of LIRR flagmen.

NJTA, Newark Bay Bridge Contract No. T100.034, NJ: Resident Engineer, conducted a Constructability feasibility review of the Contract documents for the New Bay Bridge Deck Reconstruction. Performed in depth analysis of activities, sequencing, durations, constructability, selection of materials for the preparation of the Contract Documents.

NYSDOT, Gowanus Expressway HOV Flyover, Brooklyn, NY: Resident Engineer conducted a Constructability feasibility review of the Contract documents for the NYSDOT Gowanus Expressway HOV flyover. Performed in depth analysis of activities, sequencing staging and constructability for the preparation of the Contract Drawings.

MTA TBTA, Marine Parkway Bridge (MP-02), Structural Steel Repairs, Replacement Marine Parkway Bridge, Brooklyn and Queens, NY: Resident Engineer / Manager of a staff of inspectors, engineers and environmental specialists. The scope of work includes steel rehabilitation, removal, replacement of overhead steel struts and portals, gratings repair, railings, ladders, paint removal and replacement, maintenance and protection of vehicular traffic and replacement of lift span, span locks. Duties included preparation of estimates and negotiation of change orders, coordination with TBTA Operations and other contractors.

NYCDOT, Reconstruction of 15th, 17th, 18th, and 20th Avenue Roadway Bridges over NYC Transit Sea Beach Line N Train, Brooklyn, NY: Resident Engineer for the NYCDOT, Bureau of Roadway Bridges Project for the $14.6 million replacement of four existing roadway bridges that span over four tracks of the NYC Transit N Train between 63rd and 64th Streets. These roadway bridges are heavily traveled thoroughfares in the Borough Park and Parkville sections of Brooklyn. The local community is predominantly residential with commercial businesses. The scope of work includes the demolition of the existing concrete arch-type superstructures, abutment walls and pier walls and the construction of new bridge superstructures including new precast walls and precast deck sections, sidewalks and parapets, new approach roadways and the installation / relocation of utilities. Detailed planning and scheduling of activities to minimize durations and disruptions are imperative to project. Each bridge includes four traffic lanes and two sidewalks at approximately 100 ft. each and 250 ft. of roadway restoration. Each bridge includes four traffic lanes and two sidewalks at approx. 100 ft. each and 250 ft. of roadway restoration.

MTA TBTA, Marine Parkway Bridge (MP-01), Brooklyn and Queens: Resident Engineer/Manager of a staff of inspectors, engineers and environmental specialists. This 209,440 SF rehabilitation project included steel rehabilitation, lead paint removal and replacement, asbestos removal, maintenance and protection of vehicular and water traffic, demolition of existing roadway decks, sidewalk and their replacement, lightweight precast concrete deck installation, micro silica overlay, grating, mechanical repairs of lift span trunnion, traffic control system, environmental concerns. Duties included preparation of estimates and negotiation of change orders whose combined value exceeded $23 million. With PTG Corp. - Total square footage

209,400 SF includes four traffic lanes and one sidewalk at 3,740 feet.

Inspection of Williamsburg Bridge During the Special Inspection of the Bridge, New York, NY: Project Engineer Team Leader - Inspection of all previously flagged members, all members rated three and below and all primary members.

Constructability Review of Future Contracts for the Reconstruction of the Williamsburg Bridge, Brooklyn, NY: Project Engineer - Assist construction support services for ongoing contracts for bridge reconstruction.

NJ Transit, Pole Line Relocation Contract for Secaucus Transfer Project, NJ: Resident Engineer - Managed a staff of inspectors. Involved the construction of large pile foundations on which are placed high steel towers to support the relocated high tension lines from over the railroad main line. Involved work near the active mainline railroad high-tension electric wire and insulator assembly installation and a substantial amount of work in and around environmentally sensitive areas.

NJTA, Interchanges 11 to 14 Widening Program, NJ: Project Manager and NJTA Liaison Project Engineer for 12 contracts with a construction cost of $110 million. Oversaw two resident engineering and inspection consultants who in turn oversaw 12 independent construction contractors. The Turnpike mainline was widened from 12 to 14 lanes, including structures new foundations, piers and superstructure. Crossroad bridges and interchange ramps were lengthened and widened. The construction contracts, from Interchange 11 to 13, included over 20 structures and bridges and railroad bridge relocation, with abatement of contaminated material. The projects included wetlands mitigation requiring strict conformance to wetlands permits. Responsible for overseeing the consultant Resident Engineers, coordinating with design engineer consultants and Authority Operations and Maintenance Departments.

Essex County Airport, NJ: Resident Engineer for the replacement of runways and taxiways of the Essex County Airport (NJ) utilizing the FAA-P-401 Specification.

Inspection of the Manhattan Bridge, NY: Assistant Team Leader inspecting arterial bridges in Manhattan and the Bronx (NY).

MTA NYCT, Second Avenue Subway Project, New York: Assistant Resident Engineer for Section C-5, cut-and-cover subway section constructed in Manhattan, NY, and Chrystie Street Bowery for the NYCT.

Chronology

01/2004 - URS Corporation
01/1996 - 01/2004 - Parsons Transportation Group
01/1992 - 01/1996 - HNTB
01/1982 - 01/1992 - URS Corporation
01/1980 - 01/1982 - Dermot Reddy PC
01/1973 - 01/1980 - De Leuw Cather Co.

URS

Michael Antonio

Construction Manager

Areas of Expertise

Civil Engineering

Construction Management

Years of Experience

With URS: 15 Years

With Other Firms: 25 Years

Languages

Spanish

Education

1974 / Bachelor of Science / Civil Engineering/Construction Management / University of Massachusetts

Specialized Training

Army Corp of Engineers - Construction Contract Negotiating

University of Toledo - Construction Claims Management

Background

Mr. Antonio has more than 40 years of experience in field supervision, change order/claims negotiations, estimating, construction planning/staging, constructability reviews, value engineering, safety enforcement, subcontract management, resource management, customer service and public relations skills. Department of Energy Security Q Clearance Recipient. Experienced in directing operations domestically and abroad. Background encompasses heavy construction, bridge /road building, bridge demolition, suspension cable spinning, process facilities, airport facilities, power plants, water treatment plants, , sewage pumping stations, schools, cargo buildings, underground utilities, soft building moves / relocation, and microtunneling operations.

Project Specific Experience

PANYNJ, Newark-Liberty International Airport, Newark, NJ : Construction Manager responsible for supervising staff of Planning, AutoCadd, and Construction engineers in the preparation of construction staging drawings, drawing constructability reviews, project scheduling, construction progress reports and presentations, construction advisory bulletins, and utility mapping on various facets of the multi-million dollar Newark-Liberty International Airport Redevelopment Program.. Managed design-build contract for the $20 million North Cargo Facility. URS was serving as the construction manager for the Port Authority's Capital Program to maintain and to upgrade the existing infrastructure and construct several new facilities at EWR.

PANYNJ, World Trade Center Reconstruction, New York, NY: Resident Engineer for this multi-billion dollar project overseeing coordination and inspection of multiple contracts associated with demolition, rock excavation, foundations, minipiles, rock anchors, structural underpinning, structural steel, verticals transportation, mechanical / plumbing system alterations, and architectural finishes. Extensive field coordination with operating Path Transit System and other parties . Supervised critical delivery / opening of the North Access Temporary Path Station to support overall WTC reconstruction effort.

NJTA, Garden State Parkway Bridge Rehabilitation, NJ: Project Superintendent managing the $10 million demolition, rehabilitation, and reconstruction of 27 bridges over the GS Parkway between the Union and Essex Toll Plazas.

NJDOT, Hohokus Brook Bridge, Ridgewood, NJ - Present: Project Superintendent for the bridge demolition/reconstruction, flood wall construction, and brook widening.

URS

NJDOT, Kennedy Boulevard Bridge, Union City, NJ: Project Superintendent completed the bridge and viaduct demolition and reconstruction project 50 days ahead of schedule for the NJDOT.

Primary School 3 & Middle School 4, NJ: Project Superintendent supervising staff of 6 along with several consultants in the inspection, construction management, and turnover of two public schools simultaneously, over a 700 Calendar Day schedule for the New Jersey School Construction Corporation.

Advanced Laser Isotope Enrichment Facility, Livermore National Laboratories, Livermore, CA: Coordinating Engineer in charge of several Engineers preparing a Preliminary Design Report on a Full Scale Process Facility for the DOE, utilizing copper vapor lasers for uranium enrichment.

Boonton Dam Rehabilitation and Rahway Water Treatment Plant, New Jersey, NJ: Project Manager/Superintendent prepared Boonton Dam Rehabilitation and Rahway Water Treatment Plant bid estimates.

Gas Centrifuge Uranium Processing Facility, Piketon, OH: As Construction Engineer oversaw construction, specialized equipment manufacturing / fabrication, testing/turnover of Uranium Enrichment Process Facility and Fire Station. Completed first centrifuge processing building ($400 million) ahead of schedule and below budget for the DOE.

Manasquan River Reservoir Intake Facilities and Treatment Plant Project, Wall Township, NJ: Project Superintendent / Project Engineer, supervised construction of Manasquan River Intake Facilities, Administration Building, Settling Ponds, and Water Treatment Plant Project for the NJ Water Supply Authority.

Montville Sewage Pump Station Project - Project Manager / Superintendent - New Jersey, NJ: Project Manager / Superintendent coordinated $1.4 million Montville Sewage Pump Station project.

Oakwood Avenue Sewer Project, Staten Island, NY: Superintendent Directed several portions of the construction on sinking several 20 foot diameter shafts 40 to 80 feet in depth and supporting microtunneling operations for construction of 60" Sanitary Sewer Tunnel for the NYDEP.

Rahway Water Treatment Plan Improvement Project, Rahway, NJ: Project Manager / Superintendent during construction of this project without service interruption to existing water treatment operations.

Chronology

6/74 to 9/85: Stone & Webster Engineering Corp
9/85 to 10/94: Cruz Construction Corp
10/94 to 12/95: Hutton Construction Co.
1/96 to 8/98: American Bridge Co(International)
9/98 to 3/99: Dimateo Construction Co.
4/99 to Present: URS Corporation

URS

Robert Munno

Construction Manager

Areas of Expertise

Aviation
Civil Engineering
Construction Management
Cost Engineering
Facilities
Transportation
Water/Wastewater

Years of Experience

With URS: 6 Years
With Other Firms: 27 Years

Education

1981 / Bachelor of Science / Civil Engineering / Virginia Military Institute

Summary

Mr. Munno has more than 33 years of experience as a Project Manager, Field Superintendent and Cost Estimator for commercial, industrial, environmental, transportation, residential, utility and institutional construction projects. His background includes the coordination, management and supervision of subcontractors as well as trade labor on numerous building facility projects. His Port Authority experience includes his role as Project Manager on the JFK International Airport Precision Runway Maintenance System.

Project Specific Experience

PANYNJ, John F. Kennedy Precision Runway Maintenance System, Queens, NY: Project Manager for a concrete subcontract ultimately for Raytheon/FAA to install a structure between runways to house a ground control radar system. Responsibilities included coordination with the Engineer, Prime Contractor and JFK, monitoring and coordinating construction activities, directing site safety requirements and scheduling.

NYCDDC, Rikers Island Correctional Facility, RMSC 800 Bed Addition, Rikers Island, NY: Assistant Project Manager for the 800 Bed Addition to the Rose M. Singer Center at Rikers Island (NYC DOC), from pre-construction through construction for this CM at Risk project (NYC DDC contract). Phase 1 of the project involved the installation of a new 3,600 square foot temporary clinic to be used during the demolition of the existing clinic. Phase II involved new construction of a 12,725 square foot School and the new 140,000 square-foot, four and one half floor 800 Bed Housing Addition superstructure which included dormitories, dayrooms, serveries, central control rooms and program areas including interview rooms, group meeting rooms, counselor's offices, staff and clerical offices, conference and multi-purpose rooms. In addition, this project included a new 1,045 square foot Intake Addition, a new 225 foot long underground steam tunnel, and the demolition of the existing 4,120 square foot Specialty Clinic Wing for construction of a new/renovated 14,685 Specialty Clinic/Mental Health Wing. Phase II also involved alterations/renovations of existing areas including a 2,060 square foot renovated Visit House and Addition, a 3,610 square foot renovated Religious Center, a 3,985 square foot renovated Social Services Unit, a renovated 2,275 square foot Law Library, a 6,375 square foot renovated Specialty Clinic, and a 7,200 square foot renovated Infirmary.

NYC Department of Sanitation, Marine Transfer Station, Brooklyn, NY: Resident Engineer for the Wicks Law New Construction of the Hamilton Avenue Marine Transfer Station for DSNY. The project involves total demolition of an outdated municipal refuse transfer station

URS

superstructure and substructure above-water and in-water building with ramp components and its complete replacement. The pile-supported new construction consists of a structural steel edifice, with a footprint of approximately 41,000 SF and 98' to the roof peak, two concrete access bridges/ramps, an electrical transformer building, gantry cranes and extensive waterfront construction. All new utility services to the site and building additionally include a lift station, stormwater and industrial waste treatment, site drainage, bilge and fire hydrant piping and electrical and control ductbanks. Building exterior construction includes precast concrete panels, translucent and metal wall panels, high speed coiling doors and curved zinc roofing and canopies. Building interior construction includes offices, locker rooms and toilets, a machine shop, security room and a lunch room. Specialty construction scopes include dredging, bird/pest control, vehicle scales, radiation detection, odor control systems, an impressed current cathodic protection system, container lidding/transport, gantry cranes and marine specialties. The project also includes extensive site work, fencing and traffic controls.

NYCDEP, Hunts Point Water Pollution Control Plant Upgrade Phases I & II, Bronx, NY: Senior Cost Engineer for this capital improvement Wicks Law project to fully upgrade the Hunts Point WPCP. This phased work consists of the rehabilitation/expansion of several of the plants existing buildings and the installation of new plant equipment (pumps, bar screens, tanks, etc.) along with new electrical and mechanical systems. Includes a new electrical main substation, underground electrical system, underground storm drain system, and water treatment tank equipment upgrade.

Landmark Building Interior Renovation, New York, NY: Project Manager for a conversion of an abandoned restaurant to high-end offices/residences in the Financial District. The project involved interior renovation of the American Banknote Company Building, a NYC landmark. The scope of work included new interiors, all new plumbing and sprinklers, new HVAC system and new communications and electrical systems. Responsibilities included coordinating with the Architect and Owner to resolve design and construction issues, monitoring all construction activities, coordination of subcontractors and direct labor to resolve field issues, scheduling and monthly requisition preparation.

Chronology

12/2008 Present: URS Corporation
12/2004 11/2008: ABR General Contracting
11/2003 09/2004: StructureTone Inc.
04/1991 10/2003: Ramcon Corporation
02/1983 03-1991: Pequot Construction
06/1981 01/1983: Wright Contracting

CARL H. ORTMANN, PE *KS Engineers, P.C.*
Construction Manager

EDUCATION

MS/Civil Engineering, Manhattan College, Bronx, NY, 1985
BS/Civil Engineering, Manhattan College, Bronx, NY, 1980

REGISTRATION AND PROFESSIONAL AFFILIATIONS

Professional Engineer, NY and CT
American Society of Civil Engineers, Member
OSHA 30 Hour Training - Construction Safety & Health, Certificate [redacted]
C3 Supervisor/Competent Person
NYS SPDES Certification

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Resident Engineer	2012 - Present
The Laquila Group, Inc.	Senior Project Manager / Senior Estimator	09/2006 - 2011
Francis A. Lee Company	Project Manager	04/2004 – 09/2006
Nab Construction	Chief Inspector	10/2000 – 04/2004
AECOM	Resident Engineer / Asst. Resident Engineer	09/1995 – 10/2000
Parsons Transportation Group	Resident Engineer / Asst. Resident Engineer	09/1989 – 09/1995

SUMMARY OF EXPERIENCE

Mr. Carl Ortmann has more than 30 years of experience in the successful completion of major bridge and highway projects, building foundations, power plant and transit structures. He has provided on-site administrative and technical supervision on heavy construction projects, directed multi-trade craft work forces and determined methods of construction, manpower levels, material quantities, equipment, temporary facilities and work schedules. In addition, he supervised all construction activities, materials and equipment received for compliance with company directives, contract drawings, specifications, approved submittals and standards of accuracy. Mr. Ortmann has been in charge of monitoring the quality of work completed and provides quality assurance as required, coordinated submittals to owners, overseen work progress and schedule compliance to ensure a completed project within budget and schedule, resolved field and drawing problems, and reviewed and implemented change orders. He coordinated scheduling of subcontractors and suppliers, reviewed project safety manual and monitored compliance with safety procedures. His relevant experience includes:

PANYNJ, George Washington Bridge Lower Level, New York - Team leader for the Priority, Safety and Routine Verification inspection of the lower level including the lower level roadway and framing, the bottom chord of the stiffening truss, the New Jersey abutment and New York anchorage, and the travelers including their support framing and connections. The purpose of this inspection was to determine the overall condition of the lower level structure and to identify structural and non-structural deficiencies. (10/12 – 3/13)

PANYNJ, Center Avenue Bridge over the Upper and Lower Approaches to the George Washington Bridge, NJ – Team leader for the inspection and verification of the existing condition of the bridge elements including the roadway, superstructure, substructure and appurtenances to determine the rehabilitation or replacement design options. (9/12 – 10/12)

NYSDOT, Contract D261292 I-278 Staten Island Expressway Improvements, Staten Island, NY - Senior Project Manager providing on-site project management for the $74.8 million I-278 Staten Island Expressway Improvement Project including 2.78 Km of asphalt and concrete highway reconstruction including the demolition and widening of three (3) bridges with precast concrete deck units and the construction of a new on-ramp using

precast concrete deck units. Maintenance of site storm water run-off and implementing compliance with the environmental protection requirements for Brady's Pond. Installation of new drainage systems, new roadway lighting and ITS installations. Maintenance and protection of traffic included 4 stages of construction. (11/09 - 9/11)

World Trade Center, Tower 1, Manhattan, NY - Project Manager for the $40 million construction of the 120,000 SF foundation for Tower 1 including rock excavation, support of excavation, drilling and grouting of rock anchors, placement of reinforcing steel and concrete for the core, building perimeter footings, slab on grade. Coordination with the PATH and Port Authority Resident Engineer's Office personnel. (2006 - 2009)

NYC Transit, Reconstruction of West 72nd Street Station, NY - Project Manager for the $35 million completion of the renovation and restoration of the existing landmark station house, construction of a new station building including installation of elevators, lengthening of both existing platforms, complete electrical upgrade including new station lighting, floor and wall finishes, and expansion of Verdi Park pedestrian plaza. Coordination of over 40 subcontractors and suppliers. (10/00 - 04/04)

New York Post Port Morris Printing Facility, Bronx, NY - Project Manager for the $22 million demolition and replacement of reinforced concrete 2nd floor inserting area in stages while newspaper production maintained. Erection of structural steel to reinforce existing 80 foot long floor trusses. (2006)

Astoria Energy Power Plant, Phase 1, Astoria, New York - Project Manager for the $9 million installation of structural steel support structure, unloading from barges and erection of 12 modular air cooled condensers weighing 280 tons each, erection of steam duct and riser sections weighing up to 60 tons and miscellaneous mechanical equipment. Reviewed and submittal of crane placement and erection plans. (2005)

PANYNJ, Newark International Airport Parking Structure, Newark, NJ - Project Superintendent for the 485 million construction of a six-level parking structure including erection of steel columns and support beams, erection of prestressed concrete double tee deck units, cast in place double threaded reinforced concrete helix access ramps. Installation of elevator shafts and elevators, site work, electrical work, erection of a prestressed concrete 3 span bridge and approach roadways, parking lot, entry and exit plazas and canopies in Parking Lot E. Coordination of subcontractors and suppliers. (2001)

TBTA, Triborough Bridge Randall's Island Junction Structure and Bronx Truss over the Bronx Kill, New York - Assistant Resident Engineer for this $145 million project including the Bronx Truss that has a main span of 383 feet and a total length of 1,217 feet. Project work included demolition of the existing substructure and superstructure on the Bronx Approach and replacement with new cast in place concrete substructure with precast concrete deck panels. The Bronx Truss reinforced concrete deck was removed and replaced with steel orthotropic deck panels on the Bronx Truss. Inverset deck panels were placed on the Queens-Bronx Mainline, and curved welded plate girders with composite reinforced concrete deck for the Junction Structure ramps. A full length construction shield provided debris collection and fall protection for the workers, mariners and the Bronx Kill. Multiple construction stages with extensive Maintenance and Protection of Traffic (MPT) Plans to maintain vehicular traffic and toll revenue for the facility. Project constructed in accordance with NYSDOT's construction specifications. (06/98 - 10/00)

ConnDOT, Replacement of Bridge Nos. 00343, 04864, 04866, in Guilford, CT - Resident Engineer for the $3 million replacement of Route 1 Bridge over the West River with 104 foot prestressed concrete box beams on new concrete abutments with bituminous concrete approaches. (9/85 - 9/95)

Scott V. Plant, PE *KS Engineers, P.C.*
Construction Manager

EDUCATION
B.S., Civil Engineering, University of South Florida, 1988

PROFESSIONAL REGISTRATION
Licensed Professional Engineer # [redacted] New Jersey, 1994
Licensed Professional Engineer # [redacted] New York, 1996

CERTIFICATIONS
- PTI Bonded Post-Tensioning Field Specialist, Level 1, November 2013
- ACI Concrete Construction Technology Course Recertification –October 2013
- ACI Concrete Field Testing Technician – Grade 1, 2012
- MTA NYC Transit Track Safety Certification, November 2013
- Amtrak Contractor Orientation Safety, November 2013
- TSC NYCDOB 4-hr Supported Scaffold User Certification, November 2013
- MTA LIRR Roadway Worker Protection Training, September 2013
- Staten Island Railway Roadway Worker Training, November 2013
- Traffic Control Coordinator, 2012
- NJSAT Asphalt Paving Construction Technologist, 2009
- Implementing Complete Streets, TYLI, July 2013
- OSHA 10-hour Construction Safety and Health, Feb. 2011
- Work Zone Safety Awareness Program, Rutgers, June 2008

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Resident Engineer	2014 - Present
TY LIN International	Senior Construction Manager	2013
CTE Engineers/DMJM Harris/AECOM	Construction Manager / Resident Engineer	1990 to 2007 and 2009 to 2013
Jacobs Engineering Corporation	Construction Manager / Resident Engineer	2007 - 2008
Williams & Associates / Adience Corporation	Civil Engineer / Project Engineer	1988 - 1990

EXPERIENCE SUMMARY
Mr. Plant has over 25 years of experience providing Resident Engineering services for many of the local Transportation Agencies in the New York and New Jersey marketplace including: NJ Turnpike, NYSDOT, NYCDOT, MTA-Metro North and MTA-Bridges and Tunnels.

Manhattan West Platform - Brookfield Properties, New York, NY – Project Manager for this project involves the construction of a segmental girder platform over LIRR track to the Hudson Yards and Amtrak's Northeast Corridor. The platform is constructed with 16 segmental girders composed of 33 precast segments which are post-tensioned and grouted together to form one girder. The each girder is placed adjacent to each other on cap beam bearings to create the working platform for high-rise building construction. As Project Manager, Mr. Plant's responsibilities include management and supervision of independent 3rd party post-tensioning and grouting inspection, and secondary inspection of bearing installation, anchorage elastomeric coating, temporary post-tensioning and material

KSE

handling.

14th Street Viaduct Construction Management, Hudson County, Harrison, NJ – Resident Engineer for the existing 14th street viaduct is a 30 span, 1459 feet long bridge running east to west from Willow Avenue to Manhattan Avenue in the city of Hoboken, Hudson County, NJ. The viaduct crosses over several local streets such as Madison Street, Jefferson Street, Adams Street, Grand Street, Clinton Street and also NJ Transit rail tracks towards the west end under Span 28. The existing bridge superstructure comprises of multiple steel girders in most of the spans except two truss spans - one over Adams Street and the other over the NJ Transit tracks. The substructure units are steel bents supported on piles. The existing bridge structure has been showing signs of deterioration and has required a few emergency repairs. This contract is for providing construction management service for this project. As **Resident Engineer**, Mr. Plant's duties included being the Owner's direct on-site representative to the contractor, direct supervision of the Construction Project's Field Inspection / Engineering staff, performing quality assurance oversight of major items of work in progress and ensuring that the project is constructed in accordance with the plans and specifications for the owner.

Specific items overseen/inspected by Mr. Plant included:

- MPT on local roads.
- Construction of pedestrian precast concrete tunnel and retaining walls.
- Installation of lighting conduits and wiring.
- Rock excavation for new abutment construction.
- Substructure construction of reinforced concrete footings, pier columns and caps.

Rehabilitation of Dodd St and Clark St Bridges, Essex County, NJ – Resident Engineer for this project involved design engineering and construction inspection services for the Replacement of the Center Street Bridge over Third River in the Township of Nutley, and the Rehabilitation of of Dodd Street Bridge over Second River in East Orange and the Rehabilitation of Clark Street Bridge over Toney's Brook in Glen Ridge. As **Resident Engineer**, Mr. Plant's duties included being the Owner's direct on-site representative to the contractor, direct supervision of the Construction Project's Field Inspection / Engineering staff, performing quality assurance oversight of major items of work in progress and ensuring that the project is constructed in accordance with the plans and specifications for the owner. Specific items overseen/inspected by Mr. Plant included:

- MPT on local roads.
- Complete demolition of a temporary sidewalk bridge over Second River.
- Superstructure construction of elastomeric bearings, precast concrete deck beams and barrier parapets.
- Reconstruction of asphalt driveway aprons

New Jersey Turnpike Authority, New Jersey Turnpike Widening Program Contract 201, Bordentown, NJ – Resident Engineer for this project included the construction of one mile of three northbound and southbound outer travel lanes, seven MSE walls, three steel-framed bridges, narrowing two existing bridges, VMS and static sign structures, tunnel and under-bridge lighting. As Resident Engineer, Mr. Plant was responsible for a constructability review program wide, construction inspection and material testing supervision, field issue resolution, utility and agency coordination, change order/claim resolution, and payment processing.

PANYNJ, World Trade Center Vehicle Security Center, Manhattan, NY – Estimator for this project included all estimation of work involved with the proposed construction of the Vehicle Security Center. As Estimator, Mr. Plant's responsibilities included performing quantity take-offs and developing costs for all building trade work. (2007)

STEVE MAR *KS Engineers, P.C.*
Electrical Inspector

EDUCATION
BS/Electrical Engineering, Pratt Institute, Brooklyn, NY, 1987

PROFESSIONAL REGISTRATIONS/CERTIFICATIONS
University of Massachusetts, Division of Continuing Education: Lead Inspector Training - April 6, 1995
10-Hour OSHA Construction Safety Training
Trench Safety
Maintenance of Traffic and Work Protection
Confine Space
Hazmat Management
Lockout/Tag out
FEMA
Con Edison High Tension Training - 2005
EPA Lead Inspection Training - 1995
New Jersey State Approved (10) Hours Course - 2008 Electrical Code Update/Law Required CE for 2009 Renewal (March 2009).

SELECTED SOFTWARE SKILLS
MS Word & Excel
AutoCAD Certified

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Electrical Inspector	7/2014 - Present
Maitra Associates, P.C.	Field Engineer – Construction Inspector	6/2002 - 7/2013
New York City Department of Design and Construction (NYCDDC)	Construction Project Manager II	1/1998 - 6/2002
New York City Department of Housing Preservation & Development	Assistant Electrical Engineer	12/1987 - 1/1998
David D. Owen Associates	Assistant Draftsman / Blue Print Operator	1980 - 1982

EXPERIENCE SUMMARY
Mr. Mar has experience in high tension electrical engineering, construction technology, contract administration and building operations in a career that spans more than 30 years. He has the ability to work effectively under minimal supervision handling simultaneous projects and meeting deadlines. Mr. Mar has a solid reputation for upholding high standards and realizing organizational goals and objectives. His relevant experience includes:

Port Authority of NY & NJ (PANYNJ), Multiple Contracts, New York & New Jersey - Field Engineer/Construction Inspector. Administrated multiple contracts in New York & New Jersey Port Commerce Department and The Port Authority Trans Hudson Corporation (PATH) train as (CMD / EIC). Worked closely with PA Resident Engineer (RE), PA Assistant Resident Engineer (ARE), PA Project Manager, Engineer of Record (Architect/Engineer), and Contractors to ensuring the projects are delivered on time and within budget. Reviewed scope of work, contract submittal, materials, PACC (Change Orders), Request for Proposal (RFI), and approved contractor progress payments. Performed daily Controlled Inspections and reviews to insure work on construction projects are completed in accordance with contract drawings, specifications, and National / Local Codes and

KSE

construction project standard (ANSI, NFPA, NEMA, and UL). Scheduled project kick-off meetings and monthly meetings with main contractor and subcontractor to perform ongoing construction project. Analyze budgets and schedules for contract compliance. Projects included:

- Inspected and supervised installation of 2 units of 1000KVA, 4160/480/277V-3phase substation. Coordinated with local power company (Con-Ed) to bring the main substation in services. (Mr. Mar received Port Authority recognition via a "Team Project Award" in 2004.
- Expansion of 124 acres of Port Ivory in Staten Island, NY. A former shipping port operated by Proctor & Gamble. Demolition of existing office buildings, warehouse, power plant, smoke stacks, and structural steel bridges.
- NYC Container Terminal Berth Strengthening and Wharf Extension in Staten Island, NY. Installed new cathodic corrosion wiring throughout the new 300 feet of wharf extension as well as a new substation, fiber optic cabling, cross over bridges, train tracks, air compressors, high mast electrical light towers, sewage drainage, and fire hydrants.
- At PATH train performed Engineer in Charge (EIC) – Installed new security fence and repaired concrete along existing Summit Avenue Bridge in Jersey City, NJ. While the test was not to disrupt the daily PATH train rush hours operation and people/traffic on the street level.
- Replaced/ Installed new PATH railroad tracks, ties, ballast stones, bridge walkway stringers bolts in the Newark PATH Dock Bridge.
- At PATH's South Street Yard in the elevated McCarter Highway bridge in Newark. Installed new Automatic Train Control System. Along with new electrical bungalow, Train Single, and Fiber–optic communication room.
- At PATH Journal Square Transportation Center – Platforms, Turnstile Area, Moore Tower, Removal of loose concrete over active tracks and underside of John F. Kennedy Blvd. Repaired (2) deteriorated concrete columns. As a EIC's I'm responsible for the safety of workers on working along the active train tracks and the coordination with the Trainmaster for movement of work flat and Hy-rail trains on site.
- Lead inspector for PA. Reactivation of Arthur Kill Vertical Lift Bridge from New York to New Jersey and the national rail network.

New York City Department of Design and Construction (NYCDDC), Multiple Projects, Brooklyn, Queens, New York, NY - Construction Project Manager II for Cultural Department and Library Department worked under Resident Engineer (RE) and Assistant Engineer (ARE) coordinated with architect or other consultants and clients to determine the specific requirement. Participated in initial meetings with clients and makes recommendations regarding project management approach. Performed inspections, ensured compliance with applicable plans and specifications related to ongoing construction projects. Reviewed and approved contractor progress payments, change orders, request for reduction of retainage, and extension of schedules. Evaluated the performance of Project Architects, Engineers, Contractors, and Sub-Contractors. Coordinated project close out procedures with clients, Architects/Engineers and individual Contractors. Projects included:

- Renovation of Coney Island Library in Brooklyn, NY
- Renovation of South Brooklyn Children's Botanic Garden Storage building.
- Additional upgrade of NY Aquarium in Coney Island, Brooklyn – Horseshoe/Turtle pond.
- Renovation of Queens Museum of Art building – Installed new roof system and upgraded roofing drain.

New York City Department of Housing Preservation & Development, Multiple Projects, Citywide, NY - Assistant Electrical Engineer worked under Chief Engineer's direction, to supervise and schedule ongoing rehabilitation of city owned building. Monitored various contractors' progress and quality of work. Prepared cost analysis of extra work orders, RFIs, and change orders.

REYNALDO M. LIBUNAO, JR *KS Engineers, P.C.*
Electrical Inspector

EDUCATION
BS/Electrical Engineering, Mapua Institute of Technology, Manila, Philippines, 11/1995

PROFESSIONAL REGISTRATIONS/CERTIFICATIONS
Registered Electrical Engineer, License No. [redacted] (Philippines)
NICET CERTIFIED – Fire Alarm Systems Level 1 (Certification pending with NICET)
ICC Certified Commercial Electrical Inspector (exp)
10 Hour OSHA Construction Safety and Health Training
NYC DOB 4 Hour Supported Scaffold Certificate

SELECTED SOFTWARE SKILLS
MS Office, AutoCAD
AGI Lighting Program
Power Tools for Windows
Primavera – Construction Manager

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Electrical Construction Inspector/Engineer	7/2014 - Present
Michael Baker Engineering, Inc.	Senior Electrical Inspector	12/2009 - 2014
Halcrow Engineers PC	Senior Electrical Engineer	1/2003 - 2009
The Prisco Group	Electrical Design Engineer	6/2001 - 1/2003
Integral Planning and Management, Inc.	Field Engineer	1/2001 - 6/2001
Filinvest Alabang Incorporated	Junior Electrical Engineer	4/1996 - 9/1999

EXPERIENCE SUMMARY
Mr. Libunao has 18 years of international and domestic experience with project management, power, telecommunications and lighting distribution design for residential, commercial, educational, recreational, infrastructure and marine facilities. He is a proven team player with the ability to coordinate with people. In addition he has excellent organization skills and is able to use different tools to streamline the design process and generate accurate calculations.

New York City Department of Environmental Protection (NYCDEP), WP-283 Newtown Creek WPCP Plant Upgrade, Greenpoint, Brooklyn, NY - Senior Electrical Inspector. Oversees the new construction of the Central Residuals Building (NC-41) and the Upgrade of the existing South Battery (NC-47). These projects are Wick's Law contracts, covering four prime contractors (G – Structural, E – Electrical, P - Plumbing and H – HVAC). Contract NC-41 is the construction of the Central Residuals Building, consists of a Secondary Screening, a Grit Disposal, Skimming Systems which segregates and channels this primary treatment residual to dumpster containers for proper disposal. This treatment process has a Consent Order Decree Milestone of $20 million from the state and federal authorities that will be achieved more than one year ahead of schedule for the City of New York.

Contract NC-47 provided the full upgrade of the existing South Battery consisting of a grit removal facility, aeration and settling tanks, and a return activated sludge pumping station, similar to the new North and Central Batteries. All aeration tanks will be covered and provisions made for a process air system including blowers, odor control and

a polymer feed system. Odor equipment and controls will be in the newly constructed South Control Building. Contract NC-47 also includes the wrap-up of miscellaneous items in the North and Central Batteries such as modifications to the spray water nozzles, the spray water system and the seal water system.

- Responsible for enforcing the National Electrical Code, New York Electrical Code and other related codes and regulations, including Department of Environmental Protection Construction Rules and Regulations. Interprets codes in the field. Authorizes acceptable alternative methods of code compliance within limits of authority.
- Works under the guidance of the Project's Resident Engineer.
- Reviews Contract Documents to address possible conflicts in advance. Formulates "Request for Clarifications (RFC)" to the Engineer to resolve conflicts.
- Review "Request for Information (RFI)" from Contractors to make recommendations to the Engineer and shorten review process.
- Maintains close coordination with other trade inspectors to assure nothing is compromised.
- Performs field investigations of electrical activities, assuring all applicable code requirements are satisfied and corrected by the electrical contractor. Activities involved installation of conduit, wires/ cables, enclosures, panel boards, disconnect switches, Motor Control Centers, Susbstations/ Transformers, Automatic Transfer switches, Local Control Panels for Power, Lighting, Fire Alarm, Access control, Public Address, Communications, LV Controls, Gas Monitoring, and HVAC systems.
- Conducted Fire Alarm System Inspection prior to AHJ Inspections to catch any issue that may cause the AHJ to issue a Letter of Defect or a Violation.
- Address and correct issues in the field, if possible, to avoid delays.
- Completes and maintains records of daily report of the electrical contractor's daily activities. Issues correction notices.
- Conducted Equipment Testing for Acceptance.
- Delegate work and provide guidance to electrical inspectors.
- Evaluate Contractor's monthly progress payment requisitions. Reconciled contract changes and claims with the contractor.
- Prepared a detailed punch list of unfinished or non-compliant installations.

(12/2009 - 2014)

New York Fire Department (NYFD), Berths 11 and 12 Rehabilitation- Brooklyn Navy Yard, Brooklyn, NY - Electrical Engineer. Responsible for providing engineering services to the Fire Department of New York for the Rehabilitation and Upgrade of Electrical Service for Berths 11 and 12 at the Brooklyn Navy Yard. The upgrade included the installation of a substation at the dock to provide power for new electrical and mechanical equipment for the new vessels of the Fire Department. (2009)

U.S. Coast Guard, Pier Reconstruction, Cape May, NJ - Electrical Engineer. Responsible for providing engineering services to Arthur Henry Inc and Viteri Construction Management for the design-build of the reconstruction of the 300 ft section of Pier 4 at the U.S. Coast Guard Training Center in Cape May, NJ. The structure was designed with the utility trenches along both sides of the pier to accommodate new electrical and mechanical utilities for the USCG Vessels and the existing floating dock. (2008)

Pier 86 – Intrepid Museum, Manhattan, NY - Electrical Engineer. Responsible for the planning, design and assistance during the construction phase of electrical systems of Pier 86 for Hudson River Park Trust with costs of $30.5 million. The project consists of demolition of the existing pier and detail design of the new pier and design repairs. Participated in the design of the new facilities and landscaping on the proposed Upland Park. (2003-2008)

CARYN HART *KS Engineers, P.C.*

Electrical Inspector

EDUCATION

Master in Education (LIU) - Present
Bachelors Electromechanical Engineering, NYC College of Technology – 06/ 1997

CERTIFICATES / TRAINING / LICENSES

NICET II Certification II - 1/2013
NYC Dept. of Buildings Concrete Safety Certificate
LIRR safety (NYS DOT) - Certified
Concrete Inspector (NYS DOT) – Certified
Earthwork Inspector (NYS DOT) – Certified
MTA NYC Transit Track Safety Certification – 3/2012
FDNY Fire Safety Manager Certification – 4/2012
OSHA 30 Hour Construction Safety Training
OSHA 40 Hour Site Safety Manager (Pending) – 5/2012
OSHA 30 Hour Concrete Safety Manager Certification – 8/2012
4 Hour Supported Scaffold Training Certification – 12/2012
8 Hour Asbestos Awareness OSHA 29 CFR 1910 Certification – 4/2013
Certified Adult/Child CPR; Adult/Child AED and Infant CPR/ (NYS DOT)

SKILLS

Microsoft Office
PowerPoint
SiteManager
BackOffice
Proxy Master
MapInfo (AIMS)
Arc View (GIS),
AutoCAD 2000 - Certified

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Electrical Inspector	2014 - Present
Able Safety	Site Safety Supervisor (Consultant)	6/2013 - 5/2014
New Jersey Meadowlands Commission	Resident Inspector (Consultant) for Phase 4 and Phase 5	9/2013 - 4/2014
AeroTech Environmental	Site Safety Supervisor (Consultant)	3/2013 - 5/2013
Con Edison	Site Safety Supervisor	10/2012 - 11/2012
HNTB	Construction Inspector (for NYCDOT)	1/2010 - 10/2012
NYSDOT	Senior Engineering Technician	10/2006 - 12/2009
NYCDOT	Traffic Analyst	9/2002 - 7/2004

EXPERIENCE SUMMARY

Ms. Hart has over 10 years of experience in construction inspection including work as Resident Inspector for electrical work and Site Safety supervisor.

Phase 3 Beachfront Restoration, Reconstruction of Coney Island Steeplechase Pier and the cleaning/ maintenance of the Verrazano Narrows Bridge, Brooklyn NY - Resident Inspector, Electrical & Site Safety Supervisor. Provided QA/QC over site of sub-contractors on Removal of debris including power washing operations of the upper and lower deck on the East and West bound lanes. Served as a technical safety resource. Created

safe zones to allow for other repair crews. Ensured safe transverse of vehicular traffic by creating MPT; restricted zones. Conducted safety meetings and site safety inspections on a daily basis to insure workers are in compliance with federal and state OSHA Standards. Served as Site Safety Supervisor during rehabilitation project at VA hospital in Northport NY. Performed general inspection of all construction. Provided general inspection on all construction labor and subcontracted work. Assured compliance with contract documents and approved submittals. (06/2013 – 05/2014)

Phase 4 and Phase 5, Adaptive Signal System Traffic Region (MASSTR), NJ Meadowlands Commission, Lyndhurst, NJ - Resident Inspector, Electrical. Provided QA/QC over site of contractors and sub-contractors in the installation of an Adaptive Signal System for Traffic Reduction known as The Meadowlands Adaptive Signal System Traffic Region (MASSTR), in the Meadowlands region corridors in Bergen and Hudson counties. Worked closely with project operations management striving for continuous safety culture improvement. Provided oversight of progress of installation of intricate network of adaptive traffic signal controllers, wireless communications, and vehicle detection devices with adjustable signal timers. Provided general inspection on all construction labor and subcontracted work. Assured compliance with contract documents and approved submittals. Conducted weekly safety meetings, site safety inspections on a daily basis to ensure workers were in compliance with federal and state OSHA Standards. Had working knowledge of civil engineering principles and management techniques. Provided report writing, research techniques, administration and implementation of solutions. (09/2013 – 04/2014)

Super Storm Sandy disaster recovery/ clean-up in conjunction with USACE/ FEMA, Fire Island, NY - Site Safety Supervisor. Verified Right-of-Way and Right-of-Entry on private properties. Conducted safety meetings, daily site safety inspections to ensure workers are in compliance with federal and state OSHA Standards. Supervised both civilians and subcontractors to assure proper adherence to guidelines for removal of storm debris. Assured adherence to eligibility of loads accessed by subcontractors per USACE/ FEMA regulations. Responsible for proper certification of all load vehicles per USACE/ FEMA regulations. Identified Best Safe Work Practices to drive continuous loads. Served as a technical safety resource. Created a safe MTP zone, right of way, entry and exits at the 'Atlantique Dump site'. Worked closely with project operations management striving for continuous safety culture improvement. Assured State & Federal environmental compliance standards and protocols for handling storm refuse, traffic control. Conducted sub-contractor inspections with USACE Site Safety Health Officer with QA/QC oversight for sub-contractors in the removal of Storm debris including overseeing the separation of the organics, construction debris (C&D), and 'Whites' refrigerator, electronics, AC units, and washer/dryers with the assistance of the USACE. (03/2013 – 05/2013)

Sandy Debris Removal, Northeast Queens - Con-Edison, Queens, NY - Site Safety Supervisor. Work ensued 7 days per week 12 hours per day. Served as Site Safety Health Officer with QA/QC oversight of sub-contractors in the removal of storm debris, including removal of fallen/damaged trees and high voltage power lines in Northeast Queens, NY area. Served as a technical safety resource. Created safe zones for emergency repair crews for the purpose of restoration of electricity to private homes and businesses. Ensured safe traverse of pedestrian and vehicular traffic by creating MPT; restricted zones. Acted as a liaison between the field sites and the Control Center and various subcontractors, including tree trimming crews. Enforced Con-Edison's safety policies. (10/2012 – 11/2012)

ELECTRICAL INSPECTOR
ANTENOR BRUTUS, P.E.

CREDENTIALS/REGISTRATION

BS ELECTRICAL ENGINEERING RENSSELAER POLYTECHNIC INSTITUTE TROY, NEW YORK [redacted] MAY 1984

PROFESSIONAL AFFILIATIONS

LICENSED PROFESSIONAL ENGINEER (PE)

YEARS OF EXPERIENCE

27

MISCELLANEOUS

PROFICIENT IN NUMEROUS COMPUTER OPERATING SYSTEMS AND SOFTWARE INCLUDING MICROSOFT WINDOWS, MICROSOFT WORDS, AND EXCEL,

TECHNICAL SUMMARY

Mr. Antenor Brutus, PE has a Bachelor's Degree in Electrical Engineering. He has designed and successfully managed various electrical construction projects including Electronic Security, Power Systems, air conditioning systems Fiber Optic based Communication and Control Systems. He has excellent managerial skills especially in areas of project administration, cost estimating and construction management. He has rendered services as Senior Estimator / Senior Engineer, Quality Manager, Design Engineer, and Administrative Engineer among others. He has worked for various government agencies including NYCT, NYCDEP, and DCAS

PROFESSIONAL EXPERIENCE

Haider Engineering, P.C. –Resident Engineer:
Project Task Order - No. 1, CM-1507 – Consulting Services Related to the Consultant Construction Management and Inspection Services for Montague Tube Rehabilitation ("SANDY" REPAIR PROJECT) in the Borough of Manhattan and Brooklyn, NY. Duration: August 2013 - Present

He is serving currently as Resident Engineer for NYCT Contract P-36436 - Montague Tube Rehabilitation. This project involves rehabilitation work being performed on the Montague Tube and associated facilities including: Ventilation Plants, Circuit Breaker Houses, Tunnel Lighting, Duct Branch Replacement as a result of damages caused by Hurricane Sandy. Work is being performed around the clock, on a 24 hours basis in accordance with an ambitious schedule to achieve completion within fourteen (14) months. The project's Construction Management Team has many personnel including four Resident Engineers covering the job around the clock and during the weekends. His duties include: Engineer-In-Charge representing the NYCT at the site, assigning Engineers/Inspectors to the various tasks being performed and supervising the Engineers and other personnel at the site. He monitors all on-site activities, and inspection. He coordinates with the various departments of the NYCT, Contractor, and Subcontractors to ensure a smooth collaboration of the various parties during the construction process. He monitors all Work Train movements at the site, NYCT Flaggers and Transit Safety Supervisors. He documents all inspections and conditions, monitors construction work progress, monitors site related safety conditions, and ensures compliance of the construction work to the contract documents. Estimated construction cost is $100,000,000.00. **Contact Person: Piyush Patel, PE, Lead Construction Manager. (646)252.4035**

2012 Senior Field Engineer and Estimator Terraferma Elect. Const. Co. Inc. – New York As senior field engineer he estimated construction costs for various types of facilities including Transportation Facilities (NYCT, LIRR, PANYNJ, TBTA), Water Pollution Control Facilities (NYCDEP), Office Buildings (DCAS), Hospitals and Schools including the following: NYCT B-62009, Security Upgrade - Eastchester & LaGuardia Bus Depots NYCT C-52116, Electronic Security in Under River Tunnels NYCT C-26012, 86th Street Station (2nd Avenue Subway Line) NYCT C-34906, Upgrade of DC Power System at 207th Maintenance Shop TBTA Queens Midtown Tunnel, Contract QM-30 PANYNJ, Upgrade of Pump House 4 (at LaGuardia Airport) NYCDEP, Bowery Bay Contract BB-59E LIRR, East Side Access, Contract CM012R Senior Engineer Action Const. Consulting / Terraferma Elect. Const. Co. Inc. - New York NYCDEP, Bowery Bay Contract BB-59E (Astoria NY) · Managed all aspects relating to Power System, including Short Circuit and Coordination Study, and Fiber Optic based Communication and Control System for upgrading of Water

Pollution Control Plant. · Reviewed, revised and upgraded Submittal documents to enable approval. · Inspected and Shop tested equipment, including Motor Control Centers and Medium Voltage Motor Starters. · Coordination with Subcontractors, Manufacturers, Vendors, the Engineer, and the NYCDEP. Upgrade of Water Pollution Control Plant, including new Motor Control Centers, New Medium Voltage Motor Starters for Process Air System, wiring of mixers, pumps, instruments, installation of conduits and boxes, including explosion proof boxes and fittings, Fiber Optic based Electrical Monitoring and Control System, Fiber Optic based Public Address and Telephone System, Panel boards, Transformers, Safety Switches, indoor and outdoor lighting systems etc.

2005-2006 Senior Field engineer and Estimator
Action Const. Consulting / Terraferma Elect. Const. Co. Inc. – New York

- Estimated construction costs for various types of facilities, including Transportation Facilities (NYCT, LIRR, PANYNJ, TBTA), Water Pollution Control Facilities (NYCDEP), Office Buildings (DCAS), Hospitals and Schools including the following:

2002 – 2004 Quality Manager / SeniorField Engineer
Action Electrical Contracting Company Inc. - New York: NYCT Contract C33173, Construction of Circuit Breaker House and Replacement of DC Cables at East New York Yard -

- Managed all quality aspects for construction projects, including power, communication, lighting, mechanical, structural and civil systems.
- Updated the Contractor's Quality Program Documents and successfully implemented The Quality program.
- Inspection of materials, installation, and inspection during shop testing of equipment.
- Ensured that all required tests were performed, documented and adhered to Contract requirements.
- Coordinated Quality related matters with the Client, Contractor, Sub-Contractors, Vendors, Manufacturers and the NYCT.

This contract included the construction of a new Circuit Breaker House at the East New York Yard - Fifteen (15) new 4000 Amps, 750 Volt DC Circuit Breakers were procured, and installed at the site. Thousands of feet of 2000 MCM cables were also installed in new concrete Duct Banks, connecting the new Circuit Breakers to the various Tracks in the Yards. Different Types of Copper Connectors were used to connect the cables. Type LS & QV connectors were used for connections to the third rails using Cadweld, via 500 MCM Cables. Several other locations in Manhattan were included in this contract where existing 4000 Amps, 750 Volts DC Westinghouse Circuit Breakers were removed refurbished and re-installed. The work included extensive track work in yard and tunnels.

Quality Manager / Senior Engineer
Action Electrical Contracting Company Inc. - New York

NYCT Contract E-31268, Fan Plant Wrap-Up (Six Locations), Broadway -7th Ave Line Steinway Tunnel, Lexington 4th Ave Line "A" Division IRT in the Boroughs Manhattan Queens and the Bronx -

- Managed all quality aspects for construction projects, including power, communication, lighting, mechanical, structural and civil systems.
- Updated the Contractor's Quality Program Documents and successfully implemented the Quality program.
- Inspection of materials, installation, and inspection during shop testing of equipment.

- Ensured that all required tests were performed, documented and adhere to Contract requirements.
- Coordinated Quality related matters with the Client, Contractor, Sub-Contractors, Vendors, Manufacturers and the NYCT.

The work involved new/refurbished 200-300 HP motors, modified Motor Control Centers, new PLC based Supervisory Control Cabinets, Panel boards, Circuit Breakers, Dampers, Control Cables, Communication cables, Power Cables, Conduit, boxes, inspection, shop testing of equipment, field installation of equipment, testing and commissioning. The work also included extensive Civil, Structure and Mechanical work, for street and station and track work.

1997 – 2000 Quality Manager / Senior Engineer
Action Electrical Contracting Company Inc. - New York
NYCT Contract E-33487, Tunnel Lighting - 96th Street to Dyckman Street (On the 1 & 9 Line)

- Managed all quality aspects for construction projects, including power, communication, lighting, mechanical, structural and civil systems.
- Developed the Contractor's Quality Program Documents and successfully implemented the Quality program.
- Inspection of material, inspection of installations.
- Ensured that all required tests were performed, documented and adherde to Contract requirements.
- Coordinated Quality related matters with the Client, Contractor, Sub-Contractors, Vendors, Manufacturers, and the NYCT.

Work involved procurement and installation of specially designed shielded type Lighting fixtures, Blue Lights, conduits, boxes cables etc.. New Tunnel Lighting Rooms (TLR's), Electrical Distribution Rooms (EDR's), and Communication Rooms, with all electrical equipment (Panel boards, Circuit Breakers, Transformers, Safety Switches, ATS's). Square D Type Power Logic Circuit Monitors were utilized to relay electrical data in the EDR's to NYCT monitoring site in Brooklyn. Work also included HVAC Systems, and drainage.

March 1986 - June 1997 Senior Project Engineer
HNTB Corporation – New York / New Jersey

- Ensured cost effective design of projects, compliance, proper development, and timely completion of deliverables.
- Performed studies and developed reports.
- Supervised Engineers and CADD-Operators / Draftsmen.
- Trained Junior Engineers
- Coordinated work with other disciplines, Civil, Mechanical, Structural etc.
- Met regularly with Client and other disciplines to discuss progress of Projects.
- Developed Specifications and Cost Estimates.
- Prepared reports

Project Engineer
HNTB Corporation – New York

- Developed preliminary designs schemes.
- Performed inspections.

- Performed design calculations
- Selected Equipment / components used as part of design project.
- Prepared work for CADD-Operators / Draftsmen.
- Reviewed Shop drawings and catalog cuts.
- Supervised CADD-Operators / Draftsmen.

URS

Konstantin Ingberg

Civil / Structural Inspector

Areas of Expertise

Aviation

Inspection

Surface Transportation

Years of Experience

With URS: 15 Years

With Other Firms: 27 Years

Education

Master of Science / Structural Engineering / State Regional Research Institute of Experimental Design / St. Petersburg, Russia
Post Graduate Study. Thesis: The Investigation of Resistance of Foundations on Piles to Lateral Loads in Col Regions

Bachelor of Science / Civil Engineering / The State College of Railway Engineers / St. Petersburg, Russia
Major Construction Management

Background

Mr. Ingberg has more than 40 years of experience in construction supervision and inspection, and design and structural analysis of steel structures. His experience includes providing inspection services for the Great Egg Harbor Bridge in New Jersey, the rehabilitation of anchorages at the Triborough Bridge, 12 bridges on Staten Island, and the Kosciuszco Bridge. He also provided inspection services at Newark International Airport for their six-year $800 million capital program that included the upgrade of existing airport infrastructure/facilities and the construction of new facilities.

Project Specific Experience

NYSDOT, Rehabilitation of 12 Bridges on Staten Island, Staten Island, NY: Chief Structural Inspector responsible for supervision of all field operations.

PANYNJ, Strengthening and Flood Control Program, New York, NY: Assistant Resident Engineer providing professional services on the Strengthening and Flood Control program.

PANYNJ / NYCT, World Trade Center Reconstruction, New York, NY: Chief Structural Inspector on the World Trade Center reconstruction effort, including NYCT Line 1&9 Subway Tunnel Underpinning Project.

PANYNJ, Newark Liberty International Airport, Newark, NJ: Chief Construction Inspector for this six-year $800 million capital program included the upgrade of existing airport infrastructure/facilities and the construction of new facilities in accordance with new safety, security and environmental requirements. Project assignments included the construction of the $85 million Monorail Station E Parking Garage Structure, an RSR highway bridge and site work. Responsible for the construction management and inspections associated with caisson foundation construction, erection of a composite structural steel/precast, prestressed concrete superstructure, and structural steel and cast-in-place helix ramp system. Supervised the inspection team. Prepared change orders, estimates and reviewed Contractor cost proposals. Prepared monthly progress update reports. Coordinated field work with the Airport Facility Operational Personnel. Interfaced/reported to the Port Authority's Senior Resident Engineer.

NYSDOT, Meeker Avenue/Brooklyn-Queens Expressway, Brooklyn and Queens, NY: Construction Inspector monitored field operations, reporting and payments. Conducted in-depth inspection of existing steel structures in the preliminary stage.

URS

NJ Highway Authority, Great Egg Harbor Bridge, NJ: Resident Inspector for the emergency repairs of the existing pin-and-link hanger system and retrofit of the wind bracing system for this Garden State Parkway Bridge for the New Jersey Highway Authority. The existing 3,700-foot-long structure comprises several pin-and-link hanger connections supporting three suspended spans throughout the bridge. When one of the original steel links failed an emergency repair program was immediately initiated. After subsequent inspection and ultrasonic testing of all of the pins and links was made, it was determined to replace four steel links. In addition, the structure was analyzed for the dynamic effects of wind and retrofit of the existing wind bracing was made.

Rehabilitation of Anchorages at the Triborough Bridge, New York, NY: Chief Structural Inspector responsible for replacement of structural steel and concrete, anchor blocks post tensioning, strand prestressing and socketing, cable wire repair, replacement, of post tensioning tendons, structural lifting operations, steel sheeting and pile driving, erection of pile concrete caps.

Rehabilitation of Kosciuszco Bridge, New York, NY: Chief Structural Inspector responsible for supervision of structural steel replacement, dock, pier repairs and M&P of Traffic.

Farragat Road, Brooklyn; Putnam Avenue, North Bronx; Great Kills Harbor, Staten Island, NY: Construction Inspector for the scope of inspection included construction of new and renovation of existing highways, and underground structures in the New York Metropolitan area. As Owners representative monitored site progress, materials evaluation and specifications compliance.

State Bridge Construction Company - Project Team #17, Team #19 and Team #104: Project Engineer for the supervision of steel sheeting driving, concrete sectional piles driving, piers body erection and roll - on of 330 If long preassembled steel truss on construction of railroad bridge of 1.0 mile total length.

- Team #19 - Project Manager/Assistant Project Manager responsible for rehabilitation of two existing three-span highway steel arch bridges over the Neva River with replacement of crossbeams and deck.
- Team #104 - Area Manager/Project Manager supervising the following construction projects: 1) Multi - storied residential and office buildings; 2) Trauma Medical Center for 1,500 patients; 3) Garage for 250 heavy trucks; and 4) supervised six engineers and 200 construction workers.

URS

Robert Tse

Civil / Structural Inspector

Areas of Expertise

Facilities

Surveying

Transportation

Years of Experience

With URS: 11 Years

With Other Firms: 0 Years

Education

2003 / Bachelor of Science / Civil Engineering / University of Buffalo

Registration/Certification

2003 / Engineer in Training EIT

2008 / Occupational Safety and Health Administration 10 Hour

International Code Council

- 2009 / Structural Steel and Bolting Special Inspector
- 2009 / Structural Masonry Special Inspector

American Concrete Institute

- 2009 / Concrete Construction Special Inspector - Level II
- 2009 / Concrete Field Testing Inspector - Level I

2007 / New York City Transit Track Safety Certification

Background

Mr. Tse has more than 11 years of experience in field inspection. Areas of expertise are in heavy civil construction, deep foundation, underpinning, retaining walls, slurry walls, jet grout, reinforced concrete, etc. His PANYNJ experience includes his role as Inspector on the World Trade Center Transportation Hub.

Project Specific Experience

NYSDOT, Region 11, Transportation Construction, New York, NY: Transportation Construction Inspector Level II. Assisted in monitoring and inspecting FDR Drive rehabilitation project between 53rd and 63rd Street. Wrote daily inspection reports and made payments for work performed. Made sure work being done complied with the States specifications. Served as liaison between contractors and Engineer-In-Charge.

PANYNJ, World Trade Center Transportation Hub, New York, NY: Inspector for this project involves the construction of a new Transportation Hub at the World Trade Center site. It will replace the Port Authority Trans-Hudson (PATH) rail station that was destroyed in the attacks. Incorporating state-of-the-art safety and security features, the Transportation Hub will include a terminal for the PATH line, as well as new pedestrian connections that will significantly improve access to ferries and subways. Work included underpinning 975-foot long section of 1/9 Subway Line structure, demolition and excavation of East Bathtub from street level to bedrock, construction of East Bathtub perimeter Slurry and Jet Grout Walls, and construction of multiple support of excavation structures. Responsible for quality control and assurance for all various aspects of heavy Civil construction; minipiles, structural steel, slurry walls, jet grout walls, tiebacks, soldier piles, sheet piles, major earthwork, demolition, and reinforced concrete. Provided day-to-day field presence for the Owner; notified Resident Engineer of anticipated complications and provided solutions prior to their becoming an issue, ensured work performed complied with contract documents and PANYNJ specifications.

Franklin D. Roosevelt East River (FDR) Bridge, Reconstruction Project from E. 54th to E. 63rd Street, New York, NY: As Inspector for the FDR Drive Reconstruction Project from E. 54th Street to E. 63rd Street in Manhattan. This $140 million project will rehabilitate the 60 year old, three-level tiered FDR Drive structure between E. 56th and E. 63rd Streets. Work also includes repaving the at-grade (lower level) portion on the FDR Drive between E. 54th and E. 56th Streets, safety improvements to correct roadway geometry including the addition of an acceleration lane to the E. 63rd Street entrance, and new drainage, signage, and lighting

URS

systems. The three-level tiered section of the highway carries northbound traffic on the lower level and southbound traffic on the middle level with parkland and private gardens sitting on the roof deck. These open green spaces will be restored and improved as part of the Project as well. This project utilizes state-of-the-art construction methods and an innovative approach to the Maintenance and Protection of Traffic (MPT). This will allow the necessary work to proceed without reducing the number of available travel lanes or causing significant impacts to the traveling public and the local community. Outboard Detour Roadway is being provided in the East River adjacent to the FDR Drive to replicate the traffic carrying capacity of the FDR travel lanes that must be closed during construction. This will allow for traffic to be shifted onto the outboard roadway leaving a clear and free work zone on the Drive so the contractor can work unimpeded on three empty travel lanes at a time. All exits and entrances are being maintained.

Chronology

01/2004 - URS Corporation

HAMED ALI KHAN

Civil / Structural Inspector

EDUCATION:

M.S., Civil Engineering, Wayne State University, Detroit, MI – *2000*
B.S., Civil Engineering, Osmania University, Hyderabad, India – *1997*

CERTIFICATION/ TRAINING:

Structural Welding Special Inspector (05/14)
Structural Steel and Bolting Special Inspector (05/14)
ACI certified Concrete Field Testing Technician, Grade I – (05/14)
NYSDOT Site Manager Office Engineering Training (11/13)
NACE, Level 2 Certification – (06/11)
NACE, Level 1 Certification – (01/11)
Engineer in Training (E.I.T.) – (07/05)
SSPC Supervisor/Competent Person Training – (01/04)
40 hr. In-House, P3 Primavera Project Planner Training – (04/03)

EXPERIENCE:

Mr. Khan is a structural engineer with 12 years of experience in the areas of condition evaluation, design, and construction supervision. Mr. Khan has designed temporary steel structures to erect permanent structures-both offshore and on waterfront jobs. Mr. Khan has also worked on various commercial and residential building projects ranging from concept to finish projects, remodeling, rehabilitating and designing additions to existing structures. Mr. Khan has served as a team leader for structural condition evaluations of buildings, and also as an assistant team leader for bridge condition evaluation projects.

04/09 – Present **Afridi Associates, New York, NY** – *Structural/Field Engineer*

- **NYCDOT Protection Against Marine Borers, NY***(04/14 – Present)*
  Project consists of Protection Against Marine Borers at FDR Drive, Carroll Street Bridge, Ocean Avenue Bridge, in the Boroughs of Manhattan and Brooklyn.

  Office Support responsibility includes Record Keeping (MURK), Contract Compliance, Meeting minutes, Database Management, and Material Certification Compliance, Material Certification Compliance, Review of Submittals, RFI's, Time Extension requests, Change Orders and Payment Applications.

- **NYSDOT D262162 Cross Bronx Expressway Paving, NY** *(11/13 – 03/14)- Assistant Office Engineer*
  Assisting the Office Engineer in setting up Correspondence logs, Filing work, quantity checking, payment estimate for completed works etc.

- **TBTA TN-85C, Suspended Span Deck Repairs at Throgs Neck Bridge** *(07/12- 11/13)*
  Project involved removal of corroded, pitted and deteriorated steel structural members such as tie plates, gusset plates, upper and lower lateral beams, stringer repairs etc. Work involved paint removal in the repair work area, bridge coating systems applications, abatement and proper disposal of lead containing materials, and completing the repair and painting in the affected area. Part of the contract also involved addition of new catwalk section to provide access to tower floodlights, addition of new light poles, etc. Provided construction services to oversee contractor's day-to day operations for steel repair work, checking fabrication errors of replacement steel, proper preparation of work area, and site safety administration, etc.

- **NYSTA Tappan Zee Hudson River Crossing Pile Driving, Tarry Town, NY** *(03/12- 07/12)*
  Project involved driving 7 steel, circular, open ended piles, at different locations to study soil pile interaction, environmental impact, and load displacement behavior of steel piles under static and dynamic loading. Pile diameter ranged from 4' (for 4 piles) to 10' dia. Test piles were driven to depth range of 190' to 300' below the mud-line of the Hudson river using several different configurations of vibro and impact hammers (Some hammers used for the project were shipped from Germany). Barges with Cranes were used to set-up work platforms in the pre surveyed locations in the river to drive piles. Several different kinds of underwater noise attenuation systems were used to study underwater noise levels in near and far vicinity of the pile driving operations. Ones pile driving was completed; static pile load tests were run to study long term and short term displacement of pile tip under static load. Statnamic pile load test was also conducted on one of the 7 test piles to study soil-pile interaction when static load is transferred to test pile in 1 second with an impact.

Provided inspection services to ensure contractor compliance with the test procedures, monitor safety, material quality assurance and processing progress reports and making payments to contractor at completion of set milestones in this fast paced, time critical project and to keep client informed of all issues in field related to project.

- **PANYNJ Condition Survey of the AirTrain Guideway Extension at EWR Airport, Newark, NJ** – *Assistant Team Leader (11/11 – 01/12)*
- **PANYNJ Biennial Inspection of George Washington Bridge New York Approach Roadway Structures, New York, NY** - *Assistant Team Leader (06/11 – 11/11)*
- **TBTA Project VNM-349, Painting of Towers Below Roadway Level at the Verrazano-Narrows Bridge, NY** – *Sr. Inspector (05/11 – 06/11)*
  Provided construction inspection services for structural steel repair, SSPC Guide 6 containments, and painting operations.
- **Emergency Design Repair of Bridges and Sign Structures, NYSDOT, R-10** - *Design Engineer (02/11- 03/11)*
- **TBTA TN50 (PSC-07-2823), CM and Inspection services for Replacement of Concrete Deck and Rehabilitation of the Abutment and Retaining Walls at the Throgs Neck- Bridge, NY, $80M** – *Sr. Inspector (03/10 – 11/10)*
  Project consisted of Concrete deck demo and re-pouring new deck in the North and south Bound lanes of the Queens approach (all lanes in both directions, plus the On and off ramps) structural steel rehab, replacement of fascia steel stringers in 2 spans, and bridge painting from the Queens abutment to Span 14. Other project work included addition of new lights, plumbing work to provide fire hydrants on bridge, removal of existing steel curbs and replacing with reinforced concrete curbs, pier and abutment rehab, installation of seismic retrofits; replacement of concrete deck and steel drainage system, retrofit of concrete pier caps, lead paint removal and painting; installation of new drainage system; catwalk system, barriers; median, walkways; fire standpipe; bearings; and electrical upgrades and landscaping. Work also involved removal of one sign structure and replacing with same after replacement of fascia stringers during the duration of work.
- **NYSDOT D030615 Term Agreement for Construction Inspection Services, R-11 ($20M)** – *Sr. Inspector (01/10 – 02/10)*
  D260401 Bridge Maintenance and Highway Repair in all NYC Counties
  The required services associated with this contract included; Bridge replacement and rehabilitation projects including substructure and superstructure repairs.
- **Biennial Inspection of EWR AirTrain Guideway** – *Assistant Team Leader (2005 & 2009)*
- **SUNY Stony Brook Old Chemistry Building** – *Design Engineer*

04/08 – 03/09 **Medina Consultants, NJ** – *Assistant Team Leader*

- **Port Authority Building Facilities at Port Newark, NJ**
- **NJ Transit Railroad Bridges in Northern New Jersey**
- **71 Bridges over Waterways in Essex County, NJ**
- **I-78, I-80, I-280 and NJ 21 in Northern New Jersey**
- **Hangar-12 at JFK International Airport, NY**
- **Widening of the NJ Turnpike between exits 6-9, NJ**

09/02 – 04/08 **Afridi Associates New York, NY** – *Sr. Inspector*

- **NYSDOT D015452 Brooklyn-Queens Expressway, 61st Street and Broadway, Queens, NY ($129M)** – *Sr. Inspector (12/06-04/08)*
  Work involved: Replacement of existing seriously deteriorated pavement from 69th Street to Broadway and resurface the pavement from 61st Street to 69th Street; Relocation of northbound

exit & entrance ramps; Replacement/repair of existing retaining walls; Improvement of existing entrance and exit ramps; Realignment of the roadway - vertical & horizontal to improve limited stopping sight distance; Replacement of three bridges - Roosevelt Ave. Bridge, 41st Ave. Bridge & 70th Street Bridge over BQE; Superstructure replacement of two bridges - 65th Place Bridge & Queens Blvd. Bridge over BQE; Rehabilitation/repair of five bridges; Construction of Noise walls, highway lighting, half section barriers; Landscape work.

- **NYSDOT D015482 Construction Inspection services for the Gowanus Expressway, Kings County NY ($56M)** – *Construction Inspector (08/05-12/06)*
  The interim repair construction contract involved replacement of 121 spans of concrete deck with exodermic panels, emergency repair of structural steel and concrete deck, operation of the existing HOV lane, and full depth concrete deck repair, monitoring the contractor's operations during the painting operations including paint removal and disposal operations, monitoring their compliance with lead health and safety program.
- **NYSDOT D015391 Painting of 19 Bridges in Bronx and Manhattan, NY ($5.6M)** - *Coatings Inspector (09/04-12/04)*
- **Condition Evaluation of 63rd Street Tunnel Adjoining Properties** – *Assistant Team Leader*
- **Howland Hook Rehabilitation Project** - *Design Engineer*
- **Rehabilitation of 13th Street Ventilation Structure** - *Design Engineer*
- **Bridge Inspection and Evaluation Project** – *Assistant Team Leader*
- **Whitehall Ferry Project** - *Design Engineer*

11/01 – 08/02 **Koutsoubis Alonso Associates, Hicksville, NY** – *Staff Engineer*

- **Uniondale Public Library (Extension project), Uniondale, NY**
- **Pathmark Supermarket, Ventnor City, NJ (Extension Project)**
- **Connetquot High School, Suffolk County, NY (Extension Project)**
- **59 Horatio Street, Manhattan, NY**
- **WABC TV, Manhattan, NY**
- **Stop and Shop shopping center, Little Neck, NY (Renovation Project)**
- **Board of Education office, Brooklyn, NY (Extension Project)**
- **Premm Learning Center, Suffolk County, NY (Extension Project)**
- **Waldbaums supermarket, Center Moriches, NY (Canopy Remodeling Project)**

02/01 – 09/01 **Tectonic Engineering Consultants, Mountainville, NY** – *Staff Engineer*

05/95 – 06/97 **Premier Engineering Services, Hyderabad, A.P, India** – *Junior Engineer*

Education

- Katherine Gibbs School, New York, NY Business Management Degree (Associates)

Professional Qualifications and Certifications

- ICC Structural Steel and Bolting Special Inspector
- ACI Concrete Construction Special Inspector
- ACI Concrete Filed Testing Technician – Grade I Certification
- MTA NYCT Track Safety
- Path Roadway Worker Protection Certification (Employee in Charge)
- Special Inspection of Structural Masonry Construction (The Masonry Society 10 hour Seminar)
- OSHA Training (10 hour)

Summary

Mr. Nunez has 15 years of experience as a Civil Construction Inspector. This knowledge has given him the expertise in inspecting for different projects in which he supervised 400 guest room renovations, inspected the construction for the phase of the MTA 1/9 subway lines and performed construction inspection for transit center police renovation.

Experience

Techno Consult, Inc., Princeton, NJ

Journal Square Transit Center Police Command Renovation & Christopher Street Substation Upgrade/Renovation, The Port Authority of NY & NJ

Responsibilities for Mr. Nunez, working at Journal Square Transit Center Police renovation & Christopher St. Substation upgrade consists of performing construction inspection for conformance with the plans and specifications, and report any deviations to the Resident Engineer; Preparing and maintaining daily construction inspection reports, which shall indicate the Contractor's work activities, progress of the work, crew size and composition, weather, equipment utilization, and all other information relative to the execution of the work. Maintain payment records, including the verification of the contractor's time and material sheets, and assist in the review of the contractor's partial payment requests. Review contractor payment requests and recommend reasonableness to the Resident Engineer. Identify potential extra work issues and keep Resident Engineer advised of issues. Prepare estimates of extra work, Maintain as-built drawings of the work, including any deviations from the contract drawings or approved shop drawings. Review plans for constructability and prepare comments. Assist in the preparation and negotiation of construction change orders. Coordinate with the contractor towards the preparation of the CPM schedule. Monitor contractor's work progress based upon his approved construction schedule and report any deviation. Perform all other inspection and field duties as required by the Resident Engineer. Run and keep meeting minutes on project meetings.

JSTC PAPD Renovation: Renovation of the Police Command Facility located on the concourse level of One Path Plaza in Jersey City to include new command desk, new locker rooms, new kitchen, upgrade of security systems (Access Control), upgrade of data systems, intercom and telephone.

Christopher Street PATH Substation: Upgrade/renovation of the Christopher Street PATH substation to include steel reinforcement of existing floors receiving new electrical system. Construction of new offices , new access and egress for the existing five story building.

PB-URS-World Trade Center Transportation HUB/SITE, The Port Authority of NY & NJ

Mr. Nunez's responsibilities included inspection of construction during underpinning (preloading/loading) phase of the MTA 1/9 Subway line, demolition, excavation and clean-up for Towers Two, Three, Four & Path Hub building areas. Assisting as requested by Resident Engineers, on both the East and West Bathtubs work packaged by conducting inspection services during construction of WTC East/West connector. Ensuring arch erection, concrete/steel reinforcement installation and fire proofing application was performed in accordance with the approved contract documents. Assuring project site specific rules and regulations and applicable plans for operations management, site safety and quality management are followed. Responsibilities including monitoring daily activities of all trades under General Condition Package and keeping detailed documentation and maintenance of working files, monitoring and approving all time and material for payment; daily report completion, management of material deliveries and supporting documents. Daily inspections of job site for safety

and compliance as a result of on-site problem solving.

NY Hilton & Towers, New York, NY
Mr. Nunez's responsibilities included management and coordination of staff members; assigned tasks to various trades as an engineering and maintenance dispatcher.

Martin Construction Brooklyn, NY
As a Foreman, Mr. Nunez worked on numerous residential renovation projects. His responsibilities included estimating, purchase materials, as well as, oversee crew to ensure work was performed as per the contract. Hands on field responsibilities including the coordination and oversight of electrical systems, demolition and installation of 120/240 volts lighting and power circuits, panel board and transformer installation with associated conduit, sink and tub installation, heater and a/c systems, plastering, drywall installation and painting.

New Yorker Hotel, New York, NY
As a Construction Team Foreman, Mr. Nunez's responsibilities included supervision of 400 guest room renovation project, prepared purchase orders, submitted daily progress reports, kept time and material log.

Education
- BS/Civil Engineering, Luzon University, Dagupan City, Philippines

Professional Qualifications and Certifications
- National Institute of Civil Engineering Technology
- Society of Asphalt Technology, New York Chapter
- NYSDOT QA/QC Technician
- U.S. Nuclear Regulatory Commission (Moisture/ Penetrant Certified Inspector)
- ACI Concrete Special Inspector Level 2
- ACI Concrete Laboratory Testing Technician
- ACI Concrete Field Technician Level 1
- Confined Space Entry Trained
- 40 hour HAZWOPER Trained
- Federal Aviation Administration Asphalt Technician

Summary
Mr. Capito has 30 years of experience experience in conducting engineering inspections and testing, preparing reports, monitoring field activities, reviewing and approving plans and specifications, overseeing rebar and concrete placement, soil compaction, asphalt pavement inspection, masonry, fire stopping, fireproofing and trouble-shooting.

Experience

Techno Consult, Inc., Princeton, NJ

Goethals Bridge Maintenance Building and Administration building Roof Replacement, The Port Authority of NY & NJ

Mr. Capito's responsibilities monitor contractor's daily work by installing roofing and flashing system; inspecting completed work in conformance with plans and specification; preparing daily inspection reports which indicates and includes work performed by the contractor, manpower and equipment used; assisting in other project field inspections; attending constructors progress meetings.

The project is to remove and replace Goethals bridge maintenance and administration building roof (entire roof).

Downstate Misc. CM-Hunts Point WPCP Phase III Upgrade, NY

Mr. Capito's responsibilities include reviewing submittals for the project, monitoring day to day construction activities; conducts review and approval of contractor's payment requisitions; conducts progress meetings, and prepares reports.

The work includes emptying and cleaning the tanks, then replacing the seals between the roof slab and walls (upper corner - visualize the wall-ceiling interface in a room) and the seal between the wall and floor; replacing various mechanical components on the roof, sight glasses, sample ports, cavity drains, the roofing membrane and the various valves and pumps associated with the digester tanks.

CDM, NY: Catskill/Delaware Water Treatment Ultraviolet Light Disinfection Facility, NY

For the City of New York Department of Environmental Protection, Mr. Capito was serving as the on-site resident inspector for the demolition of Catskill and Delaware aerators, the backfilling operations with +/- 200,000 cubic yards of fill materials, the construction of two dewatering system which includes the installation of 100+ ejector wells, the removal of contaminated and non-contaminated water and soil inside the supply and aerators pipelines and the daily activities performed by the contractor and sub-contractors.

Soil Vapor Extraction System Project, NY

Mr. Capito was serving as the resident project representative for the New York State Department of Environmental Conservation's (NYSDEC's) soil vapor extraction interim remedial measure project. The project involves the construction of six new soil vapor extraction (SVE) wells and five monitoring points that connect to the existing SVE wells. The purpose of the system is to remediate soil gas containing VOC (perchloroethylene) vapors along the vadoze zone. His responsibilities have included reviewing submittals for the project, monitoring day to day construction activities, specifically the removal and disposal of excavated and augered contaminated material (soil) on the jobsite. He conducts review and approval of contractor's payment requisitions; monitors the start-up period on the new system; conducts progress meetings, and prepares reports.

Appari & Associates: Spring Creek Auxiliary Water Pollution Control Plant Upgrade, NY

For the New York City Department of Environmental Protection, Mr. Capito was assigned as the civil inspector on the $90M project. He was responsible for engineering inspection, monitoring construction activities and preparing reports. He oversaw earthwork activities (including soil excavation, soil testing, compaction, and site grading), rebar and concrete placement, formwork, structural steel erection, and other related testing and inspection activities on the jobsite.

Slattery, NY: Air Rail Transit at JFK Airport, New York, NY
For the Port Authority of New York and New Jersey, Mr. Capito performed inspections and coordinated general construction activities from foundation to finished work. He was in charge of and supervised a group of independent (sub-contractor) testing laboratories covering inspections on soil excavation, backfill and compaction operation. He assisted the project manager with preparing inspector/technician construction inspection procedures for soil, concrete, asphalt and other construction inspection related materials.

Cole Consulting, Inc.: American Airlines Redevelopment Project, NY
For the Port Authority of New York and New Jersey, Mr. Capito was the supervising inspector and engineer at JFK Airport, New York for the rehabilitation and reconstruction of concrete and asphalt runways and taxiways. He managed and supervised field and laboratory personnel. He conducted engineering inspections and testing; prepared reports; monitored field activities; and reviewed and approved plans and specifications. In addition, he oversaw all rebar and concrete placement, soil compaction, asphalt pavement inspection, masonry, fire stopping, fireproofing and consultations with the client on non-conformance issues. He also provided trouble-shooting for all projects.

Municipal Testing, NY: Harrisburg International Airport Redevelopment Project, Harrisburg, PA
For the Harrisburg International Airport in Harrisburg, Pennsylvania, Mr. Capito was responsible for supervising inspectors overseeing soil excavation, backfilling and compaction, rebar and concrete placement, asphalt paving, masonry, and fireproofing. In addition, he performed concrete and asphalt plant inspection, and supervised general construction activities from foundation to super-structures and finished work.

Queens Hospital, New York, NY
As Construction Inspector, for the Dormitory Authority of the State of New York (DASNY), Mr. Capito was responsible for supervising inspectors overseeing soil excavation, backfilling and compaction, rebar and concrete placement, asphalt paving, masonry, and fireproofing. In addition, he performed concrete and asphalt plant inspection and supervised general construction activities from foundation to super-structures and finished work.

Nassau and Suffolk Counties Road Improvements, New York, NY
For the Long Island, New York, Department of Transportation, Mr. Capito was the construction inspector where he inspected road improvement projects in the Town of Oyster Bay, New York.

Various Projects for New York City School Construction Authority, NY
For the New York City School Construction Authority, as Construction Inspector, Mr. Capito was responsible for supervising inspectors overseeing soil excavation, backfilling and compaction, rebar and concrete placement, asphalt paving, masonry, and fireproofing. In addition, he performed concrete and asphalt plant inspections and supervised general construction activities from foundation to super-structures and finished work.

Public Works and Highways, Manila
As a Junior Civil Engineer, Mr. Capito aided senior staff in preparing and ensuring the accuracy of design, estimates, drawings and inspections for government projects.

EDUCATION

Associates Degree City and Guilds of London Institute - Certificate of Civil Engineering

PROFESSIONAL REGISTRATIONS/CERTIFICATIONS

ACI Concrete Construction Special Inspector (CCSI) – Expires 12/20/16

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Civil Inspector	5/2008 - Present
Site-Blauvelt Engineers	Senior Inspector	1992 - 2008
Port Authority of New York & New Jersey	Quality Control Inspector	6/1983 - 7/1992
Flaherty Giavara Associates	Field Inspector	4/1979 - 6/1983

EXPERIENCE SUMMARY

Mr. Koomson has 35 years of construction inspection experience including performing bridge inspection, milling, roadway paving with concrete and asphalt, roadway reconstruction, drainage, sewer and water main installation. His experience includes providing construction oversight to ensure project schedule and specifications are adhered and keeping daily logs. These services have been provided for various agencies including the PANYNJ, NYCDDC, and NYCDEP. His other relevant project experience is as follows:

PANYNJ, New Jersey Marine Terminal Construction – Civil Inspector monitoring activities at Marine Terminal construction sites. Work includes installation, testing and inspecting Civil works. Provides oversight to ensure construction progresses as scheduled and contract specifications are adhered to. Prioritizes multiple assignments, maintain deadlines, and works in a team environment. Inspects construction site daily and works with contractors to schedule deliveries, follow safety requirements, adhere to quality and code compliance; files daily narratives and progress reports detailing personnel, equipment, materials and work summary. The following is a brief description of tasks that Mr. Koomson has completed for KSE under this assignment:

- **Contract MFP-926.527, New Jersey Marine Terminals Building and Site Work Order -** The work under this contract consists generally of general building construction for miscellaneous facility improvements including repair, rehabilitation, demolition and construction of various interior and exterior building systems such as curtain wall, roof, concrete slab, ceiling, floor tile, interior finish construction and fit up, painting, mechanical, HVAC, electrical, electronics, sprinklers, plumbing, conveying systems, interior landscaping and various utility runs within buildings and site work related, but not limited to repair, rehabilitation, demolition and construction of concrete and or asphalt paving, landscaping, concrete pads, sidewalks, curbs, erosion control, cracks and slurry seals irrigation, pavement striping, lighting, concrete traffic barriers, signage, traffic signals, electrical/communicaions ductbanks and wiring, drainage structures and piping, guide rails, exterior screening, exterior screening, exterior demising walls, fencing, and various utility runs to building lines and maintenance of traffic and work area protection at the New Jersey Marine Terminals of Port Newark, Elizabeth-Port Authority Marine Terminal and Port Jersey [Work Order #'s 1; 2; 5: 180 Heater Installation; 6; 8; 10; 14:Corbin and Tyler Street Sign Work; 17: Portable Guard Booth Installation; 18: Flood Protection at Build 260 and 111 Protective measures]

- **Contract MFP-926.323, Port Newark Rail Repair via Work Order -** The work under this contract consists generally of general repairs to, or replacement of, existing railroad track and turnouts, such as replacement

of cross timers, surface and appurtenances and gauging of track, repair, rehabilitation, demolition and construction of drainage maintenance of traffic and Work area protection, pavement markings.

- **Contract MFP-926.525, New Jersey Marine Terminals Paving and Utility Rehabilitation via Work Order -** The work under this contract consists generally of asphalt milling, paving and installation of underground utilities, at Port Newark, Elizabeth Port Authority Marine Terminal, Port Jersey Marine Terminal North and South [Work Order #'s 1 Port St to Doremus; 4 BMW access road rebuild at Port Jersey; 10 Shoreline Restoration]

- **Contract MFP-926.317, New York and New Jersey Marine Terminal Facilities Railroad Track Rehabilitation via Work Order -** The work under this contract consists generally of performing general repairs to, or replacement of, existing railroad track and turnouts and or components of turnouts, replacement of rails and appurtenances and gauging of track, repair, rehabilitation, demolition and construction of concrete and/or asphalt pavement; concrete pads and walls; guide rails and fencing utilities; drainage; maintenance of at Port Newark, Elizabeth-Port Authority Marine Terminal. [Work Order #2 Berth 15 – 17 – 19; #4 Toyota Shoreline]

- **Contract MFP-926.526, New Jersey Marine Terminals Priority Marine Rehabilitation via Work Order -** The work under this contract consists generally of marine construction above and below deck; marine structure work; timber pile work; structural and concrete work including pile extensions and shortening; pile wrapping; excavation at the mud-line; cleaning of piles; chipping of concrete underwater, replacement of concrete underwater, installation of exterior or interior piles.

- **MFP 926.319, New Jersey Marine Terminals Paving and Utility Rehabilitation via Work Order** - The work under this contract consists generally of asphalt milling, paving, installation of storm drainage structures, piping and related work via Work Orders(s) at Port Newark , Elizabeth Port Authority Marine Terminal and Port Jersey
  Multi Facility Fender System Rehabilitation – Removal, replacement, and disposal of damaged fender system; installation of vertical sheeting; re-securing of fender piles; reinstallation of rubber blocks at Berth 21-25, Berth 1 at Bayonne

- **Contract PN – 652.532, Doremus Avenue Lift Station Replacement -** This work consisted of replacement of the existing lift station, including excavation, structural, mechanical, plumbing, electrical, and related work adjacent to building #377 and building #1900 at Port Newark

- **Contract EP – 684.009, McLester Street Widening and Curve Realignment** – This work consists of roadway realignment, including, paving, utilities, traffic controls, overhead signage, a storm water treatment unit, and related work

In addition, Mr. Koomson has performed construction inspection on the following projects:

- **Multi-Facilities Projects (MFP)** at Port Newark & Port Elizabeth covering change order work covering involving roadway, ports and terminals, etc.
- **Port Elizabeth** – North Ave/McLester St. Curve Realignment – work consisted of roadway realignment, including paving, utilities, traffic controls, overhead signage, caissons, storm water treatment units and related work.
- **Port Elizabeth Expressrail,** Elizabeth Lead Tracks & South Bay Avenue - work consisted of construction of second lead track into Expressrail, reconstruction of existing lead track, construction of rail bridge over McLester St., reconstruction of Bay Ave., construction of new South Bay Ave. roadway, utility and other related work.

KWESI AMEGAH *KS Engineers, P.C.*
Civil / Structural Inspector

EDUCATION

BS / Civil/Structural Engineering, University of Michigan College of Engineering

PROFESSIONAL REGISTRATIONS/CERTIFICATIONS

ACI Concrete Construction Special Inspector (CCSI) – Expires 3/11/15
Bridge Inspection course; New York State Department of Transportation (NYSDOT)
Concrete Field Testing Training course; New York City Department of Design and Construction (NYCDDC)
OSHA Construction Safety Awareness course
ACI Field Testing Technician-Grade I – Expires 8/20/14
AASHTO Trans-port, Transportation Software - Site Manager Inspection Class – Construction (NYSDOT) 8/24/10

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Senior Civil Construction Inspector/Engineer	7/2014 - Present
Gandhi Engineering, Inc.	Senior Inspector	3/2011 - 7/2014
Entech Engineering	Senior Inspector	8/2010 - 12/2010
KS Engineers, P.C.	Senior Inspector	3/2009 - 7/2010
Munoz Engineering	Senior Inspector	8/2006 - 11/2008
STV, Inc.	Senior Inspector	5/2004 - 8/2006
Desimone Consulting Engineers	Structural Engineer	1/2003 - 3/2004
HAKS Engineers	Senior Inspector	1/2001 - 11/2002
Massand Engineering	Inspector	6/1999 - 12/2000
New York City Department of Buildings	Assistant Civil Engineer	3/1988 - 6/1999
NYC Department of Transportation	Assistant Civil Engineer	9/1987 - 3/1988
NYC Department of Transportation	Assistant Team Leader	5/1985 - 7/1987

EXPERIENCE SUMMARY

Mr. Amegah has more than 25 years of multifaceted experience encompassing inspection, civil and structural engineering as a Civil Engineer. His experience in construction inspection and bridge inspections including completion of various in-depth inspection programs in the New York metropolitan area. He also has experience in civil design including roadway replacements involving drainage, sewers, utilities, curbs and sidewalks. In addition, his structural experience includes the removal, replacement and reinforcement of steel and concrete bridge elements.

PANYNJ, Construction Management Services, NY Marine Terminal, Howland Hook & Teterboro Airport, PIDS, NY and NJ – Senior Inspector responsible for inspection of building demolition at Howland Hook, Staten Island contractor oversight as part of work at NYMT. Mr. Amegah is participating in the testing phase and inspection of the perimeter intrusion detection system, fencing sensors and radar system both day and night at PANYNJ Airport. Also supervised the assembly of large erosion mats made of concrete sections encased in geotextile material being fabricated in Bayonne for future relocation and installation. (03/09 – 07/10)

NYSDOT, Route I-495 Mill & Fill Exit 57 to 64, Towns of Brookhaven & Islip & Village of Islandia, Long Island, NY – Senior Inspector provided inspection and other related services for 19.9 million dollar project involving grinding existing asphaltic concrete wearing concourse and repaving. Inspection services also include site maintenance and safety protection. (08/2010 – 2011)

NYCDDC, Resident Engineering Inspection Services for HWCR08B, Citywide Milling Project Involving Grinding Existing Asphaltic Concrete Wearing Course, Manhattan and the Bronx, NY - Inspector responsible for this $7 million project, providing inspection and other related services for projects involving grinding existing asphaltic concrete wearing concourse at various locations on an as-needed basis. Some issues that involve inspection services include site maintenance and safety, protect tree from construction debris, milling two inches of existing asphalt, smaller milling machine was used to grind asphalt in hard to reach places such as around catch basin or corner of a curb and a sweeper was used behind milling machine to clean up the debris. Tasks include all services necessary and required for the inspection, management and administration of this project, for the required construction work to be properly executed, completed on time and conforms to the plans, specifications and requirements of the construction contract. (5/08 – 03/09)

NYCDDC, Resident Engineering Inspection Services for HW2CR08B, Grinding and Milling of Various Streets in the Borough of Manhattan, NY- Senior Inspector responsibilities included inspection of milling of roadway pavement resurfacing in the borough of Manhattan for NYCDDC. Responsible for managing inspection staff, reviewing and approving field changes, resolving any construction problems, claims and disputes, supervision of contractor's work, processing of contractor's monthly payments, coordinated with the various community boards, NYCDDC and other related agencies. (6/07 - 5/08)

Munoz Engineering, New York, NY- Senior Inspector with current responsibilities including inspection of roadway pavement resurfacing in the borough of Manhattan for NYCDDC Previous assignments included inspection of structural retrofit of Verrazano Narrows Bridge and inspection of Port Authority of NY/NJ Newark Airport Parking Garage C for baseline Facility Condition Survey Report. (8/06 – 6/07)

Connecticut DOT, Construction Inspection Services for I-84 Widening between Waterbury and Cheshire, CT- Senior Inspector provided inspection services for the widening of Interstate 84 between Waterbury and Cheshire, CT. Responsible for inspection of reinforced concrete pipes and the inspection of modifications made to existing interstate bridges. Also responsible for the investigation of catch basins. (5/06 – 8/06)

NYCDDC, Resident Engineering Inspection Services for Richmond Road, New York, NY - Senior Inspector provided field inspection and preparation of daily reports for the installation of sewers, water main, and roadway replacement for this roadway in Staten Island, NY. The scope of work included the installation of a new 72-inch trunk main in Richmond Road between Narrows Road and Duzer Street and in Vanderbilt Avenue between Van Duzer Street and Tompkins Avenue. A new 60-inch water main was also installed in Swan Street between Van Duzer Street and Bay Street. (5/04 – 1/06)

Desimone Consulting Engineers - Structural Engineer provided steel and reinforced concrete design and structural inspection services for high rise buildings including the NYU Cancer Institute, 160 E. 34th Street, New York, NY and the Estates of Kew Gardens Hills, 75-25 153rd Street, Queens, NY (1/03 – 3/04)

NYCDDC, Capital Reconstruction Projects - Senior Inspector responsible for NYCDDC capital reconstruction projects, including replacement of major roadways in Brooklyn and Queens and associated drainage, sewer, utilities, curbs, and sidewalks. (12/01 – 11/02)

ROCHELLE LANCEY *KS Engineers, P.C.*
Construction Inspector – Structural Engineering

EDUCATION

City College School of Architecture, New York, NY (143 Credits)
Hunter College, New York, NY (transferred 1st year credits to City College)

PROFESSIONAL CERTIFICATIONS

ICC Structural Steel & Bolting Inspector [redacted] exp. 2/21/2016)
EIC Path Railway System
Scaffold Safety
OSHA 10 Hour Construction Safety

SELECTED SOFTWARE SKILLS

MS Word & Excel
Outlook

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Construction Inspector	7/2014 - Present
D&B Engineers and Architects PC	Inspector	6/2012 - 7/2014
HAKS Engineers and Land Surveyors, P.C.	Civil Inspector	7/2011 - 6/2012
Maitra Associates P.C.	Senior Inspector	1/2008 - 5/2010
New York City Department of Design and Construction (NYCDDC)	Construction Project Manager/Resident Engineer	1996 - 12/2007
New York City Department of General Services/Bureau of Construction (DGS/BOC)	Construction Project Manager/Resident Engineer	1986 - 1996

EXPERIENCE SUMMARY

Ms. Lancey has about 29 years of experience in engineering. Her experience ranges from heavy/highway construction inspection to subdivision/land development construction surveillance and escrow contract monitoring. Project experience includes engineering design, inspection, field surveying, quantity computations, bidding and contract ratification, construction surveillance, construction materials testing, review of subdivision and land development plans, developing specifications of municipal projects for local government clients as well as private clients. Her representative project experience includes:

Port Authority of New York & New Jersey (PANYNJ), WTC Towers 1, 3, 4 & 7 - Senior Inspector. From Jan 2, 2008 to March 31, 2008, she was assigned to WTC Tower 1:

- Foundation, footings and concrete columns were being completed, and the work in basement levels Zone B, B3, and elevator core had begun. Observed the excavation into rock, rebar and concrete installation of footings, foundations and slurry liner wall. Discussed current issues with the contractors, consulting engineers MRCE and Cantor, and PA surveyors, and prepared a Daily Narrative for the PA records reporting the progress of the work with reference to contract drawings and specifications.
- Ms. Lancey also attended pre-construction meetings for Tower 3 and general WTC coordination meetings. I reviewed and made comments on submittals, and payments as requested.

From April 1, 2008 to Dec 2008, assigned to WTC Towers 3, 4, 7

KSE

- In the field, the contract for the construction was just commencing on Towers 3 & 4. She observed and reported on blasting operations, excavation to grade, and subsequent concrete and rebar installations for footings, slabs and shear walls. She also monitored rock anchor and caisson drilling, installation and testing. She represented the RE on incidents of an environmental nature, such as fuel spills, and coordinated with PA staff to improve site safety.
- At Tower 7, the office was performing final sign-off for Certificate of Occupancy for mechanical and electrical installations. Ms. Lancey participated in routine progress inspections, and punch list walk-through of completed work.
- In the office, continued duties in reviewing of shop drawings, including crane and stair towers, as directed. Also reviewed Tishman's daily reports for accuracy. Participated in meetings prior to and during blasting operations.

From 12/09 to 5/10-Inspector on WTC Tower 1 under the direction of Port Authority RE Christopher Hart.

- Field duties included observation and reporting on contract work. Initially, reported on civil, mechanical and electrical progress. As staff increased, she concentrated on the civil work. Daily Reports included details of concrete installations for the core and slabs, masonry walls, and steel structure. Worked in cooperation with PA Materials inspectors, PA Safety personnel, Cantor Structural Engineers, Tishman, and various contractors on behalf of the RE.

Prepared a daily report on Safety Observations, which was forwarded to Tishman and Hart. Coordinated inspection of architectural finishes with Tishman, prepared punch list and sign-off. This included exposed concrete wall finishes, curtain wall, woodwork, and flooring. (01/2008 - 05/2010)

New York City Department of Design & Construction (NYCDDC) – Construction Project Manager/Resident Engineer.

- Project Manager for government projects in a variety of settings, including: firehouses, police and fire facilities, schools and community centers.
- Manage projects and budgets ranging from $1-15M
- Review design documents, shop drawings and specifications for accuracy and completion.
- Coordinate all work performed by Agency and Consultant architects, engineers, surveyors, and testing services.
- Supervised field installations for mechanical, electrical, and plumbing in addition to general construction for prime and sub-contracts.
- Coordinate and conduct progress meetings, maintain work schedules, approved detailed estimates and payments.
- Drafted, negotiate and authorize change order requests. Prepared punch list.
- Liaison between client, consultants, and various government agencies
- Ensure deadlines are met and projects are within budget
- Generate reports and correspondence for project tracking
- Experience in Lump Sum, Unit Price, Job Order Contracting, and Time and Material contracts.

A few of her projects included NYPD Property Clerk Storehouse-Interior and exterior restoration, auxiliary power, lighting and security system; NYPD CRS-Rooftop parking replacement, skylights; Maspeth Town Hall-Historic interior and exterior restoration, windows, underground drainage, landscaping and playgrounds, new electric service, lighting, HVAC, sprinkler and security system; Montessori Learning Center-New roof and rooftop playground, interior upgrade and HVAC; and Kingsbay Senior Center-New kitchen, new electric service and lighting, interior upgrade, HVAC. (1996 – 12/2007)

Education
- BS/Civil Engineering, Cum Laude, Arizona State University, Tempe, AZ
- AS in Mathematics & Science, Rockland Community College, Suffern, NY
- Fundamentals of Engineering Exam (EIT)

Professional Qualifications and Certifications
- ACI Concrete Field Testing Technician Grade 1 Certification
- ICC Commercial Mechanical Inspector
- Member of American Society of Civil Engineers (ASCE)
- Member of American Society of Safety Engineers (ASSE)
- Member of Chi Epsilon, National Civil Engineering Honor Society
- Member of Golden Key National Honor Society
- Competed OSHA 40-Hours HAZWOPER
- OSHA 30-Hours Construction Safety Course
- OSHA Confined Space Entry Course

Summary
Mr. Lund has 30 years of professional experience including 15 plus years working in senior level positions on different projects. A very experienced engineer, he brings to the table years of practical experience gained from coordinating and monitoring contractor performance.

Experience
Techno Consult, Inc., Princeton, NJ:
$2.5 billion Croton Water Filtration Plant, Van Cortland Park, NY, NYCDEP
Mr. Lund is working as Lead Mechanical Engineer and his responsibilities include examining the construction of structures and sewer, water, and electrical systems, to ensure compliance with contract requirements and local building codes. Management of the construction of the NYCDEP Resident Engineer's Field Offices, construction cost estimating, testing of main excavation rock bolts, monitoring rock blasting and excavation. Reviewing payment requisitions, reviewing of time and material reports. Collecting as-built data, supervision of the implementation of Best Available Technology (BAT), on non-road diesel powered construction vehicles as required by the City of New York's Local Law 77.
The most unique aspect of the project is that the facility will be built completely underground. Construction of the facility will require two major underground construction phases: site preparation and tunneling. Each phase requires specialized expertise by both the contractors and the construction management team. The complexity includes the fact that a massive rock excavation must be undertaken before subsequent stages can begin, and tunnels must be completed before the plant can go on line. These contracts have particular risk because they are subject to unanticipated or unknown rock conditions.

John P. Picone, Inc.: Construction and Demolition of NYCDEP's Wastewater Processing Facility, Hunts Point, NY
As a Project Engineer, Mr. Lund coordinated construction and demolition activities and work included improvements to plant head works including the construction of a new Forebay throttling gate chamber, the replacement of main sewage pumps with variable frequency drive control, the installation of new bar screen equipment, the installation of a new scum and sludge processing system, the construction of a new personnel facility and centralized residuals handling facility, and the installation of a plant-wide instrumentation and control system. His responsibilities included coordination of work activities with various fabricators and subcontractors, procuring submittal approvals and materials and preparation of As-Built drawings, coordination of the layout of new structures and equipment with a team of surveyors, coordination of the removal of hazardous materials from worksite and development of safe work procedures and maintaining safety records.

TECTONIC Engineering Consultants P.C.
As a Project Engineer he was responsible for site planning and design related to wireless communication site; prepared construction and permitting drawings; performed structural analysis and design of telecommunication related equipment; scheduled CADD personnel to ensure project deadlines were met; inspection of sites during and after construction for coherence with design drawings.

M.G. McLaren Consulting Engineers P.C.
As a Project Manager, Mr. Lund performed structural analysis and design of marine and special structures; performed structural inspection of marine facilities.

US Department of Energy – Industrial Assessment Center
As a Project Engineer, Mr. Lund conducted analysis of energy usage and waste streams for Arizona manufacturers; generated comprehensive reports with recommendations for methods to conserve energy and reduce operating costs.

Thor Lund Co. Inc., Bronx, NY
As an elevator Mechanic, Mr. Lund performed construction and repair of sidewalk elevators and electric dumbwaiters; prepared bid proposals for new construction and repair of elevator units; prepared plans and specifications for lifts submitted to NYC Building department.

MECHANICAL INSPECTOR
LOUIS VITONE

CREDENTIALS/REGISTRATION

1987-
CERTIFICATION (ENGINEER-IN TRAINING) – OCTOBER 1987
9/1983 - 5/1986
MANHATTAN COLLEGE, RIVERDALE, NEW YORK
BACHELOR DEGREE
MAJOR: BACHELOR OF SCIENCE CHEMICAL ENGINREER
MINOR: COMPUTER SCIENCE

YEARS OF EXPERIENCE

20 YEARS

MISCELLANEOUS

TIMBERLINE™, HCSS, ON-SCREEN DIGITIZER FOR TAKE-OFFS, MS PROJECT, COSTWORKS™, PRIMAVERA™, MS ACCESS 2000, SURE TRACK™ MEANS, PACES, FARs
MS OFFICE (ACCESS, WORD, EXCEL, OUTLOOK, TASK SCHEDULER), LAN, WAN ENVIRONMENT
DEVELOPED AND IMPLEMENTED QA/QC PROGRAMS, WRITE COMPUTER PROGRAMS FOR ESTIMATING AND PROJECT MANAGEMENT, STANFORD GRAPHICS, ETC.

TECHNICAL SUMMARY

Mr. Louis Vitone has a BS degree in Chemical Engineering and has completed E.I.T (PE Part 1). He has over 20 years of hands-on experience in construction management as a Mechanical Engineer/Inspector. He has worked on numerous projects for various agencies including NYCDEP. He is familiar with Construction Methods and Procedures of NYCDEP and Construction Industry. His experience includes working as Mechanical Inspector at City Water Tunnel #3 and varied engineering and construction management responsibilities at various waste water treatment plants. He has strong technical, organizational and communication skills critical for all aspects of construction management, including liaison with clients and negotiations with contractors, vendors and suppliers.

PROFESSIONAL EXPERIENCE

2/2011 – To Present
Mechanical Inspector:
Haider Engineering, P.C., Farmingdale, New York Project: NYCDEP TCM-52; Construction Management Services in Connection with Contract C358 and C549 Shafts for Completion of the Manhattan Portion of City Tunnel #3, Stage 2 PIN: 82608W000100. The types of works includes: as specified in the drawings or approved, furnish, test, deliver, protect and install 48-inch diameter flanged stainless steel pipe spool pieces, manhole covers pipe spool pieces, with all required fittings and appurtenances located in the riser valve chamber for all the shafts and also for shaft 25B, 31B and 33B in the distribution chamber; and 36-inch diameter flanged stainless steel pipe spool pieces and manhole covers pipe spool pieces with all required fittings, and appurtenances located in the distribution chambers for shafts 24B, 26B, 27B, 28B, 29B, 30B and 32B.
Construction Management Inspection of work related to the Manhattan portion of the City Tunnel No. 3. Work also includes preparation and review and monitoring of Construction Schedules, preparation of field change orders and claim records; shop drawing and CPM schedule

11/2008-1/2011
Cost / Change Order Engineer
Hazen and Sawyer, P.C., Brooklyn, New York, New York City Department of Environmental Protection (NYCDEP):
NYCDEP Project - 26th Ward WWTP: Cost Engineer responsible for negotiating change orders with prime contractors (General, Electrical and HVAC contractors). Also prepared field change orders and served as Change Order whip responsible for corresponding with the NYCDEP change order manager.

- **NYCDEP Project – Jamaica WWTP**: Responsible for negotiating change orders and corresponding with NYCDEP change order manger. Also assisted with Standard Operating Procedures preparation.

1/2004-5/2008

Mechanical Inspector: ARCADIS Engineers, Edison, New Jersey: Ewing Lawrence Sewerage Authority (ELSA), Mountain View Pump Station Upgrade, Ewing, NJ Project Manager responsible for the design and construction administration, including shop drawing review and field inspection of the pump station upgrade. The upgrade included the replacement of **pumps, pipe, valves, grinder, instrumentation, controls and generator. Assisted ELSA in obtaining project funding through the New Jersey Environmental Infrastructure Trust (NJEIT) Fund. Ewing Lawrence Sewerage Authority (ELSA), Main Pump Station Upgrade and Intermediate Pump Station Upgrade and Appurtenant Work, Lawrenceville, NJ** . Responsible for the construction administration and shop drawing review and field inspection for the upgrade which includes the replacement of **pumps, variable frequency drives, sewage grinder, sodium hypo-chlorite metering pumps, storage tanks, and heating cables at scum beaches.**

6/1998-1/2004
Mechanical Inspector:
Schoor DePalma Engineers, Manalapan, NJ

- **June 2003 - January 2004 - Township of Ocean Sewerage Authority, Treatment Plant Improvements, Oakhurst, NJ:** Design of two primary settling tanks including flights and chains, two grit chambers, a grit building including grit dewatering screw, piping and replacement of process-water pumps.
- **September 2002 - April 2003 - Lambertville Sewerage Authority**, Digester Improvements, Anaerobic Digester Conversion to Sludge Storage Tank, Hunterdon County, NJ: Preparation of plans and specifications for converting existing anaerobic digester to a sludge storage tank. Designed replacement of digester roof and designed addition of sludge mixing pumps to mix sludge within the storage tank.
- **February 2002 - August 2002 - North Bergen Central Wastewater Treatment Plant Upgrade, North Bergen, NJ**: Designed upgrade for the Authority's Central Wastewater Treatment Plant. including a new influent pump station including new variable frequency drives, channel mounted grinders, two new Chlorine Contact Tanks, hypo-chlorite mixers and chemical feed piping.
- **July 2001 - January 2002 - Joint Meeting of Essex & Union Counties, Final Clarifiers Upgrade: Plan preparation and specifications for the upgrade of four final clarifiers. Pitman County Club, NJ:** Design and field inspection of a sanitary sewage pump station. Montclair State University Pump Station, Design of a new 75,000 gallon per day pump station. Strickland Street Pump Station, Point Pleasant Borough, NJ Design of new pump station and facilities, including bypass pumping, new pumps, wet well, controls and electrical generator.
- **February 2001 - June 2001 - Modifications and Improvements to the 61st Pump Station, North Bergen Municipal Utilities Authority**: Design and construction management including field inspection for the removal and replacement of two existing sewage **pumps and valves** with two dry pit submersible pumps, a magnetic flow meter, sump pump, dehumidifier and valves and fittings inside the existing 61st Street pump station.
- **July 1998 - February 1999 - Modification and Improvements to Pump Station, East Windsor, NJ:** Design and construction management including field inspection for the installation of a new, below-ground, variable speed pumping station consisting of a dry well and wet well structure. Major construction features.

URS

Sandra Borrero

Contract Administration

Years of Experience

With URS: 23 Years

With Other Firms: 9 Years

Languages

Spanish

Specialized Training

Primavera 7.0

Background

Ms. Borrero is an Office Engineer / Contract Administrator with more than 32 years of experience in the construction management field, particularly on projects in the New York / New Jersey region.

Project Specific Experience

NYCDDC, System-Wide Renovation Program, Rikers Island Correctional Facility, Rikers Island, NY: Office Engineer involving administrative duties for design phase and construction phase services to renovate kitchens, pantries and services on Rikers Island for the New York City Department of Corrections.

Westchester County Courthouse, NY: Office Engineer for the Dormitory Authority of New York which retained URS to provide construction management services during the design and construction phases of the rehabilitation and addition of the Westchester County Courthouse. This project is comprised of two phases of construction. URS' services include estimating, scheduling, phasing plans, design and constructibility reviews and the creation of a Project Labor Agreement involving the areas union labor trades.

NYCDDC, Queens Museum of the Arts Expansion Project, Queens, NY: Office Engineer / Project Controls for the expansion will provide QMA with a range of new exhibit spaces complete with 'back of house' facilities including art storage, exhibit preparation space, and a wood shop. Duties includes, receive, review, process and track all incoming and outgoing correspondence including submittals, requests for information, bulletins, sketches, change orders, etc. Initiate and maintain liaison with contractors and Architect/Engineer contacts. Update and maintain contract drawings and specifications, prepare correspondence for the Project Manager and other construction staff, prepare and distribute monthly progress reports for the client.

DASNY, Shepard Hall 9, New York, NY: Office Engineer / Project Controls for the Exterior & Associated Interior Restoration & Asbestos Abatement project. Shepard Hall is a New York City Landmark and is listed on Nation Register of Historic Places. The project included selective removal and replacement of some 4000+ pieces of terra cotta, restoration of the schist stone façade, replacement of aluminum windows & solid oak door, ornamental mental work, site lightning, structural steel replacement and roofing & flashing repairs. Duties included but not limited to, receive, review, process and track all incoming and outgoing correspondence including submittals, requests for information, bulletins, sketches, change orders, etc.

URS

DASNY, Renovation & Rehabilitation of Marshak Science Building, New York, NY: Serving as Office Engineer / Project Controls for the renovation and rehabilitation of a 13-story, 431,500 sq. ft., classroom and laboratory building on the campus of the City College of New York. Work includes repairs of the exterior concrete frame of the building, removal of existing structural steel trusses, installation of new steel curtain wall supports, installation of a curtain wall, aluminum cladding, mechanical and electrical renovations and the renovation of a 90,000 sq. ft. plaza.

DASNY, Marshak Building Vivarium Relocation at City College of New York, NY: Served as an Office Engineer/Project Controls for the 5,000 sq-ft Building. Coordination with all trades including the general contractor. Interfaced requirements with CCNY college for all aspect of the existing building. Completed close-out of the project for all trades.

DASNY, Queens Civil Court Building, Queens, NY: Office Engineer for the construction of the new Queens Civil Court Building and parking structure. Responsible for overseeing construction management services for the New York State Dormitory Authority, including contract administration, detailed CPM scheduling, construction supervision and project monitoring, and coordination of the multiple prime contractors.

NYCSCA, Lump Sum Contract, Queens , NY: Office Engineer for this lump-sum contract for the New York City School Construction Authority. Duties included preparation and monitoring of change-order processing, staffing logs, submittal logs, punchlist and monthly reports. Responsible for organizing correspondence files, office supplies, & equipment maintenance.

NYCSCA, Samuel J. Tilden High School, Brooklyn, NY: Office Engineer for the modernization of this project for the New York City School Construction Authority. Responsible for organization and preparation of change orders, staffing logs, submittal logs, punchlist and monthly reports; scheduling deliveries of furniture/materials to the site; and setting-up and organizing correspondence files; and management of office supplies and equipment maintenance. Also involved in the preparation of close-out documents.

NYCSCA, Public School 169, Brooklyn , NY: Office Assistant for the construction of this mini-school project for the New York City School Construction Authority. Responsibilities included assisting in preparation of close-out documents, daily reports, executing change orders, punchlist and correspondence files. Also responsible for office supplies and equipment maintenance.

Chronology

01/1989 - URS Corporation

01/1988 - 01/1990 - Crow Construction Co.

01/1986 - 01/1988 - New York National Bank

01/1982 - 01/1986 - Ponce DeLeon Federal Savings Bank

URS

Sawson Chahine

Contract Administration

Years of Experience

With URS: 8 Years

With Other Firms: 15 Years

Languages

Arabic

Spanish

Education

2006 / Bachelor of Arts / English / Psychology / Hunter College

2000 / Associate of Arts / Liberal Arts Education / LaGuardia Community College

Specialized Training

OSHA – Construction Safety & Health 07/2007

Background

Ms. Chahine has more than 23 years of diversified experience in various aspects of Construction Management, including contract administration and office engineering. Her responsibilities have included office administration, document control, database maintenance, project closeout, and accounting administration.

Project Specific Experience

PANYNJ, Bollards at Airport Terminals JFK, LGA & EWR, New York and Queens, NY and Newark, NJ: Office Engineer responsible for the Contract Management database relating to submittals for all three Airports. The project covers the Installation of Bollards at the three New York City Area Airports (La Guardia, Newark, and JFK) by adhering to Homeland Security Design Criteria.

NYCDEP, Remsen Avenue Yard Reconstruction, Brooklyn, NY: Office Engineer responsible for all document control functions among four prime contractors, architect/engineer, and client; handled documents database, maintenance of all field instructions, submittals, change orders, requests for information, progress meeting minutes, monthly reports, and monthly invoices. The Remsen Avenue Yard Reconstruction project for the NYC DEP facility in Brooklyn, NY consisted of three phases. Phase 1 was construction of new temporary office areas. Phase 2 consisted of construction of a 35,000 square-foot facility with 26,000 square-foot loading dock and garage. Work included electrical systems (including emergency generator, commercial grid interactive solar electric photovoltaic system, and security systems), HVAC systems (gas fed, hot water, and air systems), and plumbing (including rainwater collection system). Phase 3 consisted of the removal of the temporary office areas and completion of the storage yard (including underground utilities, concrete, masonry, fuel storage facility, and security and lighting). The project is a LEED Silver rated project.

NYCDDC, Rikers Island Housing Construction Projects, Queens, NY: Office Engineer responsible for all document control functions among four prime contractors, architect/engineer, and client; handled documents database, maintenance of all field instructions, submittals, change orders, requests for information, project security clearance, progress meeting minutes, monthly reports, and monthly invoices. The project involved the new construction of a 12,725 square foot School and the new 140,000 square-foot, four and one half floor 800 Bed Housing Addition superstructure. Renovation work included a 14,685 Specialty Clinic/Mental Health Wing, a 3,610 square foot renovated Religious Center, a 3,985 square foot renovated Social Services Unit, a renovated 2,275 square foot

URS

Law Library, a 6,375 square foot renovated Specialty Clinic, and a 7,200 square foot renovated Infirmary.

Construction of the Sub Slab Depressurization System Contract 3 at the Park Facility for Lockheed Martin Corporation, Great Neck, NY: Office Engineer interim responsible for launching project contracts and files; creating submittals, RFI's, bulletins and field directive logs. Activities also included monthly reports, transmittals, changes orders documents, URS Health and Safety and MSDS Manuals, progress meeting minute's templates and projects accounts.

Chronology

2006-Present: URS Corporation

URS

Joy Caynes

Contract Administration

Areas of Expertise

Construction Management
Document Control
HVAC
Office Engineering
Telecommunications

Years of Experience

With URS: 21 Years
With Other Firms: 5 Years

Education

1998
Accumulative Credits / 1998 / Construction Technology / Kennedy Western University (Online), Mechanical Engineering Institute of Design & Construction

General Certificate of Education / English, Biology, Economics, Geography, History / Cambridge University, London

Registration/Certification

Occupational Safety and Health Administration 10 Hour

Specialized Training

Expedition DDC Construction Log, Windows NT & XP, Microsoft Word, Excel, PowerPoint, Out Look 98, Lotus Notes

Background

Mr. Caynes, has more and 26 year of experience in providing construction professional services with extensive experience and specialized skills acquired at construction management project sites and from office and field activities. He has substantial experience with projects in the New York and New Jersey area.

Project Specific Experience

NYCDDC, FDNY, Rehabilitation of Communications Offices, New York, NY: Office Engineer for the restoration project at five borough communication buildings that house all emergency response electrical equipment and the FDNY Dispatchers. Typical restoration work at each site includes installation of interior architectural elements as well as new electrical, plumbing and HVAC systems. Historic preservation and restoration of landmark status buildings. Exterior restoration project scope includes masonry restoration, concrete retaining walls, concrete sidewalk replacement, new window installation, Terra cotta roof replacement, copper roof replacement, ornamental wrought iron window grille and fence installation. All related site drainage, paving and site lighting installed to match original construction design. Also responsible for maintaining construction logs: PCO, CO, RFI, NNC, Submittal; and involved with supporting the Project Manager and other staff members on this project, enhancing office work and field activities implementing safety regulations for URS Corp. and OSHA Polices, processing transmittals for the approved or non-approved of NYCDDC Specifications. Change Order packages for submission to and from this office to the NYCDDC and to all contractors involved. Change Orders Negations-Discovery Forms and Discovery Logs for all entities involved/Discovery Logs and preparation of all Bid Documents/ Packages for Public Bids as well as the maintenance of RFIs (Request for Information) & RFI Logs.

NYCDDC, Yankee / Shea Stadium Repairs, Bronx and Queens, NY: Office Engineer for the repair programs at both stadiums for this CM/Build contract. Responsibilities included preparation of all submittal logs, coordination of material deliveries and interface with architect from all product data approvals and contract requirements. Assignments included mechanical and electrical upgrades and repairs throughout the two stadiums for the New York City Department of Design and Construction.

URS

NYCDDC, Emergency Medical Services (EMS) Centers, New York, NY: Office Engineer for this CM/Build assignment for the New York City Fire Department to provide construction management services for up to 60 stations throughout the five boroughs. Responsibilities have included management of all contract documents, submittals, logs and coordination of all documents from contractors and architects.

NYCSCA, Temporary Classroom Units, New York, NY: Office Engineer responsible for maintaining construction logs: PCO, CO, RFI, NNC, Submittal; review and coordination for material/equipment approval; prepared purchase requests for material procurement, reviewed subcontractors requisition and payroll reports; organized contract drawings, sketches and drawings by trade, and coordinated delivery of trailer units.

NYCSCA, Public School 22, Brooklyn, NY: Office Engineer for this new school. Responsibilities included management of all project documents, coordination of submittals, product data and equipment deliveries. Maintained all logs and prepared monthly report on project status.

NYCSCA, Tilden High School Restoration, New York, NY: Officer Manager responsible for preparing weekly and daily job progress reports; estimates and meeting minutes; purchase orders for material procurement, submittals for approval by agency and assisted in the preparation of Contractors request for approval packages for this $16 million school renovation project.

Zachs Mechanical Corporation, Brooklyn, NY: Office Assistant responsible for preparing invoices for payments to vendors and staff; monthly expense reports and job proposals. Also purchased office supplies, operational hardware and material for various projects and established daily work schedule.

CONTRACT ADMINISTRATOR
CLAIRE SANGER

CREDENTIALS/REGISTRATION

UNIVERSITY OF DELAWARE
NEWARK, DE, 1980

AUSTRO-AMERICAN INSTITUTE, VIENNA
AUSTRIA, 1979

PROFESSIONAL AFFILIATIONS

YEARS OF EXPERIENCE

20 YEARS

MISCELLANEOUS

KEY QUALITIES:

STRONG COMMUNICATION SKILLS, DEDICATED AND A DYNAMIC ENGINEER

PROVEN TRACK RECORD TO MEET SCHEDULES AND DELIVER HIGH QUALITY WORK

A TEAM PLAYER WITH EXCEPTIONAL PROBLEM SOLVING, ORGANIZATIONAL AND INTERPERSONAL SKILLS

TECHNICAL SUMMARY

Ms. Claire Sangar has over twenty years of experience in the area of Administration. She has served on many public and private Construction Management Projects as Administrative Assistant/ Executive Secretary/ Community Liaison. She is organized, efficient, innovative, hard-working and reliable individual. She coordinated the work with the communities and related agencies during the course of construction, Maintained files and data for various activities on Computers, Kept track of correspondences using Excel and Word. Arranged meetings and conference calls, schedule ongoing meetings with clients and prepared meeting materials. Produced and edited documents using Word, Power Point, Answering phones. Typing memos, receiving and filing closing documents, writing routine e-mails, open/sort and distribute mail including overnights, Order and maintain office supplies, Maintain and uses various fax.

PROFESSIONAL EXPERIENCE

Haider Engineering P.C. (2011 - Ongoing)
Administrative/Technical Assistant, WSHD-3A CM: Construction Management Services in Connection with Miscellaneous Projects in the New York Watershed Area. PIN: 82609WM00249, NYCDEP, East of Hudson, NY.
Duties includes produced and edited documents using Word, Power Point, answering phones, typing memos, receiving and filing closing documents, writing routine e-mails, open/sort and distribute mail including overnights, order and maintain office supplies, maintain and uses various fax, assisting E.I.C. in drafting orders on contract general correspondence and monthly report to the Regional Director. Schedule appointments, set meetings and keep calendar for Construction Manager, E.I.C. and Asst. E.I.C. I Also assisting Office Engineer in assembling all material certifications and other related documentation. Maintain service and operation of all office equipment and place orders for office supplies. The work under this Contract is to provide Construction Management Services for Capital Project **WM-30,** which includes the various construction contracts.

CRO-366R Old Croton Lake Gate House, Shaft 9, Shaft 14 & Shaft 18 of the New Croton Aqueduct and Elmsford North, Fort Hill North, Bryn Mawr Connection Chamber, Croton Downstate & Bryn Mawr North Chamber of the Catskill Aqueduct, Westchester County, NY. Project CR0-366R includes the replacement of exterior doors in the above noted structures. The replacements include required replacement of door frames/mounting assemblies and required repair/restoration of associated masonry at the openings. In addition, existing bricked up exterior wall penetrations are to be unblocked and ventilation louvers installed.

CRO-416 Kensico Laboratory HVAC Upgrade, Valhalla, NY: Project CR0-416 will begin with abatement of several hazardous materials and, as the primary contract activities work progresses, abatement of existing hazardous materials will proceed with the renovations on a schedule developed with DEP personnel. Existing air handling, hot water piping and heating equipment will be demolished along with associated sections/lengths of duct work on the first floor of the existing two story, occupied building.

CRO-499, BMP 37 Improvements, Town of Mount Pleasant, NY: The primary purposes of the project are the construction of a new access road into the Main Detention Basin of BMP 37 to allow for dredging and standard maintenance of the basin and replacement of an existing V-notch weir plate with an H-flume/approach box assembly. Flume/box assembly includes new reinforced concrete support structure. Additional site improvements will also be performed, including: replacement of rip-rap channel and discharge pipe between the Main Detention Basin and Forebay 2, dredging of the Main Detention Basin and the installation of safety fencing.

(5/09- 2011) ***Administrative/Technical Assistant - WSHD-2A&B CM: Construction Management Services in Connection with Miscellaneous Projects in the New York Watershed Area. PIN: 82606WM00182 & 82606WM00183,***
The work under this Contract is to provide Construction Management Services for Capital Project WM-30, which includes the various construction contracts.

DEL-25, "Rehabilitation of Kensico South Effluent Chamber & Catskill Screen Chamber" *This is mostly Shaft 18 Chlorination System / New Equipment Installation. Meetings with NYCDEP and to discuss & optimize work plan/procedures to effect completion, without disrupting ongoing chlorination during necessary shut-offs.*
DEL-57, *This is the Health & Safety / Work Plan for DEL-25. The Report was completed by WESTON SOLUTIONS and submitted to DEP.*
CAT-340, Installation of Back-up Turbidity Curtain at Kensico Reservoir – Catskill Aqueduct Upper Effluent Chamber, Valhalla, NY.

CRO-490, Stormwater Remediation at Croton Falls Reservoir, Town of Carmel and the Town of Southeast, Putnam County, NY:Duties includes produced and edited documents using Word, Power Point, answering phones, typing memos, receiving and filing closing documents, writing routine e-mails, open/sort and distribute mail including overnights, order and maintain office supplies, maintain and uses various fax, assisting E.I.C. in drafting orders on contract general correspondence and monthly report to the Regional Director. Schedule appointments, set meetings and keep calendar for Construction Manager, E.I.C. and Asst. E.I.C. I also was assisting Office Engineer in assembling all material certifications and other related documentation. Maintain service and operation of all office equipment and place orders for office supplies.

- **Atovac Corp** – Assisting the Clients in hiring Industry professional to improve the overall production of the company. Involves in the administrative work for the company including Maintaining of Files, Preparation of the Reports, Scheduling of Meetings etc. **(3/05 – 4/09).**

- **Administrative Assistant/Community Liaison - Engineering Inspection Services for Reconstruction of Throgs Neck Area, Borough of the Bronx for NYCDDC.** Scope of work involves establishing and maintaining with a primary business and industry based community. Responsible for updating information regarding construction schedule/progress and facilitating the community's understanding of the reconstruction process. Responsible for maintaining effective communication between contractor, consultant, elected officials, Community Boards and other New York City agencies (Department of Sanitation, DEP, Police and Fire Departments, etc.) Responsible for communicating community's concerns to the appropriate agencies and facilitating the resolution of problems associated with the project. Additional duties include: mitigating construction impact on local business; developing, preparing and distributing for distribution to the community and all other concerned parties monthly newsletter/updates describing construction staging and various anticipated impacts, such as water shut-offs, temporary road closures, parking restrictions, etc. Attends monthly meeting with community leaders, NYC agencies to review and discuss progress of project. **(1/03-2/05)**

- **Administrative Assistant/Community Liaison – Engineering Inspection Services for the Construction of Marble Hill Avenue Area, Borough of the Bronx for NYCDDC.** Scope of work involved establishing and maintaining contact with a primarily business & industry based community. Responsible for updating information regarding construction schedule/progress and facilitating the community's understanding of the reconstruction process. Responsible for maintaining effective communication between contractor, consultant, elected officials, Community Boards and other New York City agencies (Department of Sanitation, DEP, Police and Fire Departments, etc.). Responsible for communicating community's concerns to the appropriate agencies and facilitating the resolution of problems associated with the project. Additional duties include: mitigating construction impact on local businesses; developing, preparing and distributing for distribution to community and all other concerned parties monthly newsletters/updates describing construction staging and various anticipated impacts, such as water shut-offs, temporary road closures, parking restrictions, etc. Attends monthly meetings with community leaders, NYC agencies to review and discuss progress of project. **(10/02-01/03)**

- **Technical Assistant – $240 Million Cross Bronx Expressway/Bruckner Interchange Rehabilitation Project in Bronx County, NY for NYSDOT.** Duties include assisting E.I.C. in drafting Orders on Contract general correspondence and monthly report to the Regional Director. Schedule appointments, set meetings and keep calendar for Construction Manager, E.I.C. and Asst. E.I.C. Also assisting Office Engineer in assembling all material certifications and other related documentation. Maintain service and operation of all office equipment and place orders for office supplies. (Word Processing, Microsoft Word and WordPerfect 9.0). **(3/00-5/02)**

- **Administrative Assistant/ Community Construction Liaison – Community Construction Liaison for Hunts Point Area Reconstruction -NYCDDC, Construction cost $20 million.** Scope of work involved establishing and maintaining contact with a primarily business & industry-based community to keep them informed regarding construction schedule/progress and to facilitate their understanding of the extent of the reconstruction process. Maintaining communication with Community Boards and other New York City agencies (Department of Sanitation, DEP, Police and Fire Departments, etc.) Elected officials local business association to provide for an effective dialogue amongst those agencies, the contractor and the consultant. Communicate community's concerns and problems associated with the project to the appropriate agencies, in order to mitigate construction impact on local businesses. Develop and prepare monthly newsletter/update describing construction staging and various anticipated impacts, such as water shut-offs.

CONTRACT ADMINISTRATOR
FITZROY STEWART

CREDENTIALS/REGISTRATION

BACHELOR OF SCIENCE IN STRUCTURAL ENGINEERING, SOUTH BANK POLYTECHNIC, LONDON, U.K., 1975

POST GRADUATE CERTIFICATE IN PROJECT MANAGEMENT, UNIVERSITY OF BRADFORD, U.K., 1981

PROFESSIONAL AFFILIATIONS

YEARS OF EXPERIENCE

25 YEARS

MISCELLANEOUS

SYSTEM INTEGRATION
ACI CERTIFIED
OSHA- 10 HOURS

TECHNICAL SUMMARY

Mr. Fitzroy Stewart has a B.S degree in Civil Engineering with over twenty- five years of experience in Resident Engineering Inspection Services. He rendered his services on various Sewer, Water-mains, Roadways and Bridge Rehabilitation projects. He is familiar with the methods and procedures of the construction industry. **As an Office Engineer** he was responsible for maintaining project records, correspondence files, quantities, preparation of partial payments, change orders, material certifications, reviewing of Inspectors reports, preparation of meeting agenda etc. He gained this experience with working on several construction inspection projects. His experience is as follows:

PROFESSIONAL EXPERIENCE

January 2012 - Present
Haider Engineering, P.C. – Office Engineer
NYCDDC Contract HWRC054-R - REI Services for Improvement of Intersections in Hylan Boulevard From Tarlee Pl to Whitman Ave, From Waterside Pkwy to Fairlawn Ave, and From Hopkins Ave to Montreal Ave, Borough of Staten Island, Community Board No. 3.
The project consists of improvement of 4 intersections at the vicinity of Hylan Boulevard. Works include widening of the roadway, relocation of the utilities, installation of the water mains and sanitary sewers, Installation of Curbs, sidewalks and pedestrian ramps. Maintenance and Protection of Traffic and Coordination with Community is also required.

As an Office Engineer, Responsible for maintenance of field office records, in accordance with the MURK system, includes correspondence, shop drawings, record drawings, materials acceptance records, contractor and sub-contractor payrolls and EEO records. Review Inspectors' Daily Reports and preparation of bi-weekly estimates, field change payments, order-on-contracts and partial payment for materials.
Contact Person: Monzer Shahin, E.I.C., NYCDDC: (718) 317-2540

(09/08 – Jan. 2012)
Office Engineer: Lockwood, Kessler & Bartlett Inc (Consulting Engineers) Aerial Way, Syosset, NY Rte. 878 Nassau Expwy & Rockaway Blvd. Roadway Pavement & Bridge Rehabilitation from Cross Bay Blvd to Queens/Nassau County Line (NYSDOT, $58.9 Million) : The project involved the rehabilitation of Roadway and seven bridges, installation of pre-cast paving slabs along sections of Rockaway Blvd, cold milling and asphalt resurfacing.
As an Office Engineer, Responsible for maintenance of field office records, in accordance with the MURK system, includes correspondence, shop drawings, record drawings, materials acceptance records, contractor and sub-contractor payrolls and EEO records. Review Inspectors' Daily Reports and preparation of bi-weekly estimates, field change payments, order-on-contracts and partial payment for materials.
Contact Person: Thomas M. George, E.I.C, NYSDOT: (516) 239-2535

(03/08 – 9/08)
Office Engineer: Infra Tech Associates (Consulting Engineers) 40 Broad Street, New York, NY Road Rehabilitation, I-87 from MP 16.2 to MP 29.5 (NYSTA, $26.8 Million)

Duties included: Review Inspectors' daily reports and enter payment quantities into CEES; process Contractor's monthly estimates; prepare Field Change Order & Order-on-Contract; reconcile final quantities with Contractor and maintain project files.
Contact Person: Richard Falletta, E.I.C, NYSDOT: (914) 332-0016

(05/07 – 3/08)
Office Engineer:Infra Tech Associates (Consulting Engineers) 40 Broad Street, New York, NY, Mill & Fill, N.S.Pkwy from NYC limit to Exit 31 (NYSDOT, $9.1 Million) ; As an Office Engineer, Implemented and maintained field office including an organized filing system in compliance with MURK; reviewed Inspectors daily reports and entered payment quantities into CEES; processed Contractor's bi-weekly progress payments; prepared Field Change Order and Order-on-Contract; reconciled all Field Change Orders with an Order-on-Contract and finalized quantities with Contractor and Prepared final records, as-builds and close-out documents.
Contact Person: Brian McNamara, E.I.C, NYSDOT (516) 625-0297.

(03/04 – 05/07)
Assistant Office Engineer/Inspector: Infra Tech Associates (Consulting Engineers) 40 Broad Street, New York, NY 10004 Reconstruction of Three Bridges in the Bronx, NY (NYSDOT, $54.0 Million)
This project involved the reconstruction of three major bridges: Cross Bronx Expwy (I- 295) Over Randall Avenue; East Tremont Avenue over I-295 extension and I-95 over Throgs Neck Expwy. Elements of work include: deck replacement of Randall Avenue Bridge; Superstructure replacement of East Tremont Bridge with a pre-stressed, precast covered structure, including pier extension and temporary structure. Duties
included: construction inspection at the new I-95 over I-695 Bridge for quality control; monitored the demolition of the existing bridge, temporary and permanent pile driving, cast-in-place piling, concrete and asphalt pouring, excavation and backfill, testing of materials and installation of drainage structures. As Assistant Office Engineer, was responsible for maintaining project records which included all correspondence, minutes of site meetings, request for information (RFI) and shop drawings log; checked Inspectors daily reports and entered payment quantities into CEES.
EIC: Michael McCotter.

(05/01 – 12/03)
Edwards & Kelcey (Consulting Engineers) 299 Madison Ave, Morristown, NJ 07962
Field Engineer: Managed a $4.0 million dollar construction project in Connecticut for Bechtel Inc. that consisted of the upgrading of 108 telecommunication sites in the AT&T Wireless Network to comply with the next generation technology.
- Led the construction effort by coordinating, monitoring and supervising all work;
- Performed site inspections, solved construction problems and ensured that work was carried out in accordance with the client's safety requirements and specifications.
- Maintained daily contact with client participated in weekly meetings and reported construction progress.
- Other responsibilities included approval of change orders and invoices

08/00 – 04/01)
Law Gibb Telecommunications Dept., New York, NY; Engineer: Provided architectural and engineering to Sprint PCS, Wireless Edge, Omnipoint & Nextel in support of network expansion in New York City, New Jersey and Pennsylvania
- Liased with client's representative regarding work assignments and job progress.
- Performed site visits with RF Engineers and Land Acquisition personnel.
- Supervised the design and preparation of Lease Exhibits and Zoning Drawings.

(10/94 – 07/00)
Pacific 17 Communications, San Diego, California; Construction Engineer:
Coordinated the construction and installation of monopoles, guyed and lattice towers, electrical transmission towers, water tanks, and rooftop and collocate sites. Among my assignments were: 80 sites for Alltel in Alabama; 45 sites for Bellsouth in South Carolina; 350 and 180 Phase 1 sites for Powertel in Georgia and Kentucky, respectively; 73 second carrier sites for Sprint in Kentucky and Indiana; and 170 Phase 1 sites for Suncon Wireless, an AT&T subsidiary, in Virginia, Attended tech team visits and performed constructability analysis of sites regarding location, most economical routing of utilities and type of antenna support system and Reviewed preliminary drawings, made necessary revisions and approved final

(04/89 – 08/94)
Don Todd (Consulting Engineering) New York, NY. Replacement of North Channel Bridge, Queens, NY (NYSDOT, $65 Million) Senior Inspector: Duties include: construction inspection of heavily reinforced structural concrete for foundations, piers, backwalls and bridge decks; resurfacing of existing finished concrete pavement with 3 inches wearing course. Preparatory work involved replacing deteriorated pavement with calcium enriched concrete.
EIC: Ali Sheibani.

(06/88 – 03/89)
Wint Construction Corp., Brooklyn, NY; Project Manager: Managed the construction of a four-story steel framed building forming an extension to the Cumberland Hospital Complex in Brooklyn, New York, Deck and asphalt pavement.
EIC: Ali Sheibani.

(04/84 – 05/88)
Ewell W. Finley (Consulting Engineers) New York, NY; Rehabilitation of Atlantic Avenue Viaduct in Brooklyn, NY (NYSDOT, $18 Million); Senior Inspector: Duties include: monitored demolition of existing bridge deck including all deteriorated steel sections; erection of new steel sections, placement of concrete construction drawings;
- Performed material take-off, prepared scope of work and created budgetary estimates;
- Pre-qualified contractors, prepared bid packages, conducted bid walks and evaluated bids
- Developed forecasting measures to alert contractor and client prior to any activity which may delay construction;
- Coordinated efforts with contractor to remedy any forecasted delays.

STEPHAN GEORGES

Contract Administrator

EDUCATION:

BS Civil Engineering - École Polytechnique de Montréal, Montreal, Quebec, *1994 - 1998*
Minor in Applied Mathematics, University of Montreal, Montreal Quebec, *1993-1994*
Diploma of Collegiate Studies in Pure and Applied Sciences, Saint-Laurent College, Saint-Laurent, Quebec, *1990 - 1992*

CERTIFICATION/ TRAINING:

Intensive course in soil mechanics for unsaturated soils, Canadian Geotechnical Society - *2000*
Certificate in Construction Management - New York University, New York, NY, *2004*
OSHA HAZWOPER Certification - Roux Associates Inc, Islandia, NY, *2004*
Loss Prevention System (LPS) Training – Roux Associates, Islandia, NY *2004*
NYSDOT Bridge Inspection Training – *03/2006*
Confined Space Entree Training – Ammann & Whitney, New York, NY, *2008 and 2010*
FHWA Site Manager Certification – *11/2009*
NYSDOT Office Engineer Certification – *11/2010*

EXPERIENCE:

Mr. Georges has over 13 years of experience as a Construction Inspector, Sr. Inspector, and Office Engineer. His experience encompasses work for NYSDOT, NYCDOT, and NYCEDC. During the course of his professional experience, Mr. Georges responsibilities have included extensive use of computers as an Office Engineer; management of construction documentations; placement of the task order after making diversified arrangements beginning with the pre-construction photographs to checking the Inspectors' daily reports; documenting the quantities in accordance with MURK system to prepare the partial payments to the contractor on time; preparing the Task Orders in advance to provide regular work for contractor in order to meet the required weekly production stipulated by NYSDOT. He has also been responsible for checking and entering quantities using CEES, official correspondences, shop drawings, design modifications, material certifications and acceptance, order-on-contracts, payrolls, contractor's partial payments, preparation of meeting minutes, MPT violations. Liaison with city agencies and police assistance for lane closures.

As a Geotechnical/ Foundation Engineer Mr. Georges has extensive experience in planning and overseeing subsurface investigations, the development of soil design parameters, analysis and design of shallow and deep foundation, retaining wall design, lateral support systems and coffer dam design. Field experience include supervision of soil borings on land and water, environmental borings, pile driving operation ("H" pile, pipe pile and sheet pile), static and dynamic pile load test, mini-pile and drilled shaft construction, coffer dam construction, spread footing, pile cap and bridge pier construction. Geotechnical software experience include SEEP/W, COM624 and DRIVEN.

10/05 – Present **Afridi Associates, New York, NY** – *Office Engineer/ Structural Engineer*

- **D030827 Staten Island Expressway Access Improvement Project, R-11** – *Office Engineer (07/10 – Present)*
  This agreement provides for construction inspection services in relations with the Staten Island Expressway Access Improvement Contract (D0261292) in Richmond County. Project consists in the construction of eight (8) new entrance and exit ramps as well as new auxiliary lanes on a 1.7 mile stretch of the Staten Island Expressway (I-278). This $75 million project also includes the installation of new drainage facilities including four (4) underground detention basins and a storm water treatment facility, ITS and Utility work, widening of (2) two bridges as well as the total reconstruction of the Fingerboard Rd Bridge. Responsibilities include the review of all inspector daily reports and verification of recorded quantities for payment; preparation of monthly estimates, field change payments and change orders using the FHWA Site Manager program; the preparation of progress reports and supervision the production of as-built drawings. Also in charge of project record keeping in accordance to NYSDOT MURK standards

- **D030524 Bridge Deck Joint Replacement at various Locations, R-10** – *Office Engineer/Sr. Inspector (10/08 – 06/11)*
  This agreement provided for construction inspection services in relations with bridge deck joint repair and replacement contracts (D0260590) at various locations in Nassau and Suffolk counties. Contract also included bridge bearing replacement, including structural lifting operations, as well as replacement of modular joint systems. There are 32 bridge

locations within the project along various highways including interstate 495, NY 27, NY 25, and I-495 service roads. Responsibilities include detailed on-site construction inspection and field testing of materials; review of all inspector daily reports and verification of recorded quantities for payment; preparation of monthly estimates, field change payments and change orders using the CEES program; the preparation of progress reports and supervision the production of as-built drawings. Also in charge of project record keeping in accordance to NYSDOT MURK standards.

09/08 – 01/12

- **Biennial Inspection of JFK Roadway and Terminal Bridges** – *Assistant Team Leader (04/08 to 08/08)*
- **610 Lexington Excavation Support** – *Geotechnical Engineer (2008)*
- **MNR Yankee Stadium Train Station** – *Geotechnical Engineer (2008)*
- **JFK Airport: Structural Integrity Inspection of the Air Train Guide-way Structure** - *Assistant Team Leader (2006, 2007)*
- **Widening of Van Wyck Expressway** – *Structural/Foundations Engineer*
- **NYSDOT D015532 Overhead Sign Structure Inspection Project in Region 10** - *Assistant Team Leader*
- **NYCDEP Design of Four Pumping Station** – *Structural/Foundations Engineer*
- **NYCODT Citywide Bridge Component Rehabilitation Project** - *Sr. Inspector / Office Engineer*

9/04 – 3/05

Roux Associates Inc., Islandia, NY – *Geotechnical/Environmental Engineer*

- **On-Site Free Product Recovery System, Brooklyn, NY**

4/01 – 6/03

DMJM+HARRIS Inc., New York, NY – *Civil/Geotechnical Engineer*

- **Reconstruction of Westchester Ave Bridge over Hutchinson Parkway – Bronx, NY**
- **Hutchinson River Parkway Vehicle Height Sensor System, Bronx**
- **TBTA Agency Wide VMS/VSL Sign Structures, New York City, NY**
- **NYCDEP Coney Island Water Treatment Plant – Brooklyn, NY**

3/00 – 3/01

Gandhi Engineering Inc., New York, NY – *Civil Transportation Engineer*

- **Gowanus Expressway Project**
- **Park Avenue Tunnel Rehabilitation**
- **Retaining Wall Inventory and Condition Survey for all of New York City**

8/98 – 7/99

Soprin S.A. (Branch of Canadian Firm DESSAU-SOPRIN), Port-au-Prince, Haiti – *Civil Engineer*

- **Haiti Telecom Project, Port-au-Prince, Haiti**
- **Jacmel Road Rehabilitation Project, Jacmel, Haiti**

5/98 – 8/98

Geotechnical Laboratory, Ecole Polytechnique de Montreal, Montreal – *Laboratory Intern*

8/1997

COMPAC Ingenierie, Port-au-Prince, Haiti – *Civil Engineering Intern*

LISA CANTON *KS Engineers, P.C.*
Contract Administrator

EDUCATION

AA, Business Management, Santa Fe Community College, Gainesville, FL, 1999
Audio Engineering, Basement Recordings, Brooklyn, NY, 1998
WP 5.1/Data Entry/Proofreading, Santa Fe Community College, Gainesville, FL, 1990

SKILLS

Primavera Contract Manager, Expedition
Microsoft Outlook, Word, Excel, PowerPoint and Access
Panagon and Saros
Health & Safety Awareness

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Document Control Specialist	2009 - Present
CH2M HILL, Inc	Document Controls Assistant	1990 - 2008
Shands-Alachua General Hospital	Part-Time File Clerk	1990

EXPERIENCE SUMMARY

Ms. Canton has extensive leadership experience in construction project administration, document controls, document publishing, contract administration, construction specifications, administrative assistance, and strong PC skills.

NYCTA, CM-1256 Construction Management Services for the Fulton Street Transit Center, New York, NY - Document Control Specialist responsible for providing construction management services for this $880 mega million project. The Metropolitan Transportation Authority and MTA Capital Construction are building a new Fulton Street Transit Center in the general vicinity of Fulton Street and Broadway, incorporating six existing Lower Manhattan subway stations which includes: Fulton Street for nos. 2, 3, 4, 5, J, M and Z trains; Broadway-Nassau Street for A and C trains; Chambers Street / World Trade Center for E train; and Cortlandt Street for R and W trains. The FSTC project's goal is improve access to and connections between 12 subway lines for hundreds of thousands of daily commuters and Lower Manhattan residents and visitors, and will link NYC Transit facilities with PATH service and the World Trade Center site. Construction of the Fulton Street Transit Center is underway and parts of the new station have already been opened for commuter use. (02/09 - Present)

CH2M HILL, Inc., Gainesville, FL - Document Controls Assistant responsible for submittals during Construction (SDC) Coordinator. Served as the Southeast Regional (SER) Lead Point-of-Contact for construction services coordination; by providing leadership to peers in administrative communication by training external SER staff on corporate database procedures; and providing the technical skills necessary to coordinate, research, and track construction Submittals, compiling engineer comments on submittals; processing submittals after engineer dispositions; working on fast paced deadlines for Requests for information (RFI's), Clarification/Interpretation Requests, Field Orders, and Operation & Maintenance Manuals for reviewing design engineers, client, field representatives & Project Managers; providing technical assistance and training of SDC coordinators in tracking construction procedures using Expedition (Primavera- Contract Manager); maintaining Project Records during the phase, and archiving at closeout; assisting Operations Leader (OL) with meeting staff utilization goals, communication on project chartering meetings/provide copy of project instructions to OL. Maintained project schedule and submittal reports for all in-house projects, including duration and provide primary project point-of-contact with direct informative technical feedback meetings on a biweekly basis. (8/05 - 7/08)

Document Publishing Specialist, Lead Construction Specifications Coordinator - Responsible for setting up CSI master specifications for projects in Panagon database, tracking specification sections, attending project meetings, processing and proofing specifications and references, communicating with Project Assistants and Engineering team on the project, scheduling, forwarding, and assembling the contract documents for reproduction, distributing the contract documents for internal, Client, Plan Rooms, and Contractor distribution. Bidwork procedures include selling contract documents to bidding contractors, subcontractors, and equipment suppliers; creating, compiling and distributing addenda on project to distribution list; and sending out weekly bidder's list to companies interested in networking with bidders in the event they win bid. Conforming documents which include revising all changes per addenda to specifications; and preparing signed Contract Documents for client and awarded contractor to use in the field during construction. Assisting engineers and other processors to meet their deadlines so that workload and deadlines are compatible. (6/98 - 8/05)

Administrative Assistant - Served as the only administrative assistant for the Environmental Department of 23 engineers. Had independently prepared reports for the Senior Environmental Department Manager and coordinated presentations and production (graphics, editing and reproduction), routinely solved problems and questions for engineers; performed workload leveling for administrative work group; drafted and tracked project and subcontractor invoices; setup and maintained financial and procurement databases and tracking systems; developed new or recommended revised procedures; coordinated conferences, weekly & monthly staff and client professional meetings and organized community events. Collected and compiled data in response to special requests; screened calls, arranged meetings and engineer travel; and maintained the schedule for senior management and other personnel. (11/94 - 6/97)

Document Publishing Specialist, Construction Specifications Processor - Setting up CSI master specifications for a project in Word Perfect & SAROS software, tracking specification sections, attending project meetings, processing and proofing specifications and references, communicating with Project Assistants and Engineering team on the project, scheduling, forwarding, and assembling the Contract Documents for reproduction, distributing the Contract Documents for internal, Client, Plan Rooms, and Contractor distribution. Bidwork procedures include selling Contract Documents to bidding contractors, subcontractors, and equipment suppliers; creating, compiling and distributing addenda on project to distribution list; and sending out weekly bidder's list to companies interested in networking with bidders in the event they win bid. Conforming documents which include revising all changes per addenda to specifications; and preparing signed Contract Documents for client and awarded contractor to use in the field during construction. Assisted engineers and other processors to meet their deadlines so that workload and deadlines are compatible. (9/90 - 11/94)

Shands-Alachua General Hospital, Gainesville, FL - Part-Time File Clerk duties included filing confidential documents and medical records; also billing appropriate patient insurance companies for medical services patients received from hospital. (4/90 - 11/90)

URS

Mark Grinberg

Scheduling

Areas of Expertise

Commuter Rail
Design
Document Control
HVAC
Light Rail
Program Management
Project Controls
Scheduling
Transportation
Tunnels/Subways
Water/Wastewater

Years of Experience

With URS: 24 Years
With Other Firms: 19 Years

Education

1971 / Bachelor of Science / Electrical Engineering / City University of New York

Background

Mr. Grinberg has more than 40 years of diverse experience on major engineering and construction projects, specializing in project controls and project management. He has worked on new construction and renovation and modernization projects including transportation and transit-related projects, schools, universities and commercial facilities. Mr. Grinberg has extensive experience in developing, updating and analyzing CPM schedules on major design and construction projects utilizing the Primavera system. He also has extensive experience in preparing schedule critiques, as well as delay claim analysis. He has extensive New York and New Jersey experience.

Project Specific Experience

PANYNJ, LaGuardia Airport Redevelopment Program, Queens, NY: As Senior Program Scheduler, prepares, revises, updates and monitors the Program Master Schedule and various project schedules for the redevelopment program.

PANYNJ, PATH Exchange Place Station Improvement, New York, NY: Project Controls Manager managed planning, scheduling, cost control and contract administration functions on major transportation, industrial, and power projects. Developed and maintained cost, schedule and progress monitoring systems; prepared coordination schedules; evaluated claims and negotiated change orders.

PANYNJ, Newark Liberty International Airport Monorail, Newark, NJ: As Senior Scheduling Engineer, scheduled and coordinated activities for the testing program.

Metropolitan Transportation Authority, Capital Improvements Program, New York, NY: As Project Review Manager, reviewed and analyzed schedules, budgets, project management functions and procedures, and made recommendations to Metropolitan Transportation Authority (MTA) agencies for several projects. Projects included the Astoria Line Rehabilitation, Herald Square Station Modernization and Jamaica Maintenance Shop construction.

MTA Metro-North Railroad, Park Avenue Tunnel Rehabilitation, New York, NY: Project Controls Manager, managed planning, scheduling, cost control and contract administration functions on major transportation, industrial, and power projects. Developed and maintained cost, schedule and progress monitoring systems; prepared coordination schedules; evaluated claims and negotiated change orders.

URS

NJ Transit, New York Penn Station East End Concourse, New York, NY: Project Controls / Scheduling Engineer developed, analyzed and monitored project schedules and costs of all construction program elements for this five-year program to completely demolish and reconstruct all interior space of the New Jersey Transit Passenger Concourse. The project was phased and highly constrained to accommodate passenger services and to coordinate with all other users of this major Amtrak rail station. Scheduling was critical to the planning of contractor work on this active rail station in order to avoid any disruption to rail service within Amtraks New York Zone.

NYCDDC, Central Park Police Precinct Restoration, New York, NY: As Project Manager, responsible for the complete renovation of the historic precinct building. Manage the work of four prime contractors in the construction of new interior slabs and walls, new roofing, HVAC, electrical and mechanical systems, as well as historic restoration of exterior facades.

Columbia University, Campus Capital Improvement Program, New York, NY: As Project Manager, had full management responsibility for several projects, from initial planning through design, construction and end user occupancy. Projects included: gut renovation of four floors (56,000 sq ft) of Law Schools faculty offices and seminar rooms; renovation and expansion of the Law library; gut renovation of seven lecture halls including new seating with data and microphones, new state-of-the-art audio-visual equipment, and new electrical, lighting and HVAC systems; adding a new floor containing faculty offices and seminar rooms to an existing building; new TV studio broadcasting facility; and renovation of Admissions and Career Services offices. These were high-visibility projects on one of the largest college campus improvement programs in the U.S. Projects presented logistical challenges since they are in an urban area, within a tightly-spaced campus, with old, and in some cases, historically important buildings, and work must be performed around an active campus environment open year-round. Work has to be coordinated with facilities management and building tenants in order not to interrupt building operations. Schedules are tracked very closely; dates cannot be missed because of fixed class start times.

Chronology

1990 - Present - URS Corporation, Project Manager
1987 - 1990 - Kaiser Engineers, Project Controls Manager
1981 - 1987 - Dravo Constructors, Project Controls Manager
1980 - 1981 - General Electric, Project Controls Specialist
1979 - 1980 - Heyward Robinson, Project Controls Supervisor
1971 - 1979 - Ebasco Services, Project Controls Engineer

URS

Miguel Gonzalez

Scheduling

Areas of Expertise

CPM Scheduling

Heavy Civil & Building Construction

Marine Structures

Years of Experience

With URS: 1 Years

With Other Firms: 6 Years

Languages

French

Spanish

Education

2007 / Bachelor of Science / Civil Engineering Technology / Rochester Institute of Technology / Rochester, NY

Registration/Certification

2008 / Engineer in Training EIT Delaware

Specialized Training

OSHA 30, New Jersey, 2008

03/2006 - 08/2006 - AMEC

Background

Mr. Gonzalez has more than seven years of experience in construction field operations and scheduling. He has extensive experience in developing and maintaining construction schedules using scheduling software such as Primavera P3 and P6. Mr. Gonzalez's background includes a heavy emphasis in heavy-highway and marine construction. He currently serves as Scheduler for the Construction Management Division for URS' New York office. Mr. Gonzalez is responsible for generating high-level schedules for proposals and for projects in their pre-construction phase, creating cost loaded and resource loaded schedules to forecast required cash flow and staffing needs, and comparing as-built schedules and baseline schedules to determine changes in cost and time delays that may have occurred.

Project Specific Experience

PANYNJ, Airport Bollards Program, New York / New Jersey: Project Scheduler for the construction manager URS. The construction activities consisted of installing bollards along the entrances to three airports. Responsible for integrating, maintaining and updating schedules on a weekly and monthly basis for ten work orders being serviced 5 contractors.

MTA Capital Construction, Second Avenue 96th Street Subway Station, New York, NY: Project Scheduler for this project for the contractor Cruz-Tully, JV. The construction activities consisted of a storefront to storefront reconstruction of 2nd Avenue between 95th and 99th streets; slurry walls were constructed and a temporary precast deck was placed on steel beams as the future subway station was excavated while maintaining 4 lanes of traffic. Responsible for Maintaining and updating the construction schedule using Primavera P6, tracking daily construction operations and coordinating submittals using Primavera Contract Manager.

MTA TBTA, Throgs Neck Bridge Electronic Security System, Bronx, NY: Project Scheduler for the furnishing and installation of an Integrated Electronic Security System at the Throgs Neck Bridge. Responsible for reviewing Contractor's CPM schedule submittals and producing Time Impact Analysis (TIA) reports.

NYSDOT, South Shore Bridges Repairs - Project Engineer - Hempstead, NY: Project Engineer for this project which consisted of installing a fiber-glass reinforced plastic fender along the piers of two bascule bridges, installing timber dolphins, installing FRP jackets and galvanic anodes to protect reinforced concrete piles and sealing cracks by epoxy injection. Responsible for developing the construction schedule using Primavera P3, drafting shop drawings and layout drawings to support field operations, generating procedures and submittals for approval by the Engineer and procuring materials, equipment and tools as needed.

URS

NYSDOT, Sloop Channel Bridge Project Completion, Wantagh, NY: Project Engineer for this project consisted of building a pier extension for the Sloop Channel Bridge. This consisted of driving 54" diameter concrete cylinder piles, building a cofferdam and placing mass concrete to create the pier extension. Responsible of developing the construction schedule using Primavera P6, procuring materials, equipment and tools as needed, acting as the HSE site representative ensuring safe behaviors and practices throughout the site, generating daily construction reports and maintaining document control.

NYSDOT, Partial Bridge Replacement of Wantagh Parkway over Goose Creek, Wantagh, NY: Field Engineer for this project consisted of demolishing an existing bascule bridge section and replacing it with a fixed span section. Construction activities included maintenance and protection of traffic, demolition of large steel and concrete structures, driving 64" dia. concrete cylinder piles, setting precast pile caps, AASHTO girders and fascia panels, and placement of a concrete bridge deck. Responsible for developing the construction schedule using Primavera P3, drafting shop drawings and layout drawings to support field operations, generating procedures and submittals for approval by the Engineer and procuring materials, equipment and tools as needed.

DASNY, Shepard Hall Part 11 & 12 Exterior & Associated Restoration, New York, NY: Project Scheduler for this historic restoration of the facade of a New York City Landmark building which involves the removal of the existing terracotta pieces and installation of glassfiber reinforced concrete (GFRC) units via steel framing and mechanical fasteners.

NYCHA, Exterior Brickwork Restoration and Roofing Replacement at Ravenswood Houses, Astoria, NY: Project Scheduler for this project to restore the exterior brickwork replace the roofing of all 31 apartment buildings in a housing complex. Responsible for developing a pre-construction schedule, reviewing contractor's schedule submittals and maintaining the CPM schedule in the Owner's virtual desktop system.

U.S. Army Corps of Engineers, IHNC Hurricane Floodwall Construction, New Orleans, NO: Project Scheduler for the construction activities consisted of building 7,600 linear feet of floodwall by driving 66"diameter concrete cylinder piles, 36" battered steel piles and 24" square concrete piles. A concrete infill was placed between the series of piles and a precast concrete cap unit was set on top of them. Responsible for creating the construction baseline schedule and reports needed to abide by the requirements of the USACE. The construction schedule consisted of over 1000 activities, was loaded with cost, revenue and equipment.

Chronology

03/2013 - URS Corporation
06/2012 - 03/2013 - E.E. Cruz
05/2007 - 06/2012 - Weeks Marine, Inc

URS

Alex Haas

Scheduling

Years of Experience

With URS: 2 Years

With Other Firms: 3 Years

Education

2010 / BSE / Civil Engineering / University of Michigan / Ann Arbor, MI

Background

Mr. Haas has four years of project engineering experience, two and a half of which is specific to scheduling and project controls. After graduating from the University of Michigan he received his Engineer in Training certificate and began working for a general contractor. The projects he has worked on have varied from university buildings and research facilities to an operating nuclear power plant. Mr. Haas is proficient in Primavera P6 and Microsoft Office Utilities.

Project Specific Experience

PANYNJ, PATH Capital Program Staff Support, Jersey City, NJ: Project Scheduler & Logistic Coordinator for various Capital Program and Superstorm Sandy Resiliency projects. Work included schedule development and resource loading of all projects in a nine-year window to analyze and provide suggestions of man-force needs and future hiring to support all needed work. Work also included producing and executing new and existing reports in order to track on-going work and assisting on day to day coordination of all PATH work vehicles.

MTA LIRR Long Beach Branch Restoration Project, New York City, NY: Project Scheduler for this project for Long Island Railroad. Work included schedule development and daily updates for the restoration effort fc the Long Beach branch of the LIRR due to the effects of Hurricane Sandy.

Port St Lucie Nuclear Power Plant EPU, Port Saint Lucie, FL: Project Controls Engineer – Scheduler for this project for Florida Power & Light. Work included an Extended Power Uprate of an operating, double reactor nuclear power plant. All major vessels were replaced along with secondary electrical and mechanical support systems during a five outage process. Responsible for developing, updating, and up-keep on critical path driven schedule as well as developing activity specific worksheets to be presented to the client upon request.

Chronology

06/11 – 10/12 – Bechtel Power Corporation
Worked as a project controls engineer in the scheduling department, on-site at a major nuclear uprate project.

05/10 – 06/11 – J.S. Vig Construction Company
Worked as a project engineer for a general contractor in the Metro Detroit Area. Was involved in creating job proposals, responding to RFIs and other bid related questions and interfacing with subcontractors, architects and the client.

URS

Albert Wong, PSP

Scheduling

Areas of Expertise

Claims Avoidance

Facilities

Program Management

Project Controls

Scheduling

Years of Experience

With URS: 7 Years

With Other Firms: 7 Years

Languages

Chinese - Cantonese

Education

2006 / Certificate / Construction Management / New York University / New York, NY

2000 / Bachelor of Science / Civil Engineering / Polytechnic University / Brooklyn, NY

Registration/Certification

2009 / Association for the Advancement of Cost Engineering Scheduling Professional 542

URS Corporation Project Manager Certification

2005 / Occupational Safety and Health Administration 30 Hour

2001 / Engineer in Training EIT

Professional Societies/Affiliates

ASCE Future Cities Competition Mentor

AACE Planning & Scheduling

CMAA Member Professional

Specialized Training

OSHA 30, New York, 2005

Notary Public, New York States (expires 2014)

Background

Mr. Wong has more than 14 years of experience in project controls, construction field operations, cost and scheduling, claims analysis in Residential, Commercial, Schools, Civil, and Public Facilities. He has extensive New York / New Jersey experience as a scheduling professionals on a variety of projects.

Project Specific Experience

PANYNJ, Airport Bollards Program, New York / New Jersey: Scheduler for ten Work Orders from ten airport terminals in JFK, LGA, & EWR, integrating and updating weekly schedules from produced from five contractors.

PANYNJ, Goethals Bridge Modernization Program, New York / New Jersey: Scheduling Consultant, reviewed consultants' monthly updated Primavera schedules and invoices, Provided budget, cash flow, and forecast cost and schedule analysis, Simplified activity coding procedures between departmental schedules, Finalized departmental and internal program schedule and cost reports, Provided technical support for presentations to internal executive departments, public agencies, and political leaders.

PANYNJ, Newark International Airport, Newark, NJ: Assistant Inspector for the Port Authority of NY & NJ. Assisted the inspection of different contracts including capital facility improvements, roadside ramp and sidewalk repairs, light rail track construction, and airside asphalt repair. Scope of work included new conveyor belt systems, exterior storefront and vestibule replacement, and upgrade in MEP systems.

NYCDOT, St. George Ferry Terminal, Staten Island, NY: Scheduler - A modernization effort involved a host of improvements to the transportation and ancillary functions and services of the Ferry Terminal. The scope of work included enhancements to the intermodal transportation connections, vehicular and pedestrian access and circulation systems. Renovations were completed at the main waiting area to create amenities for commuters and tourists and to bring all building systems up to current codes. New commercial retail space was built within and adjacent to the terminal. Other project elements involved enhancements to the linkages to Staten Island's minor league baseball stadium and the lighthouse Museum. Provided monthly scheduling update services to-detailed areas of construction, including the museum.

PANYNJ, World Trade Center Emergency Response Project, New York, NY: Lead Scheduler - Lead a special project to retrieve and compose a master historic schedule of contractors' work after 9/11. Obtained

URS

project information from Turner, AMEC, Tully Construction and married data into Plaza Construction format. Also volunteered two nights at Ground Zero providing security support.

NYCDOT, Gerritsen Inlet Bridge, Queens, NY: Scheduler, providing technical comments for contractor's 5 year bridge construction schedule, adjacent to existing structure.

MTA Metro North Railroad, Tarrytown Train Station Renovation, Tarrytown, NY: Scheduler provided monthly schedule update analysis of Contractor's schedule and performed various claims analysis for Train Station rehabilitation.

SUCF, Division of Laboratory Animal Resources, Brooklyn, NY: Senior Construction Scheduler working in collaboration with URS Project Manager and General Contractor, analyzed and repaired previous Construction Manager's P6 schedule to reflect current status of work and projection of future work and milestones. Continuing monthly progress updates.DLAR is an 8th (laboratories), 9th (laboratories) floor, and penthouse/ roof rehabilitation project with heavy Mechanical work in an educational institution.

MTA TBTA, Bienniel Bridge Inspection MIS, New York, NY: Inspector for an engineering program for inspection of local NYC bridges, creating baseline schedule.

NYSOGS, Kingsboro ATC Facility, Brooklyn, NY: Scheduler for the renovation of an alcohol and drug abuse treatment facility with five sequential phases of interior renovation and client relocation during exterior & roof restoration, providing periodic schedule updates and creating new baselines, Wick's Law

Chronology

04/2007 - URS Corporation
Senior Construction Scheduler

01/2006 - 05/2007 - Pavarini McGovern, Long Island City
Scheduler / Assistant Project Manager

03/2004 - 01/2006 - Skanska USA Building, Inc.
Project Controls Engineer / Assistant Project Manager

07/2000 - 02/2004 - Plaza Construction Company
Scheduling Engineer / Assistant Project Manager

09/1999 - 01/2000 - Vollmer Associates
Civil Engineering Department - Drafting Engineer, Software Consultant

06/1999 - 08/1999 - URS Greiner Woodward Clyde
Assistant Resident Engineer - Emergency Medical Station Contract

06/1998 - 08/1998 - The Port Authority of NY & NJ
Newark International Airport, Newark, NJ, Assistant Project Engineer/ Inspector

Education

- MS, Construction Management (Project Management), 2005, Heriot-Watt University, Edinburgh, UK.
- BS, Civil Engineering, 2003, Aligarh University, Aligarh, India.

Professional Qualifications and Certifications

- Graduate Member of Institution of Civil Engineers United Kingdom (Membership Number: [redacted] with option for eventual progression to Member (Chartered Engineer).
- CITB certificate course in Advanced Surveying & Setting-out from National Construction College, Kings Lynn, United Kingdom
- Spill Prevention and Response Training Certificate from New York City Department of Environmental Protection (DEP)
- Occupational Safety and Health Administration (OSHA) - Construction Industry Outreach Certificate

Summary

Mr. Mahmood has proven successfully that he has the extensive knowledge needed to perform multi-tasking in the field of heavy construction projects. Such tasks included estimating, scheduling and management systems using a variety of Project Management & Information System software such as Primavera, Prolog and Expedition. He also managed Quality Control, budget control, and conducted Field Inspections.

Experience

Techno Consult, Inc., Princeton, NJ

Project: Hunts Point Phase 4 – Carbon Addition (WPCP), New York City Department of Environmental Protection (DEP), the Borough of the Bronx, New York - Office Engineer/Scheduler

The purpose of this facility is to add a supplemental carbon source, glycerol, to the waste water flow to enhance de-nitrification, as required under the BNR Consent Order Schedule. Duties are detailed below:

Schedule: Update review every month; Prepare Schedule Analysis Report for DEP; Conduct CPM Meeting every month; Schedule reply to Contractor every month

Payment: Negotiate Pencil payment with the contractor; Prepare Partial payment package; Prepare Partial payment backup for Engineer's Audit *Office (EAO) DEP*: Answer any EAO DEP's concerns as and when they arrive; Provide Additional backups from contractor by following up; Reply to US Census bureau questions on the monthly partial payments

Progress meeting: Prepare Progress meeting agenda and minutes of meeting; Send out minutes of meeting through prolog; Monitor the project closely during meeting using through knowledge of project schedule

Monthly I&T Report: Help Resident Engineer prepare the monthly progress report; Ensuring that all the current and potential project issues are addressed in the monthly report; Final Review of Monthly I&T Report prior to being sent.

Issues & Concern through email: This phases involves interaction with the other construction phases of the plant and therefore there are questions through email every day which requires a quite thoughtful reply. My job involves guiding the project team in drafting the email responses for these critical questions on time and accurate.

Delay letters

I&T Meeting: Preparing the slides for the I&T Meeting Guiding the project team before the meeting about critical issues to discuss in the meeting

Change order: Involved in helping the project team send out the scope of the change order; Involved in negotiating the change order with the contractor; Involved in sending the final package to the DEP

Project: Contract WI-270, (Approx. $14 Million) Wards Island Water Pollution Control Plant (WPCP), New York City Department of Environmental Protection (DEP), Manhattan, New York - Scheduler/Office Engineer

Responsible for technical and administrative duties pursuant to the Office Engineer's scope of work, including preparation of monthly schedule updates. The scope of construction work under this contract includes the upgrading of chemical bulk storage tanks, temporary fuel oil storage tank and construction of chemical bulk storage tanks, temporary fuel oil storage tank and construction of chemical transfer pads, installation of emergency vents, vents, cathodic protection system, inventory control system, pipe signs and petroleum transfer pads.

- Checking the contractor's monthly schedule updates, including reporting any deviation to the Resident Engineer.
- Preparing schedules for the balance of all work in the project using Primavera Project Planner.

- Material clearances (coordinating with Materials Engineer regarding status of materials approvals).
- Maintaining and organizing contract records, current plan sets and all tracking logs for the resident engineer and staff.
- Maintaining project correspondences, Non-Conformance Notices (NCN), change orders, and their corresponding logs.
- Assisting the Resident Engineer in processing the contractor's monthly payment requisitions.
- Maintaining payment records including the verification of the contractor's time and material sheet
- Preparing change orders, facilitating RFI's and writing meeting minutes.
- Performing construction inspection for conformance with the plans and specifications, and reporting any deviations to the Resident Engineer, including compliance with its approved SSHSP.
- Preparing and maintaining the daily construction inspection reports, which shall indicate the contractor's work activities, progress of the work, crew size and composition, weather, equipment utilization and all other information relative to the execution of the work.
- Assisting the Resident Engineer in overseeing that the contractor conducts the waste characterization transportation and disposal process, erosion control process, dewatering process, and lead and asbestos remediation process as required by the NYC DEP, New York State and federal agencies.
- Provide updated information and keep DEP informed of all special case and issues.

Projects:

Opus Tower (Approx. $400 Million), Architect Zaha Hadid, Business Bay Dubai, UAE
Schon Business Park (Approx $100 Million), Dubai, UAE; Al Manara Tower (Approx $75 Million), Dubai, UAE; Beach Tower-2 (Approx $50 Million), Sharjah, UAE; Palm Tower-1 (Approx $50 Million), Sharjah, UAE
Scheduler

Responsible for technical & administrative duties pursuant to scheduling, planning and tracking of installations in high rise Business developments around Dubai, United Arab Emirates using Primavera Project Planner.

- Responsible for preparing detailed cost and resource load construction schedules (containing up to approx. 3000 activities, including detailed testing & commissioning), in conjunction with Principal Contractor's master schedule, and meeting all the constraints & milestones defined in their schedule.
- Performed monthly schedule and cost updates and provided two (2) week look-aheads for tracking progress in the field; submitted periodic reports to the clients and other stakeholders, while ensuring that monthly partial payment matches the progress on the Primavera Project Planner Schedule.
- Responsible for Resource Loading/VIDI Download/Cost Control Report, with computation of Earned Values; investigated the reasons for variances.
- Responsible for preparing manpower histograms, s-curves and manpower projections for completion of work and coordinated with the Principal Contractor to generate their Monthly Progress Reports, including Expenditure Reports, Cost Performance Reports and cost-curves.
- Operated common database and engineering software, and used spreadsheets and project management applications to develop and maintain effective work relationships with logistics and engineering counterparts, in a multi-cultural, multi-ethnic environment.
- Proactively managed the resource allocations by ensuring that appropriate resources and tools were assigned to the tasks according to the project plan.
- Assisted the Human Resources Manager in his recruitment strategy by providing him six month labor projections for the project.

Various Projects Experience & Knowledge

Prepared detailed resource baseline schedules, using Primavera Project Planner.
Analyzed risk exposure on a monthly basis, attended meetings, and took actions on items of key concern, following up with the suppliers spread all over the globe.
Prepared RFI's and shop drawings logs. Coordinated with other engineers, suppliers and subcontractors to insure delivery of the project on time and within budget.

URS

William D. Lemke, CCC

Chief Estimator

Areas of Expertise

Aviation
Commuter Rail
Design
Light Rail
Program Management
Tunnels/Subways
Water/Wastewater

Years of Experience

With URS: 17 Years
With Other Firms: 21 Years

Education

1972 / Bachelor of Arts / University of Minnesota

Registration/Certification

1992 / Association for the Advancement of Cost Engineering Cost Professional 3451

Background

Mr. Lemke has more than 38 years of experience in project and controls management, specializing in cost engineering, estimating, and scheduling. His background includes assignments in the field and home office for a broad range of projects including transit, bridge, tunnel, water/wastewater treatment, industrial, commercial, retail and residential buildings. Mr. Lemke has extensive New York and New Jersey area experience.

Project Specific Experience

FEMA, PANYNJ, PATH, PATH Tunnels E& F, New York and New Jersey: Cost Consultant and Chief Estimator to FEMA concerning the repairs to the Path Tunnels E&F with focus on premium time/loss of productivity issues related to intensive schedule.

PANYNJ, World Trade Center Site Reconstruction, New York, NY: Chief Estimator of a team of fourteen estimators, on the National 911 Memorial and Museum, the PATH Transportation Hub, site work for four office towers and the Performance Art Center, restoration of two MTA subway stations, a tunnel under Route 9A (West Street) to the World Financial Center.

PANYNJ, LaGuardia Airport Improvements, Queens, NY: Chief Estimator estimated master plan conceptual modifications to head house, concourses, airside improvements, highway overpasses, roads and parking facilities

PANYNJ, PATH Security Upgrades, New York, NY: Chief Estimator Estimated confidential PATH system upgrades to transit system bridges and tunnels to enhance security.

PANYNJ, World Trade Center Memorial Museum, New York, NY: Chief Estimator estimated conceptual changes to a major value engineering redesign and subsequent bid packages.

PANYNJ, Newark and LaGuardia Airports Terminal Modifications, New York and New Jersey: Chief Estimator provided estimates for terminal modifications.

PANYNJ, Port Authority Bus Terminal, New York, NY: Estimator for the office tower build-over existing bus terminal.

MTA CC / LIRR, East Side Access Program, New York, NY: Estimator responsible for force account work to be done by Long Island Rail Road, Amtrak, Metro North and NYC Transit forces including new track, traction power, signals, communication, flagging and protection services. Also estimated some of the civil components related to the project. The project involves more than 20,000 linear feet of underground

URS

construction, including reconstructing 2,500 linear feet of tunnels within Grand Central Terminal (GCT), completing 8,600 linear feet of the existing 63rd Street-Queens Boulevard Connector Tunnels lower level, and designing more than 10,000 linear feet of new hard rock and soft ground tunnels in Manhattan and Queens; a new commuter rail station at Sunnyside Yard in Long Island City; a stacked two cavern station excavated in deep rock beneath GCT to accommodate an eight track/4 -island platform terminal for LIRR trains; new and/or upgraded LIRR passenger access points at GCT; reconfiguration of NYCTs Lexington Avenue subway station to accommodate increased passenger traffic; a new railcar maintenance & storage yard in Queens; and traction power, signals, and communications systems.

PANYNJ, JFK International Airport Infrared De-Icing Project, New York, NY: Estimator estimated new facility from conceptual drawings and later from full design documents a new facility for 747 jet deicing.

PANYNJ, JFK International Airport, International Arrivals Building, Jamaica, NY: Cost Consultant - Advised the Port Authority of New York and New Jersey regarding value engineering options and reviewing developer's construction estimates.

Jacob K. Javits Convention Center, New York, NY: Chief Estimator for the conceptual estimate for an addition to the existing facility, and an adjacent 1,500 room hotel and sky bridge, as well as renovations to the existing convention center.

US General Services Administration, Brooklyn Courthouse, Brooklyn, NY: Chief Estimator - Estimated project costs for one new courthouse and one renovated court house/post office, including change order estimating. This redevelopment program involves two government-owned sites in downtown Brooklyn that will accommodate over 2,800 government employees. Project 1: Demolition of the Emanuel Cellar federal office building, located at 225 Cadman Plaza (approximately 23,225 square meters / 250,000 square feet). Project 2: Construction of an 18-story federal courthouse on the Emanuel Cellar site (58,715 square meters / 632,000 square feet plus parking). Project 3: Historic restoration, renovation and adaptive/reuse of Brooklyn's General Post Office, located across the street at 271 Cadman Plaza (redeveloped to 53,420 square meters / 575,000 square feet plus parking).

Columbia University, Campus Capital Improvement Program, New York, NY: Chief Estimator - Provided estimating for preconstruction and change order purposes. Provided estimating services for the construction of Law and Business School building which totals $25.8 million. Other buildings include new high-rise dormitory classroom buildings, research buildings, and a student center at Columbia University in New York as part of URS' program management services.

MTA NYCT, Various Projects, New York, NY: Senior Cost Estimator for the electrical and general construction work for monorail, light rail and heavy rail commuter systems in NYC and Washington, D.C.

URS

NJ Transit, Penn Station East End Concourse, New York, NY: Estimator provided a full estimate and change orders on new intersticial floor and terminal over existing operating track in Penn Station.

NJ Transit, Penn Station East End Concourse, New York, NY: Chief Estimator for the estimate prior to bidding and change order support for new Interstitial structure over operating railroad and inside a full service railroad terminal.

Farley-Pennsylvania Station, New York, NY: Chief Estimator for the estimating and cash flow analysis for reconstruction of existing main post office into new Amtrak station, and estimator for force account Amtrak work for catenary system.

NJ Transit, Hudson-Bergen Light Rail, Bergen County, NY: Estimator - Services included value-engineering studies for this New Jersey Department of Transportation Project.

NJDOT, Hudson-Bergen Light Rail, Ewing, NJ: Estimator of value engineering studies for the Hudson Bergen Light Rail Transit project. Also estimated for contractor on earlier stages of the project.

MTA Metro-North Railroad, Walkill River Viaduct, Port Jervis, NY: Chief Estimator - Estimated steel and concrete repairs to existing railroad viaduct, lead abatement and repainting the structure.

MTA Metro-North Railroad, Woodbury Viaduct, Port Jervis, NY: Chief Estimator estimated steel and concrete repairs to existing railroad viaduct, lead abatement and repainting the structure.

NYCDDC, Webster Avenue DOT Maintenance and Repair Facility, Bronx, NY: Estimator - Provided estimating services for this project that included demolition of the three existing buildings, two at the northern site and one at the southern site, and the new construction of two structures, one at each site. A new 66,000 square-foot vehicle maintenance garage will be constructed at the northerly site.

Chronology

12/1996 - URS Corporation
07/1994 - 04/1996 - Perini Corporation, Hawthorne, NY
Senior Estimator
07/1991 - 06/1995 - Stone & Webster Engineering Corporation, New York, NY
08/1990 - 06/1991 - Inspection and Valuation International, White Plains, NY
03/1987 - 06/1990 - Richmarr Construction Corporation, Washington D.C.
07/1985 - 03/1987 - Derrick Development Corporation, Minneapolis, MN
07/1979 - 07/1985 - Matrix Development/Kraus Anderson
07/1975 - 08/1979 - Seward West Redesign, Inc., Minneapolis, MN

URS

Ada Deuel

Architectural / Civil / Structural Estimating

Areas of Expertise

Estimating

Years of Experience

With URS: 8 Years

With Other Firms: 28 Years

Languages

Russian

Education

1982 / Bachelor of Science / Civil and Structural Engineering / State Polytechnic Academy / Minsk, Belarus

Summary

Ms. Deuel has more than 36 years of experience in general contracting cost estimating. Experience covers various facility types, including large commercial, institutional, industrial, and residential projects. She has extensive New York / New Jersey region experience.

Project Specific Experience

PANYNJ, LaGuardia Airport, Central Terminal Building Renovation, Queens, NY: Senior Estimator - Prepared a series of preliminary conceptual estimates for different models for a major renovation of the Central Terminal Building and construction of additional facilities; estimates ranged from $3.2 billion to $3.6 billion. Provided estimate for West Hangar Study ($25 million) and Hangar 7 interior office fit-out ($3 million). Also provided Central Terminal Building, Delta Airlines, US Airways "state of good repair" conceptual estimates varying from $1.0 billion to $2.5 billion.

PANYNJ, Various Assignments at Various PA Properties, New York / New Jersey: Senior Estimator - Prepared various types of estimates from conceptual to 100% design drawings for a range of projects, with costs ranging from $6 million to $70 million. Projects include: PATH tunnels - security hardware installation; 42nd Street Bus Terminal rehabilitation ($6.1 million) and George Washington Bridge ramps and sidewalks rehabilitation ($70 million).

PANYNJ, JFK International Airport, Backflow Prevention Project, Queens, NY: Senior Estimator for backflow prevention project at various locations throughout the airport ($2.7 million).

PANYNJ, World Trade Center Transportation HUB, New York, NY: Estimator for the structural and architectural components of the structure

PANYNJ, World Trade Center Memorial Pavilion, Visitors Center, New York, NY: Prepared and supervised estimating team 100% Design Development set of drawings to construct one of New York City Landmarks.

NYSDOT, 13 Bridges, Nassau & Suffolk Counties: Lead Estimator supervised the estimate to establish the cost of repairs of thirteen traffic bridges at various locations in Nassau and Suffolk Counties.

Columbia University, Campus Capital Improvement Program, New York, NY: Senior Estimator preparing and supervising change orders evaluation for all ongoing projects at the NYC campus.

URS

AMTRAK, Hellgate Bridge Line, Westchester County, NY: Estimator for various change orders and additions to original design; average value up to $1,000,000

NJ Transit, Hudson-Bergen Light Rail Transit System, Hudson-Bergen Counties, NJ: Pre-Construction Deputy Manager, supervised and estimated various change orders for Port Imperial Station and supervised and estimated East Tower at Port Imperial Pedestrian Bridge.

NYCDDC, FDNY-Emergency Medical Dispatch Center, Brooklyn, NY: Senior Estimator prepared and supervised cost estimate to establish a cost for the final renovation phase of FDNY Brooklyn C.O. and Emergency Medical Dispatch, 2nd Site.

NYCDD, 121st Police Precinct, Staten Island, NY: Senior Estimator - Prepared estimate based on 75% Construction Documents for out-of-the-ground Police Headquarters. Project utilizes innovative technology in all construction trades involved.

NYCDDC, Central Park Police Precinct Restoration, New York, NY: Estimator - Prepared an estimate based on Bid Set of drawings for total renovation of the Central Park Police Precinct located in historical landmark building. Project included total interior renovation of the facilities and exterior restoration of the building.

NYCDDC, Rikers Island - 800 Bed Addition to Rose M Singer Center, Rikers Island, NY: Estimator prepared and evaluated numerous change orders and design changes to new addition to the biggest correctional facility in New York City.

Chronology

08/2006 - URS Corporation
Sr. Estimator

08/2005 - 08/2006 - Self Employed
Estimator

03/2005 - 07/2005 - Corporate Interior Court
Sr. Estimator

10/2003 - 02/2005 - DKS Construction
Chief Estimator

09/1998 - 10/2003 - Projex General Contractors & Construction Managers, Inc.
Chief Estimator

URS

Nora Nisman

Architectural / Civil / Structural Estimator

Areas of Expertise

Aviation
Program Management
Tunnels/Subways
Water/Wastewater

Years of Experience

With URS: 16 Years
With Other Firms: 21 Years

Languages

Russian

Education

1977 / Master of Science / Civil Engineering / Riga Polytechnical College

Background

Ms. Nisman has 37 years of extensive experience in the construction and engineering industry, including 16 years with URS. Ms. Nisman has conducted cost control and estimating in various industrial, transportation, water pollution control plants, and infrastructure projects, and been actively involved in complete takeoffs, laboring, pricing of civil, structural, architectural, HVAC, plumbing and electrical work. She has extensive estimating experience on New York / New Jersey projects for numerous agencies and authorities in the region.

Project Specific Experience

PANYNJ, Resilient Tunnel Project (RTP), New York, NY: Senior Estimator - Performed design estimates for the Tunnel Flooding Plug Project.

PANYNJ, Port Authority Bus Terminal, New York, NY: Cost Estimator conducted review of cost aspects of developers proposals for the development of air rights over the PABT. Project involves review and evaluation constructability aspects, cost and schedule analysis for the five (5) developers proposals.

PANYNJ, Security Capital Program, Water Mitigation, New York, NY: Senior Estimator - Performed design estimates for the Water Mitigation Program for PATH. The program includes conceptual, preliminary, final design and construction support services including structural modifications, electronic systems, track and utility modifications for a comprehensive confidential water management tunnel infrastructure upgrade program.

PANYNJ, Security Capital Program, New York, NY: Senior Estimator - Performed design estimates for the Tunnel Hardening and Resiliency program for PATH. The program includes conceptual, preliminary, final design and construction support services for design development of transit and tunnel infrastructure security hardening. Design of tunnel utility relocation and retrofit for installation of tunnel security hardening measures. Program also included design of new high voltage and traction power duct bank system through tunnels.

NJ Transit, East End Concourse / Penn Station, New York, NY: Cost Estimator responsible for review of Accu Cost Estimate, and provided independent cost estimate. Project involved access to the eastern ends of the six southern-most platforms, connecting them to both the existing A and B level concourses and to street level via a new entrance at the corner of 31st Street and 7th Avenue. Assisted Program Manager on the site in estimating change orders.

URS

Continental Airlines, LaGuardia Airport Central Terminal Building, Queens, NY: Senior Estimator conducted substantial completion estimates for central terminal building and concourse renovations.

Continental Airlines, Global Gateway Program at Newark Liberty International Airport, Newark, NJ: Senior Estimator conducted substantial completion estimates for central terminal building and concourse renovations.

MTA NYCT, Stations Rehabilitation Program, New York, NY: Senior Estimator prepared budget cost estimates for Station Rehabilitation Program (elevated and underground stations). Stations included the following:

- Myrtle Avenue Station - Canarsie Line
- Wyckoff Avenue Station - Myrtle Avenue Line
- 34th Street Station - 8th Avenue Line
- Lorimer Street Station - Canarsie Line
- Metropolitan Avenue Station - Crosstown Line
- Marcy Avenue Station - Canarsie Line
- Pelham Parkway Station - White Plains Road Line
- Prospect Avenue Station - White Plains Road Line
- 149th Street Grand Concourse Station Complex
- Burnside Avenue Station - Jerome Avenue Line
- Mosholu Parkway Station - Jerome Avenue Line
- Essex Street Station - Nassau Loop Line
- Delancey Street Station 6th Avenue Line
- Chamber Street Station - Nassau Centre Street Line
- Jay Street (Borough Hall) Station Fulton Street (8th Avenue) Line 81st Street - Museum of Natural History 8th Avenue Line.

MTA NYCT, Times Square Station Complex and the 14th Street Union Square Station Complex, New York, NY: Senior Estimator prepared capital cost estimate for reconstruction of the Times Square complex and the 14th Street Union Square complex.

MTA NYCT, Structural Remediation for Several Stations, New York, NY: Senior Estimator prepared capital cost estimate for structural remediation for Avenue M Station - Brighton Line Neck Road Station - Brighton Line; and Kings Highway Station - Brighton Line.

NJDOT, Port Imperial Ferry Terminal, Weehawken, NJ: Senior Estimator worked on schematic design estimate for new ferry terminal, Weehawken, NJ.

Moynihan Station Development Corporation, James A. Farley Post Office / USPS Fit Out - 4th Floor and Annex, New York, NY: Senior Estimator - Worked on change orders and close out documentation.

URS

Empire State Development Corporation, James A. Farley Building, New York, NY: Senior Cost Estimator worked on cost estimate for the USPS core and shell to be provided by ESDC. The project consists of USPS Bridge, Concourse Loading Dock Area with USPS enclosed platform, North and South Ramps, 1st Floor Lobby West, 3rd Floor East and West and Elevators East and West (new and refurbished).

NYCDDC, NYCDEP Remsen Avenue Yard Reconstruction, Broklyn, NY: Senior Estimator - worked on change orders for the DEP Remsen Avenue Yard Reconstruction. The project consisted of three phases. Phase 1 was construction of new temporary office areas. Phase 2 consisted of construction of a 35,000 square-foot facility with 26,000 square-foot loading dock and garage. Work included electrical systems (including emergency generator, commercial grid interactive solar electric photovoltaic system, and security systems), HVAC systems (gas fed, hot water, and air systems), and plumbing (including rainwater collection system). Phase 3 consisted of the removal of the temporary office areas and completion of the storage yard (including underground utilities, concrete, masonry, fuel storage facility, and security and lighting). The project is a LEED Silver rated project.

NJ Transit, Port Imperial New York Waterway Intermodal Ferry Terminal, Weehawken, NJ: Senior Cost Estimator worked on 100% Design construction cost estimate.

NYC Department of Sanitation Freshkills Transfer Station, Staten Island , NY: Senior Estimator prepared conceptual estimate in evaluating alternative designs for tipping floor.

Chronology

01/1998-Present: URS Corporation, New York, Senior Estimator

08/1990-01/1998: Stone & Webster Engineering Corporation, New York, Senior Estimator

04/1985-02/1989: Consulting Firm, Cost Estimate Department, Riga, Latvia, Senior Engineer

07/1982-04/1985: Riga Polytechnical College, Riga, Latvia, Sector Head

08/1977-07/1982: Design & Estimate Office, Riga, Latvia, Senior Engineer, Engineer

URS

Sam Mazo

Electrical Estimator

Areas of Expertise

Cost Engineering

Electrical Engineering

Estimating

Years of Experience

With URS: 7 Years

With Other Firms: 36 Years

Languages

Russian

Education

2008 / Building Code. Fire Alarm Excerpts / Local Law 33 Seminar Code Class / New York, NY

1971 / Bachelor of Science / Electrical Engineering / Polytechnic University / Minsk, Belarus

School of Continuing and Professional Studies / New York University

Telecommunication Systems Design (2 courses)

Electrical Design (2 courses)

Fire Alarm System Design

National & New York City Electrical Code / Bramson ORT Technical Institute / New York, NY

Summary

Mr. Mazo has more than 40 years of experience in construction projects, specializing in design, cost analysis, value engineering, estimating, with leveling and evaluation of Electrical, Fire Alarm, Security, Telecommunication trades contractors for new construction and renovation projects. His background includes assignments in the field and home office for a broad range of projects including transportation, aviation, commercial, hospitals, hotels, K-12 schools, universities, courthouses, office, retail, residential buildings, including green building design conception. Mr. Mazo currently serves as a Senior Electrical Estimator, handling estimating and design functions as well change order evaluations/ negotiations for various construction projects. He also provides by client request independent review and evaluation of construction documents for Contractors Bid and Construction of Project applications.

Project Specific Experience

PANYNJ, LaGuardia Airport, Central Terminal Building (CTB) Modernization Program, Queens, NY: Senior Electrical Estimator provided conceptual cost estimate of electrical trade for several different conceptual design based on LGA Airport Reports and field investigation. Trade cost is confidential at present time.

PANYNJ, World Trade Center Transportation HUB, New York, NY: Senior Electrical Estimator responsible for providing review of design documents for constructability, value engineering, and cost estimate of electrical trades for multiple construction work packages. Reconciled the budget with Owner, Construction Management and Consulting. Trade cost is confidential at present time.

PANYNJ, WTC Memorial Pavilion, New York, NY: As part of the construction management consulting team, provided pre-construction electrical trade budget. Reconciled the budget with Owner, Job was awarded for with-in the budget amount. Trade cost is confidential at present time.

Moynihan Station, West End Concourse and Ventilation Rooms, New York, NY: Electrical Estimator provided pre-construction electrical trades budget.

British Airways Terminal, JFK International Airport, Queens, NY: Estimated and negotiated Change orders with Subcontractors and Owners representatives.

URS

Continental Airlines Terminal "C", Newark Liberty International Airport, Newark, NJ: Estimated and negotiated Change orders with Subcontractors and Owners representatives.

PANYNJ, Terminal #4, JFK International Airport, New York, NY: Estimator participated in preparing Guaranteed Maximum Cost for Electrical trades work. Job was awarded for with-in the budget amount. Estimated and negotiated Change Orders with Subcontractors and Owners representatives. Performed cost analysis for alternate design proposals. Maintained and monitored project cost. Actively interfaced with contractors, designers and Owners staff on issues relating to value engineering and job progress.

Moynihan Station, West End Concourse and Ventilation Rooms, New York, NY: Electrical Estimator provided pre-construction electrical trades budget.

Greenwich Public Safety Complex, Renovation of Central Fire Station and Central Fire House, Greenwich, CT: Electrical Estimator provided electrical - power and all low voltage (fire alarm, security, telecommunication, audio visual etc.) estimating.

MTA NYCT, Chamber Street Station Complex Electronic Security System, New York, NY: Provided pre-construction electrical trade budget. Trade cost is confidential at this time.

NYCDDC, NYCDEP Remsen Avenue Yard Reconstruction, Brooklyn, NY: Senior Electrical Estimator estimated and negotiated change orders with subcontractors.

DASNY, Fashion Institute of Technology Renovations, New York, NY: Estimator provided pre-construction electrical trades budget for the Owner.

NYCDDC, FDNY Dispatch Operations, Rehabilitation of Communications Facilities, New York, NY: Provided pre-construction electrical trades budget. Trade cost is confidential at this time.

Chronology

06/2007 - URS Corporation
New York, NY

04/1998 - 06/2007 - AMEC Construction Management
New York, NY

03/1996 - 04/1998 - Campbell & Dawes Electrical Co.
Kew Gardens, NY

06/1993 - 02/1996 - JBC Electrical Construction Co.
New York, NY

12/1971 - 12/1990 - Consulting Architectural & Engineering Co.
BELGOSPROECT, Minsk, Belarus

URS

Joseph Fell

Mechanical Estimator

Areas of Expertise

Bridge and Highway Construction Inspection

Drainage

Estimating

Years of Experience

With URS: 1 Years

With Other Firms: 4 Years

Education

2008 / BS / Civil Engineering / Magna Cum Laude / Virginia Tech

Registration/Certification

Occupational Safety and Health Administration 10 Hour

New York State Dept. of Environmental Conservation Certified Erosion Specialist

Background

Mr. Fell has five years of experience in the construction of road, utility, environmental, and railroad infrastructure projects. Mr. Fell's background includes a heavy emphasis in excavation and embankments, drainage, water line and concrete construction. Mr. Fell has experience as an estimator for general contractor/heavy highway construction companies where he worked on road, utility, environmental, and railroad infrastructure projects. His responsibilities include preparation of bid packages, conceptual estimates and analysis of subcontractor bids for projects, assists in the preparation of larger and more complex estimating assignments, including the estimate plan, develops wage rate build-ups and detailed material take-offs for procurement of bulk materials. He also has experience as a field engineer/assistant superintendent was he oversaw construction for road, utility, environmental, and railroad infrastructure projects. His responsibilities included reviewing daily foreman's reports, calculating quantities, tracking pay quantities, reviewing pay quantities with owner representatives, ordering materials, scheduling material deliveries, filing delivery tickets, cost coding delivery tickets, reviewing invoices, scheduling field crews, and supervising field activities. He also participated in erosion control inspections and supervised maintenance and repair activities.

Project Specific Experience

PANYNJ, Security Capital Program, Tunnel Hardening and Resiliency, New York, NY: Estimator – Preformed design estimates for the Tunnel Hardening and Resiliency program for PATH. The program includes conceptual, preliminary, final design and construction support services for design development of transit and tunnel infrastructure security hardening. Design of tunnel utility relocation and retrofit for installation of tunnel security hardening measures. Program also included design of new high voltage and traction power duct bank system through tunnels.

PANYNJ, Resilient Tunnel Project, New York, NY: Estimator – Preformed design estimates for the tunnel flooding plug project.

PANYNJ, Security Capital Program, Water Mitigation, New York, NY: Estimator - Preformed design estimates for the Water Mitigation Program for PATH. The program includes conceptual, preliminary, final design and construction support services including structural modifications, electronic systems, track and utility modifications for a comprehensive confidential water management tunnel infrastructure upgrade program.

Columbia University, Manhattanville Development Project, New York, NY: Junior Estimator for the Columbia University – Manhattanville Development project. His responsibilities included performing change

order estimating and change order review.

MTA Metro-North Railroad, Construction of New Interlocking, Bronx, NY: Estimator to upgraded power and signals infrastructure for the future interlocking between Botanical Garden and Fordham stops. The work involved was trenching, excavation, backfill, setting of precast concrete structures, track crossings, and demolition of old track. He performed quantity takeoffs, soliciting and reviewing quotes from prospective suppliers and subcontractors, and determined manpower and production rates for prospective items of work. He also reviewed and prepared bid packages for submission.

MTA TBTA, RK-65D RFK Bridge Utility Relocation, New York, NY: Estimator for the relocation of existing utilities on Randalls Island underneath the RFK Bridge (Triboro Bridge). The work consisted of trenching, shoring, pouring of duct bank, backfilling, pouring reinforced concrete equipment pads, and asphalt paving. He preformed quantity takeoffs, soliciting and reviewing quotes from prospective suppliers and subcontractors, determined manpower and production rates for prospective items of work, and during the project construction he also preformed change order estimating.

MTA Metro-North Railroad, Harlem Line Drainage Improvements (Mott Haven Yard), Bronx, NY: Field Engineer/Assistant Superintendent for consisted of construction of a new drainage system along Metro North Harlem Line tracks and Mott Haven Yard. The work consisted of trenching on and between the Harlem Line tracks, installation of the new drainage pipe and structures, and backfilling with ¾" crushed stone and ballast. His responsibilities included the ordering materials, scheduling material deliveries, filing delivery tickets, cost coding delivery tickets, reviewing invoices, scheduling field crews, and supervising on track field activities.

NYCDEP, CRO-397 Spill Containment East Reservoirs, New York, NY: Assistant Superintendent for the construction of new precast concrete boat sheds as well as new boat ramps into New York City reservoirs in Putnam and Westchester Counties, NY. The work consisted of erosion control, excavation and embankment, reinforced concrete foundations, and setting of precast concrete boat sheds and ramps. His responsibilities included the ordering materials, scheduling material deliveries, filing delivery tickets, cost coding delivery tickets, reviewing invoices, scheduling field crews, and supervising field activities.

Chronology

02/2013 - URS Corporation

05/2008 - 08/2012 - Thalle/Transit Construction

05/2005 - 05/2008 - Transit Construction (office engineer intern)

Required Licenses and Certifications

THE UNIVERSITY OF THE STATE OF NEW YORK

EDUCATION DEPARTMENT

BE IT KNOWN THAT

ANTENOR BRUTUS

HAVING GIVEN SATISFACTORY EVIDENCE OF THE COMPLETION OF PROFESSIONAL AND OTHER REQUIREMENTS PRESCRIBED BY LAW IS QUALIFIED TO PRACTICE AS A

PROFESSIONAL ENGINEER

IN THE STATE OF NEW YORK

IN WITNESS WHEREOF THE EDUCATION DEPARTMENT GRANTS THIS LICENSE
UNDER ITS SEAL AT ALBANY, NEW YORK
THIS TWENTY-SIXTH DAY OF JULY, 1994.

LICENSE NUMBER [redacted]

Thomas Sobol
PRESIDENT OF THE UNIVERSITY
AND COMMISSIONER OF EDUCATION

Douglas C Hasbrouck
EXECUTIVE SECRETARY
STATE BOARD FOR
ENGINEERING AND LAND SURVEYING

2525154

Online Services

Verifications

- Licensees, by name
- Licensees, by license number
- Permits, by name
- Pharmacy Establishments
- Professional Business Entities (other than pharmacies)
- Help with Searches
- Terms of Use

Registration Renewal

- Renewal Information

Verification Searches

The information furnished at this web site is from the Office of Professions' official database and is updated daily, Monday through Friday. The Office of Professions considers this information to be a secure, primary source for license verification.

License Information *

07/15/2014

Name : CHULIVER ANTHONY WALTER
Address : NEW YORK NY
Profession : PROFESSIONAL ENGINEERING
License No: [redacted]
Date of Licensure : 01/04/07
Additional Qualification :
Status : REGISTERED
Registered through last day of : 07/15

* Use of this online verification service signifies that you have read and agree to the terms and conditions of use. See HELP glossary for further explanations of terms used on this page.

- Use your browser's back key to return to licensee list.
- You may search to see if there has been recent disciplinary action against this licensee.
- Note: The Board of Regents does not discipline *physicians(medicine), physician assistants,* or *specialist assistants.* The status of individuals in these professions may be impacted by information provided by the NYS Department of Health. To search for the latest discipline actions against individuals in these professions, please check the New York State Department of Health's Office of Professional Medical Conduct homepage.

THIS DOCUMENT IS PRINTED ON WATERMARKED PAPER, WITH A MULTI-COLORED BACKGROUND AND MULTIPLE SECURITY FEATURES. PLEASE VERIFY AUTHENTICITY.

State Of New Jersey
New Jersey Office of the Attorney General
Division of Consumer Affairs

THIS IS TO CERTIFY THAT THE
Board of Prof. Engineers & Land Surveyors

HAS LICENSED

MARK A. COSMEDY

FOR PRACTICE IN NEW JERSEY AS A(N): Professional Engineer

04/16/2014 TO 04/30/2016
VALID

LICENSE/REGISTRATION/CERTIFICATION #

Signature of Licensee/Registrant/Certificate Holder

ACTING DIRECTOR

Online Services

Verifications

- Licensees, by name
- Licensees, by license number
- Permits, by name
- Pharmacy Establishments
- Professional Business Entities (other than pharmacies)
- Help with Searches
- Terms of Use

Registration Renewal

- Renewal Information

Verification Searches

The information furnished at this web site is from the Office of Professions' official database and is updated daily, Monday through Friday. The Office of Professions considers this information to be a secure, primary source for license verification.

License Information *

07/15/2014

Name : COSMEDY MARK
Address : PORT CHESTER NY
Profession : PROFESSIONAL ENGINEERING
License No: [redacted]
Date of Licensure : 07/24/86
Additional Qualification :
Status : REGISTERED
Registered through last day of : 06/17

* Use of this online verification service signifies that you have read and agree to the terms and conditions of use. See HELP glossary for further explanations of terms used on this page.

- Use your browser's back key to return to licensee list.
- You may search to see if there has been recent disciplinary action against this licensee.
- Note: The Board of Regents does not discipline *physicians(medicine), physician assistants,* or *specialist assistants.* The status of individuals in these professions may be impacted by information provided by the NYS Department of Health. To search for the latest discipline actions against individuals in these professions, please check the New York State Department of Health's Office of Professional Medical Conduct homepage.

The University of the State of New York
Education Department
Office of the Professions

REGISTRATION CERTIFICATE

Do not accept a copy of this certificate

License Number: [redacted]

Certificate Number: 7895468

DEBRKOSKI JOHN CHRISTOPHER
[redacted]

is registered to practice in New York State through 07/31/2015 as a(n)
PROFESSIONAL ENGINEER

LICENSEE/REGISTRANT

COMMISSIONER OF EDUCATION

EXECUTIVE SECRETARY

DEPUTY COMMISSIONER
FOR THE PROFESSIONS

This document is valid only if it has not expired, name and address are correct, it has not been tampered with and is an original - not a copy. To verify that this registration certificate is valid or for more information please visit www.op.nysed.gov.

Online Services

Verifications

- Licensees, by name
- Licensees, by license number
- Permits, by name
- Pharmacy Establishments
- Professional Business Entities (other than pharmacies)
- Help with Searches
- Terms of Use

Registration Renewal

- Renewal Information

NYSED / OP / Online Services

Verification Searches

The information furnished at this web site is from the Office of Professions' official database and is updated daily, Monday through Friday. The Office of Professions considers this information to be a secure, primary source for license verification.

License Information *

07/15/2014

Name : DIGIOVANNI GLENN ROBERT
Address : METUCHEN NJ
Profession : PROFESSIONAL ENGINEERING
License No: [redacted]
Date of Licensure : 08/21/91
Additional Qualification :
Status : REGISTERED
Registered through last day of : 10/15

* Use of this online verification service signifies that you have read and agree to the terms and conditions of use. See HELP glossary for further explanations of terms used on this page.

- Use your browser's back key to return to licensee list.
- You may search to see if there has been recent disciplinary action against this licensee.
- Note: The Board of Regents does not discipline *physicians(medicine), physician assistants,* or *specialist assistants.* The status of individuals in these professions may be impacted by information provided by the NYS Department of Health. To search for the latest discipline actions against individuals in these professions, please check the New York State Department of Health's Office of Professional Medical Conduct homepage.

The University of the State of New York
Education Department
Office of the Professions

REGISTRATION CERTIFICATE

Do not accept a copy of this certificate

License Number: [redacted]

Certificate Number: 8023865

PATEL DINESH
[redacted]

is registered to practice in New York State through 05/31/2015 as a(n)
PROFESSIONAL ENGINEER

LICENSEE/REGISTRANT

COMMISSIONER OF EDUCATION

EXECUTIVE SECRETARY

DEPUTY COMMISSIONER
FOR THE PROFESSIONS

This document is valid only if it has not expired, name and address are correct, it has not been tampered with and is an original - not a copy. To verify that this registration certificate is valid or for more information please visit www.op.nysed.gov.

THIS DOCUMENT IS PRINTED ON WATERMARKED PAPER, WITH A MULTI-COLORED BACKGROUND AND MULTIPLE SECURITY FEATURES. PLEASE VERIFY AUTHENTICITY.

State Of New Jersey
New Jersey Office of the Attorney General
Division of Consumer Affairs

THIS IS TO CERTIFY THAT THE

Board of Prof. Engineers & Land Surveyors

HAS LICENSED

JOEL FISCH [redacted]

FOR PRACTICE IN NEW JERSEY AS A(N): Professional Engineer

03/14/2014 TO 04/30/2016
VALID

[redacted]
LICENSE/REGISTRATION/CERTIFICATION #

Signature of Licensee/Registrant/Certificate Holder

DIRECTOR

The University of the State of New York
Education Department
Office of the Professions

REGISTRATION CERTIFICATE

Do not accept a copy of this certificate

License Number: [redacted]

Certificate Number: 7733685

FISCH JOEL
[redacted]

is registered to practice in New York State through 03/31/2015 as a(n)
PROFESSIONAL ENGINEER

LICENSEE/REGISTRANT

COMMISSIONER OF EDUCATION

EXECUTIVE SECRETARY

DEPUTY COMMISSIONER
FOR THE PROFESSIONS

This document is valid only if it has not expired, name and address are correct, it has not been tampered with and is an original - not a copy. To verify that this registration certificate is valid or for more information please visit www.op.nysed.gov.

What is this document?

This is your REGISTRATION CERTIFICATE, not a license (a New York State license is issued once and does not expire). If you are practicing in New York State, your registration must be renewed periodically. Practice without current registration violates the Education Law and may subject you to disciplinary action.

Should I display this REGISTRATION CERTIFICATE?

You must display a current REGISTRATION CERTIFICATE in each office where you practice. If your practice is not in an office, have a current REGISTRATION CERTIFICATE available for inspection at all times.

What do I do when my address or name changes?

When your address or name changes, Education Law requires that you report this within 30 days. When your record(s) have been updated, we will send you a replacement REGISTRATION CERTIFICATE.

- Address changes can be made by providing all required information in the checklist below via *E-mail* to op4info@mail.nysed.gov, *Telephone* 518-474-3817, Fax 518-473-1449 or Mail to Professional Licensing Services - Records and Archives, 89 Washington Avenue, Albany NY 12234-1000.
- Name changes must be made in writing to the address above with all information detailed in the checklist that follows. You will receive a new REGISTRATION CERTIFICATE in your new name. OPTIONAL: To receive a new LICENSE PARCHMENT, please request this in your letter and we will send fee information and a customized form.

Address Change	Name Change	*Checklist Items*
X	X	1. Full name currently on record (i.e., how your name now appears on your license and registration)
	X	2. New name exactly as you wish it to appear
X	X	3. Date of birth
X	X	4. Social Security Number
X	X	5. Daytime phone number
X	X	6. Profession(s) - list all professional licenses you hold in New York State
X	X	7. License Number(s) - for each of the professional licenses you list in item 6 above
X		8. Complete address currently on record
X		9. Complete new address
	X*	10. Supporting legal documentation (*Needed in specific circumstances)
	X	11. Original notarized signature

www.op.nysed.gov

PLSRC03

2660296

The University of the State of New York
Education Department
Office of the Professions

REGISTRATION CERTIFICATE

Do not accept a copy of this certificate

License Number: [redacted]

Certificate Number: 8247077

HARVEY ROBERT NELSON JR
[redacted]

is registered to practice in New York State through 06/30/2016 as a(n)
PROFESSIONAL ENGINEER

LICENSEE/REGISTRANT

COMMISSIONER OF EDUCATION

EXECUTIVE SECRETARY

DEPUTY COMMISSIONER
FOR THE PROFESSIONS

This document is valid only if it has not expired, name and address are correct, it has not been tampered with and is an original - not a copy. To verify that this registration certificate is valid or for more information please visit ***www.op.nysed.gov.***

BACKGROUND AND MULTIPLE SECURITY FEATURES. PLEASE VERIFY AUTHENTICITY.

State Of New Jersey
New Jersey Office of the Attorney General
Division of Consumer Affairs

THIS IS TO CERTIFY THAT THE
Board of Prof. Engineers & Land Surveyors

HAS LICENSED

Henry W. Hessing
[redacted]

FOR PRACTICE IN NEW JERSEY AS A(N): Professional Engineer

03/27/2014 TO 04/30/2016
VALID

[redacted]
LICENSE/REGISTRATION/CERTIFICATION #

Signature of Licensee/Registrant/Certificate Holder

DIRECTOR

New Jersey Office of the Attorney General
Division of Consumer Affairs
THIS IS TO CERTIFY THAT THE
Board of Prof. Engineers & Land Surveyors
HAS LICENSED
Henry W. Hessing
Professional Engineer
03/27/2014 TO 04/30/2016
VALID
[redacted]
SIGNATURE

PLEASE DETACH HERE

IF YOUR LICENSE/REGISTRATION/ CERTIFICATE ID CARD IS LOST PLEASE NOTIFY:

Board of Prof. Engineers & Land S
P.O. Box 45015
Newark, NJ 07101

PLEASE DETACH HERE

Henry W. Hessing
YOUR LICENSE/REGISTRATION/CERTIFICATE NUMBER IS [redacted] EXPIRATION DATE **2016**. PLEASE USE IT IN ALL CORRESPONDENCE TO THE DIVISION OF CONSUMER AFFAIRS USE THIS SECTION TO REPORT ADDRESS CHANGES YOU ARE REQUIRED TO REPORT ANY ADDRESS CHANGES IMMEDIATELY TO THE ADDRESS NOTED BELOW

Board of Prof. Engineers & Land Surveyors
P.O. Box 45015
Newark, NJ 07101

NT YOUR NEW **ADDRESS OF RECORD** BELOW
JR ADDRESS OF RECORD IS THE ADDRESS THAT WILL PRINT ON
JR LICENSE/REGISTRATION/CERTIFICATE AND IT MAY BE MADE
\ILABLE TO THE PUBLIC

ME ☐
SINESS ☐

EPHONE
.UDE AREA CODE

PRINT YOUR NEW **MAILING ADDRESS** BELOW
YOUR MAILING ADDRESS IS THE ADDRESS THAT WILL BE USED BY TH
DIVISION OF CONSUMER AFFAIRS TO SEND YOU ALL CORRESPONDENCI

HOME ☐
BUSINESS ☐

TELEPHONE
INCLUDE AREA CODE

he law governing your profession requires the current license/registration/certificate to be displayed, it should be thin reasonable proximity of your original license/registration/certificate at your principal office or place of siness.

The University of the State of New York
Education Department
Office of the Professions

REGISTRATION CERTIFICATE

Do not accept a copy of this certificate

License Number: [redacted]

Certificate Number: 7913960

HESSING HENRY W
[redacted]

is registered to practice in New York State through 12/31/2015 as a(n)
PROFESSIONAL ENGINEER

LICENSEE/REGISTRANT

EXECUTIVE SECRETARY

COMMISSIONER OF EDUCATION

DEPUTY COMMISSIONER
FOR THE PROFESSIONS

This document is valid only if it has not expired, name and address are correct, it has not been tampered with and is an original - not a copy. To verify that this registration certificate is valid or for more information please visit www.op.nysed.gov.

The University of the State of New York
Education Department
Office of the Professions

REGISTRATION CERTIFICATE

Do not accept a copy of this certificate

License Number: [redacted] Certificate Number: 7364387

MALLIK SAAD A
[redacted]

is registered to practice in New York State through 05/31/2014 as a(n)
PROFESSIONAL ENGINEER

LICENSEE/REGISTRANT

EXECUTIVE SECRETARY

COMMISSIONER OF EDUCATION

DEPUTY COMMISSIONER
OFFICE OF THE PROFESSIONS

This document is valid only if it has not expired, name and address are correct, it has not been tampered with and is an original - not a copy. To verify that this registration certificate is valid or for more information please visit www.op.nysed.gov.

COPY

The University of the State of New York
Education Department
Office of the Professions
REGISTRATION CERTIFICATE
Do not accept a copy of this certificate

License Number: [redacted]

Certificate Number: 7613615

SPENCER JOHN F
[redacted]

is registered to practice in New York State through 01/31/2015 as a(n)
PROFESSIONAL ENGINEER

LICENSEE/REGISTRANT

COMMISSIONER OF EDUCATION

EXECUTIVE SECRETARY

DEPUTY COMMISSIONER
FOR THE PROFESSIONS

This document is valid only if it has not expired, name and address are correct, it has not been tampered with and is an original - not a copy. To verify that this registration certificate is valid or for more information please visit www.op.nysed.gov.

What is this document?

This is your REGISTRATION CERTIFICATE, not a license (a New York State license is issued once and does not expire). If you are practicing in New York State, your registration must be renewed periodically. Practice without current registration violates the Education Law and may subject you to disciplinary action.

Should I display this REGISTRATION CERTIFICATE?

You must display a current REGISTRATION CERTIFICATE in each office where you practice. If your practice is not in an office, have a current REGISTRATION CERTIFICATE available for inspection at all times.

What do I do when my address or name changes?

When your address or name changes, Education Law requires that you report this within 30 days. When your record(s) have been updated, we will send you a replacement REGISTRATION CERTIFICATE.

- Address changes can be made by providing all required information in the checklist below via *E-mail* to op4info@mail.nysed.gov, *Telephone* 518-474-3817, *Fax* 518-474-1449 or *Mail* to Professional Licensing Services - Records and Archives, 89 Washington Avenue, Albany NY 12234-1000.
- Name changes must be made in writing to the address above with all information detailed in the checklist that follows. You will receive a new REGISTRATION CERTIFICATE in your new name. **OPTIONAL:** To receive a new LICENSE PARCHMENT, please request this in your letter and we will send fee information and a customized form.

Address Change	Name Change	*Checklist Items*
X	X	1. Full name currently on record (i.e., how your name now appears on your license and registration)
	X	2. New name exactly as you wish it to appear
X	X	3. Date of birth
X	X	4. Social Security Number
X	X	5. Daytime phone number
X	X	6. Profession(s) - list all professional licenses you hold in New York State
X	X	7. License Number(s) - for each of the professional licenses you list in item 6 above
X		8. Complete address currently on record
X		9. Complete new address
	X*	10. Supporting legal documentation (*Needed in specific circumstances)
	X	11. Original notarized signature

www.op.nysed.gov

What is this document?

This is your REGISTRATION CERTIFICATE, not a license (a New York State license is issued once and does not expire). If you are practicing in New York State, your registration must be renewed periodically. Practice without current registration violates the Education Law and may subject you to disciplinary action.

Should I display this REGISTRATION CERTIFICATE?

You must display a current REGISTRATION CERTIFICATE in each office where you practice. If your practice is not in an office, have a current REGISTRATION CERTIFICATE available for inspection at all times.

What do I do when my address or name changes?

When your address or name changes, Education Law requires that you report this within 30 days. When your record(s) have been updated, we will send you a replacement REGISTRATION CERTIFICATE.

- Address changes can be made by providing all required information in the checklist below via *E-mail* to op4info@mail.nysed.gov, *Telephone* 518-474-3817, *Fax* 518-474-1449 or Mail to Professional Licensing Services - Records and Archives, 89 Washington Avenue, Albany NY 12234-1000.
- Name changes must be made in writing to the address above with all information detailed in the checklist that follows. You will receive a new REGISTRATION CERTIFICATE in your new name. **OPTIONAL:** To receive a new LICENSE PARCHMENT, please request this in your letter and we will send fee information and a customized form.

Address Change	Name Change	*Checklist Items*
X	X	1. Full name currently on record (i.e., how your name now appears on your license and registration)
	X	2. New name exactly as you wish it to appear
X	X	3. Date of birth
X	X	4. Social Security Number
X	X	5. Daytime phone number
X	X	6. Profession(s) - list all professional licenses you hold in New York State
X	X	7. License Number(s) - for each of the professional licenses you list in item 6 above
X		8. Complete address currently on record
X		9. Complete new address
	X*	10. Supporting legal documentation (*Needed in specific circumstances)
	X	11. Original notarized signature

www.op.nysed.gov

PLSR003

2539545

THIS DOCUMENT IS PRINTED ON WATERMARKED PAPER, WITH A MULTI-COLORED BACKGROUND AND MULTIPLE SECURITY FEATURES. PLEASE VERIFY AUTHENTICITY

State Of New Jersey
New Jersey Office of the Attorney General
Division of Consumer Affairs

THIS IS TO CERTIFY THAT THE
Board of Prof. Engineers & Land Surveyors

HAS LICENSED

Peter A. Totten
URS Corporation
One Penn Plaza, Suite 600
New York, NY 10119

FOR PRACTICE IN NEW JERSEY AS A(N): Professional Engineer

03/10/2014 TO 04/30/2016
VALID

Signature of Licensee/Registrant/Certificate Holder

[redacted]
LICENSE/REGISTRATION/CERTIFICATION #

DIRECTOR

The University of the State of New York
Education Department
Office of the Professions

REGISTRATION CERTIFICATE

Do not accept a copy of this certificate

License Number: [redacted]

Certificate Number: 3502969

TOTTEN PETER A
[redacted]

is registered to practice in New York State through 06/30/2017 as a(n)
PROFESSIONAL ENGINEER

LICENSEE/REGISTRANT

EXECUTIVE SECRETARY

COMMISSIONER OF EDUCATION

DEPUTY COMMISSIONER
FOR THE PROFESSIONS

This document is valid only if it has not expired, name and address are correct. It has not been tampered with and is an original - not a copy. To verify that this registration certificate is valid or for more information please visit www.op.nysed.gov.

The University of the State of New York
Education Department
Office of the Professions

REGISTRATION CERTIFICATE

Do not accept a copy of this certificate

License Number: [redacted]

Certificate Number: 7605852

TRASK CHRISTOPHER MICHAEL
[redacted]

is registered to practice in New York State through 09/30/2014 as a(n)
PROFESSIONAL ENGINEER

LICENSEE/REGISTRANT

EXECUTIVE SECRETARY

COMMISSIONER OF EDUCATION

DEPUTY COMMISSIONER
FOR THE PROFESSIONS

This document is valid only if it has not expired, name and address are correct, it has not been tampered with and is an original - not a copy. To verify that this registration certificate is valid or for more information please visit www.op.nysed.gov.

P.02

APR-09-2010 08:55 PA NY/NJ TETERBORO

TOTAL P.02

AMERICAN CONCRETE INSTITUTE

This is to certify that

KWESI A AMEGAH

has demonstrated knowledge and ability by successfully completing the ACI Certification requirements and is hereby recognized as an

ACI Concrete Construction Special Inspector

Certified Date: 03/11/2010 **Expires:** 03/11/2015

Examiner of Record: Mr Casimir Bognacki

ACI Managing Director of Certification

The Authenticity of this certification can be verified at www. ACICertification .org/verify

ACI Concrete Construction Special Inspector

KHURSHID ANWAR

Certification ID [redacted]

Expires on: 07/23/2018

certification

Verify at CheckACI.org

No. 1271 P. 1

AMERICAN CONCRETE INSTITUTE

This is to certify that

FRANCISCO D CAPITO

has demonstrated knowledge and ability by successfully completing the ACI Certification requirements and is hereby recognized as an

ACI Concrete Construction Special Inspector

Certified Date: 05/19/2012 **Expires:** 05/19/2017

Examiner of Record: Mr Claude E Jaycox

ACI Managing Director of Certification

The Authenticity of this certification can be verified at www. ACICertification .org/verify

May. 13. 2014 5:48AM SIB REO TRAILER

SEARCH RESULTS

Name: Deresh

Your search returned 2 records

Deresh, Zory
ACI CONCRETE FIELD TESTING TECHNICIAN - GRADE I
Expires: August 4, 2017
Brooklyn, NY 11235-7926 United States

Deresh, Zory
ACI CONCRETE CONSTRUCTION SPECIAL INSPECTOR
Expires: July 27, 2018
Brooklyn, NY 11235-7926 United States

CONTRACTORS

ACI offers numerous certifications, training programs, workbooks, web sessions, and technical resources specifically designed for concrete contractors.

EXPLORE »

ENGINEERS

From membership to continuing education to some of the industry's most-used publications, ACI has resources for engineers around the world.

EXPLORE »

AMERICAN CONCRETE INSTITUTE

This is to certify that

IQBAL FEROZ

has demonstrated knowledge and ability by successfully completing the ACI Certification requirements and is hereby recognized as an

ACI Concrete Construction Special Inspector

Certified Date: 03/11/2010 **Expires: 03/11/2015**

Examiner of Record: Mr Casimir Bognacki

ACI Managing Director of Certification

The Authenticity of this certification can be verified at www. ACICertification .org/verify

AMERICAN CONCRETE INSTITUTE

This is to certify that

FREDERICK H KOOMSON

has demonstrated knowledge and ability by successfully completing the ACI Certification requirements and is hereby recognized as an

ACI Concrete Construction Special Inspector

Certified Date: 12/20/2011 **Expires: 12/20/2016**

Examiner of Record: Mr Casimir Bognacki

ACI Managing Director of Certification

The Authenticity of this certification can be verified at www. ACICertification .org/verify

AMERICAN CONCRETE INSTITUTE

This is to certify that

MR MAHFUZUR R MOWLA

has demonstrated knowledge and ability by successfully completing the ACI Certification requirements and is hereby recognized as an

ACI Concrete Construction Special Inspector

Certified Date: 09/17/2009 **Expires: 09/17/2014**

Examiner of Record: Mr Casimir Bognacki

ACI Managing Director of Certification

The Authenticity of this certification can be verified at www. ACICertification .org/verify.

ACI Concrete Construction Special Inspector

LEONARDO NUNEZ

Certification ID [redacted]

Expires on: 12/10/2014

aci certification

Verify at CheckACI.org

ACI Concrete Field [illegible]esting Technician [illegible]

LEONARDO NUNEZ

[redacted]

Expires on: 06/[illegible]/2014

certification

Verify at CheckACI.org

AMERICAN CONCRETE INSTITUTE

This is to certify that

EMAD T QADI

has demonstrated knowledge and ability by successfully completing the ACI Certification requirements and is hereby recognized as an

ACI Concrete Construction Special Inspector

Certified Date: 07/18/2011 **Expires: 07/18/2016**

Examiner of Record: Mr Casimir Bognacki

ACI Managing Director of Certification

The Authenticity of this certification can be verified at www. ACICertification .org/verify

Report Print Date:7/22/11

ACI Certification Results Report

ACI Concrete Construction Special Inspector

Testing Session Information:

Session: **111679** Exam Date: **07/18/2011** Exam Location: **Jersey City, NJ**
ACI Sponsoring Group: **New Jersey Chapter ACI** **Phone:(732)940-1803**
Examiner of Record: **Mr Casimir Bognacki**

Examinee Information

Emad T Qadi
[redacted]

Certification ID
[redacted]

Status Information

Certification Status: ***CERTIFIED*** **ACI Concrete Construction Special Inspector**

Certification Issue Date: 07/18/2011 Thru 07/18/2016

ACI Comments:

Congratulations! You are now Certified. This is an accomplishment you can be very proud of and we will be happy to confirm this credential to anyone upon request. Enclosed is your wallet card and certificate attesting this accomplishment. In addition, a directory of all ACI Certified individuals can be found at www.ACICertification.org.

Required Results

Written Examination	***PASS***
Plans Reading Exam	***PASS***
Field Testing Technician Certification	***PASS***

Work Experience	***PASS***

The Detailed Subtest Results section on next (back) page.

ACI Concrete Construction Special Inspector

EMAD T QADI

Certification ID [redacted]

Expires on: 07/18/2016

aci certification

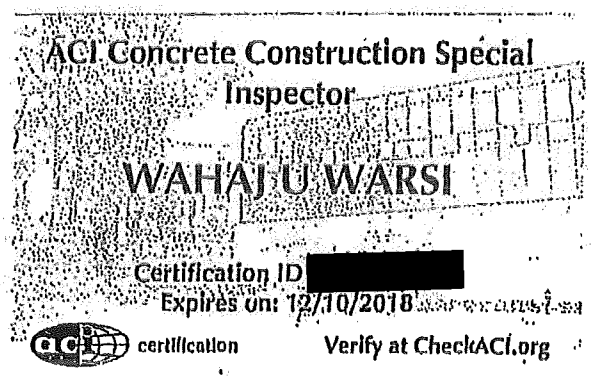
Verify at CheckACI.org

Detailed Subtest Results

To pass the written exam and/or the plans reading exam you must score 70% or higher.

QUALIFICATION	P/F - Session	% Score
Written Examination	PASS-111679	80.00
Work Experience	PASS-111679	100.00
Plans Reading Exam	PASS-111679	85.00
Field Testing Technician Certification	PASS-111679	100.00

If you have any questions about this program, or other ACI activity, please feel free to contact us at 248/848-3790.


ACI Concrete Construction Special Inspector
WAHAJ U WARSI
Certification ID [redacted]
Expires on: 12/10/2018
certification
Verify at CheckACI.org

ACI Certification Certified Personnel

Search Results

Certification ID: [redacted]

Items 1 - 2 out of 2 matching your search criteria are shown below.Click **Search Again** to initiate a new search.

Yhap James A
ACI CONCRETE CONSTRUCTION SPECIAL INSPECTOR
Expires: October 13, 2014
Bronx, NY 10469-0703

Yhap James A
ACI CONCRETE FIELD TESTING TECHNICIAN - GRADE I
Expires: July 17, 2013
Bronx, NY 10469-0703

Search Again

INTERNATIONAL CODE COUNCIL

HARRY R ARMAND

The International Code Council attests that the individual named on this certificate has satisfactorily demonstrated knowledge as required by the International Code Council by successfully completing the prescribed written examination based on codes and standards then in effect, and is hereby issued this certification as:

STRUCTURAL STEEL AND BOLTING SPECIAL INSPECTOR

Given this day of May 20, 2010

Certificate No [redacted]

Steven D Jones
President, Board of Directors

Dominic Sims
Chief Executive Officer

INTERNATIONAL CODE COUNCIL, INC
CERTIFIED

ICC INTERNATIONAL CODE COUNCIL

This certificate is the property of ICC and must be returned to ICC in the event of suspension or revocation of the certificate.

INTERNATIONAL CODE COUNCIL

IQBAL FEROZ

The International Code Council attests that the individual named on this certificate has satisfactorily demonstrated knowledge as required by the International Code Council by successfully completing the prescribed written examination based on codes and standards then in effect, and is hereby issued this certification as:

Structural Steel and Bolting Special Inspector

Given this day of September 21, 2013

Certificate No [redacted]

Ronald E. Piester, AIA
President, Board of Directors

Dominic Sims
Acting Chief Executive Officer

INTERNATIONAL CODE COUNCIL, INC. CERTIFIED

ICC INTERNATIONAL CODE COUNCIL®

This certificate is the property of ICC and must be returned to ICC in the event of suspension or revocation of the certificate.

10/02/2013 WED 7:17 FAX 7183568935 001/001

17182444481 P.04
AUG-23-2010 12:30 77
TOTAL P.04

INTERNATIONAL CODE COUNCIL

DAVID P GLEASON

The International Code Council attests that the individual named on this certificate has satisfactorily demonstrated knowledge as required by the International Code Council by successfully completing the prescribed written examination based on codes and standards then in effect, and is hereby issued this certification as:

Structural Steel and Bolting Special Inspector

Given this day of August 5, 2010

Certificate No [redacted]

Ronald L Lynn
President, Board of Directors

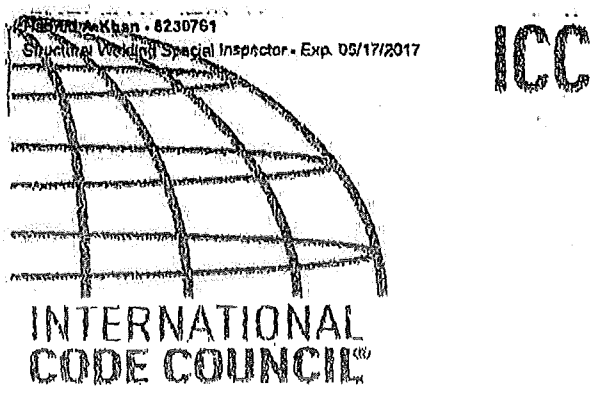
INTERNATIONAL CODE COUNCIL, INC
CERTIFIED
WASHINGTON, D.C

Richard P. Weiland
Chief Executive Officer

ICC INTERNATIONAL CODE COUNCIL

This certificate is the property of ICC and must be returned to ICC in the event of suspension or revocation of the certificate.

Structural Steel and Bolting Special Inspector - Exp. 12/17/2017
ICC
INTERNATIONAL
CODE COUNCIL


Structural Welding Special Inspector - Exp. 05/17/2017
ICC
INTERNATIONAL
CODE COUNCIL

International Code Council
500 New Jersey Avenue, NW
Washington, DC 20001

The individual named hereon is CERTIFIED in the categories shown, having been so certified pursuant to successful completion of the prescribed written examinations.

F. Haney

Not valid unless signed by certificate holder.
ICC Certification attests to competent knowledge of codes and standards.

International Code Council
500 New Jersey Avenue, NW
Washington, DC 20001

The individual named hereon is CERTIFIED in the categories shown, having been so certified pursuant to successful completion of the prescribed written examinations.

Not valid unless signed by certificate holder.
ICC Certification attests to competent knowledge of codes ar standards.

Remove card at perforation and FOLD in center before placing in wallet

See Reverse Side For Easy Opening Instructions

Rochelle Lancey - 8195764
Structural Steel and Bolting Special Inspector - Exp. 02/21/2016

Remove card at perforation and FOLD in center before placing in wallet

International Code Council
500 New Jersey Avenue, NW
Washington, DC 20001

The individual named hereon is CERTIFIED in the categories shown, having been so certified pursuant to successful completion of the prescribed written examinations.

Not valid unless signed by certificate holder.
ICC Certification attests to competent knowledge of codes and standards.

John Mihalenko [redacted]
Structural Masonry Special Inspector - Exp. 07/02/2015

International Code Council
500 New Jersey Avenue, NW
Washington, DC 20001

The individual named hereon is CERTIFIED in the categories shown, having been so certified pursuant to successful completion of the prescribed written examinations.

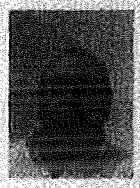
Not valid unless signed by certificate holder.
ICC Certification attests to competent knowledge of codes and standards.

John Mihalenko [redacted]
Structural Steel and Bolting Special Inspector - Exp. 07/02/2015

TO VERIFY AUTHENTICITY OF THIS DOCUMENT YOU MUST TURN OVER AND RUB THE PEARSON VUE LOGO WITH A COIN. AUTHENTIC DOCUMENT WILL CHANGE COLOR FROM ORANGE TO YELLOW

ICC INTERNATIONAL CODE COUNCIL

Structural Steel and Bolting Special Inspector



Candidate ID: [redacted]

Name: Nader Phillips

Date: 7/9/2012

Address: [redacted]

EXAMINATION RESULT: **PASS**

Congratulations! You have passed the Structural Steel and Bolting Special Inspector examination. Your wallet card will be forwarded to you by ICC within six weeks from the last day of the month in which you tested. This certification is current for three years.

You may request a wall certificate from ICC as well. This certificate will be provided at no cost to you, if you request it within 90 days of your exam. Only one wall certificate per exam passed will be provided to you at no charge. For more information on requesting a wall certificate, go to www.iccsafe.org/inspector.

It is extremely important that you notify Pearson VUE and ICC of any changes in name and/or address to avoid the possibility of your wallet card and/or certificate not being received. Please contact Pearson VUE at 800-275-8301 and ICC at certexam@iccsafe.org with changes to your name and address (name changes may require additional documentation). There may be an additional fee if a certification is re-issued due to a misspelled name or incorrect address.

DUPLICATE OF THIS DOCUMENT HAS A WHITE COLOR BACKGROUND THAT CHANGES COLOR ONCE EXPOSED TO ULTRAVIOLET LIGHT AND A VOID WORD APPEARS ACROSS THE FACE OF THE DOCUMENT

TO VERIFY AUTHENTICITY OF THIS DOCUMENT YOU MUST TURN OVER AND RUB THE PEARSON VUE LOGO WITH FINGER. AUTHENTIC DOCUMENT WILL CHANGE COLOR FROM ORANGE TO YELLOW

ICC
INTERNATIONAL CODE COUNCIL

Structural Steel and Bolting Special Inspector

Candidate ID: [redacted]

Name: LEONARDO NUNEZ Date: 3/31/2012

Address: [redacted]

EXAMINATION RESULT: **PASS**

Congratulations! You have passed the Structural Steel and Bolting Special Inspector examination. Your wallet card will be forwarded to you by ICC within six weeks from the last day of the month in which you tested. This certification is current for three years.

You may request a wall certificate from ICC as well. This certificate will be provided at no cost to you, if you request it within 90 days of your exam. Only one wall certificate per exam passed will be provided to you at no charge. For more information on requesting a wall certificate, go to www.iccsafe.org/inspector.

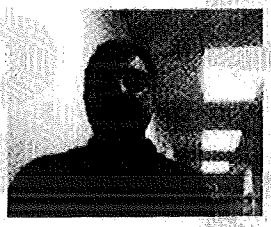
It is extremely important that you notify Pearson VUE and ICC of any changes in name and/or address to avoid the possibility of your wallet card and/or certificate not being received. Please contact Pearson VUE at 800-275-8301 and ICC at certexam@iccsafe.org with changes to your name and address (name changes may require additional documentation). There may be an additional fee if a certification is re-issued due to a misspelled name or incorrect address.

THE FACE OF THIS DOCUMENT HAS A MULTI COLORED BACKGROUND THAT CHANGES COLOR GRADUALLY AND EVENLY FROM DARK TO LIGHT WITH DARKER AREAS BOTH LEFT AND RIGHT

TO VERIFY AUTHENTICITY OF THIS DOCUMENT YOU MUST TURN OVER AND RUB THE PEARSON VUE LOGO WITH FINGER. AUTHENTIC DOCUMENT WILL CHANGE COLOR FROM ORANGE TO YELLOW

INTERNATIONAL CODE COUNCIL

Structural Steel and Bolting Special Inspector



Candidate ID: [redacted]

Name: EMAD QADI

Date: 4/17/2010

Address: [redacted]

Birth Date: [redacted]

EXAMINATION RESULT: **Pass**

Congratulations! You have passed the Structural Steel and Bolting Special Inspector examination. Your wallet card will be forwarded to you by ICC within six weeks from the last day of the month in which you tested. This certificate is current for three years. You may request a wall certificate from ICC as well. Through 2010, this certificate will be provided at no cost to you if you request it within 90 days of your exam. Only one wall certificate per exam passed will be provided to you at no charge. For more information on requesting a wall certificate, go to www.iccsafe.org/exams. It is extremely important that you notify Pearson VUE and ICC of any changes in name and/or address to avoid the possibility of your certificate not being received. Please contact Pearson VUE at 800-275-8301 and ICC at certexam@iccsafe.org with changes to your name and address (name changes may require additional documentation). There may be an additional fee if a certification is re-issued due to a misspelled name or incorrect address.

THE FACE OF THIS DOCUMENT HAS A MULTI COLORED BACKGROUND THAT CHANGES COLOR GRADUALLY AND EVENLY FROM DARK TO LIGHT WITH DARKER AREAS BOTH LEFT AND RIGHT

Structural Steel and Bolting Special Inspector

Candidate ID: [redacted]

Name: ROBERT TSE

Date: 9/28/2009

Address: [redacted]

Birth Date: [redacted]

EXAMINATION RESULT: PASS

Congratulations! You have passed the Structural Steel and Bolting Special Inspector examination. Your wallet card and certificate will be forwarded to you by ICC within six weeks from the last day of the month in which you tested. This certificate is current for three years. It is extremely important that you notify Pearson VUE and ICC of any changes in name and/or address to avoid the possibility of your certificate not being received. Please contact Pearson VUE at 800-275-8301 and ICC at 888-422-7233, ext. 33815 with changes to your name and address. There may be an additional fee if a certification is re-issued due to a misspelled name or incorrect address.

INTERNATIONAL CODE COUNCIL

JAMES YHAP

The International Code Council attests that the individual named on this certificate has satisfactorily demonstrated knowledge as required by the International Code Council by successfully completing the prescribed written examination based on codes and standards then in effect, and is hereby issued this certification as:

Structural Steel and Bolting Special Inspector

Given this day of January 27, 2010

Certificate No [redacted]

Ronald L Lynn
President, Board of Directors

Richard P. Weiland
Chief Executive Officer

ICC INTERNATIONAL CODE COUNCIL

This certificate is the property of ICC and must be returned to ICC in the event of suspension or revocation of the certificate.

TO VERIFY AUTHENTICITY OF THIS DOCUMENT YOU MUST TURN OVER AND RUB THE PEARSON VUE LOGO WITH FINGER. AUTHENTIC DOCUMENT WILL CHANGE COLOR FROM ORANGE TO YELLOW

INTERNATIONAL CODE COUNCIL

Structural Steel and Bolting Special Inspector

Candidate ID: [redacted]

Name: JAMES YHAP

Date: 1/27/2010

Address: P O BOX 852

BRONX NY 10469

Birth Date: [redacted]

EXAMINATION RESULT: **Pass**

Congratulations! You have passed the Structural Steel and Bolting Special Inspector examination. Your wallet card will be forwarded to you by ICC within six weeks from the last day of the month in which you tested. This certificate is current for three years. You may request a wall certificate from ICC as well. Through 2010, this certificate will be provided at no cost to you if you request it within 90 days of your exam. Only one wall certificate per exam passed will be provided to you at no charge. For more information on requesting a wall certificate, go to www.iccsafe.org/exams. It is extremely important that you notify Pearson VUE and ICC of any changes in name and/or address to avoid the possibility of your certificate not being received. Please contact Pearson VUE at 800-275-8301 and ICC at certexam@iccsafe.org with changes to your name and address (name changes may require additional documentation). There may be an additional fee if a certification is re-issued due to a misspelled name or incorrect address.

THE FACE OF THIS DOCUMENT HAS A MULTI COLORED BACKGROUND THAT CHANGES COLOR GRADUALLY AND EVENLY FROM DARK TO LIGHT WITH DARKER AREAS BOTH LEFT AND RIGHT

Login
Not a member? JOIN NOW
Forgot your username / password

The NACE Institute will improve public safety and environmental protection by advocating corrosion awareness and action, and provide unparalleled qualification programs that drive corrosion industry performance.

Syed Ali

Testimonial...

NACE INSTITUTE

Certifications

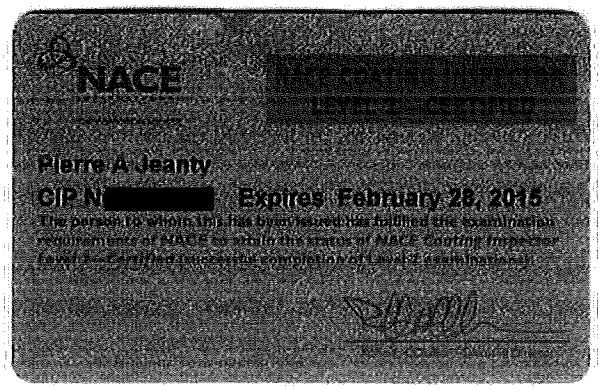
Help us understand your role in corrosion prevention and control -- complete your profile to 100% today!

CIP Level 1
First certified on 5/15/2009
Certification number:
6/1/2014 [redacted] 5/31/2017

CIP Level 2
First certified on 6/9/2011
Certification number:
6/1/2014 [redacted] 5/31/2017

15835 Park Ten Place | Houston, TX USA 77084-5145 | Phone: +1 281-228-6223 or +1 800-797-6223 | Fax: +1 281-228-6300 | *firstservice@naceinstitute.org*

© Copyright NACE International Institute. All rights reserved | Common: 2110 | Core: 155 | Auth: 11


NACE
Pierre A Jeanty
CIP N
Expires February 28, 2015

NACE INTERNATIONAL

THE CORROSION SOCIETY

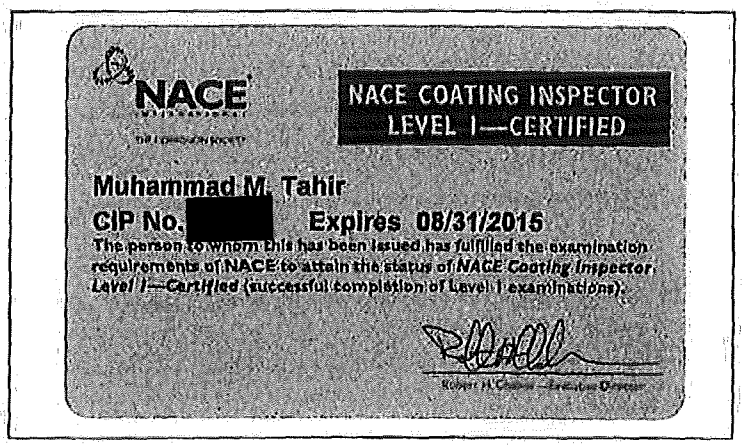
Muhammad M Tahir
P. O. Box 526
Yorktown Heights, NY 10598
US

Your New Certification Card

Congratulations on advancing your career through the NACE International ***Education and Certification program!*** You are part of an elite group of certified professionals dedicated to Protecting People, Assets, and the Environment from the Effects of Corrosion.

It is with great pleasure that we enclose your new NACE International certification card. This important card includes your certification number and expiration date. If you ordered an embosser, plaque, or an update tag, it will be shipped separately. If you have any questions or need additional information regarding your certification, please call the First Service Department at 1-800-797-6223 (U.S. & Canada) or +1-281-228-6223 (Worldwide). Alternatively, you can e-mail us at FirstService@nace.org.

Thank you for supporting NACE International, as we continually strive to be your trusted source for corrosion information and insight.



Login
Not a member? JOIN NOW
Forgot your username / password

The NACE Institute will improve public safety and environmental protection by advocating corrosion awareness and action, and provide unparalleled qualification programs that drive corrosion industry performance.

Sheldon Williams

Testimonial...

NACE INSTITUTE

Certifications

Help us understand your role in corrosion prevention and control -- complete your profile to 100% today!

CIP Level 1
First certified on 7/14/2010
Certification number:
12/1/2011 [redacted] 11/30/2014

CIP Level 2
First certified on 1/3/2012
Certification number:
12/1/2011 [redacted] 11/30/2014

15835 Park Ten Place | Houston, TX USA 77084-5145 | Phone: +1 281-228-6223 or +1 800-797-6223 | Fax: +1 281-228-6300 | *firstservice@naceinstitute.org*

© Copyright NACE International Institute. All rights reserved | Common: 2110 | Core: 155 | Auth: 11

Login
Not a member? JOIN NOW
Forgot your username / password

The NACE Institute will improve public safety and environmental protection by advocating corrosion awareness and action, and provide unparalleled qualification programs that drive corrosion industry performance.

Ahmed Zubair

Testimonial...

NACE INSTITUTE

Certifications

Help us understand your role in corrosion prevention and control -- complete your profile to 100% today!

CIP Level 1
First certified on 12/5/1999
Certification number:
6/1/2013 [redacted] 5/31/2016

CIP Level 1
First certified on 6/24/2000
Certification number:
6/1/2013 [redacted] 5/31/2016

CIP Level 1 with Marine Specialty
First certified on 8/30/2009
Certification number:
6/1/2013 [redacted] 5/31/2016

CIP Level 2
First certified on 6/24/2000
Certification number:
6/1/2013 [redacted] 5/31/2016

CIP Level 2 with Marine Specialty
First certified on 8/30/2009
Certification number:
6/1/2013 [redacted] 5/31/2016

CIP Level 3 - Peer Review with Marine
First certified on 6/24/2000
Certification number:
6/1/2013 [redacted] 5/31/2016

15835 Park Ten Place | Houston, TX USA 77084-5145 | Phone: +1 281-228-6223 or +1 800-797-6223 | Fax: +1 281-228-6300 | *first*service@naceinstitute.org

© Copyright NACE International Institute. All rights reserved | Common: 2110 | Core: 155 | Auth: 11

Section C
Management/Technical Approach

Section C

MANAGEMENT / TECHNICAL APPROACH

Introduction

On October 29, 2012, Superstorm Sandy slammed into the coasts of New Jersey and New York, resulting in the most damaging disaster in the States' history. Especially hard hit was the region's infrastructure which included the flooding of the underwater tunnels and other low lying facilities. The damage caused by the inundation of salt water was extensive. The reconstruction of the damaged infrastructure in many cases will need to go beyond simple replacement, but will require the installation of weather hardened facilities.

URS is not only a leading provider of program and construction management services, we are a leading provider of pre- and post-disaster response and recovery program management, policy, planning, engineering, construction, and technical services for public and private sector agencies nationwide and globally, for the past 20 years.

URS has a long-established reputation and is a leading provider of project, program, and construction management services, as well as one of the top design and engineering firms offering unique experience in disaster recovery, emergency mobilization, security, and resiliency consulting, for federal, state, regional, and local clients.

URS is a fully integrated and diversified engineering, construction, and technical services organization with the capabilities to support every stage of the project life cycle.

URS is also a leading provider of pre- and post-disaster response and recovery program management, policy, planning, engineering, construction, and technical services for public and private sector agencies nationwide and globally for the past 20 years. We have more than 100 years of collective experience in disaster recovery with a proven track record of excellent service.

URS brings to the Port Authority of New York and New Jersey, a proven record of success, particularly acquired through hundreds of projects with virtually every agency and authority in the New York / New Jersey region, for which we have regularly provided design, project, program, and construction management services for decades.

For decades, URS has been working alongside disaster-impacted States and communities, planning, designing, and implementing their emergency programs. We recognize that infrastructure recovery is integral to successful community recoveries. During this time, URS has supported the delivery of more than $6.2 billion in program funds. This past performance allows the URS Team to provide the Authority with unmatched experience delivering infrastructure recovery programs that enable community development and recovery.

Proposed Management Approach

URS has a thorough understanding of the nature of "Call-In" / "Task Order" / "Term" / "As-Needed" Contracts by virtue of our performance on similar contracts with the Port Authority of New York and New Jersey (PANYNJ), as well as other agencies and authorities. We are currently providing similar services for the Port Authority under our Construction Management Services on an "As-Needed" basis for years 2010-

2014, and the MTA Construction Management IQ Services for Superstorm Sandy-related projects.

Because of the quick turnaround required on these assignments, the management of this contract requires an individual with a diverse technical background, a thorough understanding of Port Authority operations, and a very hands-on approach to getting the work done, as well as an experience multi-disciplined support team. The primary goals of the Senior Project Manager, Mr. Dominick Fickeria and of the Project / Resource Manager, Mr. David Beckett, PE for this contract are to quickly identify the technical needs for a given assignment, to mobilize the necessary staff in a matter of a few days.

It is critical that the appropriate staff be made readily available to provide the skills required for each assignment. URS has a large, diversified resource pool to draw from on this contract. Mr. Fickeria and Mr. Beckett will have access to nearly 500 construction professionals and support staff available, in the NY-NJ Metropolitan area. In most cases, it will not be difficult to mobilize the staff necessary for each assignment. However, he has the authority to re-assign staff, where necessary, for short periods of time, should the need arise. To date, URS has never failed to deliver the appropriate level of staffing on any of our assignments to the PANYNJ or any other client, including on any of our "As-Needed IQC" contracts.

Although the specific scope of the assignments is undefined, the URS Team, with our extensive Construction Management experience and our in-depth knowledge of the operations and requirements of the various Port Authority facilities, has a clear understanding of procedures that must be followed to successfully complete these assignments. The scope of services for construction management of the Authority's projects is well defined and outlined in the RFP. The chief goals for the Construction Management Consultant Team are clearly understood by URS in association with our subconsultants.

Through a well-organized, aggressive approach, URS will work closely with the Authority's Engineers of Construction and Resident Engineers in developing an integrated team to manage all activities of the respective contractors and subcontractors, as required by the Authority. URS has the resources to not only provide single individuals, but an entire project team if needed.

To date, URS has never failed to deliver the appropriate level of staffing on any of our assignments to the PANYNJ or to any other client, including on any or our "As-Needed IQC" contracts.

URS will be focused on providing all staff and services necessary to assist the Authority in managing all phases of the projects as required and directed by the Authority. This will consist of generally providing construction management, inspection personnel, and support staff, to all assigned contracts at various facilities, as necessary.

Under our current construction management agreement with the Authority, URS has developed a comprehensive understanding of the Authority's protocols, procedures, needs and approach. A fundamental source of that success is our ability to develop a seamless construction management organization that virtually eliminates the boundary between URS and Port Authority in-house staff. To other participants and stakeholders, including facility staff members, tenants, contractors and patrons, we are collectively regarded as the Port Authority Construction Management team. The result is an efficient construction management organization that is able to effectively manage any challenge. We have proposed a significant number of experienced URS employees with significant PANYNJ experience employees to provide for a smooth transition into projects assigned under this contract.

URS recognizes that each Task Order will vary in scope and complexity and that the range of services could include various work elements. Recognizing the significance in the diversity, scope and duration of individual task order assignments, the URS project and construction management approach is structured to assure consistency in the execution of each task and flexibility in our ability to meet the specific needs of any assignment. URS has a solid understanding and a demonstrated ability to provide extensive staffing build-ups if necessary, or individual assignments, and then just as quickly reduce staff as appropriate.

Technical Approach / Performance of Tasks

The responsibilities and functional relationships have been graphically indicated in the Project Organization Chart located in *Section B – Staff Qualifications and Experience*. The Senior Construction Manager assisted by the Project / Resource Manager, will oversee all contractual agreements and monitor that the necessary resources are available.

The Construction Management and Inspection Staff typically report to the Construction Managers or directly to the Authority Resident Engineers. Specific duties will be assigned to the inspection staff based upon the project assignments and tasks being performed. Our proposed staff has the ability to develop innovative solutions to emerging project conditions in any technical area. Further, our construction managers possess the construction knowledge and management skills to identify potential problems and provide problem resolution before they can impact the project.

URS, as one of the largest A/E/C firms in the nation, has an enormous resource of technical knowledge. With nationally recognized experts in every discipline, we can meet any requirement, no matter how specialized. In addition, and, more importantly for this specific assignment, we have a workforce that is well in excess of 2,500 professionals in the tri-state region and the immediate surrounding area. Therefore, we have, right here, resources that will be more than ample to meet the Authority's needs and we expect to be able to meet them by drawing exclusively on our local workforce, and that of our team of subconsultants. In all of our Port Authority assignments whether under call-in contracts or under contract for a particular project, URS has never failed to deliver the proper staffing levels necessary to deliver the project on time and within budget.

URS has the unique ability to assign designers in all disciplines to provide the technical interface with the Port Authority of New York and New Jersey.

URS also is fortunate to have worked successfully on Authority projects for more than 20 years. During that time we have had multiple assignments at airports, rail facilities, port facilities, terminal facilities and both bridge and tunnel facilities, on projects that cover the full range of the Authority's storm related resiliency projects. Therefore we have a workforce that is specifically familiar, not only with the Authority's technical requirements, but also with the Authority's culture, protocols for project execution, control systems and all databases. This workforce has a history of working collaboratively and effectively with Authority personnel.

The following reflects URS' technical approach for each of the tasks identified in the RFP.

TASK A – Constructability / Biddability and General Engineering Review

The staff of construction and engineering specialists that URS offers the Authority is the best combination of talent for this task. The Construction Managers will coordinate all submittal review activities and make every reasonable effort for a comprehensive evaluation of the constructability, bidability and feasibility of the detailed design. We will establish an expedient turnaround timetable for all submittals to make certain that no delay will occur as a result of our review activities. Comments will be clear, concise and technically accurate.

URS, with its depth of staff, will provide seasoned construction professionals to review and present recommendations on all technical as well as construction-related issues such as phasing, staging and MPT. Our team of professionals has exceptional experience on ports, rail, bridges, tunnels, terminals, and aviation projects through the metropolitan region. Our constructability assessment will include reviewing details to determine their clarity to construct and comment on materials and products being considered by the design team. URS also has the unique ability to assign designers in all disciplines to provide the technical interface with the Port Authority. Past and present assignments will allow URS to offer a staff that has the hands-on experience in reviewing documents while recognizing the importance of knowing the culture of the Port Authority in all finalized scopes of work.

Our efforts to provide an overall constructability and bidability assessment will assist the contractors in gaining a clearer understanding of each assignment scope of work. This will also result in the elimination of contingencies and assumptions that are included in many contractors' costs due to uncertainty in the scope of work.

TASK B – Construction Staging

URS will prepare an overall construction staging and sequencing plan. The plans will clearly indicate the necessary work sequence, staging areas, construction access and property available for construction during the project. Led by the Authority's Resident Engineer and our Senior Construction Manager we will employ the services of our technical experts to devise creative approaches to the various elements of the work. Significant issues for staging involve the means, methods and timing of the work. Our objective is to develop an aggressive but realistic approach to the work. Utilizing the developed plans, specific contract language for interim milestone completion dates will be suggested for inclusion in the contract bid documents.

On the Southern Access Roadway Project at Newark Liberty International Airport, work was performed while maintaining access of 18,000 vehicles per day, which required complex staging and aggressive scheduling.

It will be the contractors' responsibility to develop and implement detailed Construction Staging and Work Plans in compliance with the contract documents. It is not intended that the staging plans be overly restrictive as to eliminate the creativity of the prospective bidders. In many instances, construction contractors have developed unique approaches to project execution, which have translated into cost and schedule savings. URS will work with the Authority, the contractor and the designer to ensure the most cost effective staging plan.

As Construction Managers, URS will draw upon the collective knowledge and experience of our site staff to review, assess and approve the contractor's proposed Work Plans. Should deficiencies exist, we will work with the contractor to develop workable solutions, which comply with the contract while maintaining an efficient work site.

Some of the key issues which typically require significant attention in review include:

- Type, placement and usage of major construction equipment.
- Compliance with environmental issues, including water runoff and silt controls.
- Utilization of available property as prescribed without disruption to facility operations and patrons.
- Delivery, movement and storage of construction materials.
- Location and extent of temporary construction facilities.
- Staging of work along right-of-way, roadways, airfields, etc.
- Interface and staging of work.
- Implementation of dust control, noise control, and vibration control measures.

Once acceptable Construction Staging Plans and/or Work Plans are agreed upon, URS field staff will monitor, verify and report compliance. During the course of construction, it may become necessary or desirable for the Authority and/or the contractor to initiate modifications to the staging and work plans. In such an event, the URS Senior Construction Manager, under the direction of the Authority's Resident Engineer, will assist the contractor in developing acceptable alternatives for the approval of the Authority.

Our team of schedulers, engineers, and seasoned construction professionals will review each project site to determine the most effective and productive plan to execute the work. Consideration of each site or facility's operational requirements and restrictions will be carefully reviewed. Suggestions for the following components will be addressed for each assignment:

- Utility shutdown
- Track outages
- Swing space
- Accommodations
- Temporary construction
- Storage and staging areas
- Phased construction
- Access points
- Construction zones
- Emergency routes
- Security check points

These components indicate a few of the overall construction process elements that will be planned for each facility and project site to limit the impact of construction on facility operations and the Authority's patrons.

URS will place a great emphasis on reviewing the characteristics of each Authority facility and evaluating the staging needs, as each facility will have its own special requirements.

TASK C – Schedule Development and Monitoring

URS will support the Authority by developing a Project Construction Schedule indicating major components of work to be accomplished. With input from the Engineer of Record and the Authority, we will prepare a computer-generated schedule integrating the work for the entire contract period into the overall Project Construction Schedule in CPM format. This schedule will be submitted to the Authority for review and approval. It will not replace the construction contractors' schedule preparation and submittal requirements. It will, however, incorporate all requisite Port Authority and external agency reviews / approvals (e.g., permits, approvals), bid cycles for the contract packages, construction phasing, staging of all work activities, and temporary relocation/workaround activities.

By developing a CPM schedule with this level of detail, the Authority's Engineer of Construction and the Construction Management Team will possess the necessary information and tools to evaluate the contractor's schedule for accuracy, feasibility and completeness.

The scheduling on projects should be developed on at least two levels, a summary level in which various project milestones are accomplished and a detailed level in which each subcontract is examined and tied to the overall project schedule. The activities defined in each schedule will be coordinated so the impact of changes in the detailed network can be easily represented in the summary schedule.

At each phase, schedules will be closely coordinated with project participants and stakeholders in order to attain consensus on preliminary concepts, identify opportunities for schedule compression and fast-tracking and establish desirable contract durations.

The detailed CPM schedules submitted by the contractor for procurement, construction, and installation will form the basis for monitoring the progress of the work. We recommend bi-weekly meetings organized by Authority or our Construction Managers, under the guidance of the Authority's Resident Engineer, with the contractors to assess schedule progress and identify problem areas using the detailed schedules submitted by the contractor.

The construction contract documents will include the necessary language to require the contractor to prepare, maintain and update detailed progress schedules. Once a month, the contractor will be required to generate CPM analysis reports, which will then be reviewed against the summary project schedules to identify variances requiring the development of work-around of other corrective actions. URS will provide a complete analysis of the contractor's monthly submittal for presentation to the Authority. Our staff will work closely with the contractor to develop alternative approaches to the work schedule, as situations require. We will assist the contractor in correcting any schedule deficiencies and expedite progress.

URS, with its team of schedulers, has been working on Port Authority projects throughout the metropolitan area. Our schedulers utilize Primavera CPM software on many of our projects, and it has successfully provided results as an effective management tool. Our scheduling projects have included projects involving all facilities such as airports, transit, ports, bridges, tunnels, terminals, and a multitude of building facilities. Our detailed project schedulers have included manpower allocations, cost loading, look ahead, and "what-if" scenarios to assist both our clients and their contractors in managing the network of construction activities required to achieve successful results.

URS, with our team of knowledgeable schedulers, will provide the necessary information and recommendations.

TASK D – Quality Assurance Inspection

URS will provide comprehensive quality management and inspection services to encompass all construction management and contractor activities for the project effort. This effort will be in accordance with the Authority's program and QA / QC programs implemented by the contractor.
The Quality Management and Inspection program will cover all aspects of the project, from initial review of specifications and drawings through procurement of materials. This will include shop surveys and shop inspection for major components and critical items, and an on-site program of test, inspection, and documentation during the construction phase of the project.

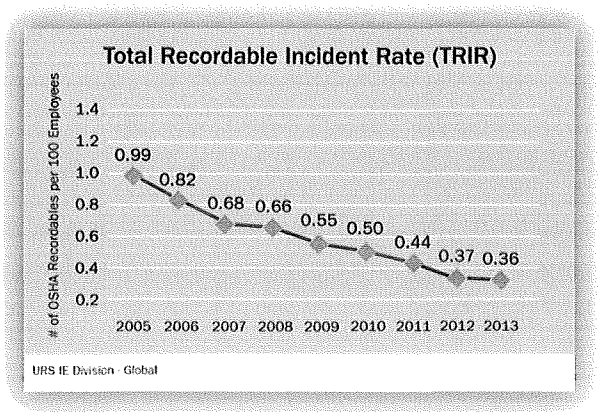
Activities affecting quality will be clearly defined and accomplished under suitable controlled conditions. Responsibilities and authority for administration of quality assurance / inspection and completion of work along with the standards of quality to be applied will be clearly defined.

The major elements of the program will include the following:

- Performance (as required) of surveys, pre-production meetings, and source inspections on critical and long-lead-time equipment and material at seller's facilities and reporting on the progress of fabrication to provide current planning information.
- Document control verifications to ensure that the latest applicable design and working documents, including changes, are available and used.
- Daily and continuous inspections of work in progress to ensure compliance with specified requirements of quality and workmanship including maintenance and protection of traffic.
- Monitoring of on-site materials, including the inspection and testing of materials, to ensure compliance with specification requirements, referenced codes and standards, and approved submittals.
- Surveillance of traffic control and environmental program implementation.
- Identification, control, and resolution of unsatisfactory or nonconforming items and services to prevent their inadvertent or uncontrolled use or installation.
- A corrective action and quality accountability system which includes periodic contractor meetings to resolve problems affecting quality.
- Records retention for identification, collection, retention, and retrieval of required project quality records.
- Final inspections for system turnover.
- Review and verification of as-built construction drawing.

Of primary concern to the Authority, URS and the contractors will make every effort to minimize exposure of workers and the public to health and safety hazards. There is no single issue that is more important to the successful execution of this project. Every element of project control, including quality, cost and schedule is enhanced by a safe work place. At URS, we consider "safety first" on all of our construction and construction management projects. Port Authority projects involve a wide array of safety issues because of

work on and adjacent to active transportation facilities: airports, tunnels, bridges, terminals, ports, and rail. The URS Team will institute a proactive approach to ensure project safety compliance and lead the project through safe completion of all construction work activities.



It is expected that the contractor will be responsible for the preparation and implementation of a comprehensive Health & Safety Program addressing every element of the work, including safety in design and construction. The Program must address safety as it relates to the long-term safe operations and maintenance of the projects. Safety during construction is paramount. A significant portion of the construction activities will be on or adjacent to active airports, bridges, tunnels, roadways, terminals, ports, and railroads. The contractor cannot allow the safety of the staff workers and the traveling public to be compromised for any reason. URS will review, evaluate and recommend approval of the contractor's Health & Safety Program in the initial stages of the project. During construction, we will monitor its implementation for compliance with the approved Program.

TASK E – Contract Administration

A key element in the success of the Authority's construction projects will be controlled coordination of interfacing work activities between the contractors and all outside agencies. Coordination of the daily activities will be the chief duty of the Construction Managers on behalf of the Authority's Resident Engineer who will provide the one-to-one link with the specific contractors performing the actual work, and the inspection staff who will provide the Construction Managers with specific information regarding the detailed performance of the work of the contractors. The inspection staff will ensure that all work conforms to the applicable codes, specifications, and drawings.

URS will approach this task as "coordination" of the work, that is, serving as support to, as opposed to "doing" the work. We clearly appreciate the benefits of utilizing and relying upon experienced contractors to actually perform the work. Our staff has a keen understanding of direct construction as well as construction management and provides an advantage in coordinating and guiding the construction contractors. The individual who knows the contractor's side of the business has proven particularly capable of coordinating the work on behalf of a project's owner.

Regularly scheduled meetings, on a biweekly basis, will be established with each contractor for purposes of ensuring the proper coordination of upcoming work, monitoring scheduled progress, updating the CPM network diagrams, monitoring equipment and material deliveries, developing input data for the monthly computer reports, and most importantly, detecting any schedule slippage at an early stage and developing recommended corrective action to be taken in support of project milestones.

Other meetings of involved participants will be scheduled on a case-by-case basis when determined necessary by the Construction Managers or the Authority's Engineer of Construction.

Purposes of these meetings would include:

- Coordinating interfaces between the Authority, the contractor / subcontractors and outside agencies with pertinent jurisdictions
- Addressing schedule slippage
- Monitoring that requisite work quality is achieved
- Minimizing the impact of construction on the project environs
- Addressing any other issues or problems affecting the success of project

Accurate minutes will be recorded for each meeting to report the date, time, location, purpose, participants, discussions, and conclusions / agreements. When appropriate, the minutes will also include action items specifying the recommended courses of action and time frames agreed to by the meeting participants. The minutes will be reviewed by the participants, and copies will be distributed to the Authority and participants for follow-up as appropriate.

URS will utilize the Authority's procedures that assign responsibility and establish the level of authority for initiating, evaluating, accomplishing, and approving changes. These procedures are precise and provide for a full evaluation of the impact of the change, as well as emphasize the need to minimize changes.

After contract award, contract changes may be required due to items such as scope of work changes, specification of drawing revisions, changes in labor rates, or price adjustments. These changes will be reviewed and, if approved, will be formalized as part of the contract.

Post Award Contract Changes (PACCs) may be required due to items such as scope of work changes, specification of drawing revisions, changes in labor rates, or price adjustments. These changes will be reviewed and, if approved, will be formalized as part of the contract.

Prior to submitting a PACC for review and approval, the Construction Managers will be required to identify the reason for the change, the schedule and cost impact, the revised payment schedule, resources (materials and manpower), and methods for accomplishing the change. All supporting documentation justifying the need for the change will then be forwarded with the change request to the Authority for review and approval.

The Construction Managers will work with the Authority staff and the contractor to develop an itemized breakdown of the construction cost elements consistent with the progress schedule. Sufficient detail will be established to ensure monthly payment applications by the contractors are representative of actual construction progress. On a monthly basis, the Construction Managers, with input from the field staff, will perform a quantitative assessment of actual progress and reach agreement with the construction contractor prior to submittal of the payment application.

URS will support the Authority with:

- Determination of completed work in place
- Accurate and complete supporting documentation

The URS Team will comply with Port Authority procedures for the preparation, submittal, review, and approval of contractor invoices. The Construction Managers will review the vouchers for proper format. The team will review the quantities in place and/or percent complete as of the voucher date and will also check the material inventories if allowed for partial payment.

The Construction Managers will check for supporting documentation such as certified payrolls, paid invoices for stored materials, subcontractor releases and waivers. They will also check deductions for retainage, previous payments, and other reserves prior to recommending payment of contractor requisitions. Monthly cost reports will be updated to reflect the value of work completed by the contractors and the value of additional work to be performed.

Working with our Construction Managers, the Contract Administrators / Office Engineers will establish a detailed correspondence log, which will provide the entire team, including the Authority, with a complete status of all contractual correspondence.

Our Contract Administrator / Office Engineer will be responsible for the maintenance of the project files and general office administration. Working with our Construction Managers, the Office Engineer will establish a detailed correspondence log, which will provide the Construction Managers and the Authority with a complete status of all contractual correspondence. We will utilize Expedition software package as the document control system. In addition to correspondence management the system provides for shop drawing management, request for information control, budget tracking and control, change order administration, etc. making this system the management information system of choice for URS.

TASK F – Cost Engineering / Estimating Services

The URS Team, with its estimating capabilities for general construction, structural, mechanical, electrical, architectural, and civil trades, can address all project costs. URS is fully prepared to provide all required cost estimating services needed for the Authority's projects. We have a team of professional cost estimators who have successfully completed numerous transportation projects in the New York / New Jersey metropolitan area. They are experienced in all aspects of cost estimating, from pre-design conceptual to material take-offs and unit price estimating. URS will avail itself of all the latest technology in the industry to assure the Authority of the highest quality cost estimating services.

All costs will be estimated and checked by our staff during the final process contract documents. Our cost analysts have earned a solid reputation as accurate estimators. During the final design stage, the cost analysis will be performed on major systems, finishes, and configurations so that these analyses can be incorporated into the final design in a timely manner. Our capability permits our cost analysts to respond to needs on an immediate basis, thus, expediting the design process.

The cost estimate for fully-developed design includes accurate areas, specific mechanical and electrical systems with defined locations, and structural framework. It is a detailed estimate showing quantities, capacities, unit costs, and systems that will assist in tracking all costs, and allow us to reconcile the final budget.

The 100% construction documents will further refine the estimate until the entire estimate is based upon the final quantity of material take-offs and the project's full scope of work.

Our design and financial specialists minimize surprises by working closely with PANYNJ and the A/E to review costs. Real but frequently hidden or undervalued costs will be identified. Our objective is to assist PANYNJ in achieving a completed project, which matches their project expectations with financial realities. At the conclusion of the cost review, a report will be issued that will critique the A/E cost estimate. Our Senior Construction Manager and Project / Resource Manager and Cost Estimators will meet with the Authority and the A/E to discuss differences in the estimates and to reconcile them so that a project estimate is agreed upon by all parties.

Our reconciliation of the estimate has proven to be an asset on all of our past PANYNJ assignments. This allows the opportunity to discuss the assumptions made by our estimators and provides for a check on items open to interpretation. During this process, items that are open to interpretation are identified and clarified, thereby reducing the potential for future change orders.

Our estimating tasks provide a contractor evaluation as a pre-bid scenario, which surfaces questions that can be addressed, resulting in a more detailed scope of work and understanding. This provides PANYNJ with bid prices containing a small amount of contingencies anticipated by the bidding subcontractors.

TASK G – Resources

URS is one of the industry's leading engineering and construction management services firms, delivering a wide range of services to clients throughout the United States and worldwide. With a network of offices in key cities around the world and in virtually every state, URS has the resources, depth of experience, wide range of services and established relationships necessary to serve the increasingly sophisticated and time-sensitive needs of our clients.

URS has an employee base of more than 55,000 professionals located in 300 major cities in the US and worldwide. Our New York and New Jersey resource pool includes more than 2,100 professionals that provide technical expertise in every discipline, with expertise to provide scheduling, cost estimating, value engineering, constructability reviews, inspections, site work supervision, and office support and administrative.

In addition to our in-house resources, we have the availability of additional resources from our very capable team of subconsultants. The engineering and construction expertise available to this team is unmatched for the types of construction assignments envisioned under this contract. We are more than capable to field as many teams as necessary to successfully complete any project. These resources provide more staffing options, which translates into more talented and experienced personnel available to manage and support this contract.

The table on the next page illustrates the URS resources in New York and New Jersey, broken down by the more relevant disciplines applicable to this program.

Number of Personnel by Disciplines (New York and New Jersey)			
Accountant / Financial Expert	43	Environmental Engineer	21
Administrative / Management	114	Foundation / Geotechnical Engineer	16
Architect	45	Land Surveyor	2
Attorney / Claims Analyst	12	Landscape Architect	3
CADD Technician	36	Mechanical Engineer	79
Civil Engineer	99	Office Engineer	6
Construction Engineer	42	Procurement Specialist	23
Construction Inspector	135	Project Controls Specialist	47
Construction Manager	73	Project Manager	180
Construction Superintendent	15	QA / QC Specialist	54
Contract Administrator	36	Safety Engineer	21
Cost Engineer / Estimator	35	Scheduler	22
Documentation Specialist	34	Structural Engineer	115
Electrical Engineer	102	Value Engineer Specialist	3

Summary

The URS Team offers the Authority an ideal combination of technical, managerial and administrative talent for this "As-Needed" contract. We are enthusiastic about this opportunity to continue to serve the Port Authority of New York and New Jersey and the public on its ambitious program to improve its facilities and properties. URS will provide every resource that may be required to assist the Authority in assuring that the PANYNJ projects are an unconditional success.

Section D
DBE Participation

Section D

DBE PARTICIPATION

URS Corporation – New York is committed to the DBE participation goal set by the Port Authority of New York and New Jersey (PANYNJ) for this program. We have a tradition of facilitating and encouraging DBE participation. The DBE firms selected for this program are based on their DBE status, technical merits and history of successful collaboration with the URS Team on past projects.

The following DBE firms have been selected to join us to serve PANYNJ on this project:

Firm	DBE Status	Services
Afridi Associates Consulting Engineers	DBE	Contract Administration and Civil / Structural Inspections
Haider Engineering, PC	DBE	Contract Administration and Electrical / Mechanical Inspections
KS Engineers, PC	DBE	Contract Administration; Construction Managers; and Civil / Structural / Electrical Inspections
Techno Consult, Inc.	DBE	Civil / Structural / Mechanical Inspections; and Scheduling

On the following pages we have included the completed:

- Attachment 1 – DBE Goals Statement Form
- Appendix D-2 – DBE Participation Plan and Affirmation Statement, for each of our DBE subconsultants
- Attachment D-3 – Information on Solicited Firms
- DBE Certifications for each of our DBE subconsultants

ATTACHMENT D-1

DBE GOALS STATEMENT

The undersigned Bidder has satisfied the requirements of the Contract in the following manner (Complete the appropriate spaces):

The Bidder is committed to meeting the DBE utilization goal set forth in this Contract.

or

The Bidder is unable to meet the DBE utilization goal set forth in this Contract, but is committed to a minimum of 17% DBE utilization on this Contract and submits the attached narrative and documentation demonstrating good faith efforts consistent with Appendix A of 49 CFR 26 to meet the DBE utilization goal set forth in this Contract.

Attach as many pages as necessary to provide a full and complete narrative and supporting documentation of good faith efforts made. This narrative shall be submitted on company letterhead and signed.

It is the present intent of the Bidder to utilize the specific DBE firms identified in Appendix A2 in the performance of the Work of this Contract. If for any reason, one or more of the DBE firms identified in Appendix A2 are unable or unwilling to participate, the Bidder will make good faith efforts to replace the DBE firm with another DBE firm in accordance with Part II clause entitled "DBE Program".

Bidder Name: URS Corporation - New York

Federal Tax ID No.: _____

By: _____ ~~Vice~~ President
Signature and Title

APPENDIX D2
THE PORT AUTHORITY OF NY & NJ – OFFICE OF BUSINESS DIVERSITY AND CIVIL RIGHTS
DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT

Instructions: Submit one DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT form for each DBE firm used on this Contract.

CONTRACT NUMBER AND TITLE: RFP 38268 - ICQs for CM and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis Through 2018

PROPOSER:
Name of Firm: URS Corporation - New York
Address: One Penn Plaza, Suite 600 - New York, NY 10119 Telephone: 212.736.4444
Email Address: Jay.Gewirtzman@urs.com

DBE:
Name of Firm: Afridi Associates
Address: 19 West 21 Street, New York, NY 10010 Telephone: (212) 243-0725
Description of work to be performed by DBE: Contract Administration and Civil / Structural Inspections

Calculation (supply only): _____

The Proposer is committed to utilizing the above-named DBE for the work described above. The estimated dollar value of this work is $ TBD or TBD % of the total contract amount of $ TBD. The anticipated start date is TBD and the anticipated completion date is TBD.

AFFIRMATION

The above-named DBE affirms that it will perform the portion of the Contract for the estimated dollar value as stated above.

By: _____ Principal Date: 07/14/2014
Signature of DBE and Title

If the Proposer does not receive award of the Contract, any and all representations in this DBE Participation Plan and Affirmation Statement shall be null and void.

By: _____ Vice President Date: 07/14/2014
Signature of Proposer and Title

FOR OBDCR USE ONLY

Contract Goals: ☐ Approved ☐ Rejected ☐ Preliminary Plan Approved
Reviewed By: _____
OBDCR Business Development Representative
Signature: _____ Date: _____

APPENDIX D2
THE PORT AUTHORITY OF NY & NJ – OFFICE OF BUSINESS DIVERSITY AND CIVIL RIGHTS
DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT

Instructions: Submit one DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT form for each DBE firm used on this Contract.

CONTRACT NUMBER AND TITLE: RFP 38268 - ICQs for CM and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis Through 2018

PROPOSER:
Name of Firm: URS Corporation - New York
Address: One Penn Plaza, Suite 600 - New York, NY 10119 Telephone: 212.736.4444
Email Address: Jay.Gewirtzman@urs.com

DBE:
Name of Firm: HAIDER ENGINEERING, P.C.
Address: 91 TOLEDO STREET FARMINGDALE, NY 11735 Telephone: 631 777-2280
Description of work to be performed by DBE: Contract Administration and Electrical / Mechanical Inspections

Calculation (supply only):

The Proposer is committed to utilizing the above-named DBE for the work described above. The estimated dollar value of this work is $ TBD or TBD % of the total contract amount of $ TBD. The anticipated start date is TBD and the anticipated completion date is TBD.

AFFIRMATION

The above-named DBE affirms that it will perform the portion of the Contract for the estimated dollar value as stated above.

By: Henry W Heising, PE, V.P. for SYED HAIDER, PE (OWNER) Date: 07/14/14
Signature of DBE and Title

If the Proposer does not receive award of the Contract, any and all representations in this DBE Participation Plan and Affirmation Statement shall be null and void.

By: Jay M Gewirtz Vice President Date: July 14, 2014
Signature of Proposer and Title

FOR OBDCR USE ONLY

Contract Goals: ☐ Approved ☐ Rejected ☐ Preliminary Plan Approved
Reviewed By: _____
OBDCR Business Development Representative
Signature: _____ Date: _____

APPENDIX D2
THE PORT AUTHORITY OF NY & NJ – OFFICE OF BUSINESS DIVERSITY AND CIVIL RIGHTS
DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT

Instructions: Submit one DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT form for each DBE firm used on this Contract.

CONTRACT NUMBER AND TITLE: RFP #38268 Indefinite Quantity Contracts (IQCs) for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an As-Needed Basis Through 2018

PROPOSER:
Name of Firm: URS Corporation - New York

Address: One Penn Plaza, Suite 600, New York, NY 10119 Telephone: 212.736.4444

Email Address: jay.Gewirtzman@urs.com

DBE:
Name of Firm: KS Engineers, P.C.

Address: 494 Broad Street, 4th Floor, Newark, NJ 07102 Telephone: 973.623.2999

Description of work to be performed by DBE: Construction Management and Inspection Support Services

Calculation (supply only): NA

The Proposer is committed to utilizing the above-named DBE for the work described above. The estimated dollar value of this work is $ TBD or TBD% of the total contract amount of $ 25 Million. The anticipated start date is 2014 and the anticipated completion date is 2018.

AFFIRMATION

The above-named DBE affirms that it will perform the portion of the Contract for the estimated dollar value as stated above.

By: _____ President Date: July 2, 2014
Signature of DBE and Title

If the Proposer does not receive award of the Contract, any and all representations in this DBE Participation Plan and Affirmation Statement shall be null and void.

By: _____ Vice President Date: July 14, 2014
Signature of Proposer and Title

FOR OBDCR USE ONLY

Contract Goals: ☐ Approved ☐ Rejected ☐ Preliminary Plan Approved
Reviewed By: _____
OBDCR Business Development Representative
Signature: _____ Date: _____

APPENDIX D2
THE PORT AUTHORITY OF NY & NJ – OFFICE OF BUSINESS DIVERSITY AND CIVIL RIGHTS
DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT

Instructions: Submit one DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT form for each DBE firm used on this Contract.

CONTRACT NUMBER AND TITLE: RFP No.38268: Indefinite Quantity Contracts (IQC) for Performance Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As-Is" Needed Basis Through 2018

PROPOSER:
Name of Firm: URS Corporation

Address: One Penn Plaza, Suite 600, New York, NY 10119 Telephone: (212)736-4444

Email Address: ray.vasta@urs.com

DBE:
Name of Firm: Techno Consult, Inc.

Address: 5 Independence Way, Suite 150, Princeton, NJ 08540 Telephone: (609)720-1200

Description of work to be performed by DBE: On Call Construction Management Services, Inspection Services, and Preparing Construction Schedules

Calculation (supply only): _____

The Proposer is committed to utilizing the above-named DBE for the work described above. The estimated dollar value of this work is $_____ or ____% of the total contract amount of $_____. The anticipated start date is _____ and the anticipated completion date is _____.

AFFIRMATION

The above-named DBE affirms that it will perform the portion of the Contract for the estimated dollar value as stated above.

By: _____ Date: 07/09/2014
Signature of DBE and Title

If the Proposer does not receive award of the Contract, any and all representations in this DBE Participation Plan and Affirmation Statement shall be null and void.

By: _____ Vice President Date: July 14, 2014
Signature of Proposer and Title

FOR OBDCR USE ONLY

Contract Goals: ☐ Approved ☐ Rejected ☐ Preliminary Plan Approved
Reviewed By: _____
OBDCR Business Development Representative
Signature: _____ Date: _____

ATTACHMENT D-3

INFORMATION ON SOLICITED FIRMS

The bidder must complete this form for itself and for all firms which gave the bidder a quotation for any work planned to be subcontracted regardless of whether they are ultimately chosen to participate in the Contract. Provide the information required below for every firm that provided a bid or a quote for a subcontract – even if the bid or quote from the firm is not used in the preparation of the final Proposal.

Name of Firm	Address of Firm	Phone Number	Contact Person	Firm Age	Annual Gross Revenue Range NOTE: See Footnote Below	DBE Certified (Yes/No)
Afridi Associates Consulting Engineers	19 West 21st Street, Suite 703 New York, NY 10010	212.243.0725	Shehzad Khan	24	$2 to $5 Million	yes
A.G. Consulting Engineers	131 West 33rd Street, Suite 1210 New York, NY 10001	212.268.0950	Gary Guleria	15	Over $5 Million	yes
Arora Engineers, Inc., PC	One Gateway Center, Suite 1020 Newark, NJ 07102	973.645.1880	Manik K. Arora, PE President & CEO	28	Over $5 Million	yes
Ensign Engineering, PC	1111 Calhoun Avenue, Bronx, NY 10465	718.863.5590	R. Marengo	20	$1 to $2 Million	yes
Haider Engineering, PC	91 Toledo Street – Farmingdale, NY 11735	516.378.2278	Syed Haider – CEO	24	Over $5 Million	yes
JCMS, Inc.	1741 Whitehorse-Mercerville Road, Mercerville, NJ 08619	609.631.0700	Jayanta Dutta	29	Over $5 Million	yes
KS Engineers, PC	494 Broad Street, 4th Floor Newark, NJ 07102	973.623.2999	Kamal Shahid	23	Over $5 Million	no
Munoz Engineering and Land Surveying, PC	505 Eighth Avenue – New York, NY 10014	212.967.6588	Manny Beigelmacher, PE Vice President	31	$2 to $5 Million	yes
Naik Consulting Group, PC	135 West 36th Street, 13th Floor New York, NY 10018	212.575.2701	William A. Easterbrook, Jr.	16	Over $5 Million	yes
Techno Consult, Inc.	5 Independence Way, Suite 150 Princeton, NJ 08540	609.720.1200	Khalid Mallick – President	11	$2 to $5 Million	yes

Footnote: Annual Gross Revenue Ranges: Less than $500,000; $500,000 - $1 Million; $1 - $2 Million; $2 - $5 Million; Over $5 Million - Select the category that best identifies the annual gross revenue of the solicited firm.

DBE Certifications

New Jersey Unified Certification Program

NJ UCP

NJTRANSIT The Way To Go.

New Jersey Department of Transportation

THE PORT AUTHORITY OF NY & NJ

CERTIFIED

DISADVANTAGED BUSINESS ENTERPRISE

KS ENGINEERS PC

This certificate acknowledges that the above named firm is certified as a Disadvantaged Business Enterprise as defined in Title 49, Part 26 of the US Code of Federal Regulations. This certificate will remain in effect for three years from the certification date and must be updated annually. **NJ TRANSIT** must be notified within 30 days of any changes in the business that may affect ownership and control.

Your firm will be listed in the NJ UCP directory under the following NAICS Code(s).

NAICS CODE	*237310 Highway, Street, and Bridge Construction	*236115 New Single-Family Housing Construction	*236210 Industrial Building Construction	*237110 Water and Sewer Line and Related Structures Construction	*237130 Power and Communication Line and Related Structures Construction	*236116 New Multifamily Housing Construction	*237990 Other Heavy and Civil Engineering Construction	*236220 Commercial and Institutional Building Construction

(*Management Services Only)

NJ TRANSIT certified your firm as a DBE on behalf of all NJ UCP partners.

Signed: _____

Emmett Lewis, Director
Office of Business Development

CERTIFICATION DATE: August 20, 2012

Signed: Lauren Williams

Lauren Williams
Senior Business Development Specialist

EXPIRATION DATE: August 20, 2015

Chris Christie, Governor
Kim Guadagno, Lieutenant Governor
James S. Simpson, Board Chairman
James Weinstein, Executive Director

NJ TRANSIT
One Penn Plaza East
Newark, NJ 07105-2246
973-491-7000

RECEIVED
SEP 17 2012
KS ENGINEERS, P.C.
NEWARK, NJ

September 6, 2012

KS ENGINEERS PC
Kamal Shahid, President
494 Broad Street, 4th Floor
Newark, New Jersey 07102

Dear Mr. Shahid:

Congratulations! We are pleased to inform you that your company has been found eligible to continue your certification as a Disadvantaged Business Enterprise (DBE) by **NJ TRANSIT** on behalf of the New Jersey Unified Certification Program (NJ UCP).

Your certification will remain in effect for three years provided that your company continues to meet the eligibility criteria established by Federal Regulation Title 49 CFR Part 26. On an annual basis, you must provide an affidavit and supporting documentation affirming that there have been no changes within your company that would affect your current eligibility as a DBE. It is your responsibility to notify this office in writing within 30 days of any changes. Failure to do so will result in a decertification process. Your company's identification number is **0006754M0793.**

The following table lists the North American Industry Classification System (NAICS) code(s) and description(s) that have been assigned to your company in accordance with the service(s) your company render(s).

NAICS CODE	*DESCRIPTION*
*237310	Highway, Street and Bridge Construction **(*Management Services Only)**
*236115	New Single-Family Housing Construction **(*Management Services Only)**
*236210	Industrial Building Construction **(*Management Services Only)**
*237110	Water and Sewer Line and Related Structures Construction **(*Management Services Only)**
*237130	Power and Communication Line and Related Structures Construction **(*Management Services Only)**
*236116	New Multifamily Housing Construction **(*Management Services Only)**
*237990	Other Heavy and Civil Engineering Construction **(*Management Services Only)**
*236220	Commercial and Institutional Building Construction **(*Management Services Only)**

Your firm's updated profile is listed in the NJ UCP Directory, which can be accessed at WWW.NJUCP.NET.

On behalf of the NJ UCP partners, **NJ TRANSIT** congratulates you as a continued member of our DBE family. If you have any questions or concerns regarding the NJ UCP or certification issues, please contact our office at (973) 491-8065.

Sincerely,

Lauren Williams

Lauren Williams
Senior Business Development Specialist

BizNet Business Profile

AFRIDI ASSOCIATES	
CONTACT INFORMATION	
Description: HIGHWAY DESIGN, CIVIL ENGINEERING, ROADWAY LIGHTING, DRAINAGE, BRIDGE INSPECTION, BRIDGE DESIGN, AIRPORT PLANNING ENGINEERING, WATERFRONT DESIGN, GEOTECHNICAL	
Address:	19 WEST 21 ST SUITE 605
	NEW YORK, NY 10010
Phone:	(212) 243-0725
Fax:	(212) 243-0607
E-mail:	SKHAN@AFRIDIASSOCIATES.COM
Website:	WWW.AFRIDIASSOCIATES.COM
Contact:	AKBER J AFRIDI
CERTIFICATIONS	
ACDBE: No	
Certifying Agency: METROPOLITAN TRANSPORTATION AUTHORITY	
INDUSTRY CODES	

	NAICS	NYSDOT	PANYNJ	NIGP	SIC
Primary	541330	010A			8711
2nd		010B			4785
3rd		010C			
4th		010D			
5th		010E			
6th		010F			
7th		010G			
8th		010H			
9th		010I			
10th		010J			

NYSDOT Work Code
010U, 050A, 050C, 080A, 010K, 010R, 010S, 010V

Disclaimer: This business profile is provided by the certified firm; UCP Certification Partners are not responsible for the content.

NJ UCP

New Jersey Unified Certification Program

NJTRANSIT The Way To Go.

New Jersey Department of Transportation

THE PORT AUTHORITY OF NY & NJ

CERTIFIED

DISADVANTAGED BUSINESS ENTERPRISE

TECHNO CONSULT INC

This certificate acknowledges that the above named firm is certified as a Disadvantaged Business Enterprise as defined in Title 49, Part 26 of the US Code of Federal Regulations. This certification will remain in effect for three years from the certification date and must be updated annually. The New Jersey Department of Transportation must be notified within 30 days of any changes in the business that may affect ownership and control.

Your firm will be listed in the NJ UCP directory under the following NAICS Code(s).

NAICS CODE	**541330** **Engineering Services**

NJ Department of Transportation certified your firm as a DBE on behalf of all NJ UCP partners.

Signed: Melanie L. Armstrong

Melanie L. Armstrong, Esq., Director

Signed:

Paul F. Sprewell, Esq., Manager

CERTIFICATION DATE: September 9, 2011

EXPIRATION DATE: September 8, 2014

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
ALBANY, N.Y. 12232
http://www.dot.state.ny.us

JOSEPH H. BOARDMAN
COMMISSIONER

GEORGE E. PATAKI
GOVERNOR

SEP 03 2004

Mr. Syed Haider, P.E.
Haider Engineering, P.C.
755 Merrick Road
Baldwin, NY 11510

RE: DBE RECERTIFICATION

Dear Mr. Haider, P.E.:

The Office of Equal Opportunity Development and Compliance has completed its review of your recertification application for status as a Disadvantaged Business Enterprise (DBE). The supporting documentation has led us to conclude that your firm continues to meet the criteria as established in accordance with 49 CFR Part 26. Your firm will be listed in the Department's Registry of certified firms under the following:

(010A) Highway Design Phase I-IV
(010B) Highway Design Phase V-VI
(010C) Roadway Lighting
(010D) Drainage
(010E) Utilities
(010F) Constructibility
(010G) Estimating
(010H) Specifications
(010I) Bridge Inspection
(010J) Bridge Design Phase I-IV
(010K) Bridge Design Phase V-VI
(010M) Traffic Engineering
(010N) Signals
(010O) Signing
(050A) Construction Inspection
(060A) Construction Management

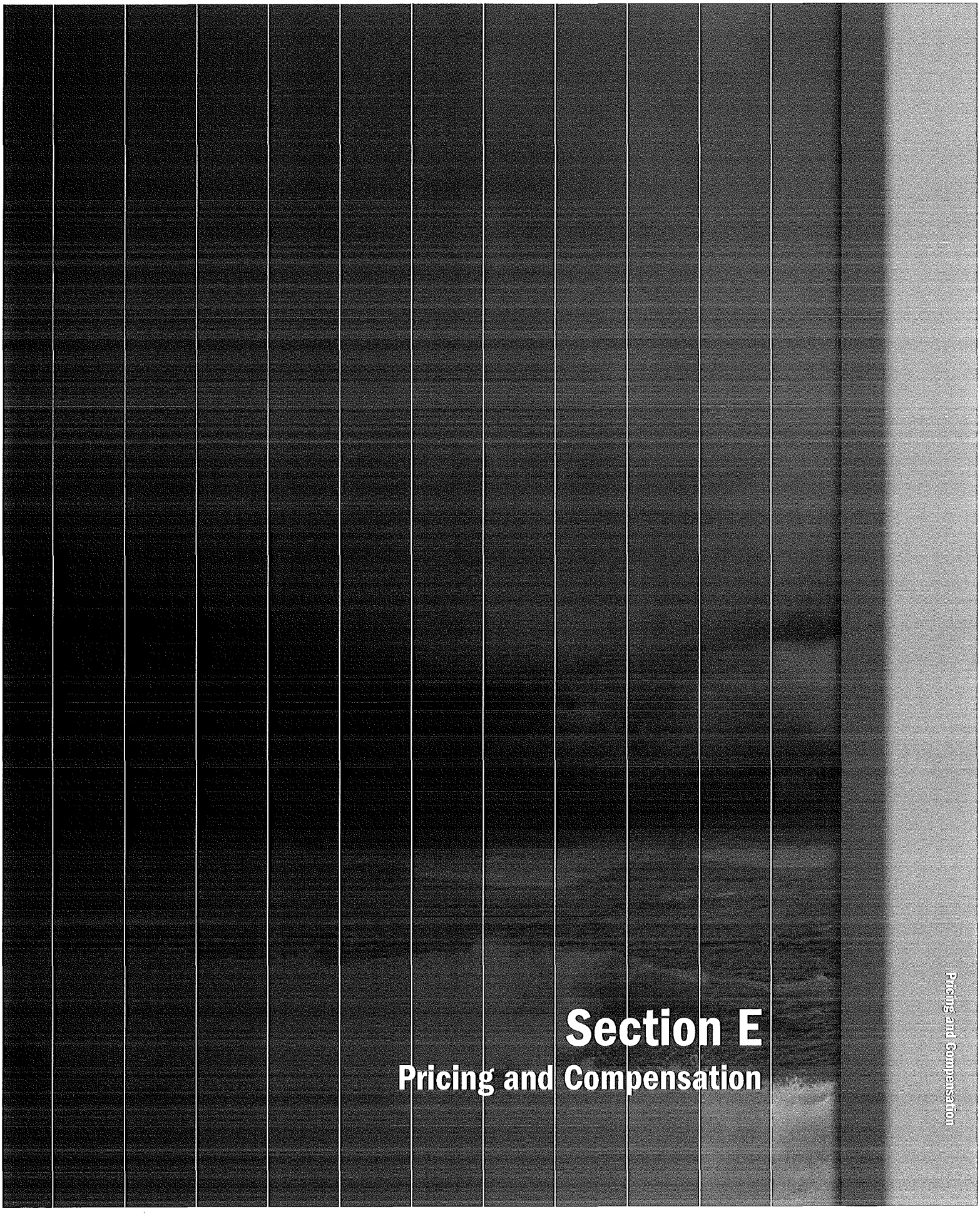
Certification status is reviewed yearly. **From time to time, the Department may examine facts concerning your continuing eligibility.** As a condition of your certification, you have consented to examination of your books and records and interviews with your principals and employees for the purpose of such examination and to the revocation of your certification if such examinations or interviews are denied.

If you have any questions regarding your DBE certification, please contact me at (518) 457-1129 or mdouglass@gw.dot.state.ny.us.

Sincerely,

Maureen Douglass

Maureen Douglass
Certification
Office of Equal Opportunity
Development and Compliance



Section E
Pricing and Compensation

Section E

PRICING AND COMPENSATION

As per the RFP, no pricing information is required at this time. It will be required at the time a Task Order will be issued.

Section F
URS Affiliates

Section F

URS AFFILIATES

URS Corporation – New York is 100% owned by URS Corporation (a Nevada corporation). The companies listed below, also owned by the Nevada company, are **affiliates** of URS Corporation—New York.

Forerunner Corporation (a Colorado corporation)
- owned from 10-23-09 to present

Geotesting Services, Inc. (a California corporation)
owned from 10-14-85 to present

URS Construction Services, Inc. (a Florida corporation)
owned from 12-14-99 to present

URS Corporation – Ohio (an Ohio corporation)
- owned from 1-15-02 to present

URS Corporation Great Lakes (a Michigan corporation)
- owned from 1-15-02 to present

URS Greiner Woodward-Clyde Consultants, Inc. (a New York corporation)
– owned from 9-11-96 to present

URS International, Inc. (a Delaware corporation)
owned from 4-15-91 to present

URS Architecture – Oregon, Inc. (an Oregon corporation)
- owned from 9-16-03 to present

URS Alaska, LLC (an Alaska limited liability company)
– owned from 3-21-08 to present

LopezGarcia Group, Inc. (a Texas corporation)
owned from 8-22-08 to present)

In addition, the Nevada company is the **partial** owner of the following:

33.33% of URS Architects/Engineers, Inc. (a New Jersey corporation)
- owned from 1-15-02 to present

33.33% of URS Corporation Services (a Pennsylvania corporation)
owned from 12-28-01 to present

25% of URS Corporation AES (a Connecticut corporation)
owned from 12-28-01 to present

The principal executive address of all the above corporations (except URS Alaska) is:
600 MONTGOMERY STREET, 25TH FLOOR
SAN FRANCISCO, CA 94111

The principal executive address for URS Alaska, LLC is
911 West Eighth Avenue
Anchorage, AK 99501

Section G
Integrity Provisions

Section G

INTEGRITY PROVISIONS

URS understands that if we are selected for the performance of these services, we will have to abide by certain clauses as illustrated in the RFP. By submitting this proposal we are making the certifications contained in the RFP, and URS has no issues doing so.

Section H

Background Qualification Questionnaire

Section H

BACKGROUND QUALIFICATIONS QUESTIONNAIRE

URS as well as each of our subconsultants under this contract have submitted either a new Background Qualifications Questionnaire (BQQ), or a Certificate of No Change, directly to the Port Authority of New York and New Jersey, Office of Inspector General in Hoboken, NJ.

URS' submission has been made on Tuesday, July 15, 2014, and should be delivered by Wednesday, July 16, 2014.

Section I
General Conflict of Interest

Section I

GENERAL CONFLICTS OF INTEREST

URS Corporation – New York (URS) perceives no conflicts of interest or potential unmanageable conflicts of interest, with respect to performance of the work as outlined under this RFP.

To the best of our knowledge, URS or any of its affiliates or parent (or any officers, directors, principals or key employees thereof); or any other entity, by whom URS, is employed, under contract with or otherwise provides service to, has personal, business or financial interest which is adverse to or otherwise in conflict with any interest of the Port Authority of New York and New Jersey and / or subsidiaries and affiliates, as well as with this project under RFP #38268.

URS will seek to avoid any and all potential conflicts of interest between and among URS, its associated firms for this project, and contractors who are performing or will be selected to perform services for the Port Authority of New York and New Jersey. URS will keep the Authority informed of any potential conflicts of interest that may arise and provide complete disclosure to the Authority, which may create such conflicts of interest.

URS is committed to serving the Port Authority of New York and New Jersey, in such a manner that work performed at the project sites will not be compromised, and that URS will maintain its independence and dedicated service to the Authority during the term of the contract.

Section J

Organizational Conflict of Interest

Section J

ORGANIZATIONAL CONFLICTS OF INTEREST

URS Corporation – New York (URS) understands that this Agreement may give rise to a potential for an Organizational Conflict of Interest, and we are in full agreement and will fully comply with the conditions and terms stated in the RFP regarding Organizational Conflicts of Interest.

URS agrees to protect any confidential and/or sensitive information that it may receive or have access during the course of Agreement performance, from disclosure even after contract expiration or termination. We also agree to do the same while protecting any proprietary information that we may obtain from other contracted entities during Agreement performance. We also agree to refrain from using such information for any purpose other than that for which it was furnished.

In addition, to the extent that URS uses confidential and/or sensitive Authority information or proprietary information obtained from other Authority contractors to develop any form of document, report, or plan that is determined by the Authority to be the basis, in whole or in part, of any subsequent solicitation issued by the Authority, or should we develop written specifications that are used in any subsequent solicitation issued by the Authority, URS agrees that we shall not be eligible to compete for such subsequent solicitation(s) as a prime or principal contractor or a part of any teaming arrangement unless the Authority issues, in writing, a specific waiver of this restriction.

Section J

ORGANIZATIONAL CONFLICTS OF INTEREST

URS Corporation – New York (URS) understands that this Agreement may give rise to a potential for an Organizational Conflict of Interest, and we are in full agreement and will fully comply with the conditions and terms stated in the RFP regarding Organizational Conflicts of Interest.

URS agrees to protect any confidential and/or sensitive information that it may receive or have access during the course of Agreement performance, from disclosure even after contract expiration or termination. We also agree to do the same while protecting any proprietary information that we may obtain from other contracted entities during Agreement performance. We also agree to refrain from using such information for any purpose other than that for which it was furnished.

In addition, to the extent that URS uses confidential and/or sensitive Authority information or proprietary information obtained from other Authority contractors to develop any form of document, report, or plan that is determined by the Authority to be the basis, in whole or in part, of any subsequent solicitation issued by the Authority, or should we develop written specifications that are used in any subsequent solicitation issued by the Authority, URS agrees that we shall not be eligible to compete for such subsequent solicitation(s) as a prime or principal contractor or a part of any teaming arrangement unless the Authority issues, in writing, a specific waiver of this restriction.

Required Documentation

REQUIRED DOCUMENTATION

In this section we have included the following required forms and documentation for URS and for our subconsultants, as applicable.

- Our Financial Information as required by the RFP has been submitted in a separate envelope
- FTA Forms
- FEMA Forms
- Acknowledgement of Addenda
- Non-Disclosure and Confidentiality Agreement (NDA)
- Exhibit A (of NDA) – Acknowledgement by Related Party Individual (we have submitted this for our Key Personnel with the understanding that the same will be provided by the rest of our staff before final award of contract

FTA Forms

BUY AMERICA CERTIFICATIONS

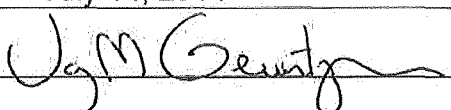
A bidder or offeror must submit to the FTA recipient the appropriate Buy America certification (below) with all bids or offers on FTA-funded contracts, except those subject to a general waiver. Bids or offers that are not accompanied by a completed Buy America certification must be rejected as nonresponsive. This requirement does not apply to lower tier subcontractors.

CERTIFICATION REQUIREMENT FOR PROCUREMENT OF STEEL, IRON, OR MANUFACTURED PRODUCTS (NON- ROLLING STOCK)

Certificate of Compliance with 49 U.S.C. 5323(j)(1)

The bidder or offeror hereby certifies that it will meet the requirements of 49 U.S.C. 5323(j)(1) and the applicable regulations in 49 CFR Part 661.5.

Date July 14, 2014

Signature 

Company Name URS Corporation - New York

Title Vice President

Certificate of Non-Compliance with 49 U.S.C. 5323(j)(1)

The bidder or offeror hereby certifies that it cannot comply with the requirements of 49 U.S.C. 5323(j)(1) and 49 C.F.R. 661.5, but it may qualify for an exception pursuant to 49 U.S.C. 5323(j)(2)(A), 5323(j)(2)(B), or 5323(j)(2)(D), and 49 C.F.R. 661.7.

Date _____

Signature _____

Company Name _____

Title _____

CERTIFICATION REQUIREMENT FOR PROCUREMENT OF BUSES, OTHER ROLLING STOCK AND ASSOCIATED EQUIPMENT (ROLLING STOCK)

Certificate of Compliance with 49 U.S.C. 5323(j)(2)(C).

The bidder or offeror hereby certifies that it will comply with the requirements of 49 U.S.C. 5323(j)(2)(C) and the regulations at 49 C.F.R. Part 661.11.

Date July 14, 2014

Signature _____

Company Name URS Corporation - New York

Title Vice President

Certificate of Non-Compliance with 49 U.S.C. 5323(j)(2)(C)

The bidder or offeror hereby certifies that it cannot comply with the requirements of 49 U.S.C. 5323(j)(2)(C) and 49 C.F.R. 661.11, but may qualify for an exception pursuant to 49 U.S.C. 5323(j)(2)(A), 5323(j)(2)(B), or 5323(j)(2)(D), and 49 C.F.R. 661.7.

Date _____

Signature _____

Company Name _____

Title _____

CERTIFICATION REGARDING LOBBYING PURSUANT TO 31 U.S.C. 1352

The undersigned Jay M. Gewirtzman, PE
(name of authorized officer)
certifies, to the best of my knowledge and belief, that:

- No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

- If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form LLL, "Disclosure of Lobbying, Activities" in accordance with its instructions.

- The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by, 31, U.S. C. § 1352 (as amended by the Lobbying Disclosure Act of 1995). Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

Note: Pursuant to 31 U.S.C § 1352(c)(I)-(2)(A), any person who makes a prohibited expenditure or fails to file or amend a required certification or disclosure form shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such expenditure or failure.

The Contractor certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Contractor understands and agrees that the provisions of 31 U.S.C. § 3801, et seq., apply to this certification and disclosure, if any.

Executed this day 14th of July, ~~2010~~ 2014
By: _____
Signature of Authorized Official

Jay M. Gewirtzman, PE - Vice President
Official Name and Title of Authorized Official

FTA REQUIREMENTS

STANDARD FORM LLL - DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C. 1352

1. **Type of Federal Action:**	2. **Status of Federal Action:**	3. **Report Type:**
X a. contract	X a. bid/offer/application	X a. initial filing
___ b. grant	___ b. initial award	___ b. material change
___ c. cooperative agreement	___ c. post award	
___ d. loan		**For material change only:**
___ e. loan guarantee		Year _____ quarter _____
___ f. loan insurance		Date of last report_____

4. **Name and Address of Reporting Entity:**	5. **If Reporting Entity in No. 4 is Subawardee,** Enter Name and Address of Prime:
X Prime ___ Subawardee Tier_____, if Known: **Congressional District,** *if known*:	**Congressional District,** *if known*:
6. **Federal Department/Agency:**	7. **Federal Program Name/Description:** CFDA Number, *if applicable*: _____
8. **Federal Action Number,** *if known:*	9. **Award Amount,** *if known:* **$**
10. a. **Name and Address of Lobbying Registrant** *(if individual, last name, first name, MI):*	b. **Individuals Performing Services** *(including address if different from No. 10a)* *(last name, first name, MI):*
11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.	**Signature:** **Print Name:** Jay M. Gewirtzman, PE **Title:** Vice President **Telephone No.:** 212.896.0110 **Date:** 7-14-14
Federal Use Only	**Authorized for Local Reproduction** **Standard Form - LLL (Rev. 7-97)**

INSTRUCTIONS FOR COMPLETION OF SF-LLL, DISCLOSURE OF LOBBYING ACTIVITIES

This disclosure form shall be completed by the reporting entity, whether subawardee or prime Federal recipient, at the initiation or receipt of a covered Federal action, or a material change to a previous filing, pursuant to title 31 U.S.C. Section 1352. The filing of a form is required for each payment or agreement to make payment to any lobbying entity for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with a covered Federal action. Complete all items that apply for both the initial filing and material change report. Refer to the implementing guidance published by the Office of Management and Budget for additional information.

1. Identify the type of covered Federal action for which lobbying activity is and/or has been secured to influence the outcome of a covered Federal action.
2. Identify the status of the covered Federal action.
3. Identify the appropriate classification of this report. If this is a followup report caused by a material change to the information previously reported, enter the year and quarter in which the change occurred. Enter the date of the last previously submitted report by this reporting entity for this covered Federal action.
4. Enter the full name, address, city, State and zip code of the reporting entity. Include Congressional District, if known. Check the appropriate classification of the reporting entity that designates if it is, or expects to be, a prime or subaward recipient. Identify the tier of the subawardee, e.g., the first subawardee of the prime is the 1st tier. Subawards include but are not limited to subcontracts, subgrants and contract awards under grants.
5. If the organization filing the report in item 4 checks "Subawardee," then enter the full name, address, city, State and zip code of the prime Federal recipient. Include Congressional District, if known.
6. Enter the name of the federal agency making the award or loan commitment. Include at least one organizational level below agency name, if known. For example, Department of Transportation, United States Coast Guard.
7. Enter the Federal program name or description for the covered Federal action (item 1). If known, enter the full Catalog of Federal Domestic Assistance (CFDA) number for grants, cooperative agreements, loans, and loan commitments.
8. Enter the most appropriate Federal identifying number available for the Federal action identified in item 1 (e.g., Request for Proposal (RFP) number; Invitations for Bid (IFB) number; grant announcement number; the contract, grant, or loan award number; the application/proposal control number assigned by the Federal agency). Included prefixes, e.g., "RFP-DE-90-001."
9. For a covered Federal action where there has been an award or loan commitment by the Federal agency, enter the Federal amount of the award/loan commitment for the prime entity identified in item 4 or 5.
10. (a) Enter the full name, address, city, State and zip code of the lobbying registrant under the Lobbying Disclosure Act of 1995 engaged by the reporting entity identified in item 4 to influence the covered Federal action.

    (b) Enter the full names of the individual(s) performing services, and include full address if different from 10(a). Enter Last Name, First Name, and Middle Initial (MI).
11. The certifying official shall sign and date the form, print his/her name, title, and telephone number.

FTA REQUIREMENTS

According to the Paperwork Reduction Act, as amended, no persons are required to respond to a collection of information unless it displays a valid OMB control Number. The valid OMB control number for this information collection is OMB No. 0348-0046. Public reporting burden for this collection of information is estimated to average 10 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0046), Washington, DC 20503

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION - LOWER TIER COVERED TRANSACTIONS

1. The prospective lower tier participant,

URS Corporation - New York, certifies by submission of this bid or proposal, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

3. The prospective lower tier participant shall provide immediate written notice to the Authority (and the Contractor, if applicable) if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

Executed this day 14th of July, ~~2011~~ 2014.

Jay M Gewirtzman

BY SIGNATURE OF AUTHORIZED OFFICIAL

Jay M. Gewirtzman, PE - Vice President

NAME AND TITLE OF AUTHORIZED OFFICIAL

INSTRUCTIONS FOR COMPLETION OF CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION -LOWER TIER COVERED TRANSACTIONS

1. By signing and submitting this Proposal, the prospective lower tier participant is providing the signed certification set out on the previous page.

2. This certification is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the Authority may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the Authority if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms "covered transaction," "debarred," "suspended," "ineligible," "lower tier covered transaction," "participant," "persons," "lower tier covered transaction," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definitions and Coverage sections of rules implementing Executive Order 12549 [49 CFR Part 29]. The Proposer may contact the Procurement Representative for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized in writing by the Authority.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion - Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the Nonprocurement List issued by U.S. General Service Administration.

8. Nothing contained in the foregoing shall be construed to require establishment of system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under sub-paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to all remedies available to the Federal Government, the Authority may pursue available remedies including suspension and/or debarment.

END OF FTA CONTRACT PROVISIONS

FEMA Forms

CERTIFICATION REGARDING LOBBYING PURSUANT TO 31 U.S.C. 1352

The undersigned

Jay M. Gewirtzman, PE

(name of authorized officer)

certifies, to the best of my knowledge and belief, that:

- No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

- If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form LLL, "Disclosure of Lobbying, Activities" in accordance with its instructions.

- The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by, 31, U.S. C. § 1352 (as amended by the Lobbying Disclosure Act of 1995). Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

Note: Pursuant to 31 U.S.C § 1352(c)(I)-(2)(A), any person who makes a prohibited expenditure or fails to file or amend a required certification or disclosure form shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such expenditure or failure.

The Contractor certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Contractor understands and agrees that the provisions of 31 U.S.C. § 3801, et seq., apply to this certification and disclosure, if any.

Executed this day 14 of July, ~~2013~~ 2014

By: _____

Signature of Authorized Official

Vice President

Official Name and Title of Authorized Official

STANDARD FORM LLL - DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C. 1352

1. **Type of Federal Action:**	2. **Status of Federal Action:**	3. **Report Type:**
X a. contract	X a. bid/offer/application	X a. initial filing
___ b. grant	___ b. initial award	___ b. material change
___ c. cooperative agreement	___ c. post award	
___ d. loan		**For material change only:**
___ e. loan guarantee		Year _____ quarter _____
___ f. loan insurance		Date of last report _____

4. **Name and Address of Reporting Entity:**	5. **If Reporting Entity in No. 4 is Subawardee,** Enter Name and Address of Prime:
X Prime ___ Subawardee Tier ____, if Known: **Congressional District,** *if known*:	**Congressional District,** *if known*:
6. **Federal Department/Agency:**	7. **Federal Program Name/Description:** CFDA Number, *if applicable*: _____
8. **Federal Action Number,** *if known:*	9. **Award Amount,** *if known:* $
10. a. **Name and Address of Lobbying Registrant** *(if individual, last name, first name, MI):*	b. **Individuals Performing Services** *(including address if different from No. 10a)* *(last name, first name, MI):*
11. **Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.**	**Signature:** Jay M Gewirtzman **Print Name:** Jay M. Gewirtzman, PE **Title:** Vice President **Telephone No.:** 212.896.0110 **Date:** 7-14-14
Federal Use Only	**Authorized for Local Reproduction** **Standard Form - LLL (Rev. 7-97)**

INSTRUCTIONS FOR COMPLETION OF SF-LLL, DISCLOSURE OF LOBBYING ACTIVITIES

This disclosure form shall be completed by the reporting entity, whether subawardee or prime Federal recipient, at the initiation or receipt of a covered Federal action, or a material change to a previous filing, pursuant to title 31 U.S.C. Section 1352. The filing of a form is required for each payment or agreement to make payment to any lobbying entity for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with a covered Federal action. Complete all items that apply for both the initial filing and material change report. Refer to the implementing guidance published by the Office of Management and Budget for additional information.

1. Identify the type of covered Federal action for which lobbying activity is and/or has been secured to influence the outcome of a covered Federal action.
2. Identify the status of the covered Federal action.
3. Identify the appropriate classification of this report. If this is a followup report caused by a material change to the information previously reported, enter the year and quarter in which the change occurred. Enter the date of the last previously submitted report by this reporting entity for this covered Federal action.
4. Enter the full name, address, city, State and zip code of the reporting entity. Include Congressional District, if known. Check the appropriate classification of the reporting entity that designates if it is, or expects to be, a prime or subaward recipient. Identify the tier of the subawardee, e.g., the first subawardee of the prime is the 1st tier. Subawards include but are not limited to subcontracts, subgrants and contract awards under grants.
5. If the organization filing the report in item 4 checks "Subawardee," then enter the full name, address, city, State and zip code of the prime Federal recipient. Include Congressional District, if known.
6. Enter the name of the federal agency making the award or loan commitment. Include at least one organizational level below agency name, if known. For example, Department of Transportation, United States Coast Guard.
7. Enter the Federal program name or description for the covered Federal action (item 1). If known, enter the full Catalog of Federal Domestic Assistance (CFDA) number for grants, cooperative agreements, loans, and loan commitments.
8. Enter the most appropriate Federal identifying number available for the Federal action identified in item 1 (e.g., Request for Proposal (RFP) number; Invitations for Bid (IFB) number; grant announcement number; the contract, grant, or loan award number; the application/proposal control number assigned by the Federal agency). Included prefixes, e.g., "RFP-DE-90-001."
9. For a covered Federal action where there has been an award or loan commitment by the Federal agency, enter the Federal amount of the award/loan commitment for the prime entity identified in item 4 or 5.
10. (a) Enter the full name, address, city, State and zip code of the lobbying registrant under the Lobbying Disclosure Act of 1995 engaged by the reporting entity identified in item 4 to influence the covered Federal action.

    (b) Enter the full names of the individual(s) performing services, and include full address if different from 10(a). Enter Last Name, First Name, and Middle Initial (MI).
11. The certifying official shall sign and date the form, print his/her name, title, and telephone number.

FEMA REQUIREMENTS

According to the Paperwork Reduction Act, as amended, no persons are required to respond to a collection of information unless it displays a valid OMB control Number. The valid OMB control number for this information collection is OMB No. 0348-0046. Public reporting burden for this collection of information is estimated to average 10 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0046), Washington, DC 20503

Acknowledgment of Addenda

THE PORT AUTHORITY OF NY & NJ

PROCUREMENT DEPARTMENT
2 MONTGOMERY STREET, 3RD FL.
JERSEY CITY, NJ 07302

7/3/2014

ADDENDUM #1

To prospective Proposer(s) on RFP # 38268 - REQUEST FOR PROPOSALS FOR INDEFINITE QUANTITY CONTRACTS (IQCS) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018

Now Due back on 7/14/2014, no later than 2:00PM

Originally due on 7/9/2014, no later than 2:00PM

This communication should be initialed by you and annexed to your Bid upon submission.

In case any Bidder fails to conform to these instructions, its Bid will nevertheless be construed as though this communication had been so physically annexed and initialed.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: URS Corporation - New York

INITIALED: R.V.

DATE: July 14, 2014

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

THE PORT AUTHORITY OF NY & NJ
PROCUREMENT DEPARTMENT
115 BROADWAY, 19TH FLOOR
NEW YORK, NY 10006

July 8, 2014

ADDENDUM #2

TO PROSPECTIVE BIDDER(S) ON **RFP #38268 - REQUEST FOR PROPOSALS FOR INDEFINITE QUANTITY CONTRACTS (IQCs) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018**

Proposal Due Date 7/14/2014 at 2:00PM

The following changes are hereby made in the documents:

I. RFP LETTER

A. In RFP Section I entitled SUBMISSION OF PROPOSALS, make the following changes:

i) In paragraph A, delete the first sentence and substitute the following:

"The Proposal shall be not more than twenty-five (25) pages (double-sided) or fifty pages (single-sided) using 12 point or greater font size, not including resumes and attachments.

ii) In paragraph I.F., delete "July 9, 2014" and substitute "July 14, 2014".

B. Delete Attachment E "Staffing Plan Template" and substitute therefor new Attachment E, which is attached hereto and made a part hereof.

C. In Attachment A, paragraph II, second paragraph, first line, delete "design of" without substitution therefor.

II. PROPOSER QUESTIONS AND ANSWERS

The following information is made available in response to questions submitted by prospective Proposer(s). It should not be deemed to answer all questions that have been submitted by Proposer(s) to the Port Authority. It addresses only those questions which the Port Authority has deemed to require additional information and/or clarification. The fact that information has not been supplied with respect to any questions asked by a Proposer(s) does not mean or imply, nor should it be deemed to mean or imply, any meaning, construction or implication with respect to the terms.

Question #1	Our firm is leading a team for Group 2 - PATH and is a sub on another team (for Group 1) which was selected for INDEFINITE QUANTITY CONTRACT (IQC) FOR EXPERT PROFESSIONAL ARCHITECTURAL AND ENGINEERING SERVICES FOR THE DESIGN OF FEDERALLY FUNDED SUPER STORM SANDY RELATED REPAIR AND RESILIENCY PROJECTS ON AN "AS NEEDED" BASIS DURING 2013 – 2017. As such, would we be precluded from participating in the above-referenced CM contracts?
Answer #1	Refer to Pages 10-12 of the RFP Cover Letter sections I and J respectively entitled "GENERAL CONFLICT OF INTEREST" and "ORGANIZATIONAL CONFLICT OF INTEREST".
Question #2	Can you please send the attachment E for the above-reference proposal? The link in the RFP document does not work.
Answer # 2	Hyperlinks have been corrected in the RFP and a revised Attachment E has been posted and is attached to this addendum.
Question #3	Please confirm that financial information (per page 5 of the RFP) should be submitted separately from the proposal document.
Answer #3	The financial information must be submitted with your proposal. For further clarification please refer to Section III "Financial Information" on Page 5 of the RFP Cover Letter.
Question #4	Please clarify if each sheet of paper, containing content on both sides counts as 1 or 2 pages in the 20 page limit. If each side of the sheet counts in the limit, please advise if sheets only containing content on one side still count toward the overall 20 page limit.
Answer #4	The requirement has been changed. The Proposal shall be not more than twenty-five (25) pages double sided or fifty (50) pages single sided.
Question #5	In the RFP, it refers to submitting 1 reproducible original copy, please clarify if this reproducible copy is to be single sided and unbound.
Answer # 5	Any format of the reproducible original is acceptable.
Question #6	In the instructions for completing the Firm's BQQ, it states that an original must be mailed to specified address and that an electronic copy was also to be sent. Please clarify if we are to include more than a statement of recent completion in our proposal under section H.
Answer # 6	Please complete the Background Qualification Questionnaire (BQQ) as instructed and with your proposal submit a statement indicating when the BQQ was submitted to the Port Authority Office of the Inspector General.

Question #7	Section III of the RFP, page 5 refers to the Financial Information. Please clarify if we are to include certified financial statements, statement of work and required numbers as part of our proposal, if so under which section, or if the information can be provided in a separately sealed package.
Answer #7	Please refer to Section III "Financial Information" on Page 5 of the RFP Cover Letter for clarification on the information that is to be submitted pursuant to this section.
Question #8	Is the NDA Agreement required to be signed and completed with our proposal for the prime firm and all sub consultants? If required, please advise if it should be included in our submission and where, or just sent directly to the referenced office and procurement contact.
Answer #8	NDA Agreements shall be submitted for the prime firm and all key sub consultants.
Question #9	Are consultants who have Federally Funded task order agreements for Sandy design eligible to be on teams who are proposing on the CM and Inspection RFP?
Answer #9	Refer to Pages 10-12 of the RFP Cover Letter sections I and J respectively entitled "GENERAL CONFLICT OF INTEREST" and "ORGANIZATIONAL CONFLICT OF INTEREST".
Question #10	Can you please let me know if RFP 38268 is an additional solicitation to the expected 2015-2018 On-call for CM services? We were anticipating an RFP to replace the current 2011-2014 Construction Management Services contracts (references P410110).
Answer #10	This RFP pertains to federally-funded Storm Resiliency projects and is independent from any other construction management RFP's.
Question #11	Will the PANYNJ recognize the ICC Reinforced Concrete Special Inspector Certification as the equivalent of the ACI Concrete Special Inspector Certification for the purpose of qualified concrete inspectors?
Answer #11	No.
Question #12	In the staffing table (Attachment E) there is no column for names. Does the PANYNJ want the names of staff shown with their company titles?
Answer #12	If known, please include names of staff. Otherwise, the anticipated titles will suffice.
Question #13	In the staffing table (Attachment E) the titles are only shown for Engineers. Some of the qualified staff who hold Certificates such as ACI Special Inspector and ICC Structural Bolting are not graduate engineers, where should we show these titles in the table?

Answer #13	Please see revised Attachment E.
Question #14	In Attachment A, Section II Scope of Work, the last paragraph states that "resiliency projects shall include, but not be limited to, design of mitigation measures to...." Does the Authority intend to utilize this Indefinite Quantity Contract for CM and inspection services, not design services?
Answer #14	There is no design as part of this RFP's scope of work. See revision to the Scope of Work section above.
Question #15	Is there a difference between ACI Level II Concrete Inspector vs. ACI Concrete Special Inspector?
Answer #15	Yes.
Question #16	Just want to confirm that Attachment C-1 and C-2 are both supposed to include project examples. C-2 requires sample projects be listed, so assume they will be called to provide a reference for our staffing resources?
Answer #16	Please include all necessary documentation in support of Attachments C1 and C2.
Question #17	It appears to us that the requirements and requested information in Attachment C-1 (Proposer Prerequisite A) and Attachment C-2 (Proposer Prerequisite B) are very similar for demonstrating a firm's experience in performing construction management and inspection services. Can you please provide further clarification on the requirements and experienced needed in order to satisfy both the Proposer Prerequisite A and Proposer Prerequisite B forms.
Answer #17	Prerequisite A demonstrates the firm having minimum 5 years CM experience. Prerequisite B demonstrates CM/inspection experience of individual staff w/min. $1.5M experience.
Question #18	Does the subconsultant need to submit Attachments C-1 and C-2, or just the Prime Consultant?
Answer #18	These attachments shall be submitted for the prime firm and, if applicable, all sub consultants whose experience and expertise will support the qualifications of the team.
Question #19	Does the subconsultant need to submit the FTA and FEMA forms, or just the Prime Consultant?
Answer #19	No. At this time, only the prime.
Question #20	Will safety staff be needed as part of this contract?
Answer #20	No.

Question #21	Is the form entitled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transactions" required to be submitted by both the Prime and Subconsultants?
Answer #21	Please refer to subsection G. Contractor's Integrity Provisions, under Section V. Proposal Submission Requirements on Page 10 of the RFP cover Letter.
Question #22	Can we modify Attachments C-1 and C-2 to expand the space provided for "Brief description of Scope of Work" for each project listed on the form?
Answer #22	Yes.
Question #23	Are we required to use Attachment "E"(?) for Staff/Title listing and the "standard" titles provided, or can a similar form with additional information beyond just the "category" and "Staffing Title" be submitted?
Answer #23	Please see revised Attachment E, annexed to this Addendum.
Question #24	Are Sections F (List of Firm's Affiliates) and I (General Conflict of Interest) included in the 20 page limitation?
Answer #24	These Sections are part of the Proposal's page limitation, but the page limitation has been changed. See response to question above.
Question #25	The staffing chart on what is believed to be Attachment E (no title provided in RFP document) does not include any categories for the special inspectors required by this RFP. Should we add an "Inspector" category? If not, in which staffing category should we include these inspectors?
Answer #25	Please see revised Attachment E.
Question #26	On Page 2 of the RFP, under Section I.A. – By "attachments", does this include Project Description sheets for the firm's previous experience?
Answer #26	Attachments refers to the Port Authority Attachments included with the RFP.
Question #27	When are the documents & forms in Exhibit 7 – FTA Requirements & FEMA Requirements - to be submitted? I.e.: See page 216 (Adobe page number) which cites a form letter titled, "SUBJECT: INDEFINITE QUANTITY CONTRACTS (IQCs) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018". Two identical forms are provided in the documents, one for FEMA and one for FTA. Are both to be submitted?
Answer #27	Yes, the certifications in the FTA and FEMA provisions are to be included with your proposal.

This communication should be initialed by you and attached to your Proposal.

In case any Bidder fails to conform to these instructions, its submission will nevertheless be construed as though this communication had been so physically attached and initialed.

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: *URS Corporation - New York*

INITIALED: *R.V.*

DATE: July 14, 2014

THE PORT AUTHORITY OF NY & NJ
PROCUREMENT DEPARTMENT
115 BROADWAY, 19TH FLOOR
NEW YORK, NY 10006

July 9, 2014

ADDENDUM #3

TO PROSPECTIVE BIDDER(S) ON **RFP #38268 - REQUEST FOR PROPOSALS FOR INDEFINITE QUANTITY CONTRACTS (IQCs) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018**

Proposal Due Date 7/14/2014 at 2:00PM

The following changes are hereby made in the documents:

I. RFP LETTER

A. Delete Attachment C-2 "Proposer Prerequisite B" and substitute therefor new Attachment C-2, which is attached hereto and made a part hereof.

II. PROPOSER QUESTIONS AND ANSWERS

The following information is made available in response to questions submitted by prospective Proposer(s). It should not be deemed to answer all questions that have been submitted by Proposer(s) to the Port Authority. It addresses only those questions which the Port Authority has deemed to require additional information and/or clarification. The fact that information has not been supplied with respect to any questions asked by a Proposer(s) does not mean or imply, nor should it be deemed to mean or imply, any meaning, construction or implication with respect to the terms.

Question #28	a. This proposal is an on-call contract without a specific task identified. Would you please confirm if the NDA and Confidentiality Agreements are required to be executed at this time? b. If so, can the Authority provide an editable electronic format that addresses who the original forms should be sent to at the Authority?
Answer #28	a. The NDA and Confidentiality Agreements are to be submitted at this time with your proposal for the Prime Consultant and key members of any subconsultants. b. Please refer to Attachment H – Information Security Handbook and use link provided in RFP document.

Question #29	Do we submit resumes for all proposed staff listed in the staffing plan (Attachment E) and/or the project organization chart, or just the staff identified as Key Personnel? Please identify Key Personnel positions/titles. Are Key Personnel identified as Project Executive, Project Director, and Project Managers; or does this include the Construction Inspection Staff (minimum of 10 engineers/architects, 10 ACI Inspectors, 3 ICC Inspectors, and 1 NACE certified inspector)?
Answer #29	Resumes are required for all Key Personnel and, if known, for all staff members who are being proposed as part of the team. Consultants will have the opportunity to resubmit resumes for proposals on upcoming RFP's for specific task orders.
Question #30	It appears to us that the requirements and requested information in Attachment C-1 (Proposer Prerequisite A) and Attachment C-2 (Proposer Prerequisite B) are very similar for demonstrating a firm's experience in performing construction management and inspection services. Can you please provide further clarification on the requirements and experienced needed in order to satisfy both the Proposer Prerequisite A and Proposer Prerequisite B forms?
Answer #30	Prerequisite A's purpose is to demonstrate that your firm has at least 5 years CM experience. Prerequisite B's purpose is to demonstrate your firm's CM/inspection experience on contracts greater than $1.5M. (Note: Answer revised from Addendum 2)
Question #31	The Authority is requiring the consultant to complete a Staffing Plan (Appendix E) listing names and titles of our proposed staff in several categories as indicated on the Plan. The Plan also states that "If the staffing categories listed below differ from your firm's, list your firm's staffing titles within the categories that best matches." However, since this project calls for construction inspection, scheduling and cost estimating services in addition to construction management services, our inspectors, schedulers and estimators do not fit easily into the engineering categories on the form. Will the Authority consider or can we add categories for these services?
Answer #31	Please see revised Attachment E, issued with Addendum 2.
Question #32	The staffing chart on what is believed to be Attachment E (no title provided in RFP document) does not include any categories for the special inspectors required by this RFP. Should we add an "Inspector" category?
Answer #32	Please see revised Attachment E, issued with Addendum 2.

Question #33	Will Task Orders be issued for individual staff to be integrated with Authority and/or other consultant staff?
Answer #33	The scope of work for each individual task order will provide details on how the CM work will be undertaken. At this time, it is anticipated that some task orders may be integrated, while others may not.
Question #34	Will the Authority open all sealed cost proposals for each Task Order or only the cost proposal of the firm selected for negotiations?
Answer #34	In accordance with Attachment A, Section V (b) – Issuance of Task Order, cost proposals of the most qualified firms will be opened and evaluated.
Question #35	Under Attachment A, Task D. Quality Assurance Inspections; are materials testing services and fabrication plant inspection services contemplated in the scope of services?
Answer #35	No.
Question #36	In the course of this work will vehicles be required to facilitate CM's work and if so who will provide the vehicles? If it is the consultant's responsibility will the cost be reimbursable by the agency along with operational cost and cost associated with the insurance requirement?
Answer #36	Vehicles are not anticipated to be required. Since it is not anticipated that vehicles will be required, if a firm is required to provide a vehicle, they will be compensated for the cost to rent/lease, operational cost and insurance cost required to submit a cost proposal and firms will be compensated in accordance with Section 7(c) of the Master Agreement.
Question #37	Under Financial Information, it is requested that a statement of work be submitted. How comprehensive should this document be? For our firm, as requested on the RFP, this document would be voluminous. Is there a more specific criterion for what is being asked such as dollar amount, specific location, type of work, etc?
Answer #37	List relevant work on hand, with a brief description of the work and the other data requested.
Question #38	Should a firm's relevant project experience be demonstrated only in Attachment C-1 and Attachment C-2? Or, do you also want relevant experience in a narrative form that separately addresses the information in the RFP Section V.-A., Paragraph 2 plus bullets? If so, does this count towards the page count?

Answer #38	Firms must complete Attachments C-1 and C-2 in order to demonstrate that they meet the Pre-requisites. However, in order for firms to demonstrate that they meet the requirements of the Selection Criteria, firms must provide supporting narrative(s) as noted in Section V(A) – Firms' Qualifications and Experience. As per RFP Section I, resumes and attachments do not count towards the page count.
Question #39	The Staff Qualifications and Experience section on page seven of the RFP asks for a "chronological history of employment" for each resume proposed. Please clarify if PANYNJ is seeking a "chronological history of employment" or a "chronological history of projects an individual has worked on" in order to demonstrate Staff Qualifications and Experience.
Answer #39	History of employment, inclusive of projects.
Question #40	Under RFP Section V. PROPOSAL SUBMISSION REQUIREMENTS; Subsection A. Firm's Qualifications and Experience: Bullet 6: "The annual staff hours of full and part time labor expended in the performance of the contract/agreement" - Is an average annual hours across the full duration of the contract/agreement acceptable; since the staffing hours fluctuate across the project/agreement life-cycle predicated on the schedule? Or does the PANYNJ require the "peak" staffing hours of the contract/agreement expended in the life-cycle?
Answer #40	The average annual hours across the full duration of the contract/ agreement is acceptable.
Question #41	Would we be able to submit our project experience in our own format with pictures and description besides the 2 forms (Attachments C-1 and C-2) that are required to be submitted?
Answer #41	Firms must complete Attachments C-1 and C-2 in order to demonstrate that they meet the Pre-requisites. However, in order for firms to demonstrate that they meet the requirements of the Selection Criteria, firms must provide supporting narrative(s) as noted in Section V(A) – Firms' Qualifications and Experience.
Question #42	Will this RFP be used as the replacement contract for the active CM and Related Technical Services "Call-In" that will expire at the end of 2014?
Answer #42	This RFP pertains to federally-funded Storm Resiliency projects and is independent from any other construction management RFP's.
Question #43	Is it expected that all services requested under this contract will be performed at the Authority's facilities and offices?

Answer #43	Yes.
Question #44	In what manner will the sealed cost proposals be returned to unsuccessful proposer?
Answer #44	They will not be returned.
Question #45	a. Can the organization chart be submitted on 11x17 paper? b. Can the font on the organization chart be less than 12 pt.?
Answer #45	Yes.

This communication should be initialed by you and attached to your Proposal.

In case any Bidder fails to conform to these instructions, its submission will nevertheless be construed as though this communication had been so physically attached and initialed.

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: URS Corporation - New York

INITIALED: R.V.

DATE: July 14, 2014

THE PORT AUTHORITY OF NY & NJ

PROCUREMENT DEPARTMENT
2 MONTGOMERY STREET, 3rd FL.
JERSEY CITY, NJ 07302

July 10, 2014

ADDENDUM #4

TO PROSPECTIVE BIDDER(S) ON **RFP #38268** - REQUEST FOR PROPOSALS FOR INDEFINITE QUANTITY CONTRACTS (IQCS) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018

Now Due on 7/16/2014, no later than 2:00PM

Originally Due on 7/14/2014, no later than 2:00PM

This communication should be initialed by you and annexed to your proposal to the above-referenced upon submission.

In case any Bidder fails to conform to these instructions, its submission will nevertheless be construed as though this communication had been so physically annexed and initialed.

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: *URS Corporation - New York*

INITIALED: *R.V.*

DATE: July 14, 2014

Non-Disclosure and Confidentiality Agreements

NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT
BETWEEN

URS CORPORATION - NEW YORK

AND

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

THIS NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT (this "**Agreement**") is made as of this 14th day of July, 2014, by and between **THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY** (the "**Port Authority**") a body corporate and politic created by Compact between the States of New York and New Jersey, with the consent of the Congress of the United States, and having an office and place of business at 225 Park Avenue South, New York, New York, 10003, and URS Corporation having an office and place of business at One Penn Plaza, New York, NY 10119 ("**Recipient**").

WHEREAS, the Port Authority desires, subject to the terms and conditions set forth below, to disclose to Recipient Confidential Information (as defined below) in connection with IQCs for Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis Through 2018 (collectively, the "Project(s)", or "Proposed Project(s)"); and

WHEREAS, the Recipient acknowledges that the Port Authority, in furtherance of its performance of essential and critical governmental functions relating to the Project, has existing and significant interests and obligations in establishing, maintaining and protecting the security and safety of the Project site and surrounding areas and related public welfare matters; and

WHEREAS, in furtherance of critical governmental interests regarding public welfare, safety and security at the Project site, the Port Authority has collected information and undertaken the development of certain plans and recommendations regarding the security, safety and protection of the Project site, including the physical construction and current and future operations; and

WHEREAS, the Port Authority and Recipient (collectively, the "**Parties**") acknowledge that in order for Recipient to undertake its duties and/or obligations with regard to its involvement in the Project, the Port Authority may provide Recipient or certain of its Related Parties (as defined below) certain information in the possession of the Port Authority, which may contain or include confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, relating to the Project or its occupants or other matters, the

unauthorized disclosure of which could result in significant public safety, financial and other damage to the Port Authority, the Project, its occupants, and the surrounding communities; and

WHEREAS, Recipient recognizes and acknowledges that providing unauthorized access to, or disclosing such information to third parties in violation of the terms of this Agreement could compromise or undermine the existing or future guidelines, techniques and procedures implemented for the protection against terrorist acts or for law enforcement, investigation and prosecutorial purposes, and accordingly could result in significant irreparable harm and injury; and

WHEREAS, in order to protect and preserve the privilege attaching to and the confidentiality of the aforementioned information as well as to limit access to such information to a strict need to know basis, the Port Authority requires, as a condition of its sharing or providing access to such confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, that the Recipient enter into this Agreement and that its Related Parties thereafter acknowledge and agree that they will be required to treat as strictly confidential and/or privileged any of such information so provided, as well as the work product and conclusions of any assessments and evaluations or any recommendations relating thereto, and to also fully comply with applicable federal rules and regulations with respect thereto; and

WHEREAS, as a condition to the provision of such information to Recipient and certain Related Parties, the Recipient has agreed to enter into this Agreement with respect to the handling and use of such information and to cause Related Parties to join in and be bound by the terms and conditions of this Agreement.

NOW, THEREFORE, in consideration of the provision by Port Authority of Information for Project Purposes (as each such term is defined below) and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged by the Recipient and each Related Party that receives such Information, the Recipient and each such Related Party agrees, as follows:

1. **Defined Terms**. In addition to the terms defined in the Recitals above, the following terms shall have the meanings set forth below:

(a) **"Authorized Disclosure"** means the disclosure of Confidential Information strictly in accordance with the Confidentiality Control Procedures applicable thereto: (i) as to all Confidential Information, only to a Related Party that has a need to know such Confidential Information strictly for Project Purposes and that has agreed in writing to be bound by the terms of this Agreement by executing a form of Acknowledgment as set forth in Exhibit A or Exhibit B, as applicable; and (ii) as to Confidential Privileged Information, only to the extent expressly approved in writing and in advance by the Port Authority, and then only the particular Confidential Privileged Information that is required to accomplish an essential element of the Project.

(b) **"Confidential Information"** means and includes collectively, Confidential Proprietary Information, Confidential Privileged Information, and Information that is labeled,

marked or otherwise identified by or on behalf of the Port Authority so as to reasonably connote that such Information is confidential, privileged, sensitive or proprietary in nature. The term Confidential Information shall also include all work product that contains or is derived from any of the forgoing, whether in whole or in part, regardless of whether prepared by the Recipient, the Port Authority or others. The following Information shall not constitute Confidential Information for the purpose of this Agreement:

(i) Particular Information, other than Confidential Privileged Information, that is provided to the Recipient by a source other than the Port Authority, provided that such source is not subject to a confidentiality agreement, or similar obligation, or understanding with or for the benefit of the Port Authority, with respect to such Information and that the identity of such source is not itself part of such Confidential Information.

(ii) Information that is or becomes generally available to the public other than as a result of a disclosure by the Recipient or a Related Party in violation of this Agreement.

(iii) Information that is known to or was in the possession of the Recipient or a Related Party on a non-confidential basis prior to the disclosure of such Information by the Port Authority.

(c) "**Confidential Privileged Information**" means and includes collectively, (i) any and all Information, documents and materials entitled to protection as a public interest privilege under New York State law and as may be deemed to be afforded or entitled to the protection of any other privilege recognized under New York, and/or New Jersey state laws or Federal laws, (ii) certain Critical Infrastructure Information, (iii) certain Sensitive Security Information, and (iv) Limited Access Safety and Security Information.

(d) "**Confidential Proprietary Information**" means and includes Information that contains financial, commercial or other proprietary, business Information concerning the Project, the Port Authority, or its facilities.

(e) "**Confidentiality Control Procedures**" means procedures, safeguards and requirements for the identification, processing, protection, handling, care, tracking and storage of Confidential Information that are required under applicable federal or state law, the Port Authority Handbook, or by the terms of this Agreement.

(f) "**Critical Infrastructure Information**" (CII) has the meaning set forth in the Homeland Security Act of 2002, under the subtitle Critical Infrastructure Information Act of 2002 (6 U.S.C. §131-134), and any rules or regulations enacted pursuant thereto, including, without limitation, the Office of the Secretary, Department of Homeland Security Rules and Regulations, 6 C.F.R. Part 29 and any amendments thereto. CII may also be referred to as "Protected Critical Infrastructure Information" or "PCII", as provided for in the referenced rules and regulations and any amendments thereto.

(g) "**Information**" means, collectively, all information, documents, data, reports, notes, studies, projections, records, manuals, graphs, electronic files, computer generated data or

information, drawings, charts, tables, diagrams, photographs, and other media or renderings containing or otherwise incorporating information that may be provided or made accessible at any time, whether in writing, orally, visually, photographically, electronically or in any other form or medium, including, without limitation, any and all copies, duplicates or extracts of the foregoing.

(h) **"Limited Access Safety and Security Information"** means and includes sensitive Information, the disclosure of which would be detrimental to the public interest and might compromise public safety and/or security as it relates to Port Authority property, facilities, systems and operations, and which has not otherwise been submitted for classification or designation under any Federal laws or regulations.

(i) **"Port Authority Handbook"** means the Port Authority of N.Y. & N.J. Information Security Handbook, as may be amended by the Port Authority, from time to time.

(j) **"Project Purposes"** means the use of Confidential Information strictly and only for purposes related to Recipient's and its Related Parties' participation and involvement in the Project, and only for such period of time during which Recipient and its Related Parties are involved in Project related activities.

(k) **"Related Party"** and **"Related Parties"** means the directors, employees, officers, partners or members of the Recipient, as applicable, and the Recipient's outside consultants, attorneys, advisors, accountants, architects, engineers or subcontractors or subconsultants (and their respective directors, employees, officers, partners or members) to whom any Confidential Information is disclosed or made available.

(l) **"Sensitive Security Information"** has the definition and requirements set forth in the Transportation Security Administrative Rules & Regulations, 49 CFR 1520, (49 U.S.C. §114) and in the Office of the Secretary of Transportation Rules & Regulations, 49 CFR 15, (49 U.S.C. §40119).

2. **Use of Confidential Information.** All Confidential Information shall be used by the Recipient in accordance with the following requirements:

(a) All Confidential Information shall be held in confidence and shall be processed, treated, disclosed and used by the Recipient and its Related Parties only for Project Purposes and in accordance with the Confidentiality Control Procedures established pursuant to Paragraph 2(c), below, including, without limitation, the Port Authority Handbook, receipt of which is acknowledged by Recipient and shall be acknowledged in writing by each Related Party by signing the Acknowledgment attached hereto as Exhibit A or Exhibit B, as applicable, and applicable legal requirements. Confidential Information may be disclosed, only if and to the extent that such disclosure is an Authorized Disclosure.

(b) Recipient and each Related Party acknowledges and agrees that (i) any violation by the Recipient or any of its Related Parties of the terms, conditions or restrictions of this Agreement relating to Confidential Information may result in penalties and other enforcement or corrective action as set forth in such statutes and regulations, including, without limitation, the issuance of orders requiring retrieval of Sensitive Security Information and Critical Infrastructure

Information to remedy unauthorized disclosure and to cease future unauthorized disclosure and (ii) pursuant to the aforementioned Federal Regulations, including, without limitation, 49 C.F.R. §§ 15.17 and 1520.17, any such violation thereof or mishandling of information therein defined may constitute grounds for a civil penalty and other enforcement or corrective action by the United States Department of Transportation and the United States Department of Homeland Security, and appropriate personnel actions for Federal employees.

(c) Recipient and each Related Party covenants to the Port Authority that it has established, promulgated and implemented Confidentiality Control Procedures for identification, handling, receipt, care, and storage of Confidential Information to control and safeguard against any violation of the requirements of this Agreement and against any unauthorized access, disclosure, modification, loss or misuse of Confidential Information. Recipient and each Related Party shall undertake reasonable steps consistent with such Confidentiality Control Procedures to assure that disclosure of Confidential Information is compartmentalized, such that all Confidential Information shall be disclosed only to those persons and entities authorized to receive such Information as an Authorized Disclosure under this Agreement and applicable Confidentiality Control Procedures. The Confidentiality Control Procedures shall, at a minimum, adhere to, and shall not be inconsistent with, the procedures and practices established in the Port Authority Handbook.

(d) The Port Authority reserves the right to audit Recipient's Confidentiality Control Procedures, and those of each Related Party, as applicable, to ensure that it is in compliance with the terms of this Agreement.

(e) The Port Authority may request in writing that the Recipient or any Related Parties apply different or more stringent controls on the handling, care, storage and disclosure of particular items of Confidential Information as a precondition for its disclosure. The Port Authority may decline any request by the Recipient or any of its Related Parties to provide such item of Confidential Information if the Recipient or any of the Related Parties do not agree in writing to apply such controls.

(f) Nothing in this Agreement shall require the Port Authority to tender or provide access to or possession of any Confidential Information to the Recipient or its Related Parties, whether or not the requirements of this Agreement are otherwise satisfied. However, if such Confidential Information is provided and accepted, the Recipient and its Related Parties shall abide by the terms, conditions and requirements of this Agreement.

(g) The Recipient and each Related Party agrees to be responsible for enforcing the provisions of this Agreement with respect to its Related Parties, in accordance with the Confidentiality Control Procedures. Except as required by law pursuant to written advice of competent legal counsel, or with the Port Authority's prior written consent, neither the Recipient, nor any of the Related Parties shall disclose to any third party, person or entity: (i) any Confidential Information under circumstances where the Recipient is not fully satisfied that the person or entity to whom such disclosure is about to be made shall act in accordance with the Confidentiality Control Procedures whether or not such person or entity has agreed in writing to be bound by the terms of this Agreement or any "Acknowledgement" of its terms or (ii) the fact that Confidential Information has been made available to the Recipient or such Related Parties,

or the content or import of such Confidential Information. The Recipient is responsible for collecting and managing the Acknowledgments signed by Related Parties pursuant to this Agreement. Recipient shall, at the Port Authority's request, provide the Port Authority a list of all Related Parties who have signed an Acknowledgment, and copies of such Acknowledgments.

(h) As to all Confidential Information provided by or on behalf of the Port Authority, nothing in this Agreement shall constitute or be construed as a waiver of any public interest privilege or other protections established under applicable state or federal law.

3. **Disclosures and Discovery Requests.** If a subpoena, discovery request, Court Order, Freedom of Information Request, or any other request or demand authorized by law seeking disclosure of the Confidential Information is received by the Recipient or any Related Party, Recipient shall notify the Port Authority thereof, to the extent permitted by law, with sufficient promptness so as to enable the Port Authority to investigate the circumstances, prepare any appropriate documentation and seek to quash the subpoena, to seek a protective order, or to take such other action regarding the request as it deems appropriate. In the absence of a protective order, disclosure shall be made, in consultation with the Port Authority, of only that part of the Confidential Information as is legally required to be disclosed. If at any time Confidential Information is disclosed in violation of this Agreement, the Recipient shall immediately give the Port Authority written notice of that fact and a detailed account of the circumstances regarding such disclosure to the Port Authority.

4. **Retention Limitations; Return of Confidential Information.** Upon the earlier occurrence of either the Port Authority's written request or completion of Recipient's need for any or all Confidential Information, such Confidential Information, all writings and material describing, analyzing or containing any part of such Confidential Information, including any and all portions of Confidential Information that may be stored, depicted or contained in electronic or other media and all copies of the foregoing shall be promptly delivered to the Port Authority at Recipient's expense. In addition, as to Confidential Information that may be stored in electronic or similar form, such Confidential Information shall be deleted and completely removed so that such Confidential Information is incapable of being recovered from all computer databases of the Recipient and all Related Parties. The Recipient may request in writing that the Port Authority consent to destruction of Confidential Information, writings and materials in lieu of delivery thereof to the Port Authority. The Port Authority shall not unreasonably withhold its consent to such request. If the Port Authority consents to such destruction, the Recipient and each Related Party shall deliver to the Port Authority a written certification by Recipient and such Related Party that such Confidential Information, writings and materials have been so destroyed within such period as may be imposed by the Port Authority. Notwithstanding the foregoing, to the extent required for legal or compliance purposes, the Recipient may retain copies of Confidential Information (in any format), provided that (a) the Port Authority is notified in writing of such retention, and (b) Recipient continues to abide by the requirements of this Agreement with respect to the protection of such Confidential Information.

5. **Duration and Survival of Confidentiality Obligations.** The obligations under this Agreement shall be perpetual (unless otherwise provided in this Agreement) or until such time as

the Confidential Information is no longer considered confidential and/or privileged by the Port Authority.

6. **Severability**. Each provision of this Agreement is severable and if a court should find any provision of this Agreement to be unenforceable, all other provisions of this Agreement shall remain in full force and effect.

7. **Injunctive and Other Relief**. Recipient and each Related Party acknowledges that the unauthorized disclosure and handling of Confidential Information is likely to have a material adverse and detrimental impact on public safety and security and could significantly endanger the Port Authority, its facilities (including, without limitation, the Project site), its patrons and the general public and that damages at law are an inadequate remedy for any breach, or threatened breach, of this Agreement by Recipient or its Related Parties. The Port Authority shall be entitled, in addition to all other rights or remedies, to seek such restraining orders and injunctions as it may deem appropriate for any breach of this Agreement, without being required to show any actual damage or to post any bond or other security.

8. **Governing Law**. This Agreement shall be governed by and construed in accordance with the laws of the State of New York, without regard to conflict of laws principles. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient specifically and irrevocably consent to the exclusive jurisdiction of any federal or state court in the County of New York and State of New York with respect to all matters concerning this Agreement and its enforcement. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient agree that the execution and performance of this Agreement shall have a New York situs and, accordingly, they each consent (and solely with respect to the Port Authority, subject to the terms of the Port Authority Legislation (as defined below)) to personal jurisdiction in the State of New York for all purposes and proceedings arising from this Agreement. "**Port Authority Legislation**" shall mean the concurrent legislation of the State of New York and State of New Jersey set forth at Chapter 301 of the Laws of New York of 1950, as amended by Chapter 938 of the Laws of New York of 1974 (McKinney's Unconsolidated Laws §§7101-7112) and Chapter 204 of the Laws of New Jersey of 1951 (N.J.S.A. 32:1-157 to 32:1-168).

9. **Notices**. Any notice, demand or other communication (each, a "**notice**") that is given or rendered pursuant to this Agreement by either party to the other party, shall be: (i) given or rendered, in writing, (ii) addressed to the other party at its required address(es) for notices delivered to it as set forth below, and (iii) delivered by either (x) hand delivery, or (y) nationally recognized courier service (e.g., Federal Express, Express Mail). Any such notice shall be deemed given or rendered, and effective for purposes of this Agreement, as of the date actually delivered to the other party at such address(es) (whether or not the same is then received by other party due to a change of address of which no notice was given, or any rejection or refusal to accept delivery). Notices from either party (to the other) may be given by its counsel.

The required address(es) of each party for notices delivered to it is (are) as set forth below. Each party, however, may, from time to time, designate an additional or substitute required address(es) for notices delivered to it, provided that such designation must be made by notice given in accordance with this Paragraph 9.

Original to the Port Authority:	Cory Mermer The Port Authority of New York and New Jersey 2 Montgomery Street Jersey City, New Jersey 07302
with a copy to:	The Port Authority of New York and New Jersey 225 Park Avenue South - 14th Floor New York, NY 10003 Attn: General Counsel's Office c/o Caroline Ioannou, Law DISO
If to the Recipient:	Robert N. Harvey, PE One Penn Plaza, Suite 600 New York, NY 10119
with a copy to:	Jay M. Gewirtzman, PE One Penn Plaza, Suite 600 New York, NY 10119

10. **Entire Agreement.** This Agreement contains the complete statement of all the agreements among the parties hereto with respect to the subject matter thereof, and all prior agreements among the parties hereto respecting the subject matter hereof, whether written or oral, are merged herein and shall be of no further force or effect. This Agreement may not be changed, modified, discharged, or terminated, except by an instrument in writing signed by all of the parties hereto.

11. **Counterparts.** This Agreement may be executed in one or more counterparts, each of which shall be deemed to be an original, but all of which shall be one and the same document.

12. **Parties Bound.** This Agreement shall be binding upon the Recipient and its respective successors. The foregoing shall not be affected by the failure of any Related Party to join in this Agreement or to execute and deliver an Acknowledgement hereof.

13. **Authority.** The undersigned individual(s) executing this Agreement on behalf of the Recipient below represent(s) that they are authorized to execute this Agreement on behalf of the Recipient and to legally bind such party.

14. **Disclosure of Ownership Rights or License.** Nothing contained herein shall be construed as the granting or conferring by the Port Authority of any rights by ownership, license or otherwise in any Information.

15. **No Liability.** Neither the Commissioners of the Port Authority, nor any of them, nor any officer, agent or employee thereof, shall be charged personally by the Recipient with any

liability, or held liable to the Recipient under any term or provision of this Agreement, or because of its execution or attempted execution or because of any breach, or attempted or alleged breach thereof.

16. **Construction.** This Agreement is the joint product of the parties hereto and each provision of this Agreement has been subject to the mutual consultation, negotiation, and agreement of the parties hereto, and shall not be construed for or against any party hereto. The captions of the various sections in this Agreement are for convenience only and do not, and shall not be deemed to, define, limit or construe the contents of such Sections.

RECIPIENT:

Signature:

Print Name: Robert N. Harvey, PE

Title: Vice President

Date: July 14, 2014

EXHIBIT A

ACKNOWLEDGMENT BY RELATED PARTY INDIVIDUAL

I, John Spencer, PE ("**Related Party**"), am employed as a(n) Senior Vice President by URS Corporation - New York. I have been provided with and have read the Non Disclosure and Confidentiality Agreement between URS Corporation - New York (the "**Recipient**") and The Port Authority of New York and New Jersey (the "**Port Authority**") dated July 14, 2014 (hereinafter the "**Agreement**"), and the Port Authority Handbook attached to the Agreement. I understand that because of my employer's relationship with the Port Authority of New York and New Jersey, both my employer and I may be provided with access to, and/or copies of, sensitive security materials or confidential information. If it is required for me to review or receive Confidential Information, as it is defined in the aforementioned Agreement, I acknowledge that I will be bound by each and every term and provision contained therein, and that failure to do so may include, but is not limited to, the imposition of disciplinary action and sanctions, and/or the institution of legal action seeking injunctive relief, monetary and/or criminal penalties for violation of law and/or Port Authority policies and procedures, as well as for violation of federal and/or state regulations.

To the extent that I am currently in the possession of, or have previously come into contact with, marked information as it relates to the aforementioned Agreement, I agree to conform my handling procedures for Confidential Information to the practices and procedures set forth and defined herein, or risk loss of access to said Information, removal from said Project and/or subjecting myself to the aforementioned disciplinary actions and/or civil and criminal penalties.

Signed: John F. Spencer

Print Name: John Spencer, PE

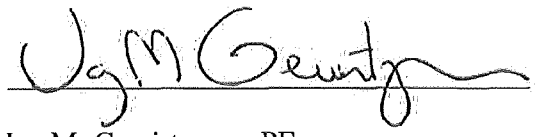
Date: July 14, 2014

EXHIBIT A

ACKNOWLEDGMENT BY RELATED PARTY INDIVIDUAL

I, Jay M. Gewirtzman, PE ("**Related Party**"), am employed as a(n) Vice President by URS Corporation - New York. I have been provided with and have read the Non Disclosure and Confidentiality Agreement between URS Corporation - New York (the "**Recipient**") and The Port Authority of New York and New Jersey (the "**Port Authority**") dated July 14, 2014 (hereinafter the "**Agreement**"), and the Port Authority Handbook attached to the Agreement. I understand that because of my employer's relationship with the Port Authority of New York and New Jersey, both my employer and I may be provided with access to, and/or copies of, sensitive security materials or confidential information. If it is required for me to review or receive Confidential Information, as it is defined in the aforementioned Agreement, I acknowledge that I will be bound by each and every term and provision contained therein, and that failure to do so may include, but is not limited to, the imposition of disciplinary action and sanctions, and/or the institution of legal action seeking injunctive relief, monetary and/or criminal penalties for violation of law and/or Port Authority policies and procedures, as well as for violation of federal and/or state regulations.

To the extent that I am currently in the possession of, or have previously come into contact with, marked information as it relates to the aforementioned Agreement, I agree to conform my handling procedures for Confidential Information to the practices and procedures set forth and defined herein, or risk loss of access to said Information, removal from said Project and/or subjecting myself to the aforementioned disciplinary actions and/or civil and criminal penalties.

Signed: 

Print Name: Jay M. Gewirtzman, PE

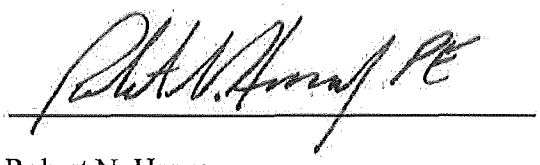
Date: July 14, 2014

EXHIBIT A

ACKNOWLEDGMENT BY RELATED PARTY INDIVIDUAL

I, Robert Harvey, PE ("**Related Party**"), am employed as a(n) Vice President by URS Corporation - New York. I have been provided with and have read the Non Disclosure and Confidentiality Agreement between URS Corporation - New York (the "**Recipient**") and The Port Authority of New York and New Jersey (the "**Port Authority**") dated July 14, 2014 (hereinafter the "**Agreement**"), and the Port Authority Handbook attached to the Agreement. I understand that because of my employer's relationship with the Port Authority of New York and New Jersey, both my employer and I may be provided with access to, and/or copies of, sensitive security materials or confidential information. If it is required for me to review or receive Confidential Information, as it is defined in the aforementioned Agreement, I acknowledge that I will be bound by each and every term and provision contained therein, and that failure to do so may include, but is not limited to, the imposition of disciplinary action and sanctions, and/or the institution of legal action seeking injunctive relief, monetary and/or criminal penalties for violation of law and/or Port Authority policies and procedures, as well as for violation of federal and/or state regulations.

To the extent that I am currently in the possession of, or have previously come into contact with, marked information as it relates to the aforementioned Agreement, I agree to conform my handling procedures for Confidential Information to the practices and procedures set forth and defined herein, or risk loss of access to said Information, removal from said Project and/or subjecting myself to the aforementioned disciplinary actions and/or civil and criminal penalties.

Signed: 

Print Name: Robert N. Harvey

Date: July 14, 2014

EXHIBIT A

ACKNOWLEDGMENT BY RELATED PARTY INDIVIDUAL

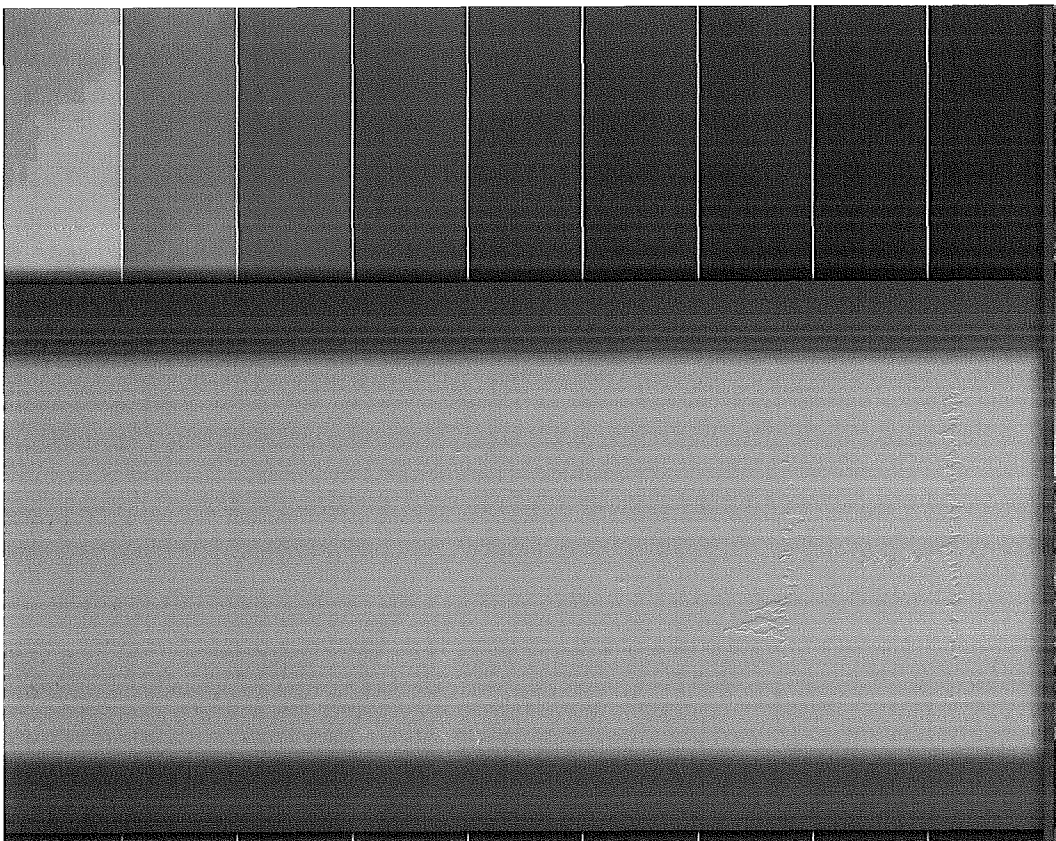
I, David Beckett, PE ("**Related Party**"), am employed as a(n) Vice President by URS Corporation - New York. I have been provided with and have read the Non Disclosure and Confidentiality Agreement between URS Corporation - New York (the "**Recipient**") and The Port Authority of New York and New Jersey (the "**Port Authority**") dated July 14, 2014 (hereinafter the "**Agreement**"), and the Port Authority Handbook attached to the Agreement. I understand that because of my employer's relationship with the Port Authority of New York and New Jersey, both my employer and I may be provided with access to, and/or copies of, sensitive security materials or confidential information. If it is required for me to review or receive Confidential Information, as it is defined in the aforementioned Agreement, I acknowledge that I will be bound by each and every term and provision contained therein, and that failure to do so may include, but is not limited to, the imposition of disciplinary action and sanctions, and/or the institution of legal action seeking injunctive relief, monetary and/or criminal penalties for violation of law and/or Port Authority policies and procedures, as well as for violation of federal and/or state regulations.

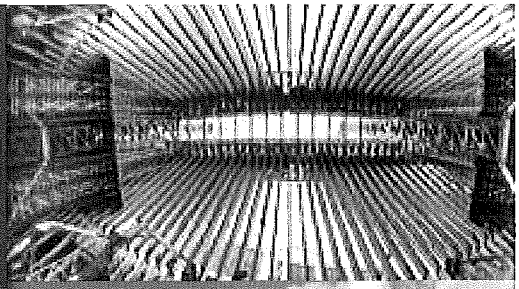
To the extent that I am currently in the possession of, or have previously come into contact with, marked information as it relates to the aforementioned Agreement, I agree to conform my handling procedures for Confidential Information to the practices and procedures set forth and defined herein, or risk loss of access to said Information, removal from said Project and/or subjecting myself to the aforementioned disciplinary actions and/or civil and criminal penalties.

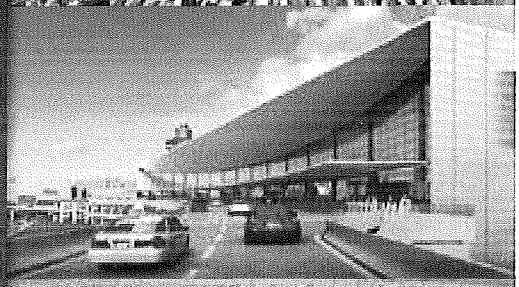
Signed:

Print Name: David Beckett, PE

Date: July 14, 2014







URS

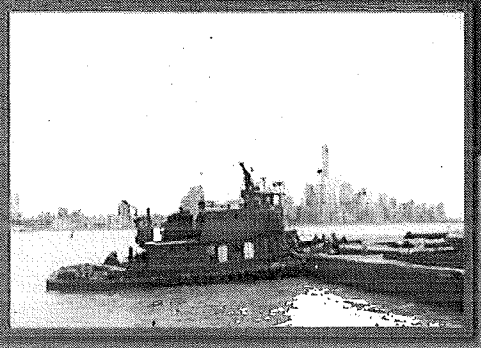
URS Corporation - New York
One Penn Plaza, Suite 600
New York, NY 10119.0698

Proposal

THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY

Indefinite Quantity Contracts for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis Through 2018

RFP No. 38268



Submitted to:

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

Submitted by:

Urban Engineers of New York, P.C.
Two Penn Plaza, Suite 1103
New York, NY 10121

URBAN ENGINEERS
Formulating Excellence

July 16, 2014

ATTACHMENT B

AGREEMENT ON TERMS OF DISCUSSION

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

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

Urban Engineers of New York, P.C.
(Company)

Matthew C Mangano
(Signature)

Assistant Secretary
(Title)

July 11, 2014
(Date)

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

TABLE OF CONTENTS

The Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis through 2018 - RFP Number 38268

Attachment B

Table of Contents

A. Firm's Qualifications and Experience

B. Staff Qualifications and Experience

C. Management/Technical Approach

D. DBE Participation

E. Pricing and Compensation

F. Complete List of Firm's Affiliates

G. Proposer's Integrity Provisions

H. Background Qualifications Questionnaire

I. General Conflict of Interest

J. Organizational Conflict of Interest

Appendix - Additional Information

A. Firm's Qualifications and Experience

URBAN ENGINEERS
Formulating Excellence®

Firm's Qualifications and Experience

OVERVIEW: Urban Engineers of New York, P.C. (Urban) is an **ISO 9001:2008-certified**, multi-disciplinary design, environmental, planning, and construction services consulting firm. Founded in 1960, Urban provides services for buildings, ports, transit, railroads, airports, bridges, and highways. We attribute our reputation and excellence as a recognized leader in our fields of professional practice to our ability to provide clients with a superior level of competence, quality, and commitment.

Urban has a distinguished history of providing innovation, technical excellence, and on-time performance on bridge, roadway, transit, aviation and marine projects in the Northeast United States. We have more than 450 employees in 11 offices, including a staff of more than 30 professionals in our New York City location.

SERVICES: Urban provides clients with a broad range of services in such markets as:

- Aviation
- Bridge Design and Inspection
- Building Systems Design
- Civil/Site Design and Material Testing
- Claims Litigation Support
- Construction Management and Construction Inspection
- Environmental Services
- Highway Design
- Marine (Ports and Waterways) Services
- Planning Services
- Program Management
- Railroads and Rail Transit Services
- Traffic Engineering and Intelligent Transportation Systems

Urban has been recognized by the *Engineering News Record* as one of the top 500 engineering firms and has been repeatedly selected by local, state, and the federal government clients for complex and high-profile technical assignments. Our Construction Management and Construction Inspection Practices comprise approximately 50 percent of our business. The quality of Urban's work has been recognized by our clients in the form of return business and by ENR in their listing of Urban as one of the top Construction Management firms in the United States.

In New York City, Urban is accredited as a **"Special Inspection Agency"** in 39 categories by the International Accreditation Service (IAS). The IAS accreditation has enabled Urban to achieve registration in compliance with NYC's Department of Building (DOB) rules and regulations as a "Special Inspection Agency – Class 1." To achieve this status, we maintain a staff with current certifications through ACI and ICC.

For more than 50 years, Urban has been performing construction services for our clients. We are a **charter member of the Construction Management Association of America** and have been instrumental in the development of the CMAA-recommended standards and procedures for performing professional construction management services. Our firm has a well-defined Construction Services Division with documented standards for inspecting and reporting on construction projects. We employ our standards to help our clients achieve solid schedule, cost, and quality performance.

Our Construction Management team in New York City is thoroughly familiar with construction in New York City having performed similar service for numerous New York City clients including New York City Economic Development Corporation (EDC), New York City Parks Department and the Battery Park City Authority, among others. We have also served New Jersey Transit and the New York State Department of Transportation on Construction Management projects adjacent to Port Authority properties.

Urban has served as Construction Manager within the New York and New Jersey region on several marine and aviation projects. Our work has included Construction Management at LaGuardia Airport for United Airlines. In the area of Marine Construction, we have ports projects on the New Jersey waterfront and at the Brooklyn Navy Yard for Sunoco. We have also worked with NYCDOT on the Ferry Program, including ferry terminal construction in Staten Island and Manhattan.

In addition to our contracts with various New York City agencies, Urban serves the Federal Transit Administration (FTA) as Project Management Oversight Consultant (PMOC) on the East Side Access and Second Avenue Subway construction projects. Our role on these projects is reporting to FTA on the progress and compliance of the Grantee, Metropolitan Transportation Authority (MTA). Urban has been entrusted with these Mega Project assignments because of our deep understanding of FTA guidelines and procedures through our continuous reliable service to FTA since the 1980s, for over twenty-five years.

THE URBAN MISSION: We will strive to be our clients' first choice through planning, engineering, and management excellence.

THE ISO ADVANTAGE: Urban is distinguished by our **ISO 9001:2008 Certification**; the definitive quality standard for design/consulting firms. This certification verifies that Urban's Quality Management System complies with the stringent requirements of the International Organization for Standardization for the planning, design, and construction management of engineering projects. Urban is one of a select number of consulting engineering firms in the United States to have earned this distinction.

THE PROJECT TEAM:

Urban will serve the Port Authority as prime consultant. To enhance our capabilities and capacity to deliver qualified staff, we have added the following subconsultants:

- **Distinct Engineering Solutions (D/MBE)** specializes in Special Inspection services and maintains a robust staff of certified ACI Special Inspectors and ICC certified Steel Bolting and Welding Inspectors;

- **Haider Engineering (D/MBE),** a Construction Management firm with numerous assignments in the New York City region and a highly qualified staff.

The makeup of our Team includes subconsultants that we know and trust to perform quality services. With this Team, we will meet or exceed the subcontracting and DBE goal.

SCHEDULE/BUDGET PERFORMANCE:

Urban strives to maintain good cost and schedule performance on our projects. To accomplish this, we employ proven project management procedures for tracking costs and schedule and we communicate frequently with project team members to coordinate efforts and resolve issues before they impact cost and schedule. As such, Urban's services on the projects presented herein were successfully delivered on time and within budget.

RELEVANT PROJECT EXPERIENCE:

Our list of projects on Attachments C-1 and C-2 are representative of our work in the New York City region that are relevant to the type of work and facilities owned and operated by the Port Authority of New York and New Jersey. During the past five years, Urban has robust experience in performing REI services for various New York City agencies and other government clients in the Northeastern United States on several projects.

Attachment C-1

Proposer Prerequisite A

Firms must have Certificates of Authorization to practice Professional Engineering in the states of New York and/or New Jersey and minimum of five (5) years experience, from the date of proposal submission, which includes performing construction management services as outlined in Attachment A for major transportation facilities.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites

If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite A.

Client Name/ Contracting Entity	New Jersey Transit - Metropark Station Platform Reconstruction
Contract Start Date	February 2007
Contract End Date	May 2010
Brief description of Scope of work	Construction management services for reconstruction of Metropark Station, one of NJTransit's most important stations. Urban performed a constructability review of design plans and specifications and provided assistance with preparing the construction contract. Urban provided CM services and inspected building, track, catenary, civil/structural, electrical, and mechanical work, and monitored CPM schedule and document control system.
Client Contact Name / Title	Lenora Isaac/Project Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	New Jersey Transit - Raritan Valley Line Rail and Bridge Rehabilitation
Contract Start Date	April 2012
Contract End Date	May 2013
Brief description of Scope of work	Construction management task order services for this $3.6 million bridge rehabilitation project in Plainfield, NJ. Staged demolition of the original 1906 bridge structure, construction of temporary bridges, coordination with NJTransit Track and B&B forces for relocation of tracks onto new bridges by NJTransit forces.
Client Contact Name / Title	Kerry Donovan / Director of Construction Management
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	New Jersey Sports Exposition Authority - Meadowlands Railroad & Roadway Improvements
Contract Start Date	July 2005
Contract End Date	July 2012
Brief description of Scope of work	Construction management, inspection, and project control services for construction of a 2.1-mile dual track rail spur off NJTransit's Pascack Valley Rail Line, serving new Meadowlands Rail Station. Line included 3 interlockings, bi-directional signaling, hazardous material remediation, and approximately 3,500' of viaduct over wetlands.
Client Contact Name / Title	John Duffy, PE, CEM / Vice President of Engineering & Construction
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Note – Client Contact must be employee of Company

Attachment C-1

Proposer Prerequisite A

Firms must have Certificates of Authorization to practice Professional Engineering in the states of New York and/or New Jersey and minimum of five (5) years experience, from the date of proposal submission, which includes performing construction management services as outlined in Attachment A for major transportation facilities.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite A.

Client Name/ Contracting Entity	Delaware River Port Authority (Walt Whitman Bridge Suspension Span Deck Replacement)
Contract Start Date	10-26-2010
Contract End Date	Active - Contract close out close to complete
Brief description of Scope of work	Replacing the suspension span grid deck and supporting stringers with a floating grid deck system, and replacing reinforced concrete deck of the anchorages. Construction management and inspection services; monitoring construction activities; coordinating work activities with DRPA departments; monitoring the project schedule; preparing progress payments; chairing progress meetings; and processing technical submittals.
Client Contact Name / Title	Mike Venuto, PE / Chief Engineer
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	City of Poughkeepsie (Bus Transit Hub Design)
Contract Start Date	January 23, 2012
Contract End Date	January 23, 2014
Brief description of Scope of work	Engineering design consultant for bus transit services center. Urban's design provides safe and efficient passenger drop-off and pick-ups, intermodal transfers , and vehicular, pedestrian, and taxi access; transit information signage; and other customer amenities in an aesthetically pleasing environment. Project management, quality assurance, contract administration, and design of the transit hub, estimate for construction, etc.
Client Contact Name / Title	Joseph Chenier / Assistant Civil Engineer / Project Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	United Airlines / Giuliani Associates Architects (Gates C12 & C14 Apron Parking)
Contract Start Date	April 12, 2012
Contract End Date	May 23, 2013
Brief description of Scope of work	Design and construction support for apron paving at United Airlines Gates C12 & C14 at Central Terminal, LaGuardia Intl Airport. On-site inspection services during construction, included review of construction drawings and inspection of soil and concrete pavement construction per NYC DOB Special Inspection rules and regulations.
Client Contact Name / Title	Richard Ryan, Architect
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Note – Client Contact must be employee of Company

Attachment C-2

Proposer Prerequisite B

Firms must have adequate staffing resources who have demonstrated experience performing construction management and/or construction inspection services in the Greater New York/New Jersey Metropolitan Area for construction projects valued, at a minimum, at $1.5 million.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite B.

Client Name/ Contracting Entity	New York City Economic Development Corporation (South Bronx Greenway)
Contract Start Date	May 26,2008
Contract End Date	ongoing
Construction Value	4 separate projects: Food Center Drive $5.4M, Hunts Point Ave $6.9 M Lafayette $5.4M, Produce Market Fence $3.7
Brief description of Scope of work	Oversight & coordination of 4 separate contracts involving security fence replacement, waterfront access creation, roadwork, & landscaping/streetscape services along the waterfront of Hunts Point peninsula. Work included design & constructability reviews; pre-bid estimates; organizing & conducting pre-bid & pre-construction meetings.
Client contact Name / Title	Jawad Asaaf / Program Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	New York City Economic Development Corporation (West 125th Streetscape Improvements)
Contract Start Date	Nov 6, 2013
Contract End Date	25 months from NTP
Construction Value	$14,473,690.10
Brief description of Scope of work	125th St streetscape improvements included trunk main replacement & utility relocation. Responsible for mgmt & inspection services, including constructability & bidability reviews, monitoring construction activities, proj schedule, adjacent construction projects at Columbia Univ, progress payments, & community outreach plan.
Client contact Name / Title	Joanna Garguila / Project Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	New Jersey Turnpike Authority (New Jersey Turnpike Interchange 12)
Contract Start Date	January 2005
Contract End Date	December 2010
Construction Value	$75 Million
Brief description of Scope of work	Construction management, inspection, and scheduling for NJ Turnpike Authority's construction program. This project consisted of improving local roads and involved constructing new access ramps to the toll plaza and reconstructing local roads, and expanding the toll plaza to provide five additional lanes.
Client contact Name / Title	Mike Garofalo
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Note – Client Contact must be employee of Company

Attachment C-2

Proposer Prerequisite B

Firms must have adequate staffing resources who have demonstrated experience performing construction management and/or construction inspection services in the Greater New York/New Jersey Metropolitan Area for construction projects valued, at a minimum, at $1.5 million.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite B.

Client Name/ Contracting Entity	Battery Park City Authority (CM Services for Pile Remediation)
Contract Start Date	May 2014
Contract End Date	November 2014
Construction Value	$8,000,000
Brief description of Scope of work	Construction management of a concrete pile remediation project. Includes topside and underwater diving inspection of 650 structural piles that support office buildings and public park area. Responsibilities include monitoring the contractor's schedule, material procurement, and staging of work.
Client contact Name / Title	Kenneth Windman - Director Facilities Maintenance & Construction
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	New York City Department of Parks & Recreation (CM Services for Reconstruction of 44th Pier and DEP Sewer outfall
Contract Start Date	May 2014
Contract End Date	TBD: approximately 18 months from the start of construction.
Construction Value	$5,189,606.00
Brief description of Scope of work	Construction management for the demolition of an existing timber pier followed by construction of a new concrete and steel pier with an integral sewer outfall pipe. The facility will become a new public park. Responsibilities include monitoring the contractor's schedule, material procurement, and staging of work.
Client contact Name / Title	Bo Miao / Project Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	The Port Authority of NY & NJ (Program Management Services -George Washington Bridge Bus Station Redevelopm
Contract Start Date	September 2011
Contract End Date	2015 Projected
Construction Value	$160 Million
Brief description of Scope of work	This station on 178th St in upper Manhattan, directly on the George Washington Bridge approach, serves 20,000 daily commuters. Assisting with design mgmt, cost control, scheduling, document control and project mgmt. Construction is being staged & phased to allow continued operation of the bus station during 3 year construction.
Client contact Name / Title	Brian Emch, P.E. (PANYNJ) Program Director
Client Contact Email Address	bemch@panynj.gov
Client Contact Phone Number	212-435-4929

Note – Client Contact must be employee of Company

Attachment C-2

Proposer Prerequisite B

Firms must have adequate staffing resources who have demonstrated experience performing construction management and/or construction inspection services in the Greater New York/New Jersey Metropolitan Area for construction projects valued, at a minimum, at $1.5 million.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite B.

Client Name/ Contracting Entity	NYC Department of Parks and Recreation(CM Services for Emergency Clean-Up and Make Safe of Shore Parkway)
Contract Start Date	Ferbruary 2013
Contract End Date	Ongoing
Construction Value	$1.8 Million
Brief description of Scope of work	Super Storm Sandy caused massive damage to seawall and trail. Construction mgmt services, field inspection & administrative services necessary for project management. Documenting construction progress & payment quantities, which are presented to FEMA as the record documents substantiating & securing federal funds.
Client contact Name / Title	Hassan Mehrpour / Project Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	
Contract Start Date	
Contract End Date	
Construction Value	
Brief description of Scope of work	
Client contact Name / Title	
Client Contact Email Address	
Client Contact Phone Number	

Client Name/ Contracting Entity	
Contract Start Date	
Contract End Date	
Construction Value	
Brief description of Scope of work	
Client contact Name / Title	
Client Contact Email Address	
Client Contact Phone Number	

Note – Client Contact must be employee of Company

B. Staff Qualifications and Experience

URBAN ENGINEERS
Formulating Excellence®

Staff Qualifications and Experience

THE URBAN ADVANTAGE: We have defined a focused organization to support the PANYNJ and are fully committed to providing the necessary staff throughout this assignment. We have the capacity and capability to provide the PANYNJ with the right resources necessary to fulfill the need for construction management support in the Line Departments affected by Sandy and Irene, as shown in our organization chart.

To lead our Urban Team, we are pleased to offer the services of **Tom Nodar, previously Chief, Construction and Project Management for NJ Transit, as Project Manager** for this CM "Call In" contract. Mr. Nodar brings a strong working knowledge of the New York/New Jersey region and construction environment. He knows how to identify the right personnel for the various PANYNJ assignments in the Line Departments (TBT, Ports, Aviation, PATH). He is presently managing a CM staff of more than 20 in the region, and he will build and maintain a qualified, reliable staff for the PANYNJ on both long- and short-term assignments under this agreement.

Serving as our Technical Director is **Charles "Chuck" King, PE.** Mr. King is Urban's New York City Office Manager and Technical Director for our Special Inspection Agency registered with New York City. Mr. King has extensive experience working with the PANYNJ on projects such as the World Trade Center and PATH Sandy Recovery. He knows how the PANYNJ organizational structure functions, including how responsibilities are divided between Engineering and the Line Departments.

As a Special Inspection Agency for the City of New York, Urban maintains a staff of inspectors with the credentials required by the PANYNJ for this CM "Call In" contract. They include inspectors with ACI, ICC, and NACE certifications. To comply with NYC DOB requirements, we check that our inspection staff have up-to-date credentials and the right training to perform quality inspections. The following chart identifies our staff available for this assignment along with their relevant certifications.

STAFF QUALIFICATIONS & CREDENTIALS SUMMARY

NO:	Staff	Title	Professional Engineer - NJ/NY	ACI Concrete Construction Special Inspector	ICC Certified - SS & Bolting Inspector	NACE Level 1 Coatings Certified
1	William Thomsen, PE	Project Executive	1			
2	Charles King, PE	Technical Director	1			
3	Oscar Bustos, PE	Sr. Civil/Structural Engineer	1			
4	William Kroth, PE	Geotechnical Engineer	1			1
5	R. Wahadi Bangura, PE	Resident Engineer	1			
6	Abrar Alam, PE	Civil/Structural Engineer	1			
7	Robert Golisch, PE	Resident Engineer	1		1	
8	Paul Dionisio, PE	Sr. Civil/Structural Engineer	1			
9	David Price, PE	Sr. Electrical Engineer	1			
10	James Bilella, PE	Sr. Electrical Engineer	1			
11	Adam Shelly, PE	Mechanical Engineer	1			
12	Edward Godorov, PE	Sr. Mechanical Engineer	1			
17	Andrew Royston, EIT	Civil/Structural Inspector		1		
19	Kevin Buchanan	Senior Civil/Structural Inspector		1	1	
20	Ronald Popotte	Senior Civil/Structural Inspector			1	
21	John Cochran	Civil/Structural Inspector			1	
22	Adam Tashjian, EIT	Civil/Structural Inspector		1		
23	Manish Patel	Civil/Structural Inspector		1	1	
24	Terence Hampton, EIT	Civil/Structural Inspector		1		
25	Rumit Pandya	Civil/Structural Inspector		1		
26	Vikas Patel, EIT	Civil/Structural Inspector		1	1	
27	James Yhap, NICET IV	Construction Inspector		1	1	
28	Emad Qadi	Construction Inspector		1		
29	Gregg Mehl	Construction Inspector		1		

Number of Qualified Staff	**12**	**10**	**7**	**1**
Required Number of Qualified Staff (PANYNJ Requirements)	**10**	**10**	**3**	**1**

Note: This table summarizes the certified inspectors and licenced professional engineers that Urban is capable of delivering to support the PANYNJ under this contract. The totals are compared to show our ability to comply with the requirement of RFP #38268. This is a representative sample of the inspection capacity of Urban.

Attachment E

Staffing Plan Template

RFP NO. 38268

IF THE STAFFING CATEGORIES LISTED BELOW DIFFER FROM YOUR FIRM'S, LIST YOUR FIRM'S STAFFING TITLES WITHIN THE CATEGORY THAT BEST MATCHES.

Staffing Category		PROPOSER'S STAFFING TITLES
INSPECTIONS	1	Project Executive
	2	Project Manager
	3	Technical Director
	4	Senior Civil/Structural Engineer
	5	Civil/Structural Engineer
	6	Senior Electrical Engineer
	7	Resident Engineer
	8	Geotechnical Engineer
CONSTRUCTABILITY REVIEW	1	Claims Analyst
	2	Project Analyst
	3	Senior Construction Manager
	4	Construction Manager
	5	Assistant Construction Manager
	6	
	7	
	8	
CONTRACT ADMIN	1	Senior Contract Manager
	2	Contract Manager
	3	Office Engineer
	4	Office Administrator
	5	Project Contract Specialist
	6	Document Control Technician
	7	
	8	
COST ESTIMATES	1	Senior Cost Estimator
	2	Cost Estimator
	3	Cost Control Engineer
	4	Cost Estimating Technician
	5	
	6	
	7	
	8	
CONSTRUCTION SCHEDULES	1	Senior Scheduling Engineer
	2	Scheduling Engineer
	3	CPM Scheduler
	4	Scheduling Technician
	5	
	6	
	7	
	8	

Additional Staffing Titles for INSPECTIONS

9. Electrical Engineer
10. Senior Mechanical Engineer
11. Mechanical Engineer
12. Plumbing/Fire Protection Inspector
13. Senior Civil/Structural Inspector
14. Civil/Structural Inspector
15. Transit/Rail Inspector
16. Senior Electrical Inspector
17. Electrical Inspector
18. HVAC Inspector
19. Senior Construction Inspector
20. Construction Inspector

Thomas P. Nodar

Project Manager

URBAN ENGINEERS
Formulating Excellence

WHY SELECTED

- **38 years of professional experience**
- **Brings owner perspective**
- **Hurricane Sandy related experience with Governmental Agency**
- **Diversified Experience – Facility, Power, Rail and Transit**

REGISTRATIONS/ MEMBERSHIPS

- Construction Management Association of America: Past President-Metro NY/NJ Chapter; former Board Director-CMAA Education and Research Foundation; present-Board Advisor to Metro NY/NJ Chapter
- Construction Roundtable of New Jersey: Owner Representative

EDUCATION

MS, 1981, Polytechnic Institute of New York, Construction Management

BE, 1977, City College of New York, Civil Engineering

RECORD OF PROFESSIONAL EXPERIENCE

Thirty-eight years of experience in the engineering and construction industry. Held leadership roles in both corporate and industry settings (Professional Societies/Committees). Possess technical and administrative skills in all aspects of project development and delivery with responsibility for permitting, design, costing, purchasing, scheduling construction management and claims. Diversified project experience in both the public and private sectors include power plant, transit facility and high-rise construction.

Former Chief, Construction & Project Management for New Jersey Transit Corporation - Newark, NJ
Responsible for the management and overall performance of the Division and in the successful delivery of capital construction projects. Program averaged $600 million annually and project varied in complexity and duration over the entire service network and involved both new construction and rehabilitation of existing facilities.

Project Executive, Trenton Station Rehabilitation - $53.1 million expansion of the existing facility. Current facility is an overpass/concourse structure which serves a daily ridership of 4,600 passengers. Station is owned and operated by NJ Transit with tenant agreements with other transportation operators including Amtrak, SEPTA, and Greyhound. This rehabilitation has a two-year duration and the scope entails the relocation and maintenance of station operators, food/service vendors, and transit police; upgraded mechanical/electrical systems, construction of a mezzanine level; and the expansion of the building footprint which will more than double available square footage of the complex.

Project Executive, Morrisville Yard - $97.8 million rail yard expansion to accommodate 120 railcars as a layover facility for the Northeast Corridor. Features include 21,000 ft. of additional electrified track, a enclosed Service Inspection facility, a Wheel Truing facility, expanded Crew Quarters and new Control Tower.

Project Executive, Wayne Bus Facility - $28 million; 210,000 SF Bus Maintenance Facility with storage capacity for 135 buses. Located on a 24-acre tract near the intersection of Routes 1-80, 46 and 23 in New Jersey this project included construction of an access viaduct, wetland/site remediations, bus washer, paint booth, service road and parking lot.

Project Manager, Wall Street Subway Station - $12 million expansion of the subway station mezzanine. Responsible for supervision of all construction operations, budgeting and quality control. Multi-phase project included open cut excavation of the roadway and sidewalks of Pine Street (downtown Manhattan), relocation of various utilities and support of adjacent substructures, significant coordination and staging of contractor work.

Project Manager, Morgan Guaranty World Headquarters - $230 million Base Building contract for the construction of a 43-story concrete/steel structure at 60 Wall Street. Worked directly with Owner; developed budget and purchasing schedules, procured various material and labor contracts; and was responsible for supervision of earthwork, concrete, stone and carpentry trades.

Purchasing Agent - bid package development, advertisement, bid evaluation, negotiation and contract execution with various building trades for high profile building projects, most notably, Carnegie Hall Restoration, Barclays Bank, and the 7 World Trade Center.

Project Manager, - Claim Analysis and Litigation Support for the Corporation Counsel of New York. Provided consulting services in defense of a $26 million claim filed by the contractor of the Port Richmond Wastewater Treatment Plant.

Assistant Project Manager, Stamford Plaza Parking Garage - a design/build 687-space multi-level deck.

Project Manager, Low-Head Hydroelectric Improvements - responsible for conducting feasibility studies for the upgrade of existing plants and development of new sites for hydroelectric installations in Michigan and Indiana under a Department of Energy grant.

Associate Engineer, Underwater Repairs to Intake Structures - three intake structures for cooling water at Donald C. Cook Nuclear Plant were significantly damaged due to icebergs on Lake Michigan. Responsible for damage assessment via diving inspection, design of repair, and implementation of the remediation program.

Assistant Engineer, Smith Mountain Lake Pumped Storage - $15 million, 105 MW pump/turbine installation in Virginia. Served on the technical support team for the Operating Company. Responsible for technical specifications, cost estimating, bid documents, construction assistance and contract administration.

Charles (Chuck) F. King, PE

Technical Director

URBAN ENGINEERS
Formulating Excellence

WHY SELECTED

- **30 years of professional experience**
- **Technical Director for Urban Special Inspection Agency**
- **Extensive Project Management Experience**
- **Chairman, ACEC – DASNY Committee**

REGISTRATIONS/ MEMBERSHIPS

- Professional Engineer CT
- Professional Engineer MD
- Professional Engineer NJ
- Professional Engineer NY
- Professional Engineer PA
- Structural Engineer IL
- American Society of Civil Engineers
- American Institute of Steel Construction
- Chairman, ACEC – DASNY Committee

EDUCATION

MS, 1983, University of Oklahoma, Civil Engineering

BFA, 1975, University of Oklahoma

RECORD OF PROFESSIONAL EXPERIENCE

Mr. King serves as the Technical Director for Urban Special Inspection Agency registered with NYC DOB and accredited by IAS. He has extensive, diverse experience as a Structural Engineer on both the design and construction phases of facility and infrastructure projects. He has served as Chief Engineer for Structural Steel Fabricator, Michelmann Steel and as Technical Consultant to Hanley Steel, both in Illinois. He is also a Program/Construction Management Executive, with nearly three decades on complex transportation and facilities projects. Mr. King's experience ranges from "on site" management, including inspection and field engineering, to document control, change order processing, claims mitigation, and quality assurance/quality control. Mr. King has worked with "world class" architectural firms, and represented owners on projects such as the ongoing World Trade Center Reconstruction, NYPD's E911 Facility in Brooklyn, and Amtrak's Central Control Facility in Manhattan. Mr. King's experience includes:

Technical Director – Special Inspection Agency No. 221, New York City, NY – He is responsible for delivery of technical services in accordance with the Rules of the City of New York per the Special Inspection Law. Urban Engineers is accredited in over 40 categories of Class I construction. Mr. King is responsible for the quality of staff and review of all technical reports. He is also responsible for accreditation process conducted by IAS.

George Washington Bridge Bus Station Redevelopment Program Management Services, Port Authority of New York and New Jersey (PANYNJ), New York, NY - Program Manager responsible for supporting the PANYNJ in managing the public/private venture for redeveloping a bus station located on 178th Street in Upper Manhattan, directly on the George Washington Bridge approach. The station, designed by Pietro Nervi, was originally constructed in the 1950s and now serves 20,000 daily commuters as a connection point for trips from New Jersey to Manhattan. In a public/private partnership, the PANYNJ has contracted with a retail developer to modernize the bus station and introduce a retail shopping complex to serve the local Washington Heights community. A new bus platform and pavilion were configured for improved operations and passenger comfort. Services managed by Mr. King include assisting with the program definition, including permitting and historic preservation analysis; design management; cost control; scheduling; document control; and project management.

World Trade Center Site Redevelopment Program (Downtown Restoration Program), Port Authority of New York and New Jersey (PANYNJ), New York, NY - Deputy Consulting Program Manager responsible for supervising the program management team supporting the PANYNJ for the reconstruction of the World Trade Center in Lower Manhattan. This $16 billion program for reconstructing the WTC site includes a new transportation hub designed by world-renowned architect, Santiago Calatrav. Involved a 1,776-feet-tall Freedom Tower, designed by SOM; the 9/11 National Memorial; Towers 2, 3, and 4; a Vehicle Security Center; Rte. 9A realignment; a central chiller plant; and the extensive site roadways and utilities. Assisted the PANYNJ's Director in managing the program, including budgets, forecasts, cost variance analysis, project status reports, financial analysis and invoice processing, monthly financial and progress reports, program CPM scheduling (deterministic and probabilistic), site logistics, project communications, document control, contract management, and serving as a liaison with the FTA and other stakeholders.

NYC Police Department, Public Safety Answering Center/Enhanced 9-1-1, Program Management, Brooklyn and Manhattan, NY - Program Manager for Facilities, with responsibility for the $100 million system integration and facility upgrade to the NYPD 911 System, including the design and construction of two new call centers housing the 911 operators and supervisory personnel. The primary call center, PSAC 1, was located in Metro Tech Center, Brooklyn, designed by SOM and developed by Forest City Ratner. The new call center FFE, MEP, and communications systems were integrated into the new building through a collaborative effort between Mr. King's firm Ebasco and SOM. The second call center, PSAC 2, was a new facility at One Police Plaza to be designed by SOM and managed by NYCDDC. Served as coordinator for the NYPD and System Integrator. Construction value for PSAC1 was $26 million, while PSAC 2 was $80 million.

Amtrak/Long Island Rail Road Joint Venture in NYC Design and Construction Phase Services, Penn Station Control Center Building - On this $20 million job, served as Project Manager responsible for the delivery of this new facility, housing all signals for the Northeast Corridor through New York City, including Sunnyside Yards. The new building, located in Midtown Manhattan, was six stories with subgrade structures extending to the rail yard nearly 100 feet below grade. The facility housed a state-of-the-art theatre for displaying all lines and rail activity through the station. The facility also housed the corporate meeting rooms for Amtrak and LIRR.

Project Management Office Assessment, Port Authority of New York and New Jersey (PANYNJ), New York, NY - As Project Manager, interviewed PANYNJ executive management and project management staff and analyzed business processes by comparing them to other agencies, such as MTA CC, NJDOT, DASNY, and NYC SCA. Also quantified project management and project controls staff to capital spending for the four line departments (Aviation, PATH, Port Commerce and Tunnels, Bridges, and Terminals); investigated the PM's role in the PANYNJ's restructured PM organization; and developed recommendations for increasing the effectiveness of the central Project Management Office, per principles of the Project Management Institute.

Southeast Pennsylvania Transit Authority (SEPTA) on the Market Street Elevated Reconstruction Program, Philadelphia, PA - Deputy Program Manager for this $567 million program that involved replacing 2.5 miles of elevated transit structure with a new composite steel/concrete guideway carrying dual track service. Six transit stations are being completely demolished and replaced under this program. Located in the inter-city neighborhood of West Philadelphia, the program is divided into four construction contracts. Responsibilities included oversight of four construction contracts, one design contract, and several specialty support contracts for quality, cost control, and schedule compliance. Managed a staff of over 50 construction engineers, inspectors, and safety and office personnel. Also managed community relations and reporting to SEPTA's board. At the conclusion of each construction contract, managed the claims analysis and negotiation process. This process included performing in-depth review of RFI and submittal histories, time impact analyses, cost estimating, and contractual interpretations. The examples of claims on this project included: structural steel price increase, return to service delays, interferences from adjacent construction activities, impacts of design changes, and hidden underground conditions. Claims totaled more than $20 million for the four construction contracts.

Reconstruction of Interchange 17 (Contract 3), New York State Thruway Authority, Newburgh, NY - Project Engineer responsible for managing the construction of the direct connection between the New York State Thruway Authority (I-87) with I-84. This $68 million project involved constructing seven new highway bridges, associated ramps, MSES walls, drainage structures, pavements, lighting, signals, and wetlands. This new connection eliminates the need for traffic to enter local roads when transferring from one interstate to another. Also managed several aspects of the project, including compliance with contract, safety, document control, change order management, CPM schedule review, construction inspection, and quality assurance oversight of the project testing program.

Design/Build Emergency Deck Replacement for the Brooklyn Bridge, New York City Department of Transportation, New York City, NY - Served as Deputy Project Manager for Design and Resident Engineering/Construction Inspection Services on this $50 million bridge deck replacement project. Responsible for scope development, contract negotiations, bid preparation, and managing resident engineering staff and sub-consultants.

Pier Protection and Tower Painting at the Tappan Zee Bridge, New York State Thruway Authority - Project Manager for Resident Engineering/Construction Inspection Services on this $45 million bridge rehabilitation project. Responsible for project delivery, staffing, budget, and schedule performance. Project includes installing pile-supported precast concrete fenders to protect the bridge foundations from dynamic barge collisions. Rehabilitation and painting the steel tower structures were also included in the scope of work.

William T. Thomsen, PE

Executive-in-Charge

URBAN ENGINEERS
Formulating Excellence

WHY SELECTED

- **36 years of professional experience**
- **National expertise in Program Management requirements for major capital projects**

REGISTRATIONS/ MEMBERSHIPS

- Professional Engineer NY, NJ, PA, MD
- NJ DOT ETRP Compliance NJ
- American Society of Civil Engineers
- Past President - Philadelphia Section
- Chairman of Transportation and Urban Development
- Secretary - District IV Legislative Affairs Committee
- Member - National Committee, High Speed Ground Transportation
- American Public Transit Association
- Light Rail Transit Committee
- High Speed Inter City Ground Transportation Subcommittee
- Chairman, Capital Projects Subcommittee
- Intercity Corridor Development Committee

EDUCATION

- MS, 1985, Drexel University, Engineering Management
- BS, 1978, Clarkson College of Technology, Civil/Environmental Engineering
- Certificate, 1997, Dale Carnegie Course

RECORD OF PROFESSIONAL EXPERIENCE

Mr. Thomsen's experience with Urban Engineers, Inc. encompasses the management/engineering of major projects in the fields of Transportation and Infrastructure systems. He presently serves as Senior Vice President overseeing National Consulting and Program Management and has performed project management, planning, design, construction, value engineering, construction claims support, and expert witness services. He also serves as the executive in charge of Urban Engineers, of NY. Mr. Thomsen led the firm's development in the Practice Areas of Transit, Railroad, and Project Management Oversight and Program Management. . He has significant national experience with major capital project development from planning through construction for SEPTA, MARTA, DART, RTD, RTC, Tri-Rail, MDTA, Lynx, and MTA. He has served as associate professor (part-time) at Temple University, lecturing on transportation engineering, and has taught a professional engineering registration review seminar.

Mr. Thomsen has special expertise concerning Public Transit systems. He has participated as a member of Urban's in-house constructability review committee, which examines contract documents for their constructability in order to mitigate construction claims. He is familiar with all aspects of civil engineering as they relate to transportation, and is well qualified in the special requirements for coordination of engineering projects with active railroads and systems of public transportation and infrastructure in urban environments. He has represented ASCE on the planning committee for the Area Coalition for Transportation in support of funding for SEPTA and is active in legislative affairs. Mr. Thomsen's recent relevant experience includes the following:

High Bridge Park Slope Stability Project, New York City Parks & Recreation, New York City , NY – Principal in charge of this emergency rock slope stability project. Responded through an emergency contract to provide engineering services for the NYC Parks and Recreation Department. Urban Engineers provided Construction Management and Inspection of the clearing of a Rock slide and the associated material as well as the design and placement of Rock Bolts and rock slide protection to stabilize the slope for the future along the Harlem River Drive a major Urban arterial. Urban Inspected the work of Trocom the contractor responsible for the work. The project was completed and the slope stability measures were achieved.

Project Management Oversight, Metropolitan Transportation Authority (MTA) and New York City Department of Transportation (NYCDOT), Federal Transit Administration (FTA), New York City, NY – Mr. Thomsen serves as Program Director for the Project Management Oversight Program to monitor the progress of all FTA-funded transit projects in New York City for FTA Region 2 above lower Manhattan. The PMO Team serves as an extension of FTA's staff in assessing the grantee's project management, construction management, and technical capacity in executing major rail car procurement projects. The total value of these programs is approximately $30 billion in transit projects for the MTA which includes: New York City Transit (NYCT), Long Island Rail Road (LIRR), the East Side Access (ESA) Project; the Second Ave Subway and several projects for NYCDOT.

Schuylkill Valley Metro Feasibility Study, Southeastern Pennsylvania Transportation Authority, Philadelphia to Reading, PA - Quality Assurance/Executive Advisor for the feasibility, MIS/DEIS study of introduction of rail service in a 60-mile corridor, including branches to major suburban locations.

Project includes right-of-way assessments, route selection and operations planning, ridership forecasting, station location and evaluation, operating and capital costs, and performance evaluation. Both commuter rail and light rail modes were evaluated.

Integrity Monitoring Freedom Tower Project, Port Authority of New York and New Jersey (PANYNJ), New York City, NY – Mr. Thomsen serves as Managing Director for Engineering for the Fortress Monitoring Group (FMG) for the Integrity Monitoring of the Freedom Tower Project. FMG is a Joint Venture of Engineers, Investigators and Accountants. Mr. Thomsen was integrally involved in the formation of FMG and serves as a JV Principal. This assignment provides the PANYNJ with expert advice in monitoring the implementation of Design and Construction activities to accomplish the reconstruction of the Freedom Tower (Tower 1) .This building is planned as one of the tallest buildings in the United States upon its completion and will take more than 5 years to construct and cost over $2 Billion. He provides leadership and guidance for all engineering activities, studies and investigations associated with FMG's efforts in the mitigation and avoidance of fraud waste and abuse.

Cross County Metro, Southeastern Pennsylvania Transportation Authority, Philadelphia, PA - Project Manager to study the feasibility of the institution of a new public transportation service along a 53-mile corridor between Downingtown, Pennsylvania and Trenton, New Jersey. This service represents one of the first suburb-to-suburb public transportation services being proposed throughout the United States. The total project, when implemented, is expected to cost between $100 and $200 million. (1992 - 1994)

Project Management Oversight, Dallas Area Rapid Transit, Dallas TX – Previously served as Project Manager for the oversight of the DART North Central Corridor Light Rail Buildout Providing Project Management Oversight Services for review and monitoring the FTA funded DART and Railtran (Trinity Railway Express) Major Capital Projects. The DART Project included the $517 million LRT expansion program along the North Central Corridor between the existing Park Lane Station in Dallas and Plano, Texas and the $184 million DART/FWTA Trinity Railway Express Commuter Rail expansion between Dallas and Fort Worth, Texas. Both Projects were completed on time and within budget. Another aspect of this project was the DEIS and Preliminary Engineering of the Northwest/Southeast Corridor this extension is now in construction.

Project Management Oversight, Los Angeles County Metropolitan Transportation Authority Metro Red Line Tunnels, Federal Transit Administration, Los Angeles, CA - Mr. Thomsen served as the Project Manager for an in-depth evaluation of the Metro Red Line subway tunnels (MOS1). The study reviewed and evaluated the structural integrity and safety of a 3.5-mile segment of twin bored transit tunnels. The study was commissioned in response to questions of potential construction deficiencies. A series of testing programs, both destructive and nondestructive, were performed. A final report was delivered to the LACMTA and presented publicly, which proved the tunnel's capacity under extreme static and seismic loading. This evaluation has been said to be the most comprehensive review ever performed on a subway construction project the United States.

Project Management Oversight, Downtown People Mover Reconstruction, Detroit Transit Corporation, Detroit, MI - Mr. Thomsen served as the Project Manager for the oversight of the Reconstruction of the Detroit Downtown People Mover. The project was a result of an unplanned collapse of the Transit structure when an adjacent building implosion project damaged the facility causing a service shutdown and emergency situation for reconstruction. Initial investigations were performed to determine if the structure could be reused. Following NTP and construction initiation, the entire facility was replaced within nine months, on time, and within budget. The project team was recognized for outstanding service in performing the reconstruction.

Publications:

1. "Transit Turnkey Implementation" FTA/APTA workshop June 10, 1993, Miami, FLA
by William T Thomsen PE and Thomas Luglio PE coauthors.

2. " Midvale Bus Maintenance Facility Design /Build -A Success Story" presented to FTA Engineers meeting June 1997

3. Design Build Applications in Transit and ITS Programs presented to ITS Connecticut Annual meeting , September 1998

4. Mainline Schuykill Phase-II, Paper and presentation, APTA Rapid Transit Conference, June 1998, San Diego CA by William T Thomsen PE and Chris Rood PE, coauthors

5. "QA/QC State of the Art in Design & Construction" presented to FTA annual Engineers Meeting NYC, NY June 1995 by William T Thomsen PE and Roger Milroy PE, coauthors

Oscar F. Bustos, PE

Senior Civil/Structural Engineer

URBAN ENGINEERS
Formulating Excellence

WHY SELECTED

- **14 years of professional experience in civil and heavy construction.**
- **Resident Engineer Experience in Parks and Waterfront Construction with NYC EDC**
- **Construction Manager with NYC Experience**
- **Office Engineer and Inspector experience with NYC DPR and NYC DDC**

REGISTRATIONS/ MEMBERSHIPS:

- Professional Engineer NY
- American Society of Civil Engineers (ASCE)
- American Society of Highway Engineers (ASHE) New York Metro Chapter
- Society of American Military Engineers (SAME) New York City Post
- America Council of Engineering Companies (ACEC) – Member of the International Committee.

EDUCATION:

- BS, 2000, Pontifical Xavierian University, Civil Engineering

RECORD OF PROFESSIONAL EXPERIENCE

Mr. Bustos is a Project Manager and Resident Engineer with over 14 years of experience in civil heavy construction. Mr. Bustos is a registered Professional Engineer in New York. The most recent projects Mr. Bustos has been involved with include the construction of a fishing pier and bulkheads on the Long Island Sound as well as the installation of new DEP sewer lines on piles for the New York City Economic Development Corporation in the Bronx; and the emergency repair of multiple linear feet of seawall on the East River as part of a Sandy Relieve project for NYC Parks in Brooklyn. Mr. Bustos' experience includes:

South Bronx Greenway Program – Reconstruction of Food Center Drive, New York City Economic Development Corporation – Resident Engineer responsible for the reconstruction of one of the busiest 1.3-mile roadway in the food destruction center of NYC in Hunts Point. The construction cost is $5.5 million and encompasses the installation of new sewers and water mains as per DEP's standards and specs, streetscape and green infrastructure in conformance with DEP and DPR, management of excavated material including storage around the limited site space, sampling and testing as per NYSDEC's regulations, new pavement, sidewalks, curbs, ADA ramps, landscape and street lighting and traffic signals in coordination with DOT, and coordination with stakeholders including the Cooperative Meet Market, the New Fulton Fish Market, Baldor Foods and Krasdale Foods.

Reconstruction of the Wellhouse Located South of Lookout Hill and North of the Peninsula on Wellhouse Drive in Prospect Park, Brooklyn, Prospect Park Alliance – Project Manager responsible for coordinating with the client and scheduling all the required special inspections, reviewing contractor's submittals, performing civil/structural inspections and preparing final report.

Emergency Cleanup and Make Safe of Shore Parkway Bikeway and Pedestrian Path Between 92nd St & Bay Pkwy in Brooklyn, New York City Department of Parks and Recreation – Construction Manager responsible for the contract management of a $1.8 million FEMA funded post-Super Storm Sandy recovery reconstruction of the seawall and shared biking/pedestrian path. The construction scope encompassed debris removal, installation of temporary construction fencing, new asphalt pavement and lawns stabilization and restoration. The seawall repair included concrete repairs of the core wall, resetting and replacement of cap and façade stones, grouting and anchoring of stones and pointing of joints.

South Bronx Greenway Program - Hunts Point Landing Project, New York City Economic Development Corporation – Resident Engineer responsible for the construction oversight of a $6.8 million, Federal Aid Waterfront Park in Hunts Point in the Bronx. The construction scope encompasses the construction of a new 150 long fishing pier in the Long Island Sound on steel pipe piles and reinforced concrete pile caps, construction of a new steel sheet piling bulkhead, new sanitary and storm sewers on piles, a new 12" water main, the roadway reconstruction of Farragut Street, a kayak launch, creation of ecological habitats through tidal pools, passive recreational areas, a biking path, concrete walks, park and street lights, landscaping, retaining walls, park's amenities and decorative fencing.

South Expansion Reconstruction Union Square Park, New York City Department of Parks and Recreation – Assistant Resident Engineer responsible for the construction oversight of reinforced concrete retaining walls for

new planters inside the park and planting malls on Union Square East between 15th Street and 17th Street; water trunk-main upgrade on Union Square West, new catch basins and storm sewer piping, sidewalks, pedestrian ramps, pavers, water founts and monuments, landscaping, street and parks lighting, and traffic signals installation. The entire area of the Union Square South expansion is sitting on top of the Union Square/14th Street Subway Station, which required coordination with the Metropolitan Transit Authority (MTA) New York City Transit personnel.

Design/Build Complex Pedestrian Ramps Citywide, New York City Department of Design & Construction – Office Engineer and Inspector responsible for the document control and construction inspection of the installation of concrete pedestrian ramps, sidewalks and driveways reconstructions, catch basins installation and relocation, chute connections, street lighting and traffic poles relocation in more than 2,500 locations in Manhattan, the Bronx, and Brooklyn. Also in charge of community liaison. This was a $20-million contract.

Eagle Lane Reconstruction, Town of Oyster Bay Department of Public Works, Long Island, NY – Inspector responsible for the construction inspection of the reconstruction of a residential road encompassing boring tests, driveway and driveway aprons reconstruction, new concrete sidewalk and curbs, pedestrian ramps; mixed-in-place asphalt pavement, and pavement marking.

Capital Heights Road Reconstruction, Town of Oyster Bay Department of Public Works, Long Island, NY - Inspector responsible for the construction inspection of the street reconstruction encompassing water main offsets, retaining walls, boring tests, driveway and driveway aprons reconstruction, new concrete sidewalk and curbs, pedestrian ramps, re-grading of the road, asphalt pavement replacement and pavement marking.

Curley Street Reconstruction, City of Long Beach Department of Public Works, Long Island, NY - Inspector responsible for the construction inspection of the street reconstruction including a new water main and storm sewer, driveway and driveway aprons reconstruction, new concrete sidewalk and curbs, pedestrian ramps, asphalt pavement reconstruction, pavement marking and the replacement of the marine bulkhead.

Searingtown and Ridder's Pond Parks, Town of Hempstead Department of Engineering, Long Island NY - Inspector responsible for the construction inspection of the dredging of two ponds, installation new pond aeration systems, replacement of existing park furniture, landscaping and installation of concrete and asphalt paths.

Cedar Creek Water Pollution Control Plant and Bay Park Sewerage Treatment Plant, Nassau County Department of Public Works, Long Island, NY – Assistant Resident Engineer and Inspector for the construction of a new dechlorination facility in Bay Park STP, including the installation of new mechanical and electrical equipment, piping, HVAC equipment, dechlorination pumps and reinforced concrete structures. Construction of the piles foundation system for the S Building in the Cedar Creek WPCP.

Various Residential Roads Resurfacing in Massapequa, Town of Oyster Bay Department of Public Works, NY - Inspector responsible for the construction inspection of the resurfacing of various local and residential roads, curbs, sidewalks, driveway and driveway aprons replacement, new asphalt pavement binder and wearing courses, base repairs, and pavement marking.

Milburn Creek Culvert Extension, Nassau County Department of Public Works, Long Island, NY - Inspector responsible for the construction inspection of the extension of two 5' by 5' reinforced concrete box culverts under the LIRR embankment in the limit between Baldwin and Freeport, adjacent to the Baldwin LIRR station. The construction included the installation of the bulkhead and sheeting system to protect the LIRR embankment, excavation, dewatering, steel structural reinforcement and concrete installation, landscaping and fencing.

Cornell Lane Phase 3 in Hicksville, Town of Oyster Bay Department of Public Works, NY – Inspector responsible for the construction inspection of the drainage improvements, storm sewer upgrade, new catch basin, manholes, sidewalks, driveways and pedestrian ramps restoration and pavement structure reconstruction.

Milburn Creek Culvert Extension, Nassau County Department of Public Works, Long Island, NY – Responsible for the structural design of two 5' by 5' reinforced concrete box culverts under the LIRR embankment in the limit between Baldwin and Freeport, adjacent to the Baldwin LIRR station.

William Kroth, PE

Geotechnical Engineer

URBAN ENGINEERS
Formulating Excellence

WHY SELECTED

- **38 years of professional experience**
- **NACE Certified**
- **Geology/Geotechnical Engineering Professor – New Jersey Institute of Technology**
- **Underpinning, piles, piers, and excavations experience**
- **Experience with NYSDOT, NYCDOT, and TBTA**

REGISTRATIONS/ MEMBERSHIPS

- Professional Engineer NJ
- Professional Engineer (inactive) NY
- Society of Asphalt Technicians

EDUCATION

MS, 1980, New Jersey Institute of Technology, Civil Engineering

BA, 1976, New Jersey Institute of Technology, Civil Engineering

2005, NACE Level 1- Corrosion Inspection Program

2005, Rutgers University, Traffic Control Coordinator

RECORD OF PROFESSIONAL EXPERIENCE

Mr. Kroth has extensive experience in construction supervision and inspection of bridges, railroads, highways, tunnels, sewers, and other structures, as well as extensive experience in design, analysis, and report writing. He has also provided university-level geotechnical engineering instruction at New Jersey Institute of Technology. Mr. Kroth's experience includes:

Improvements to Interchange 168 (Garden State Parkway) and Route 17, Bergen County, NJ – Resident Engineer responsible for ramp widening, new signage, drainage and street lighting improvements. Construction cost: $1 million.

Meadowlands Railroad and Roadway Improvement Project, East Rutherford, NJ - Resident Engineer responsible for construction of two viaducts, three bridges, 2.5 miles of rail, and a train station that will serve the Meadowlands Sports Facility. Complex issues, including environmental regulations, contamination remediation, traffic flow/parking, and adjacent Xanadu construction, required special considerations. Work included deep foundations, surcharge placement, directional drilling, precast and cast-in-place bridge elements, drainage, paving, electrical conduit banks, plaza construction, and track and signal work. Construction cost: $160 million.

Painting of Ten Bridges is Northern New Jersey for Garden State Parkway, Bergen to Essex Counties, NJ - Resident Engineer responsible for containment and complete lead removal for ten bridges spanning the Garden State Parkway. After receiving a SP-10 blast, bridges were painted with an organic zinc primer, epoxy intermediate coat, and a urethane finish coat. Also responsible for lane closure coordination, community relations, and all aspects of QA/QC and record keeping as per NACE guidelines. Construction cost: $3 million.

Belt Parkway Bridge Over Ocean Parkway, Brooklyn, NY - Resident Engineer responsible for this award-winning NYCDOT design/build project. Elements of this project included replacing the exiting Belt Parkway Bridge with a new "Inverset" composite girder bridge, and installing T walls, mini-piles, SuperPave pavement, and a completely new "modified diamond" ramp configuration to replace eight existing loop ramps. Also included necessary drainage, electrical, utility, and landscaping. Construction cost: $60 million.

Secaucus Road Separation Project, NJ Transit, Secaucus, NJ - Construction Engineer responsible for quality assurance for two steel girder bridges and one concrete box girder bridge over Route 1-9 and Conrail/NYW&S. Also included construction of four reinforced-earth ramps, soldier pile/rock socket walls, and CSO work. Work included construction of concrete bridge decks, latex overlays, new asphalt pavement, and associated electrical and drainage work. Upon completion of the project, the entire section of Route 1-9 was widened, scarified, and repaved. Construction cost: $38 million.

Construction Management for Northeast Corridor Newark Liberty International Airport AirTrain Extension, NJ Transit, Newark, NJ - Resident Engineer responsible for contract administration and direct inspection. Project involved construction of new train platforms connected by an enclosed pedestrian bridge to a new monorail station. Monorail station consisted of transformer rooms, wet and dry fire protection systems, HVAC systems, ITS

systems, and elevators and escalators. Also conducted plumbing and electrical testing for DCA compliance involving the monorail station. Construction cost: $20 million.

New Jersey Institute of Technology, Newark, NJ - Adjunct Professor for the instruction of undergraduate courses in Geology and Geotechnical Engineering.

Seven Bridge Rehabilitation Studies, NYCDOT, Boroughs of Manhattan and the Bronx, NY - Project Engineer for projects involving in-depth inspection, report preparation specifying substandard elements, preliminary design, and final design. Structures included the Broadway Lift Bridge, City Island Bridge, Riverside Drive Viaduct, and East 78th Street Pedestrian Bridge over the FDR Drive.

Dunraven Causeway Bridge, NYCDEP, Delaware County, NY - Project Engineer for performance of stability analyses of abutments, foundations, and approaches for this structure located over the Delaware River.

Inspection of the Main Towers and Underdeck Steel Structures of the Williamsburg Bridge and the Riverside Drive Viaduct, NYCDOT and NYSDOT, Manhattan, NY - Team Leader for inspections of the main approach towers and underdeck steel structures of the Williamsburg Bridge and all structural elements of the Riverside Drive Viaduct.

Rehabilitation and Reconstruction of Three Highway Bridge Projects, NYCDOT and NYSDOT, Staten Island, NY - Resident Engineer for rehabilitation and reconstruction of three highway bridges, along with various roadway improvements on the Staten Island Expressway. Work also included new asphalt pavement, drainage, and lighting.

MTA Tunnels and Bridges (TBTA), Rehabilitation of End Ramps and Approach Deck Slabs, Miscellaneous Structural Repairs, and Administration Building Rehabilitation at the Bronx-Whitestone Bridge, NY - Resident Engineer for work involving structural steel repairs, latex-concrete overlay installation, joint repairs, bearing replacement and alignment, and concrete repairs.

Reconstruction of Cross-Bronx Expressway over Metro-North and Webster Avenue, NYSDOT, Bronx, NY - Resident Engineer for supervision of $17 million in construction, report preparation, design evaluation, corrosion surveys, and inspection. Construction included additional exterior fascia girders to widen roadway, microsilica concrete overlay, joint repairs, drainage structure installation, and pier reconstruction.

Reconstruction of Webster Avenue Exit Ramp off Sheridan Expressway, NYSDOT, Bronx, NY - Resident Engineer for the $5 million reconstruction of the entire structure. Duties included structural evaluation, corrosion surveys, and reconstruction inspection.

Safety Improvements on Various Routes, NYSDOT, New York, NY - Resident Engineer for milling and resurfacing 8.4 miles of the Cross-Bronx Expressway. Work also included installation of new barrier, curbs, joints, drainage structures, pipe, and lighting.

Metro-North Railroad Fixed Bridge Inspection Program, New Haven Line, MTA Metro-North - Project Manager for detailed structural inspection and analysis of conditions for 61 bridges along the New Haven Line.

Construction of the 65th Street Railroad Yard, NYCDOT and NYSDOT, Brooklyn, NY - Project Manager/Resident Engineer for supervision of construction and design of field changes for this intermodal freight terminal. The facility included five miles of track, 32 turnouts, loading platforms, intermodal roadways, grade crossings, drainage systems, lighting, utilities, and small station.

Westway Highway Project, NYCDOT, New York, NY - Design Engineer for preparation of various monitoring systems to protect all Hudson River tunnels from increased stresses of proposed large-scale fill placement.

Jacob Javits Convention Center, New York, NY - Resident Geotechnical Engineer for supervision of the installation of 2,800 step-taper piles and 60 rock-socketed caissons, underdrain system, and foundation piers adjacent to the Lincoln Tunnel. Specialized work included seismic monitoring of tunnel vibration levels.

Rugnab W. Bangura, PE

Resident Engineer

URBAN ENGINEERS
Formulating Excellence

WHY SELECTED

- **25 years of professional experience**

REGISTRATIONS/ MEMBERSHIPS:

- Professional Engineer NJ
- American Institute of Steel Construction (AISC)
- National Society of Professional Engineers (NSPE)
- American Society of Civil Engineers (ASCE)

EDUCATION:

- BS, 1991, University of London, Civil Engineering
- MBA Candidate, Ellis College New York Institute of Technology, Project Management

RECORD OF PROFESSIONAL EXPERIENCE

Mr. Bangura has extensive experience in heavy construction, engineering management, and streetscape construction. He is a results-driven Engineer with proven success managing and supervising heavy construction projects and streetscape projects. Mr. Bangura brings vast experience in deep foundations construction; subsurface and embankment slope stabilization; retaining structures and retention systems; railroads; roads; bridges; railroad stations; and streetscape construction. He has the seasoned ability to coordinate cross-functional teams of owners, designers, and contractors, including private and public agencies, such as Amtrak, NJ Transit, NYCDOT, NYCDEP, NYCDPR, etc. with successful results. Mr. Bangura also has experience recruiting, training, and supervising junior engineers and project managers. He is experienced in construction materials lab analyses and testing. Mr. Bangura's experience includes:

South Bronx Greenway Projects (Produce Market Fence, Lafayette Avenue Reconstruction, Hunts Point Landing Waterfront Park, and Food Center Drive), NYCEDC, Bronx, NY – Resident Engineer and Project Manager responsible for the administration and Quality Assurance of these $36 million multiple package Streetscape and Park projects. Providing general oversight and supervising constructability review of contract documents, bid packages including Engineer's Estimate, and responsible for projects' change order reviews and negotiations with contractors. Reviewed for the accuracy and completeness, contract documents and bid packages before advertised for bid.

West 125th Street Streetscape Improvement Project, NYCEDC, Manhattan, NY – Resident Engineer responsible for the accuracy and completeness of the contract documents and bid packages of this $20 million project before advertised for bid. This task also includes supervising constructability review of contract documents, bid packages including Scheduling, and Engineer's Estimate of bid items.

Metropark Platform and Station Reconstruction, NJ Transit, Iselin, NJ – Resident Engineer and Project Manager for contract administration and Quality Assurance on this $29.7 million active train station platform project in one of the busiest train stations along the Northeast Corridor (NEC) in New Jersey. Reviewed for approval, cost proposals of change orders and monthly pay invoices from contractors. Also reviewed invoices from consultants for payment release; reviewed contractors' claims and provided rebuttals and/or recommendations; coordinated and conducted construction progress meetings and workshops. Edited, compiled, and published monthly reports for client.

Meadowlands Railroad and Roadway Improvement Project, NJ Transit, East Rutherford, NJ – Resident Engineer with the responsibility to manage a $106 million of this $211 million project. Reviewed the contract documents, conducted site investigative studies and supervised the start of construction activity including access roads to the project site.

Camden K-12 Schools, NJEDC, Camden, NJ – As Project Manager, supervised junior engineers and project managers on every aspect of managing the design and construction of multi-million dollar K-12 schools in Camden. Reviewed for approval, cost proposals for change orders and monthly pay invoices. Also reviewed contractors' claims and provided rebuttals; coordinated and conducted design and construction progress meetings and workshops; edited, compiled, and published monthly reports for client.

NJ Transit Main-Bergen Connection Project, NJ Transit, Secaucus, NJ - As Resident Engineer, completed this $32.5 million project on time and within budget, coupled with zero claims. Supervised the construction of 5.5 miles of railroad tracks, including 15 track turnout switches for a new connecting loop in the NJ Transit network. Supervised the construction of five bridges with 69 spans, including one, four-bay bridge rehabilitation that required synchronized jacking for bearings replacements. Directed the installation of 90' to 100' deep caisson foundations adjacent to NJ Transit active train tracks with great success. Supervised station platform rehabilitation adjacent to NEC Amtrak and NJ Transit active tracks. Reviewed for approval, cost proposals of change orders, and monthly pay invoices. Provided clarification and guidance to contractors' requests for information. Coordinated and conducted job progress meetings and workshops. Recruited, trained, and supervised civil engineers to meet and exceed project's goals. This contract was part of the multiple prime $610 million Secaucus Transfer Program.

Secaucus Transfer Station, NJ Transit, Secaucus, NJ – As Assistant Resident/Project Engineer, worked on various contracts, including: $30 million access roads; $10 million high transmission poles; $80 million deep foundations; and $60 million superstructure and $120 million railroad station finishes contracts. Assumed all management duties of Assistant Construction Manager during vacation breaks. Provided structural design consultation for architects on building structural elements. Also reviewed design calculations and shop drawings of various civil, structural, and architectural elements; coordinated work issues with Amtrak and NJ Transit directors and program managers, architects, design consultants, fabricators, manufacturers, and contractors; and reviewed for approval, Site Specific Work Plans (SSWP) for installation of foundation piles, caissons, structural steel, and various precast concrete elements using long boom cranes adjacent to NEC Amtrak active high-speed trains and power lines. Responsible for all cranes' capacity reviews and approvals for various loads picks on the project. Monitored and inspected subsurface soil (peat) stabilization and construction of several retaining structures and tiebacks. Conducted quality control plants' inspection on fabrication of structural steel members, prestressed/precast concrete, and structural and architectural elements. Coordinated quality control inspections on the construction of numerous bridges of diverse structural elements and roads through impassable terrains.

Virginia Waste Treatment Plant, Sterling, VA – As Engineering Staff/Lab Supervisor, worked on several multi-million dollar projects in Maryland and Virginia including Virginia Waste Treatment Plant. Responsible for projects' geotechnical lab analyses and evaluation of construction materials for roads, landfills, foundations, and retaining structures, etc. Supervised and trained field and lab engineers in construction inspection and materials testing.

Federal Triangle, Perini, Washington DC – As a field engineer, worked on several multi-million dollar projects, including Interstate 95 and Federal Triangle in Washington, DC. Provided geotechnical and general construction inspection services, in addition to supervising junior engineers and inspectors on road construction and traffic control systems.

Canadian Bank, Laing, London Bridge, London, UK – As Engineering Assistant/Site Supervisor, worked on several projects, including the Canadian Bank Building in London. Also provided on-site quality control services and supervised tradesmen of different crafts and trades.

Abrar Alam, P.E.

Civil/Structural Engineer

URBAN ENGINEERS
Formulating Excellence

WHY SELECTED

- **30 years of professional experience**
- **New York City Agency experience**
- **Knowledge of MURK**

REGISTRATIONS/ MEMBERSHIPS:

- Professional Engineer NY
- ACI Certified
- NYCDDC Concrete Testing Certified
- Troxler (Nuclear gauge) Certified
- NYSDOT Bridge Inspection Certificate
- Certification Asphalt Pavement Construction, NJ Society of Asphalt Technologist
- Construction Management Certificate

EDUCATION:

- BS, Civil Engineering
- Safety OSHA Training 10 hr. Construction

RECORD OF PROFESSIONAL EXPERIENCE

Mr. Alam brings diversified experience in Construction Inspection of infrastructure, including water mains, sewer, storm sewer, sidewalks, bridges, highways, industrial, commercial and residential buildings. He also has experience designing of concrete and steel structures, checking and approval of structural shop drawings, material, submittals, bar bending schedules. He has performed structural inspection of steel reinforcement, structural steel, roofing, footings, caissons, shoring and underpinning works. His experience includes condition survey of various types of structures and supervision of garage restoration and he is familiar with ACI design code, ASTM AASHTO and bridge inspection manual.

Resident Engineer for Reconstruction of Food Center Drive, Bronx, NY for NYC Economic Development Corporation This $11M construction project consists of reconstruction of 1.5 mile loop road servicing the Hunts Point Markets in the Bronx. The project includes roadway, landscaping, amenities, water, sewer, ConEd, and railroad track construction. (2014)

Assistant Resident Engineer for New York City Department of Design and Construction, QED 983, Queens, NY
The project consists of sidewalk, roads, curbs, installation of 36 inch and 48 inch diameter trunk mains, water distribution 12", and 20" sizes; Sanitary sewer of 10" and 12" sizes. Storm sewer pipes 98Wx63H,60Wx38H, 68Wx43H,HEP and 36 inch diameter reinforced concrete pipes. Duties included inspection of water mains, sanitary sewer and storm sewer pipe installation works. Preparation of daily reports, which includes quantities of work completed, sketches for pipe installed, quality control, material delivered to site, manpower and machinery used. Taking care of the site safety and coordination with other utility inspectors. Preparation of sketches for installed pipes and its connections. Preparation of Tape Card for house connection. (April 2013-June 2014)

Senior Construction Inspector
Reconstruction of Claremont Parkway Bridge Bronx, NY (NYCDOT) (from 04/2011 to 11/2012) Responsibilities includes but not limited to inspection of construction activities. Prepared daily reports. Attended progress meetings, calculated the quantities of work executed daily, demolition of concrete, excavation etc. Preparation of sketches. Testing of concrete for air, slump test for workability and prepare samples for laboratory testing of concrete. Restoration of Borden Avenue bridge (NYCDOT) Construction cost $42 million in Long Island City, Queens, NY. (2011)

Senior Construction Inspector
Construction of South Marine Brooklyn Terminal Project, NYCEDC
(2009-2010)
The project consists of construction of the following structures:

- Construction of railway track, about 1,000 ft. long
- Two transformer foundations for Con Edison
- Water main installation
- 30 ft. deep Caissons foundations for 100 ft. high electric poles
- Construction of new pavement
- Chain link fence

Team Leader for Structural Inspection/Condition Survey of the Lincoln Tunnel Buildings and miscellaneous Structures for PA NY & NJ. The project consists of a total of 18 structures, 8 in New York and 10 in New Jersey side. (Jan. 2008 to Feb. 2009)

Team Leader for Condition Inspection of NYSDOT bridges in Region 11, borough of Manhattan. Contract No. D015609, PIN XPB07.02. Biennial Inspection of bridges based on state and federal rating system. Preparation of sketches, taking photograph, writing report using BIPPI computer software program. Putting safety and structural flags as per NYSDOT standards. Controlling site safety measures. Coordination with various agencies regarding traffic control.

Field Engineer/Senior Inspector
Construction Inspection of NYCDDC project no. RED-361, Water Main Installation in the Borough of Brooklyn and Staten Island. Duties included inspection of water main trench excavation, checking its dimension to comply with project specification and standard drawing, checking sand bedding, installation of geotextile fabric if required (all around the D.I. pipes). Inspection of the D.I. pipe and fittings, measuring length prior to the backfill of pipes, Making sure that the back filling work is done in layers and compacted properly before start of temporary paving of trench. Taking care of the site safety, and coordination with other utility agencies. Preparation of sketches for installed pipes and its connections and preparation of tape card for households. Verification of change order if any. At the end of the project, worked as office engineer for closing of project. (May 2004 to Jan. 2008)

Structural Designer/Structural Inspector
Design of concrete and steel buildings. Review and approval of shop drawings. Review and approval of bar bending schedules. Inspections of structural concrete and steel building works for high and low rise buildings. Condition survey of existing structures and redesign for restoration and renovation. Review and approval of concrete mix design, test reports for approval of structural works. Design software used, ADOSS, PCA Column, SODA and various in-house foundation designs and Load run down programs. (May 1999 to May 2004)

Toronto Inspection and Testing Services Inc., Markham, Ontario, (Consulting Engineers) Engineer Inspector
Inspection of geotechnical works such as foundation inspection, caissons, and installations of soldier piles, caisson walls, lagging and underpinning works. Soil and concrete testing at site. Inspection of reinforcement details for structures. Preparation of daily and monthly progress reports. Soil and concrete testing laboratory (July 1997 to April 1999)

Ministry of Defense and Aviation, Riyadh, Saudi Arabia, Quality Control Engineer
Quality Assurance of ongoing construction of building and roads for Ministry of Defense projects. Review and approval of structural shop drawings. Approval of materials as per project specifications. Supervision of soil and concrete laboratory. Review of pre-qualification documents for contractor. (1992 to May 1997)

USSGAIR Consulting Engineers, Riyadh, Saudi Arabia, Civil Engineer Inspection of reinforced concrete and steel structures. Checking of surveying works and structural shop drawings. Review and approval of payment certificates. Supervision of concrete and soil testing in laboratory. Determining quantities for structural materials and estimating costs. (June 1988 to March 1992)

Ebrahim Suleiman Abalkhail EST., Saudi Arabia, Project Engineer
Worked as a Project Engineer and was responsible for all phase of waste water and solid waste facilities construction and start-up. The project consisted of structures for bar screen, grit chamber, primary clarifier, aeration tank, final clarifier, chlorine contact tank, digester, dewatering system and administration buildings. Project experience includes lined landfill construction. Leachate collection and pumping system. Duties included inspection of all construction activities, coordination between various disciplines, review of shop drawings, solving construction problem and change orders. (July 1986 to Aug. 1988)

Sahara Building Contractors, Jeddah, Saudi Arabia, Site Engineer
Building layout and preparation of bar bending schedules. Preparation of progressive payment certificate. Responsible for execution of all construction activities and preparation of change orders. (Jan. 1983 to June 1986)

Robert Golisch, PE, CCM

Resident Engineer

URBAN ENGINEERS
Formulating Excellence

WHY SELECTED

- **39 years of professional experience**
- **Heavy infrastructure construction experience**
- **Amtrak & RR experience**
- **Special Inspection Safety/Stability**
- **Special Inspection Structural Bolting/Welding**

REGISTRATIONS/ MEMBERSHIPS

- Professional Engineer NY, NJ, PA
- Professional Planner NJ
- Certified Construction Manager
- ICC Structural Welding Special Inspector (S2)
- ICC Structural Steel and Bolting Special Inspector (S1)
- Fellow - American Society of Civil Engineers
- Member - National Society of Professional Engineers

EDUCATION

MS, Polytechnic Institute of NY (now known as Polytechnic Institute of New York University), Civil Engineering

BS, University of Missouri – Rolla (now known as Missouri University of Science and Technology), Civil Engineering

RECORD OF PROFESSIONAL EXPERIENCE

Mr. Golisch has extensive experience in program and construction management. His emphasis has been on ensuring the quality and timeliness of projects and has a proven history of success in partnering with project stakeholders of diverse agencies to meet project goals and objectives. Mr. Golisch has been successful in completing major projects within their allocated funding with contract values up to $610 million without litigation. Mr. Golisch's experience includes:

Special Inspection Projects, NYC Department of Building Permits, New York, NY - Lead Structural Special Inspector for projects, 2013-Present:

- **350 5th Avenue, Empire State Building, Human Rights Watch 34th floor alteration** - includes structural safety/stability, shoring, bolting, welding, and demolition.
- **1551-1556 3rd Avenue, Whole Foods interior alteration** – structural safety/stability, shoring, bolting, welding, and demolition.
- **475 Fifth Avenue 25 story building renovation** - structural stability; transfer girder erection, bolting, and welding.
- **Novotel Times Square Hotel, W 52nd Street, 33-story boutique hotel renovation** - structural safety/stability, bolting, welding, and demolition.

Project Management Oversight Program, USDOT Federal Transit Administration (FTA), Region II Capital Projects, MTA East Side Access (ESA) and Second Avenue Subway (SAS), New York City, NY - Construction Management Manager on the senior manager team tasked with oversight of ESA projects. Also, review of the grantee's readiness to bid work, helps ensure that the grantee has developed the design documents to an appropriate level of completion; the documents are complete, accurate, and consistent with project management plans; has a plan for bid/award; and that the grantee's organization is prepared to successfully manage procurement and construction. 2010-Present

New Jersey Transit and Amtrak, Portal Bridge Capacity Enhancement Project (PBCE), Kearny-Secaucus, NJ - Deputy Construction Manager for this multi-agency project working in the busiest passenger rail corridor in North America. PBCE received ARRA funding and restarted design in 2011 for the replacement bridge, after a companion initiative, the ARC Mass Transit Tunnel, was cancelled late 2010. Overall, the current PBCE project consists of a new North Bridge two track alignment with high level network tied arches above the Hackensack River to allow the existing 100-year-old swing bridge to be replaced. Improvements include the following components: trackwork, signals, communications, foundations, and bridges, electric traction, excavations, embankments, demolitions, wetland mitigation, environmental restoration, access roads and platforms, and roadway improvements. Currently providing constructability reviews, construction staging plan reviews and construction schedule reviews. 2010-Present

Meadowlands Railroad and Roadway Improvement Project, New Jersey Sports and Exposition Authority, East Rutherford, NJ - Construction Manager for this $216 million multi-agency project of five prime contracts to bring NJ TRANSIT passenger rail service to the New Jersey Meadowlands Sports Complex. The project includes a new 2.3-mile railroad alignment on elevated structure through sensitive environmental areas, a new passenger rail station, and roadway improvements. 2005-2012

New Jersey Transit, Northeast Corridor Modifications Project - Secaucus Transfer Program, Secaucus, NJ - Deputy Construction Manager for an unparalleled $610 million public-private project that was completed within the funding allocation and on time, using multiple shifts, along the busiest rail line in the country. Twelve prime contracts renovating Amtrak's Northeast Corridor and building the Frank R. Lautenberg Rail Station, the project included 20 highway/railroad bridges (250 spans), 20 miles rail track and interlockings, 33 escalators, 12 elevators, MEP systems, roadways, sitework, and heavy civil construction with deep foundations for five future high-rise buildings totaling 3 million SF. Performed constructability/bidability reviews of contract documents. Mr. Golisch's responsibilities included all aspects of construction management, administration, and engineering services: change orders, RFIs, schedule, QA/QC, document control, meetings and records; directing key staff (Resident Engineers, Contracts Manager, Scheduler, Quality Control Manager, Office Engineer, Safety Coordinator, Inspectors); guiding client through program management issues (such as bid prequalification, OCIP, and occupancy by Owner); creating Project Management Manual (PMM), health and safety program, work procedures (SSWP) requirement, and monthly status report; developing/updating program Master Construction Schedule (MCS). 1989-2005

New Jersey Transit, North Jersey Coast Line Electrification and Signal Project, Matawan to Long Branch, NJ - Resident Engineer and Office Engineer on $100 million modernization project of 10 prime contracts for rail terminus with station, underpass tunnel, multi-track rail yards, catenary, traction and signal power, four-tower digital microwave communications system, crew facility buildings, and public utilities, while maintaining 18 miles of active rail lines. UMTA (now known as FTA) recognized project as one of a handful of federal fully funded projects to be completed within the funding allocation and on time. 1985-1989

Multiple Task Order Projects, US General Services Administration (GSA) Region 2 - Project Manager CQM for building projects: MEP systems, historic preservation, interiors, restoration, for the courts, DEA, GSA, and the IRS. 1989-1993

Science Laboratories Project, Stockton State College, NJDBC, Pomona, NJ - Construction Manager for a $2 million project of multiple prime contracts with specialized MEP systems and laboratory equipment, completed on time during an active school year. 1989-1990

Other: Developed schedules and basis for construction claims analysis and presented findings. Assisted Owner's Representative on Route 1 grade separation interchange project in Princeton, NJ (NJDOT).

ORBA Corporation, Fairfield, NJ - Managed design/build industrial construction for material handling facility projects in SC and OH. Conducted forensic investigations at operating facilities in IA and WI, then implemented solutions. Led civil/structural design for design-build projects worldwide.

Rockland County Department of Highways, New City, NY - Designed, completed contract packages, and preformed construction support services for public works facilities, including three bridges and approach highways, according to New York State Department of Transportation (NYSDOT) specifications, in a politically sensitive environment.

Paul T. Dionisio, PE

Senior Civil/Structural Engineer

URBAN ENGINEERS
Formulating Excellence

WHY SELECTED

- **38 years of professional experience**
- **Substantial NYC waterfront design experience**
- **Prior NYCEDC, Hurricane Sandy Recovery and NYC Parks Department experience**

REGISTRATIONS/ MEMBERSHIPS

- Professional Engineer NY, NJ, FL, CT
- American Society of Civil Engineers
- AIA/American Consulting Engineers Council Committee
- American Consulting Engineers Council - Metro Region

EDUCATION

MS, 1976, Cornell University, Civil Engineering

BS, 1975, Cornell University, Civil Engineering

RECORD OF PROFESSIONAL EXPERIENCE

Mr. Dionisio has extensive experience in the inspection, design, and construction management of civil works, commercial, municipal and transportation facilities and structures. Mr. Dionisio's experience includes:

NYC Economic Development Corporation Marine Engineering Call-In, New York, NY - Project Manager responsible for structural engineering. On-call services for evaluations of pier, bulkhead and waterfront structures throughout the New York metropolitan area. Included plan and elevation drawings and physical inspection of bulkhead walls, identification of areas requiring immediate repair, estimated repair costs; diagrammatic marina layouts at specified waterfront sites; and general information on marina space requests; consultation on facility docking requirements; inspection and analyses of existing pier structures; fathometric survey; and assisting in preparation of permits.

Superstorm Sandy Damage Assessment Program Management Oversight Consultant, Federal Transit Administration - Lead Engineer for consolidation of projects and cost estimates collected from the affected Transit agencies, including, but not limited to: Port Authority of New York and New Jersey, New Jersey Transit, MTA - New York City Transit, MTA - Long Island Rail Road, MTA-Metro North Railroad, MTA Capital Construction, New York City Department of Transportation, and other smaller agencies and counties in the region. The deliverables for this assignment are an interim and final report outlining each agency's project scopes of work and validating the estimated restoration, repair and resiliency project costs incurred due to storm damage. It formed the basis for funding decisions by FTA, FEMA and other funding partners in response to the affected transit assets which were damaged by the storm.

Emergency Flood Inspection, NYSDOT, Queens and Brooklyn, NY - Project Engineer developed the program for the field assessment of 30 bridges located in Queens and Brooklyn. These assessments were to evaluate scour activity and resulting distress in bridge elements after special concerns were generated by the Schoharie Bridge collapse. He evaluated the following: alignments in joints, curbs, fascias, railings, and piers; results of probings at foundations; comparisons of present stream bed with as-built stream bed; and pier protection. He supervised a diving subcontractor through underwater inspections of Gowanus Canal and other bridges. A major scour pocket and partially collapsed pier support structure were documented along with various other data in the 30 reports prepared.

Integrity Monitoring World Trade Center, Tower 1, New York, NY - Deputy Managing Director for the integrity monitoring of the construction of $3.5 billion Tower 1, World Trade Center, 3.6 million SF (335,000 sq. m.) office building in downtown New York City. This responsibility reports directly to the Owner and is centered on eliminating fraud, waste and abuse. Duties include monitoring the activities of the design professionals and the construction manager, as well as monitoring the construction for safety, compliance with drawing and specifications, schedule cost avoidance.

Army Base Pier Number 3, Brooklyn, NY – Project involved inspection, evaluation and report of a pile-supported, timber framed, pier with a concrete deck.

Clover Hill Development Assessment of Sports Facilities Addition, Long Hill Township, NJ – Mr. Dionisio evaluated FEMA flood maps and assessed environmental impacts for this municipal project.

Major US Water and Wastewater Treatment Plants – Mr. Dionisio served as Civil/ Structural Engineer for plant additions for over twenty major plants throughout the US.

Andrew G. Royston, EIT

Civil/Structural Inspector

URBAN ENGINEERS
Formulating Excellence

WHY SELECTED

- **5 years of professional experience**
- **NYC construction management experience**
- **Certified special inspector**

REGISTRATIONS/ MEMBERSHIPS

- Engineer in Training, NJ
- ACI Concrete Field Testing Technician, Grade I
- ACI Concrete Construction Special Inspector
- ICC Structural Masonry Special Inspector
- 4hr NYC DOB Supported Scaffold User

EDUCATION

- BE, 2009, Stevens Institute of Technology, Mechanical Engineering
- MS, 2009, Stevens Institute of Technology, Project Management

RECORD OF PROFESSIONAL EXPERIENCE

Mr. Royston's experience as a Construction Manager includes civil, rail, bridge, high rise and facility engineering projects. He is an excellent communicator with clients, contractors, and designers. He ensures high quality of work for all projects that he manages and has proven experience in delivering projects on time and within budget. Mr. Royston has successfully managed multiple design, construction, and special inspection projects, providing clients with the service they expect from Urban. Mr. Royston's experience includes:

Central Bus Maintenance Facility Dynamometer Design, County of Westchester, Yonkers, New York – Assistant Project Manager for the design of a new dynamometer and brake tester to accommodate 60' buses at this maintenance facility. Project involves evaluation and recommendations for the new equipment, electrical power for the new equipment, HVAC exhaust system upgrades, additional make-up air, air cooling, fire protection and controls. Managed the design effort between MEP department, Civil/Structural departments, architectural and cost estimating subconsultants. Participated in site surveys, reviewed drawings and monitored schedule and budget throughout all phases of the design.

New York City Special Inspections – Project Manager and Special Inspector for multiple projects in New York City. Responsibilities include supervising inspection staff, tracking project schedules and budgets, coordinating inspections with clients and contractors, and filing required NYC Department of Buildings documentation. Several recent projects include:

- 475 Fifth Avenue Renovation, Jones Lang LaSalle, Manhattan, New York – Class A office building.
- 222 Broadway Renovation, L&L Holding Company, Manhattan, New York – Class A office building.
- St. Luke's Roosevelt Hospital, The Linde Group, Manhattan, New York – Bulk Oxygen System replacement.
- 1551 3rd Avenue, Whole Foods, Manhattan, New York – Retail renovation.
- Novotel Hotel Times Square, UBSL Ltd., Manhattan, New York – Structural renovations.

Hunts Point Landing, New York City Economic Development Corporation (NYC EDC), Bronx, New York – Construction Manager for a new 1.25 acre waterfront park as part of the South Bronx Greenway program. Inspected cast-in-place concrete, pile and pier installation of marine-based construction operations, grounding and lighting systems, landscaping and park amenities. Provided onsite management and tracked contractor progress.

Lafayette Avenue Reconstruction, New York City Economic Development Corporation (NYC EDC), Bronx, New York – Construction Manager for streetscape construction of South Bronx Greenway program including underground utility improvements, reconstruction and paving of a five-city-block roadway, landscaping and installation of concrete medians, sidewalks and pedestrian features. Verified that construction followed NYC DOT specifications and contract documents. Calculated and verified payment quantities per NYC DOT specifications and maintained quantity book. Prepared calculations and spreadsheets for payment documentation. Maintained project punchlist, inspecting and accepting rework items. Tracked material, labor and equipment records for change orders.

West 125th Street Streetscape Improvements, New York City Economic Development Corporation (NYC EDC), Manhattan, New York – Construction Manager for constructability. Reviewed and commented on contract drawings for and determined engineer's estimates for payment items. Developed contract bid list and engineer's estimate for all divisions of work including utilities, site/civil, landscaping, traffic signals, roadway reconstruction, curb realignment, lighting and pedestrian features. Reviewed contract documents for accuracy and completeness. Confirmed all bid items meet NYC DOT Specifications. Calculated and verified additional bid quantities and estimates as design progressed. Analyzed construction bids after advertisement.

Fort Monmouth Base Realignment And Closure (BRAC) Program, US Army, Fort Monmouth, New Jersey and Aberdeen, Maryland – Engineering Support for US Army CECOM General's Staff (C4ISR G4) for the BRAC program to move personnel, laboratories and equipment from Fort Monmouth, NJ to new and reuse space at Aberdeen Proving Ground, MD. Program involved a design-build contract of a new six multi-story building campus and five design-bid-build contracts for four new multi-story buildings and one building renovation. The new facilities included customized laboratory spaces for complex Army research and operations, office spaces, secure storage areas, a high quality acoustic auditorium, and IT infrastructure. The campus and other buildings included new parking lots, open landscaped areas and pedestrian areas. Determined electrical, HVAC, water, Sewer and other utility requirements for final fit out of these buildings by conducting design review meetings with Generals and directors of Army mission organizations. Identified gaps between design documents and evolving user architectural and utility needs. Provided design information and drawings for scope changes to the designer for architectural, utility, HVAC, and complex security systems. Inspected buildings for final acceptance by the Army and participated in the commissioning of building equipment and systems. Coordinated bid process to obtain food service vendors through the Army's vendor program and worked with vendor design teams to develop the food service locations. Provided oversight and support for logistics move of over five thousand people and all laboratory and office equipment from Fort Monmouth to Aberdeen Proving Ground.

Meadowlands Railroad and Roadway Improvement, NJ Transit, East Rutherford, New Jersey – Construction Inspector for three construction contracts including railroad work on bridge structures, a new three track train station and multiple road realignments, paving, roadway bridges, and a pedestrian overpass. Responsibilities included inspection of electrical and signal systems, cast-in-place bridge foundations and piers, steel girders, precast bridge beams, and railroad construction including track alignment and turnout installation. Additional inspections involved bridge drainage, bridge waterproofing, earthwork and landscaping. Inspected construction of new rail station including directly monitoring pile driving operations of over 400 H-piles, HVAC installation, poured and precast concrete and building finishes. Calculated field quantities of items for payment.

New Jersey Sports and Exposition Authority, East Rutherford, New Jersey - Engineering and Construction: Coordinated construction activities and schedules among the New Meadowlands Stadium, NJ Transit Rail Line, and Xanadu projects. Created project-specific Font End, RFQ, and RFP documents. Negotiated contract overruns and contractors. Maintained and catalogued project documents. Worked with architects to design alternative solutions to issues during construction. Coordinated multiple permit applications with the NJDCA. Acted as site engineer for inspection of temporary structures. Managed numerous maintenance projects onsite at the Meadowlands Sports Complex.

Patty C. Robles, EIT

Civil/Structural Inspector

URBAN ENGINEERS
Formulating Excellence

WHY SELECTED

- **6 Years of Professional Experience**
- **Project Coordination on FTA Emergency Relief**
- **FTA Funded Transit Project Experience**
- **CAD experience**
- **ACI Special Inspection certification**

REGISTRATIONS/ MEMBERSHIPS:

- Society of Hispanic Professional Engineers (SHPE)

EDUCATION:

- BS, 2011, New Jersey Institute of Technology, Civil Engineering

CERTIFICATIONS:

- New Jersey EIT
- ACI Concrete Construction Special Inspector
- ACI Concrete Field Testing Technician, Grade I
- ICC Spray-Applied Fireproofing Special Inspector
- ICC Structural Masonry Special Inspector
- ICC Steel and Structural Bolting Special Inspector Certification (Pending)

RECORD OF PROFESSIONAL EXPERIENCE

Ms. Robles is an Engineer in Training with diverse inspection and project management experience on multi-million dollar projects. Her leadership qualities and knowledge related to project coordination make her a valuable asset. Ms. Robles' experience includes:

PATH Task Order 15; Interim Project Management Support for Projects Related to Super Storm Sandy, Jersey City, NJ – Following the emergency work completed by the Port Authority Trans-Hudson Corporation (PATH) in response to Super Storm Sandy, PATH retained Urban's services to provide expert Professional Planning, Project Management, Program Management, FTA Application Grant Assistance and Related Services. Ms. Robles was fully engaged with the Federal Transit Administration's (FTA) grant application process immediately following Super Storm Sandy and is able to provide knowledgeable support to PATH. Ms. Robles is also directly involved with the preparation of a Program Management Plan (PMP) that will serve as a guideline for PATH's management and operations. In a Project Management capacity, Ms. Robles is actively tracking project progression to keep the Task Order within budget. (2013-2014)

Shore Parkway Bikeway and Pedestrian Path, Brooklyn, NY – In response to the damage from Super Storm Sandy, the Department of Parks and Recreation has awarded a contract for "Emergency Clean Up and Make Safe". As a Resident Engineer, Ms. Robles was responsible for the continued progression of the project as designed. As the owner's representative Ms. Robles was responsible for any resolutions needed on the field as well as for creating daily reports. She was also responsible for tracking quantities, assuring quality, and keeping the project within budget. (2013-2014)

Novotel Times Square Hotel Renovation, UBSL, Manhattan, NY – Special Inspector for renovation of public spaces (lobby, entrance, concierge, etc.) for this 33-story boutique hotel near Times Square. Project included installation of a canopy over the West 52nd Street Entrance and renovations to the mezzanine and sky lobby. Ms. Robles was responsible for Special Inspection of Cast-in-Place Concrete. Tracked and reviewed contract drawings, shop drawings, contract specifications, relevant ACI specifications and submittals for special inspections. Reports were created and submitted by Ms. Robles following each inspection. (2013)

Super Storm Sandy Relief Effort, New York, NY – In response to the devastation created by Super Storm Sandy, the Federal Transit Administration (FTA) has employed Urban's Project Management Oversight Program engineering support contract to assist them in establishing the cost to repair and/or replace transit capital assets in the region. Ms. Robles served as a Project Coordinator where she was responsible for obtaining and confirming the accuracy of all damage assessment project data with all project managers assessing MTA, LIRR, NJ Transit, PATH, Metro North Railroad, and New York City Transit Restoration Projects for Super Storm Sandy. Ms. Robles was essential in preparing and collecting all FEMA Forms for over 300 projects where damage was assessed throughout the region. She was also responsible for aiding in the writing, assembly, and packaging of weekly and term reports that were combined to be voted on by the U.S. Congress for Federal Financial Aid. (2012-2013)

River Terrace Apartments Elevator Upgrades, Courtyard and Garage Repairs, 158th Street and Riverside Drive Housing Co., Inc., Manhattan, NY – Special Inspector for elevator upgrades, courtyard, and garage repairs for the 431-unit, 16-story apartment building. Project included repairs of the concrete garage decks, complete demolition of the courtyard, installation of new courtyard with landscape features, rehabilitation of existing steel and new pedestrian canopy, and new mechanical equipment for the elevator machine rooms. Ms. Robles was responsible for Special Inspection of Cast-in-Place Concrete. Tracked and reviewed contract drawings, shop drawings, contract specifications, relevant ACI specifications and submittals for special inspections. Reports were created and submitted by Ms. Robles following each inspection. (2012-2013)

United Airlines, LaGuardia Airport, New York, NY – Urban designed and performed construction support services for apron paving at LaGuardia Airport. Ms. Robles reviewed construction drawings and inspected concrete pouring activities. Observed, assessed, and documented findings. She also attended the Port Authority inspection walk through for Partial Inspection and provided information as needed. (2012)

Saratoga Bus Maintenance Facility, Saratoga Springs, NY – Urban was selected to provide MEP and Civil Engineering design services for the design of a Bus Maintenance Facility in Saratoga Springs, NY. Ms. Robles was responsible for aiding the project manager and assuring all necessary documents have been received and properly maintained. Assisted project manager with project management duties including preparing the scope of work and maintaining the budget. She also maintained communication with the Client to assure quality and timely submittals. (2012-2013)

West 125th Streetscape, NYEDC, Bronx, NY – The West 125th Streetscape Project is a large multi-million dollar effort involving four separate phases of construction requiring coordination with Columbia University construction projects in one of Manhattan's most intermodal neighborhoods. She performed extensive research into public databases on vault information within the project limits. Also conducted the building vault survey on-site to locate and assess the contents of all building vaults within the project's limits. This required outreach and coordination with local vendors, owners, and tenants. (2012)

Transit Hub, City of Poughkeepsie, Poughkeepsie, NY – Urban was selected to address the needs and desires of the City of Poughkeepsie for a safe, functional transit services center. The project will create an ADA-accessible central location for bus transit passengers and also be a hub of information allowing for intermodal connections. Urban's team is providing project management, civil engineering, electrical, traffic, maintenance and protection of traffic (MPT), landscaping, cost estimating and constructability construction inspection services. Ms. Robles prepared contract documents and has been an integral part in mobilizing the project. She is also responsible for aiding the project manager and assuring all necessary documents have been received and properly maintained. (2012-2013)

Claims Project, Chartis, Astoria, NY – This claims project required a field investigation of claimant's report of property damage resulting from neighboring construction. Observed, assessed, and documented findings. Reviewed Shoring and Underpinning plan as a basis for interpreting damage. (2012)

Claims Project, Chartis, Brooklyn, NY – This claims project required a field investigation of claimant's report of property damage resulting from Hurricane Irene. Observed, assessed, and documented findings. Research was conducted of as built conditions available for public access as a basis for interpreting damage. (2012)

C.,V. Associates NY; PE, LS, P.C., Harriman, NY – As an Engineering Technician/Assistant Culvert Inspector, assisted the Project Manager and Project Engineers in evaluating structural ratings of highway structures with contract value of $2.7 million. Established inspection lists and maintained database for culvert inspections. Created weekly schedules for culvert inspections and updated GIS map. Assisted Team Leader in inspecting assigned small culverts between 5 and 20 feet. Inspected small bridges and calculated capacity upon request. Provided plan drawings, photo location plans, inventory sheets, and any other requests from Team Leader post-inspection to prepare reports. (2011-2012)

North Jersey Transportation and Planning Authority, Newark, NJ – Intern/External Affairs. Assisted with coordinating various symposia in a transportation and technology series. Also created PowerPoint presentations to be to be used for different forums; created CAD layouts of office for internal use; created a digital layout of a conference room for internal staff use and future planning; tracked approximately 100 sub-regional studies for the past 15 years to determine if any improvements have been implemented; and assisted with different surveys conducted in different counties. (2010-2011)

Kevin J. Buchanan

Senior Civil/Structural Inspector

URBAN ENGINEERS
Formulating Excellence

WHY SELECTED

- **30 years of professional experience**
- **ACI / ICC Certified Inspector**
- **AWS / CWI Inspector**
- **NY State DOT Certified UT Inspector**
- **NDE Level III MT/PT**

REGISTRATIONS/ CERTIFICATIONS & MEMBERSHIPS

- ASNT Level III PT & MT
- AWS CWI
- ACI Special Inspector
- ACI Concrete Field Testing Technician Grade I
- NDT UT NY State DOT
- ICC Special Inspector-Structural Welding#S2, Structural Steel and Bolting #S1, Structural Masonry #84, Sprayed-Applied Fireproofing #86
- NDT Level II, MT, PT, RT, UT, VT, AWS, CAWI, PCI Level II, ACI Special Inspector
- NDT Level III Military MT, PT, RT, UT, ET
- American Welding Society
- American Society of Nondestructive Testing
- America Concrete Institute
- International Code of Council
- American Society of Civil Engineers

Military

- Vermont Air Nation Guard, Burlington, VT

EDUCATION

- Burlington High School - Diploma

RECORD OF PROFESSIONAL EXPERIENCE

Mr. Buchanan has over 30 years of experience in the inspection and NDT testing industry. Inspection experience includes field inspections and shop inspections on buildings (pre-cast and steel), bridges (pre-cast and steel) nuclear and fossil power plants, paper mills, military aircraft and pipelines. Mr. Buchanan has working knowledge of ASTM's, ASNT, ASME, AWS, AISC, ACI, Military Standards, NY City Building Code, NY State Construction Manual, ICC codes. He has managed inspection offices for large engineering firms, and inspection & testing firms.

Special Inspection Experience

Mr. Buchanan has been work in the New York City area since the inception of the Special Inspection Program. He has been involved with the NYC Building department in special projects during the development of the Special Inspection Program. Some of the major projects that Mr. Buchanan was involved with are listed below:

Staten Island Hospital Addition – Special Inspections included Structural steel bolting & welding and Gas Piping Welding

NYU Bio Center 12-16 Waverly Place (9 Story Building) – Special Inspections included – structural welding, bolting, sprayed on fire proofing, fire stopping, sprinkler system, structural masonry and structural stability

Con Edison Mont Haven Sub-station Bronx, NY – Special inspections included Structural welding, bolting, Pre-cast concrete (plant & field), Rebar, Cast-in-place concrete, Fire stopping, sprinkler system and structural stability

Con Edison Aster Sub-station Manhattan, NY - Special inspections included Structural welding, bolting, Pre-cast concrete (plant & field), Rebar, Cast-in-place concrete, Structural masonry, Fire stopping, sprinkler system and structural stability

Con Edison Parkview Sub-station Harlem, NY - Special inspections included Structural welding, bolting, Pre-cast concrete (plant & field), Rebar, Cast-in-place concrete, Structural Masonry, Fire stopping, sprinkler system and structural stability

Con Edison Academy Sub-station Harlem, NY - Special inspections included Structural welding, bolting, Pre-cast concrete (plant & field), Rebar, Cast-in-place concrete, Structural Masonry, Fire stopping, sprinkler system and structural stability

NYU 34 Stuyvesant Place - Special Inspections included – structural welding, bolting, fire stopping, sprinkler system, structural masonry and structural stability and Energy Code Compliance

Con Edison 4 Irving Place – Local Law 11 special Inspections – Structural masonry, Structural welding and Structural stability

7 World Trade Center – Special Inspections – Concrete Coring Inspections for the NYC Building dept.

Whole Foods 87th Street and 3rd Ave, Manhattan, NY. – Special inspections include – Structural welding & bolting, rebar, cast-in-place concrete, Sprinkler system

Mr. Buchanan has been involved in many smaller projects that have required special inspections not listed here.

Major Contract Experience

NY State DOT Structural Steel Contract
NY City Steel Inspection Contract
Massachusetts DOT Steel Inspection Contract
New Hampshire DOT Steel Inspection Contract
Maine DOT Inspection Contract
Rhode Island DOT I-95 Rehab Project
Vermont DOT Steel Inspection Contract
Connecticut DOT Steel Inspection Contract

Mr. Buchanan has managed the above listed inspection contracts with various companies, providing CWI inspectors at fabricating facilities and field project sites. His involvement included supplying certified personnel and review project specifications and drawings along with final review of reports for quality compliance with drawings and specifications.

Major High Rise Experience

New York Hospital Addition over FDR Drive – Inspection Team Project Manager supplying CWI inspectors at fabricating facilities from Toronto, Canada down to South Carolina and west to Grand Junction, Colorado. Mr. Buchanan reviewed welding procedures and drawings on all of the structural members being fabricated. He provided a team of inspectors to provide all of the structural steel inspection on site. Reviewed all reports for compliance with drawings / specifications and that the NYC Building Code requirements were complied with.

42nd Street Towers (65 stories) – Project Manager in conjunction with the NYC Building Department in taking core samples to determine concrete strength in areas of the building as designated by the Structural Engineer for compliance with undocumented concrete breaks during the construction of these two projects. Reports were documented evidence for the NYC Building department.

South Station Boston, Massachusetts - Inspection Team Project Manager supplying CWI inspectors at fabricating facilities around the northeast. Inspection personnel were provided for onsite inspections. Mr. Buchanan performed all welding inspections including reviewing and approving welding procedures to be utilized on the project. Reviewing drawings / specifications along with all inspection documentation to be submitted was conducted.

Other Large Projects:
Dana Farber Cancer Center Boston, MA.
TF Green Airport Warwick, RI
St. Francis Hospital, Hartford, CT
New York University Hospital Addition Staten Island, NY

Major Pre-cast, Concrete & Masonry Experience

Con Edison – Mont Haven Sub-station (Pre-cast building) Bronx, New York
Con Edison – Aster Sub-station (Pre-cast building) Manhattan, New York
Con Edison – Park Ave Sub-station (Pre-cast building) Harlem, New York
Con Edison – Rock View Sub-station (Pre-cast building) Yonkers, New York
Con Edison – Elmsford Sub-station (Pre-cast building) Elmsford, New York
Freedom Tower – New York City – Concrete Mock-up tests for footings
4 Irving Place – Local law 11 - Masonry
NY Racquet Club – Local Law 11 – Masonry

Mr. Buchanan monitored and conducted the testing and inspection operations on the above listed projects. This included visiting the precast fabricating facilities and providing the inspectors for the project site. It also included reviewing drawing and specifications, insuring the reports were in accordance with NYC Building Code requirements including insuring TR-1 and TR-2 were filed correctly.

Ronald Popotte

Senior Civil/Structural Inspector

URBAN ENGINEERS
Formulating Excellence

WHY SELECTED

- **15 years of experience**
- **Task order Inspection experience**

CERTIFICATIONS:
MEMBERSHIPS:

- ACI Level I, ACI Level II
- ICC Masonry

EDUCATION:

- BS, 2001 City College of New York, Civil Engineering
- BS, 1998, SUNY OSWEGO, Physics

RECORD OF PROFESSIONAL EXPERIENCE

Recent project experience with Task Order type assignments, serving as the primary point of contact and the responsible party in the field for the client.
Works with Design Engineer team to provide input on constructability reviews for project development, and when applicable suggested edits and changes to standard details, specifications and guideline documents. Review and comment on Contract and Work Order drawings before awarded for Bid. Prepare public reports such as bid proposals and environmental impact statements, Prepare period reports and assessments for each project phase.

Chairs meetings (Pre-Construction Meetings, Construction Progress Meetings and Partial/Final Inspections) with contractors, facility personnel, design consultants and other stakeholders. Has managed 12 direct reports consisting of Civil/Structural Engineers, Electrical/Mechanical Engineers, Office Engineer and Construction Inspectors.

Performs reviews on contractor's construction baseline schedule, prepares and initiates field change notices, and ensures all required tests, operations, measurements, and inspections are scheduled, ordered, and satisfactorily completed and documented. Reviews status of correspondence, monthly updates, payments, PACC's and close out documentation to assure timely processing of Contract administration paperwork.

Evaluate, negotiate and prepare documentation for change orders (review and negotiate contract change orders on behalf of the Authority) or claims.

Downtown Path Restoration Program between Exchange Place and World Trade Center
The contract provided construction modification to PATH Tunnels "E" and "F" between World Trade Center Station and Exchange Place Station. Construction included the removal of existing construction, asbestos removal, the construction of track including track support structure, the construction of duct bank, cables including high voltage traction power, communication and signals, the construction of lighting, drainage, fire protection operation.

PATH-Building & Site Repairs (Hurricane Sandy)
Immediate Repairs at Port Authority Trans-Hudson Corporation facilities via Work Orders, in order to minimize the potential for loss of life and property and to facilitate the resumption of safe operations and essential agency functions in a timely manner.

Consolidated Maintenance Facility at Waldo Yard-Miscellaneous Modification
The contract provides for the upgrade of the HVAC system; work includes installation of ventilation equipment for the rail, welding and carpenter shops: installation of access doors; replacement of miscellaneous air handling units; modification of air ducts, structural steel supports and electric service panels; caissons; foundations; and miscellaneous replacement of walls, ceilings and doors.

Washington Street Substation #2 Emergency Diesel Generator Replacement
The contract provides for the installation of an emergency generator, including low voltage switchboard and controls at the Washington Street substation to replace the existing emergency generator, low voltage switchboard and controls.

PATH-CCTV Installation
The contract provides for the installation of equipment such as cameras, digital video recorders, cables, multiplexers, network servers, monitors, and video equipment and in some cases control room. It also required soft ware's such as monitoring system, a response or reaction system, video footage storage system and record system and an evidence control system

Upgrade Underground Storage Tanks
The major work under this Work Order was the replacement of tank sump and equipment, slab removal and replacement, & 10,000 gallon tank upgrade.

PATH Train Operations Building Construction
Contract calls for construction of a 22,000 square feet building to house a primary Security and Control functions required for operations of the PATH rail system. Scope of work included related site improvements, mechanical/plumbing, electrical, architectural, HVAC systems, etc.

Replacement & Upgrade to Switchstation #6 & #10
The contract provides for replacement and upgrade of two direct current (DC) switchgear in two switching stations (#6 and #10), including major components such as high voltage equipment and transformers, auxillaries, control systems, protective equipment

Path - Bus Terminal Escalator Replacement
Contract calls for replacement of eight escalators at JSTC from the Concourse Level to the Bus Terminal with new heavy-duty escalators, including associated components and controller.

New York City Transit-SPM 2 Broadway New York, NY
As Field Engineer monitored and inspected installations of exhaust fan/HVAC work, conduits, lighting fixtures, electrical panels, and electrical cables. Inspected all aspects of the work including dimensions, connections, embeds, finishes and coordinated GO Request and Flagging Request. Reviewed requirements with the contractor and resolved all questions and/or differences of interpretation prior to start-up of each phase of the work. Define records to be maintained and or turned over to the NYCT quality record Matrix. Oversee inspections for completeness and quality.

Kennedy Airport (Monorail Access) Merk Power Plant (Linden, New Jersey)
Pile Inspection.
Set up and monitored Vibration Monitor, Static Load Test according to NY&NJ building code.
Performed Surface Excavation Test, Pile Dynamic Analysis Testing

PATH-Harrison Car Maintenance Facility - South Yard Site Work for Track Installation
The contract calls for installing four storage tracks within the South Loop to provide storage for 16 additional cars. Contract work included excavation and disposal of soil, sub grading, install new conduit duct banks and hand holes and install 12 inches of ballast.

PATH –FM 200 Fire Suppression Systems
The contract calls for installation of underground fire mains, wet automatic sprinkler systems, and clean agent FM 200 system in existing maintenance facilities and support facilities. Project scope included: installation fire alarm systems, security cameras, access controls, voice and data systems, pro-sound systems.

Waldo Yard-Hazardous Waste Storage Facility
The contract calls for the erection of a 2,100 square feet modular Hazardous Waste Storage Building. Work includes foundations, paving, perimeter fencing, utilities and installation of a closed-circuit video camera.

PATH –Harrison Station Demolition of Existing Buildings
The contract provides for demolition of existing three single story industrial manufacturing buildings that is required for the redevelopment of the PATH Harrison Station. All abatement and disposal of materials was performed in accordance with all applicable standard and environmental requirements.

John Cochrane, Jr.

Civil/Structural Inspector

URBAN ENGINEERS
Formulating Excellence

WHY SELECTED

- **18 years of professional experience**

REGISTRATIONS/ MEMBERSHIPS

- AWS Certified Welding Inspector and Educator
- Certified Combination Welder
- ASNT Level 2 PT\MT\UT Certification
- ICC Certified Structural Steel and Bolting Inspector
- ICC Certified Structural Welding Inspector
- ICC Spray Applied Fireproofing Inspector (Previously)
- Troxler Certification for use of Nuclear Density Gauge
- Certification from the State of New Jersey Department of Community Affairs/Uniform Construction Code as a Structural Welding/Steel/Bolting Inspector
- ACI Concrete Field Testing Technician – Grade 1 Certification
- OSHA 8 Hour Safety Training
- Current TWIC card for restricted access

EDUCATION

Supervisory and Project Management Training, Bucks County Community College

Major in Metallurgy of Welding and Joining under the direction of the ASM International Education Department

RECORD OF PROFESSIONAL EXPERIENCE

Cyclesport – Welder\Fabricator

- GTAW Welding of thin wall aluminum, titanium, and chromoly custom bike frames. Frames include track bikes and tandem bicycles.

SEPTA – Welding Inspection and Existing Steel Discovery

- Contracted to evaluate the condition of the existing structural steel canopies and welds at train, subway and above ground rail lines.
- After installation of the new structural steel, reports and documentation of the bolted and welded components were supplied in accordance with the applicable standards.

I Tool Co – Quality Assurance Development

- Contracted to develop a quality control manual and specifications for the various products developed and manufactured at the Knoxville, TN plant.
- Welder training and continuing education developed to continually improve welding proficiency and advancement through different required welding capacity.
- Develop quality guidelines for material procurement and documentation of traceability throughout the manufacturing process.

Skyline Steel – Quality Assurance Engineer\Authorized Inspector\Welding Manager

- Responsible for welder and procedure qualification for sub-contractors and full time employee.
- Responsible for Welder Training, Certification and Continuing Education.
- Equipment set up and calibration.
- Site visits to ensure quality standards continue to be met according to the customer requirements.
- Responsible for keeping traceability from procurement to the final product.
- Responsible for ordering consumables and outside equipment in order to keep production flowing smoothly for the full time employees and sub-contractors.
- Internal audits completed to ensure that the applicable codes and company requirements are met during production.

AMER Industrial Technologies – Quality Assurance Engineer\Authorized Inspector\Welding Manager

- Responsible for creating and qualifying the welding procedures used for all jobs (Process or Nuclear).
- Responsible for tracking and keeping welder qualifications up to date.
- Responsible for ensuring the consumables meet the customer and code requirements for each particular job and welded connection.
- Responsible for ensuring the materials meet the customer and code requirements for each particular job and welded connection.
- Responsible for receiving inspection to insure the chemical analysis, heat treatment schedule, surface preparation, machining, documentation, paint, packaging and dimensional tolerances meet the customer and code requirements. Also ensuring the vendors have been approved\audited to meet customer, code, and NQA-1 requirements. All materials were also required to have a heat and material identification number assigned to them and to also be stored in accordance with the customer requirements and at a minimum the requirements of the code and material manufacturer requirements.

- Responsible for pre and post heating material during welding processes as required by the customer or applicable code.
- Responsible for creating forms to document traceability of the welds and material throughout the fabrication process.
- Constant communication with the management and engineers to provide accurate timelines for work to be completed and meetings to discuss ways to improve our fabrication processes as well as root cause analysis of failures or delays which cost the company valuable time and money.
- Conducted weekly welding and safety training to improve and provide continuity in the way that we work. The safety aspect is important in order to enforce accountability and to also improve awareness of how much easier it is to prevent accidents by giving the employees the tools required to operate in a safe and controlled workplace. I use the welding training courses as an opportunity to pass on the tricks of the trade that I have learned over the years and to also allow input from other welders to make any changes to work policies that will increase quality\productivity and or provide a better program as a whole. Welding training is also hands on in which I work with the welders individually to improve their skills and to also ensure that everyone is following the same welding principals that have been taught for years.
- There are many other tasks that I complete on a daily basis, however these are what I feel to be the most important in reference to the position held.

ATC Associates – Senior Field Inspector\Project Manager

- Responsible for implementation of the applicable construction codes at multiple job sites.
- Coordination and scheduling of various types of inspection at various stages of construction.
- Close interaction with contractors and construction managers to carefully develop a relationship so that I could give realistic estimates of when specific phases of construction would be completed, while maintaining the highest quality possible.
- Precise documentation of work performed as well as deficient work so that all parties involved would have access to job files, this is to prevent wrongful liability.
- Site meeting to discuss specific details with the construction manager and contractor in order to precisely complete tasks and keep everyone aware of any issues that may need the approval from the engineer of record.
- Steel, Concrete, Soil, Masonry and Fireproofing inspection were performed daily.

Bureau Veritas – Senior Field Inspector\Project Manager

- Responsible for implementation of the applicable construction codes at multiple job sites.
- Coordination and scheduling of various types of inspection at various stages of construction.
- Close interaction with contractors and construction managers to carefully develop a relationship so that I could give realistic estimates of when specific phases of construction would be completed, while maintaining the highest quality possible.
- Precise documentation of work performed as well as deficient work so that all parties involved would have access to job files, this is to prevent wrongful liability.
- Site meeting to discuss specific details with the construction manager and contractor in order to precisely complete tasks and keep everyone aware of any issues that may need the approval from the engineer of record.
- Steel, Concrete, Soil, Masonry and Fireproofing inspection were performed daily.

Nooter Construction – QA/QC Coordinator (Contract Position)

- Responsible for welder qualification including visual inspection and X-Ray interpretation
- Responsible for coordinating hydro tests and also ultrasonic/magnetic particle examination by third party inspection agencies hired by client.
- Responsible for breaking down the job scope into piping/test packages for job turn around and new construction
- Responsible for requesting weld procedures and ensuring material is properly identified and documentation is in place
- All work completed and inspected in accordance with AWS and ASME code

Adam R. Tashjian, EIT

Civil/Structural Inspector

URBAN ENGINEERS
Formulating Excellence

REASON SELECTED

- **Construction Management Experience with NYC DEP Water Main and NYC DOT Roadways**
- **Office Engineering Experience for NYC EDC Streetscape projects**

EDUCATION

- BS in Civil Engineering, Syracuse University, Class of 2007

CERTIFICATIONS

- New York State EIT
- ACI Concrete Construction Special Inspector
- ACI Concrete Field Testing Technician, Grade I
- ICC Structural Steel and Bolting Special Inspector, S1 (Pending)

REGISTRATIONS/ MEMBERSHIPS

- American Society of Civil Engineers

RECORD OF PROFESSIONAL EXPERIENCE

Adam Tashjian is an Engineer-In-Training with 6 years of structural design and construction management experience with New York City agencies on multimillion dollar projects. His knowledge in structural design, highway design, and field inspection make him an asset to Urban's experienced workforce. Mr. Tashjian's experience includes:

Construction Management/Inspection Experience:

West 125th Street Streetscape - Bronx, NY – NYCEDC

West 125th street streetscape is a large multi-million dollar project involving four separate phases of construction that requires coordination with multiple Columbia University Construction projects in one of Manhattan's most intermodal neighborhoods. Mr. Tashjian completed the project's design drawing review and performed the project's building vault survey to locate and assess the contents of all building vaults within the project's limits. This required extensive coordination with local vendors, owners, and tenants.

Food Center Drive – Bronx, NY – NYCEDC

The reconstruction of over a mile and half of a heavily trafficked service road in the South Bronx provides access for heavy volumes of truck traffic for New York City's food distribution centers. Mr. Tashjian assisted in constructability reviews at the 90% completion phase of the design drawings. He assisted developing the bid packages for the project, identified and assessed potential budget decreasing scope reductions, and advised the design team with comments for the bid list and constructability review and performed inspections.

Lafayette Avenue Reconstruction Project - Bronx, NY - New York Economic Development Corporation

The reconstruction of Lafayette Avenue was a $4.2M streetscaping project involving the rehabilitation of all major utilities and general revitalization of an industrial, commercial, and residential roadway. Mr. Tashjian performed construction inspections of the installation of a NYC DEP sewer main and NYC DEP water main according to NYC DEP Standard Specifications for the streetscape of Lafayette Avenue. The streetscape work included installation of concrete and cobblestone sidewalks, tree planting, street lighting, roadway median installation, and roadway repaving. He calculated quantities, assembled field data, and prepared and processed change orders and payment requisitions. He maintained all project logs including submittal, photo, shop drawing, change order, meeting, and RFI logs. He performed daily construction inspections, coordinated and participated in meetings, recorded meeting minutes, and maintained quantity books.

Produce Market Fence Project, Bronx - NY- New York Economic Development Corporation

The Hunts Point Produce Market Fence Project involves the installation of a precast concrete wall that ranges in height from 9.5 feet to 14.5 feet. Over 1900 feet long, it serves as a security barrier for the world's largest food distribution center. Mr. Tashjian performed construction inspections for the installation of the site's steel fence, verified quantities of materials, inspected the work performed daily, prepared punch list items, and oversaw work related to punch list items.

Hunts Point Landing, Bronx - NY - New York Economic Development Corporation
The Hunts Point Landing Project involves the construction of over 1.25 acres of waterfront recreational park. Construction involves updating utilities within the park through the coordination of Con Edison, The New York City Department of Environmental Protection, and New York City Department of Sanitation. Mr. Tashjian provided onsite documentation services and construction inspection services throughout the project. He oversaw the installation of pier piles, maintained daily inspection reports, filed documents, coordinated meetings and recorded minutes of meetings, filed shop drawings, and maintained quantity books.

Structural Design Experience:

URS Corp. - Brooklyn Bridge Seismic Evaluation and Retrofit of Ramps and Substructure
Brooklyn, NY – New York City Department of Transportation
Mr. Tashjian began working on the project shortly after the *LARSA* Seismic Model had been completed. He was made responsible for evaluating and assessing the need for retrofit of Manhattan side ramps, foundations, and steel baseplates. He created the subsequent retrofit design for steel column baseplates (LRFD Method), and then performed the analysis and retrofit design for column foundations (LRFD Method). His responsibilities included analysis and organization of design, producing project drawings and calculations, and attending regular progress meetings with the prime consultant and client. Software used: Microstation V7, PCA Column, GROUP Analysis Software, MathCAD, Microsoft Excel.

URS Corp. - Newark Bay Bridge Rehabilitation and Seismic Retrofit
Newark, NJ –New Jersey Turnpike Authority
Mr. Tashjian organized and created the project schedule including the design schedule, and the preliminary construction schedule. He calculated the item list for approval by NJTA. He assisted the project manager in the writing of the proposal that won the contract, and also performed all work and drafting pertaining to the submission of inspection reports. Software Used: Microstation V8, Microsoft Access (NJTA CAPEX), Microsoft Excel, AutoCAD 2007, Microsoft Project 2007.

URS Corp. - Brooklyn Bridge Ramp Rehabilitation
Brooklyn, NY - New York City Department of Transportation
Mr. Tashjian began working on the project during its final design phase. He worked closely with the structural engineering department to help revise many structural drawings related to multiple aspects of the Brooklyn Bridge. Doing so required rapid familiarization of *Microstation* and the *American Association of State Highway and Transportation Officials* Design Manual. He conducted a painting estimate that would include all steel members of the bridge's approachment ramps and main span. Throughout the project, he became familiar with various bridge components, and was held responsible for meeting deadlines, and attended regular meetings to discuss the progression of his work.

Inspection Experience:

URS Corp. - Newark Bay Bridge
Newark, NJ – New Jersey Turnpike Authority
Mr. Tashjian conducted a site inspection in UB Truck to assess the condition of the existing concrete in roadway deck. This included checking for delamination, map cracking, and secondary efflorescence. He conducted a biannual inspection of the bridge's fender system to assess the need for rehabilitation.

URS Corp. - Brooklyn Bridge
Brooklyn, NY - New York City Department of Transportation
Mr. Tashjian performed general site inspections of all Manhattan and Brooklyn approachment ramps. This Inspection included Exterior Hanging Cables and Stay Ropes. It also required lane closures and use of Man Lift to properly identify deteriorating bridge components.

URS Corp. - Driscoll Bridge
Middlesex County, NJ – New Jersey Turnpike Authority
Mr. Tashjian inspected steel stringers and girders with use of "D" Meter to identify section loss of critical members and floor beams.
tests, and Data Recording.

Gregg A. Mehl, EIT

Construction Inspector

URBAN ENGINEERS
Formulating Excellence

WHY SELECTED

- **5 years of professional experience**
- **Material testing experience**
- **ACI Concrete Construction Special Inspector**

REGISTRATIONS/ MEMBERSHIPS

- Engineer In Training
- American Society of Civil Engineers (ASCE)Maryland Chapter
- ICC Certified Spray-applied Fireproofing Special Inspector
- ICC Certified Structural Masonry Inspector
- AWS Certified Welding Inspector (CWI)
- ACI Concrete Construction Special Inspector
- ACI Concrete Field Testing Technician – Grade I
- Certified – Construction Safety & Health (10-hr-OSHA) Confined Space Training (OSHA), NYCDOB Scaffold Training (16-hr user course) and Transportation Worker Identification Credential Card)

EDUCATION

BS, Civil & Environmental Engineering, University of Maryland, A. James Clark School of Engineering

RECORD OF PROFESSIONAL EXPERIENCE

Mr. Mehl is a graduate civil engineer with extensive experience in laboratory material testing and special inspection work.

Kline, Engineering, P.C., Farmingdale, NY
Civil Engineer, EIT/Chief Inspector
Responsible for conducting quality control inspections of construction materials on-site. Interpret structural shop and contract drawings, in order to complete inspections. Manage all aspects of special inspections in the construction phase, from initiation to completion, to ensure all specifications and requirements are met. Prepare daily reports and logs to document completed work. Evaluate and examine field and laboratory data/results. Coordinate with Project Managers and Superintendents to schedule effective QC inspections.

Representative projects that Mr. Mehl participated on include:

- NYU Center for Genomics and Systems Biology; Special Inspections
- Academy Substation ConEd of New York; Special Inspections
- World Trade Center Transportation Hub; Concrete Testing and Quality Control

Manish Patel
Project Engineer / Inspector

EDUCATION

B. S. Civil from Sardar Patel University, Vidhyanagar India. January, 1991

PROFESSIONAL REGISTRATIONS

ACI Concrete Field Testing Technician Grade
ACI Concrete Construction Special Inspector
NJSAT Asphalt Paving Construction Technologist
OSHA 10 Hour Construction Safety and Health Training
Nuclear Gauge Safety Certification
Hazmat Certification
ICC Structural Steel Bolting Inspector

EXPERIENCE SUMMARY

Mr. Manish Patel has more than 22 years of experience in the civil and structural construction field, and has an In-depth understanding of construction practices and methodologies. He has proven skills in managing a team, and has implemented and maintained QA/QC standards in accordance with contract documents. He has prepared punch-lists and implementation follow up.

REPRESENTATIVE PROJECTS

NYCEDC, Green Infrastructure, Newtown Creek, Brooklyn, NY: Engineer responsible for performing engineering inspections, testing and evaluations for construction activities and implementing quality assurance plan requirements. Conducted inspections of various stage of soil boring and permeability tests.

Replacement of Bridge EH-1, Atlantic City, NJ: Engineer responsible for performing engineering inspections, testing and evaluations for construction activities and implementing quality assurance plan requirements. Conducted inspections of various stage of soil boring tests, soil sampling, soil classification, and installation of observation wells.

Metropolitan Transportation Authority (MTA), 55th Street Ventilation Facility, New York, NY: Engineer responsible for performing engineering inspections, testing and evaluations for construction activities and implementing quality assurance plan requirements. Conducted inspections of various stages of tunnel for concrete, shotcrete and rebar installation.

MTA, Pelham Line, Bronx, NY: Project Engineer responsible for performing engineering inspections, testing and evaluations for construction activities and implementing quality assurance plan requirements. Conducted inspections of various stages of concrete and rebar installation.

NYC Economic Development Corporation, Rockaway Boardwalk Evaluation, Queens, NY: Engineer responsible for performing engineering inspections, testing and evaluations for construction activities and implementing quality assurance plan requirements. Conducted inspections of various stage of Pile driving analysis, Pile integrate tests.

MTA Long Island Railroad, Massapequa Park Track Replacement, NY: Engineer responsible for performing engineering inspections, testing and evaluations for construction activities and implementing quality assurance plan requirements.

Conducted inspections of various stage of concrete and rebar inspection, anchor installation, testing anchor for pull tests and torque tests.

66th - 73rd Concrete/Rebar Inspection, New York, NY: Engineer responsible for performing engineering inspections, testing and evaluations for construction activities and implementing quality assurance plan requirements. Conducted inspections of various stage of buildings being constructed to include concrete, rebar, soil, etc. for various projects.

Los Angeles Swaminarayan Temple: Project Engineer responsible for performing engineering inspections, testing and evaluations for construction activities and implementing quality assurance plan requirements. Additional activities included Master Planning, Designing, Development of Buildings, Infrastructure, Landscaping and Project Management, Supervision and Monitoring of the work for New Constructions and Infrastructure work on campus

Medical College at Gandhinagar, India: Senior Construction Manager at Frishmann Prabhu (India) Pvt. Ltd. The work included Master Planning, Designing, Development of Buildings, Infrastructure, Landscaping and Project Management, Supervision and Monitoring of New Construction and Infrastructure projects on campus. Accordingly, a complex of extended hospital facilities and a new medical college for 185 students and associated infrastructure work was recommended for the existing hospital campus. The college and extended medical facilities covers a total built-up area of 0.8 million square meters. Additional facilities included a new college building, addition of a 600 bed ward block to augment existing capacity of 300 beds, hostel facility for students and interns, residential quarters for teaching faculty, and an auditorium.

Assembly Hall at Rajkot, India: Project Engineer for assembly hall within the Swaminarayan Temple at Rajkot. He was involved in planning, designing, scheduling, estimating and day to day monitoring of the project. Project included a 120 foot span space frame with central air cooling and acoustical treatment.

Assembly Hall at Jamnagar, India: Project Engineer for assembly hall within Swaminarayan Temple at Jamnagar. He was involved in planning, designing, scheduling, estimating, and day-to-day monitoring of the project. Project included a 90 foot span, multi-story framework with central air cooling and acoustical treatment.

Kutchh, India: Project Engineer responsible for performing engineering inspections, testing and evaluations for construction activities and implementing Quality Assurance Plan requirements. He conducted inspections of various stages of soil boring tests, permeability tests, soil sampling, and soil classification for various projects during post-earth quake. Project Engineer during resettlement of 8 villages and 45 schools affected by post-earthquake at Kutch area in 2001. All villages were resettled with amenities that included water tanks, primary schools, Anganwadi, mid-day meal halls, community halls, Panchayat Ghar, village road and Gate, Street lights, and plantations.

Assembly Hall at Anand, India: Project Engineer for assembly hall within the Swaminarayan Temple at Anand. He was involved in planning, designing, scheduling, estimating, and day-to-day monitoring of the project. Project included a 60 foot span, multi-story framework with central air cooling and acoustical treatment.

Terence Hampton, E.I.T.

Senior Staff Engineer / Inspector

EDUCATION

Rutgers University, College of Engineering: B.S. in Civil Engineering

PROFESSIONAL REGISTRATION

Engineer In Training: New Jersey

EXPERIENCE SUMMARY

Mr. Hampton is a Senior Staff Engineer with 5 years of experience in Civil Engineering projects, including concrete and rebar, soil and groundwater sampling, analyses and evaluation, subsurface investigation, bidding and estimating. He has provided Quality Assurance oversight on both public and private projects, and has experience with environmental compliance in the construction/demolition industry. While a laboratory technician for Rutgers University, he worked on several high profile projects including asphalt recipe testing for JFK Airport and The White House; foundation masonry tests for One World Trade Center; and on-site concrete testing for a new water filtration facility in the Bronx.

LABORATORY TEST SKILLS

ASTM D6752; AASHTO T27, T84, T85, T166, T209, T269, T304; Hot mix asphalt; aggregate angularity impact on pavement wearing characteristics; and sample compaction testing

PROFESSIONAL CERTIFICATIONS

OSHA 40-hr HAZWOPER; OSHA 10-hr Construction Safety
ACI Concrete Construction Technology; ACI Concrete Field Testing Technician Grade 1; ACI Concrete Construction Special Inspector
MTA LIRR Track Training; MTA NYCT Track Training; Amtrak Training

REPRESENTATIVE PROJECTS

Metropolitan Transportation Authority (MTA), East Side Access/LIRR Harold Structures, Queens, NY: Performed construction special inspections to check rebar, form work, and concrete placement (including slump, air content, and temperature and prepared cylinders. Prepared the daily and monthly field inspection reports.

MTA, 86th Street and 2nd Ave. Subway project, New York, NY, NY: ACI Concrete Construction Special Inspector, inspected placement of concrete and rebar; performed slump, air content tests in the field; inspected concrete mixed at site verifying meets project specifications including fine and coarse aggregate. Collected concrete sample for compressive strength testing. Prepared the daily field inspection reports.

MTA, Pelham Line – Five Stations: Mr. Hampton was a field inspector for MTA Pelham line five stations project. His responsibilities include concrete field concrete testing; rebar inspection, and preparation of reports for Castle Hill and Middle Town station.

MTA, 55th Street Ventilation Facility, New York, NY: Mr. Hampton has performed concrete field tests, where he checked concrete air content, density, temperature, and slump. He prepared daily field reports, under direct supervision of project professional engineer and ACI level II certified personnel.

NYC Department of Design and Construction, Newtown Creek Green Infrastructure Bioswales – Yellow Area: Responsible for onsite field investigation for the geotechnical project work to develop subsurface information for construction of Right of Way Bioswales (ROWB) and Stormwater Greenstreets (SGS) in Brooklyn, New York. Geotechnical work included performing subsurface investigation for soil characterization and permeability tests.

MTA, 2nd Avenue Subway, 72nd Street Station Cavern Project, NY, NY: Acting as an Environmental Engineer, supported Resident Engineers with environmental monitoring and

inspection of special equipment. Performed data collection for air and noise baseline monitoring, downloaded data directly from equipment as well as remotely through computer software, reviewed data, and submitted weekly and monthly reports.

MTA, 2nd Avenue Subway, 63rd Street Station Cavern Project, NY, NY: Acting as an Environmental Engineer, supported Resident Engineers with environmental monitoring and inspection of special equipment. Performed data collection for air and noise baseline monitoring, downloaded data directly from equipment as well as remotely through computer software, reviewed data, and submitted weekly and monthly reports.

MTA, Long Island Railroad, Massapequa Park Viaduct: Inspector overseeing installation and testing of permanent anchor inserts for direct fix rail fasteners, which involves epoxy installation inspection, anchor pull-out testing with hydraulic jack, anchor torque testing, and rail fastener torque verification. Also conducted Quality Assurance for inspection team.

New York City Economic Development Corporation, High Bridge Rehabilitation Project, Bronx, NY: Responsible for implementation of soil sampling pursuant to the Material Handling Plan, Field Vapor Monitoring Plan, and Soil Sampling Plan during excavation operations as part of the rehabilitation project for the bridge.

New Jersey Department of Transportation, I-295 / Route 42 / I-76 Direct Connector, Bellmawr, NJ: Environmental Engineer involved with preliminary site preparations for the improvement of the interchange and construction of two missing traffic movements. Responsibilities include soil sampling from test pit excavations for waste characterization pursuant to the requirements of the disposal facility, identifying and classifying soil, coordination with laboratory for sample analysis, and preparation of sampling reports.

New Jersey Turnpike Authority, Interchange 14A Improvements, Jersey City / Bayonne, NJ: Geotechnical and Environmental Engineer. Geotechnical work included performing subsurface investigations; and soil sampling, identifying and classifying soil using modified Burmister system; installation of monitoring wells, cross-hole seismic borings, borehole permeability testing, and percolation testing. Environmental work included identifying, classifying and disposal of contaminated soil encountered during the subsurface investigation.

NYC Department of Environmental Protection, BT-1 Contract, Rondout West Bypass Tunnel, SHAFT 5B AND 6B, Delaware Aqueduct, Dutchess County, NY: Environmental Engineer involved with environmental noise monitoring investigations to determine baseline ambient noise levels prior to construction phase, determining location of noise monitoring devices, installing devices in the field, and collecting monitoring data.

National Waste & Recycling Services, LLC, Hamilton, NJ: Engineer/Estimator responsible for supervising subcontractors performing take-down and selective demolition of buildings for replacement construction; project planning and budget calculations for demolition operations; coordinated transportation and disposal of demolition materials to selected landfills; obtained excavation permits for digging near utilities and other infrastructure; administered accounts payable and resolved payroll issues with union contractors.

Rutgers University Asphalt Pavement and Civil Engineering Laboratories, Piscataway, NJ: Undergraduate Laboratory Technician assisting with streamlining data collection by introducing automated, web-based data sheets. Projects included: researching the impact of aggregate angularity on pavement wearing characteristics; the study of creep modeling and high-performance concrete recipes; asphalt testing for JFK Airport and The White House; foundation masonry tests for One World Trade Center, replacing New York's Twin Towers; and on-site concrete testing for a water filtration facility in Bronx, New York.

Rumit Pandya
Staff Engineer / Inspector

EDUCATION
New Jersey Institute of Technology: M.S. Environmental Science

CERTIFICATIONS
ACI-I & II Certification, ACI Concrete Construction Special Inspector
NJSAT, CWI (August 2012)
40 Hour HAZWOPER 29 CFR 1910.120 (e); 30 Hour OSHA Construction Health and Safety Supervisor; 10 HOUR OSHA-Construction. Confined Space, Lead Evaluator and Risk Assessor
MTA NYCT Track Training

EXPERIENCE SUMMARY
Mr. Pandya has over 5 years of experience in construction, geotechnical and environmental services. He has served as on-site engineer providing construction oversight for the installation of auger cast piles, sheet piles, soldier piles and lagging; tieback installation, including grout tests, installation of dowels, rock anchors; proof and performance tests to verify pull strength, and reporting. He has performed inspections to verify footing subgrade, placement of rebar, forms and concrete placement for foundation elements, and torque tests for structural steel bolts and anchors. He has performed Pre- and Post-construction surveys of existing buildings, installed geotechnical instrumentation including inclinometers, deflection monitors (crack and strain gauges), and vibration monitoring. He has developed and performed air and gas monitoring for remediation projects, as well as Community Air Monitoring Plans, and evaluated data collected and prepared reports. He has used field equipment for air monitoring such as Minirae-2000, Multirae Plus (LEL, H_2S, NO, CO, VOC, Oxygen, etc.), DustTrak 8520-Aerosol Monitor, PDR 100, and ADR1200 to measure particulates.

REPRESENTATIVE PROJECTS
Port Authority of NY & NJ, World Trade Center Transportation Hub, Manhattan, NY: Responsible for soil characterization for presence of contamination and disposal for WTC Transportation Hub PATH Hall construction. He reviewed project plans for compliance with project specifications; collected grab samples from test pits and composite samples from stock piles; analyzed samples in the lab for different parameters and compared the results with current NYCDEC soil guidance values and assessed whether it was contaminated.

Metropolitan Transportation Authority (MTA), 7 Line Extension Site L, New York, NY: As a Field Engineer performed pull tests tie-backs to verify compliance with the project specifications. Inspected placement of concrete, rebar, performed slump, air content tests in the field, inspected concrete batch plant verifying concrete mix prepared meets project specifications including fine and coarse aggregate.

MTA Long Island Rail Road, East Side Access Madison Yard Project, New York, NY: Performed construction inspections to verify subgrade soil and rock quality and compaction of backfill material; provided structural inspection including welding and bolt tests; checked rebar, form work, and concrete placement (including slump, air content, and temperature and prepared cylinders); checked installation of dowels into rock, grout placement, and tested grouting material. Reviewed strength test results and prepared reports to meet NYSDOB special testing requirements.

MTA, Second Avenue Subway 86th Street Station, Manhattan, NY: Performed Pre-construction condition surveys of buildings, including taking photographs and video to document existing conditions prior to the commencement of construction activities, and assisted with preparation of reports. Installed crack gauges to monitor existing cracks and seismographs to monitor vibrations. Performed baseline air monitoring to document existing particulate, VOC, NO and SO_2 levels; and prepared Air Monitoring Reports.

Courtlandt Corners Remediation Project, Bronx, NY: Construction inspection services, including supervision of soil borings and collection of rock cores; oversight of installation of monitoring wells, supervision of auger-cast H-pile installation, grouting of H-piles, oversight of excavation, and installation of timber lagging between soldier piles; dewatering; supervision of grouting tiebacks and tieback proof and performance testing; verification of subgrade and rock quality prior to placement of floor slabs; rebar and form work for footings of an 11-story building; and inspection of concrete slump tests, making cylinders and determining air content to confirm that footings are constructed as per project specifications. Provided structural inspection of welding and bolt tests.

NYC Department of Environmental Protection (NYCDEP), Pleasantville Alum Plant: Oversight of borings for installation of new caustic soda tank; collection of soil samples for geotechnical evaluation; provided assistance with geotechnical analysis and Foundation Recommendation Report.

NYCDEP, Oak Wood Beach WPCP, NY: Oversight of borings at waste water treatment facility for new shower trailer and office trailer; collection of soil samples for analytical testing and geotechnical evaluation; review of analytical test results to evaluate whether the material was contaminated; and provided assistance with geotechnical analysis and foundation design. Reviewed analytical test reports, and identification of options for the disposal of excavated material.

BICC Cable Site, Yonkers, NY: Performed oversight of installation of sheeting for excavation of PCB and lead contaminated soils on former BICC cable site adjacent to the Hudson River. As part of adherence to the Storm Water Pollution Prevention Plan (SWPPP), performed weekly inspections of excavated material storage stock piles to verify that containment structures, drainage and other control measures were effective and submitted report to NYSDEC.

Consolidated Edison, Pelham Former MGP Site, Pelham Manor, NY: Responsible for oversight of soil borings and collection of rock cores to identify depth and quality of rock to design sheet pile wall and tie-back system; supervision of subgrade for canopy foundation, rebar, concrete placement and anchors; performed slump test, made cylinders and checked for air content of concrete.

New Meadowlands Stadium Project, East Rutherford, NJ: Provided technical assistance with air monitoring during excavation and within confined spaces; used field screening equipment for air monitoring (using Minirae-2000 for VO; MultiRae Plus for LEL, Toxic gas, CO and Oxygen; Dust Trak 8520 for dust level) during the construction activity; downloaded data from the instrument using appropriate Software and provided daily reports to General Contractor. Also performed work as a Health and Safety inspector and assisted contractor Health and Safety Officer.

Vikas Patel, E.I.T.

Senior Staff Engineer / Inspector

EDUCATION

M. S., 2010, Structural and Geotechnical Engineering, Cleveland State University
B. S., 2007, Civil Engineering, Gujarat University

PROFESSIONAL REGISTRATIONS

Engineer in Training (EIT)
ACI Concrete Construction Special Inspector, ACI Concrete Field Testing Technician Grade I, ACI Concrete Construction Technology certificate
ICC Structural Steel and Bolting Special Inspector, ICC Structural Masonry Special Inspector, ICC Fireproofing Inspector, HILTI FireStopping Training
OSHA 10 Hour Construction Safety and Health Training
MTA NYCT and LIRR Track Safety Certifications, Amtrak Safety Training
NICET Level I – Asphalt, Highway Construction, NICET Level II – Concrete, Soil
NYS DEC Erosion and Sedimentation Control Training
NJSAT Asphalt Paving Construction Technologist
Rutgers Traffic Control Coordinator, Work Zone Traffic Control Supervisor (Ohio)
AWS Certified Associate Welding Inspector
NJDOB Special Inspector – Concrete Placement, Reinforced Concrete, Structural Masonry

EXPERIENCE SUMMARY

Mr. Patel has over four years of engineering experience, including concrete, rebar, masonry, firestop, soil compaction, asphalt and steel field inspections, and geotechnical instrumentation, as well as bidding, estimating and designing. He has excellent skills in AutoCAD 2009, STAAD Pro 2007, ArcGIS and SAP 2000.

REPRESENTATIVE PROJECTS

Metropolitan Transportation Authority (MTA), East Side Access / LIRR Harold Structures, Queens, NY: ACI Concrete Construction Special Inspector, inspected placement of concrete and rebar; performed slump, air content tests in the field; inspected concrete mixed at site verifying meets project specifications including fine and coarse aggregate. Performed soil subgrade and fill inspections and tests using sand cone, electrical density gage and nuclear density gauge. Collected concrete samples for compressive strength testing. Prepared daily and monthly field inspection reports.

MetroNorth Embankment Stabilization at Milepost 43.8, Peekskill, NY: Instrumentation Engineer involved in installation of geotechnical instrumentation, including in-place inclinometers, settlement monitoring points and solar panels for solar energy. Responsibilities included performing maintenance on installed geotechnical instruments, preparing weekly reports for client, and maintaining real-time monitoring ARGUS software.

MTA, South Ferry Repair and Resiliency Design, New York, NY: Performed field inspection on the station and adjacent tunnel section to document existing leaks; documented findings and prepared field inspection reports. Assisted in monitoring progress of test program for grouting of leaks; recorded numbers of holes were drilled including length and diameter of the holes, hole cleaning process, total quantity of water injected during water test and its findings, total quantity of grout injected on wall and tunnel section, prepared daily field inspection reports to document activities and progress.

NYC Economic Development Corporation, Rockaway Boardwalk Pile Evaluation, NY: Geotechnical Engineer for field investigations and evaluation of existing boardwalk piles damaged by Super Storm Sandy. Monitored driving of new piles and evaluated capacities

using PDA and CAPWAP analyses. Prepared Field Investigation Summary Report, and recommendations for the reconstruction of new boardwalk.

MTA Capital Construction, 7 Line Extension Sites K and L, New York, NY: As an ACI Concrete Construction Special Inspector and ACI Concrete Field Inspector, inspected placement of concrete and rebar; performed slump, air content, unit weight and temperature tests; inspected concrete mixed at batch plant verifying compliance with project specifications, including fine and coarse aggregate; performed soil subgrade and fill inspections and tests using sand cone and electrical density gage; performed firestopping, masonry, and structural steel inspections; collected mortar, grout and concrete samples for compressive strength testing; and prepared daily and monthly field inspection reports.

Hunts Point Avenue Subway Station, Bronx, NY: Performed construction Special Inspections to check rebar, form work, and concrete placement, including slump, air content, temperature, and prepared cylinders. Performed steel inspection to verify compliance with project specifications. Prepared daily and monthly field inspection reports.

MTA, Five Stations Renewal, Bronx, NY: Performed construction Special Inspections to check rebar, form work, and concrete placement (including slump, air content, and temperature and prepared cylinders). Conducted steel inspection to verify compliance with project specifications. Prepared daily and monthly field inspection reports.

BICC Cable, Yonkers, NY: ACI Concrete Field Inspector. Performed slump, air content, unit weight and temperature tests to ensure concrete complied with contract specifications.

MTA, 86th Street Station, Manhattan, NY: ACI Concrete Construction Special Inspector, inspected placement of concrete and rebar; performed slump, air content tests in the field; inspected concrete mixed at site verifying compliance with project specifications, including fine and coarse aggregate. Collected mortar, grout and concrete samples for compressive strength testing. Prepared daily and monthly field inspection reports.

Belt Parkway over the Fresh Creek Basin and Rockaway Parkway, Brooklyn, NY: As a Geotechnical Engineer for the widening/improvement projects of two Belt Parkway bridges, which included, replacing the bridges carrying the Belt Parkway over the Fresh Creek Basing, and Rockaway Parkway; and widening the roadway. Geotechnical work included Installation of piezometers, geophones, tilt meters, survey prisms, and automated remote monitoring systems. Preparation of the daily and weekly monitoring reports for settlement plates, vibration, tilt meter and displacement.

MTA LIRR, Massapequa Park Viaduct, Massapequa Park, NY: Lead Inspector/QA Designee for the replacement of rail fasteners project in Massapequa Park, involved in the inspection of holes and epoxy mix prior to placement of inserts for anchor insert installation. Additionally, conducted pull tests and torque tests on inserts, and inspected production bolts for the correct torque. Also responsible for overall quality assurance for the project, field coordination and management of the field inspection crew.

MTA, East Side Access / LIRR Ventilation Shaft Building at East 55th Street, Manhattan, NY: ACI Concrete Construction Special Inspector, inspected placement of concrete and rebar; performed slump, air content tests; inspected concrete mixed at site verifying compliance with project specifications, including fine and coarse aggregate; performed soil subgrade and fill inspections and tests using sand cone and electrical density gage; performed firestopping, masonry, and structural steel (High Strength Bolts and Welding) inspections; collected mortar, grout and concrete samples for compressive strength testing; and prepared daily and monthly field inspection reports.

STRUCTURAL INSPECTOR
JAMES A. YHAP, N-IV

CREDENTIALS/REGISTRATION

NEW YORK CITY TECHNICAL COLLEGE – BROOKLYN, NY.
1998-1999
CURRICULUM: CIVIL ENGINEERING

PROFESSIONAL AFFILIATIONS

ICC CERTIFIED BOLTING INSPECTOR
ACI CONCRETE CONSTRUCTION SPECIAL INSPECTOR
MEMBER, AMERICAN WELDING SOCIETY

YEARS OF EXPERIENCE

23 YEARS

MISCELLANEOUS

11/06 LEED GREEN BUILDING RATING SYSTEMS – LIRO,
08/06 MICROSOFT WORD 2000 – YMCA,
02/05 SAFETY PROCEDURES WHEN WORKING ON METRO-NORTH PROPERTY, MTA,
11/03 FIELD FIXES - SOLUTIONS AND PREVENTIONS – AISC,
08/03 FUNDAMENTALS OF POST-TENSIONED FOUNDATIONS– PTI,
06/03 SOFTWARE APPLICATION (MS WORD AND EXCEL) – QEOC,
03/02 WELDING DESIGN ISSUES SEMINAR – SINY,
08/01 THE REVISED RCSC SPECIFICATION – AISC
10/99 FUNDAMENTALS OF FASTENING TECHNOLOGY AND BOLTED JOINT DESIGN – CLEMSON UNIVERSITY
10/97 CONCRETE REPAIR BASICS – ACI,
04/97 STRUCTURAL WELDING AND SPECIFICATIONS – SSTC,
11/96 CONCRETE FIELD TESTING TECHNICIAN – ACI,
05/96 SAFETY TRAINING COURSE (CSG- 101) – AMTRAK,
05/95 SURVEYING I – IDC,
LEVEL IV – NICET
04/92 INSPECTION OF PORTLAND CEMENT CONCRETE COURSE – NYCDOT,
10/90 QUALITY REQUIREMENTS FOR STEEL STRUCTURES – SSTC,
03/90 BRIDGE INSPECTIONS, EVALUATION AND REHABILITATION – ASCE,
11/88 METHODS OF BRIDGE INSPECTION – NYSDOT,

TECHNICAL SUMMARY

Mr. James A. Yhap NICET IV has more than 22 years of Experience in the field of Construction management, Inspection and supervision. His professional experience includes: reconstruction and rehabilitation of treatment Plant, road and bridges, buildings, upgrading drainage systems, construction of pipes, steel erection, deck construction, and demolition. He gained this experience with **NYCDEP,** NYSDOT and other agencies. He has supervised Contractor's work in accordance with Construction Plans and Specifications. Prepared Inspector's Daily Report kept track of Pay Items, Performed Slump and Air-Entrainment Tests to check the consistency of the Concrete. Following are the projects he has worked on:

PROFESSIONAL EXPERIENCE

Construction Inspector - Haider Engineering P.C. June 2013 Ongoing: ConnDOT CSO 2183, Project No. 0172-0412 & 0172-0413 for Construction Engineering and Inspection Services (Road, Bridge, Aviation) Pavement Marking. This project consists of installation of Epoxy Resin Pavement Markings on Interstate Routes in the same locations as the existing epoxy resin pavement markings, except when indicated otherwise in the contract documents or by the Engineer in Various Towns in District 2. The new pavement markings to be installed will differ from the existing pavement markings, per the contract plans for the updated pavement markings. As an inspector, his assignment is to inspect all contractors work and ensure conformity with the ConnDOT's plans and specification for the duration of the project. Some of his assignment also includes maintenance and protection of traffic during project activities. All records are been kept in accordance with the Manual of Uniform Record Keeping (MURK). **Contact Person: Mr. John Dunn, Project Engineer, ConnDOT. Tel: (860)823-3262**

12/08-2/13: Chief Inspector Construction Contract NC-CM03, New Town Creek CM Services (NYCDEP)
Contract: NC-CM03, PIN: 82607WP01081: NC-CM03 provides for Construction Management Services in connection with Construction Contracts NC-41 (G, E, H, P), NC-43, NC-47 (G, E, H, P), NC-48, NC-50 and NC-51 (G, E, H, P). The construction management services performed on this contract is divided into the following Tasks:
Task 1 - Project Management.
Task 2 - Resident Engineering Inspection.
Task 3 – Project Operation Services Task 4 - Subcontracted Expert Services and Other Direct Costs.
Task 5 – Supplemental Services
Example of one of the projects:
Contract NC-47
NC-47 South Battery Reconstruction and South Control Building.

This reconstruction involves the demolition of block walls installed in the tanks under the interim upgrade to simulate step feed flow and demolition of tank

walls where the new detritor grit facilities and a new common channel upstream of the aeration tanks will be constructed. The complete replacement of tank equipment, piping and auxiliary systems is included in the reconstruction. The existing South Control Building was originally slated for demolition, including construction of a completely new South Control Building.
Contact Person: Claude Oriol, Project Engineer NYCDEP Phone# (718) 707-4105

02/05-Senior Inspector: **NYCDOT**: Rehabilitation inspection of the Brooklyn Tower Esplanade of the Brooklyn Bridge spanning the East River between the boroughs of Manhattan and Brooklyn, NY. NYCDOT: Rehabilitation inspection of the Gun Hill Road Bridge over Metro-North Railroad in Bronx, NY.

05/02-02/05 Senior Inspector: **NYCDOT**: . Rehabilitation inspection of the Cross Bay Boulevard Bridge over Conduit Boulevard in Queens, NY. NYCDOT: Rehabilitation inspection of the Guy R. Brewer Boulevard Bridge over Belt System-Southern Parkway in Queens, NY.

09/96-05/02 Senior Inspector / Inspector: **NYCDOT**: Reconstruction inspection of the Flatbush Avenue Bridge over Belt Parkway in Brooklyn, NY. NYSDOT: Construction inspection of asphalt concrete, milling, and resurfacing on various routes in Westchester, **NY. NYSDOT**: Construction inspection of asphalt concrete, milling, and resurfacing on various routes in Putnam and Dutchess, NY. NYSDOT: construction inspection of sign structure installation on the Major Deegan Expressway in Bronx, NY. NYSDOT: Construction inspection of sign structure installation on I-295, I-695 and 907F in Bronx, NY. NJHA: Construction inspection of the Garden State Parkway Bridge repair in Monmouth County, NJ. MISC: Topographic surveying of several projects in NY and NJ. NYSDOT: Construction inspection of guide rail, overhead signs and landscaping improvements on Routes I-278 and 440 in Staten Island, NY. NYCDOT: Reconstruction inspection of the Melrose Avenue viaduct over Conrail in Bronx, NY.

03/93-09/96 Senior Inspector / Inspector: **TBTA**: Main cable inspection of the Verrazano-Narrows Bridge spanning the Narrows between the boroughs of Brooklyn and Staten Island, NY. NYSDOT: Biennial inspection of bridges, including the 176-span Bruckner Expressway viaduct and the 72- span Major Deegan Expressway viaduct in Bronx, NY. NJDOT: Construction inspection of highway lighting Routes 440 and 287 in Middlesex, NJ. NJDOT: Construction inspection of milling, resurfacing, and shoulder reconstruction of Route 27 in Middlesex, NJ. NYCDOT: Bridge component rehabilitation inspection of the145th Street Bridge (Swing Bridge) over Harlem River in Bronx, NY. NYSDOT: Semiannual inspection of the Gowanus Expressway viaduct in Brooklyn, NY. NJDOT: Construction inspection of Route 9 resurfacing and median guide rails in Middlesex, NJ.

06/85-03/93 Inspector: **FDC: Construction inspection of the canopy at Faith Mission Alcoholism Crisis Center in Queens, NY.** Inspector: PANY & NJ: Report writing for biennial inspection of three bridges at LaGuardia Airport in Queens, NY. NBBJ: Exterior wall inspection of the New York Downtown Hospital in Manhattan, NY. TBTA: Biennial inspection of the Throgs Neck Bridge spanning the East River between the boroughs of Queens and Bronx, NY.
NYCDOT: Construction inspection of resurfacing of pedestrian ramps, sidewalks and curbs in Queens, NY. NYCDOT: In-depth inspection of the Flatbush Avenue Bridge over Belt Parkway in Brooklyn, NY. NYCDOT: In-depth inspection of Route 209 Bridge (single-span steel pony truss) over Vernooy Kill Creek in Ulster County, NY. NYCDOT: In-depth inspection of the Cropsey Avenue Bridge (double-leafed bascule) over Coney Island Creek and Bank Street viaduct over an abandoned railroad in Brooklyn, NY. NYSDOT: Biennial inspection of the Long Island bridges in Nassau/Suffolk Counties, NY. NYSDOT: Biennial inspection of the bridges in the Bronx, Manhattan, and Staten Island, NY. NYCDOT: In-depth inspection of the Brooklyn Queens Expressway viaduct in Brooklyn, NY. HINES: Local Law 10 inspection of 885 Third Avenue in New York, NY. PANY &NJ: Final report for structural integrity inspection of buildings and hangers of JFK International Airport. MISC: Technical support in Shop Drawing Department.
MISC: Computer Aided Drafting of steel and concrete multi-story buildings using GDS in CAD Department.

STRUCTURAL INSPECTOR
EMAD QADI

CREDENTIALS/REGISTRATION

MOSCOW UNIVERSITY MOSCOW, USSR
GRADUATE COURSES AT NJIT, 1992.
MASTERS OF SCIENCE IN CIVIL ENGINEERING.
SETON HALL UNIVERSITY – MASTERS PROGRAM – DIPLOMACY AND INTERNATIONAL RELATIONS
REGARDING ENVIRONMENTAL ISSUES

PROFESSIONAL AFFILIATIONS

ACI CERTIFIED SPECIAL INSPECTOR

YEARS OF EXPERIENCE

19 YEARS

MISCELLANEOUS

OSHA, METRO-NORTH AND BRIDGE PAINT SAFETY COURSES.
HAZARDOUS WASTE REMOVAL AND DISPOSAL, INTERESTS
STRUCTURAL STEEL AND BOLTING SPECIAL INSPECTOR
ACI CONCRETE CONSTRUCTION SPECIAL INSPECTOR

TECHNICAL SUMMARY

Mr. Emad Qadi is experienced in all types of Bridge construction and Repairs, Construction and Renovation, Trestles, Bridges, Commercial High-rise, Residential, School Construction and Rehabilitation, Railroad, Environmental Cleaning and heavy Civil works. Emad is also experienced in Design Reviews, Estimates Preparation, Preparing and negotiation of Change Orders, CPM schedule review and site visibility studies.

Mr. Qadi is Field Management oriented, possessing a strong grasp of computerized project management control systems, management of contracts, and the interpersonal skills required for building relationships with building occupants and owner personnel. Emad has more than 19 years experience of which 7 years as a Resident Engineer and 5 years as a Senior Construction Manager.

PROFESSIONAL EXPERIENCE

7/07 – Present
Construction Management Services During 2010, 2011 and 2012 – Newark Airport Construction Inspector Responsibilities are Reviewed Schedule, Specifications, Shop Drawings and processed payment requisitions. Check Daily contractor work and prepared daily reports.
Contact Person: Peter Rozpedowski, Resident Engineer, PA, 973-961-6110

Haider Engineering, P.C., New York Project: NY & NJ Port Authority #410-07-002, Performance of Expert Professional Construction Management Services During 2007, 2008 and 2009 – Newark Airport- Construction Inspector; Responsibilities are Responsibilities are Reviewed Schedule, Specifications, Shop Drawings and processed payment requisitions. Check Daily contractor work and prepared daily reports.
Contact Person: Peter Rozpedowski, Resident Engineer, PA, 973-961-6110

Oct. 06 – End of April 2006. Lead Project Officer New York City, NY – USA: Job totaling $30,000,000.00 work included building a new school and two level 90 feet long bridge over the highway to existing school, foundations, structural steel, Fireproofing, extensive concrete placement, plumbing, electrical, fire sprinkler, intercom system, data lines, fiber optics, security cameras, central air conditioning, roofing, emergency generator installation etc. In charge of all field operations managed 12 Engineers, 12

Subcontractors and 110 Laborers. Reviewed Schedule, Specifications, Shop Drawings and processed payment requisitions.

Mar 2005 - August 2006 MAG Construction, Dubai, UAE, Contracts Manager – Contract Assignment; 66 Story Tower in the Arabian Gulf, total cost $105 MM. Construction included a four-story day care center; Prepared BOQs (Bill of Quantities) based on Architectural Contract Drawings, Prepared, related by trade, Contract Drawings and Specifications for Bidding, Advertised/solicited Subcontractors, Conducted walk-through with potential Subcontractors, Qualified Subcontractors to perform required work, i.e. Bonding, Insurance.

Dec 2003– Mar 2005 QAD, Inc. Upper Montclair, NJ Chief Engineer – General Contractor: Constructed a 16-unit apartment building located in East Orange, NJ, Designed and constructed a 16,000 SF commercial space located in Orange, NJ, Designed and built homes, Designed financed and built residential building in Amman, Jordan, Estimated, scheduled and obtained financing for projects, Prepared Contract Drawings and wrote job specifications, Obtained zoning and building permits.

May 2001– Dec 2003 Jacobs Engineering, New York, NY : Construction Manager of nineteen Public Schools of the State of NJ Health and Safety Program at Paterson Public School System, total construction cost $700 MM; Managed six civil engineers. Reviewed Architectural Designs, structural, electromechanical, entertainment arenas, theater for three schools, worked with independent estimators, prepared phasing plan to conduct construction during School occupancy, Prepared Site Specific Health and Safety Program.
Prepared QA/QC Plans, Determined and prioritized school repairs, i.e. meeting fire code requirements/safety regulations, eterias, HAVC, etc, Advertised for job biddings.

Oct 1996- May 2001 Jacobs Engineering RE/Construction Manager; Extensive Steel/Concrete Repairs at Bayonne and Outer bridge Crossing (The Port Authority of NY and NJ – Client). Brooklyn Polytechnic (Assistant RE): Construction of Dormitory, Stadium and Cafeteria. In Charge of Contract Specifications, Estimates and Design Review and 24Hrs/3 Shift Field Operations, Work Totaling $115 MM.

David M. Price, PE, LEED® AP

Senior Electrical Engineer

URBAN ENGINEERS
Formulating Excellence

WHY SELECTED

- **20 years of professional experience**

REGISTRATIONS/ MEMBERSHIPS

- Professional Engineer PA
- Professional Engineer NJ
- Professional Engineer MD
- LEED® AP
- Institute of Electrical and Electronics Engineers (IEEE)

EDUCATION

BS, 1994, Drexel University, Electrical Engineering

RECORD OF PROFESSIONAL EXPERIENCE

Mr. Price has extensive experience in the consulting engineering industry. He is skilled in the management of multi-discipline projects. These projects often required close interaction with disciplines outside of MEP, including architects, planners, contractors, and other sub-consultants. Projects are often performed across a number of sectors such as transportation (highways and airports), federal, education, hospitality, entertainment, and commercial. Professional experience includes medium and low-voltage distribution, communications infrastructure, Intelligent Transportation, fire alarm, security, CCTV, paging, mass notification, and photovoltaic. Mr. Price's experience includes:

TRANSPORTATION

New Jersey Turnpike Authority (NJTA), Garden State Parkway South Maintenance Facility Rehabilitation, Statewide, NJ - Senior Electrical Engineer for 20 new and renovated vehicle maintenance buildings, administration buildings, as well as salt and material storage facilities in five (5) maintenance district yards. Construction cost is $75 million.

US Airways, Express Hangar, Philadelphia International Airport, Philadelphia, PA - Senior Electrical Engineer for the renovations to the existing fire protection systems and addition of a foam fire suppression system for the US Airways express hangar located at the Philadelphia International Airport.

Ardmore Transit Center, Lower Merion Township, Ardmore, PA - Senior Electrical Engineer for the new, $43 million transportation center, servicing Amtrak and SEPTA train lines and a bus station. MEP design involves the new 11,000 SF, three-story station building, including retail and commercial space, passenger ticket and waiting areas, a 220,000 SF parking garage accommodating 375+ cars, and a new 7,000 SF township public safety building.

South Jersey Transportation Authority (SJTA), South Jersey Traffic Operations Center & State Police Barracks, Hammonton, NJ - Electrical Engineer for the design of a 2,000 SF addition and renovations to The State Police Barracks at Farley Service Plaza of the Atlantic City Expressway.

Wilkes-Barre Intermodal Facility, Wilkes-Barre, PA - Project Manager for the design for a five-story parking garage with first floor bus transportation and four parking levels above. Design required ventilation of bus parking area, and lighting and special systems for the areas above.

Lakehurst Naval Air Base, Aircraft Hangars and Air Control Tower, Lakehurst, NJ - Project Manager and Senior Electrical Engineer for the MEP design of multiple projects at Lakehurst Naval Air Base, including renovations to Aircraft hangars, and revisions to an Air Control Tower to incorporate an elevator and canopy additions.

Bradley International Airport, Terminal B Reconstruction, Windsor Locks, CT - Senior Electrical Engineer for the preliminary MEP engineering and schematic design for the half-billion dollar terminal redevelopment for Connecticut's largest airport. Design includes relocation of airfield lighting vault and associated electrical, apron design, utility relocations, and aircraft layout. Terminal areas include arrivals, departures, parking garage, rental car facility, utilities, and the terminal building for airline operations, baggage, ticket lobby and federal inspection, concessions and passenger/public areas. Design involves demolition of the existing terminal for a new 500,000 SF terminal to be constructed in two

phases.

Capital District Transportation Authority (CDTA), Saratoga Bus Maintenance Facility, Saratoga Springs, NY - Senior Electrical Engineer for the design of a new 72,700 SF bus maintenance facility. This project includes a satellite bus garage with administrative offices, dispatch and driver areas, maintenance bays, a fuel dispensing station, a bus wash unit and an indoor bus storage area for a 50 bus fleet. This design of this new facility will be LEED® Certified.

MISCELLANEOUS

Octavius V. Catto Elementary School and Boys and Girls Club, Camden, NJ - Electrical Project Engineer for the electrical engineering for a new 122,729 SF elementary school and Boys and Girls Club facility. This new building on North Dudley Street houses both an elementary school and the Boys & Girls Club and contains an indoor pool, a gymnasium, an auditorium and a cafeteria with a kitchen. Project will be certified as a LEED® 2.1 building. As such, the building systems must meet the requirements of the U.S. Green Building Council.

Sunoco Logistics, Eagle Point Pipeline Facility, Westville, NJ - Senior Electrical Engineer for this $2.5 million project at the Sunoco Logistics Eagle Point Refinery site. The project consists of replacing an existing 6700 hp steam boiler with (2) 800 hp boilers with economizers, a deaeration unit and new boiler feedwater pumps. Upgrading to high efficiency equipment that is more appropriately sized to serve the new operations of the Power House and ancillary processes at the facility is projected to have a Return on Investment of under three years.

Controlled Environment in Lab Building 355, Lakehurst Naval Base, Lakehurst, NJ - Electrical Project Engineer for the development of plans and specifications for a new dedicated HVAC system to provide a controlled environment in the laboratory on a year round basis, design of two new exhaust systems for two existing hoods located in the laboratory, and design modifications to two existing interconnected exhaust hood systems in the laboratory.

2301 Chestnut Street and 2300 Ionic Street, Property Condition Assessment, S. Harris Ltd, Philadelphia, PA - Senior Electrical Engineer for a Property Condition Assessment (PCA) of the mechanical, electrical, plumbing, elevator and life safety systems in the properties located at 2301 Chestnut Street and 2300 Ionic Street in Philadelphia. The Chestnut Street building is a four-story office building of approximately 128,000 SF. The Ionic Street building is a two-story office building of approximately 11,000 SF.

Rutgers University, Cook/Douglass Campus, Ruth Adams Building New Brunswick, NJ- Project Manager and Electrical Engineer for the HVAC upgrades to the Ruth Adams Building consisting of a basement, first, second and third floors, with a mix of classrooms and offices. Chiller was upgraded from 60-ton to 100-ton, replaced steam radiation system and window air conditioners with a two-pipe fan coil unit system. Installed variable speed primary pumping package; expanded system and installed steam to heating hot water heat exchanger. Provided electrical upgrades to support new chiller.

Rutgers University, Cook/Douglass Campus, New Brunswick, NJ- Project Manager for the renovations to Murray Hall consisting of the first floor classrooms within the building including HVAC, plumbing and electrical fit-out.

Camden County Vocational-Technical School, Science Laboratory Building, Pennsauken, NJ - Project Manager and Electrical Engineer for the design and construction administration services for a new two-story building built on the site of the Camden County Technical School's Pennsauken campus. The building is a total of 48,900 SF, with a 29,100 SF first floor and a 19,800 SF second story. The design included dual temperature fan coil units with a dedicated outdoor air ventilation system that incorporates energy recovery.

Clean Harbor Development, Bridgeport, NJ - Project Manager and Senior Electrical Engineer for the design of a 1.2 MW solar power production facility for groSolar at the Clean Harbor landfill in Bridgeport, NJU. The project involved DC and AC design, including circuiting for modules, arrays, and connection to the utility grid.

James A. Bilella, PE

Senior Electrical Engineer

URBAN ENGINEERS
Formulating Excellence

WHY SELECTED

- **22 years of professional experience**

REGISTRATIONS/ MEMBERSHIPS

- Lighting Certified
- Professional Engineer AL
- Professional Engineer CT
- Professional Engineer DE
- Professional Engineer DC
- Professional Engineer GA
- Professional Engineer ME
- Professional Engineer MD
- Professional Engineer MA
- Professional Engineer MI
- Professional Engineer MO
- Professional Engineer NJ
- Professional Engineer NY
- Professional Engineer OH
- Professional Engineer PA
- Professional Engineer TX
- Professional Engineer VA
- National Council of Examiners for Engineering and
- Professional Engineer WV
- Institute of Electrical and Electronic Engineers (IEEE)
- Illuminating Engineering Society of North America (IESNA)
- Society of American Military Engineers
-

EDUCATION

BS, 1999, Drexel University, Electrical Engineering

OSHA, 40-Hour, Hazardous Waste Operations/Response Training, 1995

FHWA, Using the National ITS Architecture for Development, 1999

Illuminating Engineering Society, ED-150 Intermediate Ltg, 2000

The Light Brigade, 2003, Fiber Optic Design, Installation & Maintenance

Certificate, 2004, Dale Carnegie Course

RECORD OF PROFESSIONAL EXPERIENCE

Mr. Bilella is Director of Building Systems, managing all Mechanical, Electrical, and Plumbing (MEP) Engineering services, as well as Fire Protection and IT Systems design. He is skilled in the management of multidiscipline projects. His background includes design, system and equipment selection, project field administration, specification writing, feasibility and conditions reports. Major projects include public and private educational institutions, museums, housing development, financial and corporate centers, shopping malls, hotels, and transportation related facilities. Mr. Bilella's experience includes:

TRANSPORTATION FACILITIES

The County of Westchester, Replacement of Dynamometer System at the Central Bus Maintenance Facility, Yonkers, NY - MEP Principal for the design of a new dynamometer and brake tester for the Central Bus Maintenance Facility. This project involves evaluation and recommendations for the new equipment, electrical power for the new equipment, HVAC exhaust system upgrades, additional make-up air, and air cooling. Potable water service, discharge system, and fire protection and controls will be evaluated.

New Jersey Turnpike Authority (NJTA), Garden State Parkway South Maintenance Facility Rehabilitation, Statewide, NJ - MEP Project Manager for 20 new and renovated vehicle maintenance buildings, administration buildings, as well as salt and material storage facilities in five (5) maintenance district yards. Construction cost is $75 million. Design - current

Philadelphia International Airport, Terminals D and E, Daroff Design, Philadelphia, PA - MEP Project Manager for the renovations to Terminal D and E located at the Philadelphia International Airport. The project consisted of enhancements to passenger safety, security and comfort, including optimizing gate capacity, expanded passenger screening, enlarged ticketing lobbies, new baggage handling systems, renovation and construction of 30 new restrooms, over 25 new concession spaces, as well as management and executive office spaces. Services included modifications to existing air distribution systems, hydronic distributions systems, domestic water systems, underground sanitary systems, and fire-suppression systems. Design - current

Southeastern Pennsylvania Transportation Authority (SEPTA), Elmwood Shop Roof Replacement, Philadelphia, PA - MEP Principal responsible for reviewing the existing site and record drawings, maintaining the existing mechanical and plumbing systems, and making improvements while the existing roof was replaced. For the mechanical systems, new roof curbs and equipment supports were provided to existing rooftop devices, new refrigerant lines were installed for existing split systems, a new rooftop unit was provided, and an 8" vent and exhaust fan were relocated. For the plumbing system, new roof drains, piping and an emergency roof drainage system were installed.

South Jersey Transportation Authority (SJTA), Traffic Operations Center and State Police Barracks, Hammonton, NJ - MEP Principal for the design of a 2,000 SF addition and renovations to The State Police Barracks at Farley Service Plaza of the Atlantic City Expressway. The addition will provide for a new Traffic Operations Center and IT equipment room. Design included new electric power distribution, emergency backup systems, IT systems, and HVAC and plumbing, along with extension of the Life Safety Systems. This project involved coordination with the Department of Community Affairs (DCA) and the architect for reviews and

permitting.

Widening, Reconstruction, Drainage and Intersection Improvements of Route 47, Sec. 1C, NJDOT, Middle Township, Cape May County, NJ - Electrical Designer for the roadway lighting for four intersection improvements included in the project. Reviewed the project for lighting warrants. Also designed the lighting system to current NJDOT standards using Calapro.

Interchange 13A Toll Plaza Expansion, New Jersey Turnpike Authority, City of Elizabeth, NJ - Electrical Designer for interchange widening project. This project encompasses the addition of six toll islands and widening the approaches to the toll plaza. Responsibilities included interchange and highway lighting system design along with electrical power system design. Lighting design was performed with Calapro software. Also responsible for toll plaza lighting canopy lighting and power distribution.

MISCELLANEOUS

New Jersey Department of Transportation (NJDOT), Electrical Safety Training Program, Statewide, NJ - MEP Principal for the update of NJDOT's existing electrical safety training program to reflect the changes to the National Fire Protection Association (NFPA) 70E, National Electric Code (NEC), Occupational Safety and Health Administration (OSHA), the State of New Jersey Public Employee Occupational Safety and Health Program (PEOSH), and current NJDOT safety practices. The existing program includes training on general electrical safety, personal protective equipment, personal protective grounding, high voltage lines, lockout/tagout, insulated and nonconductive tools, substation entry, confined spaces, ladder safety, aerial lifts, asbestos avoidance, fall protection, rig and hoist, and green energy. Urban is also conducting a complete statewide arc flash/blast hazard assessment "approach plan" for NJDOT that presents the methodology that will be used to conduct the full assessment at the NJDOT facilities. The intent of this plan is to document NJDOT's intent to perform the assessment in order to be in compliance with federal, state, and local regulations.

Whitemarsh Boat Club, Conshohocken, PA - MEP Principal for the renovations to the 9,600 SF boat club consisting of boat storage, maintenance areas, locker/shower facilities and exercise/training area. Project included an investigation and assessment of the existing building systems, including mechanical, electrical and fire protection systems.

The RCA Victor Building, Camden, NJ - MEP Principal for the renovation and reuse of the historic RCA Victor building on Camden's Waterfront. The RCA Victor's 75-foot-high Nipper stained glass tower is a defining feature of the Camden skyline. Renovations included transforming the former manufacturing and industrial complex into 314-unit luxury loft apartments. Cost, energy efficiency, and unique design features posed significant challenges for the design team. Mechanical design employed high efficiency boilers to provide heating at low temperature and heating from 0 degree water without thermal shock.

South Jersey Transportation Authority (SJTA), Traffic Operations Center and State Police Barracks, Hammonton, NJ - MEP Principal for the design of a 2,000 SF addition and renovations to The State Police Barracks at Farley Service Plaza of the Atlantic City Expressway. The addition will provide for a new Traffic Operations Center and IT equipment room. Design included new electric power distribution, emergency backup systems, IT systems, and HVAC and plumbing, along with extension of the Life Safety Systems. This project involved coordination with the Department of Community Affairs (DCA) and the architect for reviews and permitting.

(ITS AND TRAFFIC SYSTEMS)

Operational and Intersection Improvements of Route 47, Sites 2 and 7, NJDOT, Glassboro Borough, NJ - Electrical Designer for this five intersection improvement project. Designed ITS elements for video surveillance and variable message sign for this heavily utilized shore travel route. Designed fiber optic interconnect for coordinating the signalized intersections. All plans are being prepared in accordance with NJDOT's Traffic Signal Standards. Currently overseeing comment resolution for final submission.

Adam J. Shelly, PE, LEED AP® BD+C, CEM

Mechanical Engineer

URBAN ENGINEERS
Formulating Excellence

WHY SELECTED

- **6 years of professional experience**
- **Extensive experience in energy evaluations and modeling**
- **Infrastructure sustainability expertise**

REGISTRATIONS/ MEMBERSHIPS

- Professional Engineer: NY
- CEM – Certified Energy Manager
- LEED® BD&C (Building Design & Construction)
- CEA - Certified Energy Auditor
- ICC Commercial Mechanical Inspector
- Association of Energy Engineers (AEE)
- Urban Green – New York
- AIA – New York Chapter
- Delaware Valley Green Building Council (DVGBC)
- American Society of Heating, Refrigeration & Air Conditioning Engineers (ASHRAE)
- American Society of Mechanical Engineers (ASME)

EDUCATION

- MS, 2012, Villanova University, Sustainable Engineering
- BS, 2008, Washington University, Mechanical Engineering
- Certificate, 2009, ASHRAE Basic Course
- Certificate, 2009, Carrier HAP for LEED®

RECORD OF PROFESSIONAL EXPERIENCE

Mr. Shelly holds a Master of Science degree in Sustainable Engineering from Villanova University. Since joining the firm, Mr. Shelly has been responsible for many phases of completed and ongoing projects including building energy simulations, life cycle analysis, load calculations, HVAC systems design, equipment selection and documentation, LEED® submissions lighting simulations and streetscape lighting design. He is a LEED® Accredidate Professional and a Certified Energy Manager and Certfied Energy Auditor. Adam is also a member of USGBC's Education Review Team and the leader of Urban's Green Committee. He is proficient in AutoCAD, Revit MEP 2013, Carrier Hourly Analysis Program v4.7, Visual 2.6 Lighting Software and NIST's Building Life Cycle Cost Program. Mr. Shelly's experience includes:

University of Pennsylvania, Richards Medical Research Laboratories, EYP Architecture, Philadelphia, PA – Deputy Project Manager for the phased renovation of the building mechanical and electrical systems in the Richards Medical Research Laboratories. The research laboratory facility building was constructed in 1962 and was an innovation in laboratory facility space design and construction by Louis Kahn and his consultants. *Richards Medical Research Laboratories is declared a National Historic Landmark.*

The Curtis Institute of Music, Rock Resource Center, Venturi, Scott Brown & Associates, Philadelphia, PA – Sustainability Project Manager for the upgrades to the mechanical and electrical systems for Building 1720 Locust Street (Rock Resource Center). The HVAC system consisted of elimination of the existing steam heating system and utilizing is a variable refrigerant flow system (VRF) system for the entire building. The electrical system included a new electrical service to support the buildings electrical loads and new HVAC equipment. Simulated energy of building dormitory building to optimize the design and to comply with LEED® Credit 1, Optimize Energy Performance. Designed systems to ensure criteria would achieve a LEED® Gold building.

Lafayette College, Renovation, KSS Architects, Inc./Kieran Timberlake Architects, Easton, PA – Sustainability Project Manager for the 30,000 SF, two-building renovation and expansion to accommodate the college's new Film and Media Studies theater facility. The project included the renovation and expansion of two existing buildings (Case and Mohican) into offices, classrooms, a screening room, theatrical support areas, residential space, and black box theatre. Special consideration was given to establish and maintain a working arts campus at the bottom of College Hill, creating spaces that promote interaction between students, faculty, staff and community members.

Curtis Institute of Music, Lenfest Hall, Venturi, Scott Brown & Associates, Philadelphia, PA – Sustainability Project Manager and LEED® Specialist for 98,700 SF of environmentally sensitive, state-of-the-art music education and student residence building. Simulated energy of building dormitory building to optimize the design and to comply with LEED® Credit 1, Optimize Energy Performance. Designed systems to ensure LEED® criteria would be achieved for a LEED® Gold building.

Camden County College, Gabriel E. Danch CIM Center, Blackwood, NJ – Sustainability Project Manager for the 1,500 SF renovation within the Gabriel E. Danch CIM Center located at the Blackwood Campus of Camden County College. The project consisted of converting two traditional classrooms into new, smaller rooms to accommodate staff and equipment used as part of the college's laser

program.

East Stroudsburg University, Koehler Fieldhouse and Natatorium, Chiller Replacement, East Stroudsburg, PA – Sustainability Project Manager for the construction documentation and construction administration services for the replacement of a central chilled water system. The project included the replacement of the existing chiller, cooling tower, pumps, associated piping, electrical power equipment and controls. Replacement equipment included an outdoor, air cooled, liquid chiller with new pumps, new disconnects and starters. All new controls associated with the replacement were connected to the existing Building Management System (BMS).

Kemerer Museum of Decorative Arts, SaylorGregg Architects, Philadelphia, PA – Sustainability Project Manager for the 21,200 SF schematic design for new collection storage, new galleries and renovations of the entire facility, including the facility's MEP/FP infrastructure.

Cabrini College, Grace Hall Renovations, Radnor, PA – Sustainability Project Manager for the construction project that renovated the Co-op and Career Services, and portions of Registrar office spaces in Grace Hall. The 1,800 SF renovation project consisted of survey of the existing space, new ceilings and office cubicles, revised ductwork and diffuser layout, new lighting fixtures, revised fire alarm configuration and new power/data outlets to match new open space office configuration. In addition to these improvements, additional scope was added to the project to provide a revised lighting design for the college President's office.

Drexel University, North Residence Hall, Philadelphia, PA – Sustainability Project Manager for the complete HVAC equipment replacement project for this 160-bed dormitory suites building. Design included replacement of the cooling towers, central pumps, DDC control system, rooftop make-up air units and the water source heat pump units in four phases. This project involved mechanical and electrical designs, as well as architectural and structural designs.

Philadelphia Museum of Art, Philadelphia, PA – Sustainability Project Manager for a research report for the Philadelphia Museum of Art investigating the life cycle costs of various energy sources. The current system requires steam produced by a utility, but several options, including producing their own steam using co-generation plants, were evaluated and analyzed.

The ARCH, University of Pennsylvania, SaylorGregg Architects, Philadelphia, PA – Sustainability Project Manager for the complete renovation of a 1927-29 building of the late-Gothic Revival period with a richly detailed facade and interior. The building currently houses three cultural centers, administrative offices, classroom, performance, and meeting space. By restoring the ARCH, the building will serve as another focal point for student activities. This building is being designed for LEED® 2009 Commercial Interiors.

The Academy of Natural Sciences, Master Plan & Lobby Renovations, SaylorGregg Architects, Philadelphia, PA – Sustainability Project Manager for the lobby renovations and the $70 million, 250,000 SF master plan renovations for new exhibits, enhanced public spaces and work areas, along with improved building infrastructure to support the extensive collections, library, and laboratories. *The Academy of Natural Sciences is listed in the National Register of Historic Places.*

Curtis Institute of Music, Lenfest Hall, Venturi, Scott Brown & Associates, Philadelphia, PA – Sustainability Project Manager for 98,700 SF of environmentally sensitive, state-of-the-art music education and student residence building. Simulated energy of building dormitory building to optimize the design and to comply with LEED® Credit 1, Optimize Energy Performance. Designed systems to ensure LEED® criteria would be achieved for a LEED® Gold building.

Woodmere Art Museum, Venturi, Scott Brown & Associates, Philadelphia, PA – Sustainability Project Manager for renovation and construction inspection for the mechanical system upgrades, roof air distribution, and rooftop HVAC system renovations to the 19th century, stone Victorian mansion located in the Chestnut Hill section of Philadelphia. The system consisted of a heat recovery chiller, air handling system, exterior ductwork distribution, humidifier, and modifications to existing boiler system and DDC controls designed to maintain consistent museum quality humidity and temperature space conditions.

Edward J. Godorov, PE

Senior Mechanical Engineer

URBAN ENGINEERS
Formulating Excellence®

WHY SELECTED

- **46+ Years of Professional Experience**
- **Mechanical Engineering & Project Management**
- **New Construction & Historical Renovations**

REGISTRATIONS/ MEMBERSHIPS

- Professional Engineer IL, MD, NJ, PA
- American Society of Heating, Refrigeration & Air Conditioning Engineers (ASHRAE)
- American Society of Plumbing Engineers (ASPE)
- National Society of Professional Engineers (NSPE)
- Delaware Valley Green Building Council (DVGBC)

EDUCATION

BA, 1967, Pennsylvania State University, Architectural Eng.

RECORD OF PROFESSIONAL EXPERIENCE

Mr. Godorov is a registered professional engineer with 46+ years of experience. He is responsible for the engineering design and construction management of heating, ventilation, air conditioning, plumbing and fire protection systems. Major projects include engineering design for public and private academic institutions, museums and theaters, municipal buildings, high-rise development, shopping malls, food markets, corporate centers, medical buildings, and transportation facilities. Highlighted project experience includes:

Penn Valley Elementary School, Lower Merion School District, SPG^3 Architects, Narberth, PA – Senior Mechanical Engineer for the renovation and addition of the MEP systems for this elementary school, including classrooms, gymnasium, kitchen and cafeteria/dining area, auditorium and library.

Drexel University, North Residence Hall, Philadelphia, PA – Senior Mechanical Engineer for a 160-bed dormitory suites building. This project was a complete HVAC equipment replacement project that was designed to replace the cooling towers, central pumps, DDC control system, rooftop make-up air units and the water source heat pump units in four phases. This included architectural, structural, mechanical and electrical design work to accomplish the work.

The University of Pennsylvania, Richards Medical Research Laboratories, EYP Architecture, Philadelphia, PA – Senior Mechanical Engineer for the historical 50,000 SF restoration and renovation to this iconic 1950s Louis Kahn-designed building. This building is targeted for LEED Silver certification. *Richards Medical Research Laboratories is declared a National Historic Landmark.*

The University of Pennsylvania, College Hall, Building Feasibility Study, Atkin Olshin Schade Architects, Philadelphia, PA – Project Manager/Senior Mechanical Engineer for the historic 100,000 GSF College Hall, the oldest building on the Penn Campus, built in 1873. The building's feasibility study included the HVAC, Plumbing, Electrical and Fire Protection condition assessment services for the west wing of the facility. Schematic HVAC diagrams were designed, along with recommendations for the other building systems. *College Hall is listed in the National Register of Historic Places.*

The Curtis Institute of Music – Lenfest Hall, Venturi, Scott Brown & Associates, Philadelphia, PA – Senior Mechanical Engineer for a new 98,700 SF, nine-story building to accommodate the school's world-renowned music program, along with a 22 dormitory residence hall. The building houses a rehearsal facility, practice rooms, kitchen/dining and lounge area, music classrooms, and student bedrooms. Among the demanding constraints that needed to be achieved were acoustical considerations, space limitations, and historic preservation. This building achieved LEED Gold certification and received the Preservation Alliance's Grand Jury Award.

Drexel University, College of Law School & Hagerty Library Alterations, SaylorGregg Architects, Philadelphia, PA – Senior Mechanical Engineer for the $5 million MEP/FP design upgrades for a 78,000-SF renovation to two buildings on Drexel's Philadelphia campus, while maintaining the architectural beauty of the Library and the Law School. Renovation was for the expansion of the Law School into the third floor of Hagerty Library and renovation of the parts of the Law School.

REFERENCES:

Joseph D. Monahan / Assistant Vice President – Facilities Services / Rowan University / 201 Mullica Hill Road / Glassboro, NJ 08028-1702 / [redacted]roject: Rowan University – Various Projects

John P. Ruiz, AIA / Principal / R2Architects, LLC / 110 Kresson-Gibbsboro Road, Suite 8 / Voorhees, New Jersey 08043 / [redacted] / Projects: Camden Bank & Trust Renovation and Addition

Brenda Loewen / Project Manager, Facilities & Real Estate Services - Design & Construction / The University of Pennsylvania /3101 Walnut Street, Philadelphia, PA 19104 / [redacted] / Project: The University of Pennsylvania's Museum of Archaeology & Anthropology

Brian R. McElwee

Plumbing/Fire Protection Designer

URBAN ENGINEERS
Formulating Excellence

WHY SELECTED

- **16+ Years of Professional Experience**
- **Historical Renovations & New Construction**
- **Experienced in all aspects of Plumbing and Fire Protection Engineering**

REGISTRATIONS/ MEMBERSHIPS

- American Society of Plumbing Engineers (ASPE)

EDUCATION

- Certificate, Camden County College AutoCAD Training, 1998
- Certificate, A.S.S.E. Plumbing Design School I, 2000
- Certificate, A.S.S.E. Plumbing Design School II, 2001
- Certificate, Philadelphia Engineers Club, Automatic Sprinkler Design I, 2001
- Certificate, Philadelphia Engineers Club, Automatic Sprinkler Design II, 2002
- Certificate, Carrier, HVAC Design Course, 2005

RECORD OF PROFESSIONAL EXPERIENCE

Mr. McElwee is a Senior Plumbing and Fire Protection Designer for the firm's MEP engineering division. His experience encompasses the design of retail, commercial, healthcare, educational, industrial and municipal facilities. Practical experience includes the design of plumbing systems, medical gas systems, laboratory gas systems, purified water systems, specialty waste drainage systems, as well as various water-based fire suppression systems. Additonal experience includes the review of sprinkler shop drawings and hydraulic calculations for conformance to design documents and NFPA 13 requirements, as well as performing job site inspections to determine compliance of systems installation per contract documents and all revelant codes and standards. Mr. McElwee's experience includes:

New Jersey Turnpike Authority (NJTA), Garden State Parkway South Maintenance Facility Rehabilitation, Statewide, NJ – Plumbing/Fire Protection Designer for 20 new and renovated vehicle maintenance buildings, administration buildings, as well as salt and material storage facilities in five (5) maintenance district yards. Construction cost is $75 million.

Capital District Transportation Authority (CDTA), Saratoga Bus Maintenance Facility, Saratoga Springs, NY – Plumbing/Fire Protection Designer for the design of a new 72,700 SF bus maintenance facility. This project includes a satellite bus garage with administrative offices, dispatch and driver areas, maintenance bays, a fuel dispensing station, a bus wash unit and an indoor bus storage area for a 50 bus fleet. This design of this new facility will be LEED® Certified.

Harrisburg International Airport (HIA), Feasibility Study and Generator Replacement, Airport Rescue and Fire Fighting Building, Harrisburg, PA – Plumbing/Fire Protection Designer for the initial feasibility study and generator replacement for the Airport Rescue and Fire Fighting building, a one-story fire stations serving landside and airfield operations. The 175 kW generator will enable the ARFF to maintain functions critical to the operation of the airport through a variety of conditions.

The University of Pennsylvania, Richards Medical Research Laboratories, EYP Architecture, Philadelphia, PA – Plumbing/Fire Protection Designer for the historical 50,000 SF restoration and renovation to this iconic 1950s Louis Kahn-designed building. This building is targeted for LEED Silver certification. Richards Medical Research Laboratories is declared a National Historic Landmark.

South Jersey Transportation Authority (SJTA), Traffic Operations Center and State Police Barracks, Hammonton, NJ – Plumbing/Fire Protection Designer for the design of a 2,000 SF addition and renovations to The State Police Barracks at Farley Service Plaza of the Atlantic City Expressway. The addition will provide for a new Traffic Operations Center and IT equipment room. Design included new electric power distribution, emergency backup systems, IT systems, and HVAC and plumbing, along with extension of the Life Safety Systems. This project involved coordination with the Department of Community Affairs (DCA) and the architect for reviews and permitting.

Norfolk Southern Railroad, Enola Welfare Building, Enola, PA – Plumbing/Fire Protection Designer for the new, two-story, 15,000 SF building to be constructed in Enola, PA for the Norfolk Southern Railroad. The new building will house offices, training rooms, and locker room facilities. The design features

an Energy Recovery Ventilation unit that uses energy from the exhaust air to temper the make-up ventilation air. Lighting systems controlled with occupancy sensors will further reduce energy use.

The ARCH, University of Pennsylvania, SaylorGregg Architects, Philadelphia, PA – Plumbing/Fire Protection Designer for the complete renovation of a 1927-29 building of the late-Gothic Revival period with a richly detailed facade and interior. The building currently houses three cultural centers, administrative offices, classroom, performance, and meeting space. By restoring the ARCH, the building will serve as another focal point for student activities. This building is being designed for LEED® 2009 Commercial Interiors.

Lafayette College, Renovation, KSS Architects, Inc./Kieran Timberlake Architects, Easton, PA – Plumbing/Fire Protection Designer for the 30,000 SF, two-building renovation and expansion to accommodate the college's new Film and Media Studies theater facility. The project included the renovation and expansion of two existing buildings (Case and Mohican) into offices, classrooms, a screening room, theatrical support areas, residential space, and black box theatre. Special consideration was given to establish and maintain a working arts campus at the bottom of College Hill, creating spaces that promote interaction between students, faculty, staff and community members.

Philadelphia International Airport, Terminals D&E, Philadelphia, PA – Fire Protection Designer for the renovations to Terminal D and E located at the Philadelphia International Airport. The project consisted of enhancements to passenger safety, security and comfort, including optimizing gate capacity, expanded passenger screening, enlarged ticketing lobbies, new baggage handling systems, renovation and construction of 30 new restrooms, over 25 new concession spaces, as well as management and executive office spaces. Services included modifications to existing air distribution systems, hydronic distributions systems, domestic water systems, underground sanitary systems, and fire-suppression systems.

The Bank of New York Mellon (BNY) and CenterSquare Investment Management Group, Existing Conditions Assessment, Meyer Design, Inc., Radnor, PA – Plumbing/Fire Protection Designer for an Existing Conditions Assessment of the 241,000 SF, seven-story office building at 555 Lancaster Avenue in Radnor. The project was the initial phase of a lease arrangement between BNY/CenterSquare and Radnor Properties-555 LA, L.P. The project includes renovation of the 30,000 SF, third floor of the building for occupancy by the CenterSquare Investment Group.

Newton Memorial Hospital, Newton, NJ – Plumbing/Fire Protection Designer for an ambulatory care expansion which included revisions to entire site fire sprinkler system.

615 Chestnut Street, HVAC Renovations, Philadelphia, PA – Plumbing/Fire Protection Designer for the evaluation and replacement of the existing boilers and cooling towers at 615 Chestnut Street. The project included the evaluation of the existing systems and recommendations for the replacement of the closed circuit coolers and boilers serving the existing water source heat pump loop in this 12-story, commercial building.

4300 Liberty Heights, ATI Architects, Baltimore, MD – Plumbing/Fire Protection Designer for the renovation of a three-story, residential building located in Baltimore, Maryland. The project included 14 apartment units served by split-system air conditioning units with gas-fired furnaces, individual metered electric services to each tenant, water and sanitary building services.

Hamilton Mall, SOSH Architects, Hamilton, NJ – Plumbing/Fire Protection Designer for the interior renovation and expansion of an existing retail enclosed mall located in Hamilton, New Jersey. The project also including site lighting for the entire parking lot surrounding the mall.

The Pointe at River Station, Barton Partners, Downingtown, PA – Plumbing/Fire Protection Designer for a new, mixed-use, three-story residential building located in Downingtown, Pennsylvania. The project included retail shell space, 25 apartment units, and green roofs served with air source heat pump units, individually metered electric services to each tenant, water and sanitary building services.

Thomas F. Kerins, EIT

Constructability Specialist

URBAN ENGINEERS
Formulating Excellence

WHY SELECTED

- **32 years of professional experience**

REGISTRATIONS/ MEMBERSHIPS

- Engineer in Training PA
- Construction Management Association of America
- American Society of Highway Engineers

EDUCATION

BS, 1981, Temple University, Civil Engineering

Certificate, 1997, Dale Carnegie Course

RECORD OF PROFESSIONAL EXPERIENCE

Mr. Kerins directs Urban's Constructability Review Group in the Construction Services Practice in which he is responsible for performing detailed constructability reviews on all design documents prepared by Urban in addition to performing these reviews for non-Urban designs for numerous public and private clients.

Mr. Kerins also has extensive experience in the construction and rehabilitation of major highways, interchanges, and bridges throughout Pennsylvania and New Jersey. He has been involved in the design of major highway projects for the Pennsylvania Department of Transportation (PennDOT), the Pennsylvania Turnpike Commission (PTC), and the New Jersey Turnpike Authority (NJTA). Mr. Kerins has also managed construction assignments for these clients that involve complex staging and phasing where the coordination of numerous contractors, utilities agencies, local businesses, and communities has been significant. He is extremely proficient in the practices and procedures utilized by these owners. Mr. Kerins has performed detailed constructability reviews on numerous projects and has developed detailed Critical Path Method (CPM) schedules and preliminary construction schedules that have been included in contract documents. Further, he has experience in evaluating claims issues to protect owners' interests. Mr. Kerins' experience includes:

Open-End Agreement (Plans Checking), Pennsylvania Department of Transportation, PennDOT, District 3-0 - Construction Engineer for an open-end agreement for the review of highway design plans developed by outside consultants, as well as District 3-0 personnel. The work entailed review of plans for conformance with PennDOT's Design Manual Part 3, Design Manual Part 4, Publication 7, Publication 218, Publication 408, applicable Strike-off Letters, and other PennDOT publications and standards. Plans reviewed consisted of, but were not limited to, construction plans, erosion and sediment pollution control, traffic control plans, signing and pavement marking plans, highway lighting plans, structure plans, cross-sections, and right-of-way plans.

I-95/I-276 Connection Project, Pennsylvania Turnpike Commission, Bucks County, PA - Constructability Review Coordinator for this project involving construction of a new interchange between I-95 and the Pennsylvania Turnpike. The entire $700 million program will involve up to 12 separate construction contacts, which will be completed over a 10-year timeframe. The project will include widening and reconstructing the existing five-mile length between MP 351 and MP 356. Construction of new mainline toll facilities, modifications to two existing interchanges at US Route 1 and US Route 13, and replacement of the existing Trevose maintenance facility are also included in the program.

Roadway and Bridge Reconstruction between MP 326.01 and MP 331.33, Pennsylvania Turnpike Commission, Montgomery County, PA - Mr. Kerins helped develop detailed staging and phasing plans required to construct this $158 million project for widening and reconstructing approximately five miles of the Pennsylvania Turnpike, including replacing five Turnpike bridges, new retaining walls, box culverts, noisewalls, and interchange modifications. Additionally, Mr. Kerins provided detailed constructability reviews throughout final design and developed the project's pre-bid construction schedule.

State-Wide Open-End Constructability Review Agreement, Pennsylvania Department of Transportation, PennDOT - Indicative of Urban's leadership in the area of constructability reviews is the fact that they have been retained by PennDOT to assist Engineering Districts throughout the state in performing constructability reviews on non-Urban projects. As Project Manager, Mr. Kerins currently manages this $1 million Open-End Constructability Review Agreement, and has performed reviews on 14 separate projects having a total construction value in excess of $300 million.

SR 168, B05 Shippingport Bridge, Pennsylvania Department of Transportation, PennDOT, District 11-0, Beaver County, PA - CPM Schedule and Claims Manager providing "as-needed" Construction Management Support Services for this $19.8 million project. Urban supports the District's Assistant Construction Engineer in documenting, monitoring, evaluating, and resolving all scheduling concerns, field construction problems, engineering design problems, community and public concerns, contractors submissions, and contractors claims for additional time and costs. Mr. Kerins supervises the Urban Scheduler assigned to the project and reviews, comments, and makes recommendations concerning all major scheduling and claim issues on the project.

Frankford Transportation Center, Southeastern Pennsylvania Transportation Authority, (SEPTA), Philadelphia, PA - As part of Urban's program management assignment, Mr. Kerins performs detailed constructability reviews for SEPTA's Guideway and Systems Contract at the Frankford Transportation Center. This project involves construction of a new guideway on either side of the new terminal building and the supply and cut-over of all rail systems. This project is the most difficult of the six contracts to be let, since all of its work must be coordinated with both an active elevated rail line and surface transportation activities, including bus and trackless trolley service, as well as several other construction phases.

Widening and Rehabilitation of the Schuylkill River Bridge and Replacement of the Diamond Run Viaduct, Pennsylvania Turnpike Commission, Montgomery County, PA - As a Senior Construction Engineer, Mr. Kerins performed detailed constructability reviews for all contract documents prepared by Urban. The plans, specifications, and applicable standards were checked for compatibility; traffic control plans, staging and phasing plans, structure plans, and erosion and sedimentation control plans were reviewed for consistency; site logistics and constraints were identified; alternate methods of performing various construction operations were investigated and evaluated; all bid items and tabulated quantities were checked for clarity and accuracy; and the Engineer's estimate was reviewed and determined to be a realistic means of evaluation and comparison of bids. Mr. Kerins also developed a detailed CPM schedule for the project and a summary level schedule that was included in the contract documents for the bidders' information. He also developed several alternate schedules and cost estimates to demonstrate the potential time and cost impacts associated with accelerating the project schedule to varying degrees.

SR 322-Chester Access Ramps, Pennsylvania Department of Transportation, PennDOT, District 6-0 - CPM Schedule and Claims Manager providing "as-needed" Construction Management Support Services for this $71 million project. Urban was just recently brought onto the project to implement a Project Control System to document, monitor, evaluate, and resolve all related issues, including scheduling, field construction problems, engineering design problems, community and public concerns, contractors submissions, and contractors claims for additional time and costs. Urban now monitors and maintains a CPM schedule for the project in conjunction with the contract documents and the contractor's submitted CPM schedule. Mr. Kerins supervises the Urban Scheduler assigned to the project and reviews, comments, and makes recommendations concerning all major scheduling and claim issues on the project.

SR 1056, Sec. 001, Athens River Bridge, Pennsylvania Department of Transportation, PennDOT, Bradford County, PA - Senior Scheduler and Claims Manager providing "as-needed" Construction Management Support Services for this $7 million project. Reviewed all project documentation, including project Critical Path Method (CPM) Schedules, interviewed project participants, and developed a thorough familiarity with job history and alleged claim history. Met with the Department's representatives and reviewed contractor submitted requests for additional direct costs, indirect costs, and schedule impacts. Reviewed contractor furnished bid information for reasonableness and accuracy. Prepared and submitted to PennDOT's Office of Chief Counsel and Engineering District 3-0 advisory opinions and recommendations on all issues presented by the contractor and participated in the successful resolution of all outstanding claims against the Department.

Charles A. Halboth, PE, PMP

Constructability Reviews

URBAN ENGINEERS
Formulating Excellence

WHY SELECTED

- **36 years of professional experience**
- **Previous RR & Transit construction management experience**
- **Heavy Civil construction inspection experience**

REGISTRATIONS/ MEMBERSHIPS

- Professional Engineer PA
- Professional Engineer (INACTIVE) NJ
- Professional Engineer (INACTIVE) NY
- Certified Project Management Professional (PMP)

EDUCATION

MS, 1982, New Jersey Institute of Technology, Engineering

BE, 1975, Stevens Institute of Techonology, Engineering

RECORD OF PROFESSIONAL EXPERIENCE

Mr. Halboth is an experienced, energetic, and hands-on engineering and construction professional with extensive experience in all aspects of capital project execution. He has a verifiable track record of success in executing complex projects within critical schedule and budget constraints. Mr. Halboth's specific areas of expertise include leadership and team development; construction planning and scheduling; design and constructability reviews; contract administration; and change order management and negotiation. He believes in improving performance through applying the lessons learned resolving numerous construction claims and disputes. Mr. Halboth's experience includes:

Project Management Oversight of Second Avenue Subway (Phase 1), Project Manager on a $4.45 billion extension of subway service from 105th Street to 63rd Street beneath Second Avenue. Responsibilities included monitoring and evaluating design and construction progress as well as conducting independent cost and schedule evaluations to verify project performance. Also assisted in developing strategic plans for enhancing project delivery processes, as well as conducted in-depth assessments of project management capacity and capability in support of the development of funding agreements.

Port Imperial Ferry Terminal, New Jersey Transit - New $45 million ferry terminal built on pile foundations in the Hudson River. Implemented approximately $6 million of value engineering recommendations to maintain budget. Coordinated tenant modifications with owner/client.

PATCO Station Enhancements, Delaware River Port Authority - Renovations to nine line stations, including ADA upgrades, elevator, escalator replacements, and general improvements. Also coordinated all construction with ongoing rail operations.

Walt Whitman Bridge (two contracts), Delaware River Port Authority - Featured reconstruction on eastern approaches (Contract WW-02-2001) and repainting of main and approach spans (Contract No. WW-06-2003).

Frankford Transportation Center, Southeastern Pennsylvania Transportation Authority, Philadelphia, PA - Program/Construction Manager on this project that achieved on-schedule opening of the $120 million multi-modal terminal complex. Planned and executed the complete demolition and reconstruction of 400-foot-long elevated viaduct structure in nine days, including the cutover and recommissioning of all railroad systems. Recovered three month schedule delay through selective acceleration of critical path activities and detailed coordination of work. Regained lost time with minimal additional expense. Daily coordination of nine prime contractors and more than 30 major subcontractors with ongoing owner operation of active terminal servicing 50,000 riders per day. Scope included replacing all rail turnouts and third rail systems within the adjacent Bridge Street Yard. Work was accomplished via weekend track outages while maintaining overall yard operation. Also resolved conflicts and technical problems through comprehensive design reviews prior to construction.

Market Street Elevated Reconstruction Program, Philadelphia, PA - Provided detailed engineering analysis and dispute resolution assistance in defense of contractor's claim arising from termination on a $69 million contract for the reconstruction of an elevated viaduct structure and two passenger stations. Prime contractor was terminated with less than 30 percent of the work completed. Contractor's claim for improper termination involved multiple technical issues and

the evaluation of their individual and cumulative impact on the project schedule. Developed detailed "as-built" and "window schedule" analyses to demonstrate the effect of individual issues on the overall schedule. Claim is was excess of $45 million. Surveys, engineering design, constructability, maintenance of rail operations, third rail power, installation of DFF system, and construction quality were all significant elements in the dispute. Assisted attorneys in deposition preparation and presentation of case at mediation.

Railworks Program, Philadelphia, PA - Project Controls/Construction Manager responsible for replacing 26 bridges, two stations, and 4.5 miles of mainline track, catenary, signal and communications systems in two service shutdowns totaling 10 months in duration. Total Program value was approximately $300 million. Developed program master schedule and incorporated contract schedules as they became available; provided schedule and project status briefings to client and FTA utilizing the "earned value" technique; and negotiated all contract change orders. Also implemented a structured design review process to minimize changes during construction. The project received 11 national awards for management and engineering excellence.

Market-Frankford Railcar (M-4) Procurement, Southeastern Pennsylvania Transportation Authority, Philadelphia, PA - Provided project controls support, including contract administration, scheduling, cost control, cost estimating, change order management, and claims evaluation services for the design and fabrication of 220 subway vehicles for the SEPTA. The $285 million design/build project included improvements to control center and communication systems as well as installing platform surveillance equipment at 28 stations. Developed and implemented an earned value reporting system that combined schedule and cost to demonstrate the effect of both critical and non-critical schedule slippages on the overall project progress. This technique provided an early indication of project schedule problems and facilitated early action to correct the matter.

Freshkills Landfill, Staten Island, NY - Program Manager for multiple projects with a total value of $110 million. Major features included a new maintenance building, new methane gas extraction and transmission facilities (delivered via design/build contract), and improvements to all existing unloading facilities. Also included roadway, waterfront unloading, and utility and security improvements throughout the complex. Performed independent design phase and constructability reviews of all projects prior to bidding. Also developed formal phase completion criteria to validate design progress and authorize commencement of subsequent phase.

Southeastern Pennsylvania Transportation Authority - Technical assistance in evaluating and resolving various contract disputes and claims arising from capital construction projects. Specific efforts have included:

- **Market Street Elevated Reconstruction Program** - Reviewed and evaluated design engineer's request for additional compensation for design phase services. Performed a detailed entitlement and valuation of the 15 issues raised in this $3.5 million request. Assisted in the ultimate negotiation and resolution of the matter for approximately $425,000.
- **Manayunk River Bridge - Evaluated claim brought by contractor as a result of contract default determination** by client. Determined that owner had incorrectly defaulted contractor. Negotiated revised contract, returned to work by contractor, and successful completed project in accordance with revised agreement.
- **Radnor Station** - Delay analysis and estimate of damages claimed by general contractor during the renovation of a commuter rail station in suburban Pennsylvania. Work included the phased reconstruction of outboard platforms, canopies, and parking facilities as well as the complete restoration of the historically significant station building. Prepared expert report and assisted in negotiation that resulted in a favorable settlement.
- **Paoli Transportation Center** - Evaluated the role and responsibility of the construction manager with respect to schedule delays, cost overruns, and defective performance as part of the environmental remediation of a superfund site.
- **Overbrook Station** - Developed expert report in support of SEPTA termination of general contractor during $2.7 million station reconstruction project. Provided technical support and negotiation assistance to general counsel in successful counterclaim against surety for additional costs incurred by SEPTA.
- **FERP Contract CL-2S** - Prepared expert report evaluating the responsibility of the designer, construction manager, and contractor relative to defective structural steel construction. Provided technical support during negotiations, which resulted in a settlement for a significant portion of the additional costs incurred by SEPTA.
- **FERP Contracts CL-2D, CL-4D, SCB-1** - Prepared expert report evaluating the responsibility of the designer, construction manager, and contractor relative to improper connection of precast concrete deck sections to structural steel framing. Provided technical support during negotiations, which resulted in a settlement for a significant portion of the additional costs incurred by SEPTA.

John S. Holak, Jr.

Contract Administration

URBAN ENGINEERS
Formulating Excellence

WHY SELECTED

- **30 years of diverse professional transit experience**
- **Risk Assessment expert; leads Urban's practice**
- **Financial Analytical specialist**
- **Former Chief Procurement Officer, CFO, and Manager of Contract Auditing**

REGISTRATIONS/ MEMBERSHIPS

- Construction Financial Management Association (CFMA)
- Institute of Certified Management Accountants (ICMA)
- National Contract Management Association (NCMA)
- Association of Certified Fraud Examiners (ACFE)
- Association of General Contractors of America (AGC)

EDUCATION

MBA, 1999, St. Joseph's University, Financial Management

BS, 1983, La Salle University, Accounting (Minor Concentration Pre-Law)

RECORD OF PROFESSIONAL EXPERIENCE

Mr. Holak is a dedicated and adaptable financial and administrative executive with extensive experience in increasing responsibility in the solicitation, administration, and negotiation of private and government contracts and the preparation, audit, and analysis of financial systems and statements. He is a proven leader who takes pride in the integrity, efficiency, and thoroughness of all work. Mr. Holak's experience includes:

Risk Assessment, Los Angeles County Metropolitan Transportation Authority (LACMTA) Westside Subway Extension Project, Federal Transit Administration - Led two detailed risk assessments of LACMTA's $5.9 billion Westside Subway Extension Project as the project prepared to enter into the Preliminary Engineering and the Final Design phases. Responsibilities included managing the characterization, risk identification, risk significance, mitigation strategies, and Contingency Management Plan for the project by coordinating numerous technical experts, along with key representatives from the grantee and FTA. Facilitated the performance of multiple Risk Workshops in support of the initiative.

Risk Assessment, Los Angeles County Metropolitan Transportation Authority (LACMTA) Regional Connector Project, Federal Transit Administration - Led a detailed risk assessment of LACMTA's $1.36 billion Regional Connector Project as the project prepared to enter into the Final Design phase. Responsibilities included managing the characterization, risk identification, risk significance, mitigation strategies, and Contingency Management Plan for the project by coordinating numerous technical experts, along with key representatives from the grantee and FTA. Facilitated the performance of a Risk Workshop in support of the initiative.

Risk Assessment, San Francisco Municipal Transportation Agency (SFMTA) Central Subway Extension Project, Federal Transit Administration – Facilitated and chaired a two day Risk Workshop pertaining to the Risk Assessment of the SFMTA's Central Subway Extension Project for the FTA, as part of the grantee's request for a Full Funding Grant Agreement (FFGA). Responsibilities included evaluating the scope, cost, and schedule projections expressed by the grantee against the FTA's OP 40 Risk Assessment guidelines. Results of the Risk Assessment were then incorporated into the FTA's Report on the FFGA request and led to the need for the grantee to expand on primary and secondary mitigation measures as part of their Risk and Contingency Management Plan.

Federal Transit Administration New Starts Workshop, Cost Estimating Section – On invitation and request from the FTA, moderated the Cost Estimating section of the annual FTA New Starts Workshops, offered to grantees and FTA regional staff. Workshop moderators were chosen based on their proven national expertise in the New Starts process and provided guidance to owner representatives and FTA staff on best practices, procedures, and requirements.

Federal Transit Administration New Starts Workshop, Cost Estimating Section – On invitation and request from the FTA, moderated the Risk Assessment practices section of the annual FTA Engineer's Conference, offered to the PMOC community and FTA regional staff. Workshop moderators were chosen based on their proven national expertise in specific areas, with Mr. Holak being one of two moderators appointed to discuss current practices and updates in the area of Risk Assessments of major capital projects.

Assessment of Regional Transit District's 2009, 2010, 2011, and 2012 FasTracks Financial Plan, Denver Regional Council of Governments - Project Manager for the assessment of the annual Financial Plan for one of the nation's largest transportation projects - the FasTracks project in Denver, CO for four consecutive years. Working for the MPO, DRCOG, the assessment included evaluation of the 2009, 2010, and 2011 Capital and Operating budgets for this $6.9 billion project, and overseeing the analysis of Revenue and Financing plans to enable the project to successfully meet its program schedule within budget. Assessment required presentations in public session for this highly visible and scrutinized program.

Lead Instructor for Risk Assessment Course @ Various Locations, National Transit Institute (NTI) – Led a two-day Risk Assessment course as part of Urban's contract with NTI, under a grant from the FTA, to provide FTA-sanctioned risk assessment instruction at various locations throughout the United States. The course is structured in accordance with the FTA's Oversight Procedures and is continually updated to be consistent with current regulations.

Physical Infrastructure Sustainability Research Project, Utah Transit Authority - Project Manager for the evaluation of UTA's existing asset infrastructure inventory and an assessment of the strategic and financial plans required to maintain the inventory in a State of Good Repair. Research and report is consistent with heightened national concern on eroding transportation infrastructure and developing proactive Asset Management Plans.

Special Assignments, Federal Transit Administration Project Management Oversight Consultant Contract – On request from the FTA, analyzed and opined on Buy America issues related to several high-profile national capital projects. Also, was asked to evaluate and offer refinement to the Procurement section of FTA's Quality Assurance/Quality Control Manual for Project Management Oversight Consultants, and to review and opine on revisions to the FTA's Operating Procedures for Cost Estimating and Project Scoping.

Chief Financial Officer, Neshaminy Constructors, Feasterville, PA – Full charge executive providing complete direction and management of all financial, accounting, human resource, office, information technology, contract administration and purchasing activities. Developed and monitored several significant technical entitlement and time delay claims resulting in favorable settlements. 2008

Senior Director of Procurement and Director of Contract Administration, Southeastern Pennsylvania Transportation Authority, Philadelphia, PA - Performed all tasks associated with being the Contracting Officer for North America's fifth largest public transportation company having an annual capital budget of approximately $500 million. Responsible for overseeing more than $400 million of purchases and contract awards per year. Directed, managed, and controlled the daily activities of over 140 diverse individuals in all aspects of procurement, contract administration, supply chain management, and regulatory compliance. Administered and managed the negotiation of contracts, legal matters, cost/price analysis, vendor performance ratings, and quality assurance issues that impacted procurements. Coordinated and communicated with supporting departments within SEPTA and senior representatives from vendors and funding agencies. Monitored industry trends, legislative changes, and peer group ideas to explore new and better ways for simplifying the procurement process, while promoting the concepts of cost savings, increased competition, enhanced efficiency, and conformance to governmental funding requirements. 2005

Contracting Officer/Manager, Overhead Accounting, Parsons Brinkerhoff, New York, NY - Ensured that all contracts complied with relevant regulations and were legally enforceable. Negotiated contract terms, disputes, and claims with top-level representatives from client organizations, audit agencies, and funding sources. Directed internal pre-proposal cost/pricing reviews for accuracy and compliance with applicable contractual and regulatory sanctions. 2000

Manager, Contract Audit, Senior Contract Auditor, and Contract Auditor, Southeastern Pennsylvania Transportation Authority, Philadelphia, PA - Planned and conducted audit programs, providing an independent evaluation of contractor's costs, financial statements, and internal controls in compliance with GAAS, CAS, and FAR. Assisted in preparing, negotiating, and administering numerous types of contracts with vendors spanning a wide range of industries and disciplines. Analyses of over 700 pre-contract and contract modification proposals resulted in more than $5 million of cost avoidance. Developed strategic plans, goals, and budgets for the department that ultimately led to several organization-wide policy and procedural changes. 1999

Logistics Management Specialist, United States Naval Air Technical Services Facility, Philadelphia, PA - Developed and analyzed fiscal and multi-year budgets for a division responsible for the multi-billion dollar F/A-18 Aircraft Program. Formulated and reviewed cost proposals and expenditure reports. 1985

Thomas E. Mitchell, PE

Practice Leader - Construction Claims & Litigation

URBAN ENGINEERS
Formulating Excellence

WHY SELECTED

- **33 years of professional experience**

REGISTRATIONS/ MEMBERSHIPS

- Professional Engineer MD
- Professional Engineer CT
- Professional Engineer PA
- Professional Engineer CA
- NCEES Council Record
- American Arbitration Association (AAA) - Roster of Neutrals
- National Construction Dispute Resolution Committee (AAA)
- Construction Management Association of America

EDUCATION

BS, 1982, Loyola Marymount University, Civil Engineering

MS, 1996, Villanova University, Civil Engineering

Certificate, 2008, Urban Engineers, Inc., Project Management Training

RECORD OF PROFESSIONAL EXPERIENCE

Mr. Mitchell's 30+ years of construction consulting experience includes expert witness testimony for construction claims, as well as technical and management experience. He has worked with clients on federal, state, local, and private projects. Project types include heavy, marine, highway, transit, educational, hospital and health-care, military, aviation, hotel, and other commercial construction. His experience includes all aspects of construction contracts - procurement, management, and dispute resolution.

He also has experience with the design, drafting, and editing construction contracts; drafting general and special provisions for contracts; and technical specifications. While working on construction projects, he performed construction inspections, quality control inspections, and quality assurance inspections. He has performed construction management and contract administration; change order evaluations and negotiations; and construction claims analyses for time extension and cost damages entitlement.

Mr. Mitchell's experience includes dispute resolution of construction claims. When construction claims have been elevated to litigation, Mr. Mitchell has successfully provided expert testimony on matters related to quality management, entitlement, damages, and delays. He provides training courses and seminars on a wide variety of construction topics, including construction management, CPM scheduling, claims avoidance, writing, and dispute resolution. In addition to construction experience, Mr. Mitchell has provided insurance claim investigations to determine cause and origin of physical property damage.

Mr. Mitchell's experience includes the following:

AIG/Lexington/Chartis Insurance - Directed and/or conducted insurance claim investigations on behalf of AIG and related companies for construction-related projects, such as a high-rise commercial complex, commercial and residential structures, public works facilities, and municipal properties. Insurance policies related to property and casualty claims. The investigations required documentation research and review, site inspections, engineering analysis, and estimate of damages. Approximately 75 assignments have been performed since 2006.

Management of Transit Construction Projects, National Transit Institute, Nationwide- Project Manager and course instructor for the Management of Transit Construction Project, which is provided by the National Transit Institute, funded by the Federal Transit Administration (FTA). Instruction is provided to transit agency professionals nationwide. The course content covers federal transit laws requiring projects for a major capital investment (>$100 million) to have a Project Management Plan approved by the FTA. This course covers the basics of good project management for transit projects from preliminary engineering, through construction, and ending with start-up and testing. Mr. Mitchell has provided this course in Los Angeles, CA; Detroit, MI; Seattle, WA; Anchorage, AK; Miami, FL; Honolulu, HI; Portland, OR; Phoenix, AZ; St. Paul, MN; Fort Lauderdale, FL; Newington, CT; and Washington, DC.

Replacement of Clifton Avenue and Nesbitt Street Bridges over NJ Transit and I-280, New Jersey Department of Transportation, Newark, Essex County, NJ - As a subconsultant to Ammann-Whitney, review of baseline and updated schedules. Project started in April 2009 and scheduled to be completed by November 2010. Evaluation of schedules focuses on contract compliance, delay analysis between each updated period, and project progress evaluation. Evaluated time impact analyses presented by the contractor for project

completion extension. Project inspection is performed periodically to monitor contractor's progress.

Route 280 at GSP Interchange 145, Burnet Street to Steuben Street, New Jersey Department of Transportation, East Orange, Essex County, NJ - Analyst for a $30 million reconstruction of the interchange at I-280 and Garden State Parkway. The assignment was to evaluate the contractor's submitted schedules for compliance with contract documents and acceptability. Additionally, evaluated time extension analyses related to value engineering changes, change of plans, and change of phasing.

Construction Claim Analysis, Haynes Construction v. ConnDOT, Highway Maintenance and Electrical Facility and Salt Storage Shed, Southbury, CT - Claim evaluator for a $917,000 construction claim, including 133-day delay to project completion date. ConnDOT required evaluation of entitlement for claim issues for the $5.5 million construction of the Maintenance and Electrical Facility. Claim issues included differing site conditions, productivity inefficiencies, and changed conditions. Additionally, an as-built schedule analysis was performed to determine the source and magnitude of the delays. The project documents were reviewed to determine liability of the claim issues and delays. Testified in mediation on behalf of the State in July 2009. Mr. Mitchell assisted the Department and Office of Attorney General in settlement of claim issues.

Construction Claim Analysis, Oxford -Waterbury Airport, ConnDOT, Southbury, CT - Evaluated a $509,000 construction claim, including a 421-day delay to the project completion date. ConnDOT required evaluation of entitlement for the claim issues related to changed conditions and increased quantity of material. An as-built schedule analysis was required to be performed using the project documentation. Liability analysis was determined using the project documentation. Assisted ConnDOT in settlement negotiations.

General Engineering Services: Construction Monitoring and Inspection, Delaware River Port Authority (DRPA), New Jersey and Pennsylvania - Mr. Mitchell performed project management functions for this GEC contract with the DRPA in 2011 and 2012. The assignments included Mr. Mitchell performed project management functions for this GEC contract with the DRPA in 2011. The assignments included oversight, attending progress meetings, and communication with DRPA officials during construction progress for the Walt Whitman Bridge Permit Vehicle Staging Area (WW-15-2010), Commodore Barry Bridge Security and Lighting Improvements (CB-19-2010), and Replacement of Electrical Sub-station on Commodore Barry Bridge.

Second Avenue Subway Project Management Oversight, Federal Transit Administration, New York, NY - Analyst for a $3 billion project for the Second Avenue Subway project. The work included tunnel boring and cut and cover station construction. The assignment was to assess the labor availability and provide a risk analysis if the labor market would support construction of project from 2007 to 2013. Additionally, he provided an ongoing assignment to evaluate change orders for compliance to prescribed procedures outlined in the Project Management Plan and requests for time extension by reviewing Primavera schedules.

EXPERT TESTIMONY EXPERIENCE:

- 2009, Expert Witness, Mediation, Ames/Dawson vs. US Department of Veterans Affairs (VA), critical path method (CPM) scheduling issues, delays, and damages, presentation on behalf of the VA regarding delays at Building No. 650, Mather Field, Sacramento, CA.
- 2009, Expert Witness, Mediation, Haynes Construction vs. Connecticut Department of Transportation (ConnDOT), Construction Impacts and Scheduling issues, presentation on behalf of ConnDOT.
- 2010, Expert Witness, Arbitration, Shire Corporation (Crum & Foster) v. Rholde Island Department of Transportation, CPM schedule analysis and responsibility for excusable and compensable delays to the project completion for the reconstruction of the Greenwood Railroad Bridge, Warwick, RI.
- 2012, Expert Witness, Pennsylvania Board of Claims, Sordoni Construction Services, Inc. v. Pennsylvania Department of Transportation (PennDOT) v. City of Scranton, PA v. Pasonick Engineering Services, Inc. Testified on behalf of PennDOT on issues related to construction documentation, quality control/quality assurance contract compliance, and related issues for the construction of the Park, Plaza, and Pedestrian Court, Scranton, PA.

William J. Goffe

Office Engineer

URBAN ENGINEERS
Formulating Excellence

WHY SELECTED

- **33 years of professional experience**

RECORD OF PROFESSIONAL EXPERIENCE

New Transit Hub at Financial Plaza Deck, City of Poughkeepsie, NY – Office Engineer and Document Control for this $1.2 million heavy civil project to create a new bus transit services hub. (2013 – present)

Project Management Oversight Program, USDOT Federal Transit Administration (FTA), Region II Capital Projects, MTA East Side Access (ESA) and Second Avenue Subway (SAS), New York City, NY - Construction Management Manager on the team tasked with Oversight Procedure 53 - Readiness to Bid Construction Work (OP53). Provided assistance with document retrieval, organizing, and review. (2010 - present)

Portal Bridge Capacity Enhancement, New Jersey Transit (NJT) and Amtrak, Secaucus, NJ - Office Engineer for this over $1 billion multi prime contractor project which is due to get underway shortly. (2010 - present)

Meadowlands Railroad and Roadway Improvement Project, New Jersey Sports and Exposition Authority (NJSEA), New Jersey Transit (NJT) and New Jersey Department of Transportation (NJDOT), East Rutherford, NJ - Office and Contracts Manager on this $211 million multi prime contractor project with alignment through sensitive environmental areas including Superfund sites.

Office Manager responsible for hiring and training office staff, maintaining office and computer network, maintaining all project records, both paper and electronic, logging and distributing all incoming and outgoing correspondence and processing, logging and maintaining all contractor submittals. Also, responsible for compiling and maintaining all project cost records and reporting same on a monthly basis.

Contracts Manager prepare requests for proposals for owner and engineer requested changes, prepare independent estimates, analyze contractor proposals, perform detailed analysis of time and material invoices, consult with Resident Engineers and advise owner, and negotiate with contractors and prepare all documentation required to effect the changes.

Successfully analyzed, negotiated and processed over 100 time and material invoices incorporating over 350 vendor invoices for unanticipated work on a superfund site with a final value of $1.4 million, $200,000 less than the contractor's request. Also maintained and prepared documentation and invoices which allowed the Owner to recover over $3.5 million in cleanup and other costs from the original superfund site owner.

Also, audit contractor invoices for allowance items, review contractor submittal logs for accuracy, maintain insurance certificate and certified payroll files and report all deficiencies to Resident Engineer and prepare notifications to the contractors for all noted deficiencies. (2005 - 2010)

Northeast Corridor Modifications Project - Secaucus Transfer Program, New Jersey Transit, Secaucus, NJ - Contracts Manager on this $610 million multi prime contractor project responsible for preparing requests for proposals for owner and engineer requested change orders, analyzing contractor requested changes and advising owner, preparing independent engineers' estimates for potential change orders, assisting the owner in negotiating change

orders, and preparing records of negotiation meetings for owners' representative's signature. Also maintained historical project cost data, prepared cash flow projections, reviewed and processed contractor payment requests and process, and logged and distributed all incoming and outgoing correspondence.

Successfully tracked, analyzed, negotiated and processed host railroad force account invoices reducing the billings by over one third saving the Owner many millions of dollars. After years of savings, the Owner requested a presentation on our tracking and verification system, and subsequently based on confidence in the system utilized our work to reduce millions of outstanding billings from other projects realizing about one third in savings

Construction Management Site Office Administration Manager responsible for budgeting and cost control of a $6.9 million operating budget. Also responsible for negotiating lease for 18,000 square feet of field office space to support the CM team and owner's field and office personnel for the duration of the project. Also designed the office layout and supervised the build-out of the space. Purchased and supervised installation of a PC-based network with over twenty-five workstations including the implementation of project management and scheduling software and trained personnel in use of the system. Responsible for developing project forms and systems, purchasing, expediting, inventory control, personnel administration and training, and providing support services to the 80-person construction management team including various joint venture partners, subconsultants, and railroad personnel. (1993 - 2005)

Martin Luther King, Jr. Courthouse and Federal Office Building, US General Services Administration (GSA), Newark, NJ - Field Office Manager responsible for the cost control of a $100,000 operating budget on this GSA project. Prepared requests for proposals for owner and engineer requested change orders, analyzed contractor requested changes and advised owner, and prepared independent engineers estimates for potential change orders. Assisted the owner in negotiating change orders and prepared records of the negotiation meeting for the owner's representatives to sign. Maintained historical project cost data and prepared cash flow projections. Reviewed and processed contractor payment requests. Processed, logged and distributed all incoming/outgoing correspondence. Responsible for field office leasing and build-out including three office relocations during the course of the project, design and implementation of computerized document and shop drawing control systems, development of project forms, purchasing, expediting, inventory control, personnel administration and training, and provision of support services for the construction manager and five resident engineers and inspectors. Assisted in inspection of the construction work primarily in the foundation and earthwork areas. (1989 - 1993)

North Jersey Coastline Electrification and Signal Project, New Jersey Transit, Matawan to Long Branch, NJ - Construction Site Office Manager responsible for the budgeting and cost control of a $600,000 operating budget. Developed project forms, purchased, expedited, performed inventory control, trained personnel, and provided support services to the construction manager and five resident engineers. Designed and implemented a document and shop drawing control system and maintained the main office and two satellite offices for field staff. (1985 - 1988)

Various Job Site Offices, Mountain Lakes, NJ - Construction Office Manager responsible for setting up new job site offices, supervised and trained office staff, purchased supplies, expedited materials, controlled inventory, shipped and received materials, and prepared preventive maintenance manual for bulk material handling facilities.

Field Engineer responsible for quality control inspections. Inspected subcontractor's installation work to ensure conformance to plans/specifications. Inspected fabrication shops and equipment being built for the project and prepared as-built drawings depicting field changes. (1980 - 1984)

Sita Mohan, EIT

Office Engineer

URBAN ENGINEERS
Formulating Excellence

WHY SELECTED

- **17 years of professional experience**

REGISTRATIONS/ MEMBERSHIPS

- 40 Hour OSHA HAZWOPER Training
- Certification Army Corps of Engineers - Construction Quality

EDUCATION

MS, 1999, New Jersey Institute of Technology , Environmental Engineering

MS, 1993, College of Engineering (University of Kerala - India), Housing

BS, 1991, Government College of Engineering (University of Calicut), Civil Engineering

Diploma in Industrial Pollution & Control, 1995, Annamalai University (India)

RECORD OF PROFESSIONAL EXPERIENCE

Sita Mohan is an engineering professional with over 17 years of experience in the field. A certified Engineer-in-Training (State of New Jersey, 2005); Ms. Mohan has almost 12 yrs of experience in Project Management and Construction Administration. Her expertise includes Project Documentation Control, Estimating and preparation of Change Orders. Ms. Mohan has completed the 40-hour OSHA HAZWOPER Training. Has Excellent Computer and communications skills.

Phase 4 Hoboken Rail & Ferry Terminal Facilities Repair, NJ Transit, Hoboken, NJ

The Phase 4 Project on the Hoboken Terminal Repairs has a Contract cost of $948,000.00. The contract involves the repairs to the roof over the Rail & Ferry terminals and replacement of copper gables. As Assistant Resident Engineer/Office Engineer, main responsibilities include project documentation control, preparation of meeting minutes and review of contractor pay application documents. (2013-Present)

Hoboken Terminal -YMCA Building Roof & Façade Renovation, NJ Transit, Hoboken, NJ

The YMCA Roof & Façade Renovation Project has a Contract cost of $4,129,150.00 including almost $2,000,000.00 of copper installation/repair work. The contract includes the repairing/replacing the copper façade of the YMCA building & roof work. As Assistant Resident Engineer/Office Engineer, main responsibilities include project documentation control, preparation of meeting minutes and review of RFIs/Shop drawings/Submittals , contractor pay application & backup documents. (2013-Present)

Hudson-Bergen Light Rail (HBLR) 2nd St. Station Walkway, NJ Transit, Jersey City-Hoboken, NJ

The HBLR project had a contract cost of $2,597,000.00 and duration of 360 days. The scope of the project included the construction of a 3300 mile of Asphalt/Concrete Walkway equipped with fencing, lighting, CCTV, Landscaping etc from the west end of the 2nd St. Light Rail Station in Hoboken to a future development site which is currently vacant (Previously Van Leer Chocolate Factory site) in Jersey City. In the role of the Assistant Resident Engineer/Office Engineer, main responsibilities included project documentation control, preparation of meeting minutes and review of RFIs/Shop drawings/Submittals , contractor pay application & backup documents. Also was involved in site supervision as required. (2013-2014)

Lower Hack Bridge Rehabilitation Project, NJ Transit, Jersey City, NJ.

The Lower Hack Bridge is a 3-Track NJ Transit Railroad Bridge over the Hackensack River. This is the second phase of the project with a contract cost of approximately $14.8 million. The scope of the project includes under-deck repairs of the approach slabs, repairs of the concrete piers, parapet walls, concrete slab and waterproofing, track & ballast removal and also repairs to the structural steel members in the lift and tower span. As Assistant Resident Engineer/Office Engineer, responsibilities include project documentation control, preparation of meeting minutes and review of contractor pay application & backup documents. (2010-2013)

Metropark Platform Reconstruction Project, Metropark Station, New Jersey Transit, Iselin, NJ
Metropark Station is situated on the Northeast Corridor of NJ Transit Railroad System. It is served by both Amtrak and NJ Transit Rail systems. The Contract value was $29.8 million. The project scope included the reconstruction and extension of both the existing east bound & west bound platforms, improvements to the station building, installation of climate controlled waiting shelters, reconstruction of existing elevator, installation of a new elevator with access to the east bound platform and improved access to the station platforms from Rt. 27 for commuters. As Assistant Construction Manager, main responsibilities besides assisting the Construction Manager included Documentation Control, Preparation of Meeting Minutes, Maintenance of Submittal, RFI & NPC Logs, Review Pay Applications, Processing NPCs, and Site supervision. (2009-2010)

Newark Drawbridge and Approach Structures Rehabilitation, NJ Transit, Newark/Harrison, NJ
The Newark Drawbridge is a NJ Transit Railroad Bridge over the Passaic River, MP 5.8 and located adjacent to Newark Broad St Station, Newark, NJ. The Project Contract was approximately $23 million. The scope of construction included rehabilitation of the structural and mechanical components of the bridge & its operating system, substructure concrete repairs and repairs to the existing fender system in the navigation channel. Responsibilities as Office Engineer included the following, Documentation Control, Preparation of Meeting Minutes, and Maintenance of Submittal & RFI Logs. (2008-2009)

The Capacity Constraint Relief and Historic/ADA Improvements Project at Newark Broad St. Station, NJ Transit, Newark, NJ.
Newark Broad St Station is a major historic station located in Newark, NJ. The improvements were made to make the station compatible with the American with Disability Act (ADA). The contract value was approximately $58 million. The project scope included the construction of a new center island high-level Platform, a new eastbound high-level platform, reconstruction of Martin Luther King, University Avenue & Broad St railroad bridges, installation of new elevators, stairs and rehabilitation of the main station building. Main responsibilities as Office Engineer included Documentation Control, Preparation of Meeting Minutes, Communicating with Consultants & the Contractor on Submittal Management, RFIs & Mock-up related issues, Maintenance of Submittal & RFI Logs, Preparing and negotiating Change Orders, Site work (2006-2009).

Estimation of Change Orders on various mentor and emergency projects in the 5 Boroughs, NYC School Construction Authority, New York, NY
As Assistant Estimator, main responsibilities included assisting the Chief estimator in the following areas: - Processing & Preparation of Change Orders using Expedition Primavera; Communicating with Contractors & Subcontractors on the various aspects of Change orders; Negotiating Change Orders with Contractors; Preparing all necessary documentation for Change orders & obtain SCA approval; Performing all necessary tasks to complete Change Order processing; Maintaining & preparing logs and reports on status of Change Orders; Communicating with suppliers & vendors to obtain pricing on materials for estimating; and Estimating and conducting Quantity Take-offs on various construction projects mainly for Bidding purposes (TDX Construction Corp., NY 2004-2006).

Improvement of Newark Pennsylvania Station, New Jersey Transit, Newark, NJ
The project mostly involved construction work for station renovation, installation of wastewater facilities, fencing Transit property, Punch List work etc. Main responsibilities as Project Engineer included assisting the Project Manager & Quality Control Manager in the following tasks: Preparation of Change Orders and cost proposals; Preparation of quantity take-offs; Procurement of materials and man power; Negotiation of subcontracts; Supervision and assistance in the preparation of Submittals based on Contract Specifications and Drawings; Preparation and maintenance of Submittal and RFI Logs; Verification, review and submission of Submittals, Shop Drawings, As-built drawings etc; Maintenance and documentation of Daily Construction Reports; Review of subcontractor progress payment request; Preparation of payment requisition; and Preparation of O & M Manuals. (Volmar Services Inc., NY, 2002-2004)

Various Job Order Contracts for New York City Transit Authority, New York, NY
The project mostly involved construction work for station renovation, installation of wastewater facilities, fencing Transit property, Punch List work etc. Main responsibilities as Project Engineer included assisting the Project Manager & Quality Control Manager in the following tasks: Preparation of Change Orders and cost proposals; Preparation of quantity take-offs; Procurement of materials and man power; Negotiation of subcontracts; Supervision and assistance in the preparation of Submittals based on Contract Specifications and Drawings; Preparation and maintenance of Submittal and RFI Logs; Verification, review and submission of Submittals, Shop Drawings, As-built drawings etc; Maintenance and documentation of Daily Construction Reports; Review of subcontractor progress payment request; Preparation of payment requisition; and Preparation of O & M Manuals. (Volmar Services Inc., NY, 2002-2004)

Ryan E. Matthews, NICET III

Office Engineer

URBAN ENGINEERS
Formulating Excellence

WHY SELECTED

- **4.5+ years of professional experience**
- **NICET III, Highway Construction**
- **NYC utility and roadway construction experience**

REGISTRATIONS/ MEMBERSHIPS

- NICET Level III, Highway Construction
- NICET Level II, Highway Materials
- NICET Level I, Construction Materials Testing Concrete
- ICC Structural Masonry Special Inspection
- ACI Concrete Field Testing Technician - Grade I
- PennDOT Concrete Field Testing Technician
- NECEPT Bituminous Field Testing Technician

EDUCATION

BS, 2009, Villanova University, Civil Engineering

GC, 2012, Drexel University, Engineering Management

RECORD OF PROFESSIONAL EXPERIENCE

Mr. Matthews created and arranged organization charts for various proposals. He also participated in the process of preparing and submitting proposals to potential projects. Visited and walked through both proposed and established work sites. Mr. Matthews' experience includes:

NYCEDC West 125th St. Streetscape Improvements, Manhattan, NY – Mr. Matthews is currently serving as Office Engineer for the West 125th street streetscape improvements project. The $19 million project involves four separate phases of construction that requires coordination with multiple Columbia University Construction projects in one of Manhattan's most intermodal neighborhoods.

Mr. Matthews has verified bid quantities with independent calculations and field measurements, confirmed existing conditions, and analyzed potential construction related issues or delays. Mr. Matthews verified field locations of vaults, hydrants, lighting poles, bridge clearances, telephone lines, roadway pavement and curb conditions, as well as truck traffic trends. Mr. Matthews analyzed the phased construction schedule and made recommendations as to alleviate potential conflicts that may arise while coordinating with other construction projects on or near the project site.

Mr. Matthews reviewed the contract drawings and specifications for bid item errors, missing details and cross sections, and prepared suggestions for clarifications to reduce RFI's for the bid process. Mr. Matthews confirmed traffic turn radii and signage placement met all AASHTO requirements through the use of engineering calculations.

Mr. Matthews evaluated all field conditions of concrete pedestrian ramps at the site's street corners by field measuring and examining their compliance with the NYCDOT Standard Specifications, the accessibility guidelines proposed by the ADAAG and the AASHTO code (Green Book). The locations that did not meet specifications were noted and advised for reconstruction.

Mr. Matthews located and analyzed all locations of Building Vaults within the project limits to ensure the drawings confirmed the location of building vaults to reduce the possibility of damaging them during demolition. Mr. Matthews performed engineering calculations to confirm that the weight and location of the projected construction equipment and materials installed or maneuvering over building vaults would not damage or displace the structures. I located areas of concern and recommended that the contractor submit shop drawings and supporting calculations for review of projected work within these areas.

NYCEDC South Bronx Greenway Program, Food Center Drive Construction of Green Street, Hunts Point, Bronx NY - Mr. Matthews has performed daily project administration and coordination of project stakeholders involved in an infrastructure project entailing reconstruction of a four block city street located in the Hunts Point district of Bronx, NY. Project included construction of water main, sewers, curb, and drainage structures, installation of new and relocation of existing utilities, excavations and excavation support system, and steel reinforcement placement. Project also included concrete placement and testing, maintenance and protection of traffic and utilities, coordination of work with numerous stakeholders, and overall site safety.

Mr. Matthews' responsibilities have included processing RFIs, submittals, and monthly progress payments, maintaining as-built drawings and project records which include daily inspection reports, material conformance and testing reports. Mr. Matthews' responsibilities have also included reviewing certified payrolls and extra work bills for compliance with prevailing wage rates and allowable equipment rental rates, coordinating and scheduling material testing and surveying services, preparing weekly, monthly and special reports, and generating correspondence.

Mr. Matthews has also performed cost and schedule monitoring and reporting as well as assisting the resident engineer with claims mitigation and dispute resolution, identification and tracking of potential change orders and preparation and tracking of contract modifications; punch list compilation and project closeout activities. 6/2013-Present

SR 202, Sec 320 Widening Project, PennDOT District 6-0, Malvern, PA (E02201) (Urban# 2011600107.001) - Mr. Matthews inspected the installation of Sound Wall Barrier. This included the auguring of caissons up to 23' in depth, the inspection and placement of the rebar cages, the placement of concrete via the tremie method, the forming of the foundations with anchor bolts, and the installation of both posts and panels. Includes coordinating and scheduling of material testing.

Mr. Matthews is the lead inspector of the extensive ITS section of the project. Mr. Matthews inspected the installation of junction boxes and controller cabinet pads along with the excavation of Type I trench and the installation of PVC and rigid conduit.

Mr. Matthews also inspected the installation of 35' DA poles and TR cabinets and pedestals. This included the installation of transformers, disconnect switches, the corresponding wiring and the Stand Alone Test.

Mr. Matthews inspected the partial demolition and construction of a Dual Simple Span P/S Concrete Box Beam Bridge. This included the inspection of the forming and pouring of cheek walls, and diaphragms, the placement of beams and deck pans, and the forming and pouring of the deck, approach & moment slabs, pavement relief joint and the glare screen and concrete barrier.

Mr. Matthews inspected the installation of Mechanically Stablized Earth retaining wall. This included the setting of panels, the forming and pouring of the cast-in-place headwall and the coping as well as the installation of the precast traffic barrier.

Mr. Matthews inspected the installation of inlets with RCP ranging from 18" to 33" along with Class 3 & 4 excavation and boxing out.

Mr. Matthews also inspected the installation of 144 Strand and 12 Strand Fiber Optic Cable. 8/2011-6/2013

SR 9410, Sec TF3, Traffic Signal Improvements at 33 Intersections, PennDOT, District 6-0, Bridgeport, PA - Mr. Matthews inspected curb and sidewalk removal and installation, which included Class 1B excavation, the placement and grading of 2A subbase, and the pouring of the curb and sidewalk to include the ADA ramps. Measured total area of completed sidewalk for payment and the grade for Ramp Inspection Form. Mr. Matthews inspected installation of push buttons and c-posts. This included the excavation up to 6' in depth, the inspection and placement of the rebar cages, and the forming of the foundations. Mr. Matthews also inspected Type I trench, the installation of 2" and 3" PVC conduit and the installation of junction boxes. Inspected the installation of 30' traffic support with 10' mast arms and luminaries. Mr. Matthews inspected the installation of 9.5 mm top coat for asphalt restoration. 5/2011-8/2011

SR 95, Sec. ITB/ITF, Traffic Incident Management Project, PennDOT, District 6-0, Levittown & Newton, PA - Mr. Matthews inspected various aspects of the project, including installation of DMS and TR foundations. This included auguring of caissons up to 16' in depth, inspection and placement of rebar cages, and forming of the foundations. Mr. Matthews also inspected installation of junction boxes and controller cabinet pads, along with excavation of Type I trench and installation of PVC conduit. 5/2010-5/2011

SR 95, Sec CP1, Cottman-Princeton Interchange, PennDOT, District 6-0, Philadelphia, PA - Mr. Matthews inspected various aspects of the project including the installation of inlet connections. This included Class 4 excavation, the installation of saddle connections and R/C pipe, the removal of abandoned inlets and the placement of HES concrete for pavement restoration. Mr. Matthews also inspected curb and sidewalk removal and installation, which included Class 1B excavation, the placement and grading of 2A subbase, and the pouring of the curb and sidewalk to include the ADA ramps. Mr. Matthews also inspected an extensive amount of electrical construction that included Type I, II, and III trench excavation for placement of 1", 2", and 3" PVC conduit, installation of luminaries with 6' bracket arms, and the installation of C-posts with signals and PEDs. Also inspected the installation of foundations for mast arms ranging from 15' to 50', foundations for controller cabinets, installation of video detector, fiber optic termination panels and CCTV Camera Assembly with the Stand Alone Test. 7/2009-3/2010

Steve Mathew

Office Engineer

URBAN ENGINEERS
Formulating Excellence

WHY SELECTED

9 years of professional experience

REGISTRATIONS/ MEMBERSHIPS

EDUCATION

- Manhattan College, Riverdale, NY, BS - Civil Engineering
- Saint Thomas Aquinas College, Sparkill, NY, BS - Mathematics

RECORD OF PROFESSIONAL EXPERIENCE

Mr. Mathew's experience as an Engineer entails a high level of detail and accuracy in various aspects of construction, as an Inspector or an Office Engineer. He is a team player, who is successful at establishing rapport with contractors, clients. He is capable of adapting to the sometimes fast-paced nature of certain projects, and is calm under pressure. Mr. Mathew's experience includes the following:

Interim Project Management Support for Projects Related to Superstorm Sandy, Port Authority Trans-Hudson Corporation, Jersey City, NJ – Communications Coordinator who assisted PATH in developing a Project Management Plan for all projects that require restoration due to the events of Superstorm Sandy. Conducted meetings with various managers for the understanding of policies across departments, then collected, compiled, and organized this information to complete the plan, which is required for funding by the Federal Transit Administration for Sandy-relief projects. Prepared reports and meeting minutes. (2013 – Present)

Robert F. Kennedy Bridge Utility Relocation, MTA Bridges & Tunnels, New York, NY – Office Engineer who oversaw the day-to-day functions of the field office on a utility-relocation project on Randall's Island, in New York City. Prepared all reports, including meeting minutes and monthly progress reports. Organized all files. Maintained communication with all personnel, including the contractor, subcontractors, and client. Evaluated payment requisitions. (2013)

Repaving and Debris Removal, MTA Bridges & Tunnels, New York City – Inspector who presided over work performed at the Throgs Neck Bridge (repaving) and on the Verrazano-Narrows Bridge (debris removal). Observed and documented actions taken by the Contractor, as well as site conditions prior to work performed and after work was completed. Communicated with Contractor and Project Engineer on project issues and progress. Prepared daily reports. (2012)

Throgs Neck Bridge Steel Repairs, MTA Bridges & Tunnels, Bronx, NY – Assistant Office Enginer who assisted staff on creation of database of all steel repairs to be performed on the Throgs Neck Bridge in the Bronx, NY. Populated database with repair details, and added and updated repair locations as new issues arose. Programmed spreadsheets to automatically generate reports. (2011 – 2012)

Lane Striping, New York State Thruway Authority, Westchester, Rockland, Orange, and Ulster Counties, NY – Inspector who presided over work performed by the Contractor on a new and experimental procedure designed by the Thruway Authority. Maintained a chronology of events onsite, and maintained constant communication with the Project Engineer and the Contractor. Conducted measurements and collected samples of items installed by the Contractor. Conducted cost analyses and produced estimates. Prepared reports using the New York State DOT's CEES program (Computerized Engineer's Estimate System) and spreadsheets. (2011 – 2012)

Logistics Planning, Port Authority Trans-Hudson Corporation, Jersey City, NJ – Project Engineer who assisted PATH in developing and implementing new management processes and procedures focused on long- range planning and scheduling of all PATH facility forces, including meeting equipment needs as well as track rights to support the Capital Program, and planning ongoing system

repair and maintenance work and various other construction activities. Evaluated proposed changes to project schedules for their impact on other planned work and on available and planned resources. Managed the acquisition of data regarding actual performance of work and utilization of resources for comparison against original plans and schedules. (2009 – 2010)

Yankee Stadium City Work, New York City Economic Development Corporation, Bronx, NY – Office Engineer who coordinated, scheduled, and presided over meetings and site walkthroughs with contractors, agencies, and utility companies. Prepared meetings minutes, and maintained communication with contractors, agencies and utility companies. Reviewed drawings and documents. Maintained and organized files. Evaluated payment requisitions from contractors for submission to city agencies. Prepared reports. (2007 – 2009)

Assorted Projects, GEA Engineering, Nanuet, NY – Staff Engineer who performed calculations and worked on drawings on various projects. Prepared reports. Performed fieldwork, including topographical surveys, percolation tests, and sampling. Maintained contact with clients and contractors. (2006 – 2007)

Moses J. Gaster, EIT, CEP

Estimator

URBAN ENGINEERS
Formulating Excellence

WHY SELECTED

- **15 years of professional experience**

REGISTRATIONS/ MEMBERSHIPS

- Engineer in Training PA
- Certified Estimating Professional
- Med-Tex Refiner's Traininbg Process Safety Mgmt
- TWIC Card

EDUCATION

BS, 1999, Penn State University , Civil Engineering

RECORD OF PROFESSIONAL EXPERIENCE

Mr. Gaster is an estimator with experience in a wide variety of construction fields, projects, and responsibilities. He has experience estimating industrial projects up to $1 billion, including coal, natural gas, and geothermal power plants and water treatment facilities. His responsibilities have included field engineer, estimator, scheduler, and cost engineer for construction contracting firms on large design-build projects.

Blanket Purchase Agreement for Cost Estimating Services, General Services Administration, Region 3 - Estimator for continuing, open-ended assignment, including plan development for conceptual through final design and construction costs ranging from $200,000 to $20 million. These have included interior and exterior renovations, new construction, and security enhancements throughout the full range of CSI divisions. Facilities users include US Marshals, FEMA, FBI, IRS, NARA, SSA, FBI, federal and state courts, and Immigration.

Student Housing, Rutgers University, Camden, NJ - Cost Engineer for construction manager, Joseph Jingoli & Son, Inc. (JJS). on fast-paced project to complete a 12-story student apartment building before the Rutgers fall semester furniture move-in date. Provided change order/claims management, review, tracking, and reporting for the prime contact and all subcontracts in order to minimize the project cost without delaying the schedule delivery dates.

Data Center Expansion/Renovation, Nomura Securities International, Inc., Piscataway, NJ - Cost Engineer for design-build construction manager, JJS, on fast-paced project to upgrade/expand existing operating data center facility in order to meet the client's deadlines (two phases). Provided claims management of all subcontracts and change order management of the prime contract.

Security Upgrades, Exelon, Pottstown, PA - Cost Engineer for design-build general contractor, JJS, on fast-paced project to implement security changes to existing nuclear power plants in order to meet government audit deadlines: Limerick, Peach Bottom, and Oyster Creek. Provided daily cost tracking. Projections, and change management in order to keep the project within budget.

Senior Estimator, O'Brien & Gere Inc., Blue Bell, PA - Provided in-house estimates of environmental, reservoir, utility, and water treatment projects at various design levels in order to manage the client's needs vs. budget. Priced and compared construction options to assist design decisions.

Scheduler, O'Brien & Gere Inc., Blue Bell, PA - Provided in-house schedule baselines, analyses, and updates for conceptual designs and construction projects.

Walter Scott, Jr. Energy Center Unit #3 Upgrade, MidAmerican Energy, Council Bluffs, IA - Scheduler for $181 million design/build Kiewit/Burns (Kiewit) & McDonnell joint venture to upgrade an existing coal power plant's air emissions scrubbing equipment in order to meet new EPA requirements. Provided client with approved baseline schedule and progress updates integrated with monthly cost reporting/tracking. Coordinate/integrate designer's, general contractor's, and major equipment supplier's schedules.

New Ethanol Plants, Fagen Engineering, LLC, Rochell & Pekin, IL, and Rensselaer, IN - Scheduler for general contractor, Kiewit, building three new ethanol plants simultaneously in three different locations. Provided on-site schedule updates and facilitated communication of schedule issues and resolutions

among projects.

Estimator, Kiewit Power Constructors Co., Overland Park, KS - Worked as part of the company's industrial power plant estimating team to provide the civil, concrete, and piping discipline estimate for each power plant estimate: coal, natural gas, geothermal, and emissions projects. Design/build lump sum projects were competitively bid using analysis of previous project cost data, conceptual planning, and working closely with the designers.

Ultra-Low Sulfur Diesel Unit, Flint Hills Resources, Pine Bend Refinery, Rosemount, MN - Field Engineer/Cost Engineer for Kiewit on above-ground structural/mechanical contract portion of new unit built within operating refinery. Responsibilities included safety and quality inspection, cost tracking, analysis and reporting, RFIs, work plans, and verification.

Carville Energy Center, St. Gabriel, LA - Field Engineer/Subcontracts Administrator for design/build Kiewit/Bibb & Associates joint venture building, a 500MW combined cycle natural gas cogeneration facility on a green-field site. Responsibilities included safety and quality inspection, schedule and cost tracking and reporting, RFIs, subcontract requisition, coordination, change order management, and closeout.

Level 3 Communications, Nationwide Fiber Optic Network, Baltimore, MD Area - Field Engineer for nationwide, fast-track, design/build Kiewit/Parsons joint venture project to construct underground cross-country fiber optic cable and major city gateway distribution facilities. Responsibilities included utility coordination, as-built drawings, documentation, reporting, and testing.

Estimating

- Constructability review to determine scope of work with design team to bring project within budget by making suitable recommendations and exploring alternatives.
- Accurately complete estimates that require a quick turnaround time after scope of work evolves during conceptual phase in order to meet the project's initial pricing deadlines.
- Organize and de-scope competitive subcontract bid packages and maintain historical pricing and man-hour records.

Cost Engineer

- Maintain project cost tracking, reporting, and projections: general conditions, direct work, contingency, fee, and profit.
- Thoroughly investigate subcontract change proposals: labor, equipment, & material rates, verify the origin of change vs. original scope of work, and perform check estimates or get comparative pricing.
- Prepare owner change request proposals, track and report the status of project change management, and maintain records for future auditing.
- Verify and present detailed schedule of values, monthly progress, and invoices for owner approval.

Scheduling

- Build owner approved estimate level baseline including all procurement, continue to refine schedule as more information becomes available, and accurately update comparing variance to baseline using Primavera Software: Versions 3, 5, and 6.
- Anticipate delays and mitigate overall impact on construction schedule by working closely with project team to expedite and properly sequence design, fabrication, and construction.
- Identify and demonstrate impact on multiple projects due to manufacturer production delays using critical path analysis and ensure delivery delays do not prevent the project from meeting its deadlines.

Alan Pizzi, PE, PLS, CCE

Cost Estimating Practice Leader

URBAN ENGINEERS
Formulating Excellence

WHY SELECTED

- **40 years of professional experience**
- **Cost Estimator for heavy heavy construction contractors**

REGISTRATIONS/ MEMBERSHIPS

- Professional Engineer PA
- Professional Land Surveyor PA
- General Contractor License Certification VA
- Certified Cost Engineer
- American Society of Highway Engineers - Past President
- Association for the Advancement of Cost Engineering - Member
- Design-Build Institute of America - Member

EDUCATION

- BA, 1981, Eastern University, Business Administration
- Civil Engineering Courses, 1974, Drexel University
- Certificate, 2005, Dale Carnegie Course
- Certificate, 2006, Urban Engineers, Inc., Project Management Training

RECORD OF PROFESSIONAL EXPERIENCE

Mr. Pizzi has extensive experience with the cost estimating, engineering, management, and claims resolution for public and private sector construction projects. His project experience includes transportation (highway, railroad, subway, bridge, and airport), water and sewage treatment, pollution mitigation (containment structures in petroleum refineries), dam/ hydroelectric, and industrial. He has held the position of Chief or Senior Cost Estimator for three major heavy construction contractors operating nationwide: Allan A. Myers (highways, bridges, and treatment plants); Buckley Co., (highways, bridges, transit, subways, and airports); and The Conduit and Foundation Corp. (highways, bridges, transit, subways, airports, treatment plants, dams/hydroelectric, and industrial projects). Mr. Pizzi serves on the faculty of the Pennsylvania State University and Drexel University, where he teaches construction estimating. He also served as President of the American Society of Highway Engineers, Delaware Valley Section. Mr. Pizzi's experience includes:

Second Avenue Subway Project, New York City, MTA (owner) - As part of Urban Engineers, Inc. role as the Project Management Oversight Contractor for the Federal Transit Administration, Mr. Pizzi performed a detailed review of the MTA's $3.8 billion cost estimate for Phase 1 of the project, using preliminary engineering documents. The estimate included tunneling in hard rock using TBM equipment, shoring of existing facilities using "secant pile" method, drill and blast rock excavation, and station finishes / systems. Also was part of the team which performed a **risk assessment** of the total project budget and schedule.

Integrity Monitor for Freedom Tower Project - World Trade Center Site, NY, NY (Port Authority of NY & NJ - owner) - Selected as "Cost Engineer" as part of Urban Engineers, Inc. role on the Integrity Monitoring team known as Fortress Monitoring Group.

Cost Estimating Projects:

South Bronx Greenway, Produce Market Fence Project - New York City Economic Development Corp. (client) - As part of Urban Engineers, Inc. role as Construction Manager, performed a detailed cost estimate for this $4.2 Million project whose main feature is a caisson-supported pre-cast concrete wall.

GSA Open Ended Cost Estimating assignment - Courtroom Renovation Project, Harrisburg, PA - Conceptual Cost Estimate VA Data Center New Power Feed System, Philadelphia, PA - Design/Build Cost Estimate

Sullivan County Bus Garage - Sullivan County, NY (client) - as part of Urban's role as construction manager, performed a detailed cost estimate for this 11,000 sf, $2.6 million facility, including sitework, foundations, structural, architectural, mechanical, and electrical components.

SugarHouse Casino on the Delaware River - marine bulkhead, floating docks, floating breakwater, riverside high deck, and vehicle access structures - As part of Urban Engineers, Inc. role as project designer, performed a detailed estimate for 3,500-feet of anchored steel sheet pile bulkhead, 22,000 SF of marine deck structure, and 400-feet of vehicle access bridge structure. The value of this work is approximately $20 million.

Dock Extension (750 feet), Fairless Hills, PA, Delaware River, US Steel (owner) - As part of Urban Engineers, Inc. role as project designer, performed a detailed cost estimate of five dock extension options whose value ranged between $11 million and $20 million. These options included installation of sheet pile cells and pipe pile-supported concrete (precast and cast-in-place) platforms and seawalls, with tied-back sheet pile cutoff walls.

University Link Light Rail Project, Seattle Sound Transit (owner) - As part of Urban Engineers, Inc. role in performance of a **risk assessment** of the total project budget and schedule for the Federal Transit Administration, performed a detailed review of Sound Transit's $1.5 billion cost estimate for this phase of the Link Light Rail Project, using preliminary engineering documents. The estimate included tunneling in soft ground using TBM equipment, shoring of existing facilities using "secant pile" method, and station finishes/systems.

Southern Beltway Project, US Rt. 22 to I-79, PA Turnpike Commission (owner) - Performed an *independent cost validation* of the FEIS estimate, as required by the FHWA for "major projects". This $600 million project is 13 miles of limited access highway in Allegheny County, Pennsylvania, and includes 20 bridges, multiple box culverts, mainline and ramp toll collection facilities, and a major interchange at I-79.

Project Management Experience:

Cooling Water Pipeline and Storage Tank, Limerick Nuclear Power Plant, Philadelphia Electric Company (owner) - Project Field Manager in charge of overall construction, scheduling, and budget. This project involved construction of a supplemental cooling water supply system including an eight mile long, 36" diameter ductile iron pipeline and a 1.5 million gallon steel storage tank. Deep rock excavation, utilizing drill and blast methods, were integral to the construction process. The entire system was pressure tested in a single operation.

Dundee Dam Rehabilitation and Hydroelectric Project, American Hydropower Inc. - Clifton, NJ - Project Manager and civil designer of the project, in charge of FERC, U.S. Army Corps of Engineers, state and local permitting, dam safety analysis, HEC dam-break analysis, and hydraulic studies including historic river flows, energy and head-loss calculations. Construction management included material and equipment purchasing, project scheduling and start-up. This project involved rehabilitation of a 500' long, 15' high dam across the Passaic River, and the retrofit to install 11 turbine-generators to produce 2 MW of electrical power.

I-95 Emergency Bridge Replacement - Tanker Truck Fire, PennDOT, Chester, PA - Construction Manager in charge of schedule coordination and emergency procurements of structural steel (plate girders fabricated and delivered in four weeks), precast concrete barrier, reinforcing steel, and stay-in place deck forms. This emergency construction contract was awarded to Buckley Co. based on previous performance on an I-95 fire damage contract. It involved the demolition and replacement of a 300' long section of bridge deck severely damaged by an oil tanker truck fire.

I-95 Center City Access Project, PennDOT, Philadelphia, PA - Project Engineer in charge of schedule oversight, coordination of all fabrication submittals and deliveries, redesign of foundations at out-of tolerance bearing piles, design of concrete formwork/falsework, and design of temporary shoring for earth retention, preparation of contractor-changed Traffic Control Plans for staged construction, bridge deck placement and deflection calculations, claims preparation and negotiation, and all other aspects of construction engineering solutions. The project involved reconstruction of the I-95 Expressway to provide on and off ramps in the vicinity of Penn's Landing at the Delaware River. Major structures included a "slide-under" southbound ramp with 8' thick base slabs to counteract uplift, a new curved girder northbound bridge over the ramp, a multi-span off ramp to Washington Ave., a 40' deep pumping station, and a new bridge carrying Walnut St over the I-95 Expressway and Delaware Ave. The project included an Incentive/Disincentive payment/penalty of $30,000. per calendar day.

Burton G. Kohlman, PSP

Senior Scheduling Engineer

URBAN ENGINEERS
Formulating Excellence

WHY SELECTED

- **Scheduling Expert**
- **Risk Specialist**
- **35 Years of Experience**

REGISTRATIONS/ MEMBERSHIPS

- OSHA 40 Hour Hazardous Waste Operations
- Emergency Response Training
- OSHA 8 Hour Refresher Course
- AACE Planning & Scheduling Professional
- American Society of Highway Engineers
- American Society of Civil Engineers
- Articles Published - Scheduling, Delay Claims, & Litigation for Pennsylvania Bar Association, Construction Litigation Committee, 1990

EDUCATION

BS, 1979, Drexel University, Civil Engineering

Certificate, 1997, Dale Carnegie Course

RECORD OF PROFESSIONAL EXPERIENCE

As Vice President of Urban Engineers Mr. Kohlman is a certified Planning and Scheduling Professional (PSP), and provides direction, guidance, and training for Urban's Construction Services Practice on scheduling, cost control, and project administration. Through his career of over 35 years he has experience from working on major airport, highway, marine, bridge, railroad structure, transit, and building projects. In addition he has worked on site layouts for heavy construction, and provided project coordination between government agencies and private industry on multi-phase projects.

As part of the Federal Transit Administration's (FTA) continuing oversight of transit mega projects, Mr. Kohlman has been involved in all aspects of risk assessments and mitigation planning for numerous transit agencies. Quantitative risk assessment requires calculations of two components of risk the magnitude of the potential effect, and the probability that it will occur. On behalf of the FTA he has been part of a facilitation team that investigates, evaluates and assembles risk profiles for specific project approaches and agency capabilities. The potential vulnerabilities and threats, once exposed and evaluated, can be addressed with the most effective resolution that meets the project's goals.

He uses specific risk modeling techniques such as Monte Carlo Analysis and proprietary methods to determine probabilistic outcomes. Specific risk items can then be targeted for mitigation strategies which help to reduce the risk. Megaprojects have been shown to be particularly risky in terms of finance, safety, and social and environmental impacts. The risk assessment process provides management with the best understanding of near and long term threats and provides a forum to develop alternate methods to handle those risks.

Metropolitan Transit Authority (MTA), Federal Transit Administration, New York, NY - Project Schedule Engineer and Risk Assessment manager responsible for evaluating the grantee's project controls methodology. Services include in-depth analysis and schedule characterization for integrated contracts leading to new transit services. He conducted monthly reviews of schedule updates and meetings with the MTA to discuss status, trends, and alternate approaches to the program. He led several schedule risk assessment evaluations, documenting potential risks and their time and cost implications and assessing the effectiveness of mitigation measures documented in reports. This was done on both projects utilizing Oracle Primavera Risk Analysis statistical methods and probabilities to arrive at ranges of costs and completion dates. Assignments included document review and characterization; risk identification workshops; risk model development; analysis of results; and documentation. The results are used to develop a management plan with contingency reserves. These services are used on two MTA projects. **East Side Access (ESA)** is a $8.3 billion new alignment for Long Island Rail Road that begins at the Harold Interlocking in Queens and runs under the East River to a new terminal station situated under Grand Central Station with eight tracks. The work involves two 22' diameter tunnel boring machines, drilling and blasting caverns, track, systems, station mezzanine, platforms, and entrances. **Second Avenue Subway (SAS)** is a $3.3 billion new subway line under Second Avenue. This work is the first of a four phase program that provides service from 96th Street to 63rd Street. The work involves two 22' diameter tunnel boring machines, drilling and blasting caverns, track, systems, three stations, platforms, and entrances. Ongoing

Integrity Monitor, Freedom Tower (1WTC) New York City, NY - Project Schedule Engineer on an integrity monitoring assignment responsible for

evaluating the project controls methodology. Services include conducting schedule risk assessment evaluations, documenting potential risks and their time and cost implications for reporting to the Inspector General. This is done utilizing state-of-the-art software and statistical methods and probabilities. The results are used to analyze progress and develop contingency or alternate plans. The effort supplements the search for waste, fraud, and abuse that may be systemic to the construction industry and the evaluations, reports, and analyses are forwarded to the NYNJPA Inspector General. He also performs in-depth analysis and schedule characterization for integrated contracts leading to new 1,776-foot, high rise tower at the World Trade Center site. He conducts monthly reviews of schedule updates and meetings with the contractor to discuss status, trends, and alternate approaches to the work. Participate in claim evaluations and negotiation sessions.

Urban is a joint venture partner of the Fortress Monitoring Group (FMG), which brings together professional personnel recognized for their engineering, forensic auditing, investigative, and legal abilities and experience. Urban's personnel constitute FMG's Forensic Auditing Division. FMG's purpose is to prevent fraud, waste, and abuse and/or corruption; to detect it; and, if detected, to coordinate with the Inspector General on definitive and effective actions to be taken. The key points of this assignment are: Integrity Monitoring, Risk Assessment, Constructability Reviews, Construction Monitoring

Driscoll Bridge, New Jersey Highway Authority, Perth Amboy, NJ - Served as Scheduling Engineer for widening the Driscoll Bridge, which involved demolishing the existing Driscoll Bridge fender system; partially demolishing its abutments; and constructing a new bridge to carry the proposed southbound roadway over the Raritan River. Work included foundation excavation; constructing pipe pile and drilled shaft foundations; and constructing reinforced concrete footings, abutment, and wingwalls. Also included constructing reinforced and post-tensioned concrete piers; mechanically stabilized earthwalls; and erecting and constructing the bridge superstructure. The overall length of the proposed bridge is approximately 4,380 feet and the overall width is 96 feet. The construction cost was $85 million. The second project, Driscoll Bridge Widening, Approaches, and Miscellaneous Structures Project, involved improving the bridge's approach roadway. This included constructing retaining walls and sign support structures; widening the two bridges carrying the Garden State Parkway over local roads; and constructing roadway pavement, curbing, drainage, earthwork, highway lighting, and other miscellaneous work. The construction cost for this project was $23 million. Responsibilities included reviewing and commenting on contractor's baseline construction schedule, monthly updates for each contract, participating in job meetings, claims avoidance, and negotiation assistance. The construction cost of this facility was approximately $180 million.

Master Plan Review Philadelphia International Airport, City of Philadelphia, Division of Aviation, Philadelphia, PA - Reviewed, analyzed, and prepared comments on the three alternate master plan schemes under consideration for the airport. Under consideration are runway and taxiway realignments as well as passenger handling and amenities. Conducted preliminary constructability analyses of the alternates. As a continuing effort, a master construction coordination analysis for ongoing projects was conducted. It included an annual review of construction conflicts with operational objectives and is used by airport management to prepare operational mitigations.

Project Management Oversight, Utah Transit Authority, University Avenue Line, Salt Lake City, UT – Lead Schedule Engineer for oversight services to perform a special investigation of a design/build project that was a new LRT extension from downtown to the site of the opening and closing ceremonies for the Olympics. Conducted a site visit and interviewed project participants to assess the grantee's capability and capacity (TCC). This initial review and follow-up review was conducted to determine if the grantee would be able to complete the project within the timeframe required to open service for the 2002 Winter Olympics. A detailed review of schedule, scope of work, budget, and possible constraints was performed and recommendations were provided. It opened on time and within budget on December 15, 2001 as projected.

University Link Light Rail Project, Central Puget Sound Regional Transit Authority, Seattle Washington - Project Schedule Engineer on a Risk Assessment team responsible for evaluating the grantee's project controls methodology. Services include in-depth analysis and schedule characterization for integrated contracts leading to new transit services in Seattle. Provided a pre-FFGA risk assessment and report on 7.2-mile light rail sub-surface segment connecting the Northgate Urban Center, through the Roosevelt area, the University District, and Capitol Hill to the Initial Segment in downtown Seattle. Provided analysis of the Civil, Architectural, Trackwork, Vehicle and System packages possess a level of definition and clarity. Conducted contract packaging reviews and cost and schedule sampling for consistency with the project scope. Participated in workshops and breakout sessions to obtain optimal schedule parameters for evaluation and incorporation into the risk assessment.

Sean T. Duffy, PE

Scheduling Construction Engineer

URBAN ENGINEERS
Formulating Excellence

WHY SELECTED

- **19 years of professional experience**
- **CPM scheduling, cost & claims experience**

REGISTRATIONS/ MEMBERSHIPS

- Professional Engineer PA
- OSHA 30 Hour

EDUCATION

BS, 1994, University of Pittsburgh, Civil Engineering Technology

MBA, 2008, Drexel University, Administration

RECORD OF PROFESSIONAL EXPERIENCE

Mr. Duffy is a Construction Engineer and critical path method (CPM) Scheduler working in Urban's Construction Management Support Services Division. Mr. Duffy provides "as-needed" CPM scheduling and construction engineering services for numerous heavy and highway transportation projects in Pennsylvania and the surrounding region. He has been recognized for project leadership; strong analytical skills; strategic thinking; ability to develop schedules, budgets, negotiate change orders, and control costs; and provide effective interface among numerous disciplines. Mr. Duffy's experience includes:

SR 322 Chester Access Ramps, Pennsylvania Department of Transportation (PennDOT), District 6-0 - CPM Schedule Engineer providing "as-needed" construction management support services for this $71 million project. Mr. Duffy monitors and maintains a CPM schedule for the project in conjunction with the contract documents and the contractor's submitted CPM schedule and reviews all CPM schedule updates for the Department. Urban was recently brought onto the project to implement a project control system to document, monitor, evaluate, and resolve all related issues, including scheduling, field construction problems, engineering design problems, community and public concerns, contractors submissions, and contractor's claims for additional time and costs. Mr. Duffy reviews, comments, and makes recommendations concerning all CPM scheduling issues on the project and prepares correspondence for the District's Assistant Construction Engineer on schedule-related issues. 2009-Present

SR 168, B05 Shippingport Bridge, Beaver County, Pennsylvania Department of Transportation, (PennDOT), District 11-0 - CPM Schedule Engineer providing "as-needed" construction management support services for this $19.8 million project. Urban supports the District's Assistant Construction Engineer in documenting, monitoring, evaluating, and resolving all scheduling concerns, field construction problems, engineering design problems, community and public concerns, contractor's submissions, and contractor's claims for additional time and costs. Mr. Duffy participated in a schedule workshop to assist the contractor in developing a schedule that meets all contract requirements, reviewed and commented on the contractor's baseline CPM schedule, and prepares correspondence for the Department's Assistant Construction Engineer on all schedule-related issues. 2008-Present

East Side Access, Program Oversight and Project Controls, Federal Transit Administration, New York, NY - The project is a 3.5-mile commuter rail extension of the Long Island Rail Road (LIRR) service from Sunnyside, Queens to Grand Central Terminal (GCT), Manhattan, utilizing the existing 63rd Street Tunnel under the East River and new tunnels in Manhattan and Queens, including new power and ventilation facilities. The project includes a new eight-track terminal constructed below the existing GCT and new surface rail yard in Queens for daytime rail storage. The project will procure 160 new electric rail cars. Ridership forecast is 160,000 daily riders (27,300 new riders) in 2020. Mr. Duffy's responsibilities include assessing risk, analyzing cost and schedule, and evaluating management practices of the Metropolitan Transportation Authority.

Second Avenue Subway, Program Oversight and Project Controls, Federal Transit Administration, New York, NY - The Second Avenue Subway project will include a two-track line along Second Avenue from 125th Street to the Financial District in Lower Manhattan. It will also include a connection from Second Avenue through the 63rd Street tunnel to existing tracks for service to West Midtown and Brooklyn. A total of 16 new ADA-accessible stations will be constructed. The Second Avenue Subway will reduce overcrowding and delays on the Lexington Avenue line, improving travel for both city and suburban commuters, and provide better access to mass transit for residents of the far West Side of Manhattan. Stations will have a combination of escalators, stairs, and, in compliance with the Americans with Disabilities Act, elevator connections from street-level to station mezzanine and from mezzanine to platforms. Mr. Duffy's responsibilities include assessing risk, analyzing cost and schedule, and evaluating management practices of the Metropolitan Transportation Authority.

Metropark Train Station Rehabilitation, New Jersey Transit, Iselin, NJ - The project entailed phased reconstruction of Metropark Station located on Amtrak's Northeast Corridor (NEC). Construction cost is approximately $30 million. The scope of work includes phased reconstruction of platforms and canopies, while maintaining service to the NEC's New Jersey Transit's busiest station. Construction also includes installation of a state-of-the-art information services system, elevator rehabilitation, installation of a temporary ticket office to permit expansion of the existing ticket office, and installation of bus operation facilities. Work is progressed while maintaining Amtrak, New Jersey Transit (NJT), and freight operations. Mr. Duffy's responsibilities include performing baseline and monthly reviews of contractor's CPM schedule. Mr. Duffy successfully negotiated time extensions, change order work, and extended overhead costs for NJT, and effectively integrated contractor's schedule with ancillary construction and maintenance activities to minimize Amtrak and NJT disruptions.

Commodore Barry Bridge Access Ramp Construction, Pennsylvania Department of Transportation, Chester, PA - Performed baseline and monthly reviews of contractor's CPM schedule.

New Haven Rail Yard Fueling Facility Improvements, Connecticut Department of Transportation, New Haven, CT - Performed baseline and monthly reviews of contractor's CPM schedule.

Pennsylvania Turnpike Widening Project, Valley Forge, PA ($158 million project) - Assistant Project Manager/Scheduler led crews of up to 25 foremen, carpenters, operators, and laborers that delivered Phase 1 Interchange within time and budget. Utilized lean production systems that yielded a 7% decrease in costs, netting $100,000 savings. Developed, maintained, and analyzed a 3,500 activity Critical Path Method schedule that was utilized by the project team to effectively construct the project. Trained and mentored two junior engineers who were quickly promoted to project engineers.

Cool Springs Reservoir Project, Wilmington, DE ($18 million project) - Managed two concrete crews that exceeded estimated productions rates yielding $125,000 by standardizing forming procedures. Resulted in continuous efficiencies and increased quality control.
Developed and negotiated two value engineering proposals that resulted in $110,000 profit.

SR222 Bypass Project, Trexlertown, PA ($48 million project) - Prepared a $4 million construction claim that is being used to negotiate a settlement with the Pennsylvania Department of Transportation.

Trauner Consulting Services, Philadelphia, PA,- Consultant successfully analyzed, prepared, and negotiated several multi-million dollar construction claims. Utilized CPM delay analysis to assess damages that mitigated liability for the clients. 2002-2004

The Durta Group, San Rafael, CA (1997 - 2002)
Project Manager/Scheduler/Estimator
Coast Guard Island Bridge Replacement Project, Alameda, CA ($8 million project)
San Rafael/Richmond Bridge Seismic Retrofit Project, Richmond, CA ($12 million subcontract)
Port of Oakland Construction of Berths 57/58 Project, Oakland, CA ($60 million project)
Dredging Projects (varied $2 million - $40 million) - Instrumental manager of a small marine construction firm. Responsibilities included estimating, scheduling, subcontract and supplier contracts, scheduling, cost controls, and management. Consistently achieved project budgets that increased company's profits and bonding capacity.

WEEKS MARINE, Camden, NJ (1994 - 1997)
Project Engineer performed and supervised hydrographic surveys for numerous dredging projects. Prepared monthly labor cost estimates and quality control reports. Monitored logs for proper disposal of dredged materials.

C. Management/Technical Approach

URBAN ENGINEERS
Formulating Excellence®

THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY

Project Executive
William T. Thomsen, PE

Project Manager
Thomas P. Nodar

Technical Director
Charles F. King, PE

Constructability Reviews
Thomas F. Kerins
Charles A. Halboth, PE

Contract Administration
John S. Holak
Thomas E. Mitchell, PE
William J. Goffe
Sita Mohan, EIT
Ryan E. Matthews, EIT, NICET III
Steve Mathew

Sub Consultants
Distinct Engineering Solutions Inc.
Haider Engineering, P.C.

Inspection

Civil/Structural	Oscar F. Bustos, PE William Kroth, PE, NACE R. Wahadi Bangura, PE Abrar Alam, PE Robert Golisch, PE, ICC Paul T. Dionisio, PE Andrew G. Royston, EIT, ACI Patty C. Robles, EIT, ACI Kevin Buchanan, ICC, ACI Ronald Popotte, ICC John Cochrane, Jr., ICC Adam Tashjian, EIT, ACI Gregg Mehl, ACI Manish Patel, ACI, ICC (Distinct) Terance Hampton, EIT, ACI (Distinct) Rumit Pandya, ACI (Distinct) Vikas Patel, EIT, ACI, ICC (Distinct) James Yhap, NICET IV, ACI, ICC (Haider) Emad Qadi, ACI (Haider)
Electrical	David M. Price, PE, LEED® AP James A. Bilella, PE
Mechanical	Adam J. Shelly, PE, LEED® AP BD+C Edward J. Godorov, PE
Plumbing/Fire Protection	Brian R McElwee

Cost Estimating
Moses J. Gaster, EIT, CEP
Alan Pizzi, PE, PLS, CCE

Scheduling
Burton G. Kohlman, PSP
Sean T. Duffy, PE

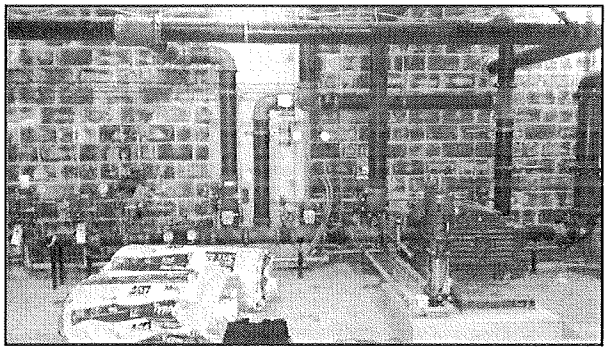
URBAN ENGINEERS
Formulating Excellence®

Management/Technical Approach

Urban has cultivated a highly successful management approach through years of experience on similar construction management "call in" contracts locally for the Port Authority of New York and New Jersey (PANYNJ) and NJ Transit. We maintain a robust qualified construction inspection work force from which we draw exceptional candidates to serve on various infrastructure assignments. Our Team will utilize these proven methods on task orders under this federal-compliant "call in" construction management contract for PANYNJ.

Inspection Certification

Urban is a registered accredited Special Inspection Agency per the rules of the City of New York. This status requires our firm to undergo a rigorous review by IAS to verify that our procedures and ongoing work complies with the standards of ACI, IBC, ICC, and other guidelines for quality control of construction. The construction inspection staff must be knowledgeable and fully certified in accordance with our Special Inspection Agency status.



Experienced Leadership

A "call in" construction management assignment that involves diverse and potentially complex assignments requires a project manager that possesses: an understanding of the needs of PANYNJ; similar experiences that match the anticipated technical challenges; and a demonstrated ability to manage "call in" assignments. Based on these criteria, Urban has chosen **Thomas P. Nodar** to serve as Project Manager. Mr. Nodar, Urban's Vice President of Construction Management for the Transit and Passenger Rail Division, is a 37-year veteran of the industry who has provided construction management services on projects with a construction value totaling more than $15 billion. Mr. Nodar's relevant experience includes:

- Former Chief, Construction and Project Management for New Jersey Transit Corporation
- Successful management of NJ Transit's task order (indefinite quantity) construction management program over 10 consecutive years
- Management experience on similar projects in the NY/NJ region, including: Hoboken Ferry Concourse and Ticket Office Repairs due to Flooding (Irene); Raritan River Bridge Fender Repairs; Repairs to Embankments and Sheet Piling at the Hoboken Light Rail Yard; Construction of Edison, Metropark, and Trenton Stations on the Northeast Corridor; NY Penn Station 31st Street Concourse; and the Emergency Repairs to Mason Substation (Sandy).

Our Technical Director, **Charles F. King, PE**, manages our work in the area of Special Inspections in New York City. He is also well-known to the PANYNJ from his work on project management and construction management assignments on such projects as PATH Sandy Repairs, World Trade Center Reconstruction, and George Washington Bridge Bus Station Reconstruction. His qualifications include:

- Technical Director for Special Inspection Agency #221
- Registered structural engineer
- Design and construction management experience on projects such as Tappan Zee Bridge, SEPTA Market Street Elevated Reconstruction, I-87/I-84 (Interchange 17) Reconstruction and others

Qualified CI Staff

Urban is a registered Special Inspection Agency (SIA) in the City of New York and presently has more than 20 ongoing assignments on both private and public projects in New York City. To maintain our status, we undergo an annual rigorous accreditation review wherein we demonstrate that our inspectors have current ACI, ICC, and other certifications. To comply with these requirements, we train our staff and maintain current certifications for them.

Our status as an SIA places Urban in a superior position to provide PANYNJ with inspectors who have the right certifications and meet your expectations. We understand that PANYNJ embraces the Special Inspections approach and applies the same vigor to your project assignments. Our knowledge of PANYNJ policies and procedures, facilities, and organizational structure, combined with our experience managing similar construction management "on-call" agreements, provides us with an understanding of the needs of the PANYNJ and, in turn, allows us to develop a management approach that will allow for the successful and timely execution of assignments. Among the identified needs are:

~ **Timely Response** - First, the consultant Team must be prepared to respond immediately to the PANYNJ's request for task order services. An on-call agreement is a mechanism used to expedite work and it is imperative that the consultant respond to PANYNJ's request in a timely manner. Furthermore, on-call assignments often involve construction and/or engineering tasks that address impacts to the traveling public or resolve important safety issues, activities that are critical to maintaining operations for PANYNJ clients.

Recognizing that a timely response is critical to the success of an assignment, Urban prepares to respond long before an individual task order is issued. First, through the significant

resources available to our Team, we are able to identify experienced, knowledgeable, available individuals, allowing the "right" Team to be quickly assembled and mobilized.

Secondly, we will routinely meet with PANYNJ staff to ascertain what on-call assignments may be forthcoming.

Thirdly, an accurate and responsive proposal will be prepared and submitted, in accordance with the PANYNJ's requirements.

~ **Diverse Resources** - The PANYNJ requires a consultant Team with diverse resources. The PANYNJ's needs are as varied as the facilities it operates and maintains and the consultant Team must be prepared to provide a wide range of construction management and engineering services. Inspectors, construction managers, engineers, schedulers, estimators, and claims specialists must be available to respond to the PANYNJ's tasks.

Our Team provides PANYNJ with the combined resources from the following regional engineering and construction management firms:

- Urban Engineers of New York, P.C.
- Distinct Engineering Solutions, Inc. (MBE)
- Haider Engineering, PC (MBE)

This partnership brings together qualified personnel and technical expertise in construction management, inspection, testing, and engineering services that complement each other and provide PANYNJ with a wealth of resources and the confidence to know that their needs will be successfully satisfied. This teaming arrangement also allows us to meet or exceed the PANYNJ's DBE participation goals for this contract as required by the FTA and FEMA.

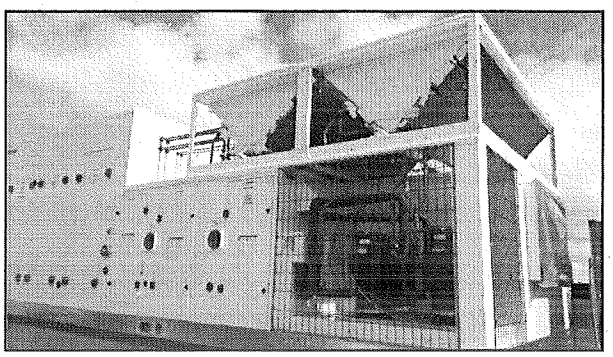
~ **Familiarity with PANYNJ** - The PANYNJ needs a consultant Team that can begin work immediately following awarding of the contract. Urban is familiar with the PANYNJ's operations and procedures and we can respond quickly, perform task assignments accurately, and require minimal guidance from the PANYNJ staff.

Our Team understands the PANYNJ's policies, protocol, and procedures and the operational characteristics of the facilities. In addition, most of our proposed staff have worked on PANYNJ facilities. This experience will eliminate learning curves, expedite issue resolution, and facilitate coordination among PANYNJ departments and stakeholders, as we intend to serve as an extension of your staff.

~ **One Point of Contact** - Mr. Nodar, our Project Manager, will serve as the PANYNJ's "one point of contact." Our Team members' respective project managers will collectively determine the optimum staffing and resources for each task order assignment; however, Urban's project manager will be responsible for oversight of staff once assigned to a specific task. Our approach promotes continuity among concurrent task order assignments, presents clear lines of communication for our staff, and provides PANYNJ with one point of contact who will deliver responses in a timely manner.

Approach to Performing Requested Construction Management Tasks:

Task A. Constructability/Biddability and General Engineering



If requested, Urban will actively participate in the design phase, which will afford it the opportunity to establish **Urban's Integrated Constructability Evaluations (ICE) Program** early on. The **ICE Program** enables designers to produce high-quality, cost-effective design documents that can reasonably be constructed in the field without unnecessary cost or project delays, and without sacrificing quality. When initiated early in the design process and continued throughout the design, **Urban's Integrated Constructability Evaluations typically produce a return on investment of up to 25:1.**

Urban has identified millions of dollars in savings as a direct result of the constructability reviews we have performed on over $3 billion worth of construction. Urban's constructability reviews are performed by a Team of individuals who are former contractors with extensive field experience, as well as a clear understanding of the design, the constraints of the project site, and the concerns of the various regulatory agencies involved with the project.

At every phase of design, the project's proposed plans and specifications are subjected to a detailed constructability review performed from a contractor's perspective. These reviews are distinctly different from other design reviews. Our reviewers utilize a checklist tailored to the type of project. Our checklists have been developed for highway/bridge, transit, and marine projects. For example, transit checklists require the reviewers to address the following items:

~ Impact on the Railroad - Are access and protection requirements determined?

~ Operations

- Is third party or Force Account work required?
- How does the work influence pedestrian and vehicular circulation, paths of travel and use of the facility?

~ Temporary Access - Is the work on or near the Right-Of-Way (ROW)?

~ Coordination - Is interface between new and existing facilities and equipment shown?

~ Time - Is the project duration adequate?

~ Site Constraints - Are property lines/easements clear and documented?

~ Safety – Has the project plan accounted for protection of the public and workers?

The Team will visit the project job sites to identify existing site conditions that could impact the success of the project, including utility locations, contractor access, commercial and residential access, laydown and storage areas, among other site features.

As part of its constructability review, Urban will evaluate the design requirements and specifications, including establishment of unit price elements and rates, and terms and conditions of the contract packages to minimize the likelihood of ambiguous, omitted, or redundant terminology.

Urban will evaluate any anticipated tests, pricing, or unit (material) allowances for reasonableness in consideration of the anticipated site conditions and construction means and methods. Urban will provide an independent evaluation of key contract terms, such as insurance and bonding requirements, payment terms, and change order/dispute policies to foster a mutually agreeable template contract that should encourage competition. We will also advise relative to market trends, material shortages, and resource issues that could influence pricing and interest.

Lastly, Urban will evaluate the overall bid schedule to provide a comprehensive, clear, and understandable pricing mechanism that will avoid protests based on ambiguities or redundancy within the bid schedule.

Task B. Construction Staging

At the very outset, after receiving NTP, Urban will conduct a thorough review of the related documents, sequencing, bid package alternatives, long lead procurements, estimated fabrication and delivery times, third-party constraints and interfaces, vehicular and patron circulation, Force Account requirements, ROW status, operational requirements, and utility conflicts. Each of these elements must be addressed if a successful staging of construction is to be developed.

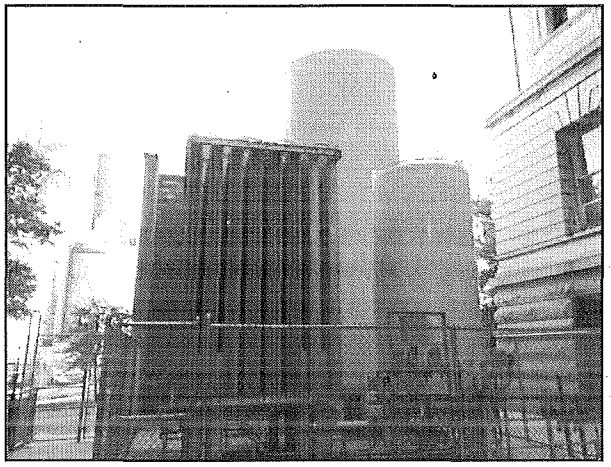
Urban is experienced in both design and construction management and knows how to integrate construction planning into the design phase of a project.

The earlier the construction manager gets involved, the greater the positive influence on the documents, thus defining the scope and parameters for the construction effort and enabling the contractor to better cost the job. The procurement will be more effective, prices will more accurately reflect reality, resulting in an avoidance of claims.

Once the construction phase is initiated, Urban will receive construction staging plans submitted by the general contractor (GC). Urban will review the sequencing of these construction activities for discussion with PANYNJ. These discussions will result either in comments for the GC's action or in a recommendation for approval.

During construction, as the job progresses, variations in the work plan may become necessary. If a schedule update indicates that a contractor has fallen behind schedule, a contractor-generated revision, or recovery schedule, will be required to illustrate how the lost time will be

recovered. We will analyze the contractor-generated revision and recommend to the PANYNJ whether a modification to the baseline schedule is appropriate. Requests and directions to modify the schedule will be reviewed and analyzed for resulting implications prior to approval and implementation.



Change Orders involving a modification to contract schedule must include a time-impact analysis (TIA) to demonstrate the delay of specific work activities and establish the magnitude an impact may have on the overall project or intermediate milestones. Urban will evaluate TIAs received from the contractor for entitlement, reasonableness, and quantification. We will actively investigate alternatives to any proposed TIAs as a means to mitigate or eliminate the delay. Actions such as changing the construction sequence, utilizing additional forces, or increasing daily work hours are some of the alternatives that will be analyzed.

Task C. Schedule Development and Monitoring

Just like labor, equipment, and materials, time must be used judiciously to build a project, and it is therefore essential to adequately plan and monitor the progress against the plan to confirm that optimal performance can be obtained. Any organization involved in construction on a regular basis must have an orderly and effective time management philosophy and a schedule of performance.

The bidding documents will be reviewed for relevant scheduling content and thoroughness of information. A particular project may require tailored standard specifications, a set of supplementary conditions, or a set of special conditions detailing the contractual requirements for scheduling the project, coordination, or work zone availability. Such conditions may call for special scheduling efforts, the frequency of an update cycle, requirements of performance, liquidated damages, or binding milestones.

Urban will attend and participate in a pre-construction conference and pre-bid conference, if so desired. The pre-construction conference will be used as a workshop for the parties involved, where the requirements, duties, and responsibilities relating to the schedule can be emphasized. If necessary, a presentation as to the scope and sequencing of the conceived project can be made.

Urban will review the contractor's submitted detailed CPM construction schedule for thoroughness, clarity, and practicality of construction and will make comments and offer suggestions for schedule logic, timing, and coding for the development of a reasonable schedule. Urban will keep the PANYNJ and appropriate parties apprised of the contractor's schedule development progress. The schedule must be a reasonable approach to the project,

have adequate detail, and show any coordination efforts required to keep the project running on time.

The intent is to plan and monitor the progress of the project and to make progress payments to the contractor. It is critically important that a suitable and accurate construction schedule that delineates the project in that fashion be developed and accepted. Urban will make recommendations on the schedule and their updates for approval or rejection, depending on its suitability, and offer corrective comments as necessary.

Monthly job site meetings will be held to document the contractor's construction progress. Meetings will be used to gather project status updates and negotiate future project status milestones if necessary, so that the project schedules are accurate and can predict the timing of future events. During the monthly schedule update, a site walk, where the aspects of the construction are observed, is conducted so that there is confidence in the project status. Appropriate photographs are taken to document the project status. The status update meeting will also be used to identify problems encountered in the update cycle and formulate possible solutions for regaining lost time.

Schedule updating is a dynamic process that calculates revised performance times of the remaining work on the project. The timing of remaining work is based on the performance of current work and, because of that, each update will vary when it shows future work being performed. Because the schedule will vary from update to update, it is important that an analysis be conducted and a record kept of the project status for a particular update. The schedule update will include the work accomplished to date, as well as the remaining work on the job, identifying the critical path and any near critical work tasks. A narrative about the status of the job and any other important points that may have occurred over the intervening update cycle will be prepared.

Change orders that are issued to the contractor will be analyzed for the time impact on the overall project. Changes to non-critical items that affect the contractor's ability to progressively work will be noted and incorporated into the schedule. Change orders that have an effect on the contractor's critical path will be analyzed for possible work-around plans in order to mitigate the change's impact.

A recovery schedule is necessary when the construction contractor falls behind schedule, forcing the project to be completed later than required. Urban will review the work elements and collaborate with the contractor in identifying methods to recover the lost time and finish the contract on its originally scheduled date. The schedule represents the contractor's best estimate of the tasks, timeframes, and relationships necessary in order to proceed with the construction project. Frequently, a workshop

is used to identify work, relationships, and alternate methods that can be used to better the contractor's approach to the work. If such a workshop can lead to regaining lost time, it will be used to prepare the contractor's recovery schedule.

The baseline schedule represents the contractor's initial approach to working on the project. As the project proceeds, frequently a contractor will change methods or equipment used to construct the project. The schedule must always reflect the contractor's current approach to work. Revising the schedule to reflect the contractor's revised approach may be necessary. Any acceptable revisions will be facilitated and incorporated into the schedule.

Task D. Quality Assurance Inspection

Practical construction experience and sound engineering judgment, combined with a thorough understanding of project requirements, are the key ingredients in a successful construction inspection program.

Urban will provide competent and well-trained personnel from its staff of Resident Engineers and Inspectors to monitor construction activities and perform administrative services. **Our staff will be selected specifically for each on-call assignment and will be based on certification, training, qualifications and experience working on PANYNJ projects and/or projects with similar construction activities and challenges.** Our inspection Team is identified in the included organization chart and accompanying resumes. We take pride in the depth of our inspection force and have presented a deep team of qualified inspectors with experience in transit, facilities, airports, marine, tunnel and bridge construction and rehabilitation.

Our inspectors will: provide a comprehensive and continuous full-time, on-site field organization to monitor that the construction is being performed in accordance with the requirements of the contract documents; identify and have non-compliant work corrected in an efficient manner; and prepare detailed daily inspection reports, documenting the activities for which they were responsible.

An effective field inspection and documentation program is an important tool used in the delivery of a successful project. The goal of construction inspection is to monitor and document conformance to requirements and early identification and correction of nonconforming work.

Unacceptable Work or Materials - During construction, monitoring and inspection of work by our inspectors will be carried out in accordance with the requirements of the individual activity. Upon identifying non-conforming or unacceptable work, the inspector will make a judgment as to the severity of the problem and whether he can implement a corrective action on his own or whether to seek assistance. If the inspector has any doubt whether work conforms to project requirements, he will immediately seek the assistance of the lead inspectors and/or the resident engineer. On a daily basis, the inspector will document deficiencies in work via the Daily Inspection Report.

After identifying a defect or problem, it is important that the root cause of the deficiency be identified and corrected so the defect will not be repeated. Frequently, this may be accomplished by a discussion of the problem between the inspector and the contractor's foreman or superintendent. If this approach is not successful or if the root cause of the problem is beyond the control of the contractor's field staff, e.g. delivery of defective materials, the inspector must obtain assistance. If the problem cannot be expeditiously resolved, the resident engineer will notify the PANYNJ, evaluate the circumstances, and recommend remedial action(s). Instances of defective work not immediately corrected in the field will be documented.

Daily Inspection Report - On a daily basis, each inspector will prepare a written report documenting the activities for which they were responsible. Inspection reports will include a brief description of the work performed, manpower and equipment utilized, material and/or pay quantities, weather conditions, and observations. The resident engineer and/or the lead inspector will carefully review daily inspection reports and promptly resolve errors or discrepancies. If requested, we can prepare a weekly summary level report, incorporating pertinent information from the daily inspection reports and transmitted electronically to the appropriate PANYNJ personnel.

Task E. Contract Administration

Change Orders - Urban's philosophy is to minimize change orders during construction by maximizing our pre-construction reviews and assessments. However, differing site conditions from those anticipated during design or revised design requirements provide potential for changes to contract work. Efficient handling and management of changes is critical to the project's success.

Frequently, changed work can proceed at no additional cost to the contract and can be performed within the originally scheduled time frames. Our Team fully understands the importance of keeping costs within the project funding limitations, and it has always been our practice to attempt to mitigate potential project overruns without sacrificing project integrity.

Urban will evaluate each proposed change relative to need and/or desirability; the reasonableness of the costs involved; and the impact it will have on the environment, traffic, community, other construction contracts, and schedules. Change requests submitted by the contractor will be reviewed to determine the entitlement of the change.

A structured and consistent procedure for handling contract changes on a project is a key element of our approach to construction management.

Equitable and timely disposition of contract changes will produce a beneficial ripple effect far beyond any individual issue. Having performed this task on many task order-type assignments, our Team is intimately familiar with the process, including: prompt identification and notification to the PANYNJ; preparation of an independent estimate (Task F) and/or schedule; tracking of the Request for Quotation; review of the contractor's proposal; negotiations; preparation of a comprehensive Post Award Contract Change (PACC) package and change order. Our Team's construction managers and estimators are prepared to generate independent cost estimates for contract change orders to be used as the basis for negotiating final terms with the contractor.

The Urban field team will maintain a Change Order Log that is updated regularly and is to be reviewed and "checked against" with every Pay Application submitted by the Contractor.

Status Reporting Document Control - In today's time- and budget-conscious environment, managing project documentation is integral to overall project execution. A comprehensive document control system will provide the necessary communication for tracking project documents and expediting outstanding correspondence and submittals.

Urban will log incoming and outgoing documents, including correspondence, submittals, memos, RFIs, schedules, reports, and logs, into the document control system on a daily basis. Each document will be electronically inputted and will include the tracking number, organization sending, organization receiving, subject description, and necessary comments. The document control system will track and link documents and their respective responses on a project, and the appropriate action will be noted.

Reports showing answered or outstanding correspondence and average contractor, designer, and owner response time will be available for internal use or for review during Contract Status Meetings. Back-ups of the document control system will be performed to minimize the possibility of losing data.

Attending Progress Meetings - Urban will attend progress meetings and, if requested, assist the PANYNJ in preparing for and conducting meetings with the contractor and other appropriate agencies, as required. At these meetings, the progress of the previous period will be reviewed, the impact of schedule slippages or advancements will be assessed, the contractor's work plan for the next work period will be discussed, manpower and equipment resources will be quantified by the contractor, and any special problems or concerns will be addressed.

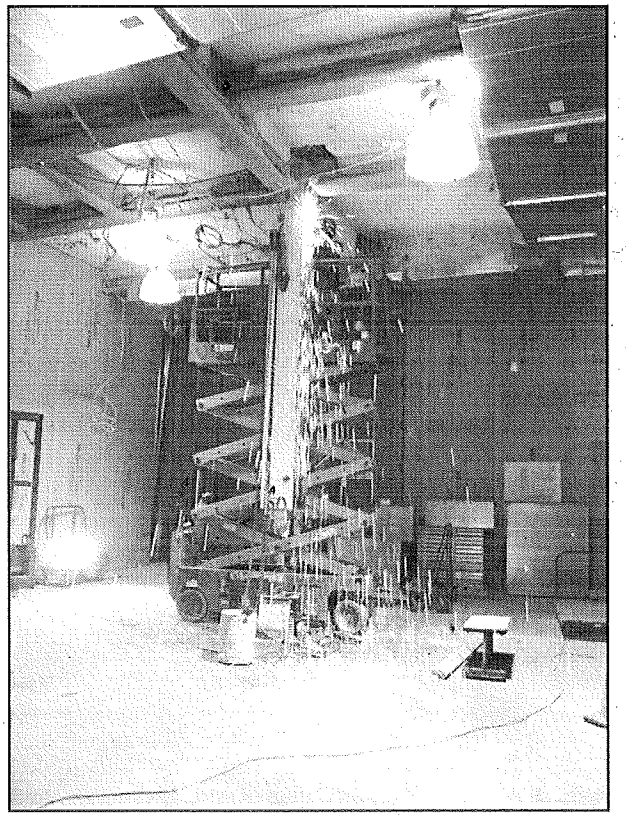
Progress Meetings will be a forum to review problem areas, evaluate alternatives, and discuss resolutions. Urban will track the resolution process to monitor that action items do not "fall through the cracks." Our Team's primary function at the Progress Meetings will be to promote and maintain effective job communications and document that stakeholders have a clear understanding of the critical issues involved.

A standard meeting format, structured to report progress and address project issues, has been developed during the course of conducting thousands of Progress Meetings. Below is the typical meeting agenda we propose:

- Discuss safety issues
- Discuss schedule-related issues
- Review status of old issues and record new issues
- Review environmental, permitting, and public concern issues
- Review open contractor submittals
- Review the contractors' supervision, work force, and equipment
- Partnering items

Task F. Cost Engineering/Estimating Services

Urban will provide cost engineering and estimating services throughout the design and construction phases of the various projects in accordance with the PANYNJ's "Construction Estimating Guide." The cost estimating tasks will begin early for projects under design. Initial budgets will be confirmed or developed, as needed. Subsequently, revised cost estimates will be prepared at key milestone junctures.



For projects under construction, our estimating professionals will prepare estimates of anticipated change orders and review contractor prepared cost estimates. The estimators will also be responsible for financial analysis, cost trending, and cost tracking during construction.

To improve the accuracy and applicability of our cost estimates, we use an approach similar to a contractor's estimating process in which detailed crew analysis is used, rather than unit prices. The estimate is developed so that there is a detailed analysis of direct costs, indirect costs, overhead and profit, and anticipated risks. Any assumptions used will be clearly indicated. Material costs are obtained from price quotes solicited from local vendors. This approach allows the estimate to reflect the precise conditions to be expected during construction and accordingly reflect productivity.

D. DBE Participation

URBAN ENGINEERS
Formulating Excellence®

ATTACHMENT D-1

DBE GOALS STATEMENT

The undersigned Bidder has satisfied the requirements of the Contract in the following manner (Complete the appropriate spaces):

The Bidder is committed to meeting the DBE utilization goal set forth in this Contract.

or

The Bidder is unable to meet the DBE utilization goal set forth in this Contract, but is committed to a minimum of 17% DBE utilization on this Contract and submits the attached narrative and documentation demonstrating good faith efforts consistent with Appendix A of 49 CFR 26 to meet the DBE utilization goal set forth in this Contract.

Attach as many pages as necessary to provide a full and complete narrative and supporting documentation of good faith efforts made. This narrative shall be submitted on company letterhead and signed.

It is the present intent of the Bidder to utilize the specific DBE firms identified in Appendix A2 in the performance of the Work of this Contract. If for any reason, one or more of the DBE firms identified in Appendix A2 are unable or unwilling to participate, the Bidder will make good faith efforts to replace the DBE firm with another DBE firm in accordance with Part II clause entitled "DBE Program".

Bidder Name: Urban Engineers of New York, P.C.

Federal Tax ID No.: _____

By: Matthew Maguire
Signature and Title
Assistant Secretary

APPENDIX D2
THE PORT AUTHORITY OF NY & NJ – OFFICE OF BUSINESS DIVERSITY AND CIVIL RIGHTS
DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT

Instructions: Submit one DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT form for each DBE firm used on this Contract.

CONTRACT NUMBER AND TITLE: RFP No. 38268 Indefinite Quantity Contrats (IQCs) for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on as "As-Needed" Basis Through 2018

PROPOSER:
Name of Firm: Urban Engineers of New York, P.C.
Address: 2 Penn Plaza, Suite1103, New York, New York 10121 Telephone: 212-736-9100
Email Address:

DBE:
Name of Firm: Distinct Engineering Solutions, Inc.
Address: 656 Georges Road, 2nd Floor, North Brunswick, NJ 08902 Telephone: 732-658-1052
Description of work to be performed by DBE: Special Inspections

Calculation (supply only):

The Proposer is committed to utilizing the above-named DBE for the work described above. The estimated dollar value of this work is $ TBD or ___% of the total contract amount of $ TBD. The anticipated start date is 2014 and the anticipated completion date is ___

AFFIRMATION

The above-named DBE affirms that it will perform the portion of the Contract for the estimated dollar value as stated above.

By: _____ President Date: 06/27/2014
Signature of DBE and Title

If the Proposer does not receive award of the Contract, any and all representations in this DBE Participation Plan and Affirmation Statement shall be null and void.

By: _____ Assistant Secretary Date: July 11, 2014
Signature of Proposer and Title

FOR OBDCR USE ONLY

Contract Goals: ☐ Approved ☐ Rejected ☐ Preliminary Plan Approved
Reviewed By: _____
OBDCR Business Development Representative
Signature: _____ Date: _____

APPENDIX D2
THE PORT AUTHORITY OF NY & NJ – OFFICE OF BUSINESS DIVERSITY AND CIVIL RIGHTS
DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT

Instructions: Submit one DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT form for each DBE firm used on this Contract.

CONTRACT NUMBER AND TITLE: RFP# 38268 INDEFINITE QUANTITY CONTRACTS (IQCS) for PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT & INSPECTION SERVICES for FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN AS-NEEDED BASIS THROUGH 2018"

PROPOSER:
Name of Firm: URBAN ENGINEERS OF NEW YORK, PC.
Address: TWO PENN PLAZA SUITE 1105 NY, NY 10121 Telephone: 212/736-9100
Email Address: cfking@urbanengineers.com

DBE:
Name of Firm: HAIDER ENGINEERING, PC
Address: 91 TOLEDO STREET FARMINGDALE, NY 11735 Telephone: 631/777-2280
Description of work to be performed by DBE: CONSTRUCTION INSPECTION, CONSTRUCTABILITY REVIEW, CONTRACT ADMINISTRATION, CONSTRUCTION COST ESTIMATES, CONSTRUCTION SCHEDULES
Calculation (supply only):

The Proposer is committed to utilizing the above-named DBE for the work described above. The estimated dollar value of this work is $_____ or 17 % of the total contract amount of $_____. The anticipated start date is _____ and the anticipated completion date is _____.

AFFIRMATION

The above-named DBE affirms that it will perform the portion of the Contract for the estimated dollar value as stated above.

By: Matthew C Maguire Assistant Secretary Date: July 11, 2014
Signature of DBE and Title

If the Proposer does not receive award of the Contract, any and all representations in this DBE Participation Plan and Affirmation Statement shall be null and void.

By: C. Haider, President Date: 7/10/14
Signature of Proposer and Title

FOR OBDCR USE ONLY

Contract Goals: ☐ Approved ☐ Rejected ☐ Preliminary Plan Approved
Reviewed By:
OBDCR Business Development Representative
Signature: Date:

ATTACHMENT D-3

INFORMATION ON SOLICITED FIRMS

The bidder must complete this form for itself and for all firms which gave the bidder a quotation for any work planned to be subcontracted regardless of whether they are ultimately chosen to participate in the Contract. Provide the information required below for every firm that provided a bid or a quote for a subcontract – even if the bid or quote from the firm is not used in the preparation of the final Proposal.

Name of Firm	Address of Firm	Phone Number	Contact Person	Firm Age	Annual Gross Revenue Range NOTE: See Footnote Below	DBE Certified (Yes/No)
Distinct Engineering Solutions, Inc.	115 West 30th Street, Suite #1204, New York, NY 10001	(646)863-6161	Ram Tirumala	6	$2-$5 Million	Yes
Haider Engineering, PC	91 Toledo Street, Farmingdale, NY 11735	(631)-777-2280	Henry Hessing	28	Over $5 Million	Yes

Footnote: Annual Gross Revenue Ranges: Less than $500,000; $500,000 - $1 Million; $1 - $2 Million; $2 - $5 Million; Over $5 Million - Select the category that best identifies the annual gross revenue of the solicited firm.

E. Pricing and Compensation

URBAN ENGINEERS
Formulating Excellence®

Pricing and Compensation

As this procurement is for federally funded construction management services related to storm resiliency projects, cost proposals are not required to be submitted at this time.

Upon the PANYNJ's notification of award to Urban, we will submit a cost proposal.

F. Complete List of Firm's Affiliates

URBAN ENGINEERS
Formulating Excellence®

Firm's Affiliates

Urban Engineers, Inc. EIN
530 Walnut Street
Philadelphia, PA 19106

Former affiliate via common ownership; no longer an affiliate effective 12/30/2013 as Urban Engineers, Inc. is now 100% employee owned (ESOP).

Urban Construction Systems, Inc. EIN
530 Walnut Street, 7th Floor
Philadelphia, PA 19106
Owner/Officer
(INACTIVE CORPORATE ENTITY)

Affiliate via common ownership; Edward M. D'Alba and Joseph P. McAtee

Urban International, Inc. EIN
530 Walnut Street, 7th Floor
Philadelphia, PA 19106
Owner/Officer
(INACTIVE CORPORATE ENTITY)

Affiliate via common ownership; Edward M. D'Alba and Joseph P. McAtee

Sassafras Investment Group, LLC EIN
1319 Sassafras Street
Erie, PA 16501

Affiliate via common ownership; Edward M. D'Alba and Joseph P. McAtee

G. Proposer's Integrity Provisions

URBAN ENGINEERS
Formulating Excellence®

Proposer's Integrity Provisions

It is uncertain whether Urban Engineers of New York, P.C. may be able to make the certification of No Investigation (Criminal or Civil Anti-Trust), Indictment, Conviction, Debarment, Suspension, Disqualification and Disclosure of Other Information" at page 10 (Section G.) of the Request for Proposals based upon a determination of ineligibility of the New Jersey Department of the Treasury. I believe this determination does not relate to Urban Engineers' integrity and is not based on a finding of conduct demonstrating a lack of integrity. But because of the uncertainty surrounding this I submit the following explanation of the attendant circumstances.

On December 20, 2007 and December 26, 2007, Urban Engineers, Inc. ("Urban"), an former affiliate of Urban Engineers of New York, P.C., was notified that the New Jersey Department of Treasury ("Treasury") had determined Urban was ineligible for the award of two State contracts, one with the New Jersey Economic Development Authority ("NJEDA") and one with the New Jersey Department of Transportation ("NJDOT"). This was based upon a mistaken but entirely legal, political contribution to a county political party committee in south New Jersey. This contribution was fully disclosed by Urban as required by Chapter 51 (N.J.S.A 19:44A-20.14 *et seq.*) to both the NJEDA and NJDOT in the course of procurement for two separate contracts. Treasury's ultimate determination was based upon on a review of this information. The total contribution was $750 which was $450 over the provisions of the statute that restrict the state from awarding a contract if the contribution is more than $300.

Urban Engineers, Inc. requested a refund of the contribution from the committee, however the refund was not received until more than thirty (30) days after the date the contribution was made. Treasury determined that the relevant statutes impose absolute liability for the contribution if the refund is not received within the thirty (30) day period following the date of the contribution.

I can state on behalf of Urban that the contribution was not made with any bad motive or purpose. There was no intent to influence any decision of the State. In fact, in the State's brief submitted in opposition to Urban's motion for a stay and preliminary injunctive relief, dated March 27, 2008 New Jersey Deputy Attorney General Cynthia Hackett, stated that:

> "The disqualification under Chapter 51 **in no way reflects on Urban's qualifications as an engineering firm. The State has not debarred Urban or imposed a civil or criminal penalty; it has merely imposed contract award restrictions on State agencies and independent authorities** in order to safeguard the integrity of State government procurement." (Emphasis supplied.)

As noted, Urban appealed Treasury's determination but ultimately withdrew its appeal in the Appellate Division on July 31, 2008. Urban has received confirmation from Treasury that the restriction on award of State contracts expired at noon, January 19, 2010.

H. Background Qualifications Questionnaire

URBAN ENGINEERS
Formulating Excellence®

Background Qualifications Questionnaire

In accordance with the requirements of the RFP, the following Background Qualifications Questionnaires (BQQs) have been submitted for the Urban Team:

Urban Engineers of New York, P.C.	July 15, 2014
Distinct Engineering Solutions, Inc.	June 30, 2014
Haider Engineering, P.C.	July 10, 2014

I. General Conflict of Interest

URBAN ENGINEERS
Formulating Excellence®

General Conflict of Interest

We have reviewed and considered the General Conflict of Interest (Section I.) requirements and restrictions included in the RFP documents, and we offer the following for your consideration:

Proposer Potential Conflicts:

Urban Engineers of New York, P.C. ("Urban" or "Proposer") has identified the following active agreements that may give rise to conflicts of interest with assignments to be issued under this Agreement:

1. Integrity Monitoring at the Tower One (Freedom Tower) at the World Trade Center site for the PANYNJ, as a member of a joint venture with Fortress Monitoring Group;

2. Performance of Expert Professional Planning, Project Management and Related Services as Requested on a "Call-In" Basis for PATH - P.A. Agreement #PAT-10-005 as a member of The Louis Berger Group/Urban Engineers Joint Venture;

3. Performance of Expert Professional Project Risk Analysis and Related Project Management Services as Requested on a "Call-In" Basis - P.A. Agreement #COO-11-023;

4. Performance of Expert Professional Tenant Alteration Application (TAA) Code Review Services as Requested on a "Call-In" Basis - P.A. Agreement #405-13-035; and

5. PMO assignments for the Federal Transit Administration in New York City, could create a conflict of interest with Task Orders issued under this Agreement.

Proposer Mitigation Statement:

To the extent any of the Task Orders issued under this Agreement would give rise to an actual or potential conflict of interest (COI) relative to any of the agreements listed above, Urban will immediately notify and work with the PANYNJ to avoid, neutralize, or mitigate those COIs.

Mitigation measures will be developed on a Task Order-by-Task Order basis and may, depending on the circumstances, include implementation of an organization firewall, delegation of duties to non-conflicted subconsultants, Urban not submitting a proposal on a Task Order where conflicts exist, or other suitable mitigation measures as approved by the PANYNJ.

Proposer Employee/Subconsultant Potential Conflicts:

During the Agreement and task order performance periods, Urban will take a proactive approach to avoid conflicts of interest for our employees and our subconsultants. Urban believes that proactive conflict avoidance begins with an understanding of the restrictions and requirements, and we offer the following for your consideration:

a. Urban's ongoing business ethics and conduct awareness training program and Standards of Conduct and Business Ethics are design to facilitate timely discovery of actual or

potential personal conflicts of interest with any of our employees working on, or having access to, information concerning any of our clients. Employees are required to immediately report any such conflict to Urban for consideration and resolution.

To the best of our knowledge, information, and belief, as of the date of our Proposal, no actual or potential conflicts of interest exist for any Urban employee relative to this proposed Agreement.

b. Urban subconsultants, if any, will be contractually required to comply with the Authority's General Conflict of Interest and Organizational Conflict of Interest requirements and restrictions. Agreements with our subconsultants will include provisions to address conflict of interest requirements, including: (1) a requirement to provide Urban with up-to-date conflict of interest information during the contract and task order performance periods, (2) a requirement to provide us with immediate notification of any corporate mergers, acquisitions, and/or divestures that may present a potential conflict of interest, and (3) requirements for subconsultants to immediately notify Urban of any actual or potential personal conflict of interest with regard to any of its employees working on, or having access to, any information regarding the contract.

Proposer Employee/Subconsultant Mitigation Statement:

a. As mentioned above, Urban administers an ongoing business ethics and conduct awareness training program for its employees as part of its Standards of Conduct and Business Ethics. This is an ongoing effort and will continue through the duration of this Agreement. Urban personnel who will perform work under this Agreement, or relating to any Task Order issued under this Agreement, will be reminded of their obligations to immediately report personal conflicts of interest to Urban.

If at any time an actual, apparent, or potential personnel/individual conflict arises with any of Urban's employees, we will immediately notify the Authority. The notification will identify the conflict or potential conflict and will also include the proposed actions taken to avoid or mitigate the conflict of interest, up to and including removing the employee from the Agreement/Task Order.

b. Urban will contractually require its subconsultants to immediately notify us of any actual or potential conflicts of interest concerning the organization and any of its employees working on or having access to any information regarding the Agreement.

In addition to contractual requirements, Urban will utilize the following measures in an effort to mitigate/avoid conflicts with our subconsultants and their employees:

1. Use non-conflicted subcontractors. A deep pool of qualified subconsultants provides the opportunity to engage not-conflicted subconsultants, while isolating conflicted subconsultants.

2. Sever relationships that create actual or potential conflicts. At times, a subcontractor may have to be removed from the program to avoid organizational/personal conflicts of interest. We will work closely with the Authority in making such determinations.

3. If at any time an actual, apparent, or potential conflict arises with any subconsultant or their employee(s), Urban will immediately notify the Authority. The notification will identify the conflict or potential conflict and will also include the proposed actions taken to avoid or mitigate the conflict.

J. Organizational Conflict of Interest

URBAN ENGINEERS
Formulating Excellence®

Organizational Conflict of Interest

Urban Engineers of New York, P.C. (Urban) acknowledges that in the performance of the work under this agreement, we may have access to confidential or sensitive PANYNJ information. As such, we agree to protect all such information from disclosure, unless otherwise authorized by the PANYNJ and agree to refrain from using such information for any purpose other than that for which it was furnished.

Additionally, Urban agrees that to the extent we either (1) use any confidential, sensitive, or proprietary information obtained from the Authority, or its other contractors or consultants, that is the basis, in whole or part, of any subsequent Authority solicitation, or (2) develop written specifications under this agreement for any subsequent solicitation issued by PANYNJ without written authorization, we will not be eligible to compete for any such subsequent solicitation(s) as a prime or principal contractor or part of any teaming agreement unless the Authority issues, in writing, a specific waiver of this restriction.

Urban also agrees not to enter into any agreements with Authority prime contractors and first-tier subcontractors in such a way as to create an organizational conflict of interest.

To the extent any organizational conflict of interest develops or arises in the performance of this agreement, Urban will immediately notify and work with the PANYNJ to avoid, neutralize, or mitigate the conflict.

Appendix – Additional Information

URBAN ENGINEERS
Formulating Excellence®

THE PORT AUTHORITY OF NY & NJ

PROCUREMENT DEPARTMENT
2 MONTGOMERY STREET, 3RD FL.
JERSEY CITY, NJ 07302

7/3/2014

ADDENDUM #1

To prospective Proposer(s) on RFP # 38268 - REQUEST FOR PROPOSALS FOR INDEFINITE QUANTITY CONTRACTS (IQCS) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018

Now Due back on 7/14/2014, no later than 2:00PM

Originally due on 7/9/2014, no later than 2:00PM

This communication should be initialed by you and annexed to your Bid upon submission.

In case any Bidder fails to conform to these instructions, its Bid will nevertheless be construed as though this communication had been so physically annexed and initialed.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: Urban Engineers of New York, P.C.

INITIALED:

DATE: July 14, 2014

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

This communication should be initialed by you and attached to your Proposal.

In case any Bidder fails to conform to these instructions, its submission will nevertheless be construed as though this communication had been so physically attached and initialed.

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: Urban Engineers of New York, P.C.

INITIALED:

DATE: July 14, 2014

Answer #43	Yes.
Question #44	In what manner will the sealed cost proposals be returned to unsuccessful proposer?
Answer #44	They will not be returned.
Question #45	a. Can the organization chart be submitted on 11x17 paper? b. Can the font on the organization chart be less than 12 pt.?
Answer #45	Yes.

This communication should be initialed by you and attached to your Proposal.

In case any Bidder fails to conform to these instructions, its submission will nevertheless be construed as though this communication had been so physically attached and initialed.

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: Urban Engineers of New York, P.C.

INITIALED:

DATE: July 14, 2014

THE PORT AUTHORITY OF NY & NJ

PROCUREMENT DEPARTMENT
2 MONTGOMERY STREET, 3rd FL.
JERSEY CITY, NJ 07302

July 10, 2014

ADDENDUM #4

TO PROSPECTIVE BIDDER(S) ON **RFP #38268** - REQUEST FOR PROPOSALS FOR INDEFINITE QUANTITY CONTRACTS (IQCS) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018

Now Due on 7/16/2014, no later than 2:00PM

Originally Due on 7/14/2014, no later than 2:00PM

This communication should be initialed by you and annexed to your proposal to the above-referenced upon submission.

In case any Bidder fails to conform to these instructions, its submission will nevertheless be construed as though this communication had been so physically annexed and initialed.

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: Urban Engineers of New York, P.C.

INITIALED:

DATE: July 14, 2014

BUY AMERICA CERTIFICATIONS

A bidder or offeror must submit to the FTA recipient the appropriate Buy America certification (below) with all bids or offers on FTA-funded contracts, except those subject to a general waiver. Bids or offers that are not accompanied by a completed Buy America certification must be rejected as nonresponsive. This requirement does not apply to lower tier subcontractors.

CERTIFICATION REQUIREMENT FOR PROCUREMENT OF STEEL, IRON, OR MANUFACTURED PRODUCTS (NON- ROLLING STOCK)

Certificate of Compliance with 49 U.S.C. 5323(j)(1)

The bidder or offeror hereby certifies that it will meet the requirements of 49 U.S.C. 5323(j)(1) and the applicable regulations in 49 CFR Part 661.5.

Date July 11, 2014

Signature Matthew C Marguardt

Company Name Urban Engineers of New York, P.C.

Title Assistant Secretary

Certificate of Non-Compliance with 49 U.S.C. 5323(j)(1)

The bidder or offeror hereby certifies that it cannot comply with the requirements of 49 U.S.C. 5323(j)(1) and 49 C.F.R. 661.5, but it may qualify for an exception pursuant to 49 U.S.C. 5323(j)(2)(A), 5323(j)(2)(B), or 5323(j)(2)(D), and 49 C.F.R. 661.7.

Date _____

Signature _____

Company Name _____

Title _____

CERTIFICATION REQUIREMENT FOR PROCUREMENT OF BUSES, OTHER ROLLING STOCK AND ASSOCIATED EQUIPMENT (ROLLING STOCK)

Certificate of Compliance with 49 U.S.C. 5323(j)(2)(C).

The bidder or offeror hereby certifies that it will comply with the requirements of 49 U.S.C. 5323(j)(2)(C) and the regulations at 49 C.F.R. Part 661.11.

Date July 14, 2014

Signature _____
William T. Thomsen, PE

Company Name Urban Engineers of New York, P.C.

Title Secretaty

Certificate of Non-Compliance with 49 U.S.C. 5323(j)(2)(C)

The bidder or offeror hereby certifies that it cannot comply with the requirements of 49 U.S.C. 5323(j)(2)(C) and 49 C.F.R. 661.11, but may qualify for an exception pursuant to 49 U.S.C. 5323(j)(2)(A), 5323(j)(2)(B), or 5323(j)(2)(D), and 49 C.F.R. 661.7.

Date _____

Signature _____

Company Name _____

Title _____

CERTIFICATION REGARDING LOBBYING PURSUANT TO 31 U.S.C. 1352

The undersigned Urban Engineers of New York, P.C.
(name of authorized officer)
certifies, to the best of my knowledge and belief, that:

- No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

- If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form LLL, "Disclosure of Lobbying, Activities" in accordance with its instructions.

- The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by, 31, U.S. C. § 1352 (as amended by the Lobbying Disclosure Act of 1995). Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

Note: Pursuant to 31 U.S.C § 1352(c)(I)-(2)(A), any person who makes a prohibited expenditure or fails to file or amend a required certification or disclosure form shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such expenditure or failure.

The Contractor certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Contractor understands and agrees that the provisions of 31 U.S.C. § 3801, et seq., apply to this certification and disclosure, if any.

Executed this day 11th of July, 2014

By: Matthew C Marquardt
Signature of Authorized Official

Matthew C. Marquardt, PE - Assistant Secretary
Official Name and Title of Authorized Official

FTA REQUIREMENTS

STANDARD FORM LLL - DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C. 1352

1. **Type of Federal Action:**	2. **Status of Federal Action:**	3. **Report Type:**
X a. contract	X a. bid/offer/application	X a. initial filing
___ b. grant	___ b. initial award	___ b. material change
___ c. cooperative agreement	___ c. post award	
___ d. loan		**For material change only:**
___ e. loan guarantee		Year _____ quarter _____
___ f. loan insurance		Date of last report_____

4. **Name and Address of Reporting Entity:**	5. **If Reporting Entity in No. 4 is Subawardee,** Enter Name and Address of Prime:
Urban Engineers of New York, P.C. X Prime ___ Subawardee Tier_____, if Known: **Congressional District,** *if known*:	N/A **Congressional District,** *if known*:
6. **Federal Department/Agency:** Port Authority of New York and New Jersey	7. **Federal Program Name/Description:** Unknown CFDA Number, *if applicable*: _____
8. **Federal Action Number,** *if known:* Unknown	9. **Award Amount,** *if known:* $ Unknown
10. a. **Name and Address of Lobbying Registrant** *(if individual, last name, first name, MI):* N/A	b. **Individuals Performing Services** *(including address if different from No. 10a)* *(last name, first name, MI):* N/A
11. **Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.**	**Signature:** **Print Name:** William T. Thomsen, PE **Title:** Secretary **Telephone No.:** 215-922-8080 **Date:** 7/14/14
Federal Use Only	**Authorized for Local Reproduction** **Standard Form - LLL (Rev. 7-97)**

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION - LOWER TIER COVERED TRANSACTIONS

1. The prospective lower tier participant,

Urban Engineers of New York, P.C., certifies by submission of this bid or proposal, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

3. The prospective lower tier participant shall provide immediate written notice to the Authority (and the Contractor, if applicable) if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

Executed this day 14th of July, 2014

BY SIGNATURE OF AUTHORIZED OFFICIAL

William T. Thomsen, PE - Secretary

NAME AND TITLE OF AUTHORIZED OFFICIAL

CERTIFICATION REGARDING LOBBYING PURSUANT TO 31 U.S.C. 1352

The undersigned

Urban Engineers of New York, P.C.

(name of authorized officer)

certifies, to the best of my knowledge and belief, that:

- No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

- If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form LLL, "Disclosure of Lobbying, Activities" in accordance with its instructions.

- The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by, 31, U.S. C. § 1352 (as amended by the Lobbying Disclosure Act of 1995). Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

Note: Pursuant to 31 U.S.C § 1352(c)(I)-(2)(A), any person who makes a prohibited expenditure or fails to file or amend a required certification or disclosure form shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such expenditure or failure.

The Contractor certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Contractor understands and agrees that the provisions of 31 U.S.C. § 3801, et seq., apply to this certification and disclosure, if any.

Executed this day 11th of July, 2013 ~~13~~ 14

By: Matthew C Marquardt

Signature of Authorized Official

Matthew C. Marquardt, PE - Assistant Secretary

Official Name and Title of Authorized Official

FEMA REQUIREMENTS

STANDARD FORM LLL - DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C. 1352

1. Type of Federal Action:	2. Status of Federal Action:	3. Report Type:
X a. contract	X a. bid/offer/application	X a. initial filing
____ b. grant	____ b. initial award	____ b. material change
____ c. cooperative agreement	____ c. post award	
____ d. loan		**For material change only:**
____ e. loan guarantee		Year _____ quarter _____
____ f. loan insurance		Date of last report_____

4. Name and Address of Reporting Entity:	5. If Reporting Entity in No. 4 is Subawardee, Enter Name and Address of Prime:
Urban Engineers of New York, P.C. X Prime ____ Subawardee Tier_____, if Known: **Congressional District, *if known*:**	N/A **Congressional District, *if known*:**
6. Federal Department/Agency: Port Authority of New York and New Jersey	**7. Federal Program Name/Description:** Unknown CFDA Number, *if applicable*: _____
8. Federal Action Number, *if known:* Unknown	**9. Award Amount,** *if known:* $ Unknown
10. a. Name and Address of Lobbying Registrant *(if individual, last name, first name, MI):* N/A	**b. Individuals Performing Services** *(including address if different from No. 10a) (last name, first name, MI):* N/A
11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.	**Signature:** Matthew C. Marquardt **Print Name:** Matthew C. Marquardt, PE **Title:** Assistant Secretary **Telephone No.:** 215-922-8080 **Date:** 7/11/14
Federal Use Only	**Authorized for Local Reproduction** **Standard Form - LLL (Rev. 7-97)**

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION - LOWER TIER COVERED TRANSACTIONS

1. The prospective lower tier participant,

Urban Engineers of New York, P.C., certifies by submission of this bid or proposal, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

3. The prospective lower tier participant shall provide immediate written notice to the Authority (and the Contractor, if applicable) if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

Executed this day 11th of July, 2013 ~~13~~ 14.

Matthew C Marquardt

BY SIGNATURE OF AUTHORIZED OFFICIAL

Matthew C. Marquardt, PE - Assistant Secretary

NAME AND TITLE OF AUTHORIZED OFFICIAL

THE PORT AUTHORITY
OF NY & NJ

Proposal
RFP No. 38268

Indefinite Quantity Contracts (IQCs) for Performance of Expert Professional

Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects

on an "As-Needed" Basis through 2018

STV Construction, Inc.

STV 100 Years

July 16, 2014

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

Reference: RFP No. 38268 - PANYNJ IQCs for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Reated Resiliency Projects on an "As-Needed" Basis through 2018

Attention Bid/Proposal Custodian:

STV Construction, Inc. (STV) stands ready to quickly and efficiently respond to the needs of our clients when storms strike. Either immediately after an event has occurred or, in some instances, while a crisis is still unfolding, STV is present at the site and ready to overcome any obstacle. We understand the importance to the Port Authority of New York and New Jersey (PANYNJ) of meeting the transportation needs of the bi-state region to provide safe and efficient service to its patrons at all times. As an industry leader based in New York City, STV can provide PANYNJ with construction management (CM) and inspection services for storm related resiliency projects on a task-order basis.

The STV Team

STV is a leader in the provision of CM services in the New York Metropolitan area and is proud to have served PANYNJ. on major projects For this contract, STV will serve as prime consultant and will provide overall contract management, QA/QC, CM, construction inspections, constructability reviews, contract administration, construction cost estimates, and construction scheduling. To supplement our in-house services, we have teamed with **CH2M HILL, Inc.; JPCL Engineering (DBE); KS Engineers, PC (DBE);** and **Luster National, Inc.** This resource pool will allow our team to be able to respond within short notice of an assignment and to manage multiple concurrent tasks.

Task-Order Experience

STV has provided CM and inspection services for a multitude of task-order and open-ended contracts. The firm's history of successful task-order contract performance is highlighted by prompt and cost-effective service recognized by the dozens of local, state, and federal agencies that have chosen STV as their "stand-ready" firm for such contracts. These clients include PANYNJ as well as NYCSCA, NYSOGS, NYCHA, CUNY, and NYSDOT.

Task-order contracts have unique needs with regards to staffing, consistency of performance, communication methodologies, and the ability to mobilize in a time efficient manner. However, STV is accustomed to providing services under this contract arrangement and, therefore, is well versed in responding quickly to our clients' requests. That is why over 80% of our work is for repeat clients. Our organizational structure, service mentality, and long history of performance under task-order contracts, will enable us to be more cost-efficient and responsive as we strive to meet your needs.

STV CONSTRUCTION, INC.
225 PARK AVENUE SOUTH, NEW YORK, NY 10003-1604
(212) 777-4400 FAX: (212) 529-5237

Project Leadership You Can Count On

Gus Maimis, LEED® AP BD+C will lead our team and serve as Project Director. Gus is known to PANYNJ through his work on the National September 11 Memorial & Museum, a significant part of the redevelopment of the World Trade Center (WTC) site. He is responsible for the oversight and management of all construction activities for this prestigious project, including the preconstruction phase, bid and procurement process, scheduling, and project finance. Gus has more than 30 years of experience in the construction industry and will be the single point-of-contact for interface with PANYNJ and to direct the activities of the STV team. He will oversee a pool of 150 personnel and will be supported by myself, **Robert Barbera, PE**, as Principal-in-Charge, and the following practice leaders:

Ken Champion — Airports (36 years of experience/Senior Project Manager for Delta JFK Terminal 4 Redevelopment)
Samuel Scozzari, PE — Bridges & Tunnels (29 years of experience/Design Certification Manager for the PANYNJ WTC Transportation Hub)
Anthony Cracchiolo, PE — Rail Transit (48 years of experience/Project Director for the PANYNJ Moynihan Station Phase I CM)
Jonathan Goldstick (CH2M Hill) — Marine Terminals (30 years of experience/Project Director for the PANYNJ Regional Goods Movement Plan)

DBE Participation

Recognizing the importance of DBE participation in the professional design industry, STV and all of our team members are firmly committed to maximizing DBE participation on this contract. We will commit to providing at least 17% DBE participation for this contract through the utilization of **JPCL Engineering** and **KS Engineers, PC**, both certified DBE firms. On a task-by-task basis, we will proactively address DBE participation as a primary focus.

Conclusion

STV is committed to supplying PANYNJ with the experienced and qualified personnel and consultants required for this contract. We have extensive relevant experience, an understanding of your operations and procedures, and a strong commitment to providing superior consulting services. We look forward to the opportunity to continue our long-standing relationship with PANYNJ. Should there be any questions or request for further information, I can be reached by phone at (212) 505-4932 or email at robert.barbera@stvinc.com. Thank you for your consideration.

Sincerely,

Robert F. Barbera, P.E.
Senior Vice President

TABLE OF CONTENTS

Agreement on Terms of Discussion
Attachment B

Prerequisite Compliance

A. **Firm's Qualifications & Experience**
Attachments C-1
Attachments C-2

B. **Staff Qualifications & Experience**
Attachment E
Organization Chart
Resumes

C. **Management/Technical Approach**
Organization Chart
Detailed Staffing Plan

D. **DBE Participation**
Appendix D1
Appendix D2
Appendix D3

E. **Pricing & Compensation**

F. **Firm Affiliates**

G. **Proposer's Integrity Provisions**
Certification Statement (In a separate envelope)

H. **Background Qualifications Questionnaire**
Submitted seperately to PANYNJ

I. **General Conflict of Interest**

J. **Organizational Conflict of Interest**

K. **Financial Information**

L. **Non-Disclosure Agreements**
Enclosed but also submitted separately to PANYNJ

M. **Addenda**

N. **FEMA & FTA Certifications**

Agreement on Terms of Discussion

ATTACHMENT B

AGREEMENT ON TERMS OF DISCUSSION

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

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

STV Construction, Inc.
(Company)

Robert F. Barbera
(Signature)

Senior Vice President
(Title)

July 9, 2014
(Date)

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

Prerequisite Compliance

PREREQUISITE COMPLIANCE

Overview

STV has met, if not exceeded, PANYNJ's proposed prerequisites listed in the RFP as demonstrated below.

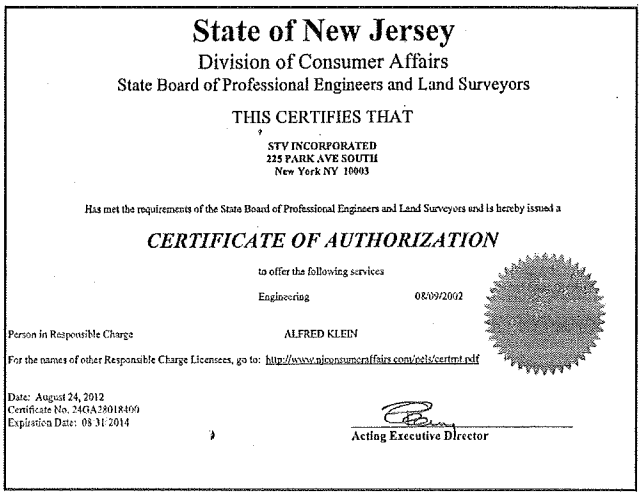
Requirement A

FIRMS MUST HAVE CERTIFICATES OF AUTHORIZATION TO PRACTICE PROFESSIONAL ENGINEERING IN THE STATES OF BOTH NY AND/OR NJ AND MINIMUM OF FIVE (5) YEARS EXPERIENCE, FROM THE DATE OF PROPOSAL SUBMISSION, WHICH INCLUDES PERFORMING CONSTRUCTION MANAGEMENT SERVICES AS OUTLINED IN ATTACHMENT A FOR MAJOR TRANSPORTATION FACILITIES.

STV Construction, Inc. is a wholly owned subsidiary of STV Incorporated, which is licensed to perform professional engineering services in both the states of New York and New Jeresy as evidenced by the licenses shown on this page.

STV has performed over 100 projects for PANYNJ since 1986. We have performed construction management services for major transportation facilities for over five years, including the following examples. Details about these projects can be found in Section A. Firm's Qualifications & Experience, and also in Attachments C-1 and C-2:

- One World Trade Center and National September 11 Memorial & Museum (2006-Ongoing)
- Delta JFK Terminal Redevelopment Program Phase I (2011-Ongoing)
- Moynihan Station Development Corporation (MSDC)/PANYNJ - Moynihan Station Phase I CM (2011-Ongoing)
- NYSDOT - Reconstruction of Route 9A and Lower Manhattan Streets (2004-Ongoing)
- NYSDOT - Roslyn Viaduct Construction Inspection (2004-2009)
- NYCDOT Willis Avenue Bridge Reconstruction REI (2007-2014)
- Amtrak - East and North River Tunnel Fire Standpipe Installation Phases I and II (2002-2005)



State of New Jersey
Division of Consumer Affairs
State Board of Professional Engineers and Land Surveyors

THIS CERTIFIES THAT

STV INCORPORATED
225 PARK AVE SOUTH
New York NY 10003

Has met the requirements of the State Board of Professional Engineers and Land Surveyors and is hereby issued a

CERTIFICATE OF AUTHORIZATION

to offer the following services

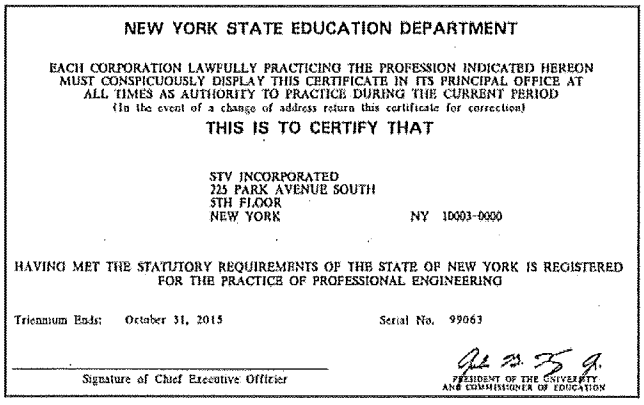
Engineering 08/09/2002

Person in Responsible Charge ALFRED KLEIN

For the names of other Responsible Charge Licensees, go to: http://www.njconsumeraffairs.com/pels/certmt.pdf

Date: August 24, 2012
Certificate No. 24GA28018400
Expiration Date: 08/31/2014

Acting Executive Director



NEW YORK STATE EDUCATION DEPARTMENT

EACH CORPORATION LAWFULLY PRACTICING THE PROFESSION INDICATED HEREON MUST CONSPICUOUSLY DISPLAY THIS CERTIFICATE IN ITS PRINCIPAL OFFICE AT ALL TIMES AS AUTHORITY TO PRACTICE DURING THE CURRENT PERIOD
(In the event of a change of address return this certificate for correction)

THIS IS TO CERTIFY THAT

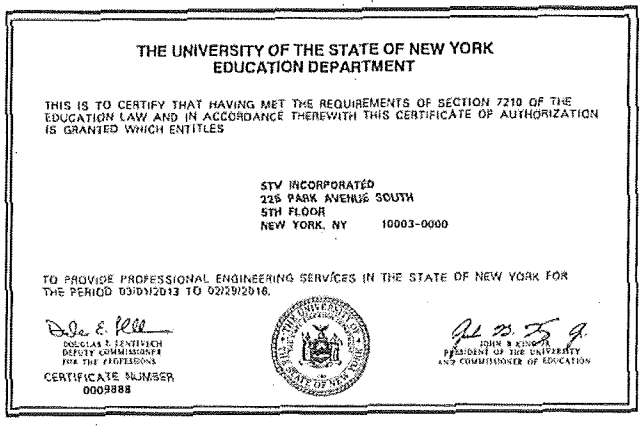
STV INCORPORATED
225 PARK AVENUE SOUTH
5TH FLOOR
NEW YORK NY 10003-0000

HAVING MET THE STATUTORY REQUIREMENTS OF THE STATE OF NEW YORK IS REGISTERED FOR THE PRACTICE OF PROFESSIONAL ENGINEERING

Triennium Ends: October 31, 2015 Serial No. 99063

Signature of Chief Executive Officer

PRESIDENT OF THE UNIVERSITY AND COMMISSIONER OF EDUCATION



THE UNIVERSITY OF THE STATE OF NEW YORK
EDUCATION DEPARTMENT

THIS IS TO CERTIFY THAT HAVING MET THE REQUIREMENTS OF SECTION 7210 OF THE EDUCATION LAW AND IN ACCORDANCE THEREWITH THIS CERTIFICATE OF AUTHORIZATION IS GRANTED WHICH ENTITLES

STV INCORPORATED
225 PARK AVENUE SOUTH
5TH FLOOR
NEW YORK, NY 10003-0000

TO PROVIDE PROFESSIONAL ENGINEERING SERVICES IN THE STATE OF NEW YORK FOR THE PERIOD 03/01/2013 TO 02/29/2016.

DOUGLAS E. FERTITSCH
DEPUTY COMMISSIONER FOR THE PROFESSIONS

CERTIFICATE NUMBER
0009888

JOHN B. KING, JR.
PRESIDENT OF THE UNIVERSITY AND COMMISSIONER OF EDUCATION

STV is licensed to perform professional engineering services in the states of New York and New Jersey as shown above.

Requirement B

FIRMS MUST HAVE ADEQUATE STAFFING RESOURCES; INDIVIDUALS ON STAFF MUST HAVE DEMONSTRATED EXPERIENCE PERFORMING CONSTRUCTION MANAGEMENT AND/OR CONSTRUCTION INSPECTION SERVICES IN THE GREATER NY/NJ METROPOLITAN AREA FOR CONSTRUCTION PROJECTS VALUED, AT A MINIMUM, AT $1.5 MILLION.

The STV team offers a dynamic, fluid depth of construction management and multidisciplined professionals with the required licenses. Our proposed team organization exceeds the minimum staff requirements and includes over 170 professionals in the Greater NY/NJ metropolitan area of which:

- 10 are engineers/architects licensed in the states of New York and/or New Jersey

We offer 20

- 10 are ACI Concrete Construction Special Inspectors

We offer 15

- 3 are ICC Certified as a Structural Steel and Bolting Inspectors

We offer 4

- 1 is NACE Level 1 coatings certified

We offer 7

A Detailed Staffing Plan, which highlights our staff who that meet these requirements, can be found in Section C. Management/Technical Approach.

The individuals that we have selected to work on this contract have experience performing construction management and/or construction inspection services in the NY/NJ metropolitan area for construction projects valued over $1.5 million. Details about our key personnel can be found in their resumes contained in Section B. Staff Qualifications & Experience. Examples of these projects include the following:

- PANYNJ One World Trade Center and National September 11 Memorial & Museum (Confidential)
- Delta JFK Terminal Redevelopment Program Phase I ($949 million)
- Moynihan Station Development Corporation PANYNJ - Moynihan Station Phase I CM ($200 million)
- NYSDOT Reconstruction of Route 9A and Lower Manhattan Streets ($350 million)
- NYSDOT Roslyn Viaduct Construction Inspection ($133 million)
- NYCDOT Willis Avenue Bridge Reconstruction REI ($640 million)
- Amtrak East and North River Tunnel Fire Standpipe Installation Phases I and II ($18.5 million)

Please see the Resumes in Section B. Staff Qualifications & Experience for more details about specific project experience that our key personnel have that meets this requirement.

Documentation

Attachments C-1 and C-2 for the STV team can be found in the next Section A: Firm's Qualifications & Experience.

A. Firm's Qualifications & Experience

A. FIRM QUALIFICATIONS & EXPERIENCE

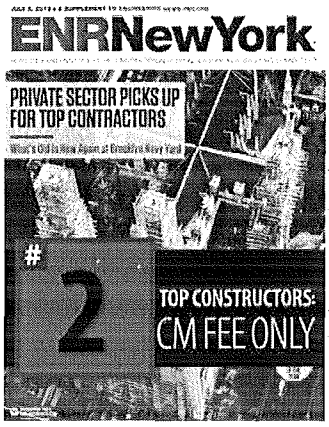
Team Composition

STV has assembled an exceptional team to provide PANYNJ with the high-quality construction management services required for this IQC. We have carefully selected each member of our team due to their technical expertise and related experience. Our team reflects a depth of expertise and credentials in performing construction inspections, constructability reviews, contract administration, construction cost estimates, and construction schedules. We have an in-depth knowledge of the key concerns, policies, and procedures of the PANYNJ gained through years of experience providing a wide variety of multidisciplinary consulting services to PANYNJ. Following please find an overview of each member of our team and the role that each will perform on this project.

STV — Prime Consultant

STV Construction, Inc. (STV) offers a nationwide practice in construction management (CM), including program management, owner's representative services, and project controls. The firm provides comprehensive services to assist public and private sector clients through the entire construction process—from pre-construction, through construction, to project close-out. Our mission is to create exceptional value for our clients and deliver our services with integrity, vision, innovation, quality, and environmental sensitivity.

The firm employs construction management professionals, builders, owners, and designers who have extensive hands-on technical and managerial experience — giving us a comprehensive understanding of all facets of construction, the ability to foresee issues, to develop relationships in the industry, and to negotiate resolutions quickly. We offer time- and cost-saving insights that can only be offered by those who have actually managed the construction and/or rehabilitation of facilities. Since STV's project managers, estimators, schedulers, contract administrators, and inspectors collaborate as a team, we quickly respond to clients' needs. Moreover, because STV is an employee-owned firm, all employees have a personal stake in the success of our projects and in producing high quality work.



STV advocates proactive construction management to monitor schedules, staffing, and budgets, to maintain ongoing operations of facilities during construction, and to provide timely information to owners and stakeholders. Our dedicated project controls staff remains actively involved in all phases of construction, offering cost estimating, scheduling, claims and change-order analysis, document control, value analysis, and constructability review. They utilize project reporting formats such as Primavera, eBuilder, and Contract Manager.

Our commitment to safety is an integral part of our corporate culture and is consistently reinforced with our staff. STV has licensed Site Safety Managers and OSHA trained instructors on staff. All of STV's field staff receive OSHA training and certification. We make sure that all contractors perform work in compliance with OSHA regulations and applicable local laws and that a safe and secure environment is maintained for the public.

STV has performed a variety of services for PANYNJ, some under on-call contracts. In addition, STV has provided CM and construction inspection services under task-order agreements with various public agencies in the NY/NJ metropolitan area. STV has become well-versed in the PANYNJ organization of client departments and their relationship to the engineering department and its various divisions; PANYNJ procedures and regulations; and the overall PANYNJ organizational structure.

STV is noted for providing flexible, focused project management and technical services that our clients depend on time and again. With resources of over 200 local project management professionals, the firm is currently managing projects with construction costs ranging from $50,000 to $2.5 billion.

Subconsultants

For this PANYNJ contract, STV will serve as prime consultant and will provide overall contract management and a majority of the required services. To supplement our in-house resources, we have teamed with the following subconsultants who will provide construction management and inspections services support. Please see the organization chart in Section B. Staff Qualifications & Experience, which follows this section.

CH2M Hill, Inc.

CH2M Hill, Inc. (CH2M Hill) was founded in 1946 and employs more than 26,000 people worldwide. Their 150-person New York City office has the specialties required in house for construction management, resident engineering, construction inspection, and construction cost and schedule control for PANYNJ's infrastructure, including construction management and resident engineering professionals, inspectors across the structural, civil, aviation, electrical, and mechanical specialties. Additionally, their in-house Underwater Inspection (UI) Group, which includes nearly 30 certified, commercially-trained engineer-diving professionals and is predominantly based in their New York City office, brings extensive experience in marine engineering, commercial diving, underwater inspection, and underwater construction, repair, and rehabilitation, and can inspect and assess waterfront structures down to the mud line.

CH2M Hill currently supports PANYNJ through IDQ/ task-order contracts with Aviation, Ports Commerce, Tunnels, Bridges and Terminals, PATH Corporation, Office of the Chief Operating Officer, and in the past, has worked on other similar transportation projects, including the PATH Newport Station Access Improvements, Manhattan Tunnel Design under the Access to Region's Core Trans-Hudson express Tunnel project, and the structural design and construction support for the World Trade Center Transportation Hub. They assisted local agencies such as the PATH, the Port Authority of New York and New Jersey, and the New York City Department of Environmental Protection in the weeks and months following Superstorm Sandy to get their facilities back up and running, and are continuing to provide repair and resiliency services. Their core unit of 200+ aviation/airport specialists have worked with PANYNJ through its planning, design, management, and storm response work at JFK, LaGuardia, and Newark airports.

> *ENR* Ranks CH2M HILL #2 Ports and Marine, #1 Environmental, #1 Program Management, and #2 Construction Management.

Luster National, Inc.

Luster National, Inc. (Luster) is a veteran and minority-owned small business, management-consulting firm with 24-years of experience in a variety of disciplines. Their services include: strategic planning; consulting services; program, project and construction management; facilities management; construction engineering & inspection (CE&I); engineering; renewable energy (RE) solutions; risk mitigation; and workforce development services for a broad array of national and regional private-sector clients and governmental agencies. By incorporating integrated management practices and unmatched consulting and technical expertise at each project phase, they provide effective, timely, and cost-saving strategies that support successful completion of client projects regardless of complexity, size or location.

KS Engineers, PC (DBE)

Founded in 1991, KS Engineers, PC (KSE) is a multidisciplinary engineering firm and an award-winning provider of construction management, construction inspection and resident engineering services. Located in New York and New Jersey, KSE currently staffs nearly 200 full-time employees,

KSE including more than 80 construction personnel ranging from Senior Inspectors and Resident Engineers to NICET III and trainees, 8 LEED® accredited professionals, 35 professional engineers and more than 20 support engineers and surveyors. Over the last decade, KSE has provided engineering design and land surveying services for numerous projects, including bridges, rail stations, substations, and rail yards. KSE's survey group has performed approximately 40 individual assignments since 2007 under two separate survey "call-in" agreements worth over $1 million in fees for LIRR.

JPCL Engineering (DBE)

JPCL Engineering (JPCL) is a multidisciplinary professional engineering firm that is certified as an M/WBE/DBE/SBE in the states of New York and New Jersey. They provide civil and transportation engineering, special inspections, green building design, and materials supply and testing services to private clients, public agencies, design firms, construction managers, and general contractors. The JPCL team consists of professional engineers, certified inspectors, lab technicians, and LEED Accredited Professionals. Most of the inspectors have multiple certifications to carry out inspection work in more than one area. For example, ACI Level I certified inspectors also possess ICC certifications to carry out masonry and fire proofing inspections. Similarly, CWIs also possess additional certifications and experience in conducting NDT testing and coating inspections. The laboratory technicians possess required ACI certifications in both field and strength testing. JPCL also has a Special Inspections Unit and is Accredited as a Special Inspection Agency with the New York City Department of Buildings.

JPCL ENGINEERING

STV's Relevant Experience (Last 5 Years)

STV s relevant experience includes a long history of providing construction management, engineering, and architecture services to the PANYNJ for over 100 projects, including the One World Trade Center and National September 11 Memorial & Museum, Moynihan Station Phase I CM, JFK AirTrain Light Rail Airport Access System, and the GWB Bus Station Redevelopment Program. The following projects showcase the STV team's successful completion of engineering services similar to those required for this IQC.

PANYNJ One World Trade Center & National September 11 Memorial & Museum

SERVICE DATES: 2006-Ongoing

CONTRACT VALUE: Confidential

LABOR HOURS EXPENDED: 207,748

CONTRACTING PARTY: PANYNJ, 115 Broadway, 5th Floor, New York, NY 10006 Alan Reiss

REFERENCE: Alan Reiss, Director, WTC Construction, (212) 435-5530

DESCRIPTION OF SERVICES:

STV has served as program manager and owners representative on behalf of the PANYNJ for construction of the National September 11 Memorial & Museum at the World Trade Center and One World Trade Center in lower Manhattan. The firm is holding walkthroughs with the subcontractors to confirm completion of the work, helping to control costs, and tracking a general conditions budget and breakdown on a monthly basis. One World Trade Center will include 3 million sf of office space on 71 office floors and has a goal of LEED® certification to the Gold level.

The Memorial, which opened on September 11, 2011, is set within the footprint of the original Twin Towers and consists of two massive voids with waterfalls cascading down their inner walls. A state-of-the-art museum will complement the memorial.

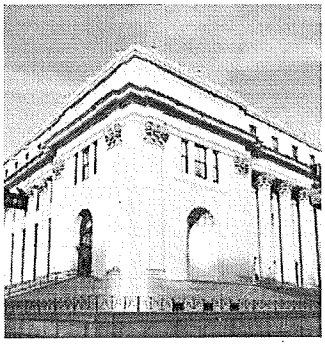
AWARDS:
The One World Trade Center project received the Presidential Award of Excellence in Engineering in the 2014 Innovative Design in Engineering and Architecture with Structural Steel competition sponsored by the American Institute of Steel Construction (AISC) and was featured in the May edition of Modern Steel Construction magazine. AISC recognized projects using innovative structural steel approaches in the expression of architectural intent and the application of the structural system.

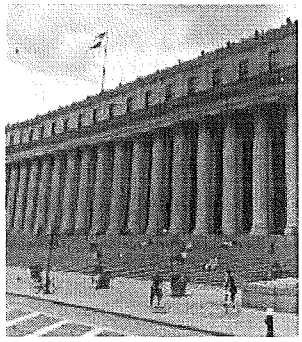
Delta JFK Terminal Redevelopment Program Phase I

SERVICE DATES: 2011-Ongoing
CONTRACT VALUE: $949 million
LABOR HOURS EXPENDED: 89,593
CONTRACTING PARTY: Delta Air Lines, Inc., Terminal 4 Trailer Complex, Jamaica, NY 11430
REFERENCE: Ryan Marzullo, Program Director, JFK International Airport, Phase II, (718) 490-5905
DESCRIPTION OF SERVICES:
Delta Air Lines is relocating international operations at JFK International Airport, in Queens, NY, from Terminal 3 to Terminal 4. For this $1.4 billion redevelopment program, STV is overseeing multiple construction management and general contractor teams completing landside and airside improvements during multiple phases, as part of a joint venture. For Phase I, the firm received a 2014 American Council of Engineering Companies of New York Diamond Award in the transportation category. The firm acted as the master construction manager for the renovation of Terminal 4. This included multiple headhouse expansions, a 540,000-sf gate extension, taxi-lane and apron paving, utility infrastructure improvements, and environmental remediation. STV is now performing as owner's representative for the demolition of Terminal 3 and the addition of aircraft parking space, and as construction manager for a second gate extension and associated site work, all being performed during Phase II.

MSDC/PANYNJ Moynihan Station Phase I CM

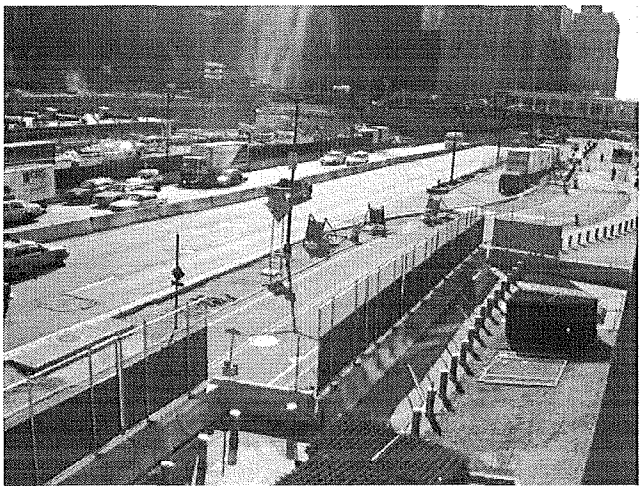
SERVICE DATES: 2011-Ongoing
CONTRACT VALUE: $200 million
LABOR HOURS EXPENDED: 18,049
CONTRACTING PARTY: MSDC, 425 Eight Avenue, New York, NY 10001/PANYNJ, 233 Park Avenue South, 11th Floor, New York, NY 10003
REFERENCE: Bruno Signorelli, (212) 435-4433
DESCRIPTION OF SERVICES:
STV, in a joint venture, is providing CM services for Phase I of the development of a new train hall in the James Farley Post Office Building in Midtown Manhattan, with connections to Pennsylvania Station and Amtrak, NJ TRANSIT, LIRR, and New York City Transit service. This major transportation hub is being built in two phases by the Moynihan Station Development Corporation (MSDC), in partnership with PANYNJ. STV is managing the construction of entrances to Penn Station from the Farley Building and new vertical access points to the platforms, thereby improving passenger access to the west side of platforms for all railroads. The firm is also supervising improvements to pedestrian concourses and platform ventilation, and the creation of a waiting room for LIRR passengers. STV is providing contract design review, construction supervision and inspection, quality assurance, and project controls, as well as assisting in coordinating the complex staging among three railroads.





NYSDOT Reconstruction of Route 9A & Lower Manhattan Streets

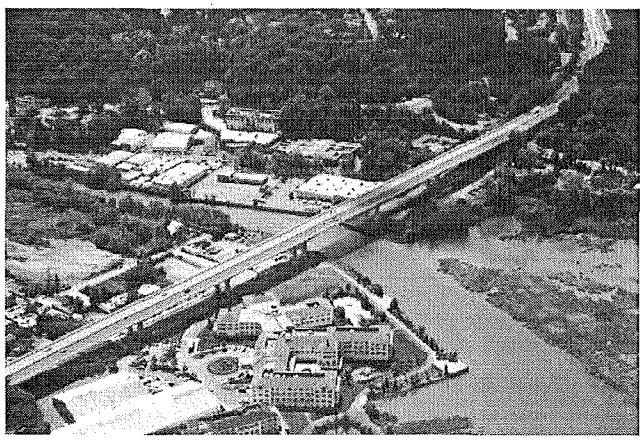
SERVICE DATES: 2004-Ongoing
CONTRACT VALUE: $350 million
LABOR HOURS EXPENDED: 24,106
CONTRACTING PARTY: NYSDOT, 21 South End Avenue, Battery Park City, New York, NY 10280
REFERENCE: Joseph Brown, Project Director, 9A, (718) 482-4526
DESCRIPTION OF SERVICES:
In a joint venture, STV is providing full-service construction management to NYSDOT for the $350 million reconstruction of Route 9A (West Street), a major artery in Lower Manhattan that was damaged in the September 11th terrorist attacks. The scope of work is to reconstruct West Street from Battery Park to Chambers Street, rebuild utility infrastructure, improve pedestrian circulation, and streamline construction of adjacent World Trade Center (WTC) projects. Also included is the construction of a promenade from West Thames Street to Battery Park and restoration of Battery Park City's West Thames Park.



The firm is managing roadway reconstruction, which includes realignment and raising the highway grade by as much as seven feet. STV is also providing construction management and oversight for New York City projects let under the Lower Manhattan Recovery Plan. The work involves reconstruction of nearly 100 local streets south of Canal Street that were damaged in the attacks and the subsequent recovery operations.

NYSDOT Roslyn Viaduct Construction Inspection

SERVICE DATES: 2004-2009
CONTRACT VALUE: $133 million
LABOR HOURS EXPENDED: 30,566
CONTRACTING PARTY: NYSDOT, Veterans Memorial Highway, Hauppauge, NY 11788
REFERENCE: Anna Elias, PE, Area Construction Supervisor, (631) 952-6041
DESCRIPTION OF SERVICES:
STV, in joint venture, provided resident engineering and CI services during construction of the $133 million Roslyn Viaduct in Roslyn, NY. The 2,100-foot-long bridge features self-consolidating concrete segmental substructures founded on bored-in piles, and beam and winch cantilever erection. Work included staged demolition of the existing viaduct and realignment of approaches. Access to a nearby shopping district was maintained throughout construction. STV also developed a proactive inspection and maintenance manual intended to teach regional maintenance personnel how to manage defects before they lead to roadway closures.

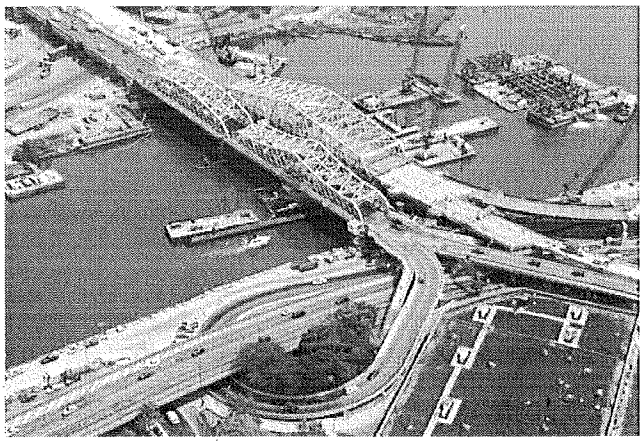


NYCDOT Willis Avenue Bridge Reconstruction REI

SERVICE DATES: 2007-2014
CONTRACT VALUE: Insert
LABOR HOURS EXPENDED: 105,552
CONTRACTING PARTY: NYCDOT, 59 Maiden Lane, New York, NY 10038
REFERENCE: Rahul Shah, Director, Movable Bridges, (212) 839-4145

DESCRIPTION OF SERVICES:

STV, in joint venture, provided resident engineering and inspection (REI) services for NYCDOT during the replacement of the Willis Avenue Bridge linking Manhattan and the Bronx. This $640 million effort involved replacing the 110-year old bridge with an 11-span swing bridge immediately to the south, and constructing new ramps and interchanges. Constructed offsite and floated into place, the new Willis Avenue Bridge features a composite reinforced concrete deck, concrete barriers, steel-rolled sections, steel-welded girders, and transverse steel box girders. The structure crosses the Harlem River Drive, a concrete plant, the Harlem River, the Metro-North Railroad Oak Point Link, the Harlem River Rail Yard, and Bruckner Boulevard. The project also involved replacing a separate, 2-span continuous steel-stringer bridge over the Major Deegan Expressway with a 4-span, 400-foot-long, continuous curved girder bridge. Our other responsibilities included critical path method scheduling and geotechnical and environmental engineering. Environmental oversight was a significant component, given the need to prevent contaminated soils, water, and construction materials from entering the Harlem River, which the New York State Department of Environmental Conservation rated as pristine. STV's environmental scientists worked closely with the NYCDOT Environmental Quality Assurance manager to inspect construction operations for compliance with environmental regulations and permits, including waste management provisions, the stormwater pollution and prevention plan, and state pollutant discharge elimination system.



Attachments

Attachments C-1 and C-2, which demstrate the STV team's compliance with the Proposer Prerequisites, are provided on the following pages.

Attachment C-1
STV Construction, Inc.
Proposer Prerequisite A

Firms must have Certificates of Authorization to practice Professional Engineering in the states of New York and/or New Jersey and minimum of five (5) years experience, from the date of proposal submission, which includes performing construction management services as outlined in Attachment A for major transportation facilities.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite A.

Client Name/ Contracting Entity	PANYNJ - One World Trade Center and National September 11 Memorial and Museum
Contract Start Date	2006
Contract End Date	Ongoing
Brief description of Scope of work	STV has served as program manager and owners representative on behalf of the PANYNJ for construction of the National September 11 Memorial & Museum at the World Trade Center and One World Trade Center in lower Manhattan. The firm is holding walkthroughs with the subcontractors to confirm completion of the work, helping to control costs, and tracking a general conditions budget and breakdown on a monthly basis.
Client Contact Name / Title	Alan Reiss, Director, WTC Construction
Client Contact Email Address	areiss@pannj.com
Client Contact Phone Number	(212) 435-5530

Client Name/ Contracting Entity	Delta Airlines, Inc. - Delta JFK Terminal Redevelopment Program
Contract Start Date	2011
Contract End Date	Ongoing
Brief description of Scope of work	Delta Air Lines is relocating international operations at JFK International Airport, in Queens, NY, from Terminal 3 to Terminal 4. For this $1.4 billion redevelopment program, STV is overseeing multiple construction management and general contractor teams completing landside and airside improvements during multiple phases, as part of a joint venture. For Phase I, the firm received a 2014 American Council of Engineering Companies of New York Diamond Award in the transportation category.
Client Contact Name / Title	Ryan Marzullo, Program Director, JFK International Airport, Phase II
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	Moynihan Station Development Corporation (MSDC)/PANYNJ - Moynihan Station Phase I CM
Contract Start Date	2011
Contract End Date	Ongoing
Brief description of Scope of work	Providing CM services for Phase I of the development of a new train hall in the James Farley Post Office Building in Midtown Manhattan, with connections to Pennsylvania Station and Amtrak, NJ TRANSIT, LIRR, and New York City Transit service. This major transportation hub is being built in two phases. STV is managing the construction of entrances to Penn Station from the Farley Building and new vertical access points to the platforms, thereby improving passenger access to the west side of platforms for all railroads.
Client Contact Name / Title	Bruno Signorelli, PANYNJ
Client Contact Email Address	bsignore@panynj.gov
Client Contact Phone Number	(212) 435-4433

Note – Client Contact must be employee of Company

Attachment C-1
STV Construction, Inc.
Proposer Prerequisite A

Firms must have Certificates of Authorization to practice Professional Engineering in the states of New York and/or New Jersey and minimum of five (5) years experience, from the date of proposal submission, which includes performing construction management services as outlined in Attachment A for major transportation facilities.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite A.

Client Name/ Contracting Entity	NYSDOT - Reconstruction of Route 9A and Lower Manhattan Streets
Contract Start Date	2004
Contract End Date	Ongoing
Brief description of Scope of work	In a joint venture, STV is providing full-service construction management to the NYSDOT for the $350 million reconstruction of Route 9A (West Street), a major artery in Lower Manhattan that was damaged in the September 11th terrorist attacks. The scope of work is to reconstruct West Street from Battery Park to Chambers Street, rebuild utility infrastructure, improve pedestrian circulation, and streamline construction of adjacent World Trade Center (WTC) projects. Also included is the construction of a promenade from West Thames Street to Battery Park and restoration of Battery Park City's West Thames Park.
Client Contact Name / Title	Joseph Brown,Project Director, 9A
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	NYSDOT - Roslyn Viaduct Construction Inspection
Contract Start Date	2005
Contract End Date	2009
Brief description of Scope of work	STV, in joint venture, provided resident engineering and construction inspection (CI) services during construction of the $133 million Roslyn Viaduct in Roslyn, NY. The 2,100-foot-long bridge features self-consolidating concrete segmental substructures founded on bored-in piles, and beam and winch cantilever erection. Work included staged demolition of the existing viaduct and realignment of approaches. Access to a nearby shopping district was maintained throughout construction.
Client Contact Name / Title	Anna Elias, PE, Area Construction Supervisor
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	NYCDOT Willis Avenue Bridge Reconstruction REI
Contract Start Date	2007
Contract End Date	2014
Brief description of Scope of work	STV, in joint venture, provided resident engineering and inspection services for the NYCDOT during the replacement of the Willis Avenue Bridge linking Manhattan and the Bronx. This $640 million effort involved replacing the 110-year old bridge with an 11-span swing bridge immediately to the south, and constructing new ramps and interchanges. The new Willis Avenue Bridge features a composite reinforced concrete deck, concrete barriers, steel-rolled sections, steel-welded girders, and transverse steel box girders.
Client Contact Name / Title	Rahul Shah, Director, Movable Bridges
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Note – Client Contact must be employee of Company

Attachment C-1
STV Construction, Inc.
Proposer Prerequisite A

Firms must have Certificates of Authorization to practice Professional Engineering in the states of New York and/or New Jersey and minimum of five (5) years experience, from the date of proposal submission, which includes performing construction management services as outlined in Attachment A for major transportation facilities.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite A.

Client Name/ Contracting Entity	Amtrak - East and North River Tunnel Fire Standpipe Installation Phases I and II
Contract Start Date	2002
Contract End Date	2005
Brief description of Scope of work	To remedy a major deficiency in Amtrak's fire suppression capabilities in the tunnel system serving New York City, STV was selected as part of a joint venture to provide construction management (CM) services for the installation of dry fire standpipes in the East and North River tunnels. The East River Tunnel runs from Long Island City in Queens to First Avenue in Manhattan, the North River tunnel from Manhattan into North Bergen, NJ, a total distance of approximately 16 miles.
Client Contact Name / Title	Abdul Rasheed, Amtrak Fire and Life Safety Project Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	
Contract Start Date	
Contract End Date	
Brief description of Scope of work	
Client Contact Name / Title	
Client Contact Email Address	
Client Contact Phone Number	

Client Name/ Contracting Entity	
Contract Start Date	
Contract End Date	
Brief description of Scope of work	
Client Contact Name / Title	
Client Contact Email Address	
Client Contact Phone Number	

Note – Client Contact must be employee of Company

Attachment C-1
CH2M HILL
Proposer Prerequisite A

Firms must have Certificates of Authorization to practice Professional Engineering in the states of New York and/or New Jersey and minimum of five (5) years experience, from the date of proposal submission, which includes performing construction management services as outlined in Attachment A for major transportation facilities.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite A.

Client Name/ Contracting Entity	**Port Authority of NY/NJ, JFK Runway 4L-22R Reconstruction and RSA Compliance (Aviation Line Department)**
Contract Start Date	2012
Contract End Date	Ongoing
Brief description of Scope of work	CH2M HILL is providing Stage I, II, III services for rehabilitation/ reconstruction of Runway 4L-22R. For Stage I and II preliminary design, on-site CH2M HILL staff helped develop options to address the aeronautical electrical systems and NAVAIDS. For Stage 3, CH2M HILL is providing final design for the electrical work associated with the project. Design meets the FAA RSA requirements.
Client Contact Name / Title	Peter Palfalvi, PE, Task Leader
Client Contact Email Address	ppalfalvi@panynj.gov
Client Contact Phone Number	(973) 792-4444

Client Name/ Contracting Entity	**Port-Authority Trans Hudson, Newport Station Access Improvements (TB&T Line Department)**
Contract Start Date	2010
Contract End Date	2011
Brief description of Scope of work	CH2M HILL staff were responsible for tunnel evaluation / modifications for the station expansion, field verification and inspection, waterproof design of the station and tunnels, mechanical, electrical, fire-life safety and ventilation, elevator and escalator transportation, and glass façade structural design. CH2M HILL's ventilation, fire and life safety team was able to develop a scheme that enabled the proposed ventilation shaft to be eliminated, resulting in considerable cost savings for the project. The project was cancelled due to funding constraints before the preliminary engineering phase was commenced.
Client Contact Name / Title	John Kevlon, Architect, HDR
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	**Port Authority of NY/NJ, Waterfront Facility Condition Surveys On-Call Contract (Port Commerce)**
Contract Start Date	1998
Contract End Date	Ongoing
Brief description of Scope of work	CH2M HILL has worked consecutively on annual open-ended, multi-task contracts awarded by QAD for over 25 years. Typical work under these contracts includes above water and underwater condition surveys and preparing Condition Survey Reports for the specified waterfront installations. These reports outline the condition of the facilities at the time of inspection, identify deficiencies that may present a hazard to personnel or the environment, and include recommendations and cost estimates, when required, for correcting such deficiencies.
Client Contact Name / Title	Mitch Aldea, Project Manager
Client Contact Email Address	maldea@panynj.org
Client Contact Phone Number	(973) 792-3940

Note – Client Contact must be employee of Company

Attachment C-1
KSE - Not Applicable
Proposer Prerequisite A

Firms must have Certificates of Authorization to practice Professional Engineering in the states of New York and/or New Jersey and minimum of five (5) years experience, from the date of proposal submission, which includes performing construction management services as outlined in Attachment A for major transportation facilities.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite A.

Client Name/ Contracting Entity	
Contract Start Date	
Contract End Date	
Brief description of Scope of work	
Client Contact Name / Title	
Client Contact Email Address	
Client Contact Phone Number	

Client Name/ Contracting Entity	
Contract Start Date	
Contract End Date	
Brief description of Scope of work	
Client Contact Name / Title	
Client Contact Email Address	
Client Contact Phone Number	

Client Name/ Contracting Entity	
Contract Start Date	
Contract End Date	
Brief description of Scope of work	
Client Contact Name / Title	
Client Contact Email Address	
Client Contact Phone Number	

Note – Client Contact must be employee of Company

Attachment C-1
JPCL
Proposer Prerequisite A

Firms must have Certificates of Authorization to practice Professional Engineering in the states of New York and/or New Jersey and minimum of five (5) years experience, from the date of proposal submission, which includes performing construction management services as outlined in Attachment A for major transportation facilities.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite A.

Client Name/ Contracting Entity	KISKA CONSTRUCTION/NYSBA
Contract Start Date	03/14/2013
Contract End Date	In Progress
Brief description of Scope of work	Coordinating & overseeing construction/ manufacturing of precast concrete barriers and bridge panels in precast concrete plant. Managing quality control of concrete mix design; monitoring; arranging shipment of these products to job site to maintain construction sequence.
Client Contact Name / Title	Hakan Dalkiran
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	TECTONIC ENGINEERING/MTA
Contract Start Date	04/8/2013
Contract End Date	01/6/2014
Brief description of Scope of work	JCPL was retained to provide construction management and inspection services including masonry, concrete, fire stopping, fire proofing, CWI ENDT inspections.
Client Contact Name / Title	James Orcutt
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	IRON BRIDGE/DRPA
Contract Start Date	08/2011
Contract End Date	03/2012
Brief description of Scope of work	JPCL was retained to provide construction inspection services including, CWI, NDT and coating inspections on site as well as in plant
Client Contact Name / Title	Naushad Hassan
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Note – Client Contact must be employee of Company

Attachment C-1
LUSTER
Proposer Prerequisite A

Firms must have Certificates of Authorization to practice Professional Engineering in the states of New York and/or New Jersey and minimum of five (5) years experience, from the date of proposal submission, which includes performing construction management services as outlined in Attachment A for major transportation facilities.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite A.

Client Name/ Contracting Entity	Project Name: Keller Army Community Hospital Expansion Project Owner: US Army Medical Command; Location: West Point, NY
Contract Start Date	2011
Contract End Date	2013
Brief description of Scope of work	The Luster Team was contracted to provide multi-disciplinary PMCM Services to this Construction project including construction management, site safety, cost controls/estimating and scheduling and con-struction inspection/quality assurance services. Our Site Safety Manager enforces compliance with the project's safety and health requirements and the approved Accident Prevention Plan (APP) and Activity Hazard Analysis (AHA). He conducts safety briefings for subcontractors and trades, tracks safety and health issues, conducts mishap investigations, and maintains OSHA (Occupational Safety and Health Administration). Our Site Superintendent is in charge of the day to day scheduling and se-quencing of all sub-contractors; Our Project Controls Manager assisted in developing the original budget and schedule, and our Internal QA Manager worked with the onsite team and owner to ensure adherence to the contract.
Client Contact Name / Title	Erica Keutmann, USACE Project Engineer/COR
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	Project Name: Airport Redevelopment Program Client: Port Authority of New York and New Jersey (Capital Improvement Program)
Contract Start Date	2002
Contract End Date	2006
Brief description of Scope of work	In a subconsultant role, Luster provided project controls and IS/IT support services for the $3.8 billion Port Authority of New Yorkand New Jersey's Capital Improvement Program. The program was accomplished in conjunction with Continental Airlines' Global Gateway Project at Terminal C and the extension of the monorail to New Jersey Transit and Amtrak rail lines. In addition, the program involved improvements to all terminals, and a new control tower constructed by the Federal Aviation Administration. Other projects included the construction of new parking structures, roadways, frontage roads and bridges. Luster developed and maintained construction schedules of work assigned to the general contractors. Our services included cost estimating, schedule analysis, and report preparation.
Client Contact Name / Title	Not Available
Client Contact Email Address	Not Available
Client Contact Phone Number	Not Available

Client Name/ Contracting Entity	Project Name: Mt. Vernon City School District Modernization and Construction Program Owner: Mt. Vernon City School District; Mt. Vernon City, New York
Contract Start Date	2000
Contract End Date	2005
Brief description of Scope of work	Luster assisted the Mt. Vernon City School District in the planning and execution of a $130M Capital Improvement Program. This three-phased program involved construction of two new schools, additions and renovations to 16 existing schools and emergency repairs. Luster successfully developed and maintained a myriad of complex, long-term activities for the School District. Phase 1 involved $5M for emergency project consulting services, which focused on the repair of roofs, doors, retaining walls, win¬dows, fire alarm system and other necessary health/safety issues. Phase 2 ($94M) involved construction of two new schools and additions/renovations to 16 existing schools. Phase 3 ($23M) finalized the renovations, improvements, and construction.
Client Contact Name / Title	Judith Johnson, Interim Superintendent of Schools
Client Contact Email Address	Not Available
Client Contact Phone Number	[redacted]

Note – Client Contact must be employee of Company

Attachment C-1
LUSTER
Proposer Prerequisite A

Firms must have Certificates of Authorization to practice Professional Engineering in the states of New York and/or New Jersey and minimum of five (5) years experience, from the date of proposal submission, which includes performing construction management services as outlined in Attachment A for major transportation facilities.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite A.

Client Name/ Contracting Entity	Project Name: FEMA-4085-DR-NY, New York Hurricane Sandy Contractor: AECOM Technical Services, Inc.
Contract Start Date	2012
Contract End Date	Ongoing
Brief description of Scope of work	
Client Contact Name / Title	Get W. Moy, Project Director, AECOM Recovery
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	Project Name: Professional Development and Consulting Services Client: Village of Highland Falls New York
Contract Start Date	2012
Contract End Date	Ongoing
Brief description of Scope of work	
Client Contact Name / Title	Regina M. Taylor, Village Clerk, Village of Highland Falls, NY
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	
Contract Start Date	
Contract End Date	
Brief description of Scope of work	
Client Contact Name / Title	
Client Contact Email Address	
Client Contact Phone Number	

Note – Client Contact must be employee of Company

Attachment C-2
STV Construction, Inc.
Proposer Prerequisite B

Firms must have adequate staffing resources and have demonstrated experience performing construction management and/or construction inspection services in the Greater New York/New Jersey Metropolitan Area for construction projects valued, at a minimum, at $1.5 million.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite B.

Client Name/ Contracting Entity	PANYNJ - One World Trade Center and National September 11 Memorial and Museum
Contract Start Date	2006
Contract End Date	Ongoing
Construction Value	Confidential
Brief description of Scope of work	STV has served as program manager and owners representative on behalf of the PANYNJ for construction of the National September 11 Memorial & Museum at the World Trade Center and One World Trade Center in lower Manhattan. The firm is holding walkthroughs with the subcontractors to confirm completion of the work, helping to control costs, and tracking a general conditions budget and breakdown on a monthly basis.
Client contact Name / Title	Alan Reiss, Director, WTC Construction
Client Contact Email Address	areiss@pannj.com
Client Contact Phone Number	(212) 435-5530

Client Name/ Contracting Entity	Delta Airlines, Inc. - Delta JFK Terminal Redevelopment Program
Contract Start Date	2011
Contract End Date	Ongoing
Construction Value	$949 million
Brief description of Scope of work	Delta Air Lines is relocating international operations at JFK International Airport, in Queens, NY, from Terminal 3 to Terminal 4. STV is overseeing multiple construction management and general contractor teams completing landside and airside improvements during multiple phases, as part of a joint venture. For Phase I, the firm received a 2014 American Council of Engineering Companies of New York Diamond Award.
Client contact Name / Title	Ryan Marzullo, Program Director, JFK International Airport, Phase II
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	Moynihan Station Development Corporation (MSDC)/PANYNJ - Moynihan Station Phase I CM
Contract Start Date	2011
Contract End Date	Ongoing
Construction Value	$200 million
Brief description of Scope of work	Providing CM services for Phase I of the development of a new train hall in the James Farley Post Office Building in Midtown Manhattan, with connections to Pennsylvania Station and Amtrak, NJ TRANSIT, LIRR, and New York City Transit service. This major transportation hub is being built in two phases.
Client contact Name / Title	Bruno Signorelli, PANYNJ
Client Contact Email Address	bsignore@panynj.gov
Client Contact Phone Number	(212) 435-4433

Note – Client Contact must be employee of Company

Attachment C-2
STV Construction, Inc.
Proposer Prerequisite B

Firms must have adequate staffing resources and have demonstrated experience performing construction management and/or construction inspection services in the Greater New York/New Jersey Metropolitan Area for construction projects valued, at a minimum, at $1.5 million.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite B.

Client Name/ Contracting Entity	NYSDOT - Reconstruction of Route 9A and Lower Manhattan Streets
Contract Start Date	2004
Contract End Date	Ongoing
Construction Value	$350 million
Brief description of Scope of work	In a joint venture, STV is providing full-service construction management to the NYSDOT for the reconstruction of Route 9A (West Street), a major artery that was damaged in the September 11th terrorist attacks. The scope of work is to reconstruct West Street from Battery Park to Chambers Street, rebuild utility infrastructure, improve pedestrian circulation, and streamline construction of adjacent WTC projects.
Client contact Name / Title	Joseph Brown,Project Director, 9A
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	NYSDOT - Roslyn Viaduct Construction Inspection
Contract Start Date	2005
Contract End Date	2009
Construction Value	$133 million
Brief description of Scope of work	STV, in joint venture, provided resident engineering and construction inspection (CI) services during construction of the Roslyn Viaduct in Roslyn, NY. The 2,100-foot-long bridge features self-consolidating concrete segmental substructures founded on bored-in piles, and beam and winch cantilever erection. Work included staged demolition of the existing viaduct and realignment of approaches.
Client contact Name / Title	Anna Elias, PE, Area Construction Supervisor
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	NYCDOT Willis Avenue Bridge Reconstruction REI
Contract Start Date	2007
Contract End Date	2014
Construction Value	$640 million
Brief description of Scope of work	STV, in joint venture, provided resident engineering and inspection services for the NYCDOT during the replacement of the Willis Avenue Bridge linking Manhattan and the Bronx. This effort involved replacing the 110-year old bridge with an 11-span swing bridge immediately to the south, and constructing new ramps and interchanges.
Client contact Name / Title	Rahul Shah, Director, Movable Bridges
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Note – Client Contact must be employee of Company

Attachment C-2
STV Construction, Inc.
Proposer Prerequisite B

Firms must have adequate staffing resources and have demonstrated experience performing construction management and/or construction inspection services in the Greater New York/New Jersey Metropolitan Area for construction projects valued, at a minimum, at $1.5 million.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite B.

Client Name/ Contracting Entity	Amtrak - East and North River Tunnel Fire Standpipe Installation Phases I and II
Contract Start Date	2002
Contract End Date	2005
Construction Value	$18.5 million
Brief description of Scope of work	To remedy a major deficiency in Amtrak's fire suppression capabilities in the tunnel system serving New York City, STV was selected as part of a joint venture to provide construction management services for the installation of dry fire standpipes in the East and North River tunnels. The East River Tunnel runs from Long Island City in Queens to First Avenue in Manhattan, the North River tunnel from Manhattan into North Bergen, NJ.
Client contact Name / Title	Abdul Rasheed, Amtrak Fire and Life Safety Project Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	
Contract Start Date	
Contract End Date	
Construction Value	
Brief description of Scope of work	
Client contact Name / Title	
Client Contact Email Address	
Client Contact Phone Number	

Client Name/ Contracting Entity	
Contract Start Date	
Contract End Date	
Construction Value	
Brief description of Scope of work	
Client contact Name / Title	
Client Contact Email Address	
Client Contact Phone Number	

Note – Client Contact must be employee of Company

Attachment C-2
CH2M HILL
Proposer Prerequisite B

Firms must have adequate staffing resources and have demonstrated experience performing construction management and/or construction inspection services in the Greater New York/New Jersey Metropolitan Area for construction projects valued, at a minimum, at $1.5 million.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite B.

Client Name/ Contracting Entity	**Global Terminal & Container Services LLC, Berth Extension**
Contract Start Date	2007
Contract End Date	2013
Construction Value	$60 Million
Brief description of Scope of work	CH2M HILL was retained as part of Weeks Marine's construction team to design and provide construction period resident engineering services for a nearly 900-ft extension to Global's Container Terminal in Jersey City, NJ. Resident Engineering services included full time on-site construction management and underwater inspection on an as needed basis.
Client contact Name / Title	Guy Buzzoni, Vice President, Infrastructure Development
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	**New York City Department of Design and Construction, Resident Engineering Inspections Services for the Reconstruction of Fordham Plaza**
Contract Start Date	2012
Contract End Date	2014
Construction Value	$7.1 Million
Brief description of Scope of work	CH2M HILL is providing resident engineering, inspection, material testing services, and construction management for the reconstruction of Fordham Plaza and the immediate surrounding city streets, including portions of East Fordham Road, Third Avenue, Park Avenue, and East 189th Street. This effort is part of DDC's Large Infrastructure Program for rehabilitation projects in the five boroughs.
Client contact Name / Title	Dickens Charles, Engineer In Charge
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	**New York City Department of Environmental Protection, Catskill/Delaware (Cat/Del) Ultraviolet (UV) Light Disinfection Facility Construction Management Services**
Contract Start Date	2008
Contract End Date	2014
Construction Value	$1.3 Billion
Brief description of Scope of work	CH2M HILL, as part of a joint venture, provided construction management services including risk management, oversight of construction quality assurance, schedule, budget, change/ claims management, construction coordination, environmental/health/safety, document control, permit management/compliance and record documentation as well as operations consulting, coordination of four major prime contracts working simultaneously on the site, and several
Client contact Name / Title	George Schmitt, PE, Accountable Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Note – Client Contact must be employee of Company

Attachment C-2
KSE - Not Applicable
Proposer Prerequisite B

Firms must have adequate staffing resources who have demonstrated experience performing construction management and/or construction inspection services in the Greater New York/New Jersey Metropolitan Area for construction projects valued, at a minimum, at $1.5 million.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite B.

Client Name/ Contracting Entity	
Contract Start Date	
Contract End Date	
Construction Value	
Brief description of Scope of work	
Client contact Name / Title	
Client Contact Email Address	
Client Contact Phone Number	

Client Name/ Contracting Entity	
Contract Start Date	
Contract End Date	
Construction Value	
Brief description of Scope of work	
Client contact Name / Title	
Client Contact Email Address	
Client Contact Phone Number	

Client Name/ Contracting Entity	
Contract Start Date	
Contract End Date	
Construction Value	
Brief description of Scope of work	
Client contact Name / Title	
Client Contact Email Address	
Client Contact Phone Number	

Note – Client Contact must be employee of Company

Attachment C-2
JPCL
Proposer Prerequisite B

Firms must have adequate staffing resources and have demonstrated experience performing construction management and/or construction inspection services in the Greater New York/New Jersey Metropolitan Area for construction projects valued, at a minimum, at $1.5 million.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite B.

Client Name/ Contracting Entity	Skyline Engineering/Nomura
Contract Start Date	06/2011
Contract End Date	06/2012
Construction Value	$200,000,000
Brief description of Scope of work	JPCL provided special inspections and related project management and on site supervision during construction phase to ensure a timely and under budget completion.
Client contact Name / Title	Matthew Warso
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	Milrose Consultants/UBS financials
Contract Start Date	04/2013
Contract End Date	07/2014
Construction Value	$120,000,000
Brief description of Scope of work	JPCL was retained to provide structural steel, mechanical, structural stabiling, concrete masonry, fuel oil and fuel gas piping inspections on site.
Client contact Name / Title	Scott Lemononda
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	Discovery Communications/PANYNJ
Contract Start Date	10/2012
Contract End Date	11/2013
Construction Value	$4,300,000
Brief description of Scope of work	JPCL provided project management services, on site supervision, monitoring and construction inspection services on this project.
Client contact Name / Title	Elizabeth Bakers
Client Contact Email Address	-
Client Contact Phone Number	[redacted]

Note – Client Contact must be employee of Company

Attachment C-2
LUSTER
Proposer Prerequisite B

Firms must have adequate staffing resources and have demonstrated experience performing construction management and/or construction inspection services in the Greater New York/New Jersey Metropolitan Area for construction projects valued, at a minimum, at $1.5 million.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite B.

Client Name/ Contracting Entity	Project Name: Keller Army Community Hospital Expansion Project Owner: US Army Medical Command; Location: West Point, NY
Contract Start Date	2011
Contract End Date	2013
Construction Value	$28.5 Million
Brief description of Scope of work	The Luster Team was contracted to provide multi-disciplinary PMCM Services to this Construction project including construction management, site safety, cost controls/ estimating and scheduling and con-struction inspection/quality assurance services. Our Site Safety Manager enforces compliance with the project's safety and health requirements and the approved Accident Prevention Plan (APP) and Activity Hazard Analysis (AHA). He conducts safety briefings for subcontractors and trades, tracks safety and health issues, conducts mishap investigations, and maintains OSHA (Occupational Safety and Health Administration). Our Site Superintendent is in charge of the day to day scheduling and se-quencing of all sub-contractors; Our Project Controls Manager assisted in developing the original budget and schedule, and our Internal QA Manager worked with the onsite team and owner to ensure adherence to the contract.
Client contact Name / Title	Erica Keutmann, USACE Project Engineer/COR
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	Project Name: Newark-Liberty International Airport Redevelopment Program Client: Port Authority of New York and New Jersey (Capital Improvement Program)
Contract Start Date	2002
Contract End Date	2006
Construction Value	$3.8 Billion
Brief description of Scope of work	In a subconsultant role, Luster provided project controls and IS/IT support services for the $3.8 billion Port Authority of New Yorkand New Jersey's Capital Improvement Program. The program was accomplished in conjunction with Continental Airlines' Global Gateway Project at Terminal C and the extension of the monorail to New Jersey Transit and Amtrak rail lines. In addition, the program involved improvements to all terminals, and a new control tower constructed by the Federal Aviation Administration. Other projects included the construction of new parking structures, roadways, frontage roads and bridges. Luster developed and maintained construction schedules of work assigned to the general contractors. Our services included cost estimating, schedule analysis, and report preparation.
Client contact Name / Title	Not Available
Client Contact Email Address	Not Available
Client Contact Phone Number	Not Available

Client Name/ Contracting Entity	Project Name: Mt. Vernon City School District Modernization and Construction Program Owner: Mt. Vernon City School District; Mt. Vernon City, New York
Contract Start Date	2000
Contract End Date	2005
Construction Value	$130 Million
Brief description of Scope of work	Luster assisted the Mt. Vernon City School District in the planning and execution of a $130M Capital Improvement Program. This three-phased program involved construction of two new schools, additions and renovations to 16 existing schools and emergency repairs. Luster successfully developed and maintained a myriad of complex, long-term activities for the School District. Phase 1 involved $5M for emergency project consulting services, which focused on the repair of roofs, doors, retaining walls, win¬dows, fire alarm system and other necessary health/safety issues. Phase 2 ($94M) in¬volv¬ed construction of two new schools and additions/ renovations to 16 existing schools. Phase 3 ($23M) finalized the renovations, improvements, and construction.
Client contact Name / Title	Judith Johnson, Interim Superintendent of Schools
Client Contact Email Address	Not Available
Client Contact Phone Number	[redacted]

Note – Client Contact must be employee of Company

Attachment C-2
LUSTER
Proposer Prerequisite B

Firms must have adequate staffing resources and have demonstrated experience performing construction management and/or construction inspection services in the Greater New York/New Jersey Metropolitan Area for construction projects valued, at a minimum, at $1.5 million.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite B.

Client Name/ Contracting Entity	Project Name: FEMA-4085-DR-NY, New York Hurricane Sandy Contractor: AECOM Technical Services, Inc.
Contract Start Date	2012
Contract End Date	Ongoing
Construction Value	
Brief description of Scope of work	Luster, as part of a team led by AECOM, is providing technical assistance support to perform disaster related operations in accordance with the statuatory authorities of the Robert T. Stafford Disaster Relief and Emergency Assistance Act, 42 V.S.C.§5121-5206 (the Stafford Act). The team provides architect-engineer, consultant and other related professional services to FEMA in support of the Public Assistance Program to provide innovative methods, approaches, ideas and guidance to advance FEMA's goals of reducing disaster losses related to Hurricane Sandy.
Client contact Name / Title	Get W. Moy, Project Director, AECOM Recovery
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	
Contract Start Date	
Contract End Date	
Construction Value	
Brief description of Scope of work	
Client contact Name / Title	
Client Contact Email Address	
Client Contact Phone Number	

Client Name/ Contracting Entity	
Contract Start Date	
Contract End Date	
Construction Value	
Brief description of Scope of work	
Client contact Name / Title	
Client Contact Email Address	
Client Contact Phone Number	

Note – Client Contact must be employee of Company

B. Staff Qualifications & Experience

B. STAFF QUALIFICATIONS & EXPERIENCE

Team Organization & Qualifications

To respond to the specific needs of this IDQ contract, STV has carefully selected a team from our pool of resources, based on their technical expertise and exceptional performance on past similar projects. The team we have assembled has significant relevant experience, an in-depth understanding of PANYNJ, the proven project leadership to successfully complete multiple concurrent assignments, and a long history of working together on task-order assignments. The chart on the following page depicts the organization of our team.

Resumes

Detailed resumes of key personnel on the STV team are provided following this section. Additional resumes can be provided upon request.

Personnel Commitment

STV has structured our team with redundancy so that key personnel will always be available to the PANYNJ for the duration of this contract. This pool of people will allow our team to be able to respond within short notice of an assignment. It will also allow us to combine our resources should members of our teams become committed to other assignments and projects. For these reasons, we believe that the STV team can be fully committed to the PANYNJ for the duration of this contract. We do not expect or anticipate anything that would complicate or prevent our team from providing the requested services and resources. Our current workload is manageable amongst STV's team members.

The STV team is prepared to commence immediately upon receiving a notice to proceed. We will respond to all requests effectively and will address them in a quality manner, on time and within the PANYNJ's budgetary expectations. STV team will not remove or replace the Project Manager or any other key personnel as identified without the written consent of PANYNJ. In the unlikely event that a team member requires replacement, the STV team has staff qualified to perform the work.

Staffing Plan

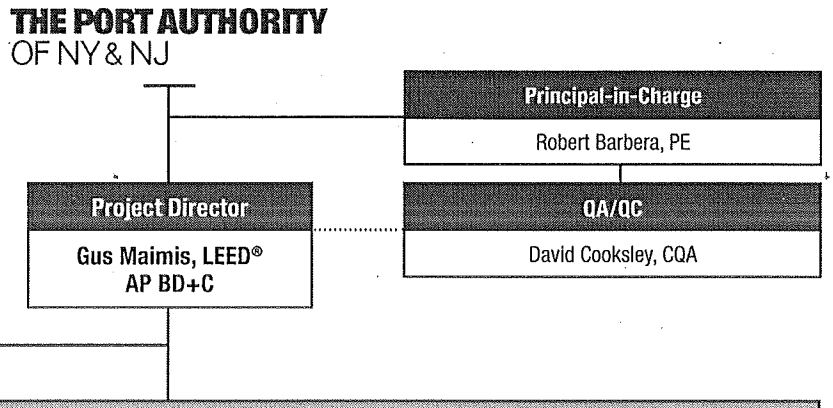
Our staffing plan, which is reflected in the Organization Chart on the following page, is based on the categories and titles provided in Attachment E of the RFP (shown below). A Detailed Staffing Plan for all named staff, by title, with a summary of their experience and information on registrations/certifications, is provided in Section C of the proposal, the Management/Technical Approach.

Staffing Category		PROPOSER'S STAFFING TITLES
INSPECTIONS	1	Resident Engineer
	2	Assistant Resident Engineer
	3	Senior Superintendent
	4	Superintendent
	5	Senior Inspector
	6	Inspector
	7	ACI Concrete Inspector
	8	Senior MEP Inspector
CONSTRUCTABILITY REVIEW	1	Senior Project Manager
	2	Project Manager
	3	Assistant Project Manager
	4	Senior MEP Manager
	5	Senior Superintendent
	6	Superintendent
	7	Resident Engineer
CONTRACT ADMIN	1	Senior Contract Administrator
	2	Senior Contract Specialist
	3	Contract Specialist
	4	Office Engineer
	5	Assistant Project Manager
COST ESTIMATES	1	Senior Estimator
	2	Estimator
	3	MEP Estimator
	4	Senior Estimator/Scheduler
CONSTRUCTION SCHEDULES	1	Scheduler
	2	Construction Cost Estimator/Scheduler
	3	
	4	
	5	

Organization Chart

Legend:

CH2M - CH2M HILL, Inc.
JPCL - JPCL Engineering (DBE)
KSE - KS Engineers, PC (DBE)
Luster - Luster National, Inc.
Resumes are provided for Key Staff (names are highlighted in blue)



CM/Inspection Resources

Senior Project Managers
Thomas Colombo
Bruce Fox, PE
Julie Valerio, LEED® AP
Al Waller, PE (CH2M)
Jon Frascatore
Philip Amicone, PE
Paul Sacco, PE, LEED® Green Associate
Jack Anserian, PE, PMP, LEED® AP BD+C
Michael Colban, RA
Matthew Nolty

Project Managers
Sassan Manii
Thales Savas
William King
Michael Sheeley (CH2M)
Stephen Walsh
Robert Karabin, LEED® Green Associate, CCM, PMP
Jeanny Cheung
Bruce Desiderio
Celeste Evans
Diego Alaimo, PE (KSE)
George Broberg, PE, PP (KSE)
Harvey Moutal, PE (KSE)

Assistant Project Managers
Ross Krause
Ryan Kelly, LEED® AP BD+C
Jacquelyn Mascoli
Annette Bombarger
Eugene McCrohan
Jake Kofman
Deborah Addison

Senior Superintendent
Anthony Zaccoli
Salvatore Coladonato

Superintendents
James Masiello
Richard St. Cyr
Kevin Fitzgerald
Peter Eubank
Kenneth Baumgarten
Bohdan Matychak

Senior MEP Manager
Robert Dries

MEP Project Managers
James Joinnides, PE, LEED® AP
Anthony Franzese
Syed Farooq

Senior MEP Inspector
Tomasz Stachyra, PE

Environmental Senior Project Manager
Patricia Zander, PE, PMP, LEED® AP BD+C

Resident Engineers
Steven Prest, PE
Ruwan Rajapakse, PE, AVS
Ruben Ciocci, PE
Susan Wong, PE
Hemant Pereira, PE
Marco Maiorano, PE
Stephen LoPorcaro (CH2M)
Raymond Cholewka, PE (KSE)
Carl Ortmann, PE (KSE)
Scott Plant, PE (KSE)
Stephen Bombero Jr., PE
George Cooper Jr., PE
David Breza, PE
Lawrence O'Rourke, PE, ASCE IV (KSE)
Attef Farag, PE (KSE)

Assistant Resident Engineers
Stephanie Dreher
Michael Roncevic
Laura Tornatore
Louis Kaminski, PE (CH2M)
Anip Parikh (CH2M)
Joseph Zaleski, NICET III
Robert Vaz, NICET IV
Thomas Motyka, NICET IV
Gregg Stark, NICET IV
Andrew Sloan
Timothy Taylor
Eliz Pico
Patrick McNierney (CH2M)

Senior Inspectors
Charles Young
Jamal Ismail
Ricardo DePaoli
Zaher Saliby
Abdul Ranginwala, NICET III
Alex Shell, NICET
John Mangione, NICET II
Valter Cilka, NICET III
Reynaldo Libunao (KSE)
Jeanne Brady, NICET III (KSE)
Kwesi Amegah (KSE)
Thomas Rooks (Luster)
Sajid Hilal
Andy Lin, NICET CET-1-IV
James Herrmann
Fayyaz Ali Khan, PE, LEED® AP (JPCL)
Jimmy Dominguez (Luster)

Inspectors
Lauren Griffis
Brian Malt (JPCL)
Kishor Gevaria, NICET II (CH2M)
Earl Broockenberry (JPCL)
George Dinos (CH2M)
Marc Mancini
Kevin Leavy
Omar Al-Alrawi
Meghan McDevitt
Gizem Ornektekin
Michael Cafiero
Muamer Dedovic (CH2M)
Eddie Vazquez (CH2M)
Syed Imaran Ali (KSE)

Senior Marine Inspector
Bryan Juncosa, PE (JPCL)

Senior Structural Inspector
Bernard Oles, PE (JPCL)

Civil Engineer
Ihab Alee (JPCL)

Geotechnical Engineer
Eugene Marciano, PE, PhD (KSE)

Construction Inspectors
Ahmed Husain Zubair (KSE)
Zory Deresh (KSE)
Sheldon Williams (KSE)
Rochelle Lancey (KSE)

Electrical Inspectors
Caryn Hart, NICET II (KSE)
Edward McManus (KSE)
Shelton Rimple (KSE)
Steve Mar (KSE)
Vitaliy Bykov (KSE)
Amol Paranjape (CH2M)

ACI Concrete Inspector
Tony Chanderjeet (JPCL)
Fred Koomsoon (KSE)

Project Controls

Senior Estimator
Frederique Napiorski
Bill Carlton, CCC (Luster)

MEP Estimators
John Solano, CCE
Alexander Sinayuk

Schedulers
Nicholas Rollizo
Alan Epstein (CH2M)

Schedulers (Cont.)
Terry Rogers (Luster)

Construction Cost Estimator/ Scheduler
Jack Hayes (CH2M)

Senior Contract Administrator
Mary McDonald, LEED® AP BD+C

Senior Contract Specialist
Yvonne Dennis

Contract Specialists
Dennis Abbate
Anthony Boyd
Lisa Canton (KSE)
Ashley Karp
Christine Stanton (KSE)
Judy Alleyne
Davinder Kaur

Contract Specialists (Cont.)
Sharon Garrison-Toye
Claudette Dempster

Office Engineers
Venestina Cuevas
Sandeep Vaidya, NICET III
Nony Constantino, NICET III

Terms & Conditions for Subconsultant Compensation

For this contract, STV would incorporate all Port Authority requirements into our subconsultant agreements, which include provisions for compensation, invoicing, and payments. STV will fully compensate subconsultants for work, pending satisfactory performance, in accordance with detailed payment provisions.

Progress payments to subconsultants for services satisfactorily rendered will be made monthly pursuant to invoices provided by the subconsultant to STV in accordance with the provisions of the Fee Schedule, and prepared on the basis of the subconsultant's monthly progress reports specifying the services completed during the preceding month. Payment of a subconsultant's invoice, less any retainage required under the Prime Agreement, will be made within 15 business days following receipt of payment from the PANYNJ of STV's invoice that includes the invoice from subconsultant(s).

Minimum Requirements

Our proposed team organization exceeds the minimum staff requirements and includes over 170 professionals in the Greater NY/NJ metropolitan area of which:

- 10 are engineers/architects licensed in the states of New York and/or New Jersey

  We offer 20

- 10 are ACI Concrete Construction Special Inspectors

  We offer 15

- 3 are ICC Certified as a Structural Steel and Bolting Inspectors

  We offer 4

- 1 is NACE Level 1 coatings certified

  We offer 7

A Detailed Staffing Plan, which highlights our staff who that meet these requirements, can be found in Section C. Management/Technical Approach.

DBE Status

STV will utilize the services of the following two certified DBE firms to meet or exceed the 17% DBE goal for this IDQ contract.

- JPCL Engineering
- KS Engineers, P.C.

Gus Maimis, LEED® AP BD+C

PROJECT DIRECTOR

Mr. Maimis, a project executive and vice president of STV Construction, Inc., has more than 30 years of experience in the construction industry successfully executing and completing projects for commercial office buildings, transportation centers, higher education campuses, hospitals, and multi-tenant housing. As principal of his own construction management firm for 10-plus years, he provided business development, coordinated client relations, and provided executive direction for multiple projects throughout the New York metropolitan area. Mr. Maimis' extensive knowledge of the industry makes him an invaluable resource to project teams and clients. Mr. Maimis also played an instrumental oversight role for the National September 11 Memorial & Museum, a significant part of the redevelopment of the World Trade Center (WTC) site.

Project Experience

PANYNJ National September 11 Memorial & Museum - Project Executive

Directing the construction of the National September 11 Memorial & Museum in Lower Manhattan as part of STV's services as program manager and owner's representative on behalf of the PANYNJ. The 8-acre memorial park features two recessed square pools in the footprints of the Twin Towers, which are surrounded by a stone wall listing the names of the nearly 3,000 people who died in the September 11th attacks in New York City, Washington, D.C., and Pennsylvania, as well as the victims of the February 1993 bombing at the WTC. When completed, a 3-story pavilion will provide access to an underground museum that will offer visitors an opportunity to view artifacts from the WTC site while descending toward bedrock, where they can view the slurry wall and exposed footings that supported the original towers. Mr. Maimis is responsible for the oversight and management of all construction activities for this prestigious project, including the preconstruction phase, bid and procurement process, scheduling, and project finance. Active construction projects on the site include One World Trade Center, the WTC Central Chiller Plant, the WTC Transportation Hub (which is directly underneath a substantial area of the Museum), and the WTC Vehicle Security Center. Each of these projects employs separate design teams and contractors, which requires immense effort by Mr. Maimis and his team to ensure that each stakeholder's design details and construction logistics are analyzed and coordinated to meet scheduled milestones, such as the opening of the Memorial on September 11, 2011. Challenges include thousands of steel and concrete connections (as well as loads imposed on structures) between stakeholders; steam, power, water, sewer, fire standpipe, chilled water, and sprinkler connections from outside agencies as well as connections of shared systems between stakeholders; and waterproofing connections and expansion joint details at project interfaces. Coordination issues also include shared use of cranes and construction equipment among stakeholder to optimize the tight logistical demands; shared use between stakeholders of the limited access and delivery points for construction materials; design and construction of multiple mechanical intake and exhaust ducts among stakeholders; and design and installation of sleeves, conduits, duct opening, anchor bolts, and fireproofing/fire stopping in adjacent stakeholders' work for use by the memorial and museum. Both the memorial and museum are seeking LEED Gold certification.

Columbia University Term Consultant for Cost Estimating and Change Order Review - Senior Associate

Leading STV's efforts in providing preconstruction consulting services to Columbia University for various project start-ups, as well as assisting in providing estimates used for change order

FIRM

STV 100 yrs

YEARS OF EXPERIENCE
32

EDUCATION
MASTER OF BUSINESS ADMINISTRATION; CORNELL UNIVERSITY

BACHELOR OF SCIENCE, CIVIL ENGINEERING; POLYTECHNIC INSTITUTE OF NEW YORK UNIVERSITY

CERTIFICATIONS
LEED GREEN ASSOCIATE

OSHA 10-HOUR SAFETY AND HEALTH TRAINING

EMPLOYMENT HISTORY
STV, PROJECT EXECUTIVE AND VICE PRESIDENT (9/08 - PRESENT)

HUNTER ROBERTS CONSTRUCTION GROUP, VICE PRESIDENT OF BUSINESS DEVELOPMENT (2007 - 2008)

MKG CONSTRUCTION & CONSULTING, PRESIDENT (1997 - 2007)

LEHRER MCGOVERN BOVIS, SENIOR PROJECT MANAGER (1993 - 1997)

KM CONSTRUCTION SERVICES, PROJECT MANAGER/ SUPERINTENDENT (1987 - 1993)

LEHRER/MCGOVERN INC., ASSISTANT SUPERINTENDENT (1984 - 1987)

FREDERICK R. POKORNY, ASSISTANT ENGINEER (1982 - 1984)

WARREN A. SAMBACH ASSOCIATES, CONSTRUCTION SUPERVISOR (1981 - 1982)

review and negotiations with the subcontractors. Projects involve mechanical upgrades, renovations to numerous laboratories as well as classroom and meeting areas. Mr. Maimis is responsible for managing the STV staff and associated resources for the delivery of the project requirements to the client's expectations.

NYIT NYCOM Renovations - Project Executive
Responsible for the renovation and upgrades to various classroom, lecture hall, and laboratory renovations for the New York College of Osteopathic Medicine (NYCOM) at the New York Institute of Technology (NYIT) in Old Westbury, NY. Mr. Maimis was responsible for staffing, cost control, client coordination, quality assurance/quality control, and scheduling.

New York University Renovations - Project Executive
Guided several renovations for New York University in Manhattan. Mr. Maimis was responsible for the multimillion-dollar conversion of a building to a state-of-the-art data center and office space. He managed renovations for laboratories, theater and lecture hall spaces, student and faculty areas, two libraries, and lobby areas. He was responsible for staffing, cost control, client coordination, QA/QC, and scheduling.

CUCF Requirements Contract - Project Executive
Overseeing a 3-year requirements contract to provide architectural and engineering design, as well as construction and construction management services, for the City University Construction Fund (CUCF). The first task is the $4.25 million design-build conversion of nearly 5,000 sf of physics and astronomy laboratories into five biology laboratories with new casework and fume hoods for Queens College in Queens, NY, one of the City University of New York (CUNY)'s largest senior colleges. Mr. Maimis is overseeing the architectural and engineering design and leading the bidding process. He is guiding the coordination with contractors to develop a baseline schedule and workable phasing plans, and will supervise the construction management services.

NYU Langone Medical Center Hurricane Sandy Recovery - Project Executive
Overseeing a team of six project managers and superintendents to provide the necessary staffing and resources for recovery efforts to bring the New York University (NYU) Langone Medical Center in Manhattan back to full operations, after being crippled by flooding from Hurricane Sandy. Mr. Maimis is supervising cost control and estimation for restoration of the 705-bed Tisch Hospital and numerous repairs and capital improvements to the Smilow, Public Health, and Skirball buildings, as well as various outpatient sites. He is guiding the project management of several related projects in different stages of design and construction and coordinating multiple stakeholders, consultants, and contracts. The firm's overall responsibilities encompass program reporting and quality, cost, and document control.

Columbia University Medical Center Change Order Review - Senior Associate
Supervising a review of the change orders and scheduling for the relocation of the ColumbiaDoctors Midtown office for Columbia University Medical Center in Manhattan. The $23 million project scope encompasses the fit-out of a 30,000-sf administrative and examination space. STV is assisting in the change order negotiation process, by delivering independent estimates to assist in the close-out settlement with the construction manager and the subcontractors. Mr. Maimis is ensuring that the Medical Center's interests are represented by overseeing a thorough review of the numerous proposed change orders so as to confirm their anticipated value.

Robert F. Barbera, P.E.

PRINCIPAL-IN-CHARGE

Mr. Barbera has 30 years of experience in the construction industry, providing a strong institutional background, along with a focus on project controls, estimating, and preconstruction services, including design review, constructability review, and risk management. He has ultimate responsibility for the direction of business development teams, oversight of construction staff in the execution of work, and management of everyday risk issues associated with operations. Specifically, Mr. Barbera has monitored the 10-person program management team facilitating the rehabilitation of NYCHA facilities to aid the recovery from damage caused by Hurricane Sandy, under a capital improvement program that could exceed $1 billion. He has held executive-level positions at major construction entities in the tri-state region, including leading an interiors "at-risk" division, and operating as general manager. In the past decade, many of Mr. Barbera's efforts have focused on directing territories and divisions throughout the various disciplines within the construction industry in the New York/ New Jersey metropolitan area.

FIRM

STV 100 years

YEARS OF EXPERIENCE
30

EDUCATION
BACHELOR OF SCIENCE, MECHANICAL ENGINEERING; SUNY AT BUFFALO

PROFESSIONAL REGISTRATION:
PROFESSIONAL ENGINEER: NY

EMPLOYMENT HISTORY
STV, CONSTRUCTION MANAGEMENT NORTHEAST TERRITORY MANAGER AND SENIOR VICE PRESIDENT (9/12 - PRESENT)

HUNTER ROBERTS CONSTRUCTION GROUP, SENIOR VICE PRESIDENT/GENERAL MANAGER (2005 - SEPTEMBER 2012)

TURNER CONSTRUCTION COMPANY, DIRECTOR, TECHNICAL SERVICES (1988 - 2004)

HANSCOMB ASSOCIATES, MECHANICAL ENGINEER (1986 - 1988)

TRYSTATE MECHANICAL CORPORATION, MECHANICAL ENGINEER (1984 - 1986)

Project Experience

NYCHA Hurricane Sandy Program Management - Principal-in-Charge

Monitoring a 10-person program management team performing as an extension to NYCHA's Capital Projects Division (CPD), for the recovery of NYCHA facilities that sustained flooding, sand and saltwater infiltration, and wind damage due to Hurricane Sandy. The firm's work for the capital improvement program that could exceed $1 billion is focused on the 35 developments and maintenance facility in Brooklyn, Queens, and Manhattan that suffered moderate to severe damage, predominantly to their mechanical and electrical systems. An additional 180 developments are slated for roofing, façade, and other site restoration work. Mr. Barbera is holding overall responsibility for the team, which is working within HUD's public housing procurement regulations to oversee design, secure and manage construction managers and contractors, and perform a methodical, coordinated recovery effort.

NYCHA CM/Build Requirements Contracts - Principal-in-Charge

Overseeing the management of two construction management (CM)/build requirements contracts, totaling $230 million, with NYCHA for a variety of task-orders at public housing developments citywide. Mr. Barbera is responsible for projects that include structural repairs, masonry and brick work, asbestos abatement, and roof repairs for numerous housing complexes .

NYSOGS South Beach Psychiatric Center New Central Services Building Emergency Response & Delivery - Principal-in-Charge

Responsible for the construction management of a new 35,000-sf Central Services Building at the South Beach Psychiatric Center in Staten Island, NY, for NYSOGS. The $24 million facility will replace core functions that were in the basement of the existing Building 8/9 — including the kitchen, maintenance and warehouse facilities, the central generator, boilers, air handling systems, chillers, and main loading dock — that were affected by floodwaters from Hurricane Sandy. With an eye toward future storm events, the buildings will be raised some 20 feet above mean sea level and will be on piles.

NYCSCA Mentor Program Contract 3 CM Services - Principal-in-Charge

Providing executive-level oversight of the coordination of a $30 million program to increase minority, women-owned, and locally based enterprise participation in NYCSCA projects. Mr.

Barbera is overseeing the mentoring services the joint venture team is providing under a 3-year CM contract, including lessons to identify and meet business development needs; advice on acquiring small business loans and surety bonding; seminars on taxation; recommendations for procuring construction; and information technology training. Contractors are involved in renovations to existing NYCSCA buildings, including façade restorations and upgrades required for code compliance. The scope of projects included the installation of HVAC, plumbing, and electrical systems; equipment for boiler plants and science laboratories; window replacements; roofing; roof drains; and parapet walls.

CUCF Requirements Contract - Principal-in-Charge
Monitoring a 3-year requirements contract to provide architectural and engineering design, as well as construction and construction management services, for CUCF. The first task is the $4.25 million design-build conversion of nearly 5,000 sf of physics and astronomy laboratories into five biology laboratories with new casework and fume hoods for Queens College in Queens, NY, one of CUNY's largest senior colleges.

DASNY City Tech CM Task Order - Principal-in-Charge
Facilitating an extended task-order contract with DASNY to perform CM services for tasks to upgrade portions of New York City College of Technology (City Tech) campus buildings. Projects include exterior and interior renovations to Namm Hall, specifically the replacement of the exterior stone veneer of the building and installation of a state-of-the-art kitchen to serve the culinary arts program.

Rutgers University Livingston Dormitories Owner's Representative Assignment - Principal-in-Charge
Oversaw the construction team on behalf of Rutgers University in the construction of its new Livingston Campus Student Housing project. This $150 million project consisted of a 650,000-sf, 7-building complex to house 1,500 additional undergraduate students. Serving as an extension of staff, Mr. Barbera was responsible for monitoring all facets of construction activity of the general contractor, and reporting to the university's project management.

NJIT Warren Street Village - Principal-in-Charge
Oversaw the construction of a $65 million student housing facility for the New Jersey Institute of Technology (NJIT) in Newark, NJ. Mr. Barbera directed construction services for six buildings, five of which are 16,000-sf Greek fraternity and sorority residences. The sixth building is a 140,000-sf, 5-story structure to house the Honor's College on the second floor, and student dorms on floors three through six. The project is categorized as Phase I of the Newark Gateway Master Redevelopment.

Brookdale Hospital Center Major Modernization - Preconstruction Manager
Led planning efforts for this $40 million modernization of various programs and infrastructure upgrades for the Brookdale Hospital Center in Brooklyn, NY. Mr. Barbera started preconstruction with a comprehensive due-diligence prioritization of hospital needs and corresponding operational impacts. He defined the project scope which included new electrical service, power load-shedding and synchronization components, various mechanical infrastructure improvements, new hospital fire alarm system, new clinical laboratory overbuild atop the existing emergency department, various medical and surgery unit renovations, and other miscellaneous upgrades to the hospital's everyday functions.

David A. Cooksley, CQA

QA/QC MANAGER

Mr. Cooksley has more than 25 years of experience in the science and engineering communities as a project director, project manager, project engineer, construction manager, inspector, and quality assurance/quality control (QA/QC) implementor. As the QA/QC Manager for STV Incorporated's Construction Management (CM) Division, Mr. Cooksley develops, maintains and implements QA/QC policies and procedures, and provides guidance to project teams in the development of project-specific quality management tools. Mr. Cooksley has led all phases of projects, from initial proposal development and budgeting/scheduling, through implementation, project controls, quality audits, commissioning, and closeout. He is experienced in regulatory research and interpretation, both domestic and international. Mr. Cooksley also has a significant background in teaming with all levels of management and staff in industrial, commercial, institutional, and academic programs.

Project Experience

NYCHA Johnson Houses Phase IIA and IIB Renovation CM - Quality Manager

Leading quality assurance and quality control (QA/QC) services for Phase II of NYCHA's renovations at the Johnson Houses complex in New York City. Mr. Cooksley is conducting quality audits and attending quality-related meetings with the project manager and owner. As part of this $60 million phase of the project, STV is managing a fast-track, 22-month schedule to complete masonry work, structural upgrades, asbestos abatement, kitchen and bathroom renovations in 662 occupied apartments, and modernization of 107 vacant apartments.

NYCHA Johnson Houses Renovation CM - QA/QC Manager

Oversaw quality assurance and quality control (QA/QC) services for preconstruction, construction, and post-construction services to mitigate long-term water damage at the Johnson Houses in Manhattan, under STV's construction management (CM)/build task-order contract with NYCHA. The scope of work for this $45.8 million project included major structural repairs to four of the buildings within the complex, as well as interior bathroom and kitchen renovations of 488 occupied apartments; renovations to 136 vacant apartments; hallway and stairwell upgrades; exterior brick repairs; and full roof replacement and asbestos abatement of four high-rise buildings, two off-set roofs, and two low-rise buildings totaling more than 40,000 sf. Mr. Cooksley attended quality-related meetings with the owner and project manager. He also performed a systematic quality audit that evaluated quality management, project implementation, QA/QC project coordination, document control, and project performance.

NYCSCA Mentor Program CM - QA/QC

Served on the NYCSCA Mentor Program Quality Assurance (QA) Committee and participated in monthly meetings to satisfy and augment the quality goals of the project. The mission of the program is to foster growth and increase the participation of minority and women-owned business enterprise (MBE/WBE) contractors and locally based enterprise (LBE) firms in New York City's construction community, by providing hands-on training during various school construction projects. The program will mentor, train, and graduate contractors so they will be able to successfully transition to the larger competitive construction environment and obtain financial resources and bonding while strategically planning for unionization.

FIRM

STV 100

YEARS OF EXPERIENCE

29

EDUCATION

BACHELOR OF SCIENCE, ENVIRONMENTAL SCIENCE; BRADLEY UNIVERSITY

POST-GRADUATE CIVIL ENGINEERING STUDIES; VILLANOVA UNIVERSITY

CERTIFICATIONS

CERTIFIED QUALITY AUDITOR (CQA); AMERICAN SOCIETY FOR QUALITY (ASQ)

TRAINING

OSHA 40-HOUR HAZWOPER

MEMBERSHIPS

AMERICAN SOCIETY FOR QUALITY

EMPLOYMENT HISTORY

STV, DIVISION QUALITY MANAGER AND ASSOCIATE (2/00 - PRESENT)

BURNS & ROE ENTERPRISES, PROJECT MANAGER (1991 - 2000)

NUS CORPORATION, ENVIRONMENTAL SCIENTIST (1989 - 1991)

ALTERNATIVE WAYS, INC., ACCOUNT EXECUTIVE (1989)

MIRAFI INC., MANUFACTURER REPRESENTATIVE (1984 - 1989)

UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN (UIUC) INSTITUTE OF NATURAL RESOURCE SUSTAINABILITY (INRS) ILLINOIS STATE WATER SURVEY, TECHNICAL ASSISTANT (1980 - 1982)

Clayton BOE Additions and Renovations to the Clayton MS/HS and Herma Simmons ES - QA/QC
Assisted with the finalization and completion of the project manual and project quality control plan for the design, bidding, construction, and post-construction of public schools in Clayton, NJ. The $20 million project, for the Clayton Board of Education (BOE) included a 27,000-sf high school addition, a parking plaza with driveways and connector road; new dedicated entrances; baseball and softball fields; upgraded utilities; and a new storm water management basin. At the Simmons Elementary School, the project comprised the reconstruction of the bus loop driveway and parking areas; installation of new playground equipment and drainage improvements; the construction of an emergency generator and chiller; the installation of 80,000 sf of roofing; repairs to the exterior insulated finishing system; and building HVAC controls.

Westchester Community College Gateway Center CM - QA/QC Manager
Led quality assurance/quality control (QA/QC) services during the construction of the new 70,000-sf Gateway Center at Westchester Community College in Westchester, NY. The 3-story, V-shaped building includes classrooms, lecture halls, and an auditorium to further the integration of English as a Second Language (ESL) students into the fabric of the campus. The project has received LEED Gold certification.

School District of Philadelphia CIP Construction Management - QA/QC Manager
Developed the project manual and project quality control plan as part of STV's construction management services for 13 schools in the School District of Philadelphia's $1.5 billion, 5-year capital improvement plan (CIP). The firm's portion of the CIP included $235 million of construction value for five renovations, five renovations with additions, and three new buildings. Scheduling, a challenge for existing schools, required extensive phasing so that construction did not interrupt school operations while school was in session. Mr. Cooksley also performed an internal QA/QC audit of the project.

DASNY Namm Building Construction Management Services - QA/QC Manager
Oversaw quality assurance/quality control (QA/QC) for $13.3 million in renovations to the New York City College of Technology Namm Building in downtown Brooklyn, NY. The DASNY project entailed the total replacement of the exterior stone veneer and windows of the 11-story building, which required the erection of an extensive scaffolding system. Other project elements included replacing the roof slab of a bulkhead, electrical system upgrades, and installation of new computer labs totaling over 200 workstations. Construction occurred while the building was fully occupied, making the development and implementation of the construction staging plan critical, and the work was completed ahead of schedule.

Kenneth M. Champion

AIRPORTS PRACTIVE LEADER

Mr. Champion is a project executive with more than 35 years of experience planning, designing, budgeting, and overseeing construction activities at some of the nation's most iconic sites. His experience includes serving in the roles of owner-builder, general contractor, and as a design-build expert responsible for successfully delivering projects that required complex logistics and phasing to maintain ongoing operations. Having worked successfully with nearly 40% of Engineering News-Record's Top 100 A/E design firms during his career, Mr. Champion recently served as part of the United Nations (UN)'s Headquarters Crisis Operations Group and Senior Emergency Policy Team, as well as Deputy to the UN Assistant Secretary-General Department of Management. He was also the UN's project representative to the New York City Mayor's Office and numerous local and federal agencies. Mr. Champion has proven experience leading high-profile projects that require extensive planning, permitting, budgeting/estimating, and bid approvals. This includes his work directing the UN Capital Master Plan Modernization, as well as major restoration efforts at Ellis Island and the Statue of Liberty, along with other national landmarks.

Project Experience

Delta Air Lines JFK Terminal Redevelopment Program – Senior Project Manager

Furnishing construction management services, including overseeing multiple trade subcontractors completing Phase 2 landside and airside improvements for Delta Air Lines' international operations at JFK International Airport, in Queens, NY. Mr. Champion's activities encompass the $1.4 billion terminal expansion and redevelopment project, to relocate international operations to Terminal 4, and provide for the demolition of Terminal 3 and reallocation of the space to provide aircraft parking. The firm's scope of work entails a 540,000-sf, 9-gate extension at the end of the current Concourse B and expansions to the east and west sides of the 110,000-sf head house; extensive bag-handling system modifications and expansion of the 131,000-sf security area; construction of new escalators, stairs, elevator piles, concrete foundations, and a security screening platform; removal of the monumental stairways between the third and fourth levels; and other renovations for a total building construction of 781,000 sf.

UN Headquarters Capital Master Plan Project - Program Director

Managed the phased design and construction for the $2.2 billion renovation and modernization of the 60-year-old, 2-million-sf UN Headquarters facilities in the Turtle Bay neighborhood of Midtown Manhattan. The purpose of the project is to bring the facilities into compliance with current local building and fire safety codes, replace deteriorating components and systems, and preserve the architectural integrity and original design intent. Tasks included construction of a temporary building on the North Lawn to provide space during the renovation of the Conference Building, and the subsequent reconfiguration of the North Lawn Building for use during the renovation of the General Assembly Building, as well as the complete renovation of the Secretariat Building. Basement space was also reconfigured to provide temporary space for offices and other functions. In total, more than 10,000 staff moves had to be organized in two rounds of relocations. As Deputy to the Assistant Secretary-General of the Department of Management, Mr. Champion's responsibilities included serving as the project representative to the New York City Mayor's Office and stakeholder agencies, such as the U.S. Secret Service and U.S. Government Accountability Office, as well as ambassadors and delegates. Work performed under Mr. Champion's management was completed 2% under the

FIRM
STV 100

YEARS OF EXPERIENCE
36

EDUCATION
BACHELOR OF SCIENCE, CONSTRUCTION MANAGEMENT; CENTRAL CONNECTICUT STATE UNIVERSITY

EMPLOYMENT HISTORY
STV, PROJECT EXECUTIVE AND VICE PRESIDENT (2014 - PRESENT)

UNITED NATIONS, HEADQUARTERS CAPITAL MASTER PLAN PROJECT DIRECTOR (4/08 - 12/13)

CHAMPION CONSTRUCTION MANAGEMENT, OWNER/BUILDER'S REPRESENTATIVE (1/04 - 4/08)

HILL INTERNATIONAL, VICE PRESIDENT/ CONSTRUCTION MANAGER (6/02 - 12/03)

SKANSKA USA BUILDING INC., SENIOR VICE PRESIDENT/ PROJECT EXECUTIVE (8/99 - 4/01)

TISHMAN CONSTRUCTION CORPORATION, VICE PRESIDENT/FLORIDA TERRITORY MANAGER (3/96 - 8/99)

MORSE DIESEL INTERNATIONAL INC., VICE PRESIDENT/ CENTRAL FLORIDA MANAGER/PROJECT EXECUTIVE (3/91 - 3/96)

LEHRER MCGOVERN, (10/86 - 3/91)

MELLON STUART (2/85 - 10/86)

TISHMAN CONSTRUCTION CORPORATION (2/80 - 2/85)

approved construction budget. He also served as a member of the UN Headquarters Crisis Operations Group and the UN Headquarters Senior Emergency Policy Team in New York.

Statue of Liberty-Ellis Island Foundation Ellis Island National Monument Restoration - Senior Project Manager

Managed on-site activities for the restoration of facilities on Ellis Island, NY, after decades of neglect and exposure to the elements and the creation of the National Immigration Museum. The $200-million project has the distinction of being the largest restoration undertaken in the U.S. The scope of work included historic restoration of sections of the 1900 Main Building and conversion of other spaces to new uses. The Main Building now houses New York's third largest museum and, in addition to numerous exhibit rooms, features two theaters, an oral history archive, libraries, and exhibits depicting the immigrant experience and the human aspect of the great migration to the United States of America. Preservation, restoration, replication, interpretation, and adaptation were among the many techniques employed during design and construction. The end result is that a present-day visitor can now share some of the experiences of immigrants from more than a century ago. The project included complete infrastructure modernization; construction of a temporary 1,000-foot bridge connecting Ellis Island to Liberty State Park; preservation work for the Kitchen Building and Laundry Building; restoration of the railroad ticket office; construction of new piers, hardscape, dredging, docking facilities, and fender system for the Circle Line Ferry; and grouting and stabilization of the island's granite seawall perimeter by grout injection. Mr. Champion's scope and responsibilities encompassed full preconstruction services, complex overwater/waterfront logistics, and agency coordination for environmental impact work. The project earned more than a dozen state, regional, and national awards.

Huber Group Residential LLC Horizon West Lakeside Village Site Development - Owner's/Builder's Representative

Managed all state and county agency planning and permitting services, design, and subcontractors for all site development for the $200 million Lakeside Village development project in Windermere, FL. Entitlement include 200 acres approved for commercial, retail, restaurants, and 14 mid-rise luxury condominiums just north of Walt Disney World.

Harris, Hooker & Huber LLC Waterstone Site Development - Owner's/Builder's Representative

Directed all state and county agency planning and permitting, design, and subcontractors for $40 million in site development, infrastructure, roads, landscaping, and amenities for 200 acres approved for residential homes on Lake Butler in Windermere, FL.

The Opus Group of Tampa Laguna at Riviera Dunes - Principal-in-Charge

Provided executive oversight, including financial management, for a $200 million luxury waterfront development in Palmetto, FL, featuring four 7-story condominium buildings and an 18-foot deep, 90-acre manmade harbor and full-service marina. Mr. Champion's responsibilities included baseline budgeting, scheduling, permitting and agency approvals, and CM.

Dream Harbors of Naples Nautico Yacht Club - Project Manager

Managed design and construction for this $200 million mixed-use development project in St. Petersburg, FL. Phase I included construction of 143 new boat slips, an 80,000-sf boat storage building, more than 1 mile of new seawall around an existing harbor, a club house, retail space, and amenities on a 30-acre site. For Phase II, Mr. Champion obtained permitting and oversaw construction of pads for three planned 16-story luxury condominiums.

Samuel Scozzari, P.E.

BRIDGES & TUNNELS PRACTICE LEADER

Mr. Scozzari has more than 25 years of experience overseeing the construction of high-profile, multidisciplinary projects in the New York metropolitan area that have included highways, fixed and movable bridges, buildings, marine and waterfront structures, and parks and public spaces. During his career, Mr. Scozzari has developed a strong ability to successfully join together the goals of diverse public agencies and the expertise of multiple contractors to deliver projects and programs of unique and varied character. In addition to his technical experience with all facets of vertical and horizontal construction, he brings a high level of sensitivity to the traveling public and communities impacted by construction. Mr. Scozzari has coordinated the construction of multiple adjacent projects being undertaken by different owners and stakeholders, which has required knowledge of various city and state agency procedures, as well as regulatory compliance and permitting. He is well-versed in the construction management (CM) procedures of the MTA, the TBTA, NYCDOT, and the Federal Highway Administration (FHWA). Mr. Scozzari also played an integral role in the development of electronic document control for the resident engineering services of the Third Avenue Bridge for NYCDOT.

Project Experience

PANYNJ WTC Transportation Hub - Design Certification Manager, Mezzanine and West Bathtub

Provided design review of PANYNJ's World Trade Center (WTC) Transportation Hub in Lower Manhattan. As part of a joint venture working with renowned Spanish architect Santiago Calatrava, STV has provided final civil, structural, mechanical, electrical, and plumbing engineering and architectural design services, as well as transportation and traffic engineering, pedestrian-flow analysis and modeling, and security consulting. Additionally, the firm has provided owner's representative services for the associated One World Trade Center tower and the National September 11 Memorial & Museum, and a variety of other services on this highly complex site. The firm is architect-of- record for the 2-million-sf, $3.2 billion Hub, which will link 11 subway lines, as well as PATH trains and ferry service, to locations on and around the WTC site. Mr. Scozzari provided design certification services for the mezzanine and west bathtub structures, from the street level to below the PATH station, for a depth of approximately 100 feet. He affirmed that the QA process was being implemented, resulting in a recommendation to the designer-of-record for the New York City Department of Buildings to sign off on the project. Subsequently, the site's twin reflecting pools opened to the public on the tenth anniversary of the September 11 terrorist attacks.

The Trust for Governors Island Redevelopment of Governors Island Resident Engineering and Design Review - Chief Resident Engineer/Project Manager

Leading resident engineering and inspection (REI) services for a $250 million program of capital improvements that will transform the 150-acre Governors Island into a prime recreation destination and development zones with new topography and amenities. The first phase of the program has transformed 64 acres of the island and 15 interrelated projects to establish a new park and public space. In addition, the program involves rehabilitation of multiple ferry landings and approach platforms; reconstruction of the seawall, its promenade, and drainage systems; restoration of potable water via horizontal direct drilling of a new water main from the Red Hook seciton of Brooklyn, NY; electrical distribution systems; and stabilization of historic building envelopes. In 2014, The Trust will implement construction of four hills, with the tallest two hills having their summits between 80 and 90 feet above existing ground level. Mr.

FIRM

STV 100 years

YEARS OF EXPERIENCE

29

EDUCATION

BACHELOR OF TECHNOLOGY, CIVIL ENGINEERING TECHNOLOGY - CONSTRUCTION; ROCHESTER INSTITUTE OF TECHNOLOGY

PROFESSIONAL REGISTRATION

PROFESSIONAL ENGINEER: NY

CERTIFICATION

OSHA 10-HOUR CONSTRUCTION SAFETY AND HEALTH TRAINING

EMPLOYMENT HISTORY

STV, SENIOR ASSOCIATE/MANAGER OF CONSTRUCTION SERVICES AND SENIOR PROJECT MANAGER/ SENIOR RESIDENT ENGINEER (4/10 - PRESENT)

PARSONS BRINCKERHOFF - RESIDENT ENGINEER/ SENIOR ENGINEERING MANAGER OF CONSTRUCTION SERVICES (1995 - 4/10)

BERGER, LEHMAN ASSOCIATES - RESIDENT ENGINEER (1990 - 1995)

CONSULTING ENVIRONMENTAL ENGINEERS - RESIDENT ENGINEER (1990)

F.A. HESKETH & ASSOCIATES - CIVIL ENGINEER (1987 - 1990)

BERGMANN ASSOCIATES, PC - SENIOR ENGINEERING TECHNICIAN (1985 - 1987)

Scozzari is the client's direct point-of-contact for QA oversight of the construction manager and its subcontractors. He is also providing staff leadership for REI, Construction Administration, and design review services. This challenging role requires Mr. Scozzari to manage 25 on-site personnel as well as as-needed design review staff.

TBTA RFK/Triborough Viaduct Deck Reconstruction - Resident Engineer

Managed the inspection of this $271 million deck panel replacement of the 75-span viaduct over Randall's and Ward's islands in New York City. Mr. Scozzari oversaw a construction inspection staff of up to 35 employees. In addition to the deck panel replacement, the project entailed upgrades to the structural steel and cables of the suspension span, replacement of more than 400 bridge bearings, viaduct superstructure repairs and girder replacement, construction of new ramps from the viaduct to Ward's Island, reconstruction of the Ward's Island surface roadway, bridge and site drainage improvements, and repainting of the viaduct structure and roadway-level truss of the suspension span. Mr. Scozzari was also responsible for overseeing maintenance of traffic, coordinating meetings with the TBTA project engineer and other involved parties, creating and preserving document control, scheduling, change-order management, quality assurance, contractor invoicing, and construction inspection staffing. This project was one of several TBTA projects taking place concurrently with projects on Randall's and Ward's islands (within the footprint of the TBTA projects for the NYCDPR, NYCDEP, NYCDEC, and the NYCEDC. The majority of overlapping work zones occurred between TBTA's Robert F. Kennedy (RFK) Capital Programs, having up to four projects taking place simultaneously, and the NYCEDC's programs to revitalize Randall's Island Park. Mr. Scozzari arranged 24 months of bi-weekly coordination meetings of all construction projects taking place with all agencies, as well as abutting property owners, such as the Fire Department of New York (FDNY) Fire Academy and the Manhattan Psychiatric Center, of which the latter was also conducting projects through the New York State Office of General Services (NYSOGS) and DASNY. This effort was successful in avoiding claims due to lack of construction access as they pertained to Mr. Scozzari's client, TBTA.

NYCDOT Third Avenue Bridge Replacement - Project Manager/ Resident Engineer

Provided on-site staffing management for the $125 million replacement of the Third Avenue Bridge over the Harlem River, Harlem River Drive, and CSX Railroad. The Third Avenue Bridge connects the Bronx, NY, to Manhattan and was one of the structures included in the NYCDOT's program to rehabilitate or replace all 11 movable bridges over the Harlem River. This complex project involved six stages of work to replace the land approaches and interchanges with the Harlem River Drive. site in Alabama and shipped via ocean-barge to the New York City site.

ConnDOT I-91 and Founders Bridge Rehabilitation - CPM Analyst

Provided critical path method (CPM) analysis and senior inspection duties for this $105 million partnering project in Hartford, CT, that included the rehabilitation of 10 bridges and four cut-and-cover tunnels (two railroad, two for new ramps). The project also involved the rehabilitation of 15 roadway parapet walls and underwater concrete, and the installation of 100 caissons along the existing U.S. Army Corps of Engineers (USACE) flood dike along the Connecticut River in downtown Hartford. Additionally, it involved installation of an 84-inch-diameter storm sewer and the relocation of a 48-inch storm sewer. One challenge was addressing two waste stockpile treatment areas — one for contaminated soils and the other hazardous soils. Another challenge was the relocation of I-91 and construction of a temporary detour while working under live-traffic conditions.

Anthony G. Cracchiolo, P.E.

RAIL TRANSIT PRACTICE LEADER

Mr. Cracchiolo, a senior vice president, brings more than 40 years of design, design management, and project, program, and construction management experience to his role as STV's Director of Special Projects. In this role, he is spearheading the firm's participation in specific public-private partnership, design-build, and other major project pursuits. In addition, Mr. Cracchiolo is currently serving as project director of the STA Joint Venture construction management team for Phase I of the Moynihan Station Development Project, the initial phase of converting the historic James Farley Post Office Building into the new Amtrak Train Hall at New York's Penn Station. Mr. Cracchiolo's experience encompasses managing major infrastructure, transportation and building capital programs and projects throughout the New York/New Jersey metropolitan region and nationwide. Prior to joining STV, he led the planning and initial design and construction for the $11.4 billion World Trade Center (WTC) Site Redevelopment Program following the terrorist attacks of September 11, 2001, as Director of Priority Capital Programs for PANYNJ. This included the development of the site master plans and planning and preliminary design of the Calatrava WTC Transit Hub and other site infrastructure, the fast-track restoration of PATH commuter rail service to Exchange Place in Jersey City and Lower Manhattan, and the planning for other Lower Manhattan transportation improvements. During his tenure with PANYNJ, he managed a variety of capital projects for the agency's facilities, including the $1.9 billion AirTrain JFK light rail system; the $415 million Newark Liberty International Airport AirTrain Extension and major terminal, airside and landside improvements at JFK, Newark, and La Guardia airports; and the restoration and redevelopment of the WTC following the 1993 terrorist attack, as well as improvements to interstate tunnels and bridges, bus terminals and PATH.

Project Experience

Moynihan Station Development Corporation/PANYNJ Moynihan Station Phase I CM - Project Director

Directing and managing comprehensive CM services for the $325 million Phase I of the development of a new train hall in the James Farley Post Office Building in Midtown Manhattan, with connections to New York's Pennsylvania Station and Amtrak, NJ TRANSIT, Long Island Rail Road, and New York City Transit service. Mr. Cracchiolo is managing the expansion of the 33rd Street Connector between Penn Station and the West End Concourse, the widening and extension of the West End Concourse to serve nine platforms, the construction of two new street entrances on the west side of Eighth Avenue at 31st and 33rd streets, the restoration of the historic James Farley grand staircase and entrance on Eight Avenue, improvements in ventilation of the train shed on the west side of the station, and new ADA-compliant vertical circulation, all while coordinating with rail operations and force account to assure continued operations. He is overseeing and facilitating contract design review, budgeting, cost control, estimating, construction supervision and inspection, quality assurance, and commissioning, as well as assisting in coordinating the complex staging among the three railroads.

PANYNJ AirTrain JFK DBOM - Program Director

Planned and secured all environmental, land use, and funding approvals, and procured and implemented the $1.9 billion AirTrain JFK light rail system connecting travelers from the LIRR Jamaica Station and NYCT Howard Beach Station to JFK International Airport in Queens, NY. The project included the $400 million reconstruction of the LIRR Jamaica Station, the Howard Beach NYCT subway station, and a 3-mile section of the Van Wyck Expressway for the New York State Department of Transportation, including corridor beautification. Under Mr. Cracchi-

FIRM

STV 100

YEARS OF EXPERIENCE
48

EDUCATION
MASTER OF SCIENCE, TRANSPORTATION PLANNING AND ENGINEERING; POLYTECHNIC INSTITUTE OF NEW YORK UNIVERSITY

BACHELOR OF ENGINEERING, CIVIL ENGINEERING; MANHATTAN COLLEGE

PROFESSIONAL REGISTRATION
PROFESSIONAL ENGINEER: NJ, NY

EMPLOYMENT HISTORY
STV, PROJECT DIRECTOR, NEW YORK DIRECTOR OF SPECIAL PROJECTS AND SENIOR VICE PRESIDENT (4/06 - PRESENT)

PANYNJ, DIRECTOR OF PRIORITY CAPITAL PROGRAMS (1996)

PANYNJ, ASSISTANT DIRECTOR/PROGRAM DIRECTOR (1994 - 1996)

PANYNJ, ENGINEERING PROGRAM MANAGER (1987 - 1994)

PANYNJ, FACILITY DIVISION MANAGER (1990 - 1991)

PANYNJ, INFRASTRUCTURE DIVISION ENGINEERING MANAGER (1984 - 1987)

PANYNJ, ENGINEERING PROJECT MANAGER (1980 - 1984)

PANYNJ, SPECIAL TASK FORCE MEMBER (1983)

PANYNJ, STRUCTURAL ENGINEER (1969 - 1980)

olo's direction, AirTrain JFK, one of the largest DBOM transit projects undertaken in the United States, was constructed in record time and within budget. It won numerous awards, including ones from the American Council of Engineering Companies, the American Institute of Architects, the American Railway Engineering and Maintenance-of-Way Association, McGraw-Hill Construction News, the Municipal Art Society of New York, the New York Association of Consulting Engineers, the Portland Cement Association, and the Prestressed Concrete Institute. It was also a finalist for the American Society of Civil Engineers Outstanding Civil Engineering Achievement Award.

PANYNJ George Washington Bridge Bus Station Redevelopment - Principal-in-Charge
Oversaw the design effort for the proposed $152 million redevelopment of the George Washington Bridge Bus Station in Upper Manhattan. The extensive, multidisciplinary rehabilitation project will enhance the physical presence of this significant historic structure, which serves more than 7.4 million bus passengers annually, and will consolidate and improve interstate bus operations. It will also benefit the neighborhood by providing a significant transit-oriented retail development. Mr. Cracchiolo led efforts to provide the concept designs and feasibility analyses, leasing and tenant marketing exhibits, and advice and support to enable the developer of the public-private partnership with the PANYNJ to advance lease negotiations with the agency. Upon successful signing of an Interim Lease Agreement, STV became the engineer-of-record and architect-of-record for the design of both the bus terminal and the retail portion of the project.

Amtrak ARRA Preliminary Design and CM Services - Project Manager
Led and managed the preliminary design of 58 design-build contract bridging packages and CM/resident engineering (RE) services for two major design-build contracts on a fast-track basis to meet American Recovery and Reinvestment Act (ARRA) funding deadlines. Projects that Mr. Cracchiolo oversaw included projects to upgrade Amtrak utilities, structures, and other Northeast Corridor right-of-way improvements; nationwide station restoration and security improvement projects; and facility safety, security, and other physical improvements, including new drop tables and car washers. He also guided the design-build contract procurement support and CM/RE services for the $130 million Chicago Shop and Yard Rehabilitation and Improvements contract and the $22 million Boston Southampton Shop and Yard Improvements contract, which included the installation of a new locomotive drop table and car washer, among other shop and yard safety, rehabilitation, and security improvements. The total value of projects under this contract was $561 million.

NJ TRANSIT Access to the Region's Core Project - Manager of Peer Review Group/Project Advisor
Managed the independent peer-review teams responsible for reviewing the preliminary engineering effort for the proposed $8.7 billion Access to the Region's Core project, including a deep underground station in Manhattan at 34th Street and Broadway. Mr. Cracchiolo served as advisor on the security analysis and design as well as other aspects of the project, including constructability, construction market analysis, and third-party coordination. The project would have provided a second Hudson River rail tunnel, augmenting the capacity of the existing 100-year-old tunnels to New York's Pennsylvania Station. It was to consist of two tubes under the Hudson River from New Jersey, with additional tracks along the existing Northeast Corridor line through the Secaucus Transfer Station. The project was canceled in final design.

Jonathan Goldstick

PORTS AND MARITIME PRACTICE LEADER

Jonathan has over 30 years of domestic and international experience in waterfront engineering and project management. He has been involved in the design, analysis, construction, rehabilitation, and installation of a wide variety of waterfront structures worldwide. His experience includes waterfront redevelopment and rehabilitation including developing storm-level design elevations. Jonathan is a member of Society of Naval Architects and Marine Engineers (SNAME).

FIRM

CH2MHILL

YEARS OF EXPERIENCE
30

EDUCATION
BACHELOR OF SCIENCE, OCEAN ENGINEERING; MASSACHUSETTS INSTITUTE OF TECHNOLOGY

PROFESSIONAL REGISTRATION
PROFESSIONAL ENGINEER: NY, NJ, WASHINGTON D.C.

EMPLOYMENT HISTORY
CH2M HILL, VICE PRESIDENT (1995-PRESENT)

FREDERIC R. HARRIS, INC., ASSISTANT VICE PRESIDENT (1989-1995)

ABS, SENIOR ENGINEER (1980-1989)

Project Experience

PANYNJ Regional Goods Movement Plan – Project Director

Served as project director for a study that explores how a long range strategic plan for regional goods movement can be composed and implemented, how it could improve the competitive attractiveness of the metropolitan New York market, and how the Port Authority could offer leadership in the process. The Goods Movement Plan, produced by leadership of the PANYNJ cooperatively with NYSDOT and NJDOT, looks broadly at freight activity in the tri-state region—including all freight, not just port-related elements—and defines long range goals for improvement, with the investments, policies, and institutions needed to bring them about. It moves beyond the modal-specific planning model to an integrated, multi-modal, and long-term approach to planning for the region's freight transportation network.

PANYNJ Expert Operations and Analysis On-Call Contract – Project Director

Served as project director for expert tactical and operations consulting services related to asset lifecycle management for the office of the chief operating officer in support of the PANYNJ's Operations Improvement Program. Current project includes the consolidation of Tenant Alteration Manuals across the PANYNJ's line departments.

PANYNJ On-Call Waterfront Condition Surveys – Principal-in-charge

Served as principal-in-charge of "on-call" engineering services for condition surveys of waterfront facilities. Oversaw the regular maintenance work and emergency response inspections for waterfront facilities of various types and constructions. Typically, these projects entailed 100 percent visual inspection of all structural elements and ten percent detailed inspection of select elements. Detailed inspections included cleaning of the structural elements, ultrasonic thickness measurement of steel, sounding of concrete, and evaluation of timber elements with regard to the presence of marine borers.

NYCEDC Rockaway Boardwalk Redevelopment and Storm Resiliency Project – Project Director

Oversaw and responsible for the design of the replacement boardwalk and access points along 4.7 miles of shoreline for the New York City Economic Development Corporation (NYCEDC). Lead a team that included civil engineers, landscape architects, architects, permitting consultants, and experts in the federal funding of post-disaster funding. Lead client contact and technical representative at all interagency meetings and community meetings. The project is funded by a Community Development Block Grant for Disaster Recovery from the US Department of Housing and Urban Development.

Hudson River Park Trust - Hudson River Park Parkwide On-Call – Principal-in-charge

Served as principal-in-charge of the inspection, engineering, design, and construction administration services for the marine structures throughout the full length of the Hudson River Park, a 5 mile park stretching along the Hudson River.

City of Washington DC Southeast Federal Center Boardwalk – Project Director
Served as project director for a flood barrier and pedestrian bridge/pier. As part of developing a flood barrier, CH2M HILL was tasked with developing storm-level design elevations, taking into account tides, storm surge, and sea level rise. CH2M HILL worked with the landscape architect prime consultant to design a steel flood barrier with one-way valves for drainage that could be incorporated into the railing that had already been installed above the bulkhead. Also responsible for the design of a 20 foot-wide, 600 foot-long, pedestrian bridge/pier that links the Yards Park to Diamond Teague Park at the Southeast Federal Center (SEFC). It includes an extended platform area with graphic panels and benches. Its design also allowed for the future construction of the DC Water Blue Plains Tunnel directly underneath (also being designed by CH2M HILL). The pier further completes the 16 mile Anacostia Riverwalk Trail, as part of The Capitol Riverfront Business Improvement District. CH2M HILL worked in conjunction with the lead architect, developer, project manager, and owners.

NYCEDC North Shore Esplanade – Principal-in-charge
Served as principal-in-charge for the entire scope of work including site investigations, development and supervision of a geotechnical boring program to establish design parameters for new waterfront structures for a shoreline bicycle plan. Also oversaw preparation of concept design alternatives for stabilizing or reconstructing the shoreline using various solutions such as steel sheet pile bulkheads and engineered stone revetments.

NYCEDC East River Esplanade - Senior Director
Served as senior director for construction management and resident engineering support for the NYC Economic Development Corporation's redevelopment of the waterfront from Broad Street to the Brooklyn Bridge. Activities included value engineering reviews and consultation on procurement methods for multiple construction contracts. Waterfront construction included pier structures and a 1,000 foot-long esplanade constructed of pipe piles with rock sockets, precast pile caps and planks, and concrete topping. The esplanade ties in to the existing concrete walkway and creates a bikeway lane.

Battery Park City Authority Timber Bulkhead Remediation – Project Manager
Served as project manager for a remediation plan that could be performed from the water. The repairs included the construction of a concrete retaining wall in front of the existing timber sheeting. One 1,200 linear-foot section was repaired and five additional sections required similar repair.

Thomas Colombo

SENIOR PROJECT MANAGER

Mr. Colombo has more than 30 years of experience in engineering, construction management, and program management for numerous projects in New York and New Jersey. He has served in senior management roles for the NYCSCA and as a private consultant overseeing building projects throughout the New York metropolitan area and abroad. Mr. Colombo is skilled in all elements of construction, including project planning, property acquisition, environmental assessments, preparation and solicitation and contract documents, scheduling, budgeting, management of design services, constructability assessments, and value engineering. Additionally, Mr. Colombo specializes in energy conservation and has assisted in the design and development of solar energy systems for the U.S. government and various school districts. He is an advocate of fast-track design and construction processes and has provided seminars on construction methodologies requiring design-build and project partnering.

Project Experience

NYCDDC New Police Academy CM - Construction Manager

Supervising the construction management (CM) of this $1.5 billion, state-of-the-art NYPD) training academy in the College Point area of Queens, NY, for the NYCDDC. The new academy is being constructed in two phases on the 33-acre site of a former NYPD impound yard, and will consolidate training facilities presently located in each of the five boroughs of the City. The facility design incorporates many sustainable features and has a goal of LEED® certification at the Silver level. Mr. Colombo is also overseeing and providing quality review for the project's field engineering services.

NJSDA Trenton, Burlington City, and Pemberton Township School Building Construction and Renovation - Program Manager

Managed a $450 million, five-year capital program for school construction and renovation in Trenton, Burlington City, and Pemberton Township, NJ, for the New Jersey Schools Development Authority (NJSDA). Mr. Colombo supervised more than 50 project managers and support personnel at 17 project sites and provided management oversight of design consultants, contractors, vendors, and subconsultants. He also made presentations to the various school districts and state government representatives, established conceptual and working budgets and schedules, and developed fee structures for consultants. Additionally, he assisted with land and property acquisitions, environmental assessments, and claims analyses, and represented the NJSDA on local regulatory matters.

New York City School Construction Authority - Former Deputy Chief Project Officer

Responsible for the execution of a $250 million annual capital program for the construction, renovation, and modernization of educational facilities for the New York City Department of Education. Mr. Colombo supervised 68 project managers and construction management support personnel that provided program planning, including the selection of consultants, property acquisition, environmental assessments, development of solicitation and contract documents, scheduling, budgeting, management of design services, and contract awards. Mr. Colombo provided supervision and project overview for construction progress, contractor requisitions, and claims analyses. He also assisted in the development of contract procedures for public-sector design-build methodologies, institutionalized project partnering and team building, and hosted design-build seminars for other public agencies.

FIRM

STV 100 years

YEARS OF EXPERIENCE
36

EDUCATION
BACHELOR OF SCIENCE, ELECTRICAL ENGINEERING; COLLEGE OF STATEN ISLAND

EMPLOYMENT HISTORY
HILL INTERNATIONAL, VICE PRESIDENT (1/03 - 2012)

PROJECT EXECUTIVE (7/99 - 1/03)

MORRIS PARK CONSTRUCTION COMPANY, PROJECT EXECUTIVE (12/98 - 7/99)

NEW YORK CITY SCHOOL CONSTRUCTION AUTHORITY (NYCSCA), DEPUTY CHIEF PROJECT OFFICER (10/95 - 10/98)

(NYCSCA)SENIOR PROJECT OFFICER (6/90 - 9/95)

U.S. DEPARTMENT OF TRANSPORTATION, U.S. COAST GUARD MAINTENANCE AND LOGISTICS COMMAND, ATLANTIC, SUPERVISORY GENERAL ENGINEER (GM-14) (8/87 - 5/90)

U.S. DEPARTMENT OF TRANSPORTATION, U.S. COAST GUARD, SUPERVISORY MECHANICAL AND ELECTRICAL ENGINEER (GS-13) (4/84 - 7/87)

U.S. DEPARTMENT OF TRANSPORTATION, U.S. COAST GUARD, ELECTRICAL ENGINEER (GS-11) (3/78 - 4/84)

NYCT Fresh Pond Bus Depot - Project Executive

Supervised the construction of this $35 million maintenance facility in Ridgewood, NY, for NYCT. Representing the general contractor, Mr. Colombo was the direct liaison with NYCT and the MTA. He reviewed construction progress, established progress schedules, developed milestones for turnover of various facilities and systems, developed and negotiated change orders, attended periodic progress meetings with the client, established requirements for continuity of facility operations with ongoing construction, and participated in the development of project closeout and turnover.

Upper Freehold Regional School District Stone Bridge Middle School - Program Manager/Solar Design Consultant

Supervised the construction management for this new $40 million middle school in Allentown, NJ. Mr. Colombo reviewed progress schedules, prepared and reviewed change orders, coordinated with the local building department and state agencies, and reviewed contractor and consultant requisitions. He also assisted the school district in their successful application for a grant that enabled the district to install photovoltaic (PV) solar energy panels. Mr. Colombo managed the design of the PV panels and also provided consultation for the selection of the contractor for the installation.

Middletown Township Board of Education School Renovations - Project Executive/Solar Energy Consultant

Oversaw a $100 million reconstruction program at two high schools and three middle schools in Middletown Township, NJ. Mr. Colombo supervised eight project managers serving at the five project sites. His team provided pre-construction services and total construction management of multiple prime contracts at each site. All of the work was performed in fully occupied school facilities, requiring the development of site-specific phasing and logistic plans and the development of appropriate swing space facilities. Mr. Colombo reviewed progress schedules, established contractor staffing requirements, prepared and reviewed change orders, and reviewed contractor and consultant requisitions. He also interfaced with the local building department and state agencies, and assisted the school district in their successful application for grants that enabled the district to install photovoltaic panels to generate energy.

Bruce Fox, P.E.

SENIOR PROJECT MANAGER

Mr. Fox is a project executive with STV, possessing more than 35 years of experience in the construction industry. In this capacity, he has been directing the preconstruction and construction phases of complex, high-profile projects throughout the New York metropolitan area. Mr. Fox has been responsible for completing multiphase services, including overseeing design and construction schedules, cost controls, and purchasing. Currently, he is supervising program management services and coordinating closely with multiple stakeholders to facilitate the completion of One World Trade Center on a logistically challenging site in Lower Manhattan. The building, the tallest in the United States, is the centerpiece for the redeveloped World Trade Center complex, and encompasses 3.5 million sf of interior space. Mr. Fox is guiding the extensive coordination of work across multiple active projects and among numerous stakeholders on the site. As a former vice president of a major construction company for 16 years, Mr. Fox established and led the company's high-tech hospital, research facility, and design-build construction sector, where he was responsible for providing preconstruction and construction management services for several multiphase medical center renovations, including at world-renowned facilities such as Memorial Sloan-Kettering and NYU Medical Center.

FIRM

STV 100 Years

YEARS OF EXPERIENCE

38

EDUCATION

BACHELOR OF SCIENCE, CIVIL ENGINEERING; NORTH CAROLINA STATE UNIVERSITY

PROFESSIONAL REGISTRATION

PROFESSIONAL ENGINEER: NY

EMPLOYMENT HISTORY

STV, PROJECT EXECUTIVE (8/07 - PRESENT)

THE TRUMP ORGANIZATION - CONSTRUCTION MANAGER (2005 - 2007)

HRH CONSTRUCTION - VICE PRESIDENT (1988 - 2005)

ORGERA CONCRETE COMPANY, STAMFORD, CT - PROJECT MANAGER (1987 - 1988)

LEHRER-MCGOVERN BOVIS - PROJECT MANAGER (1986 - 1987).

TISHMAN REALTY AND CONSTRUCTION COMPANY, INC. - PROJECT MANAGER/ ASSISTANT TO THE CHAIRMAN (1976 - 1985)

Project Experience

PANYNJ One World Trade Center - Deputy Project Executive

Providing executive oversight for the program management of the construction of One World Trade Center, the centerpiece of the redevelopment of the 16-acre World Trade Center (WTC) site in Lower Manhattan. One World Trade Center is the tallest building in the United States, and will encompass more than 3.6 million sf, including retail, office space, restaurants, an observation deck, and broadcast facilities. The project is a combination of modern, innovative architecture, sustainable design, and safety, with a goal of LEED® Gold certification. Mr. Fox is guiding the extensive coordination of work across multiple active projects and among numerous stakeholders on the site, including the WTC Transportation Hub, WTC Vehicle Security Center, and WTC Central Chiller Plant. He participates in detailed meetings with dozens of contractors and construction managers to address and resolve any impediments to on-schedule and on-budget completion. Coordination issues among contractors and stakeholders include the shared use of construction equipment to optimize the tight logistical conditions; joint use of the limited access and delivery points; and design and construction of the multiple utility points of entry.

MSKCC New Main Operating Room Facility - Project Executive

Oversaw construction management services for this $100 million new infill structure and renovation project encompassing 172,000 sf at Memorial Sloan-Kettering Cancer Center (MSKCC) in Manhattan. Mr. Fox was responsible for the construction of a state-of-the-art surgical suite consisting of 23 operating rooms and associated recovery areas, a pediatric day hospital, and a pediatric in-patient unit and pathology laboratory. He also monitored the installation of four new "super-columns" threaded through seven floors of existing operating hospital areas to erect a new structure above existing hospital buildings.

MSKCC Kimmel Center for Prostate and Urological Cancers - Project Executive

Supervised construction management services for a new 7-story, 67,000-sf standalone clinical center in Manhattan for the treatment of prostate and urological cancers. The space featured

a flexible interior framework that limited the core to one wall of the building. Mr. Fox was responsible for overall project completion, with a focus on schedule management, purchasing, and cost controls.

NYU Medical Center Major Renovation Program - Project Executive
Oversaw more than 15 major renovation projects totaling $150 million in construction costs as part of a major renovation program for this hospital in Manhattan. Projects included the relocation of day surgery and construction of 10 new operating rooms; the expansion of cardiac catheterization, same day admit, neo-natal ICU, epilepsy treatment unit, and minimally invasive urology spaces; and the modernization of central services, pediatric ICU, neurosurgical ICU, and executive offices. Mr. Fox was responsible for coordinating and monitoring the completion of all tasks, and guided overall schedule management and purchasing.

MKSCC Major Renovation Projects - Project Executive
Oversaw more than a dozen major renovation projects, including new research laboratories, a gene transfer facility, nuclear magnetic resonance machine installation, and medical physics offices. Mr. Fox supervised the completion of all projects, and monitored schedule management, cost controls, and purchasing.

NYSOMH New York State Psychiatric Institute - Project Executive
Managed construction management services for this new 372,000-sf flagship research and patient care facility for the New York State Office of Mental Health (NYSOMH), which combines state-of-the-art laboratories with in-patient psychiatric care and includes clinical service, educational, and administrative support spaces. The project was named by the American Institute of Architects (AIA) as one of the three best healthcare projects in the United States for 1999.

Trump Organization Trump International Hotel and Tower - Construction Manager
Provided preconstruction consulting and served as the on-site construction representative for the Trump Organization for this 94-story, 2.6 million-sf luxury hotel and condominium project in Chicago. The facility is the tallest reinforced-concrete structure in the United States and includes 339 hotel condominium units, 486 residential condominium units, a health club, amenities, retail space, and parking. The project also includes the reconstruction of a major portion of a downtown elevated roadway structure. Mr. Fox supervised project managers and superintendents, and was responsible for project completion.

Detroit Renaissance Center - Assistant Superintendent and Tenant Project Manager
Served as assistant superintendent and tenant project manager for the construction of this 70-story, 1,200-room luxury hotel surrounded by four 39-story office towers on the Detroit River, which was the largest private building project in the United States in the late 1970s. The complex was set on a multi-level hotel amenity, retail, and parking base. Major office tenants included Ford Motor Company and General Motors.

Julie Valerio, LEED®AP

SENIOR MEP MANAGER

Ms. Valerio has more than 25 years of experience in facilities management and the construction industry. She has managed a wide variety of new construction and renovations for transportation, commercial, educational, retail, and institutional facilities. Ms. Valerio has been responsible for all phases of design, construction, close-out, and occupancy. As a facilities manager, she has experience establishing and implementing capital programs, developing scopes of work, securing of design and construction services, overseeing the bid process for consultant and contractor services, participating in furniture selection and procurement, and managing the move-in and closeout.

FIRM
STV 100 Years

YEARS OF EXPERIENCE
32

EDUCATION
MASTER OF SCIENCE, CONSTRUCTION MANAGEMENT; EASTERN MICHIGAN UNIVERSITY

BACHELOR OF ARTS, INTERIOR DESIGN; MICHIGAN STATE UNIVERSITY

EMPLOYMENT HISTORY
DREW UNIVERSITY/ ARAMARK FACILITY SERVICES, DIRECTOR OF FACILITIES (2000 – 2007)

DREW UNIVERSITY/ ARAMARK FACILITY SERVICES, DIRECTOR OF CAPITAL PROGRAM MANAGEMENT/ PROJECT MANAGER (1997 -2000)

CLJ BUILDING ENTERPRISES, PROJECT MANAGER (1988 - 1997)

TJ VALLER LTD., PARTNER, CONSTRUCTION MANAGEMENT FIRM (1986 - 1988)

E M SEWELL BUILDING COMPANY INC., PROJECT MANAGER/ ESTIMATOR (1984 - 1986)

JOEL BERMAN, STRETCHWALL PRODUCTS, INC, ESTIMATOR (1982 - 1983)

Project Experience

PANYNJ One World Trade Center and National September 11th Memorial & Museum CM - Manager of Design

Managing the transition of 19 individual PANYNJ Design Consultant contracts totaling approximately $105 million in design services from a private developer to the PANYNJ ownership during the design development stage. Ms. Valerio's responsibilities include working with PANYNJ World Trade Center Construction senior administration, and legal and procurement departments in conjunction with the STV One World Trade Center team in the creation, negotiation, and execution of PANYNJ design contracts. She is monitoring design consultant executed contracts making sure contract compliance is being met and requests for monthly payments accurately represent percentage and/or scope completed for requisition approval. Ms. Valerio is instituting change orders beginning from the request for proposal stage through contract amendment to the original contract. In addition, she is monitoring total contract costs against authorized budget, and reviewing and approving design consultant invoicing and overseeing the approval routing process for submission to accounts payable and payment to the consultant.

Whitney Museum of American Art - Executive Director of Facilities

Reported to the Chief Financial Officer of the Whitney Museum of American Art in New York City. The museum harbors some of the most important collections of 20th century American art, containing more than 18,000 works in a wide variety of media. Ms. Valerio provided leadership for plant operations, events coordination, custodial services, and shipping and receiving for this landmark New York City Museum, including main complex, office annex, art storage facility, and rental properties. She improved client confidence in facilities staff by establishing clear lines of communication with senior leadership and operational groups to promote effective processes, higher efficiency of resources, and clear expectations of the level of service. Ms. Valerio established protocols and controls for work orders, event setups, custodial services, cycle maintenance, and safety and employee presentation. She collaborated with Whitney events planners to implement major donor, educational, and cultural events in limited museum space.

Drew University Hall of Science Renovations - Former Director of Facilities

Responsible for the $12 million phased renovation of the 1968 science building at Drew University in Madison, NJ, as part of an $80 million capital program at the university. The

renovation included asbestos abatement, upgrade of the building's exhaust/ventilation to meet the current building code, gut renovation of lecture halls and laboratories, and exterior building restoration.

Drew University/Aramark Facility Services - Former Director of Facilities
Oversaw a $9.9 million annual operating/recurring capital budget for the 100-person Plant Operations and Maintenance and Capital Program Management Departments at Drew University in Madison, NJ. Ms. Valerio was responsible for providing management, operations, and strategic planning for the university's 187-acre campus, including 63 buildings totaling 1.2 million sf. Working in conjunction with university trustees, senior administration, deans, department heads, and university committees, Ms. Valerio successfully delivered an $80 million capital program, which involved interfacing directly with the Borough of Madison Planning Board, Building Department, and fire officials. She prepared and presented annual operating and capital budgets for leadership and trustee approval; oversaw facilities needs assessments, space utilization studies, and library space study; and provided for the strategic annual procurement of natural gas commodity, including financial analysis of purchase options. Ms. Valerio was instrumental in securing a $20 million NJEFA bond to fund campus-wide deferred maintenance improvements, and she established a cumulative savings of $1 million through management and operational efficiencies and energy management. In addition, she implemented a "mini-plant" concept which involved grouping two to three buildings at one centralized mechanical plant, along with the addition of buildings to the university's Central Heating Plant, thereby addressing deferred maintenance and reducing energy consumption and operational maintenance.

Drew University Seminary Hall Addition - Former Director of Facilities
Provided overall administration for a $6.2 million, 8,000-gsf addition to this 1898 historic building at Drew University in Madison, NJ, for ADA compliance, as part of an $80 million capital program at the university. The addition featured smart classrooms, seminar space, and a student lounge.

Al Waller, P.E.

SENIOR PROJECT MANAGER

Mr. Waller has 35 years of experience in the areas of project and construction management (CM), engineering design, and field supervision, specializing in waterfront and land-based projects. His background includes new and retrofit construction of piers, bulkheads, petrochemical plants, and fossil and nuclear power plants. Mr. Waller's specific areas of expertise include analysis and design of marine structures, value engineering, design project supervision, construction planning, and construction management. He has managed many projects that have received awards from the American Council of Engineering Companies, New York, including the Diamond Award for design of the ferry landing and enclosed pedestrian ramps for the Pier 79 West Midtown Ferry on the Hudson River as well as the Diamond Award for the reconstruction of Pier 86 on the Hudson River, which required replacement of the entire pier where the Sea, Air & Space Museum's Aircraft Carrier Intrepid is berthed. Mr. Waller also oversaw the Gold Award-winning Hudson River Park Piers and Esplanade and Staten Island North Shore Esplanade projects.

FIRM

CH2MHILL

YEARS OF EXPERIENCE

35

EDUCATION

BACHELOR OF SCIENCE, CIVIL ENGINEERING; MANHATTAN COLLEGE

PROFESSIONAL REGISTRATIONS:

PROFESSIONAL ENGINEER: NY, CT

EMPLOYMENT HISTORY

CH2M HILL/HALCROW/ HAN-PADRON ASSOCIATES (1997 - PRESENT)

D&Z UTILITY SERVICES, INC. (1993 - 1997)

DELTA ELECTRIC CORP. (1992 - 1993)

NEW YORK POWER AUTHORITY (1991 - 1992)

VISCO ENGINEERING (1988 - 1991)

Project Experience

NYCEDC East River Esplanade CM - Project Director

Oversaw resident engineering services for the construction of the esplanade and piers for this project on the Lower East Side of Manhattan. The project spans a 2-mile-long, city-owned public open space and will connect the Whitehall Ferry Terminal and Peter Minuit Plaza to the south to the East River Park to the north. When completed, it will improve access to the waterfront, increase pedestrian connectivity, and provide amenities for public use and enjoyment. The existing esplanade is being enhanced, some new over-water sections of esplanade are being created, and several piers are being renovated and redeveloped. Features include temporary outdoor activities; a recreation zone along the edge of the water with seating, play spaces, and plantings; and a uniform bikeway/walkway.

NYCEDC Rockaway Boardwalk Redevelopment and Storm Resiliency - Lead Structural Engineer

Responsible for structural engineering for the design of replacement boardwalks along the 4.7-mile shoreline of the Rockaway Peninsula in Queens, NY, which were destroyed by Hurricane Sandy. The project scope includes boardwalks and associated access points from Beach 20th Street to Beach 126th Street to be more storm resilient and compatible with beach replenishment projects currently being undertaken by the U.S. Army Corps of Engineers (USACE). The new boardwalks will be 3 feet above FEMA 100-year storm elevations.

NYCEDC Sheepshead Bay Bulkhead Rehabilitation - Project Manager

Managed design for repairs/upgrades to mitigate the potential for future damage after a section of the south bulkhead in Sheepshead Bay, Brooklyn, NY, adjacent to a pedestrian footbridge collapsed. Services for which Mr. Waller was responsible included an abovewater and underwater evaluation of the existing bulkhead structures, hydrographic survey of the bay, specification and supervision of a geotechnical investigation, detailed design of repairs/replacements of the bulkhead to ensure the continued functioning, and supervision of the construction.

NYCDEP Coney Island Plant Outfall Reconstruction - Construction Manager

Provided underwater resident observation and inspection of the replacement of a 72-inch wastewater outfall and diffuser repair of a 90-inch parallel outfall line in Jamaica Bay off of

Coney Island in Brooklyn, NY. Work was in an active navigation area with high levels of recreational use and under strict moratoriums established for protection of fisheries.

PANYNJ Lincoln Tunnel and Holland Tunnel Buffer Zones - Project Manager
Overseeing inspection, design, and construction support services for the Waterside Buffer Zone Protection project as part of a security on-call contract. The scope includes design of a suitable deterrent system to provide standoff distances for vessels and swimmers at the three tunnel vent structures located in the Hudson River between Manhattan and New Jersey as recommended in the Buffer Zone Plan. Mr. Waller's technical expertise and knowledge of PANYNJ's security policies and procedures enable the team to provide quality, timely, and cost-effective services to get this discreet yet essential project completed on time and within budget.

NYCEDC Hunters Point Shoreline Stabilization - Project Manager
Managed field inspection and assessment of the existing shoreline condition on the south side of Long Island in Queens, NY; determination of the current environmental design conditions, including wind, wake, and current; and the design of a riprap revetment system to effectively resist these conditions. Mr. Waller also oversaw the preparation of a letter of modification to the existing USACE/NYSDEC permit to accommodate the proposed changes.

NYCEDC On-Call Marine Engineering Services - Project Manager
Providing comprehensive on-call marine engineering services for waterfront sites in all five boroughs of New York City. Services Mr. Waller is responsible for include abovewater and underwater inspections; condition evaluations; recommendations for maintenance; preparation of designs, drawings, and specifications for rehabilitation; cost estimating; and inspection and support of construction.

NYCEDC 69th Street Pier Replacement Design - Project Manager
Directed the demolition of a timber structure and replacement with a recreational pier occupying the same footprint in Bay Ridge, Brooklyn, NY. Mr. Waller and his team conducted studies to determine the best construction for the replacement pier, including the use of composite material. The final design included a concrete deck consisting of prestressed concrete panels with a cast-in-place concrete topping supported on cast-in-place concrete pile caps and prestressed concrete piles. The project also included design of electrical power and lighting, as well as potable water and future sanitary line. Mr. Waller was also responsible for an on-site resident engineer and an on-site inspection engineer for the duration of construction.

PANYNJ/NYCEDC Pier 12 Improvements - Project Manager
Coordinating this project to add the capability to cold iron a berthed cruise ship at Red Hook Pier 12 in Brooklyn, NY, using a special shore tie power supply system. The scope of services consists of structural design of the incoming Con Edison step-up substation, mounted cableways to the interior step-down substation, the climate controlled interior substation building and pile foundation, under pier concrete encased cable ways to the shore power mast, and the power mast foundation. Mr. Waller is also responsible for structural cost estimating, contract specifications, assistance during bidding, shop drawing review, and response to requests for information during construction.

Sassan M. Manii

PROJECT MANAGER

Mr. Manii is a project manager with more than 25 years of experience in the design and construction management of new and renovated government, educational, and healthcare facilities. Prior to joining STV, he was a Lead Construction Project Manager at the NYCSCA and gained expertise in developing project scopes, budgets, and construction schedules, as well as producing and reviewing construction documents. Mr. Manii has experience developing and implementing management strategies to provide documentation and keep clients well informed and projects on track. He is proficient at guiding and supporting construction managers, developing and maintaining contractor performance records, managing claims, and supervising project closeouts.

FIRM

STV 100 Years

YEARS OF EXPERIENCE
29

EDUCATION
BACHELOR OF ARCHITECTURE; CUNY CITY COLLEGE

CERTIFICATIONS
OSHA 30-HOUR CONSTRUCTION SAFETY AND HEALTH TRAINING

EMPLOYMENT HISTORY
STV, SENIOR PROJECT MANAGER AND ASSOCIATE (7/07 - PRESENT)

NYC SCHOOL CONSTRUCTION AUTHORITY – LEAD CONSTRUCTION PROJECT MANAGER (5/93 - 7/07)

CASTRO-BLANCO, PISCIONERI ASSOCIATES – PROJECT ARCHITECT AND ARCHITECTURAL FIELD REP (6/86 - 5/93)

T.F. CUSANELLI ARCHITECTS AND PLANNERS, P.C. – DESGINER (4/85 - 6/86)

Project Experience

PANYNJ One World Trade Center and National September 11 Memorial & Museum - Project Manager

Directed project controls activities for the design and construction of One World Trade Center, a major project in the redevelopment of the 16-acre World Trade Center (WTC) site in Lower Manhattan. The tower will be the centerpiece of the new WTC complex and will encompass more than 3.6 million sf, including office space, restaurants, an observation deck, and broadcast facilities. The building will also house below-grade shopping and access to the PATH transit system and the World Financial Center. One World Trade Center encompasses a sophisticated array of sustainable design elements, a unique curtainwall system, and advanced building control systems. STV's team is providing construction support services to PANYNJ to help realize the agency's mission to construct the building in a quality manner, on time, and within budget. Mr. Manii oversaw budget and cost controls; financial management report development: vendor and contractor activities; and processes and workflow. He was responsible for reviewing and negotiating payment requests and change orders with the construction management team and subcontractors. Mr. Manii also attended meetings with prospective subcontractors and reviewing the project scope. He coordinated with PANYNJ for approval of monthly project payments and advised them on general conditions, buyouts, and mobilization accounts.

NYCDDC New York City Police Training Academy CM - Project Manager for Building Envelope

Managing the construction of roofing and the façade for this new academy in the College Point section of Queens, NY. This joint-venture design-bid-build project consists of two phases. The $656 million Phase I comprises a new academic building, a physical training facility, and a central utility plant. Phase II comprises firing ranges, a tactical village for urban training, and other elements. The LEED -registered project is seeking certification to the Silver level. Mr. Mannii is overseeing planning and coordinating the construction of roofing and façades with architects, engineers, and trade subcontractors. He regularly reviews work scopes and verifies compliance with the respective subcontractors' contract requirements. He also verifies the timely submission of submittals and approvals; reviews, processes, and approves subcontractor's schedules; authorizes contractors' payments; reviews contractors' change orders and their general financial status; and facilitates, organizes, plans, and chairs progress meetings with subcontractors, the design team, and owner.

NYCSCA High School of Telecommunications Arts and Technology Expansion - Construction Project Manager
Oversaw the $38.5 complete interior modernization of and 20,000-sf addition to this 5-story, 135,000-sf specialized high school in Brooklyn, NY. The project included mechanical upgrades to the boiler plant, a new air conditioning system, and updated computer facilities.

NYCSCA ADA Compliance Federal Aid Grants - Construction Project Manager
Responsible for $4 million in federally funded renovations to various parochial, Yeshiva, and Muslim schools run by private community groups in the Williamsburg and Crown Heights sections of Brooklyn, NY. The renovations were undertaken to address accessibility through compliance with the ADA criteria and the abatement of asbestos-containing material.

NYCSCA P.S. 69 - Construction Project Manager
Oversaw the construction of this new $41 million, 4-story primary school in Brooklyn, NY. The 98,000-sf steel-framed brick and curtain wall building with built-up roofing includes classrooms, a gymnasium, an auditorium, space for administrative counseling, a kitchen/ cafeteria complex, and support spaces, all completely air conditioned.

NYCSCA I.S. 254 - Construction Project Manager
Supervised the fast-track construction of a new $21 million, 3-story intermediate school in the Bronx, NY The 68,000-sf building includes classrooms, a gymnasium, space for administrative counseling, a kitchen/cafeteria, and support spaces. The steel stud-framed brick building with a built-up roof is completely air conditioned and included special exhaust and ventilation systems for the science and art classrooms.

NYCSCA I.S. 151 and P.S. 11 Exterior Modernization - Construction Project Manager
Supervised the $2.5 million exterior modernization and renovation of this school facility in the Bronx, NY. The work included the replacement of the roof and repair of the exterior envelope.

NYCSCA I.S. 120 Leased Facility - Construction Project Manager
Oversaw the $5 million conversion of a leased facility into a new school to support 450 students and staff in Manhattan. The single-story, 45,000-sf facility contains classrooms, a gymnasium, administrative counseling space, and support service spaces. The project involved constructing new heating and ventilating systems.

Thales Savas

PROJECT MANAGER

Mr. Savas has more than 25 years of experience in construction management, with special focus in commercial and educational projects. He is particularly adept at addressing environmental challenges, such as soil, groundwater, and subsurface piping issues. As a former facilities manager for a utility company, Mr. Savas is sensitive to the issues involved with projects in occupied facilities and has a firsthand understanding of the concerns of building operators regarding construction activities and long-term maintenance issues.

Project Experience

PANYNJ One World Trade Center and National September 11 Memorial & Museum - Contract Administrator/Project Manager

Providing contract administration to the PANYNJ for the One World Trade Center commercial building in Lower Manhattan. Mr. Savas is managing the 20 consultant contracts on the project, which entails reviewing and processing their monthly requisitions, reviewing proposals, issuing task orders for additional work, tracking all consultant-related costs, and making cost projections. In addition, he is responsible for allocating costs between the various entities at the site, such as the Port Authority Trans-Hudson (PATH) hub, the memorial and museum, the building core and shell, and PANYNJ retail development. Mr. Savas is also responsible for overseeing eight construction trade contracts, which includes a curtain wall, podium wall, cable net/storefront, facade maintenance, waterproofing and roofing, and additional funding authorizations for approval.

NYCHA On-Call Construction Management Services - Project Engineer

Performed contractor evaluations, pre-bid qualifications, and construction management (CM) services as part of a $100 million CM/build task-order contract for exterior restoration, emergency façade repair, and roofing work at various locations for the NYCHA. Mr. Savas served as project manager for a roof replacement project at the Women's Initiative for Self Employment (WISE) facility in Manhattan. He was also responsible for verifying scope, size of projects, and performance of references submitted by each contractor; reviewing contractor safety ratings, financial strength and stability, bonding capacity, and local law/integrity compliance; and confirming participation in state-approved apprenticeship programs and Women's Business Enterprise (WBE)/Minority Business Enterprise (MBE) certifications.

NYCDCAS Bronx Criminal and Family Court Garage Structural Repairs - Senior Project Manager

Provided construction management and owner's representative services for the New York City Department of Citywide Administrative Services (NYCDCAS) for structural repairs, electrical and storm drain system replacement, and exhaust system upgrades for an 80,000-sf parking garage facility in the Bronx, NY, as part of a construction management /build requirements contract with the New York City Department of Citywide Administration Services (NYCDCAS). Mr. Savas coordinated the activities of contractors and subcontractors and made sure that client-approved budget, safety, and scheduling requirements were met. He managed a design staff of 85 people in 6 offices and 2 major subconsultants.

NJDPM&C New Jersey State House Annex Renovation - Construction Manager

Oversaw construction activities for the New Jersey Department of Property Management and Construction (NJDM&C) fast-track renovation of the roof, historic committee rooms, and limestone façade of the New Jersey State House Annex in Trenton, NJ.

FIRM

STV 100 years

YEARS OF EXPERIENCE

30

EDUCATION

BACHELOR OF SCIENCE, CIVIL ENGINEERING; POLYTECHNIC INSTITUTE OF NEW YORK UNIVERSITY

BACHELOR OF SCIENCE, MATHEMATICS; YORK COLLEGE, CITY UNIVERSITY OF NEW YORK

EMPLOYMENT HISTORY

STV, PROJECT MANAGER (2000-PRESENT)

BROOKLYN UNION NATURAL GAS UTILITY, SENIOR OPERATIONS MANAGER (1994 - 1999)

BROOKLYN UNION NATURAL GAS UTILITY, FACILITIES MANAGER (1990 - 1994)

BROOKLYN UNION NATURAL GAS UTILITY, FIELD ENGINEER (1989 - 1990)

BROOKLYN UNION NATURAL GAS UTILITY, SENIOR ASSOCIATE ENGINEER (1987 - 1989)

THE TRANE COMPANY, TECHNICAL SALES ENGINEER (1985 - 1987)

CARLIN ATLAS CORPORATION GENERAL CONTRACTOR, ASSISTANT PROJECT MANAGER (1984 - 1985)

Amtrak East and North River Tunnels Fire Standpipe Installation CM - Office Engineer
Provided CM and owner's representative services for the installation of approximately 76,500 feet of 6-inch dry fire standpipe in Amtrak's four East River tunnels and two North (Hudson) River tunnels. Mr. Savas coordinated the schedules for the installation work, which was conducted over weekends during 55-hour intervals. He planned and coordinated various activities, including the removal of obstructions by Amtrak's in-house force account labor, so that the installation could proceed without interruption. Mr. Savas was also responsible for all deliveries of materials, with particular attention to the tight security requirements demanded by the client.

DASNY Hunter College Roosevelt House Renovation CM - Project Manager
Guided design review and provided CM services for the $23.4 million rehabilitation of the Sara Delano Roosevelt Memorial House for use as a modern conference center by the City University of New York's Hunter College in Manhattan. The project consisted of the complete rehabilitation of the twin 6-story brownstone landmark building, at one time the residence of the Franklin Delano Roosevelt family. A new steel "skeleton" within the core and at the rear of the existing building had to be installed with minimal impacts to the historic fabric of the building. Underpinning operations of the adjacent structures were required as well.

NYCHA WISE Rehabilitation - Project Manager
Performed construction management services for the replacement of the roof at the New York City Housing Authority (NYCHA) Women's Initiative for Self Employment (WISE) facility in Lower Manhattan. The $650,000 project consisted of an 8,000-sf roof replacement, asbestos abatement, and masonry repairs to parapet walls and bulkheads. Mr. Savas gave special attention to the safety of the residents of this public housing facility.

NYCDCAS Bronx Criminal and Family Court Garage Structural Repairs - Senior Project Manager
Provided CM and owner's representative services for structural repairs, electrical and storm drain system replacement, and exhaust system upgrades for an 80,000-sf parking garage facility in the Bronx, NY, as part of a CM/build requirements agreement. Mr. Savas coordinated the activities of contractors and subcontractors and made sure that all client-approved budget, safety, and scheduling requirements were met or exceeded. He was responsible for overseeing the completion of this scheduled 10-month project in 8 months and with half of the allocated CM staffing in order to meet revised budget constraints.

NYCDCAS Bronx Criminal and Family Court ADA Modifications - Senior Project Manager
Delivered CM and owner's representative services and coordinated the activities of contractors and subcontractors for the $5.5 million rehabilitation of the 1.5 million-sf, 9-story landmark Bronx Criminal and Family Court building for compliance with the ADA as part of a CM/build requirements agreement. Mr. Savas oversaw the complete renovation of 14 public restrooms and replacement of 23 public phone booths, 25 electric water coolers/fountains, and 68 doors. . In addition, he supervised the installation of assisted listening devices in two court rooms and improvements to make seven New York Police Department Central Booking Area and New York City Department of Corrections holding cells ADA-compliant. Construction was performed during regular business hours and off hours with limited swing space available.

William King

PROJECT MANAGER

Mr. King brings more than 30 years of experience in program and project management for transportation initiatives and facility construction and rehabilitation projects. He spent 18 years with the Metropolitan Transportation Authority of the State of New York (MTA) Office of Construction Oversight, with increasing levels of responsibility leading to his position as Acting Director for more than two years. Mr. King has a comprehensive understanding of compliance issues, particularly with federal requirements. While at the MTA, he was involved with making sure that projects followed strict FTA policies and procedures.

Project Experience

FTA Management Assistance Contract - Project Manager

Reviewed and recommended improvements to reports produced by 15 national Project Management Oversight Consultants (PMOCs) for the Federal Transit Administration (FTA). These PMOCs monitored approximately 100 projects worth $70 billion in 30 metropolitan areas nationwide. Mr. King submitted findings and recommendations for improvements to individual PMOC reports and the overall format. He also reviewed and summarized the FTA's evaluations of its consultants and recommended improvements to the FTA's PMOC evaluation system, including tying evaluation scores more closely to quality of work product. For all 15 PMOCs, Mr. King reviewed overall consultant costs per hour and levels of effort, as well as by task, and made recommendations to the FTA regarding areas where costs could be reduced. He assisted in reviews of PMOC one-time risk assessments for several projects, which involved detailed cost estimate and schedule reviews. Mr. worked closely with most of the consultants and the 10 FTA regions, as well as FTA headquarters staff in Washington, D.C. Mr. King served as the key speaker at joint FTA/PMOC annual conferences in Washington, D.C., in 2006 and 2007, where he presented summaries of findings and recommendations on both PMOC reports and FTA consultant evaluations.

NYCEDC Lincoln Center Projects Program Management - Project Manager

Oversaw the exterior restoration of the Lincoln Center for the Performing Arts complex in Manhattan. Mr. King reviewed schedules, budgets, change orders, payment requisitions, quality control and safety reports, Buy America and Disadvantaged Business Enterprise documents, and project management plans, and he verified reporting by monitoring actual progress in the field. He also helped expedite city and federal funding of the public/private project and the completion of construction within budget while maintaining high quality and safety levels.

Metropolitan Transportation Authority of the State of New York Office of Construction Oversight - Former Acting Director/Deputy Director

Directed the Office of Construction Oversight at the MTA. Mr. King supervised a 5-person office and managed a 20-person consultant oversight team responsible for preparing detailed monthly and quarterly monitoring reports on all major MTA projects and programs for the monthly meetings of the MTA Board Capital Program Oversight Committee (CPOC), which is in charge of reviewing the major capital projects at NYCT, the LIRR, Metro-North Railroad, TBTA and MTA Capital Construction. Projects included civil/structural/architectural work – line structures, car shops, bus depots, stations - advanced signaling, communications systems, automated fare collection systems and control centers, and the procurement of subway and commuter train cars.

FIRM

STV 100 years

YEARS OF EXPERIENCE

33

EDUCATION

MASTER OF CITY AND REGIONAL PLANNING; HARVARD UNIVERSITY

BACHELOR OF SCIENCE, CIVIL ENGINEERING/ TRANSPORTATION; UNIVERSITY OF ILLINOIS

EMPLOYMENT HISTORY

STV, PROJECT MANAGER (2008-PRESENT)

CRA INTERNATIONAL, NEW YORK AND BOSTON, ASSOCIATE PRINCIPAL (2005 - 2008)

NEW YORK CITY METROPOLITAN TRANSPORTATION AUTHORITY OFFICE OF CONSTRUCTION OVERSIGHT, ACTING DIRECTOR (2003 - 2005)

CITY OF WHITE PLAINS, NEW YORK COMMON COUNCIL, AT-LARGE ELECTED MEMBER (2000 - 2003)

NEW YORK CITY METROPOLITAN TRANSPORTATION AUTHORITY OFFICE OF CONSTRUCTION OVERSIGHT, DEPUTY DIRECTOR (1987 - 2003)

CITY OF NEW YORK MAYOR'S OFFICE OF MANAGEMENT AND BUDGET, SUPERVISING ANALYST (1982 - 1987)

AGRIBUSINESS ASSOCIATES, INC., RESEARCH ANALYST (1981- 1982)

COUNTY OF SANTA CLARA PLANNING DEPARTMENT, SAN JOSE, CA, PLANNING AIDE (1979)

NYCHA Washington Heights Exterior Restoration - Project Manager

Coordinated the exterior restoration of the Washington Heights housing development in northern Manhattan as part of a construction management/builder requirements contract with the NYCHA. Mr. King was responsible for managing the construction contractor, reviewing all work in place, reviewing and submitting change-order proposals, reviewing and recommending payment requisitions, reviewing time extension requests, monitoring the safety and quality of the project, and working to expedite the completion of construction.

ESDC Atlantic Yards Relocation and Barclays Center Arena Owner's Representative Services - Project Manager

Working closely with the developer, construction managers, and contractors, and overseeing STV's owner's representative services on behalf of the Empire State Development Corporation (ESDC), during this multifaceted project. Work has involved the construction of the $1 billion, 670,000-sf Barclays Center Arena; the construction of a new subway hub connection; the lowering of an LIRR commuter rail vehicle storage and maintenance yard in Brooklyn, NY; and residential high-rise construction around the arena and over the yard that will be the tallest modular buildings in the world at 32 to 45 stories in height. STV has monitored, reported, and recommended actions for all areas of the $5 billion Atlantic Yards project, which includes the arena, with a focus on safety, schedule and quality. Mr. King's chief responsibilities have included reviewing the schedules and designs and working with the developer and the state to help assure that work is completed safely, on time, and in a quality manner. The underground subway hub connection now links an existing New York City Metropolitan Transportation Authority subway station complex to the arena plaza. Features include a new transit hub entry; a new below-grade control area with back-of-house support facilities; new connections to the NYCT 2, 3, 4, 5, B, D, N, Q and R subway lines with stairs, ramps and escalator and elevator to and from the new fare control area; and the relocation and restructuring of existing subway fresh air vents. In addition, Mr. King has been responsible for in-depth reviews of the design and construction of the lowering of the LIRR Vanderbilt Train Storage Yard to provide adequate clearance for the platform deck. He has also monitored the tight schedule for a new highway-style bridge and associated yard lowering work which had to be completed for the arena to open on schedule. The overall scope also includes site work, such as utility relocations and feeds, sidewalks, and security bollards surrounding the arena. Among the numerous challenges is performing this work in a densely populated urban locale with high-volume pedestrian/bicycle and vehicular activity. Mr. King along with field staff monitor the safety of maintenance and protection of traffic measures set up at the site, including flagging and construction walls/sound buffers.

Michael Sheeley

CONSTRUCTION MANAGER/RESIDENT ENGINEER

Mr. Sheeley has more than 33 years of construction experience with civil and structural engineering, as well as project management. His experience includes extensive involvement in the design, analysis, price estimation, construction, rehabilitation, installation, and project management of a wide variety of civil engineering projects. His design skills and resident engineer skills are reinforced with more than 8 years of previous practical construction experience. He has worked on projects ranging from residential development to large-scale mass transportation tunneling projects to bridge inspection, design, and remediation, to dock replacement and dolphin installation.

Project Experience

NYCDEP Coney Island Plant Outfall Reconstruction – Resident Engineer

Involved with the replacement of a 72-inch wastewater outfall and diffuser located in Jamaica Bay. Responsible for multiple subcontractors providing safety staff and office engineers. Staff included two construction inspectors, two safety inspectors, and two office engineers, as well as standard project processing staff. Work performed in an active navigation area with high levels of recreational use, under strict moratoriums established for protection of fisheries. As resident engineer, responsible for all company invoicing, contractor pay requisitions, contractor relationship, all progress and risk assessment meetings, change order negotiations and processing, monthly Issues and Tasks reporting, DEP EAC financials, internal scope change negotiation with client, and lead company contact for project. Facilitated solutions to design discrepancies, and issues between the contractor and client design engineer. Also coordinated schedule reviews and adjustments to allow additional work to be performed within the work window.

Kingsborough Community College Waterfront Inspection – Project Manager

Developed relationship with college staff to provide services related to Post-Hurricane Sandy FEMA damage analysis while using the docks at Kingsborough Community College for a disembarking point for the NYCDEP Coney Island Plant Outfall project, which then developed into to a full dive inspection analysis of more than 5,000 feet of waterfront structures and incorporation of an inspection program.

NYCDEP Rockaway WWTP – Resident Engineer

Provided substantial project support in technical details to post Hurricane Sandy plant damage including the issuing and resolution of more than 300 work orders. Individually and entirely responsible for the processing of all contractor T&M invoices per NYCDEP and NYCDEP Comptroller contractual requirements and format. Contractor invoices in excess of 1,500 pgs for each of four major contractors with multiples subcontractors due to a 6-month delay in agency providing contracts. Provided review of invoices in a format pleasing to NYC Engineer Audits Office, allowing for easy spot checks by auditors. Responsible for all questions from auditors and responding to contractors about invoice deductions.

FTA Project Management Oversight Contractor, Metro North Railroad Projects – Oversight Engineer

Provided continual review and evaluation of FTA grantees with statutory, regulatory, and administrative requirements for four major Metro North Railroad projects; Tarrytown Station Rehab, Upper Hudson Rehab of Three Stations, Grand Central Terminal Elevator Rehab, and

FIRM

CH2MHILL

YEARS OF EXPERIENCE
33

EDUCATION
MASTER OF SCIENCE, CIVIL/GEOTECHNICAL ENGINEERING; SYRACUSE UNIVERSITY

BACHELOR OF SCIENCE, WOOD PRODUCT ENGINEERING & CONSTRUCTION MANAGEMENT; SUNY-ENVIRONMENTAL SCIENCE & FORESTRY

PROFESSIONAL REGISTRATION
PROFESSIONAL ENGINEER: NY

EMPLOYMENT HISTORY
CH2M HILL/HALCROW (2006-PRESENT)

URBITRAN ASSOCIATES (2005-2006)

GALL ZEIDLER CONSULTANTS (2004-2005)

STV (2001-2004)

MEDENBACH & EGGERS CIVIL ENGINEERING (1997-2001)

DA SHEELEY CONTRACTING CO. (1988-1995)

GCT Employee Facilities. Responsibilities included performing site inspections, attending progress meetings, review of safety inspections, construction scheduling, changes orders, material submittals, and contractor invoicing, DBE requirements and compliance, and any construction or contract issues, and provide official PMOC reporting to the FTA. The PMOC acts as the 'eyes and ears' of the FTA to ensure that all FTA requirements are met, and to report any concerns if the project is in jeopardy, or out of compliance.

NYCEDC Market Slip Bulkhead Repairs – Project Manager
Managed a bulkhead rehabilitation project along the East River as a subconsultant. Project consisted of determining causes of sinkholes upland of bulkhead, providing bulkhead repair details and options, outfall penetrations, and working with NYCEDC, DOT, DDC, and DEP.

NYCDOT Old Slip Bulkhead Repairs – Project Manager
Managed a bulkhead rehabilitation project along the East River as a subconsultant to an engineering firm. Project consisted of field investigation for determining causes of sinkholes upland of bulkhead, providing bulkhead repair design, details and options, outfall penetrations, and working with NYCEDC, DOT, DDC, and DEP.

NYCEDC 25th St Pier – Project Manager
Managed the review and structural analysis of in-situ conditions of existing dock using structural analysis program RISA 3-D. The analysis considered pile conditions and different loading scenarios with the ultimate goal of determining allowable load on timber piles and determining which piles required repair to meeting loading conditions.

The Riverside Park Fund 69th Street Transfer Bridge Historic Preservation and Reuse Plan – Resident Engineer
Worked with the contractor to ensure project was completed safely and according to specifications. Facilitated the transition to NYCDOB special inspection requirements. Provided substantial onsite inspections to allow work to proceed and to be completed prior to moratorium. Also facilitated pile driving analysis. Responsible for all submitted reviews, attending progress meetings, client invoicing, and internal program management. Although CH2M HILL served as a subconsultant for this project, the end-user, the Department of Parks and Recreation, appreciated CH2M HILL's extensive input, which was above and beyond the responsibilities of construction support staff. Project elements included restoration of the deteriorated bridge foundations, construction of access platforms, restoration of the bridge superstructure, and installation of a ferry floating landing.

Owens Corning Landslide Remediation and Industrial Dock Replacement – Project Manager
Managed a construction project to arrest movement of high-tension electrical tower and installation of new dolphin for barge mooring. Project included installation of large-diameter pipe piles with reinforced concrete, sheet piles, king pile system, and drilled soil anchors on an environmentally sensitive and vibration sensitive site. Certain components were redesigned in the field to minimize high-cost construction methods.

NYCEDC Sherman Creek Site Evaluation and Design Concepts – Senior Engineer
Responsible for performing site investigation of 3,000 feet of industrial marine brownfields with conceptual development of urban green space with NYCEDC and private architectural consultant.

Ross Krause

ASSISTANT PROJECT MANAGER

Mr. Krause is an assistant project manager with experience providing estimating, administrative, supervisory, planning, and management services for commercial and residential construction projects in the New York City area. He is skilled at coordinating office and site activities, including maintaining project documents, managing RFIs, reviewing change-order proposals, updating insurances, allocating progress reports/process revisions, and performing contractor supervision for safety, contract conformity, QC, and schedule maintenance. Mr. Krause has performed these duties at several public housing developments for the New York City Housing Authority and for the ongoing redevelopment of Delta Airlines' international operations at John F. Kennedy International Airport.

FIRM

STV 100 years

YEARS OF EXPERIENCE
6

EDUCATION
BACHELOR OF SCIENCE, CIVIL ENGINEERING; RUTGERS UNIVERSITY

CERTIFICATIONS
CERTIFIED ASPHALT PLANT TECHNICIAN LEVEL 2; NEW JERSEY SOCIETY OF ASPHALT TECHNOLOGISTS (NJSAT)

CERTIFIED ASPHALT PLANT TECHNICIAN LEVEL 1; NJSAT

OSHA 10-HOUR CONSTRUCTION SAFETY AND HEALTH

OSHA 30-HOUR CONSTRUCTION SAFETY AND HEALTH

SUSPENDED SCAFFOLD TRAINING; SAFETY NET INC.

4-HOUR SUPPORTED SCAFFOLD USER CERTIFICATE; TSC TRAINING ACADEMY

EMPLOYMENT HISTORY
STV, ASSISTANT PROJECT MANAGER (2010 - PRESENT)

Project Experience

Delta Air Lines JFK Terminal Redevelopment Program Phase II – Superintendent

Providing construction management agency services for Phase II of $1.4 billion in landside and airside improvements at JFK International Airport in Queens, NY. Work includes the expansion of Terminal 4 by 75,000 sf with an 11-gate extension to the recently opened Concourse B for regional jet sized aircraft. Mr. Krause is supervising and coordinating site work; utility relocations; foundation placements; structural erections; interior finishes; mechanical, electrical, and plumbing fit-outs; exterior curtain wall installation; and roofing.

Delta Air Lines JFK Terminal Redevelopment Program Phase I - Project Officer

Provided project management services for Phase I of $1.4 billion in landside and airside improvements, including multiple head house expansions, gate extensions, taxi-lane and apron paving, utility infrastructure improvements, and environmental remediation, for Delta Air Lines' international operations at JFK International Airport in Queens, NY. The firm's project management services included field inspections as well as project controls, scheduling, estimating, and cost control. Work at Terminal 4, which had to remain in operation throughout construction, entailed a 540,000-sf, 9-gate extension at the end of the current concourse B and expansions to the east and west sides of the head house; extensive bag-handling system modifications and expansion of the security area; construction of new escalators, stairs, elevator piles, concrete foundations, and a security screening platform; removal of the monumental stairways between the third and fourth levels; and other renovations. Site work included utility relocations, installation of new fueling lines and hydrants, drainage system modifications, relocation of two taxiways, and apron paving, as well as construction of a new bus depot to connect passengers between Terminals 2 and 4. Work at Terminal 3, which is the old TWA terminal, consisted of abatement of hazardous materials and complete demolition and replacement of the terminal with aircraft parking and a servicing area. Mr. Krause supervised site work; utility relocations; structural erections; mechanical, electrical, and plumbing fit-outs; interior finishes; and demolition. He also assisted with estimating services by reviewing scope and validity for change-order proposals.

NYCHA Johnson Houses Phase IIA and IIB Renovation CM - Superintendent

Monitored the replacement of parapet walls, built up roofing systems and roof railings during the fast-track, $60 million second phase of renovations to the James Weldon Johnson Houses complex in Manhattan. Mr. Krause's construction management (CM) duties on the project included contractor supervision for safety, contract conformity, QC, and schedule maintenance.

NYCHA CM/Build Requirements Contracts - Project Officer
Provided administrative and management services for renovations at three developments in Brooklyn, NY, under a construction management (CM) task-order contract. The projects, which totaled more than $32 million, included repairs to comply with Local Law 11, as well as concrete rehabilitation and replacement of roof water tanks. Mr. Krause was responsible for site supervision and maintaining project documents, which included managing RFIs, providing submittal coordination, keeping meeting minutes, managing permits and insurances, administering change orders, and providing closeout information.

NYCHA Boulevard Houses Renovations - Project Officer
Provided administrative and management services for $11.6 million in renovations at Boulevard Houses in Brooklyn, NY. Mr. Krause oversaw masonry repairs and other work at the complex's 18 buildings in compliance with Local Law 11. He also coordinated office and field organization efforts, including maintaining project documents, managing RFIs, updating insurances, and allocating progress reports/process revisions.

NYCHA Bayview Houses Renovations - Project Officer
Assisted with administrative and management tasks for the $12 million renovation of the Bayview housing development in Brooklyn, NY. Mr. Krause maintained project documents, updated project insurances and closeout information, managed RFIs, and attained field verification of quantities. He also assisted in overseeing masonry repairs, management of office improvements, and stair hall window replacements for the complex's 23 residential buildings and management office.

NYCHA Linden Houses Renovations - Project Officer
Provided construction management services for masonry repairs to the 19 buildings that comprise this public housing complex in Brooklyn, NY. Mr. Krause worked on the restoration of shelf angles, rehabilitation of concrete, and replacement of damaged terra-cotta coping stones on the parapets. The $8.5 million project also called for new lobby entrances and the replacement of two roof water tanks. Mr. Krause assisted in maintaining project documents and in managing RFIs and meeting minutes. He updated insurances and closeout information, and attained field verification for quantities.

Ryan Kelly, LEED® AP BD+C

ASSISTANT PROJECT MANAGER

Mr. Kelly is a project officer with experience providing civil engineering services for residential and commercial buildings in New York, New Jersey, Ohio, and Tennessee. He has updated construction schedules, assisted in preliminary designs for structural and architectural drawings, reviewed and edited shop drawings using CAD software, performed traffic planning assistance, and made site visits to verify that construction and traffic modifications were performed according to client requirements.

FIRM

STV 100 Years

YEARS OF EXPERIENCE

5

EDUCATION

MASTER OF SCIENCE, CONSTRUCTION MANAGEMENT; NEW YORK UNIVERSITY SCHACK INSTITUTE OF REAL ESTATE

BACHELOR OF SCIENCE, CIVIL ENGINEERING; UNIVERSITY OF VIRGINIA

CERTIFICATIONS

LEED ACCREDITED PROFESSIONAL (AP) BUILDING DESIGN + CONSTRUCTION

EMPLOYMENT HISTORY

STV, PROJECT OFFICER (2009-PRESENT)

Project Experience

PANYNJ National September 11 Memorial & Museum - Project Officer

Managing the procurement process, cost report, and change orders for this landmark PANYNJ project in Lower Manhattan. The memorial consists of two recessed square pools with waterfalls along the walls. The site comprises 8 acres with more than 350 swamp white oak and sweet gum trees in addition to a pavilion from which visitors can access the underground museum. Accessed through an above grade, 3-story pavilion, the museum will offer visitors an opportunity to view artifacts from the World Trade Center site while descending toward bedrock where they can view the slurry wall and exposed footings that supported the original towers. Mr. Kelly acts as liaison between the staff that supports the Port Authority Board of Commissioners and the memorial project team. He prepares the executive summaries and board items that detail the specific trade contracts being advanced by the memorial each month. These documents are then presented to board members at the monthly meeting. In addition, Mr. Kelly answers questions relating to the procurement process and makes sure that trade contracts are advanced each month with the requisite documentation and information for the board to vote on a contract. He also processes change orders for the project by gathering the required documentation and signatures necessary to include the work in the next payment. Mr. Kelly manages the estimates for our team and works closely with the cost engineers to assure that the cost report is updated regularly. In this role, he is able to facilitate discussions and recommend changes among the cost team to improve the cost report, which is issued on a monthly basis.

PANYNJ National September 11 Memorial & Museum Hurricane Sandy Remediation - Project Officer

Assisting the oversight of clean up efforts by various contractors to remediate flood damage at the unfinished National September 11 Memorial & Museum, a landmark Port Authority of New York and New Jersey (PANYNJ) project in Lower Manhattan. The museum, located 70 feet below ground level, sustained at least seven feet of flooding at the bedrock level due to Hurricane Sandy. Mr. Kelly is tracking the replacement of new equipment, reviewing requisitions, and verifying the work in place for each month. He is meeting with insurance companies to guide them through the site. Mr. Kelly is monitoring work to make sure clean-up effort guidelines set in place by PANYNJ are adhered to.

LMDC World Trade Center Site Traffic Modifications - Traffic Planning Intern

Assisted in traffic planning services for several areas at the World Trade Center (WTC) site in Lower Manhattan and the surrounding vicinity in conjunction with the Lower Manhattan Construction Command Center. Mr. Kelly coordinated schedules and deliveries, organized and input data, and reviewed traffic logistics and specifications for permits and regulations.

He attended weekly meetings with the Lower Manhattan Development Corporation (LMDC), representatives of New York's Community Board 1, the New York City Department of Transportation, the New York Police Department, and the Fire Department of the City of New York.

Applied Developmental Corporation The W Hotel-Hoboken - Structural Design Intern
Provided assistance in the structural design of the 25-story, 320,000-sf W Hotel in Hoboken, NJ. Mr. Kelly reviewed and compared structural drawings, checked rebar and concrete finishing, and made site visits to verify that construction was completed according to project plans and specifications. Due to adverse sub-grade conditions, the structure was subject to International Building Code Seismic Design Category D provisions, which are similar to those imposed on the west coast.

Private Client Various Luxury Apartments - Structural Design Intern
Assisted in the structural design of several multimillion-dollar, steel-framed luxury apartments and commercial buildings throughout New York City and New Jersey. Mr. Kelly updated column and beam schedules, edited shop drawings, and assisted in editing preliminary AutoCAD drawings. He checked shop drawings for connections and beam sizes and performed site visits to verify that construction was completed according to the client's specifications.

L&M Development Partners Kalahari Harlem - Architectural Intern
Reviewed and edited drawings for a 12-story, 430,000-sf luxury apartment building in Manhattan's Harlem neighborhood. He provided assistance using AutoCAD for preliminary design of the building, which is LEED certified and features 250 units, 100,000-sf of commercial and community space, a cultural center, squash courts, and a theater.

Jacquelyn Mascoli

PROJECT MANAGER

Ms. Mascoli has more than five years of experience preparing and tracking documents related to contractor bidding, negotiations, and contract awards. She is experienced at preparing, reviewing, vetting, and filing pre-bid and bid documents; attending pre-bid conferences and bid openings; evaluating the qualifications of engineering and controlled inspection companies; reviewing and approving change orders; submitting and tracking RFIs; and resolving issues associated with field conditions. In addition, Ms. Mascoli is skilled at preparing monthly progress reports and updating STV's Procedures Manual.

FIRM

STV 100

YEARS OF EXPERIENCE

8

EDUCATION

MASTER OF SCIENCE, CIVIL ENGINEERING; NEW JERSEY INSTITUTE OF TECHNOLOGY

BACHELOR OF SCIENCE, CIVIL ENGINEERING; MANHATTAN COLLEGE

CERTIFICATIONS

OSHA 30-HOUR CONSTRUCTION HEALTH AND SAFETY

OSHA 10-HOUR CONSTRUCTION HEALTH AND SAFETY

EMPLOYMENT HISTORY

STV, ASSISTANT PROJECT MANAGER (2006 - PRESENT)

Project Experience

PANYNJ One World Trade Center and National September 11 Memorial & Museum - Assistant Project Manager

Providing program and construction management (CM) services for the design and construction of a new high-rise office building incorporating approximately 3.5 million gross sf of new construction, both above and below grade, in a Class A office building complex at the World Trade Center (WTC) site in Lower Manhattan. As part of the owner's representative team and on behalf of the client, Ms. Mascoli is responsible for facilitating technical solutions for the project's architectural and engineering design efforts with other projects, consultants, and stakeholders throughout the 16-acre site. She is interfacing with the CM unit regarding preparation for unforeseen field conditions, and to advance the timely resolution of critical construction submittals, RFIs, requisitions for payment, and change orders. Ms. Mascoli is expediting and reporting on the construction administration efforts, assisting in the evaluation and bid tabulations using a best-value procurement approach, and assisting in providing comprehensive procurement recommendations to the client. She is currently managing various trades, including structural steel and metal deck, concrete, spray-on fireproofing, masonry, miscellaneous iron, steel painting, sitework, overhead doors, electromagnetic shielding, and hoist and sidewalk sheds. She previously managed various building envelope and finish trades such as curtain wall, cable net wall, stone and tile, carpentry, resilient flooring, and painting. Ms. Mascoli has also been involved with the overall project budget, from forecasting to tracking both hard and soft costs for the owner.

NYCHA CM Task-Order Contract - Superintendent

Performed evaluations of engineering and oversaw inspections of work at various existing public housing developments on a task-order basis under a construction management (CM)/ builder requirements contract. Ms. Mascoli was responsible for creating and filing prebid and bid documents, as well as attending bid openings, prequalifications meetings, and prebid conferences. She also prepared monthly reports and updated the STV Procedures Manual. The scope of work consisted of renovations and repairs to building exteriors, roofing, brickwork repairs, concrete structural rehabilitation, and interior modifications.

Anthony Zaccoli

SENIOR SUPERINTENDENT

Mr. Zaccoli is a senior superintendent with more than 25 years of experience leading and managing construction projects in alignment with client schedules and budgets. He is skilled at working with project managers to coordinate drawing approval and change orders between architects and engineers to subcontractors, managing foremen and ensuring sufficient labor force, overseeing purchasing of various types of materials, and processing requests for extra work. Mr. Zaccoli is experienced at organizing and leading preconstruction and weekly meetings with owners and clients, and serving as a key contact with project managers and owners for approval of contracts and project close-outs. He is committed to worksite safety and project quality, and is adept is at interacting effectively with city agencies, unions, and trades.

Project Experience

Delta Air Lines JFK Terminal Redevelopment Program - Senior Site Civil Superintendent

Overseeing civil work performed by multiple construction management and general contractor teams completing landside and airside improvements associated with a $1.4 billion Delta Air Lines terminal expansion and redevelopment program to relocate its international operations at JFK International Airport in Queens, NY, from Terminal 3 to Terminal 4. Work currently underway for the multiphase program includes the addition of 11 regional jet gates on both sides of Concourse B in Terminal 4. Site work that Mr. Zaccoli is monitoring involves repaving the area and changing the slope for drainage, installing a hydrant fuel system, and removing asphalt to subgrade and installing concrete. Utilities being installed under the concrete include drainage, sanitary, power, water, and hydrant fuel lines.

NYU Bobst Library Interior Rehabilitation - Senior Superintendent

Oversaw construction for the gut rehabilitation of 40,000 sf of Elmer Holmes Bobst Library at New York University (NYU). The scope of the $10 million project included building multiuse quiet study rooms, air conditioning and electrical upgrades, and new bathrooms, and rehabilitation of a large reading room and existing bookcases. Mr. Zaccoli was responsible for the supervision of all trade subcontractors, including plumbing, carpentry, electrical, and painting, and monitored construction to make certain it was completed on time, within budget, and to quality specifications.

NYU MAGNET - Senior Superintendent

Provided field supervision for the $10 million renovation of 40,000 sf on the 8th floor of 2 MetroTech Center in Brooklyn, NY, to accommodate New York University (NYU)'s Media and Games Network (MAGNET) facility. The $10 million project included the installation of power and data infrastructure for projects and shows; instructional technology in classrooms; and specially designed spaces for audio engineering, motion capture and visual arts. Mr. Zaccoli planned daily field activities; managed superintendent, subcontractor, and trades personnel; and maintained the schedule. He addressed QC issues in the field with the resident engineer to develop acceptable repair procedures. Mr. Zaccoli also reviewed the budget and schedule and met regularly with the project manager to maintain both.

Brooklyn Bridge Park Development Corporation Brooklyn Bridge Park - Senior Superintendent

Managed and coordinated all superintendents and construction trades for the development of an 85-acre sustainable waterfront park stretching 1.3 miles along the East River shoreline of Brooklyn, NY. The $220 million park replaced abandoned waterfront piers, parking lots, and

FIRM

STV 100 yrs

YEARS OF EXPERIENCE

29

EDUCATION

HS DIPLOMA; NEW UTRECHT HIGH SCHOOL, BROOKLYN, NY

REGISTERED CONSTRUCTION SUPERINTENDENT

NEW YORK CITY DEPARTMENT OF BUILDINGS

CERTIFICATIONS

OSHA CONSTRUCTION SAFETY AND HEALTH TRAINING

NEW YORK CITY FIRE DEPARTMENT (FDNY) CERTIFICATE OF FITNESS, CONSTRUCTION SITE FIRE SAFETY MANAGER

NEW YORK CITY DEPARTMENT OF BUILDINGS (NYCDOB) SITE SAFETY MANAGER

EMPLOYMENT HISTORY

SKANSKA USA BUILDING, GENERAL SUPERINTENDENT/ SENIOR SUPERINTENDENT (2000 - 2014)

NTX INTERIORS, SENIOR SUPERINTENDENT (1998 - 2000)

SHIMIZU AMERICA CORP., LEAD SUPERINTENDENT (1995 - 1998)

CAULDWELL WINGATE CONSTRUCTION CO., SUPERINTENDENT/ PROJECT MANAGER (1985 - 1995)

storage sheds with landscaped areas and ecological habitats; recreational facilities; a marina for recreational boating; protected waters for kayaking; and development essential to the park's maintenance and operation that includes retail, restaurant, residential, and hotel space. Mr. Zaccoli was responsible for confirming that all work conformed with project specifications and code requirements. He also oversaw the preparation of construction schedules for all trades and scheduling of construction material delivery, and made sure that all general conditions were according to budget. In addition, Mr. Zaccoli conducted weekly meetings with clients, trades, engineers, architects, and building personnel.

Kingsboro Psychiatric Center Interior Rehabilitation - Senior Superintendent
Provided site supervision for the $30 million gut rehabilitation of a 6-story, [approximate sf?] building on the campus of the Kingsborough Psychiatric Center in Brooklyn, NY. Work included all new mechanical systems, new electrical services, new windows, patient bedrooms, nursing stations, medical service areas, treatment rooms, and a new cafeteria. Mr. Zaccoli reviewed budgets and schedules and met regularly with the project manager to maintain both. He also established logistical and safety plans that met client requirements, and managed their implementation on the site.

NYCDDC Fire Unit Capital Construction Projects - Senior Superintendent
Managed general construction, mechanical, electrical, and plumbing work to renovate and upgrade New York City Fire Department facilities under a 3-year, $30 million requirements contract. Projects included a $3.8 million rehabilitation of Engine Company 1 in Manhattan and a $3.6 million rehabilitation of Engine Company 282 in Brooklyn, both of which required asbestos removal, demolition, structural reconstruction, façade restoration, interior fit-out, and entirely new mechanical, electrical, and plumbing infrastructure. Mr. Zaccoli conducted field inspections and monitored daily activities to ensure that safety procedures and quality standards were maintained, and worked with the project manager on schedules and submittals.

Richard St. Cyr

SUPERINTENDENT

Mr. St. Cyr has more than 20 years of experience in supervising mechanical, electrical, and plumbing (MEP) projects and has extensive knowledge in the structural, architectural, and civil engineering areas. He has led multimillion dollar projects for airport terminals, power plants, correctional facilities, hospitals, and high-rise condominiums. Mr. St. Cyr is an adept construction manager and inspector skilled at leading complex teams of technicians and laborers from multiple contractors. He is also experienced with resolving requests for information (RFIs).

Project Experience

Delta Air Lines JFK Terminal Redevelopment Program Phase I - Role

Managing the MEP construction for the redevelopment of Terminal 4 at JFK International Airport, in Queens, NY, for Delta Air Lines. Mr. St. Cyr is overseeing the general contractor MEP teams for 125,000-sf gate extensions, multiple head-house expansions, taxi-lane and apron paving, and utility infrastructure improvements. Site work includes utility relocations and the installation of new fueling lines and hydrants. In addition, he is contributing to the new baggage handling conveyor system, including shutdowns and relocation of MEP utilities in coordination with JFK to avoid terminal operation disruptions. Mr. St. Cyr is helping with commissioning a new ground service fueling station and hydrant fuel system for the new concourse B expansion. The new commission includes an emergency fuel shut-off system, cathodic protection of the underground fuel piping, and flushing of the entire fuel system. He is also overseeing the new routing of the fiber optic communication line between Terminals 2 and 4.

PANYNJ JFK International Airport Expansion - Electrical Superintendent

Scheduled reviews, wrote progress reports, coordinated contracts with related contractors, and negotiated payment of work change orders for an expansion at JFK International Airport in Queens, NY, for the Port Authority of New York and New Jersey (PANYNJ). Mr. St. Cyr coordinated with engineers to solve design discrepancies. He oversaw the testing of the fire alarm, communications, and high-voltage distribution systems along with electrical and security operations. Mr. St. Cyr wrote RFIs, field reviews, and deficiency reports. He coordinated schedule impact work with the owner and facility management, and resolved inspection and code issues with PANYNJ. Mr. St. Cyr supervised 160 electricians under 3 contractors, and 25 technicians for the building management and fire alarm and security systems.

NYSE Generators - Senior Superintendent

Directed field operations in a $70 million retrofit design consisting of four standby generators on top of the New York Stock Exchange (NYSE) in Manhattan. Mr. St. Cyr coordinated the steel construction that supports the generators and its apparatus. The installation had to be performed without interrupting NYSE operations. He was responsible for supervision of iron workers, carpenters, roofers, sheet metal mechanics, plumbers, pipe fitters, electricians, and a general labor force. The total labor averaged 60 persons per week. Mr. St. Cyr attended weekly meetings with the owners, design team, and contractors.

George Bush Intercontinental Airport Terminal E - MEP Superintendent

Managed the installation, testing, and commissioning of life safety, security, and electrical distribution and fire alarm systems for the $210 million new concourse at George Bush International

FIRM

STV 100 years

YEARS OF EXPERIENCE

25

EDUCATION

ASSOCIATE IN MATHEMATICS; MIDDLESEX COMMUNITY COLLEGE

EMPLOYMENT HISTORY

ISKANSKA (2006 - 2010)

DOOLEY/MACK CONSTRUCTORS, INC. (2005 - 2006)

AMEC CONSTRUCTION MANAGEMENT (FORMERLY MORSE DIESEL INTERNATIONAL) (1997 - 2005)

T.I.C CORPORATION (1996 - 1997)

FLUOR-DANIEL, INC. (1996)

H. B. ZACHERY COMPANY (1995 - 1996)

EPIC CONSTRUCTORS, INC. (1995)

ZURN/NEPCO, INC. (1995)

DAVIS ELECTRICAL CONSTRUCTORS, INC. (1994 - 1995)

MERIT ELECTRICAL & INSTRUMENTATION (1994)

P.P.M. (1994)

WILLIAMS CONSTRUCTION (1994)

ZURN/NEPCO (1993 - 1994)

T. I. C. CORPORATION (1993)

FLORIDA INDUSTRIAL ELECTRIC (1993)

ZURN/NEPCO (1992)

ROYAL ALUMINUM (1992)

G & O SYSTEMS, INC. (1989 - 1992)

Airport in Houston. Mr. St. Cyr supervised 150 electricians, 20 technicians, and 25 laborers representing four contractors during the expedited, 2-phase construction.

Continental Airlines Global Gateway - MEP Superintendent
Managed the completion of the punch list and commissioned electrical and security systems to open the new $180 million customs and immigration facility at Newark Liberty International Airport in Newark, NJ, for Continental Airlines. The project provided 24 passenger jet-ways along with Federal Investigative Services and Immigration and Naturalization Service facilities, which included conveyors; escalators; power and lighting; and systems for fire protection, fire alarm, and building security interface. Mr. St. Cyr supervised 87 electricians, 15 plumbers, and 6 building management systems technicians under 2 contractors. He coordinated with the Port Authority of New York and New Jersey on critical design and code issues. Mr. St. Cyr also directed contractors in an emergency situation when the fire sprinkler piping burst and flooded the baggage handling area. The damaged pipe was isolated and the area secured. All of the work was performed while the airport was in operation and without interference to airport functions.

Seminole County Jail Expansion - MEP Coordinator
Managed the MEP coordination for four buildings as part of a $30 million expansion of the county jail in Sanford, FL, for Seminole County. Mr. St. Cyr directed all MEP work performed in a 3-story housing unit, intake/release building, central energy plant, and active kitchen/laundry building. He coordinated with security personnel to schedule work in the active facility and reconciled contract design issues with the design team.

Colonial High School Ninth Grade Center - Superintendent/MEP
Managed the MEP installation and start up of two new academic and science centers at a $31 million educational facility in Orlando, designed to ease crowding at the main high school. The scope included a state-of-the-art athletic center and central utility plant, along with the renovation of the art center medical lab, administration building, and cafeteria. Mr. St. Cyr created the punch list and assisted with the project close-out for this LEED® certified project.

San Francisco County Replacement Jail No. 3 - MEP Superintendent
Completed a late contract with numerous coordination, damages, and design issues for a $150 million jail replacement in San Francisco. Mr. St. Cyr identified damages, the reasons for them, and implemented repairs. He managed the writing of field work directives, RFIs, and back charge notices. Mr. St. Cyr also coordinated work schedules, supervised 100 electricians and technicians, and scheduled electrical inspections.

NYSDCS Upstate Correctional Facility - Electrical Superintendent
Oversaw the electrical, life safety, and security systems for inmate housing, medical, and support facilities at a $150 million maximum security prison in Malone, NY, for the New York State Department of Correctional Services (NYSDCS). Mr. St. Cyr scheduled labor and material, verified that the work was performed on schedule, and managed pay requisitions. He performed electrical inspections and supervised 155 electricians under two different contractors and 25 security and communication technicians

James A. Masiello

SUPERINTENDENT

Mr. Masiello is a mechanical, electrical, and plumbing (MEP) manager and superintendent with more than 40 years of experience on a broad range of projects. In recent years, he has supervised numerous installations, as well as start-up and commissioning of MEP systems, at JFK International Airport and Newark Liberty International Airport for PANYNJ. Mr. Masiello has performed field commissioning and start-up for temperature controls, fire alarm, security, and supervisory control and data acquisition (SCADA) systems. He has also provided supervision for MEP installations at a power plant, a prison, the Museum of Modern Art, and numerous office buildings throughout New York City.

Project Experience

PANYNJ JFK International Airport/ Delta Airlines Terminal 4 Concourse B Expansion - MEP Manager

Managing and supervising electrical and mechanical installations at JFK International Airport Terminal 4, Concourse B. Mr. Masiello's primary responsibilities include electrical and mechanical engineering, installation, start-up, and commissioning for the terminal's expanded Concourse B in Queens, NY. He is also the liaison for coordination of MEP installation in Terminal 4. The 346,000-sf Concourse B expansion is part of a $1.4 billion redevelopment program that provides Delta Airlines with 9 new and 7 renovated gates, and an additional 11 planned. Terminal 4 replaces Delta's older Terminal 2 facility and will also facilitate the relocation of the airline's international operations from Terminal 3.

PANYNJ JFK International Airport/ JetBlue Airways Terminal 5 - MEP Manager

Supervised electrical and mechanical installations at the new JetBlue Airways Terminal 5 at JFK International Airport for PANYNJ and JetBlue Airways. Mr. Masiello oversaw the installation of electrical and mechanical systems, as well as start-up and commissioning of those systems at the new JetBlue Terminal in Queens, NY. The 625,000-sf terminal houses 26 gates and can accommodate 250 flights per day. Prior to completion of the $875 million terminal, which opened in late 2008, JetBlue, the airport's fastest-growing carrier, occupied the adjacent Terminal 6.

PANYNJ JFK International Airport/American Airlines Terminal 8 - MEP Field Engineer

Managed, supervised, and commissioned more than $600 million in electrical and mechanical installations for the new American Airlines Terminal 8 at JFK International Airport in Queens, NY. Mr. Masiello provided start-up and commissioning services for all electrical/mechanical, industrial, and commercial control systems for temperature control, fire alarm, electrical distribution and controls, SCADA, and security functions. The MEP installations emphasized building automation systems. Terminal 8 was constructed in four phases, including the construction of a new mid-field concourse, demolition of the old Terminal 9, and demolition of the old Terminal 8. It opened in stages between 2005 and 2007 with its official opening in August 2007.

PANYNJ JFK International Airport/Delta Airlines Terminal 4 - MEP Manager and Superintendent

Supervised electrical and mechanical installations at JFK International Airport Terminal 4. Mr. Masiello also assisted with field commissioning and start-up for temperature controls, fire alarm, security, and SCADA at this terminal in Queens, NY. The project scope focused on the installation of state-of-the-art building automation systems.

FIRM

STV 100 Years

YEARS OF EXPERIENCE

46

EDUCATION

ASSOCIATES DEGREE, ELECTRICAL TECHNOLOGY; NEW YORK COMMUNITY COLLEGE

CERTIFICATE OF COMPLETION IN ARCHITECTURAL, MECHANICAL AND ELECTRICAL DESIGN; INSTITUTE OF DESIGN AND CONSTRUCTION

EMPLOYMENT HISTORY

STV, MEP MANAGER/ SUPERINTENDENT(2/13 - PRESENT)

TURNER CONSTRUCTION - MEP MANAGER/SUPER (2007 - 7/13)

VRH/TORCON - MEP SUPERINTENDENT (9/04 - 2007)

AMEC CONSTRUCTION - MEP MANAGER/ SUPERINTENDENT (11/03 - 8/04)

ISLAND INSTRUMENTATION - MEP FIELD SUPERINTENDENT (3/03 - 11/03)

AMEC CONSTRUCTION - MEP SUPERINTENDENT (1999 - 3/03)

LEHR MCGOVERN BOVIS CONSTRUCTION MANAGERS - SENIOR ELECTRICAL PROJECT MANAGER (1997-1999)

YORK HUNTER CONSTRUCTION MANAGERS - MEP PROJECT MANAGER (1994 -1997)

JAMES F. VOLPE ELECTRICAL CONTRACTORS - FIELD ENGINEER (1990 - 1994)

PANYNJ Newark Liberty International Airport Continental Airlines Concourse C - MEP Field Engineer

Supervised electrical and mechanical installations to service Concourse C of the Continental Airlines Terminal at Newark Liberty International Airport in Newark, NJ. Mr. Masiello oversaw the field commissioning and start-up for temperature controls, fire alarm, security, and SCADA systems.

NYCSCA/NYCDGS Electrical and Mechanical Installations - MEP Project Manager and Superintendent

Managed and supervised electrical and mechanical installations at city-owned office buildings. Mr. Masiello also served as a MEP mentor manager for the NYCSCA mentorship program. This program involved managing minority contractors for peak performance during NYCSCA construction projects.

LIPA/National Grid Power Plant Mechanical and Electrical Instrumentation Installation - MEP Field Engineer

Supervised the installation of mechanical and electrical instrumentation systems at the Long Island Power Authority (LIPA)/National Grid power plant in Far Rockaway, NY. Mr. Masiello oversaw the commissioning of the systems in the field. He was also responsible for safety supervision and start-up at the power-generating plant, which was capable of producing 100-MW of electricity.

MoMA Expansion - MEP Superintendent

Supervised electrical and mechanical installations for the expansion of the Museum of Modern Art (MoMA) in Midtown Manhattan. The installations were focused on building systems. Mr. Masiello also oversaw the commissioning of systems in the field. He served as the start-up superintendent for temperature control, fire alarm, and security systems. The expansion nearly doubled the space for MoMA's exhibitions and programs and featured 630,000 sf of new and redesigned space.

FBOP Brooklyn Detention Center Electrical and Mechanical Installations - Senior Electrical Project Manager

Managed a $50 million electrical installation at the 1,000-cell Brooklyn Detention Center for the Federal Bureau of Prisons (FBOP). Mr. Masiello oversaw electrical contractors in the field and supervised installation, start-up, and commissioning of the facility's electrical system.

Robert Dries

SENIOR MEP MANAGER

Mr. Dries has more than 25 years of experience as a mechanical project manager, having worked as a construction manager, owner's representative, and general contractor for numerous New York City area projects. He has extensive experience in both the public and private sectors overseeing mechanical, electrical, plumbing, security, BMS, and IT trades on demanding projects. Working on projects ranging from $29 million to $2.8 billion, Mr. Dries serves many clients in the New York City metropolitan area including the PANYNJ, the MTA, the Dormitory Authority for the State off New York (DASNY), and the New York State Office of Mental Health (OMH).

Project Experience

Delta Air Lines JFK Terminal Redevelopment Phase I - Field Inspector

Providing field inspection to facilitate the commissioning of new construction and renovations at Terminal 4 of the JFK International Airport in Queens, NY. Mr. Dries conducts daily field inspections, oversees subcontractors, reviews punch lists, and provides arbitration with subcontractors. The renovations aim to ease congestion at airline baggage claim and security checkpoint areas. The scope of work includes a head-house expansion, 540,000-sf gate extensions, taxi-lane and apron paving, and utility infrastructure improvements.

PANYNJ One World Trade Center and National September 11 Memorial & Museum - Deputy Resident Engineer

Performing daily site inspections covering 11 different trades, including civil, architectural, and MEP for the construction of the $2.8 billion One World Trade Center (WTC), a major project included in the redevelopment of the 16-acre WTC site in Lower Manhattan. At 1,776 feet tall, One WTC will be the centerpiece of the new WTC complex for the PANYNJ. The complex will encompass more than 3.6 million gross sf, including office space, restaurants, an observation deck, and broadcast facilities. The building will also house below-grade shopping, the World Financial Trade Center, access to the PATH transit system, NYCT subways A, C, E, 2, and 3, and a connection to a cross-Hudson ferry service. In addition to his daily inspections, Mr. Dries witnesses all inspections on the site, as well as equipment startup, and he files daily engineering, status, and safety reports.

MTA/New York City Metropolitan Transit Consolidated Revenue Facility - Resident Engineer

Coordinated all of the MEP trades for the approximately $200 million renovation of the MTA)and New York City Transit facility in Ridgewood, NY. In addition to supervising a staff of three, Mr. Dries reviewed and rewrote project controls, generated punch lists, and managed construction commissioning.

NYCT Consolidated Revenue Facility - Resident Engineer

Coordinated all of the MEP trades for the $279 million renovation of the NYCT revenue collection facility in Ridgewood, NY. Mr. Dries supervised a staff of three for the installation of four major Federal Reserve-class vaults, a 200,000-sf addition with more than 5,000 CCTV cameras, a No. 2 diesel fuel farm, 4 generator sets, 2 money counting rooms for paper currency, and 12 secure money processing rooms. The electrical upgrades included an uninterruptible power supply (UPS) supported power system and redundant power distribution. He also reviewed and rewrote project controls, generated punch lists, and managed construction commissioning.

FIRM

STV 100 years

YEARS OF EXPERIENCE

38

EDUCATION

MASTER OF MECHANICAL ENGINEERING; SEATTLE UNIVERSITY

BACHELOR OF SCIENCE, MECHANICAL ENGINEERING; SEATTLE UNIVERSITY

EMPLOYMENT HISTORY

GILBANE BUILDERS (2009 - 2010)

HRH LLC (2002 - 2009)

BARR & BARR, INC. (2000 - 2002)

HRH CONSTRUCTION CORPORATION (1999 - 2001)

U.S. FEDERAL RESERVE BANKING SYSTEM/ DEPOSITORY TRUST CORP. (1997 - 1999)

ALFA TECH, CONSULTING ENGINEERS (1995 - 1997)

BARR & BARR CONSTRUCTION (1992 - 1995)

MORSE DIESEL (1986 - 1992)

AD HERMAN CONSTRUCTION (1984 - 1986)

SUN-TEN ENGINEERING INTERNATIONAL, HONG KONG/UNITED KINGDOM (1977 - 1984)

Hyatt Hotel 75 Wall Street Condominiums - MEP Superintendent and Designer
Redesigned the entire MEP system for the 60-floor, $75 million conversion of a bank into luxury condominiums and hotel suites in Lower Manhattan. Mr. Dries redesigned the HVAC, electric, and plumbing services for the structure. Also included in the project was the addition of a day care center, for which he designed the environmental controls and security system.

Stony Brook University Medical Center Renovation - Field Superintendent
Inspected work by mechanical trades during the $80 million renovation of Stony Brook University Medical Center in Stony Brook, NY. The approximately 150,000-sf renovation included the hospital's emergency room departments, patient acute recovery center, and triage unit. Also included in the scope of work was the addition of a blood bank. Mr. Dries monitored the mechanical trades to make certain that work complied with drawings, specifications, and building codes.

Memorial Sloan-Kettering Cancer Center Renovation - MEP Superintendent and Project Manager
Oversaw the daily operations of MEP trades and redesigned the MEP system for the $500 million renovation of the premier cancer care facility in New York City. The major renovation and infill project placed a 6-story building on top of an existing building, framed and tied into three surrounding buildings, and included five medical units, as well as the pathology building. Mr. Dries guided field work for the erection of super columns and beams over hospital working clinics. He supervised the addition of a new mechanical equipment room to service a new Pathology Department, Pediatric Outpatient Department, Pediatric Intensive Care, Breast Cancer Surgical Suites, and 26 new operating suites with robotic radioactive isotope implant capability. Mr. Dries coordinated site work for the construction of four suites containing two linear accelerators and magnetic resonance imaging (MRI) machines. He also managed upgrades to supporting water systems, led survey work, provided design sketches, and redesigned the plumbing system at the facility. Mr. Dries performed MEP coordination, re-designs, field sketching, change order negotiation, air/water side balancing, and commissioning. In addition, he was selected by the client's Facilities Engineering Department to undertake special assignments related to existing hospital mechanical systems, including surveying, investigating, and recommending new design, as well as supervising the installation of new design enhancements.

Patricia Zander, P.E., PMP, LEED®AP BD+C

ENVIRONMENTAL SENIOR PROJECT MANAGER

Ms. Zander is a civil and environmental engineer with more than 15 years of experience working on educational and healthcare facilities, waste transfer centers, and parks and athletic fields. She is experienced in all phases of site development, including feasibility studies, facilities condition analyses, stormwater permitting, cost estimating, contract documents, and construction management. Ms. Zander has provided designs and technical support to achieve LEED certifications and is adept at procuring New York City Department of Environmental Protection (NYCDEP) approval and permitting. Her project management experience includes budget preparation, cost management, scheduling, and staff coordination.

Project Experience

NYCDDC New York City Police Academy - Environmental Project Manager/LEED Compliance Officer

Managing LEED requirements and documentation from preconstruction through construction closeout for the New York City Academy, which is designed for a LEED Silver rating and being built in two phases on a 33-acre municipal site in the College Point area of Queens, NY, for the New York City Department of Design and Construction (NYCDDC). The site is located on a former landfill later used as a New York City Police Department impound yard. Ms. Zander is also monitoring environmental strategies and identified a critical environmental issue missing from the design scope of work. She took a lead role in the bidding and procurement process for an environmental consultant subcontract. Ms. Zander is managing the preparation of the soil, air, noise, soil, stormwater, and groundwater plans for the construction phase. She successfully revised the remedial action plan (RAP) to allow soil reuse on site and procured the NYCDEP approval. Ms. Zander demonstrated that on-site soil reuse would eliminate the need for costly off-site hauling and disposal of low-level contaminated soil and would lower fossil fuel consumption. The RAP revision has led to a minimum project cost savings of $4 million.

NYCEDC New Stapleton Waterfront Project - Lead Civil Engineer

Prepared designs for new infrastructure, including buildings, municipal and state sewers, and stormwater drainage plans, for $52 million of upgrades on 36 acres of pending mixed development of the Stapleton Naval Homeport in Staten Island, NY, for the New York City Economic Development Corporation (NYCEDC). Ms. Zander procured the related permitting from the NYCDEP and New York State Department of Environmental Conservation. She also provided technical support to assist the successful effort to achieve a LEED Silver rating.

NYSDOT Route 9A Bikeway/Walkway Traffic Calming Structures- Senior Engineer

Designed grading and layout of proposed traffic-calming structures planned at 12 key vehicle crossings along the southbound Route 9A bikeway/walkway in Manhattan for the New York State Department of Transportation (NYSDOT). The structures, called table-tops, were an essential modification that simultaneously eliminate grade changes for bike riders at traffic crossings while slowing vehicular traffic proceeding across the table-top. Ms. Zander provided a design that incorporated existing grading, drainage, and utility structures and minimized impact to the bikeway/walkway infrastructure.

NYCEDC Whitehall Ferry Terminal - Project Engineer

Provided construction phase services for the construction of the new $176 million intermodal terminal in Lower Manhattan that serves the Staten Island Ferry and provides connections with

FIRM
STV 100 yrs

YEARS OF EXPERIENCE
18

EDUCATION
MASTER OF SCIENCE, ENVIRONMENTAL ENGINEERING; MANHATTAN COLLEGE

BACHELOR OF SCIENCE, INDUSTRIAL DESIGN; UNIVERSITY OF THE ARTS

PROFESSIONAL ENGINEER
NY, CT

EMPLOYMENT HISTORY
STV, PROJECT MANAGER (2009-PRESENT)

WEIDLINGER ASSOCIATES, INC., PROJECT ENGINEER (2006 - 2009)

STV INCORPORATED, CIVIL ENGINEER (2005 - 2006)

LANGAN ENGINEERING, CIVIL ENGINEER (2003 - 2004)

TAMS CONSULTANTS, SENIOR CIVIL ENGINEER (2002 - 2004)

CHAS H. SELLS, INC., PROJECT ENGINEER (1999 - 2002)

MCCHORD ENGINEERING ASSOCIATES, PROJECT ENGINEER (1999)

TAMS CONSULTANTS, ENVIRONMENTAL/CIVIL ENGINEER (1996 - 1999)

LEGGETTE, BRASHEARS, & GRAHAM, INC., ENVIRONMENTAL ENGINEER (1996)

a new South Ferry subway station and access to four other subway lines, three bus lines, and taxis. Ms. Zander performed shop drawing review, prepared project data, modified drawings, and prepared responses to requests for information during construction of this project for the New York City Economic Development Corporation (NYCEDC).

NYCSCA High School for Architecture and Urban Planning - Lead Civil Engineer

Led the civil design and permitting process for a $47.5 million, 925-student, 160,000-sf high school in Queens, NY, for the New York City School Construction Authority (NYCSCA). Ms. Zander obtained approvals for a New York City Department of Buildings Builders Pavement Plan with special revocable consent considerations. She provided a workable strategy for obtaining recertification of the New York City Department of Environmental Protection Site Connection Permit as additional property was acquired during construction. Ms. Zander also crafted an alternate pressure test for high-density polyethylene underground detention piping.

Brooklyn Botanic Garden Visitor Center - Lead Civil Engineer/LEED Coordinator

Led the civil design and construction of a new Visitors' Center at the Brooklyn Botanic Garden in Brooklyn, NY. The project included new retail and exhibition space, a lobby, small café, offices, two outdoor plazas, landscaping, and restrooms. Ms. Zander established vertical and horizontal dimensional controls for the proposed building and reworked existing grades for new paths that would blur the distinction between indoor and outdoor spaces. In coordination with the structural engineer, she designed retaining walls, provided grading to integrate overlooks on the hill behind the new building with the upper floor, blending new plazas and paths in with existing travel ways. Ms. Zander also directed relocation of significant underground utilities, including a newly installed fiber optic duct and obtained New York City Department of Environmental Protection approval for the unconventional drainage system design. In addition, she modeled the hydrologic/ hydraulic response of the existing system under select storm events, and issued an analytical report to the Brooklyn Botanic Garden in support of its Master Plan initiative. The project won the 2008 Award for Design Excellence from the Art Commission of the City of New York.

Steven Prest, P.E.

RESIDENT ENGINEER

Mr. Prest has more than 30 years of experience providing design and resident engineering services for federal, state, local, and international transportation projects, including roadways, railroads, bridges, and tunnels. Recently, he has performed resident engineering functions for Amtrak railroad tunnel and New York City Department of Transportation bridge projects. He is knowledgeable and experienced in transportation planning and design and has managed complex bridge and roadway rehabilitations. Mr. Prest has served as a lead designer on interstate, toll facility, and land-service highway projects for the New Jersey Department of Transportation and the New Jersey Turnpike Authority. In addition, he has provided support for many other projects, including construction cost estimating, specifications development, shop drawing review, project scheduling, constructability review, value engineering, and QA functions. Mr. Prest has the proven ability to coordinate multidisciplinary teams to bring engineering documents from the planning and permitting stages to final design and through construction.

FIRM

STV 100 years

YEARS OF EXPERIENCE

35

EDUCATION

BACHELOR OF SCIENCE, CIVIL ENGINEERING; UNIVERSITY OF RHODE ISLAND

PROFESSIONAL REGISTRATIONS

PROFESSIONAL ENGINEER: NJ, NY

EMPLOYMENT HISTORY

STV, RESIDENT ENGINEER (8/09 - PRESENT)

HATCH MORT MACDONALD, RESIDENT ENGINEER (2003 - 2009)

DEWBERRY-GOODKIND, INC., SENIOR PROJECT ENGINEER (2002 - 2003)

THE LOUIS BERGER GROUP, INC., CIVIL ENGINEER (1985 - 2002)

CURRAN ASSOCIATES, INC., DESIGN ENGINEER (1981- 1984)

KING AND GAVARIS, FIELD AND OFFICE ENGINEERING (1979 - 1980)

Project Experience

Moynihan Station Development Corporation Moynihan Station Phase I CM - Senior Inspector

Inspecting structural, electrical and mechanical installations for Phase 1 of the expansion of Pennsylvania Station into the adjacent historic James A. Farley Post Office in Midtown Manhattan. The $325 million first phase of the project includes the expansion and enhancement of the 33rd Street Connector between Penn Station and the West End Concourse, which lies under the grand staircase of the Farley building. The firm is managing the extension and widening of the West End Concourse that will serve nine of Penn Station's 11 platforms. The firm is also managing the construction of new vertical access points and passenger circulation space; new stairs, escalators, and elevators from the platforms up to the station to meet ADA requirements; and entrances into the West End Concourse through the 31st and 33rd streets corners of the Farley building. This work will help to alleviate the congestion that exists in the current station footprint and at the platform levels. It also constitutes a critical first step toward the larger goal of building a new train hall in the Farley Building for Amtrak as part of its Vision for the Northeast Corridor under the Gateway initiative. In addition, the project will meet the goal of establishing a grand entrance at Penn Station for rail access.

PANYNJ Newark Liberty International Airport CTA Bridge, At-Grade Frontage Road, and Southern Access Roadway - Project Engineer

Performed an independent review of 90% design plans for the Port Authority of New York and New Jersey (PANYNJ) Newark Liberty International Airport (EWR) Redevelopment/Program Management group. Mr. Prest's review included the identification of major problems, conflicts in the design, insufficient details, and recommendations for improvements of technical or presentation aspects of the designs for a central terminal area (CTA) bridge, frontage road, and access roadway at the Newark, NJ, facility. He also participated in cost estimating for proposed new access roads and parking facilities during the early stages of the EWR 2000 program in 1988.

NYCDOT Queensboro Bridge Reconstruction - Assistant Resident Engineer

Provided resident engineering services through project closeout for the rehabilitation of miscellaneous components of the Queensboro Bridge in Queens, NY. The project included deck repairs and microsurfacing, drainage and lighting improvements, and installation of concrete barriers and traveler access platforms, as well as cleaning and repairs of the bridge tower and

anchor piers. Mr. Prest performed a condition assessment of eyebar heads and pins on the main bridge truss and oversaw repairs to stonework. He also assisted in the renovation of a historic kiosk and in the oversight of geometric improvements to the Queens approach lower roadway, which included replacement of two support columns for the Queensboro Plaza subway station.

Amtrak Fire Standpipe Systems Modification CM Phase III & Phase IV - Resident Engineer
Served as a liaison between Amtrak and the construction contractor, and supervising the inspection staff for the estimated $24 million modification to add deluge valve and air monitoring systems, along with several mechanical equipment rooms (MERs), to Amtrak's fire standpipe systems in the East and North River tunnels in Northern New Jersey and New York City. The scope of work incorporated air-vacuum isolation valves with fail-safe actuators for the rapid-fill deluge and leak detection systems, as well as installed air compressors to monitor system integrity. In another task, each segment of the 16-mile fire standpipe system had a dedicated MER added to serve as a control room. The construction also included the installation of associated piping, electrical power, conduit runs, and system controls. Mr. Prest oversaw the daily coordination with contractor operations, superintendents, and supervisory-level Amtrak and Long Island Rail Road support staff. He reviewed the contractor's materials and the procedures for incorporating materials into the project. Mr. Prest also supervised eight construction inspectors, scheduled work, provided relevant technical documents, responded to questions, and reviewed daily field reports. He reviewed, implemented, and documented the systems testing procedures. In addition, Mr. Prest reviewed, approved, and monitored the contractor's site-specific work plans, including hazard assessment and safety procedures.

NJDOT Rockaway Road over Morristown Line - Project Manager
Oversaw the feasibility assessment, final scope development, and initial design for the $6.2 million New Jersey Department of Transportation (NJDOT) replacement of the Rockaway Road Bridge over the NJ TRANSIT Morristown Line and Rockaway River in Morris County, NJ. During the feasibility assessment, studies were performed for a number of profile alternatives to maximize roadway sight distance while minimizing environmental impacts. Mr. Prest was responsible for coordination with survey and geotechnical subconsultants, environmental and cultural resources specialists, the client, and local officials. He oversaw preliminary design for a detour route and traffic study that was performed to determine impacts along the route. Mr. Prest held meetings with local officials and convened a public forum. During the final scope development process, he managed advanced design services, including a complete subsurface exploration program, utility discovery, and verification and preparation of preliminary right-of-way plans. Mr. Prest managed power outages that were required for work on structural borings adjacent to the electrified railroad, and coordinated schedule and safety requirements with NJ TRANSIT. He also oversaw preparation of a scope development package in support of the recommended alternative.

NJTA Intersection Improvements - Senior Project Engineer
Provided design services; coordinated with hydraulic, traffic, electrical, and structural engineering teams; and performed site investigations and quality assurance reviews for New Jersey Turnpike Authority (NJTA) intersection improvements, as part of a project to construct a new ramp from the turnpike to a traffic light at the intersection of the County Route 535 in South Brunswick Township. The project also included the expansion of Route 535 between the new ramp intersection and State Route 32.

Ruwan A. Rajapakse, P.E., AVS

RESIDENT ENGINEER

Mr. Rajapakse has more than 15 years of experience in project and construction management (CM), geotechnical engineering, tunnel design, and environmental remediation. His project management experience includes coordinating among disciplines, overseeing contractors and subconsultants, monitoring costs and schedules, and supervising safety procedures. Mr. Rajapakse is adept at preparing proposals, scope of work documents, work plans, and design drawings. He has recently worked on several task-order assignments for the New York City Housing Authority and the Triborough Bridge and Tunnel Authority, providing project management and cost estimating services.

Project Experience

PANYNJ One World Trade Center and National September 11 Memorial & Museum - Estimator

Performed cost estimating for One World Trade Center and the National September 11 Memorial & Museum, two of the major projects included in the PANYNJ redevelopment of the 16-acre World Trade Center site in Lower Manhattan. Mr. Rajapakse had responsibility for providing cost estimates for structural aspects of these facilities.

TBTA Bronx Whitestone Bridge Emergency Structural Repairs - Resident Engineer

Supervised the contactor's activities, prepared reports and cost estimates, and performed change-order negotiations and closeout for emergency repairs to the 3,770-foot-long Whitestone Bridge spanning the East River from the Bronx to Queens, NY, as part of a $6 million on-call construction management and inspection services contract. The scope of work included repair of the connections between existing roadway stringers and floor beams, installation of additional reinforcing stringers and bearings under the existing roadway stringers, repair and reinforcement of existing floor beam brackets, and miscellaneous other steel structural repairs.

NYCDDC New York City Police Training Academy CM - Project Engineer

Providing CM services and engineering support for concrete superstructure work at the east and west campuses of the new New York City Police Department Academy in the College Point section of Queens, NY. Prior to that, Mr. Rajapakse monitored pile driving work at the campuses. He has resolved issues related to pile driving, pile load testing, and pile cap construction. Mr. Rajapakse has also overseen concrete pouring for foundations and superstructures. He is responsible for responding to requests for information, performing design reviews, reviewing submittals, and resolving engineering issues related to all the concrete work in both campuses of the project. Mr. Rajapakse is also performing change order estimating and coordination among disciplines for the construction of the academy, which is being built in two phases on a 33-acre municipal site. The facility is intended to earn LEED® Silver certification.

DASNY Namm Building Construction Management Services - Project Manager

Oversaw exterior modernization and interior renovation of an 11-story building at the New York City College of Technology campus in Brooklyn, NY, for the Dormitory Authority of the State of New York (DASNY). The building houses most of the college's classrooms and labs for general studies, as well as the registrar and other academic offices. The $13.3 in renovations included construction of a new limestone façade, installation of new windows, and repair of structural beams. The project also involved construction of a computer technology center with more than 200 workstations, a new cooling tower, ceiling work, and other upgrades to existing classrooms. Mr. Rajapakse supervised structural repairs to the roof slab, HVAC duct-

FIRM

STV 100 years

YEARS OF EXPERIENCE
24

EDUCATION
MASTER OF SCIENCE, GEOTECHNICAL ENGINEERING; NEW JERSEY INSTITUTE OF TECHNOLOGY

BACHELOR OF SCIENCE, CIVIL ENGINEERING; UNIVERSITY OF MORATUWA, SRI LANKA

PROFESSIONAL REGISTRATIONS
PROFESSIONAL ENGINEER: NJ, NY

CERTIFICATIONS
ASSOCIATE VALUE SPECIALIST (AVS); SAVE INTERNATIONAL

NEW YORK CITY 40-HOUR SITE SAFETY MANAGER CERTIFICATION

UNDERGROUND STORAGE TANK REMOVAL CERTIFICATION; NJDEP

OSHA 30-HOUR CONSTRUCTION SAFETY AND HEALTH

EMPLOYMENT HISTORY
STV, PROJECT MANAGER (5/09 - PRESENT)

LOUIS BERGER & ASSOCIATES, INC., SENIOR ENGINEER (1995 - 2000)

SOILS ENGINEERING SERVICES, INC., SENIOR ENGINEER (1992 - 1995)

CONVERSE CONSULTANTS EAST, GEOTECHNICAL/ ENVIRONMENTAL ENGINEER (1989 - 1992)

work installation, data wiring for computers, new plumbing for bathrooms, computer installations, electrical wiring, roofing, and general construction work. His responsibilities included inspection of structural repair work to the roof; coordination between the school, DASNY, and contractors; cost estimating; change-order negotiations; and closeout.

TBTA Randall's Island Robert Moses Building Interior Renovation - Resident Engineer
Provided daily supervision and coordination between disciplines, performed change-order negotiations, and prepared monthly reports for a boiler replacement and utility tunnel upgrade at the Triborough Bridge and Tunnel Authority (TBTA)'s main office facility on Randall's Island, NY. Mr. Rajapakse oversaw the demolition and replacement of the boilers; installation of a new vehicle lift, louvers, and electrical panels; and floor repairs. Work also included structural repairs to tunnel walls and beams, removal and replacement of weak concrete, structural investigations of the utility tunnel roof, electrical panel and communication cable upgrades, and rerouting of electrical wiring.

Amtrak East and North River Tunnel Fire Standpipe Installation CM - Safety Engineer/Project Control Cost Engineer
Coordinated several contractors in the $40 million installation of 76,500 feet of 6-inch-diameter fire standpipe in the East River and North River Amtrak tunnels in New York City. Mr. Rajapakse was responsible for project control, cost estimating, budgeting, cost forecasting, contractor payments, as-built drawings, and closeout. He supervised project safety, generated work summary and executive summary reports, attended meetings, created quantity tables and progress charts, and processed and reviewed change orders.

IDOT Galena Highway Tunnel - Project Manager
Designed a 1-mile, soft rock highway tunnel liner system for a tunnel in Galena, IL. The Illinois Department of Transportation (IDOT) project included full geotechnical engineering design of the tunnel lining, as well as preliminary designs for the drainage, lighting, and ventilation systems.

Hackensack Development Authority Meadowlands Water Tunnel - Engineer
Designed a water tunnel and earth-retaining structures at the Hackensack Meadowlands of New Jersey. Mr. Rajapakse conducted a design feasibility study and provided a design methodology in which he decided which geological profile to use, what structures to design, and alternatives to these structures. He also developed a construction methodology for the project.

Ruben Ciocci, P.E.

RESIDENT ENGINEER

Mr. Ciocci has more than 20 years of experience providing resident engineering services for large-scale transportation and infrastructure projects. His diverse experience includes bridge rehabilitation, pile and foundation work, utility relocations, and roadway reconstruction. Mr. Ciocci also managed the development of maintenance of traffic plans and critical path method scheduling. He has extensive knowledge of industry construction standards and is familiar with the policies and procedures governing projects for transportation agencies throughout the New York metropolitan area.

Project Experience

NYCDDC Northbound Whitestone Expressway Sewer Construction - Senior Resident Engineer

Provided construction management and engineering services for a $60 million storm and sanitary sewer installation for the DDC. The project scope also included new water mains and street lighting, as well as traffic signal engineering. Mr. Ciocci oversaw a nearly 1-mile-long installation of 9'6" x 9' storm sewers on piles along the northbound Whitestone Expressway service road from 25th Avenue to the Flushing River in Queens, NY. The installation also included siphon chambers.

NYCDDC Roadway Reconstruction - Resident Engineer

Supervised reconstruction of roadways in Queens and Manhattan for the DDC. Mr. Ciocci also oversaw the demolition of concrete structures; construction of new footings and retaining walls; and reconstruction of sidewalks, curbs, roadways, storm sewers, and street lighting systems.

TBTA Verrazano-Narrows Bridge Toll Plaza Improvements - Resident Engineer

Managing inspection services for widening the access ramps to the Verrazano-Narrows Bridge, connecting Brooklyn and Staten Island, NY, for the Triborough Bridge and Tunnel Authority (TBTA). The initial phase of this $55 million project involved improving traffic flow through the toll plaza and onto the bridge by removing eight tollbooths as well as various related elements such as concrete islands, utilities, canopy structures, electronic signs, and related utilities. Mr. Ciocci is inspecting the replacement of the Narrows Road south bridge over the existing Lily Pond Avenue exit ramp, as well as construction of a new eastbound connector ramp, and replacement of existing Ramp J3. In addition, he is inspecting construction of a new bridge carrying the Lily Pond Avenue entrance ramp over the new eastbound level connector and modifications to the deck carrying the Staten Island Expressway over Lily Pond Avenue. Mr. Ciocci is also inspecting the modification of existing stormwater treatment service as well as the installation of guiderails, concrete barriers, landscaping, pavement, and lighting on the new and reconstructed ramps. He is working closely with the contractor to complete work on schedule.

NYCDOT Rikers Island Bridge Deck and Repairs - Senior Resident Engineer

Oversaw staff and documentation related to the Rikers Island Bridge deck repairs for the NYCDOT. The bridge, over the East River, connects Rikers Island, the site of the city's largest correctional facility, with Queens, NY. Mr. Ciocci supervised engineering and construction for the replacement of existing overlay concrete and structural steel repairs, including the repair of existing deteriorated floorbeam web sections in the river spans that involved a reinforced area of web section loss with a repair plate on each side. He also oversaw the repair of existing deteriorated stiffeners in the approach spans and river spans, the repair of existing deterio-

FIRM
STV 100 years

YEARS OF EXPERIENCE
22

EDUCATION
MASTER OF SCIENCE, STRUCTURAL ENGINEERING; ARGENTINA SUPERIOR TECHNICAL SCHOOL

BACHELOR OF SCIENCE, CIVIL ENGINEERING; MILITARY ACADEMY OF ARGENTINA

PROFESSIONAL REGISTRATION
PROFESSIONAL ENGINEER: NY

EMPLOYMENT HISTORY
STV, SENIOR ENGINEER (3/14-PRESENT)

DEWBERRY, SENIOR RESIDENT ENGINEER (7/07 - 3/14)

AECOM, SENIOR RESIDENT ENGINEER (6/05 - 6/07)

BI-COUNTY PAVING CORP., SENIOR PROJECT ENGINEER (7/03 - 5/05)

WEIDLINGER ASSOCIATES INC., RESIDENT ENGINEER (8/02 - 6/03)

STV INC., QA/QC MANAGER/RESIDENT ENGINEER (1/94 - 7/02)

NEW YORK CITY DEPARTMENT OF TRANSPORTATION, SENIOR INSPECTOR (1991 - 1993)

rated stringer web sections in the approach spans, and the replacement of deck joint seals. Mr. Ciocci also supervised the repair of hollow-sounding areas and under-deck concrete spalls with overhead patching material and shotcrete, painting that involved power tooling and blasting structural steel, and the repair of cracked and spalled pedestals.

NYSDOT Region 11 Jamaica Avenue Bridge Replacement - Senior Project Engineer
Provided design review for the replacement of the Jamaica Avenue Bridge over I-678, the Van Wyck Expressway, in Queens, NY, for the NYSDOT. Mr. Ciocci conducted the design review and submitted it to the NYSDOT for the bridge roll-in/roll-out operation. The project involved the removal of the 110-foot superstructure, removal and relocation of abutments, and installation of a new 2-span continuous bridge that was 28 feet longer than the existing bridge. Mr. Ciocci reviewed calculations and submitted new structural steel drawings for review by NYSDOT. He focused on the jacking procedures and pulling systems during the roll-in/roll-out operation, which was designed as a sled on fixed rollers. Mr. Ciocci also supervised the construction of retaining walls and the temporary support of excavation at the abutments, using H piles, tie-backs, and bored-in piles designed to avoid lateral loads in an adjacent subway tunnel. He also implemented a project safety plan for lifting operations, night lighting, demolition, and maintenance of traffic plans. He was also responsible for supervising a staff of engineers assigned to the project.

NYSTA Tappan Zee Bridge Deck Partial Replacement - Resident Engineer
Oversaw the contractor's safety installation of a working platform during the partial replacement of the Tappan Zee Bridge's west truss deck for the New York State Thruway Authority (NYSTA). The 3-mile-long cantilever structure across the Hudson River connects Westchester and Rockland counties. Mr. Ciocci supervised a staff of six for construction modifications to an existing longitudinal catwalk over river spans. Deck repairs included raising the top railings, installing a toe board, and repairing cracked floorbeam top flanges and web sections in river spans. Mr. Ciocci was responsible for inspecting orthotropic bridge deck construction, including saw-cutting and removal of bridge deck slabs, and replacement with new orthotropic bridge deck sections during overnight shifts. He also performed inspections and marked out repairs for damaged girders.

TBTA Whitestone Bridge Rehabilitation - Resident Engineer
Oversaw resident engineering services for the $15 million rehabilitation of the Whitestone Bridge for the TBTA. A number of components of the bridge, which crosses the East River and connects Queens and the Bronx via I-678, were rehabilitated, including the connecting viaduct, end ramps, and the approach slab. Mr. Ciocci oversaw a staff of four who developed plans for partial and full-depth deck repairs, using rapid set patching materials, as well as the removal and replacement of deck expansion joints. Other tasks included removing and replacing the overlay with rapid setting latex modified concrete, repairing spalled areas on the underside of the viaduct deck, repairing fixed bearings and resetting 16 rocker bearings, and upgrading and strengthening concrete beams.

Susan Wong, P.E.

RESIDENT ENGINEER

Ms. Wong is a resident engineer with more than 30 years of experience in inspection, design, and construction management for roadways, bridges, airport facilities, and wastewater treatment plants. She is well-versed in providing on-site resident engineering and inspection (REI) services, from reviewing staging plans to directing construction activities and managing field testing and commissioning. Ms. Wong is skilled in supervising and coordinating field work and inspections for all phases of construction and in ensuring all work conforms to contract plans and specifications. She has successfully executed road reconstruction projects in the New York metropolitan area for various agencies including the NYCDDC and is particularly skilled at verifying that all work is performed in accordance with project guidelines and client specifications.

Project Experience

NYCDDC 34th Avenue/Brookeside Street Storm Sewer and Water Main Reconstruction REI - Resident Engineer

Overseeing construction and environmental services for the $7.8 million replacement of the stormwater sewers in the Little Neck neighborhood of Queens, NY. The project is part of a NYCDDC requirements contract. Ms. Wong is providing day-to-day oversight of the installation of the new storm sewer system and replacement of water mains adjacent to the sewers. She is also responsible for ensuring that contractors comply with erosion control plans, stormwater pollution and prevention plans, and requirements of federal and state permits. The project's location, in a densely populated residential area surrounded by wetlands, necessitates special mitigation measures. The high water table requires the team to continuously pump water while work is being performed. Ms. Wong is overseeing the use of hydraulic features to treat and convey stormwater runoff into the wetlands area, including the installation of an outlet stilling basin. When installing pipes, the team is using only one feed from one direction. Ms. Wong ensures the system is connected at the end of each day to provide water to area residents. She is also monitoring the use of the pipe bursting method, a trenchless alternative, for the replacement of a section of water main under LIRR tracks that can't be disturbed.

NYCDDC Chatham Square Realignment - Resident Engineer

Provided on-site engineering services for the $18.2 million reconstruction of Chatham Square along Bowery Street from Canal Street to East Broadway for the NYCDDC. The project encompassed 10 streets in Manhattan, including major thoroughfares such as St. James Place, Worth Street, and Mott Street. The reconstruction required extensive traffic engineering, the establishment of park areas within the square, and landscaping and refurbishing of the existing Lin Ze Xu and Confucius statues. Ms. Wong provided REI services for the rebuilding of the streets and sidewalks, as well as for the installation of new drainage, traffic signals, streetlights, 36-inch trunk water mains, and appurtenances. She also supervised excavation, compaction of sub-grade, form preparation, and concrete placement for curbs and sidewalks. Ms. Wong managed the adjustment and modification of existing utility structures and the paving of new asphalt concrete-wearing coarse. Additionally, she verified strict maintenance and protection of traffic guidelines during construction and inspected installations for new 36-inch, 20-inch, 12-inch, and 6-inch water mains, house connections, and hydrants.

TBTA Construction Inspection Services for RFK Bridge T-48 Roadway Replacement - Resident Engineer

Managed on-site engineering services for the $9.3 million rehabilitation of the Robert F. Ken-

FIRM

STV 100 years

YEARS OF EXPERIENCE

33

EDUCATION

BACHELOR OF SCIENCE, CIVIL ENGINEERING; OHIO STATE UNIVERSITY

PROFESSIONAL ENGINEER

NJ, NY

EMPLOYMENT HISTORY

STV, PROJECT MANAGER (2011-PRESENT)

SILVERITE CONSTRUCTION COMPANY INC., PROJECT MANAGER (2007 - 2011)

MALCOLM PIRNIE, DEPUTY RESIDENT ENGINEER (2005 - 2007)

PORT AUTHORITY OF NEW YORK AND NEW JERSEY, SENIOR AIRPORT ENGINEER (2004 - 2005)

VRH CONSTRUCTION, PROJECT MANAGER (2001 - 2003)

URBITRAN ASSOCIATES INC., RESIDENT ENGINEER (1991 - 2000)

URBITRAN ASSOCIATES INC., PROJECT MANAGER (1989 - 1991)

VOLLMER ASSOCIATES, PROJECT ENGINEER (1985 - 1989)

CUYAHOGA COUNTY ENGINEER'S OFFICE, CIVIL ENGINEER (1983 - 1984)

DELFT HYDRAULICS LABORATORY, ENGINEER INTERN (1983)

OHIO DEPARTMENT OF NATURAL RESOURCES, ENGINEER INTERN (1981 - 1983)

nedy (RFK) Bridge roadway surfaces for the TBTA. Ms. Wong supervised the removal of the T-48 overlay and installation of Stirling Lloyd Bridgemaster, a methyl methacrylate polymer slurry overlay, for all three spans: the Queens Suspended Span, the Harlem River Lift Span, and the Bronx Kills Truss Span. She oversaw the field office and inspection personnel; reviewed and approved contractor payments; and participated in meetings for construction, progress, change orders and negotiation, and staffing. The project was completed ahead of schedule and within budget.

NYCEDC Adams Street Reconstruction - Resident Engineer
Oversaw the $3 million reconstruction of a portion of a 10-lane major thoroughfare in downtown Brooklyn, NY, for the New York City Economic Development Corporation (NYCEDC). The project included the addition of a mid-block intersection for access to a new Marriott Hotel.

NYCDOT Ninth Avenue Bridge Reconstruction - Resident Engineer
Managed the $5 million reconstruction of a 300-foot-long, 10-span, steel girder bridge with a concrete deck over a New York City Transit subway line in Brooklyn, NY, for the NYCDOT.

NYCEDC Hollis Avenue Reconstruction - Resident Engineer
Coordinated on-site engineering services for the $5 million reconstruction of a commercial and residential roadway in Queens, NY, for the NYCEDC. Ms. Wong managed the construction of an entire stormwater drainage system and partial sanitary sewer system.

NYCDOT Lefferts Boulevard Bridge Renovation - Resident Engineer
Provided engineering services for the $4.5 million reconstruction of a 200-foot-long, 4-lane, 3-span, steel girder bridge with a concrete deck over the main line tracks of the Long Island Rail Road in Queens, NY, for the NYCDOT. Located in a densely populated neighborhood, the bridge is flanked on either side by retail stores on separate supporting bridges.

NYCDEP Newtown Creek Water Pollution Control Plant Main Building North Modifications - Project Manager
Guided modifications to the Main Building North of the Newtown Creek Water Pollution Control Plant in Brooklyn, NY, a $225 million renovation for the NYCDEP. Ms. Wong managed the replacement of the main sewage pumps, bar screens, and channel sluice gates; the installation of a new odor control system; and the extension of the screening wing to accommodate new screening conveyor and container handling equipment. She processed all payments and reviewed and approved the subcontractor's schedule of values and payments. Ms. Wong maintained the progress schedule, managed change orders, and participated in all project meetings and weekly management meetings. She also coordinated the submittal of Operation & Maintenance manuals and all equipment training.

NYCDEP Newtown Creek Water Pollution Control Plant Main Building South Addition - Deputy Resident Engineer
Managed the addition and upgrades to the Main Building South of the Newtown Creek Water Pollution Control Plant in Brooklyn, NY, a $225 million renovation for the NYCDEP. Ms. Wong coordinated construction management activities to provide new boilers, emergency turbine generators, and electrical switchgear, while maintaining a fully operational plant. She managed the startup and commissioning of nine 750-HP boilers and four 6-MW emergency turbine generators. Ms. Wong oversaw the field office and inspection personnel, reviewed and approved payments for four prime contractors, and administered construction schedules. She participated in meetings for progress, critical path method, change order and negotiation, and staffing.

Hemant Pereira, P.E.

RESIDENT ENGINEER

Mr. Pereira has more than 20 years in the field of transportation and infrastructure and construction management (CM) services for commercial, residential, and industrial facilities. He possesses in-depth knowledge and practical experience with all aspects of construction, construction inspection, estimating, bidding, construction planning, scheduling, contracting, financial planning, and reporting on the closeout process. As a contractor representative, Mr. Pereira has reviewed bid documents and final estimates, qualified subcontractors for bidding, issued requests for information (RFIs), worked out site logistics plans and sequences of operation for projects, identified schedule milestones, developed schedule recovery plans, negotiated contracts, offered alternative designs and products, reviewed progress and quality of work, prepared and monitored budgets, gathered pricing information through vendors and subcontractors, prepared payment cost breakdowns for monthly payment requisitions, prepared cost control tables and analyses for monthly owner reviews, monitored cash flow in coordination with the schedule, prepared/reviewed in-house punch lists, and maintained positive client/buyer relationships. He is currently completing projects with the NYSDOT and NYCDOT.

Project Experience

NYSDOT Reconstruction of Route 9A and Lower Manhattan Streets - FHWA Coordinator

Providing CM oversight on all street reconstruction projects resulting from the September 11th terrorist attacks on the World Trade Center (WTC) and the subsequent restoration efforts in Lower Manhattan, funded by FHWA under Emergency Relief. The project is receiving federal funding of $145 million. Mr. Pereira is reviewing design approval documents to verify if the project is aligned with the scope and design for FHWA funding. He performs reviews of plans, specifications, and estimates for acceptance and approval of the project for the NYCDDC to advertise for public bid. Mr. Pereira is also reviewing payment requests submitted by the NYCDOT and NYCDDC, as well as preparing compliance reports on payment and change order reviews.

NYSDOT Route 9A Project Management and Controls - Senior Inspector

Reviewing construction plans and schedules submitted for reconstruction of work on the Route 9A/West Side Highway in Manhattan. Mr. Pereira is coordinating designs with consultants and NYSDOT engineers to finalize repair details and specifications for restoration of compromised pavement and roadways. He has corresponded with the NYCDOT, NYSDOT, and other agencies to approve work zone traffic controls during reconstruction and performed initial and final field coordination meetings/inspections related to the permit process.

NYSDOT Route 9A West Street Promenade - Inspector

Reviewing consultant contract bills submitted for payments on this $300 million project to construct a tree-lined pedestrian promenade along Route 9A's vehicular zone from Battery Park City to West Thames Street, in Manhattan. The promenade also connects the bicycle path from Hudson River Park through Battery Park. During construction, Mr. Pereira made sure that the safety and accessibility of the area for pedestrians and bicyclists was maintained. This included protection from adjacent work zones and provision of detour routes during reconstruction of the bikeway and walkway. He also provided quality assurance for urban landscape features, including historic street lighting and promenade architecture, granite-paved surfaces, substantial plantings, insulation of new irrigation systems, and decorative precast crosswalks.

FIRM

STV 100 years

YEARS OF EXPERIENCE

23

EDUCATION

MASTERS OF SCIENCE, CONSTRUCTION MANAGEMENT; STEVENS INSTITUTE OF TECHNOLOGY

BACHELOR OF SCIENCE, CONSTRUCTION ENGINEERING; UNIVERSITY OF BOMBAY, INDIA

PROFESSIONAL REGISTRATION

PROFESSIONAL ENGINEER: NY

EMPLOYMENT HISTORY

STV, PROJECT MANAGER (5/09-PRESENT)

SHUSTER MANAGEMENT, SENIOR PROJECT MANAGER (9/06 - 5/09)

BUILDERS-R-US CONSTRUCTION CORP., SENIOR PROJECT MANAGER (6/00 - 9/06)

PERMIS CONSTRUCTION CORP., PROJECT MANAGER (10/98 - 6/00)

K. RAHEJA CONSTRUCTIONS (BOMBAY, INDIA), PROJECT ENGINEER/QA PROJECT ENGINEER/ SENIOR SITE ENGINEER/ SITE ENGINEER (1991 - 1998)

NYSDOT WTC Neighborhood Streets Reconstruction - FHWA Coordinator
Providing CM oversight on all street reconstruction projects resulting from the September, 11, 2001 attacks on the World Trade Center (WTC) and the subsequent restoration efforts in Lower Manhattan, funded by the Federal Highway Administration (FHWA), under Emergency Relief. Mr. Pereira is reviewing payment requests submitted by the NYCDOT and NYCDDC, as well as preparing compliance reports on payment and change order reviews. He is performing regular construction inspections on the progress of excavation, utility work, backfill, concrete sub-base, asphalt overlay, sidewalk, and granite curb installation. He also performs final punch list walkthroughs, and reviews of civil rights compliance.

NYCT Fan Plants Rehabilitation - Assistant Project Manager/Project Manager/QA Engineer
Supervised construction of two underground fan plant facilities for the New York City Transit (NYCT), located at 14th Street/Avenue D, and Old Slip in Manhattan. Mr. Pereira supervised the installation of new fans, asbestos abatement in manholes and tunnels, structural steel installation, communications work between NYCT's central station and advanced fan controls system, instrumentation and controls that included the development of software programming for automated fan functions, mechanical services, major electrical services and wiring, structural renovations, and restoration of the park and streets above the plants.

NYCHPD Apartment Building Construction and Rehabilitation - Senior Project Manager
Directed the $37 million construction and renovation of over 30 multifamily residential buildings in New York City for the New York City Department of Housing Preservation and Development (NYCHPD). The buildings held four to 20 units. For each of these mid-end projects, Mr. Pereira supervised all construction services, including complete interior demolitions, complete gut rehabilitations, renovations, asbestos abatement, interior and exterior structural stability and replacement of floor joists, restoration of brick façade and cornices, baseboard heating, spackling, painting, Department of Buildings (DOB) inspections, punch lists, and closeouts. He also directed installations of new interior framing and drywall, oak floors, steel stairs, concrete sidewalks and adjacent roadwork, windows, doors, hardware, appliances, compactors, lobby and building entry doors, security systems, plumbing, mechanical ventilation, sprinklers, electrical services, wiring and fixtures, and boiler rooms.

Marco Maiorano, P.E.

RESIDENT ENGINEER

Mr. Maiorano is a civil engineer with more than 15 years of experience providing resident engineering and inspection (REI) services and design for highways, roadways, and bridges. He has particular expertise with horizontal and vertical alignment analysis and design, and the development of construction staging and maintenance and protection of traffic (MPT) plans for highway and roadway projects. Mr. Maiorano has coordinated with transportation clients in the New York metropolitan area, including DDC, the NYSTA, the NYSDOT, the PANYNJ, and the NYCDOT.

FIRM

STV 100

YEARS OF EXPERIENCE
17

EDUCATION
BACHELOR OF SCIENCE, CIVIL ENGINEERING; MANHATTAN COLLEGE

PROFESSIONAL REGISTRATION
PREFESSIONAL ENGINEER: NY

EMPLOYMENT HISTORY
STV, CIVIL ENGINEER (2005-PRESENT)

EARTH TECH, CIVIL ENGINEER (1998 - 2005)

COMMUNITY PAVING CORPORATION, FIELD ENGINEER (1997 - 1998)

VOLLMER ASSOCIATES, DRAFTER (1996 – 1997)

Project Experience

NYCDDC Grinding, Milling, and Roadway Repaving Program - Senior Construction Inspector

Provided inspection for milling and resurfacing projects as part of a DDC program to rehabilitate deteriorated streets and roadways throughout Manhattan and the Bronx, including Second Avenue in Manhattan. Mr. Maiorano monitored the contractor's compliance with MPT schemes, and health and safety regulations. He also prepared daily reports and pay quantities.

NYSTA/NYSDOT Jackson Avenue Reconstruction - Resident Engineer

Oversaw construction activities during a $2.5 million roadway widening project on Route 9A, Jackson Avenue, and Ravensdale Road in Westchester County, NY. The project was part of an REI contract with a private developer to support the construction of the new Ridge Hill Village in Yonkers in accordance with NYSDOT, the Town of Greenburgh, and the Village of Hastings standards and specifications. Mr. Maiorano managed the day-to-day oversight of inspection services, including supervising inspectors, preparing inspection reports, and developing solutions for problems in the field. The scope of work included various storm drainage work; the installation of a cast-in-place reinforced concrete retaining wall; soldier pile and precast concrete lagging retaining wall; new traffic signal foundations; and signals, milling, and paving in accordance with MPT guidelines set forth by the NYSDOT. The project also involved relocating an 18-inch-diameter sewer main in accordance with the Westchester County Department of Health (WCDOH) guidelines and the installation of permanent steel sheeting retaining wall.

City of Glen Cove Glen Cove Road Extension - Chief Inspector/Resident Engineer

Provided REI services for the extension of Glen Cove Road (Pratt Boulevard) in Glen Cove, NY, a locally administered federal aid project. Mr. Maiorano inspected pile driving and the installation of a precast arch bridge with architectural stone-face finish, reinforced concrete pier cap, and abutment substructure supported on concrete-filled steel pipe piles. He was also responsible for the redesign of the drainage system, as well as the design and inspection of traffic signals and controls. Mr. Maiorano inspected foundations, asphalt paving, drainage, lighting, utility relocation, landscaping, excavation of embankments and retaining walls. He also reviewed the installation of a weir, sheet piling and riprap, landscaping, and MPT.

NYSTA Tappan Zee Bridge I-87 Deck Replacement - Assistant Resident Engineer

Managed installation of new and removal of existing fiber-optic conduits from the west abutment to east abutment for the $150 million replacement of the Tappan Zee Bridge superstructure's inner three roadway lanes 3, 4, and 5, from Nyack Abutment to Bent 178 in Rockland County, NY. The scope of work included removal of the existing bridge deck, movable barriers, conduits, and some of the steel stringers as well as the reconstruction of existing keyway joints and steel diaphragm installation in east deck truss spans. The project also involved

removing and replacing existing deteriorated rivets along the top flange of existing steel floor beams, gusset plates of the lower chord of existing truss and connection gusset plate of existing lateral bracing members in main span. In addition to providing REI services, Mr. Maiorano oversaw installation of fiber-reinforced epoxy conduit for the entire length of the bridge. He also supervised the cleaning, prime coating, and painting of existing steel floor beams, cross bracings and inside face of bottom chords of main truss in the main spans and installation of upgraded necklace lighting and traffic speed signs.

NYSTA/NYSDOT Ridge Hill Village Bridge Replacement and Roadway Reconstruction - Resident Engineer

Provided REI services for the $25 million replacement of the Ridge Hill (Bates) Bridge over the New York State Thruway, widening of the northbound Exit 6A ramp, widening of Tuckahoe Road, and a new off-site ramp to the Sprain Brook Parkway in Yonkers, NY. Mr. Maiorano managed the day-to-day oversight of inspection, including supervising inspectors, preparing inspection reports, and developing solutions for problems in the field. He also solved issues resulting from changes in the field, including drainage, paving, geotechnical, and utility modifications. In addition, Mr. Maiorano made certain that stormwater was managed to comply with the New York State Department of Environmental Conservation regulations. The project is part of an REI contract with a private developer to support the construction of the new Ridge Hill Village in Yonkers in accordance with NYSTA, NYSDOT, and the City of Yonkers standards and specifications. The scope of work included the demolition and removal of the existing Ridge Hill Bridge in accordance with maintenance and protection of traffic guidelines set forth by the NYSTA. The project also involved construction of the replacement bridge, installation of a new culvert, and widening and improvement of Tuckahoe Road.

NYSDOT Reconstruction of Route 9A and Lower Manhattan Streets - Highway Engineer/Design Team Member

Responsible for the construction staging and MPT plans for the $350 million reconstruction of roadways near the World Trade Center (WTC) site in Lower Manhattan. The project scope included rebuilding Route 9A adjacent to the WTC site between West Thames Street and Chambers Street, creating a landscaped promenade, widening sidewalks on the east side of the street, installing pedestrian crossings across Route 9A, and rebuilding the playgrounds between West Thames and Albany Street.

Stephen LoPorcaro

RESIDENT ENGINEER

Mr. LoPorcaro has more than 17 years of experience as a project manager, resident engineer, engineer-diver, and hydrographic surveyor providing onsite engineering and assessment services, rehabilitation design, and hydrographic surveys at marine terminals, various waterfront facilities, and bridges. His specific areas of expertise are construction management/ resident engineer services, structural condition evaluation and rehabilitation, non-destructive and destructive underwater testing, and technical report preparation. Mr. LoPorcaro has managed and provided his services for waterfront construction, inspection, and assessment projects at large port facilities and fuel terminals throughout the world, and is proficient in AutoCAD 2011.

Project Experience

NYCEDC Hydrographic Survey of Sheepshead Bay – Hydrographic Surveyor

Provided river bottom hydrography for a bulkhead reconstruction project to determine access availability for construction equipment. The equipment used included differential GPS and a thermographic sounder to record horizontal and vertical coordinates.

Post-Storm Event Underwater Structural Inspection, Assessment, and Bathymetric Survey of the Staten Island Ferry Terminal – Senior Engineer Diver/Team Leader

Served as senior engineer diver/team leader for a structural inspection and assessment of all commuter ferry slips in the wake of Superstorm Sandy. Deliverables included a condition survey report identifying structural and non-structural damage and a bathymetric survey identifying obstructions to vessel traffic.

PANYNJ Waterfront Facilities On-Call Engineering – Project Manager/Senior Engineer-Diver

Served as project manager/senior engineer-diver responsible for on-call engineering services, management, coordination, supervision, and performance of cyclical maintenance and emergency response inspections for marine facilities of various types and construction.

Post-Event Quay Damage Inspection at the Freeport Container Port Authority – Senior Engineer Diver

Served as senior engineer diver for a post-event, above-water inspection to identify and quantify damage sustained from a tornado event. Document deliverables included an inspection report with details regarding pre and post-event damage, detailed repair recommendations for tender documents, and cost estimates for repair.

NYCEDC South Street Seaport Pier 16 Rehabilitation – Resident Engineer

Responsible for construction inspections and assessment of completed construction works, and reviewing, tracking, and monitoring submittals, RFIs, and change orders. Also responsible for monitoring above water operations during underwater concrete placement to ensure that all standard quality control procedures are followed by the contractor.

NYCEDC Brooklyn Cruise Terminal, Pier 12 Rehabilitation – Resident Engineer

Responsible for construction inspections and assessment of completed construction works, and reviewing, tracking, and monitoring submittals, RFIs, and change orders. Also responsible for providing periodic quality assurance and control inspections and monitoring above water operations during underwater concrete placement

FIRM

CH2MHILL

YEARS OF EXPERIENCE

17

EDUCATION

BACHELOR OF SCIENCE, CIVIL/ENVIRONMENTAL ENGINEERING; SUNY COLLEGE OF ENVIRONMENTAL SCIENCE AND FORESTRY AT SYRACUSE UNIVERSITY

PROFESSIONAL REGISTRATION

PROFESSIONAL ENGINEER: NY, NJ, FL

LICENSES AND CERTIFICATIONS

REGISTERED OUPV CAPTAIN- INLAND WATERS

REGISTERED ADC SURFACE-SUPPLIED AIR DIVER

SAFETY INSPECTION OF IN-SERVICE BRIDGES, FHWA NATIONAL HIGHWAY INSTITUTE

OPEN WATER SCUBA CERTIFICATION

OSHA TRAINING: CONFINED SPACE ENTRY AND 10-HOUR CONSTRUCTION SAFETY

CPR/FIRST AID AND O2 PROVIDER

MANAGING PROJECTS, 2005, ESI INTERNATIONAL, NEW YORK

EMPLOYMENT HISTORY

CH2M HILL (2002-PRESENT)

Global Marine Terminal Expansion and Rehabilitation – Resident Engineer
Served as resident engineer for the rehabilitation and expansion of Global Marine Terminal in Jersey City, NJ. The projects to be completed at the terminal consist of acquisition of and expansion into an undeveloped portion of the facility, improvement of the in/out gates, building alterations, electrical substation expansion, and yard improvements to include equipment modernization. The work will transform the facility into an automated marine container terminal with the capacity to support a wind farm on-site. Serve as owner's representative on-site and responsible for document control for five separate contracts which includes reviewing, tracking and monitoring submittals, RFIs, and change orders, construction inspections, and assessment of completed construction works.

Jacksonville Terminal Dock Repairs – Resident Engineer/Project Manager
Served as resident engineer/project manager for a fuel dock rehabilitation project. Provided the client with structural assessment and expedient pile repair design services to address unexpected conditions observed on site and avoid project delay. Assisted in the coordination of works between the client, contractor, and material supplier. Responsible for assessment of completed construction works.

NYSDOT Robert Moses Causeway and Fire Island Inlet Bridges – Resident Engineer
Responsible for parallel seismic testing of an off-shore drilling project that included supervision of sub-contractors and construction quality control for the non-destructive testing to determine pile tip elevations at the bridges.

La Cava Hoffman & Puya, P.A. Federal Expert Witness/Forensic Consultant Services – Expert Witness
Served as a federal expert witness and provided forensic consultant services for a federal maritime case involving irreparable severe weather damage sustained by a yacht moored in a private marina.

New York City Office of Management and Budget Asset Condition Surveys – Chief Surveyor
Served as chief surveyor for asset condition surveys of various shoreline structures throughout New York City. The structures are evaluated for any hazardous conditions requiring immediate attention, and structural and non-structural damage at the structures is quantified for repair. Repair quantities and costed reports are developed for inclusion in New York City's budget for waterfront structure maintenance.

PANYNJ New York Marine Terminal – Project Manager/Team Leader
Served as project manager/team leader for a project that included approximately 700 lf of pile-supported wharf structures over two NYC subway tunnels. Conducted cyclical condition survey of the bulkheads at Pier 5 and 6 to inspect elements that included timber and steel pipe piles, concrete pile extensions, pre-stressed concrete girders, and steel sheet pile bulkhead.

Raymond W. Cholewka, P.E.

RESIDENT ENGINEER – STRUCTURAL

Mr. Cholewka has 45 years of experience in construction management of major transportation and wastewater projects, with special emphasis on bridge construction and rehabilitation projects for the NYSDOT, NYCDOT, and ConnDOT Highways and Bridges.

FIRM
KSE

YEARS OF EXPERIENCE
45

EDUCATION
BACHELOR OF SCIENCE; CIVIL ENGINEERING, THE COOPER UNION, NYC

PROFESSIONAL REGISTRATION
PROFESSIONAL ENGINEER: NY, NJ

EMPLOYMENT HISTORY
KS ENGINEERS, P.C., RESIDENT ENGINEER (2012 – PRESENT)

URS CORPORATION, CM-SITE SAFETY OFFICER (2011)

TECTONIC ENGINEERING CONSULTANTS, P.C., RESIDENT ENGINEER (2009 – 2010)

AECOM, INC., CHANGE ORDER MANAGER; RESIDENT ENGINEER (1998 – 2008)

HAKS ENGINEERS, P.C., BUSINESS MANAGER/ PROJECT MANAGER (1996 – 1998)

BERGER LEHMAN ASSOCIATES, P.C., RESIDENT ENGINEER (1990 – 1996)

HAZEN & SAWYER, PROJECT MANAGER (1986 – 1990)

STORCH ENGINEERS, RESIDENT ENGINEER (1985 – 1986)

HARDESTY & HANOVER, RESIDENT ENGINEER (1982 – 1985)

LEONARD S. WEGMAN CO., INC., RESIDENT ENGINEER (1981 – 1982)

VOLLMER ASSOCIATES, SENIOR ENGINEER/ PROJECT MANAGER/ RESIDENT ENGINEER (1979 - 1981)

Project Experience

PANYNJ Bollard Project at Newark-Liberty, John F. Kennedy, and LaGuardia Airports - Resident Engineer

Supervised construction of crash barriers on the Port Authority Bollard Project at three major NYC Airports. The work involved constructability reviews and bid package preparations for 12 separate contracts plus construction management of two individual contracts at La Guardia Airport (Terminals C & D).

NYCDOT 15th Avenue Bridge over Sea Beach Line, Brooklyn, NY - Resident Engineer

Supervised repair of cracked deck and sidewalk on 4 span 15th Avenue Bridge over Sea Beach Line (N Train) for the NYCDOT in Brooklyn, NY. Work included installation of micro silica concrete overlay on milled sidewalks and application of epoxy resin sealer to penetrate and fill cracks in precast post-tensioned piers. Attended safety training for MTA-NYC Transit Track Safety Certification. Worked closely with NYC Transit Inspectors & Flagmen at 18th Ave. & New Utrecht Ave. Subway Stations during General Outages.

New York City Department of Environmental Protection (NYCDEP) New Croton Aqueduct (NCA) Rehabilitation Project, New York - CM Site Safety Officer

Successfully reduced the accident rate by promoting compliance by the CM field inspection staff and the Contractor's work force with their respective Health and Safety Plans (HASP) for this $100 Million unique repair project. Updated the CM HASP and reviewed job hazard analyses for all major work activities. Participated in routine safety audits conducted by BEDC EHS representatives and documented all significant safety and environmental incidents with independent reports that identified root causes and recommended corrective actions.

NYSDOT Interstate 86 Upgrade of Route 17 - Resident Engineer

Supervised 12 inspectors and field office staff providing construction inspection services for the $65 Million Interstate 86 upgrade of Route 17 in Orange County for the NYSDOT (Region 8). This 9 mile stretch of highway from Exit 116 to Exit 121 at Middletown was successfully rehabilitated on time by using Primavera P6 software for schedule control. Sections of roadway were milled, rubblized, and resurfaced, including a 4-mile section with full-depth reconstruction. Three bridges underwent various repairs and upgrades including replacement of concrete deck, back walls, pedestals, and bearings. Also supervised the construction of a new multi-steel girder bridge carrying Route 17 over a future Town of Wallkill connecting road between two shopping centers in Middletown. Environmental considerations mandated the construction of six wetland mitigation areas on project. Work involved coordination with Metro-North Railroad personnel for the rehabilitation of an existing bridge carrying Route 17 over the Port Jervis Commuter RR Line.

NYCDEP Bowery Bay Water Pollution Control Plant - Resident Engineer

Supervised a field staff of 12 inspectors during construction for the upgrade of the NYCDEP Bowery Bay Water Pollution Control Plant in Queens, NY. This $200 million project included

construction of new process air headers for aeration tanks, installation of five new process air blowers, replacement of sluice gates and actuators for the final settling tanks and installation of new influent bar screens. In addition, successfully reconstructed concrete tanks, provided mini-pile foundations for temporary blowers and performed lead paint abatement for the removal of old piping and other hazardous waste material, following OSHA guidelines and procedures.

Connecticut Department of Transportation (ConnDOT), I-95 Rehabilitation - Resident Engineer

Coordinated and managed 18 inspectors and office staff involved in the supervision of construction for 7 replacement bridges along a one-mile-long section of Interstate I-95 in Bridgeport, Connecticut. Work included temporary sheet piling with tie-back anchor installations, reinforced-earth retaining walls, 8' diameter drilled shaft caissons, post-tensioned pier cap beams as well as curved steel girder erection, and placement of concrete for new abutments, wingwalls and bridge decks. This $122 million, six-year ConnDOT project required management of hazardous waste materials and other environmental concerns encountered along this heavily traveled transportation corridor. Work involved extensive coordination with Metro-North Railroad flagmen and power division personnel for four track outages necessary during existing bridge removal and new steel girder erection over catenary power cables of the New Haven Commuter RR line.

New York State Dept. of Transportation (NYSDOT), Kosciuszko Bridge, New York City – Resident Engineer

Performed as Resident Engineer in charge of the interim rehabilitation of this mile-long, 103-span viaduct carrying the Brooklyn-Queens Expressway (I-278) over Newtown Creek. This $18 million NYSDOT project involved the placement of a thin polymer concrete overlay on the roadway as well as extensive repairs of the steel truss spans and supporting concrete piers.

Carl Ortmann, P.E.

RESIDENT ENGINEER

Mr. Ortmann has more than 20 years of experience in the successful completion of major bridge and highway projects, building foundations, power plant and transit structures. He has provided on-site administrative and technical supervision on heavy construction projects, directed multi-trade craft work forces and determined methods of construction, manpower levels, material quantities, equipment, temporary facilities and work schedules. In addition, he supervised all construction activities, materials and equipment received for compliance with company directives, contract drawings, specifications, approved submittals and standards of accuracy. Mr. Ortmann has been in charge of monitoring the quality of work completed and provides quality assurance as required, coordinated submittals to owners, overseen work progress and schedule compliance to ensure a completed project within budget and schedule, resolved field and drawing problems, and reviewed and implemented change orders. He coordinated scheduling of subcontractors and suppliers, reviewed project safety manual and monitored compliance with safety procedures.

Project Experience

PPANYNJ George Washington Bridge Lower Level, New York - Team leader

Performed priority, safety and routine verification inspection of the lower level including the lower level roadway and framing, the bottom chord of the stiffening truss, the New Jersey abutment and New York anchorage, and the travelers including their support framing and connections. The purpose of this inspection was to determine the overall condition of the lower level structure and to identify structural and non-structural deficiencies.

PANYNJ Center Avenue Bridge over the Upper and Lower Approaches to the George Washington Bridge – Team leader

Performed inspection and verification of the existing condition of the bridge elements including the roadway, superstructure, substructure and appurtenances to determine the rehabilitation or replacement design options.

NYSDOT I-278 Staten Island Expressway Improvements, Staten Island, NY - Senior Project Manager

Provided on-site project management for the $74.8 million I-278 Staten Island Expressway Improvement Project Contract D261292 including 2.78 Km of asphalt and concrete highway reconstruction including the demolition and widening of three bridges with precast concrete deck units and the construction of a new on-ramp using precast concrete deck units. Maintenance of site storm water run-off and implementing compliance with the environmental protection requirements for Brady's Pond. Installation of new drainage systems, new roadway lighting and ITS installations. Maintenance and protection of traffic included 4 stages of construction.

PANYNJ World Trade Center, Tower 1, Manhattan, NY - Project Manager

Served as a Project Manager for the $40 million construction of the 120,000-sf foundation for Tower 1 including rock excavation, support of excavation, drilling and grouting of rock anchors, placement of reinforcing steel and concrete for the core, building perimeter footings, slab on grade. Coordination with the PATH and Port Authority Resident Engineer's Office personnel.

FIRM
KSE

YEARS OF EXPERIENCE
25

EDUCATION
MASTER OF SCIENCE, CIVIL ENGINEERING; MANHATTAN COLLEGE,

BACHELOR OF SCIENCE, CIVIL ENGINEERING; MANHATTAN COLLEGE

PROFESSIONAL REGISTRATION
PROFESSIONAL ENGINEER: NY

CERTIFICATIONS
OSHA 30-HOUR CONSTRUCTION SAFETY AND HEALTH TRAINING

EMPLOYMENT HISTORY
KS ENGINEERS, P.C., RESIDENT ENGINEER (2012 – PRESENT)

THE LAQUILA GROUP, INC., SENIOR PROJECT MANAGER / SENIOR ESTIMATOR (2006 – 2011)

FRANCIS A. LEE COMPANY, PROJECT MANAGER (2004 – 2006)

NAB CONSTRUCTION, CHIEF INSPECTOR (2000 – 2004)

AECOM, RESIDENT ENGINEER / ASST. RESIDENT ENGINEER (1995 – 2000)

PARSONS TRANSPORTATION GROUP, RESIDENT ENGINEER / ASST. RESIDENT ENGINEER (1989 – 1995)

NYCT Reconstruction of West 72nd Street Station - Project Manager
Served as a Project Manager for the $35 million completion of the renovation and restoration of the existing landmark station house, construction of a new station building including installation of elevators, lengthening of both existing platforms, complete electrical upgrade including new station lighting, floor and wall finishes, and expansion of Verdi Park pedestrian plaza. Coordination of over 40 subcontractors and suppliers.

New York Post Port Morris Printing Facilit - Project Manager
Served as a Project Manager for the $22 million demolition and replacement of reinforced concrete 2nd floor of printing facility in Bronx, NY inserting area in stages while newspaper production maintained. Erection of structural steel to reinforce existing 80-foot-long floor trusses.

Astoria Energy Power Plant Phase 1 - Project Manager
Served as a Project Manager for the $9 million installation of structural steel support structure, unloading from barges and erection of 12 modular air-cooled condensers weighing 280 tons each, erection of steam duct and riser sections weighing up to 60 tons, and miscellaneous mechanical equipment for this plant in Queens, NY. Reviewed and submittal of crane placement and erection plans.

Newark International Airport Parking Structure - Project Superintendent
Served as a Project Superintendant for the $85 million construction of a six-level parking structure including erection of steel columns and support beams, erection of prestressed concrete double tee deck units, cast in place double threaded reinforced concrete helix access ramps. Installation of elevator shafts and elevators, site work, electrical work, erection of a prestressed concrete 3-span bridge and approach roadways, parking lot, entry and exit plazas and canopies in Parking Lot E. Coordination of subcontractors and suppliers.

TBTA Randall's Island Junction Structure and Bronx Truss over the Bronx Kill, New York - Assistant Resident Engineer
Served as Assistant RE for this $145 million project including the Bronx Truss that has a main span of 383 feet and a total length of 1,217 feet. Project work included demolition of the existing substructure and superstructure on the Approach and replacement with new cast in place concrete substructure with precast concrete deck panels. The Bronx Truss reinforced concrete deck was removed and replaced with steel orthotropic deck panels on the Bronx Truss. Inverset deck panels were placed on the Queens-Bronx Mainline, and curved welded plate girders with composite reinforced concrete deck for the Junction Structure ramps.

Scott Plant, P.E.

RESIDENT ENGINEER

Mr. Plant has more than 25 years of experience providing Resident Engineering services for many of the local transportation agencies in the New York and New Jersey marketplace, including: NJ Turnpike Authority, NYSDOT, NYCDOT, Metro-North Railroad and MTA-Bridges and Tunnels.

Project Experience

Manhattan West Platform - Brookfield Properties – Project Manager

This project involves the construction of a segmental girder platform over LIRR track to the Hudson Yards and Amtrak's Northeast Corridor. The platform is constructed with 16 segmental girders composed of 33 precast segments which are post-tensioned and grouted together to form one girder. The each girder is placed adjacent to each other on cap beam bearings to create the working platform for high-rise building construction. As Project Manager, Mr. Plant's responsibilities include management and supervision of independent 3rd party post-tensioning and grouting inspection, and secondary inspection of bearing installation, anchorage elastomeric coating, temporary post-tensioning and material handling.

14th Street Viaduct Construction Management– Resident Engineer

The existing 14th street viaduct is a 30 span, 1459 feet long bridge running east to west from Willow Avenue to Manhattan Avenue in the city of Hoboken, Hudson County, NJ. The viaduct crosses over several local streets such as Madison Street, Jefferson Street, Adams Street, Grand Street, Clinton Street and also NJ Transit rail tracks towards the west end under Span 28. The existing bridge superstructure comprises of multiple steel girders in most of the spans except two truss spans - one over Adams Street and the other over the NJ Transit tracks. The substructure units are steel bents supported on piles. The existing bridge structure has been showing signs of deterioration and has required a few emergency repairs. This contract is for providing construction management service for this project. As Resident Engineer, Mr. Plant's duties included being the Owner's direct on-site representative to the contractor, direct supervision of the Construction Project's Field Inspection / Engineering staff, performing quality assurance oversight of major items of work in progress and ensuring that the project is constructed in accordance with the plans and specifications for the owner.

Specific items overseen/inspected by Mr. Plant included:

- MPT on local roads.
- Construction of pedestrian precast concrete tunnel and retaining walls.
- Installation of lighting conduits and wiring.
- Rock excavation for new abutment construction.
- Substructure construction of reinforced concrete footings, pier columns and caps.

FIRM
KSE

YEARS OF EXPERIENCE
26

EDUCATION
BACHELOR OF SCIENCE; CIVIL ENGINEERING, UNIVERSITY OF SOUTH FLORIDA

PROFESSIONAL REGISTRATION
PROFESSIONAL ENGINEER: NY, NJ

LICENSES AND CERTIFICATIONS
PTI BONDED POST-TENSIONING FIELD SPECIALIST, LEVEL 1

ACI CONCRETE CONSTRUCTION TECHNOLOGY COURSE RECERTIFICATION –

ACI CONCRETE FIELD TESTING TECHNICIAN – GRADE 1

TSC NYCDOB 4-HR SUPPORTED SCAFFOLD USER CERTIFICATION

TRAFFIC CONTROL COORDINATOR

NJSAT ASPHALT PAVING CONSTRUCTION TECHNOLOGIST

OSHA 10-HOUR CONSTRUCTION SAFETY AND HEALTH

EMPLOYMENT HISTORY
KS ENGINEERS, P.C. (2014 - PRESENT)

TY LIN INTERNATIONAL (2013)

CTE ENGINEERS/DMJM HARRIS/AECOM (1990 TO 2007 AND 2009 TO 2013)

JACOBS ENGINEERING CORPORATION (2007 - 2008)

WILLIAMS & ASSOCIATES / ADIENCE CORPORATION (1988 - 1990

Rehabilitation of Dodd Street and Clark Street Bridges – Resident Engineer
This project involved design engineering and construction inspection services for the Replacement of the Center Street Bridge over Third River in the Township of Nutley, and the Rehabilitation of of Dodd Street Bridge over Second River in East Orange and the Rehabilitation of Clark Street Bridge over Toney's Brook in Glen Ridge. As Resident Engineer, Mr. Plant's duties included being the Owner's direct on-site representative to the contractor, direct supervision of the Construction Project's Field Inspection / Engineering staff, performing quality assurance oversight of major items of work in progress and ensuring that the project is constructed in accordance with the plans and specifications for the owner. Specific items overseen/inspected by Mr. Plant included:

- MPT on local roads.
- Complete demolition of a temporary sidewalk bridge over Second River.
- Superstructure construction of elastomeric bearings, precast concrete deck beams and barrier parapets.
- Reconstruction of asphalt driveway aprons

NJTA New Jersey Turnpike Widening Program Contract 201– Resident Engineer
This project included the construction of one mile of three northbound and southbound outer travel lanes, seven MSE walls, three steel-framed bridges, narrowing two existing bridges, VMS and static sign structures, tunnel and under-bridge lighting. As Resident Engineer, Mr. Plant was responsible for a constructability review program wide, construction inspection and material testing supervision, field issue resolution, utility and agency coordination, change order/claim resolution, and payment processing.

PANYNJ World Trade Center Vehicle Security Center – Estimator
This project included all estimation of work involved with the proposed construction of the Vehicle Security Center. As Estimator, Mr. Plant's responsibilities included performing quantity take-offs and developing costs for all building trade work.

Stephanie Dreher

ASSISTANT RESIDENT ENGINEER

Ms. Dreher is a project officer with experience providing oversight and assistance in managing preconstruction and construction activities for commercial, residential, industrial, and environmental projects, with a focus on understanding and resolving construction and drainage/water quality issues. She has experience overseeing contracts, assisting in auditing construction manager and contractor payments, checking costs, preparing change orders, performing concrete tests, and monitoring field work.

FIRM

STV 100 yrs

YEARS OF EXPERIENCE

6

EDUCATION

COURSEWORK TOWARD MASTER OF SCIENCE, CONSTRUCTION MANAGEMENT; STEVENS INSTITUTE OF TECHNOLOGY

BACHELOR OF SCIENCE, CIVIL ENGINEERING; MANHATTAN COLLEGE

EMPLOYMENT HISTORY

STV, PROJECT OFFICER (2009-PRESENT)

NEW YORK CITY DEPARTMENT OF ENVIRONMENTAL PROTECTION, CIVIL ENGINEER (2009)

Project Experience

PANYNJ One World Trade Center - Project Engineer

Providing program and construction management (CM) services for the design and construction of a new high-rise office building incorporating approximately 3.5 million gross sf of new construction, above- and below-grade, in a Class A office building complex at the World Trade Center site in Lower Manhattan. The project is a combination of modern, innovative architecture, sustainable design, and safety. It is also the most environmentally sustainable project of its size in the world, with design elements aimed at meeting requirements of LEED® certification to the Gold level. Ms. Dreher is reviewing the scope and pricing of post-award contract changes from contractors. She is also reviewing payment requisitions submitted by the contractors and walking the site to assess progress of contractors' work, including rough carpentry, resin matrix flooring, vinyl composition tile flooring, hollow metal doors, and hardware.

NYCHA Comprehensive Modernization of Walt Whitman and Raymond V. Ingersoll Houses - Project Engineer

Assisted the project manager in preconstruction and construction activities for Phase 2B and Phase 3A of the $160 million major renovation of the Walt Whitman and Raymond V. Ingersoll Houses in Brooklyn, NY. The NYCHA project included renovations to 602 vacant and occupied apartments, new spray foam roofs on 35 building, and the rehabilitation of 32 elevators in eight buildings. Ms. Dreher reviewed subcontractor prequalification packages, coordinated with contractors, reviewed project plans and specifications, and compiled and reviewed reports. She also compiled and reviewed change order packages, attended progress meetings, and walked the site to view the contractors' progress in the field. Ms. Dreher was the construction management point person for the review of asbestos abatement work plans to be sent to the client for approval. In addition, she reviewed and logged submittals from contractors.

NYCHA CM/Build Requirements Contract - Project Engineer

Assisted in managing preconstruction and construction activities for several projects as part of a construction management (CM)/build contract with the New York City Housing Authority (NYCHA). Ms. Dreher coordinated with contractors, reviewed subcontractor prequalification packages, reviewed project plans and specifications, and compiled and reviewed monthly and weekly reports. She also assisted the project managers in reviewing asbestos abatement work plans before they were sent to the client for approval. The contract consisted of renovation projects in the Bronx, NY, including exterior masonry repair and related work at the Middletown Plaza apartments for seniors; repairing exterior brickwork along with parapet and roof replacement at the Highbridge Gardens apartments; and the repair of precast, precast/prestressed, and cast-in-place concrete members at the substructure of the Morrisania Air

Rights, an apartment complex consisting of three high-rise buildings that tower over the Metro-North Railroad right-of-way. The contract also included roof replacement and related work at Unity Turnkey and Unity Plaza in Brooklyn, NY.

NYCHA IDIQ Construction Management Kingsborough Houses - Project Engineer
Assisting the project manager with coordination and oversight of construction activities for the $34 million renovation to provide major improvements for the 17-building Kingsborough Houses and Kingsborough Extension in Brooklyn, NY, under an indefinite delivery/indefinite quantity (IDIQ) task-order agreement with NYCHA. Improvements include exterior asbestos abatement, complete roof replacements for all buildings, replacement of the water tower at Kingsborough Extension, demolition of brick parapets to be replaced with metal railings, and exterior brick repair. Ms. Dreher is performing as the construction management point person for the review of asbestos abatement work plans to be sent to the client for approval. In addition, she is reviewing and logging submittals from contractors, compiling and reviewing reports and change orders, and coordinating with the contractor and subcontractors.

NYCHA Johnson Houses Phase IIA and Phase IIB Renovation CM - Project Engineer
Provided project management assistance during preconstruction for the construction management (CM) of the $60 million second phase of renovations to the James Weldon Johnson Houses in Manhattan. Ms. Dreher helped review project plans and specifications and assisted with the compilation and review of monthly and weekly reports. She reviewed subcontractor prequalification packages and reached out to potential bidders for the New York City Housing Authority (NYCHA) project. Ms. Dreher also assisted the project manager in coordinating with contractors after they were awarded contracts and reviewed asbestos abatement work plans before they were sent for approval by the client. The project included a roof replacement, elevator rehabilitation, and renovations to apartments.

Michael Roncevic

ASSISTANT RESIDENT ENGINEER

Mr. Roncevic is a project engineer adept at providing construction management services for educational facilities and residential renovation projects. He is experienced in supervising field work and processing submittals and change orders. Mr. Roncevic also has extensive knowledge of structural and reliability analyses, reinforced concrete, geotechnical engineering, and fluid mechanics.

FIRM

STV 100 yrs

YEARS OF EXPERIENCE

6

EDUCATION

BACHELOR OF SCIENCE, CIVIL ENGINEERING; MANHATTAN COLLEGE

CERTIFICATION

OSHA 10-HOUR CONSTRUCTION SAFETY AND HEALTH TRAINING

EMPLOYMENT HISTORY

STV, PROJECT ENGINEER (2008 - PRESENT)

Project Experience

MTA Capital Construction/LIRR East Side Access - Project Engineer

Performed design calculations for the East Side Access project, which will establish direct LIRR) service to Grand Central Terminal in Manhattan. The design work involved reinforced concrete beams, slabs, and ribs. Mr. Roncevic also compiled pre-blasting inspection reports and analyzed post-blast data.

Amtrak Fire Standpipe Systems Modification CM Phase III & Phase IV - Project Engineer/Inspector

Served as project engineer/inspector for the $24 million modification that will add deluge valve and air monitoring systems, along with several mechanical equipment rooms (MERs), to Amtrak's fire standpipe systems in the East and North River tunnels in Northern New Jersey and New York City. The scope of work will incorporate air-vacuum isolation valves with fail-safe actuators for the rapid-fill deluge and leak detection systems, as well as install air compressors to monitor system integrity. In another task, each segment of the fire standpipe system will have a dedicated MER added to serve as a control room. The construction also includes the installation of associated piping, electrical power, conduit runs, and system controls. Mr. Roncevic's primary responsibilities included reviewing Amtrak force account (labor) invoices and developing cost estimates and comparative cost analyses for contractor change order requests. He also acted as an on-site safety inspector and prepared daily field reports

NYCHA Johnson Houses Phase I Renovation CM - Project Engineer

Provided supervision of roofing, tiling, and plumbing renovation as part of the construction management (CM) of the $36.5 million Phase I renovation of the James Weldon Johnson Houses in Manhattan. The scope of work for this New York City Housing Authority (NYCHA) project comprised complete construction oversight for improvements to the four buildings including exterior masonry repairs, roof replacement, manhole bunker replacements and repavement, renovation of 488 kitchens, and 488 bathroom upgrades. Mr. Roncevic also oversaw check requisitions and payroll.

NYU Langone Medical Center Hurricane Sandy Recovery - Assistant Project Manager

Assisting the management of the $20 million rehabilitation of New York University (NYU)'s Medical Science Building, which was flooded and lost power following the unprecedented 13-foot East River storm surge caused by Hurricane Sandy. A temporary power system has been installed until a new permanent power generation facility is constructed. In order to continue sensitive scientific and medical research, university staff have been temporarily moved into other buildings within the NYU Langone Medical Center campus, until construction work is completed. Mr. Roncevic is supervising project field work, as well as overseeing document control. He's also acting as an on-site safety inspector and preparing weekly inspection reports.

Avenues World School Holdings, LLC Avenues: The World School - Project Engineer
Managed daily operations of field work activities and coordinated subcontractors for the $52 million adaptive reuse of a 1928 warehouse into a private school, complete with elevators, cafeteria, libraries, gymnasium, exercise room, playground, art and science labs, and Wi-Fi access. In addition, new plumbing, fire protection, and HVAC systems were installed. Mr. Roncevic reviewed payrolls, work tickets, change orders, and punch lists.

Westchester Community College Gateway Center CM - Field Engineer/Inspector
Processed submittals and stood in for the supervisor as part of construction management (CM) services for this 3-story, 70,000-sf facility in Valhalla, NY, that houses state-of-the-art classrooms, seminar rooms, a lecture hall, computer labs, and language labs. The $40 million project was completed on schedule and within budget, and is LEED® certified to the Gold level.

Manhattan College Parking Lot Surveys - Surveyor
Conducted civil surveys of the Broadway and Manhattan College parking lots in Manhattan with the use of a theodolite, rod and level, and measuring tape.

Louis Kaminski, P.E.

ASSISTANT RESIDENT ENGINEER

Mr. Kaminski is a professional engineer with experience in marine related projects involving structural inspection, rehabilitation and design, project management, berthing analysis, cost estimation, and port evaluation. His background includes onsite construction management, resident engineering, and inspection of marine structures.

Project Experience

NYCEDC East River Esplanade, Pier 13 and 14 – Resident Engineer
Performed special inspections for pile driving and concrete placement. Work included pile driving logs, steel reinforcement, and concrete inspection with relevant inspections reports.

NYCEDC Sheepshead Bay Bulkhead Rehabilitation – Resident Engineer
Managed onsite inspection and supervision of bulkhead rehabilitation for NYCEDC as owner and Turner Construction Company as project manager. Oversaw project that included installation of soil anchored sheet pile wall, cantilevered sheet pile wall, precast pile cap, esplanade rehabilitation and corrosion protection systems. Work also included major demolition.

PANYNJ Port Newark Berth 3 Replacement Stage 1 Study – Project Manager
Served as project manager for the Stage 1 study of the replacement of the Berth 3 structure. Structure includes concrete piles and deck, sheet pile wall, intricate construction staging around active highway. Oversaw the development of the engineer estimate and report, which includes figures with conceptual plans and cross sections.

Global Marine Terminal and Container Services/ Weeks Marine East Berth Extension – Resident Engineer
Overseeing the 900-foot extension of the existing Global Marine container terminal. Responsibilities include quality assurance, performance and coordination of special inspections, collaboration with design-build partner Weeks Marine and client. Work includes backfill and compaction, revetment, vibration monitoring, concrete/H/sheet pile driving, precast concrete caps and planks, cast-in-place concrete deck, steel girder installation, crane rail/bollard/fender installation, storm drainage, paving, striping, dredging, and cathodic protection.

PANYNJ Brooklyn Marine Terminal Bulkhead Replacement – Project/Design Engineer
Served as project and design engineer for the inspection, detailed design, and contract document preparation for bulkhead replacement between Piers 7 and 8. Design included demolition, tie rod extensions, temporary wale support, sheet pile (including seismic considerations), tie-back wale, reinforced concrete cap and protective encapsulation. Work also included compiling and reviewing Port Authority standard specifications.

NYCEDC Pier 88 Viaduct – Project Engineer
Served as project engineer for the inspection, detailed design, and contract document preparation for rehabilitation of viaduct support structure. Design included epoxy encapsulations and concrete under-deck repairs.

FIRM
CH2MHILL

YEARS OF EXPERIENCE
9

EDUCATION
BACHELOR OF SCIENCE, CIVIL ENGINEERING, CONCENTRATING IN CONSTRUCTION MANAGEMENT; SCHOOL OF ENGINEERING AND APPLIED SCIENCES, COLUMBIA UNIVERSITY

PROFESSIONAL REGISTRATION
PROFESSIONAL ENGINEER: NY

LICENSES AND CERTIFICATIONS
OSHA, 10 HOUR CONSTRUCTION INDUSTRY OUTREACH TRAINING PROGRAM

DIVING EMERGENCY MANAGEMENT PROVIDER

EMERGENCY FIRST RESPONDER

NSC DEFENSIVE DRIVING

TRANSPORTATION WORKER IDENTIFICATION CREDENTIAL

EMPLOYMENT HISTORY
CH2M HILL/HALCROW (2005-PRESENT)

Battery Park City Authority Pier A, Headhouse Building Evaluation – Project Engineer
Investigated and surveyed gradual settlement of historic structure. Developed theories of cause of settlement with respect to historic design documents and wrote report detailing findings and recommendations to owner.

NYCEDC Arthur Kill Lift Bridge Cofferdam Rehabilitation – Project Engineer
Performed and supported pre-design above and underwater inspection of structure and created comprehensive report. Developed specifications for rehabilitation and final design basis for design-build contract. Also acted as the project manager and special inspector for the construction portion of project.

NJDPMC Liberty State Park Fender Rack #2 Replacement – Project Manager
Managed the redesign of pre-stressed concrete slabs, timber fender design, contract management, submittal and request for information review, site visits, and contract administration services for this project in Jersey City, NJ.

Office of the Deputy Mayor for Planning and Economic Development Southeast Federal Center, Pier Connection – Project Manager
Oversaw bidding and design of over water esplanade connecting two existing city parks. Developed project specifications and coordinated work with owner, construction manager, architect and permitting subconsultants.

Office of the Deputy Mayor for Planning and Economic Development, Southeast Federal Center Flood Control Study – Project Manager
Oversaw bidding and design of steel plate designed to keep out flood waters. Project involved studying current flood levels in relationship with existing structures, accounting for sea-level rise. Also evaluated any other potential routes for flood water intrusion into existing structure. Developed project drawings and coordinated work with architect.

District Department of Transportation 11th Street Bridge Replacement – Project Engineer
Served as project engineer for the investigation and preliminary design of bridge fendering system for design-build proposal. Calculated anticipated collision forces and corresponding fendering system, including rubber arch fenders and steel fendering piles.

Laura Tornatore

ASSISTANT RESIDENT ENGINEER

Ms. Tornatore is a project coordinator with experience performing civil engineering and cost estimating duties for structural projects in the New York City metropolitan area. She currently provides engineering services for the One World Trade Center (WTC) and National September 11 Memorial & Museum in Lower Manhattan.

FIRM
STV 100 Years

YEARS OF EXPERIENCE
4

EDUCATION
BACHELOR OF SCIENCE, CIVIL ENGINEERING; MANHATTAN COLLEGE

CERTIFICATIONS
OSHA 30-HOUR SAFETY AND HEALTH TRAINING

EMPLOYMENT HISTORY
STV, PROJECT COORDINATOR (6/10 - PRESENT)

Project Experience

PANYNJ One World Trade Center - Project Coordinator

Performed construction management services for the $2.8 billion One WTC, a major project for PANYNJ in the redevelopment of the 16-acre WTC site in Lower Manhattan. At 1,776 feet tall, One WTC will be the centerpiece of the new complex and will encompass more than 3.6 million gross sf, including office space, restaurants, an observation deck, and broadcast facilities. The building will also house below-grade shopping and access to the PATH transit system and the World Financial Center. Ms. Tornatore attended bid meetings and prepared monthly bid packages. She also gathered information from weekly field visits and monthly requisition walk-throughs and negotiated the cost of change orders with contractors. In addition, Ms. Tornatore performed detailed takeoffs of drawings for estimating purposes, prepared requests for PANYNJ board presentations, and coordinated document control.

PANYNJ National September 11 Memorial & Museum - Project Officer

Providing construction management services for National September 11th Memorial & Museum on the WTC site in Lower Manhattan. Ms. Tornatore collected information from weekly field visits and monthly requisition walk-throughs, negotiated the cost of change orders with contractors, attended bid meetings, and prepared monthly bid packages. She also performed detailed takeoffs of drawings for estimating purposes, prepared requests for PANYNJ board presentations, and coordinated document control.

New Jersey Sports and Exposition Authority Meadowlands Xanadu - Project Coordinator

Completed numerous reports for project managers as part of the development of Meadowlands Xanadu, a 5-story retail and entertainment complex undergoing construction in the Meadowlands Sports Complex in East Rutherford, NJ. When completed, the Meadowlands will be the largest combined entertainment, sports, and retail complex in the United States, with 4.5 million sf of entertainment, sports, retail, office, and hotel space. Ms. Tornatore prepared several reports including quality control, ATPs, and invoices. She also responded to RFIs.

Anip Parikh

ASSISTANT RESIDENT ENGINEER

Mr. Parikh has 15 years of professional experience in transit system design reviews, systems integration and system implementation; operations planning analyses, operations simulation modeling; vehicle engineering; and testing and commissioning.

FIRM

CH2MHILL

YEARS OF EXPERIENCE
15

EDUCATION
MASTER OF SCIENCE, MECHANICAL ENGINEERING; STEVENS INSTITUTE OF TECHNOLOGY

BACHELOR OF ENGINEERING, MECHANICAL ENGINEERING; GUJARAT UNIVERSITY

EMPLOYMENT HISTORY
CH2M HILL (2011-PRESENT)

BOOZ ALLEN HAMILTON (1999-2011)

Project Experience

PANYNJ PATH – Senior Systems Engineer
Supports project team to provide program management services for PATH's project to install Communications Based Train Control (CBTC) throughout their system. Supports project team in reviewing design submittals for conformance with the technical specification requirements. Leads in reviewing contractor's submittals on training aids and materials, PTE/BTE, and maintenance manuals. Also supports team in field testing and commissioning efforts.

New York City Transit Flushing Line CBTC Project – Chair
Chairs the Tools and Simulators working group. leads design reviews for contractor's design for conformance with technical specification requirements and participated in System Design Reviews (SDR), Preliminary Design Reviews (PDR), Critical Design Reviews (CDR), Final Design Reviews (FDR), and Post Design Documentation Reviews (PDD). Leads working group in reviewing contractor's Tools, Diagnostics (First Level and Second Level Maintenance Diagnostics), and Simulators design submittals. Chairs Training & Maintenance working group (WG) and leads reviews of Thales submittals, including training aids and material and training manuals. As Training & Maintenance WG chair, leads all efforts in coordinating more than 20 training courses and their schedule, and training course technical content for the Flushing NYCT training program to be conducted for more than 600 NYCT staff, including managers, supervisors, instructors, and technical NYCT stakeholder staff. Assists in reviewing design submittals for system integration working group and in reviewing test procedures.

New York City Transit Canarsie Line CBTC – Senior Systems Engineer
Reviewed the stress analysis for 'OPTOS' bracket to verify static and dynamic strength for the NYC Transit vehicle. Provided design oversight and witnessed accelerated fatigue testing of the OSMES bracket and the static and dynamic loads were measured within the criteria. Reviewed TGC (Track Geometry Car) dynamic test procedure and supported team in witnessing TGC dynamic test on Canarsie CBTC (L line).

New York City Transit R179 Project – Senior Systems Engineer
Supports project team in reviewing contractor's carbody design submittals for conformance with the contract specification requirements and industry standard.

Newark City Subway and Extension to Broad Street – Senior Systems Engineer
Responsible for reviewing current and proposed revenue operations of Newark City Subway. Created and analyzed several simulation scenarios to analyze fleet requirement and headways for the NCS extension. Developed and recommended optimized schedule to New Jersey Transit. Applied simulation model for operation analysis and helped in resolving client's operational issues especially with yard pull-in and pull-out operation. Developed operating timetable and operation network simulation models to identify operational conflicts and train running times.

NYCT Queens Boulevard Line CBTC Project Specification Development – Senior Systems Engineer
Led efforts in authoring and developing technical specification for Training (section 24P) requirements and Support Services and Maintenance, including Tools/Diagnostics (First Level and Second Level Maintenance Diagnostics) requirements (Section 24Q) for Queens Boulevard Line CBTC project. Met with NYCT Operations Planning stakeholders to gather operational nuances in development of technical specification section for Performance Requirements. Reviewed and supported the development of Performance Requirements (Section 24D).

PATH Industrial Engineering Study – Senior Systems Engineer
Supported project team to conduct PATH industrial engineering study, including assessing fixed assets, rolling stock maintenance program and resources, and recommending a 15-year maintenance program based on assessment. Also led efforts in developing PATH's 2013 capital and operating budget based on industrial engineering study outcomes and also to fulfill long-term maintenance strategy goals.

NYCT R160 Project – Senior Systems Engineer
Has been working on NYCT's R160 procurement program for more than 5 years. Has performed structural design reviews including stress analyses and reviewed test procedures/ reports for the car body structure (i.e., laser welded carbody, vertical load, compression load, diagonal jacking, and equipment bracket). Supported test witnessing efforts for R160A and R160B prototype and production trains. Participated and witnessed several acceptance tests including thermal capacity, carbody air leakage, doors, brakes, HVAC, and noise and vibration. Provided design and system oversight for mechanical and structural qualification test (Windows FRA test, window cycle tests, Shock and vibration test for equipment bracket). Performed truck assembly inspections in the efforts to resolve several truck issues including truck motor bolt failure and radius arm locking plate hardware failure. Performed subsystem inspection (i.e., windows, trucks, gear box, axles, and doors) at contractor's and supplier's site, which led to early detection of technical issue (i.e., carbody window water leaks due to gasket configuration, drop sash window hardware failure, incorrect welding configuration on windows, traction motor hardware failure, gear box leakage) and that assisted in proactive resolution. Provided design oversight for several design modifications (FMIs) (i.e., Battery box, HVAC evaporator cover removal, truck piping arrangement, flip-up seat, undercar cable arrangement and truck bracket replacement) and helped client with structured modification process and configuration control on R160A and R160B cars.

PANYNJ EWR Monorail Project – Senior Systems Engineer
Reviewed contractor's mechanical design documents and test procedures. Provided system oversight and witnessed several static and dynamic acceptance tests including vehicles, stopping accuracy and communication. Responsible in monitoring the monorail's daily operations and provided daily report. Daily reports were helpful in identifying the maintenance requirement and trends; train/car deficiency charts showed and report assisted in proactive resolution of technical issues.

Charles Young

SENIOR INSPECTOR

Mr. Young has more than 30 years of experience as a superintendent and construction manager. He has performed planning and scheduling, coordinated with all trades, and completed construction management for quality control, site safety control, cost management, and payment control for the public and private sectors. Mr. Young had worked with the NYCSCA as a project manager and construction superintendent overseeing a variety of the agency's Mentor Program/Emergency Contract projects.

FIRM

STV 100

YEARS OF EXPERIENCE
35

EDUCATION
BACHELOR OF CIVIL ENGINEERING; TSINGHUA UNIVERSITY, BEIJING

EMPLOYMENT HISTORY
STV, PROJECT MANAGER (2005-PRESENT)

TDX CONSTRUCTION CORP., PROJECT MANAGER (2001 - 2005)

KD INTERNATIONAL DEVELOPMENT CORP., CONSTRUCTION SUPERINTENDENT (1998 - 2001)

SPARKLE INTERNATIONAL DEVELOPMENT CORP., PROJECT MANAGER/ LICENSED RESPONSIBLE MANAGEMENT EMPLOYEE (1992 - 1998)

HITEC & TOC JOINT VENTURE. CONSTRUCTION SUPERINTENDENT (1987 - 1992)

ARCHITECTURAL DESIGN INSTITUTE OF HEILONGJIANG PROVINCE, LICENSED PROFESSIONAL ENGINEER (1979 - 1987)

Project Experience

MSDC/PANYNJ Moynihan Station Phase I CM - Quality/Safety Inspector

Directly supervising comprehensive construction activities for the estimated $200 million development of a new train hall in the James Farley Post Office Building in Midtown Manhattan, with connections to New York Pennsylvania Station and Amtrak, NJ TRANSIT, Long Island Rail Road (LIRR), and New York City Transit service. This major transportation hub is being built in two phases by the Moynihan Station Development Corporation (MSDC) in partnership with the Port Authority of New York and New Jersey (PANYNJ). The firm is managing the construction of entrances to Penn Station from the Farley Building and new vertical access points to the platforms, thereby improving passenger access to the west side of platforms for all railroads. The firm is also supervising improvements to pedestrian concourses and platform ventilation, the creation of a waiting room for LIRR passengers. Included is construction of three fan rooms and an electrical substation and generator rooms in the moat area of the James Farley Office Building along 33rd Street. Mr. Young is overseeing daily construction activities with all trades on-site and monitoring the contractor's work plan, schedule, testing, quality of work, and safety procedures. Challenges he is addressing include coordinating complex project staging with contractor operations, Amtrak, and LIRR field support staff.

Amtrak Fire Standpipe Systems Modification CM Phase III & Phase IV - Quality/Safety Inspector and Project Engineer

Providing project engineering services between the client and the construction contractor on the estimated $24 million modification to Amtrak's fire standpipe systems in the East and North River tunnels in Northern New Jersey and New York City. Mr. Young is working with the construction management (CM) team to add deluge valve and air monitoring systems as well as 10 mechanical equipment rooms to the 16-mile system. He is coordinating with contractor operations, Amtrak, and Long Island Rail Road field support staff. In addition, Mr. Young is reviewing the contractor's submittals for equipment and materials used and verifying the compliance with Buy American requirements. He is also assisting in the review of contractor's change order requests, verification of the quantity, labor rate, and dollar amount, and performing independent estimates CM change orders. Mr. Young also directly supervises daily construction activities with all trades on site and monitors the contractor's work plans, schedule, testing, quality of work, and hazard assessment and safety procedures.

NYCSCA Mentor Program CM - Project Officer

Provided oversight of school capital improvement projects from inception to project closeout as part of the NYCSCA Mentor Program. The mission of the program was to foster growth and increase the participation of minority and women-owned business enterprise (MBE/WBE) contractors and locally based enterprise (LBE) firms in New York City's construction community,

by providing hands-on training during various school construction projects. Projects included interior room renovations and conversions, as well as exterior reconstructions and rehabilitations of school buildings and facilities for school projects throughout New York City. Mr. Young produced and maintained construction documents including scope of work and change orders. He guided and led mentor contractors through all project phases in accordance with contract documents and within budget restraints and deadlines. Mr. Young also coordinated with clients, project owners, and school staff, and oversaw safety and quality issues through the entire construction process.

NYCSCA Emergency On-Call Construction Management Services - Project Manager
Oversaw comprehensive construction management services on an emergency on-call basis for the NYCSCA for school projects in all five boroughs of New York City. Projects included work varying from small interior room conversions and renovations to large reconstructions of school buildings. Mr. Young completed all required work according to deadlines imposed by school occupation. He also provided diligent coordination with school stakeholders and made sure of safety and quality throughout the entire construction process.

NYCSCA P.S./I.S. 189 Renovations and Upgrades - Project Officer
Mentored and managed the general contractor, subcontractors, and vendors for all required paperwork, submittals, project issues, project meetings, payment requisitions, construction schedule, and project closeout for the New York City School Construction Authority (NYCSCA) at this elementary/intermediate school in the Bronx, NY. Mr. Young directly supervised daily construction activities on site for an electrical upgrade, retaining wall repairs, ice maker and plumbing drainage installation, ductwork and fire damper installation, temperature control systems, sub-slab depressurization system fan installation, and roof patching work. He coordinated with the NYCSCA senior project officer, architects, engineers, general contractors, subcontractors, and all trades from inception to construction to complete the project on schedule.

NYCSCA P.S. 153 Demo Science Lab - Project Officer
Directly managed the general contractor and subcontractors for all required paperwork, submittals, project issues, project meetings, payment requisitions, construction schedule, and project closeout for a new science lab at this elementary school in the Bronx, NY. Mr. Young supervised daily construction activities for asbestos abatement, new flooring, new lab furniture and equipment, electrical upgrade, and installation of plumbing piping and sinks. He provided coordination from inception to completion with the New York City School Construction Authority (NYCSCA), architects, engineers, general contractors, subcontractors, and all trades.

Jamal Ismail

SENIOR INSPECTOR

Mr. Ismail has more than 25 years of experience providing a range of professional services for a wide variety of recreational, commercial, and transportation projects. His expertise includes performing oversight, management, and inspection services for significant roadway and bridge improvements for clients including the New York State Thruway Authority, the NYSDOT, the NJDOT, the NJTA, the PANYNJ, and Amtrak. Mr. Ismail has proven skills in managing high-visibility construction projects and in maintaining complete project and documentation control from the planning and permitting stages though project implementation, and is experienced in claim resolution and project close-out procedures for final acceptance.

Project Experience

Amtrak Fire Standpipe Systems Modification CM Phase III & Phase IV - Assistant Project Manager/ Construction Manager/Project Control Manager

Performing lead control requirements in estimating, contract administration and mitigation, cost control, scheduling, and risk and budget management for a $24 million modification that will add deluge valve and air monitoring systems, along with several mechanical equipment rooms (MERs), to fire standpipe systems in the East and North River tunnels in Northern New Jersey and New York City. Mr. Ismail is managing and maintaining contract requirements, owner expectation, and site-specific scope implementation throughout the active Amtrak tunnel system. Mr. Ismail prepares weekly progress charts and outages requests, as well as monthly reports for construction management (CM) requirements for the modification. He is maintaining and preparing all claim/change order analyses and recommendations to Amtrak and the LIRR for more than 130 potential changes. As a result of being on the committee for change orders, Mr. Ismail has helped solidify the $24 million project's requirements and intent.

NJTA Garden State Parkway Interchange 123 Improvements - Senior Inspector

Oversaw the inspection of $7.1 million in improvements to the Garden State Parkway connector to US 9 in Sayreville, NJ. The work included adding a lane to two mainline bridges; new ramps, lighting, drainage, and overhead sign structures; utility relocations; and asphalt pavement. Mr. Ismail coordinated extensively with utility owners, the NJTA, the NJDOT, NJ TRANSIT, and Conrail. Mr. Ismail also filled in as Acting Resident Engineer for part of the project

Amtrak East and North River Tunnel Fire Standpipe Replacement - Resident Engineer/Safety Inspector

Provided on-site engineering and safety oversight for the $30 million replacement of the fire standpipe system in the North River and East River tunnels, shaft throats, and the New York Pennsylvania Station sub-basement in Manhattan. Mr. Ismail implemented quality assurance and safety procedures and coordinated track outages with Amtrak operations and other host rail operations for contractor access to perform the work.

NJDOT Main Street and Union Street Intersection Improvements - Assistant Resident Engineer

Guided inspection of engineering services for improvements in Lodi Borough, Bergen County, NJ, that included widening of a roadway over a box culvert; relocation of lighting, drainage and signals; demolition; construction of a retaining wall; asphalt pavement; and daily maintenance and protection of traffic configuration.

FIRM

STV 100 Years

YEARS OF EXPERIENCE
29

EDUCATION
BACHELOR OF SCIENCE, CIVIL ENGINEERING; WEST VIRGINIA UNIVERSITY

EMPLOYMENT HISTORY
STV, PROJECT MANAGER (2010-PRESENT)

AECOM, SENIOR OFFICE ENGINEER (2008 - 2010)

CENTRAL YANKEE EXCAVATOR, PROJECT ENGINEER (2006 - 2008)

INTERSTATE INDUSTRIAL CORP, PROJECT ENGINEER (2008)

HATCH MOTT MACDONALD, PRINCIPAL ENGINEER/ ASSIST RESIDENT ENGINEER (2000 - 2006)

BAC KILLIAM, SENIOR OFFICE ENGINEER (1998 - 2000)

BAC, HEAD OFFICE ENGINEER (1998 - 1999)

BETTIGOLE, ANDREWS & CLARK, ENGINEER (1996 - 1997)

N.H. BETTIGOLE, SENIOR OFFICE ENGINEER (1992 - 1993)

THACKER ENGINEERING, ESTIMATOR/ SCHEDULER (1992)

EVANS & POSTHAUER, OFFICE ENGINEER (1990 - 1992)

CHARLES H. SELLS, SENIOR INSPECTOR (1989 - 1990)

SHAH ASSOCIATES, ENGINEER/INSPECTOR (1985 - 1989)

NJTA Vince Lombardi Service Area Truck Parking Improvements - Senior Inspector
Oversaw quality assurance and quality control (QA/QC) for the construction of a new 5,700-sf truck driver rest facility in Ridgefield Park, Bergen County, NJ, for the New Jersey Turnpike Authority (NJTA). The project included demolition of an existing building, including asbestos abatement; construction of a new building and expanded truck parking lot, including earth excavation; drainage; new high-mast lighting; milling; and pavement of new and existing lots. Mr. Ismail tracked QA/QC, identified issues, and provided written reports to the client.

NJDOT Beesley Point Bridge Structural Evaluation - Assistant Team Leader
Oversaw a safety evaluation of a 4,000-foot-long bridge that formerly carried US 9 over the Great Egg Harbor River, connecting Upper Township in Cape May County to Somers Point in Atlantic County, NJ, for the NJDOT. Mr. Ismail employed BAR7 bridge analysis and rating software to perform the evaluation and compiled a summary of the results per NJDOT specifications.

Morris County DPW Mount Vernon Avenue Bridge over the Passaic River Replacement - Assistant Resident Engineer
Directed the $2.9 million replacement of a roadway bridge between the City of Summit and the Township of Chatham, NJ, by the Morris County Department of Public Works (DPW). Mr. Ismail monitored the removal of the existing steel structure and construction of a wider, 103-foot-long, single-span, pretensioned, prestressed concrete bridge.

NYCHA IDIQ Construction Management Hurricane Sandy Recovery - Estimator
Reviewed project worksheets and estimates provided by the Federal Emergency Management Agency (FEMA) and the NYCHA to capture damages from Hurricane Sandy at public housing properties citywide, under an indefinite delivery/indefinite quantity (IDIQ) contract. Mr. Ismail initiated field visits to perform site assessments with all parties involved. He provided supporting documents to FEMA, negotiated revised cost estimates, and provided comments and feedback. Mr. Ismail also prepared and submitted qualified additional costs to NYCHA for reimbursement through the Hazard Mitigation Plan per each development, as well as cost estimates for repairs within FEMA's guidelines to prevent or minimize future flood damages.

Ricardo DePaoli

SENIOR INSPECTOR

Mr. DePaoli has more than 15 years of experience managing contractors and subcontractors and inspecting construction work for compliance with specifications, contract documents, and safety requirements. He has experience estimating/processing change orders, performing scheduling, ordering materials, reviewing submittal logs, and submitting requests for information (RFIs). Mr. DePaoli has worked on numerous projects for the TBTA and various task-order contracts with the NYCSCA and NYCHA.

FIRM

STV 100 years

YEARS OF EXPERIENCE

18

EDUCATION

BACHELOR OF SCIENCE, CONSTRUCTION MANAGEMENT ENGINEERING TECHNOLOGY; STATE UNIVERSITY OF NEW YORK, FARMINGDALE

EMPLOYMENT HISTORY

STV, SUPERINTENDENT (2005-PRESENT)

GC PRECISION BUILDING, OWNER (2003 - 5/05)

AMCC CORPORATION, CONSTRUCTION SUPERINTENDENT (2001 - 2003)

GC/CARPENTER, RD HOME IMPROVEMENTS, OWNER (1997 - 2001)

WEST SHORE CONSTRUCTION, CARPENTER (1996 - 1997)

Project Experience

NYCDDC New Police Academy CM - Superintendent

Providing construction supervision for the fire alarm system installation at the academic building on the 33-acre campus of the new police academy in the College Point section of Queens, NY, a joint venture project for the NYCDC. The design-bid-build project is being built in two phases. The $750 million Phase I comprises a new academic building, a physical training facility, and a central utility plant. Mr. DePaoli is also supervising the construction of mechanical bulkheads on the academic building. The LEED®-registered project is seeking certification to the Silver level.

NYCSCA Emergency On-Call Construction Management Services - Superintendent

Oversaw renovations and repairs performed by contractors and subcontractors on an emergency basis for schools in all five boroughs of New York City. Work under this contract included small interior room conversions and renovations; computer classroom upgrades; and electrical plumbing, flooring, sidewalk bridge, and brick pointing replacement. STV was responsible for quickly negotiating and mobilizing trades to make sure that continuous work was performed when facilities were available. Mr. DePaoli was responsible for safety compliance, contract and specification conformance by contractors and subcontractors, scheduling, attending job meetings, and record-keeping. All projects were completed on time and within budget, without injury or incident.

NYCHA Hurricane Sandy CIP Ocean Bay-Bayside - Superintendent

Contributed to a fast-track, multidisciplinary site assessment report and developed plans for installing new mechanical equipment at the Ocean Bay-Bayside apartments in Queens, NY, as part of an ongoing capital improvement program (CIP) for New York City Housing Authority (NYCHA) properties damaged by Hurricane Sandy. STV developed due-diligence options, schematic designs for the site, floor plans, building cross sections, one-line riser diagrams, and mechanical and electrical schedules. The plans call for raising the equipment above Hurricane Sandy flood levels, thereby making it eligible for Federal Emergency Management Agency (FEMA) funding.

TBTA Randall's Island Alternative Processing Center Renovation Rooftop HVAC Equipment Replacement Phase I - Inspector/Superintendent

Oversaw demolition and removal of old rooftop HVAC equipment and installation of two new 6-ton exterior heat exchangers with 10 interior air handlers at the TBTA Alternate Processing Center in Randall's Island, NY. The project also included electrical and mechanical upgrades and interior finishes. Mr. DePaoli's responsibilities included safety compliance, contract and specification conformance by contractors and subcontractors, estimating, and processing change orders.

TBTA Randall's Island East Ramp Garage - Inspector/Superintendent
Supervised the installation of four recessed vehicle lifts and three new exhaust reels at this Randall's Island, NY, garage facility. The project also included electrical and plumbing upgrades. Mr. DePaoli was responsible for safety compliance, contract and specification conformance by contractors and subcontractors, and participating in job meetings.

TBTA Randall's Island Water Main Installation - Inspector/Superintendent
Supervised the installation of 1,200 feet of 12-inch-diameter water main, including valves, that will service TBTA Building 104 in Randall's Island, NY. The project included trenching, shoring, installation, and testing of the new water main. Mr. DePaoli was responsible for coordinating safety compliance, contract and specification conformance by contractors and subcontractors, estimating, and processing change orders.

ESDC Atlantic Yards Relocation and Owner's Representative Services for Barclays Center Arena - Superintendent
Monitored progress to maintain schedule compliance by general contractors and subcontractors for the $4.9 billion Empire State Development Corporation (ESDC) development in Brooklyn, NY, featuring 17 new buildings — including the 670,000-sf Barclays Center Arena — for residential, office, retail, community facilities, parking, and possibly hotel uses.

NYC Rapid Repair Program for Hurricane Sandy Damage - Superintendent
Supervised the installation of boilers and electrical systems in residential homes in the Far Rockaways area of Queens, NY, which suffered extensive damage from Hurricane Sandy. During a 4-month period, STV assessed and oversaw emergency repairs, including permanent or temporary restoration of heat, power, and hot water, as well as limited repairs to protect homes from further significant damage. The Rapid Repairs program was offered by the City of New York, and has aided more than 1,000 families.

NYCHA Unity Plaza Turnkey - Inspector/Superintendent
Responsible for safety compliance and contract and specification conformance by contractors and subcontractors for $2 million in exterior repairs to the Unity Plaza Turnkey complex in Brooklyn, NY. The scope of the project included abatement of asbestos roofing material and lead paint, replacement of roofing, and masonry work including brick repair and re-pointing of mortar joints at bulkheads at the three 6-story housing units, which are occupied by approximately 475 tenants.

NYCDCAS One Center Street Building Repairs - Superintendent
Provided project management services, including field supervision, trade coordination, and daily contract administration, for the conversion of 9,500 sf of space into a state-of-the-art conference and training center at the landmarked Manhattan Municipal Building. Mr. DePaoli also oversaw major renovations, including the fire alarm, HVAC, partitions, electrical systems, and flooring, following damage from Hurricane Sandy.

Zaher Saliby

SENIOR INSPECTOR

Mr. Saliby is a senior construction inspector with more than 20 years of experience providing inspection of civil and electrical construction for various roadway projects in the New York metropolitan area. He is skilled in performing inspections of power supply and distribution systems, structural steel and concrete, steel bolting and welding, temporary shoring structures, and safety programs. Mr. Saliby is certified and trained by the American Concrete Institute, OSHA, and International Codes Council. He is also adept at performing soils inspection and testing.

Project Experience

NYCDDC WTC Campus Security Plan REI - Senior Inspector

Inspecting water and sewer installations for a $28 million contract with the NYCDDC to provide resident engineering and inspection (REI) services for infrastructure improvements around multiple security centers at the new 16-acre World Trade Center (WTC) campus in Lower Manhattan. The firm is inspecting roadway and streetscape improvements during preconstruction, construction, and post-construction. Mr. Zaher is inspecting excavation work around the No. 1 line subway station and the PATH station for installation of an upgraded water main and sewer system. He is performing inspections for the installation of the main catch basin, water and sewer mains, and sewer connections.

NYSDOT Route 9A Construction Management - Electrical Inspector

Provided a quality control review of a 200-foot-long, temporary pedestrian bridge in Lower Manhattan as part of a project to restore Route 9A (West Street), a major artery that was damaged by the September 11, 2001, terrorist attacks. The $10.5 million Liberty Street Bypass Bridge passes over West Street and is serving as a temporary bypass to allow construction of the Vehicle Security Center at the 16-acre World Trade Center site. Mr. Saliby was responsible for all electrical components of the L-shaped bridge, including identifying and interfacing with available power sources, new elevator construction and controls, and full lighting of the interior space of the covered bridge. He inspected the electrical schematic design, wire specifications, mechanical room, elevator specifications, conduits, and electrical panels. A challenging aspect of this project was making sure the electrical load schedule was calculated properly. Mr. Saliby confirmed that calculations were correct and that all wiring was installed according to National Electric Code standards.

NYSTA Tappan Zee Bridge Redecking Phase II - Senior Construction Inspector

Performed a quality control review of Phase II of the $148.8 million concrete deck replacement of this 3-mile-long bridge that carries the New York State Thruway across the Hudson River between Rockland and Westchester counties, for the New York State Thruway Authority (NYSTA). The bridge, which opened in 1955, carries about 140,000 vehicles every day, with volumes as high as 170,000 vehicles daily. Phase II replaces approximately 28 percent of the bridge's total concrete deck area, and is part of an ongoing $2.1 billion highway and bridge capital improvement program focused on rebuilding and upgrading the Thruway's infrastructure. Mr. Saliby inspected the steel structural retrofits, including drilling holes, bolt torque welding, and magnetic particle tests. He monitored the demolition and replacement of the deck panels, and checked tolerances for final geometry. Mr. Saliby inspected the installation of fiber communications cable, conduit, and special junction boxes. He also monitored the painting of the steel structure, asphalt milling and paving, and application of pavement delineation.

FIRM

STV 100 years

YEARS OF EXPERIENCE

26

EDUCATION

BACHELOR OF SCIENCE, ELECTRICAL ENGINEERING; UNIVERSITY OF DAMASCUS (SYRIA)

CERTIFICATIONS

CERTIFIED CONCRETE FIELD TESTING TECHNICIAN GRADE 1; AMERICAN CONCRETE INSTITUTE (ACI)

TRAINING

STRUCTURAL WELDING INSPECTION; INTERNATIONAL CODE COUNCIL

STRUCTURAL STEEL AND BOLTING INSPECTION; INTERNATIONAL CODE COUNCIL

OSHA 10-HOUR TRAINING

NUCLEAR MOISTURE/ DENSITY EQUIPMENT TRAINING; NYSDOT

SITEMANAGER TRAINING COURSE; NYSDOT

OSHA ELECTRICAL REGULATIONS

EMPLOYMENT HISTORY

STV, SENIOR INSPECTOR (2008-PRESENT)

AWAD ARCHITECTURAL MODELS INC., ELECTRICAL ENGINEER (1999 - 5/08)

ORIENTAL PALACE DECORATION COMPANY, ELECTRICAL DESIGNER/WORKSHOP MANAGER (1992 - 1999)

MINISTRY OF HEALTH, FORMER ELECTRICAL INSPECTOR (1988 - 1992)

NYSDOT Korean War Veterans Parkway Overpass - Construction Inspector
Performed construction inspection services for a new $7.5 million, 370-foot pedestrian overpass that crosses the Korean War Veterans Parkway near Jefferson Boulevard in Staten Island, NY. Mr. Saliby led inspections for all maintenance and protection of traffic (MPT) and safety inspections, including inspecting existing superstructure and substructure demolition. In addition, he inspected the mechanically stabilized earth system, temporary shoring, storm drainage system, and street lighting. Mr. Saliby managed several contractors and made sure all New York State Department of Transportation (NYSDOT) specifications were followed.

Syria Ministry of Health Eye Surgery Hospital Addition - Former Electrical Inspector
Provided electrical design and inspection of permanent power supply and distribution to a $4 million 3-floor hospital facility addition for the Ministry of Health in Syria. The 10,000-sf, 100-room expansion included new hospital beds, office space, and emergency rooms, which included standard surgery and laser equipment. Mr. Saliby designed and inspected lighting, telephone and network communication systems, fire alarm and detection systems, and security systems. In addition, he provided medical missionary services, maintaining expensive and important medical equipment.

Private Client Makton Palaces - Former Electrical Designer/Workshop Manager
Managed and provided electrical design for the $8 million construction of two 2-floor, 1,500-sf royal palaces in Dubai, United Arab Emirates. Each 6-bedroom palace, one for the royal family and one for guests, consisted of a large luxury reception hall, dining room, children's play room, billiard room, and indoor pool, gym, and sauna. Mr. Saliby inspected daily workshop activities, including machinery maintenance and material procurement. He evaluated electrical designs, verified adherence to Dubai Electricity and Water Authority (DEWA) document requirements, and provided pricing and cost estimates.

Syria Ministry of Health Eye Surgery Hospital Addition - Former Electrical Inspector
Provided electrical design and inspection of permanent power supply and distribution to a $4 million 3-floor hospital facility addition for the Ministry of Health in Syria. The 10,000-sf, 100-room expansion included new hospital beds, office space, and emergency rooms, which included standard surgery and laser equipment. Mr. Saliby designed and inspected lighting, telephone and network communication systems, fire alarm and detection systems, and security systems. In addition, he provided medical missionary services, maintaining expensive and important medical equipment.

Abdul Ranginwala, NICET III

SENIOR INSPECTOR

Mr. Ranginwala is a NICET III-certified construction inspector with more than 25 years of experience providing inspection services for roadway, bridge, and highway projects including concrete, asphalt, utilities, drainage, sewer and water main, electrical, and painting operations. He has been involved with numerous construction inspection projects for the NYSDOT, NYSTA, and other public agencies in New York and New Jersey. In addition, Mr. Ranginwala has received formal training in the maintenance and protection of traffic (MPT).

Project Experience

NYCDDC 34th Avenue Storm Sewer and Water Main Reconstruction REI - Inspector

Provided inspection services for the $7.8 million replacement of the stormwater sewers in the Little Neck neighborhood of Queens, NY. The project is part of a DCC requirements contract. Mr. Ranginwala inspected the installation of a new sewer system and repairs to water mains while making sure contractors complied with erosion control plans, stormwater pollution and prevention plans, and requirements of federal and state permits. The project's location near a large area of wetlands necessitated special mitigation measures.

NYCDOT Manhattan College Parkway Reconstruction - Chief Inspector

Provided inspection services during this NYCDOT roadway reconstruction that included the installation of new combined sewers, water mains, street lighting, traffic signals, and fire alarm facilities along Manhattan College Parkway from Delafield Avenue to West 242nd Street and along West 242nd Street from Manhattan College Parkway to Broadway in the Bronx, NY. Mr. Ranginwala also provided extensive MPT.

NYSTA/NYSDOT Ridge Hill Village Bridge Replacement and Roadway Reconstruction - Senior Inspector

Oversaw inspection services for the $25 million replacement of the Ridge Hill (Bates) Bridge over the New York State Thruway, widening of the northbound Exit 6A ramp, widening of Tuckahoe Road, and a new off-site ramp to the Sprain Brook Parkway in the City of Yonkers, NY. The project was part of a resident engineering and inspection contract with a private developer to support the construction of the new Ridge Hill Village in Yonkers in accordance NYSTA, NYSDOT, and City of Yonkers standards and specifications. The scope of work included the demolition and removal of the existing Ridge Hill Bridge and the construction of the replacement bridge. This involved demolition, precast deck panel installation, precast concrete parapet walls, integral abutments, steel bearing piles, center pier construction consisting of cast-in-place reinforced concrete, installation of new steel beams, bridge railing and fencing, and 12-inch gas service, cable, telecom, 16-inch water main, signal communication, and street lighting installation. Work also involved the installation of a new culvert consisting of two 8-foot-diameter reinforced concrete culvert pipes to carry the Sprain Brook under the southern portion of the newly constructed southbound service road; temporary steel sheeting for the installation of culverts; stormwater detention system tanks including organic filters and flow control manholes; cast-in-place concrete headwalls; and a temporary stream diversion channel stabilized with riprap, in conformance with New York State Department of Environmental Conservation criteria for a variety of drainage improvements and areas of utility relocations. In addition, the scope of work included the widening and improvement of Tuckahoe Road and the installation of a new off-site ramp to the Sprain Brook Parkway. This involved the construction of a new 2-lane, 500-foot service road, including full-depth rigid/bituminous

FIRM

STV 100 Years

YEARS OF EXPERIENCE
29

EDUCATION
BACHELOR OF SCIENCE, COMMERCE; UNIVERSITY OF KARACHI, PAKISTAN

CERTIFICATIONS
TRANSPORTATION ENGINEERING TECHNOLOGY, HIGHWAY CONSTRUCTION, LEVEL III; NATIONAL INSTITUTE FOR CERTIFICATION IN ENGINEERING TECHNOLOGIES (NICET)

TRAINING
OSHA 10-HOUR TRAINING

MAINTENANCE AND PROTECTION OF TRAFFIC SAFETY; NEW YORK STATE DEPARTMENT OF TRANSPORTATION

DESIGN AND OPERATION OF WORK ZONE TRAFFIC CONTROL; NATIONAL HIGHWAY INSTITUTE (NHI)

HOT MIX ASPHALT; NHI

EMPLOYMENT HISTORY
STV, CONSTRUCTION INSPECTOR (2005-PRESENT)

VOLLMER ASSOCIATES (1985 - 2005)

pavement reconstruction milling; guiderails; chain link fences; permanent concrete barriers; retaining walls (precast T-wall); backfill; grading; pavement markings; signage; and installation of traffic signals at new locations, including junction boxes, roadway loops, microcomputer cabinets/controllers, foundations, poles, and signal heads.

Metro-North Cortlandt Station Intermodal Access, Parking, and Route 9A Intersection Improvements - Chief Inspector

Performed inspections and reviewed contract plans to check compliance with proposal and standard specifications as part of resident engineering and inspection services for improvements at the Cortlandt Station in Cortlandt, NY. The scope of work included creating 730 parking spaces at the 9.5-acre site, along with a canopy-covered, intermodal drop-off plaza, covered walkways, a "green" restroom (composting facility), and a new parking pay station. The project also included an additional heated shelter with new lighting, signage, security call boxes, and bicycle racks on the north end of the platform, as well as the extension of a pedestrian overpass to the west side of the tracks where a new elevator, enclosed staircase, 220-sf waiting area, and 240-sf concession and vending area were added. Mr. Ranginwala inspected all work performed by the contractor, including piling and concrete retaining wall construction; lighting and utilities installation; structural steel erection; temporary protective shielding installation; excavation and trenching; paving; striping; installation of precast, prestressed concrete beams; construction of a new bridge abutment; rock removal; MPT; and installation of fill material. He maintained daily progress records, conducted biweekly meetings, monitored project schedules, processed contract payments, reviewed change orders, and issued monthly progress reports during the $21 million project. Mr. Ranginwala also reviewed inspection reports of products manufactured off site to make sure that they meet quality standards.

NYSTA/NYSDOT/City of Yonkers Ridge Hill Village Bridge Replacement and Roadway Reconstruction - Senior Inspector

Provided inspection services for the $22 million replacement of the Ridge Hill (Bates) Bridge over the New York State Thruway, widening of the northbound Exit 6A ramp, widening of Tuckahoe Road, and a new off-site ramp to the Sprain Brook Parkway in the City of Yonkers, NY. The project was part of a resident engineering and inspection contract with a private developer to support the construction of the new Ridge Hill Village in the City of Yonkers in accordance NYSDOT, NYSTA, and City of Yonkers standards and specifications. The scope of work included temporary steel sheeting for the installation of culverts; stormwater detention system tanks including organic filters and flow control manholes; cast-in-place concrete headwalls; and a temporary stream diversion channel stabilized with riprap, in conformance with New York State Department of Environmental Conservation criteria for a variety of drainage improvements and areas of utility relocations; and the installation of a new culvert. Work also involves the demolition and removal of the existing Ridge Hill Bridge in accordance with MPT guidelines set forth by the NYSTA and the construction of the replacement bridge.

City of Glen Cove Glen Cove Road Extension - Senior Inspector

Provided construction inspection during the extension of Glen Cove Road (Pratt Boulevard) in Glen Cove, NY. The $8 million project featured a new precast concrete arch bridge over the headwaters of the Glen Cove Canal and new roadways through environmentally sensitive wetlands. Mr. Ranginwala's responsibilities included roadway excavation and reconstruction, asphalt paving, drainage installation, cast-in-place concrete, curbs and sidewalks, and the installation of underground utilities. He also provided extensive MPT and prepared daily reports.

Alex Shell

SENIOR INSPECTOR

Mr. Shell is an inspector with more than 20 years of experience providing services for construction administration and inspection projects. He is providing construction management for a $50 million transportation project with the Triborough Bridge and Tunnel Authority involving the toll plaza on the Staten Island end of the Verrazano-Narrows Bridge. Mr. Shell is inspecting roadway modifications, drilling and concrete work, cold weather construction of a steel-reinforced concrete deck and barriers, mechanically stabilized earth walls with prefabricated reinforced concrete panels, and drainage structures. He is also inspecting the installation of H-piles and soldiers piles for retaining walls, as well as the installation of timber and precast legging and reinforced concrete pipes.

FIRM

STV 100

YEARS OF EXPERIENCE

22

EDUCATION

BACHELOR OF SCIENCE, CIVIL ENGINEERING; CHERNOVTSY TECHNICAL COLLEGE

EMPLOYMENT HISTORY

STV, SENIOR INSPECTOR (12/13-PRESENT)

LGM CONSULTANT ENGINEERING - CONSTRUCTION INSPECTOR (3/12 - 11/13)

HANDYCRAFT CORP. - CONSTRUCTION PROJECT MANAGER (9/92 - 3/12)

Project Experience

TBTA Verrazano-Narrows Bridge Toll Plaza Improvements, Phase B - Construction Inspector

Providing construction administration and inspection services for improvements by the TBTA to the toll plaza on the Staten Island end of the Verrazano-Narrows Bridge, which is a major link in the interstate highway system connecting Brooklyn and Staten Island, NY. The $50 million project, to be completed in three phases, will remove 11 toll booths, relocate an HVAC unit, replace the toll plaza canopy roof, and improve access to the Staten Island Expressway (SIE). STV is providing construction administration and inspection services for Phase B, which will be completed in a 10-stage process over nearly four years. In addition to the removal of the remaining three toll booths and islands, this phase includes construction of a new eastbound lower-level connector ramp to the bridge, retaining walls, and extensive roadwork to provide new on- and off-ramps to the SIE. Mr. Shell is inspecting substantial modifications to the Lily Pond Avenue intersection, which includes replacement of the 140-foot Narrows Road South on-ramps, construction of a 90-foot Lily Pond Avenue on-ramp bridge, and construction of manholes and catch basins. He is also inspecting drilling and concrete of a 60-foot, 3-foot diameter tangent pile, the construction of reinforced concrete abutment walls, erection of steel girders, and diaphragms. Mr. Shell is also providing inspection of cold weather construction of steel reinforced concrete deck and barriers, mechanically stabilized earth walls with prefabricated reinforced concrete panels, and 12-foot drainage structures. He is also inspecting the installation of H-piles and soldiers pile for retaining walls, installation of timber and precast legging, and installation of 24-inch diameter and 18-inch diameter reinforced concrete pipes. Mr. Shell is also inspecting the installation of expanded polystyrene fill at the Lily Pond Avenue ramp.

NYSDOT Wantagh State Parkway ITS and Lighting Upgrade - Inspector

Inspected conduit excavation and jacking operations and the installation of pull boxes and cabinets and electrical and fiber optic cables for the NYSDOT as part of the modernization of the Intelligent Transportation System (ITS) and lighting upgrade for the Wantagh State Parkway. The parkway is located approximately 30 miles east of Manhattan and links the Ocean Parkway at Jones Beach State Park with the Northern State Parkway in Westbury, NY. Project tasks included reinforcing the footing for overhead sign structures, camera poles, and lighting posts, and structural concrete testing. Mr. Shell also worked on the installation of corrugated beam guide railing, drainage structures, asphalt pavement, concrete sidewalks, and curb replacement.

Handycraft Corp. - Construction Project Manager
Performed estimating and scheduling for contracts to renovate offices and residences in the New York metropolitan area. Mr. Shell oversaw quantity take-offs and coordinated with inspectors of city agencies, material suppliers, and subcontractors.

Hilton Hotel - CM Project Manager
Oversaw the estimating, scheduling, and materials for the construction management (CM) of a Hilton Hotel facility in Parsippany, NJ. Mr. Shell provided communications and coordination with inspectors of city agencies, material suppliers, and subcontractors.

Chernovtsy Construction Corporation Residential Building Construction - Former Foreman, Shift Manager
Oversaw the process of manufacturing and erecting precast residential buildings in the Ukraine. Tasks included construction of foundations, pre-stressed reinforced concrete piles, utilities, and sidewalks.

John Mangione, NICET II

SENIOR INSPECTOR

Mr. Mangione is a construction inspector with more than 10 years of experience providing construction management (CM) services for transportation projects, specializing on bridges and roadways. He has also provided CM services on projects for security and education facilities. Mr. Mangione is proficient performing safety and quality control tasks in the field, as well as office tasks, such as the preparation of reports, requests for proposals, requests for information, schedules, and meeting minutes.

Project Experience

TBTA Verrazano-Narrows Bridge Toll Plaza Improvements, Phase B - Construction Inspector

Inspecting improvements to Staten Island end of the Verrazano-Narrows Bridge, which is a major link in the interstate highway system connecting Brooklyn and Staten Island, NY, for the TBTA. The $50 million project, to be completed in three phases, will remove 11 toll booths, relocate an HVAC unit, replace the toll plaza canopy roof, and improve access to the Staten Island Expressway (SIE). The firm is providing construction administration and inspection services for Phase B, which will be completed in a 10-stage process over nearly four years. In addition to the removal of the remaining three toll booths and islands, this phase includes construction of a new eastbound lower-level connector ramp to the bridge, retaining walls, and extensive roadwork to provide new on- and off-ramps to the SIE. Mr. Mangione is inspecting formwork, concrete and asphalt placement, bridge deck modifications, drainage, and milling and paving for the on-ramp

NYCDOT Bridge Design and Reconstruction - Construction Inspector

Performed field inspections of bridge design and reconstruction projects for the NYCDOT Division of Bridges. Mr. Mangione compiled inspection criteria, including sketches, photographs, and descriptions for the final report. He conducted inspections of the 96th Street Bridge over Henry Hudson Parkway in Manhattan, a pedestrian bridge on Navy Street in Brooklyn and another in Staten Island, the Northern Boulevard Bridge in Queens, and on a cross-island parkway overpass.

NYCDOT Annandale Road Bridge Reconstruction - Resident Engineer

Performed on-site project management duties on a Staten Island bridge for the NYCDOT. Since the Annandale Road Bridge crosses over the Staten Island Rapid Transit, Mr. Mangione developed scheduling for rail service with the affected railroad. He also maintained daily communication with the resident engineering office, served as the on-site equal employment opportunity officer, procured materials from an approved list, and coordinated construction activities with local utilities. He also prepared bid packages, purchase orders, company payroll, partial payment requests, submittals, RFIs, RFPs, change orders, and conducted value engineering analyses.

NYSDOT Staten Island Expressway New Lanes - Construction Inspector

Performed CM services for a $100 million roadway and bridge modernization of the Staten Island Expressway for theNYSDOT. The project's primary aim was to accommodate a new bus and high-occupancy vehicle lane, but the project also included widening three bridge overpasses, demolition of abandoned bridge structures, installation of new catch basins and manholes, construction of new mechanically-stabilized earth retaining walls and sound walls, installation of water retention ponds, and the erection of new sign and light pole structures. In

FIRM

STV 100 Years

YEARS OF EXPERIENCE

11

EDUCATION

BACHELOR OF PROFESSIONAL STUDIES, CONSTRUCTION MANAGEMENT; PRATT INSTITUTE

CERTIFICATIONS

NICET LEVEL II HIGHWAY CONSTRUCTION

EMPLOYMENT HISTORY

STV, CONSTRUCTION INSPECTOR (2013-PRESENT)

B. THAYER ASSOCIATES, WOODBURY, NY, CONSTRUCTION INSPECTOR (3/13 - 7/13)

THE LIRO GROUP, SYOSSET, NY, CONSTRUCTION INSPECTOR (2/12 - 11/12)

BEAVER CONCRETE CONSTRUCTION, HAZLET, NJ, PROJECT ENGINEER (5/08 - 5/10)

BDG CONSTRUCTION CORP., SYOSSET, NY, PROJECT SUPERINTENDENT (1/06 - 11/07)

TDX CONSTRUCTION, QUEENS, NY, CONSTRUCTION MANAGER (3/05 - 10/05)

RYDER CONSTRUCTION, NEW YORK, NY, PROJECT SUPERINTENDENT (3/03 - 10/04)

CAULDWELL WINGATE, NEW YORK, NY, PROJECT SUPERINTENDENT (4/01 - 2/03)

the field, Mr. Mangione performed compaction and sieve analysis testing of engineered materials, field-tested and sampled materials for compliance with NYSDOT standards, enforced site safety controls for workers and civilians, monitored compliance of lane closures with standards, and provided photo documentation of preconstruction and ongoing construction activities. He also generated daily reports using SiteManager software, logged contractors' work, documented in-place work for compliance to specifications, and filed weekly State Pollutant Discharge Elimination System reports.

NYSDOT Pedestrian Bridge Reconstruction - Resident Engineer
Performed on-site project management duties for the reconstruction of a Staten Island pedestrian bridge. Mr. Mangione oversaw the demolition and reconstruction of the bridge over the Korean War Veterans Parkway at Jefferson Boulevard for the NYSDOT. He maintained daily communication with the resident engineering office, represented the client as the on-site equal employment opportunity officer, used applicable NYSDOT software, procured materials from an approved list, and coordinated construction activities with local utilities. He also prepared bid packages, purchase orders, company payroll, partial payment requests, submittals, RFIs, RFPs, change orders, and conducted value engineering analyses.

NYCSCA Fast-Track High School Conversion - Construction Manager
Managed the fast-track conversion of a 48,000-sf warehouse in Long Island City, Queens, into a high school for the New York City School Construction Authority (NYCSCA). Mr. Mangione coordinated the building trades to meet a 16-week completion schedule, and attended weekly owner and subcontractor meetings. He also served as the safety liaison with NYCSCA personnel.

TSA Federal Air Marshal Service New York City Field Office Interior Build-Out - Project Superintendent
Supervised the interior build-out for the New York City field office of the Federal Air Marshal Service for the Transportation Security Administration (TSA) in Queens, NY. The facility was used as a multi-purpose training center with offices, a gun-cleaning room, and ammunitions bunker. Mr. Mangione managed construction of long-lead specialty items, including ballistic doors, frames, and partitions; a noise-attenuating slab; and a replica airplane fuselage for training purposes.

AOL/Time Warner and Lehman Brothers Alterations Projects - Project Superintendent
Supervised building modifications for high-profile clients, including AOL/Time Warner and Lehman Brothers. Mr. Mangione coordinated fast-track construction of disaster recovery space for companies displaced by the events of September 11, 2001, in New York City. He also managed on-call construction management projects for Bloomberg LLP.

Valter Cilka, NICET III

SENIOR INSPECTOR

Mr. Cilka has more than 40 years of experience as an inspector, site engineer, and designer for infrastructure projects, including roads, highways, and railroad facilities. He has expertise in inspection of a variety of construction elements, including rigid and flexible pavements, concrete, earth work, foundations, and utility installations. Mr. Cilka is skilled at providing site inspection from excavation, foundation, and construction to project completion. He was an inspector with the NYSDOT Region 11 for road and highway projects throughout New York City, and he was also a chief manager and designer of infrastructure projects for the Government of Albania.

Project Experience

Metro-North Railroad Cortlandt Station Intermodal Access, Parking, and Route 9A Intersection Improvements - Inspector

Reviewing utility relocations and upgrades, along with signage, pavement, and marking, for the Route 9A intersection improvements, part of a 4-phase, $21 million project to improve Cortlandt Station in Montrose, NY, for Metro-North Railroad. STV is providing on-site project management and construction inspection services for a new 730-car parking lot, as well as a new access road from nearby Route 9A. Mr. Cilka is inspecting measures to prevent damage to the many utilities, both above grade and subgrade, affected by the installation of drainage structures, pipelines, signaling, and cables. He is reviewing safety measures for workers, and is also inspecting the complex maintenance and protection of traffic measures required to perform work around the 4-direction intersection with only one lane open at a time.

The Trust for Governors Island Redevelopment of Governors Island Resident Engineering and Design Review - Senior Inspector

Conducting inspections of electrical and concrete elements during $250 million in infrastructure improvements to redevelop Governors Island, located in New York Harbor, for the Trust for Governors Island. The firm, in joint venture, is providing resident engineering and design review services for this massive undertaking that will see more than 2,500 new trees planted and areas of flat topography transformed into rolling hills for viewing the Manhattan skyline. The first phase of the project, covering 64 of 150 total acres, comprises 15 interrelated projects, including landscape architecture to establish a new park; rehabilitating multiple ferry landings and approach platforms; reconstructing the seawall, its promenade, and drainage systems; restoring potable water and electrical distribution systems; and stabilizing historic buildings. Mr. Cilka is conducting on-site concrete testing per ACI standards, including the making of cylinders for off-site compression testing. He is also inspecting sanitary sewers on piles, storm sewer construction, and extensive fill operations (up to 20 feet high, placed in 8-inch lifts), paving, precast decorative concrete curb installation, and Geofoam installation. In addition, Mr. Cilka is inspecting electrical components including wiring, manholes, conduit, transformers, switchgear, and illumination.

Town of Wilton Route 7 Reconstruction - Inspector

Provided inspection for a wide range of construction elements for the widening of four miles of Route 7, adding one lane in each direction, for the Town of Wilton, CT. Mr. Cilka reviewed the project excavation and the construction of small drainage structures, culverts, and bridges,

FIRM

STV 100 yrs

YEARS OF EXPERIENCE
43

EDUCATION
BACHELOR OF SCIENCE, CIVIL ENGINEERING; UNIVERSITY OF TIRANA, ALBANIA

CERTIFICATIONS
NATIONAL INSTITUTE FOR CERTIFICATION IN ENGINEERING TECHNOLOGIES (NICET) LEVEL III

EMPLOYMENT HISTORY
STV, INSPECTOR (4/11-PRESENT)

KS ENGINEERS, P.C. (7/10 - 4/11)

BERGER LEHMAN ASSOC., P.C. (5/09 - 12/09)

ALA ENGINEERS LTD., PLLC (1/09 - 5/09)

BERGER LEHMAN ASSOC., P.C. (10/07 - 1/09)

HAIDER ENGINEERING, P.C. (1/06 - 10/07)

NYS DEPARTMENT OF TRANSPORTATION, REGION 11, E. TREMONT FIELD OFFICE (5/05 - 1/06)

RRUGA PROJECT 1 LTD - CHIEF MANAGER, PROJECT MANAGER, DESIGNER (2001-2003)

GENERAL ROAD DIRECTORATE, ALBANIA - PROJECT MANAGER (1997 - 2001)

ENTERPRISE CONSTRUCTION, ALBANIA - LEAD ENGINEER/DESIGNER (1994 - 1997)

STATE ROAD ENTERPRISE, ALBANIA - LEAD ENGINEER (1978 - 1994)

as well as the installation of electrical facilities and water and sewage structures. He also inspected the new road embankment, new pavement, road signs, and landscaping, along with roadside safety elements including barriers and guard rails.

NYSDOT Region 11 Pavement Repairs/Requirements Contract - Inspector
Provided inspection services for both rigid and flexible pavement repairs on major highways in New York City as part of a requirements contract with NYSDOT. Mr. Cilka inspected the asphalt pavement repairs along four miles in all three westbound lanes of the Staten Island Expressway and inspected repairs to the concrete slabs in all lanes of the Korean War Veterans Memorial Parkway, both in Staten Island, NY. Mr. Cilka also inspected the asphalt pavement repairs along five miles of all lanes of the Clearview Expressway in Queens, NY.

NYSDOT Region 11 Cross Bronx Expressway Corridor Intelligent Transportation System Improvements - Inspector/Transportation Inspector
Monitored the testing and installation of equipment improvements to the intelligent transportation system along the Cross Bronx Expressway in the Bronx, NY, for NYSDOT. Mr. Cilka inspected steel conduits, electrical, fiber-optic cables, cabinets, cameras, variable message signs, and vehicle detectors, as well as the landscape restoration of the surrounding area. Mr. Cilka reviewed as-built drawings and other final project paperwork. In an earlier phase of the project he inspected the earth and concrete work, manhole installation, restoration of pavement, and installation of utilities including water, electrical, and telephone.

General Road Directorate of Albania Infrastructure Projects - Former Chief Manager/Project Manager/ Designer
Managed and performed inspections for highway and roadway construction projects and prepared bid documents for more than 40 infrastructure projects for the Government of Albania, including the Tropoje National Road, Gramsh National Road, and the Bence Bridge along Tepelene National Road. Mr. Cilka performed measurements and made calculations, prepared layouts and diagrams, and ascertained project specifications. He analyzed engineering schematics, produced design and shop drawings, and provided design recommendations for 150 km (93 miles) of rural roads and 140 km (87 miles) of highways. Mr. Cilka prepared budgets and cost estimates for labor and material. He also prepared and maintained construction schedules in conjunction with design engineers, reported on work progress, and made sure of compliance with safety regulations.

General Road Directorate of Albania Highway Construction - Former Project Manager
Managed the design and construction of major highway projects for the Government of Albania, including the 55-km (34-mile) Tirana-Durres Expressway, 140-km (87-mile) Tirana-Shkoder Expressway, and the 70-km (44-mile) Durres-Macedonia Expressway. Mr. Cilka provided project control and approvals of roadway design and construction operations. He managed budgets, prepared overall estimates of labor and materials, and monitored design procedures in accordance with engineering documentation. Mr. Cilka also visited sites, facilitated land planning, prepared reports on construction work in progress, and confirmed specification conformance.

State Road Enterprise Road Construction - Lead Engineer
Developed all construction phases for road projects in Albania. Mr. Cilka prepared and reviewed project documentation and specified engineering mark-ups. He verified design drawing, provided adjustments, and resolved technical and design problems.

Reynaldo Libunao

ELECTRICAL CONSTRUCTION INSPECTOR/ENGINEER

Mr. Libunao has more than 15 years of international and domestic experience with project management, power, telecommunications and lighting distribution design for residential, commercial, educational, recreational, infrastructure and marine facilities. He is a proven team player with the ability to coordinate with people. In addition he has excellent organization skills and is able to use different tools to streamline the design process and generate accurate calculations.

FIRM
KSE

YEARS OF EXPERIENCE
18

EDUCATION
BACHELOR OF SCIENCE; ELECTRICAL ENGINEERING, MAPUA INSTITUTE OF TECHNOLOGY, MANILA, PHILIPPINES

PROFESSIONAL ENGINEER
PHILIPPINES

EMPLOYMENT HISTORY
KS ENGINEERS, P.C. (7/2014 - PRESENT)

MICHAEL BAKER ENGINEERING, INC. (12/2009 - 2014)

HALCROW ENGINEERS PC (1/2003 - 2009)

THE PRISCO GROUP (6/2001 - 1/2003)

INTEGRAL PLANNING AND MANAGEMENT, INC. (1/2001 - 6/2001)

FILINVEST ALABANG INCORPORATED (4/1996 - 9/1999)

Project Experience

NYCDEP WP-283 Newtown Creek WPCP Plant Upgrade - Senior Electrical Inspector

Oversees the new construction of the Central Residuals Building (NC-41) and the Upgrade of the existing South Battery (NC-47). These projects are Wick's Law contracts, covering four prime contractors (G – Structural, E – Electrical, P - Plumbing and H – HVAC). Contract NC-41 is the construction of the Central Residuals Building, consists of a Secondary Screening, a Grit Disposal, Skimming Systems which segregates and channels this primary treatment residual to dumpster containers for proper disposal. This treatment process has a Consent Order Decree Milestone of $20 million from the state and federal authorities that will be achieved more than one year ahead of schedule for the City of New York.

Contract NC-47 provided the full upgrade of the existing South Battery consisting of a grit removal facility, aeration and settling tanks, and a return activated sludge pumping station, similar to the new North and Central Batteries. All aeration tanks will be covered and provisions made for a process air system including blowers, odor control and a polymer feed system. Odor equipment and controls will be in the newly constructed South Control Building. Contract NC-47 also includes the wrap-up of miscellaneous items in the North and Central Batteries such as modifications to the spray water nozzles, the spray water system and the seal water system.

- Responsible for enforcing the National Electrical Code, New York Electrical Code and other related codes and regulations, including Department of Environmental Protection Construction Rules and Regulations. Interprets codes in the field. Authorizes acceptable alternative methods of code compliance within limits of authority.
- Works under the guidance of the Project's Resident Engineer.
- Reviews Contract Documents to address possible conflicts in advance. Formulates "Request for Clarifications (RFC)" to the Engineer to resolve conflicts.
- Review "Request for Information (RFI)" from Contractors to make recommendations to the Engineer and shorten review process.
- Maintains close coordination with other trade inspectors to assure nothing is compromised.
- Performs field investigations of electrical activities, assuring all applicable code requirements are satisfied and corrected by the electrical contractor. Activities involved installation of conduit, wires/ cables, enclosures, panel boards, disconnect switches, Motor

Control Centers, Susbstations/ Transformers, Automatic Transfer switches, Local Control Panels for Power, Lighting, Fire Alarm, Access control, Public Address, Communications, LV Controls, Gas Monitoring, and HVAC systems.

- Conducted Fire Alarm System Inspection prior to AHJ Inspections to catch any issue that may cause the AHJ to issue a Letter of Defect or a Violation.
- Address and correct issues in the field, if possible, to avoid delays.
- Completes and maintains records of daily report of the electrical contractor's daily activities. Issues correction notices.
- Conducted Equipment Testing for Acceptance.
- Delegate work and provide guidance to electrical inspectors.
- Evaluate Contractor's monthly progress payment requisitions. Reconciled contract changes and claims with the contractor.
- Prepared a detailed punch list of unfinished or non-compliant installations.

NYFD Berths 11 and 12 Rehabilitation Brooklyn Navy Yard - Electrical Engineer
Responsible for providing engineering services to the Fire Department of New York for the Rehabilitation and Upgrade of Electrical Service for Berths 11 and 12 at the Brooklyn Navy Yard. The upgrade included the installation of a substation at the dock to provide power for new electrical and mechanical equipment for the new vessels of the Fire Department.

U.S. Coast Guard Pier Reconstruction - Electrical Engineer
Responsible for providing engineering services to Arthur Henry Inc and Viteri Construction Management for the design-build of the reconstruction of the 300 ft section of Pier 4 at the U.S. Coast Guard Training Center in Cape May, NJ. The structure was designed with the utility trenches along both sides of the pier to accommodate new electrical and mechanical utilities for the USCG Vessels and the existing floating dock.

Pier 86 Intrepid Museum - Electrical Engineer
Responsible for the planning, design and assistance during the construction phase of electrical systems of Pier 86 for Hudson River Park Trust with costs of $30.5 million. The project consists of demolition of the existing pier and detail design of the new pier and design repairs. Participated in the design of the new facilities and landscaping on the proposed Upland Park.

Jeanne Brady, NICET III

SENIOR INSPECTOR

Ms. Brady has 20 years of demonstrated experience providing inspection services for a variety of project types. She has supervised the inspection of concrete batch plants and laboratories and holds multiple ACI certifications. Ms. Brady has worked on roadway, bridge and dam projects throughout the region.

Project Experience

NYCDEP Concrete Quality Assurance Program - Concrete Technologist/Services Supervisor
Inspection of various concrete batch plants and laboratories, Universal Labs, Tectonics Consultants, Futuretech and Fairways. Responsibilities include monitoring of trial batching procedures for newly designed concrete mixes; verifying compliance of plants and laboratories, as per specifications; recording laboratory test results and readings (concrete cylinder breaks, slump tests, air content, unit weights, etc.); Overseeing field testing and performing audits as requested. Training and supervising Assistant Concrete Technologists in Service related inspections and audits.

Dvirka and Bartilucci - Engineering Technician, Level III.
This consulting engineering firm was responsible for overseeing the interim stability improvements at the Gilboa Dam, Schoharie County. Site Inspector responsible for quality assurance personnel in charge of overseeing the contractor's quality control for the installation of post-tensioned rock anchors. Duties include record keeping of daily construction activities, including installation of pre-production anchors, environmental controls, safety measures, drilling of anchor holes, grouting of anchor holes, and installation of post-tensioned rock anchors.

Garden State Parkway, Bridge Repairs North - Engineering Technician, Level III
Worked directly with and responsible for 5(+) person crew. Worked on repairs to 16 bridges along a 15-mile span of the Garden State Parkway. Activities included: substructure concrete repair, concrete deck repair, and temporary support of stringers, asphalt milling and paving, installation of guide rail, and maintenance and protection of traffic.

Village of Port Chester Waterfront Redevelopment - Engineering Technician, Level III
Worked directly with and responsible for 9(+) person crew. Worked on widening and redevelopment of U.S. Route 1. Activities included: excavation, traffic signals, street lighting, concrete and granite curbs, sidewalks, asphalt overlay and maintenance and protection of traffic.

NJDOT Reconstruction of I-287, Stage 2A - Engineering Technician, Level III
Worked directly with and responsible for 5(+) person crew. Worked on widening of I-287 and replacement of three bridges. Activities included: installation of drainage, installation of guide rail, milling and placement of asphalt, survey of final grades and creation of as-built drawings.

Reconstruction of the Palisades Interstate Parkway - Engineering Technician, Level II
Worked directly with and responsible for 7 person crew. Worked on widening and reconstruction of the Palisades Interstate Parkway. Activities included: placement of inlets and drainage pipes, excavation, embankment, grading, silt fence, and maintenance and protection of traffic.

FIRM
KSE

YEARS OF EXPERIENCE
19

EDUCATION
HS DEGREE

CERTIFICATIONS
NICET III CERTIFICATION
ACI, CONCRETE CONSTRUCTION SPECIAL INSPECTOR
ACI, CONCRETE LABORATORY TESTING TECHNICIAN- GRADE I
ACI, CONCRETE FIELD TESTING TECHNICIAN- GRADE I

EMPLOYMENT HISTORY
KS ENGINEERS, P.C. (7/2014 - PRESENT)
URS CORPORATION CONCRETE (3/2007 - 7/2014)
DVIRKA AND BARTILUCCI (7/2006 - 2/2007)
VOLLMER ASSOCIATES LLP (10/2002 - 2/2004)
DOLPH ROTFELD ENGINEERING, P.C. (8/2001 - 10/2002)
VOLLMER ASSOCIATES LLP ENGINEERING TECHNICIAN, LEVEL III 3/2001 - 8/2001
URBITRAN (6/1999 - 3/2001)
GANNETT FLEMING (2/1997 - 6/1999)
CLOUGH, HARBOUR & ASSOCIATES LLP (9/1995 - 1/1997)
URBITRAN (5/1994 - 5/1995)

Reconstruction of I-287 over the Saw Mill River Parkway - Engineering Technician, Level II
Worked directly with and responsible for 5(+) person crew. Worked on replacement of an existing bridge structure with a structure composed of steel tub girders and pre-cast piers and decks. Activities included: asbestos removal, drainage, excavation, embankment, pile driving, post tensioning and grouting of pier and deck segments, and conducted slump and air tests on concrete.

Reconstruction of Route 17, Ramapo, NY - Engineering Technician, Level II
Activities included: excavation, embankment, clearing and grubbing, landscape, guide rail, survey and H-piles.

Reconstruction of Routes 6 and 17 in the Town of Woodbury, NY - Engineering Technician Trainee
Worked as a trainee during construction of Route 6 extension. Activities included: excavation, embankment, survey, draining and MP&T.

Kwesi Amegah

CONSTRUCTION INSPECTOR – CIVIL/STRUCTURAL

Mr. Amegah has more than 25 years of multifaceted experience encompassing inspection, civil and structural engineering as a Civil Engineer. His experience in construction inspection and bridge inspections including completion of various in-depth inspection programs in the New York metropolitan area. He also has experience in civil design including roadway replacements involving drainage, sewers, utilities, curbs and sidewalks. In addition, his structural experience includes the removal, replacement and reinforcement of steel and concrete bridge elements.

Project Experience

PANYNJ NY Marine Terminal, Howland Hook & Teterboro Airport PIDS – Senior Inspector

Responsible for inspection of building demolition at Howland Hook, Staten Island contractor oversight as part of work at NYMT. Mr. Amegah is participating in the testing phase and inspection of the perimeter intrusion detection system, fencing sensors and radar system both day and night at PANYNJ Airport. Also supervised the assembly of large erosion mats made of concrete sections encased in geotextile material being fabricated in Bayonne for future relocation and installation.

NYSDOT Route I-495 Mill & Fill Exit 57 to 64, Towns of Brookhaven & Islip & Village of Islandia – Senior Inspector

Provided inspection and other related services for $19.9 million project involving grinding existing asphaltic concrete wearing concourse and repaving. Inspection services also include site maintenance and safety protection.

NYCDDC Resident Engineering Inspection Services for HWCR08B, Citywide Milling Project Involving Grinding Existing Asphaltic Concrete Wearing Course - Inspector

Responsible for this $7 million project, providing inspection and other related services for projects involving grinding existing asphaltic concrete wearing concourse at various locations on an as-needed basis. Some issues that involve inspection services include site maintenance and safety, protect tree from construction debris, milling two inches of existing asphalt, smaller milling machine was used to grind asphalt in hard to reach places such as around catch basin or corner of a curb and a sweeper was used behind milling machine to clean up the debris. Tasks include all services necessary and required for the inspection, management and administration of this project, for the required construction work to be properly executed, completed on time and conforms to the plans, specifications and requirements of the construction contract.

NYCDDC Resident Engineering Inspection Services for HW2CR08B, Grinding and Milling of Various Streets in the Borough of Manhattan, NY- Senior Inspector

Responsibilities included inspection of milling of roadway pavement resurfacing in the borough of Manhattan for NYCDDC. Responsible for managing inspection staff, reviewing and approving field changes, resolving any construction problems, claims and disputes, supervision of contractor's work, processing of contractor's monthly payments, coordinated with the various community boards, NYCDDC and other related agencies.

FIRM
KSE

YEARS OF EXPERIENCE
29

EDUCATION
BACHELOR OF SCIENCE; CIVIL/STRUCTURAL ENGINEERING, UNIVERSITY OF MICHIGAN COLLEGE OF ENGINEERING

CERTIFICATIONS
ACI CONCRETE CONSTRUCTION SPECIAL INSPECTOR (CCSI)

EMPLOYMENT HISTORY
KS ENGINEERS, P.C., SENIOR INSPECTOR (2009-2010, 2014 – PRESENT)

GANDHI ENGINEERING, INC., SENIOR INSPECTOR (2011 – 2014)

ENTECH ENGINEERING, SENIOR INSPECTOR (2010)

MUNOZ ENGINEERING, SENIOR INSPECTOR (2006 – 2008)

STV, INC., SENIOR INSPECTOR (2004 – 2006)

DESIMONE CONSULTING ENGINEERS, STRUCTURAL ENGINEER (2003 – 2004)

HAKS ENGINEERS, P.C., SENIOR INSPECTOR (2001 – 2002)

MASSAND ENGINEERING, INSPECTOR (1999 – 2000)

NYC DEPT. OF BUILDINGS, ASSISTANT CIVIL ENGINEER (1988 – 1999)

NYCDOT, ASSISTANT CIVIL ENGINEER (1987 – 1988)

ConnDOT, Construction Inspection Services for I-84 Widening between Waterbury and Cheshire - Senior Inspector

Provided inspection services for the widening of Interstate 84 between Waterbury and Cheshire, CT. Responsible for inspection of reinforced concrete pipes and the inspection of modifications made to existing interstate bridges. Also was responsible for the investigation of catch basins.

NYCDDC Resident Engineering Inspection Services for Richmond Road - Senior Inspector

Provided field inspection and preparation of daily reports for the installation of sewers, water main, and roadway replacement for this roadway in Staten Island, NY. The scope of work included the installation of a new 72-inch trunk main in Richmond Road between Narrows Road and Duzer Street and in Vanderbilt Avenue between Van Duzer Street and Tompkins Avenue. A new 60-inch water main was also installed in Swan Street between Van Duzer Street and Bay Street.

NYCDDC Construction Inspection for Capital Reconstruction Projects - Senior Inspector

Responsible for providing inspection on NYCDDC capital reconstruction projects, including replacement of major roadways in Brooklyn and Queens and associated drainage, sewer, utilities, curbs, and sidewalks.

NYCDOT Rehabilitation of Inwood Hill Park Pedestrian Bridge – Senior Inspector

Provided inspection services for the rehabilitation of bridge components including partial reconstruction of pedestals, repairs to bottom of staircase stringer, removal and replacement of landing plate, partial removal and replacement of deck, field cleaning and painting of staircase.

Thomas W. Rooks

SENIOR INSPECTOR

Mr. Rooks has more than 20 years of experience as a safety coordinator, including 12 years of experience on multiple major projects associated with the $5.4 billion Capital Improvement Program at Hartsfield-Jackson Atlanta International Airport. He is trained in and knowledgeable of OSHA and EPA regulations, and has a strong track record in risk management and the administration of worker compensation claims.

Project Experience

City of Atlanta Hartsfield-Jackson Atlanta International Airport Capital Improvement Program - Safety Coordinator

Supervised safety, accident, and fire protection programs in compliance with program standards and State of Georgia and OSHA regulations for numerous projects over a 12-year period to accommodate demand growth and provide improved customer service at Hartsfield-Jackson Atlanta International Airport. Projects included the new 1.2-million-sf Maynard H. Jackson International Terminal; a new runway; a new taxiway; apron ramp replacements; runway pavement, lighting, and marking replacement; two new parking lots; a new fire rescue facility; new roadway bridge structures; and relocation of two roads. Mr. Rooks created and administered safety incentive programs; assured that subcontractor work complied with contract specifications; performed safety analyses; and conducted briefings, safety audits, and inspections. He met with client management and briefed vendors on a daily basis on issues to be resolved. Mr. Rooks also represented his firm with OSHA record keeping and field construction inspection activities, investigated employee accidents and worker compensation injuries, and kept a computer log of daily observations to track trends and patterns.

Malt-O-Meal Company Asheboro Plant Expansion - Safety Coordinator

Implemented and supervised safety, accident, and fire protection programs in compliance with state and OSHA regulations for the renovation of a 175,000-sf building and 100,000-sf expansion to house a breakfast foods manufacturing facility in Asheboro, NC. Mr. Rooks created and administered safety incentive programs and assumed responsibility for assuring that subcontractors on the job site conducted work in accordance with contract specifications. He performed safety analyses; conducted briefings, safety audits, and inspections; and resolved issues with all levels of supervision and management. Mr. Rooks also met with the insurance broker monthly to walk the work site and review observations, performed root cause analyses of any accidents and incidents that occurred on the work site, and met with OSHA representatives on a quarterly basis to discuss any accidents and incidents.

FIRM
LUSTER NATIONAL, INC.

YEARS OF EXPERIENCE
24

EDUCATION
BACHELOR OF SCIENCE, POLITICAL SCIENCE; UNIVERSITY OF ILLINOIS

LICENSES/ CERTIFICATIONS
TRAINER IN OSHA STANDARDS FOR CONSTRUCTION

U.S. CUSTOMS AND BORDER PROTECTION SECURITY SEALS

EMPLOYMENT HISTORY
LUSTER NATIONAL, INC., SAFETY COORDINATOR (2014 - PRESENT)

THE DENNIS GROUP, SAFETY COORDINATOR (2012 - 2014)

LUSTER NATIONAL, INC., SAFETY COORDINATOR (2006 - 2012)

THACKER OPERATING COMPANY, SAFETY COORDINATOR (1996 - 2006)

L. Brittany Griffis

INSPECTOR

Ms. Griffis is a project officer with experience in coordinating documentation and large-scale change orders and requisitions for multibillion dollar projects in New York City. She is also adept at the preparation and management of project records.

FIRM

STV 100 Years

YEARS OF EXPERIENCE

3

EDUCATION

BACHELOR OF SCIENCE, CIVIL ENGINEERING; POLYTECHNIC INSTITUTE OF NEW YORK UNIVERSITY

CERTIFICATIONS

OSHA 10-HOUR SAFETY AND HEALTH TRAINING

OSHA 30-HOUR SAFETY AND HEALTH TRAINING

EMPLOYMENT HISTORY

STV, PROJECT OFFICER (5/11 - PRESENT)

Project Experience

MSDC/PANYNJ Moynihan Station Phase I CM - Project Officer

Managing project documentation using CM13 software and preparing weekly documentation for construction management (CM) services for the development of a new train hall in the James Farley Post Office Building in Midtown Manhattan, with connections to Pennsylvania Station and Amtrak, NJ TRANSIT, Long Island Rail Road (LIRR), and New York City Transit service. This major transportation hub is being built in two phases by the Moynihan Station Development Corporation (MSDC), in partnership with PANYNJ. For Phase I, the firm is managing the construction of new entrances and vertical access points to the platforms, improvements to pedestrian concourses and platform ventilation, and the creation of a waiting room for LIRR passengers. Ms. Griffis is tracking submittals and weekend rail service outages. She is developing cost estimates, comparing daily reports to contractors' work, writing post-award contract changes, and following up on outstanding items.

PANYNJ National September 11 Memorial & Museum - Project Officer

Processed numerous change orders and coordinated requisitions for the program management of the construction of the National September 11 Memorial & Museum, a landmark ANYNJ project at the World Trade Center in Lower Manhattan. The memorial, which has a goal of LEED® certification to the Gold level, consists of two recessed square pools with waterfalls along the walls, situated on 8 acres, with a pavilion from which visitors can access the underground museum. Ms. Griffis also provided weekly updates and reviewed punch lists.

NYCHA III CM Task-Order Contract - Clerk

Provided administrative services for several task orders under a $76 million construction management (CM) contract. Tasks included rehabilitations and renovations at Boulevard Houses, Linden Houses, and Bayview Houses, which comprise 18-, 23- and 19-building apartment complexes, respectively, in Brooklyn, NY. Renovations included exterior masonry and brick repair; asbestos and lead abatement; glass block caulking; parapet flashing; window replacements; and replacement of two water tanks. Ms. Griffis facilitated project closeouts and filed emails and reports.

Brian Malt

STRUCTURAL STEEL & BOLTING INSPECTOR

Mr. Malt has 20 years of professional experience in welding and bolting inspections and performing non-destructive testing (NDT) services for variety of projects He is experienced in providing quality assurance/quality control services for owners and general contractors on-site and at fabrication shops. As a Quality Control Inspector, Mr. Malt has worked in the production system of manufacturing telecommunication and transmission towers, sports lighting, and overhead sign structures for public utilities and departments of transportation.

FIRM
JPCL ENGINEERING

YEARS OF EXPERIENCE
20

EDUCATION
HIGH SCHOOL DIPLOMA; HAZLETON HIGH SCHOOL

EMPLOYMENT HISTORY
JPCL ENGINEERING; STRUCTURAL STEEL INSPECTOR (2012 - PRESENT)

HAZLETON AREA CAREER CENTER; WELDING INSPECTOR (2011 - 2012)

VALMONT INDUSTRIES; WELDING INSPECTOR (1998 - 2011)

Project Experience

Bronx Mental Health Rehabilitation Center - Welding and Bolting Inspector

Conducted visual inspections to ensure compliance with drawings, codes, specifications, procedures, and the quality control program at this facility in the Bronx, NY. Mr. Malt also conducted on-site erection and bolting inspections.

Bowline Gas Pipe Line Inspector - NDT Inspector

Provided NDT inspections consisting of ultrasonic and magnetic particle inspections of circumferential and longitudinal welds using multiple 5-point Distance Amplitude Curves and American Welding Society (AWS) D1.1 testing methods. Mr. Malt also performed welder qualification testing for employment purpose, in accordance with AWS D1.1.

New Jersey Generating Station - Structural Welding and Bolting Inspector

Assisted in field service operations and performed all structural welding and bolting inspections for a generating station project in New Jersey.

EN Bridge Rehabilitation - QC Inspector

Conducted quality control inspections during the rehabilitation of EN Bridge. Mr. Malt performed all NDT inspections and reviewed design fabrication drawings, welding procedures, specifications, welder qualification records, and NDT procedures. He also maintained the daily log for all records and reports. Mr. Malt also conducted inspections of galvanizing, metalizing, and coating applications for adherence and thickness.

Sign Structures - Inspector

Provided NDT inspections including ultrasonic and magnetic particle inspections on various sign structures as per specifications identified by NJDOT and the New Jersey Turnpike Authority.

Kishor Gevaria, NICET II

INSPECTOR

Mr. Gevaria has experience working in construction inspection. His experience includes reconstruction of sanitary, storm and combined sewers, water mains, sidewalks, adjacent curbs, and pedestrian ramps for NYCDDC. He is NICET level II highway construction inspector with various relevant certifications.

Project Experience

NYCDDC Reconstruction of Collapsed or Otherwise Defective Sanitary, Storm, and Combined Sewers and Water Mains in Various Locations – Construction Inspector

Served as construction inspector for this $4.3 million project involved reconstruction of collapsed and defective sanitary, storm, and combined sewers and water mains. Inspected, measured, and verified quantities with NYCDEP of size 8 inches to 18 inches ESVP, 24 inches to 36 inches RCP, 6 inches to 8 inches spur, standard manhole, catch basin, and various other appurtenances associated with sewer line work. Inspected, measured, and verified item wise quantity of 8 inches to 20 inches DIP water main, tap connection, gate valve, fire hydrant, mechanical joints, and other appurtenances associated with water main work. Prepared as-built drawing, field cards, and construction reports of completed location for NYCDEP and NYCDDC record by using MS Visio 2010. Supervised water shutdown, notified affected property owners, and performed chlorine test before restoring water as per NYCDEP procedure. Maintained daily activity logs and inspection report with photographs, monitored construction site to ensure safety standards, and prepared shop drawings and estimate of various types of structures including change order items for approval and estimating purpose for NYCDDC, NYCDOT, and subcontractor.

Reviewed shop drawings and modified, prepared cost of extra work for cost adjustment, subcontractor's monthly work done, and material requirement list. Coordinated between consultant, city agency, contractor, and various utility companies for smooth progress of project. Tracked the project schedule in micro level and assigned workers accordingly. Scheduled and coordinated work with the subcontractor and supervised the work of the subcontractor's concrete, structural steel, plumbing, electrical, mechanical, and other trades.

NYCDDC REI Services for Select Bus Services at Nostrand Avenue and Rogers Avenue, Phase 2 – Construction Inspector

Served as construction inspector for this $15 million project, which involved inspection, management, coordination, and administration for the implementation of Select Bus Service features at Nostrand Avenue and Rogers Avenue line. Work included installations of water mains, street lighting, and traffic signal work. Inspected and measured daily items related to water main and sewer work, traffic, bus pads, fare collection machine foundation, and street lighting related items. Developed in service sheets, tap cards, and field cards for completed water main work using Microsoft Visio.

Developed as-built drawings of bus pads, bus shelters, sidewalks, and curbs as per the site conditions. Verified alignment and elevation as per contract drawings of sidewalk, ADA ramps, bus shelter and bump out curb set up by contractor. Assisted resident engineer for daily work, field issue, field sketch, and conflicts between contract drawing and field condition.

FIRM

CH2MHILL

YEARS OF EXPERIENCE

6

EDUCATION

BACHELOR OF ARTS, CIVIL ENGINEERING; MUMBAI, INDIA

LICENSES/ CERTIFICATIONS

NICET LEVEL-II - HIGHWAY CONSTRUCTION

NICET LEVEL – II WATER & SEWER LINE

TRAFFIC CONTROL COORDINATOR (TCC), NJ STATE

ACI –FIELD TECHNICIAN GRADE-I

WORK ZONE SAFETY AWARENESS

10 & 30 HOURS OSHA

CONFINED SPACE ENTRY TRAINING

EMPLOYMENT HISTORY

CH2M HILL (2014-PRESENT)

EN-TECH ENGINEERING (2013-2014)

K.S. ENGINEERS (2012-2013)

K S CONTRACTING (2009-2012)

SHAPOORJI PALLONJI & CO LTD. (2006-2008; 1997-2003)

NYCDDC REI Services for Prior Notice Sidewalk – Construction Inspector
Served as construction inspector for this $2.5 million project, which involved installation of sidewalks, adjacent curbs, and pedestrian ramps at various locations in Manhattan. Provided inspection and measurements of daily inspection of sidewalk, concrete curb, steel curb, ADA ramp, and MPT set as per plan and specifications for safety, quality, and payment purpose. Reviewed quality and limitations of concrete before pouring by using on site slump test, temperature test, and percentage of air in concrete.

Supervised and monitored placement of concrete, installation of steel and concrete curb, pedestrian ramps, street restoration, and traffic sign. Monitored construction work to ensure safety standards, compliance with plans, specifications, and submittals. Verified dimensions, level, alignment, and elevation of sidewalk to make sure of compliance to work plans and codes of standard highway specifications. Reviewed work location and existing structures including water main, sewer line, gas line and electrical line before starting work. Notified the resident engineer for any discrepancy between existing condition, plan, and specifications. Responsible for taking precautions during concreting work in cold and hot weather conditions. Prepared as built drawing, field cards, and construction reports of completed location by using MS Visio for NYCDOT and NYCDDC record.

NYCDDC REI Services for Prior Notice Sidewalk – Construction Inspector
Provided inspection services for this $2.5 million project that involved installation of sidewalks, adjacent curbs, and pedestrian ramps at various locations in Queens.

Earl Brockenberry

INSPECTOR – COATING

Mr. Brockenberry is an inspector with more than 30 years of experience inspecting the fabricating, welding, and coating of steel bridge elements and variable message signs (VMS). He has performed quality control and quality assurance inspections of bridge steel, cantilever overhead steel tubes truss sign structures, and VMS platforms for clients including including the Connecticut Department of Transportation (ConnDOT) and PANYNJ. Mr. Brockenberry is familiar with the American Welding Society (AWS)'s D1.5 and D1.1 codes, the New York State Department of Transportation's steel construction manual, and the American Society of Mechanical Engineers, American Petroleum Institute, American National Standards Institutes, and American Association of State Highway and Transportation standards.

Project Experience

ConnDOT Bridge Steel Fabrication - Coating Inspector
Performed quality inspections during the fabrication and coating of bridge steel for ConnDOT. Mr. Brockenberry conducted inspections onsite at the fabricator's facility in Colfax, NC, including performing in-process welding and paint inspection, as well as non-destructive evaluation testing and inspection. All work was performed in accordance with AWS D1.5 Bridge Welding code and ConnDOT specifications.

ConnDOT/PANYNJ VMS Fabrication - Coating Inspector
Conducted visual and coating inspections of VMS for ConnDOT. Mr. Brockenberry inspected the fabrication of steel tube cantilever overhead truss sign structures and VMS platforms for ConnDOT's New Haven Harbor Crossing and PANYNJ's Elizabeth Port Authority Marine Terminal.

ConnDOT Sign Structures and Platform Fabrication - Quality Assurance Inspector
Inspected the fabrication of cantilever overhead steel tubes truss sign structures and platforms for VMS signs that were installed in Norwich, CT, for ConnDOT. Mr. Brockenberry ensured that all fabrication work was performed in accordance with ConnDOT specifications.

Miscellaneous Bridge Superstructure and Steel Fabrication - Quality Officer
Performed in-process quality assurance inspections of bridge superstructure and steel elements at various locations in the continental United States and Canada. Mr. Brockenberry inspected the fabrication of superstructures, structural steel, casting and forgings, timbers, bridge railings, steel barriers, joint systems, and steel gird decking and machined components. He also inspected coatings, epoxy-coated rebar, mesh, fiberglass reinforced polymer, lighting, sign structures, and camera poles.

Virginia and Maryland QA Inspections - AWS-Certified Inspector
Performed in-process quality assurance inspections at various locations in Maryland and Virginia. Mr. Brockenberry inspected structural steel, rebar, concrete, soil, asphalt, and substructures for accordance with the uniform building code.

FIRM
JPCL ENGINEERING

YEARS OF EXPERIENCE
30

EDUCATION
HIGH SCHOOL DIPLOMA; WASHINGTON HIGH SCHOOL, WASHINGTON, D.C.

CERTIFICATIONS
COATING INSPECTOR, LEVEL II, NATIONAL ASSOCIATION OF CORROSION ENGINEERS (NACE), #[redacted]

CERTIFIED WELDING INSPECTOR, AMERICAN WELDING SOCIETY (AWS), LEVEL II, #[redacted]

EMPLOYMENT HISTORY
PENNONI ASSOCIATES, QA INSPECTOR (2006-2014)

R.W. HUNT COMPANY, SUPERVISOR (1998-2006)

PROFESSIONAL SERVICES INDUSTRIES, WELDING INSPECTOR (1996-1997)

FRANKIE NORTHWEST CO, PILE DRIVER (1992-1996)

GEO-HYMAN CONSTRUCTION, INSTALLER (1990-1991)

MERGINTINE, INC., SUPERINTENDENT (1986-1990)

Bryan Juncosa, P.E.

SENIOR MARINE INSPECTOR

Mr. Juncosa has 30 years of experience and is in charge of structural design, rehabilitation and inspection projects. He is highly knowledgeable in the design of pre-stressed and cast-in-place concrete, steel and timber structures, soils and foundations. Mr. Juncosa has performed the in-depth inspection and evaluation, above and below water, of more than 2,000 bridges of all types including truss, suspension, pre-stressed concrete, steel beam, timber, arch and movable bridges for highway and railroad systems in New York, New Jersey, Pennsylvania, and Louisiana. He has performed the in-depth inspection of marine structures above and below water including piers, platforms, bulkheads, pipelines, dams, tunnels, and culverts. Mr. Juncosa has also evaluated plans and prepared of inspection reports and rehabilitation or replacement plans. He has designed and developed complete construction documents including plans, specifications, and cost estimates. Mr. Juncosa has also provided construction management and quality assurance services such as PE/Diver, Project Engineer, and Project Manager. He has extensive experience with highway, bridge, building, railroad, and marine structures. Mr. Juncosa's project management expertise includes establishing procedures, making design decisions, preparing and reviewing construction plans, specifications and estimates, and establishing budgets and schedules. He has served as principal client contact on projects for the PANYNJ, TBTA, NJDOT, NJ TRANSIT, NYSDOT, EDC, NJHA, Arizona DOT, City of Los Angeles DOT and most New Jersey Counties.

FIRM
JPCL ENGINEERING

YEARS OF EXPERIENCE
30

EDUCATION
BACHELOR OF SCIENCE, CIVIL ENGINEERING; NEW JERSEY INSTITUTE OF TECHNOLOGY, STRUCTURAL

PROFESSIONAL REGISTRATION:
PROFESSIONAL ENGINEER: NJ, AZ, LA

EMPLOYMENT HISTORY
ATLANTIC ENGINEERING; PRINCIPAL (1992 - 2013)

JABLONSKI AND MEAD; PROFESSIONAL ENGINEER (1989 - 1992)

RBA GROUP; PROJECT ENGINEER (1980 - 1989)

AG LICHTENSTEIN; ENGINEER (1979 - 1980)

Project Experience

Passenger Ship Terminal Rehabilitation - Marine Engineer

Provided inspection services for a multimillion-dollar pile rehabilitation project at this major 3-pier terminal facility in Manhattan. The project consisted of the in-depth inspection of 8,000 piles to determine the extent of deterioration. Mr. Juncosa also provided quantities and quality assurance of repairs during construction. The repair work included posting and framing, concrete and epoxy jackets, and removal and replacement.

East 60th Street Heliport Rehabilitation - Marine Engineer

Provided inspection services for the rehabilitation of 850 lf of platform in Manhattan, with approximately 4,000 piles comprised of timber as well as some steel piles with wraps. Mr. Juncosa provided the underwater condition inspection to determine the extent of work. His responsibilities also included construction inspection, quality assurance, and quantities during rehabilitation.

Pier 1 Inspection - Marine Engineer

Inspected cast iron pipe piles, UTM measurements, timber piles, and core samples for this rehabilitation project in Staten Island, NY. Mr. Juncosa's inspection also included 35mm and video photography.

Whitehall Ferry Terminal Rehabilitation - Marine Engineer

Responsible for the underwater inspection, evaluation, and documentation for the rehabilitation of Slips 1, 2, and 3 at this terminal in Manhattan. Inspection included foundations, piles, and bulkheads. Mr. Juncosa also provided construction inspection, quality assurance, and quantities.

St. George Ferry Terminal Rehabilitation - Marine Engineer
Responsible for the underwater inspection of Slips 3-6 bridge and platform support piles for the rehabilitation of this terminal in Staten Island, NY. Mr. Juncosa performed the emergency underwater inspection of the fuel dock. He prepared a report and rehabilitation plans for timber pile and framing repairs and a new fender system. Mr. Juncosa also conducted construction inspection.

Hoboken Ferry Terminal Inspection - Marine Engineer
Provided engineering services for a 3-year marine borer study including placement, retrieval, and analysis of sacrificial timber panels at the Hoboken Ferry Terminal in Hoboken, NJ. Mr. Juncosa was responsible for inspection of surrounding piles, documentation, and preparation of a detailed report with recommendations. He provided an above and below water in-depth inspection and evaluation of the slip bridges, main concourse, mail pier, and train station bulkhead. Mr. Juncosa documented slip bridges, floor systems, cap beams, pedestals, columns, piles and bulkheads.

Fulton Fish Market and South Street Seaport Inspection - Marine Engineer
Responsible for the complete underwater inspection of these major marine facilities in Lower Manhattan. Mr. Juncosa inspected the timber, steel, and concrete piles, cap beams, stringers, bracing, and deck. He provided a thorough evaluation of conditions, 35mm photos, and sketches. Mr. Juncosa prepared a comprehensive report including quantities for repair. He also provided construction supervision for the $5 million pile repair of the Fulton Fish Market.

Battery Park City, South Cove, and Brooklyn Army Terminal Inspections - Marine Engineer
Provided inspections of the relieving platforms, bulkhead, and piles to determine deterioration and the presence of marine borers at these locations in Manhattan and Brooklyn, NY.

35th Street Pier Rehabilitation - Marine Engineer
Provided the in-depth inspection of 5,000 piles as part of the $10 million timber pile rehabilitation at this pier in Brooklyn, NY. Mr. Juncosa also provided quantities and quality assurance during construction. The repair work included posting, soft and hard form jackets, PVC wrapping, removal and replacement. He also took coring samples in select locations for timber condition assessment.

George Dinos

MARINE INSPECTOR

Mr. Dinos has 6 years experience as an engineer performing above and underwater inspection and rehabilitation design and construction management consulting services in the New York Metropolitan area, especially for PANYNJ.

Project Experience

PANYNJ Post Hurricane Sandy Emergency Facility Inspections – Team Leader

Served as team leader for rapid assessment inspections performed at multiple PANYNJ facilities from October 31-November 2, 2012, to assist in expediting the resumption of normal daily operations immediately after Hurricane Sandy. The inspections included Brooklyn Piers 7-12, Port Newark Even Berths 2-36, Port Elizabeth Even Berths 50-88, Howland Hook Container Terminal, Global Marine Terminal, Auto Marine Terminal, and Holland Tunnel Pier 9/204. Inspection summary reports and repair cost estimates were produced for each facility. The reports identified areas that required immediate action and damage caused by the storm. Additionally, follow-on inspections were accomplished on November 7 and 9, 2012, for specific post event facility issues. For the follow-on inspection at Port Newark, the area adjacent to a damaged floating dock and the area where a barge was removed from the top of deck were assessed to confirm if there was additional damage to the facility. For the follow-on inspection at Port Elizabeth, detached and damaged king piles and the associated cut off steel sheet pile wall were inspected at several locations to confirm if there was damage to the cut off wall from the storm.

PANYNJ Global Marine Terminal – Team Leader/Project Engineer-Diver

Headed the baseline inspection of the 800-foot-long wharf and two mooring dolphins. Developed complete condition survey with recommendations, deficiency plans, and repair actions.

PANYNJ Pier 9/204 of Holland Tunnel – Team Leader/Project Engineer-Diver

Involved in the interim condition survey of the pier leading to the Holland Tunnel ventilation tower. Developed complete condition survey with recommendations, deficiency plans, and repair actions.

PANYNJ Port Elizabeth Berths 50-66 – Team Leader

Headed onsite inspection of Berths 50-66. Developed full condition report with deficiency plans and repair recommendations. Prepared and gave exit briefing for client to report inspection findings.

PANYNJ Newark International Airport Bridges – Engineer-Diver

Involved with onsite inspection of multiple bridges throughout the airport. Performed load capacity analysis of compromised area to determine safe loading by essential vehicles. Developed deficiency plans and repair recommendations of several bridges for the final report.

PANYNJ Port Newark Inspections of Berths 3 and 14 – Team Leader

Led interim inspections of Berths 3 and 14 to monitor the condition of the severely deteriorated structures. Developed appropriate facility restrictions to maintain safe operations until rehabilitation can be implemented. Participated in the design of immediate repairs to stabilize Berth 3.

FIRM

CH2MHILL

YEARS OF EXPERIENCE

6

EDUCATION

MASTER OF BUSINESS ADMINISTRATION; NYU STERN SCHOOL OF BUSINESS

BACHELOR OF SCIENCE, CIVIL ENGINEERING; COOPER UNION

PROFESSIONAL ENGINEER

CA

LICENSES/ CERTIFICATIONS

SURFACE-SUPPLIED AIR DIVER, ASSOCIATION OF DIVING CONTRACTORS INTERNATIONAL (2008)

10-HOUR OCCUPATIONAL SAFETY AND HEALTH TRAINING COURSE, OSHA (2008)

EMERGENCY FIRST RESPONDER, PROFESSIONAL ASSOCIATION OF DIVING INSTRUCTORS

CONFINED SPACE ENTRANT

EMPLOYMENT HISTORY

CH2M HILL (2008-PRESENT)

PANYNJ Port Newark Berths 3-25 – Engineer-Diver
One of three team leaders heading onsite inspection. Performed analysis of load capacity for partially collapsed berth. Developed deficiency plans and repair recommendations for Berths 3-25.

Hudson River Park Trust Pier 54 Inspection – Team Leader/Project Engineer-Diver
Led inspection team in the full comprehensive inspection of Pier 54 above and below water. Developed complete condition survey with recommendations, deficiency plans, repair actions, and live load ratings for the facility.

NYCEDC Beach Channel Drive Emergency Bulkhead Repairs – Project Engineer
Served as project engineer of the design and construction supervision services for the emergency rehabilitation of the Beach Channel Drive bulkhead performed for Turner Construction on behalf of NYCEDC and New York City DOT. The emergency action was required to stabilize 300 feet of bulkhead along a portion of Beach Channel Drive between Beach 130th to Beach 143rd Streets. The repair works comprised the installation of steel sheet piles for stabilization of the existing bulkheads along collapsed and undermined portions of the Beach Channel Drive roadway, restoration of compromised sections of the roadway and adjacent walkway, and installation of a sacrificial cathodic protection system.

NYSDOT Verrazano Narrows Bridge – Engineer-Diver
Served as the project engineer-diver for the inspection of the Staten Island and Brooklyn Towers of the Verrazano Bridge. Inspected all elements of the bridge foundation and developed the NYSDOT inspection report.

Hudson Meridian Pier 35 and 36, East River Esplanade – Team Leader
Served as team leader and project engineer diver provided support for onsite resident engineer through the construction process of NYCEDC's Pier 35 and 36 rehabilitation. Tasks included developing and implementing inspection methodology for quality control inspections on all work performed underwater.

NYCEDC New York Cruise Terminal Pier 92 Rehabilitation – Project Engineer
Served as project engineer for construction supervision and support project during rehabilitation of the timber piles and concrete deck of Pier 92 at the Manhattan Cruise Terminal. Scope of services included part-time resident engineer and dive inspections to support Turner Construction during program to install timber pile encasements and encapsulations and to perform shotcrete repairs to concrete deck soffit.

Ahmed Husain Zubair

CONSTRUCTION INSPECTOR

Mr. Zubair has more than 15 years of experience in construction inspection. His experience covers both highway and bridge work, including bridge structural painting and paint removal; scheduling; cost estimation; processing change orders; sanitary sewer and water main installation; air monitoring; maintenance and protection of traffic; surveying monuments; excavation; sub-base concrete and asphalt pavement; erection of electric poles; sidewalk installation; etc. He is proficient in the following programs/systems: SureTrak, Primavera, AutoCAD 2002, MURK, ASTM standards, ACI codes, and AASHTO Specifications for Highway Bridges.

Project Experience

DRJTBC, Upper Black Eddy-Milford Toll-Supported Bridge Contract No. TS-444A - Painting and Structural inspector

Performed structural and painting inspection for this bridge rehabilitation project, a three (3) span Warren truss structure with a total length of approximately 700 feet between abutment backwalls. Work included: replacement of entire existing floor system, including 3 1/2" thick concrete filled inverted T-beam deck, steel stringers, steel floorbeams, associated deck joints, and lower chord lateral cross-bracings with new galvanized structural steel members; replacement of the entire length of existing steel plate sidewalk with a new sidewalk while maintaining the existing sidewalk cantilever brackets; installation of new sidewalk support stringers and tension ties; identify areas of steel sectional loss and check for damage and loose rivets and approve locations for rivet replacements; replacement of existing truss fixed and expansion bearings in all spans; cleaning and painting of all structural steel utilizing a Class 1 A Containment System and surface prep std of SSPC SP-10 level of abrasive blast cleaning of steel and application of a three coat zinc system; replacement of entire existing lighting system and CCTV with system; replacement of entire existing pedestrian railing with a new decorative pedestrian railing and replacement of abutment backwalls; repair of deteriorated areas of concrete and stone masonry at all abutments and piers; removal and replacement of existing near and far approach curbs and sidewalks in the immediate vicinity of the bridge; milling and overlaying of both approach roadways; cleaning of existing inlets and pipes; installing traffic stripes within the project limits, and installing new traffic control signs. All construction work performed under a full-time detour.

DRPA Construction Monitoring Services for the Walt Whitman Bridge Steel Painting - Construction Inspector/Bridge Painting Inspector

Performed inspection of surface preparation for the coating of steel members that included removal of existing lead-based paint and application of new high-performance coating system to the Philadelphia deck-truss spans, the Philadelphia twin-girder simple spans, and the 2 lower-layer interior cells of the Philadelphia Tower and the Gloucester Tower. The project also included maintenance painting of the Philadelphia girder spans and the approach overpass bridge structures in New Jersey and Pennsylvania. Work included application of 3 coats of paint for the steel members, using Class 1A containment for abrasive blasting. Primer, intermediate, and final coat were applied and reports were prepared for placement in contract document files.

FIRM

KSE

YEARS OF EXPERIENCE
17

EDUCATION
BACHELOR OF SCIENCE, CIVIL ENGINEERING; DREXEL UNIVERSITY

CERTIFICATIONS
NACE CIP LEVEL 1

NACE CIP LEVEL 1 W/ MARINE SPECIALTY

NACE CIP LEVEL 2

NACE CIP LEVEL 2 W/ MARINE SPECIALTY

NACE CIP LEVEL 3 – PEER REVIEW WITH MARINE

SSPC C-3 COURSE FOR LEAD REMOVAL SUPERVISOR/ 2008

EMPLOYMENT HISTORY
KS ENGINEERS, P.C., SENIOR CONSTRUCTION INSPECTOR/ENGINEER (2013 – PRESENT)

ENTECH ENGINEERING, CHIEF INSPECTOR (2006 – 2009)

KS ENGINEERS, P.C., CHIEF INSPECTOR (2005 – 2006)

M.A. ANGELIADES, QUALITY ENGINEER (2004 – 2005)

MASSANS ENG & URBITRAN, OFFICE ENIGNEER/CHIEF INSPECTOR (2000 – 2002)

L.A. WENGER, CONSTRUCTION INSPECTOR (1997 – 2000)

NYSDOT Region 11, Nassau Expressway & Interim Nassau Expressway Pavement Rehabilitation & Resurfacing (Including painting of 7 bridges) - Chief Inspector

Provided civil engineering/inspection expertise to the whole construction project of rehabilitation of 7 bridges and ramps. Responsibilities included protecting client's interest through quality control and mitigation of schedule problems relating to completion deadlines. Monitor CPM schedule and progress of work as per schedule deadlines. Check RFIs, evaluate RFIs feasibility and coordinate with field inspectors and design consultant and contractor. Widening of highway ramps. Installation of new sub base and concrete pavements. Shoring and replacement of bridge decks. Replacement of bridge bearing. Operations involve shoring and hydraulic jacking of bridges. Installation of Calcium Patch to replace deteriorated concrete on approach slabs at abutment locations. Review shop drawings, perform site inspection, ensure all construction proceeds in accordance to contract specifications and approved shop drawings. Oversee MPT setup and sign installations. Check installation of vehicle arresting barrier net. Coordinate and liaise with different City and State agencies to mitigate upcoming problems and conflicts. CALL INFORM traffic communication about all lane closures and openings. Review and sign off Daily Work Records of Construction Inspectors daily reports. Performed office engineering duties also by obtaining work completion information from all inspectors daily reports and tallied the quantities completed with quantities approved for payment and matched the same with CEES quantities data entry.

NYSDOT Project Cleaning & Painting of 26 Bridges on Major Deegan Expressway (Contract #D257788) - Bridge Painting Inspector

Responsible for overseeing lead removal and protective coating of 26 bridges on I-87. Work entailed environmental protection, air monitoring, and construction of Class A containment for surface preparation of steel in accordance with NACE 3/SSPC 6 and NACE4/SSPC 7 standards; quality control; engineering safety; environmental compliance specially pertaining to lead removal; design of highway construction zone, maintenance and protection of traffic, and night time construction illumination. Coordinated with traffic advisory and NYPD Highway Patrol Police.

Zory Deresh

CONSTRUCTION INSPECTOR

Mr. Deresh has more than 30 years of experience in civil and structural engineering, as well as construction inspection and management/oversight.

FIRM
KSE

YEARS OF EXPERIENCE
33

EDUCATION
MASTER OF SCIENCE; CIVIL/STRUCTURAL ENGINEERING, POLYTECHNIC INSTITUTE TBILISI, REPUBLIC OF GEORGIA

LICENSES AND CERTIFICATIONS
CONCRETE FIELD TESTING. ACI CERTIFICATION.

ULTRASONIC INSPECTION. LEVEL 1,2, KRAUTKRAMER BRANSON INC.

STRUCTURAL STEEL DESIGN CONNECTION. ASSOCIATION OF ENGINEERS

ENERGY CODE COMPLIANCE. THE COOPER UNION

10 HOURS OSHA

NYC DOB SCAFFOLD USER CERTIFICATE

EMPLOYMENT HISTORY
KS ENGINEERS, P.C. (2014 - PRESENT)

TECTONIC ENGINEERING & SURVEYING CONSULTANTS (2012 - 2014)

LONG ISLAND MATERIALS TESTING LAB (1981 - 2012)

Project Experience

Tectonic Engineering & Surveying Consultants - Construction Special Inspector

Responsible for comprehensive site inspection, including reinforcing steel, fire stopping, fire resistance rated construction and fireproofing.

Long Island Materials Testing Lab - Senior Civil-Structural Construction Inspection Engineer

Duties included identification of structural integrity problems in buildings under construction, and working with blueprints and specifications. Responsible for comprehensive site inspection, including reinforcing steel, fire stopping, fireproofing, welding, high strength bolts, decking, roofing, masonry, ultrasonic testing of welding, structural steel fabrication, and inspecting concrete at the batch plant and in the field. Performed follow-up audits of corrective actions. Prepared engineering inspection and weekly progress reports. Experienced in inspection of federal, state, city, and commercial projects. Gained extensive knowledge of construction codes and regulations.

City Construction Corporation - Civil Construction Engineer-Superintendent

Specialized in residential and commercial construction: apartment and office buildings, schools, hospitals, and industrial plants. Managed all phases of construction from excavation to commissioning of the building. Scheduled and coordinated work with subcontractors. Responsible for the quality and completion of work according to the time schedule.

TD Construction Corp. - Assistant Superintendent

Responsibilities included repair and reconstruction of industrial and civil buildings, and supervision of excavations for building foundations. Estimated materials and labor costs. Controlled and enforced compliance with safety regulations.

Sheldon Williams

CONSTRUCTION INSPECTOR – PAINTING AND STRUCTURAL

Mr. Williams has more than 10 years of experience as a welding and painting inspector including inspection for bridge painting for multiple contracts with NYSDOT. His experience includes performing QA/QC oversight for welding operations and conducting review of quality checks for welding and radiographic work.

FIRM
KSE

YEARS OF EXPERIENCE
10

EDUCATION
HIGH SCHOOL DIPLOMA, TRINIDAD

LICENSES AND CERTIFICATIONS
NACE CIP LEVEL 1, LEVEL 2

AMERICAN WELDING SOCIETY – CERTIFIED WELDING INSPECTOR

EMPLOYMENT HISTORY
KS ENGINEERS, P.C., CONSTRUCTION INSPECTOR/CERTIFIED WELDING INSPECTOR (2014 - PRESENT)

HAKS, SENIOR CONSTRUCTION INSPECTOR (2013)

MALCOLM PIRNIE (NOW ARCADIS, INC.), CONSTRUCTION INSPECTOR/CERTIFIED WELDING INSPECTOR (2009 – 2012)

S&B CONSTRUCTORS, QA/QC WELDING INSPECTOR (2009 – 2012)

OIL STATES INDUSTRIES, INC., QC WELDING INSPECTOR (2006)

BORCO OIL REFINERY

WELD SERVICES, WELDING INSPECTOR (2003 – 2005)

Project Experience

NYCDOT Resident Engineering and Inspection, Services for Component Rehabilitation of 10 Bridges - Inspector

Scope of work includes constructability review of the design documents; CPM review of schedule and updates; continuous REI services and material testing; and public outreach. Construction cost - $6.35 million.

NYSDOT Region 10 Term Agreement Contract D030568 for Bridge Painting – Inspector

Inspected bridge painting for multiple contracts on all of the Region's major highways including: Rte 27, Southern State Parkway, Long Island Expressway, Northern State Parkway, Rte 25, Rte 25A, Meadowbrook Parkway, Rte 135 and more. Much of the work was performed at night with WZTC for lane closures. Work included containment and hazardous waste (lead paint) removal prior to installing primer, and a minimum of two coatings. Construction cost - $20 million.

NYCDEP Croton Water Treatment Plant - QA General Field Inspector

Supervised all welder qualification tests. Reviewing of weld procedures and welder qualifications. Oversight of all welding operations and NDE requirements. Supervised mapping and tracking of weld, the receiving and installation of equipment (Tanks, pumps, UV units), all QC contractors welding/painting/and mechanical. Walking of packages consisting of pneumatic testing. Pre-hydro and post hydro testing. Supervised all painting and mechanical contract. Piping system restoration. Supervised NDE inspection using the PT and MT process. Construction codes: ASME Section IX, ASME B31.1, ASME Section V, AWS D1.1, and AWS D1.6.

NYCDEP Croton Water Treatment Plant Raw and Treated Water Tunnels Connecting UV Plant - QA Welding Inspector

Supervised all welder qualification tests. Oversight all welding operations and NDE requirements. Review all welding procedures and qualifications. Supervised mapping and tracking of the weld. Supervised NDE inspections using the PT process. Construction codes are AWS D1.1.

S&B Engineers and Constructors, Ltd. - QA Welding Inspector

Responsible for conducting visual and dimensional examinations. Oversight all welding operations. Walking of packages consisting of pre-hydro, hydro, and post-hydro test. Mapping and tracking weld. Performed NDE inspections using the PT and the MT process. Construction codes are: ASME Section V, ASME Section VIII, ASME Section IX, ASME section B31.1, and AWS D1.1.

S&B Engineers and Constructors, Ltd., Meeker II Gas Plant - QA/QC Welding Inspector

Conduct visual and dimensional examinations. Oversight all welding operations. Walking of packages consisting of pre-hydro, hydro, and post hydro. Supervised all painting of mechani-

cal contract. Mapping and tracking welds. Supervised NDE inspections using the PT and MT process. Construction codes: ASME Section V, ASME Section VIII, ASME Section IX, ASME Section B31.1.

Oil States Industries, Inc. - QC Welding Inspector
Oversight of all welding operations. Dimensional verifications of fabricated structures. Supervised all painting of mechanical contract. Visual acceptance of weld and weld mapping. Supervised NDE inspections using the PT and MT process. Construction codes AWS D1.1 and API 1104.

Borco Oil Refinery Upgrade Project - (C.W.I.) Welding Inspector
Conducted/reviewed quality checks of all welding and radiographic. Testing procedures during the upgrade phase of Borco Oil Refinery tanks and associated piping. Construction codes are ASME Section V, ASME Section VIII, ASME Section IX, and ASME B31.3.

Weld Services - (C.W.I.) Welding Inspector
Welding of piping and structural members in accordance with the American Society of Mechanical Engineers code requirements during the shop fabrication phase of various projects. Responsible for visual acceptance of completed weldments. Construction codes are: ASME Section V, ASME Section VIII, ASME Section IX, and ASME Section B31.3.

Caryn Hart, NICET II

ELECTRICAL INSPECTOR

Ms. Hart has over 10 years of experience in construction inspection including work as Resident Inspector for electrical work and Site Safety supervisor.

FIRM
KSE

YEARS OF EXPERIENCE
10

EDUCATION
BACHELORS ELECTROMECHANICAL ENGINEERING, NYC COLLEGE OF TECHNOLOGY

CERTIFICATIONS AND LICENSES
NICET II CERTIFICATION II

NYC DEPT. OF BUILDINGS CONCRETE SAFETY CERTIFICATE

CONCRETE INSPECTOR (NYS DOT) – CERTIFIED

MTA NYC TRANSIT TRACK SAFETY CERTIFICATION

FDNY FIRE SAFETY MANAGER CERTIFICATION

OSHA 30-HOUR CONSTRUCTION SAFETY TRAINING

OSHA 40-HOUR SITE SAFETY MANAGER

EMPLOYMENT HISTORY
KS ENGINEERS, P.C. (2014 - PRESENT)

ABLE SAFETY (6/2013 - 5/2014)

NEW JERSEY MEADOWLANDS COMMISSION (9/2013 - 4/2014)

AEROTECH ENVIRONMENTAL (3/2013 - 5/2013)

CON EDISON (10/2012 - 11/2012)

HNTB (1/2010 - 10/2012)

NYSDOT (10/2006 - 12/2009)

NYCDOT (9/2002 - 7/2004)

Project Experience

Phase 3 Beachfront Restoration, Reconstruction of Coney Island Steeplechase Pier and the cleaning/ maintenance of the Verrazano Narrows Bridge - Resident Electrical Inspector & Site Safety Supervisor

Provided QA/QC over site of sub-contractors on Removal of debris including power washing operations of the upper and lower deck on the East and West bound lanes. Served as a technical safety resource. Created safe zones to allow for other repair crews. Ensured safe transverse of vehicular traffic by creating MPT; restricted zones. Conducted safety meetings and site safety inspections on a daily basis to insure workers are in compliance with federal and state OSHA Standards. Served as Site Safety Supervisor during rehabilitation project at VA hospital in Northport NY. Performed general inspection of all construction. Provided general inspection on all construction labor and subcontracted work. Assured compliance with contract documents and approved submittals.

Phase 4 and Phase 5, Adaptive Signal System Traffic Region (MASSTR), NJ Meadowlands Commission - Resident Electrical Inspector

Provided QA/QC over site of contractors and sub-contractors in the installation of an Adaptive Signal System for Traffic Reduction known as The Meadowlands Adaptive Signal System Traffic Region (MASSTR), in the Meadowlands region corridors in Bergen and Hudson counties. Worked closely with project operations management striving for continuous safety culture improvement. Provided oversight of progress of installation of intricate network of adaptive traffic signal controllers, wireless communications, and vehicle detection devices with adjustable signal timers. Provided general inspection on all construction labor and subcontracted work. Assured compliance with contract documents and approved submittals. Conducted weekly safety meetings, site safety inspections on a daily basis to ensure workers were in compliance with federal and state OSHA Standards. Had working knowledge of civil engineering principles and management techniques. Provided report writing, research techniques, administration and implementation of solutions.

Super Storm Sandy Disaster Recovery/Clean-up in Conjunction with USACE/ FEMA - Site Safety Supervisor

Verified Right-of-Way and Right-of-Entry on private properties. Conducted safety meetings, daily site safety inspections to ensure workers are in compliance with federal and state OSHA Standards. Supervised both civilians and subcontractors to assure proper adherence to guidelines for removal of storm debris. Assured adherence to eligibility of loads accessed by subcontractors per USACE/ FEMA regulations. Responsible for proper certification of all load vehicles per USACE/ FEMA regulations. Identified Best Safe Work Practices to drive continuous loads. Served as a technical safety resource. Created a safe MTP zone, right of way, entry and exits at the 'Atlantique Dump site'. Worked closely with project operations management striving for continuous safety culture improvement. Assured State & Federal environmental compliance standards and protocols for handling storm refuse, traffic control. Conducted sub-contractor inspections with USACE Site Safety Health Officer with QA/QC oversight for

sub-contractors in the removal of Storm debris including overseeing the separation of the organics, construction debris (C&D), and 'Whites' refrigerator, electronics, AC units, and washer/dryers with the assistance of the USACE.

Sandy Debris Removal, Northeast Queens - Site Safety Supervisor
Work ensued 7 days per week 12 hours per day. Served as Site Safety Health Officer with QA/QC oversight of sub-contractors in the removal of storm debris, including removal of fallen/damaged trees and high voltage power lines in Northeast Queens, NY area. Served as a technical safety resource. Created safe zones for emergency repair crews for the purpose of restoration of electricity to private homes and businesses. Ensured safe traverse of pedestrian and vehicular traffic by creating MPT; restricted zones. Acted as a liaison between the field sites and the Control Center and various subcontractors, including tree trimming crews. Enforced Con-Edison's safety policies.

Edward McManus

ELECTRICAL CONSTRUCTION INSPECTOR

Field Quality Control Inspector with 20 years of experience in civil and electrical inspection, especially electrical substations. Expertise in construction management tank installation, the removal and remediation of petroleum contaminated sites, and public utility substation operations. Recognized for attention to detail and communication skills.

Project Experience

MTA LIRR, Bridge Painting - Construction Inspector for Maintenance and Protection of Traffic (MPT) for the Meadowbrook Parkway Bridge Painting Contract
Painting work done in accordance with national MUTCD and NYSDOT Specifications.

NYCDEP Sodom and Bog Brook Dams - Construction Inspector, Senior Quality Specialist II
Responsible for the inspection of drilling and installing anchors and sheathing.

NYCDDC Management Remediation of Petroleum Contaminated Sites - Senior Quality Specialist II
Provided direct supervision of four Field Inspectors. Responsible for the coordination of two to five Subcontractors and Subconsultant design firms.

- Ensured the fieldwork at 15 tank and 44 remediation sites, complied with plans, specifications, applicable laws and regulations, and was completed according to schedule. Additional duties included approving requisitions.

- Team nominated for CMAA Achievement Award. Won Gold Award Environmental American Society of Engineers of NY.

NYCDDC New York City Fire Department Storage Tank Program - Quality Control Inspector
Closed, removed, upgraded, and installed petroleum storage tank systems.

New York State Department of Transportation (NYSDOT) Reconstruction on Route 25A - Construction Inspector
Responsible for the asphalt resurfacing, drainage, traffic signal, sidewalk rehabilitation, full-depth pavement repairs (calcium chloride), sidewalks, six curbs, resetting catch basins, and traffic signal installation.

New York City Department of Transportation (NYCDOT) Various Locations - Construction Inspector
Responsibilities included the resurfacing with 1½ inch asphaltic concrete wearing course, installation of pedestrian ramps, and new curbs with sidewalks.

NYCDOT 64 Avenue Reconstruction Project - Construction/Electrical Inspector
Responsible for placement of base concrete, asphalt, and replacement of street lighting.

Triborough Bridge and Tunnel Authority (TBTA) Queens Ventilation Building - Construction Inspector
Responsible for masonry restoration and roof replacement.

FIRM
KSE

YEARS OF EXPERIENCE
26

EDUCATION
DIPLOMA IN CONSTRUCTION MANAGEMENT, NEW YORK UNIVERSITY, NEW YORK, NY

BACHELOR OF ARTS, ACCOUNTING/ ECONOMICS; QUEENS COLLEGE C.U.N.Y., QUEENS, NY

CERTIFICATIONS
ACI FIELD TECHNICIAN CONCRETE TESTING

EMPLOYMENT HISTORY
KS ENGINEERS, P.C. (2014 - PRESENT)

ATLANTIC TRAFFIC & DESIGN ENGINEERS, INC. (2013)

WASHINGTON GROUP INTERNATIONAL, INC. (2005)

NYCDEP) (2004)

NYCDDC (2003 - 2004) - (1997 - 1999)

METRO-NORTH COMMUTER RAILROAD (1996 - 1997)

HAKS ENGINEERS (1994 - 1996)

MORRISON KNUDSEN ENGINEERS, INC. (1991 - 1993)

GIBBS & HILL, INC. (1989 - 1991)

SHAH ASSOCIATES, CONSULTING ENGINEERS (1986- 1989)

CONSOLIDATED EDISON CO. OF NEW YORK, INC. (1975 - 1986)

Pilgrim Psychiatric Center - Senior Mechanical Inspector
Responsible for rehabilitation of three seven-story buildings approximately 500,000 square feet.

MTA MNR 110th Street Substation - Construction Engineer
Responsible for Construction Management for Traction Power.

MTA MNR Grand Central Terminal - Electrical Inspector
Responsible for PCB transformer removal and replacement, construction of four transformer houses and high voltage loop.

MTA MNR Traction Power Substation in Grand Central Terminal - Electrical Inspector
Primary responsibilities included ensuring that the General Contractor and Subcontractor comply with specifications, contract drawings, approved materials, and the National Electrical Code.

Tony Chanderjeet

ACI CONCRETE CONSTRUCTION SPECIAL INSPECTOR

Mr. Chanderjeet is an inspector with 10 years of experience supervising concrete and rebar testing and installation for construction projects, including parks, rail lines and stations, and commercial, recreational, residential, and hospitality facilities. An experienced concrete placement control inspector, he is an American Concrete Institute (ACI) Level I and II-certified Concrete Laboratory Testing Technician and a National Institute for Certification in Engineering Technologies (NICET)-certified Soil and Asphalt Inspector.

Project Experience

Hudson River Park Trust Hudson River Park - Senior Concrete Construction Special Inspector

Overseeing concrete and rebar inspections, installation, and placement at the 55-acre Hudson River Park, which spans from Battery Park to West 59th Street in Manhattan. Mr. Chanderjeet is verifying plans for rebar placement. He is also performing concrete field testing and asphalt and concrete plant inspections.

MTA Second Avenue Subway Station - Senior Concrete Construction Special Inspector

Conducted on-site construction observation and testing services at the Second Avenue subway station in Manhattan for the MTA. Mr. Chanderjeet performed moisture tests on fine aggregates and lightweight course aggregates, as well as gradation of course aggregates and lightweight aggregates. He prepared daily reports for project activities under inspection, calculated water to cement ratios, and verified specifications and tolerances of add mixtures according to the design mix.

NYCDDC The Bronx Zoo - Senior Concrete Construction Special Inspector

Prepared masonry cube samples, conducted soil compactions testing for foundation placement, and monitored concrete plant and field inspections at the Bronx Zoo in New York City.

USTA New Stadium - Senior Concrete Construction Special Inspector

Performed on-site quality control and testing during the construction of a new stadium for the United States Tennis Association (USTA). Mr. Chanderjeet conducted moisture tests on fine aggregates and lightweight course aggregates, as well as gradation of course aggregates and light weight aggregates. He calculated water to cement ratios and verified specifications and tolerances of add mixtures according to the design mix. Mr. Chanderjeet also composed daily reports for project activities under inspection and reviewed plans for rebar placement.

FIRM

JPCL ENGINEERING

YEARS OF EXPERIENCE

10

EDUCATION

BACHELOR OF COMMERCE AND ECONOMICS; CONCORDIA UNIVERSITY

ASSOCIATE OF ARTS, COMPUTER SCIENCE; DELTA COMMUNITY COLLEGE

ASSOCIATE OF ARTS, SOCIAL SCIENCE; DAWSON COLLEGE

CERTIFICATIONS

ASPHALT, CONCRETE, SOILS INSPECTOR, LEVEL I, NICET

CONCRETE LABORATORY TESTING TECHNICIAN, LEVELS I AND II, ACI

CONCRETE STRENGTH, AGGREGATES, CONCRETE LABORATORY TECHNICIAN, LEVEL I, ACI

NYCDOB 4 HOUR SCAFFOLD CERTIFICATION

NUCLEAR GAUGE DENSITY CERTIFICATION

OSHA 10-HOUR CONSTRUCTION SAFETY AND HEALTH TRAINING

DEP-APPROVED INSPECTOR

MTA-APPROVED INSPECTOR

SWAC-APPROVED INSPECTOR FOR WTC

ALFRED STATE HOT MIX ASPHALT QC/QA

EMPLOYMENT HISTORY

MT GROUP, SPECIAL INSPECTOR (2012-2014)

TECTONIC ENGINEERING, QA/QC MANAGER (2010-2012)

INDEPENDENT TESTING LABS, CONCRETE INSPECTOR, (2009-2010)

DELTA TESTING LABS, CONCRETE INSPECTOR, (2006-2009)

AVA SYPULA TESTING INC, CONCRETE INSPECTOR, (2004-2006)

Jack Hayes

CONSTRUCTION COST ESTIMATOR/SCHEDULER

Mr. Hayes has more than 23 years of diversified domestic and international experience in construction and engineering. For the past 10 years, he has specialized in cost estimating, planning, scheduling, and project management. Mr. Hayes has extensive experience in the field working as a project manager and brings a proven ability to accurately measure costs as they apply to construction. His project experience in estimating, planning, and scheduling includes marine facilities, residential developments, and high rise building construction. His focus of expertise includes scheduling, cost estimating, construction management, project management, cost engineering, and permit acquisition. Mr. Hayes is also proficient at using Microsoft Project or Primavera to perform project scheduling.

FIRM

CH2MHILL

YEARS OF EXPERIENCE

23

EDUCATION

MASTER OF SCIENCE, CONSTRUCTION MANAGEMENT; NEW YORK UNIVERSITY

BACHELOR OF ENGINEERING, ENGINEERING (NAVAL ARCHITECTURE); STATE UNIVERSITY OF NEW YORK MARITIME COLLEGE

EMPLOYMENT HISTORY

CH2M HILL (2005-PRESENT)

TACONIC BUILDERS (2001-2005)

JA JONES CONSTRUCTION GROUP (1999-2000)

ACCU-COST CONSTRUCTION CONSULTANTS (1995-1999)

Project Experience

PANYNJ Brooklyn Marine Terminal Bulkhead and Pile Rehabilitation – Estimator/Scheduler

Provided cost estimates and schedules for a design-level investigation and rehabilitation design of the existing timber piles, concrete pile extensions, and steel sheet pile bulkhead at Piers 7, 8, and 9B. The work involved preparing contract drawings, technical specifications, and cost estimates, as well as construction support services in the form of submittal review and answering contractor RFIs throughout construction.

PANYNJ High-Level Platform Design-Level Inspection – Estimator/Scheduler

Provided cost estimates and schedules for the design-level inspection at Brooklyn Piers 9A, the bulkhead between Pier 9B and Red Hook, and Wharf B.

NYCDOT Engineering Service Agreement for Engineering, Design, and Inspection Services and Bulkhead Rehabilitation – Estimator/Scheduler

Provided cost estimates and schedules for all waterfront engineering services for a 3-year on-call contract. This agreement provided engineering services for survey, street/highway design, traffic engineering/analysis and simulation, structural design, bridge design, shop drawing review, value engineering, construction inspection, and constructibility reviews. The first task performed under this agreement was an immediate respond to an emergent request by NYCDOT to attend the Old Slip/Marginal St. location in lower Manhattan. At the site a large sinkhole had developed in the sidewalk and roadway of Marginal St.

The Nature Conservancy Howard Beach Flood Protection Study – Estimator/Scheduler

Served as estimator/scheduler for a study to develop natural and hard infrastructure strategies to protect the Howard Beach coastal community from future flooding. The team developed several options and provided coastal engineering and cost-benefit analyses to allow a comparison of the options to be used as part of the funding mechanism studies.

Intrepid Sea Air Space Museum Intrepid Pier 86 Rehabilitation – Estimator/Scheduler

Provided cost estimate and schedule for rehabilitation of Pier 86, home of the Sea Air Space Museum's Aircraft Carrier Intrepid, on the Hudson River. Substructure deterioration required replacement of the outer 782 feet of the 1,000-foot-long, 150-foot-wide pier at which the 27,000 ton, 872-foot-long Intrepid is berthed. Extremely complex construction phasing issues were addressed to meet the requirement that the museum must remain open throughout construction. The design meets the latest seismic criteria and includes fenders and mooring hardware for the Intrepid and other retired military vessels.

APM Terminals/PANYNJ Port Elizabeth Container Terminal Upgrade – Estimator/Scheduler
Provided engineer's cost estimate and construction schedule for upgrading the container terminal. The project involved deepening the quay from 35 feet to 50 feet, installing new super-post-Panamax container cranes, upgrading the fendering and mooring systems, new electrical power supply, and other improvements.

Brooklyn Bridge Park Development Corporation Brooklyn Bridge Park, Hydrodynamic Modeling Studies – Estimator/Scheduler
The team constructed a three-dimensional numerical model using the publicly available ECOMSED software to conduct tidal water level, current, and sediment transport studies in support of an environmental impact assessment for the proposed Brooklyn Bridge Park. The study included modeling the hydrodynamics and sedimentation in the East River at Brooklyn Piers, and also included a marina flushing analysis.

PANYNJ LaGuardia Airport Runway Safety Areas Improvement Analysis – Estimator/Scheduler
Provided life cycle cost estimates and schedules for six alternatives for improving the safety of runways. Scope of improvements ranged from full 1,000-foot extensions over water to localized improvements on existing conditions. Alternate costs ranged from several million to hundreds of millions dollars.

City of Washington DC Southeast Federal Center Boardwalk – Estimator/Scheduler
As part of developing a flood barrier, CH2M HILL was tasked with developing storm-level design elevations, taking into account tides, storm surge, and sea level rise. CH2M HILL worked with the landscape architect prime consultant to design a steel flood barrier with one-way valves for drainage that could be incorporated into the railing that had already been installed above the bulkhead.

U.S. Navy Norfolk Naval Shipyard Pier 3 Replacement – Estimator/Scheduler
Provided conceptual construction cost estimate and the CPM schedule for replacement of a 1,350-foot-long naval vessel repair wharf. This project included the demolition of existing fill wharf and construction of pile-supported structure, including sheet pile cut-off wall, crane rails, heavy weather moorings, and major utilities upgrades.

U.S. Navy Naval Weapons Station Earle Pier Complex Replacement/Upgrade – Estimator/Scheduler
Provided detailed construction cost estimate, construction and monthly cash flow schedules, and constructibility methodology for a new ammunitions pier replacement. The awarded bid price was within 2 percent of the estimated cost.

Roberto Clemente State Park Bulkhead Rehabilitation – Estimator/Scheduler
Served as estimator/scheduler for evaluation and rehabilitation design of the existing bulkhead and shoreline. The scope of work included an above and underwater inspection of 2,095 lf of steel bulkhead, approximately 275 lf south of the bulkhead, and approximately 2,000 lf to the north of the bulkhead.

Fred Koomson

CONSTRUCTION INSPECTOR – CIVIL/STRUCTURAL

Mr. Koomson has over 30 years of construction inspection experience including performing bridge inspection, milling, roadway paving with concrete and asphalt, roadway reconstruction, drainage, sewer and water main installation. His experience includes providing construction oversight to ensure project schedule and specifications are adhered and keeping daily logs. These services have been provided for various agencies including the PANYNJ, NYCDDC, and NYCDEP.

FIRM
KSE

YEARS OF EXPERIENCE
35

EDUCATION
ASSOCIATES DEGREE CITY AND GUILDS OF LONDON INSTITUTE - CERTIFICATE OF CIVIL ENGINEERING

CERTIFICATIONS
ACI CONCRETE CONSTRUCTION SPECIAL INSPECTOR (CCSI)

EMPLOYMENT HISTORY
KS ENGINEERS, P.C., SENIOR INSPECTOR (2008 – PRESENT)

SITE-BLAUVELT ENGINEERS, SENIOR INSPECTOR (1992 – 2008)

PORT AUTHORITY OF NEW YORK & NEW JERSEY, QUALITY CONTROL INSPECTOR (1983 – 1992)

FLAHERTY GIAVARA ASSOCIATES, FIELD INSPECTOR (1979 – 1983)

Project Experience

PANYNJ New Jersey Marine Terminal Construction – Civil Inspector

Performed monitoring activities at Marine Terminal construction sites. Work includes installation; testing and inspecting Civil works. Provides oversight to ensure construction progresses as scheduled and contract specifications are adhered to. Prioritizes multiple assignments, maintain deadlines, and works in a team environment. Inspects construction site daily and works with contractors to schedule deliveries, follow safety requirements, adhere to quality and code compliance; files daily narratives and progress reports detailing personnel, equipment, materials and work summary. The following is a brief description of tasks that Mr. Koomson has completed for KSE under this assignment:

- Contract MFP-926.527, New Jersey Marine Terminals Building and Site Work Order - The work under this contract consists generally of general building construction for miscellaneous facility improvements including repair, rehabilitation, demolition and construction of various interior and exterior building systems such as curtain wall, roof, concrete slab, ceiling, floor tile, interior finish construction and fit up, painting, mechanical, HVAC, electrical, electronics, sprinklers, plumbing, conveying systems, interior landscaping and various utility runs within buildings and site work related, but not limited to repair, rehabilitation, demolition and construction of concrete and or asphalt paving, landscaping, concrete pads, sidewalks, curbs, erosion control, cracks and slurry seals irrigation, pavement striping, lighting, concrete traffic barriers, signage, traffic signals, electrical/communicaions ductbanks and wiring, drainage structures and piping, guide rails, exterior screening, exterior screening, exterior demising walls, fencing, and various utility runs to building lines and maintenance of traffic and work area protection at the New Jersey Marine Terminals of Port Newark, Elizabeth-Port Authority Marine Terminal and Port Jersey [Work Order #'s 1; 2; 5: 180 Heater Installation; 6; 8; 10; 14:Corbin and Tyler Street Sign Work; 17: Portable Guard Booth Installation; 18: Flood Protection at Build 260 and 111 Protective measures]

- Contract MFP-926.323, Port Newark Rail Repair via Work Order - The work under this contract consists generally of general repairs to, or replacement of, existing railroad track and turnouts, such as replacement of cross timers, surface and appurtenances and gauging of track, repair, rehabilitation, demolition and construction of drainage maintenance of traffic and Work area protection, pavement markings.

- Contract MFP-926.525, New Jersey Marine Terminals Paving and Utility Rehabilitation via Work Order - The work under this contract consists generally of asphalt milling, paving and installation of underground utilities, at Port Newark, Elizabeth Port Authority Marine Terminal, Port Jersey Marine Terminal North and South [Work Order #'s 1 Port St to Doremus; 4 BMW access road rebuild at Port Jersey; 10 Shoreline Restoration]

- Contract MFP-926.317, New York and New Jersey Marine Terminal Facilities Railroad Track Rehabilitation via Work Order - The work under this contract consists generally of performing general repairs to, or replacement of, existing railroad track and turnouts and or components of turnouts, replacement of rails and appurtenances and gauging of track, repair, rehabilitation, demolition and construction of concrete and/or asphalt pavement; concrete pads and walls; guide rails and fencing utilities; drainage; maintenance of at Port Newark, Elizabeth-Port Authority Marine Terminal. [Work Order #2 Berth 15 – 17 – 19; #4 Toyota Shoreline]

- Contract MFP-926.526, New Jersey Marine Terminals Priority Marine Rehabilitation via Work Order - The work under this contract consists generally of marine construction above and below deck; marine structure work; timber pile work; structural and concrete work including pile extensions and shortening; pile wrapping; excavation at the mud-line; cleaning of piles; chipping of concrete underwater, replacement of concrete underwater, installation of exterior or interior piles.

- MFP 926.319, New Jersey Marine Terminals Paving and Utility Rehabilitation via Work Order - The work under this contract consists generally of asphalt milling, paving, installation of storm drainage structures, piping and related work via Work Orders(s) at Port Newark , Elizabeth Port Authority Marine Terminal and Port Jersey Multi Facility Fender System Rehabilitation – Removal, replacement, and disposal of damaged fender system; installation of vertical sheeting; re-securing of fender piles; reinstallation of rubber blocks at Berth 21-25, Berth 1 at Bayonne

- Contract PN – 652.532, Doremus Avenue Lift Station Replacement - This work consisted of replacement of the existing lift station, including excavation, structural, mechanical, plumbing, electrical, and related work adjacent to building #377 and building #1900 at Port Newark

- Contract EP – 684.009, McLester Street Widening and Curve Realignment – This work consists of roadway realignment, including, paving, utilities, traffic controls, overhead signage, a storm water treatment unit, and related work

Mr. Koomson provided construction inspection on the following individual projects under this assignment:

- Multi-Facilities Projects (MFP) at Port Newark & Port Elizabeth covering change order work covering involving roadway, ports and terminals, etc.

- Port Elizabeth – North Ave/McLester St. Curve Realignment – work consisted of roadway realignment, including paving, utilities, traffic controls, overhead signage, caissons, storm water treatment units and related work.

- Port Elizabeth Expressrail, Elizabeth Lead Tracks & South Bay Avenue - work consisted of construction of second lead track into Expressrail, reconstruction of existing lead track, construction of rail bridge over McLester St., reconstruction of Bay Ave., construction of new South Bay Ave. roadway, utility and other related work.

Yvonne E. Dennis

SENIOR CONTRACT SPECIALIST

Ms. Dennis has more than 40 years of experience in administrative support, including document control, and monitoring submissions, correspondence, and logs. She is adept in maintaining change orders, and assisting with billing, ledgers, and reconciliation of accounts. As a documents control administrator, Ms. Dennis has maintained all reports and logs, in addition to distributing all project-related correspondence and information. She has been responsible for running an office and supervising out-of-house and in-house operations such as payroll, timesheets, and supply and equipment maintenance. In addition, Ms. Dennis' familiarity with the archiving program Primavera Expedition has proven invaluable in providing document control services.

FIRM

STV 100

YEARS OF EXPERIENCE
46

EDUCATION
COURSEWORK IN COMPUTER SCIENCE; GRAHAM BUSINESS COLLEGE

DIPLOMA, STENOGRAPHY; DURHAM COLLEGE, JAMAICA, WEST INDIES

EMPLOYMENT HISTORY
STV, DOCUMENT CONTROL SPECIALIST (1998 - PRESENT)

FEDERAL BUREAU OF PRISONS FIELD OFFICE, ADMINISTRATIVE ASSISTANT/DOCUMENT CONTROLS (1996 - 1998)

FEDERAL BUREAU OF PRISONS FIELD OFFICE, FORMER SECRETARY/ RECEPTIONIST (1995 - 1996)

CRSSC MAIN OFFICE, FORMER STAFF ACCOUNTANT (1988 - 1994)

Project Experience

PANYNJ AirTrain JFK - Document Control

Maintained document control for a $1.3 billion design-build-operate-maintain (DBOM) project for an elevated light rail system servicing JFK International Airport in Queens, NY, and connecting passengers to the New York City and Long Island subway/bus systems and rental car areas. The project included a $29.5 million, six-track, 64,000-sf operations, maintenance, and storage facility in Queens that houses a 2,500-sf operations control center houses for the 8.4-mile, 10-station system, and security operations that integrate hundreds of CCTVs and direct communication to each station's emergency command center. Ms. Dennis was responsible for fielding incoming and outgoing correspondence, tracking and scanning all documents, archiving the documents using Primavera Expedition, and preparing invoices and correspondence. She worked reported to the project manager and monitored over 1,000 boxes and packages of documents for this project. STV provided complete architectural and engineering design, environmental, and construction support services.

PANYNJ WTC Transportation Hub - Document Control/Project Control

Providing document control services during the engineering and design of the 2-million-sf, $3.2 billion Transportation Hub at the World Trade Center (WTC) site in Lower Manhattan. The intermodal facility will link 11 subway lines, PATH trains, and ferry service to locations on and around the WTC site; provide 400,000 sf of retail space; and serve 250,000 users per day. STV is architect of record and also providing cost estimating and value engineering services and supporting construction staging plans. Ms. Dennis is responsible for fielding incoming and outgoing correspondence, tracking and scanning all documents, archiving the documents using Primavera Expedition, and preparing invoices and correspondence. She is updating and maintaining an electronic database of all records and documents, and is generating and preparing hard copies of all Expedition logs. Ms. Dennis established and is maintaining a drawing list database with Microsoft Access. She is securing hard copies of documents in the document control file room. In addition, Ms. Dennis is providing special handling of secure client and subconsultant correspondence, and helping train new employees and interns. She reports to the project manager.

MBTA Greenbush Line Rail Restoration Design-Build - Document Control

Monitored incoming and outgoing correspondence for the Massachusetts Bay Transportation Authority (MBTA)'s restoration and reconstruction of this right-of-way through the towns of Braintree, Weymouth, Hingham, Cohasset, and Scituate, MA, on the South Shore of Massachusetts. The project included the implementation of seven new stations (each with an 800-foot-long high-level platform), a new signal and communication system, and a layover facility at

the end of the line in Scituate. Ms. Dennis tracked, scanned, and archived documents, and prepared invoices and letters for all documentation that passed through STV's New York office

Construction Firm Main Office - Former Staff Accountant
Maintained billing, recording, and issuing of credit and debit memos; reconciled accounts receivable to general ledgers; conducted collection calls; and resolved billing errors with clients from a construction firm's main office in New York. Ms. Dennis maintained a monthly report, completed A/P invoice entries, and verified entries and reports. She updated and revised vendor lists, maintained employee counts and salaries, updated net plan information as received from project managers, and created net plans and modifications for new projects or change orders. Ms. Dennis also handled outgoing mail and ordered office supplies.

Federal Bureau of Prisons Field Office - Former Administrative Assistant/Document Controls
Provided document control services using Primavera Expedition and maintained the project flow of submissions, incoming and outgoing correspondence, and all associated reports and logs for this office in Brooklyn, NY. Ms. Dennis worked independently, with minimum supervision and guidance.

Federal Bureau of Prisons Field Office - Former Secretary/Receptionist
Maintained and distributed all correspondence, minutes of meetings, submittals, and change orders at its office in Brooklyn, NY. Ms. Dennis managed in-house staff payroll, timesheets, and supply and equipment maintenance. She also oversaw the operation of the office.

Dennis Abbate

CONTRACT SPECIALIST

Mr. Abbate has nearly 10 years of experience in document control, including maintainance of electronic databases and hard copy files of records and documents. He is adept at establishing and maintaining drawing list databases with Microsoft Access and is proficient in the use of Primavera Expedition software. Mr. Abbate is leading a team responsible for document control services during construction of the World Trade Center Transportation Hub in Lower Manhattan, and was recognized by STV's project team as the 2010 Employee of the Year. He is responsible for monitoring and uploading requests for information (RFIs), requests for comment (RFCs), shop drawings, and submittals for this $3.2 billion project, as well as performing quality assurance/ quality control (QA/QC) for all contract drawings.

FIRM

STV 100

YEARS OF EXPERIENCE
15

EDUCATION
BACHELOR OF SCIENCE, BUSINESS MANAGEMENT; ST. FRANCIS COLLEGE

EMPLOYMENT HISTORY
STV, DOCUMENT CONTROL SPECIALIST (1999 - PRESENT)

Project Experience

PANYNJ WTC Transportation Hub - Document Control Specialist/ Project Engineer

Updating and maintaining an electronic database of records and documents using Primavera Expedition software for the design of the $3.2 billion World Trade Center (WTC) Transportation Hub in Lower Manhattan, as part of a joint venture and working with renowned Spanish architect Santiago Calatrava. The 2-million-sf, $3.2 billion intermodal facility will link 11 subway lines, PATH trains, and ferry service to locations on and around the 16-acre WTC site; provide 400,000 sf of retail space; and serve 250,000 users per day. Mr. Abbate is maintaining electronic PDF documents in the project electronic network and Primavera contract manager, and is preparing periodic contract manager logs. He is responsible for establishing, updating, and maintaining a drawing list and final design deliverables database with Microsoft Access; generating and editing summaries for weekly meetings; and generating, processing, reviewing, and routing RFIs and shop drawings. The project has included approximately 85,000 submittals/shop drawings and more than 14,000 RFIs. As a document control specialist, he is managing a team responsible for services during construction including the RFI/RFC/shop drawing/submittal process. Mr. Abbate's responsibilities include delegating work and responsibilities, developing and updating procedures, and training new staff. He is also continuing to maintain the Microsoft Access contract drawing database; recording every contract drawing, sketch, bulletin, and addendum sent from the Downtown Design Partnership (DDP); and performing QA/QC of contract drawings before releasing them to PANYNJ. In addition, Mr. Abbate has created a Microsoft Access database containing more than 40,000 records of all contract drawings and associated revisions. He is emailing and uploading RFIs to the proper reviewers; emailing and uploading reviewed RFIs, RFCs, shop drawings, and submittals at the close of each business day; and generating reports and checking due dates of RFIs, shop drawings, and submittals. Mr. Abbate is making sure deadlines are met for RFI and shop drawing reviews to be returned, and is confirming that RFIs and shop drawings are submitted to the contractor with proper requirements and follow the appropriate protocol. He is providing QC of all shop drawings and submittals received from the contractor, and resolving any discrepancies. Mr. Abbate is in daily communication with the construction manager and client to maintain a fluid work flow with each entity.

Anthony J. Boyd

CONTROL SPECIALIST

Mr. Boyd has more than 10 years of experience managing documents on large, complex projects in the New York City metropolitan area. He has prepared and maintained control records and has been responsible for tracking design and shop drawings. Mr. Boyd is skilled at maintaining labor schedules; managing personnel; and coordinating with contractors, subcontractors, and architects. He is also experienced in organizing and analyzing reporting data for management and in overseeing requests for information (RFIs).

Project Experience

NYCDDC New York City Police Training Academy CM - Document Control Manager

Managing preconstruction documentation for the New York City Police Academy, being built in two phases on a 33-acre municipal site in the College Point area of Queens, NY, for NYCDDC. The state-of-the-art facility will accommodate all of the New York City Police Department's recruitment and in-service training requirements. The $656 million, 720,000-sf Phase I comprises a new academic building, a physical training facility, and a central utility plant. Mr. Boyd is overseeing the blueprints, shop drawings, specifications, and invoices. The LEED®-registered project is seeking certification to the Silver level.

USPS Brooklyn Post Office - Document Controller

Oversaw the transmittals, submissions, and RFIs for the $146 million renovation and adaptive reuse of a 540,000-sf U.S. Postal Service (USPS) building in Brooklyn, NY.

GSA Federal Courthouse Renovation - Document Controller

Coordinated the documents and processed RFIs for the $197 million renovation of an 85,000-sf federal courthouse in Brooklyn, NY, for the U.S. General Services Administration (GSA). The addition created 40,000 sf of office space and judges' chambers.

Metropolitan Museum of Art Expansion - Document Controller

Facilitated the coordination of the file clerking, correspondence, and project documents for the $52 million refurbishment and expansion of one of the world's largest museums, located in Manhattan. The expansion created space for the new Greek and Roman galleries, as well as staff space. Mr. Boyd assumed responsibility when the previous controller left the job suddenly. He also coordinated the specifications for the cooling and electrical systems upgrades.

Private Developer Maxwell Place on the Hudson - Document Control Lead

Coordinated the construction documents and labor work sheets for the $195 million construction of Block A and Block B of a luxury condominium and mixed-use facility in Hoboken, NJ. The scope of work included a 12-story, 350,000-sf building with 169 units and a below-grade parking deck in Block A, and a 376-unit, 990,000-sf space with a 27-month completion schedule in Block B.

Private Developer 535 West End Avenue - Document Control Lead

Oversaw the construction documents and tracked samples for the $200 million construction of a 20-story luxury residence building located in the Upper West Side neighborhood of Manhattan. Mr. Boyd provided file clerking and correspondence for approvals.

FIRM

STV 100 years

YEARS OF EXPERIENCE

16

EDUCATION

HIGH SCHOOL DIPLOMA; HILLCREST HIGH SCHOOL

TRAINING

OSHA 40-HOUR SITE SAFETY MANAGER

OSHA 30-HOUR

OSHA 10-HOUR

EMPLOYMENT HISTORY

STV, DOCUMENT CONTROL MANAGER (11/10 - PRESENT)

BOVIS LEND LEASE LMB, DOCUMENT CONTROL / OFFICE SUPPORT (2004 - 2009)

J.A. JONES CONSTRUCTION GROUP, DOCUMENT CONTROL (1997 - 2003)

Menorah Home and Hospital - Document Controller
Organized the close-out construction documents for a $40 million renovation of a nursing home in Brooklyn, NY. Mr. Boyd coordinated the mock-ups for the field and managed the construction documents, including locating windows and doors on plans.

Lisa Canton

CONTRACT SPECIALIST

Ms. Canton has extensive leadership experience in construction project administration, document controls, document publishing, contract administration, construction specifications, administrative assistance, and strong PC skills.

FIRM
KSE

YEARS OF EXPERIENCE
24

EDUCATION
ASSOCIATE IN ARTS; BUSINESS MANAGEMENT,

SANTA FE COMMUNITY COLLEGE

EMPLOYMENT HISTORY
KS ENGINEERS, P.C., DOCUMENT CONTROL SPECIALIST (2009 – PRESENT)

CH2M HILL, INC, DOCUMENT CONTROLS ASSISTANT (1990 – 2008)

SHANDS-ALACHUA GENERAL HOSPITAL, FILE CLERK (1990)

Project Experience

NYCTA CM-1256 Construction Management Services for the Fulton Street Transit Center - Document Control Specialist

Providing construction management services for this $880 million project. The Metropolitan Transportation Authority and MTA Capital Construction are building a new Fulton Street Transit Center in the general vicinity of Fulton Street and Broadway, incorporating six existing Lower Manhattan subway stations which includes: Fulton Street for nos. 2, 3, 4, 5, J, M and Z trains; Broadway-Nassau Street for A and C trains; Chambers Street / World Trade Center for E train; and Cortlandt Street for R and W trains. The FSTC project's goal is improve access to and connections between 12 subway lines for hundreds of thousands of daily commuters and Lower Manhattan residents and visitors, and will link NYC Transit facilities with PATH service and the World Trade Center site. Construction of the Fulton Street Transit Center is underway and parts of the new station have already been opened for commuter use.

CH2M HILL, Inc. - Document Controls Assistant

Responsible for submittals during Construction (SDC) Coordinator. Served as the Southeast Regional (SER) Lead Point-of-Contact for construction services coordination; by providing leadership to peers in administrative communication by training external SER staff on corporate database procedures; and providing the technical skills necessary to coordinate, research, and track construction Submittals, compiling engineer comments on submittals; processing submittals after engineer dispositions; working on fast paced deadlines for Requests for information (RFI's), Clarification/Interpretation Requests, Field Orders, and Operation & Maintenance Manuals for reviewing design engineers, client, field representatives & Project Managers; providing technical assistance and training of SDC coordinators in tracking construction procedures using Expedition (Primavera- Contract Manager); maintaining Project Records during the phase, and archiving at closeout; assisting Operations Leader (OL) with meeting staff utilization goals, communication on project chartering meetings/provide copy of project instructions to OL. Maintained project schedule and submittal reports for all in-house projects, including duration and provide primary project point-of-contact with direct informative technical feedback meetings on a biweekly basis.

CH2M HILL, Inc. - Document Publishing Specialist and Lead Construction Specifications Coordinator

Responsible for setting up CSI master specifications for projects in Panagon database, tracking specification sections, attending project meetings, processing and proofing specifications and references, communicating with Project Assistants and Engineering team on the project, scheduling, forwarding, and assembling the contract documents for reproduction, distributing the contract documents for internal, Client, Plan Rooms, and Contractor distribution. Bidwork procedures include selling contract documents to bidding contractors, subcontractors, and equipment suppliers; creating, compiling and distributing addenda on project to distribution list; and sending out weekly bidder's list to companies interested in networking with bidders in the event they win bid. Conforming documents which include revising all changes per addenda to specifications; and preparing signed Contract Documents for client and awarded contractor to use in the field during construction. Assisting engineers and other processors to meet their deadlines so that workload and deadlines are compatible.

CH2M HILL, Inc., Gainesville, FL - Administrative Assistant

Served as the only administrative assistant for the Environmental Department of 23 engineers. Had independently prepared reports for the Senior Environmental Department Manager and coordinated presentations and production (graphics, editing and reproduction), routinely solved problems and questions for engineers; performed workload leveling for administrative work group; drafted and tracked project and subcontractor invoices; setup and maintained financial and procurement databases and tracking systems; developed new or recommended revised procedures; coordinated conferences, weekly & monthly staff and client professional meetings and organized community events. Collected and compiled data in response to special requests; screened calls, arranged meetings and engineer travel; and maintained the schedule for senior management and other personnel.

CH2M HILL, Inc. - Document Publishing Specialist and Construction Specifications Processor

Responsible for setting up CSI master specifications for a project in Word Perfect & SAROS software, tracking specification sections, attending project meetings, processing and proofing specifications and references, communicating with Project Assistants and Engineering team on the project, scheduling, forwarding, and assembling the Contract Documents for reproduction, distributing the Contract Documents for internal, Client, Plan Rooms, and Contractor distribution. Bidwork procedures include selling Contract Documents to bidding contractors, subcontractors, and equipment suppliers; creating, compiling and distributing addenda on project to distribution list; and sending out weekly bidder's list to companies interested in networking with bidders in the event they win bid. Conforming documents which include revising all changes per addenda to specifications; and preparing signed Contract Documents for client and awarded contractor to use in the field during construction. Assisted engineers and other processors to meet their deadlines so that workload and deadlines are compatible.

Shands-Alachua General Hospital - Part-Time File Clerk

Responsible for filing confidential documents and medical records; also billing appropriate patient insurance companies for medical services patients received from hospital.

Ashley L. Karp

DOCUMENT CONTROL

Ms. Karp is a document controls specialist with a strong background in aviation and specialized knowledge of federal funding. A former paralegal, she served in the Freeport, NY, Counel's Office and Community Development Agency, where she assisted in real estate, labor relations, and criminal matters, as well as the disbursement of U.S. Department of Housing and Urban Development Community Development Block Grant funds through the Nassau County Consortium. An energetic professional with an interest in politics and public policy, Ms. Karp has recently served as a document controls specialist for the $949 million redevelopment of the Delta Airlines Terminal at John F. Kennedy International Airport.

FIRM

STV 100 years

YEARS OF EXPERIENCE
7

EDUCATION
BACHELOR OF SCIENCE, LEGAL STUDIES AND PARALEGAL CERTIFICATE; ST. JOHN'S UNIVERSITY

EMPLOYMENT HISTORY
STV, DOCUMENT CONTROL SPECIALIST (2014 - PRESENT)

VILLAGE OF FREEPORT COMMUNITY DEVELOPMENT AGENCY, PARALEGAL (4/10 - 5/14)

VILLAGE OF FREEPORT COUNSEL'S OFFICE, PARALEGAL (3/07 - 4/10)

Project Experience

Delta JFK Terminal Redevelopment Program - Document Controls Specialist

Coordinating and organizing project deliverables in support of Phase II redevelopment of the Delta Terminal at JFK Internaitonal Airport in Queens, NY. Phase II of the redevelopment consists of two contracts for the continuing redevelopment of Terminal 4 and the demolition and space renovation of Terminal 3 to provide aircraft parking. For the second extension of Concourse B in Terminal 4, STV is the construction manager for the addition of 11 regional jet gates on both sides of the building. Site work that the firm is overseeing includes repaving the area and changing the slope for drainage, installing a hydrant fuel system, and removing asphalt to subgrade and installing concrete. The firm is also managing the installation of utilities under the concrete, which encompass drainage, sanitary, power, water, and hydrant fuel lines, with the tops of the drains penetrating the concrete. Ms. Karp is processing all of the submittals and updating the drawings and sketches within Procore to reflect the most current documents issued for both terminal projects. She is also creating sketches, as well as the form and letter, for inspections.

Village of Freeport Counsel's Office - Paralegal

Worked with the village attorney and deputy attorney on various real estate purchases, criminal matters, and labor relations issues. Ms. Karp coordinated the delivery of criminal prosecution papers between three different departments and scheduled meetings with outside attorneys and real estate developers. She also researched legal precedents on various issues, including labor relations cases and federal and state statutes.

Village of Freeport Community Development Agency - Paralegal

Worked alongside the executive director and coordinator on various commercial façade and signage improvement projects, as well as residential rehabilitation assistance projects and administration of funds for numerous public agencies. Ms. Karp coordinated meetings between various business owners within the area with the appropriate village officials and maintained organized and easily accessible files regarding each project. The overall mission of the agency is to serve low- to moderate-income people within the local area while revitalizing and bringing in new businesses to create jobs and attract tourists.

Christine Staton

CONTRACT SPECIALIST

Ms. Stanton has 14 years of experience as a document control specialist for the A/E and Construction Industry. Her experience includes: preparation of Subcontracts and Vendor Agreements and Change Orders for Owner and Subcontractors; processing request for information and submittals; management of insurance certificates; and maintaining current logs (Change Orders, Contracts, Drawing Lists and Insurance) using Primavera Expedition.

FIRM
KSE

YEARS OF EXPERIENCE
14

EDUCATION
NEW JERSEY CITY UNIVERSITY - CURRENTLY POSSESS 76 CREDITS TOWARDS A BA IN BUSINESS ADMINISTRATION

EMPLOYMENT HISTORY
KS ENGINEERS P.C (2009 - PRESENT)

HUDSON MERIDIAN CONSTRUCTION GROUP (2006 - 2009)

JEFFREY M. BROWN ASSOCIATES (2000 - 2006)

J.D. EDWARDS & COMPANY (1998 - 2000)

Project Experience

PANYNJ, Construction Management Services on a "Call-In" Basis – Field Position for Contract Specialist for Construction Management Division, Jersey City, NJ – Contract Specialist

Working out of the Office of the Assistant Chief Engineer – Construction and the Engineer of Construction, Construction Administration, Engineering Department at the Port Authority Tech Center in Jersey City, New Jersey. Responsible for consultant invoices, purchase order budgets, new call-in agreement requests, distribution of bid-tabs, non-disclosure agreements, and the bid log.

NJSDA, Construction Management Services for Roberto Clemente School, Paterson, NJ – Document Control Engineer

This project consists of the renovation of an existing 8,200 sf commercial building into four (4) kindergarten classrooms, one (1) multi-purpose room, a kitchen and administration spaces. The project also includes building a parking lot on a different site adjacent to the building site. Scope of work also includes a new roof and 5 HVAC roof top units. The existing building is one (1) story on grade steel frame structure that has no basement.

Hudson Meridian Construction Group, New York, NY - Project Document Control Administrator

- Prepare Subcontracts and Vendor Agreements
- Prepare Change Orders for Owner and Subcontractors
- Process request for information and submittals
- Manage and obtain insurance certificates
- Maintain current logs (Change Orders, Contracts, Drawing Lists and Insurance) using Primavera Expedition
- Code all invoices and requisitions
- Set up and maintain files for correspondence and submittals
- Set up and maintain Control Books and PM Binders
- Assist Director of Field Operations/Project Executive

Jeffrey M. Brown Associates, New Jersey & New York - Project Document Control Administrator

- Prepare Subcontracts and Purchase Orders
- Prepare Change Orders for Owner and Subcontractors
- Process all change management, request for information and submittals utilizing Expedition
- Manage and obtain all insurance certificates
- Maintain current logs Change Orders, Change Proposals, Contracts, Cost Worksheet, Drawing Lists,
  Insurance and Potential Change Orders) using Primavera Expedition
- Request, gather and process all closeout material

- Review and distribute all faxes and incoming mail using DocStar
- Set and maintain files for correspondence and submittals

Jeffrey M. Brown Associates, New Jersey & New York - Project Secretary

- Managed a field office for a construction site
- Handled all calls for this site
- Scheduled and coordinated meetings between management, owners and subcontractors
- Ordered all supplies needed for the jobsite
- Maintain all filing

J.D. Edwards and Company, Rutherford, NJ - Training Center Coordinator

- Provided receptionist service for a training facility housing over 300 students
- Prepare and coordinate training and marketing material for all classes
- Act as corporate "point person", providing clients with assistance on issues ranging from using the software to accessing the Internet

J.D. Edwards and Company, Rutherford, NJ - Office Receptionist

- Provided receptionist services for an office housing over 500 employees
- Processed administrative requests utilizing the Microsoft Office
- Managed the appointments for several key company officers, as well as conference rooms, utilizing Microsoft Outlook
- Acted as the "backup" Office Manager, during the Office Manager's vacation periods

Venestina Cuevas

OFFICE ENGINEER

Ms. Cuevas has more than 10 years of experience in the design and construction of transportation projects, including roadway, bridge, infrastructure, and facility improvements, primarily in the New York metropolitan area. Her bridge experience ranges from providing condition inspections, load rating calculations, and design drawings for emergency repairs and capital improvements for a variety of roadway and rail bridges through construction inspection of roadway/tollway improvements on a major suspension bridge, the Verrazano-Narrows. In addition, Ms. Cuevas has provided structural design for the rehabilitation of retaining walls and is experienced in preparing and revising structural drawings.

FIRM

STV 100 Years

YEARS OF EXPERIENCE
12

EDUCATION
MASTER OF SCIENCE, STRUCTURAL ENGINEERING; CITY COLLEGE OF NEW YORK (CCNY)

BACHELOR OF SCIENCE, CIVIL ENGINEERING; TECHNOLOGICAL INSTITUTE OF SANTO DOMINGO (INTEC)

EMPLOYMENT HISTORY
STV (2006-PRESENT)

WEXLER & ASSOCIATES, DRAFTSPERSON (2006)

TRICARICO CONTRACTORS, ENGINEER'S ASSISTANT (2005)

MERCHANT TECHNOLOGY SERVICES, MANAGER'S ASSISTANT (2003 - 2005)

SALOU CONTRACTORS, ENGINEER'S ASSISTANT (2001 - 2002)

Project Experience

NYCDDC 34th Avenue/Brookside Street/Storm Sewer and Water Main Reconstruction REI - Engineering Specialist

Providing resident engineering and inspection (REI) services for the installation of storm sewer and water main near 34th Avenue and Brookside Street in Queens, NY, for the DDC. Ms. Cuevas maintains records in compliance with DDC record-keeping procedures, and prepares change orders to incorporate condition revisions. She also reviews as-built record plans showing all changes from the contract plans and documents work progress, specific problems encountered, and other pertinent project information.

NYCDDC Requirements Contract - Structural Engineering Specialist

Provided civil and structural engineering services for the inspection and design of various retaining walls throughout New York City under a requirements contract with the DDC. Assignments included the replacement of a retaining wall at 181st Street in the Bronx; civil engineering and design for the reconstruction of a retaining wall along St. Paul's Avenue in Staten Island; and structural design of the final wall section for the replacement of two retaining walls, 305 feet and 294 feet long, respectively, on Kappock Street in the Bronx.

NYCDDC Kappock Street Retaining Wall Replacement - Structural Engineering Specialist

Oversaw preliminary through final design of the final wall section for the replacement of the 305-foot-long north and 294-foot-long south retaining walls on Kappock Street in the Bronx, NY, as part of a requirements contract with the DDC. Ms. Cuevas also reviewed drawings and calculations.

NYCDDC St. Paul's Avenue Retaining Wall Rehabilitation - Structural Engineering Specialist

Performed field surveys and reviewed drawings for the reconstruction of an approximately 35-foot-long by 2-foot-wide retaining wall in Staten Island, NY, as part of a requirements contract with the DDC.

TBTA Verrazano-Narrows Bridge Toll Plaza Improvements Phase B - Construction Inspector

Monitoring and documenting road and bridge construction for compliance with project plans and specifications for improvements by the TBTA to the toll plaza on the Staten Island end of the Verrazano-Narrows Bridge, a major link in the interstate highway system connecting Brooklyn and Staten Island, NY. Phase B of this project, which will be completed in a 10-stage process over 45 months, will improve the flow of traffic along the Staten Island Expressway (SIE) through the Verrazano Plaza area. In addition to the removal of the remaining three toll booths and islands, this phase includes construction of a new eastbound lower-level con-

nector ramp to the bridge, retaining walls, and extensive roadwork to provide new on- and off-ramps to the Staten Island Expressway.

TBTA Triborough Bridge Toll Plaza Concrete Deck Replacement - Construction Inspector
Performed construction inspection of the reinforced concrete decks of the Manhattan and Bronx toll plazas of the Triborough Bridge for the Triborough Bridge and Tunnel Authority (TBTA). Ms. Cuevas generated daily reports of the work performed and estimated quantities for payment submissions. The repairs included demolition of the affected plaza areas and replacement of the concrete deck.

PANYNJ Cortlandt Station - Assistant Team Leader
Performed a condition inspection of the Cortlandt Street Subway Station at the World Trade Center in Lower Manhattan for the PANYNJ. As part of the inspection team, Ms. Cuevas reviewed and generated a structural inspection report, provided assistance developing drawings, and developed estimates.

MTA/LIRR East Side Access - Structural Engineering Specialist
Assisted in preparing reports and drawings for yard structures potentially affected by construction of the $10 billion East Side Access project for the LIRR in New York City for the MTA. Ms. Cuevas is part of the inspection team for the structures surrounding the Sunnyside Yard construction site in Queens. The project will bring LIRR service to Grand Central Terminal on Manhattan's East Side.

NYCDDC West 181st Street Retaining Wall Reconstruction - Structural Engineering Specialist
Oversaw preliminary design of cross-sections and provided information for the creation and review of the Visual Inspection Report for repairs to a massive retaining wall at West 181st Street in Manhattan, as part of a requirements contract with the DDC. The rough-hewn stone wall rises from 4 feet to 30 feet above grade and extends for approximately 1,300 feet along the west side of Riverside Drive from just south of the George Washington Bridge (GWB) to a point about 1,200 feet north of the GWB.

NYSDOT Robert Moses Causeway Northbound Bridges In-Depth Inspection - Structural Engineering Specialist
Generated the inspection report based on field notes and pictures for the rehabilitation of the 2-mile northbound structure of the Robert Moses Causeway over the Great South Bay in Suffolk County, NY, for the NYSDOT. Ms. Cuevas also generated an estimate file for the alternates described in the BRPR.

Sandeep Vaidya, NICET III

OFFICE ENGINEER

Mr. Vaidya is a construction inspector and office engineer with expertise in safety and compliance management, time management and organization, and concrete and asphalt inspection for bridge, transportation, and commercial projects. He has inspected the replacement and repair of large bridges throughout New York City, and is adept at monitoring excavation, compactions, and soil stability. Mr. Vaidya is also experienced at inspecting maintenance and protection of traffic (MPT) implementation and reviewing worker safety and abatement procedures. He has monitored project schedules and change orders, and assisted the engineer-in-charge with project hour summaries and project closeout.

Project Experience

NYCDDC Street Resurfacing - Assistant Resident Engineer/Office Engineer

Providing engineering support during the grinding or paving of existing asphaltic roadway throughout New York City for the DDC. The project was initiated due to the poor condition of local streets throughout New York City. Mr. Vaidya is maintaining construction files and logs for this $13 million project. He is also managing submittals and change orders, preparing daily, weekly, and monthly progress status reports, and attending project meetings and recording meeting minutes.

Metro-North Cortlandt Station Intermodal Access, Parking, and Route 9A Intersection Improvements - Construction Inspector/Assistant Office Engineer

Monitored and recorded the construction progress for improvements to Metro-North Railroad's Cortlandt, NY, station. The project entailed construction of a new 730-car parking lot and access road from Route 9A, extension of a pedestrian overpass, and addition of a new elevator and waiting area. The parking lot includes a canopy-covered, intermodal drop-off plaza, covered walkways, and retaining walls. Mr. Vaidya inspected the excavation, which included rock, and backfilling for retaining walls, and the excavation of trenches for drainage and utilities. He assessed the sheeting in place for protection from cave-ins. Mr. Vaidya also inspected the installation of drainage structures and conduits for electric lines. In addition, he assisted in maintaining logs for submittals and requests for information.

NYSDOT Region 11 Bridge and Highway Drainage Rehabilitation - Construction Inspector

Provided construction inspection services for a $2 million drainage rehabilitation project which included which included cleaning existing structures, bridges, and roadway drainage structures such as catch basins, manholes, scuppers, and cleaning bridges in Brooklyn, Queens, and Staten Island, NY, for the NYSDOT. Mr. Vaidya inspected the replacement and repair of deteriorated drainage structures and recorded findings. His on-site duties included inspecting traffic control procedures and the visibility of detour and safety signs, monitoring compliance with the client's specifications, and preparing daily labor and progress reports. Mr. Vaidya assisted the engineer-in-charge with project closeout of the intelligent transportation system (ITS) project, installation of surveillance cameras, preparing MPT hours, and summarizing job hours for labor, electricians, and other workers, for both the prime contractor and subcontractor for the NYSDOT.

TBTA RFK Bridge Replacement of T-48 Roadway CI Services - Construction Inspector

Inspected the construction services and monitored compliance with contract specifications for full- and partial-depth repairs on the 15,000-sf Randall's Island-to-Queens approach ramp

FIRM

STV 100 years

YEARS OF EXPERIENCE
8

EDUCATION
ASSOCIATE IN BUSINESS ADMINISTRATION, INFORMATION SYSTEMS; MIDDLESEX COUNTY COLLEGE

CERTIFICATIONS
LEVEL III HEAVY HIGHWAY CONSTRUCTION; NATIONAL INSTITUTE FOR CERTIFICATION IN ENGINEERING TECHNOLOGIES (NICET)

LEVEL I NATIONAL ASSOCIATION OF CORROSION ENGINEERS (NACE) CIP I

CERTIFIED CONCRETE FIELD TESTING TECHNICIAN LEVEL 1; AMERICAN CONCRETE INSTITUTE (2008/EXP. 10/2019)

GEOTECHNICAL AND SOIL ANALYSIS QA/QC CERTIFICATION; NEW JERSEY CITY UNIVERSITY (NJCU)

TRAINING
LEVEL 1 FIELD TECHNICIAN; NEW JERSEY SOCIETY OF ASPHALT TECHNOLOGISTS (NJSAT)

EMPLOYMENT HISTORY
STV (2009-PRESENT)

GEO-TECHNOLOGY ASSOCIATES INC., FIELD/CONSTRUCTION INSPECTOR (1/07 - 5/09)

COOPER ENGINEERING & CONSULTING INC., FIELD/CONSTRUCTION INSPECTOR (3/06 - 1/07)

of the Robert F. Kennedy (RFK) Bridge in New York City. Mr. Vaidya monitored worker safety and dust control procedures, and he reviewed the deck removal, including safe removal of debris. His inspection encompassed reinforced steel, concrete placement, and concrete breaks. Mr. Vaidya also monitored the replacement of the T-48 wearing surface of the bridge, removal of the deteriorated surface, shot blasting of the deck, performance of profile tests, dew point surface temperature and dry mill tests, primer placement, and bridge master installation. In addition, he inspected MPT on the bridge.

TBTA Throgs Neck Bridge Toll Plaza Repairs - Construction Inspector
Provided construction inspection services for the concrete roadway slab and sidewalk replacement at the Throgs Neck Bridge toll plaza, in Queens, NY, as part of a task-order project with the TBTA. On the northbound side of the plaza, 990 sf of concrete was demolished and replaced, and 120 sf of concrete was replaced on the southbound side. There was also 390 sf of sidewalk repaired along the southwest side of the plaza. Mr. Vaidya inspected slabs and roadway decking construction as per drawings and monitored concrete breaks. He made sure the temperature was maintained in the tent area surrounding the newly placed concrete, using ground heaters to avoid a drop in temperature.

TBTA RFK Bridge Randall's Island-to-Queens Approach Ramp Deck Repair - Construction Inspector
Performing construction inspections for deck repairs on the Randall's Island-to-Queens approach ramp of the Robert F. Kennedy (RFK) Bridge in New York City, as part of STV's on-call inspection services contract for TBTA. Mr. Vaidya is overseeing the removal and replacement of concrete as well as the 11,000 sf of partial deck repair and approximately 1,000 sf of full deck repair on this more than 40-year-old ramp.

TBTA Verrazano-Narrows Bridge Toll Plaza Improvement Phase A - Inspector/Office Engineer
Provided construction inspection services for improvement of the 470-foot-long westbound toll plaza of the Verrazano-Narrows Bridge in Staten Island and Brooklyn, NY, part of a $55 million, multiphase project for the TBTA. This phase included demolition and replacement of eight inactive toll booths and concrete islands, removal of a variable message sign and other electrical devices, construction of new toll plaza traffic lanes, and construction of a tunnel roof cap. Mr. Vaidya inspected all work performed by the contractor, kept daily records of progress, conducted biweekly meetings, monitored project schedules, processed contract payments, reviewed change orders, and issued monthly progress reports to the client. He performed concrete testing in accordance with ASTM standards, inspected reinforced steel for the tunnel roof cap and roadway decking, and assessed the milling and paving operations. Mr. Vaidya also monitored the daily maintenance and protection of traffic set up, inspected and monitored contractors' quality assurance and safety procedures, and oversaw lead abatement procedures.

Nony Constantino, NICET III

OFFICE ENGINEER

Mr. Constantino has more than 30 years of experience in civil engineering and the construction of bridge, roadway, and transportation facility improvements in the New York metropolitan area. He is proficient at field office recordkeeping, knowledgeable about the Manual for Uniform Recordkeeping (MURK), and experienced with on-site technical inspection of construction to verify compliance with contract documents. He also has prepared

Project Experience

TBTA Verrazano-Narrows Bridge Toll Plaza Improvements - Office Engineer

Maintaining records and processing change orders for a multi-phase $55 million program of improvements to the toll plaza on the Staten Island end of the Verrazano-Narrows Bridge connecting Brooklyn and Staten Island, NY. The TBTA project entails removal of 11 toll booths, relocation of an HVAC unit, and replacement of the toll plaza canopy roof. The first two phases of the project are complete. STV has begun construction administration and inspection services for Phase B, which includes construction of a new eastbound lower-level connector ramp to the bridge, retaining walls, and extensive roadwork to provide new on- and off-ramps to the Staten Island Expressway.

NYCDOT Honeywell Street Bridge and Queens Boulevard Bridge Replacement REI - Senior Office Engineer

Responsible for overall project recordkeeping for the $90 million replacement of the 19-span Queens Boulevard Bridge and the 22-span Honeywell Street Bridge in Queens. The resident engineering and inspection (REI) project for the NYCDOT involved using staged construction to meet a compressed 20-month schedule. Mr. Constantino reviewed as-built record plans and inspection reports, prepared the Quantity and Materials Acceptance Book, and processed the contractor's progress payment package and railroad traffic force account payments. He also reviewed MURK force account documentation for over $7 million in extra contract work.

NYSDOT I-895 (Arthur Sheridan Expressway) Rehabilitation REI - Office Engineer

Responsible for recordkeeping and preparation of change orders for this $26 million major highway reconstruction project in the Bronx. The REI project featured six lanes of full-depth concrete pavement, new drainage, lighting, and Intelligent Transportation System (ITS) components. In addition to performing office engineering tasks in compliance with MURK recordkeeping procedures and the updated Computerized Engineers Estimate System (CEES) program for progress payments, Mr. Constantino was responsible for preparing numerous orders-on contracts due to several major changed condition revisions. He reviewed and prepared as-built plans showing all changes from the contract plans, and prepared diaries describing the progress of the work, specific problems encountered, and all other information relative to the execution of the contract in the absence of the resident engineer .

NYSDOT Roslyn Viaduct Replacement CI - Office Engineer

Provided office engineering for the $130 million replacement of a half-mile steel viaduct with twin precast, post-tensioned segmental concrete box girders that carries NY 25A over Roslyn Harbor in Roslyn, NY. In addition to providing all facets of office engineering, Mr. Constantino provided incident response coordination for the project. He performed project recordkeeping and processes contract payments and change orders.

FIRM

STV 100 years

YEARS OF EXPERIENCE

37

EDUCATION

BACHELOR OF SCIENCE, CIVIL ENGINEERING; GARCIA COLLEGE OF TECHNOLOGY, PHILIPPINES

CERTIFICATIONS

NATIONAL INSTITUTE FOR CERTIFICATION IN ENGINEERING TECHNOLOGIES (NICET III), HIGHWAY CONSTRUCTION (1996 [redacted] EXP. 3/1/14)

TRAINING

NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT) COMPUTERIZED ENGINEER'S ESTIMATE SYSTEM TRAINING

NYSDOT OFFICE ENGINEERING TRAINING

OSHA 10-HOUR SAFETY TRAINING

EMPLOYMENT HISTORY

STV (1985-PRESENT)

NYCDOT Rockaway Boulevard Reconstruction - Office Engineer
Responsible for recordkeeping at the construction field office using MURK forms and guidelines for the $14 million reconstruction of 3.5 miles of Rockaway Boulevard in Queens. The project included widening the roadway and installing new pavements, curbs, sidewalks, street lighting, traffic signals, sewer, and water mains. Mr. Constantino checked all inspection reports for adequacy, cross referenced them with other records on file as necessary, and posted all data into the appropriate record books. He prepared the contractor's monthly pay estimates and NYCDOT payment forms including all back-up documents. Mr. Constantino served as an inspector as needed. and prepared all documents for final payment package and project completion.

NYCDOT Bedford Avenue Reconstruction - Construction Inspector/Office Engineer
Supervised and inspected the work of the contractor for compliance with the contract documents for the $15 million reconstruction of 4.5 miles of Bedford Avenue in Brooklyn, including new curbs and sidewalks, pavements and lighting, sewers, drainage, and water mains. Mr. Constantino also took samples of materials used, and recorded and reported all pertinent field data and details of the contractor's daily operations for the project. He also assisted the office engineer with project recordkeeping.

NYCDOT 39th Street Bridges over Amtrak/LIRR at Sunnyside Yard - Office Engineer
Conducted recordkeeping based on MURK guidelines from inception to completion of this $25 million reconstruction of two bridges over the Sunnyside Rail Yard in Queens, NY. The NYSDOT project involved replacing piers, superstructures, and reinforced concrete decks, as well as bridge supported utilities such as gas, electrical, water, and electric traction power catenary structures. Mr. Constantino reviewed inspection reports; prepared contractor's payments and force account payments for the contractor, Amtrak, and the LIRR; and prepared all documentations and records for the finalization of the project.

C. Management/ Technical Approach

C. MANAGEMENT/TECHNICAL APPROACH

Project Understanding

This consultant services contract involves the performance of CM and inspection services for federally funded storm related resiliency projects on an "as needed" basis for various projects and/or programs at PANYNJ's facilities. These "call-in" services will be provided for projects/programs during calendar years 2014-2018 relating to PANYNJ's four business units: Aviation; Tunnels, Bridges and Terminals (TB&T); Port Commerce; and PATH.

We understand that these services will be predominately performed at PANYNJ's facilities within the Port District but may, in some instances, be performed at the consultant's offices. Under authorized task orders issued by the Port Authority for assignment of professional staff on an individual or team basis, the required services will include responsibility for managing the following activities, from design development (Stage II) through contract preparation (Stage III) and construction (Stage IV) completion.

Tasks our team's personnel may be requested to provide include constructability/biddability and general engineering review, construction staging, schedule development and monitoring, quality assurance inspection, contract administration, cost engineering and estimating services, and deploying additional resources to support the Port Authority as required.

For each assignment, STV will look to provide the appropriate level of reporting regarding our personnel's performance relative to their specific assignments. STV will implement proven operating procedures with which we can manage a multitude of small or large task assignments simultaneously. We have demonstrated this capability on numerous call-in contracts in the past for such clients as:

- Port Authority of New York and New Jersey
- New Jersey Transit
- New York City Transit
- Metro-North Railroad
- Long Island Rail Road
- NYC Department of Transportation
- NYC Economic Development Corporation
- NYC Department of Design and Construction
- NYC School Construction Authority
- NYC Department of Citywide Administrative Services
- US Army Corps of Engineers
- US Postal Service

Currently, a major segment of STV's work consists of call-in assignments under requirements and general engineering consultant contracts; accordingly, we have developed specific methodologies for work of this type. As an experienced call-in consultant for local public agencies, STV recognizes that there is no such thing as a "minor" task; all tasks — no matter how large or small — play a significant part in the daily operation of public facilities. We pride ourselves on our ability to mobilize our resources quickly and address all task assignments successfully.

Key Issues

STV recognizes that, in order to meet the Port Authority's goals, the following key issues must be addressed as expeditiously as possible.

- *Augmenting the Port Authority's staff, increasing the Port Authority's reach and ability to meet its schedules:* STV has made available a team of CM, inspection, contract administration and project controls professionals, from its New York and New Jersey offices, ready for immediate assignment to the Port Authority. These individuals will be selected based on their experienced and trade discipline background, in response to PANYNJ's task requests, and upon PA acceptance will receive orientation and training from the Project Director and his senior PM staff prior to their assignment.
- *Handling a diverse range of projects, providing the range of services needed to meet the needs of four different lines of business:* Our CM and Inspection personnel possess a wide range of technical backgrounds. Complementing these skills, those individuals also have extensive experience in managing the non-technical, programmatic and business elements of successful projects, dealing with both internal and external interfaces. These responsibilities, for both public and private clients, relate to transportation and

building facilities, over the entire spectrum of the Port Authority's regional mission.

- *Handle multiple projects simultaneously, freeing the Port Authority from the administrative burden of managing more than one consultant:* STV has formed a team of Senior Project Managers and Project Managers, with the necessary administrative, managerial and supervisory skills, to handle and track multiple involving projects simultaneously, involving different consultants and multidisciplinary trades. In order to accomplish this most efficiently, and to deliver the quality of deliverable that is expected, these individuals must have the experience working in dynamic professional environments, be proficient in the most recent engineering management systems, and be able to lead teams of diverse architectural/engineering functional staff. Our proposed project managers possess those qualities and will be supported if requested, with experienced project management control systems, provided by both STV and its M/W/DBE subconsultants.

An alternate approach to handling multiple projects is to set up a complete project team, led by an STV Senior Project Manager, and compromised of several STV resources, to manage a number of projects of similar type, program or Port facility. Under this arrangement, the STV "squad" would report to a Port Authority employee, and could be located either in Port facility or STV New York or New Jersey offices.

- *Complying with Port Authority Policies and Procedures, eliminating the need for the Port Authority to adjust to different management styles:* As previously stated, it is the intent of STV to assign Project Managers who, through prior Port Authority employment or experience, and for orientation by our Project Director, Gus Maimis, and his senior project management staff, are familiar with the Port Authority's capital authorization process; reporting structure; management style; policies and procedures; quality standards and work ethic. It is essential that these individuals are able to perform their assigned duties in an efficient, professional and competent manner, under the direction of the Port Authority and to the satisfaction of their PA superyisor.

The PANYNJ must have absolute confidence in the managerial and technical talent of its call-in consultants. The team must have the depth and breadth of resources to respond to any request for service, a clearly predefined and field-tested management plan, and strong management capabilities to keep all project activities on track.

A call-in contract differs from a standard construction program in that the consultant needs to react quickly to the PANYNJ's specific request for services, and be able to be responsive to the widely varying needs and concerns that arise. Therefore, the program must be managed and staffed by seasoned personnel who are experienced with PANYNJ standards and operations. Project work will often be performed in a condensed time period and a project learning curve will be virtually nonexistent. Work may include the provision of a wide variety of CM and inspection professional support professionals on projects ranging in value from $50,000 to $100+ million. These services may be performed for any of the PANYNJ's 32 potential locations with a particular emphasis on five lines of businesses: aviation; tunnels, bridges & terminals; port commerce and the PATH system.

Management Approach

Organizational Structure

The team on this assignment is led by STV's highly seasoned professionals, all with experience serving PANYNJ and with expertise in each of the four lines of businesses identified above. This team is also complemented by handpicked subconsultants with specific PANYNJ expertise relevant to the lines of business this contract is meant to serve. A detailed Staffing Plan in accordance with Attachment E (Staffing Plan), including an organization chart, is shown on the following pages.

Management Plan

STV has developed a proven approach to manage call-in contracts for task services. This approach is based on STV's experience working with many different programs and agencies. Our management approach is geared toward rapid response to task proposals, assignment of the correct staff, and project execution through adherence to a management plan and work plan drafted specifically for each assignment and geared to understand and repre-

Organization Chart

Legend:

CH2M - CH2M HILL, Inc.
JPCL - JPCL Engineering (DBE)
KSE - KS Engineers, PC (DBE)
Luster - Luster National, Inc.
Resumes are provided for Key Staff (names are highlighted in blue)

THE PORT AUTHORITY OF NY & NJ

Principal-in-Charge
Robert Barbera, PE

Project Director
Gus Maimis, LEED® AP BD+C

QA/QC
David Cooksley, CQA

Practice Leaders

Airports
Ken Champion

Rail Transit
Anthony Cracchiolo, PE

Bridges & Tunnels
Samuel Scozzari, PE

Marine Terminals
Jonathan Goldstick (CH2M)

CM/Inspection Resources

Senior Project Managers
Thomas Colombo
Bruce Fox, PE
Julie Valerio, LEED® AP
Al Waller, PE (CH2M)
Jon Frascatore
Philip Amicone, PE
Paul Sacco, PE, LEED® Green Associate
Jack Anserian, PE, PMP, LEED®AP BD+C
Michael Colban, RA
Matthew Nolty

Project Managers
Sassan Manii
Thales Savas
William King
Michael Sheeley (CH2M)
Stephen Walsh
Robert Karabin, LEED® Green Associate, CCM, PMP
Jeanny Cheung
Bruce Desiderio
Celeste Evans
Diego Alaimo, PE (KSE)
George Broberg, PE, PP (KSE)
Harvey Moutal, PE (KSE)

Assistant Project Managers
Ross Krause
Ryan Kelly, LEED® AP BD+C
Jacquelyn Mascoli
Annette Bombarger
Eugene McCrohan
Jake Kofman
Deborah Addison

Senior Superintendent
Anthony Zaccoli
Salvatore Coladonato

Superintendents
James Masiello
Richard St. Cyr
Kevin Fitzgerald
Peter Eubank
Kenneth Baumgarten
Bohdan Matychak

Senior MEP Manager
Robert Dries

MEP Project Managers
James Joinnides, PE, LEED® AP
Anthony Franzese
Syed Farooq

Senior MEP Inspector
Tomasz Stachyra, PE

Environmental Senior Project Manager
Patricia Zander, PE, PMP, LEED® AP BD+C

Resident Engineers
Steven Prest, PE
Ruwan Rajapakse, PE, AVS
Ruben Ciocci, PE
Susan Wong, PE
Hemant Pereira, PE
Marco Maiorano, PE
Stephen LoPorcaro (CH2M)
Raymond Cholewka, PE (KSE)
Carl Ortmann, PE (KSE)
Scott Plant, PE (KSE)
Stephen Bombero Jr., PE
George Cooper Jr., PE
David Breza, PE
Lawrence O'Rourke, PE, ASCE IV (KSE)
Attef Farag, PE (KSE)

Assistant Resident Engineers
Stephanie Dreher
Michael Roncevic
Laura Tornatore
Louis Kaminski, PE (CH2M)
Anip Parikh (CH2M)
Joseph Zaleski, NICET III
Robert Vaz, NICET IV
Thomas Motyka, NICET IV
Gregg Stark, NICET IV
Andrew Sloan
Timothy Taylor
Eliz Pico
Patrick McNierney (CH2M)

Senior Inspectors
Charles Young
Jamal Ismail
Ricardo DePaoli
Zaher Saliby
Abdul Ranginwala, NICET III
Alex Shell, NICET
John Mangione, NICET II
Valter Cilka, NICET III
Reynaldo Libunao (KSE)
Jeanne Brady, NICET III (KSE)
Kwesi Amegah (KSE)
Thomas Rooks (Luster)
Sajid Hilal
Andy Lin, NICET CET 1-IV
James Herrmann
Fayyaz Ali Khan, PE, LEED®AP (JPCL)
Jimmy Dominguez (Luster)

Inspectors
Lauren Griffis
Brian Malt (JPCL)
Kishor Gevaria, NICET II (CH2M)
Earl Broockenberry (JPCL)
George Dinos (CH2M)
Marc Mancini
Kevin Leavy
Omar Al-Alrawi
Meghan McDevitt
Gizem Ornektekin
Michael Cafiero
Muamer Dedovic (CH2M)
Eddie Vazquez (CH2M)
Syed Imaran Ali (KSE)

Senior Marine Inspector
Bryan Juncosa, PE (JPCL)

Senior Structural Inspector
Bernard Oles, PE (JPCL)

Civil Engineer
Ihab Alee (JPCL)

Geotechnical Engineer
Eugene Marciano, PE, PhD (KSE)

Construction Inspectors
Ahmed Husain Zubair (KSE)
Zory Deresh (KSE)
Sheldon Williams (KSE)
Rochelle Lancey (KSE)

Electrical Inspectors
Caryn Hart, NICET II (KSE)
Edward McManus (KSE)
Shelton Rimple (KSE)
Steve Mar (KSE)
Vitaliy Bykov (KSE)
Amol Paranjape (CH2M)

ACI Concrete Inspector
Tony Chanderjeet (JPCL)
Fred Koomsoon (KSE)

Project Controls

Senior Estimator
Frederique Napiorski
Bill Carlton, CCC (Luster)

MEP Estimators
John Solano, CCE
Alexander Sinayuk

Schedulers
Nicholas Rollizo
Alan Epstein (CH2M)

Schedulers (Cont.)
Terry Rogers (Luster)

Construction Cost Estimator/ Scheduler
Jack Hayes (CH2M)

Senior Contract Administrator
Mary McDonald, LEED® AP BD+C

Senior Contract Specialist
Yvonne Dennis

Contract Specialists
Dennis Abbate
Anthony Boyd
Lisa Canton (KSE)
Ashley Karp
Christine Stanton (KSE)
Judy Alleyne
Davinder Kaur

Contract Specialists (Cont.)
Sharon Garrison-Toye
Claudette Dempster

Office Engineers
Venestina Cuevas
Sandeep Vaidya, NICET III
Nony Constantino, NICET III

Detailed Staffing Plan

Company	Name	Title	Years of Experience	Relevant Licenses & Certifications	Airports	Bridges & Tunnels	Rail Transit	Marine	In-State Rail	Architect/Engineers Licensed in NY and/or NJ	OSHA Construction Safety/Health Trained	Certified as Structural Steel & Welding Inspector	NICET Level II Quality Certified
STV	Gus Maimis LEED® AP BD+C	Project Director	27	LEED Green Associate	X	X			X				
STV	Robert Barbera, PE	Principal-in-Charge	28					X	X	X			
STV	David Cooksley,CQA	QA/QC Manager	15	Certified Quality Auditor (CQA); American Society for Quality (ASQ) (2011/#42268)				X	X				
STV	Ken Champion	Task Leader - Airports	35		X			X	X				
STV	Sam Scozzari, PE	Task Leader - Bridges & Tunnels	30	OSHA 10-hour Construction Safety		X		X	X	X			
STV	Anthony Cracchiolo, PE	Task Leader - Rail Transit	37		X	X	X		X	X			
STV	Thomas Colombo	Senior MEP Manager	34	OSHA 10-hour				X	X				
STV	Bruce Fox, PE	Senior MEP Manager	31						X	X			
STV	Julie Valerio, LEED®AP	Senior MEP Manager	25	LEED Accredited Professional (AP)									
STV	Sassan Manii	Project Manager	22	Supported Scaffold User Certificate; New York City Department of Buildings (NYCDOB) OSHA 30-hour Construction Safety and Health Training (exp. 9/28/17)					X				
STV	Thales Savas	Project Manager	16	Track Site Safety; Amtrak (2005); OSHA 4-hour Confined Space Training		X			X				
STV	William King	Project Manager	27			X	X		X				
STV	Ross Krause	Assistant Project Manager	2		X				X		X		X
STV	Ryan Kelly, LEED®AP BD+C	Assistant Project Manager	<1	LEED Accredited Professional (AP) Building Design + Construction					X				
STV	Jacquelyn Mascoli	Assistant Project Manager	6	OSHA 30-hour Construction Health and Safety OSHA 10-hour Construction Health and Safety					X				
STV	Anthony Zaccoli	Senior Superintendent	29										
STV	James Masiello	Superintendent	45		X				X				
STV	Richard St. Cyr	Superintendent	22	OSHA 10-hour	X				X				
STV	Robert Dries	Senior MEP Manager	38	Factory Certified Training; Siemens Environmental Building Automation, Factory Certified Training; Zenith Power Systems, Factory Certified Training; ASCO Switch GearFactory Certified Training; Allerton Controls, Factory Certified Training; Echelon DDC Controllers, Factory Certified Training; Governair Air Handling Units	X		X		X				
STV	Patricia Zander, PE, PMP	Environmental Senior Project Manager	12	Project Management Professional	X	X	X		X	X			
STV	Steven Prest, PE	Resident Engineer	30		X	X	X		X				
STV	Ruwan Rajapakse, PE, AVS	Resident Engineer	9	Associate Value Specialist (AVS); SAVE International (# 200709003) New York City 40-hour Site Safety Manager Certification		X	X		X	X			
STV	Ruben Ciocci, PE	Resident Engineer	27	OSHA 40-Hour HAZWOPER Health and Safety; OSHA 10-Hour Construction Health and Safety;Rutgers Traffic Control		X	X		X				
STV	Susan Wong, PE	Resident Engineer	30	OSHA 30-hour Construction Safety; OSHA 10-hour Construction Safety and Health	X	X	X		X	X		X	
STV	Hemant Pereira, PE	Resident Engineer	18	OSHA 10-hour Safety Training			X		X	X			
STV	Marco Maiorano, PE	Resident Engineer	8	OSHA 10-hour Safety Training	X	X	X		X	X			
STV	Stephanie Dreher	Assistant Resident Engineer	<1	OSHA 10-hour Safety					X				
STV	Michael Roncevic	Assistant Resident Engineer	<1	OSHA 10-hour Construction Safety and Health		X	X		X				
STV	Laura Tornatore	Assistant Resident Engineer	4						X				
STV	Charles Young	Senior Inspector	35	OSHA 4-hour Supported Scaffolds User Certificate; OSHA Globally Harmonized System of Classification and Labeling of Chemicals (GHS) Certificate; OSHA 10-hour Construction Safety and Health	X	X	X		X				
STV	Jamal Ismail	Senior Inspector	25	OSHA 10-hour Construction Safety Course; New Jersey Traffic Control Coordinator Course; New Jersey Department of Transportation (NJDOT)		X	X		X				
STV	Ricardo Depaoli	Senior Inspector	10	OSHA 10-hour Construction Safety and Health Certification; OSHA 30-Hour Construction Safety and Health Certification					X				
STV	Zaher Saliby	Senior Inspector	20	OSHA 10-hour Training; Nuclear Moisture/Density Equipment Training; New York State Department of Transportation (NYSDOT); Site Manager Training Course; NYSDOT		X	X		X		X		
STV	Abdul Ranginwala, NICET III	Senior Inspector	20	Transportation Engineering Technology, Highway Construction, Level III; National Institute for Certification in Engineering Technologies		X	X		X				
STV	Alex Shell, NICET	Senior Inspector	21			X			X				
STV	John Magione, NICET II	Senior Inspector		NICET Level II Highway Construction		X	X		X		X		
STV	Valter Cilka, NICET III	Senior Inspector	40	National Institute for Certification in Engineering Technologies (NICET) Level III			X	X	X		X		
STV	Lauren Griffis	Inspector	3										
STV	Frederique Napiorski	Senior Estimator	25						X				
STV	John Solano, CCE	MEP Estimator	35	OSHA 10-hour Construction Health and Safety Training					X				
STV	Alexander Sinayuk	MEP Estimator	29	OSHA 10-hour	X		X		X				
STV	Nicholas Rollizo	Scheduler	<1	OSHA 30-hour Construction Health and Safety		X	X		X				
STV	Yvonne Dennis	Senior Contract Specialist	30				X		X				
STV	Dennis Abbate	Contract Specialist	<1						X				

Company	Name	Title	Years of Exp.	Relevant Licenses & Certifications	Airports	Bridges & Tunnels	Rail Transit	Marine	Hi-Seas Area	Architects/Engineers Licensed in NY and/or NJ	Air Compressor Construction Special Inspector	Int'l Certified in Structural Steel & Bolting Inspection	NACE Level 3 Coating Certified
STV	Anthony Boyd	Contract Specialist	12	OSHA 40-hour Site Safety Manager; OSHA 30-hour OSHA 10-hour					X				
STV	Ashley Karp	Contract Specialist	7										
STV	Venestina Cuevas	Office Engineer	4	Construction Management Certificate; CCNY		X			X				
STV	Sandeep Vaidya, NICET III	Office Engineer	3	Level III Heavy Highway Construction		X	X		X				X
STV	Nony Constantino, NICET III	Office Engineer	8	OSHA 10-hour Safety Training.Certification in Engineering		X	X		X				
CH2M	Jonathan Goldstick, PE	Practice Leader- Marine Terminals	30	Professional Engineer: NY, NJ, Washington D.C.						X			
CH2M Hill	Al Waller, PE	Senior Project Manager	35			X		X		X			
CH2M Hill	Michael Sheeley	Project Manager	33						X				
CH2M Hill	Stephen LoPorcaro	Resident Engineer	17	OSHA 10-hour Training, Registered OUPV				X	X				
CH2M Hill	Louis Kaminski, PE	Assistant Resident Engineer	9	OSHA, 10-hour, Construction Industry, Outreach Training program, Management Provide, Emergency first		X	X	X		X			
CH2M Hill	Anip Parikh	Systems Assistant Resident Engineer	15				X		X				
CH2M Hill	Patrick McNierney	Assistant Resident Engineer	30	State of New Jersey and New York Bridge Inspection			X		X				
CH2M Hill	Kishor Gevaria, NICET II	Inspector	6	NICET Level - 2 Water & sewer Line, Traffic Control Coordinator (TCC), NJ State, Work ZONE Safety Awareness, 10-hour OSHA Confined Space Entry Training					X		X		
CH2M Hill	George Dinos	Inspector - Marine	6	Surface - Supplied Air Diver, Association,10-hour Safety Health	X	X		X	X				
CH2M Hill	Muamer Dedovic	Inspector	14				X		X				
CH2M Hill	Eddie Vazquez	Inspector	30	OSHA Construction Safety and Health			X				X		
CH2M Hill	Amol Paranjape	Inspector - Electrical	7						X				
CH2M Hill	Alan Epstein	Scheduler	31								X		
CH2M	Jack Hayes	Construction Cost Estimator/Scheduler	24	OSHA-500; Construction Safety and Health	X								
JPCL	Fayyaz Ali Khan, PE	Senior Inspector	6						X	X			
JPCL	Brian Malt	Inspector - Structural Steel and Bolting	20			X			X			X	
JPCL	Earl Broockenberry	Inspector - Coatings	30						X				X
JPCL	Bryan Juncosa, PE	Senior Marine Inspector	30	OSHA, 30-Safety			X	X	X				
JPCL	Bernard Oles, PE	Senior Structural Inspector	30	New Jersey Certification for Structural Welding, Structural Steel Bolting, Concrete Placement, Reinforced, Concrete and Structural Masonry					X	X		X	
JPCL	Ihab Alee	Civil Engineer	15	Licensed Home Inspector			X		X				
JPCL	Tony Chanderjeet	Inspector - ACI Concrete Construction	10	MTA Approved Inspector, OSHA 10-hour, DEP Approved			X				X		
KSE	Diego Alaimo, PE	Project Manager	40						X	X			
KSE	George Broberg, PE, PP	Project Manager	44			X			X	X			
KSE	Harvey Moutal, PE	Project Manager	40						X	X			
KSE	Raymond Cholewka, PE	Resident Engineer	45	Professional Engineer - NY, NJ, CT	X	X	X		X	X			X
KSE	Carl Ortmann, PE	Resident Engineer - Structural Engineering	30	OSHA 30-hour Construction Safety; Construction Safety and Health	X	X	X		X				
KSE	Scott Plant, PE	Resident Engineer - Structural Engineering	25	MTA New York City Track Safety Certification					X	X	X		
KSE	Lawrence O'Rourke, PE, ASCE IV	Resident Engineer	46				X		X				
KSE	Attef Farag, PE	Resident Engineer - Civil Engineer	23						X	X			
KSE	Reynaldo Libunao	Senior Inspector - Electrical	18	NICET Certified Commercial Electrical Inspector,10-hour OSHA Construction Safety and Health					X				
KSE	Jeanne Brady, NICET III	Senior Inspector	19			X			X		X		
KSE	Kwesi Amegah	Senior Inspector	20	Bridge Inspection course: New York state department of Transportation				X	X		X		
KSE	Syed Imran Ali	Inspector	29	NACE CIP Level 1; NACE CIP Level 2			X		X		X		X
KSE	Eugene Marciano, PE, PhD	Senior Geotechnical Engineer		Professional Engineer- NY (#0787290)			X		X	X			
KSE	Ahmed Husain Zubair	Construction Inspector	15	OSHA 500 - Training Course		X		X	X				X
KSE	Zory Deresh	Construction Inspector	30	10-hour OSHA,Ultasonic Inspection					X		X		
KSE	Sheldon Williams	Construction Inspector - Painting and structural	10	AWS-CWI#0840301 *NACE CIP Level 1, Level 2 #28380		X			X				X
KSE	Rochelle Lancey	Construction Inspector - Structural Engineering	29	OSHA 10-hour Construction Safety, EIC Path Railway system			X		X			X	
KSE	Caryn Hart, NICET II	Electrical Inspector	10	Concrete Inspector		X			X				
KSE	Edward McManus	Inspector Electrical	20	NICET Level 1		X	X		X		X		
KSE	Shelton Rimple	Electrical Construction Inspector	14	OSHA 10-hour Construction Safety and Health, 4-Hour Scaffolf User Certificate	X		X		X				
KSE	Steve Mar	Electrical Inspector	30	Con Edison High Tension					X				
KSE	Vitality Bykov	Inspector Electrical	20	MTA NYC Transit Track safety Certification			X		X				
KSE	Fred Koomsoon	Inspector - ACJ Concrete	35						X		X		
KSE	Lisa Canton	Contract Specialist	24				X		X				
KSE	Christine Stanton	Contract Specialist	14						X				
Luster	Thomas Rooks	Senior Inspector	24		X	X		X					

sent the best interests of the lines of businesses for which this contract may be utilized. In addition, this structure incorporates a total quality approach to the provision of our services, such that the senior level leaders are active participants in the Quality Assurance/Quality Control (QA/QC) plan for the contract. (See Task Leadership Organization below)

Objectives

Successful project execution depends on planning and communication, in addition to sound management and engineering principles and practices. In conformance with PANYNJ's Quality Assurance Division, our management plan has been specifically developed for successful completion of the tasks using the best owner representative professional for each specific assignment. The objectives of our management approach are to:

- Allocate necessary resources in a timely manner and secure on-time task completion
- Define all project goals and work towards those goals on the PANYNJ's behalf at all times
- Satisfy task technical requirements
- Comply with budgetary limits and invoicing requirements
- Comply with PANYNJ and STV quality standards
- Monitor CM and/or contractor enforcement of safety regulations
- Communicate and report regularly to PANYNJ regarding key project issues

The team's management approach will provide the PANYNJ with effective and timely solutions to whatever project requirements arise in any of the PANYNJ's lines of business. This will be accomplished by appropriate technical specialists who have a thorough understanding of the tasks required, working under experienced task managers and project leaders and the team's Project Director, Gus Maimis. Mr. Maimis is a Vice President at STV and previously served as the Project Executive at the World Trade Center (WTC) site on the National September 11 Memorial & Museum project. He brings to this assignment over 30 years of experience in the construction industry. As principal of his own CM firm for over 10 years, he provided executive direction for large-scale projects throughout the New York metropolitan area. Mr. Maimis played an instrumental oversight role for STV's program management team on the National September 11 Memorial & Museum. Through his involvement with the WTC site reconstruction, he has become familiar with the existing stakeholders involved in all of the WTC projects, and has become fully versed in PANYNJ policies, procedures, quality assurance requirements, and the specific security requirements of the site.

Supporting Mr. Maimis will be a team of highly experienced practice leaders, all senior managers with experience to identify the best resources in the lines of business where resources may be deployed for this assignment.

Coordination with Outside Agencies & Organizations

The STV team will coordinate all project activities among the designer, contractor, adjacent owners, utility companies and various public agencies, as deemed appropriate by the PANYNJ. In addition, our team will work on the specific business line's behalf and interface with the PANYNJ's Quality Assurance Division, CM Division, and all other departmental project stakeholders.

Managing our Subconsultants

STV recognizes PANYNJ's need to have a "call-in" consultant with the greatest possible depth and breadth of engineering capability at its disposal so that resources are always available to respond to the PANYNJ's project requirements in a timely manner. To meet this need, STV has carefully selected a team of specialty subconsultants, including M/W/DBE firms, to assist us in providing specialized services. The subconsultants who will augment our team are **CH2M HILL, Inc., JPCL Engineering** (DBE), **KS Engineers, P.C.** (DBE), and **Luster National, Inc.**

Task Management

Upon receiving a task from the PANYNJ, Mr. Maimis will assess and coordinate the assignment with the appropriate practice leader and subconsultants, on this project and will begin the planning and scheduling activities and allocate the necessary professionals to effectively complete the task assigned.

The following questions will be addressed:

- What is the work to be done?
- When is this work to be done?
- How much will the execution of the work cost?
- Who will perform the work?

Project Definition

Upon receiving a task assignment, the Project Director will define the project's requirements and the methodology to be utilized during each task and activity. We recognize that particular assignments will vary in terms of complexity, duration and types of resources required.

Project Staff Selection

We will select the appropriate staff from our large pool of qualified individuals. The project team members will be selected based on the following criteria:

- Their technical skills and expertise
- Their familiarity with the project issues involved
- Their availability at the time of the assignment

Managing Multiple Projects

We are aware that this contract will require managing multiple tasks simultaneously. The STV team offers the breadth and depth of staff resources to manage and execute multiple and diverse assignments concurrently. Our project management procedures and on-line communications capability facilitate the close coordination needed to manage multiple assignments effectively. Mr. Maimis will receive weekly updates of work completed versus work planned for all project assignments, enabling him to maintain cost and schedule control, anticipate problems before they arise, and take corrective action when necessary. This management information will be compiled and sent to the PANYNJ as an indication of the staff loading and time spent versus work completed for each task order.

Technical Approach

For each specific assignment, the work plan will directly correlate with the programmatic and/or project needs of the PANYNJ's line business and all project goals. Our professionals will work alongside the PANYNJ and fill the areas of expertise requested to accomplish the goals at hand.

Regardless of the phase, many of STV's professionals have worked as construction managers and inspectors, and almost all have worked during all project phases from concept to preconstruction, construction, and closeout. The STV team has developed a general approach to project management and owner's representative services, inclusive of keeping the PANYNJ apprised of project status, maintaining service delivery, and assuring the quality of work. Understanding the nature of a call-in contract, we will modify the approach according to the complexity and duration of each task to which we are assigned.

Establishing Project Guidelines

At the beginning of the project, STV will assist the PANYNJ in establishing responsibilities for the project team members, other project stakeholders, and the PANYNJ. We will develop and implement a comprehensive task-specific project management plan and an outline of procedures covering all aspects of communication, coordination, distribution of project paperwork, schedule of meetings, organizational responsibilities, and lines of authority for project personnel.

Communication & Reporting Requirements & Implementation

Communication for any call-in contract requires a multi-pronged approach. STV will identify in the project management plan the level and frequency of communication throughout the life of the assignment with all PANYNJ and project-related stakeholders. In addition, the owner representative team will communicate and report regularly to STV's Project Director the progress of all assignments. This communication will include STV's monthly report and weekly or biweekly meetings.

Available Integrated Project Management Platform (IPMP)

Under this assignment, STV has the capabilities to implement a document control system, which will track, report and control all project document as well as maintain all related records and documents.

The STV team will utilize a web-based integrated project management platform (IPMP) to support the management and control of the project scope, cost, schedule, quality and safety. When the option is avail-

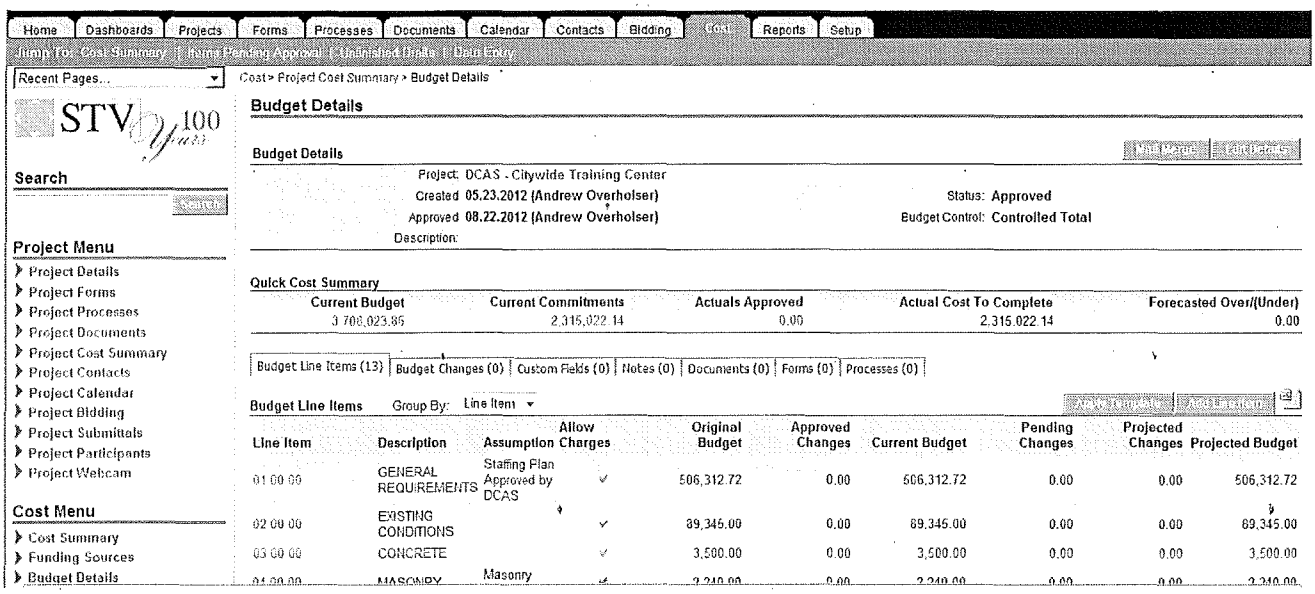


Figure 1: Screenshot of STV's IPMP Cost Module

able, STV's preferred system is eBuilder®. This platform is accessible from any devise with an internet connection, thus allowing access to as many stakeholders and needed, as determined by the PANYNJ at the very beginning of the project. The IPMP includes 8 modules: Cost, Submittals, Forms, Processes, Reports, Bidding, Calendar, and Contacts. The integrated modules support all project processes such as submittals, design reviews, change order management, cost control, and safety reporting throughout the project lifecycle. It also provides the ability to manage meetings and document meeting minutes.

Cost Management & Control

The Project Director and Senior Project Managers will have access to the cost module, where the budgets, commitments, invoices, and payments are documented. This allows the managers to oversee and track the progress of each phase and insure that the budget is not exceeded.

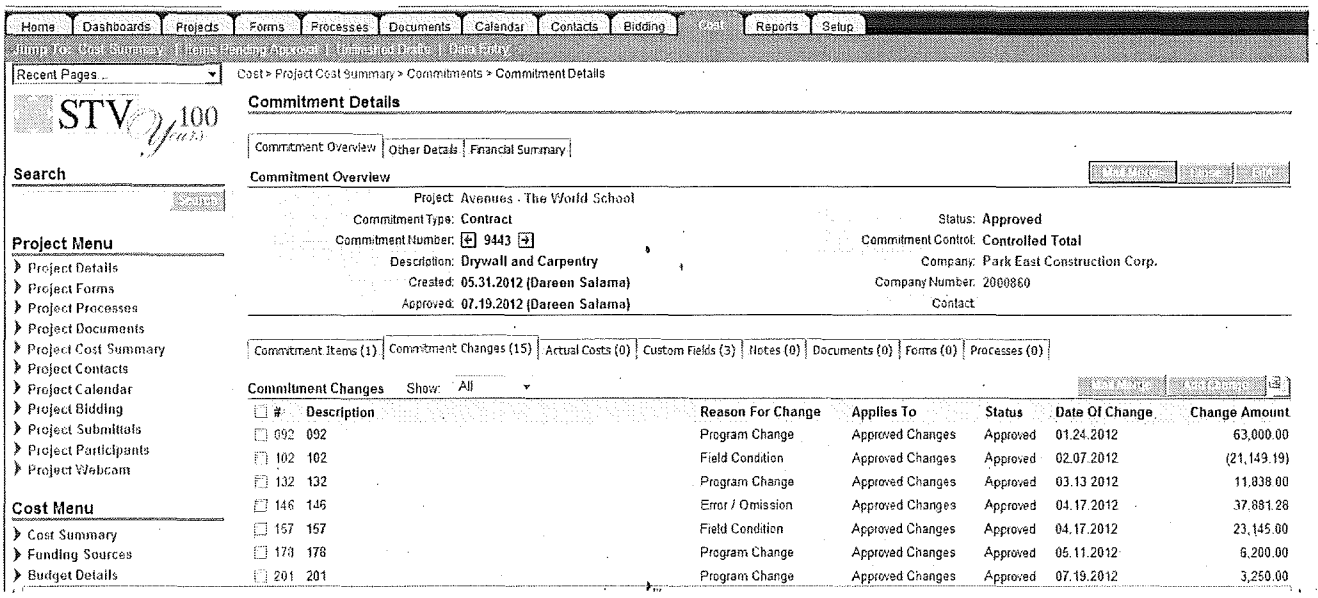


Figure 2: Screenshot Commitment Changes for a Project

CHANGE ORDERS

The change order process is configured in the IPMP according to the specific flow processes as determined by the PANYNJ's contract requirements. It includes:

1. The project members required to initiate, review, approve, and respond to a change order request
2. The workflow and the data required at each step of the process
3. An audit trail for all data entry
4. Web-based documentation of all data entered
5. Integration with budget, commitments and payment information.

The IPMP tracks pending, projected, and approved change orders providing an optimum financial control over the project budget.

Submittals

The submittals module is preconfigured in the IPMP, STV will configure the module to support PANYNJ's process and user permissions. It includes an import-export capability to integrate with MS Excel to facilitate information input if needed. It allows users to upload, send, comment, review, redline, and approve submittals seamlessly on the web-based platform. It provides a paperless and efficient method of managing submittals.

The IPMP supports STV in:

1. Maintaining a submittal log to record and track all submittals
2. Reviewing submittals and distributing them to required parties
3. Documenting every step of the submittal review process,
4. Seamlessly producing reports and submittal logs,
5. Ensuring that submittals are being received, reviewed, and returned in a timely manner to meet schedule requirements

Process Management & Control

The process module provides the capabilities to configure custom processes specific to accommodate a specific procedure and workflow. A structured workflow will be created and tailored for the Port Authority for any process such as document review, request for information, change

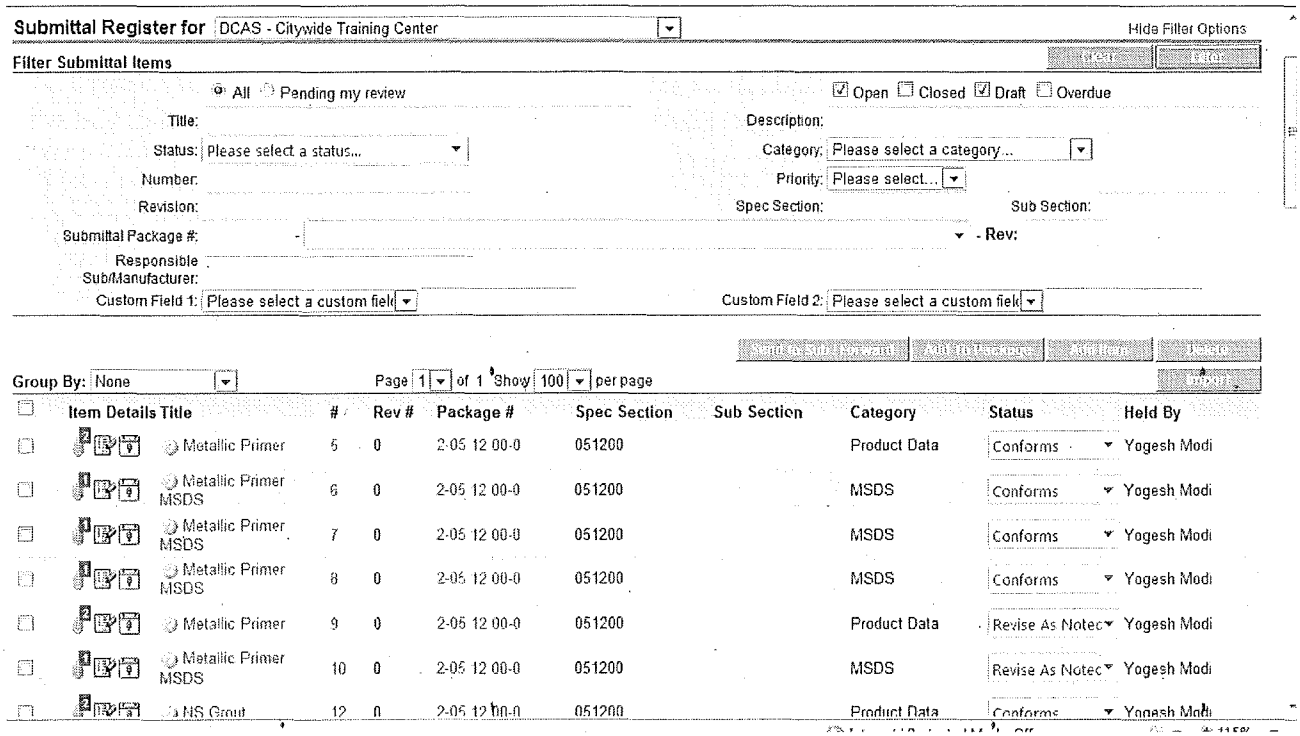


Figure 3: Screenshot of Submittals Register for a Project

order approval, and invoice approval. This is a paperless and fast solution, where a project user would upload the documents to the cloud, and the required party can review and comment electronically. The integrated platform is easily accessible from any remote location with internet connection available, which creates real-time communication. It facilitates the documentation by providing web-based document storage capabilities. It ensures accountability by providing an audit trail of the users and dates of uploading, downloading and commenting on any design document. An example processes that STV is currently using is the RFI process.

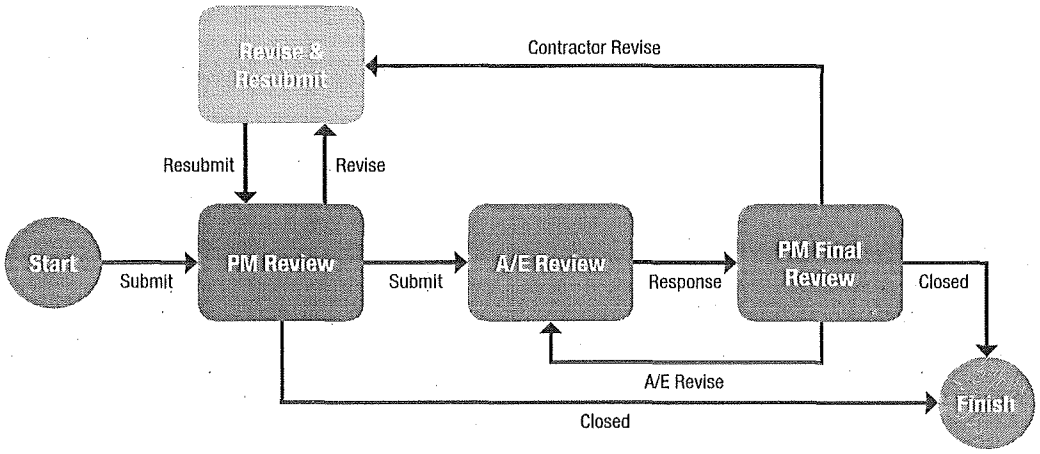
REQUEST FOR INFORMATION

The process module includes template RFI workflows currently used by STV (example below), and also provides the capabilities to configure custom RFI processes to accommodate a specific workflow at different stages of the project.

STV maintains an RFI answer log to record and track all RFI's, their status and their answers using the integrated project management platform. The computerized log is reviewed on a daily basis to insure that RFI's are processed and answered in a timely manner to meet schedule requirements. The STV RFI review process is shown in the figure below. STV can configure the platform to follow any RFI process required by the PANYNJ and format reports and logs to accommodate the PANYNJ's standards and requirements.

Document Control

The document module is customizable for each project to include a project specific folder structure. It facilitates document sharing, review, markups and updates. It ensures that all project parties have the latest version documents at all times. It includes:



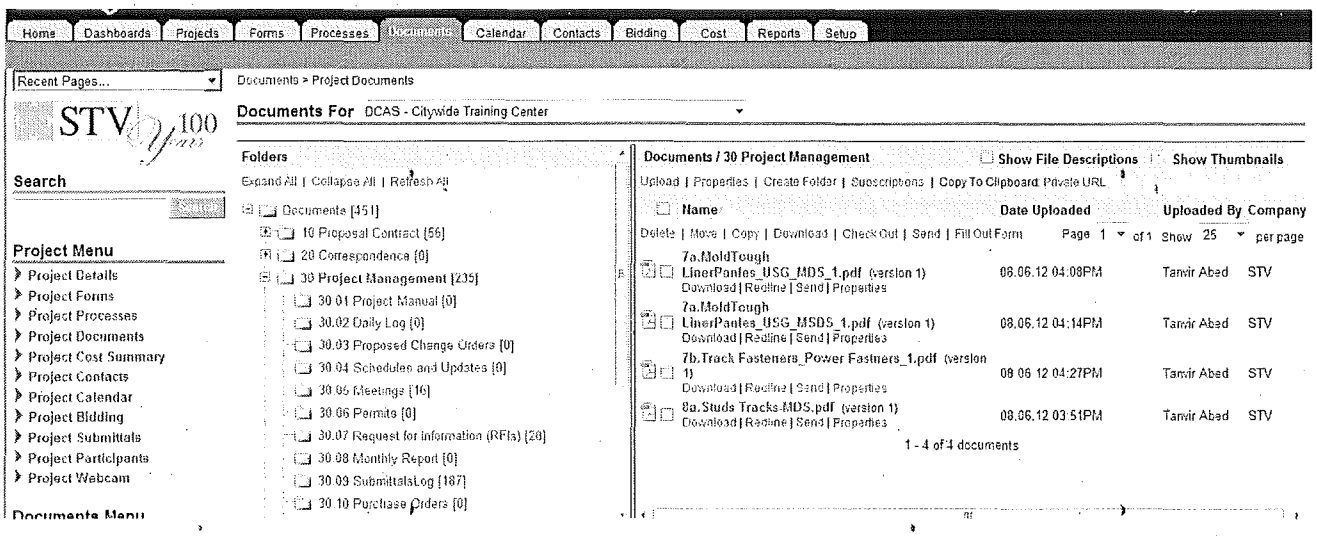


Figure 5: Documents Module

1. An audit trail for all document downloads, uploads, and comments,
2. A time stamp on all document related actions,
3. An email in and out feature, where documents could be sent directly to specific folder through the email and vice versa, and
4. The ability to make folders available for viewing and downloading by parties that are not IPMP users.

Constructability, Biddability, & General Engineering Review

When performing constructability and biddability reviews, STV envisions three major areas of review, 1) Design, 2) Construction, and 3) QA/QC.

Design
• Design details
• Design coordination
• Design features
• Spare parts
• Permitting/utility approvals
Construction
• Coordination with other facility contracts
• Construction details
• Scheduling/staging
• Work hours
• Temperature sensitive materials
• Space conflicts
• Contractor coordination
QA/QC
• Reliability
• Maintainability
• Testing
• Turnover

STV's constructability reviews will focus not only on the design and construction process, but the effect that changes to the documents can have on the reliability and maintainability of the facility.

During the review, the Project Manager will have overall responsibility for making sure that issues raised are adequately evaluated among disciplines. For instance, modifying a construction detail may improve the constructability of an activity, but it may be at a cost that is not acceptable from a budgetary perspective.

STV will the specific eBuilder® or project's contract administration software to track all issues and comments raised during the constructability review. All issues will have a unique number and be logged and shared with the project team with appropriate coding to designate the issue/comment as civil, electrical, design, construction, or some other discipline so that all related issues can be sorted, categorized, and evaluated. All issues/comments will remain open until designated as implemented or closed. It will be the responsibility of the designated Project Manager to make sure that all issues are adequately evaluated, addressed, and implemented if accepted by the Port Authority.

The STV team will review design criteria for each task, if required. In this systematic manner, we will develop a complete understanding of all aspects of the construction efforts including the related environmental issues and the scope of work to be performed. We have included, as part of the team, engineers in a variety of disciplines who will perform shop drawing reviews.

Construction Staging

STV's professionals will review design documents prior to bidding to evaluate the efficiency and feasibility of the performing construction around the constraints and requirements of any of the Port Authority's ongoing operations. All of the Port Authority's facilities require intense coordination. STV will review all documents with a focus whether all required details and constraints are clearly delineated in the bid documents. In addition, we will look for opportunities to streamline construction activities, depending on the needs of the Port Authority's tenants, and we will make recommendations to changes on areas of construction phasing, staging and any other factors which could provide further clarification to contractors to ensure bids are competitively and equally scoped.

Schedule Development & Monitoring

The STV team recognizes that schedule control is an essential element for the successful execution of any project.

The schedule will serve as the contract baseline by which the designers' and the eventually the contractors' progress will be measured and tracked. Actual progress and resource usage will be continuously reviewed, monitored and recorded against planned logic, sequencing, and quantities installed, to identify deviations from the approved plan so that we can recommend immediate corrective action, if required.

Detailed schedules will be developed by the designer and the contractor using prescribed software in the specifications — such as Primavera (P6). The schedule will show the sequence and interdependency of all the project activities, including non-construction (drawing approvals, procurement, and the like), and design and construction activities. The detailed schedules will be developed and approved in accordance with the project specifications, which will require cost and resource loading. All activities should be resource loaded (quantity of material to be installed, manpower requirements such as crews, major equipment, and crew production rates). This information will be used to document the designer's and the contractor's anticipated activity resources and calculate realistic durations.

STV understands the Project Schedule, for both Design and Construction, will be thoroughly coordinated at the very early stages of the project. Issues such as proposed phasing of the work, local approvals, separate Prime Contractor coordination or CM at risk must all be addressed in order to logically approach the execution of the Project. STV has worked through these very same issues on a wide variety of projects, with numerous clients, and is confident in our experience and approach.

STV's schedulers build Critical Path Method (CPM) schedules, using leading edge scheduling software, that conform to contract requirements and industry standards. The project manager will engage with the design team to provide the planning, work breakdown structure, and the schedule logic along with estimated time durations for each activity. The STV Scheduler will enter the data into the scheduling program and prepare the reports that show the shortest time in which the project can be completed, identify those activities which cannot be slipped, and show the potential slippage (float) available for those activities that are not critical. In cases where the resultant time requirement exceeds available time, the project manager and the design team must re-evaluate the entire program and take whatever action is required to meet time objectives.

Activities include not only technical interfaces such as architectural backgrounds, geotechnical reports, structural member sizes and elevations, equipment requirements (electric, air, water, fuel, drain) but also quality control activities. The schedule includes activities for reviews, technical checks, publishing and shipping of documents. Client driven changes in work or schedule will be evaluated for impact on the project schedule. The changes will be treated and processed as a schedule deviation and the resources and schedule adjusted upon consultation and concurrence of the client.

Schedule Control/Time Impact Analysis Approach

STV will maintain schedule control to reduce slippage within the elements or subsets of the schedule. STV's schedule control is based on predicting rather than reacting to problem areas. The approach is both simple and comprehensive and impacts all aspects of project implementation.

The Schedule is updated with actual progress on a daily, weekly or monthly basis as required to determine compliance with the Baseline. Updates include input of actual dates, remaining durations, percent completes and actual costs/resource usage (where applicable), and comparisons are made with variances highlighted. Recommendations are provided to the client regarding the status of the project, including the status of key milestones and the critical path.

Time impact analysis (TIA) is an industry-recognized analytical technique intended to facilitate a reasonable estimation of the time impact to the project caused by a single delay event or series of

events. At STV, TIA is incorporated in our scheduling approach where we utilize forward looking tools to analyze the magnitude and responsibility of potential delays as they happen so as to minimize disruption to the project.

In addition STV has the ability to link the schedule to 3-D model data that may be available from the designers to provide visual simulations of time related construction to assist with the project team understanding of sequencing and progress expectations.

Quality Assurance (QA)

The team's mission will be to provide high quality products and services that meet your requirements. We accomplish this on each project by integrating a high level of vision, innovation, and integrity with a quality system that is based on clear objectives and a commitment to continual improvement. The STV quality manual, for example, adheres to the latest applicable standards and procedures defined in ANSI/ASQ Q9001.

With extensive quality assurance guidelines defined within the PANYNJ's Quality Assurance Department, our job will be to identify all necessary QA/QC requirements on the project from the onset, recognize the role each member of the project team plays in the QA/QC program's implementation, and then manage and report on the quality of the work product to be produced. This is done through the development of the Quality Management Plan, a document which we will develop based on criteria indicated in the project plans and specifications and within the PANYNJ's quality assurance requirements. After review and approval by the PANYNJ, we will clearly define the plan to all project team members.

Construction Inspection

Our field/construction inspection teams (resident engineers and inspectors) will carry out their duties and responsibilities to determine if construction work, including material fabrication, is being performed in accordance with the construction documents and specifications. The assigned resident engineering and inspection team will audit contractor activities to make sure that there is no deviation from contract requirements and that work is performed safety and with expected quality. Field teams will assist each project manager in verifying quantities of work performed, materials used, fabrication dimensions, consistency with contract documents and adequacy of the contractor's resources.

Our field teams will be trained in our project-specific QA Plan and will become familiar with the contractor's plan and procedures. They will monitor the work of the contractor using these documents as a basis. We will provide the services of a survey party, if required, to monitor the layout of the placement structures, verify elevations and confirm accuracy of the contractor's survey control. Other services we may provide to assist PANYNJ include:

Facility Inspection - Based on the requirements of the PANYNJ and the complexity and importance of the specific component being fabricated, we will determine if full- or part-time inspection will be required at the facility.

Materials Monitoring - We will monitor the contractor's placement of material orders to determine if scheduled delivery will support the project milestones. We will review any early procurement items or long-lead items.

Maintenance & Protection of Traffic (MPT) - If required, we are able to call in our expertise to mitigate potential situations.

Night & Weekend Work - STV is accustomed to performing work in multiple shifts, such as night work and weekend work. We are aware of the importance of revenue collections and the need to keep buildings occupied with tenants.

Security - The STV team understands the need to maintain a secure work site. We are aware of additional security measures that have been instituted as a result of 9/11 and will carefully follow and observe all rules, regulations and measures. We will be ever mindful to "lock the gate behind us." We will follow security control protocol by coordinating with facility police; by issuing ID badges to personnel cleared to be present in the work zones and making sure that personnel carry that identification while on site and by making sure proper identification is displayed on vehicles and equipment to be used on the site.

Contractor Monitoring & Coordination

On the PANYNJ's behalf, STV's professionals will monitor, review, and evaluate the actual construction by the contractor in accordance with contract documents, PANYNJ requirements, and industry procedures. To achieve close coordination of all work activities among the numerous parties, we will participate in contractor coordination meetings. Attendees may include our field representatives, the construction manager or contractor's representatives, PANYNJ representatives, and design team members, as appropriate.

Additional activities which STV's project management and technical professionals may complete during the construction phase will include but not be limited to:

- Monitor that work is performed in accordance with the contract documents, with PANYNJ requirements and with previously agreed-to methodology
- Verify the contractor has obtained all necessary easements, permits, and variances
- Make sure of the contractor's compliance with contractual reporting requirement
- Facilitate the resolution of outstanding submittals and/or RFIs

Safety

The STV team cannot overemphasize the prime importance of safety on any construction site. Hard hats, safety vests, eye protection, ear protection, respirators, work shoes, emergency telephone numbers, tool box meetings, and OSHA, to name a few things related to safety, are common topics of discussion on a construction project. Throughout the life of the project, and during each task, we will continue to maintain safe work conditions.

The STV team will monitor the contractor's compliance with their own safety guidelines, standard industry safety practices, and client site safety regulations. To verify the contractor's understanding of the job site safety regulations and procedures, we will make sure that the contractor submits a project safety program.

In the process of monitoring the contractor's adherence to safety practices, the STV team will notify the contractor and the PANYNJ's safety department of any safety violations or noncompliance observed by filing a safety infraction report. Safety issues or violations will also be reported in the monthly reports that we will prepare for the PANYNJ.

Daily, Weekly, & Monthly Reports

The primary purpose of STV's reports is to provide a complete chronological history of all significant events during the construction period. These reports will be considered documents of record in possible future claims hearing or court cases. Therefore, the writing style will feature clear and concise presentation of facts in a neat and legible handwriting. By noon on the Wednesday of the week following any construction work on the site, we will furnish to the PANYNJ a weekly activity report. We will also prepare and deliver a detailed monthly report to the PANYNJ. Copies of the report will be submitted by the 10th of each month covering the work performed during the previous month.

Post-Construction, Closeout, & Acceptance

For completion and acceptance of each portion of the work, we will develop a detailed plan and schedule for the completion and acceptance of each stage, and of the closeout of the construction contract. The development of the completion plan will be initiated at least 60 days prior to scheduled completion of each phase.

The completion plan will establish the administrative and management activities necessary to accomplish the remaining work and will provide for a coordinated turnover to the PANYNJ. The plan will be completed and submitted to the PANYNJ, 30 calendar days prior to completion of each phase.

Contract Closeout

Our final inspection and acceptance of work will certify completion of punchlists and will close out the contract when the construction and installation contract is completed. The STV team will consider a contract to be closed out when the following items have been finished:

- Final punch list has been completed and signed
- Contract closeout checklist has been completed and signed off by the appropriate entity
- Final amendment has been approved, issued and signed
- Final progress payment request has been checked and agreed upon and paid, including retention
- Function or performance of equipment installed has been verified
- All claims have been resolved

Contract Administration

Throughout the course of any project STV will support the administration of construction contracts, including developing and processing post award contract changes (PACCs), payment applications, analysis of process claims, and updating of any and all computer database software systesms. STV will maintain records in accordance with the requirements set forth in the QA Plan. Using this method, we will constantly maintain the records so that they are easily accessible to all involved parties. At project completion, we will inventory and document all records so that they can be easily transferred and used in the PANYNJ archives.

Cost Engineering/Estimating

All of the STV team's major milestone estimates will be reviewed with the project team and the STV team will continue to monitor/evaluate/reconcile these estimates against the project's Cost Model and Schedule. Cost estimates will be performed in accordance with PANYNJ's Construction Estimating Guide.

Schematic Design Phase

Based on the Schematic Design Documentation, the STV team will prepare the cost estimate around an understanding of the scope, from the collaborative meetings, the schematic drawings, the project narratives and the outline specifications. At this early stage in the design process, the estimate will include detailed quantities for both architectural and structural items. Benchmark system quantities and costs will be used for the MEP disciplines as design content will not have been developed.

It is imperative that all parties understand and concur with the STV team's understanding of the scope of the work at all stages. Value engineering in the form of a checklist of system cost saving items will be presented with the schematic design estimate for review and discussion. The estimates will be reviewed with the client and the design team as required.

Design Development Phase

The Design Development Cost Estimate will be based on developed drawings and will outline specifications prepared by the design team. This estimate will include quantities for the design scope and provide allowances for undefined areas. Elemental and cost per square foot will be established for the estimate and reconciled to the cost model and previous estimates. And audit trail/ variance report will from part of the cost plan submission document.

The STV team will continually monitor and evaluate the progress of the documents to ensure that they are proceeding in conformance with the cost model and are on schedule. Value engineering will be concurrent with the design development estimate.

To ensure pricing is consistent with current market procurement, the STV team will bring in subcontractors for price checks with budgets after Design Development.

Construction Documentation Phase

Construction Document Cost Estimates will be developed at levels consistent with the project's requirements. The STV team will continue to monitor/evaluate during this phase, the progress will be constantly checked against the cost model and schedule and value engineering will continue. At this stage the estimate normally contains a significant element of bid-out work scopes which will be included within the estimate to reduce risk. Bid-buys included within the estimate will be reviewed and appropriate provisions for scope holds and contingencies included ensuring complete scope coverage.

STV has applied the design assist methodology to several current and previous projects where a significant benefit has been realized and these designers and subcontractors have worked alongside the

design team throughout design period, with a common goal of achieving performance specifications while meeting budget needs.

Summary

STV is uniquely qualified to undertake the variety of assignments that may result from this "call-in" contract. Our firm offers the range of expertise required to creatively address all of the key issues for this contract because we offer the depth of experience and the management capabilities need to respond to diverse needs in a timely manner. The STV team, conveniently located in Manhattan (over 200 personnel at our 225/233 Park Avenue South location) near the PANYNJ's executive offices and facilities, can provide a rapid response team to provide you with needed and critical staff support. Additionally, our multidisciplinary staff members and subconsultants will function together cohesively as a team, reporting to a single point of contact for PANYNJ, STV's Program Director.

D. DBE Participation

D. DBE PARTICIPATION

DBE Statement

STV is firmly committed to maximizing DBE participation for this IQC contact. We will assist PANYNJ in complying with the rules and guidelines for DBE participation.

Over the years, STV has established successful working relationships with a wide variety of DBE firms. Moreover, we have extensive experience providing services to numerous agencies that require DBE participation, including PANYNJ, LIRR, MSDC, EDC, FTA and NYCHA, and others. For this contract, STV will utilize the services of the following two certified DBE firms to meet or exceed the 17% DBE goal for this task-order contract.

- JPCL Engineering
- KS Engineers, P.C.

We consider the work to be performed by these firms to be integral to the successful accomplishment of this project. STV will actively monitor and report the participation of these firms on a monthly basis to make sure these firms are performing work towards meeting or exceeding PANYNJ's goal for this IQC.

Attachments & Certifications

Please find Attachments D-1, D-2, and D-3 following this page.

Copies of M/W/DBE certification letters are included following the attachments.

ATTACHMENT D-1

DBE GOALS STATEMENT

The undersigned Bidder has satisfied the requirements of the Contract in the following manner (Complete the appropriate spaces):

The Bidder is committed to meeting the DBE utilization goal set forth in this Contract.

or

The Bidder is unable to meet the DBE utilization goal set forth in this Contract, but is committed to a minimum of 17% DBE utilization on this Contract and submits the attached narrative and documentation demonstrating good faith efforts consistent with Appendix A of 49 CFR 26 to meet the DBE utilization goal set forth in this Contract.

Attach as many pages as necessary to provide a full and complete narrative and supporting documentation of good faith efforts made. This narrative shall be submitted on company letterhead and signed.

It is the present intent of the Bidder to utilize the specific DBE firms identified in Appendix A2 in the performance of the Work of this Contract. If for any reason, one or more of the DBE firms identified in Appendix A2 are unable or unwilling to participate, the Bidder will make good faith efforts to replace the DBE firm with another DBE firm in accordance with Part II clause entitled "DBE Program".

Bidder Name: STV Construction, Inc.

Federal Tax ID No.: _____

By: _____ Robert F. Barbera
Senior Vice President
Signature and Title

APPENDIX D2

THE PORT AUTHORITY OF NY & NJ – OFFICE OF BUSINESS DIVERSITY AND CIVIL RIGHTS

DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT

Instructions: Submit one DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT form for each DBE firm used on this Contract.

CONTRACT NUMBER AND TITLE: RFP No. 38268 — Indefinite Quantity Contracts (IQCs) For Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis Through 2018

PROPOSER:

Name of Firm: STV Construction, Inc.

Address: 225 Park Avenue South, New York, NY 10003-1604 Telephone: (212) 505-4932

Email Address: Robert.Barbera@stvinc.com

DBE:

Name of Firm: JPC Logistics dba JPCL Engineering

Address: 216 Route 206, Suite #18 Hillsborough, NJ 08844 Telephone: (908) 905-0204

Description of work to be performed by DBE:

Calculation (supply only): TBD

The Proposer is committed to utilizing the above-named DBE for the work described above. The estimated dollar value of this work is $ TBD or TBD % of the total contract amount of $ TBD. The anticipated start date is TBD and the anticipated completion date is TBD.

AFFIRMATION

The above-named DBE affirms that it will perform the portion of the Contract for the estimated dollar value as stated above.

By: [signature] PRINCIPAL Date: 7/1/2014

Signature of DBE and Title

If the Proposer does not receive award of the Contract, any and all representations in this DBE Participation Plan and Affirmation Statement shall be null and void.

By: [signature] Robert F. Barbera, Senior Vice President Date: July 9, 2014

Signature of Proposer and Title

FOR OBDCR USE ONLY

Contract Goals: ☐ Approved ☐ Rejected ☐ Preliminary Plan Approved

Reviewed By: _____

OBDCR Business Development Representative

Signature: _____ Date: _____

APPENDIX D2

THE PORT AUTHORITY OF NY & NJ – OFFICE OF BUSINESS DIVERSITY AND CIVIL RIGHTS

DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT

Instructions: Submit one DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT form for each DBE firm used on this Contract.

CONTRACT NUMBER AND TITLE: RFP No. 38268 — Indefinite Quantity Contracts (IQCs) For Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis Through 2018

PROPOSER:

Name of Firm: STV Construction, Inc.

Address: 225 Park Avenue South, New York, NY 10003-1604 Telephone: (212) 505-4932

Email Address: Robert.Barbera@stvinc.com

DBE:

Name of Firm: KS Engineers, P.C.

Address: 494 Broad Street, 4th Floor, Newark, NJ 07102 Telephone: 973.623.2999

Description of work to be performed by DBE: Construction Management and Inspection Support Services

Calculation (supply only): TBD

The Proposer is committed to utilizing the above-named DBE for the work described above. The estimated dollar value of this work is $ TBD or TBD % of the total contract amount of $ TBD. The anticipated start date is TBD and the anticipated completion date is TBD.

AFFIRMATION

The above-named DBE affirms that it will perform the portion of the Contract for the estimated dollar value as stated above.

By: _____ Kamal Shahid, PE, President Date: July 2, 2014

Signature of DBE and Title

If the Proposer does not receive award of the Contract, any and all representations in this DBE Participation Plan and Affirmation Statement shall be null and void.

By: _____ Robert F. Barbera, Senior Vice President Date: July 9, 2014

Signature of Proposer and Title

FOR OBDCR USE ONLY

Contract Goals: ☐ Approved ☐ Rejected ☐ Preliminary Plan Approved

Reviewed By: _____

OBDCR Business Development Representative

Signature: _____ Date: _____

ATTACHMENT D-3

INFORMATION ON SOLICITED FIRMS

The bidder must complete this form for itself and for all firms which gave the bidder a quotation for any work planned to be subcontracted regardless of whether they are ultimately chosen to participate in the Contract. Provide the information required below for every firm that provided a bid or a quote for a subcontract – even if the bid or quote from the firm is not used in the preparation of the final Proposal.

Name of Firm	Address of Firm	Phone Number	Contact Person	Firm Age	Annual Gross Revenue Range NOTE: See Footnote Below	DBE Certified (Yes/No)
CH2M HILL New York, Inc.	22 Cortlandt Street, 31st Floor, New York, NY 10007	(212) 608-3990	Thomas Klin	68 years	Over $5 million	No
JPC Logistics dba JPCL Engineering	216 Route 206, Suite 18 Hillsborough, NJ 08844	(908) 905-0204	Asma Hashmi	8 years	$500,000 - $1,000,000	Yes
KS Engineers, P.C.	494 Broad Street, 4th Floor Newark, NJ 07102	(973) 623-2999	Kamal Shahid	23 years	Over $5 million	Yes
Luster National, Inc.	1701 Westwind Drive, Suite 117 Bakersfield, CA 93301	(661) 869-0157	Isabelle Church	24 years	Over $5 million	No

Footnote: Annual Gross Revenue Ranges: Less than $500,000; $500,000 - $1 Million; $1 - $2 Million; $2 - $5 Million; Over $5 Million - Select the category that best identifies the annual gross revenue of the solicited firm.

THE PORT AUTHORITY OF NY & NJ

May 5, 2011

MAY 18 2011

Ms. Asma Hashmi
President
JPC Logistics, LLC D.B.A JPCL Engineering
853 Nottingham Way
Hamilton Township, NJ 08638

RE: MINORITY/WOMAN-OWNED/SMALL BUSINESS ENTERPRISE
TYPE: ARCHITECTURAL & ENGINEERING

Dear Ms. Hashmi:

We are pleased to inform you that the Port Authority of NY & NJ's Office of Business Diversity and Civil Rights has approved your company to participate in its Minority/Woman-owned Business Enterprise (M/WBE) program. **JPC Logistics, LLC D.B.A JPCL Engineering** has been included in our directory of certified M/WBEs.

Please be advised that we periodically review all certifications and reserve the right to decertify any firm that no longer meets our guidelines. You must notify us in writing within 30 days of any significant changes to your business. These include, but are not limited to, a change of officers, directors, location and corporate name. Failure to advise us of these changes can result in our removing your firm from our directory.

To continue participation in our program, five years from the date of this letter, you must submit a recertification package. You can download an application from our website at http://www.panynj.gov/business-opportunities/sd-become-certified.html.

If you have any questions regarding your certification, you may contact us at either (212) 435-7807 or OBJOCert@panynj.gov.

Sincerely,

Roger J. Hsu
Manager, Certification
Office of Business Diversity and Civil Rights

RJH/mm

Enclosure

THE PORT AUTHORITY OF NY & NJ

David Samson
Chairman

Christopher O. Ward
Executive Director

Office of Business Diversity and Civil Rights

PA ID Number - 28928

JPC LOGISTICS, LLC
D.B.A JPCL ENGINEERING

Is certified as a **Minority/Woman-Owned/Small Business Enterprise** and has met the criteria for ownership and control as established by the Port Authority.

This certification will remain in effect for five years from the date of this notice and may be extended only upon your submission and the Port Authority's acceptance of a recertification package attesting that the ownership and control of the business, on which this certification is granted, has not changed. Please reference the above number on all correspondence.

Lash Green
Director
Certified: May 5, 2011

Roger J. Hsu
Manager, Certification
Scheduled Re-evaluation: May 5, 2016

New Jersey Unified Certification Program

NJ UCP

NJTRANSIT The Way To Go.

New Jersey Department of Transportation

THE PORT AUTHORITY OF NY & NJ

CERTIFIED

DISADVANTAGED BUSINESS ENTERPRISE

KS ENGINEERS PC

This certificate acknowledges that the above named firm is certified as a Disadvantaged Business Enterprise as defined in Title 49, Part 26 of the US Code of Federal Regulations. This certificate will remain in effect for three years from the certification date and must be updated annually. **NJ TRANSIT** must be notified within 30 days of any changes in the business that may affect ownership and control.

Your firm will be listed in the NJ UCP directory under the following NAICS Code(s).

NAICS CODE	*237310 Highway, Street, and Bridge Construction	*236115 New Single-Family Housing Construction	*236210 Industrial Building Construction	*237110 Water and Sewer Line and Related Structures Construction	*237130 Power and Communication Line and Related Structures Construction	*236116 New Multifamily Housing Construction	*237990 Other Heavy and Civil Engineering Construction	*236220 Commercial and Institutional Building Construction

(*Management Services Only)

NJ TRANSIT certified your firm as a DBE on behalf of all NJ UCP partners.

Signed: _____

Emmett Lewis, Director
Office of Business Development

CERTIFICATION DATE: August 20, 2012

Signed: Lauren Williams

Lauren Williams
Senior Business Development Specialist

EXPIRATION DATE: August 20, 2015

PRICING

E. Pricing & Compensation

E. PRICING & COMPENSATION

As this IQC Solicitation is a qualifications-based selection in accordance with the Brooks Act Laws and regulations, cost proposals are not required at this time. Should STV be selected for award of an IQC Agreement, we will submit cost proposals upon the request of a task-order.

F. Firm Affiliates

F. FIRM AFFILIATES

STV Construction, Inc.

STV Construction, Inc. is a wholly owned subsidiary of STV Incorporated. STV Incorporated is a wholly owned subsidiary of STV Group, Incorporated. STV Group, Incorporated is wholly owned by the STV Employee Stock Ownership Plan (STV ESOP). STV ESOP c/o STV Group, 205 West Welsh Drive, Douglassville, Pennsylvania 19518. There are no individuals within the STV ESOP that hold 5% or more of the outstanding STV ESOP shares.

Subsidiaries

The following subsidiaries are 100% owned and controlled by STV Incorporated or its subsidiaries:

- STV Canada Construction, Inc.
- STV Canada Consulting, Inc.
- STV Construction Services, Inc.
- STV Construction, Inc.
- STV Energy Services, Inc.
- STV International, Inc.
- STV Massachusetts, Inc.
- STV Michael Lynn Associates, Inc.
- STV Middle East, Inc. (Wholly owned by STV/WAI)
- STV WAI, Inc. (Wholly owned by STV Incorporated)
- GWD Design, Inc. (Wholly owned by STV Energy Services, Inc.)
- GWD Field Services, LLC

Related Entities

The following entities are controlled by STV Group, Incorporated, and/or STV Incorporated:

- STV Architects I, P.C.
- STV Architects, Inc. (Controlled by STV Incorporated. STV Incorporated owns 33.3 %.)
- STV Architects, P.C.
- STV Canada Architects, Inc.
- STV Design Puerto Rico, LLC
- STV Energy Engineering, P.C.
- STV Energy Services II, P.C.
- STV Puerto Rico, LLC
- STV Silver & Ziskind Architects, P.C.

G. Proposer's Integrity Provisions

G. PROPOSER'S INTEGRITY PROVISIONS

Please see the "CERTIFICATION STATEMENT" that STV Construction, Inc. has submitted separately in a sealed envelope along with our proposal that addresses our Integrity Provisions.

H. Background
Qualifications Questionnaire

H. BACKGROUND QUALIFICATIONS QUESTIONNAIRE

The Background Qualifications Questionnaire (BQQ) was submitted separately to the Authority's Office of Inspector General by STV Construction, Inc. and all our subconsultants according to the instructions provided in the RFP on the following dates:

- STV Construction, Inc. 7/11/14
- CH2M HILL, Inc. 7/8/14
- JPCL Engineering (DBE) 7/7/14
- KS Engineers, PC (DBE) 7/9/14
- Luster National, Inc. 7/8/14

I. General Conflict of Interest

I. GENERAL CONFLICT OF INTEREST

STV Conflict of Interest Statement & Mitigation Plan

Pursuant to Section I "GENERAL CONFLICT OF INTEREST" of the RFP, STV Construction, Inc. provides the following statement indicating the nature of a possible conflict of interest, or the possible appearance of a conflict of interest, in providing the professional construction management and inspection services for the storm-related resiliency projects.

Design Work for the Port Authority Resiliency Program

STV Incorporated ("Incorporated") serves as a consultant to the Port Authority under a contract dated January 13, 2014 pursuant to which Incorporated provides professional services for the design of Federally funded super storm Sandy related repair and resiliency projects on an as-needed basis during 2013-2017 (Group 2 (Path)) (P.A. Agreement No. 415-13-213) (the "Design Contract"). For the services under a contract (the "CM Contract") pursuant to this RFP, STV Construction, Inc. ("Construction") would serve as the Port Authority's construction management and inspection services professional consultant, also for work related to the resiliency projects. Construction and Incorporated are separate entities with separate employees, separate billing procedures, separate payroll and separate managers. Nevertheless, to avoid either the appearance of any conflict of interest or any actual conflict of interest, STV has developed this Conflict of Interest Mitigation Plan ("Mitigation Plan"). The principal purpose of the Mitigation Plan is to prevent the existence of conflicting roles that might bias STV's judgment and to prevent any unfair competitive advantage (e.g., possession of proprietary information without proper authorization; possession of source selection information that is relevant to the project, but not available to all competitors).

Mitigation Plan

1. Construction will evaluate each project under the CM Contract and, if Incorporated participated in that project's design, Construction will, of course, refrain from submitting on that particular project (recall that the Design Contract is limited to Group 2 [PATH] projects only). One of Construction's proposed subconsultants, CH2M Hill, is the managing partner of a Joint Venture (JV) with CDM Smith called CH2M HILL-CDM PA-TAC Recovery Services (CCPRS). Over two years ago, the JV was awarded a 5-year contract to provide nationwide disaster recovery grant management services in support of the Federal Emergency Management Agency's (FEMA's) Public Assistance Program. The JV provides grant management support to FEMA, and assists in writing the grant documents for damaged critical infrastructure. Included are: damage description, scope of work required to repair/replace facility, and cost estimate; as well as other reviews, specifically for insurance, historical and environmental, and Quality Assurance/Quality Control. In the State of New Jersey, the JV deployed 80 staff, a few of whom were assigned to the Port Authority. Additionally, CH2M HILL is a subcontractor to CDM Smith on FEMA's Hazard Mitigation Technical Assistance Program (HMTAP) contract. In this contract, CH2M HILL performs assessments for hazard mitigation projects under FEMA's 404 Hazard Mitigation Program. For both contracts, CH2M HILL has an OCI identification and clearance process. If either CH2M HILL or CCPRS have performed work that overlaps with the scope of work for an identified opportunity under the CM Contract, Construction and CH2M HILL will evaluate the opportunity on whether conflicts can be mitigated. If conflicts cannot be mitigated, Construction will not include CH2M HILL on the opportunity. Please note that for work performed on FEMA-funded Public Assistance Program projects for States or Applicants, CH2M HILL and CCPRS have a contractual restriction on future contracting. At the date of submittal for this RFP, CH2M HILL believes itself to be clear to pursue this Indefinite Quantity Contract, as the potential projects stretch beyond FEMA-funded initiatives. Further as the CM Contract will require competitively bid Task Orders from multiple vendors for each task, Construction and CH2M HILL will complete a thorough review for each task request for FEMA-funded projects to make sure that CH2M HILL did not have any role in constructing the task estimates. Again, if CH2M

HILL did have such a role then Construction will not include CH2M HILL on the opportunity. Finally, with respect to any other potential subconsultant to Construction under the CM Contract, Construction and the subconsultant(s) will complete a thorough review for each task and, if the subconsultant had any role in its preparation (for example, on a design team), then Construction will not include that subconsultant on the opportunity.

2. A firewall will be established between the Design Contract and the CM Contract. Construction's employees under the CM Contract will be assigned fulltime to work at the various locations; Incorporated's employees under the Design Contract, however, are located full-time at Incorporated's headquarters. Therefore, these staff members will be separate and distinct from each other. Management and supervisory personnel, accounting systems, e-mail and other computer systems that hold any and all project data, equipment, materials, laydown areas and physical office facilities will therefore be separate. Additionally, STV will inform staff members of each entity of the importance of not exchanging client and project documents with each other, unless they are directed to do so by the Port Authority. The organizational chart for this project identifies the positions of Construction personnel for the CM Contract; none of these personnel have been, or will be, involved in any way with Incorporated and its Design Contract.

3. Personnel from each STV entity do not have access to confidential and/or privileged information, documents, plans, drawings, estimates or other financial data related to each other. Each employee assigned to either project will be required to sign a statement regarding their compliance with the confidentiality requirements of the project and any non-disclosure agreements between STV and the client (proposed Construction employees have already executed the required form of confidentiality agreement provided with Construction's proposal for this RFP). Additionally, all subconsultants and their employees will be required to execute the applicable confidentiality documents. If and when an employee is no longer engaged with any project where a non-disclosure agreement was executed, such employee will be required to execute a certification acknowledging their understanding and obligation to continue to be bound by the non-disclosure agreement the employee executed. The non-disclosure required shall be maintained so that employees of one STV entity shall not share information with employees of STV another entity unless such sharing of information is requested by the Port Authority. The employee will also be required to return or dispose of copies of confidential information in their possession as required under the executed non-disclosure agreement.

4. STV maintains separate and distinct billing codes for each project. STV's Code of Conduct and billing procedures mandate that STV employees only charge projects for which they have provided services. STV's Code of Conduct, to which all employees must provide an annual written acknowledgment of compliance, expressly prohibits employees from using client information for personal gain. The billing of all personnel assigned to this project will be produced by a separately assigned project accountant. This individual will work for Construction and will not be assigned to any aspect of the billing on the Design Contract.

5. A plan to educate and train employees of the importance of this mitigation will be written into Construction's Project Management Plan. This program will promote awareness and the importance of mitigating confidentiality breaches and preventing fraud, waste and abuse.

6. STV will monitor the above stated plans and procedures to verify compliance. Monitoring will be through follow-up quarterly meetings between STV management and STV personnel assigned to each of the above projects, to discuss whether changes are needed for procedures in place, provide Conflict of Interest Mitigation seminars when needed with the STV personnel who are assigned to such projects, and perform scheduled and unannounced audits. Audits will include, but not be limited to, verifying that STV personnel are maintaining separation. Such Audits shall be conducted semi-annually, or shorter periods of time if deemed required. Reports will be provided to STV's CEO and the findings will be discussed with the appropriate

STV staff to ensure compliance with contract documents and executed confidentiality agreements.

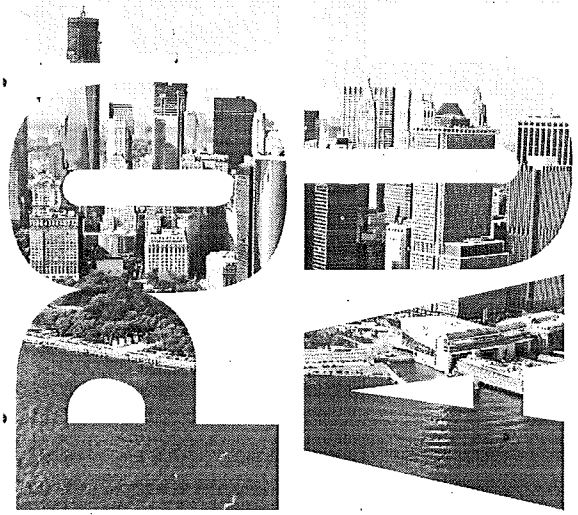
7. In the event there is a reasonable and business purpose for overlap in and/or sharing of staff members and/or resources, STV will not engage in such overlap and/or sharing without the prior approval of the Port Authority.
8. Should there be any direct or suspected violations of the above Mitigation Plan, such violations will be reported to STV's General Counsel. All violations will be reported to the Port Authority, including its Inspector General.
9. STV will cooperate with the Port Authority's Inspector General and its Integrity Monitor, in auditing the Mitigation Plan for compliance, including access to all necessary documentation and interviews of employees. Additionally, all subconsultant agreements will require the subconsultant to cooperate with the Port Authority's Inspector General and its Integrity Monitor, and will expressly require the subconsultant to all for access to all necessary documentation and interviews of employees.

J. Organizational
Conflict of Interest

J. ORGANIZATIONAL CONFLICT OF INTEREST

STV and its subconsultants agree to comply with all aspects outlined in the Organizational Conflict of Interest, Section J., page 12, of the RFP.

PROFILE



K. Financial Information

K. FINANCIAL INFORMATION

Certified Financial Statements

Certified financial statements, including applicable notes, reflecting the STV's assets, liabilities, net worth, revenues, expenses, profit or loss and cash flow for the most recent fiscal year follow this page.

Statement of Work

STV's statement of work is displayed in the table below.

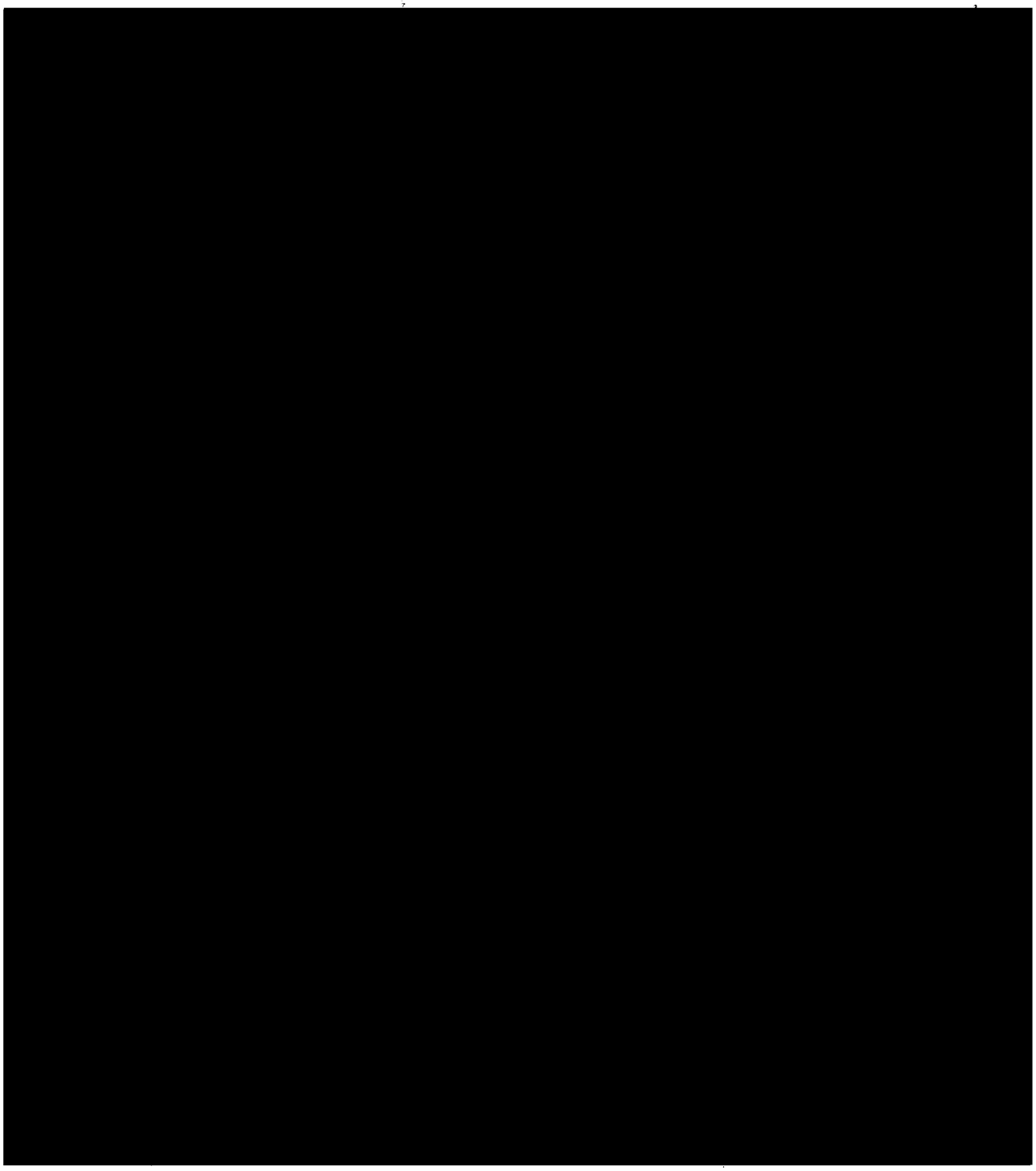
Project Name	Size	Completion %
PANYNJ LGA Redevelopment Expert PM/CM Services	$7B	3
Delta Airlines Phase 2 Expansion at JFK T4	$110M	28
SCA Emergency CM On-Call	$75M	2
CUNY Queens College Fitzgerald Gym Wood Flooring Replacement	$3M	50
CUNY College of Staten Island	$7M	0
NYCHA Kingsborough Houses	$34M	5
NYCHA CCTV	$18.4M	98
OGS Southbeach Psychiatric	$32M	95
NYU Langone PM Services	$20M	Ongoing
Amtrak Fire Standpipe	$24M	98
DASNY Bronx Family/Criminal Courthouse	$40M	65
NYCHA Whitman Ingersoll Houses	$155.4M	80
SCA Mentor Program	$266+M	90
PANYNJ WTC Tower 1 & Memorial	confidential	98
MSDC Moynihan Station Phase 1	$200M	50
DASNY NYC College of Technology Namm Ongoing On-Call CM Projects	Valued between $1 and $13.3M	Ongoing
DDC Police Academy	$656M	95
DDC/DCAS 1 Centre Street - 8th floor	$9M	5

FEIN Number

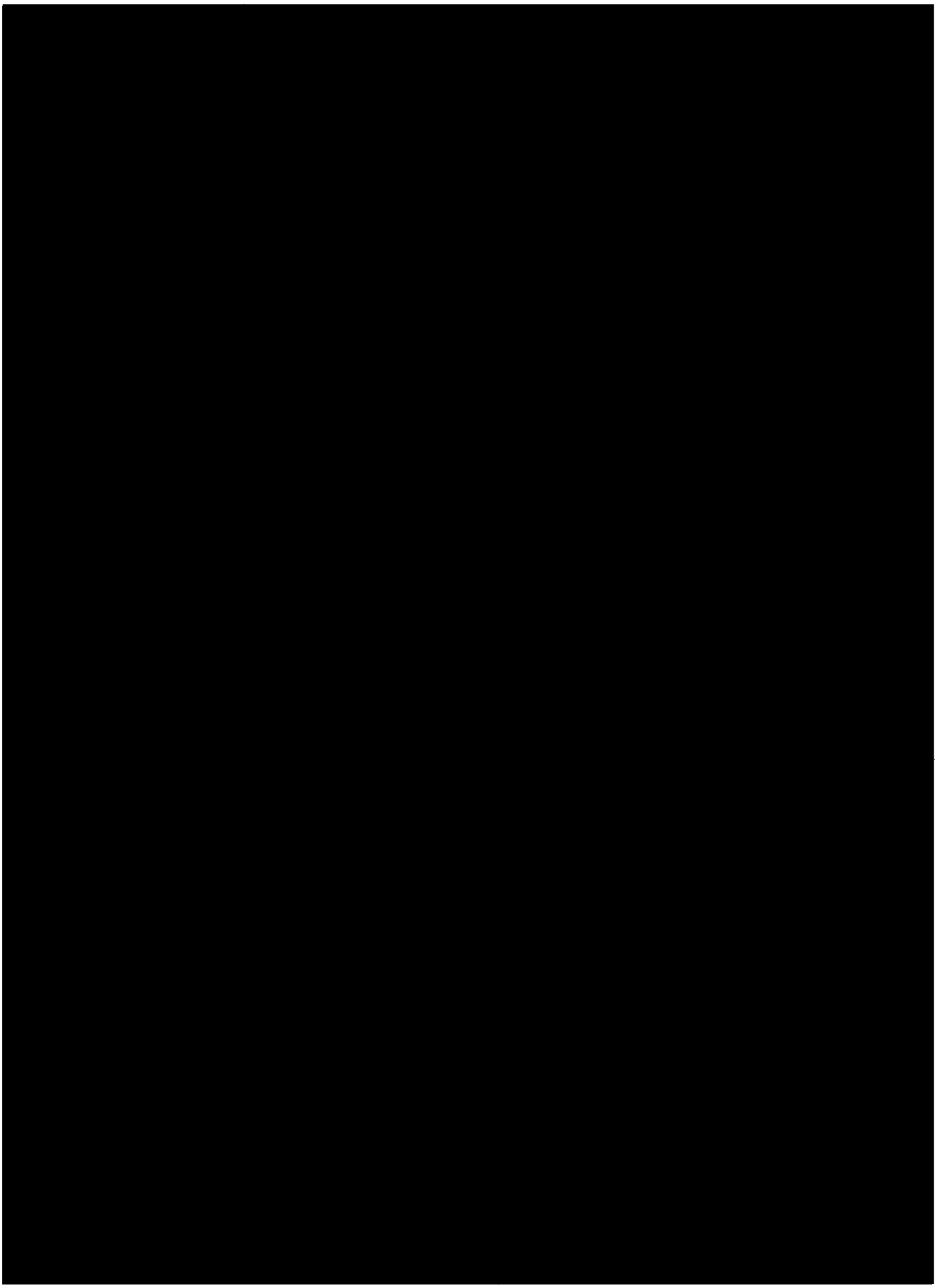
[redacted]

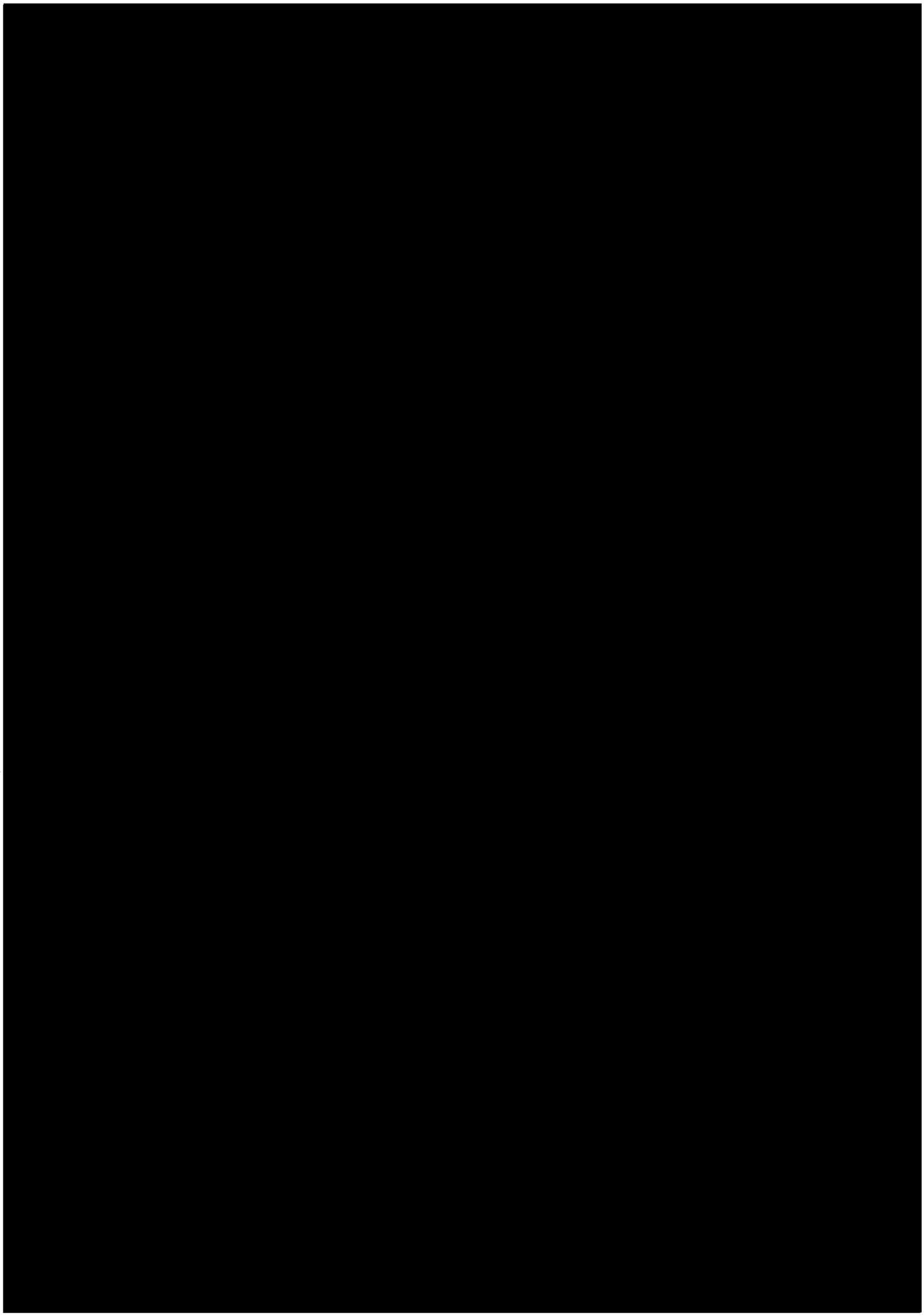
DUNS Number

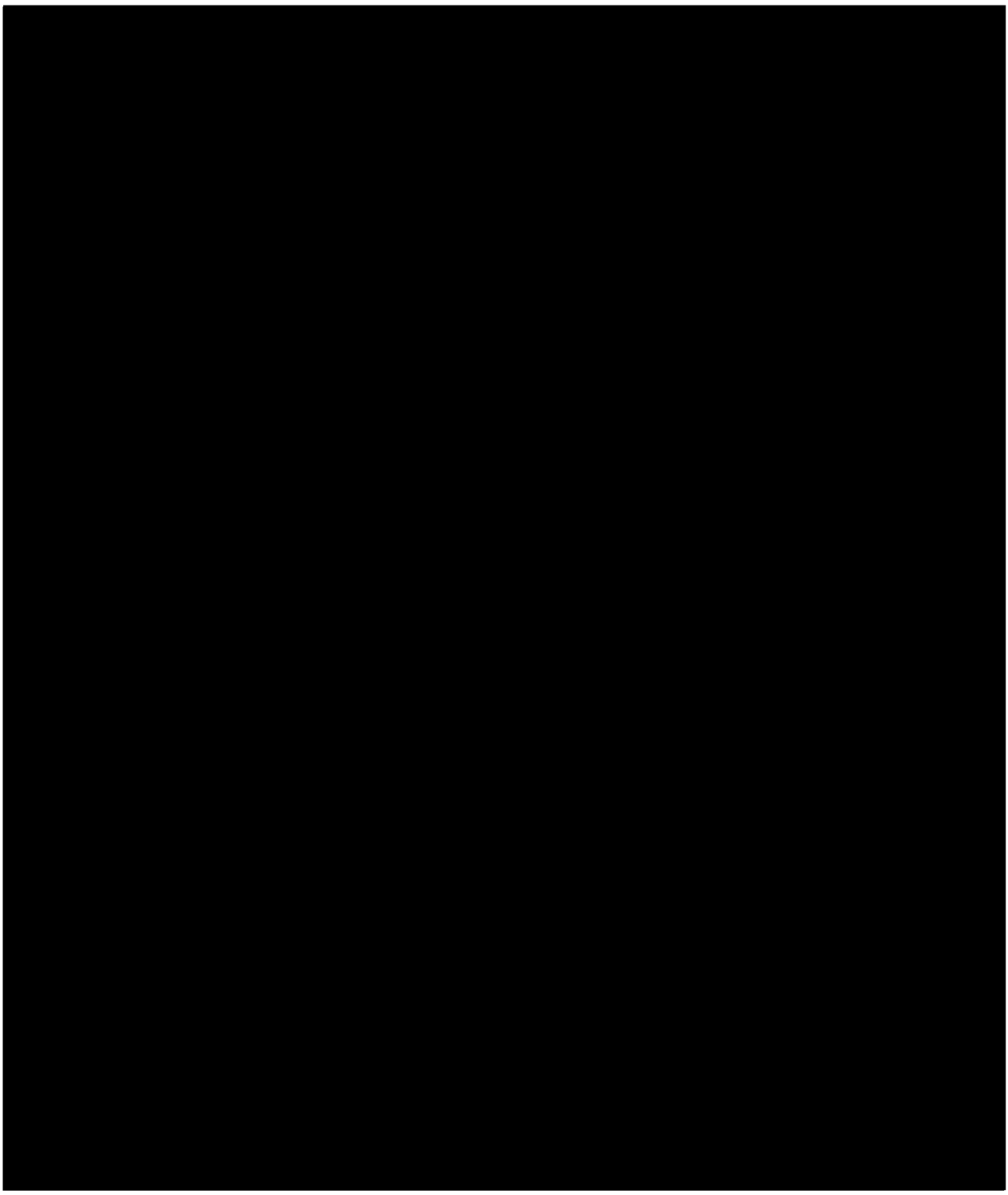
[redacted]



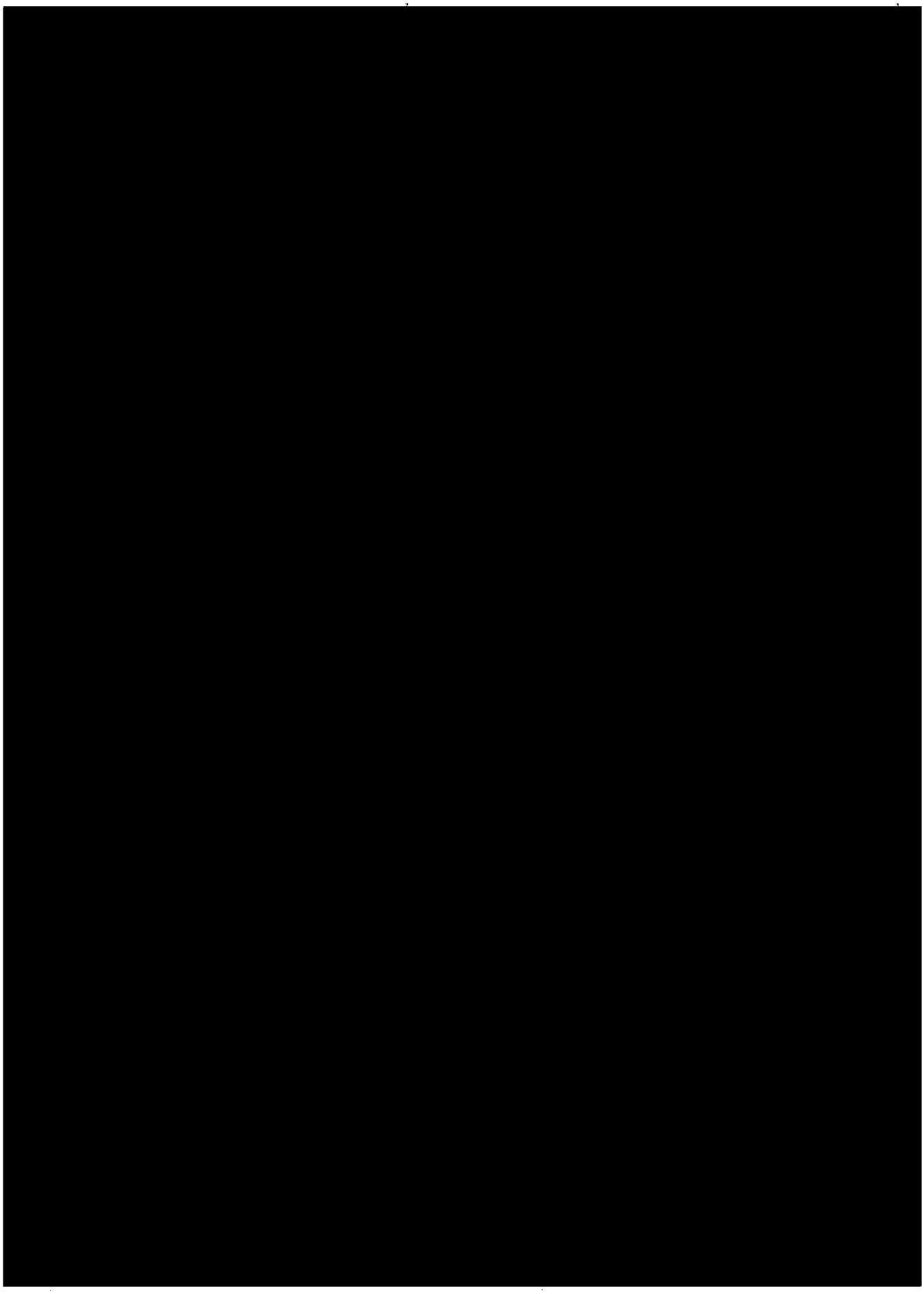
This document contains confidential business data that should not be released to any party without prior written consent.

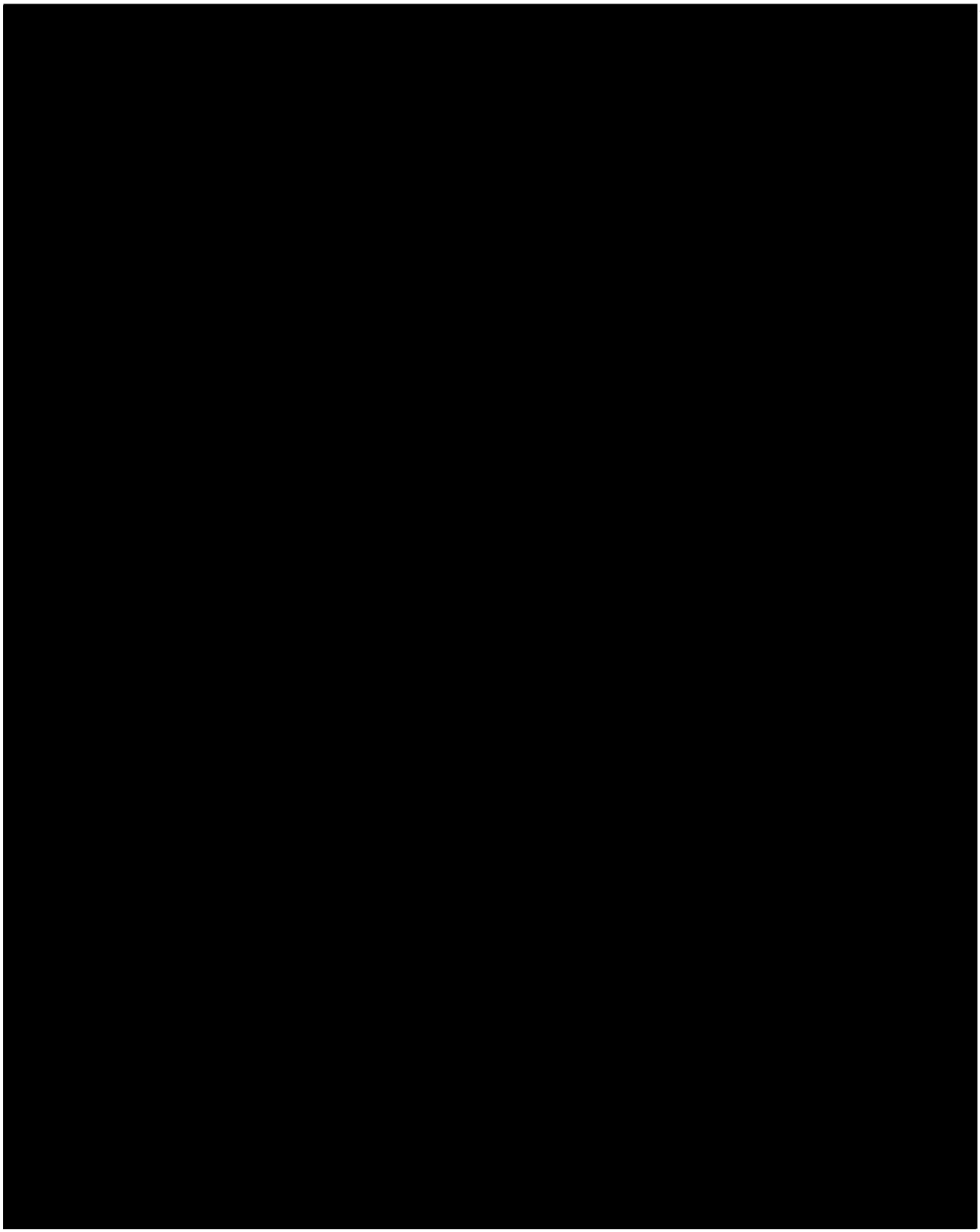




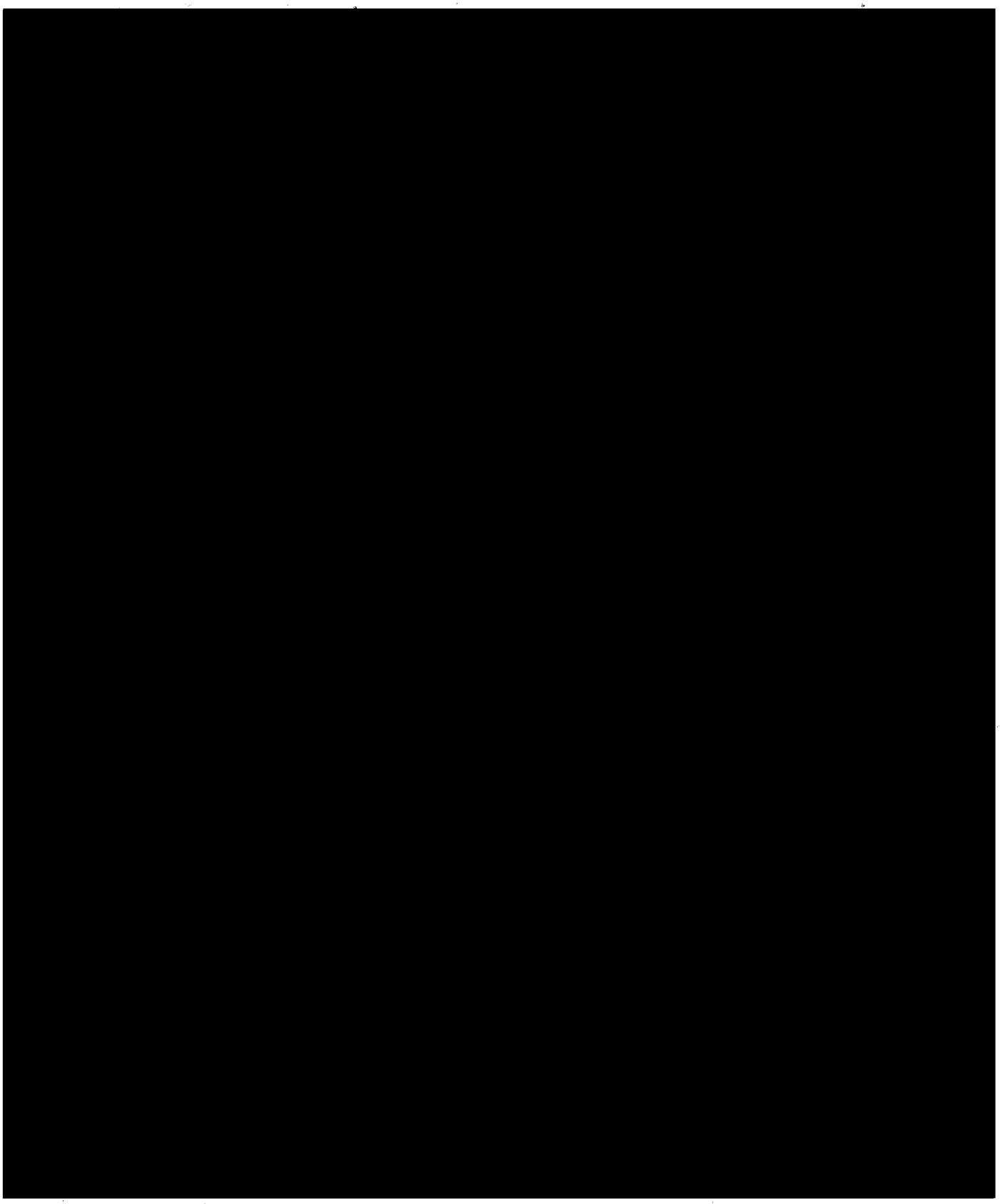


This document contains confidential business data that should not be released to any party without prior written consent.

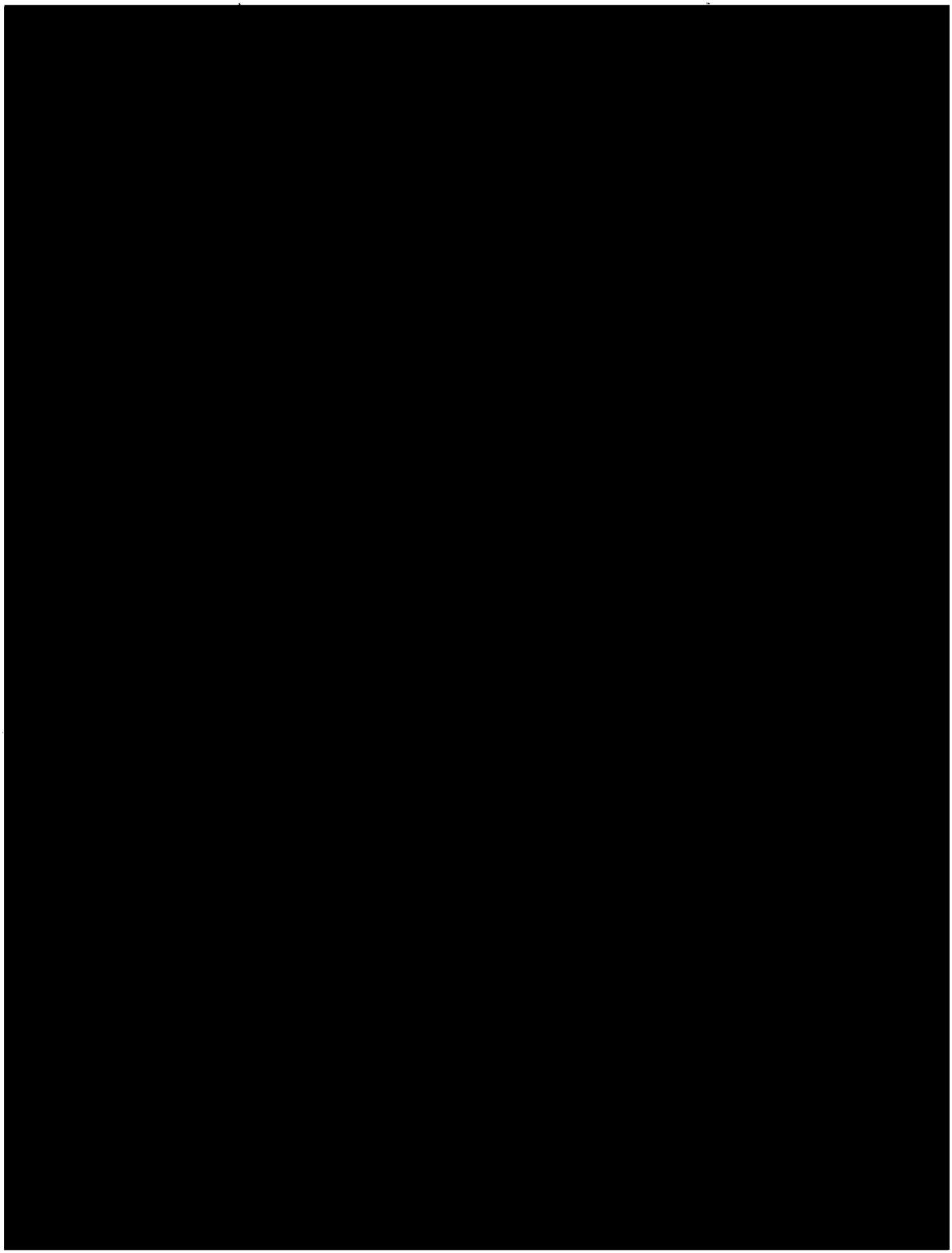




This document contains confidential business data that should not be released to any party without prior written consent.



This document contains confidential business data that should not be released to any party without prior written consent.



This document contains confidential business data that should not be released to any party without prior written consent.

Shareholder Information

STV Construction Inc. Managing Officers

Dominick M. Servedio, P.E., Executive Chairman
Milo E. Riverso, P.E., Ph.D., CCM, President & Chief Executive Officer
Peter W. Knipe, Director & Chief Financial Officer

Board of Directors

Dominick M. Servedio, P.E., Executive Chairman
Milo E. Riverso, P.E., Ph.D., President & Chief Executive Officer
Michael Haratunian, Chairman Emeritus
Lillian C. Borrone, Director
Peter W. Knipe, Director & Chief Financial Officer
G. Michael Stakias, Director

Transfer Agent and Registrar

Continental Stock Transfer & Trust Co.
2 Broadway
New York, NY 10004-2207

Counsel

Blank Rome LLP
One Logan Square
Philadelphia, PA 19103

Auditors

Grassi & Co., CPAs, P.C.
50 Jericho Quadrangle
Jericho, NY 11753

This document contains confidential business data that should not be released to any party without prior written consent.

L. Non-Disclosure Agreements

NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT BETWEEN

STV CONSTRUCTION, INC.

AND

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

THIS NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT (this "**Agreement**") is made as of this 8th day of July, 2014, by and between **THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY** (the "**Port Authority**") a body corporate and politic created by Compact between the States of New York and New Jersey, with the consent of the Congress of the United States, and having an office and place of business at 225 Park Avenue South, New York, New York, 10003, and STV Construction, Inc. having an office and place of business at 225 Park Avenue South, New York, NY 10003 ("**Recipient**").

WHEREAS, the Port Authority desires, subject to the terms and conditions set forth below, to disclose to Recipient Protected Information (as defined below) in connection with RFP No. 38268 (collectively, the "Project(s)", or "Proposed Project(s)"); and

WHEREAS, the Recipient acknowledges that the Port Authority, in furtherance of its performance of essential and critical governmental functions relating to the Project, has existing and significant interests and obligations in establishing, maintaining and protecting the security and safety of the Project site and surrounding areas and related public welfare matters; and

WHEREAS, in furtherance of critical governmental interests regarding public welfare, safety and security at the Project site, the Port Authority has collected information and undertaken the development of certain plans and recommendations regarding the security, safety and protection of the Project site, including the physical construction and current and future operations; and

WHEREAS, the Port Authority and Recipient (collectively, the "**Parties**") acknowledge that in order for Recipient to undertake its duties and/or obligations with regard to its involvement in the Project, the Port Authority may provide Recipient or certain of its Related Parties (as defined below) certain information in the possession of the Port Authority, which may contain or include protected, confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, relating to the Project or its occupants or other matters, the unauthorized disclosure of which could result in significant public safety, financial and other damage to the Port Authority, the Project, its occupants, and the surrounding communities; and

WHEREAS, Recipient recognizes and acknowledges that providing unauthorized access to, or disclosing such information to third parties in violation of the terms of this Agreement could compromise or undermine the existing or future guidelines, techniques and procedures implemented for the protection against terrorist acts or for law enforcement, investigation and

prosecutorial purposes, and accordingly could result in significant irreparable harm and injury; and

WHEREAS, in order to protect and preserve the privilege attaching to and the confidentiality of the aforementioned information as well as to limit access to such information to a strict need to know basis, the Port Authority requires, as a condition of its sharing or providing access to such protected, confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, that the Recipient enter into this Agreement and that its Related Parties thereafter acknowledge and agree that they will be required to treat as strictly confidential and/or privileged any of such information so provided, as well as the work product and conclusions of any assessments and evaluations or any recommendations relating thereto, and to also fully comply with applicable federal rules and regulations with respect thereto; and

WHEREAS, as a condition to the provision of such information to Recipient and certain Related Parties, the Recipient has agreed to enter into this Agreement with respect to the handling and use of such information and to cause Related Parties to join in and be bound by the terms and conditions of this Agreement.

NOW, THEREFORE, in consideration of the provision by Port Authority of Information for Project Purposes (as each such term is defined below) and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged by the Recipient and each Related Party that receives such Information, the Recipient and each such Related Party agrees, as follows:

1. **Defined Terms.** In addition to the terms defined in the Recitals above, the following terms shall have the meanings set forth below:

(a) **"Authorized Disclosure"** means the disclosure of Protected Information strictly in accordance with the Confidentiality Control Procedures applicable thereto: (i) as to all Protected Information, only to a Related Party that has a need to know such Protected Information strictly for Project Purposes and that has agreed in writing to be bound by the terms of this Agreement by executing a form of Acknowledgment as set forth in Exhibit A or Exhibit B, as applicable; and (ii) as to Confidential Privileged Information, only to the extent expressly approved in writing and in advance by the Port Authority, and then only the particular Confidential Privileged Information that is required to accomplish an essential element of the Project.

(b) **"Information"** means, collectively, all information, documents, data, reports, notes, studies, projections, records, manuals, graphs, electronic files, computer generated data or information, drawings, charts, tables, diagrams, photographs, and other media or renderings containing or otherwise incorporating information that may be provided or made accessible at any time, whether in writing, orally, visually, photographically, electronically or in any other form or medium, including, without limitation, any and all copies, duplicates or extracts of the foregoing.

(c) **"Protected Information"** means and includes collectively, Confidential Information, Confidential Privileged Information, Sensitive Security Information (SSI), Critical Infrastructure Information (CII) or Health Insurance Portability and Accountability Act (HIPPA) Information and Information that is labeled, marked or otherwise identified by or on behalf of the Port Authority so as to reasonably connote that such information is confidential, privileged, sensitive or proprietary in nature. The term Protected Information shall also include all work product that contains or is derived from any of the foregoing, whether in whole or in part, regardless of whether prepared by the Recipient, the Port Authority or others, or when the Port Authority receives such information from others and agrees to treat such information as Protected. The following Information shall not constitute Protected Information for the purpose of this Agreement:

(i) Particular Information, other than Confidential Privileged Information, that is provided to the Recipient by a source other than the Port Authority, provided that such source is not subject to a confidentiality agreement, or similar obligation, or understanding with or for the benefit of the Port Authority, with respect to such Information and that the identity of such source is not itself part of such Protected Information.

(ii) Information that is or becomes generally available to the public other than as a result of a disclosure by the Recipient or a Related Party in violation of this Agreement.

(iii) Information that is known to or was in the possession of the Recipient or a Related Party on a non-confidential basis prior to the disclosure of such Information by the Port Authority.

(d) **"Confidential Information"** means and includes collectively, any and all Information, documents and materials entitled to protection as a public interest privilege under New York State law and as may be deemed to be afforded or entitled to the protection of any other privilege recognized under New York and/or New Jersey state laws or Federal laws. It also includes information that contains sensitive financial, commercial or other proprietary business information concerning or relating to the Port Authority, its projects, operations or facilities that would be exempt from release under the Port Authority Freedom of Information Code.

(e) **"Confidential Privileged Information"** means and includes collectively, (i) Information that reveals security risks, threats, vulnerabilities, documentation that identifies specific physical security vulnerabilities or revealing specific security vulnerabilities details related to emergency response protocols, egress plans, flow paths, egress capacities, (diagrams, codes, standards) etc., which is not publicly available." and any and all Information, documents and materials entitled to protection as a public interest privilege under New York State law and as may be deemed to be afforded or entitled to the protection of any other privilege recognized under New York and/or New Jersey state laws or Federal laws, and (ii) certain Critical Infrastructure Information.

(f) **"Confidentiality Control Procedures"** means procedures, safeguards and requirements for the identification, processing, protection, handling, care, tracking and storage of

Protected Information that are required under applicable federal or state law, the Port Authority Handbook, or by the terms of this Agreement.

(g) **"Critical Infrastructure Information"** (CII) has the meaning set forth in the Homeland Security Act of 2002, under the subtitle Critical Infrastructure Information Act of 2002 (6 U.S.C. §131-134), and any rules or regulations enacted pursuant thereto, including, without limitation, the Office of the Secretary, Department of Homeland Security Rules and Regulations, 6 C.F.R. Part 29 and any amendments thereto. CII may also be referred to as "Protected Critical Infrastructure Information" or "PCII", as provided for in the referenced rules and regulations and any amendments thereto.

(h) **"Sensitive Security Information"** (SSI) has the definition and requirements set forth in the Transportation Security Administrative Rules & Regulations, 49 CFR 1520, (49 U.S.C. §114) and in the Office of the Secretary of Transportation Rules & Regulations, 49 CFR 15, (49 U.S.C. §40119).

(i) **"Health Insurance Portability and Accountability Act"** (HIPAA) Information Employees, associates or other contract personnel who have access to Protected Health Information (PHI) must refer to, and comply with, the Privacy Policies and Procedures to Protect Personal Health Information. Privacy regulations issued under the Health Insurance Portability and Accountability Act of 1996 ("HIPAA" or "Privacy Laws") place restrictions on the Group Health Plans of the Port Authority and PATH (the "Plans") ability to use and disclose Protected Health Information ("PHI").

(j) **"Port Authority Handbook"** means The Port Authority of New York and New Jersey. Information Security Handbook, as may be amended by the Port Authority, from time to time.

(k) **"Project Purposes"** means the use of Protected Information strictly and only for purposes related to Recipient's and its Related Parties' participation and involvement in the Project, and only for such period of time during which Recipient and its Related Parties are involved in Project related activities.

(l) **"Related Party"** and **"Related Parties"** means the directors, employees, officers, partners or members of the Recipient, as applicable, and the Recipient's outside consultants, attorneys, advisors, accountants, architects, engineers or subcontractors or sub-consultants (and their respective directors, employees, officers, partners or members) to whom any Protected Information is disclosed or made available.

2. **Use of Protected Information.** All Protected Information shall be used by the Recipient in accordance with the following requirements:

(a) All Protected Information shall be held in confidence and shall be processed, treated, disclosed and used by the Recipient and its Related Parties only for Project Purposes and in accordance with the Confidentiality Control Procedures established pursuant to Paragraph 2(c), below, including, without limitation, the Port Authority Handbook, receipt of which is acknowledged by Recipient and shall be acknowledged in writing by each Related Party by signing the Acknowledgment attached hereto as Exhibit A or Exhibit B, as applicable, and

applicable legal requirements. Protected Information may be disclosed, only if and to the extent that such disclosure is an Authorized Disclosure.

(b) Recipient and each Related Party acknowledges and agrees that (i) any violation by the Recipient or any of its Related Parties of the terms, conditions or restrictions of this Agreement relating to Protected Information may result in penalties and other enforcement or corrective action as set forth in such statutes and regulations, including, without limitation, the issuance of orders requiring retrieval of Sensitive Security Information and Critical Infrastructure Information to remedy unauthorized disclosure and to cease future unauthorized disclosure and (ii) pursuant to the aforementioned Federal Regulations, including, without limitation, 49 C.F.R. §§ 15.17 and 1520.17, any such violation thereof or mishandling of information therein defined may constitute grounds for a civil penalty and other enforcement or corrective action by the United States Department of Transportation and the United States Department of Homeland Security, and appropriate personnel actions for Federal employees.

(c) Recipient and each Related Party covenants to the Port Authority that it has established, promulgated and implemented Confidentiality Control Procedures for identification, handling, receipt, care, and storage of Protected Information to control and safeguard against any violation of the requirements of this Agreement and against any unauthorized access, disclosure, modification, loss or misuse of Protected Information. Recipient and each Related Party shall undertake reasonable steps consistent with such Confidentiality Control Procedures to assure that disclosure of Protected Information is compartmentalized, such that all Protected Information shall be disclosed only to those persons and entities authorized to receive such Information as an Authorized Disclosure under this Agreement and applicable Confidentiality Control Procedures. The Confidentiality Control Procedures shall, at a minimum, adhere to, and shall not be inconsistent with, the procedures and practices established in the Port Authority Handbook.

(d) The Port Authority reserves the right to audit Recipient's Confidentiality Control Procedures, and those of each Related Party, as applicable, to ensure that it is in compliance with the terms of this Agreement.

(e) The Port Authority may request in writing that the Recipient or any Related Parties apply different or more stringent controls on the handling, care, storage and disclosure of particular items of Protected Information as a precondition for its disclosure. The Port Authority may decline any request by the Recipient or any of its Related Parties to provide such item of Protected Information if the Recipient or any of the Related Parties do not agree in writing to apply such controls.

(f) Nothing in this Agreement shall require the Port Authority to tender or provide access to or possession of any Protected Information to the Recipient or its Related Parties, whether or not the requirements of this Agreement are otherwise satisfied. However, if such Protected Information is provided and accepted, the Recipient and its Related Parties shall abide by the terms, conditions and requirements of this Agreement.

(g) The Recipient and each Related Party agrees to be responsible for enforcing the provisions of this Agreement with respect to its Related Parties, in accordance with the Confidentiality Control Procedures. Except as required by law pursuant to written advice of

competent legal counsel, or with the Port Authority's prior written consent, neither the Recipient, nor any of the Related Parties shall disclose to any third party, person or entity: (i) any Protected Information under circumstances where the Recipient is not fully satisfied that the person or entity to whom such disclosure is about to be made shall act in accordance with the Confidentiality Control Procedures whether or not such person or entity has agreed in writing to be bound by the terms of this Agreement or any "Acknowledgement" of its terms or (ii) the fact that Protected Information has been made available to the Recipient or such Related Parties, or the content or import of such Protected Information. The Recipient is responsible for collecting and managing the Acknowledgments signed by Related Parties pursuant to this Agreement. Recipient shall, at the Port Authority's request, provide the Port Authority a list of all Related Parties who have signed an Acknowledgment, and copies of such Acknowledgments.

(h) As to all Protected Information provided by or on behalf of the Port Authority, nothing in this Agreement shall constitute or be construed as a waiver of any public interest privilege or other protections established under applicable state or federal law.

3. **Disclosures and Discovery Requests.** If a subpoena, discovery request, Court Order, Freedom of Information Request, or any other request or demand authorized by law seeking disclosure of the Protected Information is received by the Recipient or any Related Party, Recipient shall notify the Port Authority thereof, to the extent permitted by law, with sufficient promptness so as to enable the Port Authority to investigate the circumstances, prepare any appropriate documentation and seek to quash the subpoena, to seek a protective order, or to take such other action regarding the request as it deems appropriate. In the absence of a protective order, disclosure shall be made, in consultation with the Port Authority, of only that part of the Protected Information as is legally required to be disclosed. If at any time Protected Information is disclosed in violation of this Agreement, the Recipient shall immediately give the Port Authority written notice of that fact and a detailed account of the circumstances regarding such disclosure to the Port Authority.

4. **Retention Limitations; Return of Protected Information.** Upon the earlier occurrence of either the Port Authority's written request or completion of Recipient's need for any or all Protected Information, such Protected Information, all writings and material describing, analyzing or containing any part of such Protected Information, including any and all portions of Protected Information that may be stored, depicted or contained in electronic or other media and all copies of the foregoing shall be promptly delivered to the Port Authority at Recipient's expense. In addition, as to Protected Information that may be stored in electronic or similar form, such Protected Information shall be deleted and completely removed so that such Protected Information is incapable of being recovered from all computer databases of the Recipient and all Related Parties. The Recipient may request in writing that the Port Authority consent to destruction of Protected Information, writings and materials in lieu of delivery thereof to the Port Authority. The Port Authority shall not unreasonably withhold its consent to such request. If the Port Authority consents to such destruction, the Recipient and each Related Party shall deliver to the Port Authority a written certification by Recipient and such Related Party that such Protected Information, writings and materials have been so destroyed within such period as may be imposed by the Port Authority. Notwithstanding the foregoing, to the extent required for legal or compliance purposes, the Recipient may retain copies of Protected Information (in any format), provided that (a) the Port Authority is notified in writing of such retention, and (b) Recipient

continues to abide by the requirements of this Agreement with respect to the protection of such Protected Information.

5. **Duration and Survival of Confidentiality Obligations.** The obligations under this Agreement shall be perpetual (unless otherwise provided in this Agreement) or until such time as the Protected Information is no longer considered protected, confidential and/or privileged by the Port Authority.

6. **Severability.** Each provision of this Agreement is severable and if a court should find any provision of this Agreement to be unenforceable, all other provisions of this Agreement shall remain in full force and effect.

7. **Injunctive and Other Relief.** Recipient and each Related Party acknowledges that the unauthorized disclosure and handling of Protected Information is likely to have a material adverse and detrimental impact on public safety and security and could significantly endanger the Port Authority, its facilities (including, without limitation, the Project site), its patrons and the general public and that damages at law are an inadequate remedy for any breach, or threatened breach, of this Agreement by Recipient or its Related Parties. The Port Authority shall be entitled, in addition to all other rights or remedies, to seek such restraining orders and injunctions as it may deem appropriate for any breach of this Agreement, without being required to show any actual damage or to post any bond or other security.

8. **Governing Law.** This Agreement shall be governed by and construed in accordance with the laws of the State of New York, without regard to conflict of laws principles. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient specifically and irrevocably consent to the exclusive jurisdiction of any federal or state court in the County of New York and State of New York with respect to all matters concerning this Agreement and its enforcement. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient agree that the execution and performance of this Agreement shall have a New York situs and, accordingly, they each consent (and solely with respect to the Port Authority, subject to the terms of the Port Authority Legislation (as defined below)) to personal jurisdiction in the State of New York for all purposes and proceedings arising from this Agreement. "**Port Authority Legislation**" shall mean the concurrent legislation of the State of New York and State of New Jersey set forth at Chapter 301 of the Laws of New York of 1950, as amended by Chapter 938 of the Laws of New York of 1974 (McKinney's Unconsolidated Laws §§7101-7112) and Chapter 204 of the Laws of New Jersey of 1951 (N.J.S.A. 32:1-157 to 32:1-168).

9. **Notices.** Any notice, demand or other communication (each, a "**notice**") that is given or rendered pursuant to this Agreement by either party to the other party, shall be: (i) given or rendered, in writing, (ii) addressed to the other party at its required address(es) for notices delivered to it as set forth below, and (iii) delivered by either (x) hand delivery, or (y) nationally recognized courier service (e.g., Federal Express, Express Mail). Any such notice shall be deemed given or rendered, and effective for purposes of this Agreement, as of the date actually delivered to the other party at such address(es) (whether or not the same is then received by other party due to a change of address of which no notice was given, or any rejection or refusal to accept delivery). Notices from either party (to the other) may be given by its counsel.

The required address(es) of each party for notices delivered to it is (are) as set forth below. Each party, however, may, from time to time, designate an additional or substitute required address(es) for notices delivered to it, provided that such designation must be made by notice given in accordance with this Paragraph 9.

Original to the Port Authority:	Cory Mermer The Port Authority of New York and New Jersey 2 Montgomery Street, 3rd Floor Jersey City, NJ 07302
with a copy to:	The Port Authority of New York and New Jersey 225 Park Avenue South - 14th Floor New York, NY 10003 Attn: General Counsel's Office c/o Caroline Ioannou, Law DISO
If to the Recipient:	Robert F. Barbera, PE STV Construction, Inc. 225 Park Avenue South, New York, NY 10003-1604
with a copy to:	Judith E. Held STV Construction, Inc. 225 Park Avenue South, New York, NY 10003-1604

10. **Entire Agreement.** This Agreement contains the complete statement of all the agreements among the parties hereto with respect to the subject matter thereof, and all prior agreements among the parties hereto respecting the subject matter hereof, whether written or oral, are merged herein and shall be of no further force or effect. This Agreement may not be changed, modified, discharged, or terminated, except by an instrument in writing signed by all of the parties hereto.

11. **Counterparts.** This Agreement may be executed in one or more counterparts, each of which shall be deemed to be an original, but all of which shall be one and the same document.

12. **Parties Bound.** This Agreement shall be binding upon the Recipient and its respective successors. The foregoing shall not be affected by the failure of any Related Party to join in this Agreement or to execute and deliver an Acknowledgement hereof.

13. **Authority.** The undersigned individual(s) executing this Agreement on behalf of the Recipient below represent(s) that they are authorized to execute this Agreement on behalf of the Recipient and to legally bind such party.

14. **Disclosure of Ownership Rights or License.** Nothing contained herein shall be construed as the granting or conferring by the Port Authority of any rights by ownership, license or otherwise in any Information.

15. **No Liability.** Neither the Commissioners of the Port Authority, nor any of them, nor any officer, agent or employee thereof, shall be charged personally by the Recipient with any liability, or held liable to the Recipient under any term or provision of this Agreement, or because of its execution or attempted execution or because of any breach, or attempted or alleged breach thereof.

16. **Construction.** This Agreement is the joint product of the parties hereto and each provision of this Agreement has been subject to the mutual consultation, negotiation, and agreement of the parties hereto, and shall not be construed for or against any party hereto. The captions of the various sections in this Agreement are for convenience only and do not, and shall not be deemed to, define, limit or construe the contents of such Sections.

RECIPIENT:

Signature: _____

Print Name: Robert F. Barbera, PE

Title: Senior Vice President

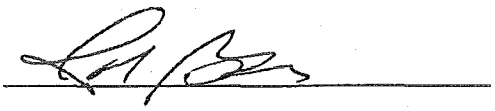
Date: July 8, 2014

EXHIBIT A

ACKNOWLEDGMENT BY RELATED PARTY INDIVIDUAL

I, Robert F. Barbera, PE ("**Related Party**"), am employed as a(n) Senior Vice President by STV Construction, Inc. I have been provided with and have read the Non Disclosure and Confidentiality Agreement between STV Construction, Inc. (the "**Recipient**") and The Port Authority of New York and New Jersey (the "**Port Authority**") dated July 8, 2014 (hereinafter the "**Agreement**"), and the Port Authority Handbook attached to the Agreement. I understand that because of my employer's relationship with the Port Authority, both my employer and I may be provided with access to, and/or copies of, sensitive security materials, protected or confidential information. If it is required for me to review or receive Protected Information, as it is defined in the aforementioned Agreement, I acknowledge that I will be bound by each and every term and provision contained therein, and that failure to do so may include, but is not limited to, the imposition of disciplinary action and sanctions, and/or the institution of legal action seeking injunctive relief, monetary and/or criminal penalties for violation of law and/or Port Authority policies and procedures, as well as for violation of federal and/or state regulations.

To the extent that I am currently in the possession of, or have previously come into contact with, marked information as it relates to the aforementioned Agreement, I agree to conform my handling procedures for Protected Information to the practices and procedures set forth and defined herein, or risk loss of access to said Information, removal from said Project and/or subjecting myself to the aforementioned disciplinary actions and/or civil and criminal penalties.

Signature: 

Print Name: Robert F. Barbera, PE

Date: July 8, 2014

EXHIBIT A

ACKNOWLEDGMENT BY RELATED PARTY INDIVIDUAL

I, Christine J. Flaherty, CCM, LEED AP ("**Related Party**"), am employed as a(n) Vice President by STV Construction, Inc. I have been provided with and have read the Non Disclosure and Confidentiality Agreement between STV Construction, Inc. (the "**Recipient**") and The Port Authority of New York and New Jersey (the "**Port Authority**") dated July 8, 2014 (hereinafter the "**Agreement**"), and the Port Authority Handbook attached to the Agreement. I understand that because of my employer's relationship with the Port Authority, both my employer and I may be provided with access to, and/or copies of, sensitive security materials, protected or confidential information. If it is required for me to review or receive Protected Information, as it is defined in the aforementioned Agreement, I acknowledge that I will be bound by each and every term and provision contained therein, and that failure to do so may include, but is not limited to, the imposition of disciplinary action and sanctions, and/or the institution of legal action seeking injunctive relief, monetary and/or criminal penalties for violation of law and/or Port Authority policies and procedures, as well as for violation of federal and/or state regulations.

To the extent that I am currently in the possession of, or have previously come into contact with, marked information as it relates to the aforementioned Agreement, I agree to conform my handling procedures for Protected Information to the practices and procedures set forth and defined herein, or risk loss of access to said Information, removal from said Project and/or subjecting myself to the aforementioned disciplinary actions and/or civil and criminal penalties.

Signature:

Print Name: Christine J. Flaherty, CCM, LEED AP

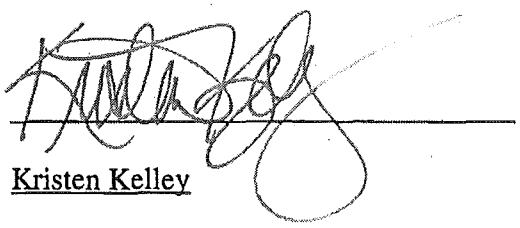
Date: July 8, 2014

EXHIBIT A

ACKNOWLEDGMENT BY RELATED PARTY INDIVIDUAL

I, Kristen Kelley ("**Related Party**"), am employed as a(n) Senior Proposal Manager by STV Construction, Inc. I have been provided with and have read the Non Disclosure and Confidentiality Agreement between STV Construction, Inc. (the "**Recipient**") and The Port Authority of New York and New Jersey (the "**Port Authority**") dated July 8, 2014 (hereinafter the "**Agreement**"), and the Port Authority Handbook attached to the Agreement. I understand that because of my employer's relationship with the Port Authority, both my employer and I may be provided with access to, and/or copies of, sensitive security materials, protected or confidential information. If it is required for me to review or receive Protected Information, as it is defined in the aforementioned Agreement, I acknowledge that I will be bound by each and every term and provision contained therein, and that failure to do so may include, but is not limited to, the imposition of disciplinary action and sanctions, and/or the institution of legal action seeking injunctive relief, monetary and/or criminal penalties for violation of law and/or Port Authority policies and procedures, as well as for violation of federal and/or state regulations.

To the extent that I am currently in the possession of, or have previously come into contact with, marked information as it relates to the aforementioned Agreement, I agree to conform my handling procedures for Protected Information to the practices and procedures set forth and defined herein, or risk loss of access to said Information, removal from said Project and/or subjecting myself to the aforementioned disciplinary actions and/or civil and criminal penalties.

Signature: 

Print Name: Kristen Kelley

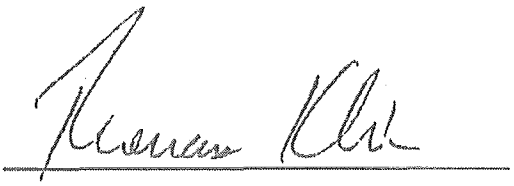
Date: July 8, 2014

EXHIBIT A

ACKNOWLEDGMENT BY RELATED PARTY INDIVIDUAL

I, Tom Klin ("**Related Party**"), am employed as a(n) President by CH2M HILL New York, Inc.. I have been provided with and have read the Non Disclosure and Confidentiality Agreement between STV Construction, Inc. (the "**Recipient**") and The Port Authority of New York and New Jersey (the "**Port Authority**") dated July 8, 2014 (hereinafter the "**Agreement**"), and the Port Authority Handbook attached to the Agreement. I understand that because of my employer's relationship with STV Construction, Inc., both my employer and I may be provided with access to, and/or copies of, sensitive security materials, protected or confidential information. If it is required for me to review or receive Protected Information, as it is defined in the aforementioned Agreement, I acknowledge that I will be bound by each and every term and provision contained therein, and that failure to do so may include, but is not limited to, the imposition of disciplinary action and sanctions, and/or the institution of legal action seeking injunctive relief, monetary and/or criminal penalties for violation of law and/or Port Authority policies and procedures, as well as for violation of federal and/or state regulations.

To the extent that I am currently in the possession of, or have previously come into contact with, marked information as it relates to the aforementioned Agreement, I agree to conform my handling procedures for Protected Information to the practices and procedures set forth and defined herein, or risk loss of access to said Information, removal from said Project and/or subjecting myself to the aforementioned disciplinary actions and/or civil and criminal penalties.

Signature: 

Print Name: Tom Klin

Date: July 8, 2014

EXHIBIT A

ACKNOWLEDGMENT BY RELATED PARTY INDIVIDUAL

I, Michael D. Smith ("**Related Party**"), am employed as a(n) Corporate Administrator by Luster National, Inc. I have been provided with and have read the Non Disclosure and Confidentiality Agreement between STV Construction, Inc. (the "**Recipient**") and The Port Authority of New York and New Jersey (the "**Port Authority**") dated July 8, 2014 (hereinafter the "**Agreement**"), and the Port Authority Handbook attached to the Agreement. I understand that because of my employer's relationship with STV Construction, Inc., both my employer and I may be provided with access to, and/or copies of, sensitive security materials, protected or confidential information. If it is required for me to review or receive Protected Information, as it is defined in the aforementioned Agreement, I acknowledge that I will be bound by each and every term and provision contained therein, and that failure to do so may include, but is not limited to, the imposition of disciplinary action and sanctions, and/or the institution of legal action seeking injunctive relief, monetary and/or criminal penalties for violation of law and/or Port Authority policies and procedures, as well as for violation of federal and/or state regulations.

To the extent that I am currently in the possession of, or have previously come into contact with, marked information as it relates to the aforementioned Agreement, I agree to conform my handling procedures for Protected Information to the practices and procedures set forth and defined herein, or risk loss of access to said Information, removal from said Project and/or subjecting myself to the aforementioned disciplinary actions and/or civil and criminal penalties.

Signature: Michael D. Smith

Print Name: Michael D. Smith

Date: July 8, 2014

EXHIBIT A

ACKNOWLEDGMENT BY RELATED PARTY INDIVIDUAL

I, Asma M. Hashmi ("**Related Party**"), am employed as a(n) Principal by JPCL Engineering. I have been provided with and have read the Non Disclosure and Confidentiality Agreement between STV Construction, Inc. (the "**Recipient**") and The Port Authority of New York and New Jersey (the "**Port Authority**") dated July 8th, 2014 (hereinafter the "**Agreement**"), and the Port Authority Handbook attached to the Agreement. I understand that because of my employer's relationship with STV Construction, Inc., both my employer and I may be provided with access to, and/or copies of, sensitive security materials, protected or confidential information. If it is required for me to review or receive Protected Information, as it is defined in the aforementioned Agreement, I acknowledge that I will be bound by each and every term and provision contained therein, and that failure to do so may include, but is not limited to, the imposition of disciplinary action and sanctions, and/or the institution of legal action seeking injunctive relief, monetary and/or criminal penalties for violation of law and/or Port Authority policies and procedures, as well as for violation of federal and/or state regulations.

To the extent that I am currently in the possession of, or have previously come into contact with, marked information as it relates to the aforementioned Agreement, I agree to conform my handling procedures for Protected Information to the practices and procedures set forth and defined herein, or risk loss of access to said Information, removal from said Project and/or subjecting myself to the aforementioned disciplinary actions and/or civil and criminal penalties.

Signature:

Print Name: Asma M. Hashmi

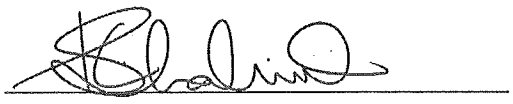
Date: July 8th, 2014

EXHIBIT A

ACKNOWLEDGMENT BY RELATED PARTY INDIVIDUAL

I, [Kamal Shahid, PE] ("**Related Party**"), am employed as a(n) [President] by [KS Engineers, P.C.]. I have been provided with and have read the Non Disclosure and Confidentiality Agreement between STV Construction, Inc. (the "**Recipient**") and The Port Authority of New York and New Jersey (the "**Port Authority**") dated July 8, 2014 (hereinafter the "**Agreement**"), and the Port Authority Handbook attached to the Agreement. I understand that because of my employer's relationship with STV Construction, Inc., both my employer and I may be provided with access to, and/or copies of, sensitive security materials, protected or confidential information. If it is required for me to review or receive Protected Information, as it is defined in the aforementioned Agreement, I acknowledge that I will be bound by each and every term and provision contained therein, and that failure to do so may include, but is not limited to, the imposition of disciplinary action and sanctions, and/or the institution of legal action seeking injunctive relief, monetary and/or criminal penalties for violation of law and/or Port Authority policies and procedures, as well as for violation of federal and/or state regulations.

To the extent that I am currently in the possession of, or have previously come into contact with, marked information as it relates to the aforementioned Agreement, I agree to conform my handling procedures for Protected Information to the practices and procedures set forth and defined herein, or risk loss of access to said Information, removal from said Project and/or subjecting myself to the aforementioned disciplinary actions and/or civil and criminal penalties.

Signature: 

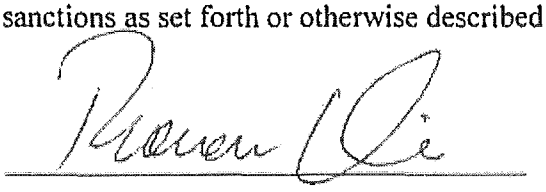
Print Name: [Kamal Shahid, PE]

Date: July 8, 2014

EXHIBIT B

ACKNOWLEDGMENT BY RELATED PARTY ENTITY

The undersigned, Tom Klin, is the President of CH2M HILL New York, Inc, a Corporation ("**Related Party**"), located at 22 Cortlandt St., 31st Fl., New York, New York 10007, and is duly authorized to execute this Acknowledgment on behalf of the above Related Party. The above Related Party is involved with the functions of Construction Inspection Services in connection with RFP No. 38268 for The Port Authority of New York and New Jersey (the "**Port Authority**"). I acknowledge and confirm that the above named Related Party has been provided with a copy of and shall be bound and shall abide by all of the terms, requirements and conditions set forth in the Non Disclosure and Confidentiality Agreement dated July 8, 2014, between STV Construction, Inc. (the "**Recipient**") and the Port Authority (hereinafter the "**Agreement**"), and by the Port Authority Handbook described in the Agreement. Appropriate and responsible officers and employees of the Related Party have carefully read and understand the terms and conditions of the Agreement. The Related Party has notice and acknowledges that any breach or violation of such terms, requirements and conditions may result in the imposition of remedies or sanctions as set forth or otherwise described therein against such Related Party.

Signature: 

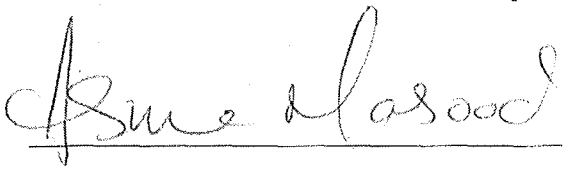
Print Name: Tom Klin

Date: July 8, 2014

EXHIBIT B

ACKNOWLEDGMENT BY RELATED PARTY ENTITY

The undersigned, Asma M. Hashmi, is the Principal of JPCL Engineering, a LLC, New Jersey ("**Related Party**"), located at 216 Route 206 Suite 18 Hillsborough, NJ 08844, and is duly authorized to execute this Acknowledgment on behalf of the above Related Party. The above Related Party is involved with the functions of Special Inspections in connection with RFP No. 38268 for The Port Authority of New York and New Jersey (the "**Port Authority**"). I acknowledge and confirm that the above named Related Party has been provided with a copy of and shall be bound and shall abide by all of the terms, requirements and conditions set forth in the Non Disclosure and Confidentiality Agreement dated July 8, 2014, between STV Construction, Inc. (the "**Recipient**") and the Port Authority (hereinafter the "**Agreement**"), and by the Port Authority Handbook described in the Agreement. Appropriate and responsible officers and employees of the Related Party have carefully read and understand the terms and conditions of the Agreement. The Related Party has notice and acknowledges that any breach or violation of such terms, requirements and conditions may result in the imposition of remedies or sanctions as set forth or otherwise described therein against such Related Party.

Signature: 

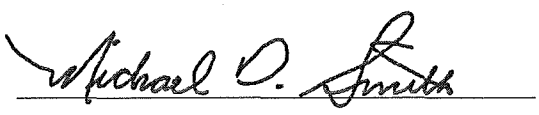
Print Name: Asma M. Hashmi

Date: July 8th, 2014

EXHIBIT B

ACKNOWLEDGMENT BY RELATED PARTY ENTITY

The undersigned, Michael D. Smith, is the Corporate Administrator of Luster National, Inc., a California Corporation ("**Related Party**"), located at 1701 Westwind Drive, Suite 117, Bakersfield, CA 93301, and is duly authorized to execute this Acknowledgment on behalf of the above Related Party. The above Related Party is involved with the functions of Construction Management and Inspection Services in connection with RFP No. 38268 for The Port Authority of New York and New Jersey (the "**Port Authority**"). I acknowledge and confirm that the above named Related Party has been provided with a copy of and shall be bound and shall abide by all of the terms, requirements and conditions set forth in the Non Disclosure and Confidentiality Agreement dated July 8, 2014, between STV Construction, Inc. (the "**Recipient**") and the Port Authority (hereinafter the "**Agreement**"), and by the Port Authority Handbook described in the Agreement. Appropriate and responsible officers and employees of the Related Party have carefully read and understand the terms and conditions of the Agreement. The Related Party has notice and acknowledges that any breach or violation of such terms, requirements and conditions may result in the imposition of remedies or sanctions as set forth or otherwise described therein against such Related Party.

Signature: 

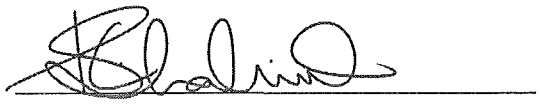
Print Name: Michael D. Smith

Date: July 8, 2014

EXHIBIT B

ACKNOWLEDGMENT BY RELATED PARTY ENTITY

The undersigned, [Kamal Shahid, PE], is the [President] of [KS Enigneers, P.C.], a Sub Chapter S Corporation ("**Related Party**"), located at [494 Broad Street, 4th Floor, Newark, NJ 07102], and is duly authorized to execute this Acknowledgment on behalf of the above Related Party. The above Related Party is involved with the functions of [Constuction Inspection and Related Services] in connection with RFP No. 38268 for The Port Authority of New York and New Jersey (the "**Port Authority**"). I acknowledge and confirm that the above named Related Party has been provided with a copy of and shall be bound and shall abide by all of the terms, requirements and conditions set forth in the Non Disclosure and Confidentiality Agreement dated July 8, 2014, between STV Construction, Inc. (the "**Recipient**") and the Port Authority (hereinafter the "**Agreement**"), and by the Port Authority Handbook described in the Agreement. Appropriate and responsible officers and employees of the Related Party have carefully read and understand the terms and conditions of the Agreement. The Related Party has notice and acknowledges that any breach or violation of such terms, requirements and conditions may result in the imposition of remedies or sanctions as set forth or otherwise described therein against such Related Party.

Signature: 

Print Name: [Kamal Shahid, PE]

Date: [July 8, 2014]

M. Addenda

M. Addenda

THE PORT AUTHORITY OF NY & NJ

PROCUREMENT DEPARTMENT
2 MONTGOMERY STREET, 3RD FL.
JERSEY CITY, NJ 07302

7/3/2014

ADDENDUM #1

To prospective Proposer(s) on RFP # 38268 - REQUEST FOR PROPOSALS FOR INDEFINITE QUANTITY CONTRACTS (IQCS) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018

Now Due back on 7/14/2014, no later than 2:00PM

Originally due on 7/9/2014, no later than 2:00PM

This communication should be initialed by you and annexed to your Bid upon submission.

In case any Bidder fails to conform to these instructions, its Bid will nevertheless be construed as though this communication had been so physically annexed and initialed.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: STV Construction, Inc.

INITIALED:

DATE: July 9, 2014

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

THE PORT AUTHORITY OF NY & NJ
PROCUREMENT DEPARTMENT
115 BROADWAY, 19TH FLOOR
NEW YORK, NY 10006

July 8, 2014

ADDENDUM #2

TO PROSPECTIVE BIDDER(S) ON **RFP #38268 - REQUEST FOR PROPOSALS FOR INDEFINITE QUANTITY CONTRACTS (IQCs) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018**

Proposal Due Date 7/14/2014 at 2:00PM

The following changes are hereby made in the documents:

I. RFP LETTER

A. In RFP Section I entitled SUBMISSION OF PROPOSALS, make the following changes:

i) In paragraph A, delete the first sentence and substitute the following:

"The Proposal shall be not more than twenty-five (25) pages (double-sided) or fifty pages (single-sided) using 12 point or greater font size, not including resumes and attachments.

ii) In paragraph I.F., delete "July 9, 2014" and substitute "July 14, 2014".

B. Delete Attachment E "Staffing Plan Template" and substitute therefor new Attachment E, which is attached hereto and made a part hereof.

C. In Attachment A, paragraph II, second paragraph, first line, delete "design of" without substitution therefor.

II. PROPOSER QUESTIONS AND ANSWERS

The following information is made available in response to questions submitted by prospective Proposer(s). It should not be deemed to answer all questions that have been submitted by Proposer(s) to the Port Authority. It addresses only those questions which the Port Authority has deemed to require additional information and/or clarification. The fact that information has not been supplied with respect to any questions asked by a Proposer(s) does not mean or imply, nor should it be deemed to mean or imply, any meaning, construction or implication with respect to the terms.

Question #1	Our firm is leading a team for Group 2 - PATH and is a sub on another team (for Group 1) which was selected for INDEFINITE QUANTITY CONTRACT (IQC) FOR EXPERT PROFESSIONAL ARCHITECTURAL AND ENGINEERING SERVICES FOR THE DESIGN OF FEDERALLY FUNDED SUPER STORM SANDY RELATED REPAIR AND RESILIENCY PROJECTS ON AN "AS NEEDED" BASIS DURING 2013 – 2017. As such, would we be precluded from participating in the above-referenced CM contracts?
Answer #1	Refer to Pages 10-12 of the RFP Cover Letter sections I and J respectively entitled "GENERAL CONFLICT OF INTEREST" and "ORGANIZATIONAL CONFLICT OF INTEREST".
Question #2	Can you please send the attachment E for the above-reference proposal? The link in the RFP document does not work.
Answer # 2	Hyperlinks have been corrected in the RFP and a revised Attachment E has been posted and is attached to this addendum.
Question #3	Please confirm that financial information (per page 5 of the RFP) should be submitted separately from the proposal document.
Answer #3	The financial information must be submitted with your proposal. For further clarification please refer to Section III "Financial Information" on Page 5 of the RFP Cover Letter.
Question #4	Please clarify if each sheet of paper, containing content on both sides counts as 1 or 2 pages in the 20 page limit. If each side of the sheet counts in the limit, please advise if sheets only containing content on one side still count toward the overall 20 page limit.
Answer #4	The requirement has been changed. The Proposal shall be not more than twenty-five (25) pages double sided or fifty (50) pages single sided.
Question #5	In the RFP, it refers to submitting 1 reproducible original copy, please clarify if this reproducible copy is to be single sided and unbound.
Answer # 5	Any format of the reproducible original is acceptable.
Question #6	In the instructions for completing the Firm's BQQ, it states that an original must be mailed to specified address and that an electronic copy was also to be sent. Please clarify if we are to include more than a statement of recent completion in our proposal under section H.
Answer # 6	Please complete the Background Qualification Questionnaire (BQQ) as instructed and with your proposal submit a statement indicating when the BQQ was submitted to the Port Authority Office of the Inspector General.

Question #7	Section III of the RFP, page 5 refers to the Financial Information. Please clarify if we are to include certified financial statements, statement of work and required numbers as part of our proposal, if so under which section, or if the information can be provided in a separately sealed package.
Answer #7	Please refer to Section III "Financial Information" on Page 5 of the RFP Cover Letter for clarification on the information that is to be submitted pursuant to this section.
Question #8	Is the NDA Agreement required to be signed and completed with our proposal for the prime firm and all sub consultants? If required, please advise if it should be included in our submission and where, or just sent directly to the referenced office and procurement contact.
Answer #8	NDA Agreements shall be submitted for the prime firm and all key sub consultants.
Question #9	Are consultants who have Federally Funded task order agreements for Sandy design eligible to be on teams who are proposing on the CM and Inspection RFP?
Answer #9	Refer to Pages 10-12 of the RFP Cover Letter sections I and J respectively entitled "GENERAL CONFLICT OF INTEREST" and "ORGANIZATIONAL CONFLICT OF INTEREST".
Question #10	Can you please let me know if RFP 38268 is an additional solicitation to the expected 2015-2018 On-call for CM services? We were anticipating an RFP to replace the current 2011-2014 Construction Management Services contracts (references P410110).
Answer #10	This RFP pertains to federally-funded Storm Resiliency projects and is independent from any other construction management RFP's.
Question #11	Will the PANYNJ recognize the ICC Reinforced Concrete Special Inspector Certification as the equivalent of the ACI Concrete Special Inspector Certification for the purpose of qualified concrete inspectors?
Answer #11	No.
Question #12	In the staffing table (Attachment E) there is no column for names. Does the PANYNJ want the names of staff shown with their company titles?
Answer #12	If known, please include names of staff. Otherwise, the anticipated titles will suffice.
Question #13	In the staffing table (Attachment E) the titles are only shown for Engineers. Some of the qualified staff who hold Certificates such as ACI Special Inspector and ICC Structural Bolting are not graduate engineers, where should we show these titles in the table?

Answer #13	Please see revised Attachment E.
Question #14	In Attachment A, Section II Scope of Work, the last paragraph states that "resiliency projects shall include, but not be limited to, design of mitigation measures to...." Does the Authority intend to utilize this Indefinite Quantity Contract for CM and inspection services, not design services?
Answer #14	There is no design as part of this RFP's scope of work. See revision to the Scope of Work section above.
Question #15	Is there a difference between ACI Level II Concrete Inspector vs. ACI Concrete Special Inspector?
Answer #15	Yes.
Question #16	Just want to confirm that Attachment C-1 and C-2 are both supposed to include project examples. C-2 requires sample projects be listed, so assume they will be called to provide a reference for our staffing resources?
Answer #16	Please include all necessary documentation in support of Attachments C1 and C2.
Question #17	It appears to us that the requirements and requested information in Attachment C-1 (Proposer Prerequisite A) and Attachment C-2 (Proposer Prerequisite B) are very similar for demonstrating a firm's experience in performing construction management and inspection services. Can you please provide further clarification on the requirements and experienced needed in order to satisfy both the Proposer Prerequisite A and Proposer Prerequisite B forms.
Answer #17	Prerequisite A demonstrates the firm having minimum 5 years CM experience. Prerequisite B demonstrates CM/inspection experience of individual staff w/min. $1.5M experience.
Question #18	Does the subconsultant need to submit Attachments C-1 and C-2, or just the Prime Consultant?
Answer #18	These attachments shall be submitted for the prime firm and, if applicable, all sub consultants whose experience and expertise will support the qualifications of the team.
Question #19	Does the subconsultant need to submit the FTA and FEMA forms, or just the Prime Consultant?
Answer #19	No. At this time, only the prime.
Question #20	Will safety staff be needed as part of this contract?
Answer #20	No.

Question #21	Is the form entitled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transactions" required to be submitted by both the Prime and Subconsultants?
Answer #21	Please refer to subsection G. Contractor's Integrity Provisions, under Section V. Proposal Submission Requirements on Page 10 of the RFP cover Letter.
Question #22	Can we modify Attachments C-1 and C-2 to expand the space provided for "Brief description of Scope of Work" for each project listed on the form?
Answer #22	Yes.
Question #23	Are we required to use Attachment "E"(?) for Staff/Title listing and the "standard" titles provided, or can a similar form with additional information beyond just the "category" and "Staffing Title" be submitted?
Answer #23	Please see revised Attachment E, annexed to this Addendum.
Question #24	Are Sections F (List of Firm's Affiliates) and I (General Conflict of Interest) included in the 20 page limitation?
Answer #24	These Sections are part of the Proposal's page limitation, but the page limitation has been changed. See response to question above.
Question #25	The staffing chart on what is believed to be Attachment E (no title provided in RFP document) does not include any categories for the special inspectors required by this RFP. Should we add an "Inspector" category? If not, in which staffing category should we include these inspectors?
Answer #25	Please see revised Attachment E.
Question #26	On Page 2 of the RFP, under Section I.A. – By "attachments", does this include Project Description sheets for the firm's previous experience?
Answer #26	Attachments refers to the Port Authority Attachments included with the RFP.
Question #27	When are the documents & forms in Exhibit 7 – FTA Requirements & FEMA Requirements - to be submitted? I.e.: See page 216 (Adobe page number) which cites a form letter titled, "SUBJECT: INDEFINITE QUANTITY CONTRACTS (IQCs) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018". Two identical forms are provided in the documents, one for FEMA and one for FTA. Are both to be submitted?
Answer #27	Yes, the certifications in the FTA and FEMA provisions are to be included with your proposal.

This communication should be initialed by you and attached to your Proposal.

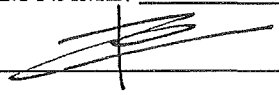
In case any Bidder fails to conform to these instructions, its submission will nevertheless be construed as though this communication had been so physically attached and initialed.

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: STV Construction, Inc.

INITIALED: 

DATE: July 9, 2014

Attachment E

Staffing Plan Template

RFP NO. 38268

IF THE STAFFING CATEGORIES LISTED BELOW DIFFER FROM YOUR FIRM'S, LIST YOUR FIRM'S STAFFING TITLES WITHIN THE CATEGORY THAT BEST MATCHES.

Staffing Category		PROPOSER'S STAFFING TITLES
INSPECTIONS	1	
	2	
	3	
	4	
	5	
	6	
	7	
	8	
CONSTRUCTABILITY REVIEW	1	
	2	
	3	
	4	
	5	
	6	
	7	
	8	
CONTRACT ADMIN	1	
	2	
	3	
	4	
	5	
	6	
	7	
	8	
COST ESTIMATES	1	
	2	
	3	
	4	
	5	
	6	
	7	
	8	
CONSTRUCTION SCHEDULES	1	
	2	
	3	
	4	
	5	
	6	
	7	
	8	

THE PORT AUTHORITY OF NY & NJ
PROCUREMENT DEPARTMENT
115 BROADWAY, 19TH FLOOR
NEW YORK, NY 10006

July 9, 2014

ADDENDUM #3

TO PROSPECTIVE BIDDER(S) ON **RFP #38268 - REQUEST FOR PROPOSALS FOR INDEFINITE QUANTITY CONTRACTS (IQCs) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018**

Proposal Due Date 7/14/2014 at 2:00PM

The following changes are hereby made in the documents:

I. RFP LETTER

A. Delete Attachment C-2 "Proposer Prerequisite B" and substitute therefor new Attachment C-2, which is attached hereto and made a part hereof.

II. PROPOSER QUESTIONS AND ANSWERS

The following information is made available in response to questions submitted by prospective Proposer(s). It should not be deemed to answer all questions that have been submitted by Proposer(s) to the Port Authority. It addresses only those questions which the Port Authority has deemed to require additional information and/or clarification. The fact that information has not been supplied with respect to any questions asked by a Proposer(s) does not mean or imply, nor should it be deemed to mean or imply, any meaning, construction or implication with respect to the terms.

Question #28	a. This proposal is an on-call contract without a specific task identified. Would you please confirm if the NDA and Confidentiality Agreements are required to be executed at this time? b. If so, can the Authority provide an editable electronic format that addresses who the original forms should be sent to at the Authority?
Answer #28	a. The NDA and Confidentiality Agreements are to be submitted at this time with your proposal for the Prime Consultant and key members of any subconsultants. b. Please refer to Attachment H – Information Security Handbook and use link provided in RFP document.

Question #29	Do we submit resumes for all proposed staff listed in the staffing plan (Attachment E) and/or the project organization chart, or just the staff identified as Key Personnel? Please identify Key Personnel positions/titles. Are Key Personnel identified as Project Executive, Project Director, and Project Managers; or does this include the Construction Inspection Staff (minimum of 10 engineers/architects, 10 ACI Inspectors, 3 ICC Inspectors, and 1 NACE certified inspector)?
Answer #29	Resumes are required for all Key Personnel and, if known, for all staff members who are being proposed as part of the team. Consultants will have the opportunity to resubmit resumes for proposals on upcoming RFP's for specific task orders.
Question #30	It appears to us that the requirements and requested information in Attachment C-1 (Proposer Prerequisite A) and Attachment C-2 (Proposer Prerequisite B) are very similar for demonstrating a firm's experience in performing construction management and inspection services. Can you please provide further clarification on the requirements and experienced needed in order to satisfy both the Proposer Prerequisite A and Proposer Prerequisite B forms?
Answer #30	Prerequisite A's purpose is to demonstrate that your firm has at least 5 years CM experience. Prerequisite B's purpose is to demonstrate your firm's CM/inspection experience on contracts greater than $1.5M. (Note: Answer revised from Addendum 2)
Question #31	The Authority is requiring the consultant to complete a Staffing Plan (Appendix E) listing names and titles of our proposed staff in several categories as indicated on the Plan. The Plan also states that "If the staffing categories listed below differ from your firm's, list your firm's staffing titles within the categories that best matches." However, since this project calls for construction inspection, scheduling and cost estimating services in addition to construction management services, our inspectors, schedulers and estimators do not fit easily into the engineering categories on the form. Will the Authority consider or can we add categories for these services?
Answer #31	Please see revised Attachment E, issued with Addendum 2.
Question #32	The staffing chart on what is believed to be Attachment E (no title provided in RFP document) does not include any categories for the special inspectors required by this RFP. Should we add an "Inspector" category?
Answer #32	Please see revised Attachment E, issued with Addendum 2.

Question #33	Will Task Orders be issued for individual staff to be integrated with Authority and/or other consultant staff?
Answer #33	The scope of work for each individual task order will provide details on how the CM work will be undertaken. At this time, it is anticipated that some task orders may be integrated, while others may not.
Question #34	Will the Authority open all sealed cost proposals for each Task Order or only the cost proposal of the firm selected for negotiations?
Answer #34	In accordance with Attachment A, Section V (b) – Issuance of Task Order, cost proposals of the most qualified firms will be opened and evaluated.
Question #35	Under Attachment A, Task D. Quality Assurance Inspections; are materials testing services and fabrication plant inspection services contemplated in the scope of services?
Answer #35	No.
Question #36	In the course of this work will vehicles be required to facilitate CM's work and if so who will provide the vehicles? If it is the consultant's responsibility will the cost be reimbursable by the agency along with operational cost and cost associated with the insurance requirement?
Answer #36	Vehicles are not anticipated to be required. Since it is not anticipated that vehicles will be required, if a firm is required to provide a vehicle, they will be compensated for the cost to rent/lease, operational cost and insurance cost required to submit a cost proposal and firms will be compensated in accordance with Section 7(c) of the Master Agreement.
Question #37	Under Financial Information, it is requested that a statement of work be submitted. How comprehensive should this document be? For our firm, as requested on the RFP, this document would be voluminous. Is there a more specific criterion for what is being asked such as dollar amount, specific location, type of work, etc?
Answer #37	List relevant work on hand, with a brief description of the work and the other data requested.
Question #38	Should a firm's relevant project experience be demonstrated only in Attachment C-1 and Attachment C-2? Or, do you also want relevant experience in a narrative form that separately addresses the information in the RFP Section V.-A., Paragraph 2 plus bullets? If so, does this count towards the page count?

Answer #38	Firms must complete Attachments C-1 and C-2 in order to demonstrate that they meet the Pre-requisites. However, in order for firms to demonstrate that they meet the requirements of the Selection Criteria, firms must provide supporting narrative(s) as noted in Section V(A) – Firms' Qualifications and Experience. As per RFP Section I, resumes and attachments do not count towards the page count.
Question #39	The Staff Qualifications and Experience section on page seven of the RFP asks for a "chronological history of employment" for each resume proposed. Please clarify if PANYNJ is seeking a "chronological history of employment" or a "chronological history of projects an individual has worked on" in order to demonstrate Staff Qualifications and Experience.
Answer #39	History of employment, inclusive of projects.
Question #40	Under RFP Section V. PROPOSAL SUBMISSION REQUIREMENTS; Subsection A. Firm's Qualifications and Experience: Bullet 6: "The annual staff hours of full and part time labor expended in the performance of the contract/agreement" - Is an average annual hours across the full duration of the contract/agreement acceptable; since the staffing hours fluctuate across the project/agreement life-cycle predicated on the schedule? Or does the PANYNJ require the "peak" staffing hours of the contract/agreement expended in the life-cycle?
Answer #40	The average annual hours across the full duration of the contract/ agreement is acceptable.
Question #41	Would we be able to submit our project experience in our own format with pictures and description besides the 2 forms (Attachments C-1 and C-2) that are required to be submitted?
Answer #41	Firms must complete Attachments C-1 and C-2 in order to demonstrate that they meet the Pre-requisites. However, in order for firms to demonstrate that they meet the requirements of the Selection Criteria, firms must provide supporting narrative(s) as noted in Section V(A) – Firms' Qualifications and Experience.
Question #42	Will this RFP be used as the replacement contract for the active CM and Related Technical Services "Call-In" that will expire at the end of 2014?
Answer #42	This RFP pertains to federally-funded Storm Resiliency projects and is independent from any other construction management RFP's.
Question #43	Is it expected that all services requested under this contract will be performed at the Authority's facilities and offices?

Answer #43	Yes.
Question #44	In what manner will the sealed cost proposals be returned to unsuccessful proposer?
Answer #44	They will not be returned.
Question #45	a. Can the organization chart be submitted on 11x17 paper? b. Can the font on the organization chart be less than 12 pt.?
Answer #45	Yes.

This communication should be initialed by you and attached to your Proposal.

In case any Bidder fails to conform to these instructions, its submission will nevertheless be construed as though this communication had been so physically attached and initialed.

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: STV Construction, Inc.

INITIALED: _____

DATE: July 9, 2014

Attachment C-2

Proposer Prerequisite B

Firms must have adequate staffing resources and have demonstrated experience performing construction management and/or construction inspection services in the Greater New York/New Jersey Metropolitan Area for construction projects valued, at a minimum, at $1.5 million.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites

If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite B.

Client Name/ Contracting Entity	
Contract Start Date	
Contract End Date	
Construction Value	
Brief description of Scope of work	
Client contact Name / Title	
Client Contact Email Address	
Client Contact Phone Number	

Client Name/ Contracting Entity	
Contract Start Date	
Contract End Date	
Construction Value	
Brief description of Scope of work	
Client contact Name / Title	
Client Contact Email Address	
Client Contact Phone Number	

Client Name/ Contracting Entity	
Contract Start Date	
Contract End Date	
Construction Value	
Brief description of Scope of work	
Client contact Name / Title	
Client Contact Email Address	
Client Contact Phone Number	

Note – Client Contact must be employee of Company

THE PORT AUTHORITY OF NY & NJ

PROCUREMENT DEPARTMENT
2 MONTGOMERY STREET, 3rd FL.
JERSEY CITY, NJ 07302

July 10, 2014

ADDENDUM #4

TO PROSPECTIVE BIDDER(S) ON **RFP #38268** - REQUEST FOR PROPOSALS FOR INDEFINITE QUANTITY CONTRACTS (IQCS) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018

Now Due on 7/16/2014, no later than 2:00PM

Originally Due on 7/14/2014, no later than 2:00PM

This communication should be initialed by you and annexed to your proposal to the above-referenced upon submission.

In case any Bidder fails to conform to these instructions, its submission will nevertheless be construed as though this communication had been so physically annexed and initialed.

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: STV Construction, Inc.

INITIALED: _____

DATE: July 10, 2014

N. FEMA & FTA Certifications

CERTIFICATION REGARDING LOBBYING PURSUANT TO 31 U.S.C. 1352

The undersigned

Robert F. Barbera, PE

(name of authorized officer)

certifies, to the best of my knowledge and belief, that:

- No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

- If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form LLL, "Disclosure of Lobbying, Activities" in accordance with its instructions.

- The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by, 31, U.S. C. § 1352 (as amended by the Lobbying Disclosure Act of 1995). Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

Note: Pursuant to 31 U.S.C § 1352(c)(I)-(2)(A), any person who makes a prohibited expenditure or fails to file or amend a required certification or disclosure form shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such expenditure or failure.

The Contractor certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Contractor understands and agrees that the provisions of 31 U.S.C. § 3801, et seq., apply to this certification and disclosure, if any.

Executed this day 11th of July, 2014

By: _____

Signature of Authorized Official

Robert F. Barbera, PE, Senior Vice President

Official Name and Title of Authorized Official

INSTRUCTIONS FOR COMPLETION OF SF-LLL, DISCLOSURE OF LOBBYING ACTIVITIES

This disclosure form shall be completed by the reporting entity, whether subawardee or prime Federal recipient, at the initiation or receipt of a covered Federal action, or a material change to a previous filing, pursuant to title 31 U.S.C. Section 1352. The filing of a form is required for each payment or agreement to make payment to any lobbying entity for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with a covered Federal action. Complete all items that apply for both the initial filing and material change report. Refer to the implementing guidance published by the Office of Management and Budget for additional information.

1. Identify the type of covered Federal action for which lobbying activity is and/or has been secured to influence the outcome of a covered Federal action.
2. Identify the status of the covered Federal action.
3. Identify the appropriate classification of this report. If this is a followup report caused by a material change to the information previously reported, enter the year and quarter in which the change occurred. Enter the date of the last previously submitted report by this reporting entity for this covered Federal action.
4. Enter the full name, address, city, State and zip code of the reporting entity. Include Congressional District, if known. Check the appropriate classification of the reporting entity that designates if it is, or expects to be, a prime or subaward recipient. Identify the tier of the subawardee, e.g., the first subawardee of the prime is the 1st tier. Subawards include but are not limited to subcontracts, subgrants and contract awards under grants.
5. If the organization filing the report in item 4 checks "Subawardee," then enter the full name, address, city, State and zip code of the prime Federal recipient. Include Congressional District, if known.
6. Enter the name of the federal agency making the award or loan commitment. Include at least one organizational level below agency name, if known. For example, Department of Transportation, United States Coast Guard.
7. Enter the Federal program name or description for the covered Federal action (item 1). If known, enter the full Catalog of Federal Domestic Assistance (CFDA) number for grants, cooperative agreements, loans, and loan commitments.
8. Enter the most appropriate Federal identifying number available for the Federal action identified in item 1 (e.g., Request for Proposal (RFP) number; Invitations for Bid (IFB) number; grant announcement number; the contract, grant, or loan award number; the application/proposal control number assigned by the Federal agency). Included prefixes, e.g., "RFP-DE-90-001."
9. For a covered Federal action where there has been an award or loan commitment by the Federal agency, enter the Federal amount of the award/loan commitment for the prime entity identified in item 4 or 5.
10. (a) Enter the full name, address, city, State and zip code of the lobbying registrant under the Lobbying Disclosure Act of 1995 engaged by the reporting entity identified in item 4 to influence the covered Federal action.

    (b) Enter the full names of the individual(s) performing services, and include full address if different from 10(a). Enter Last Name, First Name, and Middle Initial (MI).
11. The certifying official shall sign and date the form, print his/her name, title, and telephone number.

FEMA REQUIREMENTS

According to the Paperwork Reduction Act, as amended, no persons are required to respond to a collection of information unless it displays a valid OMB control Number. The valid OMB control number for this information collection is OMB No. 0348-0046. Public reporting burden for this collection of information is estimated to average 10 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0046), Washington, DC 20503

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION - LOWER TIER COVERED TRANSACTIONS

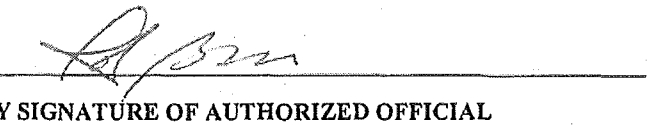
1. The prospective lower tier participant,

Robert F. Barbera, PE, certifies by submission of this bid or proposal, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

3. The prospective lower tier participant shall provide immediate written notice to the Authority (and the Contractor, if applicable) if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

Executed this day 11th of June, 2013.



BY SIGNATURE OF AUTHORIZED OFFICIAL

Robert F. Barbera, PE, Senior Vice President

NAME AND TITLE OF AUTHORIZED OFFICIAL

CERTIFICATION REGARDING LOBBYING PURSUANT TO 31 U.S.C. 1352

The undersigned

Robert F. Barbera, PE

(name of authorized officer)

certifies, to the best of my knowledge and belief, that:

- No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

- If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form LLL, "Disclosure of Lobbying, Activities" in accordance with its instructions.

- The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by, 31, U.S. C. § 1352 (as amended by the Lobbying Disclosure Act of 1995). Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

Note: Pursuant to 31 U.S.C § 1352(c)(I)-(2)(A), any person who makes a prohibited expenditure or fails to file or amend a required certification or disclosure form shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such expenditure or failure.

The Contractor certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Contractor understands and agrees that the provisions of 31 U.S.C. § 3801, et seq., apply to this certification and disclosure, if any.

Executed this day 11th of July, 2014

By: _____

Signature of Authorized Official

Robert F. Barbera, PE, Senior Vice President

Official Name and Title of Authorized Official

FEMA REQUIREMENTS

STANDARD FORM LLL - DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C. 1352

1. Type of Federal Action:	2. Status of Federal Action:	3. Report Type:
X a. contract	X a. bid/offer/application	X a. initial filing
___ b. grant	___ b. initial award	___ b. material change
___ c. cooperative agreement	___ c. post award	
___ d. loan		**For material change only:**
___ e. loan guarantee		Year _____ quarter _____
___ f. loan insurance		Date of last report_____

4. Name and Address of Reporting Entity:	5. If Reporting Entity in No. 4 is Subawardee, Enter Name and Address of Prime:
STV Construction, Inc. 225 Park Avenue South New York, NY 10003-1604 X Prime ___ Subawardee Tier_____, if Known: **Congressional District,** *if known:*	**Congressional District,** *if known:*
6. Federal Department/Agency:	**7. Federal Program Name/Description:** CFDA Number, *if applicable:* _____
8. Federal Action Number, *if known:*	**9. Award Amount,** *if known:* $
10. a. Name and Address of Lobbying Registrant *(if individual, last name, first name, MI):*	**b. Individuals Performing Services** *(including address if different from No. 10a)* *(last name, first name, MI):*
11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.	**Signature:** _____ **Print Name:** Robert F. Barbera, PE **Title:** Senior Vice President **Telephone No.:** (212) 505-4932 **Date:** 7/11/14
Federal Use Only	**Authorized for Local Reproduction** **Standard Form - LLL (Rev. 7-97)**

INSTRUCTIONS FOR COMPLETION OF SF-LLL, DISCLOSURE OF LOBBYING ACTIVITIES

This disclosure form shall be completed by the reporting entity, whether subawardee or prime Federal recipient, at the initiation or receipt of a covered Federal action, or a material change to a previous filing, pursuant to title 31 U.S.C. Section 1352. The filing of a form is required for each payment or agreement to make payment to any lobbying entity for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with a covered Federal action. Complete all items that apply for both the initial filing and material change report. Refer to the implementing guidance published by the Office of Management and Budget for additional information.

1. Identify the type of covered Federal action for which lobbying activity is and/or has been secured to influence the outcome of a covered Federal action.
2. Identify the status of the covered Federal action.
3. Identify the appropriate classification of this report. If this is a followup report caused by a material change to the information previously reported, enter the year and quarter in which the change occurred. Enter the date of the last previously submitted report by this reporting entity for this covered Federal action.
4. Enter the full name, address, city, State and zip code of the reporting entity. Include Congressional District, if known. Check the appropriate classification of the reporting entity that designates if it is, or expects to be, a prime or subaward recipient. Identify the tier of the subawardee, e.g., the first subawardee of the prime is the 1st tier. Subawards include but are not limited to subcontracts, subgrants and contract awards under grants.
5. If the organization filing the report in item 4 checks "Subawardee," then enter the full name, address, city, State and zip code of the prime Federal recipient. Include Congressional District, if known.
6. Enter the name of the federal agency making the award or loan commitment. Include at least one organizational level below agency name, if known. For example, Department of Transportation, United States Coast Guard.
7. Enter the Federal program name or description for the covered Federal action (item 1). If known, enter the full Catalog of Federal Domestic Assistance (CFDA) number for grants, cooperative agreements, loans, and loan commitments.
8. Enter the most appropriate Federal identifying number available for the Federal action identified in item 1 (e.g., Request for Proposal (RFP) number; Invitations for Bid (IFB) number; grant announcement number; the contract, grant, or loan award number; the application/proposal control number assigned by the Federal agency). Included prefixes, e.g., "RFP-DE-90-001."
9. For a covered Federal action where there has been an award or loan commitment by the Federal agency, enter the Federal amount of the award/loan commitment for the prime entity identified in item 4 or 5.
10. (a) Enter the full name, address, city, State and zip code of the lobbying registrant under the Lobbying Disclosure Act of 1995 engaged by the reporting entity identified in item 4 to influence the covered Federal action.

    (b) Enter the full names of the individual(s) performing services, and include full address if different from 10(a). Enter Last Name, First Name, and Middle Initial (MI).
11. The certifying official shall sign and date the form, print his/her name, title, and telephone number.

FEMA REQUIREMENTS

According to the Paperwork Reduction Act, as amended, no persons are required to respond to a collection of information unless it displays a valid OMB control Number. The valid OMB control number for this information collection is OMB No. 0348-0046. Public reporting burden for this collection of information is estimated to average 10 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0046), Washington, DC 20503

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION - LOWER TIER COVERED TRANSACTIONS

1. The prospective lower tier participant,

Robert F. Barbera, PE, certifies by submission of this bid or proposal, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

3. The prospective lower tier participant shall provide immediate written notice to the Authority (and the Contractor, if applicable) if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

Executed this day 11th of June, 2013.

BY SIGNATURE OF AUTHORIZED OFFICIAL

Robert F. Barbera, PE, Senior Vice President

NAME AND TITLE OF AUTHORIZED OFFICIAL

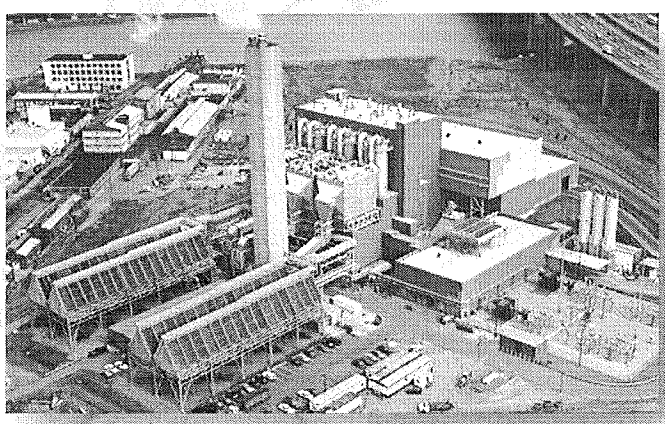
Original

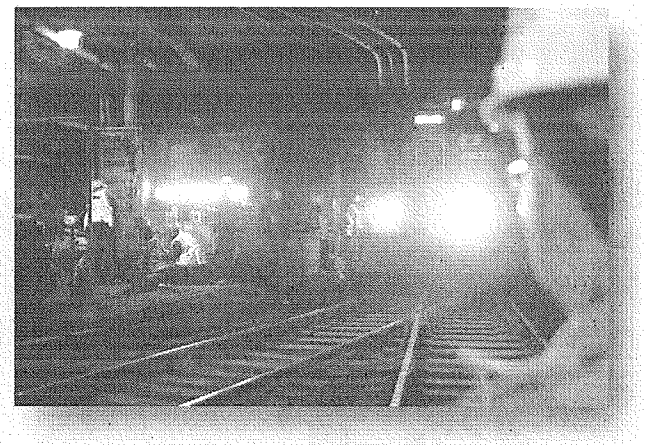
THE PORT AUTHORITY OF NY & NJ

Proposals for:

Indefinite Quantity Contracts (IQCs) for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis Through 2018

RFP #38268





Submitted By:

SI Engineering, P.C.

July 16, 2014

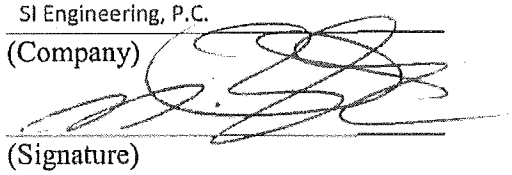
ATTACHMENT B

AGREEMENT ON TERMS OF DISCUSSION

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

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

SI Engineering, P.C.
(Company)


(Signature)

Principal
(Title)

July 2, 2014
(Date)

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

Attachments C1 & C2

The following attachments for SI Engineering, P.C. are located in **Section A**:

1. Attachment C1 – Proposer Prerequisite A
2. Attachment C2 – Proposer Prerequisite B

Table of Contents

Cover

Attachment B – Agreement on Terms of Discussion

Attachment C-1 & C-2 – Proposer Prerequisite A & B

Transmittal Letter

Table of Contents

Section A: Firm's Qualifications and Experience

- **Prequalification Requirements**
  - Certification of Authorization
  - Attachment C-1 – Proposer Prerequisite A
  - Attachment C-2 – Proposer Prerequisite B
- **Firm Experience**

Section B: Staff Qualifications and Experience

- Attachment E
- Organizational Chart
- Narrative of Detailed Experience of Key Personnel & Commitment to the Project Plan
- Resumes of Key Personnel

Section C: Management / Technical Approach

Section D: DBE Participation

Section E: List of Firm's Affiliates

Section F: Background Qualifications Questionnaire Statement

Section G: Statement of Conflict of Interest

Section H: Required Forms

- Non-Disclosure and Confidentiality Agreement (NDA)
  - Exhibit A – Port Authority Acknowledgement by Related Party
  - Exhibit B – Port Authority Acknowledgement by Related Party for Subconsultants
- Federal Transit Administration (FTA) Form
- Federal Emergency Management Agency (FEMA) Form
- Acknowledgement of Addenda

Section I: Financial Information

- 2013 Financial Statement
- Statement of Work On-Hand

Prequalification Requirements

Appended to this section is the following material that demonstrates SI Engineering, P.C.'s compliance with the prequalification requirements set forth in Section II of the RFP:

1. Certificate of Authorization to practice Professional Engineering in the State of New York and New Jersey

2. SI Engineering, P.C. has the required minimum of five (5) years of experience, from the date of proposal submission, which includes performing construction management services as outlined in Attachment A for major transportation facilities.

3. SI Engineering, P.C. has the adequate staffing resources; individuals on staff have demonstrated experience performing construction management and/or construction inspection services in the Greater New York/New Jersey Metropolitan Area for construction projects valued, at a minimum, at $1.5 million.

Attached are copy of our Certification of Authorization to practice Professional Engineering Services in New York, copy New Jersey Business Registration Certification, Attachment C-1: Proposer Pre-requisite A (for the SIE Team), Attachment C-2: Proposer Pre-requisite B (for the SIE Team), and similar project experience for the team.

THE UNIVERSITY OF THE STATE OF NEW YORK
EDUCATION DEPARTMENT

THIS IS TO CERTIFY THAT HAVING MET THE REQUIREMENTS OF SECTION 7210 OF THE EDUCATION LAW AND IN ACCORDANCE THEREWITH THIS CERTIFICATE OF AUTHORIZATION IS GRANTED WHICH ENTITLES

SI ENGINEERING PC
39 BROADWAY
SUITE 650
NEW YORK, NY 10006-3032

TO PROVIDE PROFESSIONAL ENGINEERING SERVICES IN THE STATE OF NEW YORK FOR THE PERIOD 10/01/2012 TO 09/30/2015.

DOUGLAS E LENTIVECH
DEPUTY COMMISSIONER
FOR THE PROFESSIONS

CERTIFICATE NUMBER
0009819

JOHN B KING JR
PRESIDENT OF THE UNIVERSITY
AND COMMISSIONER OF EDUCATION

THE UNIVERSITY OF THE STATE OF NEW YORK
EDUCATION DEPARTMENT

THIS IS TO CERTIFY THAT HAVING MET THE REQUIREMENTS OF SECTION 7210 OF THE EDUCATION LAW AND IN ACCORDANCE THEREWITH THIS CERTIFICATE OF AUTHORIZATION IS GRANTED WHICH ENTITLES

SI ENGINEERING PC
39 BROADWAY
SUITE 650
NEW YORK, NY 10006-3032

TO PROVIDE PROFESSIONAL ENGINEERING SERVICES IN THE STATE OF NEW YORK FOR THE PERIOD 10/01/2009 TO 09/30/2012.

FRANK MUNOZ
ASSOCIATE COMMISSIONER
OFFICE OF THE PROFESSIONS

CERTIFICATE NUMBER
0006807

CAROLE F. HUXLEY
PRESIDENT OF THE UNIVERSITY
AND INTERIM COMMISSIONER OF EDUCATION

ERT-1

10/11/12

Taxpayer Identification#

Dear Business Representative:

Congratulations! You are now registered with the New Jersey Division of Revenue.

Use the Taxpayer Identification Number listed above on all correspondence with the Divisions of Revenue and Taxation, as well as with the Department of Labor (if the business is subject to unemployment withholdings). Your tax returns and payments will be filed under this number, and you will be able to access information about your account by referencing it.

Additionally, please note that State law requires all contractors and subcontractors with Public agencies to provide proof of their registration with the Division of Revenue. The law also amended Section 92 of the Casino Control Act, which deals with the casino service industry.

We have attached a Proof of Registration Certificate for your use. To comply with the law, if you are currently under contract or entering into a contract with a State agency, you must provide a copy of the certificate to the contracting agency.

If you have any questions or require more information, feel free to call our Registration Hotline at (609)292-9292.

I wish you continued success in your business endeavors.

Sincerely,

James J. Fruscione
Director
New Jersey Division of Revenue

STATE OF NEW JERSEY
BUSINESS REGISTRATION CERTIFICATE

DEPARTMENT OF TREASURY
DIVISION OF REVENUE
PO BOX 252
TRENTON, N J 08646-0252

TAXPAYER NAME:
SI ENGINEERING, P.C.

TRADE NAME:

ADDRESS:
ONE GATEWAY CENTER SUITE 940
NEWARK NJ 07102-5321

SEQUENCE NUMBER:
[redacted]

EFFECTIVE DATE:
07/25/12

ISSUANCE DATE:
10/11/12

Director
New Jersey Division of Revenue

FORM-BRC
(04-08), D205846V

This Certificate is NOT assignable or transferable. It must be conspicuously displayed at above address

Attachment C-1

Proposer Prerequisite A

Firms must have Certificates of Authorization to practice Professional Engineering in the states of New York and/or New Jersey and minimum of five (5) years experience, from the date of proposal submission, which includes performing construction management services as outlined in Attachment A for major transportation facilities.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites

If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite A.

Client Name/ Contracting Entity	New York State Department of Transportation, Region 11
Contract Start Date	2014
Contract End Date	2016
Brief description of Scope of work	Deck Replacement of Three Bridges (D031099), Bronx, NY
Client Contact Name / Title	Manuel Silva / Project Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	New York City Department of Design + Construction
Contract Start Date	2008
Contract End Date	2010
Brief description of Scope of work	Resident Engineering Inspection Services for the Reconstruction of Beekman Street, Manhattan, NY
Client Contact Name / Title	Sirini Kishava, PE / Engineer-in-Charge
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	MTA - New York City Transit
Contract Start Date	2012
Contract End Date	2013
Brief description of Scope of work	Construction Inspection Services for the Restoration of Hurricane Destroyed A Train Subway Infrastructure (CM-1353), Far Rockaway, NY
Client Contact Name / Title	Richard Semenick, PE / Project Manager (HDR Architecture & Engineering)
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Note – Client Contact must be employee of Company

Attachment C-2

Proposer Prerequisite B

Firms must have adequate staffing resources and have demonstrated experience performing construction management and/or construction inspection services in the Greater New York/New Jersey Metropolitan Area for construction projects valued, at a minimum, at $1.5 million.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite B.

Client Name/ Contracting Entity	New York City Department of Design + Construction
Contract Start Date	2011
Contract End Date	2014
Construction Value	$8,000,000 (Fee)
Brief description of Scope of work	Requirements Contracts for Resident Engineering Inspection Services for Small Infrastructure Projects, Citywide
Client contact Name / Title	Eric MacFarlane, PE / Deputy Commissioner Infrastructure Division
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	MTA - MTA - New York City Transit
Contract Start Date	2007
Contract End Date	2017
Construction Value	$4,000,000 (Fee)
Brief description of Scope of work	Construction Inspection and Management Services for Phase I of the Second Avenue Subway, MTA-CM 1338, Manhattan, NY
Client contact Name / Title	Anil Parikh, PE / Project Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	New York City Department of Environmental Protection
Contract Start Date	2009
Contract End Date	2015
Construction Value	$2,000,000 (Fee)
Brief description of Scope of work	Construction Inspection and Management Services for Croton Water Filtration Plant (WFP), Contract HED-545CM, Bronx, NY
Client contact Name / Title	Gerard Cox / Project Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Note – Client Contact must be employee of Company

Attachment C-1

Proposer Prerequisite A

Firms must have Certificates of Authorization to practice Professional Engineering in the states of New York and/or New Jersey and minimum of five (5) years experience, from the date of proposal submission, which includes performing construction management services as outlined in Attachment A for major transportation facilities.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites

If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite A.

Client Name/ Contracting Entity	Wally Caban/Chief of Construction, Engineering Department Port Authority of New York & New Jersey
Contract Start Date	2013
Contract End Date	2018
Brief description of Scope of work	Performance of Expert Professional Construction Management Services (MBE/WBE) as Requested on a "Call-In" Basis during 2013-2018 - Projects have included: Journal Square PATH Station and Moynihan Station, among other on-call projects.
Client Contact Name / Title	Dennis Yap, PE
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	Thomas Canto/Project Manager Atlantic City International Airport/South Jersey Transportation Authority
Contract Start Date	2010
Contract End Date	2013
Brief description of Scope of work	Taxiway D Rehabilitation at ACY. Design included a mill and overlay to meet FAA design standards. DY Performed a site inspection to identify areas needing repair, prepared final plans and specifications, provided construction administrative and management services.
Client Contact Name / Title	Christopher Rufo, PE
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	Jerry Barberio/ Public Works Manager & Business Administrator Hammonton Municipal Airport/Town of Hammonton
Contract Start Date	August 2012
Contract End Date	Present
Brief description of Scope of work	Rehabilitation of Runway 3-21. DY is was responsible for the construction administration, engineering and full time inspection of this project. DY ensured compliance to the design plans and specifications, conformance to all approvals and oversee the quality control and acceptance program.
Client Contact Name / Title	Christopher Rufo, PE
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Note – Client Contact must be employee of Company

Attachment C-1

Proposer Prerequisite A

Firms must have Certificates of Authorization to practice Professional Engineering in the states of New York and/or New Jersey and minimum of five (5) years experience, from the date of proposal submission, which includes performing construction management services as outlined in Attachment A for major transportation facilities.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites

If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite A.

Client Name/ Contracting Entity	Tony Ceglio, Airport Manager Suffolk County
Contract Start Date	2010
Contract End Date	2013
Brief description of Scope of work	Runway 6-24 Rehabilitation at Francis S. Gabreski Airport. Services included pavement design, construction administration and construction management services. Rehabilitation included "rubberizing" the failing pavement, which addressed the failing existing joints and to control reflective cracking through to the proposed bituminous overlay, and was very cost effective.
Client Contact Name / Title	Dennis Yap, PE
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	Melinda Montgomery Trenton-Mercer Airport Authority
Contract Start Date	2009
Contract End Date	2011
Brief description of Scope of work	Rehabilitation of Taxiways A, C & J. Total length of taxiways were 7,634ft, rehabilitation consisted mostly of repairing cracks, reconstructing major portions of the failing taxiways, milling the top surface course and providing overlay of the taxiways with bituminous pavement. Services included design and construction management.
Client Contact Name / Title	Christopher Rufo, PE
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	Wallace Caban/Chief of Construction, Engineering Department Port Authority of New York & New Jersey
Contract Start Date	2000
Contract End Date	2003
Brief description of Scope of work	Jamaica/JFK Air Train Light Rail System. Services included inspection of contractors' progress, ensuring contractors adhere to the specifications and conditions of the contract. Report to managers with daily narratives detailing progress, act as liason between operators, the Port Authority and all tenants. Work with NYSDOT, PAPS and Operations to obtain working permits.
Client Contact Name / Title	Dennis Yap, PE
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Note – Client Contact must be employee of Company

Attachment C-2

Proposer Prerequisite B

Firms must have adequate staffing resources who have demonstrated experience performing construction management and/or construction inspection services in the Greater New York/New Jersey Metropolitan Area for construction projects valued, at a minimum, at $1.5 million.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite B.

Client Name/ Contracting Entity	Wally Caban/Chief of Construction, Engineering Department Port Authority of New York & New Jersey
Contract Start Date	2008
Contract End Date	2009
Construction Value	$10M
Brief description of Scope of work	Radiant Deicing Facility was constructed at JFK International Airport. Services provided include construction administration and construction management/inspection. DY was the Engineer-of-Record on this design/build project.
Client contact Name / Title	Kan Liu
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	Tony Ceglio, Airport Manager Suffolk County
Contract Start Date	2010
Contract End Date	2013
Construction Value	$6.5M
Brief description of Scope of work	Runway 6-24 Rehabilitation at Francis S. Gabreski Airport. Services included pavement design, construction administration and construction management services. Rehabilitation included "rubberizing" the failing pavement, which addressed the failing existing joints and to control reflective cracking through to the proposed bituminous overlay, and was very cost effective.
Client contact Name / Title	Dennis Yap, PE
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	Wallace Caban/Chief of Construction, Engineering Department Port Authority of New York & New Jersey
Contract Start Date	2000
Contract End Date	2003
Construction Value	$1.5B
Brief description of Scope of work	Jamaica/JFK Air Train Light Rail System. Services included inspection of contractors' progress, ensuring contractors adhere to the specifications and conditions of the contract. Report to managers with daily narratives detailing progress, act as liason between operators, the Port Authority and all tenants. Work with NYSDOT, PAPS and Operations to obtain working permits.
Client contact Name / Title	Dennis Yap, PE
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Note – Client Contact must be employee of Company

Attachment C-1

Proposer Prerequisite A

Firms must have Certificates of Authorization to practice Professional Engineering in the states of New York and/or New Jersey and minimum of five (5) years experience, from the date of proposal submission, which includes performing construction management services as outlined in Attachment A for major transportation facilities.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites

If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite A.

Client Name/ Contracting Entity	The Port Authority of NYNJ
Contract Start Date	12/05/2012
Contract End Date	Ongoing
Brief description of Scope of work	Construction Management and Construction Inspection, Cost Estimation, Site Supervision, Quality Control, Project Management
Client Contact Name / Title	Miss Dee Kaur/Manager Project Control
Client Contact Email Address	
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	The Port Authority of NYNJ
Contract Start Date	06/03/2012
Contract End Date	Ongoing
Brief description of Scope of work	Performance of Expert professional construction management and Inspection Services. Site Supervision, Cost Estimation, Quality Control, Project Management
Client Contact Name / Title	Miss Christine Stanton/Supervisor
Client Contact Email Address	
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	New York State Department of Transportation
Contract Start Date	03/22/2012
Contract End Date	Ongoing
Brief description of Scope of work	Construction Management, Construction Inspection, Site Supervision, Cost Estimation, Quality Control
Client Contact Name / Title	Mr. Mike Bailey/Vice President
Client Contact Email Address	
Client Contact Phone Number	[redacted]

Note – Client Contact must be employee of Company

Attachment C-2

Proposer Prerequisite B

Firms must have adequate staffing resources who have demonstrated experience performing construction management and/or construction inspection services in the Greater New York/New Jersey Metropolitan Area for construction projects valued, at a minimum, at $1.5 million.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite B.

Client Name/ Contracting Entity	The Port Authority of NYNJ
Contract Start Date	12/05/2012
Contract End Date	Ongoing
Construction Value	$3,700,000
Brief description of Scope of work	Construction Management and Construction Inspection, Cost Estimation, Site Supervision, Quality Control, Project Management
Client contact Name / Title	Miss Dee Kaur/Manager Project Control
Client Contact Email Address	
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	The Port Authority of NYNJ
Contract Start Date	06/03/2012
Contract End Date	Ongoing
Construction Value	$3,700,000
Brief description of Scope of work	Performance of Expert professional construction management and Inspection Services. Site Supervision, Cost Estimation, Quality Control, Project Management
Client contact Name / Title	Miss Christine Stanton/Supervisor
Client Contact Email Address	
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	New York State Department of Transportation
Contract Start Date	03/22/2012
Contract End Date	Ongoing
Construction Value	$1,682,620
Brief description of Scope of work	Construction Managment, Construction Inspection, Site Supervision, Cost Estimation, Quality Control
Client contact Name / Title	Mr. Mike Bailey/Vice President
Client Contact Email Address	
Client Contact Phone Number	[redacted]

Note – Client Contact must be employee of Company

Team Experience

Project & Location: Construction Inspection Services for NYSDOT Region 11 Term Contract (D015685), All Five Boroughs of New York City, NY

Owner: NYSDOT, 47-40 21st Street, Hunters Point Plaza, Long Island City, NY 11101, Ruben Cabrera, EIC, [redacted]

Client: STV Incorporated, 225 Park Avenue South, 5th Floor, New York, NY 10003, Thomas J. Mellet, PE [redacted]

Duration Dates: 2007 – 2010

Service Dates: 2008 - 2009

Construction Cost: $20 Million

SIE Fee: $241,000

Annual Staff Hours: 1,684 (Full Time)

Firm Representative: Muhammad Izhar, 212.354.5939 (SI Engineering, P.C.)

Project Description: SI Engineering, P.C. (SIE) provided construction inspection services for this Term Contract for Region 11. Tasks performed included; maintenance of all project records, processing payments for contractor, reviewing force account records, preparing independent construction cost estimates, verifying material, equipment & labor costs, verifying compilations & calculation of data and development of site specific maintenance and protection of traffic (MPT) plans.

Projects included bridge painting contracts, bridge deck reconstructions, and roadway resurfacings. Contractor operations were both daytime and nighttime operations. Extensive interaction was required with the NYC Dept. of Transportation, Office of Construction Mitigation and Coordination (OCMC) for approval of site specific MPT plans.

Project & Location: Call in (M/MBE) Construction Management Services, Jersey City, NJ.

Owner/Client: The Port Authority of NYNJ, 241 Erie Street, Room 238 Jersey City NJ 07310, Tom Amoia, P.E., 718-244-4194.

Duration Dates: 12/05/2012 - Ongoing.

Service Dates: 12/05/2012 - Ongoing.

Construction Cost: $54,393,000

SCI Fee: $2,719,650

Annual Staff Hours: 6,240 / (Full Time)

Firm Representative: Shahid Iqbal, Ph.D., P.E. 212-239-3400 (SCI Engineering P.C.)

Project Description: SCI Engineering, P.C. (SCI) provided professional staffing services on this Construction Management "Call- In" contract for PANYNJ. SCI provided Construction Managers for pre-construction and construction management including inspection services, claims analysis, constructability review, cost estimating, construction administration, construction inspection, quality assurance/quality control, planning, scheduling and co-ordination, payment, change orders, punch list and project close-out under this contract.

Project & Location: Jamaica Air Train, JFK International Airport, Queens, New York

Owner: Port Authority of New York & New Jersey, 225 Park Avenue South, New York, New York 10003, Wallace Caban (718) 533-3539

Client: Bechtel Infrastructure, 21 East 40th Street, 6th Floor, New York, New York 10016, John Read [redacted]

Duration Dates: 2005 – 2006

Service Dates: 2005 – 2006

Construction Cost: $1,200,000,000

DY Fee: $922,000

Annual Staff Hours: 21,476 (Full Time)

Firm Representative: Dennis Yap, PE (516) 625-9800

Project Description: Consultants was retained by Bechtel to provide Engineering Services during the construction portion of this high profile project. The 8.4 mile long, light-rail system was put into operation in 2004. Approximately five (5) miles of the Air Train route is within the confines of the airport. The project provides connections off airport at the Jamaica Station and Howard Beach Station. Additional major elements of the project involve the installation of tunnels under active taxiways and the construction of an elevated guide way within the center median of the heavily trafficked Van Wyck Expressway. The primary roles that DY Consultants filled on this project involved two important functions.

Construction Monitoring

As part of the Port Authority team, DY was responsible for monitoring compliance to the design requirements. This project required DY's engineers to review over ten different disciplines of construction. The major components included track work, road construction, utility relocation, and terminal building alterations. The DY engineers were working diligently with the contractor in the field while inspecting the installation of pilings, columns, pre-cast segments, plinth, rail track, sound barriers and the construction of individual terminal stations to the airport and the public transportation system. While working on this project, our engineers had the opportunity to assist in reviewing the installation of pre-cast concrete segments that required the use of span-by-span and balanced cantilever erection procedures. The erection of the pre-cast concrete box girder segments was implemented between the Howard Beach Station and Federal Circle. A project of this magnitude involved detailed coordination with several parties, particularly since the project has an effect on many areas. The construction of this project had an impact on airport circulation, as well as off-airport traffic (i.e.: Van Wyck Expressway).

Graphics Progress Reporting/Document Controls

An important function of the construction team is to present the progress of the project to all interested parties. This high profile project requires a status update to many entities, such as local communities, state, and federal agencies. A computer model was used to effectively provide the information in a user-friendly manner. Computer software such as Power Point, PhotoShop, AutoCAD and video software was used to complete this assignment. In addition, DY administered a sophisticated database, which contains all construction documents related to this project. DY oversaw all documentation, from multiple disciplines, associated with this project. These documents varied from inspection reports to design changes or as-built drawings.

Project & Location: Construction Inspection of the Repair of Storm Damage to the Rockaway Waste Water Treatment Plant, Far Rockaway, NY

Owner: NYCDEP, 59-17 Junction Boulevard, NY 11373

Client: CH2M Hill, 22 Cortland Street, 31st Floor, New York, NY 10007, Tina Colgan, [redacted]

Duration Dates: 2012 – 2013 Service Dates: 2012 - 2013

Construction Cost: $17 Million SIE Fee: $350,000

Annual Staff Hours: 296 (Full Time)

Firm Representative: Muhammad Izhar, 212.354.5939 (SI Engineering, P.C.)

Project Description:
SI Engineering, P.C. (SIE) provided Electrical Inspection Services for the repairs to the equipment damaged by the storm surge from Hurricane Sandy, restarting of the plant, and upgrading of various components of the plant. The following is a sampling of some of the services performed:

- Removed, reinstalled, checked & commissioned the submerged main sewage pump assembly (149KW/200HP, 750V, 244A,1185RPM)
- After refurbishing the pump; checked meggered & changed damaged cables of low, medium & high voltage for lighting / operational devices
- Demolition & reinstallation of (same or equal type) non-explosion / explosion proof lights, exit lights (WP2-IN-0911, E-VUMCX-82-250/120, ENCOR 12EX36-2-NY)
- Installation & termination of heat tracing cable (H611-120V,WGRD-900H) with connector for boiler's water & fuel lines
- Installation & termination of new Heat Thermostat T- 498A
- Replacement of new exit signs EVER GLOW UL-924, Hi-DIN-67510-450/60
- Replacement of intercom & telephone out-let; and checked, cleaned, and rewired damaged lighting & power panels.

SIE monitored the contractor's operations for manpower utilized, by category and time expended; and measured quantities placed for time and material billing. Also maintained updated contract cost spread sheet based upon inspector reports and bills of ladening for materials delivered.

Project & Location: Resident Engineering Inspection Services For Sanitary & Storm Sewers in Dalhia Street Area, Contract SER002320, Staten Island, NY

Owner/Client: NYCDDC, 30-30 Thomson Avenue, 3rd Floor, Long Island City, NY 11101, Mausukh Mavani PE, EIC, [redacted]

Duration Dates: 2012 – 2014 Service Dates: 2012 - 2014

Construction Cost: $3.5 Million SIE Fee: $886,000

Annual Staff Hours: 6,850 (Full Time)

Firm Representative: Muhammad Izhar, 212.354.5939 (SI Engineering, P.C.)

Project Description: As a prime consultant, SI Engineering, P.C. (SIE) provided resident engineering inspection services for the installation of sanitary and storm sewers in Dahlia Street Area in Staten Island. SIE provided all services necessary and required for the inspection, supervision, management,

coordination and administration of the project, so the required construction work was properly executed, completed in a timely fashion and conformed to the requirements of the construction documents and to good construction practice. SIE provided pre-construction, construction and post-construction services.

Staffing being provided included: a Resident Engineer; an Office Engineer; a Senior Inspector; an Inspector; and a Construction Monitor/Reconstruction Specialist. The project involved the rehabilitation of sewer mains, reconstruction of roadway, curbs and sidewalks including street lighting and traffic signal work and private utilities work. SIE was responsible for reviewing contract plans and specifications for the project, reviewing DDC standard sewer specifications, water main & highway specifications, DEP & DOT standard drawings as needed to familiarize staff with the standards to be utilized, and the construction inspection of the installation of sanitary & storm sewers, water main, and roadway restoration work. This later included placement of new curb, sidewalk, concrete base, asphalt etc. in conformance with the plans and specifications. Various accounting, internal controls and auditing procedure applications were followed in order to maintain cost controls. The project followed the NYC Comptroller's Directives as per project needs. The project involved the challenging issues related to the construction on heavily travelled streets in the City of New York.

Project & Location: Call in Construction Management Services Jet Blue Terminal JFK, Jersey City, NJ.

Owner/Client: The Port Authority of NYNJ, 241 Erie Street, Room 238 Jersey City NJ 07310, Tom Amoia, P.E., 718-244-4194

Duration Dates: 2008 - Completed

Service Dates: 2008 - Completed

Construction Cost: $10,100,340

SCI Fee: $505,017

Annual Staff Hours: 6240/ (Full Time)

Firm Representative: Shahid Iqbal, Ph.D., P.E. 212-239-3400 (SCI Engineering P.C.)

Project Description: SCI Engineering, P.C. (SCI) provided pre-construction and construction/project management expertise for the PANYNJ at the new jetBlue Airline Terminal at JFK International Airport. The jetBlue cost shared project consisted of airline terminal, Terminal 5, and a new Yellow Parking Garage. The terminal building included 24 passenger gates, 27 concession spaces (food and retail), people movers (elevators, escalators and moving walkways) and collateral terminal support systems. The Yellow Garage which supports Terminal 5 included 6 parking levels with parking for 1,500 cars, 4 elevators, enclosed access to the Air Train Station and Terminal 5 Arrivals and Departures levels and an ancillary electrical substation.

Project & Location: Services in Conjunction with Reconstruction of Kew Gardens Intercharge and Grand Central Parkway 1A, Region 11, New York, NY.

Owner/Client: The Liro Group, 3 Aerial Way Syosset, NY 11791, Mike Bailey, P.E., 516-214-8153

Duration Dates: 2012 - Present

Service Dates: 2012 - Present

Construction Cost: $ 33,652,400

SCI Fee: $1,682,620.

Annual Staff Hours: 6240/ (Full Time)

Firm Representative: Shahid Iqbal, Ph.D., P.E. 212-239-340 (SCI Engineering P.C.)

Project Description: SCI Engineering, P.C. (SCI) is a Professional Engineering firm provide services that include Construction Management, Project Management, Structural Inspections, Special Inspections, Bridge Engineering, Coating Inspection, Water Tanks Inspection, Highway, Traffic and Transportation Engineering, Green Energy Management, Intelligent Transportation System (ITS), Project Control Solutions, and Engineering Designs. Founded in 1981, SCI has built a significant public sector market client base that includes federal, state, county and local government agencies.

Project & Location: Reconstruction of West 215th Step Street (Hwcrq02s), Manhattan, NY

Owner/Client: NYCDDC, 30-30 Thomson Avenue, 4th Floor, Long Island City, NY 11101, Mohammad Sadiq, [redacted]

Duration Dates: 2013 – 2014

Service Dates: 2013 - 2014

Construction Cost: $2.5 Million

SIE Fee: $875,000

Annual Staff Hours: 3,974 (Full Time as of June 2014)

Firm Representative: Muhammad Izhar, 212.354.5939 (SI Engineering, P.C.)

Project Description: As a prime consultant, SI Engineering, P.C. (SIE) is providing resident engineering inspection services for the reconstruction of West 215th Step Street project which is between Broadway and Park Terrace East. The project consists of demolition and reconstruction of existing stairs including adjoining retaining walls; waterproofing adjacent buildings; installation of storm and sanitary sewers; installation of granite block sidewalk on Broadway, new hand railing, decorative bronze lettering along steps, concrete benches, pre-cast concrete bicycle channels, and street lighting; and landscape/tree planting. 215th Step Street is approximately 250 foot long, 35 foot wide and has an elevation difference of 65 foot between Broadway and Park Terrace East.

Project & Location: Resident Engineering Inspection Services for Safe Route to Transit (HWSRT200B), The Bronx

Owner/Client: NYCDDC, 30-30 Thomson Avenue, Long Island City, NY 11101, Franco Mesiti, [redacted]

Duration Dates: 2014 – 2015

Service Dates: 2014 - 2015

Construction Cost: $1.5 Million

SIE Fee: $400,000

Annual Staff Hours: 766 (Full Time as of June 2014)

Firm Representative: Muhammad Izhar, 212.354.5939 (SI Engineering, P.C.)

Project Description: As the prime, SI Engineering, P.C. (SIE) is responsible for the Resident Engineering Inspection services for the installation of sidewalk extensions (bus bulbs) at existing intersections. This safety program is being implemented at intersections adjacent to existing bus stops and will reduce the distance a pedestrian travels to board and alight from the bus. It will also decrease the pedestrian crossing distance at intersections in addition to being a traffic calming measure. The project is located in the vicinity of Broadway at West 231st Street and Broadway at West 238th Street in the Bronx, NY.

Services performed by SIE staff include; comparison of the current sidewalk condition with that shown on the plans to determine if additional deterioration has occurred and give the contractor direction on how to proceed; and coordination with the contractor, business and residents to maintain access to the abutting properties at all times. Also responsible for supervision of the excavation of existing sidewalk & roadway restoration, measurement of quantities, preparation of inspector's daily reports, review of completed reports and verification of as-built quantities. Other tasks performed included the attendance at meetings with the contractor, utility agencies and client in order to coordinate the staging of the work.

In congested and commercial areas, site-specific work plans are being developed to address the work to be performed while maintain property access. Sidewalk bridges, working during hours that the businesses are closed as well as signing of alternate pedestrian access routes are employed in order to perform the work while minimizing the construction impact.

Project & Location: Reconstruction of Edgemere Urban Renewal Area, Queens, NY.

Owner/Client: New York City Department of Design and Construction Mr. Donald Granger, [redacted]

Duration Dates: 2008- Completed

Service Dates: 2008- Completed

Construction Cost: $ 344,423,940

SCI Fee: $17,221,197

Annual Staff Hours: 8320/ (Full Time)

Firm Representative: Shahid Iqbal, Ph.D., P.E. 212-239-3400 (SCI Engineering P.C.)

Project Description: The project involved reconstruction of sewer, water, and highway construction, for urban development. New York State Department of Environmental Protection reviewed and accepted dewatering proposal prior to processing for NYSDEP- Dewatering Permit. The water main work included installation of 36"steel trunk main and apparatus, such as, butterfly valve, chambers, distribution mains of various sizes, up to 24", hydrants and house services were installed in that contract. The sewer work included installation of concrete encased sewer from 10" to 24" diameter, including storm box sewer, reinforced concrete chambers, manholes, catch basins and the house services, installed on timber & concrete filled steel pipe piles. Additionally, existing outfall structure was modified in this contract.

The urban development required widening and raising existing streets. New curb, sidewalk and road were built at raised elevation. Existing building entrance/ driveways were modified to accommodate new elevations. Traffic Signals; Street Lights; FDNY Communication System; Traffic Control & Advisory Signs and trees were planted in that project.

SCI's responsibilities included overseeing reconstruction work, community outreach, processing contractor's payment estimate for accepted work. Reviewed contractor's pre-construction report for the existing structures, within zone of influence and reviewed contractor's vibration monitoring reports & structural settlement reports, for compliance.

Project & Location: New York City School Construction Authority Construction Management Term Contract, New York, New York.

Owner/Client: NYC School Construction Authority, 30-30 Thomson Ave Long Island City New York, NY. Gerry Chi, [redacted]

Duration Dates: 2009 - Ongoing

Service Dates: 2009 - Ongoing

Construction Cost: $3,000,000

SCI Fee: $60,000,000

Annual Staff Hours: 10400/ (Full Time)

Firm Representative: Shahid Iqbal, Ph.D., P.E. 212-239-3400 (SCI Engineering P.C.)

Project Description: SCI Engineering, P.C., a subconsultant to Parsons Brinckerhoff Construction Authority, is currently supervising project progress to ensure conformance with project scope and specifications, as well providing on-site assistance with the interpretation of contract plans and specifications to General Contractor. Review design drawings for scope purposes and constructability. Act as a Liaison between the School Officials and the General Contractor. Prepare bid packages for publication. Review monthly requisitions for projects. Review and process change orders for project. Project progress to ensure conformance with project scope and specifications. Prepare close-out documents for project close-out turnover.

Project & Location: jetBlue Support Operations Campus, JFK International Airport, Queens, New York

Owner: Port Authority of New York & New Jersey, 225 Park Avenue South, New York, New York 10003

Client: HOK, 620 Avenue of the Americas, 6th Floor, New York, New York 10011, Kent Turner, [redacted]

Duration Dates: 2005 – 2006

Service Dates: 2005 – 2006

Construction Cost: $45,000,000

DY Fee: $2,000,000

Annual Staff Hours: 3,890 (Full Time)

Firm Representative: Dennis Yap, PE (516) 625-9800

Project Description: DY Consultants on the Design-Build Team for the development of Jet Blue's Support Operations Campus at the JFK International Airport. DY provided civil design services for the airside and landside components of the site. DY was also contracted to provide Quality Control Services during construction. The complex encompass' a 70,000 square foot maintenance hangar capable of accommodating three Airbus A-320 or Embraer-190 aircraft.

DY's engineers were responsible for design of the site-work associated with this approximately 7-acre site, located adjacent to Taxiway B and across from the American Airlines Terminal site. DY Consultants was also responsible for the design of the connecting taxiway that leads to the site. Design plans developed for this project included Apron and Taxiway Geometric Plans, Grading Plans, Cross Sections, Demolition Plans, Drainage Plan and Profiles, Airfield Lighting and Signing Plans and associated Detail Sheets. These plans were in compliance with FAA, Port Authority and NEPA requirements. Specifications and engineer's calculations were prepared and submitted as part of the design package.

DY also provided assistance in an important aspect of the approval process. Based on DY's FAA expertise, we assisted Jet Blue and the Port Authority in obtaining the requisite FAA air space approval. A package was prepared by DY Consultants that analyzed the affect of the permanent structure as well as the temporary affects of equipment during construction on the air space associated with Runway 13L-31R. Upon careful analysis, DY suggested methods of constructing the complex without affecting the visibility minimums associated with the runway's instrument approach. As a result, the project was constructed without interrupting airline service. DY also coordinated existing utility locations, developed a detailed safety and phasing plan for the airfield, and implemented the FAA reviews process. The project costs were approximately $45 million.

Project & Location: Delta Airlines Terminal 4 Redevelopment, JFK International Airport, Queens, New York

Owner: Delta Airlines, PO Box 20706, Atlanta, Georgia 30320

Client: Gensler, 1230 Avenue of the Americas, #1500, New York, New York 10020, Cliff Bollmann [redacted]

Duration Dates: 2013 – Present (Ongoing)

Service Dates: 2010 – 2013

Construction Cost: $1,800,000

DY Fee: $670,669

Annual Staff Hours: 6,186 (Full Time)

Firm Representative: Christopher Rufo, PE (516) 625-9800

Project Description: Delta Airlines plans to increase flights to JFK International Airport, through the improvements to Terminal 2, 3 and 4. Delta has started construction on the Phase I, portion of a project, which is a $1.2 billion improvement to Terminal 4 Concourse B. DY Consultants is responsible for the design of the civil portion of the second phase of this large scale redevelopment project that plans to relocate the gates for their regional jets from Terminal 2 to the new expanded Terminal 4, Concourse B. The Phase II design will add eleven additional gates to Concourse B of Terminal 4. Additionally an expansion at Concourse A to provide gates for the larger Group VI aircraft is also planned for the third phase of this project. DY Consultants' involvement included the civil engineering design for the airside expansion of Terminal 4 Concourse A and B. Our engineering services included the following for the apron and taxilane area near the terminal: pavement demolition, pavement design, grading and drainage design, utility demolition, utility connections to the terminal building, electric lighting for a new taxilane.

Project & Location: Radiant Deicing Facility, JFK International Airport, Queens, New York

Owner: Port Authority of New York & New Jersey, 225 Park Avenue South, New York, New York 10003

Client: Radiant Aviation Services, 2041 Niagara Falls Boulevard, Niagara Falls, New York, 14304, David Speirs [redacted]

Duration Dates: 2008 – 2009

Service Dates: 2008 – 2009

Construction Cost: $11,000,000

DY Fee: $967,349

Annual Staff Hours: 1,982 (Full Time)

Firm Representative: Dennis Yap, PE (516) 625-9800

Project Description: DY Consultants participated on the development of a Radiant Deicing System constructed at JFK International Airport in the vicinity of Hangar 12. This project involved new technology to provide an innovative method to deice aircraft with minimal environmental impacts upon storm water systems at the airport by minimizing the use of glycol. This safe technique utilizes patented Energy Process Units (EPU), which target electromagnetic waves (infrared energy), which melts ice and reflects from the aircraft. This structure provides service to aircraft as large as a Boeing 747. DY Consultants was the Engineer-of-Record on this design/build project, responsible for Project Management, Civil Work, Construction Management Services, and Land Surveying. Some challenges incurred included overcoming certain New York City Building codes that were not applicable to this structure and were successfully by overcome by the Team.

Attachment E

Staffing Plan Template

RFP NO. 38268

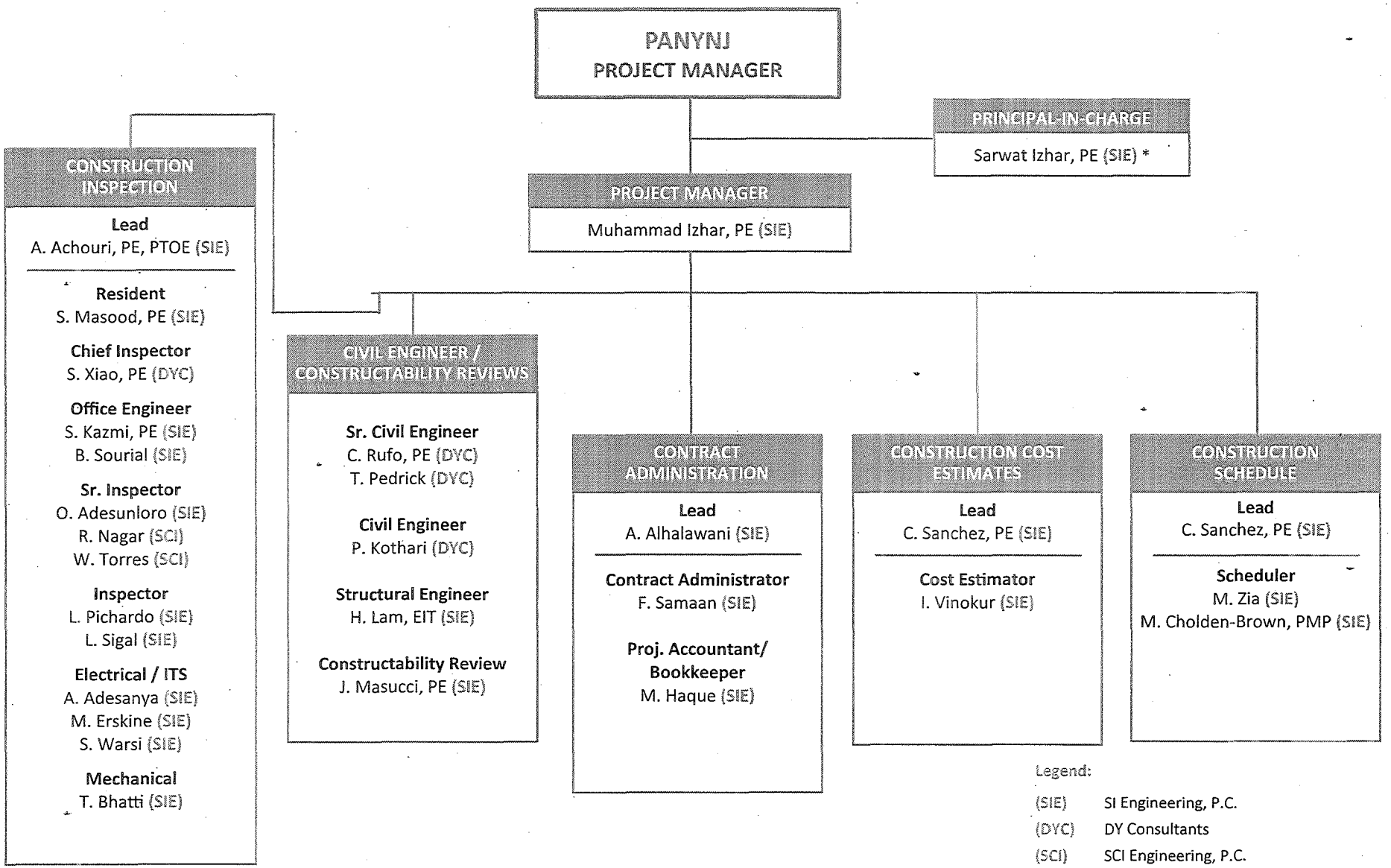
IF THE STAFFING CATEGORIES LISTED BELOW DIFFER FROM YOUR FIRM'S, LIST YOUR FIRM'S STAFFING TITLES WITHIN THE CATEGORY THAT BEST MATCHES.

Staffing Category		PROPOSER'S STAFFING TITLES
INSPECTIONS	1	Project Manager, PE
	2	Resident Engineer, PE
	3	Assistant Resident Engineer
	4	Office Engineer
	5	Assistant Office Engineer
	6	Chief Inspector
	7	Senior Inspector (Civil, Mechanical, Electrical)
	8	Inspector (Civil, Mechanical, Electrical)
CONSTRUCTABILITY REVIEW	1	Project Manager, PE
	2	Project Engineer, PE
	3	Senior Design Engineer, PE
	4	Design Engineer
	5	
	6	
	7	
	8	
CONTRACT ADMIN	1	Project Manager, PE
	2	Project Coordinator, PE
	3	Document Control Specialist
	4	Office Engineer
	5	
	6	
	7	
	8	
COST ESTIMATES	1	Project Manager, PE
	2	Chief Cost Estimator
	3	Project Cost Estimator
	4	Mechanical Cost Estimator
	5	Electrical Cost Estimator
	6	Civil Cost Estimator
	7	Structural Cost Estimator
	8	
CONSTRUCTION SCHEDULES	1	Chief Scheduler, PE
	2	Project Scheduler
	3	Assistant Project Scheduler
	4	Junior Schedular
	5	
	6	
	7	
	8	

Organizational Chart

THE PORT AUTHORITY OF NY & NJ

Indefinite Quantity Contracts (IQCs) for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis Through 2018 (RFP #38268)



Legend:

(SIE)	SI Engineering, P.C.
(DYC)	DY Consultants
(SCI)	SCI Engineering, P.C.
*	Resumes NOT Included

Qualifications of Staff

The SIE Team staff proposed for this project possesses a significant amount of construction management/inspection experience on transportation infrastructure projects. This expertise ranges from minor sidewalk and curb reconstruction projects up to and including roadway reconstruction projects with significant utility involvement and complex maintenance of traffic schemes. The staff is also experienced in construction rehabilitation/renovation projects for facilities such as toll revenue buildings and hangars/terminal buildings. Approximately half of the proposed staff has prior PANYNJ construction management/inspection experience.

SI Engineering and the teaming partners (SIE Team) have qualified in-house staff that can be deployed and committed to assist PANYNJ immediately upon a task order is issued to assist the agency with Expert Professional Construction Management and Inspection Services in the permanent replacement/repair of any equipment or infrastructure damaged by hurricane Sandy.

Since key personnel are full time employees of SIE Team, those employees will be available upon the issues of the task order and committed to the project.

SIE has the experience of managing task orders with similar situation and different governmental agencies; we can ensure smooth transition from in-house work to field work as required by the task order.

The following is a brief synopsis of the key staff proposed for this project. Resumes setting forth the details of each individuals experience are appended hereto.

Muhammad Izhar, PE, Project Manager – Mr. Izhar has 28 years of experience in the field of construction management. Construction costs of these projects range from very small to in excess of $20 million. Mr. Izhar has been the Project Manager of SIE's construction management/inspection projects that include construction of new water treatment plants, pumping stations, marine terminals, bridges, buildings, highways, roadways, airports and tunnels. He is well versed in the standards and procedures followed by NJDOT, NYSDOT, NYCDOT, MTA, TBTA, NYCTA, PANYNJ, NYMTC, NJ Transit and various other agencies in the tri-state area. Mr. Izhar previously served for Hudson County, NJ as a Supervising Engineer. He managed and supervised all county projects and led the construction inspection team.

Aomar Achouri, PE, PTOE, Lead Construction Inspector – Mr. Achouri has 15 years of experience in the field of construction management and inspection. He is also knowledgeable in the transportation engineering field. Mr. Achouri is worked on projects for NYCDOT, NYSDOT, NYCEDC, NYCDDC, and NYCDEP and is familiar with their laws, practices, and specifications. He is proficient in Fortran, C++, Microsoft Office, HCS 2000, AutoCAD, Synchro, Corsim, Paramics, Primavera, ArcView.

Syed A. Masood, PE, Resident Engineer – Mr. Masood has over 23 years of responsible national and international engineering experience including program management of infrastructure projects, project management, site support, and civil engineering design. Also experienced with road/highway, Railroad Bridge, airports, levees, underground sewer and water utility construction including

program/project management of heavy construction projects, site support, project coordination, bidding, estimating, costing, and scheduling. Project experience includes working from contractor as well as consultant side.

Sean Xiao, PE, PhD, Chief Construction Inspector – Sean is an experienced Senior Engineer with experience in civil, structural, and project management. He has international experience, having worked in P.R. China, Canada and USA as an airport engineer/planner for various projects related to all aspects of airport engineering and planning. He is very familiar with FAA airport design ACs, and the FAA's AIP Grant Program. He is a technical expert in airport runway safety areas, airport master planning, airport pavement design, evaluation and management systems, airspace and instrument approach analysis, and NAVAIDS siting.

Saeed A. Kazmi, PE, Office Engineer – Mr. Kazmi has 10 years of diversified experience in the field of construction management and inspection. He worked in various capacities from office engineer to senior inspector. Mr. Kazmi has excellent computer skills. He is proficient in Auto Cad, MicroStation and MS Office. He is well versed in the standards and procedures followed by NYSDOT and NYCDOT, NYCDDC and various other agencies in the NYC area. He is an excellent organizer and delivers assignments on time. He works very well in team or individually.

Bishoy Sourial, Office Engineer – Mr. Sourial has three years of experience in the engineering field. He is knowledgeable with budgeting and forecasting, cost reduction and containment, risk management, quality assurance and control, and project development and lifecycle. Mr. Sourial is proficient in AutoCAD, Civil CAD 3D, Microsoft, and Apple OS.

Olujenyo Edward Adesunloro, Senior Construction Inspector – Mr. Adesunloro has 16 years of construction inspection experience. He worked as a Senior Construction Inspector on various NYCDDC, NYCDEP, and NYSDOT reconstruction projects including sewer and water main installation, sidewalk reconstruction, MPT and safety inspection, and roadway reconstruction. Mr. Adesunloro is also trained and certified with Respiratory Protection Training; NYS Asbestos Project Monitor; and NYS Asbestos Air Sampling Technician.

Ripenrai D. Nagar, Senior Inspector – Mr. Nagar is a skilled inspector with over 12 years of work experience. He has many certificates including NICET Level III. He has been an inspector on several projects, including those which involved work done with concrete.

Walter F. Torres, Supervising Inspector – Mr. Walter F. Torres is a construction inspector and resident engineer with more than 30 years of experience reviewing and overseeing highway, bridge, and streetscape improvement projects. He has monitored field work for structural steel, foundations, welding and bolting, concrete and masonry, dry wall, fireproofing, windows and curtain walls, and painting. He also has experience supervising contractors and managing multiple construction contracts. His background includes developing budgets and schedules; reviewing shop drawings, bid packages, and construction documents; and approving change orders.

Qualifications of Staff

Luis J. Pichardo, Construction Inspector – Mr. Pichardo has seven years of experience with construction inspection services with NYCDOT and NYSDOT.

Leonid Sigal, Construction Inspector – Mr. Sigal has 17 years of experience as a construction inspector for numerous agencies, which includes MTA-LIRR, MTA-TBTA, NYSDOT, and NYCDDC.

Adewale Adesanya, Electrical / ITS Inspector – Mr. Adesanya has six years of experience. He is proficient with AutoCAD, VHDL, CPLD, DNS, DHCP, TCP/IP, C/C ++, Visual Basic, Oracle, HTML SQL, Linux, Matlab, Multisims, and Microsoft word, Excel, Access, & Power Point.

Miles C. Erskine, Electrical Inspector – Mr. Erskine has 13 years of experience as an electrical inspector. He has worked on projects with NYCT and NYCDEP. In the project management, he is knowledgeable with contract specifications / drawings, budgets, submittals and change request. He is also familiar with the following regulatory compliances: ISA, NEC, NFPA, NESC, IEEE Standard Codes OSHA Certifications. In addition, Mr. Erskine is proficient with Microsoft Office, Autodesk Construcware, Primavera, Oracle applications, Autocad, MicroStation, and Visio.

Saad Warsi, Electrical Inspector – Mr. Warsi has 22 years of extensive experience in Electrical Engineering Design / Operation / Maintenance, construction support, project development and management. He is experienced in construction of generator facility, installation, commissioning of 2.5MW & 1.0MW High Speed Diesel Generator and 450Kw low speed diesel Generator. He closely inspected the construction and installation of transformers of 1600KVA & 800KVA, installation & Commissioning of 3 chillers of 470KW with docketing and piping system; construction, installation & Commission of Air Compressors, Nitrogen Compressors and Boilers in Petrochemical industry. Mr. Warsi has comprehensive knowledge of MCC, Switchgear & Electrical Equipment. He also has extensive knowledge of Operations and Preventive Maintenance.

Tauqir A. Bhatti, Mechanical Inspector – Mr. Bhatti has 28 years of experience in mechanical and civil engineering inspections, design, cost estimations, quality assurance, maintenance, safety, and project management assignments. Approved to work for MTA/DEP projects in New York. Experienced to work on water treatment/waste water treatment plants, HVAC and plumbing installations, water and gas pipelines projects.

Christopher Rufo, PE, Senior Civil Engineer – With 19 years relative experience in site and civil engineering, Chris has an in-depth background in grading, drainage, erosion and sedimentation control, land surveying, stormwater management, hydraulic analysis, and computer-aid design engineering. Chris also has extensive experience in representing clients at governmental, agency meeting, municipal planning meetings, and other public hearings. At DY Consultants, Chris is a Senior Civil Engineer and manages projects for major commercial airport projects and airlines.

Timothy Pedrick, Senior Civil Engineer – Timothy Pedrick has 41 years of extensive experience in the construction field. He plans and organizes the administration and coordination of bridges, wharfs, fuel farms, fuel pipe lines, highways, and airports. Directs staff involved in observation, testing, and

sampling of construction materials, observation construction work, and documentation of plan revisions and work progress. Reports project cost and quality control activities to the client, coordinates construction monitoring with the client program manager to resolve problems or disputes, schedules work to prepare for contract changes and supplemental agreements, and conducts weekly progress meetings. Reviews submittals, RFI'S, contract schedule, contract drawings for constructability, and reviews/approves contractor pay applications. Mr. Pedrick is skilled in the use of Excel, Prolog, E20/20, Skire and is a Certified Instructor for bridges and buildings at the Naval Construction Training Center in Port Hueneme, CA. Early in his career, he served in the U.S. Navy Seabees.

Pratik Kothari, Civil Engineer – Pratik is a civil engineer with experience in construction field work, including rehabilitation and reconstruction projects. He is able to perform technical work, interpreting contract plans and specifications, performing field measurements and documentation and structural evaluations.

Henry Lam, EIT, Structural Engineer – Mr. Lam has seven years of experience in the field of engineering. He is knowledgeable in Modeling Structure Systems, Transportation and Engineering Computation. Strong in Math, Statistic, Analytical Abilities, Problem-solving and Interpersonal skills. Mr. Lam is proficient in MS Office (Word, Excel, PowerPoint, Access & Visio), Microstation, AutoCAD, MATLAB & JAVA Programming.

Joseph Masucci, PE, Constructability Reviewer – Mr. Masucci has over 20 years of experience in engineering and engineering management with reputable MEP consulting engineering firms and as the senior mechanical sales engineer/system specialist. He is exerienced in budgeting and scheduling projects, working with architects, owners and government authorities, design development for projects to construct and start-up and renovation of various types of buildings and processing plants. Reviewing construction budgets, constructability reviews, bid analysis and construction management.

Ahmad K. Alhalawani, EIT, Lead Contract Administrator – Mr. Alhalawani has 11 years of experience in the engineering field. He has worked for numerous agencies, which includes NYCDDC, NYSDOT, NYSDEC, MTA, NYSCA, NJTA, DRJTBC, and Monmouth County. He has worked on variety of projects such as REI services for reconstruction of sanitary and storm sewers in the Dalhia Street Area, reconstruction and restorations of roadways, reconstruction of water & sewer mains in Staten Island, and various roadway,reconstruction projects just to name a few.

Fadi Samaan, Contract Administrator – Mr. Samaan has over 20 years of experience. He served as Project Manager within Fortune 500 Companies. Collaborated with numerous federal, state, and city agencies during multiple long-term programs budgeted to $100 million each. Mr. Samaan managed field and office staff; established project objectives, policies, procedures and performance standards within boundaries of corporate and client policies; initiated and maintained liaison with clients, contractors, and design teams. He also represented companies and clients in project negotiations and strategic meetings; investigated project deviations and implemented corrective measures; and ensured projects were built to code, on time, and within budget.

Qualifications of Staff

Mohammed K. Haque, Project Accountant / Bookkeeper – Mr. Haque has nearly 25 years of experience in accounting. He is a highly organized and detail-focused Full-Charge Bookkeeper with track record of accurately and efficiently supporting overall accounting activities. Mr. Haque has comprehensive knowledge of accounting and auditing principles, A/P, A/R, P/R, G/L postings, invoicing, taxation issues and regulatory compliance guidelines. He has the expertise in developing and delivering monthly, quarterly and annual profit and loss statements and balance sheets for management within strict deadlines.

Carlos Sanchez, PE, Lead Cost Estimator / Lead Construction Scheduler – Mr. Sanchez has 25 years of experience performing project controls on a broad range of transportation related planning and construction projects. His experience includes: rail, aviation, heavy civil, universities, K-12, Parks, and public housing. Mr. Sanchez has expertise performing all facets of cost control, cost estimating, project controls, scheduling, contract administration, contract change management, and claims management. His experience encompasses all project phases: engineering design, procurement, and construction. Additional skills include performing strategic long-range manpower planning, budget forecasting, and expert-level proficiency in Primavera P3 and P6. He has hands-on experience preparing WBS coding structure, cost/schedule variance analysis, earned values, claim analysis, and contract change notices.

Irina Vinokur, Cost Estimator – Mr. Vinokur has 13 years of experience as a cost estimator. He has worked on many different projects such as Croton Water Treatment Plant, institutional and residential projects, and numerous projects for the SCA.

Meraj Zia, Scheduler – Mr. Zia has 32 years of experience, which includes 14 years of US experience. He has vast experience working on projects roadway addition / improvements, drainage, toll plaza reforestation, and developing baseline schedule to name a few.

Michael Cholden-Brown, PMP, Scheduler – Mr. Brown has over 35 years of experience in construction and project control manager, with extensive project control management, cost & schedule, and strategic analysis expertise. He is also experienced in program planning and management, cost and risk management, resource budgeting, and organizational realignment and optimization

Resumes of these individuals and the remainder of SIE's proposed staff are appended hereto.

Muhammad Izhar, PE
Proposed Title
Project Manager

Years of Experience
28

Education
- MS, Civil Engineering, 1989
- BS, Civil Engineering, , 1986

Professional Registration & Certifications
- Professional Engineer – NJ & NY

Professional Affiliation
- Member American Society of Highway Engineers (ASHE)
- Member (CMAA)

Employment History
- SI Engineering, P.C. – 2003 – Present
- Hudson County – 1998 – 2003

Summary
Mr. Izhar has 28 years of diversified experience in the design, planning and construction management of all sized projects. His experience includes retaining walls & foundation design, utility design, traffic engineering, quantity estimate & specification writing and contract administration & management of multimillion dollars projects. Mr. Izhar is managing and supervising a variety of projects that include water treatment plants, pumping stations, marine terminals, bridges, buildings, highways, roadways, airports and tunnels. He is well versed in the standards and procedures followed by NJDOT, NYSDOT, NYCDOT, MTA, TBTA, NYCTA, PANYNJ, NYMTC, NJ Transit and various other agencies in the tri-state area.

MTA - NYCT, Construction Inspection Services for Restoration of Hurricane Destroyed "A" Train Subway Infrastructure, Far Rockaway, NY – SIE's Project Manager responsible for the oversight of staff in their supervision of the contractor and his staff. Project activities included the monitoring the contractor's operations for manpower utilized, by category and time expended; and measured quantities placed for time and material billing. Also maintained updated contract cost spread sheet based upon inspector reports and bills of ladening for materials delivered.

MTA – NYCT, Construction Inspection and Management Services for Phase 1 of the Second Avenue Subway, Contract CM-1338, New York, NY – SIE's Project Manager for consultant construction inspection and management services for this multi-discipline, multi billion dollars project in the Borough of Manhattan, New York. The project includes various shaft excavations and construction of steel and concrete structures for various stations and other facilities. Phase I is the initial operating segment which extends from approximately 105th Street to 63rd Street / Lexington Avenue Station on Broadway at which point it will connect with the existing subway tunnel that runs across 63rd Street. In addition to the tunnel construction, new stations are being constructed along Second Avenue at 96th, 86th and 72nd Streets along with new entrances to the existing Lexington Avenue/63rd Street Station at 63rd Street and Third Avenue. SIE staff assignments include; construction inspection and management services for various locations in the project area. Tasks performed include preparation and maintenance of all project documents and reports including Daily Inspector Report, Logs and Diaries, Records of Vouchers for Audits as per specifics of the project, Payment Estimates and Packages, Change Orders, Material Certificates, Community Outreach Documents and Materials, Site Restoration and Monitor, Site Safety, Scheduling, Quantity Estimation, Specifications, MPT and preparation of daily reports. The project involves the close coordination of various agencies in the City of New York. The SIE team is providing highest quality services to the full satisfaction of the Engineer-in-Charge (EIC) of the agencies and Community Boards.

NYCDDC, Resident Engineering Inspection Services for Sanitary and Storm Sewers in Dalhia Street Area, Staten Island, NY – Project Manager. The project involved the rehabilitation of sewer mains, reconstruction of roadway, curbs and sidewalks including street lighting and traffic signal work and private utilities work. SIE was responsible for reviewing contract plans and specifications for the project, reviewing DDC standard sewer specifications, water main & highway specifications, DEP & DOT standard drawings as needed to familiarize staff with the standards to be utilized, and the construction inspection of the installation of sanitary & storm sewers, water main, and roadway

restoration work. This later included placement of new curb, sidewalk, concrete base, asphalt etc. in conformance with the plans and specifications. Various accounting, internal controls and auditing procedure applications were followed in order to maintain cost controls. The project followed the NYC Comptroller's Directives as per project needs. The project involved the challenging issues related to the construction on heavily travelled streets in the City of New York.

NYCDDC, Resident Engineering Inspection Services for Sanitary & Storm Sewers in Water Edge Drive (Contract SEQ002675), Queens, NY – Project Manager responsible for managing and overseeing the installation of sanitary and storm sewers in Water Edge Drive and surrounding streets. Managing all services necessary and required for the inspection, supervision, management, coordination and administration of the project, so the required construction work is properly executed, completed in a timely fashion and conforms to the requirements of the construction documents and to good construction practice. Pre-construction, construction and post-construction services were provided. The project involved the rehabilitation of sewer mains, reconstruction of roadway, curbs and sidewalks including street lighting and traffic signal work and private utilities work. Other tasks performed by the staff included: reviewing contract plans and specifications for the project; reviewing DDC standard sewer specifications, water main & highway specifications, DEP & DOT standard drawings as needed to familiarize staff with the standards to be utilized, and the construction inspection of the installation of sanitary & storm sewers, water main, and roadway restoration work. This later included placement of new curb, sidewalk, concrete base, asphalt etc. in conformance with the plans and specifications. Various accounting, internal controls and auditing procedure applications were followed in order to maintain cost controls. The project followed the NYC Comptroller's Directives as per project needs. The project involved the challenging issue of reconstruction of a heavily travelled street in New York City. Oversaw staff in the coordination between DDC, external agencies, contractors, property owners and other utility services. Supervised the review of Inspectors' daily reports/quantities and preparation of monthly payments for the contractor. Other tasks overseen included the preparation and maintain of project records with details such as daily inspection reports, correspondence, change orders, field conditions and corrective actions, preparation of as-built drawings, and field cards.

NYSDOT, ITS Maintenance at the Intersection of Grand Central Parkway and Long Island Expressway, Region 11, New York – Project Manager is responsible for providing construction inspection services for this project. The scope of the construction work entails the installation of Transmit Readers & Travel Time Signs that will provide the Real Travel Time information to the Motorists along the Long Island Expressway from Main Street to the Nassau County line and along the Grand Central Parkway from Kew Gardens to the Nassau County line, construction contract D261663. SIE's inspection staff monitored the construction operations of the Contractor and coordinated the activities of the ITS CI staff. The new equipment will be interfaced with the existing equipment located in the Joint Transportation Management Center (JTMC) in Long Island City, Queens.

NYCDDC, Reconstruction of West 215th Step Street (HWCRQ025), Manhattan, NY – Project Manager. Providing inspection services for the reconstruction of West 215th Step Street project which is between Broadway and Park Terrace East. The project consists of demolition and reconstruction of existing stairs including adjoining retaining walls; waterproofing adjacent buildings; installation of storm and sanitary sewers; installation of granite block sidewalk on Broadway, new hand railing, decorative bronze lettering along steps, concrete benches, pre-cast concrete bicycle channels, and street lighting; and landscape/tree planting. 215th Step Street is approximately 250 foot long, 35 foot wide and has an elevation difference of 65 foot between Broadway and Park Terrace East.

Aomar Achouri, PE, PTOE

Proposed Title
Resident Engineer

Years of Experience
15

Education
- MS, Transportation/Traffic Engineering, The City College of New York, NY, 2002
- Advanced Studied Diploma, Civil Engineering, Ecole Normale Superieure de Paris, France, 1994
- BS, Civil Engineering, Ecole Nationale Polytechnique d'Alger, Algeria, 1993

Professional Registration & Certifications
- Professional Engineer – NY & NJ
- Professional Traffic Operations Engineer

Affiliations
- American Society of Civil Engineering (ASCE)
- Institute of Transportation Engineers (ITE)

Employment History
- SI Engineering, P.C. – 2014 – Present
- LiRo Group – 2001 – 2013
- NYCDOT – 1999 – 2000

Summary

Mr. Achouri has 15 years of experience in the field of construction management and inspection. He is also knowledgeable in the transportation engineering field. Mr. Achouri is worked on projects for NYCDOT, NYSDOT, NYCEDC, NYCDDC, and NYCDEP and is familiar with their laws, practices, and specifications. He is proficient in Fortran, C++, Microsoft Office, HCS 2000, AutoCAD, Synchro, Corsim, Paramics, Primavera, ArcView.

NYCDDC, Reconstruction of West 215th Step Street between Broadway and Park Terrace East, Manhattan, NY – Resident Engineer responsible for schedule review and update; Filling all necessary forms along with relevant backup documents and sent to DDC for processing; Preparing a complete contractor's submittal and deliverable list to meet contract requirements; Daily site patrol, inspect jobsite for compliance with equipment and worker's safety rules; Reviewing of inspector's daily report and verify pay items quantities; Reviewing of contractor's payment request and backup documents. Prepare payment package and send to DDC for processing; Recording, filled, and processed contractor's request for information; Conducting project progress meetings, prepare minutes and distribute; Monitoring contractor's compliance with NYSDOT & FHWA standards and requirements; Daily correspondence with DDC to inform about daily work and progress; and Negotiating one change order as a result was able to reduce cost by 20%.

Nassau County DPW, Peninsula Boulevard resurfacing, Nassau County, NY – Resident Engineer for this $4.5 million project which consisted of milling and paving of a six mile segment along Peninsula Boulevard. Responsible for daily inspection of MPT setup and work site for safety and cleanliness; reviewed the asphalt mix design formulas and testing it in the field; inspected quality of the new pavement and ordered corrections whenever necessary; and directed contractor to fix at own cost damaged curb and catch basin casting during paving. Also reviewed pavement markings and checked for compliance with MUTCD guidelines and contract drawings; and addressed residents' concerns whenever necessary. Negotiated extra traffic light work (change order) with contractor, which was able to reduce contractor's request for additional payment by 40%. The project was completed one month before schedule and 10% below the budget.

NYCEDC, Flatbush/Nostrand Junction Streetscape Improvement, Brooklyn, NY – Resident Engineer for this $3.3 million project which consisted of Construction of a new concrete sidewalk and granite curb.

The project included trees and shrubs planting as well as a new pavement markings, drainage and utility work. Responsible for daily review of the MPT set up and the work site conditions; monitored concrete/soil testing and reviewed results; inspected concrete and curb for conformance with the specifications; and assisted DEP and contractor in relocating some manholes/catch basins due to utilities interference. In addition, inspected trees at nursery before planting and helped DPR and contractor select alternate locations for tree pits due to utilities interference; notified and assisted design team in correcting survey plans from the contract; and notified MTA and posted signs when working near the subway structure and complied with its guidelines. Occasional contact with project neighbors to resolve community problems and to advise them to work conditions affecting the area. Furthermore, successfully negotiated additional manholes change order, resulting in 30% reduction of extra payment.

NYCEDC, Transmitter Park at Greenpoint along East River, Brooklyn, NY – Resident Engineer for this $8.1 million project which consisted of erosion control measures, new utility, drainage, paving, railing, and fence work. The shore area of the park involved the construction of a new 400' long recreational pier built over 43 steel pipe piles, rip rap was also placed along the shore for stabilization and erosion control purpose. Responsible for pre-construction meeting; monitored contactor effort to meet M/WBE requirements; schedule monitoring, reviewed and controlled contract drawings and specifications.; reviewed erosion control measures during early phase of project; conducted progress meeting, prepared and distributed minutes; and reviewed submittals and shop drawings. In addition, oversaw soil and concrete testing and reviewed lab reports; coordinated efforts with NYCDOT, DPR, and NYSDOT during permit and inspection process; reviewed and processed contractor's request for payment; and closely monitored the steel pipe pile driving effort and made sure the minimum embedment required was met or exceeded. Furthermore, investigated contract and design disputes; reviewed contractor's RFIs and assist design team in response; reviewed and negotiated change orders; produce monthly progress reports and distribute to NYCEDC and NYSDOT; documented as-built plans, contract completion, acceptance and close out; and occasional contact with project neighbors to resolve community problems and advised them of work conditions affecting the area. Successfully negotiated cost of major underrun items with contractor, which resulted in saving $300,000 for NYCEDC.

NYCDDC, Reconstruction of Decatur Avenue Retaining Wall, Bronx, NY – Resident Engineer for this $3 million project which consists of constructing new sidewalk and curb as well as new traffic and street lights. Attended preconstruction and progress meetings and prepared and distributed minutes, reviewed MPT plans and inspected setup on the field; reviewed submittals and shop drawings; and supervised contractor's effort to obtain all necessary permits.

LMDC, Lower Manhattan Intelligent Transportation System, NY – Resident Engineer for this $6 million project which was funded by FEMA and FHWA. The project involved installing an integrated ITS system for Lower Manhattan including subsystems for: Traffic Monitoring Cameras, Traffic Sensors, Video Detection Cameras, Variable Message Signs and a Highway Advisory Radio. Reviewed design documents; tracked and controlled permits; monitored and maintained schedule; tracked budget; changed orders evaluation and processing; reviewed and processed contractor invoice; coordinated system design, testing approvals, and installation with various city agencies; coordinated with other Lower Manhattan construction projects; inspected and tested post installation equipment on field and at the Traffic Management Center in Queens; project close out.

Syed A. Masood, PE

Proposed Title
Resident Engineer

Years of Experience
23

Education
- MS, Civil Engineering, New Jersey Institute of Technology, 1991
- BS, Civil Engineering, N.E.D. University of Engineering & Technology, Karachi, Pakistan, 1988
- BS, Biology, University of Karachi, Pakistan, 1982

Professional Registration & Certifications
- Professional Engineer – WI

Employment History
- SI Engineering, P.C. – 2013 – Present
- AECOM – 2005 – 2013
- Organizations – 1986 – 2005

Summary
Mr. Masood has over 23 years of responsible national and international engineering experience including program management of infrastructure projects, project management, site support, and civil engineering design. Also experienced with road/highway, Railroad Bridge, airports, levees, underground sewer and water utility construction including program/project management of heavy construction projects, site support, project coordination, bidding, estimating, costing, and scheduling. Project experience includes working from contractor as well as consultant side.

NYCDDC, Reconstruction of East Fordham Road from Southern Blvd to ramps of Bronx River Parkway, the Bronx, New York – Resident Engineer for NYCDDC on reconstruction of East Fordham Road including sewer, street lighting and traffic work. Involved in contractor's daily construction activities, supervision of contractor's personnel, review of submittals, coordination, scheduling and change order estimates.

CADOT, Construction on State Highway in Ventura County at Various Locations, Thousand Oaks and Camarillo, California – Assistant Bridge Engineer/Assistant Structure Representative for Caltrans on replace joint seals and seal bridge decks with Methacrylate on state highway in District 07 on Highway 101, 118, 33, 34, 50 in Ventura County at 42 different locations. Involved in contractor's daily construction activities, supervision of contractor's personnel, review of submittals, coordination, scheduling and change order estimates. Also worked on rock weir construction project at Santa Paula Creek in Ojai, CA and installation of highway signs installation project on Highway 101 in LA and Ventura Counties.

CADOT, Construction on State Highway in Kern County at Various Locations, Bakersfield, California – Assistant Bridge Engineer/Assistant Structure Representative for Caltrans on replace joint seals and seal bridge decks with Methacrylate on state highway in District 06 on Route 58, 99, 202 in Kern County at 18 different locations. Involved in contractor's daily construction activities, supervision of contractor's personnel, review of submittals, coordination, scheduling and change order estimates.

San Francisco Bay Area Rapid Transit, Earthquake Safety Program Project, Oak Land, California – Project Engineer for BART on 17 miles long, $11 million Concord - Line Project. Involved in contractor's daily construction activities, supervision of contractor's personnel, review of submittals, review of shoring, bracing and false work design, coordination, scheduling and change order estimates.

Wisconsin Department of Transportation, Marquette Interchange Core Project, IH-43/94/794, Milwaukee, Wisconsin – Project Engineer for CTE/AECOM, responsible for checking the design, troubleshooting of design issues and construction of all retaining walls per design on a $340 million project which included a variety of walls such as soil nail wall, cast in place wall, precast MSE wall, welded wire MSE wall, secant drilled shafts and modular block gravity wall.

Chicago Department of Transportation, Dan Ryan Expressway (I-90/94) - Expressway Viaduct Construction Project, Chicago, Illinois – Senior Resident Engineer/Inspector worked with TranSystems Corporation for Chicago DOT on Expressway Viaduct Construction Project in Chicago for bridges over Dan Ryan Expressway (I-90/94). Actively involved and coordinated in documentation, closing of all completed bridge projects, contract modifications and IDOT Audits. Completed ISTHA - Toll way project as an RE on a retaining wall design and construction & rehabilitation of cast in place soil nail project on I-94 in Wadsworth, Illinois. Also worked with Teng Associates on an Expansion of Mainline project for Metra/Union Pacific Rail Road in Elburn, Illinois.

Wisconsin Department of Transportation, STH 28 Construction Project, Sheboygan, Wisconsin – Construction Project Engineer responsible for project management and coordination of ($4 million) construction activities, cost estimates, contract modifications, site layout and inspection. Designs plan production, details, estimates and quantities, specifications and engineering calculations. Also worked on Highway 20 ($ 3 million) in Racine and Highway 36 ($ 2.3 million) in Burlington projects in Wisconsin.

Lincoln Creek Widening and Rehabilitation Project, Milwaukee Metropolitan and Sewerage District, Milwaukee, Wisconsin – Resident Engineer responsible for project management and coordination of construction activities for the Milwaukee Metropolitan Sewerage District (MMSD) for the open channel Lincoln Creek projects totaling about $ 25 million. Projects budgeting, monitoring, staff oversight and client relations.

Simple Cycle Gas Turbine Power Plant in North Chicago, Illinois – Civil/Structural Engineer responsible for Layout of balance of plant systems and foundation including design of foundation slabs. Producing grading and erosion control plans, including calculations of run-off and design of detention basins. On site supervisions of demolition, grading and removal of contaminants from the site. Prepared estimates and budgets for working hours involving the civil works for half a dozen simple cycle power plants ranging from $ 45 million to $100 million. Requisitioned materials and evaluation of bids from the contractors.

512 MW Combined Cycle Power Plant in Choteau, Oklahoma – Civil/Structural Engineer responsible for layout of underground piping and check for conflict with electrical conduits and mechanical piping. Site support for layout from the design office. Civil/Structural engineering support for the balance of plant systems. Onsite support of layout of balance of plant systems and foundations. Design/review of detention basin. Work also included preparation of specifications, proposal study, technical evaluation of different components and quality control for OK turnkey project ($ 200 million). Checking vendor design and drawing and suggesting changes in design, drawing and P&ID.

Several IDOT/Army Corps of Engineers/Navy/IL Air National Guard & VA Projects – Project Manager/Engineer/Estimator responsible for bidding, estimating, scheduling, planning, supervision of numerous federal, state and county projects. Assigned to numerous Highways, Airports and Hydraulics design/construction and Levee projects in Illinois. As a contractor representative managed QA/QC Plan for Army Corps of Engineers, US Navy, and Illinois Air National Guard. Received First Aid, CPR and OSHA Hazmat on job training. Airport projects included were O'Hare Airport taxiway reconstruction, Schaumburg and Peoria Airports in Illinois. * Please see attached list of other projects at the end.

Sean Xiao, PE, PhD

Proposed Title
Chief Inspector

Years of Experience
25

Education
- PhD, Civil Engineering, University of Calgary, Canada
- PhD, Structural Engineering, School of Civil Engineering, Tongji University, China
- MS, Geotechnical Engineering, Aviation Engineering University, China
- BS, Airport Engineering, Aviation Engineering University, China

Professional Registration & Certifications
- Professional Engineer – MN

Employment History
- DY Consultants – 2014 – Present
- Xcel Engineering – 2009 – 2014
- Tetra Tech – 2006 – 2009
- HNTB Corporation – 2005 – 2006
- Acres International, Calgary – 2001 – 2003

Summary
Sean is an experienced Senior Engineer with experience in civil, structural, and project management. He has international experience, having worked in P.R. China, Canada and USA as an airport engineer/planner for various projects related to all aspects of airport engineering and planning. He is very familiar with FAA airport design ACs, and the FAA's AIP Grant Program. He is a technical expert in airport runway safety areas, airport master planning, airport pavement design, evaluation and management systems, airspace and instrument approach analysis, and NAVAIDS siting.

Delta Airlines, Terminal 4 Redevelopment Project at JFK International Airport, Queens, New York – Project Quality Assurance and Control, responsible for the civil portion of the second phase of this large scale redevelopment project. Plans include relocation of gates from Terminal 2 to Terminal 4, Concourse B. The design will add 11 additional gates to the Terminal, while expanding Concourse A to provide gates for the larger Group VI aircraft.

American Airlines, Ramp Repairs at LaGuardia Airport, Queens, New York – Project Manager responsible for ramp rehabilitation at LGA's Central Terminal Building, Concourses C and D. Responsible for comprehensive pavement evaluation, analysis and design – which includes three objectives: inlet design and construction management, Concourse C design and construction management and Concourse D design and construction management.

Fort Lauderdale-Hollywood Airport, Airfield Consultant, Fort Lauderdale, Florida – Airfield Consultant responsible for all on-going airfield projects. Tasks include estimating and review, quality assurance and control, pavement inspections, airfield pavement rehabilitation and repairs and signing and marking plans.

Blue Grass Airport, Design of Taxiway D Relocation and Ramp Addition, Lexington, Kentucky – Project Engineer responsible for overseeing removal of airfield pavement, demolition of buildings, geometric layout and relocation of Taxiway D and Corporate ramp addition, pavement structure design, safety and phasing plan and construction management services.

O'Hare International Airport, Runway 10L-28 Extension, Chicago, Illinois – Project Engineer for the O'Hare Modernization Program initiative. As part of this program, the existing Runway 9R-27L is to be extended 2,861 feet to the west and associated taxiways constructed. Responsibilities included NAVAIDS siting, airport obstruction analysis and construction management services.

Louisville International Airport, UPS WorldPort Expansion, Louisville, Kentucky – Project Engineer responsible for construction management of new UPS buildings and ramps, conversion of Taxiway into a Taxilane. Also responsible for airspace analyses, Shadow Study and 7460 Forms.

New Indianapolis International Airport, Runway 14-32 Modification and Cargo Apron Rehabilitation, Indianapolis, Indiana – Project Engineer for a comprehensive capital improvement program, which

includes the design and construction of a new midfield terminal and associated support infrastructure.

Cleveland-Hopkins International Airport, Runway 42L MALSR and Airspace Analysis for CUY-480 Highway Design, Cleveland, Ohio – Project Engineer responsible for the design criteria to protect the existing airport's airspace and NAVAIDS by establishing maximum elevations for lane pavement of the new interstate CUY-48 highway.

Calgary International Airport, Pavement Restoration and New Taxiway H Construction, Calgary, Alberta – Project Engineer responsible for pavement restoration program. Tasks included airspace analysis, pavement structure design review, construction administration, construction management of Taxiway H construction, and quality assurance testing (concrete, asphalt, soil density).

Saeed A. Kazmi, PE

Proposed Title
Office Engineer

Years of Experience
10

Education
- MS, Civil Engineering, 1989
- BS, Civil Engineering, 1982

Professional Registration & Certifications
- Professional Engineer – NY & FL

Employment History
- SI Engineering, P.C. – 2011 – Present
- Marathon Construction Company (Pvt.) Ltd. – 2010 – 2011
- China Harbour Engineering Company Ltd – 2010
- Marathon Construction Company (Pvt.) Ltd. – 2008 – 2009
- Noble (Private) Limited – 2005 – 2008
- Marathon Construction Company (Pvt.) Ltd. – 2000 – 2005
- E.N. Bechamps & Associates – 2000
- Tasnim Uddin & Associates International Inc. – 1995 – 1999
- Karachi Development Authority – 1986 – 1995
- Tasnim Uddin & Associates International Inc. – 1990 - 1993
- Dr. Alvi & Associates – 1984 – 1986
- Muhandaseen (Pvt.) Ltd – 1983 – 1984
- Design Group of Pakistan – 1982 – 1983

Summary
Mr. Kazmi has 10 years of diversified experience in the field of construction management and inspection. He worked in various capacities from office engineer to senior inspector. Mr. Kazmi has excellent computer skills. He is proficient in Auto Cad, MicroStation and MS Office. He is well versed in the standards and procedures followed by NYSDOT and NYCDOT, NYCDDC and various other agencies in the NYC area. He is an excellent organizer and delivers assignments on time. He works very well in team or individually.

NYCDDC, Reconstruction of West 215th Step Street between Broadway and Park Terrace East, Manhattan, NY – Office Engineer responsible for preparing monthly progress report, agenda, minutes of meeting, change order, cost estimate, payment documents in accordance with DDC Project Information Management System (PIMS) and Federal requirements, and other documents for the project; Check schedule; Coordinate sub-contractors approval and contract shop drawings & submittals; Coordinate with designer on construction issues; prepare correspondence and documents related to project; Provide assistance to the Resident Engineer in Request for Information (RFI); and Manage and organize smooth running of field office.

NYCDDC, Resident Engineering Inspection Services for Sanitary & Storm Sewers in Dalhia Street Area, Contract SER002320, Staten Island, NY – Responsibilities include review contract plans and specifications for the project and also review DDC standard sewer specifications, water main & highway specifications, DEP & DOT standard drawings, as needed. Inspected construction of sanitary & storm sewers, water main, and roadway restoration work including curb, sidewalk, concrete base, asphalt etc. in conformance with plans and specifications. Prepare detailed daily reports, draw field cards, In-service sheets, and prepared house connections assessment drawing.

TBTA, Construction Management for Building Elevated Parking Deck Rehabilitation, New York – Construction Inspector responsible for on-site inspection and supervision of all job-related work to ensure safety and engineering standards were constantly maintained. In addition, coordinated directly with the TBTA project engineer and completed timely and accurate reports and engineering drawings.

TBTA, Construction Management Services for Marine Parkway – Gil Hodges Memorial Bridge & Cross Bay Veterans Memorial Bridge Repairs, Brooklyn & Queens, New York – Construction Inspector responsible for on-site inspection of all job-related work to ensure safety and engineering standards were constantly maintained. In

addition, coordinated directly with the TBTA project engineer and completed timely and accurate reports and engineering drawings.

NYCDDC, Prior Notice Sidewalks Staten Island, New York – The project involved the installation of sidewalk within the project limits. Tasks included preparation of sub-grade for the placement of approved 6" sidewalk foundation material, excavation and installation of curbs along sidewalks and pedestrian ramps, supervision of contractors daily report, community coordination, MPT plans, slump test, air and compaction tests for quality assurance, quantity take-off for payment and process of contractor's monthly progress report.

TBTA, Paving of Pathway at Henry Hudson Bridge, NY – Civil Engineer. Construction Inspection Services under Professional Service Contract 08-2849A for Construction Contract GFM-488A, Task Order 9 which entailed Asphalt Paving & Drainage Repairs/Installation at the Henry Hudson Bridge. Responsible for Review of contractor's daily Maintenance & Protection of Traffic set ups; measurement of quantities of contractor's activities on a daily basis; tracking of equipment utilization and workers by job classification; preparation of daily Inspector Reports; and review of overall job site safety. Project work entailed installation of additional inlets and scuppers with drainage piping to address reoccurring flooding problems; and milling and resurfacing of both the bridge deck and approach roadways.

NYSDOT, Reconstruction of Three Bridges in the Bronx, New York – The project included total reconstruction of I-95 (N/B) Mainline and Service Road Bridges over Throgs Neck Expressway Extension (I-695) and East Tremont Avenue Bridge over Cross Bronx Expressway Extension (I-695); partial reconstruction of Cross Bronx Expressway Extension (I-295) Bridge over Randall Avenue. Also included were concrete piles for pier and abutment footings, construction of concrete bridge decks, approach slab, concrete pavement, structural steel and concrete beams, H-pile and lagging wall sheeting, temporary and permanent GRES walls, temporary noise walls, temporary bridges, new drainage, street lighting and traffic signal systems, structural steel paint removal and painting. Worked as an Office Engineer. Duties included checking inspector daily field reports for accuracy of the payment quantities and Specification Item numbers, entering quantities for payment in NYSDOT Computerized Engineers Estimate System (CEES), preparing progress payments, checking contractor's employment utilization reports for civil rights compliance, and reviewing the time line of contractor's payments to subcontractors. Responsible for keeping track of materials used on the project for project compliance and requested manufacturer and supplier certifications prior to contractor's payments. Reviewed the contract plans for omissions and mistakes, prepared and processed Order On Contracts and Field Change Orders for additional work and disputed claims which included cost estimates, explanations and special specifications, as per the NYSDOT Specifications and Manual of Uniform Record Keeping (MURK) The work also included preparing various logs such as correspondences and shop drawings, preparing asbuilt drawings, final estimate and project closeout documents. Responsible for coordinating with various agencies, the contractor, and subcontractors to discuss quantities, material acceptances and additional work orders. Microsoft Excel and Word programs were utilized in carrying out the above duties.

Bishoy Sourial

Proposed Title
Office Engineer

Years of Experience
3

Education
- BS, Civil Engineering, New Jersey Institute of Technology, 2012

Professional Registration & Certifications
- OSHA 10 Hrs

Affiliations
- American Society of Civil Engineers

Employment History
- SI Engineering, P.C. – 2014 – Present
- Black and Veatch – 2013
- Tectonic Engineering – 2011 – 2013
-

Summary
Mr. Sourial has three years of experience in the engineering field. He is knowledgeable with budgeting and forecasting, cost reduction and containment, risk management, quality assurance and control, and project development and lifecycle. Mr. Sourial is proficient in AutoCAD, Civil CAD 3D, Microsoft, and Apple OS.

NYCDDC, NYCDDC, Resident Engineering Inspection Services for Safe Route to Transit (HWSRT200B), The Bronx, NY – Office Engineer responsible for the following:

- Preparing necessary payment documents and certifying the quantities therein
- Preparing payment packages using
- Preparing necessary overrun and change order documentation
- Submitting paperwork within the time frames in the change order manual
- Tracking required approvals and notifying supervisor of any undue delays
- Analyzing delays associated with time extension requests and preparing necessary documentation to ensure it compliances with Infrastructure's SCOP's
- Preparing necessary final payment documentations and certifying the quantities therein
- Preparing payment packages
- Working closely with construction support to provide update project closeout status
- Completing required project closeout tasks (including as-built, fixing assets, evaluations, pedestrian ramp and catch basin inventories) within required time frames
- Reviewing/updating project status in DOT Mosaics permitting system
- Maintaining up to date Borough Staffing assignments, vehicle assignment list, and water main shut down log
- Researching and preparing responses to FOIL requests, and claims requests as requested by the Comptrollers or General Counsel's Office.

Various Projects, Paramus, NJ – Civil Engineer responsible for the following:

- Prepared and verified less complex engineering deliverables.
- Performed extensive research and developed recommendations for equipment and/or materials selection for job site development as well as maintenance
- Collected, assimilated, and managed data for engineering work including the preparation of engineering calculations following the standard methods and principles, while understanding and adhering to budget, schedule, and quality requirements.
- Coordinated documents, reviews plans, and uploaded deliverable documents into data bases.

- Sought out supervisor or project manager to share information and gain guidance with respect to details of design and interdisciplinary coordination.
- Coordinated with others as assigned by supervisor or project manager to update schedules, forecasts, prints plans, and submittals.
- Focuses on the needs of internal clients (B and V project management) while attempting to gain basic understanding of external client's main interests and drivers.
- Provided support to business development and pursued activities within.

Various Projects, Long Island City, NY – Office Engineer responsible for the following:

- Assigned to one FEMA emergency project total value $5.6 million.
- Ensuring that all work complies with the contract plan, NYCDOT/DEP standard specifications, codes, OSHA regulations, MPT and Site Safety Plan and DDC directive work scope.
- Reviewed inspection reports, sketches, engineering calculations, certified and approved actual quantities used on site, verified final field measurements, and prepared As-Built sketches/WM Field Cards utilized Visio 2010.
- Monitor contractor work schedule, analysis utility delay and prepare time extension documentations working with the team set-up by the EIC.
- Monitored project cost; process payments, prepared change orders and overruns as required by field conditions, final payment and establish punch-list items.
- Perform close-out tasks of completed projects and prepare all documents required by NYCDDC, NYCDOT, FEMA, and FHWA; all clients of our services.

Various Projects, Long Island City, NY – Inspector / Project Manager responsible for the following:

- Reviewed contract drawings, plan, schedule, NYCDEP/NYCDOT specifications and NYCDDC- SCOPE guidelines.
- Overseeing the technical construction activities for the installation of ductile Iron pipes and its mechanical fittings, performed all necessary measurements, daily construction reports included sketches of laying WM system, sewer pipes, indicated utility interferences, and drafted field cards drawings.
- Implemented MPT and site safety plan, QA guidelines, and OSHA regulations.
- Coordinated and monitored contractors mobilization and scheduling of all operations ensuring the sites safety and maintenance
- Drafted sketches and conducted meetings with department executives to review project status and proposed changes.
- Prepared and Delivered weekly bulletins pertaining to the construction activities and impact on the community.
- Theoretical proctor test for soil materials, concrete cylinders and air content tests in accordance to NYCDDC/QA and ASTM designation.

Olujenyo Edward Adesunloro

Proposed Title
Senior Construction Inspector

Years of Experience
16

Education
- MS Transportation Planning and Engineering, Brooklyn Polytechnic Institute, 1987
- BS, Industrial Engineering, New York Institute of Technology, NY, 1981

Professional Registration & Certifications
- NICET III Equivalent
- ACI Certification
- OSHA 30 Hours Construction Safety and Health
- Night and Day Time MPT - NYSDOT Region 11
- NYSDOT Safety Investigation Procedures
- NYSDOT Work Zones Safety and Traffic Control
- Excavation, Trench, Scaffold Safety
- Track Safety - NYCMTA
- Fall Protection Training - NYCDOT

Employment History
- SI Engineering, P.C. – 2014 – Present
- GEB Engineers – 2013 – 2014
- Excelsior Engineering, P.C. – 2013
- Entech Engineers P.C. – 2006 – 2013
- Haider Engineers P.C. – 2003 – 2005
- Savin Engineers P.C. – 2002 – 2003
- CSM Engineers P.C. – 2000 – 2002
- NYSDOT – 1998 – 2000
- GPI, Inc. – 1987

Summary
Mr. Adesunloro has 16 years of construction inspection experience. He worked as a Senior Construction Inspector on various NYCDDC, NYCDEP, and NYSDOT reconstruction projects including sewer and water main installation, sidewalk reconstruction, MPT and safety inspection, and roadway reconstruction. Mr. Adesunloro is also trained and certified with Respiratory Protection Training; NYS Asbestos Project Monitor; and NYS Asbestos Air Sampling Technician.

NYCDDC, Reconstruction of West 215th Step Street (HWCRQ02S), Manhattan, NY – Senior Construction Inspector involved with working with the contractor subccontractors and other consultants approved. Responsible for inspecting daily work performed by the contractor; checking for compliance with approved construction plans and incompliance with the specs; measuring completed work for payment; daily inspector report; MPT; and documentation of site activity including instant snapshots to support event.

NYCDDC, Installation of Sidewalks, Adjacent Curbs and Pedestrian Ramps as Necessary in Various Locations (HWS2012M), NY – Senior Construction Inspector responsible for the oversight of the installation of sidewalk, curbs, and pedestrian ramps for various locations in Manhattan. Also performed slump, temperature and air content testing for compliance, sidewalk assessment and construction cards, oversaw MPT, coordinated with various City agencies and other stakeholders.

NYCDDC, Harriet Tubman Park Rehabilitation (HWMM006), Manhattan, NY – Construction Inspector. The project included replacement of water main and sewer lines, relocation of Con Edison gas pipes, reconstruction of concrete sidewalks, asphalt paving and stripping, water fountain installation, lighting, and landscaping/vegetation. The project needed to be coordinated with MTA due to vicinity of the subway Lines A, C, and E. Responsible for daily inspection of construction activities involving trench excavation for water main of different size pipes, house connection, sewers, wet connection, electrical installation, roadways, restoration of asphalt and pavement markers. Prepared cost calculations, prepared payment reports and coordinated MPT in accordance with OCMC Permit and site specific MPT plans.

NYCDEP, Combined Sewer Overflow, New York, NY – Inspector conducted daily inspection of construction activities at the site which included preparation of daily "Activity Report" and conducted work safety programs for workers. Oversaw and monitored concrete placement, inspected construction materials: steel; pre-cast box beams,

planks and forms. Checked and recorded compliance with approved plans and change orders.

NYSDOT, Installation of Guide Rail and Median Barrier (15.5 km) on Heckscher State Parkway and Sagtikos Parkway (D260740), Towns of Smithtown and Islip, Long Island, NY – Senior Construction Inspector coordinated work zone safety, checked MPT equipment and signs, approved colors, sizes and materials. Inspected placement of asphalt pavement to ensure correct temperature, lift's thickness, and compaction in conformance with contract specification. Monitored the test of asphaltic concrete highway. Inspected the removal and installation of catch basins, implemented lane closures, enclosures, openings with proper equipment at designated positions and prepared MPT reports. Conducted nightly site patrol of project limits and reported unsafe, locations, accidents or damages to infrastructure. Inspected restoration and hydro-seed of designated areas disturbed during construction. Inspected removal and installation of catch basins and carried out Supervisor's directive.

NYCDDC, Resident Engineering Inspection Services for Prior Notice Sidewalks (HWS2011Q), Queens, NY – Senior Construction Inspector responsible for the oversight of the installation of sidewalk, curbs, and pedestrian ramps for various locations in Queens. Also performed slump, temperature and air content testing for compliance, sidewalk assessment and construction cards, oversaw MPT, coordinated with various City agencies and other stakeholders, and supervised the inspectors. This was a $4.5 million project.

NYCDDC, Resident Engineering Inspection Services for Prior Notice Sidewalks (HWS2010Q), Queens, NY – Senior Construction Inspector responsible for the oversight of the installation of sidewalk, curbs, and pedestrian ramps for various locations in Queens. Also performed slump, temperature and air content testing for compliance, sidewalk assessment and construction cards, oversaw MPT, coordinated with various City agencies and other stakeholders, and supervised the inspectors. This was a $3.7 million project.

NYCDDC, Emergency Response Sidewalk Damage Survey (HWS2010Q), Queens, Brooklyn and Staten Island, NY – Inspector performed field survey of damaged sidewalks by fallen trees due to the storm in New York. Surveyed, prepared the PIR (Preliminary Inspection Report) and took pre-construction photos of properties in about 18 zones assigned to EnTech. Notified the residents of the upcoming construction of the damaged sidewalks and provided necessary updates as required.

NYCDDC, Resident Engineering Inspection Services for Prior Notice Sidewalks (HWS2009X), Bronx, NY – Senior Construction Inspector responsible for the oversight of the installation of sidewalk, curbs, and pedestrian ramps for various locations in the Bronx. Also performed slump, temperature and air content testing for compliance, sidewalk assessment and construction cards, oversaw MPT, coordinated with various City agencies and other stakeholders, and supervised the inspectors. This was a $3 million project.

NYCDDC, Resident Engineering Inspection Services for Prior Notice Sidewalks (HWS2008X), Bronx, NY – Senior Inspector inspected the installation of sidewalk sub-grade material and placement of concrete. Checked for conformity to stone gradation requirements and checked depth after compaction. Guided soil technician to test locations and monitored test results for conformity. Inspected the construction of concrete curb, steel-faced concrete curb, construction of sidewalk and driveways. Performed slump and air testing for compliance of concrete with specification limits, sidewalk assessment and utility hardware adjustment to new sidewalk grade.

Ripenrai D. Nagar

Proposed Title
Senior Inspector

Years of Experience
12+

Education
- Engineering Diploma, B & B Polytechnic, V. V. Nagar, India 1992
- Certified Course in Computer Science, Lakhoti Computer Center, Vadodara, India. 1995

Professional Registration & Certifications
- NICET Level III – Transportation Engineering Technology / Highway Construction
- New Jersey Society of Asphalt Technologist (NJSAT) Level II
- CCTC – NJ ACI chapter
- ACI Field Technician Grade I
- TCCP Certified, Rutgers University
- Work Zone Safety Awareness Program Certified, Rutgers University
- OSHA 40Hr Hazvapor Certified
- OSHA 10 Construction Industry Outreach Training Program

Employment History
- Pennoni Associates – 2012 – 2013
- ANS Consultants, Inc – 2002 – 2011
-

Summary
Mr. Nagar is a skilled inspector with over 12 years of work experience. He has many certificates including NICET Level III. He has been an inspector on several projects, including those which involved work done with.

ANS Consultants Inc., Rt-80, Exit-3 Truck Way Inspection Station and Barrier Curb, Columbia, NJ – Sr. Construction Inspector responsible for construction inspection providing oversight during the Pre-placement, Placement & Post Placement of concrete for the barrier curb along Rt-80, working with the NJDOT Resident Engineer; including Reinforcement Placement inspection as per NJDOT specifications; Duties also included filling out NJDOT forms DC-183, DC-184 & DC-185.

ANS Consultants Inc., Rockaway Borough Superfund Site East Main/Wall St. Plume= OU 2, Ground Water Treatment Facility, New York, NY – Sr. Construction Inspector responsible for inspection for the Reinforced concrete and Structural Masonry for the Pump house. Control back filling operation, checking thickness lift & Materials as per Army Corp. Specification and submit daily reports for 2300+ long high pressure water line and well under county roadways.

ANS Consultants Inc., ARRA Route-440 Resurfacing Project Client: NJDOT, NJ – Senior Inspector responsible for Construction Inspection under the Resident Engineer, performed the daily inspections of Milling and Paving operations of Various roads for Sussex County, under the 2009-2010 Roadway Program; Also provided QA for Asphalt Plant Inspection for 9.5M64 HMA mix. Preparing DS-8S forms & Penalty Calculations as per State aid specifications.

ANS Consultants Inc, NJDMV, Ringoes, NJ – Senior Construction Inspector responsible for inspection from Foundation to super structure. Duties involve checking of re-bar, inspection and testing of concrete work, Masonry work, backfill etc.

ANS Consultants Inc, Jersey Avenue Bridge Replacment, New Brunswick NJ – Construction Inspector responsible for Bridge Replacement for new culvert construction. Construction Inspector, duties included Inspection of the reinforcement of Head wall and wing wall construction, Concrete operations, oversight during the approach roadway (1/4 mile) Milling and paving operations.

Wlater F. Torres

Proposed Title
Supervising Inspector

Years of Experience
32+

Education
- Bachelor of Architecture, university of Guayaquil Ecuador (1984)

Professional Registration & Certifications
- Level I Concrete Field Testing Technician, American Concrete Institute
- Nuclear Testing Equipment Certification, Troxler Electronic Laboratories

Employment History
- B&H Engineering – 2011 – 2013
- Abel, Bainnson & Butz – 2006 – 2011
- Technical Associates – 2005 – 2006
- Roberto Valencia Architect – 2003 – 2005
- Macia Consulting – 2001 – 2003
- Airmaster Windows Architecture – 1998 – 2001
- Hannibal Consturuction – 1995 – 1998
- Escaladas Associates – 1993 – 1995
- Alex Contraras Contractor – 1991 – 1992
- Sucercon Construction – 1987 – 1991

Summary
Mr. Walter F. Torres is a construction inspector and resident engineer with more than 30 years of experience reviewing and overseeing highway, bridge, and streetscape improvement projects. He has monitored field work for structural steel, foundations, welding and bolting, concrete and masonry, dry wall, fireproofing, windows and curtain walls, and painting.

B&H Engineering, NYSDOT Gowanus Expressway Emergency Repairs, New York, NY – Construction Inspector responsible for supervising contractors and on-site work for emergency repairs to address general wear and tear along the Gowanus Expressway in Brooklyn, NY, a $32 million project for the New York State Department of Transportation (NYSDOT). Inspected structural steel repairs, including the removal of rivets and bolts, for web plates, girder web, guide angles, and steel plates. Also monitored painting and paint removal, and oversaw and reviewed the lifting operation, joint replacement, and bridge bearing replacement and welding. I submitted a daily work report to NYSDOT, and approved and processed payment submissions.

Alex Contraras, Westchester Community College Mechanical and Electrical Upgrades, Valhalla, NY – Construction Inspector responsible for preforming inspections for the installation and repair of electrical and mechanical equipment at a community college in Valhalla, NY. Preforming building inspections and preparing reports, estimates, and construction documents. Also supervising field work and managing inspections. Provided direct supervision of mechanical and electrical design.

Macia Consulting, St. John's University Residence Hall, New York, NY – Supervising Inspector responsible for managing inspection services for the $73 million construction of a new 6-story, 67,200-sf residence hall with dormitories, a dining hall, and gym facilities, at St. John's University in Queens, NY. Also supervised inspections of foundations, structural steel, welding and bolting, concrete and masonry, dry wall, fireproofing and fire stopping systems, and windows and curtain walls.

Macia Consulting, SUNY Charter Schools Institute Bronx Preparatory Charter School, New York, NY – Supervising Inspector responsible for leading inspection services for the $19 million construction of a 10,000-sf middle and high school in the South Bronx, NY, which is chartered by the SUNY Charter Schools Institute. The precast concrete structure includes two middle schools, an upper school, and a multi-use gym and atrium for both school and community activities. Supervised inspections of foundations, structure steel, welding and bolting, concrete and masonry, dry wall, fireproofing and fire stopping systems, and windows and curtain walls.

"Abel, Bainnson & Butz", NYCDPR Forestry Division Sidewalk Reconstruction, New York, NY – Resident Engineer responsible for Monitoring the $3 million reconstruction of concrete and stone sidewalks, including tree pits for city-owned trees, in the boroughs of the Bronx, Manhattan, Staten Island, and Brooklyn for the New York City Department of Parks and Recreation (NYCDPR). I reviewed preconstruction activities and daily site work, which included marking work locations, verifying utility locations, and preparing work orders. I inspected the sidewalk removals, replacement of base material replacement, concrete sidewalk installation, and pedestrian and vehicular traffic control. Also prepared daily and weekly reports, and takeoff quantities and item quantity logs. I approved and process partial and final payments, and conducted final and warranty inspections.

Luis J. Pichardo

Proposed Title
Construction Inspector

Years of Experience
7

Education
- AAS, Civil Engineering Technology, Mohawk Valley Community College, 2010

Professional Registration & Certifications
- NICET Level III Transportation Engineering Technology/Highway Construction ([redacted])
- Site Manager Inspector Class completed in 2009
- OSHA 10 HR training course completed in 2013
- CSX Contractor Safety Certificate completed in 2010
- Concrete Field Testing Technician Training program completed in 2009
- Metro North Rail Road Safety Training Course 2012
- Atlantic Rail Road Safety Course 2013

Employment History
- SI Engineering, P.C. – 2014 – Present
- Munoz Engineering / HAKS Engineering – 2011 –2013
- NYSDOT – 2007 – 2011

Summary
Mr. Pichardo has seven years of experience with construction inspection services with NYCDOT and NYSDOT.

NYSDOT, Deck Replacement for Three Bridges (D262399), Bronx, NY – Construction Inspector responsible for the inspection of resurfacing of existing bridge decks and surrounding areas; replacement of new bridge railing/fencing; demolition of bridge sidewalk & bridge deck; milling of existing roadway and placement of temporary asphalt, pedestrian walkways, and temporary striping for new Stage work configuration; relocation of FDNY communication conduit line; replaced light poles with temporary lights and/or removal of existing traffic poles and light poles; removal of existing Underdeck luminaires and installation of temporary luminaires; installation of underdeck and vertical wooden shielding; inspection of WZTC as per contract plans and specifications; and inspection of safety procedures, equipment, PPE, contract plans and specification accordance.

NYCDOT, Component Rehabilitation of Ten Bridges in Brooklyn (HBCR01A), Brooklyn, NY – Senior Construction Inspector for this $6 million project which consists of rehabilitating various bridges across Brooklyn, NY, graffiti removal, abutment wall patchwork, striping roadway, sidewalk repairs, reset armor joints, structural steel repairs and all related repairs. DWR's using Murk forms.

- **Bedford Avenue Bridge over LIRR** – Inspection of sealing and/or repairing cracks, spalls at bridge deck, abutments & piers; replacement of compression seal, cleaning concrete & applying anti-graffiti protective coating.

- **Belt Avenue Bridge over Bedford Avenue** – Inspection of sealing cracks in asphalt overlay, replacing asphalt overlay with compression seal at abutments, cleaning & painting structural steel, as well as replacing all deteriorated steel including brackets, angles & bolts; repaired concrete deteriorated areas, cleaned masonry, applying anti-graffiti protective coating, replacement and repairing anchor bolts, nuts & washers of exterior bearings. Rehabilitation of surrounding environmental areas.

NYCDOT, Reconstruction of Claremont Parkway Bridge over Metro North RR Bronx, NY – Senior Inspector of a NYCDOT $10 million project of a single span concrete encased steel superstructure with non-composite reinforced concrete deck supported on the stone masonry abutments. The bridge carries utilities, such as, two water mains, a gas main and electrical conduits. Maintained required guidelines of NYCDEP, Con Edison, NYCDDC, & NYC Parks. Scope of work includes the removal of the entire bridge superstructure including deck slab,

sidewalks, guard rail, picket fence, chain link fence, and all utilities; removal of the existing approach, road pavement; repair and modification of a portion of existing abutments; construction of single span bridge superstructure, pre-stressed concrete beams; reinforced concrete deck; 3-rail concrete parapets with protective fencing; reconstruction of roadways; new pavement markings; traffic signals; signage; street lighting; relocation of utilities; Maintenance and Protection of Traffic (MPT). Field measured and verified all associated work done as per contract plans and specifications, and created daily work reports using Murk forms.

NYSDOT, Resurfacing Roadway on Various Highways Queens, NY – Transportation Construction Inspector responsible for this $50 million project, which included approximately 50 miles of milling and resurfacing roadway on the Long Island Expressway, as well as various highways throughout Queens, NY. Monitored depth of existing surface milled and paved, as well as examined methods and used as per NYSDOT requirements. Field measured and verified all associated work done as per contract plans and specifications, and created daily work reports using Site Manager.

NYSDOT, Signage & Lighting improvements at Various Interstates (D260601) Bronx, NY – Transportation Construction Inspector responsible for this $55 million project installing all new types of highway signs and lights on various interstate highways in Bronx, NY. Inspection of construction work & duties affiliated with new wiring of all newly installed electrical fixtures, sign structures installation with foundations, light pole replacement including necessary wiring and/or conduits, and new roadway electrical box installations. Field measured and verified all associated work done as per contract plans and specifications, and created daily work reports using Murk forms.

NYSDOT, Bridge Maintenance in all Five Boroughs (D260401), NY – Inspector for this $45 million project consisted of bridge maintenance & repairs; lead removal with containment procedures required and repainting of steel underdeck on trans-Manhattan connection; installing a new Ductile Iron Drainage system under Nassau Expressway Bridge in Queens, NY. Replacement of bridge bearings using structural lifting methods, at bridges along I-87 in Bronx, NY. Sidewalks repairs, milled and resurfaced roadways at various bridges in all five boroughs. Installation of Elastromeric concrete in expansion joints on Bruckner Exwy in Bronx, NY. Inspection of construction materials, grade elevations, safety precautions, and other items related to construction bridge maintenance and repairs. Field measured and verified all associated work done as per contract plans and specifications, and created daily work reports using Murk forms.

Leonid Sigal

Proposed Title
Construction Inspector

Years of Experience
17

Education
- BS, Civil Engineering, Kiev Institute of Civil Engineering, 1988
- Certificate, Computer Systems, Globe Institute of Technology, 1998

Professional Registration & Certifications
- ACI – Concrete Field Testing Technician Grade I
- NICET II – Highway Construction ([redacted]

Employment History
- SI Engineering, P.C. – 2014 – Present
- Hirani Group – 2009 –2014
- GPI, Inc. – 2008 – 2009
- Hirani Group – 2006 –2008
- Versatile Consulting and Testing Services, Inc. – 2000 – 2006
- Maitra Associates, P.C. – 1997 – 1999

Summary
Mr. Sigal has 17 years of experience as a construction inspector for numerous agencies, which includes MTA-LIRR, MTA-TBTA, NYSDOT, and NYCDDC.

NYCEDC, West 125th Streetscape Improvements, New York – Construction Inspector responsible for removing existing and installation of new catch basin; saw cut, excavation sidewalk & roadway, removing the existing curb, compaction and installing new steel faced curb; concrete for restoration road; temporary asphalt on sidewalk and road; installation of new 12" Ductile Iron Pipe to connect new catch basin and existing manhole; and installation for tree protection.

MTA-LIRR, Priority Repairs to the Park Avenue Tunnel (Contract #8293), New York – Construction Inspector. Project consists of reappointing, replacing and reinforcing existing brick wall, replacing existing steel columns and beams with the installation of temporary shoring, installation of new Utility Bay Support galvanized channels and steel mesh, and installation of fiberglass panel to support existing brick wall. Duties include inspection of contractor's work, field measurement, quantity computation, and preparation inspector's reports.

Reconstruction of CR57, Bayshore Road from NYS 27, Sunrise Highway to NYS 231, Deer Park Avenue, Town of Babylon, New York – Construction Inspector. Project scope of work included construction of drainage structures such as manholes, catch basins, and concrete drainage pipes; reconstruction of roadway, including resurfacing of the pavement, construction of the pedestrian ramps, curbs, sidewalks, driveways and retaining walls. Duties included inspection of contractor's work, field measurement and quantity computation, preparation inspector's reports, and concrete testing preparation.

MTA-TBTA, Replacement of Bronx-Whitestone Bridge the Bronx Approach (Contract # BW-89/WBM-342), New York – Construction inspector responsible for inspecting erection of the structural steel bridge members for conformance with project drawings and specifications; excavation and backfilling work; installation of drainage system; concrete placement for newly constructing bridge structures; monitoring demolition and removal of the existing bridge structures, median barrier; installation of precast panels; and daily monitoring of Maintenance and Protection of Traffic (MPT).

NYCDOT, Queensboro Bridge Protective Coatings Project (Contract # BRC231P), New York – Structural Inspector for this $170-million project which involved the erection of containment structures, abrasive blasting and lead paint removal for the entire East River Bridge and the application of three-coat painting system. Responsible for cataloging of shop drawings for scaffolding and containment erection; field inspection and documentation of erection of scaffolding and containment

structures; and verification that all materials including pipes, clamps, beams, cables and decking are in accordance with approved structural drawings.

NYSDOT, Rehabilitation of Three Existing Bridges and Ramp Repair over I-95 and Metro-North Railroad (Contract # D259801), Region 8, New Rochelle, NY – Construction Inspector responsible for the inspection of installation of water and gas mains; steel and concrete conduits; drainage system; construction of new sidewalk and curb; resurfacing of existing roadway; bridge demolition and construction of new bridges including excavation; steel reinforcing for concrete and erection of structural steel; concrete work; and field testing.

Various Project, New York and New Jersey – Construction Inspector responsible for following projects:

- Alisa Construction, Conversion of Chocolate Factory into 125 Apartment Building for Condo Complex at 416 Washington Street, New York, NY

- Maiden Lane Realty School, Grand Street Hotel, New York, NY

- Board of Education, Rehabilitation Work at Various Locations in New York and New Jersey

- Rehabilitation of existing buildings, construction of new residential and commercial buildings. Inspected: steel reinforcing for concrete, erection of structural steel, concrete work, pile driving and building framing. Replacement of concrete sidewalks, asphalt roadways and parking lots. Other construction inspections on-call assignments on various locations in NY and NJ.

- Department of Buildings, Preconstruction and LL11 Inspection of Residential, Commercial and Industrial Buildings – Responsible for the inspection condition of structural elements of existing buildings and detection of damages, cracks, leaks, and cracks monitoring.

NYCDDC, Reconstruction of McGuinness Blvd., Brooklyn, NY – Construction Inspector responsible for the inspection of the installation of water main, drainage system; resurfacing of existing roadway; and construction of new sidewalk and curb.

Adewale Adesanya

Proposed Title
Electrical/ITS Inspector

Years of Experience
6

Education
- MS, Electrical Engineering (Power Engineering), Polytechnic Institute of New York University, Ongoing
- BS, Technology Degree in Computer/Electrical Engineering, CUNY, 2009
- AAS, Technology Degree in Electromechanical Engineering, CUNY, 2008

Professional Registration & Certifications
- OSHA Construction training certification
- MTA NYC Transit and LIRR Track and Yard Safety Certification
- ACI Concrete Field Testing Technician

Employment History
- SI Engineering, P.C. – 2010 – Present
- New York City College of Technology – 2007 – 2010
- New York City Transit Authority – 2009 – 2010
- Projects and Research – 2010 – 2011

Summary
Mr. Adesanya has six years of experience. He is proficient with AutoCAD, VHDL, CPLD, DNS, DHCP, TCP/IP, C/C ++, Visual Basic, Oracle, HTML SQL, Linux, Matlab, Multisims, and Microsoft word, Excel, Access, & Power Point.

NYSDOT, Construction Inspection Services for ITS System Preventive Maintenance Repair / Replacement, Contract D261780, New York City, NY – Electrical Inspector responsible for monitor daily electrical construction work through observation and testing to verify that the work complies with NYSDOT contract documents plans and specifications on state highways in NYC. Troubleshooting equipment problems that range from communication failures involving fiber-optics to power/electric failures. Utilizing blue prints/repair manuals/testing for existing International Transportation Systems which includes CCTV video cameras, variable message signs, highway advisory radios, radar detectors minihubs, shelters and master controllers throughout Manhattan, Bronx, and Queens Counties. Completing daily inspections report in written and computer spreadsheet formats to document the quantity and item numbers for the components of work completed by the contractor and report it to the EIC. Reviewing traffic protection procedures; maintain daily records of the numbers and classification of workers employed by the contractors using the Authority's Site Manager System and preparing daily reports of all construction and engineering field work using the Authority's Site Manager system.

NYSDOT, Construction Inspection Services for ITS System Preventive Maintenance Repair / Replacement, Contract D261233, New York City, NY – Electrical Inspector responsible for monitoring daily electrical construction work through observation and testing to verify the work complies with NYSDOT contract documents plans and specifications on state highways in NYC. In addition, responsible for troubleshooting equipment problems that range from communication failures involving fiber-optics to power/electric failures. Utilizing blue prints/repair manuals/testing for existing International Transportation Systems which includes CCTV video cameras, variable message signs, highway advisory radios, radar detectors minihubs, shelters and master controllers throughout Manhattan, Bronx, and Queens Counties. Also responsible for completing daily inspections report in written and computer spreadsheet formats to document the quantity and item numbers for the components of work completed by the contractor and report it to the EIC. Furthermore, responsible for reviewing traffic protection procedures; maintaining daily records of the numbers and classification of workers employed by the contractors using the Authority's Site Manager System, and preparing daily reports of all construction and engineering field work using the Authority's Site Manager system.

New York City College of Technology, Brooklyn, NY – Electromechanical System Lab Technician responsible for rendering technical support to the electromechanical students; analyzing and creating a detailed report for the lab maintenance; making repairs on the motors, relays and control, gears, solenoids, starter, rollers, master controllers, switches, and routers in the lab; and circuitry simulations, interface with software and troubleshooting electromechanical systems.

NYCTA, ENY Maintenance Shop, Brooklyn, NY – Networking Support (College Aide) responsible for performing preventive, remedial maintenance and inspections on rail cars and network equipment; analytical and technical reports and preparing specifications for the networks and field operation; developing, planning and assisting in engineering design and networks in the shop; and developing blueprints, wiring diagram, schematics with contract drawing, writing technical specifications and running diagnostic operating test (DOT) on R143, R160 rail cars.

Projects & Research

- Excavation and installation of fiber optic cables from existing ITS equipment to NYDOT Region 11 office
- Installation of variable signs structures, radars, CCTV cameras on NYSDOT highways

Miles C. Erskine

Proposed Title
Electrical Inspector

Years of Experience
13

Education
- MIS, Degree of Master of Information Systems, University of Phoenix, 2011
- Advance Supervisory Management Certificate, University of Guyana, 1998
- BSEE, Bachelors of Science Electrical Engineering, University of Guyana, 1997

Professional Registration & Certifications
- Certificate Instrumentation Studies - Guysuco Training Center, Guyana, July 1990
- Certificate Electrical Installation – Guysuco Training Center, Guyana, July 1990
- ISA Certified Control System Technician (CCST)

Employment History
- SI Engineering, P.C. – 2014 – Present
- HDR – 2012 – 2014
- Winston Smith – 2010 – 2012
- Diversify Technical Services – 2008 – 2010
- Hepco Inc – 2009 – 2012
- Systech International – 2007 – 2008
- Honeywell Inc – 2003 – 2007
- Guyana Sugar Corporation – 2002 – 2003
- Omai Gold Mines – 1997 – 2001

Summary
Mr. Erskine has 13 years of experience as an electrical inspector. He has worked on projects with NYCT and NYCDEP. In the project management, he is knowledgeable with contract specifications / drawings, budgets, submittals and change request. He is also familiar with the following regulatory compliances: ISA, NEC, NFPA, NESC, IEEE Standard Codes OSHA Certifications. In addition, Mr. Erskine is proficient with Microsoft Office, Autodesk Construcware, Primavera, Oracle applications, Autocad, MicroStation, and Visio.

NYCT, 7 Ave Extension Line Project, New York – Electrical Inspector/Communication Field Engineer responsible for the following:
- Communication system site wide extending 1.5 miles including the 34th Station and transmission backbone system for fiber optics and copper cables and equipment delivery and installation.
- Coordinating with Contractors and Construction management Team with Submittals, Addition Work Orders, Request for Information and Design changes.
- Supervision of system such as High speed data networks, Intrusion Access Security Systems, Fire Alarm, CCTV, Public Address and Customer Signs and Help Intercoms, Emergency Alarms and Telephone in Tunnels, Signal Room Relay Rack installations, CIH Cabinets, CIR rooms, Signal lights, Signal Stops, Signal switches. Supervising personnel and infrastructure building of Communication rooms, Electrical rooms, Escalators, Elevators, Service entrance, and Tunnel Ventilation equipment.

NYCDEP, CAT/DEL UV Water Disinfection Plant, Valhalla, NY – Instrumentation and Control Inspector responsible for the following:
- Construction of operator control room using PLC SCADA, with data servers / graphics servers for Process, HVAC, I&E / Electrical, Mechanical equipment for 1 billion gallons per day UV water treatment
- Work involves a wide scope of equipment construction / installation / maintenance and operations : 480 V/ 5 KV/15 KV Electric Power systems, generators, transformers, switchgears, Relays, MCC's, VFD drives, cables, Instrumentation and Controls, SCADA, Fiber networks, DCS, PLC, Remote I/O panels, Control panels, Level, pressure, flow, temperature, density, pH, turbidity, chlorine, fluorine, data loggers, Lab Equipment, Spectrometers, TCP/IP networks, Ethernet switches, fiber cables, fiber media convertors, data servers, storage servers, graphical operator interfaces, databases, historian/trending database, analog and VIOP telephones, paging systems, fire alarm systems, valves, actuators,

controllers. HVAC equipment AHU, DHMR, VAV controllers, carbon monoxide sensors, hydrogen gas sensors, combustible gas sensors.

NYCDEP, Wastewater Treatment Plant, Bowery Bay, NY – Instrumentation and Controls Inspector responsible for the following:

- Monitoring and Supervison of Construction of 300 MGD Waste water pollution plant with large VFD motor for dewatering and pumping, DCS control panels with operate graphics interfaces, Electrical substations, transformers, switchgears, MCC's., I&C devices.
- Duties includes monitoring and supervision of equipment construction/installation/maintenance and operations: 480 V/5 Kv/ 15 KV Electric Power systems, generators, transformers, switchgears, Relays, MCC's, cables, Instrumentation and Controls, SCADA, DCS, PLC, Remote I/O panels, Control panels, Level, pressure, flow, temperature, density, pH, turbidity, chlorine, fluorine, data loggers, TCP/IP networks, Ethernet switches, fiber networks & cables, fiber media convertors, data servers, storage servers, graphical operator interfaces.

NYCT, Electrical CPM, New York – Electrical Inspector responsible for field construction and supervision of NYCT projects , coordinate engineers, contractors, Quality inspections for 3850 KW substation including SCADA PLC , fiber optics SONET networks, telephone, fire alarm, lighting, 500 Vdc Power rectifier, 38 KV switchgear, power transformer. Project coordination of various CPM projects including over 6 miles of signal modernizations, and track lighting implementation. Working with NEC, NFPA, IEEE, ISA Standard Codes.

Systech International – Field Engineer responsible for the following:

- Software and Hardware support for Vision inspection systems Pharmaceutical packing system.
- Configure graphical user interface and server database connectivity
- Software programming for serialize product tracking and RFID applications.
- Work on Mobility networks configuring wireless devices, router, handheld RF scanners, RFID scanners, Wi-Fi Adhoc and infrastructure setup and use, installing external antennas.
- Developing graphical user interface and configuring devices such as label printer, barcode scanners, inspection cameras, strobes and triggers.

Honeywell Inc. – Field Service Specialist responsible for the installation, Calibration and repairs of Manufacturing and Research instrument, level, pressure, flow, pH, Tubidity, temperature, Lab Spectrometers (GC,HLCP). HVAC controls; thermostats, programmable controllers, temperature/humidity controls, AHU, DHMR, HHV, VAV controllers, Electric Duct heaters, Vent Fans. (2003 – 2007)

Guyana Sugar Corporation, Guyana, South America – Electrical & Instrumentation Engineer responsible for the following:

- Design and develop and operate process control loops for temperature, pressure, flow, pH, boiler, gas turbine, steam turbine, evaporators, and clarifiers.
- Develop and review preventative maintenance and repairs to plant instrumentation equipment and 480 V/ 5 KV Electrical systems
- Optimize loop performance, and loop checking.
- Provide Instrumentation and control and Power system technical and management support for five factory locations, Switchgears, relays, generator, turbines, tie breakes.

Saad Warsi

Proposed Title
Electrical Inspector

Education
- BS, Electrical Engineering, NED University of Engineering and Technology, Pakistan, 1983

Years of Experience
22

Professional Registration & Certifications
- Universal and Electronic Waste Training Certificate, (NYCDEP)
- OSHA 10 - Hr Construction Safety and Health Course
- Career Development Center for Advancement in Work and Living, Toronto, Canada
- Supervisory and Management Training
- NEC - 2011 Review Course

Employment History
- SI Engineering, P.C. – 2012 – Present
- Consolidated Aviation Fueling Services – 2005 – 2008
- Kilian Manufacturing Limited – 1998 – 2004
- National Fibers Limited – 1981 - 1998

Summary
Mr. Warsi has 22 years of extensive experience in Electrical Engineering Design / Operation / Maintenance, construction support, project development and management. He is experienced in construction of generator facility, installation, commissioning of 2.5MW & 1.0MW High Speed Diesel Generator and 450Kw low speed diesel Generator. He closely inspected the construction and installation of transformers of 1600KVA & 800KVA, installation & Commissioning of 3 chillers of 470KW with docketing and piping system; construction, installation & Commission of Air Compressors, Nitrogen Compressors and Boilers in Petrochemical industry. Mr. Warsi has comprehensive knowledge of MCC, Switchgear & Electrical Equipments. He also has extensive knowledge of Operations and Preventive Maintenance.

NYCDEP, Sandy Project for the Up-Grade & Restart of Rockaway Waste Water Pollution Control Plant, New York City – Electrical Inspector inspected the following: Removed, reinstalled, checked & commissioned the submerged main sewage pump assembly (149KW/200HP, 750V, 244A,1185RPM) after refurbishing the pump; checked meggered & changed damaged cables of low, medium & high voltage for lighting / operational devices; demolishing & reinstallation of (same or equal type) non-explosion / explosion proof lights, exit lights (WP2-IN-0911, E-VUMCX-82-250/120, ENCOR 12EX36-2-NY); installation & termination of heat tracing cable (H611-120V,WGRD-900H) with connector for boiler's water & fuel lines; installation & termination of new Heat Thermostat T- 498A; replacement of new exit signs EVER GLOW UL-924, Hi-DIN-67510-450/60; replacement of intercom & telephone out-let; and checked, cleaned, and rewired damaged lighting & power panels.

NYCDEP, Wards Island Wastewater Treatment Plant Systems Upgrade, Contract WI -78, New York, NY – Electrical Inspector inspected the demolition of existing damaged main sewage pump/motor assembly (Model 5HG356XGC1/I,(4160V, 69A, 500HP, 505RPM); demolition of conduit, cables, seal water lines & shut-off valves; and checked & verified the spare parts & new sewage pump/motors assembly as per list of change order. In addition, inspected the installation of new fuel level indicator (probe, sensor, probe cover) for 3 standby generators of 2.402/4.160KV, 2.5MW, 454A, 900RPM, 60Hz, 3PH; installation, alignment and balancing of new 4160V, 90 Amps, 509 RPM, 600 HP and Type ODP main sewer pump/motor assemblies(manufactured by Louis Allis) with Conduits, 5KV power cables and control wires; alignment of main shaft (three stages) from motor to cone valve; and installation of RPM Indicator, vibration indicator, probes with sensors and target gear shaft.

NYCDEP, Contract 33 ($44 million) and Contract 35 ($88 million) for the Upgrade of the Odor Control System and upgrading of the existing electrical system and process of the North River Water Pollution Control Plant, New York City – Electrical Inspector for $44 million (Contract 33) and $88 million (Contract 35) for the Upgrade of the Odor Control System and upgrading of the existing electrical system and process of the North River Water Pollution Control Plant, New York City. Worked closely with the contractors and inspected the following tasks: Installation of new motorized Flow Recovery Process (FRP) dampers on all scrubber and carbon absorber inlets and outlets; Elimination of the existing bypass dampers between scrubber discharges and absorber inlet plenum; Installation of new recirculation pumps; Replacement of existing scrubber media with Jaeger Tripack media; Replacement of all existing chemical metering pumps and associated piping as well as PH and ORP probes and controllers; Replacement of existing sprays nozzles within the scrubbers; Modification of existing carbon absorber beds; Replacement of existing carbon in carbon absorbers with new carbon; Construction of new plenum and installation of new fans for North Odor Control System. In addition to the upgrading of the existing odor control systems under Contract 33, a number of process improvements were included in the contract: Extension of Baffle Walls within the Aeration Tanks; Installation of new waste sludge line from Recovery Aeration Sludge (RAS) splitter box; Replacement of existing Dissolved Oxygen (DO) Control System; Replacement of existing 18-inch dumps valves for aeration tanks; Replacement of aeration tank diffusers and piping including new droplets and diffuser grid piping; In addition the contract requires the installation of 2.0 MW Emergency Generator; Responsible for inspection of systems associated with waste water treatment; Inspected testing components and reported any deviations to the Resident Engineer; Generated daily reports on contractor activity on jobsite; Assisted the Resident Engineer in the resolving the issues of field condition and contractor relation; Interacted to design and trade personnel with an aim of progressing worked in an orderly and timely manner; Assisted in the evaluating and pricing of change orders; Installing, testing & commissioning of Drain System; heat Tracking System in New Town Creek Laboratory; Zipper Drain, Road Way construction & Sidewalk with Steel curb; Replacement of Stainless Steel Doors in Hypo Facility Installation & testing of Temporary power supply of 20 KW, 460V for demolishing & up - grading of existing pumping system [40kw to 80kw]; Inspected up-grading of existing sewage pumps power & control system; installation of conduit, power/control panels, cables, cable trough & junction box; Monitored contractor's work progress based upon his approved construction schedule and reported any deviation; Performed inspection and field duties required by the Resident Engineer.

Consolidated Aviation, Inspection of Consolidated Aviation Fueling Services, Mississauga, Canada – Quality Control Inspector responsible for the following: Inspected flow rate, flow pressure, fuel filters (micro and ceramic) hydraulic systems, nozzle (hydrant nozzle and wing nozzle) and calibration of instruments; responsible for Inspection and quality control for Aviation fueling carts of consolidated Aviation fueling services; Responsible for trouble-shooting, repair, over hauling and adjustment of AC and DC motors of different capacities; Supervised repair and preventative maintenance & replacing electric motors, Hydraulic pumps, Compressors.

Kilian Manufacturing Limited, Operations Supervisor, Mississauga, Canada – Operation Supervisor responsible for the following: Supervised and organized electrical maintenance and operation of molding machines; coordinated with contractors and assigned duties to staff; designed and implemented a new and easy method for repair maintenance of electrical equipment, heat exchangers, screw conveyers and auto clave.

Tauqir A. Bhatti

Proposed Title
Mechanical Inspector

Years of Experience
28

Education
- MS, Mechanical Engineering, Texas A&M University, TX, 1990
- BS, Mechanical Engineering, University of Engineering and Technology, Lahore, Pakistan, 1980

Training
- OSHA 30 hours, OSHA 10 hours, Confined Space, Fall Protection
- Training acquired in Quality Control/Quality Assurance Management Course for MTA's construction projects
- External audits course with SAI GLOBAL, Ohio

Employment History
- SI Engineering, P.C. – 2010 – Present
- Judlau Contracting Inc. – 2009 – 2010
- Techno Consult, Inc. – 2009
- Savin Engineers, P.C. – 2006 – 2009
- AFC Enterprises Inc. – 2004 – 2006
- Total Safety Consulting – 2004
- Integral Planning and Management – 2000 – 2003
- Sui Northen Gas Pipelines LTD. – 1981 – 1999

Summary
Mr. Bhatti has 28 years of experience in mechanical and civil engineering inspections, design, cost estimations, quality assurance, maintenance, safety, and project management assignments. Approved to work for MTA/DEP projects in New York. Experienced to work on water treatment/waste water treatment plants, HVAC and plumbing installations, water and gas pipelines projects.

NYCDEP, Construction Inspection and Management Services for Croton Water Treatment Plant (WTP), The Bronx, NY – Mechanical / Civil Inspector inspected installation of several steel and FRP chemical storage tanks and concrete spill containment collection pads as per specifications and approved shop drawings. Witnessed excavation for concrete pads, placement of concrete pads, and hydrostatic testing of tanks. Inspected installation of mechanical equipment for water treatment plant comprising flocculators, skimmers, rapid mixers, raw and treated water vertical turbine pumps, metering pumps and motors as per manufacturers recommendations and approved submittals/drawings. In addition, inspected installation of carbon steel, stainless steel, copper, and PVC piping systems, valves and supports. Checked embedments of anchor bolts before installation of tanks, piping supports and mechanical equipment. Witnessed torqueing of pipe flanges/ valves stud bolts and anchor bolts as per recommended values. Furthermore, prepared daily inspection reports and reported construction deficiencies to Lead Mechanical Engineer.

NYCDEP, Construction of New Grit Chamber, The Bronx, NY – Mechanical / Civil Inspector responsible for construction inspections as per shop and contract drawings, submittals, and specifications. Implement quality control procedures for civil, mechanical, and electrical construction work in Grit Chamber. Construction activities included installation of HVAC equipment, ducts, plumbing, sprinkler and fire protection systems, process piping, mechanical equipment, submersible pumps, boilers, grit collection/removal systems and bar screens. Inspected steel reinforcement and pours for concrete walls, slabs, stop logs, installation of masonry walls, terrazzo tiles for walls, floor tiles and painting of walls and piping systems in the building. Also inspected roadway excavation, including temporary shoring installation and dewatering pits, and backfilling of excavation with clean fill and placement of DGA, base course and top course for pavement restoration.

NYCDEP, Jerome Park Reservoir Rehabilitation, Bronx, NY – Mechanical Inspector Inspected installation of temporary bulk head in water tunnel, demolition of old 72" sluice gates, actuators, steel frames, and concrete/

brick foundations at Gate House # 1 in Bronx. Also performed inspections and quality control work for installation of 48" water pipeline with steel reinforcement and concrete encasement, and restoration of excavation including placement of clean fill, DGA base and concrete sidewalk restoration at Jerome Park Reservoir, Bronx.

MTA, East Side Access Manhattan Structures – Phase 1, Manhattan, NY – Quality Manager responsible for the following:

- Performed quality control inspections as per approved shop drawings, specifications and prepared check lists during construction of mini-pile foundations, erection of structural steel frames for load transfers, and fireproofing of steel columns and beams.
- Performed inspections and testing of rock anchors, rock bolts, reinforcement of shotcrete and concrete for shafts and well ways for elevators and escalators.
- Conducted external audits of subcontractors and implemented MTA's quality control procedures.

NYCDEP, Powell's Cove Pumping Station, Manhattan, NY – Senior Mechanical Inspector / MEP Engineer. In order to perform construction inspections at Powell's Cove Pumping Station at Tallman Island WPCP, Queens, studied and got conversant with detailed contract specifications and drawings for removals and installations of three(3) vertical centrifugal sewage pump motor sets(50 HP each), piping, valves and related instrumentation. Assisted Resident Engineer in preparation of preconstruction documentation and meetings.

NYCDEP, Waste Water Plant Upgrading, Bowery Bay, Queens, NY – Senior Construction Inspector performed construction inspections and ensured quality of work in installation/testing of underground and above ground water, gas, and plant piping systems. Witnessed hydrostatic/air pressure tests for hot water supply and return piping systems for 750 HP boilers, hydrants, gas meter pad piping, plumbing and fire protection systems piping. Also, inspected installations and testing of main sewage pump(1250 HP), seal water and submersible pumps, air compressors and motors. Inspected installation of elctro-hydraulic actuators (Trident) and control panels for scum skimming system. Performed installation inspections and commissioning of HVAC equipment comprising Air Handling Units; CRAC Units; H&V Units; convectors; unit heaters; and exhaust fans in Main Building and Substations. Inspected installation of insulations on hot water supply and return piping for boilers. Inspected installation of instrumentation and control devices, control panels, conduits and control wiring for 750 HP hot water boilers and circulating pumps in Main Building. Prepared Daily Inspection Reports. In addition, assisted Resident Engineer and managed the responsibilities of Lead Mechanical Engineer for one year. Maintained records of quantities of materials and equipment installed. Coordinated for progress payments, change orders work, and monitoring of subcontractors.

AFC Enterprises Inc., Glendale, Queens, New York – Mechanical Engineer / Estimator responsible for the following:

- Prepared material take-offs and cost estimates for MTA, DEP, and Port Authority of New York development projects, public and private jobs.
- Reviewed contracts specifications for material and equipment. Contacted various vendors and suppliers of construction material and equipment to obtain quotations/pricing for preparing cost estimates. Experienced in cost estimating, bids preparation and contracts administration.

Christopher Rufo, PE

Proposed Title
Senior Civil Engineer

Years of Experience
19

Education
- MBA, Economics, Drexel University
- BS Civil Engineering, Drexel University
- BA, Architectural Engineering, Drexel University

Professional Registration & Certifications
- Professional Engineer – PA
- American Society of Civil Engineers

Employment History
- DY Consultants – 2014 – Present

Summary
With 19 years relative experience in site and civil engineering, Chris has an in-depth background in grading, drainage, erosion and sedimentation control, land surveying, stormwater management, hydraulic analysis, and computer-aid design engineering. Chris also has extensive experience in representing clients at governmental, agency meeting, municipal planning meetings, and other public hearings. At DY Consultants, Chris is a Senior Civil Engineer and manages projects for major commercial airport projects and airlines.

Delta Airlines, Terminal 4 Redevelopment Project at JFK International Airport, Queens, New York – Project manager, responsible for the civil portion of the second phase of this large scale redevelopment project. Plans include relocation of gates from Terminal 2 to Terminal 4, Concourse B. The design will add 11 additional gates to the Terminal, while expanding Concourse A to provide gates for the larger Group VI aircraft.

Delta Airlines, Terminal 2 & 3 Redevelopment Project at JFK International Airport, Queens, New York – Project Engineer responsible for a large-scale, multi-million dollar redevelopment project. The design performed included new apron pavement, grading and drainage, and construction staging for the entire expansion construction site. During the construction of the terminal expansion on site engineering and construction oversight services for Delta was a part of the construction administrative services provided.

Trenton-Mercer Airport, Rehabilitation of Taxiway A, C & J, Trenton, New Jersey – Project Manager, supervising the design and construction of three taxiways (total length of 7,634 feet). Complex locations of the runways meant the project was split in two phases of construction. Consisted primarily of repairing cracks, reconstructing major portions of the taxiway that were failing, milling the top surface course and providing an overlay of the taxiways with bituminous pavement. Services included construction administration and management.

LaGuardia Airport, Terminal C Baggage Handling and Makeup, Queens, New York – Project Engineer for Delta's expanded Baggage Handling and Makeup areas at LaGuardia Airport. Terminal C improvements were made to the inside of the terminal building and several improvements were made outside the building along the ramp. DY Consultants was part of the design team with Corgan (prime) and prepared the Civil drawing for three separate stages of this construction. Stage 1 was the design of a baggage makeup area that included grading and drainage around the structure. This was part of the enabling package. The inline screening part of the project, DY prepared new pad locations for the relocation of the glycol storage and mixing area and a second baggage makeup area. Stage 3 of the design included the power upgrade necessary to install the new baggage handling system inside Terminal C. The design also includes an enclosed switchgear room and a structural pad for a new backup generator.

Newark Liberty International Airport, Aviation Fueling, Newark, New Jersey – Project Engineer, provided the airfield pavement improvement plans for the construction areas in the Airfield. The new fuel line runs from the existing fuel farm connector to the area between Terminals B and C. Prepared the design of the replaced Rigid and Flexible pavement sections that were removed during the installation of the new fuel lines. Services included construction management.

Timothy Pedrick

Proposed Title
Senior Civil Engineer

Years of Experience
19

Education
- U.S. Navy Seabees

Professional Registration & Certifications
- Certified Instructor – Brides and Buildings (Navy Construction Training Center)

Employment History
- DY Consultants – 2014 – Present

Summary

Timothy Pedrick has 41 years of extensive experience in the construction field. He plans and organizes the administration and coordination of bridges, wharfs, fuel farms, fuel pipe lines, highways, and airports. Directs staff involved in observation, testing, and sampling of construction materials, observation construction work, and documentation of plan revisions and work progress. Reports project cost and quality control activities to the client, coordinates construction monitoring with the client program manager to resolve problems or disputes, schedules work to prepare for contract changes and supplemental agreements, and conducts weekly progress meetings. Reviews submittals, RFI'S, contract schedule, contract drawings for constructability, and reviews/approves contractor pay applications. Mr. Pedrick is skilled in the use of Excel, Prolog, E20/20, Skire and is a Certified Instructor for bridges and buildings at the Naval Construction Training Center in Port Hueneme, CA. Early in his career, he served in the U.S. Navy Seabees.

Continental EWR, In-Line Baggage, Newark Liberty International Airport, Newark, New Jersey – Project Manager for new In-Bound and Out-Bound baggage systems involving the installation of baggage belt systems being constructed in the VSR, FIS Hall, new connector canopy, VSR Bag Room, VSR Bag Room Canopy, new CBIS Building and various areas in Terminal C. These bag belt systems included the installation of 56 new MCPs, various types of electrical cable and fiber optic cable,2,500 amp switch gear, electrical buzz duct, electrical conduit, catwalks, maintenance platforms, ships ladders, relocation of existing utilities that were in the baggage system right way, the setting in place of 9 CTX EDS machines and wire way. Implemented and demonstrated to the Owner, the TSA and their representatives the BHS/EDS and In-Line CBIS were in compliance with all the TSA's security protocols. Commissioning MEPs, of consisted Electrical switch gear, AC units, elevator and light,sensors and elevator sump pump.

Integrated In-Line Explosive Detection System at Reno-Tahoe International Airport, Reno, Nevada – Project Manager for project involving construction of temporary facilities which housed passenger queuing, ticketing, Airline Ticketing Officer (ATO) offices, baggage screening and baggage make up during the construction of the Integrated In-Line Explosive Detection Program System Project the main components of this project included rehabbing approximately 60,000 square feet that replaced Airline Ticketing Officer (ATO) offices, airline ticket counters, ceiling, ceramic ,VTC tile and carpet floors, new lighting, new sprinkler system, upgrade fire alarm system and new stoned faced columns with lights and data ports. For the new structure of approximately 40,000 square feet that house the new explosive screening equipment for three matrix, security cameras, two Observing Resolution Rooms, TSA office spaces, TSA Communication Room with raised floors, airport maintenance baggage belt screen monitoring room electrical room, janitor mop sink closets and three 800 amp backup generators for each matrix, new dry and wet sprinkler systems, overhead lighting, 4,000 amp switch gear, installation of fiber optic cable for communications and data and new HVAC system, Installation of new restrooms and new gas line enclosure and new gas line and meters. This project had asbestos and lead paint abetment programs.

Stage 10 Apron Rehabilitation Project at Reno-Tahoe International Airport, Reno, Nevada – Project manager for the concrete rehabilitation on concrete pavement for Concourse C-3, C-5, C-7, B-4, B-6 & B-8 which involved removing the existing concrete pavement installing new drainage system which consisted of catch basins, 6 inch perforate plastic pipe, 12 inch and 24 inch RCP Pipe and trench drain,

new P-209 soil base with preamble asphalt base, 16 inches of P-501 concrete pavement and pavement markings. Note aprons were active while constructions were on going.

North Terminals 1, 2 and 3 Security Program In-Line Baggage Handling System Construction Management at Los Angeles World Airports, Los Angeles, California – Project Manager responsible for construction management services for Los Angeles World Airports (LAWA), this project at Los Angeles International Airport (LAX) involved converting the existing manual, lobby-based checked baggage screening equipment at Terminals 1, 2, and 3 to automated screening systems integrated with the baggage conveyor systems at each terminal. For Terminals 1 and 2, the main project components include a new structure of approximately 32,000 sf that will replace the existing garden space between Terminals 1 and 2 to house the new explosive screening equipment for each terminal. Also included was the installation of a new conveyor system to integrate new baggage screening equipment into an in-line baggage screening system. For Terminal 3, the main project components included the demolition of the existing baggage handling system (BHS) including the conveyors and baggage make-up area; renovation of the existing area on the ramp level to house the new BHS equipment and EDS equipment; and all support facilities including IT room, electrical room, and BHS control room for the in-line system. New 4,000 amp switch gear, electrical buzz duct and electrical conduit, rerouting of existing sewer lines located in the terminal.

Concourse C Apron Expansion and Taxiway Bridge at Port Columbus International Airport, Columbus, Ohio – Lead Inspector, performing daily field inspections for this 14,750 square yard apron and multi-plate taxiway bridge. The project involved unclassified excavation 46,000 cubic yards, Granular backfill 21,700 cubic yards and Geotexile type C silt fence 2,100 linear feet for soil erosion protection, erection of multi-plate taxiway bridge constructed over Sawyer Road per Department of Transportation specifications, installing of 29 x 45 inch elliptical RCP drainage pipe, 12, 24, and 36 inch RCP drainage pipe with inverts and manholes under Sawyer Road per Department of Transportation specifications also concrete curbs and gutters, placing 14,500 tons of bituminous base and surface course and pavement surface milling 4,900 square yards, insured metal piles and pile caps and all superstructure components meet specifications, placement of 30-inch reinforced concrete pavement for taxiway bridge 1,067 square yards, 17-inch concrete pavement for aircraft loaded 12,000 square yards, and 10-inch for GSE loaded 2,750 square yards, blast protection fence 455 linear feet, installation of A.O.A. temporary and permanent chain link fence 4,860 linear feet, installation of 6-inch and 4inch PVC perforated drainage pipe 2,900 linear feet, installation of new taxiway elevated edge lights, guard lights, in pavement runway edge lights, relocation of guidance signs, and modifications of electrical.

North-Parallel Taxiway Phase 1 at Port Columbus International Airport, Columbus, Ohio – Resident engineer responsible for planning, estimating, and performing daily field inspections for this 4,000-foot taxiway. The project involved unclassified excavation 84,000 cubic yards, granular backfill 44,000 cubic yards and muck excavation 800 cubic yards and geotexile type C silt fence 13,100 linear feet, installation of perforated pipe under drain 11,750 linear feet, placing 30,500 tons of bituminous base and surface course and pavement surface milling 1,750 square yards, rip rap protection 9,200 tons, installation of A.O.A. temporary and permanent chain link fence 3,345 linear feet, installation of 6-inch PVC perforated drainage pipe on both sides of the taxiway, installation of new taxiway elevated edge lights, guard lights, in pavement runway edge lights, relocation of guidance signs, and modifications electrical.

Pratik Kothari

Proposed Title
Civil Engineer

Years of Experience
7

Education
- MS, Civil Engineering (Structural), Stevens Institute of Technology
- MS, Computer Application, Matrix Com. Institute (in affiliation with Adams Smith University)
- BS, Civil Engineering (Structural), Gov. Engineering College, India

Professional Registration & Certifications
- Concrete Field Testing Technician – Grade 1 ACI Certificate
- Lead Safety Certificate
- OSHA – 30 Hours
- OSHA – 10 Hours
- International Code Council – Structural Steel & Bolting Special Inspector
- Steel Erection & Repair – MTA (NYCTA)
- Concrete & Clay Masonry Design & Inspection – MTA (NYCTA)

Employment History
- DY Consultants – 2014 – Present

Summary
Pratik is a civil engineer with experience in construction field work, including rehabilitation and reconstruction projects. He is able to perform technical work, interpreting contract plans and specifications, performing field measurements and documentation and structural evaluations.

Metropolitan Transit Authority, Rehabilitation of Elevated Street from Cypress Hills, Queens, New York – Senior Civil Inspector, Repair/replacement of mezzanine support hangers at all stations. Repair top flange angles on longitudinal girders. Replacement of rocker pins and all sliding plate joints, deteriorated seat brackets and top tie-in angles as required on the expansion joints. Replacement of top tie-in angles at fixed ends as required. Repair of column bases at various locations. Repair / replace deteriorated bottom flange angles on longitudinal girders. Repair webs on transverse girders as required. Replace top flange angles on transverse girders at appropriate locations. Repair deteriorated top and bottom flanges of track and platform girders, brace cross girders, stiffeners. Demolish existing concrete encasement, repair deteriorated web/ flanges of steel columns, replace column anchor bolts and column base, Rebuild concrete encasement and restore sidewalk and curb.

Metropolitan Transit Authority, Facility Roof Repair & Replacement, Queens, New York – Project Manager responsible for repairing cracks, spall concrete, Install new metal deck/ standing seem roof, perform structural steel repairs, Install new hot applied 4-ply built-up white roofing (including hot and cold roofing system), remove existing concrete tiles, corrugated metal roof and skylights & replace with polycarbonate skylights & standing seem roofs, Remove and replace roof drains, domes, pitch pockets, remove flashing at curbs, roof penetrations, ex joins& parapet walls & replace with new ST. steel flashings. Replace exhaust fans complete with ceiling mounted exhaust fans complete with roof curb provide motorized integral to fan.

Metropolitan Transit Authority, Rehabilitation of Avenue U and Neck Road Stations, Brooklyn, New York – Project Manager responsible for major civil/structural/electrical work. Including removal of plaza deck and construction of new deck slab, waterproofing and protection concrete; removal of concrete platform topping and repair crack in structural slab and provide new topping, repair/ rebuild and replace existing steel column, beams, and canopy; repair all corroded steel members and paint them; scrap and paint all structural steel member including thru-span girders, abutment wall, wing walls; demolition of existing stair and build new stair; demolish and construct new duct bank & manholes. Provide new sewer line, water service connection, removal of existing platform, platform supports canopies, and windscreens; construction of new platform (precast / concrete) supported on longitudinal concrete beams, cap beams and drilled mini-piles; rehabilitation of the building structure, exterior finishes and exterior elements to meet the standards of NYC landmark preservation

guideline; construction of 2 elevator pits, elevator shaft tower. Installation of hard rail connection, temporary signal, stop, cable, car marker; raise the tracks and install ballast appropriate profile, grade, and elevation; test and place into service signal system. Provide signal engineer, signalman and tester to perform signal work. All the existing signals and circuits were modified. Furnish and install conduit, riser boxes and necessary material to have a complete signal system.

Grand Central Station, New York, New York – Project Inspected for various facets of work on the construction site at Grand Central Station. Performed continuous surveillance of assigned construction activities to ensure compliance with all applicable codes, standards, and specifications; proficient at reading and interpreting plans, specifications, and shop drawings; performed field inspection of contractor's operations to see that they comply with contract documents (NYSDOT); performed civil and structural tests, such as soil compaction, moisture content, aggregation, graduation, concrete slump, air entrainment, concrete compression, lines and grades surveys, bolt torques, and concrete coring; prepared daily and weekly reports on work accomplished by contractor; prepared sketches and assemble data for Field Engineer's use in making changes to the project; assured contractor performs according to plans and specifications. Major responsibilities included structural design, field inspections, structural condition assessments, engineering investigation, waterproofing investigation.

Henry Lam, EIT

Proposed Title
Structural Engineer

Years of Experience
7

Education
- MBA, Finance and Statistic, Baruch College/CUNY Zicklin School of Business, 2014
- BS, Civil Engineering, Cornell University, 2005

Professional Registration & Certifications
- Engineering-in-Training (EIT)
- Actuary Exams P & FM

Employment History
- SI Engineering, P.C. – 2014 – Present
- PB, STV, PTG/Afridi Associates – 2005 – 2012
- Vollmer Associates – 2003 – 2004

Summary
Mr. Lam has seven years of experience in the field of engineering. He is knowledgeable in Modeling Structure Systems, Transportation and Engineering Computation. Strong in Math, Statistic, Analytical Abilities, Problem-solving and Interpersonal skills. Mr. Lam is proficient in MS Office (Word, Excel, PowerPoint, Access & Visio), Microstation, AutoCAD, MATLAB & JAVA Programming.

General Engineering Consultant, New York, NY – Systems Engineer responsible for the following:

- **Design Review/Inter-Discipline Coordination:** Reviewed drawings of varies disciplines (Structure, Track, Electrical, HVAC, Controls, Signals, CCTV & Tunnel Structure) to assure safety design considerations were integrated in final design. Perform multiple disciplines review at the same timeframe.
- **Train Traffic Analysis:** Used historical data to predict the number of trains and passengers that will arrive the new station during peak and non-peak hours in year 2025.
- **System Safety:** Developed administrative processes and required files (using MS Words, Excel, Access & Visio) to assure System Safety Certification record keeping for the East Side Access Project Design in NY.
- **Database Management:** Managed the Web –based Project Hazard Log database (with more than 500 hazards in the Log), assigning hazards to certifiable elements and assuring timely and accurate hazard reports for certification.
- **Progress Reporting:** Assisted with monthly System Safety Project Progress reporting.
- **Flowchart Development to Mitigate Hazards:** Developed more than 10 complex flow charts to assist engineers in following complex processes to address hazards and certify design packages.
- **Other Duties:** Used MS Excel to perform Cost estimates & Systems reliability studies.

Engineering Intern – Responsible for the following:

- Assisted in evaluating the budget of a road reconstruction project in Long Island.
- Revised drawings and documents for a professional engineer and his team.
- Studied the effect of the purposed new road on existing utility lines and landscape.

Joseph Masucci, P.E.

Proposed Title
Constructability Reviewer

Years of Experience
30

Education
- MBA, Management Business Administration Degree, Seton Hall University
- BS, Mechanical Engineering, University of Miami

Professional Registration & Certifications
- Professional Engineer – NJ, NY

Employment History
- The Louis Berger Group – 2008 – 2014
- SRS Enterprises Inc. – 2005 – 2007
- Chu & Gassmen, P.C. – 1995 – 2005
- Thermco, Inc. – 1988 – 1994
- Chu & Gassmen, P.C. – 1984 – 1988

Summary
Mr. Masucci has over 20 years' experience in engineering and engineering management with reputable MEP consulting engineering firms and as the senior mechanical sales engineer/system specialist. Experienced in budgeting and scheduling projects, working with architects, owners and government authorities, design development for projects to construct and start-up and renovation of various types of buildings and processing plants. Reviewing construction budgets, constructability reviews, bid analysis and construction management.

The Louis Berger Group – Senior Project Engineer responsible for client development, development and monitoring budgets and project schedules, performing engineering studies, developing master plans for buildings and coordination with client and government agencies. Additionally, performed value engineering, QA/QC reviews, bid analysis, constructability reviews, supervising the developing and producing contract documents and specifications, obtaining necessary building permits, construction management and providing expert testimony.

SRS Enterprises Inc. – Senior Engineer responsible for working with and advising consulting engineers on the design of various types of HVAC systems. These types of systems include chiller plants (centrifugal and absorption), data processing air conditioning systems, commercial ventilation systems, dehumidification systems (natatoriums and process areas), energy recovery systems and industrial ventilations systems. Additional responsibilities include working with mechanical contractors.

Chu and Gassmen, P.C. – Associate responsible for development and monitoring of budgets and project schedules, performing engineering studies, building/system life cycle costs, developing master plans for buildings and coordination with client and government agencies. Additionally, performed value engineering, QA/QC reviews, constructability reviews, directing entire engineering teams during project design and construction and construction management.

Thermco, Inc. – Senior Engineer responsible for marketing of a full line of HVAC, energy recovery and plumbing equipment, in-house design of HVAC, process air, energy recovery, and plumbing systems for commercial and industrial projects, and provided product support to engineers. Additional responsibilities included the evaluation of existing systems to determine problems and recommend solutions, management of commercial bids, and preparation of shop drawings, equipment start-up and client training comprising consulting engineers, plant engineers, manufacturers, and commercial and industrial contractors.

Chu and Gassmen, P.C. – Project Manager responsible for coordinating with architects and other engineering firms while supervising the design of electrical, mechanical and plumbing systems designs from the initial concept through to detail design, preparing construction budgets, assistant in construction inspections and management, and witness shop testing, system and equipment start-up. Responsibilities in project management included the design of HVAC, Plumbing and Fire Protection systems and developing. Preparation of construction documents, project specifications, construction cost estimates and bid evaluations.

Ahmad K. Alhalawani, EIT

Proposed Title
Lead Contract Administrator

Years of Experience
11

Education
- PhD, Construction Engineering Management, Rutgers University, 2014
- Program Certificate: Management & Leadership, MIT, Massachusetts Institute of Technology, 2008
- MS: Construction Engineering Management, Rutgers University, 2007
- BS: Civil & Environmental Engineering, Rutgers University, 2001

Professional Registration & Certifications
- Engineer-In-Training
- PMP- Project Management Professional License#[redacted]
- OSHA Safety and Health Certification
- ACI- American Concrete Institute Certification
- TCC- Traffic Control Coordinator Certification
- NJSAT- Asphalt Technology Certification

Employment History
- SI Engineering, P.C. – 2012 – Present
- SODIC – 2011 – 2012
- Parsons Brinckerhoff, Inc. – 2011
- HSE Contractors, Inc. – 2010 – 2011
- Greenman-Pedersen, Inc. – 2007 – 2010
- Hardesty & Hanover, LLP – 2006 – 2007
- STV, Inc. – 2005 – 2006
- KS Engineers, P.C. – 2004 – 2005
- Sam Schwartz, LLC – 2003 – 2004

Summary
Mr. Alhalawani has 11 years of experience in the engineering field. He has worked for numerous agencies, which includes NYCDDC, NYSDOT, NYSDEC, MTA, NYSCA, NJTA, DRJTBC, and Monmouth County. He has worked on variety of projects such as REI services for reconstruction of sanitary and storm sewers in the Dalhia Street Area, reconstruction and restorations of roadways, reconstruction of water & sewer mains in Staten Island, and various roadway reconstruction projects just to name a few.

NYCDDC, Resident Engineering Inspection Services for the Reconstruction of Sanitary & Storm Sewers in the Dalhia Street Area (Contract SER002320), Staten Island, NY – Office Engineer. Responsible for receiving and processing of all of the Contractor's design, technical and material submittals, change orders, and payments. Also responsible for the preparation of progress reports and attended and prepared minutes of all meetings. Project work entailed the rehabilitation of sewer mains, reconstruction of roadway, curbs and sidewalks including street lighting and traffic signal work and private utilities work. Ensured compliance with all NYCDDC & NYCDOT Contract Conditions and Specifications. Performed inspection and reporting of all field as-built quantities, pipes laying/ connections, ground works, concrete filling, roadway / paving works and sidewalks / curb items. Utilized Inspector Daily Reports to maintain a running tally of all contract item qualities in order to track and flag potential budget overruns. Additional duties included the marking up of contract drawings to reflect as-built conditions and forwarding of the drawings to the designer for input into Cadd. Utilized NYCDOT November 1, 2010 Standard Highway Specifications, NYCDOT July 1, 2010 Standard Details of Construction, NYCDEP August 1, 2009 Standard Sewer and Standard Water Main Specifications, NYCDEP February 5, 2010 Specifications for Trunk Main Work, NYCDEP January 5, 2009 Sewer Design Standards, and NYCDEP November 1, 2010 Water Main Standard Drawings.

NYSDOT, NYSDEC, NYC MTA-T, NYCSA, Various Projects – Planning Manager. Managed the planning and scheduling of mega-million Highways, Bridges and Building construction projects for the NYNJPA, NYSDOT, NYSDEP, NYCMTA and NYCSCA. Major functions included coaching & directing all engineers to deliver accurate and quality baseline, revised, updated and impacted schedules according to the client's specifications and contract documents, study and review of design, project activities sequence and contract requirements, conducting meetings with staff and clients to resolve delays, claims and updates. Supervised the development of initial high-level schedules, schedule preparation and monitoring, revision of all schedules submitted (Primavera P6).

NJTA, Interchange 6 – 9 Widening Program, New Jersey – Office Engineer. Member of the Project Management Unit (PMU) for the $2.4 Billion NJTA Widening Program. Managed all office operations and personnel, field personnel and office logistics. Maintained Quality Assurance and control of all correspondence, submittals, schedules, meetings, field measurements and design issues. Managed permitting, specific standards and contract documents quality assurance, review schedules, project plans, cost estimations, payments and monitor work progress. Used multiple software packages to log and track all documents, submissions and activities. Reviewed all project data, progress, as-builts, submittals and material certifications.

DRJTBC, Reconstruction of Highway I-78 in Alpha, NJ - Office Engineer. Controlled the scope of work for the Reconstruction of Highway I-78 in Alpha, NJ for DRJTBC, monitor contract item and construction activities progress, attended progress meetings, issued minutes, reviewed cost proposals, reviewed shop and as-built drawings and submittals, evaluated Contractor's progress. Issued all status reports, payment estimates, change orders and monitored overruns and potential extra work. Coordination with Officials, NJ State Police, Contractors, Consultants, Subs and field personnel. Maintained all project's records and documentations.

NJTA, Various Roadway Reconstruction Projects, Newark, NJ - Resident Engineer. Managed MPT, quality of work and quantities, meetings, correspondence and submittals for Tunnel Cleaning & Repairs, tunnel flush, lane/shoulder closing, excavation, utility protection and relocation, restoration of utility pipes, repairs of damaged tunnels or pipes, and manhole/ inlets installations for NJTA in Newark, NJ.

Monmouth County, Reconstruction of Monmouth County Bridge, MN-30, Water Street over Weamaconk/ Matchaponix Creek (County Route 522), Englishtown, Monmouth County, NJ - Resident Engineer for a project that entailed construction of a temporary bypass structure, closure of the bridge, removal of the existing superstructure, driving of sheeting, demolition of the existing substructure and construction of new abutments and superstructure and associated approach work. New bridge is a single span steel girder superstructure with concrete parapets and bridge rails. Roadway work consisted of construction of approach slabs, installation of guide rail with bridge attachments, installation of a quadguard impact attenuator to protect the parapet, and roadway milling and paving. Also supervised the construction of temp water lines, utility relocations and excavation works. Managed time/ cost claims using NJDOT Specs and attended high level meetings with the Mayor and Chiefs of involved agencies.

NJTA, Construction of Supplemental Pier Caps, Barrington, NJ - Assistant Resident Engineer. Supervised the construction of supplemental Pier Caps with Micro-piles driven in a marine environment and Highway Jacking, fender systems, slope protection improvements, environmental inspections and cofferdams substructure waterproofing for NJTA in Barrington, NJ. Performed traffic shifts and closures

NYCDDC, Reconstruction of Water & Sewer Mains in Staten Island, NY - Office Engineer. Managed all office work for the reconstruction of Water & Sewer Mains in Staten Island, NY. Managed document control, submittals, transmittals, change orders, payments, progress reports and attended/ minuted all meetings. Maintained all NYCDDC standard specifications and MPT regulations on job vicinity. Performed inspection and reporting of as-built quantities, pipes laying, ground fitting, concrete filling, asphalt and concrete in highways and restorations.

NYCDDC, Reconstruction and Restorations of Roadways, Utilities and Sidewalks/ Curbs in Brooklyn, NY - Office Engineer / Inspector. Managed all office work for the reconstruction and restorations of roadways, utilities and sidewalks/ curbs in Brooklyn, NY for NYCDDC. Managed record keeping, submittals, transmittals, change orders, payments, progress reports, scheduling and estimates, attendance of all meetings, coordination among contractors, consultants and NYC agencies.

Fadi Samaan

Proposed Title
Contract Administrator

Years of Experience
20+

Education
- MBA, Management Business Administration Degree, Pace University, 2009
- MS, Construction Management, Stevens Institute of Technology, Hoboken, NJ, 2003
- BS, Structural Civil Engineering, Damascus University, Syria, 1994

Employment History
- First Mountain Health And Wellness, LLC – 2010 – Present
- Samaan Design – 1993 – 2000
- Government Administration Authority – 1996– 1999

Summary
Mr. Samaan has over 20 years of experience. He served as Project Manager within Fortune 500 Companies. Collaborated with numerous federal, state, and city agencies during multiple long-term programs budgeted to $100 million each. Mr. Samaan managed field and office staff; established project objectives, policies, procedures and performance standards within boundaries of corporate and client policies; initiated and maintained liaison with clients, contractors, and design teams. He also represented companies and clients in project negotiations and strategic meetings; investigated project deviations and implemented corrective measures; and ensured projects were built to code, on time, and within budget

NYCDDC & New York Fire Department, Public Safety Answering Center I (PSACI) Improvements, Brooklyn, Rescue Company 3 Building, the Bronx, and EMS Station 27, the Bronx, NY – Project Manager for these building renovation and construction projects. The PSAC I project entailed the renovation of the existing call center to for the upgrading of the call response system. Oversaw staff in the inspection of the contractor's installation of; new conduits and wiring; new heating and ventilation systems; and new computer terminals for 911 operators. Included in the work were also the installation/upgrading of electrical panels and switch gear, as well as new roof top mounted air handler units. Reviewed staff's quantity takeoffs and compared them to contractor submitted payment requests, reviewed daily Inspector Reports, reviewed and approved contractor pencil invoices, acted as liaison between the contractor and the client, and reviewed and negotiated change orders for field incurred changed conditions. Rescue Company 3 and EMS Station 27 projects both were new construction projects. Oversaw the staff in all aspects of the inspection of the contractor's activities from demolition of the existing buildings on the site to construction of the foundation system, to the construction and fit out of the new buildings. For both buildings the existing utility services to the sites were abandoned, removed and new electric, gas, sanitary sewer, telephone, and water connections installed. To comply with the City's mandate for continued operations during emergency situations, both buildings had dual electrical feeds installed along with emergency generators feed by both gas and gasoline. Reviewed staff's quantity takeoffs and compared them to contractor submitted payment requests, reviewed daily Inspector Reports, reviewed and approved contractor pencil invoices, acted as liaison between the contractor and the client, and reviewed and negotiated change orders for field incurred changed conditions.

PANYNJ, The Security Capital Program for Facilities Including the Bayonne Bridge, the George Washington Bridge, the PATH, JFK International Airport, Newark Liberty International Airport, and Teterboro Airport – Project Manager of the construction oversight team for the installation of a closed circuit surveillance system at these facilities. Oversaw the staff in their inspection of the contractor's installation of pole and building mounted security cameras; excavation and placement of rigid metal conduits with coaxial cabling to a central monitoring room, and fit out of the new control room with video screens, communication lines, new heating and ventilation systems, and operator consoles.

United States Military Academy at West Point, The Historic Renovation of Multiple Residential Buildings including Arvin Cadet Physical Development Center (Building 727) – Construction Inspector

for the oversight of the contractor's activities for this $97 million building renovation project. Responsible for the inspection of the contractor's work for compliance with building code requirements, measurement of quantities, preparation of Daily Inspector Reports, and processing of shop drawings between the contractor and the design. Project work included the upgrading of the existing electrical and communications systems, modification of the fire protection sprinkler systems, installation of new plumbing fixtures in the bathrooms, and upgrading of the HVAC system.

NYSDOT, The construction of the Long Island Transportation Management Center – Senior Construction Inspector for the upgrading of the Center to include the ability to conduct evaluations and simulations of traffic conditions. Project work includes installation of computers and associated equipment (servers with associated dedicated peripherals); consoles and workstations; video equipment (racks and cabinets, camera controllers, video switches, video controller, video monitors, video recorders, and fiber optic termination); communications (telephones, public address system, emergency telephone); data communications equipment; CCTV monitors and project screens; and HVAC systems. Responsible for the inspection of the contractor's work for compliance with building code requirements, measurement of quantities, preparation of Daily Inspector Reports, and equipment representative testing of new systems prior to placement on line.

United States Department of Labor - Edison Job Corps Academy, The Construction of a New Warehouse Maintenance Building, Edison, NJ – Construction Inspector for a design-build project for the construction of a pre-engineered structure of approximately 19,000 square feet. Project work included concrete placement, site work (grading & drainage, paving, and utility installation), and building fit out including construction of interior walls and partitions, installation of HVAC systems, new plumbing, and installation of a wet fire protection sprinkler system. Responsible for the inspection of the contractor's work for compliance with building code requirements, measurement of quantities, and preparation of Daily Inspector Reports.

United States Department of Veterans Affairs, Full Exterior Masonry and Waterproofing Renovation for the Veterans Administration Hospital, East Orange, NJ – Construction Inspector for this project that entailed extensive masonry repairs to various elements of building. Components of the work included restoration of the old lobby; cleaning pointing and stone patching; fabrication and installation of new limestone and granite to match existing coping and walkway stones; removal of deteriorated granite steps, and rebuilding of the steps and landing; patching and waterproofing of the deck; reconstruction of parapet walls and installation of new railings at 13th floor level; installation of new standing seam copper flashing at inside of parapets; cutting of over 3,000 feet of expansion joints; and removal and reconstruction of damaged brick throughout the building façade. Responsible for the inspection of the contractor's work for compliance with building code requirements, measurement of quantities, and preparation of Daily Inspector Reports.

Mohammed K. Haque

Proposed Title
Project Accountant / Bookkeeper

Years of Experience
25

Education
- BS, Chemistry, University of Hyderabad, Pakistan Concentration, 1971

Computer Skills
- Quick Books Pro
- Peachtree
- MAS 90
- Timber Line
- ACCPAC
- Microsoft Office 2010/2003 – Word, Excel, PowerPoint, Outlook, Publisher, Windows 7, Windows Vista

Employment History
- SI Engineering, P.C. – 2012 – Present
- Hill International – 2010 – 2012
- TCC Construction Co. Inc. – 2005 – 2010
- Alice & Trixie, Inc. – 1997 – 2005

Summary
Mr. Haque has nearly 25 years of experience in accounting. He is a highly organized and detail-focused Full-Charge Bookkeeper with track record of accurately and efficiently supporting overall accounting activities. Mr. Haque has comprehensive knowledge of accounting and auditing principles, A/P, A/R, P/R, G/L postings, invoicing, taxation issues and regulatory compliance guidelines. He has the expertise in developing and delivering monthly, quarterly and annual profit and loss statements and balance sheets for management within strict deadlines.

MTA NYCT, Construction Inspection/Auditing Services to Restore "A" Train Service, Far Rockaway, NY under "Contract CM-1353, Indefinite Quantity Architectural/Engineering Design Services for Miscellaneous Construction Projects" – Construction Inspector/Auditor responsible for mmonitoring the contractor's operations for manpower utilized, by category and time expended; and measured quantities placed for time and material billing. Also maintained updated contract cost spread sheet based upon inspector reports and bills of ladening for materials delivered. Specific tasks performed include; Measurement of Quantities for Verification of Contractor Submitted Time & Material Charges; Monitoring of Contractor Labor Utilization, by Classification for Verification of Contractor Submitted Labor Charges; Review of Contractor Submitted Pencil Invoices; Progressing of Contractor Payment Requests; and Maintenance of To-Date Total Contract Amount.

Hill International, New York – Project Accountant responsible for the following:

- Provide accounting leadership and support for Construction Company with more than $95 million revenue in City Hall renovation project. Account billing and invoicing while leading tasks ranging from monthly reporting to project cash disbursements.
- Responsible for managing and developing $5 million in biweekly active project billings and invoices.
- Managed project requisitions for multiple subcontractor worth over $5 million per month, assuring timely payments on all invoices.
- Performed monthly subcontractor invoice payment disbursements, ensuring proper accounting allocations while further increasing standards for appropriate cash disbursements to ensure timely job and project completion with respect to accounts payables.
- Developed job cost reports in coordination with subcontractors' invoices and project engineers for accurate billing, presented for monthly reporting to project director.
- Assisted project director with financial budget preparations for all upcoming projects and jobs.
- Collaborated in internal team meetings to discuss progress on active projects as they mature to accurately issue bi-weekly payments.
- Researched account transactions to identify and resolve discrepancies. Collaborated closely with project managers to assure all changes in project billing costs were properly accounted for as they relate to project contracts.

Turner Construction Co. Inc., New York – Full Charge Bookkeeper responsible for the following:

- Maintained and reconciled monthly bank statements and general ledger for multiple TCC construction projects ranging over $5 million.
- Collaborated closely with project managers to assure all changes in project billing costs were properly accounted for as they relate to project contracts.
- Responsible for accounts receivables and payables for all aging reports, maintaining accurate accounting to assure optimal project completion.
- Prepared quarterly financial statements and investment summaries for all projects to present to project directors showcasing project status and completion rates as they relate to quarterly financials.
- Developed quarterly audit procedures and schedules in collaboration with project teams to uphold proper legal standards for timely project cash disbursements during project completion cycles.
- Managed and created bi-weekly payroll (ADP) for all internal employees.

Alice & Trixie, Inc., New York – Full Charge Bookkeeper responsible for the following:

- Maintaining general ledgers postings. Successfully negotiating charge backs from customers while benefiting gross sales by 2%
- Keeping control of deposits and payments of invoices
- Overseeing monthly bank and factor reconciliations
- Preparing Biweekly Payroll (PAYCHECKS), Invoices and Billings
- Maintaining monthly bank reconciliation and factor reconciliation
- Responsible for and handling Accounts Payable and Receivable
- Preparing monthly financial statements for management
- Responsible for filing of quarterly sales tax and pay roll tax returns
- Controlling aging reports for vendors and charge backs
- Developing profit and loss statements for end of the month

Carlos Sanchez, PE

Proposed Title
Lead Cost Estimator

Years of Experience
25

Education
- MS, Transportation Engineering, City College of New York, 12 Credits
- BS, Civil Engineering, Central East University
- Diploma, Construction Management, New York University

Professional Registration & Certifications
- Professional Engineer - NY

Employment History
- SI Engineering, P.C. –2014 – Present
- PACO Group – 2008 – 2014
- Mckissack Corporate – 2007 – 2008
- URS Corporation – 2005 – 2007
- PACO Group, Inc. – 1998 – 2005
- The LIRo Group – 1998 – 1999
- Promatech, Inc. – 1997 – 1998
- NCI, Inc. – 1996 – 1997
- Self-Employed – 1994 – 1996
- The City of New York – 1989 – 1994
- Construction Technologies, Inc. – 1988 – 1989

Summary
Mr. Sanchez has 25 years of experience performing project controls on a broad range of transportation related planning and construction projects. His experience includes: rail, aviation, heavy civil, universities, K-12, Parks, and public housing. Mr. Sanchez has expertise performing all facets of cost control, cost estimating, project controls, scheduling, contract administration, contract change management, and claims management. His experience encompasses all project phases: engineering design, procurement, and construction. Additional skills include performing strategic long-range manpower planning, budget forecasting, and expert-level proficiency in Primavera P3 and P6. He has hands-on experience preparing WBS coding structure, cost/schedule variance analysis, earned values, claim analysis, and contract change notices.

PACO Group, New York, NY – Vice-President/Project Manager responsible for managing the PACO Group Technical Services Division and all related staff, and projects assigned to Technical Services. As the leader for project controls was in charge of estimating, scheduling, and cost control. As the liaison with clients and others, ensured that the best project support and service is delivered, and attended all project progress meetings.

Also provided estimating services that included developing and reviewing owner developed preliminary cost estimates for heavy and civil construction; reviewing proposals from contractors to ensure compliance with contract documents; reviewing budgets, performing time/cost impact analyses; reviewing and performing independent cost estimates for change orders, and developing detailed take-offs and cost estimates from conceptual to final design for new construction and rehabilitation projects. (08/2008 – 7/2014)

NY Rising Community Reconstruction, NY – Project Scoping / Cost Estimating developed project descriptions and prepare cost estimates for potential NYRCR Projects as requested. Project included road raising, flooding protections, flood gates, stormwater, identification & assessments of bulkheads, identification & assessments of dunes. Responsible for site visits, evaluating alternatives and recommending resilient, cost-effective projects, estimating necessary electricity loads for public buildings, description of construction involved, description of acquisition of real property, anticipated regulatory / agency review requirements, status of regulatory / agency review.

City of Miami Beach, Collins Parking Garage, Miami Beach, FL – Senior Cost Estimator provided cost management from conceptual to 90% design, constructability review and baseline schedule for the new Collins Parking Garage to be built for the City of Miami Beach in Miami, FL.

South Florida Regional Transportation Authority (SFRTA), Pompano Beach Station Improvements, Pompano Beach, FL – Senior Cost Estimator provided cost management, preliminary baseline schedule and constructability review for the Pompano Beach Station, located in Broward County. This station was identified as a station in need of upgrades and improvements. The design improvement scope includes demolition, additions and new construction, station elements: platforms, canopies, a crossover pedestrian bridge, elevators vehicular circulation, and amenities and platform ADA access.

General Services Administration (GSA),Krome Detention Center, Miami, FL - Project Controls Engineer provided conceptual cost estimating and cost management services as part of a consultant team responsible for the renovations and upgrades for a new 2,000 bed, 641,459 square-foot corrections facility - Krome Detention Center in Miami, Florida.

New York State Thruway Authority (NYSTA) and NYSDOT, Tappan Zee Bridge Crossing Alternatives Study, Tarrytown, NY - Senior Lead Cost Estimator developed the cost estimate for the six preliminary transportation modes alternatives analysis in the Draft Environmental Impact Statement (DEIS). The Corridor extends 30 miles between the Village of Suffern in Rockland County and the Village of Port Chester in Westchester County. Transportation, environmental and cost criteria were developed in order to assist in making the transit mode decision.

Hampton Roads Transit (HRT), Norfolk Light Rail Transit "The Tide", Norfolk, VA - Project Controls Manager provided his expertise in configuration management, planning, scheduling, and cost management, providing both a detailed and summary documentation that satisfies the needs of the funding authorities as well as planning and procuring authorities. He maintains and manages the Project Execution Plan deliverables needed to obtain funding from the FTA.

Miami International Airport (MIA), American Airlines North Terminal, Miami, FL - Senior Cost Estimator performed the analyses of the cost components of the 200 backlog claims submitted by the contractors affecting all disciplines of the construction. The process included ascertaining and verifying what work was actually performed, the amount of the approved change order, developing an estimate of the work in question, negotiating a fair settlement of reimbursable costs and/or damages to the contractor, and close out of the claim.

Hudson River Park Trust, Segment Four Construction, New York, NY - Project Controls/Office Engineer. This new section of Hudson River Park, also known as the Park's Greenwich Village Segment, and stretched across more than nine and one-half acres of dry land and three piers, from Clarkson Street to Jane Street. Carlos reviewed and analyzed the monthly updated schedule, prepared responses to contractors, prepared monthly and weekly reports, reviewed, verified and recommended contractor monthly payments, and prepared progress meeting minutes.

Irina Vinokur

Proposed Title
Cost Estimator

Years of Experience
14

Education
- MS, Mechanical Engineering Polytechnic University, Kharkov, Ukraine
- BS, Mechanical Engineering Polytechnic University, Kharkov, Ukraine
- Cost Estimating Training School "Ellana" NY,NY

Employment History
- SI Engineering, P.C. – 2014 – Present
- Gilbane Building Company – 2006 – 2008
- Lehr Construction Corporation – 2004 – 2005
- Built Rite Contracting/CEMA Construction – 2001 – 2003
- PLN Contracting – 2001
- Wonder Works Construction – 2000

Summary
Mr. Vinokur has 13 years of experience as a cost estimator. He has worked on many different projects such as Croton Water Treatment Plant, institutional and residential projects, and numerous projects for the SCA.

Croton Water Treatment Plant, at the Mosholu Golf Course in the Bronx, New York – Cost Estimator responsible for Cost Estimating for this $3 billion project. Duties included grading, pavement, landscaping, site utilities, environmental controls and offsite rehabilitation. Trades: Site Work, Structural, Architectural, Mechanical, Plumbing and Instrumentation.

- Reviewed plans, analyzed and evaluated the cost impact for proposed changes to the contract and developed detailed quantity take-offs and Engineering cost estimates on assigned projects
- Estimated labor, material and equipment cost of facilities based on Architectural and Engineering drawings, sketches, shop drawings, sample layouts and specifications using practical experience, historical and reference data, and various software applications.
- Obtained contractors, vendors and manufacturers proposals and quotes
- Field inspected properties and conducted site visit to determine project conditions
- Prepared cost and project update reports

SCA, Various Projects with the School of Construction Authority – Cost Estimator. Worked as Consultant at School of Construction Authority (SCA). Developed project cost estimates, plan take-offs and other cost management documentation using Expedition system for General Construction trades.

- Performed plan and documentation checks of public work projects to ensure compliance with the department regulations
- Conducted negotiation meetings with project management, city personnel and contractors. Processed change orders
- Obtained material quotes, developed take-offs and budget estimates using unit cost prices and labor and material cost approach for various schools facilities
- Maintained database of estimating prices and equipment quotation
- Updated project log information, audited project management change orders and handled site visits.

Various Projects – Cost Estimator performed cost estimated duties for General construction trades for Commercial, Institutional and Residential projects: UBS offices, DSW, Fidelity investments, Christian Dior, Temple Israel, Fownes Brothers, Paramount Biocapital, Epoch, Societe Generale, Major League Soccer, etc.

- Evaluated scope of work, developed reports, conducted follow-up construction activities, utilizing Timberline system and MS Office features
- Performed detailed quantity survey of GC components for various size projects
- Handled cost estimating in relation of manpower and materials
- Read, checked and evaluated project blueprints and specifications
- Obtained and analyzed vendor quotations for the major project components
- Negotiated and maintained liaison with vendors, subcontractors, field personnel and accounting department
- Managed change orders, control accounts and adjustments to insure compliance with contracts requirements and regulations. Monitored subcontractors bids, labor and general expense accounts.

Various Commercial, Institutional and Residential Projects – Cost Estimator responsible on various trade projects such as General construction, carpentry, masonry, roofing, etc. NY/NJ Commercial, Institutional and Residential projects ranging in price up to 6 million: Bedford and Park Slope Armories, PS 163, Coney Island Hospital, Greenwood Cemetery. Duties included:

- Read, checked and evaluated project blueprints and specifications and developed project scope of work
- Developed accurate take-offs and cost estimates for bid extensions
- Prepared pricing sheets using labor and material standard either manually or utilizing computerized estimating programs
- Obtained and analyzed subcontractors quotes and proposals
- Prepared bid packages and proposals and handled office administration
- Attended job walks thru.

Various Projects – Cost Estimator on various trade projects such as general construction, masonry, roofing, site work, and carpentry. Duties included:

- Reviewed and analyzed blueprints, specifications and project related documentation
- Conducted competitive bidding in private/public sectors
- Prepared detailed cost estimates and cost analysis, evaluated project scope of work
- Wrote proposals and conceptual budget review
- Provided coordination with Owners, Architects, Vendors, Subcontractors, participated in pre-award meetings.

Estimator / Project Manager Assistant – Responsible for the following:

- Developed plan take-offs and cost estimates for residential and commercial projects
- Interacted with Owners, Architects, Vendors, Subcontractors
- Conducted job-site visits.

Carlos Sanchez, PE

Proposed Title
Lead Construction Scheduler

Years of Experience
25

Education
- MS, Transportation Engineering, City College of New York, 12 Credits
- BS, Civil Engineering, Central East University
- Diploma, Construction Management, New York University

Professional Registration & Certifications
- Professional Engineer - NY

Employment History
- SI Engineering, P.C. –2014 – Present
- PACO Group – 2008 – 2014
- Mckissack Corporate – 2007 – 2008
- URS Corporation – 2005 – 2007
- PACO Group, Inc. – 1998 – 2005
- The LiRo Group – 1998 – 1999
- Promatech, Inc. – 1997 – 1998
- NCI, Inc. – 1996 – 1997
- Self-Employed – 1994 – 1996
- The City of New York – 1989 – 1994
- Construction Technologies, Inc. – 1988 – 1989

Summary
Mr. Sanchez has 25 years of experience performing project controls on a broad range of transportation related planning and construction projects. His experience includes: rail, aviation, heavy civil, universities, K-12, Parks, and public housing. Mr. Sanchez has expertise performing all facets of cost control, cost estimating, project controls, scheduling, contract administration, contract change management, and claims management. His experience encompasses all project phases: engineering design, procurement, and construction. Additional skills include performing strategic long-range manpower planning, budget forecasting, and expert-level proficiency in Primavera P3 and P6. He has hands-on experience preparing WBS coding structure, cost/schedule variance analysis, earned values, claim analysis, and contract change notices.

PANY&NJ, Delta Airlines Terminal C & D Expansion, New York, NY – Senior Scheduler provided CPM scheduling services that included developing the baseline schedule and then working with five separate contractors to verify that their schedules were in line with the Master Plan baseline schedule and integrate the contractor's schedule to the Master Plan. In addition, maintained the master schedule and reviewed the weekly contractor updates providing input to the project manager regarding any schedule issues such as progress and/or slippage.

Mckissack Corporate, MTA, New York, NY - Senior Scheduler assigned to review and analyze baseline schedule, review and compare monthly updates for the larger ever security implementation project for MTA, including tunnels, stations, control centers, and submit reports to senior managers. Participated in coordination meetings with MTA agencies (LIRR, MNRR, NYCT) and provide input for implementation of changes to baseline and coordination of work flow. Reviewed and analyze baselines and updated schedules for repair and installation of equipment at various locations throughout the city and incorporate to the MTA master schedule.

School Construction Authority (SCA), New York, NY - Senior Scheduler was reviewed and analyzed of baseline and update schedules, and time impact and claim requests from contractors. Assigned by SCA as the scheduler for the fast tract summer reconstruction projects in all five boroughs and responsible for review baselines and updates, verify that schedule comply with intermediate milestones and requirements for school opening, visit construction sites and verify construction progress, prepare and submit reports to upper management, revised and negotiated contract claims.

Battery Park City, Various Projects, New York, NY - Senior Scheduler prepared, reviewed and analyzed the monthly update schedule, prepared responses to contractors, reviewed, verified and recommended contractor monthly payments, prepared progress meeting minutes, and performed change order analysis/management.

Metro-North Railroad, Hudson Line Station Improvement Project, Younkers, NY - Prepared, reviewed and analyzed the monthly update schedule; prepared responses to contractors; reviewed, verified and recommended contractor monthly payments; prepared progress meeting minutes, performed change order analysis/management, and prepared various monthly and weekly reports. The project entailed the rehabilitation of nine stations in the Hudson Line corridor including the demolition of existing platforms and construction of new precast platform, demolition and construction of overpasses and elevators.

Miami-Dade Parks and Recreation, Capital Program Baseline Schedule, Miami, FL - Senior Scheduler coordinated the design and construction schedules for the 5 Year Capital Program for Miami-Dade Parks and Recreation Department. Work included prepare cost loaded baseline Capital Program schedule, incorporate fund from Federal, State, Municipality, organizations and private donors, identify activities to be performed with specific fund, schedule projects/activities with the expected date to receive such fund and minimize impact to the Capital Program schedule flow.

New York City Transit, Five-Year Capital Construction Program, New York, NY - Senior Scheduler prepared design and construction schedules for projects in the New York City Transit Authority's five-year Capital Construction Program. He reviewed schedules and reports prepared by General Contractors, and provided narrative-analysis of schedule reports.

NYCDDC, Correctional Facilities in Bronx, Queens and Brooklyn, New York, NY - Resident Engineer responsible for the following:

- Project Engineer responsible to oversee contractors works and QA/QC
- Financial tracking, construction schedules and compliance with specifications
- Review and processing of submittals, permits and reports
- Evaluation, negotiation and issuance of change orders
- Generation of monthly construction reports
- Inspection of actual construction at the site and log of daily data
- Interfacing with Governmental agencies

Department of Parks and Recreation, Board of Education, Veterans Administration and Florida International University, Miami, FL - Responsible for the following:

- Contract documents and bid-package preparation
- Cost estimating
- Schedule maintenance using Primavera
- Contract coordination
- Reviewing/evaluation of subcontractors qualifications
- Evaluation of bid proposals from subcontractors and change orders
- Review of submittals, analysis and investigation reports, closure procedures and punch-lists.

Meraj Zia

Proposed Title
Scheduler

Years of Experience
32

Education
- BS, Civil Engineering, University of Oklahoma, Norman
- BE, Civil Engineering, N.E.D. Engineering University, Karachi, Pakistan, 1982
- Business Courses: Financial Management, Organizational Behavior, Human Resource Management, Financial Accounting and a number of Banking & Finance Courses.

Professional Registration & Certifications
- Certified Project Management Professional (PMP)Professional Traffic Operations Engineer
- LEED AP

Software Experience
- Primavera Enterprise (P6)
- Primavera P3
- Primavera Suretrak / Microsoft Project
- Schedule Analysis & Claims Avoidance
- Risk Analysis & Management
- Earned Value Management
- Report Writing & Presentations

Summary
Mr. Zia has 32 years of experience, which includes 14 years of US experience. He has vast experience working on projects roadway addition / improvements, drainage, toll plaza reforestation, and developing baseline schedule to name a few.

Employment History
SI Engineering, P.C. – 2014 – Present
JCMS/AECOM – 2009 – 2014
Westfield Corporation – 2008 – 2009
Gilbane Building Company 2007 – 2008
Bovis Lend Lease, Inc. – 2001 – 2007
United Design Engineers – 2000 – 2001
Principal Builders – 1999 – 2000
Artal Restaurants International-KFC Div. – 1996 – 1998
Digital Automation – 1994 – 1996
Chiniot General Hospital – 1991 – 1994
Mohamed Salahuddin Consulting Engineering Bureau – 1990 – 1991
National Eng. Services Pakistan (NESPAK) – 1988 – 1989
Resources & Engineering Corp. (PVT) LTD. – 1986 – 1988
ABT Engineers, Inc. – 1985
NM Construction Company – 1982 – 1983

Senior Project Controls Engineer – Working on $1.4B Highway Widening Program involving Roadway addition/improvement, Drainage, Construction/Replacement of over 40 Bridge Structures, Entry and Exit Ramps, Service Areas, Toll Plazas, Reforestation, Wetlands Mitigation, Local Road Improvements, Offsite Service Improvements etc. Maintain Program Master Schedule. Forecast cost requirements, report actual/earned status through progress report tables and cost curve charts. Analyze/approve Contractors' resource and cost loaded schedules. Integrate Contractors' schedules into Program Master Schedule. Defend against Contractor Claims.

Project Controls Manager – Developed and Maintained for East Coast Shopping Mall Expansion / Remodeling projects including Garden State Plaza, Sunrise Shopping Mall, South Shore Shopping Center etc. Developed Baseline Schedule for Westfield Retail Fit-out project at WTC.

Senior Scheduler – Worked on school, correction center and psychiatric center projects. Developed Baseline schedule, Updated construction schedules, and analyzed contractor schedules.

Senior Scheduler / Scheduler-II – Performed Planning/Scheduling using P3 & P3-e/c. Performed Cost/Document Control using Prolog Project Manager. Projects included various pharmaceutical, K-12 & Higher Education and Commercial projects. Worked initially as Scheduler-II. Activities included:
- Developing Proposal stage schedules
- Developing and compiling master schedule using contractors, design consultants and client schedule data.

- Updating schedule to assess progress
- Prepare Resource/Cash Flow Curves
- Use AutoCAD for drafting Site
- Assigning Resource and Cost data to schedule activities
- Perform What-if Analysis.
- Risk Analysis using Primavera Montecarlo
- Logistics and Phasing Plans
- Use Prolog Website to upload project administration documents

Some of the projects included:

- GSK Automation Facility ($55M)
- Council Rock High School ($60M)
- Abbott School Program A ($100M)
- Abbott Elizabeth Schools Program ($200M)
- Abbott Schools Program – Region 9 ($250M)
- Carlstadt Data Center Proposal (JP Morgan Chase), Logistics Plan
- Aviron Production Line#2, Philadelphia ($18M)
- Wyeth Ayerst Building 260 Pearl River NY ($80M)
- Wyeth Ayerst PNU-Immune Facility Upgrade ($15M)
- Princeton Data Center (for Credit Suisse) – Logistics Plan & Schedule
- Various other in-construction and proposal stage projects

Construction Field Engineer - Remained involved in pre-construction process with the Engineering Consulting Firm. Worked on Field Inventory Survey, Drawing Development, Estimation and Compilation of Bid Document for the Rehabilitation of LeDroit Area Special Streets Project in Washington D.C.

Senior Project Manager - Responsible for Construction Management of various commercial and industrial projects. Developed Computer Based Information System aiming to ensure effective communication between the Project Team Members and stakeholders. Implemented modern project management techniques using Primavera (P3) for timely and in-budget completion of projects. (2/1999 – 04/2000)

Project Development Manager/Assistant Project Manager – As Divisional Manager, responsible for Program Management of KFC projects construction in Pakistan. Worked with Real Estate Consultants for site selection. Guided A/E Consultants on design parameters. Prepared project budgets. Assisted Procurement Department in planning/scheduling and managing procurement of building and restaurant equipment. Dealt with regulatory agencies. Compiled, floated, evaluated, awarded and administered construction contracts. Ensured timely completion and controlled costs. Worked initially as Assistant Project Manager. Specific achievements include:

- Worked on 25 KFC projects in different phases of development including property acquisition, design, permits, contractor procurement, and construction. Completed Construction of 10 KFC restaurants (US $7M) involving varied nature of complexities such as multiple building levels including basements, major structural re-strengthening, comprehensive remodeling, exclusive Interior Décor features etc. within a period of 24 months. The footprint of restaurants varied from 3500-sf to over 10000-sf.
- Implementation of Cost Reduction Initiative resulting in saving of over 15%
- Developing Project Department capability to undertake in-house contract and construction management resulting in a further cost reduction of 10%
- Outlined and Successfully Implemented Maintenance policies and procedures for the operational phase
- Attended Workshops on "Restaurant Network Planning" and "Local Store Marketing"

In addition to various A/E consultants and contractors, supervised a team of 20 members of in-house staff comprising Construction Managers, Project Engineers, Cost and Scheduling Engineers and Restaurant Maintenance staff.

Michael Cholden-Brown, PMP, CCC, PSP, CCM

Proposed Title
Scheduler

Years of Experience
30

Education
- MA, Columbia University
- BA, University of California-Berkeley

Professional Registration & Certifications
- PMP – Project Management Professional
- CCC – Certified Cost Consultant
- PSP – Planning and Scheduling Professional
- CCM – Certified Construction Manager
- EIT- Engineer in Trainee

Employment History
- Malcom Pirnie/Arcadis – 2012-Present
- Public Service Electric & Gas – 2012 – 2012
- AECOM-Tecsult – 2011 – 2011
- AECOM Water – 2009 – 2012
- Jacobs Carter Burgess – 2005 – 2009
- Stonewall Contracting Corporation – 2003 -2005
- Siemens Engineering – 2003 – 2003
- New York City School Construction Authority (SCA) – 2000 – 2003
- Dormitory Authority-State Of New York – 1986 – 2000
- Journeyman Steamfitter – 1978 – 1984

Summary
Mr. Brown has over 35 years as a construction and projects control manager, with cost scheduling and strategic analysis expertise

Malcom Pirnie/Arcadis – Senior Construction Manager/ Scheduling Manager responsible for scheduling unit on the $2B Croton Water Treatment Plant, for NYC DEP. Provided Scheduling review/analysis, claims analysis and defense, and responsible for the Risk Assessment and Management program. Reviewing the Project Integrated Master Schedule (>33,000 activities) created and maintained in P3, and working to utilize P6 through Citrix for analysis. Developing monthly Schedule Analysis Reports and present Issues & Tasks reports to DEP.

Public Service Electric & Gas- through IPS – Senior Project Controller/ Senior Cost Engineer responsible as a consultant, provided cost reporting, tracking, and forecasting on 15 electrical distribution projects for public utility. Worked in SAP for cost reporting and integrated feed of actuals into P6 for budget control and forecasting. Provided reviews for invoices, change orders, purchase orders, cost assignments to WBS, and to SAP GL codes for internal cost projections.

AECOM-TECSULT (Montreal, Canada) – Planning, Estimation and Cost Control Manager responsible for establishing the controls infrastructure for a $400M CAD EPCM ore mining project in Quebec. Prepared and maintained Planning/ Scheduling, Estimation, and Cost/Budget forecasts and control functions for client. Performed multiple 'What if' analysis scenarios to reduce project durations and manpower peaking to below contractual; did cost analyses and recommendation among CM/GC contractors; and demonstrated standard cost engineering methodologies to Client regarding cost growth probabilities and expected impacts to CAPEX budget. Had point responsibility for Meridian 'Proliance' PMIS.

AECOM Water – Project Controls Manager responsible for project controls group providing scheduling, document control, cost reporting, and financial analysis. Lead schedule analyst/manager for NYC water programs on all CM ($400M) and design services projects. Managed Primavera Expedition/ Contract Manager and P3/P6 systems. Controlled CM schedules in P3, enterprise schedule controls in P6, and design schedules in MS Project. Produced monthly analytic reports for performance and process improvement, provided claims analyses and defense utilizing cost and schedule impacts and testified to NYC auditor. Provided NYC director with financial analysis utilizing trending analysis, forecasts, and performance/ productivity metrics. Managed document control group using Expedition and Constructware.

Jacobs Carter Burgess – Program controls manager responsible for carrying out the duties as Project Management Oversight Consultant (PMOC) on the World Trade Center projects, managing all Cost, schedule, and risk issues for program management oversight of FTA Funded ($3.4B) Transportation Projects. Served as Lead Cost & Budget Analyst

performing full budget, estimate, and cost projections, supervising integration of cost with project and integrated master schedules, and oversight of procurement activities for compliance with the FAR and federal procedures. Utilized the Earned Value, Trending, and Risk Assessment methodologies, provided independent cost control reviews, and reports to the FTA. Developed Project Management Plan, project controls policies and procedures, and quality methodologies for the Port Authority. Recommended Configuration Management process improvements and recommended methods to regional director and senior managers of FTA, PANYNJ, and Carter & Burgess. Developed technical capacity and capability Review report to FTA.

Stonewall Contracting Corporation – Senior Project Manager responsible for Project Management Department, providing oversight on all projects and provided supervision of all project management, field management, cost estimating, and project support staff, and performed change order negotiations. Served as the initial Project Manager on all new projects. Trained project staff on cost and planning issues. Developed the firm's Quality and Safety Manuals, and the project management, document management, and budgeting systems, and interfaces to financial systems. Managed firm's Primavera Expedition, P3/SureTrak, and Timberline Accounting systems and interfaces to CM's Prolog on the web. Full budget responsibility for projects and for bid estimate development. Major projects included: Coney Island Hospital, Bronx Criminal Courthouse, Queens Botanical Garden, and Metro North Railroad.

SIEMENS Engineering (Through AEROTEK) – Senior Scheduler-NYC Transit responsible for Computer Based Train Control (CBTC) upgrade to the Canarsie (L) line, in a design-build project with Railworks-Comstock and Union Sign and Signal (USS). Integrated partners' updates into Integrated Master Schedule and presentations to Client, NYC MTA.

New York City School Construction Authority (SCA) – Director of Operations-Executive Director's Office responsible for performing special projects operational analysis and reviews, and responsible for claims and complex scheduling resolutions for Executive levels. Responsible for development and operations of NYC SCA use of Expedition and P3e, and integration of contractor P3 schedules. Developed secure systems configurations for the change order unit. Supported project officers on field use of project management systems.

ERP Systems Implementation – Director of Operations. Led Construction-side of implementation of Oracle Financials, and Primavera- P3e/Expedition. Performed analysis of current operating methods and needs assessments, and developed improved methodologies. Analyzed consultant claims and projected costs for implementation work for Executive Director.

Dormitory Authority- State of New York (DASNY) – Manager of Project Management Systems, Assistant to Director of Metropolitan Operations, Field Rep/Project Manager responsible for project management system development and interfacing with JD Edwards Financials. Construction division representative on technology leadership committee and the New York office representative for review of technology initiatives. Developed Primavera P3, SureTrak, and Expedition implementations and trained staff on systems. Performed Cost & Schedule reviews on largest projects as part of assessment/ evaluation for funding. Developed formats and tracking systems for control and reporting on NYC Health and Hospitals (HHC) project portfolio. Full Design Management, bid and award, project scheduling, field construction management and claims resolution.

1. A detailed Staffing Plan in accordance with Attachment E – Staffing Plan

Organizational Chart and Staffing Plan are located in **Section B** Staff Qualifications and Experience

2. A tracking system for deliverables, controlling costs, and meeting management (organizing meetings, determining agendas, writing and distributing meeting minutes, and monitoring the progress of action items agreed upon in meetings, etc.).

At SI Engineering, P.C. (SIE) we understand that meticulous management and control of activities involved in the different project phases including development, contracting and execution, are keys to a successful construction project. We will provide planning, resource allocation, **inspection, contract administration, estimating, scheduling and constructability review** services in order to ensure that designs are translated into realities in an efficient, cost-effective manner.

Over the past decade, SIE has developed the ability to expedite schedules, augment resources and deliver projects within allocated budgets. For this IQC with the Port Authority, our project team will comprise of highly qualified construction professionals who possess extensive related experience in task order projects, strong leadership skills, and sound technical expertise in all areas of construction management.

Project deliverables: One of the responsibilities of our project manager (PM) will be to make sure that all project team members have a clear understanding of the scope, objectives, content, and format of each deliverable. The PM will develop, maintain, and publish a checklist and schedule of project deliverables. These will be disseminated to all potential reviewers and to the Authority's representatives to inform the timeframe, milestones and anticipated submission dates of the deliverables. We will also clarify any questions, and review each deliverable for conformance before submitting to the PANYNJ.

Costs – estimating and controlling: The professionals at SIE are adept at developing cost estimates at the conceptual level, design stage (30-60-90%), and construction documents stage using CSI-based formats. Through extensive constructability reviews, and by working with the design teams, we will reconcile costs and budgets. During construction, we will maintain budgetary control by reviewing contractors' monthly invoices and change orders, and keep a close eye on time and material records.

Meetings and Minutes: Our PM and key team members will participate in job meetings with contractors, consultants, and other stakeholders to discuss procedures, performance, progress, problems, and scheduling. We will maintain meeting agendas and prepare minutes in an Authority-approved format. The minutes will be distributed to the Authority and all attendees in a timely manner to keep everyone informed of the project status. Open items will be discussed at subsequent meetings until fully resolved, without causing any time delays or cost overruns.

3. Procedures for keeping the Authority team informed of issues and progress during performance of the project.

At SI Engineering, we partner with our clients. On all our projects, our team works closely with our clients, understanding their needs, anticipating their challenges, and recommending optimal solutions. As

your representative, it is our goal that the project vision is articulated to, and understood by every member of the project team and all the stakeholders.

Communication, coordination and transparency are critical to the successful completion of this IQC. At each project phase, our project manager (PM) will prepare and send the Authority weekly updates of work planned and completed. We believe that by working together, we can proactively solve any challenges and issues that may arise during the course of the project. We will follow the Authority's document management and reporting requirements, which will be described in a project-specific Project Management Plan (PMP). The plan will incorporate policies, practices, standards and project specific requirements, and will include:

- Project objectives
- Roles and responsibilities
- Communication protocol
- RFI, submittal, and document control procedures
- Reporting templates and frequency of reporting requirements
- Change order management process
- Safety policies and procedures
- Project schedule
- Project control budget
- Facility operational requirements
- Project and emergency contact information

The PMP will be made available to the Authority. The PM will be responsible for ensuring that all project team members diligently follow the PMP throughout the entire duration of the project. Although the PM will be the single point of contact, the principal-in-charge will maintain oversight at all times to make sure that we continue to meet your expectations.

In addition to the PMP, SIE will provide the Authority with daily (inspection), weekly or monthly progress reports. We will participate in job meetings with contractors, consultants, and other stakeholders to discuss procedures, performance, progress, problems, and scheduling. Minutes of such meetings will be distributed to all attendees and to the Authority in an approved format.

Our Project Management Approach:
SI Engineering will use our proven management techniques, innovative approach and lessons learned from similar previous contracts. We have the capabilities and experience to concurrently perform multiple projects and assignments. Critical project success factors are:

- Meeting project schedule requirements - by regular monitoring of contractor schedules and suggesting remedial actions, we will ensure that tasks are completed in an expedited manner.
- Maintaining facility operations during upgrades or rehabilitations – we will develop appropriate staging and phasing plans and use extreme care during construction to minimize disruptions.
- Resource allocation - based on project type and team experience, we will engage the right teams, material sub consultants, specialty testing contractors. Personnel resources will be increased, as needed, based on project requirements.
- Collecting first-hand information by conducting thorough on-site reviews with the Authority project officers; coordination with multiple parties including contractors, PANYNJ staff, facility operators, and other NYC agencies including DOB, DEP, etc.

To keep the Authority informed of project status, we will maintain accurate and detailed files (electronic and physical) of project correspondence, progress reports, shop drawings and other submissions, such as addenda, change orders, supplemental drawings, and all other project-related documents.

4. Approach to Quality Control/Quality Assurance.

For this IQC with the Port Authority, SI Engineering will implement our in-house Quality System which addresses all phases of a project life-cycle from start-up to project closeout. We are committed to providing our clients with the highest quality of services. Our in-house quality management system, reinforced by training and internal auditing, establishes requirements for project quality through the required use of a Quality Control Plan (QCP) by the entire team, including contractors. In addition, we will assign a dedicated QA/QC Manager who will be responsible for implementing, monitoring and maintaining quality on all the projects/task orders. The QA/QC manager will report directly to the project principal-in-charge.

The QCP will cover all aspects of the project - initial review of design drawings and specifications for constructability and free of errors or omissions; procurement of materials including long-lead items; and specialty testing and inspections. Constructability reviews will also factor staging and ease of site access. Documentation is a critical component of the QCP - daily, weekly, and monthly field reports will be reviewed by the QA/QC Manager for accuracy prior to submission to the Authority.

ATTACHMENT D
DBE APPENDICES

ATTACHMENT D-3

INFORMATION ON SOLICITED FIRMS

The bidder must complete this form for itself and for all firms which gave the bidder a quotation for any work planned to be subcontracted regardless of whether they are ultimately chosen to participate in the Contract. Provide the information required below for every firm that provided a bid or a quote for a subcontract – even if the bid or quote from the firm is not used in the preparation of the final Proposal.

Name of Firm	Address of Firm	Phone Number	Contact Person	Firm Age	Annual Gross Revenue Range NOTE: See Footnote Below	DBE Certified (Yes/No)
SI Engineering, P.C.	39 Broadway, Suite 650 New York, NY 10006	212-354-5939	Muhammad Izhar, PE	10	$2 - $5 Million	Yes
DY Consulting Engineering, P.C.	401 Franklin Ave., Suite 318 Garden City, NY 11530	516-625-9800	Dennis Yap, PE	23	$2 - $5 Million	Yes
SCI Engineering, P.C.	241 West 30 Street, 4 Fl. New York, NY 10001	212-239-3400	Shahid Iqbal, PhD, PE	33	$2 - $5 Million	Yes

Footnote: Annual Gross Revenue Ranges: Less than $500,000; $500,000 - $1 Million; $1 - $2 Million; $2 - $5 Million; Over $5 Million - Select the category that best identifies the annual gross revenue of the solicited firm.

APPENDIX D2
THE PORT AUTHORITY OF NY & NJ – OFFICE OF BUSINESS DIVERSITY AND CIVIL RIGHTS
DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT

Instructions: Submit one DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT form for each DBE firm used on this Contract.

CONTRACT NUMBER AND TITLE: RFP No. 38268 - Request For Proposals for Indefinite Quantity Contracts (IQCS) for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis Through 2018

PROPOSER:
Name of Firm: SI Engineering, P.C.

Address: 39 Broadway, Suite 650, New York, NY 10006 Telephone: 212-354-5939

Email Address: mizhar@siengineering.com

DBE:
Name of Firm: _____

Address: _____ Telephone: _____

Description of work to be performed by DBE: _____

_____

Calculation (supply only): _____

The Proposer is committed to utilizing the above-named DBE for the work described above. The estimated dollar value of this work is $ TBD or TBD% of the total contract amount of $100K - $1.5M. The anticipated start date is 2014 and the anticipated completion date is 2018.

AFFIRMATION

The above-named DBE affirms that it will perform the portion of the Contract for the estimated dollar value as stated above.

By: _____ Date: _____
Signature of DBE and Title

If the Proposer does not receive award of the Contract, any and all representations in this DBE Participation Plan and Affirmation Statement shall be null and void.

By: _____ Principal Date: July 2, 2014
Signature of Proposer and Title

FOR OBDCR USE ONLY

Contract Goals: ☐ Approved ☐ Rejected ☐ Preliminary Plan Approved
Reviewed By: _____
OBDCR Business Development Representative
Signature: _____ Date: _____

Please Note: Only 60% of the expenditure to a DBE material supplier will be counted toward the DBE goal. Please show calculation above. Example: $100,000 x 60% = $60,000 estimated DBE dollar value of work. Plan cannot be accepted without calculation.

APPENDIX D2
THE PORT AUTHORITY OF NY & NJ – OFFICE OF BUSINESS DIVERSITY AND CIVIL RIGHTS
DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT

Instructions: Submit one DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT form for each DBE firm used on this Contract.

CONTRACT NUMBER AND TITLE: RFP No. 38268 - Request For Proposals for Indefinite Quantity Contracts (IQCS) for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis Through 2018

PROPOSER:
Name of Firm: SI Engineering, P.C.
Address: 39 Broadway, Suite 650, New York, NY 10006 Telephone: 212-354-5939
Email Address: mizhar@siengineering.com

DBE:
Name of Firm: DY Consulting Engineer P.C. d/b/a DY Consultants
Address: 401 Franklin Ave, Suite 318 Garden City, NY 11530 Telephone: 516-625-9800
Description of work to be performed by DBE: Construction Management Services

Calculation (supply only):

The Proposer is committed to utilizing the above-named DBE for the work described above. The estimated dollar value of this work is $ TBD or TBD% of the total contract amount of $100K - $1.5M. The anticipated start date is 2014 and the anticipated completion date is 2018.

AFFIRMATION

The above-named DBE affirms that it will perform the portion of the Contract for the estimated dollar value as stated above.

By: _____ President Date: 7/7/14
Signature of DBE and Title

If the Proposer does not receive award of the Contract, any and all representations in this DBE Participation Plan and Affirmation Statement shall be null and void.

By: _____ Principal Date: 7/7/14
Signature of Proposer and Title

FOR OBDCR USE ONLY

Contract Goals: ☐ Approved ☐ Rejected ☐ Preliminary Plan Approved
Reviewed By: _____
OBDCR Business Development Representative
Signature: _____ Date: _____

APPENDIX D2

THE PORT AUTHORITY OF NY & NJ – OFFICE OF BUSINESS DIVERSITY AND CIVIL RIGHTS

DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT

Instructions: Submit one DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT form for each DBE firm used on this Contract.

RFP No. 38268 - Request For Proposals for Indefinite Quantity Contracts (IQCS) for Performance of Expert Professional Construction

CONTRACT NUMBER AND TITLE: Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis Through 2018

PROPOSER:

Name of Firm: SI Engineering, P.C.

Address: 39 Broadway, Suite 650, New York, NY 10006 Telephone: 212-354-5939

Email Address: mizhar@siengineering.com

DBE:

Name of Firm: SCI Engineering, P.C.

Address: 241 West 30th Street, 4th Floor, New York, NY 10001 Telephone: 212-239-3400

Description of work to be performed by DBE: Construction Inspectoin, Constructibility Reviews, Construction Estimates and Construction Schedules

Calculation (supply only): _____

The Proposer is committed to utilizing the above-named DBE for the work described above. The estimated dollar value of this work is $ TBD or 17% of the total contract amount of $ 100K - $1.5M. The anticipated start date is 2014 and the anticipated completion date is 2018.

AFFIRMATION

The above-named DBE affirms that it will perform the portion of the Contract for the estimated dollar value as stated above.

By: _____ President Date: 07-03-2014

Signature of DBE and Title

If the Proposer does not receive award of the Contract, any and all representations in this DBE Participation Plan and Affirmation Statement shall be null and void.

By: _____ Principal Date: 7/3/14

Signature of Proposer and Title

FOR OBDCR USE ONLY

Contract Goals: ☐ Approved ☐ Rejected ☐ Preliminary Plan Approved

Reviewed By: _____

OBDCR Business Development Representative

Signature: _____ Date: _____

Please Note: Only 60% of the expenditure to a DBE material supplier will be counted toward the DBE goal. Please show calculation above. Example: $100,000 x 60% = $60,000 estimated DBE dollar value of work. Plan cannot be accepted without calculation.

ATTACHMENT D-1

DBE GOALS STATEMENT

The undersigned Bidder has satisfied the requirements of the Contract in the following manner (Complete the appropriate spaces):

The Bidder is committed to meeting the DBE utilization goal set forth in this Contract.

or

The Bidder is unable to meet the DBE utilization goal set forth in this Contract, but is committed to a minimum of 17% DBE utilization on this Contract and submits the attached narrative and documentation demonstrating good faith efforts consistent with Appendix A of 49 CFR 26 to meet the DBE utilization goal set forth in this Contract.

Attach as many pages as necessary to provide a full and complete narrative and supporting documentation of good faith efforts made. This narrative shall be submitted on company letterhead and signed.

It is the present intent of the Bidder to utilize the specific DBE firms identified in Appendix A2 in the performance of the Work of this Contract. If for any reason, one or more of the DBE firms identified in Appendix A2 are unable or unwilling to participate, the Bidder will make good faith efforts to replace the DBE firm with another DBE firm in accordance with Part II clause entitled "DBE Program".

Bidder Name: SI Engineering, P.C.

Federal Tax ID No.: _____

By: _____
Signature and Title

List of Affiliates

SI Engineering, P.C. does not have any affiliates.

Background Qualifications Questionnaire

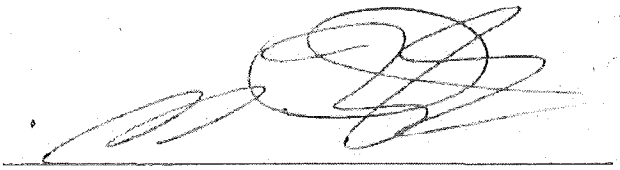
As per the instructions in the Background Qualifications Questionnaire (BBQ), both SI Engineering, P.C. and its subconsultants, DY Consulting Engineer and SCI Engineering, have completed and mailed the BBQ to Port Authority of New York and New Jersey, the Office of Inspector General, Fraud Prevention Unit, 5 Marine View Plaza, Suite 502, Hoboken, NJ 07030.

The following is a list of when the SIE Team mailed the original Background Qualifications Questionnaire (BBQ) / Certification of No Change (CNC) to PANYNJ:

SI Engineering, P.C. (BBQ) – July 3, 2014
DY Consulting Engineer P.C. (CNC) – July 7, 2014
SCI Engineering, P.C. – (BBQ) – July 3, 2014

SI Engineering, P.C.
Engineers, Planners & Construction Managers
39 Broadway, Suite 650 • New York, NY 10006 Tel: 212-354-5939 Fax: 212-354-8521 www.siengineering.com

SI Engineering, P.C. or any employee, agent, or subconsultants do not have any conflict of interest nor have the appearance of possible conflict of interest.



Muhammad Izhar, PE, Principal

July 11, 2014

Date

NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT BETWEEN

SI ENGINEERING, P.C.

AND

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

THIS NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT (this "**Agreement**") is made as of this 2nd day of July, 2014, by and between **THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY** (the "**Port Authority**") a body corporate and politic created by Compact between the States of New York and New Jersey, with the consent of the Congress of the United States, and having an office and place of business at 225 Park Avenue South, New York, New York, 10003, and SI ENGINEERING, P.C. having an office and place of business at 39 Broadway, Suite 650, New York, NY 10006 ("**Recipient**").

WHEREAS, the Port Authority desires, subject to the terms and conditions set forth below, to disclose to Recipient Confidential Information (as defined below) in connection with Request for Proposals for Indefinite Quantity Contracts (IQCS) for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis Through 2018 - RFP No. 38268 (collectively, the "Project(s)", or "Proposed Project(s)"); and

WHEREAS, the Recipient acknowledges that the Port Authority, in furtherance of its performance of essential and critical governmental functions relating to the Project, has existing and significant interests and obligations in establishing, maintaining and protecting the security and safety of the Project site and surrounding areas and related public welfare matters; and

WHEREAS, in furtherance of critical governmental interests regarding public welfare, safety and security at the Project site, the Port Authority has collected information and undertaken the development of certain plans and recommendations regarding the security, safety and protection of the Project site, including the physical construction and current and future operations; and

WHEREAS, the Port Authority and Recipient (collectively, the "**Parties**") acknowledge that in order for Recipient to undertake its duties and/or obligations with regard to its involvement in the Project, the Port Authority may provide Recipient or certain of its Related Parties (as defined below) certain information in the possession of the Port Authority, which may contain or include confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, relating to the Project or its occupants or other matters, the

unauthorized disclosure of which could result in significant public safety, financial and other damage to the Port Authority, the Project, its occupants, and the surrounding communities; and

WHEREAS, Recipient recognizes and acknowledges that providing unauthorized access to, or disclosing such information to third parties in violation of the terms of this Agreement could compromise or undermine the existing or future guidelines, techniques and procedures implemented for the protection against terrorist acts or for law enforcement, investigation and prosecutorial purposes, and accordingly could result in significant irreparable harm and injury; and

WHEREAS, in order to protect and preserve the privilege attaching to and the confidentiality of the aforementioned information as well as to limit access to such information to a strict need to know basis, the Port Authority requires, as a condition of its sharing or providing access to such confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, that the Recipient enter into this Agreement and that its Related Parties thereafter acknowledge and agree that they will be required to treat as strictly confidential and/or privileged any of such information so provided, as well as the work product and conclusions of any assessments and evaluations or any recommendations relating thereto, and to also fully comply with applicable federal rules and regulations with respect thereto; and

WHEREAS, as a condition to the provision of such information to Recipient and certain Related Parties, the Recipient has agreed to enter into this Agreement with respect to the handling and use of such information and to cause Related Parties to join in and be bound by the terms and conditions of this Agreement.

NOW, THEREFORE, in consideration of the provision by Port Authority of Information for Project Purposes (as each such term is defined below) and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged by the Recipient and each Related Party that receives such Information, the Recipient and each such Related Party agrees, as follows:

1. **Defined Terms**. In addition to the terms defined in the Recitals above, the following terms shall have the meanings set forth below:

(a) **"Authorized Disclosure"** means the disclosure of Confidential Information strictly in accordance with the Confidentiality Control Procedures applicable thereto: (i) as to all Confidential Information, only to a Related Party that has a need to know such Confidential Information strictly for Project Purposes and that has agreed in writing to be bound by the terms of this Agreement by executing a form of Acknowledgment as set forth in Exhibit A or Exhibit B, as applicable; and (ii) as to Confidential Privileged Information, only to the extent expressly approved in writing and in advance by the Port Authority, and then only the particular Confidential Privileged Information that is required to accomplish an essential element of the Project.

(b) **"Confidential Information"** means and includes collectively, Confidential Proprietary Information, Confidential Privileged Information, and Information that is labeled,

marked or otherwise identified by or on behalf of the Port Authority so as to reasonably connote that such Information is confidential, privileged, sensitive or proprietary in nature. The term Confidential Information shall also include all work product that contains or is derived from any of the forgoing, whether in whole or in part, regardless of whether prepared by the Recipient, the Port Authority or others. The following Information shall not constitute Confidential Information for the purpose of this Agreement:

(i) Particular Information, other than Confidential Privileged Information, that is provided to the Recipient by a source other than the Port Authority, provided that such source is not subject to a confidentiality agreement, or similar obligation, or understanding with or for the benefit of the Port Authority, with respect to such Information and that the identity of such source is not itself part of such Confidential Information.

(ii) Information that is or becomes generally available to the public other than as a result of a disclosure by the Recipient or a Related Party in violation of this Agreement.

(iii) Information that is known to or was in the possession of the Recipient or a Related Party on a non-confidential basis prior to the disclosure of such Information by the Port Authority.

(c) "**Confidential Privileged Information**" means and includes collectively, (i) any and all Information, documents and materials entitled to protection as a public interest privilege under New York State law and as may be deemed to be afforded or entitled to the protection of any other privilege recognized under New York, and/or New Jersey state laws or Federal laws, (ii) certain Critical Infrastructure Information, (iii) certain Sensitive Security Information, and (iv) Limited Access Safety and Security Information.

(d) "**Confidential Proprietary Information**" means and includes Information that contains financial, commercial or other proprietary, business Information concerning the Project, the Port Authority, or its facilities.

(e) "**Confidentiality Control Procedures**" means procedures, safeguards and requirements for the identification, processing, protection, handling, care, tracking and storage of Confidential Information that are required under applicable federal or state law, the Port Authority Handbook, or by the terms of this Agreement.

(f) "**Critical Infrastructure Information**" (CII) has the meaning set forth in the Homeland Security Act of 2002, under the subtitle Critical Infrastructure Information Act of 2002 (6 U.S.C. §131-134), and any rules or regulations enacted pursuant thereto, including, without limitation, the Office of the Secretary, Department of Homeland Security Rules and Regulations, 6 C.F.R. Part 29 and any amendments thereto. CII may also be referred to as "Protected Critical Infrastructure Information" or "PCII", as provided for in the referenced rules and regulations and any amendments thereto.

(g) "**Information**" means, collectively, all information, documents, data, reports, notes, studies, projections, records, manuals, graphs, electronic files, computer generated data or

information, drawings, charts, tables, diagrams, photographs, and other media or renderings containing or otherwise incorporating information that may be provided or made accessible at any time, whether in writing, orally, visually, photographically, electronically or in any other form or medium, including, without limitation, any and all copies, duplicates or extracts of the foregoing.

(h) **"Limited Access Safety and Security Information"** means and includes sensitive Information, the disclosure of which would be detrimental to the public interest and might compromise public safety and/or security as it relates to Port Authority property, facilities, systems and operations, and which has not otherwise been submitted for classification or designation under any Federal laws or regulations.

(i) **"Port Authority Handbook"** means the Port Authority of N.Y. & N.J. Information Security Handbook, as may be amended by the Port Authority, from time to time.

(j) **"Project Purposes"** means the use of Confidential Information strictly and only for purposes related to Recipient's and its Related Parties' participation and involvement in the Project, and only for such period of time during which Recipient and its Related Parties are involved in Project related activities.

(k) **"Related Party"** and **"Related Parties"** means the directors, employees, officers, partners or members of the Recipient, as applicable, and the Recipient's outside consultants, attorneys, advisors, accountants, architects, engineers or subcontractors or subconsultants (and their respective directors, employees, officers, partners or members) to whom any Confidential Information is disclosed or made available.

(l) **"Sensitive Security Information"** has the definition and requirements set forth in the Transportation Security Administrative Rules & Regulations, 49 CFR 1520, (49 U.S.C. §114) and in the Office of the Secretary of Transportation Rules & Regulations, 49 CFR 15, (49 U.S.C. §40119).

2. **Use of Confidential Information.** All Confidential Information shall be used by the Recipient in accordance with the following requirements:

(a) All Confidential Information shall be held in confidence and shall be processed, treated, disclosed and used by the Recipient and its Related Parties only for Project Purposes and in accordance with the Confidentiality Control Procedures established pursuant to Paragraph 2(c), below, including, without limitation, the Port Authority Handbook, receipt of which is acknowledged by Recipient and shall be acknowledged in writing by each Related Party by signing the Acknowledgment attached hereto as Exhibit A or Exhibit B, as applicable, and applicable legal requirements. Confidential Information may be disclosed, only if and to the extent that such disclosure is an Authorized Disclosure.

(b) Recipient and each Related Party acknowledges and agrees that (i) any violation by the Recipient or any of its Related Parties of the terms, conditions or restrictions of this Agreement relating to Confidential Information may result in penalties and other enforcement or corrective action as set forth in such statutes and regulations, including, without limitation, the issuance of orders requiring retrieval of Sensitive Security Information and Critical Infrastructure

Information to remedy unauthorized disclosure and to cease future unauthorized disclosure and (ii) pursuant to the aforementioned Federal Regulations, including, without limitation, 49 C.F.R. §§ 15.17 and 1520.17, any such violation thereof or mishandling of information therein defined may constitute grounds for a civil penalty and other enforcement or corrective action by the United States Department of Transportation and the United States Department of Homeland Security, and appropriate personnel actions for Federal employees.

(c) Recipient and each Related Party covenants to the Port Authority that it has established, promulgated and implemented Confidentiality Control Procedures for identification, handling, receipt, care, and storage of Confidential Information to control and safeguard against any violation of the requirements of this Agreement and against any unauthorized access, disclosure, modification, loss or misuse of Confidential Information. Recipient and each Related Party shall undertake reasonable steps consistent with such Confidentiality Control Procedures to assure that disclosure of Confidential Information is compartmentalized, such that all Confidential Information shall be disclosed only to those persons and entities authorized to receive such Information as an Authorized Disclosure under this Agreement and applicable Confidentiality Control Procedures. The Confidentiality Control Procedures shall, at a minimum, adhere to, and shall not be inconsistent with, the procedures and practices established in the Port Authority Handbook.

(d) The Port Authority reserves the right to audit Recipient's Confidentiality Control Procedures, and those of each Related Party, as applicable, to ensure that it is in compliance with the terms of this Agreement.

(e) The Port Authority may request in writing that the Recipient or any Related Parties apply different or more stringent controls on the handling, care, storage and disclosure of particular items of Confidential Information as a precondition for its disclosure. The Port Authority may decline any request by the Recipient or any of its Related Parties to provide such item of Confidential Information if the Recipient or any of the Related Parties do not agree in writing to apply such controls.

(f) Nothing in this Agreement shall require the Port Authority to tender or provide access to or possession of any Confidential Information to the Recipient or its Related Parties, whether or not the requirements of this Agreement are otherwise satisfied. However, if such Confidential Information is provided and accepted, the Recipient and its Related Parties shall abide by the terms, conditions and requirements of this Agreement.

(g) The Recipient and each Related Party agrees to be responsible for enforcing the provisions of this Agreement with respect to its Related Parties, in accordance with the Confidentiality Control Procedures. Except as required by law pursuant to written advice of competent legal counsel, or with the Port Authority's prior written consent, neither the Recipient, nor any of the Related Parties shall disclose to any third party, person or entity: (i) any Confidential Information under circumstances where the Recipient is not fully satisfied that the person or entity to whom such disclosure is about to be made shall act in accordance with the Confidentiality Control Procedures whether or not such person or entity has agreed in writing to be bound by the terms of this Agreement or any "Acknowledgement" of its terms or (ii) the fact that Confidential Information has been made available to the Recipient or such Related Parties,

or the content or import of such Confidential Information. The Recipient is responsible for collecting and managing the Acknowledgments signed by Related Parties pursuant to this Agreement. Recipient shall, at the Port Authority's request, provide the Port Authority a list of all Related Parties who have signed an Acknowledgment, and copies of such Acknowledgments.

(h) As to all Confidential Information provided by or on behalf of the Port Authority, nothing in this Agreement shall constitute or be construed as a waiver of any public interest privilege or other protections established under applicable state or federal law.

3. **Disclosures and Discovery Requests.** If a subpoena, discovery request, Court Order, Freedom of Information Request, or any other request or demand authorized by law seeking disclosure of the Confidential Information is received by the Recipient or any Related Party, Recipient shall notify the Port Authority thereof, to the extent permitted by law, with sufficient promptness so as to enable the Port Authority to investigate the circumstances, prepare any appropriate documentation and seek to quash the subpoena, to seek a protective order, or to take such other action regarding the request as it deems appropriate. In the absence of a protective order, disclosure shall be made, in consultation with the Port Authority, of only that part of the Confidential Information as is legally required to be disclosed. If at any time Confidential Information is disclosed in violation of this Agreement, the Recipient shall immediately give the Port Authority written notice of that fact and a detailed account of the circumstances regarding such disclosure to the Port Authority.

4. **Retention Limitations; Return of Confidential Information.** Upon the earlier occurrence of either the Port Authority's written request or completion of Recipient's need for any or all Confidential Information, such Confidential Information, all writings and material describing, analyzing or containing any part of such Confidential Information, including any and all portions of Confidential Information that may be stored, depicted or contained in electronic or other media and all copies of the foregoing shall be promptly delivered to the Port Authority at Recipient's expense. In addition, as to Confidential Information that may be stored in electronic or similar form, such Confidential Information shall be deleted and completely removed so that such Confidential Information is incapable of being recovered from all computer databases of the Recipient and all Related Parties. The Recipient may request in writing that the Port Authority consent to destruction of Confidential Information, writings and materials in lieu of delivery thereof to the Port Authority. The Port Authority shall not unreasonably withhold its consent to such request. If the Port Authority consents to such destruction, the Recipient and each Related Party shall deliver to the Port Authority a written certification by Recipient and such Related Party that such Confidential Information, writings and materials have been so destroyed within such period as may be imposed by the Port Authority. Notwithstanding the foregoing, to the extent required for legal or compliance purposes, the Recipient may retain copies of Confidential Information (in any format), provided that (a) the Port Authority is notified in writing of such retention, and (b) Recipient continues to abide by the requirements of this Agreement with respect to the protection of such Confidential Information.

5. **Duration and Survival of Confidentiality Obligations.** The obligations under this Agreement shall be perpetual (unless otherwise provided in this Agreement) or until such time as

the Confidential Information is no longer considered confidential and/or privileged by the Port Authority.

6. **Severability**. Each provision of this Agreement is severable and if a court should find any provision of this Agreement to be unenforceable, all other provisions of this Agreement shall remain in full force and effect.

7. **Injunctive and Other Relief**. Recipient and each Related Party acknowledges that the unauthorized disclosure and handling of Confidential Information is likely to have a material adverse and detrimental impact on public safety and security and could significantly endanger the Port Authority, its facilities (including, without limitation, the Project site), its patrons and the general public and that damages at law are an inadequate remedy for any breach, or threatened breach, of this Agreement by Recipient or its Related Parties. The Port Authority shall be entitled, in addition to all other rights or remedies, to seek such restraining orders and injunctions as it may deem appropriate for any breach of this Agreement, without being required to show any actual damage or to post any bond or other security.

8. **Governing Law**. This Agreement shall be governed by and construed in accordance with the laws of the State of New York, without regard to conflict of laws principles. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient specifically and irrevocably consent to the exclusive jurisdiction of any federal or state court in the County of New York and State of New York with respect to all matters concerning this Agreement and its enforcement. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient agree that the execution and performance of this Agreement shall have a New York situs and, accordingly, they each consent (and solely with respect to the Port Authority, subject to the terms of the Port Authority Legislation (as defined below)) to personal jurisdiction in the State of New York for all purposes and proceedings arising from this Agreement. "**Port Authority Legislation**" shall mean the concurrent legislation of the State of New York and State of New Jersey set forth at Chapter 301 of the Laws of New York of 1950, as amended by Chapter 938 of the Laws of New York of 1974 (McKinney's Unconsolidated Laws §§7101-7112) and Chapter 204 of the Laws of New Jersey of 1951 (N.J.S.A. 32:1-157 to 32:1-168).

9. **Notices**. Any notice, demand or other communication (each, a "**notice**") that is given or rendered pursuant to this Agreement by either party to the other party, shall be: (i) given or rendered, in writing, (ii) addressed to the other party at its required address(es) for notices delivered to it as set forth below, and (iii) delivered by either (x) hand delivery, or (y) nationally recognized courier service (e.g., Federal Express, Express Mail). Any such notice shall be deemed given or rendered, and effective for purposes of this Agreement, as of the date actually delivered to the other party at such address(es) (whether or not the same is then received by other party due to a change of address of which no notice was given, or any rejection or refusal to accept delivery). Notices from either party (to the other) may be given by its counsel.

The required address(es) of each party for notices delivered to it is (are) as set forth below. Each party, however, may, from time to time, designate an additional or substitute required address(es) for notices delivered to it, provided that such designation must be made by notice given in accordance with this Paragraph 9.

Original to the Port Authority:	Bid/Proposal The Port Authority of New York and New Jersey 2 Montgomery Street, 3rd Floor Jersey City, New Jersey 07302
with a copy to:	The Port Authority of New York and New Jersey 225 Park Avenue South - 14th Floor New York, NY 10003 Attn: General Counsel's Office c/o Caroline Ioannou, Law DISO
If to the Recipient:	_____ _____ _____
with a copy to:	_____ _____ _____

10. **Entire Agreement.** This Agreement contains the complete statement of all the agreements among the parties hereto with respect to the subject matter thereof, and all prior agreements among the parties hereto respecting the subject matter hereof, whether written or oral, are merged herein and shall be of no further force or effect. This Agreement may not be changed, modified, discharged, or terminated, except by an instrument in writing signed by all of the parties hereto.

11. **Counterparts.** This Agreement may be executed in one or more counterparts, each of which shall be deemed to be an original, but all of which shall be one and the same document.

12. **Parties Bound.** This Agreement shall be binding upon the Recipient and its respective successors. The foregoing shall not be affected by the failure of any Related Party to join in this Agreement or to execute and deliver an Acknowledgement hereof.

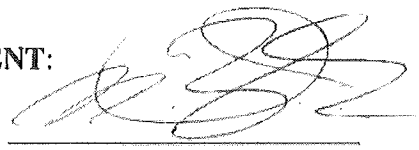
13. **Authority.** The undersigned individual(s) executing this Agreement on behalf of the Recipient below represent(s) that they are authorized to execute this Agreement on behalf of the Recipient and to legally bind such party.

14. **Disclosure of Ownership Rights or License.** Nothing contained herein shall be construed as the granting or conferring by the Port Authority of any rights by ownership, license or otherwise in any Information.

15. **No Liability.** Neither the Commissioners of the Port Authority, nor any of them, nor any officer, agent or employee thereof, shall be charged personally by the Recipient with any liability, or held liable to the Recipient under any term or provision of this Agreement, or because of its execution or attempted execution or because of any breach, or attempted or alleged breach thereof.

16. **Construction**. This Agreement is the joint product of the parties hereto and each provision of this Agreement has been subject to the mutual consultation, negotiation, and agreement of the parties hereto, and shall not be construed for or against any party hereto. The captions of the various sections in this Agreement are for convenience only and do not, and shall not be deemed to, define, limit or construe the contents of such Sections.

RECIPIENT:

Signature: 

Print Name: Muhammad Izhar, PE

Title: Principal

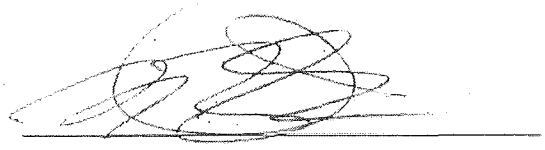
Date: July 2, 2014

EXHIBIT A

ACKNOWLEDGMENT BY RELATED PARTY INDIVIDUAL

I, Muhammad Izhar, PE ("**Related Party**"), am employed as a(n) Principal by SI Engineering, P.C. I have been provided with and have read the Non Disclosure and Confidentiality Agreement between SI ENGINEERING, P.C. (the "**Recipient**") and The Port Authority of New York and New Jersey (the "**Port Authority**") dated 2nd July, 2014 (hereinafter the "**Agreement**"), and the Port Authority Handbook attached to the Agreement. I understand that because of my employer's relationship with Port Authority, both my employer and I may be provided with access to, and/or copies of, sensitive security materials or confidential information. If it is required for me to review or receive Confidential Information, as it is defined in the aforementioned Agreement, I acknowledge that I will be bound by each and every term and provision contained therein, and that failure to do so may include, but is not limited to, the imposition of disciplinary action and sanctions, and/or the institution of legal action seeking injunctive relief, monetary and/or criminal penalties for violation of law and/or Port Authority policies and procedures, as well as for violation of federal and/or state regulations.

To the extent that I am currently in the possession of, or have previously come into contact with, marked information as it relates to the aforementioned Agreement, I agree to conform my handling procedures for Confidential Information to the practices and procedures set forth and defined herein, or risk loss of access to said Information, removal from said Project and/or subjecting myself to the aforementioned disciplinary actions and/or civil and criminal penalties.

Signed: 

Print Name: Muhammad Izhar, PE

Date: July 2, 2014

EXHIBIT B

ACKNOWLEDGMENT BY RELATED PARTY ENTITY

The undersigned, [1], is the [2] of [3], a [4] ("**Related Party**"), located at [5], and is duly authorized to execute this Acknowledgment on behalf of the above Related Party. The above Related Party is involved with the functions of [6] in connection with [7] for The Port Authority of New York and New Jersey (the "**Port Authority**"). I acknowledge and confirm that the above named Related Party has been provided with a copy of and shall be bound and shall abide by all of the terms, requirements and conditions set forth in the Non Disclosure and Confidentiality Agreement dated [8a] [8b], [8c], between [9] (the "**Recipient**") and the Port Authority (hereinafter the "**Agreement**"), and by the Port Authority Handbook described in the Agreement. Appropriate and responsible officers and employees of the Related Party have carefully read and understand the terms and conditions of the Agreement. The Related Party has notice and acknowledges that any breach or violation of such terms, requirements and conditions may result in the imposition of remedies or sanctions as set forth or otherwise described therein against such Related Party.

Signed: _____

Print Name: [10]

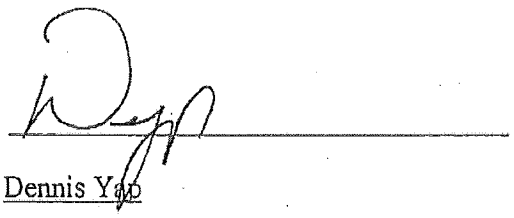
Date: [11]

EXHIBIT A

ACKNOWLEDGMENT BY RELATED PARTY INDIVIDUAL

I, DY Consulting Engineer P.C. d/b/a DY Consultants ("**Related Party**"), am employed as a(n) [2] by [3]. I have been provided with and have read the Non Disclosure and Confidentiality Agreement between SI ENGINEERING, P.C. (the "**Recipient**") and The Port Authority of New York and New Jersey (the "**Port Authority**") dated 2nd July, 2014 (hereinafter the "**Agreement**"), and the Port Authority Handbook attached to the Agreement. I understand that because of my employer's relationship with SI Engineering, P.C., both my employer and I may be provided with access to, and/or copies of, sensitive security materials or confidential information. If it is required for me to review or receive Confidential Information, as it is defined in the aforementioned Agreement, I acknowledge that I will be bound by each and every term and provision contained therein, and that failure to do so may include, but is not limited to, the imposition of disciplinary action and sanctions, and/or the institution of legal action seeking injunctive relief, monetary and/or criminal penalties for violation of law and/or Port Authority policies and procedures, as well as for violation of federal and/or state regulations.

To the extent that I am currently in the possession of, or have previously come into contact with, marked information as it relates to the aforementioned Agreement, I agree to conform my handling procedures for Confidential Information to the practices and procedures set forth and defined herein, or risk loss of access to said Information, removal from said Project and/or subjecting myself to the aforementioned disciplinary actions and/or civil and criminal penalties.

Signed: 

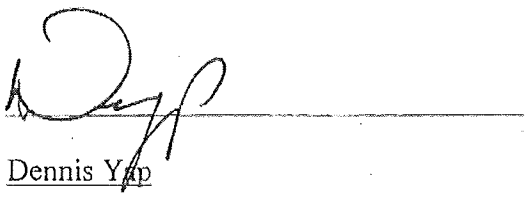
Print Name: Dennis Yao

Date: July 11, 2014

EXHIBIT B

ACKNOWLEDGMENT BY RELATED PARTY ENTITY

The undersigned, Dennis Yap, is the President of DY Consulting Engineer P.C. d/b/a DY Consultnats, a P.C. ("**Related Party**"), located at 401 Franklin Avenue, Suite 318 Garden City, NY 11530, and is duly authorized to execute this Acknowledgment on behalf of the above Related Party. The above Related Party is involved with the functions of Expert Professional Construction Management and Inspection Services for Federally Funded Storm related Resiliency Projects on an As-Needed Basis Through 2018 in connection with RFP No. 38268 for The Port Authority of New York and New Jersey (the "**Port Authority**"). I acknowledge and confirm that the above named Related Party has been provided with a copy of and shall be bound and shall abide by all of the terms, requirements and conditions set forth in the Non Disclosure and Confidentiality Agreement dated 2nd July, 2014, between SI Engineering, P.C. (the "**Recipient**") and the Port Authority (hereinafter the "**Agreement**"), and by the Port Authority Handbook described in the Agreement. Appropriate and responsible officers and employees of the Related Party have carefully read and understand the terms and conditions of the Agreement. The Related Party has notice and acknowledges that any breach or violation of such terms, requirements and conditions may result in the imposition of remedies or sanctions as set forth or otherwise described therein against such Related Party.

Signed: 

Print Name: Dennis Yap

Date: July 7, 2014

EXHIBIT A

ACKNOWLEDGMENT BY RELATED PARTY INDIVIDUAL

I, Shahid Iqbal, Ph.D.,P.E. ("**Related Party**"), am employed as a(n) President by SCI ENGINEERING P.C. I have been provided with and have read the Non Disclosure and Confidentiality Agreement between SCI ENGINEERING, P.C. (the "**Recipient**") and The Port Authority of New York and New Jersey (the "**Port Authority**") dated 11 July, 2014 (hereinafter the "**Agreement**"), and the Port Authority Handbook attached to the Agreement. I understand that because of my employer's relationship with SCI Engineering, P.C., both my employer and I may be provided with access to, and/or copies of, sensitive security materials or confidential information. If it is required for me to review or receive Confidential Information, as it is defined in the aforementioned Agreement, I acknowledge that I will be bound by each and every term and provision contained therein, and that failure to do so may include, but is not limited to, the imposition of disciplinary action and sanctions, and/or the institution of legal action seeking injunctive relief, monetary and/or criminal penalties for violation of law and/or Port Authority policies and procedures, as well as for violation of federal and/or state regulations.

To the extent that I am currently in the possession of, or have previously come into contact with, marked information as it relates to the aforementioned Agreement, I agree to conform my handling procedures for Confidential Information to the practices and procedures set forth and defined herein, or risk loss of access to said Information, removal from said Project and/or subjecting myself to the aforementioned disciplinary actions and/or civil and criminal penalties.

Signed:

Print Name: Shahid Iqbal, Ph.D.,P.E.

Date: July 11, 2014

EXHIBIT B

ACKNOWLEDGMENT BY RELATED PARTY ENTITY

The undersigned, Shahid Iqbal, Ph.D.,P.E, is the President of SCI ENGINEERING P.C., a Corporation ("**Related Party**"), located at 241 West 30th Street 4 Floor New York, NY 10001, and is duly authorized to execute this Acknowledgment on behalf of the above Related Party. The above Related Party is involved with the functions of Construction Inpection,Construction Managment in connection with Request for Proposals for Indefinite Quantity Contracts((IQCS) for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As Needed" Basic throug 2018-RFP No.38268 (collectively, the " Project(s)", or "Proposed Project(s)") for The Port Authority of New York and New Jersey (the "**Port Authority**"). I acknowledge and confirm that the above named Related Party has been provided with a copy of and shall be bound and shall abide by all of the terms, requirements and conditions set forth in the Non Disclosure and Confidentiality Agreement dated 11 July, 2014, between SCI Engineering, P.C. (the "**Recipient**") and the Port Authority (hereinafter the "**Agreement**"), and by the Port Authority Handbook described in the Agreement. Appropriate and responsible officers and employees of the Related Party have carefully read and understand the terms and conditions of the Agreement. The Related Party has notice and acknowledges that any breach or violation of such terms, requirements and conditions may result in the imposition of remedies or sanctions as set forth or otherwise described therein against such Related Party.

Signed:

Print Name: Shahid Iqbal, Ph.D.,P.E

Date: July 11, 2014

BUY AMERICA CERTIFICATIONS

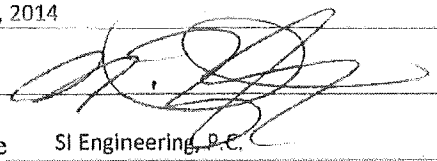
A bidder or offeror must submit to the FTA recipient the appropriate Buy America certification (below) with all bids or offers on FTA-funded contracts, except those subject to a general waiver. Bids or offers that are not accompanied by a completed Buy America certification must be rejected as nonresponsive. This requirement does not apply to lower tier subcontractors.

CERTIFICATION REQUIREMENT FOR PROCUREMENT OF STEEL, IRON, OR MANUFACTURED PRODUCTS (NON- ROLLING STOCK)

Certificate of Compliance with 49 U.S.C. 5323(j)(1)

The bidder or offeror hereby certifies that it will meet the requirements of 49 U.S.C. 5323(j)(1) and the applicable regulations in 49 CFR Part 661.5.

Date July 15, 2014

Signature 

Company Name SI Engineering, P.C.

Title Principal

Certificate of Non-Compliance with 49 U.S.C. 5323(j)(1)

The bidder or offeror hereby certifies that it cannot comply with the requirements of 49 U.S.C. 5323(j)(1) and 49 C.F.R. 661.5, but it may qualify for an exception pursuant to 49 U.S.C. 5323(j)(2)(A), 5323(j)(2)(B), or 5323(j)(2)(D), and 49 C.F.R. 661.7.

Date _____

Signature _____

Company Name _____

Title _____

CERTIFICATION REQUIREMENT FOR PROCUREMENT OF BUSES, OTHER ROLLING STOCK AND ASSOCIATED EQUIPMENT (ROLLING STOCK)

Certificate of Compliance with 49 U.S.C. 5323(j)(2)(C).

The bidder or offeror hereby certifies that it will comply with the requirements of 49 U.S.C. 5323(j)(2)(C) and the regulations at 49 C.F.R. Part 661.11.

Date July 15, 2014

Signature

Company Name SI Engineering, P.C.

Title Principal

Certificate of Non-Compliance with 49 U.S.C. 5323(j)(2)(C)

The bidder or offeror hereby certifies that it cannot comply with the requirements of 49 U.S.C. 5323(j)(2)(C) and 49 C.F.R. 661.11, but may qualify for an exception pursuant to 49 U.S.C. 5323(j)(2)(A), 5323(j)(2)(B), or 5323(j)(2)(D), and 49 C.F.R. 661.7.

Date _____

Signature _____

Company Name _____

Title _____

CERTIFICATION REGARDING LOBBYING PURSUANT TO 31 U.S.C. 1352

The undersigned

Muhammad Izhar, PE

(name of authorized officer)

certifies, to the best of my knowledge and belief, that:

- No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

- If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form LLL, "Disclosure of Lobbying, Activities" in accordance with its instructions.

- The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by, 31, U.S. C. § 1352 (as amended by the Lobbying Disclosure Act of 1995). Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

Note: Pursuant to 31 U.S.C § 1352(c)(I)-(2)(A), any person who makes a prohibited expenditure or fails to file or amend a required certification or disclosure form shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such expenditure or failure.

The Contractor certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Contractor understands and agrees that the provisions of 31 U.S.C. § 3801, et seq., apply to this certification and disclosure, if any.

Executed this day 15th of July, ~~2010~~ 2014

By: _____

Signature of Authorized Official

Muhammad Izhar, PE, Principal

Official Name and Title of Authorized Official

FTA REQUIREMENTS

STANDARD FORM LLL - DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C. 1352

1. **Type of Federal Action:**	2. **Status of Federal Action:**	3. **Report Type:**
X a. contract	X a. bid/offer/application	X a. initial filing
___ b. grant	___ b. initial award	___ b. material change
___ c. cooperative agreement	___ c. post award	
___ d. loan		**For material change only:**
___ e. loan guarantee		Year _____ quarter _____
___ f. loan insurance		Date of last report _____

4. **Name and Address of Reporting Entity:**	5. **If Reporting Entity in No. 4 is Subawardee,** Enter Name and Address of Prime:
SI Engineering, P.C. 39 Broadway, Suite 650 New York, NY 10006 X Prime ___ Subawardee Tier ___, if Known: **Congressional District,** *if known*:	N/A **Congressional District,** *if known*:
6. **Federal Department/Agency:** Port Authority of New York and New Jersey	7. **Federal Program Name/Description:** RFP for Indefinite Quantity Contracts (IQCs) for Perf. of Expert Prof. Const. Mngt. and Inspt. Serv. for Federally Funded Storm Related Resiliency Proj. on an "As-Needed" Basis Through 2018 CFDA Number, *if applicable*: _____
8. **Federal Action Number,** *if known:* RFP #38268	9. **Award Amount,** *if known:* $ TBD
10. a. **Name and Address of Lobbying Registrant** *(if individual, last name, first name, MI):* SI Engineering, P.C. 39 Broadway, Suite 650 New York, NY 10006	b. **Individuals Performing Services** *(including address if different from No. 10a)* *(last name, first name, MI):* TBD
11. **Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.**	**Signature:** **Print Name:** Muhammad Izhar, PE **Title:** Principal **Telephone No.:** 212-354-5939 **Date:** 7/15/2014
Federal Use Only	**Authorized for Local Reproduction** **Standard Form - LLL (Rev. 7-97)**

Rev. 1/2011

INSTRUCTIONS FOR COMPLETION OF SF-LLL, DISCLOSURE OF LOBBYING ACTIVITIES

This disclosure form shall be completed by the reporting entity, whether subawardee or prime Federal recipient, at the initiation or receipt of a covered Federal action, or a material change to a previous filing, pursuant to title 31 U.S.C. Section 1352. The filing of a form is required for each payment or agreement to make payment to any lobbying entity for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with a covered Federal action. Complete all items that apply for both the initial filing and material change report. Refer to the implementing guidance published by the Office of Management and Budget for additional information.

1. Identify the type of covered Federal action for which lobbying activity is and/or has been secured to influence the outcome of a covered Federal action.
2. Identify the status of the covered Federal action.
3. Identify the appropriate classification of this report. If this is a followup report caused by a material change to the information previously reported, enter the year and quarter in which the change occurred. Enter the date of the last previously submitted report by this reporting entity for this covered Federal action.
4. Enter the full name, address, city, State and zip code of the reporting entity. Include Congressional District, if known. Check the appropriate classification of the reporting entity that designates if it is, or expects to be, a prime or subaward recipient. Identify the tier of the subawardee, e.g., the first subawardee of the prime is the 1st tier. Subawards include but are not limited to subcontracts, subgrants and contract awards under grants.
5. If the organization filing the report in item 4 checks "Subawardee," then enter the full name, address, city, State and zip code of the prime Federal recipient. Include Congressional District, if known.
6. Enter the name of the federal agency making the award or loan commitment. Include at least one organizational level below agency name, if known. For example, Department of Transportation, United States Coast Guard.
7. Enter the Federal program name or description for the covered Federal action (item 1). If known, enter the full Catalog of Federal Domestic Assistance (CFDA) number for grants, cooperative agreements, loans, and loan commitments.
8. Enter the most appropriate Federal identifying number available for the Federal action identified in item 1 (e.g., Request for Proposal (RFP) number; Invitations for Bid (IFB) number; grant announcement number; the contract, grant, or loan award number; the application/proposal control number assigned by the Federal agency). Included prefixes, e.g., "RFP-DE-90-001."
9. For a covered Federal action where there has been an award or loan commitment by the Federal agency, enter the Federal amount of the award/loan commitment for the prime entity identified in item 4 or 5.
10. (a) Enter the full name, address, city, State and zip code of the lobbying registrant under the Lobbying Disclosure Act of 1995 engaged by the reporting entity identified in item 4 to influence the covered Federal action.

    (b) Enter the full names of the individual(s) performing services, and include full address if different from 10(a). Enter Last Name, First Name, and Middle Initial (MI).
11. The certifying official shall sign and date the form, print his/her name, title, and telephone number.

FTA REQUIREMENTS

According to the Paperwork Reduction Act, as amended, no persons are required to respond to a collection of information unless it displays a valid OMB control Number. The valid OMB control number for this information collection is OMB No. 0348-0046. Public reporting burden for this collection of information is estimated to average 10 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0046), Washington, DC 20503

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION - LOWER TIER COVERED TRANSACTIONS

1. The prospective lower tier participant,

SI Engineering, P.C., certifies by submission of this bid or proposal, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

3. The prospective lower tier participant shall provide immediate written notice to the Authority (and the Contractor, if applicable) if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

Executed this day 15th of July, ~~2011~~ 2014.

BY SIGNATURE OF AUTHORIZED OFFICIAL

Muhammad Izhar, PE, Principal

NAME AND TITLE OF AUTHORIZED OFFICIAL

INSTRUCTIONS FOR COMPLETION OF CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION -LOWER TIER COVERED TRANSACTIONS

1. By signing and submitting this Proposal, the prospective lower tier participant is providing the signed certification set out on the previous page.

2. This certification is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the Authority may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the Authority if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms "covered transaction," "debarred," "suspended," "ineligible," "lower tier covered transaction," "participant," "persons," "lower tier covered transaction," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definitions and Coverage sections of rules implementing Executive Order 12549 [49 CFR Part 29]. The Proposer may contact the Procurement Representative for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized in writing by the Authority.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion - Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the Nonprocurement List issued by U.S. General Service Administration.

8. Nothing contained in the foregoing shall be construed to require establishment of system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under sub-paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to all remedies available to the Federal Government, the Authority may pursue available remedies including suspension and/or debarment.

END OF FTA CONTRACT PROVISIONS

CERTIFICATION REGARDING LOBBYING PURSUANT TO 31 U.S.C. 1352

The undersigned

Muhammad Izhar, PE

(name of authorized officer)

certifies, to the best of my knowledge and belief, that:

- No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

- If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form LLL, "Disclosure of Lobbying, Activities" in accordance with its instructions.

- The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by, 31, U.S. C. § 1352 (as amended by the Lobbying Disclosure Act of 1995). Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

Note: Pursuant to 31 U.S.C § 1352(c)(I)-(2)(A), any person who makes a prohibited expenditure or fails to file or amend a required certification or disclosure form shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such expenditure or failure.

The Contractor certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Contractor understands and agrees that the provisions of 31 U.S.C. § 3801, et seq., apply to this certification and disclosure, if any.

Executed this day 15th of July, ~~2013~~ 2014

By: _____

Signature of Authorized Official

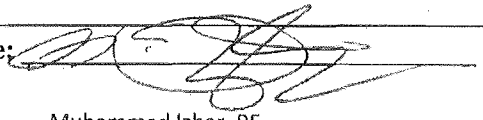
Muhammad Izhar, PE, Principal

Official Name and Title of Authorized Official

STANDARD FORM LLL - DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C. 1352

1. Type of Federal Action:	2. Status of Federal Action:	3. Report Type:
X a. contract	X a. bid/offer/application	X a. initial filing
___ b. grant	___ b. initial award	___ b. material change
___ c. cooperative agreement	___ c. post award	
___ d. loan		**For material change only:**
___ e. loan guarantee		Year _____ quarter _____
___ f. loan insurance		Date of last report _____

4. Name and Address of Reporting Entity:	5. If Reporting Entity in No. 4 is Subawardee, Enter Name and Address of Prime:
SI Engineering, P.C. 39 Broadway, Suite 650 New York, NY 10006 X Prime ___ Subawardee Tier ___, if Known: **Congressional District, *if known*:**	N/A **Congressional District, *if known*:**
6. Federal Department/Agency: Port Authority of New York and New Jersey	**7. Federal Program Name/Description:** RFP for Indefinite Quantity Contracts (IQCs) for Perf. of Expert Prof. Const. Mngt. and Inspt. Serv. for Federally Funded Storm Related Resiliency Proj. on an "As-Needed" Basis Through 2018 CFDA Number, *if applicable*: _____
8. Federal Action Number, *if known:* RFP #38268	**9. Award Amount, *if known:*** $ TBD
10. a. Name and Address of Lobbying Registrant *(if individual, last name, first name, MI):* SI Engineering, P.C. 39 Broadway, Suite 650 New York, NY 10006	**b. Individuals Performing Services** *(including address if different from No. 10a)* *(last name, first name, MI):* TBD
11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.	**Signature:**  **Print Name:** Muhammad Izhar, PE **Title:** Principal **Telephone No.:** 212-354-5939 **Date:** 7/15/2014
Federal Use Only	**Authorized for Local Reproduction** **Standard Form - LLL (Rev. 7-97)**

INSTRUCTIONS FOR COMPLETION OF SF-LLL, DISCLOSURE OF LOBBYING ACTIVITIES

This disclosure form shall be completed by the reporting entity, whether subawardee or prime Federal recipient, at the initiation or receipt of a covered Federal action, or a material change to a previous filing, pursuant to title 31 U.S.C. Section 1352. The filing of a form is required for each payment or agreement to make payment to any lobbying entity for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with a covered Federal action. Complete all items that apply for both the initial filing and material change report. Refer to the implementing guidance published by the Office of Management and Budget for additional information.

1. Identify the type of covered Federal action for which lobbying activity is and/or has been secured to influence the outcome of a covered Federal action.
2. Identify the status of the covered Federal action.
3. Identify the appropriate classification of this report. If this is a followup report caused by a material change to the information previously reported, enter the year and quarter in which the change occurred. Enter the date of the last previously submitted report by this reporting entity for this covered Federal action.
4. Enter the full name, address, city, State and zip code of the reporting entity. Include Congressional District, if known. Check the appropriate classification of the reporting entity that designates if it is, or expects to be, a prime or subaward recipient. Identify the tier of the subawardee, e.g., the first subawardee of the prime is the 1st tier. Subawards include but are not limited to subcontracts, subgrants and contract awards under grants.
5. If the organization filing the report in item 4 checks "Subawardee," then enter the full name, address, city, State and zip code of the prime Federal recipient. Include Congressional District, if known.
6. Enter the name of the federal agency making the award or loan commitment. Include at least one organizational level below agency name, if known. For example, Department of Transportation, United States Coast Guard.
7. Enter the Federal program name or description for the covered Federal action (item 1). If known, enter the full Catalog of Federal Domestic Assistance (CFDA) number for grants, cooperative agreements, loans, and loan commitments.
8. Enter the most appropriate Federal identifying number available for the Federal action identified in item 1 (e.g., Request for Proposal (RFP) number; Invitations for Bid (IFB) number; grant announcement number; the contract, grant, or loan award number; the application/proposal control number assigned by the Federal agency). Included prefixes, e.g., "RFP-DE-90-001."
9. For a covered Federal action where there has been an award or loan commitment by the Federal agency, enter the Federal amount of the award/loan commitment for the prime entity identified in item 4 or 5.
10. (a) Enter the full name, address, city, State and zip code of the lobbying registrant under the Lobbying Disclosure Act of 1995 engaged by the reporting entity identified in item 4 to influence the covered Federal action.

    (b) Enter the full names of the individual(s) performing services, and include full address if different from 10(a). Enter Last Name, First Name, and Middle Initial (MI).
11. The certifying official shall sign and date the form, print his/her name, title, and telephone number.

FEMA REQUIREMENTS

According to the Paperwork Reduction Act, as amended, no persons are required to respond to a collection of information unless it displays a valid OMB control Number. The valid OMB control number for this information collection is OMB No. 0348-0046. Public reporting burden for this collection of information is estimated to average 10 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0046), Washington, DC 20503

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION - LOWER TIER COVERED TRANSACTIONS

1. The prospective lower tier participant,

SI Engineering, P.C., certifies by submission of this bid or proposal, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

3. The prospective lower tier participant shall provide immediate written notice to the Authority (and the Contractor, if applicable) if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

Executed this day 15th of July, ~~2013~~ 2014.

BY SIGNATURE OF AUTHORIZED OFFICIAL

Muhammad Izhar, PE, Principal

NAME AND TITLE OF AUTHORIZED OFFICIAL

INSTRUCTIONS FOR COMPLETION OF CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION -LOWER TIER COVERED TRANSACTIONS

1. By signing and submitting this Proposal, the prospective lower tier participant is providing the signed certification set out on the previous page.

2. This certification is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the Authority may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the Authority if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms "covered transaction," "debarred," "suspended," "ineligible," "lower tier covered transaction," "participant," "persons," "lower tier covered transaction," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definitions and Coverage sections of rules implementing Executive Order 12549 [2 C.F.R. Part 3000]. The Proposer may contact the Procurement Representative for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized in writing by the Authority.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion - Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the Nonprocurement List issued by U.S. General Service Administration.

8. Nothing contained in the foregoing shall be construed to require establishment of system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under sub-paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to all remedies available to the Federal Government, the Authority may pursue available remedies including suspension and/or debarment.

THE PORT AUTHORITY OF NY & NJ

PROCUREMENT DEPARTMENT
2 MONTGOMERY STREET, 3RD FL.
JERSEY CITY, NJ 07302

7/3/2014

ADDENDUM #1

To prospective Proposer(s) on RFP # 38268 - REQUEST FOR PROPOSALS FOR INDEFINITE QUANTITY CONTRACTS (IQCS) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018

Now Due back on 7/14/2014, no later than 2:00PM

Originally due on 7/9/2014, no later than 2:00PM

This communication should be initialed by you and annexed to your Bid upon submission.

In case any Bidder fails to conform to these instructions, its Bid will nevertheless be construed as though this communication had been so physically annexed and initialed.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: SI Engineering, P.C.

INITIALED: MI

DATE: July 11, 2014

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

THE PORT AUTHORITY OF NY & NJ
PROCUREMENT DEPARTMENT
115 BROADWAY, 19TH FLOOR
NEW YORK, NY 10006

July 8, 2014

ADDENDUM #2

TO PROSPECTIVE BIDDER(S) ON **RFP #38268 - REQUEST FOR PROPOSALS FOR INDEFINITE QUANTITY CONTRACTS (IQCs) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018**

Proposal Due Date 7/14/2014 at 2:00PM

The following changes are hereby made in the documents:

I. RFP LETTER

A. In RFP Section I entitled SUBMISSION OF PROPOSALS, make the following changes:

i) In paragraph A, delete the first sentence and substitute the following:

"The Proposal shall be not more than twenty-five (25) pages (double-sided) or fifty pages (single-sided) using 12 point or greater font size, not including resumes and attachments.

ii) In paragraph I.F., delete "July 9, 2014" and substitute "July 14, 2014".

B. Delete Attachment E "Staffing Plan Template" and substitute therefor new Attachment E, which is attached hereto and made a part hereof.

C. In Attachment A, paragraph II, second paragraph, first line, delete "design of" without substitution therefor.

II. PROPOSER QUESTIONS AND ANSWERS

The following information is made available in response to questions submitted by prospective Proposer(s). It should not be deemed to answer all questions that have been submitted by Proposer(s) to the Port Authority. It addresses only those questions which the Port Authority has deemed to require additional information and/or clarification. The fact that information has not been supplied with respect to any questions asked by a Proposer(s) does not mean or imply, nor should it be deemed to mean or imply, any meaning, construction or implication with respect to the terms.

Question #1	Our firm is leading a team for Group 2 - PATH and is a sub on another team (for Group 1) which was selected for INDEFINITE QUANTITY CONTRACT (IQC) FOR EXPERT PROFESSIONAL ARCHITECTURAL AND ENGINEERING SERVICES FOR THE DESIGN OF FEDERALLY FUNDED SUPER STORM SANDY RELATED REPAIR AND RESILIENCY PROJECTS ON AN "AS NEEDED" BASIS DURING 2013 – 2017. As such, would we be precluded from participating in the above-referenced CM contracts?
Answer #1	Refer to Pages 10-12 of the RFP Cover Letter sections I and J respectively entitled "GENERAL CONFLICT OF INTEREST" and "ORGANIZATIONAL CONFLICT OF INTEREST".
Question #2	Can you please send the attachment E for the above-reference proposal? The link in the RFP document does not work.
Answer # 2	Hyperlinks have been corrected in the RFP and a revised Attachment E has been posted and is attached to this addendum.
Question #3	Please confirm that financial information (per page 5 of the RFP) should be submitted separately from the proposal document.
Answer #3	The financial information must be submitted with your proposal. For further clarification please refer to Section III "Financial Information" on Page 5 of the RFP Cover Letter.
Question #4	Please clarify if each sheet of paper, containing content on both sides counts as 1 or 2 pages in the 20 page limit. If each side of the sheet counts in the limit, please advise if sheets only containing content on one side still count toward the overall 20 page limit.
Answer #4	The requirement has been changed. The Proposal shall be not more than twenty-five (25) pages double sided or fifty (50) pages single sided.
Question #5	In the RFP, it refers to submitting 1 reproducible original copy, please clarify if this reproducible copy is to be single sided and unbound.
Answer # 5	Any format of the reproducible original is acceptable.
Question #6	In the instructions for completing the Firm's BQQ, it states that an original must be mailed to specified address and that an electronic copy was also to be sent. Please clarify if we are to include more than a statement of recent completion in our proposal under section H.
Answer # 6	Please complete the Background Qualification Questionnaire (BQQ) as instructed and with your proposal submit a statement indicating when the BQQ was submitted to the Port Authority Office of the Inspector General.

Question #7	Section III of the RFP, page 5 refers to the Financial Information. Please clarify if we are to include certified financial statements, statement of work and required numbers as part of our proposal, if so under which section, or if the information can be provided in a separately sealed package.
Answer #7	Please refer to Section III "Financial Information" on Page 5 of the RFP Cover Letter for clarification on the information that is to be submitted pursuant to this section.
Question #8	Is the NDA Agreement required to be signed and completed with our proposal for the prime firm and all sub consultants? If required, please advise if it should be included in our submission and where, or just sent directly to the referenced office and procurement contact.
Answer #8	NDA Agreements shall be submitted for the prime firm and all key sub consultants.
Question #9	Are consultants who have Federally Funded task order agreements for Sandy design eligible to be on teams who are proposing on the CM and Inspection RFP?
Answer #9	Refer to Pages 10-12 of the RFP Cover Letter sections I and J respectively entitled "GENERAL CONFLICT OF INTEREST" and "ORGANIZATIONAL CONFLICT OF INTEREST".
Question #10	Can you please let me know if RFP 38268 is an additional solicitation to the expected 2015-2018 On-call for CM services? We were anticipating an RFP to replace the current 2011-2014 Construction Management Services contracts (references P410110).
Answer #10	This RFP pertains to federally-funded Storm Resiliency projects and is independent from any other construction management RFP's.
Question #11	Will the PANYNJ recognize the ICC Reinforced Concrete Special Inspector Certification as the equivalent of the ACI Concrete Special Inspector Certification for the purpose of qualified concrete inspectors?
Answer #11	No.
Question #12	In the staffing table (Attachment E) there is no column for names. Does the PANYNJ want the names of staff shown with their company titles?
Answer #12	If known, please include names of staff. Otherwise, the anticipated titles will suffice.
Question #13	In the staffing table (Attachment E) the titles are only shown for Engineers. Some of the qualified staff who hold Certificates such as ACI Special Inspector and ICC Structural Bolting are not graduate engineers, where should we show these titles in the table?

Answer #13	Please see revised Attachment E.
Question #14	In Attachment A, Section II Scope of Work, the last paragraph states that "resiliency projects shall include, but not be limited to, design of mitigation measures to...." Does the Authority intend to utilize this Indefinite Quantity Contract for CM and inspection services, not design services?
Answer #14	There is no design as part of this RFP's scope of work. See revision to the Scope of Work section above.
Question #15	Is there a difference between ACI Level II Concrete Inspector vs. ACI Concrete Special Inspector?
Answer #15	Yes.
Question #16	Just want to confirm that Attachment C-1 and C-2 are both supposed to include project examples. C-2 requires sample projects be listed, so assume they will be called to provide a reference for our staffing resources?
Answer #16	Please include all necessary documentation in support of Attachments C1 and C2.
Question #17	It appears to us that the requirements and requested information in Attachment C-1 (Proposer Prerequisite A) and Attachment C-2 (Proposer Prerequisite B) are very similar for demonstrating a firm's experience in performing construction management and inspection services. Can you please provide further clarification on the requirements and experienced needed in order to satisfy both the Proposer Prerequisite A and Proposer Prerequisite B forms.
Answer #17	Prerequisite A demonstrates the firm having minimum 5 years CM experience. Prerequisite B demonstrates CM/inspection experience of individual staff w/min. $1.5M experience.
Question #18	Does the subconsultant need to submit Attachments C-1 and C-2, or just the Prime Consultant?
Answer #18	These attachments shall be submitted for the prime firm and, if applicable, all sub consultants whose experience and expertise will support the qualifications of the team.
Question #19	Does the subconsultant need to submit the FTA and FEMA forms, or just the Prime Consultant?
Answer #19	No. At this time, only the prime.
Question #20	Will safety staff be needed as part of this contract?
Answer #20	No.

Question #21	Is the form entitled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transactions" required to be submitted by both the Prime and Subconsultants?
Answer #21	Please refer to subsection G. Contractor's Integrity Provisions, under Section V. Proposal Submission Requirements on Page 10 of the RFP cover Letter.
Question #22	Can we modify Attachments C-1 and C-2 to expand the space provided for "Brief description of Scope of Work" for each project listed on the form?
Answer #22	Yes.
Question #23	Are we required to use Attachment "E"(?) for Staff/Title listing and the "standard" titles provided, or can a similar form with additional information beyond just the "category" and "Staffing Title" be submitted?
Answer #23	Please see revised Attachment E, annexed to this Addendum.
Question #24	Are Sections F (List of Firm's Affiliates) and I (General Conflict of Interest) included in the 20 page limitation?
Answer #24	These Sections are part of the Proposal's page limitation, but the page limitation has been changed. See response to question above.
Question #25	The staffing chart on what is believed to be Attachment E (no title provided in RFP document) does not include any categories for the special inspectors required by this RFP. Should we add an "Inspector" category? If not, in which staffing category should we include these inspectors?
Answer #25	Please see revised Attachment E.
Question #26	On Page 2 of the RFP, under Section I.A. – By "attachments", does this include Project Description sheets for the firm's previous experience?
Answer #26	Attachments refers to the Port Authority Attachments included with the RFP.
Question #27	When are the documents & forms in Exhibit 7 – FTA Requirements & FEMA Requirements - to be submitted? I.e.: See page 216 (Adobe page number) which cites a form letter titled, "SUBJECT: INDEFINITE QUANTITY CONTRACTS (IQCs) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018". Two identical forms are provided in the documents, one for FEMA and one for FTA. Are both to be submitted?
Answer #27	Yes, the certifications in the FTA and FEMA provisions are to be included with your proposal.

This communication should be initialed by you and attached to your Proposal.

In case any Bidder fails to conform to these instructions, its submission will nevertheless be construed as though this communication had been so physically attached and initialed.

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: SI Engineering, P.C.

INITIALED: MI

DATE: July 11, 2014

Attachment E

Staffing Plan Template

RFP NO. 38268

IF THE STAFFING CATEGORIES LISTED BELOW DIFFER FROM YOUR FIRM'S, LIST YOUR FIRM'S STAFFING TITLES WITHIN THE CATEGORY THAT BEST MATCHES.

Staffing Category		PROPOSER'S STAFFING TITLES
INSPECTIONS	1	
	2	
	3	
	4	
	5	
	6	
	7	
	8	
CONSTRUCTABILITY REVIEW	1	
	2	
	3	
	4	
	5	
	6	
	7	
	8	
CONTRACT ADMIN	1	
	2	
	3	
	4	
	5	
	6	
	7	
	8	
COST ESTIMATES	1	
	2	
	3	
	4	
	5	
	6	
	7	
	8	
CONSTRUCTION SCHEDULES	1	
	2	
	3	
	4	
	5	
	6	
	7	
	8	

THE PORT AUTHORITY OF NY & NJ
PROCUREMENT DEPARTMENT
115 BROADWAY, 19TH FLOOR
NEW YORK, NY 10006

July 9, 2014

ADDENDUM #3

TO PROSPECTIVE BIDDER(S) ON **RFP #38268 - REQUEST FOR PROPOSALS FOR INDEFINITE QUANTITY CONTRACTS (IQCs) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018**

Proposal Due Date 7/14/2014 at 2:00PM

The following changes are hereby made in the documents:

I. RFP LETTER

A. Delete Attachment C-2 "Proposer Prerequisite B" and substitute therefor new Attachment C-2, which is attached hereto and made a part hereof.

II. PROPOSER QUESTIONS AND ANSWERS

The following information is made available in response to questions submitted by prospective Proposer(s). It should not be deemed to answer all questions that have been submitted by Proposer(s) to the Port Authority. It addresses only those questions which the Port Authority has deemed to require additional information and/or clarification. The fact that information has not been supplied with respect to any questions asked by a Proposer(s) does not mean or imply, nor should it be deemed to mean or imply, any meaning, construction or implication with respect to the terms.

Question #28	a. This proposal is an on-call contract without a specific task identified. Would you please confirm if the NDA and Confidentiality Agreements are required to be executed at this time? b. If so, can the Authority provide an editable electronic format that addresses who the original forms should be sent to at the Authority?
Answer #28	a. The NDA and Confidentiality Agreements are to be submitted at this time with your proposal for the Prime Consultant and key members of any subconsultants. b. Please refer to Attachment H – Information Security Handbook and use link provided in RFP document.

Question #29	Do we submit resumes for all proposed staff listed in the staffing plan (Attachment E) and/or the project organization chart, or just the staff identified as Key Personnel? Please identify Key Personnel positions/titles. Are Key Personnel identified as Project Executive, Project Director, and Project Managers; or does this include the Construction Inspection Staff (minimum of 10 engineers/architects, 10 ACI Inspectors, 3 ICC Inspectors, and 1 NACE certified inspector)?
Answer #29	Resumes are required for all Key Personnel and, if known, for all staff members who are being proposed as part of the team. Consultants will have the opportunity to resubmit resumes for proposals on upcoming RFP's for specific task orders.
Question #30	It appears to us that the requirements and requested information in Attachment C-1 (Proposer Prerequisite A) and Attachment C-2 (Proposer Prerequisite B) are very similar for demonstrating a firm's experience in performing construction management and inspection services. Can you please provide further clarification on the requirements and experienced needed in order to satisfy both the Proposer Prerequisite A and Proposer Prerequisite B forms?
Answer #30	Prerequisite A's purpose is to demonstrate that your firm has at least 5 years CM experience. Prerequisite B's purpose is to demonstrate your firm's CM/inspection experience on contracts greater than $1.5M. (Note: Answer revised from Addendum 2)
Question #31	The Authority is requiring the consultant to complete a Staffing Plan (Appendix E) listing names and titles of our proposed staff in several categories as indicated on the Plan. The Plan also states that "If the staffing categories listed below differ from your firm's, list your firm's staffing titles within the categories that best matches." However, since this project calls for construction inspection, scheduling and cost estimating services in addition to construction management services, our inspectors, schedulers and estimators do not fit easily into the engineering categories on the form. Will the Authority consider or can we add categories for these services?
Answer #31	Please see revised Attachment E, issued with Addendum 2.
Question #32	The staffing chart on what is believed to be Attachment E (no title provided in RFP document) does not include any categories for the special inspectors required by this RFP. Should we add an "Inspector" category?
Answer #32	Please see revised Attachment E, issued with Addendum 2.

Question #33	Will Task Orders be issued for individual staff to be integrated with Authority and/or other consultant staff?
Answer #33	The scope of work for each individual task order will provide details on how the CM work will be undertaken. At this time, it is anticipated that some task orders may be integrated, while others may not.
Question #34	Will the Authority open all sealed cost proposals for each Task Order or only the cost proposal of the firm selected for negotiations?
Answer #34	In accordance with Attachment A, Section V (b) – Issuance of Task Order, cost proposals of the most qualified firms will be opened and evaluated.
Question #35	Under Attachment A, Task D. Quality Assurance Inspections; are materials testing services and fabrication plant inspection services contemplated in the scope of services?
Answer #35	No.
Question #36	In the course of this work will vehicles be required to facilitate CM's work and if so who will provide the vehicles? If it is the consultant's responsibility will the cost be reimbursable by the agency along with operational cost and cost associated with the insurance requirement?
Answer #36	Vehicles are not anticipated to be required. Since it is not anticipated that vehicles will be required, if a firm is required to provide a vehicle, they will be compensated for the cost to rent/lease, operational cost and insurance cost required to submit a cost proposal and firms will be compensated in accordance with Section 7(c) of the Master Agreement.
Question #37	Under Financial Information, it is requested that a statement of work be submitted. How comprehensive should this document be? For our firm, as requested on the RFP, this document would be voluminous. Is there a more specific criterion for what is being asked such as dollar amount, specific location, type of work, etc?
Answer #37	List relevant work on hand, with a brief description of the work and the other data requested.
Question #38	Should a firm's relevant project experience be demonstrated only in Attachment C-1 and Attachment C-2? Or, do you also want relevant experience in a narrative form that separately addresses the information in the RFP Section V.-A., Paragraph 2 plus bullets? If so, does this count towards the page count?

Answer #38	Firms must complete Attachments C-1 and C-2 in order to demonstrate that they meet the Pre-requisites. However, in order for firms to demonstrate that they meet the requirements of the Selection Criteria, firms must provide supporting narrative(s) as noted in Section V(A) – Firms' Qualifications and Experience. As per RFP Section I, resumes and attachments do not count towards the page count.
Question #39	The Staff Qualifications and Experience section on page seven of the RFP asks for a "chronological history of employment" for each resume proposed. Please clarify if PANYNJ is seeking a "chronological history of employment" or a "chronological history of projects an individual has worked on" in order to demonstrate Staff Qualifications and Experience.
Answer #39	History of employment, inclusive of projects.
Question #40	Under RFP Section V. PROPOSAL SUBMISSION REQUIREMENTS; Subsection A. Firm's Qualifications and Experience: Bullet 6: "The annual staff hours of full and part time labor expended in the performance of the contract/agreement" - Is an average annual hours across the full duration of the contract/agreement acceptable; since the staffing hours fluctuate across the project/agreement life-cycle predicated on the schedule? Or does the PANYNJ require the "peak" staffing hours of the contract/agreement expended in the life-cycle?
Answer #40	The average annual hours across the full duration of the contract/ agreement is acceptable.
Question #41	Would we be able to submit our project experience in our own format with pictures and description besides the 2 forms (Attachments C-1 and C-2) that are required to be submitted?
Answer #41	Firms must complete Attachments C-1 and C-2 in order to demonstrate that they meet the Pre-requisites. However, in order for firms to demonstrate that they meet the requirements of the Selection Criteria, firms must provide supporting narrative(s) as noted in Section V(A) – Firms' Qualifications and Experience.
Question #42	Will this RFP be used as the replacement contract for the active CM and Related Technical Services "Call-In" that will expire at the end of 2014?
Answer #42	This RFP pertains to federally-funded Storm Resiliency projects and is independent from any other construction management RFP's.
Question #43	Is it expected that all services requested under this contract will be performed at the Authority's facilities and offices?

Answer #43	Yes.
Question #44	In what manner will the sealed cost proposals be returned to unsuccessful proposer?
Answer #44	They will not be returned.
Question #45	a. Can the organization chart be submitted on 11x17 paper? b. Can the font on the organization chart be less than 12 pt.?
Answer #45	Yes.

This communication should be initialed by you and attached to your Proposal.

In case any Bidder fails to conform to these instructions, its submission will nevertheless be construed as though this communication had been so physically attached and initialed.

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: SI Engineering, P.C.

INITIALED: MF

DATE: July 11, 2014

Attachment C-2

Proposer Prerequisite B

Firms must have adequate staffing resources and have demonstrated experience performing construction management and/or construction inspection services in the Greater New York/New Jersey Metropolitan Area for construction projects valued, at a minimum, at $1.5 million.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites,
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite B.

Client Name/ Contracting Entity	
Contract Start Date	
Contract End Date	
Construction Value	
Brief description of Scope of work	
Client contact Name / Title	
Client Contact Email Address	
Client Contact Phone Number	

Client Name/ Contracting Entity	
Contract Start Date	
Contract End Date	
Construction Value	
Brief description of Scope of work	
Client contact Name / Title	
Client Contact Email Address	
Client Contact Phone Number	

Client Name/ Contracting Entity	
Contract Start Date	
Contract End Date	
Construction Value	
Brief description of Scope of work	
Client contact Name / Title	
Client Contact Email Address	
Client Contact Phone Number	

Note – Client Contact must be employee of Company

THE PORT AUTHORITY OF NY & NJ

PROCUREMENT DEPARTMENT
2 MONTGOMERY STREET, 3rd FL.
JERSEY CITY, NJ 07302

July 10, 2014

ADDENDUM #4

TO PROSPECTIVE BIDDER(S) ON **RFP #38268** - REQUEST FOR PROPOSALS FOR INDEFINITE QUANTITY CONTRACTS (IQCS) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018

Now Due on 7/16/2014, no later than 2:00PM

Originally Due on 7/14/2014, no later than 2:00PM

This communication should be initialed by you and annexed to your proposal to the above-referenced upon submission.

In case any Bidder fails to conform to these instructions, its submission will nevertheless be construed as though this communication had been so physically annexed and initialed.

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: SI Engineering, P.C.

INITIALED: ME

DATE: July 11, 2014

Financial Information

SI Engineering, P.C. (SIE) is financially capable of performing the Agreement resulting in this RFP. Included in this section is the following material that demonstrates SI Engineering, P.C.'s compliance with the financial information requirements set forth in Section III of the RFP:

1. Certified Financial Statements, including applicable notes, reflecting the Proposer's assets, liabilities, net worth, revenues, expenses, profit or loss and cash flow for the most recent calendar year are located at the end of this section.

2. The following is a list of work which SIE has on hand:

   Project & Location: NYCDDC, Preliminary and Final Design for Complex Pedestrian Ramps Adjacent to Transit Authority (HWDRQ02S), Borough of Queens, NY

   Annual Dollar Value: $318,000 (2014)

   Current Percentage of Completion: 0%

   Expected Date of Completion: 03/2015

   Firm Representative: Al Majlesi, PE

   Project Description: Design of pedestrian ramps for 42 intersections; Research records of NYCDOT and NYCDEP; Preliminary investigation; Inspection of all intersections and record existing features; Topographic survey; Coordination with NY City Agencies and Transit Authority; Inspection of subway structures; Preliminary and final design; Preparation of Contract Drawings.

   Project & Location: NYCDDC, Total Design for Complex Pedestrian Ramps Adjacent to Historic and / or Landmark Facility, (PIN HWP14QLM), Queens, NY

   Annual Dollar Value: $595,000 (2014)

   Current Percentage of Completion: 40%

   Expected Date of Completion: 01/2015

   Firm Representative: Al Majlesi, PE

   Project Description: Design of pedestrian ramps for 50 intersections; Research records of NYCDOT and NYCDEP; Preliminary investigation; Inspection of all intersections and record existing features; Topographic survey; Coordination with NY City Agencies; Preliminary and final design; Preparation of Contract Drawings.

   Project & Location: Total Design for Complex Pedestrian Ramps Adjacent to Transit Authority and Landmark Property (PIN HWP14QTA), Queens, NY

   Annual Dollar Value: $524,000 (2014)

   Current Percentage of Completion: 50%

Financial Information

Expected Date of Completion: 12/2014

Firm Representative: Al Majlesi, PE

Project Description: Design of pedestrian ramps for 50 intersections; Research records of NYCDOT and NYCDEP; Preliminary investigation; Inspection of all intersections and record existing features; Topographic survey; Coordination with NY City Agencies and Transit Authority; Inspection of subway structures; Preliminary and final design; Preparation of Contract Drawings.

Project & Location: MTA-NYCT, Construction Inspection and Management Services for Phase 1 of the Second Avenue Subway, MTA-CM 1338, Manhattan, NY

Annual Dollar Value: $800,000 (2014)

Current Percentage of Completion: 21%

Expected Date of Completion: 12/2016

Firm Representative: Muhammad Izhar, PE

Project Description: SIE is providing consultant construction inspection and management services for this multi-discipline, multi billion dollars project in the Borough of Manhattan, New York. The project includes various shaft excavations and construction of steel and concrete structures for various stations and other facilities. Phase I is the initial operating segment which extends from approximately 105th Street to 63rd Street / Lexington Avenue Station on Broadway at which point it will connect with the existing subway tunnel that runs across 63rd Street. In addition to the tunnel construction, new stations are being constructed along Second Avenue at 96th, 86th and 72nd Streets along with new entrances to the existing Lexington Avenue/63rd Street Station at 63rd Street and Third Avenue.

Project & Location: NYCDDC, Reconstruction of West 215th Step Street, Contract HWCRQ02S, Manhattan, NY

Annual Dollar Value: $350,000 (2015)

Current Percentage of Completion: 15%

Expected Date of Completion: 12/2015

Firm Representative: Muhammad Izhar, PE

Project Description: As a prime, SIE is providing resident engineering inspection services for the reconstruction of West 215th Step Street project which is between Broadway and Park Terrace East. The project consists of demolition and reconstruction of existing stairs including adjoining retaining walls; waterproofing adjacent buildings; installation of storm and sanitary sewers; installation of granite block sidewalk on Broadway, new hand railing, decorative bronze lettering along steps, concrete benches, pre-cast concrete bicycle channels, and street lighting; and landscape/tree planting. 215th Step Street is approximately 250 foot long, 35

foot wide and has an elevation difference of 65 foot between Broadway and Park Terrace East.

Project & Location: NYCDDC, Resident Engineering Inspection Services for Safe Route to Transit, Contract HWSRT200B, Bronx, NY

Annual Dollar Value: $102,000 (2014)

Current Percentage of Completion: 25%

Expected Date of Completion: 06/2015

Firm Representative: Muhammad Izhar, PE

Project Description: SIE is a prime consultant for this project which involves the installation of sidewalk extensions (bus bulbs) at existing intersections. This safety program is being implemented at intersections adjacent to existing bus stops and will reduce the distance a pedestrian travels to board and alight from the bus. It will also decrease the pedestrian crossing distance at intersections in addition to being a traffic calming measure. Services performed by SIE staff include; comparison of the current sidewalk condition with that shown on the plans to determine if additional deterioration has occurred and give the contractor direction on how to proceed; and coordination with the contractor, business and residents to maintain access to the abutting properties at all times. Also responsible for supervision of the excavation of existing sidewalk & roadway restoration, measurement of quantities, preparation of inspector's daily reports, review of completed reports and verification of as-built quantities.

Project & Location: NYSDOT, Deck Replacement of Three Bridges (D031099), Bronx County, NY

Annual Dollar Value: $150,000 (2014)

Current Percentage of Completion: 8%

Expected Date of Completion: 07/2017

Firm Representative: Muhammad Izhar, PE

Project Description: As a subconsultant to AECOM, SIE is providing construction management and inspection services for the deteriorated deck replacement of three bridges in Bronx, NY. The complete deck replacement incorporates high-performance concrete, new transverse expansion joints and dams, beam guide rails, and repaved approach roadways. SIE is performing daily inspections and materials QA/QC testing, developing complex MPT requirements, and managing schedule for bridge closures and detours. The team is also managing the cleanliness and painting of structural steel and drainage structures.

Financial Information

Project & Location: NYCDDC, Resident Engineering Inspection Services for Sanitary & Storm Sewers in Dalhia Street Area, Contract SER002320, Staten Island, NY

Annual Dollar Value: $88,600 (2014)

Current Percentage of Completion: 100%

Expected Date of Completion: 05/2014

Firm Representative: Muhammad Izhar, PE

Project Description: As a prime, SIE is providing construction inspection, management, coordination and administration required by the team for successful completion of the project in time and budget. Supervise and coordinate daily activities of the inspection team, keeping log of documents including shop drawings, catalog cuts, change orders, field notes and all related paper work of the project.

Project & Location: NYCDDC, Resident Engineering Inspection Services for the Installation of Water Mains and Appurtenances for improvements to the City's Water Main Distribution System and Fire Protection in Various Locations, Project RED369, Staten Island & Brooklyn, NY

Annual Dollar Value: $150,000 (2014)

Current Percentage of Completion: 90%

Expected Date of Completion: 08/2014

Firm Representative: Muhammad Izhar, PE

Project Description: As a prime, SIE is providing construction inspection services for the Removal of 100 year old cast iron water mains; furnishing, delivering, laying Ductile Iron Pipes (DIP) and Fittings; Furnishing and placing sheeting and bracing in trench; and Backfilling and Compaction of trenches and final restoration of pavement. SIE is providing all services necessary and required for the inspection, supervision, management, coordination and administration of the project, so the required construction work is properly executed, completed in a timely fashion and conforms to the requirements of the construction documents and to good construction practice. SIE is providing pre-construction, construction and post-construction services.

Financial Information

The following is a list of proposal which SIE has submitted but has not yet been awarded:

Project & Location: MTA-NYCT, CM-1552/53/54 - Indefinite Quantity Engineering Design Services, for Superstorm Sandy – Related Repair and Resiliency Projects and Misc. Construction, Citywide, NY

Contract Dollar Value / Firm's Capacity: $25 Million (Aggregate Budget) / 5%

Current Percentage of Completion: 0%

Expected Date of Completion: 60 Months Project

Firm Representative: Muhammad Izhar, PE

Project Description: The New York City Transit Authority (NYCT) desires to expand its existing pool of Sandy related engineering consultants. NYCT is seeking experienced consultants to provide design services for Federally funded Superstorm Sandy-related repair and resiliency projects and miscellaneous construction projects. These services will be performed on an "As-needed" task order basis.

Project & Location: MTA-NYCT, CM-1555 – CM-1557 Indefinite Quantity Consultant Construction Management and Inspection Services for Superstorm Sandy-related Repair and Resiliency Projects and Miscellaneous Construction, Citywide, NY

Contract Dollar Value / Firm's Capacity: $58.33 Million (Aggregate Budget) / 5%

Current Percentage of Completion: 0%

Expected Date of Completion: 60 Months Project

Firm Representative: Muhammad Izhar, PE

Project Description: The New York City Transit Authority (NYCT) desires to expand its existing pool of Sandy – related engineering consultants. NYCT is seeking experienced consultants to provide consultant construction management and inspection services for Federally funded Superstorm Sandy-related repair and resiliency projects and miscellaneous construction projects. These services will be performed on an "As-needed" task order basis.

Project & Location: NYCDEP, Engineering and Program Services for NYC DEP Asset Management Program, PIN 82614WP01293

Contract Dollar Value / Firm's Capacity: TBD / 7%

Current Percentage of Completion: 0%

Expected Date of Completion: 1,826 Consecutive Calendar Days

Firm Representative: Muhammad Izhar, PE

Financial Information

Project Description: The goal of this procurement is to continue the successful Asset Management Program operated by the Department of Environmental Protection ("DEP"). DEP has developed a consistent, programmatic, and repeatable approach to developing its "Capital Improvement Plan." To maintain and improve the Capital Improvement Plan, DEP requires assistance in overall program management for planning and implementing the Asset Management Program in keeping with DEP's needs and in coordination with other DEP programs and projects.

Project & Location: MTA-TBTA, PSC-14-2950 - Request for Expression of Interest for Construction Administration and Inspection Services for Project HH-88A, MEP Rehabilitation and Remote Toll Plazas at Henry Hudson Bridge

Contract Dollar Value / Firm's Capacity: $1 - $5 Million Contract / 10%

Current Percentage of Completion: 0%

Expected Date of Completion: 27 Months Project

Firm Representative: Muhammad Izhar, PE

Project Description: The selected consultant will provide construction administration and inspection services for Project HH-88A, MEP Rehabilitation and Remote Toll Plazas at the Henry Hudson Bridge. The construction includes preparation for reconstruction of the upper and lower level toll plazas and the southbound approach including civil and infrastructure work for ORT, relocation I replacement of utilities and underground storage tanks, installation of spare fiber optic lines, pavement reconstruction with associated drainage structures, new barrier installation roadway striping and MPT, parks mitigation, and toll equipment enclosures.

Project & Location: PANYNJ, Task Order 2014-2 - Fire Protection & Life Safety (FPLS) Systems Inspection, Testing & Maintenance (ITM) Efficiency Pilot, RFP #32231 - PA Agreement #COO-13-051

Contract Dollar Value / Firm's Capacity: TBD / 5%

Current Percentage of Completion: 0%

Expected Date of Completion: 90 Days Contract

Firm Representative: Muhammad Izhar, PE

Project Description: This task order includes services to evaluate alternative strategies for improving operational efficiency while meeting compliance requirements for Fire Protection and Life Safety (FPLS) systems. The activities required to complete this task order will result in

- the testing of one approved solution as a pilot and
- the presentation of alternative strategies and selection criteria for the implementation of an agency-wide solution to automate inspection, testing, and maintenance (ITM) tasks

associated with FPLS systems. The solution will support the automation of both routine and non-routine tasks.

Implementation of the agency-wide solution is not part of this task order.

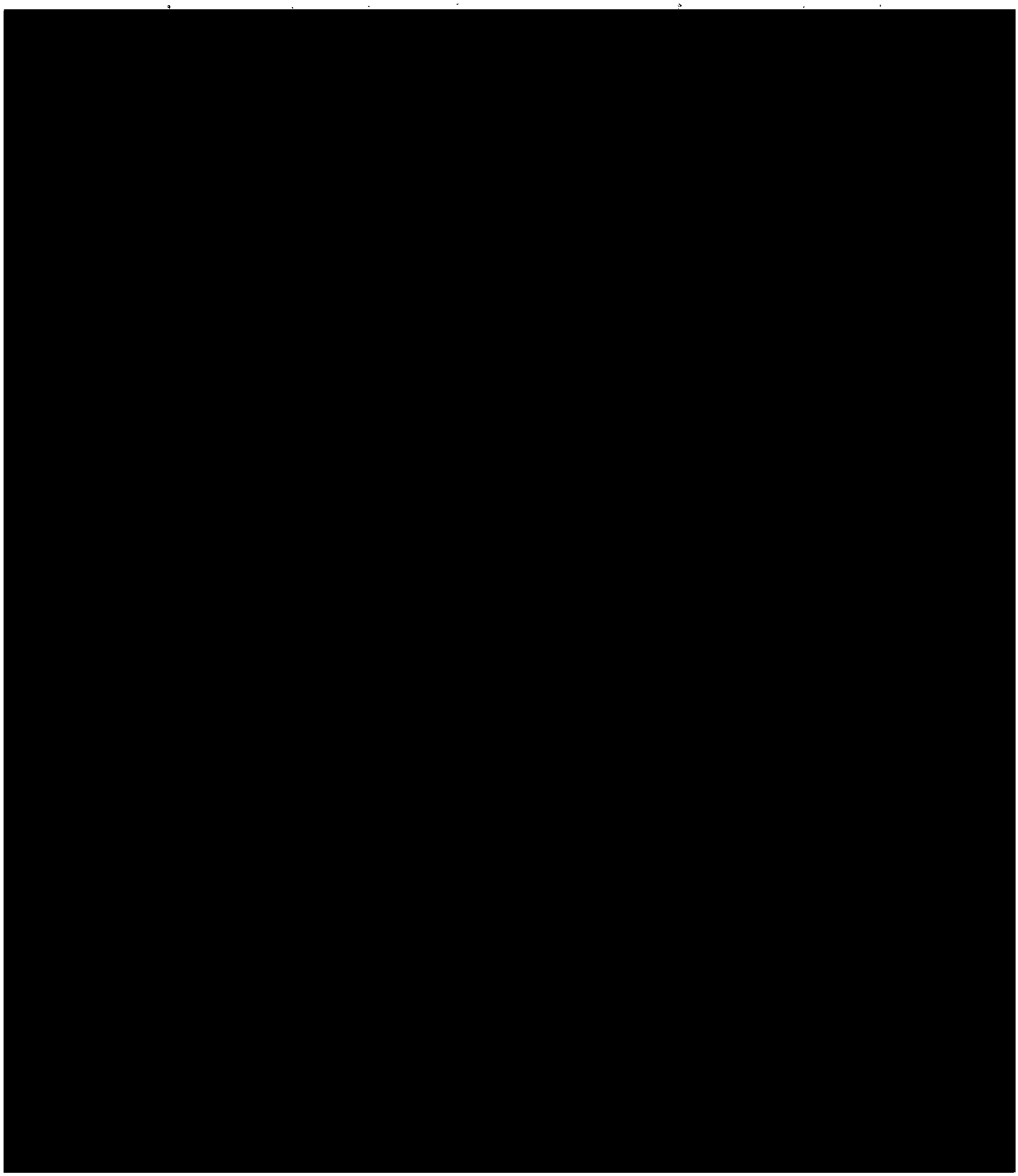
3. Federal Identification Number:
4. DUNS Number: [redacted]
5. SIE does not have any credit service to which the Proposer furnish information and therefore does not have a number assigned by such service to our account.

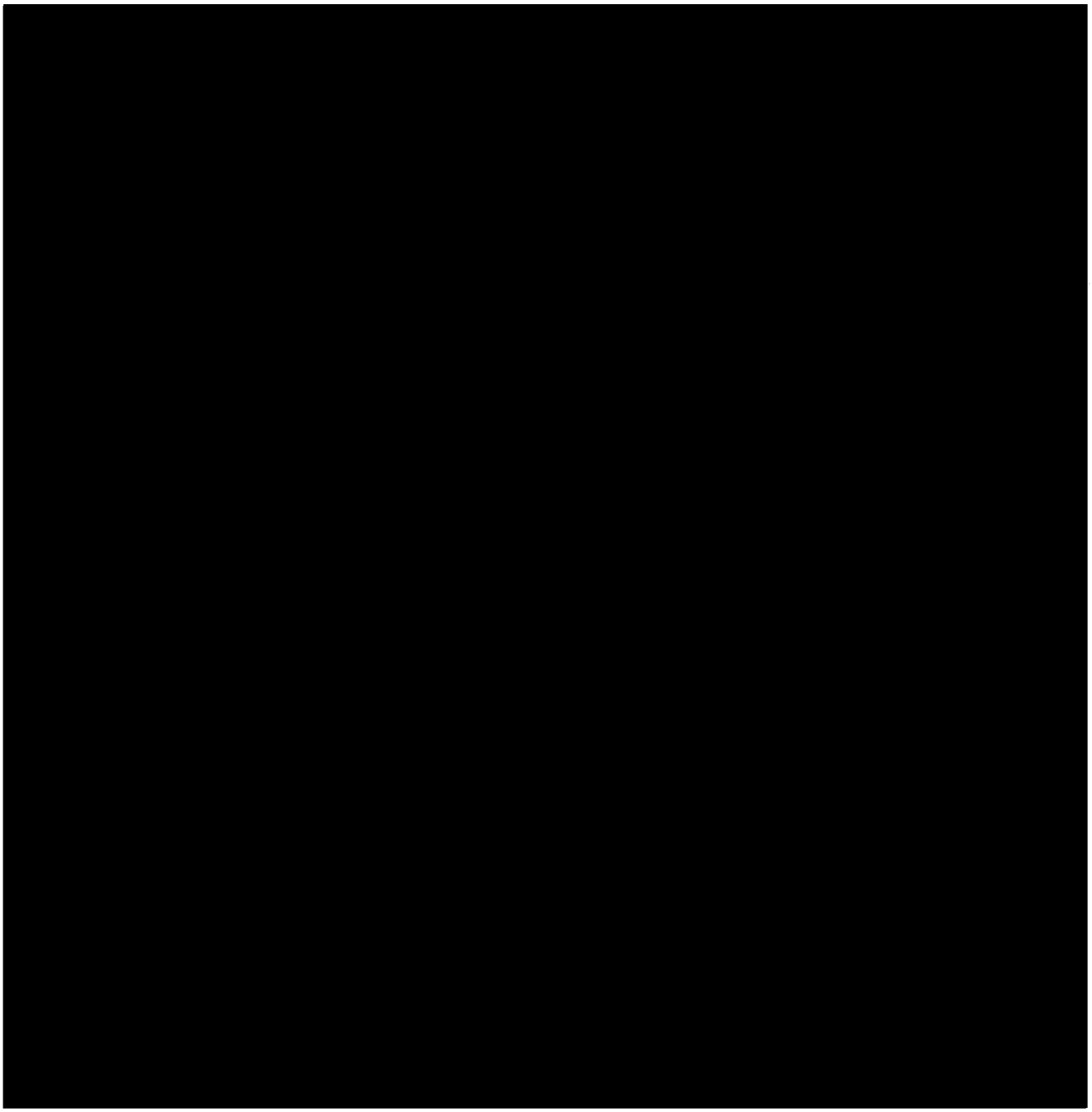
SI ENGINEERING, P.C.

FINANCIAL STATEMENTS
AND
INDEPENDENT AUDITORS' REPORT

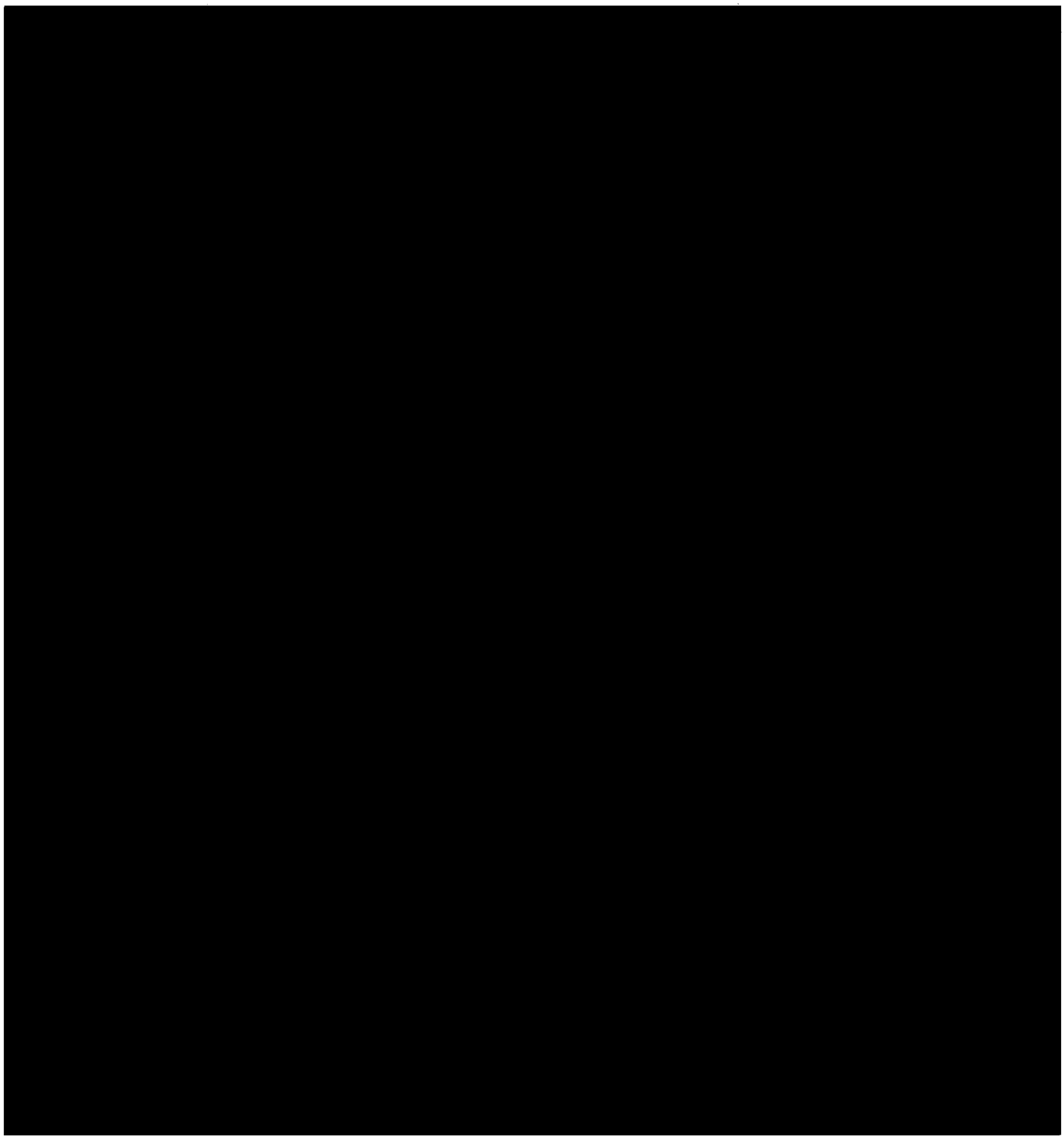
DECEMBER 31, 2013

SI ENGINEERING, P.C.

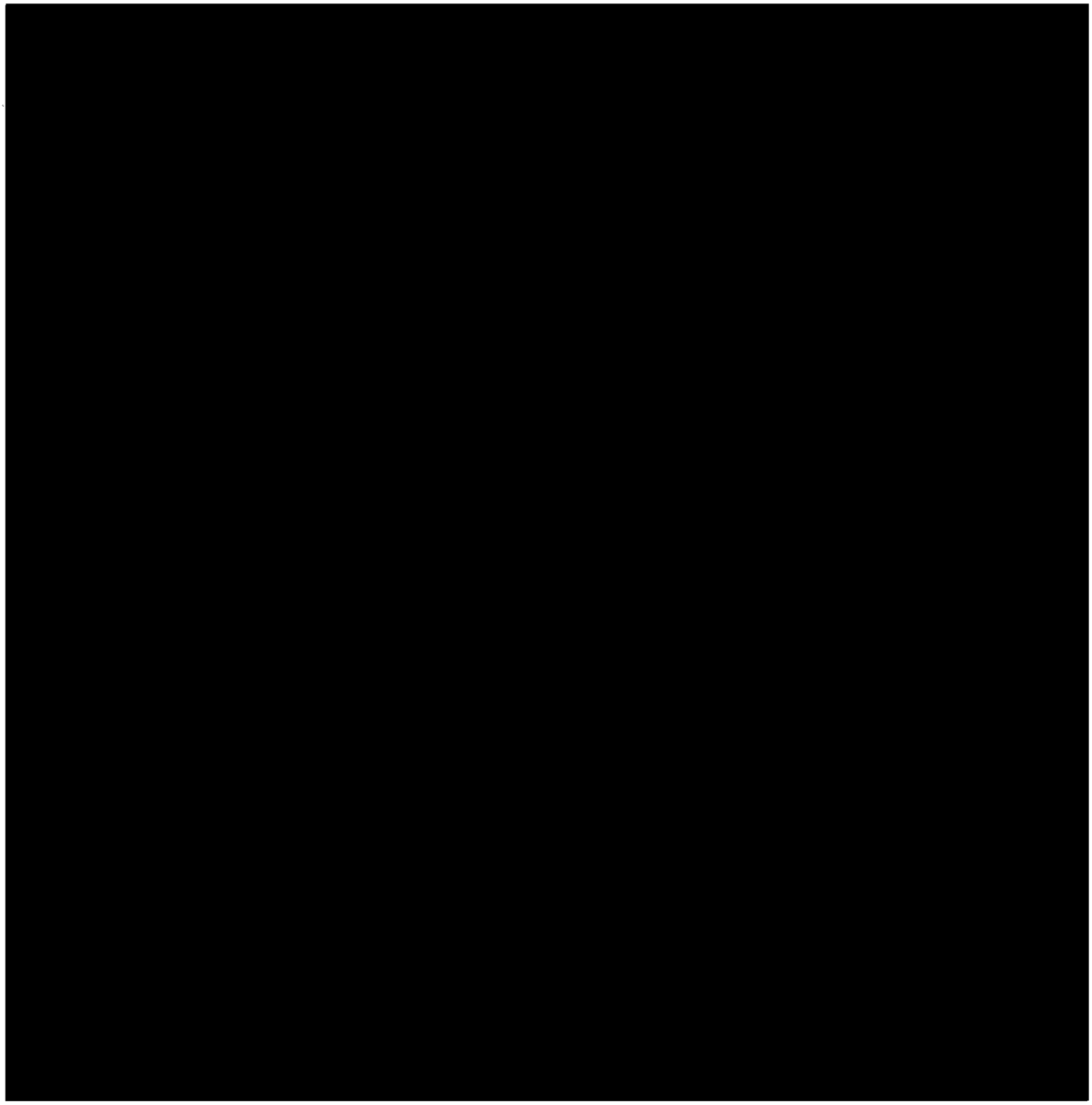




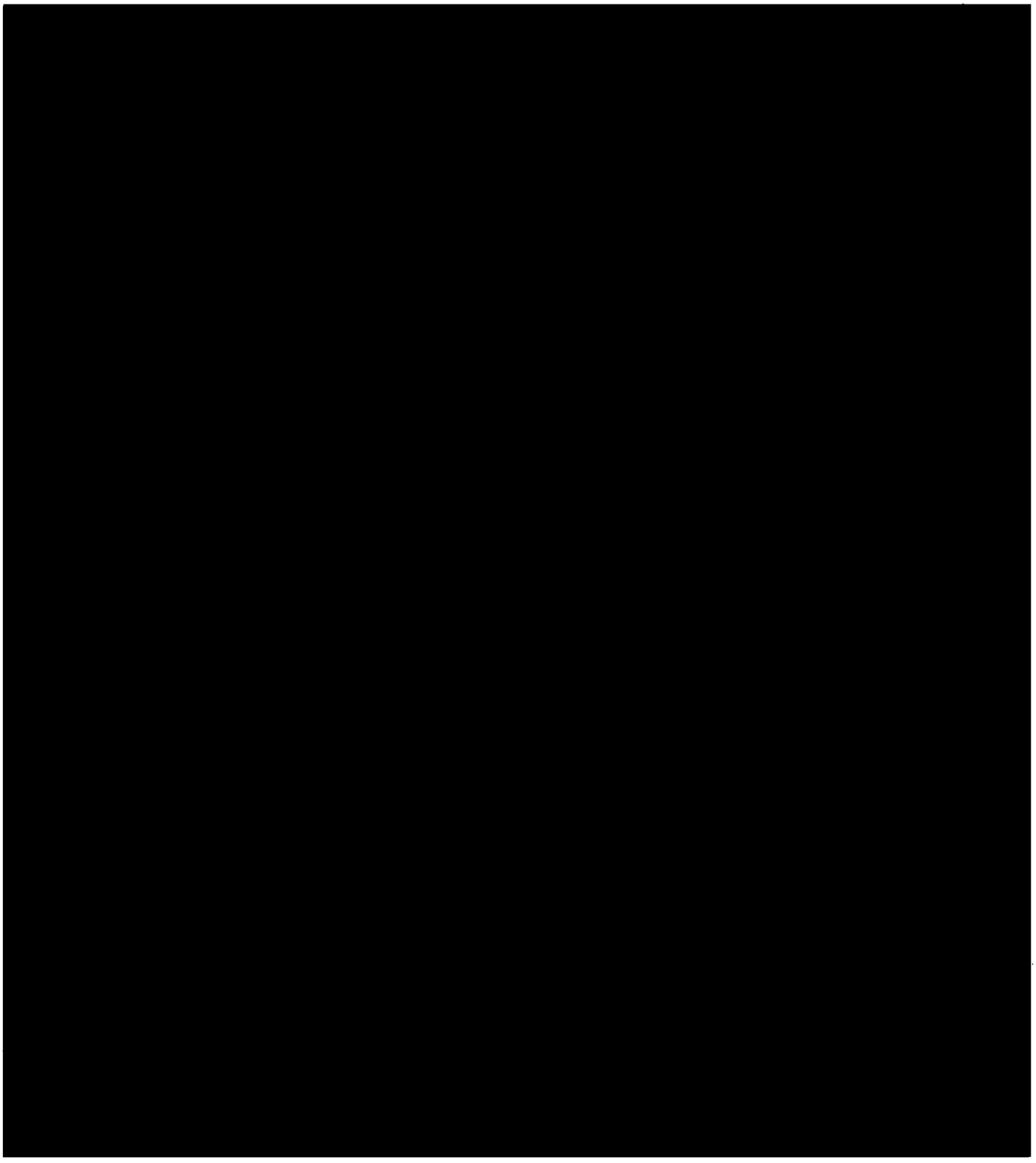
The accompanying notes are an integral part of these financial statements.



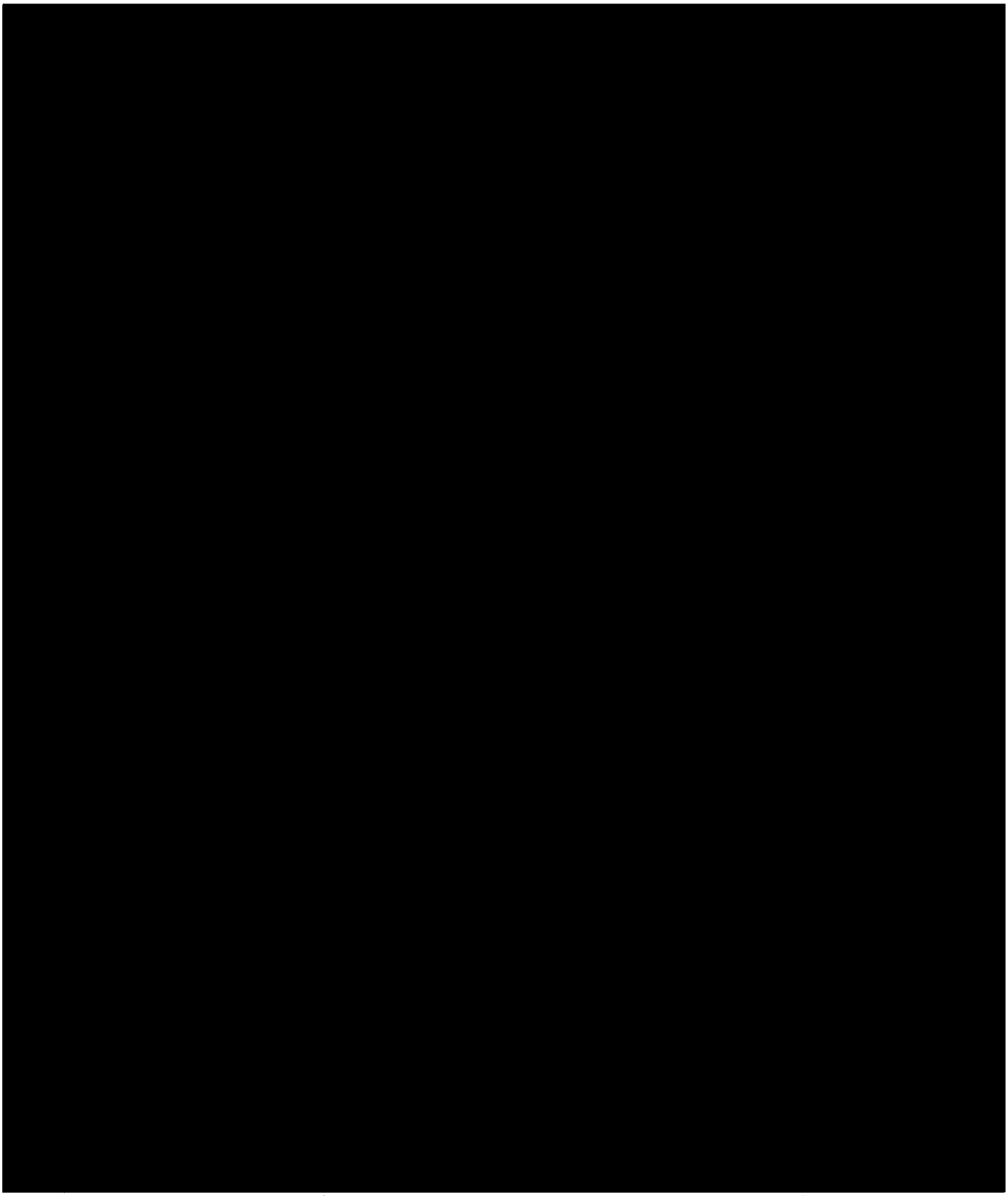
The accompanying notes are an integral part of these financial statements.

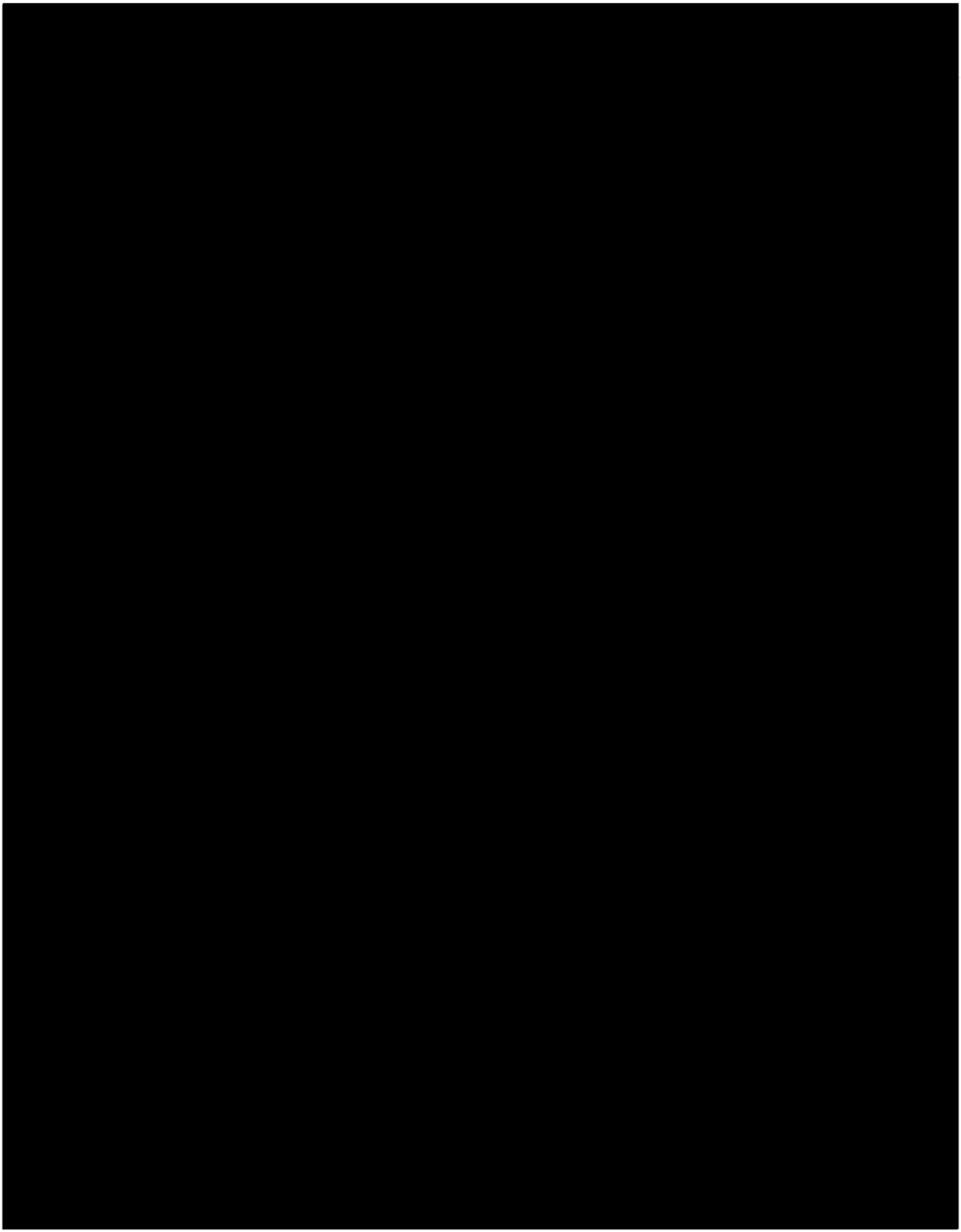


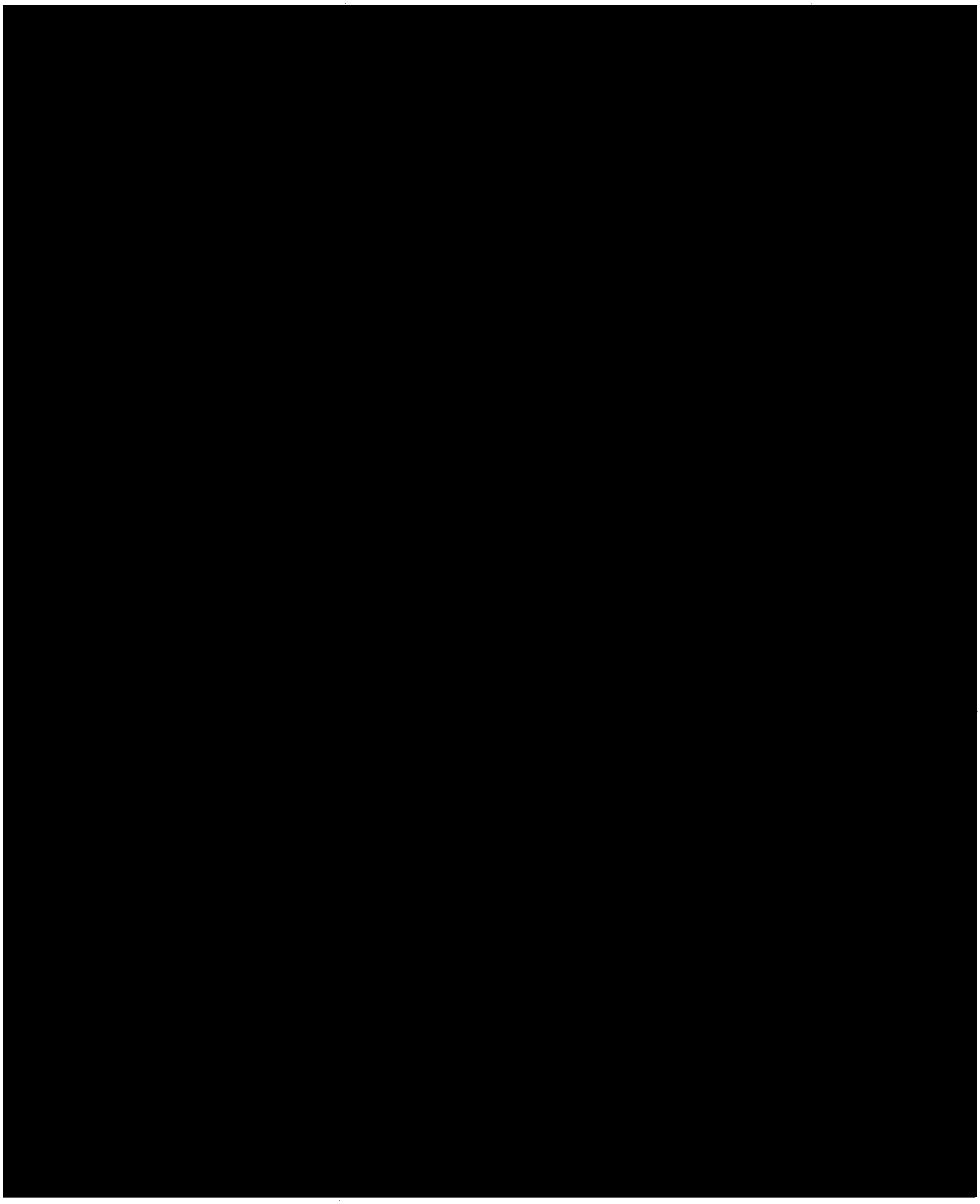
The accompanying notes are an integral part of these financial statements.



The accompanying notes are an integral part of these financial statements.

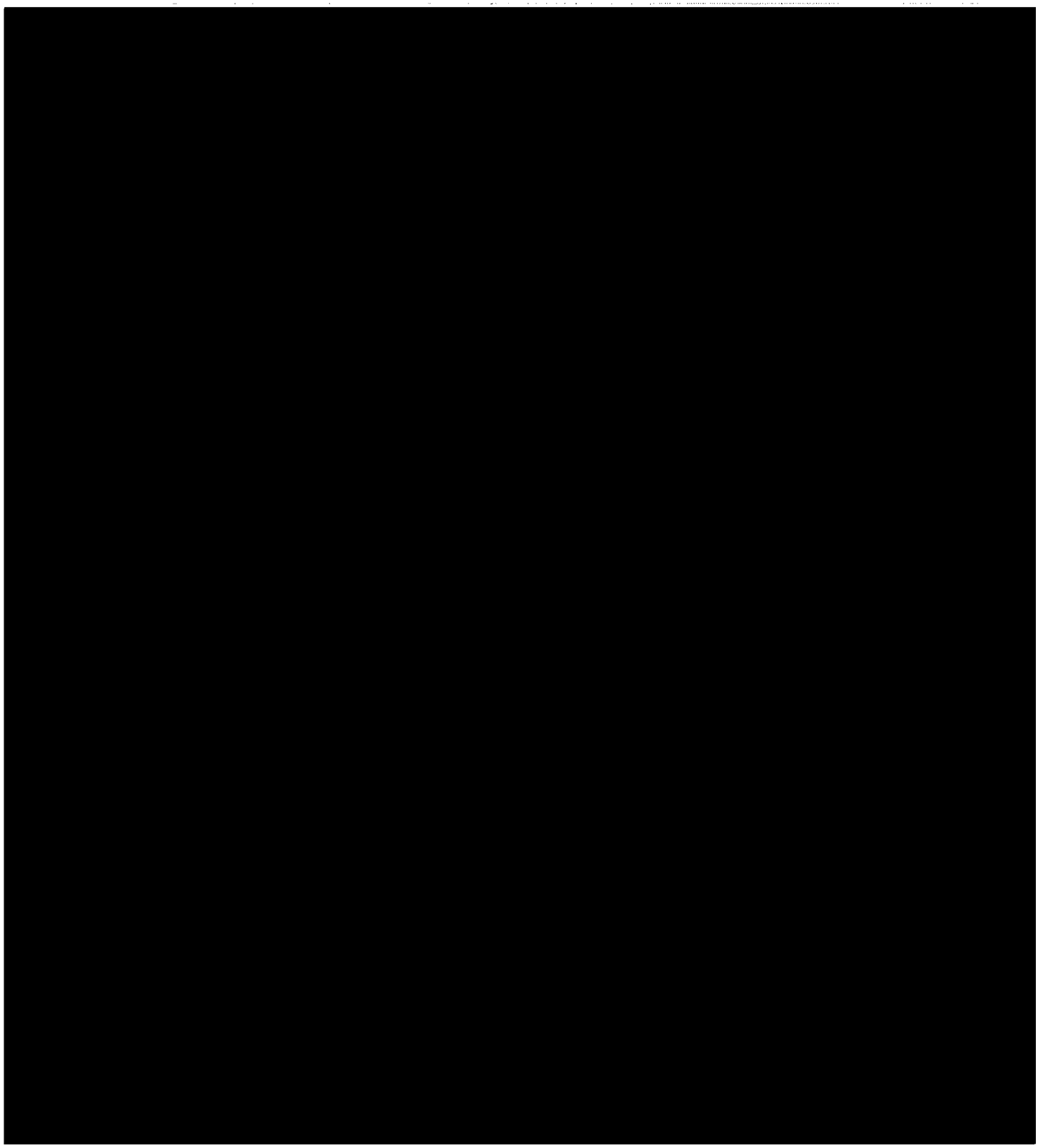






SUPPLEMENTAL INFORMATION

See Auditors' report on supplemental information.



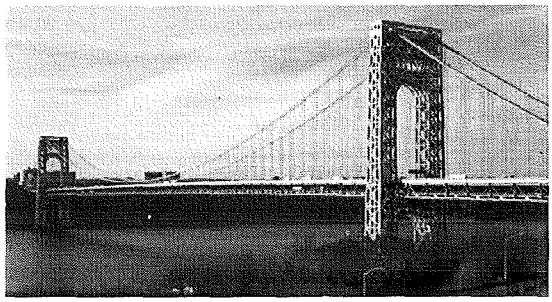
See Auditors' report on supplemental information.

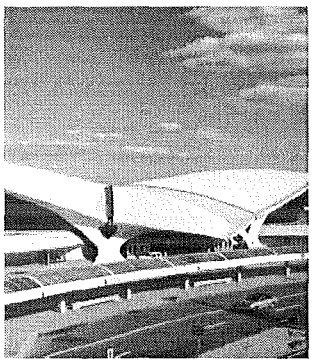
TECHNICAL PROPOSAL

THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY

Indefinite Quantity Contracts (IQCs)
for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As-needed" Basis Through 2018

RFP NO. : 38268





JULY 2014

LiRo Engineers, Inc.
A LiRo Group Company

LiRo Engineers, Inc.
A LiRo Group Company
Three Aerial Way, Syosset, NY 11791 Telephone 516.938.5476 Facsimile 516.937.5421 www.liro.com

July 16, 2014

Bid/Proposal Custodian
Port Authority of NY & NJ
Procurement Department
Two Montgomery Street, 3rd Floor
Jersey City, New Jersey 07302

Re: RFP Number 38268
Indefinite Quantity Contracts (IQCs) for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm-Related Resiliency Projects on an "As-Needed" Basis through 2018

Bid/Proposal Custodian:

LiRo Engineers, Inc. is pleased to submit our proposal for the Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm-Related Resiliency Projects on an "As-Needed" Basis through 2018 to the Port Authority of New York and New Jersey. LiRo's qualifications and experience are uniquely matched to the Port Authority's requirements. We offer primary strengths in Professional Construction Management and On Site Inspection, Construction Staffing, Scheduling, Cost Estimating, Design/Constructability Review, and Value Engineering augmented by a full service architectural, engineering and environmental staff.

With over 650 staff members based locally in the New York metro area, LiRo is ranked among the **Top 20** Construction Management Firms in the nation (ENR 2014). LiRo has one of the largest construction management resource pools in the New York and Northern New Jersey region. Our staff includes over 90 Licensed Professional Engineers, 14 Registered Architects and hundreds of NICET inspectors in all disciplines with credentials in ACI, AWS, ICC, NACE, and our entire field staff is OSHA certified. LiRo is currently performing work for the Port Authority under our CM On-Call Contract.

While our staff has worked on many of the Port Authority facilities over the years, from JFK and LaGuardia to the World Trade Center site, they also bring lessons learned and CM experience from some of the region's largest and most complex projects and capital programs including:

- $2B No. 7 Subway Line Extension
- $8.2B LIRR East Side Access Project
- $1B in Triborough Bridge and Tunnel Authority (TBTA) bridge work
- $12B in New York City Transit work
- $1B in New York State Department of Transportation bridge work
- Over $1B of New York City public agencies' tunnel, bridge, and marine work

Serving as the **Principal-in-Charge** for this assignment, will be LiRo **Vice President, Howard Sackel.** A former Port Authority Director who led the ARC Trans Hudson Tunnel project until its cancellation, Mr. Sackel has over 40 years of experience in transportation and infrastructure

planning, design and construction management. Mr. Sackel knows how the Port Authority operates and in this role will provide leadership and support to the project team as well as provide liaison to senior staff at the Port Authority and ensure that the resources for each task assigned are appropriate and available.

Our **Project Director, Thomas Wagner, PE** is a former Port Authority Project Manager who has intimate knowledge of the Port Authority's facilities and operations that will be invaluable in this program. Mr. Wagner has over 40 years of experience in project and program management as well as structural engineering, for bridge and tunnel, port, marine and aviation projects from his 28 years at the Port Authority as well as 12 years in the private sector. His experience as a Facility Engineer at the GWB, Lincoln Tunnel and PA Bus Terminal as well as his roles as a Project Manager on the ARC Tunnel and the New Terminal A project at EWR make him uniquely qualified to lead this assignment.

Supplementing LiRo's significant CM and Inspection resources are construction professionals from PACO Group, Distinct Engineering Services, Inc., Integrated Strategic Resources and Techno Consult, all of whom are certified DBE Consultants. Among the representative projects that these LiRo team members have completed or are currently involved with for the Authority are:

- World Trade Center PATH Terminal
- JFK and LaGuardia Airport renovations
- Lincoln Tunnel helix
- Journal Square Police Command Center
- Goethals Bridge Maintenance and Admin Building
- Holland Tunnel Mechanical and Electrical systems rehabilitation

As documented in this proposal, we believe that the LiRo team has the capabilities and resources to deliver the staff needed, when needed, for any project assigned. Our staff qualifications exceed the requirements outlined in this RFP and if selected, LiRo will bring to the Port Authority our experience as:

- A major New York/New Jersey based CM firm with over 650 personnel presently managing capital construction projects associated with over $15B of investment in transportation, infrastructure and public buildings.
- A firm successfully serving PANYNJ under a 2012-2014 CM On-Call contract.
- A large pool of ACI, ICC, and NACE inspectors to meet the Port Authority's requirements.

We look forward to continuing our work for the Port Authority in the years ahead under this contract. I can be reached at (212) 536-0280 or baileym@liro.com should you wish to discuss our proposal in more detail or require additional information.

Very truly yours,

Michael Bailey, PE
Senior Vice President

TABLE OF CONTENTS

Addenda Acknowledgement

Attachment B – Agreement on Terms of Discussion

A. FIRM'S QUALIFICATIONS AND EXPERIENCE

Attachment C-1

Attachment C-2

B. STAFF QUALIFICATIONS AND EXPERIENCE

Attachment E

Resumes

C. MANAGEMENT/TECHNICAL APPROACH

Organization Chart

D. DBE PARTICIPATION

Attachment D-1

Attachment D-2

Attachment D-3

E. PRICING AND COMPENSATION (Not required)

F. LIST OF FIRM'S AFFILIATES

G. PROPOSER'S INTEGRITY PROVISIONS

H. BACKGROUND QUALIFICATIONS QUESTIONNAIRE

I. GENERAL CONFLICT OF INTEREST

J. ORGANIZATIONAL CONFLICT OF INTEREST

FINANCIAL INFORMATION

NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT

FEMA & FTA Forms

ADDENDA ACKNOWLEDGEMENT

THE PORT AUTHORITY OF NY & NJ

PROCUREMENT DEPARTMENT
2 MONTGOMERY STREET, 3RD FL.
JERSEY CITY, NJ 07302

7/3/2014

ADDENDUM #1

To prospective Proposer(s) on RFP # 38268 - REQUEST FOR PROPOSALS FOR INDEFINITE QUANTITY CONTRACTS (IQCS) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018

Now Due back on 7/14/2014, no later than 2:00PM

Originally due on 7/9/2014, no later than 2:00PM

This communication should be initialed by you and annexed to your Bid upon submission.

In case any Bidder fails to conform to these instructions, its Bid will nevertheless be construed as though this communication had been so physically annexed and initialed.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: LiRo Engineers, Inc.

INITIALED: Michael Bailey, PE

DATE: July 10, 2014

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

THE PORT AUTHORITY OF NY & NJ
PROCUREMENT DEPARTMENT
115 BROADWAY, 19TH FLOOR
NEW YORK, NY 10006

July 8, 2014

ADDENDUM #2

TO PROSPECTIVE BIDDER(S) ON **RFP #38268 - REQUEST FOR PROPOSALS FOR INDEFINITE QUANTITY CONTRACTS (IQCs) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018**

Proposal Due Date 7/14/2014 at 2:00PM

The following changes are hereby made in the documents:

I. RFP LETTER

A. In RFP Section I entitled SUBMISSION OF PROPOSALS, make the following changes:

i) In paragraph A, delete the first sentence and substitute the following:

"The Proposal shall be not more than twenty-five (25) pages (double-sided) or fifty pages (single-sided) using 12 point or greater font size, not including resumes and attachments.

ii) In paragraph I.F., delete "July 9, 2014" and substitute "July 14, 2014".

B. Delete Attachment E "Staffing Plan Template" and substitute therefor new Attachment E, which is attached hereto and made a part hereof.

C. In Attachment A, paragraph II, second paragraph, first line, delete "design of" without substitution therefor.

II. PROPOSER QUESTIONS AND ANSWERS

The following information is made available in response to questions submitted by prospective Proposer(s). It should not be deemed to answer all questions that have been submitted by Proposer(s) to the Port Authority. It addresses only those questions which the Port Authority has deemed to require additional information and/or clarification. The fact that information has not been supplied with respect to any questions asked by a Proposer(s) does not mean or imply, nor should it be deemed to mean or imply, any meaning, construction or implication with respect to the terms.

Question #1	Our firm is leading a team for Group 2 - PATH and is a sub on another team (for Group 1) which was selected for INDEFINITE QUANTITY CONTRACT (IQC) FOR EXPERT PROFESSIONAL ARCHITECTURAL AND ENGINEERING SERVICES FOR THE DESIGN OF FEDERALLY FUNDED SUPER STORM SANDY RELATED REPAIR AND RESILIENCY PROJECTS ON AN "AS NEEDED" BASIS DURING 2013 – 2017. As such, would we be precluded from participating in the above-referenced CM contracts?
Answer #1	Refer to Pages 10-12 of the RFP Cover Letter sections I and J respectively entitled "GENERAL CONFLICT OF INTEREST" and "ORGANIZATIONAL CONFLICT OF INTEREST".
Question #2	Can you please send the attachment E for the above-reference proposal? The link in the RFP document does not work.
Answer # 2	Hyperlinks have been corrected in the RFP and a revised Attachment E has been posted and is attached to this addendum.
Question #3	Please confirm that financial information (per page 5 of the RFP) should be submitted separately from the proposal document.
Answer #3	The financial information must be submitted with your proposal. For further clarification please refer to Section III "Financial Information" on Page 5 of the RFP Cover Letter.
Question #4	Please clarify if each sheet of paper, containing content on both sides counts as 1 or 2 pages in the 20 page limit. If each side of the sheet counts in the limit, please advise if sheets only containing content on one side still count toward the overall 20 page limit.
Answer #4	The requirement has been changed. The Proposal shall be not more than twenty-five (25) pages double sided or fifty (50) pages single sided.
Question #5	In the RFP, it refers to submitting 1 reproducible original copy, please clarify if this reproducible copy is to be single sided and unbound.
Answer # 5	Any format of the reproducible original is acceptable.
Question #6	In the instructions for completing the Firm's BQQ, it states that an original must be mailed to specified address and that an electronic copy was also to be sent. Please clarify if we are to include more than a statement of recent completion in our proposal under section H.
Answer # 6	Please complete the Background Qualification Questionnaire (BQQ) as instructed and with your proposal submit a statement indicating when the BQQ was submitted to the Port Authority Office of the Inspector General.

Question #7	Section III of the RFP, page 5 refers to the Financial Information. Please clarify if we are to include certified financial statements, statement of work and required numbers as part of our proposal, if so under which section, or if the information can be provided in a separately sealed package.
Answer #7	Please refer to Section III "Financial Information" on Page 5 of the RFP Cover Letter for clarification on the information that is to be submitted pursuant to this section.
Question #8	Is the NDA Agreement required to be signed and completed with our proposal for the prime firm and all sub consultants? If required, please advise if it should be included in our submission and where, or just sent directly to the referenced office and procurement contact.
Answer #8	NDA Agreements shall be submitted for the prime firm and all key sub consultants.
Question #9	Are consultants who have Federally Funded task order agreements for Sandy design eligible to be on teams who are proposing on the CM and Inspection RFP?
Answer #9	Refer to Pages 10-12 of the RFP Cover Letter sections I and J respectively entitled "GENERAL CONFLICT OF INTEREST" and "ORGANIZATIONAL CONFLICT OF INTEREST".
Question #10	Can you please let me know if RFP 38268 is an additional solicitation to the expected 2015-2018 On-call for CM services? We were anticipating an RFP to replace the current 2011-2014 Construction Management Services contracts (references P410110).
Answer #10	This RFP pertains to federally-funded Storm Resiliency projects and is independent from any other construction management RFP's.
Question #11	Will the PANYNJ recognize the ICC Reinforced Concrete Special Inspector Certification as the equivalent of the ACI Concrete Special Inspector Certification for the purpose of qualified concrete inspectors?
Answer #11	No.
Question #12	In the staffing table (Attachment E) there is no column for names. Does the PANYNJ want the names of staff shown with their company titles?
Answer #12	If known, please include names of staff. Otherwise, the anticipated titles will suffice.
Question #13	In the staffing table (Attachment E) the titles are only shown for Engineers. Some of the qualified staff who hold Certificates such as ACI Special Inspector and ICC Structural Bolting are not graduate engineers, where should we show these titles in the table?

Answer #13	Please see revised Attachment E.
Question #14	In Attachment A, Section II Scope of Work, the last paragraph states that "resiliency projects shall include, but not be limited to, design of mitigation measures to...." Does the Authority intend to utilize this Indefinite Quantity Contract for CM and inspection services, not design services?
Answer #14	There is no design as part of this RFP's scope of work. See revision to the Scope of Work section above.
Question #15	Is there a difference between ACI Level II Concrete Inspector vs. ACI Concrete Special Inspector?
Answer #15	Yes.
Question #16	Just want to confirm that Attachment C-1 and C-2 are both supposed to include project examples. C-2 requires sample projects be listed, so assume they will be called to provide a reference for our staffing resources?
Answer #16	Please include all necessary documentation in support of Attachments C1 and C2.
Question #17	It appears to us that the requirements and requested information in Attachment C-1 (Proposer Prerequisite A) and Attachment C-2 (Proposer Prerequisite B) are very similar for demonstrating a firm's experience in performing construction management and inspection services. Can you please provide further clarification on the requirements and experienced needed in order to satisfy both the Proposer Prerequisite A and Proposer Prerequisite B forms.
Answer #17	Prerequisite A demonstrates the firm having minimum 5 years CM experience. Prerequisite B demonstrates CM/inspection experience of individual staff w/min. $1.5M experience.
Question #18	Does the subconsultant need to submit Attachments C-1 and C-2, or just the Prime Consultant?
Answer #18	These attachments shall be submitted for the prime firm and, if applicable, all sub consultants whose experience and expertise will support the qualifications of the team.
Question #19	Does the subconsultant need to submit the FTA and FEMA forms, or just the Prime Consultant?
Answer #19	No. At this time, only the prime.
Question #20	Will safety staff be needed as part of this contract?
Answer #20	No.

Question #21	Is the form entitled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transactions" required to be submitted by both the Prime and Subconsultants?
Answer #21	Please refer to subsection G. Contractor's Integrity Provisions, under Section V. Proposal Submission Requirements on Page 10 of the RFP cover Letter.
Question #22	Can we modify Attachments C-1 and C-2 to expand the space provided for "Brief description of Scope of Work" for each project listed on the form?
Answer #22	Yes.
Question #23	Are we required to use Attachment "E"(?) for Staff/Title listing and the "standard" titles provided, or can a similar form with additional information beyond just the "category" and "Staffing Title" be submitted?
Answer #23	Please see revised Attachment E, annexed to this Addendum.
Question #24	Are Sections F (List of Firm's Affiliates) and I (General Conflict of Interest) included in the 20 page limitation?
Answer #24	These Sections are part of the Proposal's page limitation, but the page limitation has been changed. See response to question above.
Question #25	The staffing chart on what is believed to be Attachment E (no title provided in RFP document) does not include any categories for the special inspectors required by this RFP. Should we add an "Inspector" category? If not, in which staffing category should we include these inspectors?
Answer #25	Please see revised Attachment E.
Question #26	On Page 2 of the RFP, under Section I.A. – By "attachments", does this include Project Description sheets for the firm's previous experience?
Answer #26	Attachments refers to the Port Authority Attachments included with the RFP.
Question #27	When are the documents & forms in Exhibit 7 – FTA Requirements & FEMA Requirements - to be submitted? I.e.: See page 216 (Adobe page number) which cites a form letter titled, "SUBJECT: INDEFINITE QUANTITY CONTRACTS (IQCs) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018". Two identical forms are provided in the documents, one for FEMA and one for FTA. Are both to be submitted?
Answer #27	Yes, the certifications in the FTA and FEMA provisions are to be included with your proposal.

This communication should be initialed by you and attached to your Proposal.

In case any Bidder fails to conform to these instructions, its submission will nevertheless be construed as though this communication had been so physically attached and initialed.

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: LiRo Engineers, Inc.

INITIALED: Michael Bailey, PE

DATE: July 10, 2014

THE PORT AUTHORITY OF NY & NJ
PROCUREMENT DEPARTMENT
115 BROADWAY, 19TH FLOOR
NEW YORK, NY 10006

July 9, 2014

ADDENDUM #3

TO PROSPECTIVE BIDDER(S) ON **RFP #38268 - REQUEST FOR PROPOSALS FOR INDEFINITE QUANTITY CONTRACTS (IQCs) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018**

Proposal Due Date 7/14/2014 at 2:00PM

The following changes are hereby made in the documents:

I. RFP LETTER

A. Delete Attachment C-2 "Proposer Prerequisite B" and substitute therefor new Attachment C-2, which is attached hereto and made a part hereof.

II. PROPOSER QUESTIONS AND ANSWERS

The following information is made available in response to questions submitted by prospective Proposer(s). It should not be deemed to answer all questions that have been submitted by Proposer(s) to the Port Authority. It addresses only those questions which the Port Authority has deemed to require additional information and/or clarification. The fact that information has not been supplied with respect to any questions asked by a Proposer(s) does not mean or imply, nor should it be deemed to mean or imply, any meaning, construction or implication with respect to the terms.

Question #28	a. This proposal is an on-call contract without a specific task identified. Would you please confirm if the NDA and Confidentiality Agreements are required to be executed at this time? b. If so, can the Authority provide an editable electronic format that addresses who the original forms should be sent to at the Authority?
Answer #28	a. The NDA and Confidentiality Agreements are to be submitted at this time with your proposal for the Prime Consultant and key members of any subconsultants. b. Please refer to Attachment H – Information Security Handbook and use link provided in RFP document.

Question #29	Do we submit resumes for all proposed staff listed in the staffing plan (Attachment E) and/or the project organization chart, or just the staff identified as Key Personnel? Please identify Key Personnel positions/titles. Are Key Personnel identified as Project Executive, Project Director, and Project Managers; or does this include the Construction Inspection Staff (minimum of 10 engineers/architects, 10 ACI Inspectors, 3 ICC Inspectors, and 1 NACE certified inspector)?
Answer #29	Resumes are required for all Key Personnel and, if known, for all staff members who are being proposed as part of the team. Consultants will have the opportunity to resubmit resumes for proposals on upcoming RFP's for specific task orders.
Question #30	It appears to us that the requirements and requested information in Attachment C-1 (Proposer Prerequisite A) and Attachment C-2 (Proposer Prerequisite B) are very similar for demonstrating a firm's experience in performing construction management and inspection services. Can you please provide further clarification on the requirements and experienced needed in order to satisfy both the Proposer Prerequisite A and Proposer Prerequisite B forms?
Answer #30	Prerequisite A's purpose is to demonstrate that your firm has at least 5 years CM experience. Prerequisite B's purpose is to demonstrate your firm's CM/inspection experience on contracts greater than $1.5M. (Note: Answer revised from Addendum 2)
Question #31	The Authority is requiring the consultant to complete a Staffing Plan (Appendix E) listing names and titles of our proposed staff in several categories as indicated on the Plan. The Plan also states that "If the staffing categories listed below differ from your firm's, list your firm's staffing titles within the categories that best matches." However, since this project calls for construction inspection, scheduling and cost estimating services in addition to construction management services, our inspectors, schedulers and estimators do not fit easily into the engineering categories on the form. Will the Authority consider or can we add categories for these services?
Answer #31	Please see revised Attachment E, issued with Addendum 2.
Question #32	The staffing chart on what is believed to be Attachment E (no title provided in RFP document) does not include any categories for the special inspectors required by this RFP. Should we add an "Inspector" category?
Answer #32	Please see revised Attachment E, issued with Addendum 2.

Question #33	Will Task Orders be issued for individual staff to be integrated with Authority and/or other consultant staff?
Answer #33	The scope of work for each individual task order will provide details on how the CM work will be undertaken. At this time, it is anticipated that some task orders may be integrated, while others may not.
Question #34	Will the Authority open all sealed cost proposals for each Task Order or only the cost proposal of the firm selected for negotiations?
Answer #34	In accordance with Attachment A, Section V (b) – Issuance of Task Order, cost proposals of the most qualified firms will be opened and evaluated.
Question #35	Under Attachment A, Task D. Quality Assurance Inspections; are materials testing services and fabrication plant inspection services contemplated in the scope of services?
Answer #35	No.
Question #36	In the course of this work will vehicles be required to facilitate CM's work and if so who will provide the vehicles? If it is the consultant's responsibility will the cost be reimbursable by the agency along with operational cost and cost associated with the insurance requirement?
Answer #36	Vehicles are not anticipated to be required. Since it is not anticipated that vehicles will be required, if a firm is required to provide a vehicle, they will be compensated for the cost to rent/lease, operational cost and insurance cost required to submit a cost proposal and firms will be compensated in accordance with Section 7(c) of the Master Agreement.
Question #37	Under Financial Information, it is requested that a statement of work be submitted. How comprehensive should this document be? For our firm, as requested on the RFP, this document would be voluminous. Is there a more specific criterion for what is being asked such as dollar amount, specific location, type of work, etc?
Answer #37	List relevant work on hand, with a brief description of the work and the other data requested.
Question #38	Should a firm's relevant project experience be demonstrated only in Attachment C-1 and Attachment C-2? Or, do you also want relevant experience in a narrative form that separately addresses the information in the RFP Section V.-A., Paragraph 2 plus bullets? If so, does this count towards the page count?

Answer #38	Firms must complete Attachments C-1 and C-2 in order to demonstrate that they meet the Pre-requisites. However, in order for firms to demonstrate that they meet the requirements of the Selection Criteria, firms must provide supporting narrative(s) as noted in Section V(A) – Firms' Qualifications and Experience. As per RFP Section I, resumes and attachments do not count towards the page count.
Question #39	The Staff Qualifications and Experience section on page seven of the RFP asks for a "chronological history of employment" for each resume proposed. Please clarify if PANYNJ is seeking a "chronological history of employment" or a "chronological history of projects an individual has worked on" in order to demonstrate Staff Qualifications and Experience.
Answer #39	History of employment, inclusive of projects.
Question #40	Under RFP Section V. PROPOSAL SUBMISSION REQUIREMENTS; Subsection A. Firm's Qualifications and Experience: Bullet 6: "The annual staff hours of full and part time labor expended in the performance of the contract/agreement" - Is an average annual hours across the full duration of the contract/agreement acceptable; since the staffing hours fluctuate across the project/agreement life-cycle predicated on the schedule? Or does the PANYNJ require the "peak" staffing hours of the contract/agreement expended in the life-cycle?
Answer #40	The average annual hours across the full duration of the contract/ agreement is acceptable.
Question #41	Would we be able to submit our project experience in our own format with pictures and description besides the 2 forms (Attachments C-1 and C-2) that are required to be submitted?
Answer #41	Firms must complete Attachments C-1 and C-2 in order to demonstrate that they meet the Pre-requisites. However, in order for firms to demonstrate that they meet the requirements of the Selection Criteria, firms must provide supporting narrative(s) as noted in Section V(A) – Firms' Qualifications and Experience.
Question #42	Will this RFP be used as the replacement contract for the active CM and Related Technical Services "Call-In" that will expire at the end of 2014?
Answer #42	This RFP pertains to federally-funded Storm Resiliency projects and is independent from any other construction management RFP's.
Question #43	Is it expected that all services requested under this contract will be performed at the Authority's facilities and offices?

Answer #43	Yes.
Question #44	In what manner will the sealed cost proposals be returned to unsuccessful proposer?
Answer #44	They will not be returned.
Question #45	a. Can the organization chart be submitted on 11x17 paper? b. Can the font on the organization chart be less than 12 pt.?
Answer #45	Yes.

This communication should be initialed by you and attached to your Proposal.

In case any Bidder fails to conform to these instructions, its submission will nevertheless be construed as though this communication had been so physically attached and initialed.

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: LiRo Engineers, Inc.

INITIALED: Michael Bailey, PE

DATE: July 10, 2014

THE PORT AUTHORITY OF NY & NJ

PROCUREMENT DEPARTMENT
2 MONTGOMERY STREET, 3rd FL.
JERSEY CITY, NJ 07302

July 10, 2014

ADDENDUM #4

TO PROSPECTIVE BIDDER(S) ON **RFP #38268** - REQUEST FOR PROPOSALS FOR INDEFINITE QUANTITY CONTRACTS (IQCS) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018

Now Due on 7/16/2014, no later than 2:00PM

Originally Due on 7/14/2014, no later than 2:00PM

This communication should be initialed by you and annexed to your proposal to the above-referenced upon submission.

In case any Bidder fails to conform to these instructions, its submission will nevertheless be construed as though this communication had been so physically annexed and initialed.

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: LiRo Engineers, Inc.

INITIALED: Michael Bailey, PE

DATE: July 10, 2014

ATTACHMENT B
AGREEMENT ON TERMS OF DISCUSSION

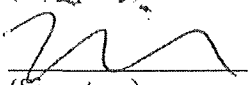
ATTACHMENT B

AGREEMENT ON TERMS OF DISCUSSION

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

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

LiRo Engineers, Inc.
(Company)


(Signature)

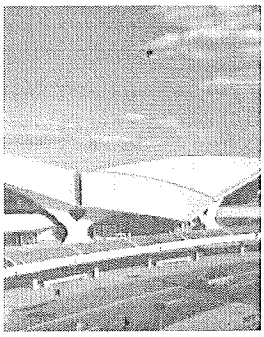
Senior Vice President
(Title)

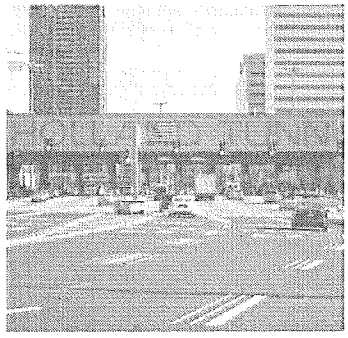
July 10,2014
(Date)

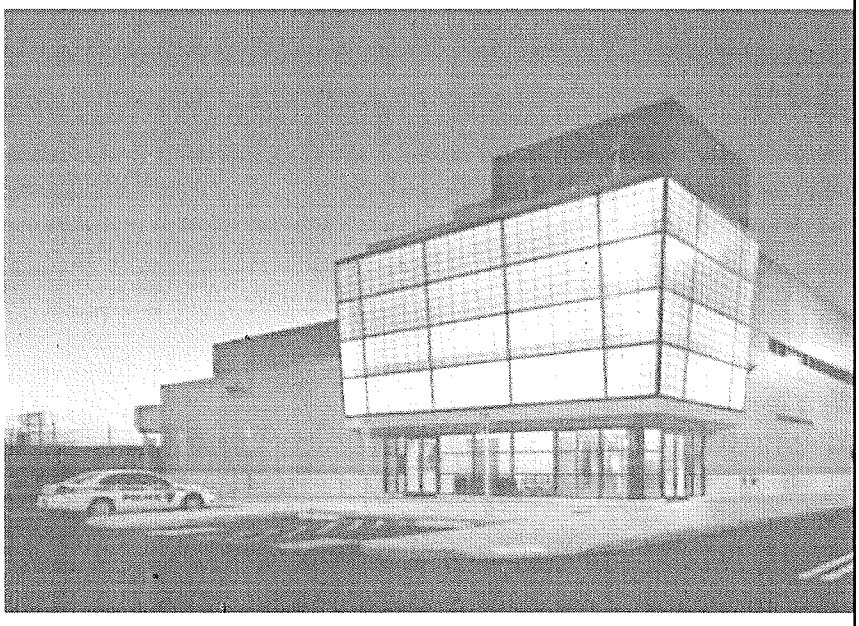
ORIGINAL AND PHOTOCOPIES OF THIS PAGE ONLY.
DO NOT RETYPE.

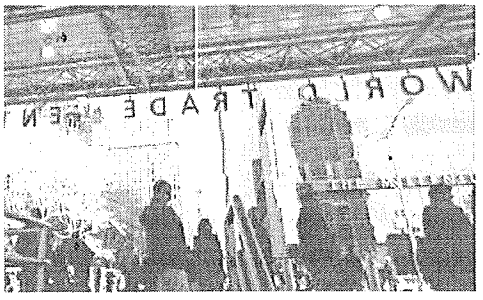
THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY

A. FIRM'S QUALIFICATIONS AND EXPERIENCE



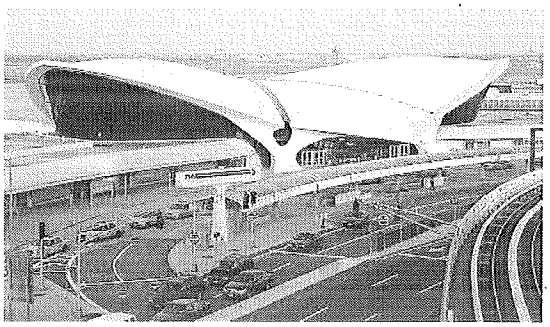






LiRo Engineers, Inc.
A LiRo Group Company

A. FIRM'S QUALIFICATIONS AND EXPERIENCE



The LiRo team has the **capabilities**, the **experience** and the **resources** that exactly match the requirements for the Indefinite Quantity Contracts for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As Needed" Basis. LiRo Engineers and our team members have extensive experience providing IQC and On-Call services for New York Metropolitan Area projects as evidenced by our successful work under the contracts listed in this Proposal. We also have a thorough understanding of the nature and extent of the storm damages wreaked upon the transportation infrastructure in the region by Superstorm Sandy, and the need to provide resiliency solutions to mitigate future storm damage.

***Attachment C-1 (Proposer Prerequisite A) and Attachment C-2 (Proposer Prerequisite B) follows at the end of this section*, as well as copies of LiRo's Certificate of Authorization to practice Professional Engineering in the states of New York and New Jersey.**

LiRo Engineers, Inc.

LiRo Engineers, Inc. is a locally-based full-service Construction Management firm with capabilities, experience and resources in providing services ranging from Resident Engineering and Inspection to full project Construction Management. The firm's workforce of over 650 personnel includes 90 licensed professional engineers, 14 registered architects, and a field staff that is among the largest in the metropolitan area. The firm is unique in that it offers primary strengths in professional construction management and resident engineering inspection, scheduling, cost control, constructability review, value engineering, bid packaging, claims control, while also offering a full range of engineering design services including civil, structural, mechanical, electrical, environmental, and architectural disciplines.

LiRo is presently managing the construction of nearly $10 Billion of public sector capital construction projects locally.

LiRo's construction management staff has extensive experience coordinating, progressing and delivering construction projects in difficult environments and sensitive operational facilities. We are adept at working within the constraints of complex, occupied facilities. Our careful attention to CPM scheduling and construction staging and phasing allows for smooth transitions, continuous facility operations, timely progression of construction work and public safety.

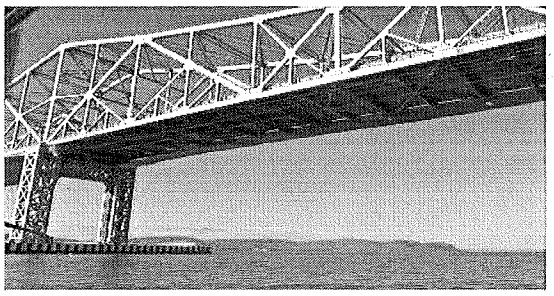
Capabilities - LiRo's CM ***capabilities*** include all of the disciplines required to support any type of vehicular and transit infrastructure projects as demonstrated by our successful execution of IQCs for The Port Authority of New York & New Jersey, MTA-NYCT, Long Island Rail Road, New Jersey Transit, MTA Bridges and Tunnels, the NYS Department of Transportation, NYC Department of Transportation

and the NYS Thruway Authority. With our extensive experience working for these transportation agencies over many years, we are particularly sensitive to the safety of the public, passengers and Agency personnel, and the need to work with Facility Operations management and staff to ensure safe operation, minimal impact to customers and to other construction projects.

As a result of our extensive work for a wide range of public agencies, we thoroughly understand the contractual requirements and standards that are required for projects by these agencies under regional and federal aid capital programs, including transparency and reporting requirements to oversight agencies including FTA, FAA and FEMA.

LiRo has specific expertise in the following project types, all of which are relevant to this contract:

- Hardening and Resiliency
- Flood Mitigation
- Rail Stations and Platforms
- Rail Yards, Shops and Maintenance Facilities
- Right of Way Improvements
- Airport and Port Facilities
- Tunnel and Systems Repairs/ Replacement
- Bridges and Structures
- Substations, Signals, Communication and Control Facilities
- Coordination of Testing and Commissioning
- Environmental Remediation



LiRo's expertise and capabilities are focused on all modes of transportation – bridges and highways, tunnels, rail facilities, aviation facilities, and utility infrastructure - and building projects. We have been involved in some of the region's most important work - numerous Superstorm Sandy Recovery programs, post 9/11 recovery and the Downtown Restoration rebuilding of Lower Manhattan, the No. 7 Line Extension and East Side Access as well as major design/build projects including the construction of the new Tappan Zee Bridge and the Kosciuszko Bridge.

Experience - A primary focus of LiRo's business has been providing our services under Indefinite Quantity Contracts (IQCs) and Task Order Contracts, and we have done so for numerous New York local and state agencies, New Jersey Transit, the NJ Turnpike, the private sector and the Call-In Program for The Port Authority of New York & New Jersey. Our specific experience in the area of bridges, tunnels and rail transit is extensive. Additionally, we have experience working on projects that are federally funded, and we understand the need for reporting progress and costs to oversight agencies.

Due to the complexity of many of the Port Authority's projects and the need to work under operating conditions in most situations, LiRo will assign our most highly qualified staff to Port Authority facility projects. Our staff has extensive experience working in and around operating transportation facilities and systems and fully understands the requirements of managing Port Authority projects. Our extensive experience managing IQC contracts is an advantage in that we understand the requirements of each task assignment and are able to precisely match the experience of our staff to each task.

The matrix, which follows on the next page, illustrates some of the recent On-Call type projects where

Similar On-Call Experience	Number of consecutive contracts awarded to LiRo	Value of Authorizations	Total Number of Task Orders	Stations, Platforms & Buildings	Bridges & Rail Infrastructures	Shops & Yards, Train Relair Facilities	Power & Systems	Bus, Employee Facilities
Port Authority (2011-2014) On-Call CM Services	2	$1.7M	11	5	3	3		
New Jersey Transit (2006-2012) TOC for CM Services	2	$1.4M	8	3	4			1
Long Island Rail Road (1994-2012) On-Call CM Contract	4	$28.8M	101	33	17	24	8	19
New York City Transit (1998-2012) On-Call CM for Lead & Asbestos Removal	5	$21.7M	585	190	170	125	40	60
NYC School Construction Authority (2004-2014) On Call CM Services	4	$15.2M	767	727				40
New York City Transit (1997-2012) On-Call CM Contract	2	$8.2M	153	68	42	27	9	7
MTA Bridges & Tunnels (1993-2012) As-Needed CM Services	6	$32M	86	27	43	10	6	14
Metro-North Railroad (1999-2012) On Call CM Services	3	$2.9M	6	5	1		2	

LiRo has provided services for our clients. More detailed descriptions of a select number of these projects can be found later in this section.

Resources - With over 650 construction management professionals in the New York metropolitan area, we have the staff resources with experience in the New York construction market who are knowledgeable in local practices, requirements and procedures. Most importantly to this assignment, LiRo has a proven track record of ***delivering*** these resources to IQC contracts ***when needed***.

LiRo's corporate philosophy emphasizes providing immediate response to our clients. On the post-Sandy New York Rising program, LiRo mobilized over 100 engineers and inspectors - *in less than 5 days* - to assess the damages on Long Island. Our locally-based staff and the nature of our IQC contracts, which includes many short-term assignments being provided to multiple clients simultaneously, results in the availability of a steady stream of high quality, experienced CM staff to flow from one project to the next. With these resources, we will be able to match the needs of any task order assignment. ***Our staff understands that the objective is to get the job done - on budget and on time.***

THE LIRO PROJECT TEAM

For this Port Authority Indefinite Quantity Contract, LiRo has included on our team several DBE certified firms with significant experience in working with the Port Authority and resources to meet the requirements of the tasks likely to be assigned.

Team Experience Project Types	LiRo Engineers, Inc.	PACO Group	Distinct Engineering Solutions. Inc.	Integrated Strategic Resources	Techno Consult, Inc.
Resiliency & Flood Mitigation	◈	◈	◈		
Stations & Platforms	◈	◈	◈	◈	◈
Shops, Yards & Support Facilities	◈	◈	◈	◈	
Terminals, Buildings	◈	◈	◈	◈	◈
Marine Facilities	◈		◈		
Bridges, Line Structures	◈	◈	◈	◈	◈
Tunnels	◈	◈	◈	◈	◈
Environmental	◈		◈		
MEP	◈	◈			◈
Traction Power	◈				
Systems, Signals & Communications	◈	◈		◈	
Coordination, Testing & Commissioning	◈	◈		◈	
Project Controls	◈	◈		◈	◈

As the team lead, LiRo will provide the overall leadership and management as well as direct management of Straall of the assigned tasks.. With significant Port Authority experience as well as specific experience in the likely project types, LiRo will provide the senior staff and task leadership for all business lines (Aviation, Bridges Tunnels and Terminals, PATH, etc.) supported by our vast resource pool of project managers, inspectors and office engineers, supplemented by our DBE team members' staff. Our sub-consultants include:

- PACO Group
- Distinct Engineering Solutions, Inc.
- Integrated Strategic Resources
- Techno Consult, Inc.

We have provided descriptions of our sub-consultants' experience and qualifications in the following section B.

Attachment C-1 (Proposer Prerequisite A) and Attachment C-2 (Proposer Prerequisite B) follows.

PROFESSIONAL ENGINEERING CERTIFICATES OF AUTHORIZATION

THE UNIVERSITY OF THE STATE OF NEW YORK
EDUCATION DEPARTMENT

THIS IS TO CERTIFY THAT HAVING MET THE REQUIREMENTS OF SECTION 7210 OF THE EDUCATION LAW AND IN ACCORDANCE THEREWITH THIS CERTIFICATE OF AUTHORIZATION IS GRANTED WHICH ENTITLES

LIRO ENGINEERS INC
ALFRED C BERECHE
3 AERIAL WAY
SYOSSET, NY 11791-0000

TO PROVIDE PROFESSIONAL ENGINEERING SERVICES IN THE STATE OF NEW YORK FOR THE PERIOD 01/01/2012 TO 12/31/2014.

DOUGLAS E LENTIVECH
DEPUTY COMMISSIONER
FOR THE PROFESSIONS

CERTIFICATE NUMBER
0008924

JOHN B KING JR
PRESIDENT OF THE UNIVERSITY
AND COMMISSIONER OF EDUCATION

State of New Jersey

Division of Consumer Affairs

State Board of Professional Engineers and Land Surveyors

THIS CERTIFIES THAT

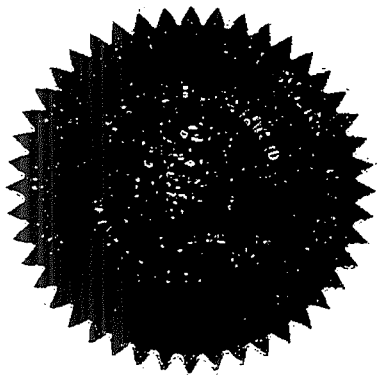
LIRO ENGINEERS, INC.
3 AERIAL WAY
Syosset NY 11791

Has met the requirements of the State Board of Professional Engineers and Land Surveyors and is hereby issued a

CERTIFICATE OF AUTHORIZATION

to offer the following services

Engineering&Building Design Service 11/21/2002



Person in Responsible Charge RICHARD J SCHMALZ

For the names of other Responsible Charge Licensees, go to: http://www.njconsumeraffairs.com/pels/certrpt.pdf

Date: March 19, 2013
Certificate No. 24GA28070100
Expiration Date: 08/31/2014

Acting Executive Director

ATTACHMENT C-1

LiRo Engineers, Inc.
A LiRo Group Company

Attachment C-1

Proposer Prerequisite A

Firms must have Certificates of Authorization to practice Professional Engineering in the states of New York and/or New Jersey and minimum of five (5) years experience, from the date of proposal submission, which includes performing construction management services as outlined in Attachment A for major transportation facilities.

* Note -Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites

If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite A.

Client Name/ Contracting Entity	Port Authority of New York & New Jersey
Contract Start Date	2012
Contract End Date	Ongoing
Brief description of Scope of work	Port Authority On-Call Contract (2012-2014) LiRo is providing construction management and resident engineering inspection services on an as-needed basis to the Port Authority, which include the following assignments. • **Lincoln Tunnel Bus Ramps Deck Replacement Phase II** Bus Ramps / 600Ft.– Manhattan , NY (Over 40th St bet.9th & 10th Ave @ 600 Ft) - Construction of temporary platform/shielding and removal of exiting deck and sidewalks, curbs, railing and shear connection - Clean and paint steel surfaces made accessible by concrete removal - Construct precast reinforced concrete deck panels inclusive of snow melting coils - Construct sidewalks and curbs - Replace metal railings with steel railing Car Ramp / 600Ft – Manhattan, NY (bet. 39th & 40th St over Dyer Ave) - Construct temporary platform/shielding - Remove existing deck, sidewalks, curbs, railing and shear connection, clean and paint steel surfaces made accessible by concrete removal - Construct cast-in-place, reinforced concrete deck inclusive of snow melting coils - Construct sidewalks and curbs - Replace concrete parapet with R.C. parapet - Remove store and reinstall existing stair - Remove, store and reinstall all electrical conduits ,wiring and lighting - Replace and store single bellows snow melting heating oil pipe expansion joints with double bellows expansion joints on both supply and return lines - Install under deck insulation board • **Lincoln Tunnel Protection of Bus Ramps Electrical Conduits and Junction Boxes** • **Lincoln Tunnel Replacement of Louvers and Structural Supports In New York Ventilation Buildings** • **Lincoln Tunnel New York Bus Ramps Priority Repairs** • **Lincoln Tunnel Structural Rehabilitation and Repaving of Helix**
Client Contact Name / Title	Christine Stanton
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

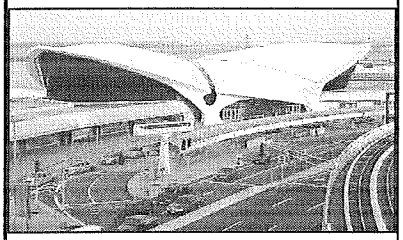
Note – Client Contact must be employee of Company

LiRo Engineers, Inc.
A LiRo Group Company

Attachment C-1

Proposer Prerequisite A

Client Name/ Contracting Entity	Port Authority of New York & New Jersey
Contract Start Date	2006
Contract End Date	2010
Brief description of Scope of work	Port Authority On-Call Contract (2006-2010) LiRo provided project management and resident engineering inspection services on an as-needed basis to the following assignments.



John F. Kennedy International Airport Terminal 5/6 Redevelopment Project

Due to JetBlue Airways exceeding the capacity of its current terminal at JFK, an area behind the existing Terminal 5 has been developed into a new 26 gate terminal building (625,000 sf) including connectors to the AirTrain, a new parking garage and the historical Saarinen building. The construction activities were performed in a cost-effective and customer-friendly fashion. The terminal is operating at a minimum IATA Level of Service C. A summary of the primary construction activities follows:

- Terminal: The new terminal building is approximately 625,000 sf. The existing flight wings 1 and 2 of the TWA terminal were demolished to accommodate the construction of the new terminal for JetBlue. The new terminal design is based on a daily average of 248 arrival flights and 248 departing flights, with peak arrivals of 20 flights per hour and 25 departing flights per hour. The new terminal consists of 12 curbside check-in positions, 24 kiosks for customers with bags, 20 kiosks for customers without bags, 28 lobby check-on positions, 20 security positions and six bag claim devices.
- Airside: 26 A320/EMB 190 compatible contact gates and 8 hardstands. Dual taxi lanes to facilitate simultaneous arriving and departing flights.
- Landside: New elevated pedestrian connector between new garage and AirTrain station and the new terminal. The connector includes moving walkway between the AirTrain station and the new terminal building. New loading dock includes six loading bays, two of which are capable of accepting a 55-foot long articulated semi-trailer truck.
- Flight Wing Connector Tubes to Original Terminal 5: The East Tube was demolished. Flight Wing 2 is maintained as a link between the new terminal and the original Terminal 5, with unobtrusive structural modifications. The West Tube was modified to operate at a minimum Level of Service C to facilitate JetBlue customers checking in at kiosks in the Saarinen Building.

John F. Kennedy International Airport Parking Garage at JetBlue, NY

To support the Terminal 5/6 redevelopment project and the increased capacity of customers at the new JetBlue terminal building, a new parking garage (yellow garage) has been constructed to provide a minimum of 1,500 parking spaces. The garage is designed to operate at a minimum Level of Service C.

Aircraft Rescue Fire Fighting Facility, LaGuardia Airport, NY

Port Authority Police Department

The Aircraft Rescue Fire Fighting Facility (ARFFF) is located just north of the Delta Shuttle Terminal at LaGuardia Airport. This 50,000 sf two-story steel structure with exterior aluminum cladding houses the Port Authority Police LGA Command and the airport's emergency vehicles. The new facility provides for critical on-airport emergency, safety and

Attachment C-1

Proposer Prerequisite A

	security functions and helps reduce emergency response times. The building includes separate detention cells for juveniles and adults, interrogation rooms, detective workstations, canine facilities, bicycle patrol, locker rooms, offices, records storage room and a 9,000 sf garage. It also includes a separate VIP suite with a private entrance. The building is equipped with a full sprinkler system, state-of-the-art security and communications system, chemical foam storage tanks and a building fire alarm system that connects to other buildings within the airport. Job responsibilities included: • Managing site inspections to ensure that all construction complied with the contract requirements and with the applicable building codes • Coordinating life safety inspections, including fire alarm, sprinklers, fire smoke dampers and smoke purge systems • Tracking all inspection deficiencies and updating status database • Reviewing shop drawings, mock-up installations and coordinating with various trades to resolve field conditions • Reviewing contract documents for errors and omissions and assisting with change orders preparation • Interacting with a project team of Port Authority staff and consultants to monitor project progress • Attending weekly job meetings and reported construction activities • Preparing punch lists with the assistance of Architects/Engineers for the entire building including electronic systems
Client Contact Name / Title	Manny Ciminiello
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	MTA – Long Island Rail Road
Contract Start Date	2010
Contract End Date	2013
Brief description of Scope of work	Long Island Rail Road On-Call Construction Management and Assoc. Services (2010-2013) LiRo provided on call construction management and associated services to the Long Island Rail Road (LIRR) on an as-needed basis. The contract required LiRo to be "on-call" to handle a broad range of construction projects on short notice. These have included: **Escalator Replacement Program** This project provided for the replacement of three escalators, one each at Merrick, Bellmore and Massapequa Park Stations. Ancillary work included replacement of structural supports, electrical, mechanical, communication, sump pump system, street and platform level landing, platform parapet wall, windscreen enclosures, sidewalks, signage, and the installation of bird prevention devices above the escalator areas. LiRo was responsible for the construction supervision and inspection services for Third Party Contractor activities. Included in the services was maintenance and protection of pedestrian traffic through the stations area and construction zone. LiRo also coordinated the contractor interface points with LIRR forces for the in-house work supporting the project.

Attachment C-1

Proposer Prerequisite A

($10 million)

Long Island City Yard Improvements

This improvement project provided the Long Island Rail Road with rehabilitated tracks for storage and a high level platform for interior cleaning services. In addition, wayside power was supplied to each of the lay-up tracks. The Long Island Rail Road undertook this yard renovation program to accommodate the new diesel locomotives, bi-level passenger cars, and diesel-electric dual-mode locomotives. The yard improvements included the following key features:

- Removal and disposal of contaminated ballast and unsuitable soil.
- Seven tracks and associated turnouts for lay-up of trains. These tracks total over 7,400 lf of new track to accommodate both the new and existing diesel operations.
- Diesel fuel oil collection pans on each track.
- An oil-water separation and carbon filtration system with large diameter double-walled piping, to convey and process storm water from the track collection pans.
- An electric service building to house 74 volt DC system, 3,000 amp, 480v/277v four wire switchgear and associated distribution systems.
- Concrete encased electric duct banks, 480v wayside power receptacles and three 1,500 KVA transformers.
- Paved walkways and roads.
- Site lighting to facilitate train maintenance operations and to improve site security.
- Installation of back-flow prevention device, ductile iron water mains, yard hydrants, sanitary and storm drain piping, catch basins, and leaching basins.
- Installation of an 8 ft high chain link site perimeter security fence.

Seaford Station Platform Replacement

LiRo provided construction management services for the complete reconstruction of the station platforms, canopies and stairways. The work consisted of the following major components to be completed in two major phases of work:

- Removal of existing platform structure, waiting rooms and stairways
- Reconstruction of grade beams
- Replacement of high level platforms, new waiting room and aluminum stairways
- New lighting, plumbing and ADA compliant access
- Architectural treatments

The scope of LiRo's services included:

- Supervision of inspection personnel, office engineering personnel, Long Island Rail Road (LIRR) construction forces and personnel
- Coordination of trades
- Review of technical submittals
- Interpretation of technical data and clarification of contract documents
- Establishing suitability, constructability and performance guidelines for the work, in keeping with the intent of the contract budget and schedule

In addition to work performed by a Third Party Contractor, extensive work was performed by LIRR force account personnel. This work included track-work, relocation of electrical and communication systems, and the furnishing of flagmen. LiRo ensured the project advanced in a timely manner while maintaining site safety. Fitness and quality of the work was in conformance with the contract documents as well as all applicable local code requirements.

LiRo Engineers, Inc.
A LiRo Group Company

Attachment C-1

Proposer Prerequisite A

	Atlantic Viaduct Rehabilitation The complete rehabilitation of the viaduct was done using the Design-Build Delivery Method due to the expedited project delivery from the overlap between the design and construction phases. In addition, construction innovation resulting from the close working relationship between the designer and contract was of prime importance to the project. Input by the builder into the design process was expected to maximize efficiency during the construction phase. The Design Build Contractor was required to advance the preliminary design from approximately the 30% level to 100% level, Final Design and assumed the responsibility of Designer of Record. Site construction requirements required the Design Build Contractor to provide at a minimum, project engineering, site preparation, construction related works, project controls, safety controls, quality control and management. The Atlantic Avenue Viaduct Rehabilitation was completed in two phases. As such, the following work elements referred to the Phase 1 effort and the limits were defined in the Contract Documents after negotiation with the successful Design/Build Contractor. The major distinct elements of work included in the overall scope of work were as follows: • Design: As a Design-Build contract, the Design-Builder must prepare a final design based on the conceptual design in the RFP. • Environmental: Lead paint removal, as required for the construction effort. • Demolition: Demolition and removal of the steel girders between spans, cap girder at column and ancillary steel members. • Traffic/Pedestrian Control: Maintain Traffic/Pedestrian Control during the construction activity, including multiple lane closures. • Steel: Provide (furnish and install) new steel girders between spans; provide new steel cap girders at columns; and provide ancillary steel members. • Wood Track Ties: Provide new wood rail ties. • Paint: Paint viaduct structure. **Estimating Services** LiRo provided construction cost estimating services for all aspects of the Long Island Rail Road Capital Program. Estimates included order of magnitude, budgetary, preliminary and definitive estimates at each level of design development.
Client Contact Name / Title	Richard Oakley / Director of Capital Program Management
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	MTA – Long Island Rail Road
Contract Start Date	2004
Contract End Date	2009
Brief description of Scope of work	Long Island Rail Road - On-Call Construction Management and Assoc. Services (2004-2009) LiRo provided on call construction management and associated services to the Long Island Rail Road (LIRR) on an as-needed basis. The contract required LiRo to provide personnel and be on call to manage a broad range of construction projects. The assignments have included the following:

LiRo Engineers, Inc.
A LiRo Group Company

Attachment C-1

Proposer Prerequisite A

	Miscellaneous Services LIRR On-Call Estimating Services; Capital Program Scope Development; Office Engineering and CADD Services; Constructability Review and Value Engineering; CPM Scheduling for Diesel Yard Improvements; Babylon Yard Surveying; Cost Estimating for High Level Platforms; Scheduling – Herricks Road Grade Eliminations **Shops, Yards & Buildings** Long Island City Yard Improvements West Side Storage Yard Overbuild Jamaica Central Control Building Fit-Out Babylon State Store House Facility Oyster Bay Employee Facility Construction Ronkonkoma Yard Train Wash Facility Richmond Hill Locomotive Shop Construction Hillside Facility Equipment Projects Simulator Facility Construction Richmond Hill Employee Building Tank Closures at Jamaica Station **Parking** Garden City Yard Parking Improvements Oakdale Station Parking Improvements Smithtown Parking Improvements Bellmore Station Parking Improvements Speonk Station Parking Improvements Merillon Avenue Parking Lot Reconstruction Farmingdale parking Improvements Westbury Parking Improvements Lynbrook Parking Improvements **Track** ACL Direct Fixation Fasteners Replacement Great Neck Interlocking Improvements Project Hillside Fleet Acceptance Facility **Stations & Platforms** Seaford Station Platform Replacement Valley Stream Station Improvements Penn Station restroom Construction Rehabilitation of Seaford Station Building Wantagh Station Building Rehabilitation Massapequa Station Renovations Baldwin Station Renovations Riverhead Station Renovations Rockville Centre Station Renovations Install Tactile Warning Strips at Stations Hempstead Station Renovation Forest Hill Station Historic Preservation Manhasset Station Rehabilitation **Line Structures** Atlantic Viaduct Rehabilitation Amott Culvert Construction DB-Bridge Draw Bridge Reconstruction East River Tunnel Program Cost Estimating Year 2000 Program 12 Bridge Projects Nassau County 12 Bridge Projects Suffolk County 5 Bridge Projects **Power** Valley Stream Substation Island Park Substation Babylon Substation Port Jefferson Wayside Power Speonk Wayside Power Richmond Hill Wayside Power Oyster Bay Wayside Power Wayside Power Project
Client Contact Name / Title	Richard Oakley / Director of Capital Program Management
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	New Jersey Transit
Contract Start Date	2007
Contract End Date	2010
Brief description of Scope of work	Construction Management Services for Task Order Contract LiRo provided multi-disciplined planning and engineering services to New Jersey Transit on an as-needed basis. The services included performance of constructability reviews, engineering inspections and bid analyses; performance of construction management

LiRo Engineers, Inc.
A LiRo Group Company

Attachment C-1

Proposer Prerequisite A

	activities such as plan and shop drawing reviews, cost estimates, schedule development and analysis, field inspections, testing, claims avoidance and contract administration assistance; commissioning of facilities and final reports; and all necessary related support work such as testing, copying/printing, permit applications and CADD processing.
Client Contact Name / Title	Kerry Donovan
Client Contact Email Address	kdonovan@njtransit.com
Client Contact Phone Number	973-491-7332

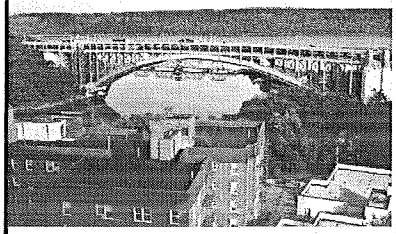
Client Name/ Contracting Entity	MTA – Bridges and Tunnels
Contract Start Date	2010
Contract End Date	2014
Brief description of Scope of work	As-Needed Construction Inspection and Management Services (2010-2014) LiRo is providing on-call construction inspection services at various TBTA facilities. The work includes highway and bridge construction, and roadway and steel repairs. Work will be performed day and night at all TBTA facilities. Specific projects included: • Tree Removal at Henry Hudson Bridge • Northbound Henry Hudson Parkway Rehabilitation at Henry Hudson Bridge • Staff and Dyckman Street Bridge Rehabilitation • AET Collection Gantries at the Henry Hudson Bridge • Upper Level Abutment Repairs at the Henry Hudson Bridge • Miscellaneous Roadway Repairs • Miscellaneous Steel Repairs at the Verrazano-Narrows Bridge • Exterior Rehabilitation of the Queens Midtown Tunnel Service Building • Harlem River Drive Ramp Replacement • Fire Standpipe System at the Verrazano-Narrows Bridge
Client Contact Name / Title	Igor Shapiro, PE / Senior Project Engineer General Projects
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	MTA – Bridges and Tunnels
Contract Start Date	2005
Contract End Date	2009

LiRo Engineers, Inc.
A LiRo Group Company

Attachment C-1

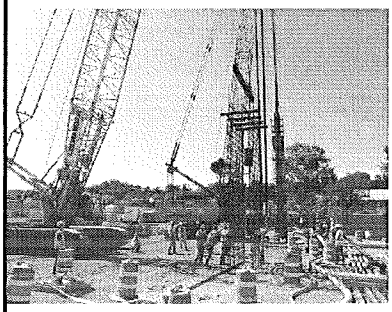
Proposer Prerequisite A

Brief description of Scope of work 	As-Needed Construction Inspection and Management Services (2005-2009) LiRo provided on-call construction inspection services. The work included highway and bridge construction, electrical and mechanical construction, building construction and renovation, asbestos and lead abatement, underground storage tank replacement, as well as estimating, scheduling, and shop drawing review. Work was performed day and night at all TBTA facilities. Specific projects included: • Henry Hudson Parkway Drainage Rehabilitation Upper Level • Upper Level Deck Bearing Replacement at the Henry Hudson Bridge • Dyckman Street Bridge Steel Access Platforms at the Henry Hudson Bridge • Concrete Repairs at Skewbacks of the Henry Hudson Bridge • Installation of steel stairs at the Bronx Whitestone Bridge Anchorage • Roadway Repairs at the Bronx Whitestone Bridge Queens Approach • Rock Netting Installation at the Hendry Hudson Bridge • Miscellaneous Roadway Repairs, Authority Wide • Weed and Vegetation Control at the Henry Hudson Bridge • Sidewalk and Parapet Modifications at the Hendry Hudson Bridge • Transmit System Installation at Various Facilities • Emergency Generator Installation at the Throgs Neck Bridge • Fender Repairs at the Marine Park Bridge • Retaining Wall Repairs at the Henry Hudson Bridge • Conduit Raceway Installation at the Queens Midtown Tunnel • Equipment Lift Installation at the Queens Midtown Tunnel • Bird Deterrent Installation at the Henry Hudson Bridge • Deck and Joint Repairs at the Henry Hudson Bridge • First Floor Alterations at the Queens Midtown Tunnel • Repair Northbound Approach at the Throgs Neck Bridge • Elevator Replacement at Brooklyn Battery Tunnel Garage • Cleaning Pansand Troughs at Verrazano Narrows Bridge • Roadway Repairs at Various Facilties
Client Contact Name / Title	Igor Shapiro, PE / Senior Project Engineer General Projects
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	New York City Economic Development Corporation
Contract Start Date	2010
Contract End Date	Ongoing
Brief description of Scope of work	Replacement of Existing Water Siphons Between Brooklyn and Staten Island The Anchorage Channel is an integral part of New York City's water transportation infrastructure. It provides the international shipping trade with access to New York Harbor and the rest of the Port of New York and New Jersey, which is one of the more heavily used water transportation arteries in the world. The channel must be deepened in order to

Attachment C-1

Proposer Prerequisite A



accommodate the new generation of cargo mega-ships, which have drafts that exceed 45 ft (the present depth of Anchorage Channel), and insure the City's ability to benefit from the anticipated increase in this sector of the economy.

LiRo has been selected to provide resident engineering inspection services to the NYCEDC for the removal and replacement of two siphons from Brooklyn to a pump station on Staten Island, where it feeds into Staten Island's Silver Lake Reservoir. The siphons are critical to ensuring a backup water supply to Staten Island.

The project replaces two existing water siphons that serve as a backup water supply to the borough of Staten Island in New York City. A 12.5' diameter tunnel will be bored under Upper New York Harbor utilizing an Earth Pressure Balance (EPB) tunneling machine. This will be followed by installation of a 6' diameter water main within the 9500 ft bored tunnel. To connect the new siphon to the existing water supply system, and an additional 4000 lf of trunk main and 4300' of transmission main will be installed on the project. To complete the connections on Staten Island two micro-tunnels will be constructed below the Staten Island Railroad tracks.

As part of the project a 27'x45'x18' high chlorination station will be built in Staten Island utilizing green contraction methods. The roof, north and south sides will utilize plant material on the exteriors. The chlorination process takes place in an underground 45'x65'x15' deep structure, all piping is underground, and the area surrounding the structure will be landscaped. Project Specifics include:

Siphon Tunnel

- A tunnel launching box that is 220'x23'x95' deep located in Staten Island at the intersection of Murray Hulbert Avenue and Front Street
- A tunnel receiving shaft approximately 150 ft deep and 24 ft diameter located in Brooklyn in Shore Road Park between 83rd Street and Shore Road Lane
- A 12.5 ft nominal diameter, sub-aqueous tunnel approximately 9,400 ft long constructed in silts, clays, glacial soils, and weathered and decomposed rock, using a Earth Pressure Balance (EPB) tunneling machine and lined with gasketed, reinforced, precast concrete segments. A new TBM is being specifically designed and built for this project.
- A 72-inch diameter welded steel water transmission pipeline installed within the tunnel with the annular void between the steel water transmission pipeline and the tunnel lining backfilled with concrete
- A 96-inch diameter welded steel riser pipe in the tunnel launching and receiving shafts with the space between the steel riser pipe and the shaft lining backfilled with concrete

Land Piping

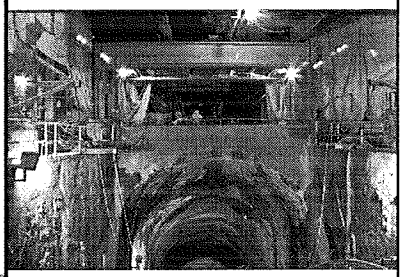
- Approximately 1,300 lf of 48-inch, 60-inch and 72-inch diameter welded steel water transmission main along Shore Road in Brooklyn
- Approximately 3,100 lf of 48-inch, 60-inch and 72-inch diameter welded steel water mains in various streets in Staten Island
- Two micro-tunnel crossings beneath the Staten Island Railroad approximately 100 ft and 300 ft in length with 84-inch diameter casing pipes
- Construction of new or replacement or relocation of approximately 3,500 lf of 8-inch through 36-inch diameter sewers in various street in Brooklyn and Staten Island

Attachment C-1

Proposer Prerequisite A

	• Approximately 4,000 lf of 8-inch to 24-inch diameter ductile iron water mains in various streets in Staten Island and Brooklyn • Installation of approximately 8000 lf of piles to support water and sewer mains in Staten Island • Valve chambers, meter chambers, insulated flange chambers, regulator chambers, connection valve chambers, blow-off structures, access manholes and other related appurtenances **Chlorination Station** • 4,000-gallon and 1,000-gallon sodium hypochlorite storage tanks • Sodium hypochlorite feed equipment and appurtenances • 72-inch diameter and 20-inch diameter venture flow meters • Associated site piping • Electrical system and equipment including a 150 kilowatt standby engine generator set • Ancillary systems including controls, heating and ventilation, plumbing and fire protection
Client Contact Name / Title	Jawad Assaf / Assistant Vice President
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	MTA – Capital Construction
Contract Start Date	2008
Contract End Date	Ongoing
Brief description of Scope of work	East Side Access – Construction Management Services The MTA's East Side Access project is one of the largest and most complex transportation projects ever undertaken in New York City. This high-profile project will connect the Long Island Rail Road (LIRR) Main Line and its Port Washington branch to a new terminal beneath Grand Central Terminal, permitting riders seamless connection between LIRR and the East Side of Manhattan, as well as Metro-North Railroad. The new connection will expand the LIRR's capacity into Manhattan, significantly shortening commute time from Long Island and eastern Queens to Manhattan's East Side, and provide a new rail station located in Sunnyside Queens. As part of this complex program, LiRo has been contracted to conduct full construction management services for several contracts, ranging from $5 million to $700 million in value. The project includes seven miles of tunneling in Manhattan and Queens, emerging into one of the busiest rail inter-lockings and multi-track main lines in the country. The new excavation connects the existing 63rd Street tunnel, under the East River, in a one-mile dig and blasting effort that will remove nearly 400,000 cubic yards of rock. Additional components of the project include the construction of five ventilation buildings; a new transportation terminal, located 135-feet below Grand Central Terminal; a new passenger station at Sunnyside, Queens; train storage facilities; and 50,000 ft of track. An additional aspect of the project is the reconfiguration of Harold Interlocking and the installation of new



systems components, including signals, communications, power and security.

LiRo is providing this range of services on the following third-party construction contracts related to the project:

- Harold Structures (Part 1) ($100 million - $200 million)
- Harold Structures (Part 2) ($100 million - $208 million)
- Harold Structures (Part 3) ($100 million - $200 million)
- Harold Structures (Part 4) ($50 million - $100 million)
- Grand Central Terminal (GCT) Concourse Civil and Structural ($600 million - $700 million)
- GCT Concourse and Cavern Finishes ($400 million - $500 million)
- Queens Bored Tunnels and Structures ($300 million - $400 million)
- Amtrak Building Demolition, Includes Lead and Asbestos Abatement ($5 million - $10 million)
- 50th Street Vent Plant, Includes Abatement and Demolition of Existing Structure ($100 million - $200 million)
- Tunnel Structure at Existing Rail Yard ($300 million - $400 million)
- Power, Signals, Communications and Security Systems ($200 million - $300 million)
- Manhattan Structures ($500 million - $600 million)
- Mid-Day Storage Yard Facilities, Includes Removal of Contaminated Soils ($100 million - $200 million)
- Sunnyside Passenger Station ($10 million - $50 million)
- Manhattan Tunnels Excavation ($428 million)

The following LIRR and Amtrak Force Account projects are being managed and coordinated by LiRo personnel:

- LIRR: Loop Interlocking ($10 million - $50 million)
- LIRR: Harold Interlocking, Stage 1 ($10 million - $50 million)
- LIRR: Harold Interlocking, Stage 2 ($10 million - $50 million)
- LIRR: Harold Interlocking, Stage 3 ($10 million - $50 million)
- LIRR: Harold Interlocking, Stage 4 ($10 million - $50 million)
- Amtrak: Harold Interlocking, Stage 1 ($10 million - $50 million)
- Amtrak: Harold Interlocking, Stage 2 ($10 million - $50 million)
- Amtrak: Harold Interlocking, Stage 3 ($10 million - $50 million)
- Amtrak: Harold Interlocking, Stage 4 ($1 million - $5 million)

This huge and complex project naturally has presented numerous challenges. Thus far these include:

- All of the construction must adhere to a strict schedule, and have minimal impact on existing rail and passenger operations. Because of this requirement, efficient scheduling and staging/phasing of the work are critical.
- Construction of the tunnel is proceeding beneath Park Avenue, one of Manhattan's busiest thoroughfares, requiring careful coordination and public safety precautions.
- Infrastructure work at the busy Harold Interlocking requires extensive coordination with LIRR and Amtrak operations.
- Systems construction must be undertaken by several contractors to meet the schedule and bonding capacity limitations.

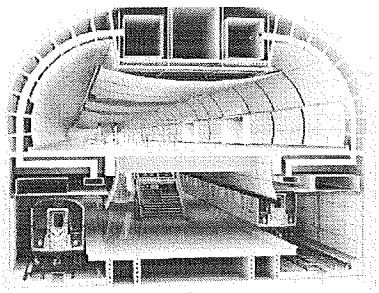
LiRo has been successfully meeting these challenges by providing highly qualified

LiRo Engineers, Inc.
A LiRo Group Company

Attachment C-1

Proposer Prerequisite A

	personnel, experienced in successfully completing complex railroad projects.
Client Contact Name / Title	William Goodrich
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	MTA – New York City Transit
Contract Start Date	2007
Contract End Date	Ongoing
Brief description of Scope of work	

No. 7 Subway Line Extension

New York City's Number 7 Subway Line, known as the Flushing Line, is the system's busiest, linking Queens to Times Square. The new 7,000 ft long tunnel stretches west and south from Times Square to the Jacob J. Javits Convention Center on West 34th Street and 11th Avenue.

LiRo is providing program and construction management for the Number 7 Subway Line Extension, which includes:

- 9,400 ft of tunnel by excavation, primarily with two Herrenknect Hard Rock Double Shield 22.5' diameter tunnel boring machines.
- Installation of five shafts, averaging 110 ft deep and 39 ft in diameter. The shafts are installed both by excavation in soft ground and drill and blast in rock. The finished shafts are lined with steel fiber reinforced shotcrete.
- A 950' by 65' x 66' station cavern at West 34th Street, constructed by drill and blast methods of underground construction.
- Construction of steel and concrete structures for stations and other facilities, construction and installation of tracks, drainage, third rail power and other electrical systems, signals, communications, HVAC and tunnel ventilation systems.
- Multiple fan plants, HVAC facilities, traction power substations, facility power substations, circuit breaker houses, fare collection and communications and signal rooms.

The terminal at 34th Street will be fully fitted out for operation and commissioned with the Number 7 Subway Line Extension project, including major building work to make a complete station.

Key Project Challenges

The Number 7 Subway Line Extension project presents many challenges, including:

- A major heavy construction project in midtown Manhattan, with traffic and logistics challenges
- A tunneling project with the general risks inherent in underground work and known difficulties such as the mixed face of rock and soil at 27th Street
- Underground operations between 8th Avenue and 9th Avenue that will impact significant structures such as the NYCT ACE line and the Port Authority Bus Terminal, in particular the ramps accessing the terminal
- Interface with overlying and adjacent major concurrent construction projects, such as the Convention Center expansion, the reconstruction of the 11th Avenue Viaduct and the MTA yards air-rights development

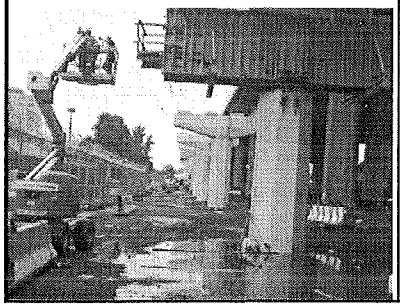
LiRo Engineers, Inc.
A LiRo Group Company

Attachment C-1

Proposer Prerequisite A

	• Extension of an existing NYCT operating rail transit line • Full operation of the line by 2013 since the extension is the linchpin for the development **Technical Expertise** • Safety: Deep shafts/tunneling, working in and around operating railroads, and underpinning pose a safety risk for workers and the public. LiRo's certified construction managers (CCM) team will implement compliance with the best practice for construction safety. • Quality: As construction industry organizations providing design, inspection, and management services, it is our joint venture team's goal to ensure that the highest quality project is achieved in an efficient and cost effective manner. • Cost: LiRo's CCM team is managing the project cost, monitoring project cash flow and pro-active in anticipating and mitigating areas for potential cost overruns. • Schedule: CPM schedule controls include monitoring compliance, developing preventive and corrective action plans, and achieving recovery. • Environmental: LiRo's CCM team protects the public from impacts due to construction activity. These dangers include environmentally generated impacts such as releases/spills, noise, dust and vibration. Further, the CCM team reviews permit status and monitors compliance of the project's contractors. The environmental process (State Environmental Quality Review Act and City Environmental Quality Review) has identified a wide array of impacts and specific mitigation strategies. We monitor contractor compliance with these requirements and work to assign work clearly to the contractors through the contract documents. The implementation of this project requires specialty work elements at all stages and needs experts within the CCM team. Tunneling in rock and mixed ground, deep shaft construction, cavern excavation, underpinning and utility relocations are all heavy civil elements that require experienced office and field personnel to evaluate submittals, review procedures and monitor the work site for compliance and safety.
Client Contact Name / Title	Michael Horodniceanu
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	MTA – Bridges and Tunnels
Contract Start Date	2005
Contract End Date	2011
Brief description of Scope of	Triborough Bridge Deck Replacement on the Wards and Randall's Island Viaduct (TB-64B) This project was the MTA - Bridges and Tunnels' largest bridge project to date and involved the reconstruction of the Wards/Randall's Island Viaduct, new coatings, bearing replacement on the Queen's Approach and Bronx Truss, construction of new ramps, access road construction on Randall's Island and widening of the Queens to Manhattan Ramp. LiRo was the prime consultant on this joint venture project. **Ward's/Randall's Island Viaducts**



LiRo Engineers, Inc.
A LiRo Group Company

Attachment C-1

Proposer Prerequisite A

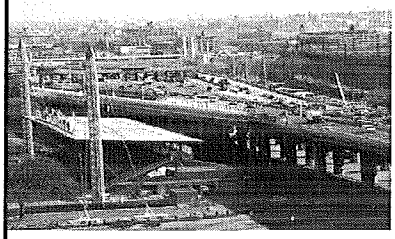
work	The existing 480,000 sf deck was replaced with composite units of structural steel cross beams and post tensioned precast concrete. The Ward's/Randall's Island Viaducts received new armored joints, asphalt overlay, side and median barrier, improved storm drainage and new steel and cast in place (post-tensioned) brackets and stringers for the widening of the existing roadway. Over 22 million pounds of new structural steel was installed. **MPT Staging:** The project included five main construction stages (which included one pre-stage and two sub-stages) for the new deck panel installation. The staged construction alternated between the Queens bound and Bronx bound sides of the bridge. Sub-stages, pre-stage and segments of main stages were combined with main staged construction mitigating time and impact to travel ways along the bridge and maximizing panel installation while maintaining four lanes of traveling in each direction during peak hours. **Ramp Construction:** A new off ramp was constructed in conjunction with a 5,000 lf surface road on Ward's Island. The majority of the ramp is elevated and a portion was built with new retaining walls. Ramp construction included new foundations on piles, new columns, new steel girders, reinforced cast in place deck slabs, and new side barriers. The existing pedestrian walkways were eliminated and replaced by one new pedestrian ramp. A portion of the ramp was cantilevered with cast in place concrete brackets and a steel grid concrete deck. The remaining portion was built with retaining walls and concrete walkway down to grade level. In addition a new stair tower was constructed on the pedestrian walkway with new piers and columns. The Queens to Manhattan Ramp was widened to allow for three lanes to access Manhattan. A portion of the existing roadway deck was removed and construction of new foundations on piles, new columns, new girders, and reinforced cast in place deck slab constructed. **Bearing Replacement:** Approximately 740 bearings were replaced on the Queens Viaduct, Ward's/Randall's Island Viaducts, Queens to Manhattan Ramp and the Bronx Truss. **Coatings:** Over 2 million sf of existing steel received a new protective coating on the Queens and Ward's Island Anchorage, Triborough Bridge Main Span and the Ward's/Randall's Island Viaducts. Additional work included new lighting, electrical upgrades and archaeological monitoring of footing excavations.
Client Contact Name / Title	William Neubauer, PE / Assistant Facility Engineer
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	MTA – Bridges and Tunnels
Contract Start Date	2012
Contract End Date	Ongoing
Brief description of Scope of work	Reconstruction of the Manhattan and Queens Ramp at RFK Bridge (RK 73) LiRo is providing design review and construction management for RK-73, a design-build contract that will replace the superstructure and repair/strengthen the substructure of the Manhattan to Queens (MQ) Ramp of the RFK Bridge.

LiRo Engineers, Inc.
A LiRo Group Company

Attachment C-1

Proposer Prerequisite A



The elevated Ramp carries two Queensbound lanes from the Manhattan Toll Plaza and are joined by two lanes that bring the traffic from the Bronx Toll Plaza. The deck, the superstructure steel, and the pier caps of this 1,850 ft long structure show significant deterioration. RK-73 will rehabilitate the MQ Ramp in 29 months from the notice to proceed to the Design-Build Contractor. The contract includes a milestone work requirement of completing the MQ ramp reconstruction and restoring the normal traffic operations in maximum of 660 days, with applicable liquidated damages.

LiRo's scope of work for this contract is very broad. In performing Design Review, LiRo is supporting MTA B&T by reviewing, approving, and providing recommendations for design submissions from the Design-Build contractor. In this role, LiRo is serving as an extension of MTA B&T's staff, acting as its representative and dealing directly with the Design-Build contractor.

In addition to the design submissions themselves, LiRo will review documents such as the contractor's schedule, safety plan, QC plan, etc., providing comments and recommended disposition to MTA B&T for approval before transmitting them to the Design-Builder.

As Construction Manager, LiRo is responsible for ensuring that the design-build contractor plans and executes the construction safely, on time, and without interruption to the operations of the bridge or project stakeholders. The site poses a number difficult of challenges:

- Existing structures and facilities must be protected
- Extremely heavy traffic must be maintained
- Extensive electrical and communication conduit and equipment must be relocated without disrupting service
- The security of revenue collection and on-site NYPD operations must be maintained
- Icahn Stadium, which is adjacent to the site, must not be negatively impacted
- The project requires close coordination with NYCDOT, NYSDOT, NYC Parks, Con Ed, NYCDEP, and numerous other agencies

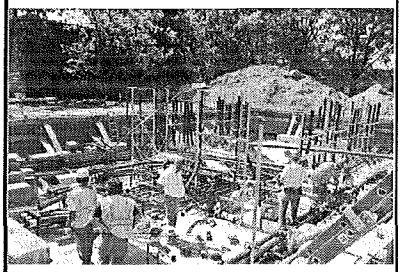
Client Contact Name / Title	Adam Rose / Senior Project Engineer
Client Contact Email Address	[redacted]
Client Contact Phone Number	

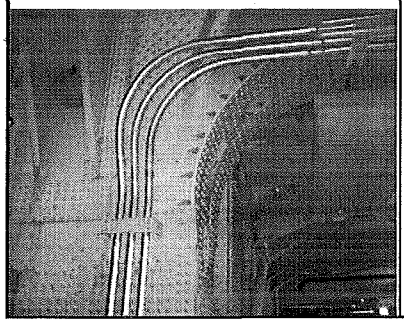
Client Name/ Contracting Entity	MTA – Bridges and Tunnels
Contract Start Date	2011
Contract End Date	Ongoing

LiRo Engineers, Inc.
A LiRo Group Company

Attachment C-1

Proposer Prerequisite A

Brief description of Scope of work 	**Construction Administration & Inspection, Existing Utility Relocation at RFK Bridge / Randall's Island** (RK-65D) The RK-65D Project, Existing Utilities Relocation at the RFK Bridge and Randall's Island, is a project that is required to install new, and cap the existing power, communication/control lines, and fire alarm, to permit for the future deck replacement at the Bronx and the Manhattan Toll Plazas, along with the associated structures. The majority of the work will take place on the grounds of Randall's Island, with additional work areas in and around the Robert Moses Administration Building, the maintenance garages, the NYPD Building, inside the main span anchorages and under the ramps. The following are the major components of the contract work: • Maintenance and protection of traffic, and the installation of sheet piling, excavation and backfill • Installation of duct banks, conduits and wiring • Asphalt and concrete pavement restoration • Handling and testing contaminated and non-contaminated soil and water • Installation of structural steel brackets and roadway protective plates • Lead abatement and painting, as required • Asbestos abatement, as required • Performing short circuit study, arc flash study and protective device coordination study • Installation of power distribution centers • Installation and construction of MBSW walk in enclosure (5kv substation) under MB ramp In addition to performing construction management duties, LiRo was instrumental in initiating and implementing several re-design and re-routing schemes, to better serve current contract goals, and to better accommodate TBTA's future expansion plans.
Client Contact Name / Title	Klaudio Diminich / Project Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	MTA – Bridges and Tunnels
Contract Start Date	2009
Contract End Date	2011
Brief description of Scope of work 	**Utilities Relocation Upper Level Roadway Replacement of the Verrazano-Narrows Bridge** (VN-80A) The VN-80A Project, Utilities Relocation for the Upper Roadway Replacement at the Verrazano-Narrows Bridge-Staten Island/Brooklyn, New York was a 18 month construction project that required relocation of power, communications/ control, and fire hose stations to permit the future replacement of the upper roadway deck to proceed. LiRo managed all major pieces of this project: the utility relocation and the installation of the Supervisory Control and Data Acquisition (SCADA) system. Relocations required the installation of new conduit, cabling, a fire standpipe and associated testing, before any of the existing systems could be transferred to the new system infrastructure. Much of the

Attachment C-1

Proposer Prerequisite A

	work occurred on the lower level roadway, and areas adjacent to the bridge struts spanning the towers below the lower level roadway. Terminations and the new SCADA system equipment were located at the two anchorages in the substation areas, towers, as well as the service building PBX Room located on the Staten Island side of the structure. Key project elements included: • Enforcement of security requirements, for access and identification of all workers associated with the project. • Maintenance and protection of traffic to accommodate the installation of the new infrastructure and associated testing requirements. • Steel work for the utility platform extensions adjacent to the bridge struts. • Installation of conduit support systems, and a conduit beneath the upper roadway, on both the westbound and eastbound directions across the suspended span. • Installation of the cable expansion loops, and providing critical fall protection devices for the safety of the workers during this critical element of work, which took place over the river. • Installation of miscellaneous conduit and panel supports, as indicated on the drawings. • Transfer of fire hose stations, located on the center median of the upper and lower roadways, to side parapet wall locations. Close coordination was required with facility personnel operations and the FDNY on all such changes, to ensure full understanding of the active and decommissioned hose station locations. • Installation of new power, communications and control cable/fiber, in concert with factory testing reports, pre-installation testing and post-pull testing results. • Core drilling at the anchorages, in conjunction with new conduit entry points. • Installation of new SCADA system equipment, and racks at the anchorages, towers, and the service building, as well as interface with certain controls on the current Quindar System, where applicable. • Staged and coordinated transfer of existing power, communications and control systems to the new infrastructure, in close coordination with all TBTA departments involved at the bridge. This crucial project presented numerous challenges, including: • Coordination of this work with other ongoing construction projects and inspections on the bridge. • Maintenance and protection of traffic. • Efficient security check system for the large number of contractors and workers required for this work. LiRo successfully met the schedule and budget objectives, as well as the challenges presented by the project. LiRo's establishment of an efficient credentials-checking system played a major part in the project being delivered under budget and before deadline.
Client Contact Name / Title	Lou Andreani / Facility Engineer
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	MTA – Bridges and Tunnels

LiRo Engineers, Inc.
A LiRo Group Company

Attachment C-1

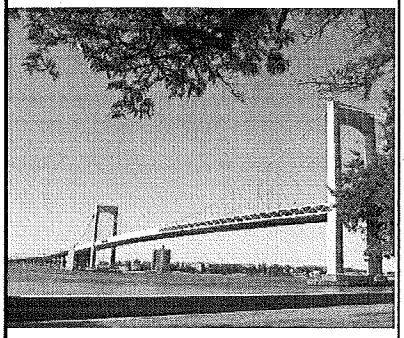
Proposer Prerequisite A

Contract Start Date	2011
Contract End Date	Ongoing
Brief description of Scope of work	**Interim Repairs of the Orthotropic Deck Structures at the Throgs Neck Bridge (TN-82B)** The Throgs Neck Bridge is a suspension bridge with orthotropic deck structures for its approach viaducts. The viaduct superstructures consist of two main girders atop concrete piers, with end and intermediate floorbeams between the girders. A ribbed orthotropic deck is supported by subfloorbeams that rest on the superstructure. The Bronx approach viaduct spans the mouth of the Hammond Cove waterway, and over the campus of SUNY Maritime College. The Queens approach viaduct spans the Little Bay area of Beechhurst, Queens. This project includes the following major components: • Repairs to the orthotropic deck structure steel components at the Bronx and Queens approach spans • Blast cleaning and coating application at the Bronx approach viaduct • Spot coating application at the Queens Approach viaduct The specific structural steel elements of work include the removal and replacement of existing deck rib bearing plates, and end and intermediate subfloorbeams. Additional subfloorbeams will be retrofitted, by drilling, then cutting slotted arrestor holes in the webs, to remove cracks and to reduce out-of-plane fatigue stresses. The floorbeam repairs consist of drilling holes in the existing steel web cracks, to arrest propagation, and the installation of new steel plates and support angles. Stringer repairs will entail the addition of reinforcing angles and plates. Removal and replacement of lateral bracing gusset plates will be performed. The specific cleaning and painting elements of the structures include the entire Bronx approach viaduct; the underside of the median barrier; fascia (outside) side of the parapet barrier and safety walk, on the roadway face of median barrier; and parapet barriers and safety walks. At the Queens approach viaduct, localized areas of existing steel repairs and replacements, and the roadway face of parapets and safety walk area, will be re-coated. Access to the underside of the structure is provided by a full work platform (Safespan), installed under the Bronx Approach viaduct, and partial platforms installed under the Queens approach viaduct. As the blast cleaning operation progresses over the length of the bridge, Class 1A containment enclosures are erected at each individual span. The contractor will utilize floating barges in the water, beneath the structures, for blast equipment and coatings material storage. The sequence of work requires that the contractor blast clean and apply primer coat to the surfaces. Those areas where steel repairs are to be performed will be masked. After the cleaning of the steel, a close inspection of the steel components will be performed, to verify that the design has included all necessary steel repairs. For many of the repairs, dye penetrent testing will be performed on cracks, to verify the lengths and locate arrestor holes. The contractor's shop drawings will be checked, to verify that the dimension of repair plates and angles, and the location of existing bolt holes, are accurate. During the installation of the repair steel, the alignment of the repair plates will be checked prior to the final drilling of the remaining connection bolt holes. Splash zone compound will be placed between all new repair steel and existing primed surfaces. The intermediate and final

Attachment C-1

Proposer Prerequisite A

	coating will be applied upon completion of the steel repairs in a span. Since the Bronx Approach viaduct passes over the State University of New York Maritime College, work to be performed in Spans 33 through 39 must be coordinated with the University. Platform installation and removal, as well as blast cleaning operations in this area, are restricted to non-instructional periods during summer months, to minimize impacts to campus operations. All containment enclosures consist of solid walls (heavy rubber), and the contractor's equipment, will be located on the barges along the campus' eastern shoreline. Special care will be taken in the layout and maintenance of the vacuum hoses, to assure that there is no leakage of materials outside of the containment structure. Maintenance of bridge traffic during construction will be accomplished by daily lane closures. The contractor has the option to install a temporary concrete barrier the length of the Bronx approach viaduct, along the western parapet, to provide a small work area. The contractor must also maintain waterway access under the bridge, and position all barges out of the navigation channels to the Hammonds Cove area.
Client Contact Name / Title	Edward Knightly / Facility Engineer
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	MTA – Bridges and Tunnels
Contract Start Date	2010
Contract End Date	2011
Brief description of Scope of work 	CM & Inspection Services for Anchorage & Tower Protection at the Throgs Neck Bridge (TN-87B) This project includes the following components: Rehabilitation of the main tower fenders at the water level by repairing or replacing steel and timber members and cleaning and painting of steel fender frame. The Bronx anchorage fender will be modified to accommodate mooring fenders and working and access platforms for NYFD fire boats. The existing damaged timber pile dolphins at the Queens anchorage will be removed and replaced with new fiber reinforced composite plastic pile dolphins. The rehabilitation of the main tower fenders involves the following operations: the removal of asbestos containing materials from various fender timber members; the removal of lead based coatings and marine life forms and the painting of the fender steel frames; the removal and replacement of fourteen deteriorated concrete encasements on the supporting soldier beams; repairs to the fender steel members and connection plates; the removal and replacement of damaged timber facing members; the removal of the existing access platforms and walkways and the installation of a new steel walkway frame and steel grating; and the removal and replacement of the existing navigation lights, conduit and wiring. After the cleaning of the steel frame, a close inspection of the steel components will be performed to verify that the design has included all necessary steel repairs. The contractor's shop drawings will be checked to verify that the dimension of plates and the location of bolt holes are accurate. During the installation of the repair steel the alignment of the repair plates will be checked prior to final drilling of the remaining connection bolt holes. The critical activity is the cleaning of the existing steel frame of the fender system. The

Attachment C-1

Proposer Prerequisite A

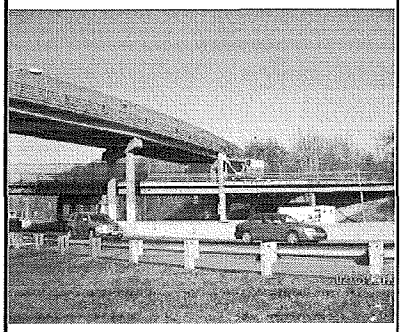
	coating operations are somewhat unique in the bridge painting industry. Although the surface preparation standards and application methods are fairly commonplace, the proximity to water as well as coating members which are submerged during high tide present challenges for the application as well as the scheduling and sequencing of the work. The tidal areas require power tool cleaning, power washing and application of the coating materials during low tide. Sufficient time must be allowed for the coatings to "dry" prior to being submerged. The materials selected in the specifications provide for cure underwater, however, care must be taken to ensure proper application and film thickness prior to high tide to provide long term performance of the applied paint system. Ambient temperatures, water temperatures and surface cleanliness must be carefully monitored prior to all coating operations. Localized containments must be erected for all surface preparation activities and removed or lifted each shift to prevent debris from entering the waterway. The modification of the Bronx Anchorage fender will involve the following operations: The removal of the existing timber pile dolphins and timber pile supported fence that is located on the west corner of the anchorage. This will involve the removal of approximately 65 existing timber piles which form two large timber dolphins and the timber fencing that exists between the pile groups. This will make way for the installation of seven new galvanized steel mooring frames with UHMW rub plates that will permit the mooring of a fire boat in two configurations. One mooring location will be across the front of the anchorage and the second along the west side. To access the boats in these configurations, new galvanized tubular steel working platforms with steel grating will be installed. The work platforms will be accessed from a galvanized steel walkway with steel grating and a galvanized steel gangway along the west face of the anchorage from the water side to the land side. A precast concrete landing platform with a cast-in-place cover will be installed in the existing rip-rap on the land side of the anchorage. This landing platform will be located at the entrance to the MTA B&T's fenced and gated yard area on the east side of the anchorage. A 3-pile dolphin constructed of fiber reinforced plastic composite marine piles will be installed in the southwest corner of the anchorage. The rehabilitation of the Queens Anchorage protection system will involve the following operations: remove the existing nine timber pile dolphins completely or to a point two feet below mud line installation of nine fiber reinforced plastic composite marine pile dolphins. These dolphins consist of a 3-pile grouping that will be installed in close proximity to the existing locations. Underwater Inspection will be required during the following operations. Installation of the moorings and working platforms to verify the layout and positioning of the mooring frames and the working platforms and the installation of their anchor bolts. During the removal of the existing timber piles the status of the river bottom must be verified prior to the installation of the new plastic composite marine piles. All piles that have been cut off below the mud line will be verified that they conform to the two foot minimum depth. During the installation of the new piles the configuration fog the piles at the river bottom must be verified prior to final driving to assure the proper alignment.
Client Contact Name / Title	Edward Knightly / Facility Engineer
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

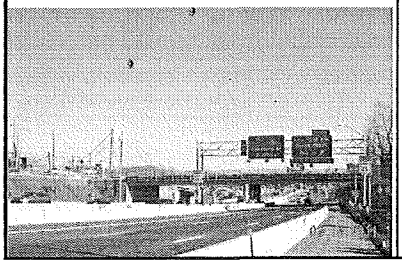
Client Name/ Contracting	New York State Department of Transportation

LiRo Engineers, Inc.
A LiRo Group Company

Attachment C-1

Proposer Prerequisite A

Entity	
Contract Start Date	2010
Contract End Date	Ongoing
Brief description of Scope of work 	Slosson Avenue to Victory Boulevard Bus Lane Extension This project involves the reconstruction of four miles of the Staten Island Expressway, the reconstruction and widening of three bridges, and the demolition of three bridges. The undeveloped grass median will be replaced with BUS/HOV lanes, which will be separated by a newly constructed concrete barrier. The construction of the BUS/HOV lanes requires the relocation of all the median drainage structures. To improve highway safety, a stretch of the highway will be realigned horizontally, and raised vertically. Noise barriers will be installed along the perimeter of the highway. Retention ponds will be constructed, to absorb the additional runoff from the highway widening. New retaining walls will be constructed, in conjunction with the reconstruction of the three bridges. In addition to new highway lighting, the ITS is being upgraded. Due to the large amount of earthwork, the contract required a SPDES Permit from the NYSDEC. Inspectors on the project were sent for training, and received Certification for Erosion and Sediment Control. On a weekly basis, certified personnel prepare a report that details conformance with DEC requirements. This one of the first NYSDOT projects to use Primavera's Contract Management software, to track and log all submittals, letters, meetings, RFIs, etc. It is a paperless system that encourages fast turnaround on all submittals. Additionally, the project is using AASHTO's Site Manager for MURK documentation. Our field staff is fully trained on both of these applications. The project has seven construction stages, primarily due to the reconstruction and widening of the three bridges over Renwick, Slosson, and Manor.
Client Contact Name / Title	John Reis / Engineer-in-Charge
Client Contact Email Address	[redacted]
Client Contact Phone Number	

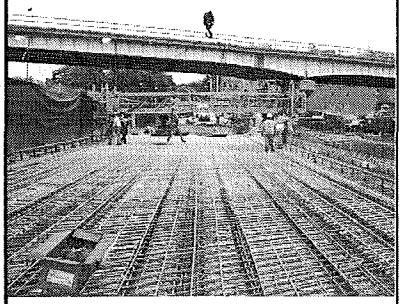
Client Name/ Contracting Entity	New York State Department of Transportation
Contract Start Date	2011
Contract End Date	2014
Brief description of Scope of work 	Staten Island Expressway Access Improvements This project involved the construction of new access ramps for the Staten Island Expressway, with a total of seven new ramps that were constructed. The earthwork for ramps involved a balanced cut/fill operation. Soil material was transported within the project's physical boundaries to minimize offsite disposal. A total of 18 retaining walls were constructed to support the new ramps as roadway transitions from cut to fill sections. The construction of walls was accomplished by two methods: T-Wall precast and soldier pile w/precast lagging. **Reconstruction of Fingerboard Road Bridge over Staten Island Expressway**

LiRo Engineers, Inc.
A LiRo Group Company

Attachment C-1

Proposer Prerequisite A

	The structure was replaced in its entirety to accommodate the widening of the roadway near the Verrazano Narrows Bridge Toll Plaza. The substructure is composed of reinforced concrete abutments, and consists of pre-stressed concrete bulb tees. This is the first use of this supporting member in New York City. **Reconstruction of Richmond Road and Targee Street Overpass** The existing steel structure was removed and pre-stressed box beams were put in its place. The bridge was constructed in stages, with particular care taken on the alignment of stressing tendons. Structures are being widened to accommodate the new access ramps. Due to the large amount of earthwork, the contract required a SPDES Permit from the NYSDEC. Inspectors on the project were sent for training and received Certification for Erosion and Sediment Control. On a weekly basis, certified personnel prepared a report that detailed conformance with DEC requirements.
Client Contact Name / Title	Bruce Ogurek / Regional Construction Engineer
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	New York State Department of Transportation
Contract Start Date	2012
Contract End Date	Ongoing
Brief description of Scope of work 	Kew Gardens Interchange Reconstruction Inspection Services, Region 11 This project involves constructing and implementing operational improvements for the section of the Van Wyck Expressway from Hoover Ave to 72nd Avenue. The improvements include the construction of an auxiliary lane on the north bound roadway and involves the replacement of the main line Northbound Van Wyck Expressway over the Grand Central Parkway as well as construction of a single span precast concrete arch bridge spanning over a relocated 60" diameter sewer main and replacement of the Eastbound Jackie Robinson Parkway/Union Turnpike to Northbound Van Wyck Expressway Ramp (Ramp KB). Due to tight alignment, close proximity to adjacent properties and complex work zone traffic control, the construction of a temporary support system, structure and roadway, allow for staged demolition and construction of the new structure. In addition the project includes new retaining walls, (modular, reinforced concrete, GRSS and soil nail) highway lighting, and the relocation of water mains, sewers and communication facilities. The project also includes the replacement Westbound Union Turnpike Ramp to the Westbound Grand Central Parkway. Two bridges are being replaced completely and two more bridges are being modified. These bridges include: • **Northbound Van Wyck Expressway Viaduct**: Replacement of existing 16 span, two lane structure with a new three lane, four span viaduct with a different horizontal alignment and profile. It will be composed of multi-curved haunched steel girders, stainless steel reinforced concrete deck supported by reinforced concrete piers and abutments on cast in place steel pipe piles. • **Ramp KB**: Replacement of existing eight span, one lane structure with a two lane, seven span multi-curved steel girders, stainless steel reinforced concrete deck

LiRo Engineers, Inc.
A LiRo Group Company

Attachment C-1

Proposer Prerequisite A

	supported by reinforced concrete piers and abutments on cast in place steel pipe piles. • **Jackie Robinson Parkway Spanning over Westbound and Eastbound Grand Central Parkway Bridge**: Replacement of the superstructure with new steel girders, stainless steel reinforced concrete deck. • **Eastbound Union Turnpike over Grand Central Parkway Connector Bridge**: Rehabilitating by removing existing deck and replacing with stainless steel reinforced concrete deck.
Client Contact Name / Title	Bruce Ogurek / Regional Construction Engineer
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

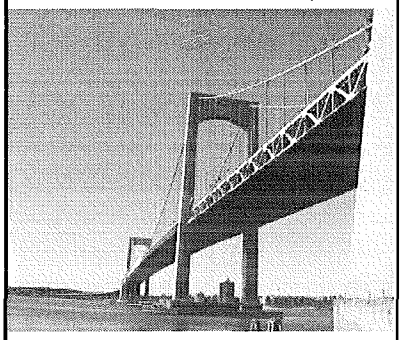
Client Name/ Contracting Entity	New York State Thruway Authority
Contract Start Date	2013
Contract End Date	Ongoing
Brief description of Scope of work 	Construction of New Tappan Zee Bridge LiRo is providing all of the quality control services as part of the design-build team, Tappan Zee Constructors, for the new Tappan Zee Bridge. This project is the largest design-build project in New York State. The new three-mile long twin bridge structure features dual cable stayed main spans approximately 1,200 ft long and back spans of 515 ft. The four main towers are outwardly inclined. The bridge combines a composite cable stayed structural system for the main span and long span steel girders for the approaches. Mass concrete will be placed from twin barge mounted batch plants each producing 1,000 cy/day. As part of our services, LiRo is providing all materials testing in an on-site lab. The bridge will be supported on hundreds of steel pipe piles, four to six ft in diameter, driven to depths approaching 300 ft. LiRo is responsible for all the field splice welding inspection as well as ensuring that the piles are driven to design requirements. A key aspect of the project will be the pre-assembly of deck modules at an off-site location. The huge modules will be barged to the project site and lifted into position with one of the largest floating cranes in the world. LiRo's scope of work on this project includes all quality control inspection, on- and off-site, all materials testing and compliance certification and participation of constructability review sessions.
Client Contact Name / Title	Charles Kanapicki
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

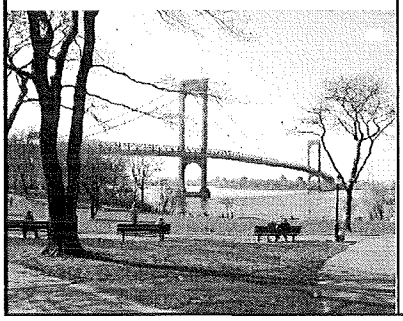
Client Name/ Contracting Entity	MTA – Capital Construction
Contract Start Date	2012
Contract End Date	2010

LiRo Engineers, Inc.
A LiRo Group Company

Attachment C-1

Proposer Prerequisite A

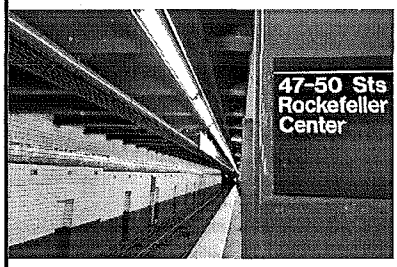
Brief description of Scope of work 	CM and Inspection Services for Structural Retrofits at the Throgs Neck Bridge LiRo provided engineering and inspection of structural retrofits, hardening and other security measures at the Throgs Neck Bridge. MPT on this project was critical as this bridge carries approximately 140,000 vpd. Work was completed in four phases to maintain traffic. The scope of this project included: • Towers: Strengthen the exterior and interior of the bridge towers with the addition of steel plating and internal diaphragms at the roadway level. Roadway level access doors were relocated. Relocation and installation of new electrical elements. • Main Cables: Install segmental cable shields at the cable low points including the midspan, adjacent to the anchorages and inside the anchorage chamber. • Suspender Ropes: Install suspender rope shield cylinders on the ropes and over the cable band at the roadway level. Install suspender rope sockets protection boxes. • Install suspended panels at the splayed cable strands and under the deck inside the anchorages. • Install anti-ram and anti-climb fences at the Bronx anchorage base and retrofit the louvers at the Bronx and Queens anchorages. • Install anti-climb fence on anchorage at the roadway. • Install anti-climb fences at the tower bases at the water level. • Extensive maintenance and protection of traffic was required to minimize delays to the traveling public. All work was done in accordance with the NYS Steel Construction Manual. Extensive coordination was required with MTA Law Enforcement and the US Coast Guard.
Client Contact Name / Title	Tom Reed
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	MTA – Capital Construction
Contract Start Date	2007
Contract End Date	2009
Brief description of Scope of work 	CM and Inspection Services for Structural Retrofits at the Bronx-Whitestone Bridge LiRo provided engineering and inspection of structural retrofits, hardening and other security measures at the Bronx-Whitestone Bridge. MPT on this project was critical as this bridge carries approximately 140,000 vpd. Work was completed in four phases to maintain traffic. The scope of this project included: • Towers: Strengthen the exterior and interior of the bridge towers with the addition of steel plating and internal diaphragms at the roadway level. Roadway level access doors will also be relocated. Relocation and installation of new electrical elements. • Main Cables: Install segmental cable shields at the cable low points including the midspan, adjacent to the anchorages and inside the anchorage chamber. • Suspender Ropes: Install suspender rope shield cylinders on the ropes and over the cable band at the roadway level. Install suspender rope sockets protection boxes.

Attachment C-1

Proposer Prerequisite A

	• Install suspended panels at the splayed cable strands and under the deck inside the anchorages. • Install anti-ram and anti-climb fences at the Bronx anchorage base and retrofit the louvers at the Bronx and Queens anchorages. • Install anti-climb fence on anchorage at the roadway. • Install anti-climb fences at the tower bases at the water level. • Extensive maintenance and protection of traffic was required to minimize delays to the traveling public. This project required extensive in-shop fabrication inspections and prototype testing at locations around the country. All work was done in accordance with the NYS Steel Construction Manual. Extensive coordination was required with MTA Law Enforcement and the US Coast Guard.
Client Contact Name / Title	Tom Reed
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	MTA – New York City Transit
Contract Start Date	2012
Contract End Date	2014
Brief description of Scope of work  	Rockefeller Center Station Complex Electronic Security Construction Inspection Services LiRo is providing construction management services for the MTACC electronic security installation at the Rockefeller Center Station complex. The work scope of this project involves the following components: • Electronic security system comprised of 146 cameras (fixed and PTZ) • Intrusion detection/access control system • Fiber optic network integrated with NYC Transit Headquarters and NYPD • Master room HVAC upgrades • Integration of physical security information management (PSIM) system across various NYC transportation systems The work involved management, coordination, inspection, and documentation of sometimes two work shifts per day including several weekends (at peak) at both stations, requiring flagging, master room and electrical room access, power and communications bulletins and general order coordination. LiRo was responsible for the following: • **Establish Security Protocols**: A user database is established for the system, aligned with facility operations and business rules providing the required functionality. System incidents and alarms are routed appropriately for the required responses. • **Interagency Coordination**: Installation of the infrastructure and devices, as well as equipment testing in the various areas of an operating facility, requires close coordination with the user groups for these areas. User group operation and maintenance activities cannot be adversely impacted by system installation and testing. • **Intrusion Detection**: Part of a successful access control system, intrusion detection

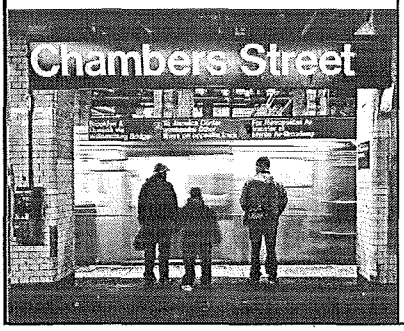
LiRo Engineers, Inc.
A LiRo Group Company

Attachment C-1

Proposer Prerequisite A

	is integral to securing any facility/property. The security system and intrusion detection must be tailored to the operations/happenings in the facility (i.e. motion sensors, door contacts, laser scanners). A key aspect is identifying and responding to a security breach. The notification (both local and remote) must be received by capable staff and also be clear and concise. The response must be suited to the intrusion event. Knowledge of the facility operations, and integration of the security system with those operations, is critical in deploying a viable system. • **Access Control**: The access control features of a system often require installation of, or upgrades to, physical barriers in and around secure areas. The barriers (fences, walls, doors/gates with system-controlled locks) must be installed/constructed, using the proper materials, and with the devices in the proper locations to provide the required security. • **Video Monitoring**: The video monitoring features of a system can be both overall status views, monitoring train or pedestrian traffic in a larger area, such as a concourse, as well as point monitoring, enabling visual identification as personnel pass through a control point. Device specification and placement, as well as lighting, play a vital role with proper operation/function of this feature. • **Associated Infrastructure**: The infrastructure required to provide the desired functionality includes conduits and copper wiring for power and communications, as well as fiber optic cables and network devices for data transmission. Close attention to detail was paid during construction (locations of cabinets, use of secure hardware) as well as having the necessary redundancy (back-up power source, secondary fiber to allow re-route in the event of damage) is critical.
Client Contact Name / Title	Tom Reed
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	MTA – New York City Transit
Contract Start Date	2012
Contract End Date	2014
Brief description of Scope of work	Chambers Street Complex Electronic Security System LiRo provided construction management services for the MTACC Electronic Security Installation at the Chambers Street Station complex. The work scope of this project involved the following components: • Electronic Security System comprised of 189 cameras (fixed and PTZ) • Intrusion detection / access control system • Fiber optic network integrated with NYC Transit headquarters and NYPD • Master Room HVAC upgrades The work involved management, coordination, inspection, and documentation of two work shifts per day including several weekends (at peak) at both stations, requiring flagging, Master Room and Electrical Room access, power and communications bulletins, and General Order coordination. LiRo was responsible for the following: • **Establish Security Protocols**: A user database was established in the system and aligned with facility operations providing the required access at the required times to



Attachment C-1

Proposer Prerequisite A

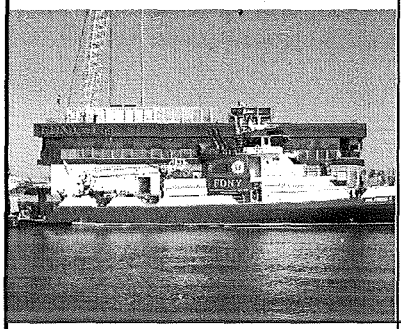
	authorized personnel. System incidents and alarms were routed appropriately for the required responses. • **Interagency Coordination**: Installation of the infrastructure and devices, as well as equipment testing in the various areas of an operating facility, required close coordination with the user groups for these areas. User group operation and maintenance activities could not be adversely impacted by system installation and testing. • **Intrusion Detection**: Part of a successful access control system, intrusion detection was integral to securing any facility/property. The security system and intrusion detection was tailored to the operations/happenings in the facility (i.e. motion sensors, door contacts, laser scanners). A key aspect was identifying and responding to a security breach. The notification (both local and remote) was received by capable staff and also clear and concise. The response was suited to the intrusion event. Knowledge of the facility operations and integration of the security system with those operations was critical in deploying a viable system. • **Access Control**: The access control features of a system often required installation of, or upgrades to, physical barriers in and around secure areas. The barriers (fences, walls, doors/gates with system-controlled locks) were installed/constructed, using the proper materials, and with the devices in the proper locations to provide the required security. • **Video Monitoring**: The video monitoring features of a system can be both overall status views, monitoring train or pedestrian traffic in a larger area, such as a concourse, as well as point monitoring, enabling visual identification as personnel pass through a control point. Device specification and placement, as well as lighting, played a vital role with proper operation/function of this feature. • **Associated Infrastructure**: The infrastructure required to provide the desired functionality included conduits and copper wiring for power and communications, as well as fiber optic cables and network devices for data transmission.
Client Contact Name / Title	Tom Reed
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	New York Economic Development Corporation
Contract Start Date	2010
Contract End Date	2013
Brief description of Scope of work	FDNY Marine 9 Barracks at Staten Island Homeport LiRo was the construction manager for this new firehouse built on an existing pier originally owned by the U.S. Navy. The new 9,000 sf steel frame, metal curtainwall and masonry building did not require foundation construction. The building's layout considered the FDNY's need to divide their facility into living and work areas. With water views that frame the nearby Verrazano Bridge, glazing was strategically placed to maximize views while providing privacy in living quarters. Taking advantage of the site's orientation to add to its energy efficiency, the designer incorporated solar thermal collectors, solar tube skylights and a sizable green roof as part of the building design. The supplemental hot water and HVAC pumps are powered by the solar panels.

LiRo Engineers, Inc.
A LiRo Group Company

Attachment C-1

Proposer Prerequisite A

	Marine work included a 40'x40' landing barge, a 120'x10' float, a 1,100 lf coated steel wave fence surrounding the pier, and pier modifications. Although BIM and LEED were not an original requirement of the project, the FDNY with the help of the architect and LiRo, incorporated LEED components into the building and used a BIM model for coordination during the project and for final record documents. LiRo performed complete modeling of the project including all the building systems, performing complete clash detection and 4D construction sequencing.
Client Contact Name / Title	Leonard Greco, RLA / Senior Vice President
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	New York City Housing Authority
Contract Start Date	2004
Contract End Date	Ongoing
Brief description of Scope of work 	NYC Housing Authority CM/Build Requirements Contracts Under successive contracts, LiRo has been performing work on a task order basis for the largest public housing authority in North America since 2004. Properties of the New York City Housing Authority (NYCHA) total nearly 340 developments citywide with over 178,000 apartments. We have provided the construction management services listed below on a wide variety of projects ranging in value from $500,000 to $60M. LiRo has performed work in 260 buildings in 45 complexes. Of particular importance is that these projects require careful coordination with community residents so that interruptions of utilities, housing access, dust, noise, etc. is kept to an absolute minimum. In addition, a community liaison is necessary to keep local residents well informed as to the progress and new developments on the project. These projects include a wide variety of CM services including: • Demolition • Lead and Asbestos Abatement • Foundations • Structural Concrete • Structural Steel • Mechanical, Electrical, Plumbing • Sitework • Cost Estimating • Constructability Review • Scheduling • Phasing Development • Contractor Prequalification • Bid Administration • Project Management • Construction Inspection • Document Control • Change Orders • Progress Payments • Project Closeout Projects under this Contract IV include: • **Amsterdam Houses** - Roof replacement and masonry restoration

- **Cooper Park Houses** - Roof replacement and masonry restoration
- **Breukelen Houses** - Roof replacements and masonry restoration
- **CCTV** – Security cameras in various developments
- **Boston Secor Roof** – Environmental inspection services
- **Sandy Emergency** – Temporary boilers, generators, and environmental cleanup of developments.

Projects under Contract III include:

- **Straus Houses** - Roof replacement and masonry restorations
- **Claremont Houses** - Masonry repairs and boiler replacements
- **Tapscott Houses** - Roof replacements
- **Baychester Houses** - Brickwork
- **Murphy Houses** - Brickwork
- **Castle Hill Houses** - Brickwork and Roofing
- **Marble Hill Houses** - Brickwork and Roofing
- **Rutgers Houses** - Brickwork and Roofing
- **344 East 28th Street Houses** - Elevator Renovation
- **Marlboro Houses** - Brickwork, Roofing, Windows, and Balconies Repair
- **Queensbridge Houses** - Community Center Renovation

Projects under Contract II include:

- **Ocean Bay Houses** - Masonry Restoration roof replacements and renovation of 64 E-Line apartments.
- **Edenwald Houses** - Steam line replacements/bathroom renovations in 1900 apartments
- **Throgs Neck Houses** - Façade Restoration
- **Beach 41st** - Boiler Replacement
- **Albany Houses** - Electrical Upgrade
- **Boston Secor Houses** - Roofing Project
- **Eagle Avenue-East 163rd Street Houses** - Roofing Project
- **Van Dyke II Community Center** - Roofing Project
- **Wykoff Gardens** - Roofing Project
- **Red Hook Houses** - Parapet Replacement
- **Fort Washington Senior Center** - Roof Rehabilitation
- **Highbridge Homes** – Roofing & Façade

Projects under Contract I include:

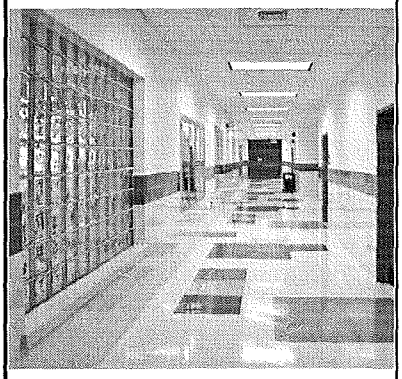
- **Betances Houses Community Center** – Adaptive re-use project. converted a warehouse into a new 27,000sf community center and gymnasium. ($11M)
- **Queensbridge Houses Community Center** – Renovation ($4M)
- **1162 Washington Avenue Community Center** – Renovation ($540,000)
- **Marlboro Houses Community Center** – Renovation ($4.5M)
- **Baruch Houses Community Center** – Renovation ($1M)
- **Edenwald Houses Community Center** – Renovation ($1.2M)
- **Bayview Community Center** – ($12M)
- **Ft. Washington Senior Center** – Renovation ($2M)
- **Ocean Bay Houses** – Masonry restoration, installation of new stair towers, day care

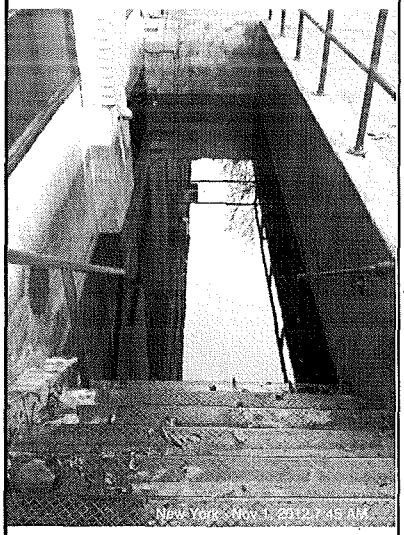
LiRo Engineers, Inc.
A LiRo Group Company

Attachment C-1

Proposer Prerequisite A

	and senior center expansions, roof replacements, and renovation of 64 E-line apartments ($70M) • **Strauss Houses Brickwork/Roofing Project** - Roof replacement and masonry restoration, ($9.3M) • **LaGuardia Houses** - Brickwork Project ($6.5M) • **Highbridge Nelson/Anderson Houses Brickwork/Roofing Project** – Brickwork and roofing ($15M) • **Ocean Hill/Brownsville Houses** - Roofing Project • **Tapscott Street Houses** - Roofing Project • **College Point** - Roofing Project • **Conlon Lihfe Towers** - Roofing Project • **Leavitt Street-34th Avenue** - Roofing Project • **Shelton Houses** - Roofing Project The biggest challenge for this project is that all of these facilities were occupied housing units, which required rigorous coordination and strict safety protocols for both the contractors and the residents. LiRo was awarded a fourth consecutive requirements contract, due to our ability to complete the projects on time and within budget, while keeping the housing tenants, as well as the client satisfied.
Client Contact Name / Title	Raymond Ribeirio, PE / Executive Vice President of Capital Projects
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	New York City School Construction Authority
Contract Start Date	2012
Contract End Date	2014
Brief description of Scope of work 	NYCSCA Construction Management Emergency Response Program 2012-2014 Under this fourth consecutive contract with the NYCSCA, LiRo is managing and coordinating the construction responses to the critical and urgent expedited construction project needs for the New York City School Construction Authority. Critical projects implemented under this program have included the highly critical and extensive Sandy Recovery and Response Program at over 30 schools, light fixtures replacements and energy upgrades, the expedited construction for the Eagle Academy Queens, response and repair to address the danger of an imminent façade collapse at PS60M, temporary boilers, major interior renovations, exterior rehabilitation, emergency stabilization, electrical, fire alarm and heating plant upgrades, and sitework including the installation of sidewalk sheds and safety netting. Various projects implemented under this program have included new construction, restorations and rehabilitations to expeditiously address urgently needed improvements and potentially hazardous conditions encountered at schools throughout the five Boroughs, and implemented in a highly expedited manner, on or under budget, without impact to school operations, and timely for school openings. LiRo maintains a very strong list of proven, pre-qualified contractors who were well



experienced in school construction and critical, urgent school project response work. We require them to be ready for deployment 24/7. LiRo immediately mobilized the required trades, labor, contractors, subcontractors, subconsultants, etc, as required by the particular conditions and situations encountered at public schools in the five Boroughs of the City of New York.

The SCA and LiRo have received numerous accolades for our Response Program work, including commendations for including recent work regarding Sandy Recovery, the imminent façade collapse at PS060M, and the development of Eagle Academy Queens.

Representative projects under this contract include:

Sandy Response, Recovery and FEMA Reporting - Within 30 minutes of receiving a call from NYSCA, LiRo staff mobilized to provide emergency response at over 30 schools, located in the Rockaways, southern Queens and the Bronx, that sustained debilitating storm damage. Directly managing a team of general contractors, plumbers, and electricians, dewatering procedures were immediately put in place. LiRo assessed each of the locations to determine the extent of the damage and the required corrective action, and coordinated with SCA, Division of School Facilities, NYSDEC, Coast Guard, and Police Department officials to prioritize anticipated work. Typically, mechanical equipment, pumps, electrical distribution equipment, insulation, oil tanks, wall finishes and flooring on the lower building levels were damaged beyond repair. LiRo immediately conducted environmental assessments to determine the presence of spilled fuel oil, ACM, and sewage. Abatement work was quickly implemented to remediate the facilities. In several locations, fuel oil tanks were breached, resulting in active spills requiring cleanup.

LiRo worked with the contractors to locate available temporary generators, electrical distribution equipment, boilers, sump pumps, hot water heaters, and other mechanical components from throughout the Northeast to enable service to be restored to the buildings. In addition to interior damage, roofs, windows, exterior doors, and copings on many buildings were damaged. Many sites developed sinkholes as a result of the storm surge, and as a result walls, sidewalk bridges, and paved areas were compromised. LiRo carefully monitored all sinkholes and supervised underpinning and backfilling where required to provide structural stability. All temporary installations comply with FEMA, NYCDOB, and NYCSCA standards. LiRo was responsible for the timely restoration of electrical distribution equipment and installation of temporary equipment that enabled 33 schools to open to students. ($44.7M)

801Q/Board of Supply, Queens - Superstorm Sandy resulted in extensive damage on this DOE critical operations center. LiRo mobilized and pumped out approximately 7,000,000 gallons of salt water and removed all debris from the basement, demolished all partitions including a morgue, and cleaned up 120,000 sq feet of basement that was flooded. The rehabilitation work was extensive. We rebuilt the entire basement including new partitions and repaired one service elevator. The most major component of the work included provision and installation of new electrical service equipment including cable and inter-connections between the service equipment and the emergency generator. Related work included replacement of all the feeders from the cellar to upper floors, repairs to the emergency generator and installation of a new transfer switch. LiRo also repaired the fire alarm system, repaired the HVAC system, cleaned ductwork and repaired the sprinkler system, and provided fire guards as required until work was completed. ($11.99M)

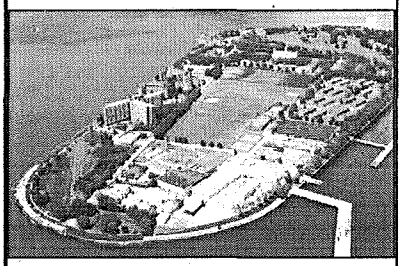
Proposer Prerequisite A

	410Q/Beach Channel HS, Queens - Beach Channel HS incurred major damage and flooding of the crawl space, mechanical room and spaces, including breech of the crawl space, overturning of fuel oil tanks and resultant infiltration of water sand and oil. The crawl space and mechanical rooms with all electrical and mechanical equipment were completely under the salt water mixed with #6 oil. LiRo cleaned the entire basement and crawl space of water oil and and, replaced all electrical and essential mechanical equipment in the mechanical room, installed temporary boilers and tanks, provided emergency generator and fuel. We established a fuel depot on site for DOE schools on the rockaway peninsula and adjacent areas. We repaired the stage and the walls at the auditorium and repaired thecrawl space and bulkhead wall that was undermined due to storm and repaired rat slabs. LiRo removed all contaminated insulation and reinsulated all piping and ductwork and cleaned the supply ductwork in the crawl space. We repaired elevators and also backfilled all sinkholes around the building and by the sea wall. We also provided fire guards due to damaged Fire Alarm System. The work was completed and the school cleaned and ready for opening for the Spring 2013 semester opening day. ($6.7M) **PS180Q/Scholars Academy, Queens** - The first floor and crawl space with all electrical and mechanical equipment was completely under the salt water. LiRo cleaned the entire crawl space, replaced all electrical and essential mechanical equipment, removed all contaminated insulation and reinsulated all piping and ductwork, cleaned the supply ductwork in the crawl space. We installed a temporary boiler and tank, provided an emergency generator and fuel. LiRo repaired the stage, the walls at the auditorium, installed new wood flooring on the stage and Gymnasium. We repaired and reconstructed the music practice room and music storage areas. On the first floor the bottom three feet of partitions were removed and replaced with new and 80% of the first floor tile flooring was replaced .LiRo also Installed a temporary chiller, removed and replaced undermined sidewalk, and filled sink holes. ($3.18M) **PS60, Manhattan** - The building's masonry parapet and wall below pulled away from the building and created a dangerous situation necessitating closure of the school. This condition was on the west wall from the parapet down to the 3rd floor slab. LiRo responded immediately to the emergency and worked in close coordination with the SCA and NYCDOB to expedite resolution of the dangerous conditions and reconstruction of the school's exterior. Upon the completion of the demolition, LiRo installed a new temporary 4 hour rated wall with a new cladding on the exterior and finish paint on the interior. The remaining sections of the east and west walls including the bulkhead walls were then secured with structural retention clips. The roof on both east and west side of the building was patched. All interior patching and painting and fine cleaning was completed one month early and timely for the 2013 Spring semester school opening. ($5.9M) **Eagle Academy, Queens** - LiRo completed the highly expedited, extensive conversion, renovation and overall upgrade of the Christian Allen HS to the new Eagle Acdaemy. The work included were complete replacement of all electrical systems (power, lighting, security, fire alarm, data, phone and intrusion alarm), installation of all new sump pump system throughout the basement including trenching for drainage.. We installed a new servery and cafeteria and all the roughing for the future kitchen. All classrooms and corridors were completely renovated. The existing building previously could not get a TCO. Extensive structural reinforcement, rated partitions and fire stopping was installed as required including at all the top of partitions and duct penetration to meet the code. The gym was

Attachment C-1

Proposer Prerequisite A

	completely renovated with new lighting, padding and equipment. The new Eagle Academy was opened timely for the Fall 2012 school opening. ($7.1M) **Metropolitan HS, Queens** - LiRo performed extensive troubleshooting, analysis and maintenance work on the existing RTU's and duct work which included repair and replacement of motors at RTU's, changing filters, replacement of bearings, adjusting linkage, repairing and replacing VAV boxes as required, sealing duct work installed by others, installing insulation where it was omitted during initial construction by others and as directed by the SCA. ($944K) **PS195, Queens** - LiRo completed the highly expedited light fixtures replacement, energy efficiency upgrades and PCB fixtures removals. The project was previously bid by the SCA however the bids received were very high, and the project was assigned to LiRo just prior the summer vacation. It was completed on August 22, 2013 and below budget. ($1.4M)
Client Contact Name / Title	Gordon Tung / Senior Director of Construction Management
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	The Trust for Governors Island
Contract Start Date	2011
Contract End Date	Ongoing
Brief description of Scope of work 	Governors Island Redevelopment LiRo, in joint venture, is providing design review and resident engineering inspection services for the redevelopment of Governors Island in New York Harbor. This 5-year $220M capital construction program will transform Governors Island into a unique New York City destination – one where visitors can enjoy spectacular views of the City while escaping its frenetic pace. Visitors to the new Governors Island can wander meandering paths through rolling hills, enjoy leisure activities at a variety of waterfront and historic venues, or relax in a pastoral setting uniquely removed from the City. The program calls for the rejuvenation of the existing landscapes in the National Historic District; improved building envelopes for the Island's historic buildings; demolition of abandoned barracks, warehouses, and support buildings; creation of a new park with new topography on the southern half of the Island; and construction of a 2.2-mile Great Promenade along the waterfront. Critical infrastructure improvements support this program, including a reconstructed seawall along the length of the promenade; upgraded lift bridges and approach platforms at the ferry docks; new potable water and electrical distribution systems; and redevelopment of the island's drainage system. • Key Facilities and Construction Operations • Demolition • Construction of parks and public space • Seawall construction • Lift bridges • Potable water systems • Storm sewer systems

LiRo Engineers, Inc.
A LiRo Group Company

Attachment C-1

Proposer Prerequisite A

- Electrical distribution systems and telecommunications infrastructure
- Historic building stabilization
- Hazardous/contaminated material abatement
- Key Technical Personnel Required
- Civil and Structural Engineers
- Marine Engineers
- Landscape Architects
- Architects
- Electrical/Mechanical Engineers
- Resident Engineers, Office Engineers, and Construction Inspectors
- Schedulers and Estimators
- Industrial Hygienists
- Horticulturalists
- Soil Scientists
- Testing Laboratories

The Capital Program for Governors Island currently includes eight major scheduled projects:

1.	Park and Public Space	1/4/11	→	4/13/15
2.	Demolition	2/25/11	→	7/20/12
3.	Soissons Ferry Bridges	3/21/11	→	10/15/12
4.	BMB Lift Bridges	10/1/09	→	6/26/13
5.	Potable Water System	9/30/10	→	9/18/14
6.	Storm Sewer/Seawall	1/5/11	→	2/13/14
7.	Electrical Infrastructure	4/28/11	→	10/25/13
8.	Historic Building Stabilization	3/14/11	→	9/30/13

Key Project Challenges

- Broad Technical Skills – The project requires a broad range of technical skills. LiRo's project team is using a "toolbox" approach, providing key personnel with the right expertise, exactly when they are needed.
- Island Logistics – Reachable only by ferry, Governors Island poses daunting logistics challenges to construction. LiRo's team is evaluating methods for bringing in 94,000 cubic yards of fill material and another 94,000 cubic yards of topsoil needed to create the the new hills that will be constructed on the Island. Similarly, hazardous materials from demolished buildings and contaminated soils must be moved off the Island without endangering the surrounding waterway. All of this must occur while the Island's primary ferry bridges at the Soissons Dock and Battery Maritime Building are being reconstructed.
- Interrelatedness of the Capital Program Projects – The Capital Program projects are interdependent and interrelated in ways which are not always obvious. These interrelationships have the potential to delay the schedule if they are not recognized and addressed at the earliest possible opportunity.

Client Contact Name / Title	Lisa Demarco, PE / Assistant Vice President
Client Contact Email Address	[redacted]

LiRo Engineers, Inc.
A LiRo Group Company

Attachment C-1

Proposer Prerequisite A

Client Contact Phone Number	[redacted]

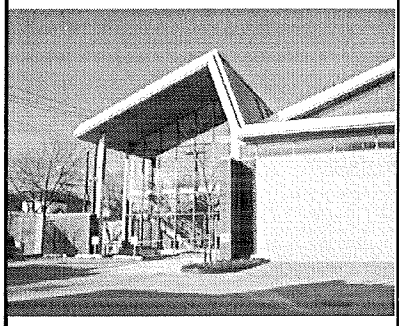
Client Name/ Contracting Entity	New York City Department of Design and Construction
Contract Start Date	2010
Contract End Date	2013
Brief description of Scope of work	121st Police Precinct As part of a Joint Venture, LiRo provided construction management services for the new police precinct in Staten Island, New York. The 121st Street Precinct was built for the New York City Police Department and contains approximately 52,000 sf of floor space. The 121st Police Precinct is seeking LEED Silver certification. It will be the first police facility in New York to comply with Local Law 86/2005 and be LEED certified as part of Mayor Bloomberg's sustainable design initiative. The building is sited to front Richmond Avenue in Staten Island. The building foundation includes caisson piling, pile caps and grade beams. Large pre-cast concrete storm detention tanks were set below grade in front and adjacent to the structure to allow for controlled drainage of the site. The building is comprised of a steel structure which includes a truss box beam, this box beam supports a 75' cantilever of the second floor at the front of the building. The sustainable interiors include state-of-the-art energy efficient lighting. The building perimeter is enclosed with CMU and clad with stainless steel formed panels that provide a linear horizontal pattern of the building. Interior walls are constructed of Glazed CMU and allowed for MEP installations within the walls. The project also included underground fuel tanks to supply the building mechanical system, emergency generator and an outdoor vehicle fueling station. The site includes a large parking lot and garbage disposal area. The building and parking lot are protected by a security system and K12 security barriers. Building includes greeting area, office space, locker rooms, intake area with holding cells, cafeteria, briefing/training room, MEP rooms, garage and a fitness room. Services included the procurement of all subcontracts for the building construction as well as the management and supervision of all work from preconstruction through final completion, including final acceptance and project closeout. Preconstruction services included document review/value engineering; construction estimates; and providing CPM schedules for the project. Construction services include executing contracts with prime contractors; maintaining all logs (RFI, shop drawings, change orders); providing daily construction supervision and inspection reports; providing monthly reports; chairing bi-weekly meetings and distribute minutes; and reviewing, negotiation and execution of change orders.
Client Contact Name / Title	Shyam Ali
Client Contact Email Address	
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	New York City Department of Design and Construction
Contract Start Date	2010

LiRo Engineers, Inc.
A LiRo Group Company

Attachment C-1

Proposer Prerequisite A

Contract End Date	2009
Brief description of Scope of work	

Sunrise Yard Maintenance Facility

The Sunrise Yard Maintenance facility provides an updated base for the NYC Department of Transportation's maintenance personnel including engineers, carpenters, electricians and plumbers. This project required demolition of DOT's two existing one-story brick structures on the Brownfield site; abatement/re-mediation of asbestos and contaminated soils associated with these structures, and a subsurface fuel storage tank. Once this work was concluded, a new two-story steel framed building to house material storage space, maintenance shops, a drive-through vehicle maintenance area, a locker room, and administrative offices was built.

By selecting the Brownfield site with the old DOT garage, the function of the original building at this site is continued in this new and more efficient building. High performance features achieved from traditional design strategies such as proper building orientation, north-facing skylights, and natural ventilation, were the foundations of the design concept. Supplemented by newer technologies such as high-performance glazing; clerestory roof system; lighting control systems; radiant floor heating; efficient fans and pumps; and high-efficiency boilers, the new building's energy savings are brought to a higher level. Site improvements included new fencing, paved parking, green spaces and an art wall by Samantha Kunze.

LiRo's construction management professionals proactively managed the project to ensure that the interests of the two client agencies were represented and assisted them with anticipating and resolving any potential schedule, budget, and community concerns. From the demolition audit to the installation of building systems, extensive coordination among all team members were critical in achieving the project's goals. Materials and equipment were thoughtfully selected and carefully inspected. Close monitoring of the installation of materials and systems testing were undertaken to ensure all components met specifications. Construction took place in a residential neighborhood of Ozone Park, Queens. The project team worked successfully with DOT and local stakeholders to minimize construction impact on area residents. Early notification of service shutdowns and street closure was part of the community outreach and in some cases, members of the project team went door-to-door to inform homeowners. Part of the project included site improvements that shield the neighborhood from the facility's industrial functions. Installing green fences, new street trees, adhering to the neighborhood's residential setbacks, and shielded vehicular access helped to make the DOT a good neighbor.

Client Contact Name / Title	Francois Fortune-Blanchard
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

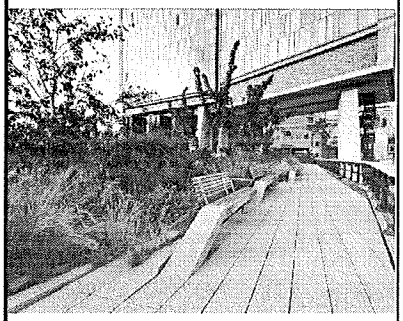
Client Name/ Contracting Entity	New York Economic Development Corporation
Contract Start Date	2011
Contract End Date	Ongoing

LiRo Engineers, Inc.
A LiRo Group Company

Attachment C-1

Proposer Prerequisite A

Brief description of Scope of work



High Line Reconstruction

LiRo is providing resident engineering services, environmental monitoring and site support. Since construction was phased over several different contracts, LiRo provided preconstruction support as the design and Invitations for Bid (IFB) were prepared. Services included the preparation of engineering estimates and the review of drawings, specifications and bid sheets. As projects progressed, LiRo provided cost estimates for change orders, and coordinated all on-going construction, not only for the High Line project, but with several adjacent high-rise building projects.

Originally built as an elevated railway to service the meat packing industry along New York City's west side in the 1930s, the High Line ceased operation in the 1970s, and has since been unused. Under the collaboration of the New York City Economic Development Corporation and the New York City Department of Parks and Recreation, the High Line has been developed into a one-of-a-kind urban park elevated above Manhattan's streetscape. The park is a linear promenade, longer than Central Park, at 1.75 miles long, covering a total of 6.7 acres.

Due to the length and complexity of the construction, the City opted to separate the development into sections. Section I spans from Gansevoort Street north to 20th Street; Section II from 20th Street to 30th Street; and Section III from 30th Street over to the West Side rail yards at 34th Street.

Steel Repairs: Structural and architectural deficiencies were restored to the Secretary of the Interior's Standards for Historical Preservation. In order to minimize disturbance to the existing structure, close coordination was required with the restoration consultant and structural engineer. This coordination resulted in less invasive repairs being made at areas where deterioration was present, but current loadings were reduced. All repairs were performed in accordance with AISC specifications, and RS-10-5 of the NYC Building Code, and certified under Directive 14 of the NYC Building Code.

Painting: Lead paint was removed from the structure by abrasively blasting within SSPC Class 1A containment. LiRo monitored this work, and also performed the required third-party air monitoring, to ensure TSP-lead emissions were not generated. The blasted steel was cleaned to SSPC-SP 10 "Near White Blast Cleaning." LiRo ensured that this requirement was satisfied by inspecting surface profiles in accordance with NACE standards. Approximately 700,000 sf of structural steel was painted, using a three- coat, moisture-cured urethane coating system.

Drainage: The existing drainage system was replaced, and connected to the NYC sewer system. All sewer connections were performed to New York City Dept. of Environmental standards. Over 1,000 lf of drainage pipe was installed on the structure's underside, with over 800 areas where the pipe penetrated through the existing girder and stringer webs.

Concrete: In order to redirect surface water to the new drainage inlets, over 2,000 cy were pumped to the top of the High Line.

Community Outreach: Since the City acquired only the High Line structure itself, not the property below or the buildings that surround and span the Line, coordination and access was a major concern. LiRo developed and implemented an extensive outreach campaign, that to date has successfully allowed the contractor to advance the project without delays, and in fact is so successful that the City is currently planning to start Phase I on Section II

Attachment C-1

Proposer Prerequisite A

	of the Line ahead of schedule. **Vertical Circulation**: Since the High Line is elevated, all access will be via stairways and exterior elevators. **Paving**: An integral aspect of the park is the unique paving design, with precast concrete planks one foot wide by 12 ft long being used, supported on a concrete understructure that also serves as a water retention area, so that rain water can be recycled for irrigation. **Lighting**: In keeping with the character of the park, all the lighting was mounted low, and also incorporated into other park features, such as the walkway hand railing and the underside of benches, using LED fixtures. **Fixtures**: The park will be furnished with artifacts from its rich history, such as restored railroad tracks in some areas, as well as several unique features, such as exclusively designed benches that appear to peel up from the ground, and others that will be mounted on the existing railroad tracks. A shallow water feature is currently being designed. **Security**: Being the only elevated public park in New York City, The High Line Park posed unique security issues to NYC Parks & Recreation, and the NYC Police Department. The High Line's CCTV system was built to conform to the aesthetic design intent of the High Line. LiRo, NYCEDC, NYC Parks, as well as NYCPD Counter Terrorism Division, worked together to coordinate camera locations to provide functional coverage of all pedestrian pathways, access points and critical areas for the safety of all persons. The High Line chose a vandal-resistant, fixed dome camera, with motion sensor field of views, and external alarm points for all locations. Each of the 34 cameras transmits a live video feed over single-mode, fiber optic cable, which terminates at the security office located at the Park's Maintenance & Operations Facility. The Pelco digital video recorders (DVRs) record the live feed, and are saved on site with a UPS backup. The system can also be viewed off site by a web-based, password-protected, high speed T-1 connection, for real time imaging of persons and property. Currently, the system monitors one mile of the elevated park, four elevators, and nine stairwells, with the capacity of expanding an additional half mile into phase three of the project. LiRo provided technical specifications, conceptual design drawings, as well as construction management services through the construction process, for this Design/Build portion of the project. **Waterproofing**: The High Line's concrete deck will be waterproofed using a Green Roof System. **Irrigation System**: Irrigation distribution will be done using HPDE piping including over 8,000 lf of drip lines.
Client Contact Name / Title	Len Greco, RLA / Senior Vice President
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Attachment C-1

Proposer Prerequisite A

Firms must have Certificates of Authorization to practice Professional Engineering in the states of New York and/or New Jersey and minimum of five (5) years experience, from the date of proposal submission, which includes performing construction management services as outlined in Attachment A for major transportation facilities.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite A.

Client Name/ Contracting Entity	STV Construction, Inc. 225 Park Ave. S. New York, NY 10003 919-454-5957
Contract Start Date	2014
Contract End Date	2018
Brief description of Scope of work	PACO is providing Construction Management services that include Scheduling, Estimating, Cost Control, Field Engineering, Construction Inspection and Office Engineering.
Client Contact Name / Title	Joe Cenzaoprono, LEED AP – Project Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	URS Corporation One Penn Plaza, Suite 600 New York, NY 1011 212-736-4444
Contract Start Date	2002
Contract End Date	2019
Brief description of Scope of work	PACO is providing Contract Administration, Program Controls, Value Engineering (VE) Studies, Construction Management, Right-Of-Way (ROW) and Real Estate Support.
Client Contact Name / Title	Louis Tucciarone, PE
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Note – Client Contact must be employee of Company

Distinct Engineering Solutions, Inc.

Attachment C-1

Proposer Prerequisite A

Firms must have Certificates of Authorization to practice Professional Engineering in the states of New York and/or New Jersey and minimum of five (5) years experience, from the date of proposal submission, which includes performing construction management services as outlined in Attachment A for major transportation facilities.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite A.

Client Name/ Contracting Entity	Gramercy Group, Inc./MTA CC
Contract Start Date	Feb. 2010
Contract End Date	March 2012
Brief description of Scope of work	Construction Design Support, Special Inspections
Client Contact Name / Title	Al Hanbridge, Project Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	Keiwit Infrastructure, Co./ MTA
Contract Start Date	Apr. 2013
Contract End Date	Dec. 2013
Brief description of Scope of work	Environmental and Geotechnical Instrumentation, Special Inspections
Client Contact Name / Title	Rob Culver, Job Superintendent
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	Schiavone/JP. Picone, JV/ MTA CC
Contract Start Date	Nov. 2012
Contract End Date	Dec. 2015
Brief description of Scope of work	Geotechnical and Environmental Engineering, Special Inspections and Monitoring
Client Contact Name / Title	Braulio Sierra, Project Engineer
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Note – Client Contact must be employee of Company

Techno Consult, Inc.

Attachment C-1

Proposer Prerequisite A

Firms must have Certificates of Authorization to practice Professional Engineering in the states of New York and/or New Jersey and minimum of five (5) years experience, from the date of proposal submission, which includes performing construction management services as outlined in Attachment A for major transportation facilities.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites

If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite A.

Client Name! Contracting Entity	PANYNJ, CM Services for LaGuardia Airport Redevelopment Program (Sub-consultant to STV)
Contract Start Date	2014
Contract End Date	2020
Brief description of Scope of work	Inspection Services to the LGA Capital Infrastructure Project, Runway safety Enhancement Project, and the Central Terminal Replacement Project. The services that Techno is providing consist of performing multi-discipline Civil, Structural, Electrical, Mechanical Engineering, and Construction Management services specifically related to the construction of large-scale projects. Projects include but are not limited to design build parking garages, elevated roadways, utility infrastructure improvements, airfield modifications, demolition of existing hangers, marine work including design build of deck extension and new terminal construction. In addition services include coordination for facility wide construction activities with facility operations and ensuring permit compliance.
Client Contact Name ! Title	Robert Barbera, Senior Vice President
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name! Contracting Entity	PANYNJ, CM Services at Newark Liberty International Airport (Prime Consultant)
Contract Start Date	2010
Contract End Date	2012
Brief description of Scope of work	Provided construction inspection, work included: Miscellaneous Buildings Fire Alarm System Upgrades: The project involved the replacement of the existing fire alarm system in 4 buildings in the EWR facility; Building 79 Modification of Truck Wash Bay 10; Supervised the construction of pit drains and the installation of chambers and pump station; Remedial Repair for P7 Parking Lot Ponding (Drainage System Installation); Repair Water Main Break at Building 1 Parking Lot; Perimeter Strengthening Phase: ICTV in Terminals A & C: Installation of Security Cameras Systems.
Client Contact Name ! Title	Paul Salvatore, PE, Director of Procurement
Client Contact Email Address	psalvato@panynj.gov
Client Contact Phone Number	201-595-4892

Client Name! Contracting Entity	AMTRAK, New Jersey High Speed Rail Improvement Program (Sub-consultant to Parsons Brinckerhoff)
Contract Start Date	2013
Contract End Date	2017
Brief description of Scope of work	Work includes: New Catenary System - Installation of constant tension catenary to support high-speed train operation; New Substation - A new substation in Hamilton, NJ to support increased capacity and potential configuration of track operation reliability; Signaling - New signaling along the right of way between Trenton and New Brunswick, NJ; Track Upgrades - Install new high speed turnouts and Interlocking; Frequency Converter Expansion - Expansion of the frequency converter in Metuchen, NJ to provide additional capacity.
Client Contact Name ! Title	Rick Cardentey, Project Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Techno Consult, Inc.

Client Name! Contracting Entity	The Performance of Expert Professional Construction Management & Inspection Services (MBE/WBE) As Requested on a "Call-In" Basis During 2013 Through 2016 (Prime)
Contract Start Date	2013
Contract End Date	2016
Brief description of Scope of work	Providing professional services directly as an extension of staff to the Engineering & Maintenance Unit of the Port Authority of New York and New Jersey. Techno is providing oversight of construction activities and coordination of work for various construction projects. These projects include the following: Journal Square Transit Center Police Command Renovation; Structural Rehabilitation and Repaving the Helix, NJ; Goethals Bridge Maintenance Building and Administration Building Roof Replacement; Replacement & Upgrade of the Christopher Street Substation.
Client Contact Name ! Title	Paul Salvatore, PE, Director of Procurement
Client Contact Email Address	psalvato@panynj.gov
Client Contact Phone Number	201-595-4892

ATTACHMENT C-2

LiRo Engineers, Inc.
A LiRo Group Company

Attachment C-2

Proposer Prerequisite B

Firms must have adequate staffing resources and have demonstrated experience performing construction management and/or construction inspection services in the Greater New York/New Jersey Metropolitan Area for construction projects valued, at a minimum, at $1.5 million.

* Note -Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite B.

Client Name/ Contracting Entity	Port Authority of New York & New Jersey
Contract Start Date	2012
Contract End Date	Ongoing
Construction Value	Not applicable
Brief description of Scope of work	Port Authority On-Call Contract (2012-2014) Please refer to Attachment C-1 for detailed project description.
Client Contact Name / Title	Christine Stanton
Client Contact Email Address	cstanton@panynj.gov
Client Contact Phone Number	201-216-2088

Client Name/ Contracting Entity	Port Authority of New York & New Jersey
Contract Start Date	2006
Contract End Date	2010
Construction Value	Not applicable
Brief description of Scope of work	Port Authority On-Call Contract (2006-2010) Please refer to Attachment C-1 for detailed project description.
Client Contact Name / Title	Manny Ciminiello
Client Contact Email Address	mciminiello@panynj.gov
Client Contact Phone Number	718-244-4523

Client Name/ Contracting Entity	MTA – Long Island Rail Road
Contract Start Date	2004
Contract End Date	2013
Construction Value	$1 Billion (combined contracts)
Brief description of Scope of work	Long Island Rail Road On-Call Construction Management and Assoc. Services (2010-2013) and (2004-2009) Please refer to Attachment C-1 for detailed project description.

Note – Client Contact must be employee of Company

LiRo Engineers, Inc.
A LiRo Group Company

Attachment C-2

Proposer Prerequisite B

Client Contact Name / Title	Richard Oakley / Director of Capital Program Management
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	New Jersey Transit
Contract Start Date	2007
Contract End Date	2010
Construction Value	$5 million
Brief description of Scope of work	Construction Management Services for Task Order Contract Please refer to Attachment C-1 for detailed project description.
Client Contact Name / Title	Kerry Donovan
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	MTA – Bridges and Tunnels
Contract Start Date	2010
Contract End Date	2014
Construction Value	$30 million
Brief description of Scope of work	As-Needed Construction Inspection and Management Services (2010-2014) Please refer to Attachment C-1 for detailed project description.
Client Contact Name / Title	Igor Shapiro, PE / Senior Project Engineer General Projects
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	MTA – Bridges and Tunnels
Contract Start Date	2005
Contract End Date	2009
Construction Value	$30 million
Brief description of Scope of work	As-Needed Construction Inspection and Management Services (2005-2009) Please refer to Attachment C-1 for detailed project description.
Client Contact Name / Title	Igor Shapiro, PE / Senior Project Engineer General Projects
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Note – Client Contact must be employee of Company

LiRo Engineers, Inc.
A LiRo Group Company

Attachment C-2

Proposer Prerequisite B

Client Name/ Contracting Entity	New York City Economic Development Corporation
Contract Start Date	2010
Contract End Date	Ongoing
Construction Value	
Brief description of Scope of work	Replacement of Existing Water Siphons Between Brooklyn and Staten Island Please refer to Attachment C-1 for detailed project description.
Client Contact Name / Title	Jawad Assaf / Assistant Vice President
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	MTA – Capital Construction
Contract Start Date	2008
Contract End Date	Ongoing
Construction Value	$8.2 Billion
Brief description of Scope of work	East Side Access – Construction Management Services Please refer to Attachment C-1 for detailed project description.
Client Contact Name / Title	William Goodrich
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	MTA – New York City Transit
Contract Start Date	2007
Contract End Date	Ongoing
Construction Value	$2 Billion
Brief description of Scope of work	No. 7 Subway Line Extension Please refer to Attachment C-1 for detailed project description.
Client Contact Name / Title	Michael Horodniceanu
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting	MTA – Bridges and Tunnels

Note – Client Contact must be employee of Company

LiRo Engineers, Inc.
A LiRo Group Company

Attachment C-2

Proposer Prerequisite B

Entity	
Contract Start Date	2005
Contract End Date	2011
Construction Value	$282 million
Brief description of Scope of work	Triborough Bridge Deck Replacement on the Wards and Randall's Island Viaduct (TB-64B) Please refer to Attachment C-1 for detailed project description.
Client Contact Name / Title	William Neubauer, PE / Assistant Facility Engineer
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	MTA – Bridges and Tunnels
Contract Start Date	2012
Contract End Date	Ongoing
Construction Value	$50 million
Brief description of Scope of work	Reconstruction of the Manhattan and Queens Ramp at RFK Bridge (RK 73) Please refer to Attachment C-1 for detailed project description.
Client Contact Name / Title	Adam Rose / Senior Project Engineer
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	MTA – Bridges and Tunnels
Contract Start Date	2011
Contract End Date	Ongoing
Construction Value	$11 million
Brief description of Scope of work	Construction Administration & Inspection, Existing Utility Relocation at RFK Bridge / Randall's Island (RK-65D) Please refer to Attachment C-1 for detailed project description.
Client Contact Name / Title	Klaudio Diminich / Project Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	MTA – Bridges and Tunnels
Contract Start Date	2009

Note – Client Contact must be employee of Company

LiRo Engineers, Inc.
A LiRo Group Company

Attachment C-2

Proposer Prerequisite B

Contract End Date	2011
Construction Value	$41 million
Brief description of Scope of work	Utilities Relocation Upper Level Roadway Replacement of the Verrazano-Narrows Bridge (VN-80A) Please refer to Attachment C-1 for detailed project description.
Client Contact Name / Title	Lou Andreani / Facility Engineer
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	MTA – Bridges and Tunnels
Contract Start Date	2011
Contract End Date	Ongoing
Construction Value	$47.4 million
Brief description of Scope of work	Interim Repairs of the Orthotropic Deck Structures at the Throgs Neck Bridge (TN-82B) Please refer to Attachment C-1 for detailed project description.
Client Contact Name / Title	Edward Knightly / Facility Engineer
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	MTA – Bridges and Tunnels
Contract Start Date	2010
Contract End Date	2011
Construction Value	$18 million
Brief description of Scope of work	CM & Inspection Services for Anchorage & Tower Protection at the Throgs Neck Bridge (TN-87B) Please refer to Attachment C-1 for detailed project description.
Client Contact Name / Title	Edward Knightly / Facility Engineer
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	New York State Department of Transportation
Contract Start Date	2010
Contract End Date	Ongoing

Note – Client Contact must be employee of Company

LiRo Engineers, Inc.
A LiRo Group Company

Attachment C-2

Proposer Prerequisite B

Construction Value	$109 million
Brief description of Scope of work	Slosson Avenue to Victory Boulevard Bus Lane Extension Please refer to Attachment C-1 for detailed project description.
Client Contact Name / Title	John Reis / Engineer-in-Charge
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	New York State Department of Transportation
Contract Start Date	2011
Contract End Date	2014
Construction Value	$75 million
Brief description of Scope of work	Staten Island Expressway Access Improvements Please refer to Attachment C-1 for detailed project description.
Client Contact Name / Title	Bruce Ogurek / Regional Construction Engineer
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	New York State Department of Transportation
Contract Start Date	2012
Contract End Date	Ongoing
Construction Value	$112 million
Brief description of Scope of work	Kew Gardens Interchange Reconstruction Inspection Services, Region 11 Please refer to Attachment C-1 for detailed project description.
Client Contact Name / Title	Bruce Ogurek / Regional Construction Engineer
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	New York State Thruway Authority
Contract Start Date	2013
Contract End Date	Ongoing
Construction Value	$3.2 Billion
Brief description of Scope of work	Construction of New Tappan Zee Bridge Please refer to Attachment C-1 for detailed project description.

Note – Client Contact must be employee of Company

LiRo Engineers, Inc.
A LiRo Group Company

Attachment C-2

Proposer Prerequisite B

Client Contact Name / Title	Charles Kanapicki
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	MTA – Capital Construction
Contract Start Date	2012
Contract End Date	2010
Construction Value	$42 million
Brief description of Scope of work	CM and Inspection Services for Structural Retrofits at the Throgs Neck Bridge Please refer to Attachment C-1 for detailed project description.
Client Contact Name / Title	Tom Reed
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	MTA – Capital Construction
Contract Start Date	2007
Contract End Date	2009
Construction Value	$41 million
Brief description of Scope of work	CM and Inspection Services for Structural Retrofits at the Bronx-Whitestone Bridge Please refer to Attachment C-1 for detailed project description.
Client Contact Name / Title	Tom Reed
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	MTA – New York City Transit
Contract Start Date	2012
Contract End Date	2014
Construction Value	$8.3 million
Brief description of Scope of work	Rockefeller Center Station Complex Electronic Security Construction Inspection Services Please refer to Attachment C-1 for detailed project description.

Note – Client Contact must be employee of Company

LiRo Engineers, Inc.
A LiRo Group Company

Attachment C-2

Proposer Prerequisite B

Client Contact Name / Title	Tom Reed
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	MTA – New York City Transit
Contract Start Date	2012
Contract End Date	2014
Construction Value	$7 million
Brief description of Scope of work	Chambers Street Complex Electronic Security System Please refer to Attachment C-1 for detailed project description.
Client Contact Name / Title	Tom Reed
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	New York Economic Development Corporation
Contract Start Date	2010
Contract End Date	2013
Construction Value	$24 million
Brief description of Scope of work	FDNY Marine 9 Barracks at Staten Island Homeport Please refer to Attachment C-1 for detailed project description.
Client Contact Name / Title	Leonard Greco, RLA / Senior Vice President
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	New York City Housing Authority
Contract Start Date	2004
Contract End Date	Ongoing
Construction Value	$426 million (combined contracts 1 thru 4)
Brief description of Scope of work	NYC Housing Authority CM/Build Requirements Contracts Please refer to Attachment C-1 for detailed project description.
Client Contact Name / Title	Raymond Ribeirio, PE / Executive Vice President of Capital Projects
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Note – Client Contact must be employee of Company

LiRo Engineers, Inc.
A LiRo Group Company

Attachment C-2

Proposer Prerequisite B

Client Name/ Contracting Entity	New York City School Construction Authority
Contract Start Date	2012
Contract End Date	2014
Construction Value	$100 million
Brief description of Scope of work	NYCSCA Construction Management Emergency Response Program 2012-2014 Please refer to Attachment C-1 for detailed project description.
Client Contact Name / Title	Gordon Tung / Senior Director of Construction Management
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	The Trust for Governors Island
Contract Start Date	2011
Contract End Date	Ongoing
Construction Value	$220 million
Brief description of Scope of work	Governors Island Redevelopment Please refer to Attachment C-1 for detailed project description.
Client Contact Name / Title	Lisa Demarco, PE / Assistant Vice President
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	New York City Department of Design and Construction
Contract Start Date	2010
Contract End Date	2013
Construction Value	$59 million
Brief description of Scope of work	121st Police Precinct Please refer to Attachment C-1 for detailed project description.
Client Contact Name / Title	Shyam Ali
Client Contact Email Address	
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	New York City Department of Design and Construction

Note – Client Contact must be employee of Company

LiRo Engineers, Inc.
A LiRo Group Company

Attachment C-2

Proposer Prerequisite B

Contract Start Date	2010
Contract End Date	2009
Construction Value	$20 million
Brief description of Scope of work	Sunrise Yard Maintenance Facility Please refer to Attachment C-1 for detailed project description.
Client Contact Name / Title	Francois Fortune-Blanchard
Client Contact Email Address	
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	New York Economic Development Corporation
Contract Start Date	2011
Contract End Date	Ongoing
Construction Value	$125 million
Brief description of Scope of work	High Line Reconstruction Please refer to Attachment C-1 for detailed project description.
Client Contact Name / Title	Len Greco, RLA / Senior Vice President
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Note – Client Contact must be employee of Company

Attachment C-2

Proposer Prerequisite B

Firms must have adequate staffing resources and have demonstrated experience performing construction management and/or construction inspection services in the Greater New York/New Jersey Metropolitan Area for construction projects valued, at a minimum, at $1.5 million.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite B.

Client Name/ Contracting Entity	STV Construction, Inc. 225 Park Ave. S. New York, NY 10003
Contract Start Date	2014
Contract End Date	2018
Construction Value	$2.5 B
Brief description of Scope of work	PACO is providing Construction Management services that include Scheduling, Estimating, Cost Control, Field Engineering, Construction Inspection and Office Engineering.
Client contact Name / Title	Joe Cenzoprano, LEED AP – Project Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	URS Corporation One Penn Plaza, Suite 600 New York, NY 10119
Contract Start Date	2002
Contract End Date	2019
Construction Value	$10.8 B
Brief description of Scope of work	PACO is providing Contract Administration, Program Controls, Value Engineering (VE) Studies, Construction Management, Right-Of-Way (ROW) and Real Estate Support.
Client contact Name / Title	Louis Tucciarone, PE – Project Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Note – Client Contact must be employee of Company.

Distinct Engineering Solutions, Inc.

Attachment C-2

Proposer Prerequisite B

Firms must have adequate staffing resources and have demonstrated experience performing construction management and/or construction inspection services in the Greater New York/New Jersey Metropolitan Area for construction projects valued, at a minimum, at $1.5 million.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite B.

Client Name/ Contracting Entity	Schiavone Shea Kiewit/ MTA CC
Contract Start Date	Oct. 2010
Contract End Date	Dec. 2013
Construction Value	$343 M
Brief description of Scope of work	Construction Monitoring, Environmental Management, Acoustical and Air Monitoring
Client contact Name / Title	Anthony DelVescovo, Project Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	86th Street Construction JV/ MTA CC
Contract Start Date	Feb. 2014
Contract End Date	Dec. 2017
Construction Value	$165 M
Brief description of Scope of work	Construction Management and Special Inspections
Client contact Name / Title	Andrej Delle, Project Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	Scalamandre Oliveira, JV/ MTA cc
Contract Start Date	March, 2011
Contract End Date	Feb. 2013
Construction Value	$68 M
Brief description of Scope of work	Environmental Management and Special Inspections
Client contact Name / Title	Marco Desa , Project Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Note – Client Contact must be employee of Company

Integrated Strategic Solutions, Inc.

Attachment C-2

Proposer Prerequisite B

Firms must have adequate staffing resources who have demonstrated experience performing construction management and/or construction inspection services in the Greater New York/New Jersey Metropolitan Area for construction projects valued, at a minimum, at $1.5 million.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite B.

Client Name/ Contracting Entity	MTACC East Side Access / URS Corporation
Contract Start Date	2008
Contract End Date	2016
Construction Value	$3,700,000
Brief description of Scope of work	Construction Management for LIRR under Grand Central Terminal and inspectors for both the underground station and train yard.
Client contact Name / Title	Jeffrey Vladyka
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	MTACC / URS Corporation / Washington Group
Contract Start Date	2006
Contract End Date	2009
Construction Value	$425,000
Brief description of Scope of work	As a subconsultant for the URS Integrated Electronic Security System (IESS) and Command Controls and Communications (C3) Centers ISR provided electrical, mechanical and civil/ structural services.
Client contact Name / Title	Jeffrey Vladyka
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	NJT / PANYNJ / Parsons/Tishman
Contract Start Date	2007
Contract End Date	2010
Construction Value	$1,735,000
Brief description of Scope of work	ISR was a subconsultant to the Parsons/Tishman team providing constructions management, project controls and quality control services.
Client contact Name / Title	Howard Sackel
Client Contact Email Address	Frmr PANYNJ
Client Contact Phone Number	[redacted]

Note – Client Contact must be employee of Company

Techno Consult, Inc.

Attachment C-2

Proposer Prerequisite B

Firms must have adequate staffing resources and have demonstrated experience performing construction management and/or construction inspection services in the Greater New York/New Jersey Metropolitan Area for construction projects valued, at a minimum, at $1.5 million.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites

If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite B.

Client Name/ Contracting Entity	NYCDEP, CM Services for Newtown Creek Water Pollution Control Project, Brooklyn, New York (Sub-consultant to Shaw/Baker/Gannet Fleming JV)
Contract Start Date	
Contract End Date	2016
Construction Value	1,500,000,000
Brief description of Scope of work	The project involves the completion of significant upgrades to the structures and systems that treat wastewater from a combined sewage treatment system. Some of the project elements include improvements to the plant bar screens, electrical, plumbing, HVAC, and controls and instrumentation upgrades, new screening and control buildings, new barge facilities and site work
Client contact Name / Title	Linda Tolner, PE/ Project Director
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	NYCDEP, CM for Croton Water Filtration Plan, Van Cortland Park, NY (Sub-consultant to URS-Malcolm Pirnie, Inc.)
Contract Start Date	
Contract End Date	2014
Construction Value	2,500,000,000
Brief description of Scope of work	The most unique aspect of the project is that the facility will be built completely underground. Construction of the facility will require two major underground construction phases: site preparation and tunneling. Each phase requires specialized expertise by both the contractors and the construction management team. The complexity includes the fact that a massive rock excavation must be undertaken before subsequent stages can begin.
Client contact Name / Title	Jim Martinez, PE/ Senior Vice President
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

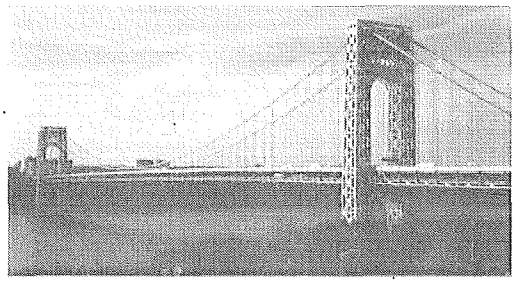
Client Name/ Contracting Entity	NYCDEP, CM for Catskill and Delaware Water Treatment Ultra Violet Facility, New York
Contract Start Date	
Contract End Date	2014
Construction Value	1,300,000,000
Brief description of Scope of work	In accordance with the terms of the Filtration Avoidance Determination (FAD) issued by the USEPA, the New York City will construct and place into operation an Ultraviolet Light (UV) Disinfection Facility for the Catskill/Delaware Water Supply System capable of disinfection a maximum flow of 2,020 million gallons per day (mgd), with an average flow of 1,310 mgd. The project will meet the water supply needs of federal drinking water standards.
Client contact Name / Title	Mark Hanson, PE/ Senior Vice President
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

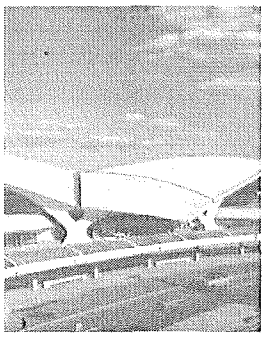
Techno Consult, Inc.

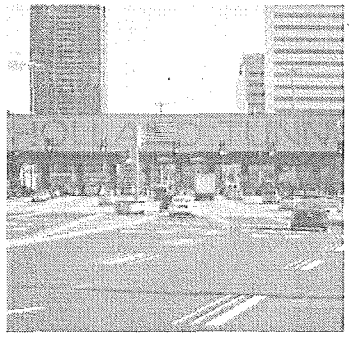
Client Name/ Contracting Entity	NYCDEP, CM for Hunts Point Water Pollution Control Plant, Phase IV- Carbon Addition, Bronx, NY
Contract Start Date	
Contract End Date	2015
Construction Value	10,000,000
Brief description of Scope of work	The Hunt Point WPCP Upgrade Program is a multi-phase modernization program intended to improve waste water plant process efficiency, reduce plant manpower requirements, improve plant reliability and maintain compliance with all applicable permit requirements and Consent Orders. Retrofitting of existing waste water treatment units that will reduce nitrogen loadings into the adjacent East River and Long Island Sound.
Client contact Name / Title	Mathew Osit, PE / Portfolio Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	

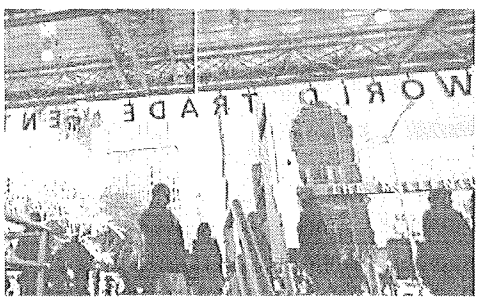
Note – Client Contact must be employee of Company

THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY









LiRo Engineers, Inc.
A LiRo Group Company

B. STAFF QUALIFICATIONS AND EXPERIENCE

B. STAFF QUALIFICATIONS AND EXPERIENCE

STAFFING APPROACH

The most important element of LiRo's staffing approach is the breadth and depth of our team. We have assembled an outstanding project team of technical and construction management experts who collectively possess expertise in every element of the Port Authority's anticipated storm-related resiliency projects.

All Program Management responsibilities will be under the direction of LiRo's Project Director, Thomas Wagner, P.E. As outlined in the RFP, LiRo anticipates that the specific staffing requirements for this assignment will fall into the following categories:

- Resident Engineering and Construction Inspection Services
- Constructability and Technical Reviews
- Contract Administration
- Construction Cost Estimating and Scheduling

PROJECT/TASK STAFFING

Upon assignment of LiRo to a particular task, the LiRo Project Director will consult with the Port Authority's Engineer of Construction/Sr. Resident Engineer regarding specific staffing needs and staff to be assigned. Based on the project's need, staffing may entail providing a resident/assistant resident engineer, an individual inspector or inspectors, a project administrator, cost engineer, or scheduling professional. The selected staff will work from the Port Authority's facilities or field offices and will be responsible to the Port Authority's Engineer of Construction, Project Manager or other designee.

For specific elements of work as determined and assigned by the Port Authority, LiRo will provide a complete construction management staff or just inspectors. LiRo has some of the region's most experienced construction professionals on staff to assist the Port Authority with any assignment, whether it be Architectural, Civil, Structural, Electrical, or Mechanical related. Contingent on the actual staffing levels required, Resident and/or Assistant Resident Engineers would be assigned with an Office

Engineer, Contract Administrator, scheduling and estimating assistance, and a contingent of appropriate inspectors. All staffing levels will be planned by our Project Director in consultation with the Port Authority's Engineer of Construction, Project Manager or Sr. Resident Engineer.

TECHNICAL SUPPORT RESOURCES

Where the need for support staff on assignments may be intermittent or of a specific task nature, such as the preparation of a construction estimate or development of a master schedule or schedule update, support will come from LiRo's or our sub-consultants' home offices as required. The LiRo team will also maintain an available pool of resources in all technical specialties to perform design reviews. They will review and verify, as requested, that the design meets the criteria established by the Port Authority, confirm that the construction is compliant with the approved design and support technical reviews of change order proposals and claims.

The resource pool includes experts in:

1. Architectural Design
2. Civil/Structural Design and Construction
3. ACI-certified Concrete Inspection
4. Building/Structural Design and Construction
5. ICC-certified Structural Steel / Bolting Inspections
6. NACE Level 1 Coatings Inspections
7. Electrical Design and Construction
8. Safety and Security Engineering
9. Traffic Engineering
10. Vertical Circulation Design and Construction
11. Construction Staging
12. Value Engineering
13. Scheduling and Cost Estimating
14. Cost Control
15. Document Control

Our proposed Project Director, **Thomas Wagner, PE** will be responsible for the coordination and scheduling of the technical experts on an as-needed basis and as approved by the Port Authority. LiRo's ability to draw upon the expertise of such technical specialists will provide the Port Authority with added assurance that all issues can be resolved quickly and efficiently.

STAFFING PLAN

LiRo and its sub-consultants possess a large local, in-house resource pool of construction management, resident engineering, construction inspection and administrative personnel who are available for short and long term assignments. For any task or assignment, we can draw upon our New York/New Jersey pool of qualified personnel that, totals more than 650 individuals (over 800 including sub-consultants). The **Attachment E – Staffing Plan**, which is provided at the end of this section, lists our proposed pool of resources for this program.

Our proposed Organization Chart for this contract is provided in section C.

KEY PERSONNEL

Our Team's proposed **Project Director, Mr. Thomas Wagner, PE**, is a former Port Authority Project Manager who has extensive knowledge of the PA's facilities and operations as well as the engineering experience that will be invaluable in managing this IQC program. Tom has over 40 years of combined supervisory, project, program management, and structural engineering design experience in the fields of bridge & tunnel engineering, transportation, port and marine and aviation facilities at the Port Authority and consulting engineering firms. He has broad experience in managing numerous multi-discipline projects. Tom's experience as a Facility Engineer for the GWB, Lincoln Tunnel and PA Bus Terminal, and as Manager of Planning for TB&T makes him very knowledgeable in the PA's Capital and Major Works Program and facility operations. Tom completed his career at the Port Authority as a Program Manager on the $9.8 Billion ARC Tunnel Project and the $1.2 Billion New Terminal A Project at EWR. His 28 years of experience with the PA makes him uniquely qualified to lead this IQC assignment. He is intimately familiar with the requirements of contractors working within the operating environment of transportation facilities and fully understands the importance of "on-time" performance and returning traffic lanes or tracks to service within committed time frames. Tom has successfully done so on a very wide variety of PA projects.

Serving as the Team's **Project Executive** will be **Mr. Howard Sackel**. With more than 40 years of experience in the transportation industry, Howard has been involved on numerous transportation projects in the region including several mega-projects, serving as the PA's Director on the ARC Tunnel and in the Deputy Project Executive role for the MTA on the East Side Access project. Howard knows how the Port Authority and its Line Departments operate, and as Project Executive, will provide leadership and support to the team as well as liaison with senior staff at the Port Authority and ensure that the resources needed by the project team for each task are assigned and available when needed.

A Roster of our Proposed Staff and Resumes are provided at the end of this section.

STAFF COMMITMENT

As this is an Indefinite Quantity Contract (IQC), which is task order based, commitment of staff will be addressed in each task proposal. LiRo has significant resources at all levels of CM staff based locally as shown in the following tables and resumes. The appropriate resources will be proposed for each task in the Task Order proposals.

SUB-CONSULTANTS

The LiRo team includes four sub-consultants all of whom are certified DBEs, and who will provide additional resources and staffing for assigned tasks. Our sub-consultants include:

- PACO Group
- Distinct Engineering Services, Inc.
- Integrated Strategic Resources
- Techno Consult, Inc.

As sub-consultants to LiRo, the terms and conditions for sub-consultants' compensation will be reflected in their subcontracts that will "pass through" the requirements of the prime consultant contract. It is the intent of LiRo to ensure that sub-consultants' invoices are included in the prime invoice and payments are made to the sub-consultants immediately upon payment received from the client.

A summary of these sub-consultants' qualifications and experience is provided below.

PACO Group, Inc. (PACO) is a PANYNJ certified DBE firm providing program, project and construction management consulting services. For over twenty five years, PACO has supported all sectors of the transportation industry including: rail, mass transit, bridges, tunnels, airports, highways, and ports and has provided construction management and inspection services on numerous projects for the Port Authority for over 17 years. PACO is currently providing Construction Management Services on an "as-needed" basis to support and augment the Port Authority's Project Management staff for construction projects at JFK Airport. Services include the management of the Tenant Alteration Application Review (TAAR) Process. PACO is also providing on-call Cost Estimating services for several infrastructure improvements projects as part of the LaGuardia Modernization Program and at the WTC Hub, was a sub-consultant to the Downtown Design Partnership, and provided cost estimating services for the final design of the Hub. Additionally, PACO is providing expert project management and related support services on an as-needed basis at various Port Authority facilities. Required services include planning, coordinating, and scheduling the design and construction oversight process.

PACO's services on the LiRo team will include construction inspection as well as project support with scheduling, estimating and document control.

Distinct Engineering Solutions, Inc. (DESI) is a PANYNJ certified DBE and multidisciplinary engineering firm providing design and construction oversight services in the disciplines of Geotechnical, Environmental, Site-Civil, Construction Engineering, and Regulatory Compliance. DESI is registered with the New York City Department of Buildings (DOB) as a Class I Special Inspection Agency, and is IAS accredited, operating in general compliance with ASTM E329 and ISO 17020 standards. The firm specializes in Phase I site assessments, investigations and sampling, management of contaminated materials and beneficial reuse, as well as abatement design and monitoring. DESI provided engineering support services for the contractor at the World Trade Center site and PATH station performing soil borings and an evaluation of rock and subsurface soil. DESI collected environmental samples and made various analyses, prepared an Excavated Soil Management Plan, and identified disposal facilities for the excavated soil.

In addition to the Port Authority, DESI has provided services for both public and private sector clients including, the Metropolitan Transportation Authority, NYC Economic Development Commission, NYC Department of Design & Construction, and the New Jersey Turnpike Authority. DESI will bring to the LiRo team additional inspection resources in the environmental and regulatory disciplines as well as site civil work.

Integrated Strategic Resources (ISR), a PANYNJ certified DBE, provides professional engineering and consulting services focused on three business areas – Systems Integration Management, Rail/Transit Operations, and PM-CM/Oversight. ISR professionals have

managed the integration of various systems in transportation environments coordinated with operations, and followed these efforts through testing and commissioning phases. ISR staff has been involved in communications and electronic security programs throughout the Northeast including CCTV, Intrusion Detection, Access Control, Backbone and Field Networks, Fiber Optic Networks, Command and Control Systems, WIFI installations and police radio. ISR's Construction Management experience includes the $300 million Integrated Electronic Security System and Command and Control Centers program for NYCT where ISR provided inspection of the electrical systems associated with the cameras and access control elements throughout the entire MTA system as well as AMTRAK shared facilities. ISR is currently providing CM services on the East Side Access project and provided Deputy Construction Managers and Senior Inspectors on six separate contracts.

As a sub-consultant, ISR provided cost estimating services to support design of the World Trade Center Transportation Hub. ISR prepared cost estimates for all aspects of the project including studies, conceptual design options, preliminary design, final design, and contractor construction bid packages. ISR's CADD-proficient estimators have been involved in checking and monitoring multi-discipline design elements and creating 3D views of each drawing, providing costing services in tandem with the designer's specifications online.

On the LiRo team, ISR will provide additional depth of resources for communications, control and security systems as well as estimating services.

TECHNO CONSULT, INC. (TECHNO), is a PANYNJ certified DBE, and provides engineering, construction management and resident engineering and inspection services for public agencies and private sector clients in the areas of water/wastewater treatment, transportation, including mass transit systems, infrastructure, facilities and heavy civil construction. Techno is currently working as a prime consultant to the Port Authority providing CM services on a call-in basis, and is providing CM services on the Hunts Point Wastewater Treatment Plant for NYCDEP as well as REI services on the Prior Notice Sidewalks and Ramps project for NYCDDC in the Bronx. Techno also served as a sub-consultant on the ARC Trans-Hudson Tunnel project and is currently providing inspectors on several projects for the Port Authority, including:

- Civil/Structural Inspection at Journal Square Police Command Center
- Civil/Structural Inspection at JFK
- Civil Inspection on the Lincoln Tunnel Helix
- Civil Inspection at Goethals Bridge Maintenance and Administration Building
- Mechanical Inspection on the Holland Tunnel electrical and mechanical systems rehabilitation

On the LiRo team, Techno will provide inspectors in several disciplines to supplement the team's resources in their area of expertise.

The Table which follows indicates the key staff proposed for this program. Resumes of the LiRo team's proposed Resident Engineers, Inspectors, Office Engineers, Contract Administrators, Project Controls and support staff can be found at the end of this Section.

RFP NO. 38268

IF THE STAFFING CATEGORIES LISTED BELOW DIFFER FROM YOUR FIRM'S, LIST YOUR FIRM'S STAFFING TITLES WITHIN THE CATEGORY THAT BEST MATCHES.

Staffing Category		PROPOSER'S STAFFING TITLES
INSPECTIONS	1	Project Manager
	2	Resident Engineer
	3	Senior Inspector
	4	Inspector
	5	Environmental Inspector
	6	
	7	
	8	
CONSTRUCTABILITY REVIEW	1	Civil Engineer
	2	Structural Engineer
	3	Mechanical Engineer
	4	Electrical Engineer
	5	Geotechnical Engineer
	6	Architect
	7	Estimator
	8	Scheduler
	9	Traffic Engineer
CONTRACT ADMINISTRATION	1	Contract Administrator
	2	Office Engineer
	3	
	4	
	5	
	6	
	7	
	8	
COST ESTIMATES	1	Senior Estimator
	2	Estimator
	3	
	4	
	5	
	6	
	7	
	8	
CONSTRUCTION SCHEDULES	1	Scheduler
	2	Senior Scheduler
	3	Virtual Design & Const. (BIM) Specialist
	4	
	5	
	6	
	7	
	8	
OTHER	1	Safety Specialist
	2	
	3	
	4	
	5	
	6	
	7	
	8	

THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY

Roster of Proposed Staff

PANYNJ Staffing Category	LiRo Staffing Category		PROPOSER'S STAFFING TITLES	NAME	YEARS EXPER.	PE or RA	REGISTRATIONS/ CERTIFICATIONS	PANYNJ EXPERIENCE
INSPECTIONS	PROJECT MGRS	1	Principal in Charge	Howard Sackel	40			✓
		2	Project Manager	Thomas Wagner, PE	40	✓	PE - NJ	✓
	RESIDENT ENGINEERS	1	Resident Engineer	Raul Abreu, PE	8	✓	PE - NY; ACI Concrete Special Inspector, ACI Field Tech Grade I; Asphalt Paving Technologist; NACE Coating Insp. I; OSHA 30, Confined Space Cert.	
		2	Resident Engineer	Douglas Adil, RA	25	✓	RA - NY; NYS Certified Code Enforcement Official	
		3	Resident Engineer	James Ahrens, PE	41	✓	PE - NY	
		4	Resident Engineer	Brant Aidikoff, PE, CCM	38	✓	PE - NY and NJ; Cerified Construction Mgr.	✓
		5	Resident Engineer	Jonah Allaben, PE, LEED AP	6	✓	PE -NY; LEED AP	
		6	Resident Engineer	Michael Baranello, PE	25	✓	PE - NY; NYSDEC Erosion and Sediment control Cert; OSHA 10 Safety & Health	
		3	Resident Engineer	Michael Bendetti, PE	22	✓	PE- NY; OSHA 10 Safety & Health	
		4	Resident Engineer	Donald Bornkamp, Jr., PE	24	✓	PE- NY; NY Certified Code Official; OSHA Safety & Health	
		5	Resident Engineer	Thomas Bowers, PE	33	✓	PE - NY; OSHA 10 Safety & Health	
		6	Resident Engineer	Raymond Busch, III, PE	26	✓	PE- NY; OSHA Excavation, OSHA 10 Safety & Health	
		7	Resident Engineer	Louis Comunelli, PE	42	✓	PE - NY, NJ; Amtrak, MNR Safety; Subsurface Tank testing & Corrosion	
		8	Resident Engineer	Stephen Conenna, PE	27	✓	PE - NY	✓
		9	Resident Engineer	Richard Cuming, PE	20	✓	PE - NY; OSHA 10 H&S; Exterior Brick & Masonry Inspection and QC Cert.;	
		10	Resident Engineer	Anton Dolce, AIA	40	✓	RA - NY; OSHA 10 H&S; Exterior Brick & Masonry Inspection and QC Cert.	
		11	Resident Engineer	James Eckhoff, PE	21	✓	PE - NY; OSHA Health & Safety	✓
		12	Resident Engineer	Frank Franco, AIA	30	✓	RA - NY; NCARB; OSHA Health & Safety	
		13	Resident Engineer	Joseph Gadbois, PE	18	✓	PE - NY; OSHA 10 Health & Safety, Confined Space, Scaffolding Cert.	
		14	Resident Engineer	William Gallo, RA	23	✓	RA - NY; OSHA 10 Health & Safety	
		15	Resident Engineer	R. Goldman, PE	33	✓	PE - NY; ACI Field Tech Grade 1, Special Insp.; ATSSA Traffic Cntrl Tech; NYCDOB Scaffold; ICC Struct. Stl Insp	
		16	Resident Engineer	Drew Haritonides, PE, LEED AP	21	✓	PE - NY; ACI Grade 1; LEED AP; OSHA 10 Health & Safety	
		17	Resident Engineer	Alexander Hernandez, PE	11	✓	PE - NY	
		18	Resident Engineer	Donald Hoeffner, PE	41	✓	PE -NY; 30 hr OSHA; USACE Construction Quality; LIRR Safety; NYSDOT Traffic Control; NYSDOT Erosion & Sediment Control	
		19	Resident Engineer	Kenneth Holmstrom, PE	37	✓	PE - NY	✓
		20	Resident Engineer	Matthew Iannuzzi	18	✓	PE, OSHA	
		21	Resident Engineer	Syed Kamal, PE	22	✓	PE - NY	
		22	Resident Engineer	Chester Kaspszak, PE	30	✓	PE - NY	
		23	Resident Engineer	Kevin Liang, PE	18	✓	PE - NY; ATSSA Traffic Contro Technician	

THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY

Roster of Proposed Staff

PANYNJ Staffing Category	LiRo Staffing Category		PROPOSER'S STAFFING TITLES	NAME	YEARS EXPER.	PE or RA	REGISTRATIONS/ CERTIFICATIONS	PANYNJ EXPERIENCE
INSPECTIONS	RESIDENT ENGINEERS	24	Resident Engineer	John Linnane, PE	28	✓	PE - NY; ACI Concrete Special Insp. Field Testing Insp, NETTCP Soils & Aggregate; OSHA 10 Health & Safety	
		25	Resident Engineer	Mohammad Naseri, PE	25	✓	PE - NY; NTSSA Traffic Control Technician; OSHA 10 Health & Safety	
		26	Resident Engineer	Douglas Owen, PE	32	✓	PE - NY; NACE Coating Insp.; OSHA 10 Health & Safety	
		27	Resident Engineer	James Pagano, PE	32	✓	PE - NY, NJ; Cert. Code Compliance Officer, NY	✓
		28	Resident Engineer	Bharat Patel	27	✓	PE - NY	
		29	Resident Engineer	Michael Prigge, PE	35	✓	PE - NY; OSHA 10 Health & Safety	
		30	Resident Engineer	Mamdouh Rafat, PE	25	✓	PE - NY, NJ; OSHA 10 Health & Safety	
		31	Resident Engineer	Philip Salerno, PE	35	✓	PE - NY; OSHA 10 Health & Safety	
		32	Resident Engineer	Carl Villa, PE	30	✓	PE - NY	
		33	Resident Engineer	Ronald Wilson, PE	35	✓	PE - NY, NJ	✓
		34	Resident Engineer	Giorgi Khardzeishvilli, PE	18	✓	PE - NY, NJ	
		35	Resident Engineer	Jinhyung Chung, Ph.D., PE	17	✓	PE - NY, NJ; NYCDEP Noise Consultant; NYCDEP Certified Noise Enforcement	✓
	INSPECTORS	1	Senior Inspector	Michael Bonasia, LEED AP	23		OSHA 10 Health & Safety; LEED Professional	
		2	Senior Inspector	Gerald Calpin	26		SSPC-C3, MACE, FHWA/NHI Inspection Instructor, ASTM Specialist, ANSI Level III	✓
		3	Senior Inspector	Richard Calvert	28		OSHA 10 Health & Safety	
		4	Inspector	Jean M. Dawson	11		NICET-III; SSPC-5,3,1; AssnBridgeConstr&Design; NAWIC	
		5	Inspector	Bernard J. Fogel	27		EIT; Basic Code Enforcement	
		6	Senior Inspector	Thomas Gargano	26		NICET-III,IV; NYCDOT & NYCDDC Concrete Testing; OSHA10; ; PETCON	✓
		7	Inspector	James Gaspari	16		OSHA 10 Health & Safety; CPM Certification, NY	
		8	Senior Inspector	Robert Gebhard	21		OSHA 10 Health & Safety; NICET-III	
		9	Inspector	Mekh Gurung	11		ICC Cert. Steel & Bolting; ACI Field Tech-Grade-I, Special Inspector; OSHA 10 Health & Saftey; NYCDOB Supported scaffolding-C; Hilti Fire Stopping Cert.	
		10	Senior Inspector	Linus James	15		ACI Field Tech-Grade-I; NICET I - Bridge, NICET III- Highway	✓
		11	Senior Inspector	John Khachmanian, PE	26	✓	PE - NY; ACI Field Tech-Grade-I; OSHA 10 Health & Safety	
		12	Inspector	Kyaw Maung	2		EIT; ICC Steel & Bolting; ACI Tech 1	
		13	Inspector	Aaron Mosser	10		NYCDDC Concrete Field Testing; Exterior Masonry Walls Cert.; OSHA 10 Health & Safety	✓
		14	Inspector	Vincent Mutarelli	30		AWS D11 & LISS-2002-1; NICET-II ,III; OSHA 10, 30 Health & Safety, 40 HAZSWOPER	
		15	Senior Inspector	Miroslaw Olk	30		ACI Field Testing Tech Grade I; NICET IV, OSHA 10 Health & Safety	
		16	Senior Inspector	Theodore Pollock	35		NICET III; OSHA Confined Space Cert.	
		17	Senior Inspector	Clayton Randall	29		NICET-IV; OSHA 40 HazMat; PCI 40 hr Concrete Pavement; NYSDOT-MPT; SAT, NJ Asphalt Paving Tech	

THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY

Roster of Proposed Staff

PANYNJ Staffing Category	LiRo Staffing Category		PROPOSER'S STAFFING TITLES	NAME	YEARS EXPER.	PE or RA	REGISTRATIONS/ CERTIFICATIONS	PANYNJ EXPERIENCE
INSPECTIONS	INSPECTORS	18	Inspector	Robert Roy	20		NACE Leel 1 Coatings; ACI Tech Grade 1; Marine Costings Insp.; Concrete Coating	
		19	Senior Inspector	Genaro Sanchez	25		ACI Field Tech-Grade-I; NYSDOT-MPT; NICET-II	
		20	Inspector	David Santos	6		ACI Field Tech-Grade-I; NICET-II; OSHA 10 Health & Safety	
		21	Inspector	Angelo Serelis	15		ACI Tech 1; NACE Coatings	✓
		22	Inspector	Prem Singh	25		NICET IV; OSHA 10 Health & Safety, Confined Space Entry Certified	
		23	Senior Inspector	Ralph Tillelli	40		NYCDOB Certified Concrete Safety Mgr.;OSHA 30 Certified	
		24	Inspector	Colin Tomlinson	25		SSPC C-1; NACE Coating; NYCDDC Concrete; NICET-III; OSHA 10 Health & Safety ; CPM Certification	
		25	Inspector	William Wall	30		OSHA 10 Health & Safety	
		26	Inspector	Vikas Patel, EIT	. 4		ICC Cert. Steel & Bolting, Structural Masonry, Fireproofing Insp.; ACI Field Tech-Grade-I, Special Inspector; NICET I- Asphalt Highway, II- Concrete & Soil; OSHA 10 Health & Saftey; AWS; NYCDOB Special Insp.	
		27	Inspector	Sujal Patel	4		ACIConcrete Field Testing Technician – Grade I; Aggregate Testing Technician I; OSHA 40 HAZWOPER, OSHA 10 Health & Safety	
		28	Inspector	Freddie Shivdat CWI	30		AWS Cert. Welding Insp.; ICC Structural Steel & Bolting Special Insp.; NJ DCA Structural Welding, bolting & Fireproofing	
		29	Inspector	Francisco Capito	30		NYSDOT QA/QC Technician; ACI Field Tech- Grade I, Special Insp. Grade 2; Lab testing Tech.; OSHA Confined Space Entry, 40 hr. HAZWOPER	✓
		30	Inspector	Iqbal Feroz	20		ACI Field Tech-Grade I, Special Insp; ICC Specieal Insp-Structural Steel and Bolting; OSHA 10 Health & Safety, Confined Space Entry, 40 hr. HAZWOPER	
		31	Inspector	Leonardo Nunez	15		Health & Safety; NYCT/PATH Roadway Worker Protection Cert.; Special Insp. Structural Masonry	✓
		32	Inspector	Andrew Chan			OSHA 10, 30 Health & Safety	✓
		33	Inspector	Emad Bebawy	20		ACI Tech 1; OSHA 10, 30 Health & Safety, 40 HAZSWOPER;, Confined Space	
		34	Senior Inspector	Gerald Calcagnile	6		OSHA 10, 30 Health & Safety	✓
CONSTRUCTABILITY REVIEW	CIVIL/STRUCTURAL ENGINEER	1	Design Review Manager	Michael Rennard, PE	40	✓	PE - NY	
		2	Design Review Civil	Richard Schmaltz, PE	43	✓	PE- NY, NJ	
		3	Civil/Structural Review	Vikas Wagh, PE	34	✓	PE - NY, NJ; OSHA 10 Health & Safety	
	ARCHITECT	1	Architect	Gilbert Balog, AIA	40	✓	RA - NY, NJ; NCARB	
		2	Architect	Nancy Silver, AIA, LEED AP	31	✓	RA - NY; LEED AP; NYSDOL Asbestos Inspector	✓
		3	Architect - Director VDD (BIM)	Lennart Andersson, RA	15	✓	RA - NY	

THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY

Roster of Proposed Staff

PANYNJ Staffing Category	LiRo Staffing Category		PROPOSER'S STAFFING TITLES	NAME	YEARS EXPER.	PE or RA	REGISTRATIONS/ CERTIFICATIONS	PANYNJ EXPERIENCE
CONSTRUCTABILITY REVIEW	MECHANICAL/ELECTRICAL ENGINEER	1	Mechanical Engineer	Michael Smith, PE, CEM	27	✓	PE - NY; Certified Energy Auditor; OSHA 10 Health & Safety	
		2	Mechanical Engineer	Joseph Abruzzo, PE, LEED AP	10	✓	E - NY; LEED AP; Certified Energy Auditor	
		3	Mechanical Engineer	Jonah Allaben, PE, LEED AP	6	✓	PE - NY	
		4	Electrical Engineer	Alexander Hernandez, PE	11	✓	PE - NY	
		5	Electrical Engineer	Wyatt Lewis, PE	7	✓	PE - NY; Certified Energy Auditor; OSHA 10 Health & Safety	
		6	Electrical Engineer, Systems	James Maguire	20			✓
		7	Systems Integration	Thomas Jocz	10			✓
	OTHER ENGINEERS	1	Traffic Engineer	Jeffrey Petrie, LEED AP	15		LEED AP	
		2	Traffic Engineer	Abid Ansari, PE	30	✓	PE - CT	
		3	Traffic Engineer	Vincent Corrado, PE	13	✓	PE - NY	
		4	Environmental Engineer	Christopher Zanoni	20		NYS DOL Asbestos Inspector; NYCDOB 4 hr Supported Scaffold User Certification	
		5	Geotechnical Engineer	Ram Tirumala, PE	28	✓	PE - NY	✓
		6	Geotechnical Engineer	Sherien Thampi, PE	10	✓	PE - NY; 40 hr. HAZWOPER	✓
CONTRACT ADMINISTRATION	CONTRACT ADMINISTRATORS/OFFICE ENGINEERS	1	Contract Administrator	Michael Asquith	18			
		2	Contract Administrator	Audrey Bevers	17			
		3	Contract Administrator	Richard Bryson	25		OSHA 10 Health & Safety; Primavera Expedition	
		4	Contract Administrator	Caren M. Cafarelli	12		OSHA	✓
		5	Contract Administrator	Anthony Campagna	10		OSHA, Primavera Expedition	
		6	Contract Administrator	Andrew Frangas	18			
		7	Contract Administrator	George Koehler	38		OSHA 10 Health & Safety	
		8	Contract Administrator	Joseph Massa	10		NYCDOB 16 Hour Suspended Scaffold User	
COST ESTIMATES	ESTIMATORS	1	Chief Estimator	Edward Frysztacki, PE	34	✓	PE; Certified Cost Engineer; Primavera Expedition	✓
		2	Estimator	William Curran	18			
		3	Estimator	Prakash Daulatani	15			
		4	Estimator / Scheduler	George Gifford	20			
		5	Estimator	Giovanni Graceffa	12		Primavera Expedition	
		6	Estimator	Alfio Paladino, PE	26	✓	PE - NY	
		7	Senior Estimator	Joseph Bou-Chedid	29		Certified Value Specialist	✓
			Senior Estimator	Y. Aronson, PE		✓	PE - NY; Certified Value Specialist	

THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY .

Roster of Proposed Staff

PANYNJ Staffing Category	LiRo Staffing Category		PROPOSER'S STAFFING TITLES	NAME	YEARS EXPER.	PE or RA	REGISTRATIONS/ CERTIFICATIONS	PANYNJ EXPERIENCE
		8	Estimator	Shadab Mahmood	9		NYCDEP Spill Prevention and Response Cert.; OSHA	
CONSTRUCTION SCHEDULES	SCHEDULERS	1	Scheduling/Cost Controls	Daniel M. Bradley	18		OSHA	
		2	Senior Scheduler	Martial Elie-Pierre, EIT	28		OSHA 10 Health & Safety; Primavera	
		3	Senior Scheduler	Philip Kalmus	40			
		4	Senior Scheduler	George J. Psillos	33		OSHA 10 Health & Safety; Primavera Expedition	
		5	Director Virtual Design & Const	Lennart Andersson, RA	15	✓	RA - NY	✓
		6	Virtual Design & Const. Eng.	Izzet Keskintas	5			
		7	BIM Coordinator/Modeler	Scott Blond, EIT, LEED GA	5		EIT; LEED Green Associate	✓
OTHER	SAFETY OFFICERS		Safety Officer	Emil Tancredi, CSP	49		OSHA 30 Certified	✓
			Safety Officer	Michael D. Byrnes	26		Monitor/SamplingTech/Inspector/Mgmt-Planner/Designer, SSPC C-3, NIOSH582, NYCDEP Investiagtor	

KEY PERSONNEL RESUMES

Howard Sackel

Project Executive

Education
B. Architecture, Pratt Institute

Years with this Firm:
<1

Years with Other Firms:
44

History of Employment
LiRo Engineers, Inc. – Program Manager (2013 – Present)

TY Lin International (2012-2013)

Amtrak, Consultant (2011-2012)

Port Authority of NY and NJ (2007-2011)

URS Corporation (2004-2007)

NY MTA Capital Construction, Consultant (1999-2004)

O'Brien Kreitzberg Inc. (1990-1998)

Kaiser Engineers (1987-1989)

Harry Weese & Associates (1977-1986)

Tatar Lininger Clark Wood Architects (1974-1976)

Richter Cornbrooks Matthai and Hopkins, Architects (1972-1974)

Maryland MTA (1970-1972)

Port Authority of NY and NJ (1969-1970)

PROFESSIONAL PROFILE

Mr. Sackel has more than 40 years of professional experience in the transportation field, with an emphasis on program and project management of major rail and transit system new starts and expansion projects, including aerial structures and tunnels with above grade and underground stations. He has managed major transit programs from conceptual planning through design, construction, and startup for several transportation agencies.

EXPERIENCE

Port Authority of New York & New Jersey, Access to the Region's Core (ARC) Tunnel Project, NY, Director / Consultant Director - Mr. Sackel served as the Port Authority's top executive and Deputy Chief on the ARC/Trans Hudson Express (THE) Tunnel Project, the joint effort by New Jersey Transit and the Port Authority of New York & New Jersey to build a new rail tunnel under the Hudson River connecting New Jersey to an expanded Penn Station in Manhattan. He was responsible for day to day management of the project team including a 250-person team of consultants under contract to New Jersey Transit performing design and the 80-person team providing construction management and project support services. During the Preliminary engineering phase, he provided coordination with the environmental team. He served as the project liaison with Federal Transit Administration and participated in outreach to federal, state and local officials as well as public and private stakeholders, affected property owners and the public on the New York side of the project. Mr. Sackel coordinated all project activities for the Port Authority and provided PA executive management with updates and reports. He developed strategies with both agencies for project implementation, provided input to PA Law Department on project agreements and contracts and coordinated activities related to property acquisition and condemnation. He represented the PA at industry and public forums frequently, as a guest speaker on the project, its benefits and activities. ($8.7 billion)

Port Authority of Allegheny County, Stage II LRT, PA, Senior Technical Advisor / Project Director - Mr. Sackel oversaw and provided guidance to project staff in the management of the Stage II program. Project scope included serving as staff to the client program manager in managing the efforts of the General Architectural and Engineering Consultant; conducting workshops to develop program design criteria and define the program elements; maintaining the program's schedule and budget as well as reporting. The program involved restoration of service on the abandoned 5.5 mile Overbrook line, reconstruction and rehabilitation of the 5.3 mile Library and 1.2 mile Drake lines along with additional improvements on the Stage I portion of the system completed in 1987. ($450 million)

PATH Automated Fare Collection System, NY, NJ, Project Manager - Mr. Sackel managed multi-disciplinary team involved in the development of specifications for the procurement of new Automated Fare Collection equipment for PATH and the modification of station facilities to accommodate the new system.

PATH SCADA System, NY, NJ, Principal-in-Charge - Mr. Sackel served as the principal-in-charge for Kaiser Engineers' services to design a fiber optic Supervisory Control and Data Acquisition system for PATH to monitor and control traction power, signals and communications systems. Work included redesign of electrical rooms for new equipment.

Amtrak High Speed Rail, NEC Gateway Program, NY, Acting Program Manager - Mr. Sackel provided program management consulting services to Amtrak in support of the development of the NextGen High Speed Rail program. He worked with planning and operations groups within Amtrak to develop the upgrade for the NEC and other High Speed Rail initiatives. He also oversaw the work of several consultants conducting studies for the upgrade of the NEC and proposed NextGen alignments. Mr. Sackel coordinated with FRA, other stakeholders and agencies regarding program planning and development.

Howard Sackel

Project Executive

MTA - Capital Construction, Corporate Development and Program Coordination, NY, Senior Consultant - Mr. Sackel served as senior consultant advisor to the President of the new MTA - CC, created to manage the implementation of MTA network expansion projects including LIRR East Side Access, Second Avenue Subway, Number 7 Line Expansion, and Lower Manhattan recovery projects. He was responsible for developing a management plan for the new company, organizational development and the establishment of policies and procedures, as well as assisting in the oversight of the individual projects to foster consistency in approach to management systems and processes. ($25 billion)

MTA – Capital Construction, East Side Access Project, NY, Deputy Chief Program Executive - Mr. Sackel served as MTA's senior technical manager the program encompassing planning, design and construction of over three route miles of new tunnels connecting the Long Island Rail Road to Grand Central Terminal in Manhattan. He was responsible for the day to day management and coordination of the entire 360+ staff-member consulting team under contract to the MTA including a Program Management Consultant, Tunnel Engineering Consultant, Systems Engineering Consultant and Environmental Consultant. In early stages of program, he sponsored and oversaw tunneling workshops and peer reviews to optimize project concepts, ran weekly program coordination meetings, chaired the program's Change Control and Trend Review Committees to monitor design changes and control "scope creep" and costs; instituted a program-wide partnering program to build a "one team" approach to the project team, participated in several VE and Risk Analysis studies and special cost reduction exercises to maintain program within budget. He served in this capacity through conceptual design and completion of the DEIS and EIS, preliminary engineering, final design and early construction. He was heavily involved in liaison with FTA, state and local agencies, coordination of design with Metro-North Railroad within Grand Central, and New York City Transit and Amtrak in Queens. Under his leadership, an innovative, integrated Program Management Team was implemented, staffed by both MTA and PM Consultant personnel. The integrated team provided the necessary technical expertise to implement the project while affording significant savings in permanent owner staff. ($8.2 billion)

New Jersey Department of Transportation, Capital Project Delivery Analysis and Department Reorganization, NJ, Project Director - Working directly for the NJDOT Commissioner, Mr. Sackel managed a team of senior-level OK and subconsultant staff in the analysis of NJDOT's capital project delivery, organizational structure, project development and implementation processes and management systems in-place, and developed recommendations for improvements to enhance project delivery. Subsequent to the initial six-month study, he led the OK team's effort to assist the Commissioner in the reorganization of the DOT and the Business Process Re-engineering of the capital project development and delivery system. Mr. Sackel worked closely with the Commissioner and developed presentations for delivery to the governor, legislators and industry groups related to the problems at NJDOT and the reorganization/BPR. Specific efforts included assessment of 1,800 current positions and departmental staff levels; development of new capital program organization and position descriptions; establishment of a new Accelerated Project Management Group staffed by DOT project managers and OK "mentors" in order to accelerate the delivery of 97 projects in the pipeline; establishment of a pilot program for design-build of 12 highway projects, and the delivery of New Jersey DOT's first design-build project, the Hightstown Bypass, from preliminary design to bid in six months. Other tasks included establishment and staffing of previously non-existent Project Controls, Quality Assurance and Document Control units in the DOT and the implementation of a Project Management and Control System for real-time project information and monitoring. As a result of the reorganization and re-engineering effort, NJDOT's project delivery rate (from preliminary design to construction contract award) increased from $430 million in 1995 to over $600 million in 1997-- without an increase in staff and "soft costs." In 1996 and 1997, NJDOT was able to award work up to the full amount of its available funding for the first time in over 15 years.

Thomas Wagner, PE

Project Director

Education
M.S., Civil Engineering, New Jersey Institute of Technology

B.S., Civil Engineering, New Jersey Institute of Technology

Licenses/Registrations
Professional Engineer, New Jersey

Years with this Firm
<1

Years with Other Firms
42

History of Employment
LiRo Engineers, Inc. – Program Manager (2014 – Present)

Port Authority of New York & New Jersey – Program Manager (1984-2012)

A.G. Lichtenstein - Structural Engineer (1982-1984)

C.F. Braun - Structural Engineer (1980-1982)

Raymond International – Structural Engineer (1976-1980)

Parsons Brincherhoff – Structural Engineer (1974-1976)

Porter and Ripa Consultants - Structural Engineer (1971-1974)

PROFESSIONAL PROFILE

Mr. Wagner has more than 40 years of combined project and program management experience and supervisory and structural engineering design experience in the field of transportation. Projects in the public sector for transportation agencies have included engineering design and project management of bridges and tunnels, transit, port and marine facilities, and aviation facilities. Private sector experience includes ports and terminals for the petrochemical industry, and chemical plants and refineries.

EXPERIENCE

Port Authority of New York & New Jersey, EWR - New Terminal A, NJ, Program Manager - Served as Program Manager on Feasibility and Preliminary Design for a new terminal building to replace existing Terminal A at Newark International Airport. Involved with terminal building, general airfield and landside layout, site and infrastructure planning, roadways, utilities and construction staging to minimize impact on airline operations. Managed PA Engineering Department and external design consultants participation. Overall Program construction cost is $1.2 Billion.

Port Authority of New York & New Jersey, ARC Tunnel Project, Program Manager - Program Manager for the Port Authority's involvement in all engineering matters with New Jersey Transit and the design consultant consortium consisting of Parsons Brinckerhoff, STV, and AECOM; identified problematic key Tunnel design issues requiring PA analysis for conformance to technical standards; oversight of PA Engineering Department participation including reviews of the entire Preliminary Design Package which included external Value Engineering & Peer Reviews by leading Civil Engineers. PM for the Final Design of the Station Cavern Excavation and Lining Contracts with a Construction Cost Estimate of $1.8 Billion. If built, the Cavern would have been the largest cavern ever constructed for transportation purposes. The Cavern Excavation Design and Lining Contract packages were successfully completed and brought to 60% completion on time and within budget when project was cancelled. Managed inspection/documentation of existing conditions of nearly 100 buildings along the New York Right-of-Way including such properties as Macy's, Penn Station and the Hotel New Yorker; handled Third Party contacts with property owners to gain approvals for access.

Port Authority of New York & New Jersey, Program Manager, Project Management Department - Directed professional engineering work and provided supervision and professional guidance to project managers in their daily duties in complex in-house engineering programs as well as outside projects affecting PA bridge and tunnel facilities. Outside projects requiring coordination included NYC Transit's No. 7 Subway Line Extension and the Expansion of the Jacob K. Javits Convention Center. Directed engineering design review in the proposed Dermot Hudson Mews Building Complex to be built over the Lincoln Tunnel's New York Approach Plaza; oversight of Project Management staff in the retail development at the George Washington Bridge and Bus Station (GWBBS) for a private developer's proposed shopping mall. Oversight of PA involvement in NYSDOT's Rehabilitation of the Alexander Hamilton Bridge in upper Manhattan to assure the PA's varied interests were represented while fostering cooperation and success. Also managed Engineering projects at the Bayonne Bridge including the Rehabilitation of the Arch Pin, Main Span Joints, and Piers. Managed inter-disciplinary team of engineers and lawyers in Property Acquisition and Street Vacation Proceedings in Fort Lee for coordinated improvements to GWB and Fort Lee infrastructure.

Port Authority of New York & New Jersey, TB&T, Unit Manager, Infrastructure Planning - Responsible for the development and implementation of numerous Major Capital Programs up to $120 Million in Construction Cost. Established a cooperative and mutually successful relationship with local communities and transportation authorities on various projects affecting their interests. Significant projects included the Outerbridge Crossing Express E-ZPass Project

(opened the reconfigured toll plaza and Express E-ZPass lanes on time and within budget under a tight project schedule), the 25mph E-ZPass Toll Lanes Program (delivered program at 50% below budget using in-house construction staff), the PIP to Lower Level Connector Ramp, and feasibility studies on increasing the navigational clearance of the Bayonne Bridge. Also, oversight of outside agencies' construction plans impacting TB&T facilities. In this capacity developed traffic congestion mitigation plans for NYSDOT's Alexander Hamilton Bridge.

Port Authority of New York & New Jersey, Manager of Engineering Projects

- **PA Bus Terminal** 1996 – 1998
- **Project Development** 1989 – 1996
- **Lincoln Tunnel** 1988 – 1989
- **George Washington Bridge** 1984 – 1988

As Manager of Engineering Projects, supervised Staff Engineers and managed Capital and Maintenance Engineering projects; responsible for project scope, schedule and budget for facility programs with total annual budgets of $20 Million per facility (Maintenance Engineering) and $100 Million (Capital Projects).

Partial list of PANYNJ Projects:

Port Authority Bus Terminal

- Replacement of Vertical Transportation (escalators & elevators)
- Installation of Building Automated Management Controls System (BAMCS)
- Various Building MEP System rehabilitation projects – Chillers, Cooling Towers, Substation

Lincoln Tunnel

- Rehabilitation of South & Center Tubes
- Toll Plaza & Toll Booths Reconstruction/Renovation
- Various Tunnel Mechanical System rehabilitation projects
- Replacement of the South Tube Feeders & Power Cables
- Rehabilitation of 31st - 33rd Street Overpasses, Manhattan

George Washington Bridge

- Repairs to the Anchorage System - Eyebars & Splays
- Repairs to the Main Span Finger Joints
- Rehabilitation of the four Trans-Manhattan Overpasses
- Various Building Mechanical System repairs
- Replacement of the RUX Ramps Roadway Deck
- Roadway Deck Repairs to the HR Ramps and the PIP Helix
- New Upper Level Roadway Asphalt Surface (including removal of existing asbestos containing asphalt surface under strict environmental procedures)

Consulting Firms - Structural Engineer/Project Engineer - Thirteen years of consulting engineering experience as a structural engineer and lead structural project engineer for several major consultant firms in the following design areas:

Bridges: Extensive design experience in small to medium length bridge design, tactile inspections, bridge rehabilitation & rating.

Buildings: Structural design of varied petrochemical and refinery structures; seismic design of low rise (7 story) buildings.

Marine Structures: Broad design experience of marine facilities including major LNG docking facilities consisting of LNG loading/unloading platforms, mooring & breasting dolphins, and associated LNG pipe support & hold down sub-structures.

Foundations: Heavy Foundation design for electric power plants, marine platforms and intermediate span bridges (800+ feet) including PSI (pile-soil interaction) design.

RESIDENT ENGINEERS RESUMES

Raul Abreu, PE

Resident Engineer

Education
M.S., Civil Engineering, Manhattan College

Licenses/Registrations
Professional Engineer, New York

Certifications
ACI Concrete Construction Special Inspector

ACI Concrete Field Testing Technician Grade I

Asphalt Paving Construction Technologist

NACE Coating Inspector I

OSHA 30 Certified

OSHA Confined Space Entry Certified

PROFESSIONAL PROFILE

Mr. Abreu is a Chief Construction Inspector with years of experience performing inspections and field investigations for transportation projects, including bridge reconstructions, roadway improvements, and intelligent transportation system (ITS) installations. He is familiar with Occupational Safety and Health Administration (OSHA), New York City Department of Transportation (NYCDOT), New York State Department of Transportation (NYSDOT), New York City Department of Environmental Protection (NYCDEP) and MTA Bridges and Tunnels standards and regulations. Mr. Abreu has performed construction inspections on new and reconstructed bridges, from foundation to superstructure. His design background includes construction cost estimating and highway design.

EXPERIENCE

New York State Thruway Authority, Construction of New Tappan Zee Bridge, Resident Engineer - LiRo is providing all of the quality control services as part of the design-build team, Tappan Zee Constructors, for the new Tappan Zee Bridge. This project is the largest design-build project in New York State. The new three-mile long twin bridge structure features dual cable stayed main spans approximately 1,200 ft long and back spans of 515 ft. The four main towers are outwardly inclined. The bridge combines a composite cable stayed structural system for the main span and long span steel girders for the approaches. Mass concrete will be placed from twin barge mounted batch plants each producing 1,000 cy/day. As part of our services, LiRo is providing all materials testing in an on-site lab.

The bridge will be supported on hundreds of steel pipe piles, four to six ft in diameter, driven to depths approaching 300 ft. LiRo is responsible for all of the field splice welding inspection as well as ensuring that the piles are driven to design requirements. A key aspect of the project will be the pre-assembly of deck modules at an off-site location. The huge modules will be barged to the project site and lifted into position with one of the largest floating cranes in the world.

MTA Bridges and Tunnels, On-Call Construction Inspection Services GFM 488C, NY, Chief Construction Inspector - Mr. Abreu conducted inspections of the Robert F. Kennedy Bridge. Mr. Abreu inspected the stringer pilot repairs, which included lead paint abatement, steel replacement, installation and torque testing of galvanized high-strength bolts, welding, and painting. He also monitored vertical bridge jacking, evaluated steel cracks, and inspected the vertical alignment of bridge joints and the installation of a suspended platform. In addition, Mr. Abreu monitored strain gauge devices, tested the load performance, inspected the maintenance and oiling process for the half and full multi-strand cables at anchorage areas for the suspended bridge main cables, and reviewed the maintenance and protection of traffic (MPT) plan in place during inspections. Also performed several red flags structural repairs and fleet/auto shop roof replacement.

New York City Department of Transportation, Willis Avenue Bridge Reconstruction, REI, Dominican Republic, Senior Construction Inspector - Provided construction inspections for the million replacement of the Willis Avenue Bridge over the Harlem River, including intersections with the Major Deegan Expressway in the Bronx, New York, and Harlem River Drive in Manhattan. Mr. Abreu inspected the erection of structural steel tub girders and curved girders, including the installation and torque testing of galvanized high-strength bolts. He inspected welding of bearings, modular joint systems, sheeting, shoring, caisson splices, and deck shear studs. All work was done in conformance with the New York State Steel Construction Manual. Mr. Abreu also inspected foundation construction, including driven and drilled piles, sheeting systems, cofferdams and structural concrete. In addition, he inspected bridge deck construction, including forms, rebar, and cast-in-place concrete, as well as asphalt placement and girder

touch-up and bolted field connection painting as part of STY's resident engineering and inspection (REI) services. (8/07-9/12) ($640 million)

IPESA, Reconstruction of Jarabacoa Bridge, Engineer - Inspected construction sites and compared field work to construction drawings for the reconstruction of the Jarabacoa Bridge in Jarabacoa, the Dominican Republic. The project included replacement of the structural steel elements of the bridge, asphalt placement, concrete placement, and maintenance and protection of traffic. Mr. Abreu prepared construction schedules, calculated project costs, and prepared reports to monitor progress. (1/02-12/05) ($4.5 million)

New York State Department of Transportation, Grand Central Parkway Resurfacing, NY, Senior Engineering Technician - Performed field investigations for the resurfacing of the Grand Central Parkway in Queens, New York. The project involved resurfacing three miles of six-lane, concrete roadway along with landscaping and steel fence installations. Mr. Abreu analyzed pavement conditions as well as the design criteria for the parkway curvature and prepared maps, plans, profiles, cross-sections, and contract drawings. He also analyzed the data from a crash study and used the information to locate critical points of accidents. (1/07-8/07) ($48 million)

New York State Department of Transportation, Route 9A Bikeway/Walkway Improvements, NY, Transportation Construction Inspector - Inspected a full range of construction of urban design features on this improvement project for Route 9A (West Street) in Lower Manhattan, which included resurfacing 4.2 miles of bikeway, walkway, and highway road. Mr. Abreu supervised excavation and disposal of materials, geotextile bedding and drainage, and the construction of the subbase course. The project included concrete inlays and overlays, a cement concrete foundation for unreinforced pavement, resetting and rebuilding of drainage structures, a pipe rail fence, sidewalks, driveways, bikeways, landscaping, light post foundations, vehicular bollards, and maintenance and protection of traffic. Mr. Abreu also inspected materials used at the site, took field measurements, and prepared daily reports. (3/06-12/06) ($9 million)

New York State Department of Transportation, Route 9A ITS Installation, NY, Transportation Construction Inspector - Inspected the installation of an ITS on Route 9A (West Street) between Battery Place and West 59th Street in Manhattan. Mr. Abreu inspected work at the site to make sure it was carried out with the correct specifications. He inspected the installation of highway and pedestrian crossing signal devices, crosswalk monitors, and resurfacing and repair of 2.8 miles of concrete and asphalt. (3/06-12/06)

Douglas Adil, RA

Resident Engineer

Education
B.Arch., Architecture, Pratt Institute

Licenses/Registrations
Registered Architect, New York

Certifications
NYS Certified Code Enforcement Official

PROFESSIONAL PROFILE

Mr. Adil has over 25 years of residential, commercial and public facility design experience. The last 10 years have been concentrated in railroad infrastructure projects. As Project Manager for the Long Island Rail Road, he was cognizant of public agency procedures, design and review of construction projects. Mr. Adil has demonstrated management and leadership qualities to bring projects to successful completion.

EXPERIENCE

MTA-NYCT, No. 7 Subway Line Extension, Program and Construction Management – Project Engineer. Mr. Adil is providing design review and construction support services for New York City's Number 7 Subway Line, known as the Flushing Line. This line is the system's busiest, linking Queens to Times Square. The new 7,000-foot-long tunnel stretches west and south from Times Square to the Jacob J. Javits Convention Center on West 34th Street and 11th Avenue.

LiRo is providing program and construction management for the Number 7 Subway Line Extension, which includes:

- 9,400 feet of tunnel by excavation, primarily with 2 Herrenknect Hard Rock Double Shield 22.5' diameter tunnel boring machines
- Installation of 5 shafts, averaging 110 feet deep and 39 feet in diameter. The shafts are installed both by excavation in soft ground and drill and blast in rock. The finished shafts are lined with steel fiber reinforced shotcrete
- A 950' by 65' x 66' station cavern at West 34th Street, constructed by drill and blast methods of underground construction
- Construction of steel and concrete structures for stations and other facilities, construction and installation of tracks, drainage, third rail power and other electrical systems, signals, communications, HVAC and tunnel ventilation systems
- Multiple fan plants, HVAC facilities, traction power substations, facility power substations, circuit breaker houses, fare collection and communications and signal rooms

The terminal at 34th Street will be fully fitted out for operation and commissioned with the Number 7 Subway Line Extension project, including major building work to make a complete station. Mr. Adil is a key member of the Consultant Construction Management Team, reviewing all Contractor submittals for conformance to the Contract and to the (Building Code of NY State (BCNYS)). Mr. Adil also performs reviews of permanent Subway Systems submittals, including fire protection, fire alarm, means of egress, fire separations, and tunnel ventilation. Mr. Adil also monitored the Contractor's work during implementation of construction systems, such as tunnel fire protection, temporary power and ventilation. ($2B)

MTA-LIRR, Fit-Out of Jamaica Center Control Rooms and Support Spaces, Project Manager
Responsible for fit-out design and construction of specialized spaces within the Jamaica Central Control Building (JCCB). Responsibilities, concurrent with reconfiguration and value engineering of Vanderbilt Yard Project, included:

- Managing current contracts for 30,000 sf of interior fit-out construction
- Guiding new project for additional 25,000 sf of interior fit-out construction through bid and award into construction
- Overseeing, Commissioning and Testing of current construction project that brought redundant backup and emergency power to numerous existing and future LIRR critical spaces in JCCB

($5 million)

Douglas Adil, RA

Resident Engineer

MTA-LIRR, Jamaica Station Reconstruction/JFK AirTrain Project, NY, Project Manager
Member of LIRR Capital Project Management staff for supporting Port Authority construction of new Jamaica Transportation Center consisting of JFK AirTrain Terminal and JCCB/VCB, along with reconstruction of LIRR Jamaica Station. Responsibilities included:

- Reviewing design documents for compliance with governing codes and regulations, as well as LIRR standards for functionality, maintainability and quality
- Coordinating design issues with LIRR user departments to ensure that their requirements were met Interfacing with Port Authority on architectural design elements associated with LIRR platforms and canopies, including waiting rooms and other platform facilities
- Developing with Port Authority temporary signage programs required for project staging
- Participating with Port Authority in Design Review Meetings and implementing changes resulting from differing and unforeseen site conditions, as well as design omissions
- Negotiating with Port Authority and tracking of contract change orders and estimates
- Coordinating LIRR Inspector assignments for day, night and week work outages
- Acting as Senior LIRR Representative for 55 hour weekend work outages
- Preparing progress reports, as well as summary papers for resolution of design issues

($325 million)

Construction of New Vanderbilt Yard, NY, Project Manager
Mr. Adil served as the Project Manager responsible for managing the day-to-day liaising between the LIRR and Forest City Ratner, developer of the new Atlantic Yards site, for a project which involved removal of existing Yard and development of phased-in new Yard. Responsibilities included:

- Coordinating development of LIRR review comments from Engineering, Force Account, and Operations departments to design documents for Power, Signal, Track, Communications, Structures and other disciplines
- Verifying that LIRR functional requirements were met for new infrastructure, including new signalized yard, substation, interlocking and employee facilities
- Monitoring scope and schedule through design development to ensure compliance to commitments between MTA and Developer
- Developing staffing resources to suit project requirements

Fit-Out of General Office and Police Headquarters Spaces, NY, Project Manager
Mr. Adil was the Project Manager responsible for fit-out design and construction of spaces within the Jamaica Central Control Building (JCCB) and the Vertical Circulation Building (VCB) constructed under the AirTrain Jamaica Transportation Center Project. Responsibilities, concurrent with Jamaica Station Reconstruction/JFK AirTrain Project assignment described below, included:

- Preparing scope/schedule/budget for $11 million fit-out of LIRR office spaces in JCCB
- Developing design criteria for fast track fit-out of LIRR office spaces in JCCB
- Preparing scope/schedule/budget for $4.7 million fit-out of MTA Police headquarters in VCB
- Managing and administer third party contracts for fit-out design of remaining LIRR/MTA spaces in the JCCB/VCB, and for fit-out construction of LIRR office spaces in JCCB
- Incorporate state-of-the-art communications capabilities of all JCC spaces
- Coordinating development of estimates and scopes for contract changes

James Ahrens, PE

Vice President - Civil Engineering

Education
M.S., Graduate Studies, Polytechnic Institute of New York University

B.S., Structural Engineering, Villanova University

Licenses/Registrations
Professional Engineer, New York

Years with the Firm
24

Years with Other Firms
17

History of Employment
LiRo Engineers, Inc. – Vice President (1/90 – Present)

Lockwood, Kessler & Bartlett, Inc. – Project Manager (1985-1990)

Impell Corporation – Supervising Engineer(1977-1985)

Ebasco Services Inc. – Associate Engineer (1973-1977)

PROFESSIONAL PROFILE

Mr. Ahrens has been providing engineering design and construction management services since 1973. He is currently Vice President of LiRo and is involved in providing resident engineering and construction management services. His diverse responsibilities include oversight of all quality assurance/quality control (QA/QC) as well as project safety aspects for projects. Mr. Ahrens served as the Project Manager and Resident Engineer for a wide variety of civil/structural projects related to highways, roadways, and bridges, sewer and water main replacement, pump stations, airport terminals, parking garage, pipelines and petroleum storage tanks, parking facilities, power generation plants, golf courses, high rise building and other various types of facilities. His experience also includes that of Supervisor of Engineering and Design which involved the seismic design of steel and concrete structures for the power generation industry. Mr. Ahrens' seismic expertise includes new and retrofit projects throughout the United States and was applied to bridge cranes, buildings, mechanical restraint systems and shock suppression systems. His responsibilities also include organization and supervision of projects including review of plans and specifications, as well as supervision of field inspection of construction and renovation contracts.

Mr. Ahrens' meticulous nature and sensitivity to QA/QC requirements has been developed over the past 35 years due to his involvement as Quality Control Manager for heavy construction projects both in nuclear power and municipal arenas. This work required the enforcement of rules specified in the Code of Federal Regulations and included all OSHA requirements. Mr. Ahrens is currently responsible for coordinating OSHA seminars related to construction industry standards and lead abatement for LiRo personnel. He is also certified as a NYC Site Safety Manager and is well versed in the safety requirements of the NYC Building Code, specifically Article 19 related to the protection of the public and property. His commitment to quality construction management and site safety is just one of the reasons that LiRo has maintained a solid reputation over the years with our clients.

EXPERIENCE

JetBlue Airlines, Construction of JetBlue Airlines Terminal 5 at JFK Airport, NY, Resident Engineer - Mr. Ahrens provided resident engineering and quality assurance oversight for a 625,000 sf passenger terminal building with 26 gates, an elevated connector to the AirTrain and a new 1,500 space, six-level parking garage. The project also involved the construction of an elevated arrivals roadway, new hydrant fuel system, baggage handling system, 15"-17" concrete apron pavement and connection to the historic Saarinen Terminal. ($900 million)

MTA - Metropolitan Transportation Authority, On-Call Contract for Five Bus Depots, NY, Project Manager - This project involved renovation of roofing and ventilation systems at two NYCT Bus Depots. In addition, the Queens Bus Depot also required the raising/jacking of over 16,000 sf of roof to provide additional clearance for bus maintenance operations. The major challenge associated with these projects was to perform the renovations in facilities the operate 24/7. The projects included parking lots at JFK and Baisley Park Bus Depot ($10.6 million); new roof and ventilation system for the Maintenance Building at the Eastchester Bus Depot ($2.8 million); new roof and ventilation system at LaGuardia Bus Depot ($7.9 million); new roof and ventilation system at Far Rockaway Bus Depot ($6.6 million); and a new roof and ventilation system at Baisley Park Bus Depot ($6.6 million).

Nassau County Department of Public Works, Nassau County STEP Program, NY - Part of Nassau County's efforts to return homeowners to their properties damaged by Hurricane Sandy, the Sheltering and Temporary Essential Power (STEP) Program matches contractors with homeowners to assess the damage to the home and make the necessary emergency/temporary repairs so these households can have safe power, heat and hot water and to shelter in place for

the winter. LiRo is assisting the County with the registration process for the homeowners; managing the activities of the electrical, plumbing, and carpentry contractors related to assessments, preparation of work orders, and scheduling of work at these homes; and providing inspectors to monitor and verify the contractors' work. LiRo is also assisting with the rigorous documentation that is required for this FEMA funded program.

Improvements to the MacArthur Resource Recovery Facility, Islip, NY, Project Manager - LiRo provided construction management and engineering support services related to the plant upgrade project at the MacArthur Resource Recovery Facility to comply with the new USEPA Emissions Guidelines. The work included installation of new scrubbers, construction of lime prep building, compressor building, electrical distribution building and all associated equipment and appurtenances within these structures. Work also included replacement of the forced draft fans, induced draft fans, and reverse air fans. New phase included roadway design for access to plant back end. ($15 million)

Reconstruction of Van Wyck Expressway and Four Bridges of the Long Island Expressway, Queens, NY, Project Manager - This project included full and partial depth repairs made with calcium concrete. The roadway was overlayed with a HD asphalt wearing course. The rehabilitation of four steel bridges over the Long Island Expressway. All bearings were replaced. Repairs were made to the piers, abutments, girders, and stringers. A new deck was then overlayed. All work was done at night. This was Region 11 first A & B contract. ($15 million)

Reconstruction of Jericho Turnpike (Route 25), NY, Project Manager - This project involved the widening and realignment of three miles of Route 25, from Route 106/107 to Route 135. The existing pavement required full and partial depth repairs. Eight large concrete retaining walls were constructed. The highlight of the project was the replacement of an active Long Island Rail Road Bridge. A new 180 ft long, 800-ton bridge was constructed alongside the existing bridge. In one weekend, the existing bridge was demolished and the new bridge was rolled in place. Extensive CPM scheduling was required. ($35 million)

Hazen Street Combined Sewers, NY, Project Manager - This project involved construction of sewer overflow, reconstruction of streets, reconstruction of public park including four baseball fields, installation of water mains and utility relocation. ($14 million)

Long Island Expressway HOV Lane Exits 49-57, NY, Project Manager - All bridges were widened, drainage was improved and the roadway was realigned. This project also involved INFORM system tie-ins, pavement construction and striping, night/weekend work, traffic maintenance and protection. ($23 million)

Town of North Hempstead Department of Public Works, New Cassel Community Center, NY, Project Manager - This Platinum LEED project included construction management and resident engineering inspection for a new 60,000 sf Community Center. The project includes a gymnasium/auditorium with performance stage, a computer lounge, computer training center, teen space, senior center, cafe, reading room, multi-purpose community rooms, fitness center, dance studio, emergency management center, television studio and administration space. It also incorporates a geothermal closed-loop system for heating and cooling, solar wall for hot water heat and light wells for sub-grade illumination. The building will include an energy performance monitoring system and electric vehicle recharging stations. ($22 million)

Improvements to Yankee Stadium and Shea Stadium, NY, Site Safety Manager - This project involved multiple contracts related to structural improvements to concrete walls throughout both stadiums, escalator repairs and rehabilitation, HVAC upgrades, cooling tower support modifications, parking garage structural repairs and fire sprinkler upgrades, stairway replacement in Parking Garages 3 & 8 at Yankee Stadium and painting of steel superstructure.

Battery Maritime Building Modifications, NY - Mr. Ahrens provided asbestos testing and abatement for the boiler facility in downtown Manhattan.

Brant Aidikoff, PE, CCM

Resident Engineer

Education

B.S., Engineering, Cornell University

M.S., Nuclear Engineering, Cornell University

Licenses/Registrations

Professional Engineer, New York

Professional Engineer, New Jersey

Certified Construction Manager, New York

PROFESSIONAL PROFILE

Mr. Aidikoff has been providing project management for environmental and power plant projects since 1975. Recently, he has been providing infrastructure coordination support for the World Trade Center recovery. He has provided support to nuclear, oil, gas, industrial and utility clients and assisted them with complying with the Code of Federal Regulations, including Titles 10 (energy), 33 (navigation), 46 (shipping) and 49 (transportation). He has provided over five years of intensive litigation support for environmental hearings before administrative law courts. Those responsibilities included discovery, depositions, writing prefiled testimony, expert testimony and review of decisions of appeal. Mr. Aidikoff was President for 10 years of an eight-person firm that worked for utilities and governmental agencies in New York and other states. Projects included preparation of plans and documents to assist clients respond to the requirements of the Comprehensive Environmental and Liability Act, Emergency Planning and Community Right to Know Act and the Resource Conservation and Recovery Act. He worked with the Federal Emergency Management Agency on the development of an environmental hazard exercise which involved over 1,200 participants and with utilities in the development of environmental hazard response plans and large scale drills.

EXPERIENCE

Lower Manhattan Development Corporation, Lower Manhattan Construction Command Center, NY Program Coordinator-In October 2005, Mr. Aidikoff continued his role in Lower Manhattan as the Program Coordinator, leading the LiRo team, at the LMCCC. In addition to the weekly project status meetings that Mr. Aidikoff had been coordinating since 9/11, Mr. Aidikoff's responsibilities again expanded to include logistical coordination for both infrastructure and structures in Lower Manhattan. The LiRo team has developed state of the art program management tools that interface project schedules with geographical information systems so that construction impacts on roads and thoroughfares can be assessed. This was the first part of a massive logistical assessment that has analyzed steel, concrete, equipment and labor demand vs. supply in entire NYC metropolitan region. Meetings were held with City agencies and every major NYC construction organization. Task forces were formed to deal with the logistical issues that had been identified as a part of the assessment process. ($9 million)

Port Authority of New York & New Jersey, WTC Program Assessment, NY, Project Coordinator
In June 2008, the Port Authority requested that LiRo facilitate an assessment of the schedule, budget and challenges for the World Trade Center construction program. Mr. Aidikoff led a team of both LiRo employees and subconsultants that worked with Port Authority and other stakeholders. The report identified the key challenges confronting the project and then risked the program schedule and budget. The report was provided to the executive director of the Port Authority and was the basis of a report provided to Governor Patterson in July 2008. ($240,000)

New York City Department of Design & Construction, Lower Manhattan Infrastructure Recovery Coordinator, NY-After the events of 9/11, Mr. Aidikoff was tasked with the coordination of the intensive amount of electric, telecommunications, steam, gas and subway work that was happening around the clock in the vicinity of the World Trade Center. The responsibility was expanded after July 2002 to include all infrastructure work in Manhattan below Canal Street, involving two dozen projects going on simultaneously. Mr. Aidikoff held weekly meetings with the utilities companies, agencies and construction companies who had projects in the downtown area and later held an executive status meeting for city commissioners to provide an update of ongoing projects. ($9 million)

New York City Department of Design & Construction, WTC Infrastructure Recovery Coordinator, NY-For this project, Mr. Aidikoff coordinated the infrastructure recovery of utilities

throughout the WTC vicinity, including the reconstruction of West Street (Rector and Chambers) and Liberty (West and Liberty). After 9/11, Mr. Aidikoff also worked with NYCOEM in providing the Bank of New York with information concerning the utility reconstruction in the vicinity. Mr. Aidikoff focused on the Vesey Street alignment and the construction phasing for the WTC 7 vicinity, where a new Con Edison substation was built. Mr. Aidikoff held weekly meetings with the utilities companies, agencies and construction companies who had projects in the downtown area. In addition, he provided a weekly status report of infrastructure activities for city and FEMA personnel. This report provided a funding tracking chart that detailed the funding source for the city's sewer and water main projects in the downtown area.

LILCO/Public Service New Hampshire, Power Plant Support-Mr. Aidikoff led a 30 person group involved with the licensing litigation and emerging response planning for the Shoreham and Seabrook nuclear power plants. He was responsible for interfacing with numerous community groups and local state agencies to coordinate power plant issues. In addition, Mr. Aidikoff assisted independent power producers prepare documentation for Article 10 permits.

Construction Management Environmental Projects-Mr. Aidikoff was responsible for design-build construction projects at over 300 sites involving petroleum product storage and site remediation.

New York City Department of Design & Construction, Remediation at 60 Sites for the NYCDDC, Soil and Groundwater Remediation, NY-Projects included the design and construction of remediation systems, which consisted of the installation of ground water and soil vapor extraction wells that are piped through a series of excavation trenches to multi-phase, soil vapor or pump and treat systems. The multi-phase systems included liquid ring pumps, phase separators, oil water separators, carbon filters, air strippers, transfer pumps, blowers and a host of sensors connected to a remote communication device for system monitoring. Bioremediation installations included geoprobe borings and the injection of a bioslurry with oxygen releasing compounds or a bio mix with active hydrocarbon digesting bacteria. ($23 million)

New York City Department of Design & Construction, Petroleum Storage Tank Projects, NY
Mr. Aidikoff managed the design, replacement, upgrade and closure of above-ground and underground storage tanks at over 250 city sites. These projects required site investigation, design, pre-qualification of contractors, management of bid awards and coordination of construction with contractors. Tank sizes varied from 250 to 25,000 gallon tanks. Projects included asbestos abatement, fuel conversions from oil to gas and permits with the New York City Building Department, Fire Department, Department of Environmental Protection and New York City Department of Transportation. ($37 million)

Coordination of the Rail and Barge Movement of Irradiated Nuclear Fuel, Project Manager-As a Consultant to General Electric, Mr. Aidikoff developed the submittal to the U.S. Coast Guard and U.S. Nuclear Regulatory Commission for the barge and rail movement of irradiated fuel from the Shoreham Nuclear Power Station on Long Island to the Limerick Generating Station in Pennsylvania. These plans involved detailed safety analysis of nuclear casks as well as the dynamics of barge and rail transport. Mr. Aidikoff worked with Moran Towing to arrange all the details of the movement of the barge as well as the coordination with civil authorities in three states.

Jonah Allaben, PE, LEED AP

Resident Engineer

Education

B.S., Mechanical Engineering, Cornell University

M.S., Mechanical Engineering, Cornell University

Licenses/Registrations

Professional Engineer, New York

LEED AP

PROFESSIONAL PROFILE

Mr. Allaban is a highly motivated engineer with six years of experience of design and engineering services on a wide range of projects. Mr. Allaban provides detailed designs for MEP Systems for various applications, including office buildings, healthcare facilities, and laboratories. As a LEED certified professional, Mr. Allaban is committed to providing clients with energy efficient and sustainable solutions.

EXPERIENCE

Nassau County Community College Lower Level Renovation, Mechanical Engineer - LiRo renovated, expanded and repurposed portions of the Nassau Community College campus. This included the 12,000 sf renovations to the "T" Building 10th, 11th, and 12th floors of the for the new college president, and a 30,000 sf renovation to its Plaza Level to better serve the student population through a consolidated and expanded "One-stop" Student Services Center. LiRo has designed a set of innovative plans to provide for the functional program working within the complex geometry and structural constraints of the existing buildings.

Good Samaritan Hospital Angio IR Lab, Mechanical Engineer - LiRo is providing engineering services for this project which is located in the main building of the Good Samaritan Hospital Medical Center (GSH). The spaces to be renovated are approximately 750 sf of an existing Angio Lab and 650 sf of an existing Imaging Service Department.

Winthrop University Hospital MEP Projects, Mechanical Engineer - LiRo has provided MEP design and construction phase services for multiple projects, over a period of several years, for this medical center campus and related offsite outpatient facilities. Scope has included design of HVAC equipment and controls; domestic water upgrades and hot water systems; centralized cooling plant installations; steam conversions; and electrical and fire alarm system upgrades.

Hudson River Park Trust Pier 40, Mechanical Engineer - LiRo is serving as the chief field representative for the Hudson River Park Trust's renovation projects at Pier 40, the largest pier in the park occupying over 14-acres. The main project consists of several components involving shoring and restoration of the existing multi-level parking decks. ($24 million)

Oyster Bay Housing Authority, Existing Boiler Replacements, Mechanical Engineer - The project scope involved the replacement of existing boilers at multiple housing complexes. Extensive field surveys were performed to document all of the existing equipment within the facilities. Using the information obtained, new equipment was sized and selected to match conditions of the existing systems. New equipment included boilers, expansion tanks, air separators, pumps and hot water heaters. The new boilers included the hot water distribution piping and all associated specialties, gas piping, flue piping, and controls. Construction documents were created showing the new systems.

Arup, NY

Acted as lead mechanical engineer for a global multi-disciplinary engineering firm for multiple projects:

- Produced load and energy calculations, mechanical design drawings, design reports, and specifications
- Coordinated with architects at design meetings and presented to owners at project review meetings
- Supervised junior staff to produce deliverables relating to building mechanical system design

Jonah Allaben, PE, LEED AP

Resident Engineer

- Collaborated internally with consultants from other trades including structures, facades, acoustics, and others
- Developed plans to improve office-wide energy modeling tasks and presented strategies to senior management
- Performed multiple full-building energy analyses for compliance with LEED

Cornell Tech First Academic Building, NY

- Lead mechanical engineer for new 150,000 ft academic building currently in design (Morphosis Architects)
- Performed and presented building energy studies to support project goal of Net Zero Energy consumption
- Represented Arup at high-level meetings with Cornell engineering, user groups, and construction managers

Additional project-specific work:

- Lead mechanical engineer for 60,000 ft expansion to the Kennedy Center (Washington, DC)
- Lead mechanical engineer for renovation of the New York Presbyterian 68th St Entrance Lobby (New York, NY)
- Designed variable air volume system for 60,000 ft2 LEED Silver performing arts center (Brooklyn, NY)
- Analyzed energy impact of ground source heat pump design options (multiple university projects)
- Coordinated mechanical design in Revit MEP for 20,000 ft2 science laboratory fit-out (Providence, RI)
- Implemented natural ventilation and passive heating strategies for 500 ft enclosed pedestrian bridge (Nutley, NJ)
- Performed full-building energy analysis of border crossing for LEED Gold certification (Calais, ME)

General Electric Aircraft Engines, MA, Engineering Co-op

- Analyzed and studied aircraft engine technologies over the course of 28 weeks and two co-ops
- Evaluated aircraft engine test data and presented thermodynamic analyses in operability group

Michael Baranello, PE

Resident Engineer

Education
B.S., Construction Engineering Technology, Fairleigh Dickinson University

Licenses/Registrations
Professional Engineer, New York

Certifications
NYSDEC Erosion and Sediment Control

OSHA 10 Certified

PROFESSIONAL PROFILE

Mr. Baranello has over 25 years of successful project management experience in commercial construction with projects ranging in value from under $1 million to $800 million. He has a proven track record of leadership and working within a project team structure as a team player.

EXPERIENCE

DASNY Recreate New York Smart Home Program, Assistant Project Manager - LiRo is providing Master Construction Management services on the first phase of this housing recovery effort. Working with DASNY, the New York State Office Home and Community Renewal (HCR), and the State's Executive Office, LiRo is coordinating the efforts of three construction management firms to complete home assessments for over 5,000 residences in Nassau and Suffolk Counties in Long Island and upstate communities affected by Sandy, Hurricane Irene and Tropical Storm Lee. When the initial assessments are completed, the next phase of the program that includes reconstruction, rehabilitation and elevation to all eligible residences, is estimated to be at $787M. LiRo is also assisting in developing the guidelines and standards of this next phase including addressing compliance and monitoring activities.

Nassau County STEP Program, Various Locations, Nassau County, NY, Construction Manager
Part of Nassau County's efforts to return homeowners to their properties damaged by Hurricane Sandy, the Sheltering and Temporary Essential Power (STEP) Program matches contractors with homeowners to assess the damage to the home and make the necessary emergency/temporary repairs so these households can have safe power, heat and hot water and to shelter in place for the winter. LiRo is assisting the County with the registration process for the homeowners; managing the activities of the electrical, plumbing, and carpentry contractors related to assessments, preparation of work orders, and scheduling of work at these homes; and providing inspectors to monitor and verify the contractors' work. LiRo is also assisting with the rigorous documentation that is required for this FEMA funded program.

Suffolk County Department of Public Works, Yaphank Jail Facility, NY, Assistant Project Manager - Construction of a 350,000 sf addition to the existing facility and the renovation of the existing structure. The project provided housing for 865 inmates as well as infrastructure and support facilities necessary for the proper processing, care and feeding of the inmate population. Included in the project were staff, administrative, health care and support facilities, state-of-the-art security systems, and provisions for a second phase of construction that provide the county with efficient and cost effective inmate management and staffing. This multi-phase project involved interface with designers, Sheriff's Department, and Department of Health Services. Construction management services include:

- Constructability Review
- Contract Document Review
- Cost Estimating
- Value Engineering
- Scheduling
- Bidding
- Change Order Negotiation
- Contract Document Interpretation
- Shop Drawing Review and Comment
- Construction Administration
- Preparation and Distribution of Meeting Minutes
- Quality Control and Controlled Inspection Adherence
- Coordination of Code Required Inspections by SCDHS and SCDPW/Sanitation

Michael Baranello, PE

Resident Engineer

- Payment Review and Approval
- Supervise and Manage Site Inspection Staff for Quality Assurance
- Construction Coordination
- Project Labor Agreement Administration
- Development and Coordination of Architect's and User Group's Punchlists

In accordance with milestones imposed by the NYS Commission of Corrections, LiRo divided the project into several bid packages as a means of expediting construction, facilitating competitive bids and minimizing costs. Early packages included fabrication and installation of pre-cast cells, site clearing and foundations. All work is being conducted within the confines of a secure site. Included in the contract documents was a Project Labor Agreement (PLA) developed and negotiated by LiRo for all work performed on the project site. LiRo's knowledge and understanding of local trade labor conditions and requirements greatly facilitated the development and implementation of the PLA. ($165 million)

URS Corp., United States Army Corps of Engineers, Project Engineer - Mr. Baranello was responsible for assisting the US Army Corps of Engineers' Senior Construction Manager and Resident Engineer with the overall construction management of a 1.27 million sf, hospital complex including the QA/QC process, scheduling, change orders, correspondence and permits. Represent client at meetings with contractor, Ft. Belvoir DPW, Designers and other stakeholders. ($800 million)

Suffolk County DPW, Civil Court Addition and Renovation, Riverhead, NY - Mr. Baranello managed all aspects of the construction process, budgets and schedules; tracked and negotiated change order requests; approved prime contractor monthly payments; ensured prime contractor Requests for Information were answered by architect/engineer in a timely manner in order to maintain project schedule; Quality Assurance inspections of work in place.; ensured coordination of prime contractors' work. ($35 million)

Michael Bendetti, PE

Resident Engineer

Education
B.S., Civil Engineering, Cooper Union School of Engineering

Licenses/Registrations
Professional Engineer, New York

Years with the Firm
25

Years with Other Firms
1

History of Employment
The LiRo Group – Associate Vice President (1989 – Present)

New Jersey Department of Transportation (1988-1989)

PROFESSIONAL PROFILE

Mr. Bendetti has over 25 years of construction management and design experience for major public works projects in the New York area. His experience includes courts, correctional facilities, maintenance facilities, buildings, pump stations, roadway reconstruction and site improvement projects. Mr. Bendetti has managed projects from conceptual design through construction completion. Since 2003, he has worked extensively on projects for the Suffolk County Department of Public Works.

EXPERIENCE

City of Long Beach Boardwalk Reconstruction, Project Engineer - Super Storm Sandy inflicted severe damage upon the decking, substructure, ramps and lighting along the 2.2 mile long, 50 ft. wide boardwalk of this south shore barrier island off Long Island. Phase 1 of Long Beach's Beachfront Infrastructure Restoration Program will provide for the removal of the damaged boardwalk and the reconstruction of a more resilient structure. The project scope also includes the demolition of two comfort stations that were located beneath the boardwalk and were damaged beyond repair by the storm. The structures had also served as support for the boardwalk above so new concrete pier substructures on pier supports were built at these locations to provide the necessary support after the buildings were demolished. LiRo is currently providing construction management, construction administration, and inspection services for the ongoing work involving the construction of new support framing and decking as well as railing and lighting. Construction proceeded at an accelerated pace and this first phase was completed in the Fall of 2013. (City of Long Beach, $44.2M)

New York City Department of Design & Construction, Transportation Unit, New Sunrise Yard NYCDOT Maintenance Facility in Ozone Park, NY, Project Manager - LiRo provided construction management services to the NYCDDC. This project included demolition of two one-story brick structures, abatement/remediation of asbestos and contaminated soils associated with these structures and a subsurface fuel storage tank. It also included construction of a new two-story steel framed building to house material storage, shops, drive-through vehicle maintenance, locker room and administrative offices and associated site improvements, including new fence, paved parking, green spaces and art wall. The project is designed to achieve a LEED Gold certification. ($20 million)

Suffolk County Department of Public Works, Pre-Construction and Construction Support Services, NY, Project Manager - During the pre-construction phase, Mr. Bendetti worked closely with the design teams, SCDPW and LiRo's staff of engineers and architects to ensure quality, cost and schedule control. Mr. Bendetti also provided construction support services for the SCDPW, including project oversight with regard to schedule, cost (change orders and overall budget), quality and construction progress meetings. Specific projects Mr. Bendetti has provided pre-construction services for the SCDPW include:

- **Civil Court Complex in Riverhead, NY:** Multi-phased project includes construction of a 96,000 sf addition and renovations to four existing court buildings ($35 million)
- **Yaphank Jail in Yaphank, NY:** Multi-phased program includes construction packages which provides for over 200,000 sf of additional jail inmate housing and support spaces ($151 million)
- **County Center Complex in Riverhead, NY:** Includes renovations to 200,000 sf of office space ($29 million)

In addition to the above projects, Mr. Bendetti provided construction support services for the following SCDPW projects:

- **Fire Training Center, Class "A" Burn Building, in Yaphank, New York:** Construction of a reinforced concrete building for the Suffolk County Fire Training Academy for use in fire simulations ($4 million)

- **DWI Facility in Yaphank, New York:** Construction of a new 16,000 sf secure facility for the Suffolk County Sheriff's Office ($6 million)

New York City Department of Design & Construction, Inmate Housing Addition at GRVC on Rikers Island: This multi-phased project included construction of two new housing units (50,000 sf each), a 65,000 sf administrative building, a new addition for the locker room and site security upgrades. During the preconstruction phase reviewed various housing options and analyzed costs associated with population and security level. Developed project packaging and phasing to meet budgetary and logistical requirements, and to minimize impact to ongoing facility operations. Performed extensive constructability and value engineering, and coordinated with NYCDDC and the owners (NYC Dept. of Corrections) to ensure budget compliance. ($120 million)

New York City Department of Design & Construction, New Security Control Room and Perimeter Fence Upgrade, Rikers Island: Construction of new central control room and upgrade of security features throughout the perimeter fencing surrounding Rikers Island. Extensive coordination required to prevent lapses in security while work progresses. ($6 million)

New York City Department of Design & Construction, New Locker Room Building at EMTC, Rikers Island: This multi-phased project included construction of a new facility entry sallyport and parking lot and a new 12,000 sf locker room building. During the preconstruction phase, developed phasing plans to integrate portions of the fence upgrade project, which were required prior to constructing the new locker building. Reviewed various building configurations and construction types to provide the required functions at the lowest cost. ($5 million)

New York City Department of Design & Construction, 121st Street Precinct, NY - LiRo provided construction management services for the first new stationhouse to be constructed in Staten Island in the past 50 years. The design goal for the 50,000 sf facility was to satisfy the police department's functional requirements and evoking civic pride and confidence among local residents. Extensive screening separates the site from the adjoining residential neighborhood. The building itself houses reception areas, offices, locker rooms, intake areas with holding cells, a cafeteria and training areas. A main feature of the building is the 95' cantilever that extends towards Richmond Avenue. All of the mechanical equipment is located in a one story enclosure adjacent to the residential neighbors. Although this location provides an aesthetically pleasing solution for the neighbors, all systems had to be run through the entire 580' length structure. The length and configuration required intense coordination between the mechanical, plumbing, and electrical contractors to avoid conflicts and streamline installation. The project is the first police facility in New York City to comply with PlaNYC requirements for sustainable design, and is a candidate for LEED Silver certification. ($59 million)

Previous Experience

New Jersey Department of Transportation, Design for US Route 1 Widening, North Brunswick, NJ - This project involved the reconstruction of three miles of commercial roadway including curbs, sidewalks, driveways, pavement, widening, realignment, new drainage system, bridge construction and traffic control. Tasks included alignment design (vert. & horiz.), developing acquisition plans and deed descriptions, and cost estimating.

New Jersey Department of Transportation, Design of US Routes 1 and 9 Improvements, North Bergen, NJ - This project involved reconstruction of three miles of commercial roadway including curbs, sidewalks, driveways, pavement, widening, realignment, drainage system, bridge construction and traffic control. Tasks included field survey, developing acquisition plans and deed descriptions, developing preliminary alignments and cost estimating.

New Jersey Department of Transportation, Design for NYS Thruway Rehabilitation, Newburgh to New Paltz, NYS Thruway Authority - This project involved reconstruction of highway, including superelevation and safety improvements. Tasks included on-site condition surveys, developing preliminary plans and designing superelevated pavement sections.

Donald Bornkamp, Jr., PE

Resident Engineer

Education
B.S., Civil/Environmental Engineering, Manhattan College

Licenses/Registrations
Professional Engineer, Virginia

Professional Engineer, New York

Years with the Firm
16

Years with Other Firms
12

History of Employment
The LiRo Group – Associate (1998 – Present)

MTA – New York City Transit – Assistant Chief Facilities Officer (1985-1998)

PROFESSIONAL PROFILE

Mr. Bornkamp has been providing engineering and operations management services since 1985 specifically in the areas of construction management and project management. His experience includes the New York City Transit bus depot construction, vehicle repair shop construction, general facilities construction, track construction, bridge and elevated subway inspection, underground storage tank replacement, retaining wall and bulkhead construction, utility installation, facility demolition, environmental remediation, productivity improvements, safety improvements and organizational development.

EXPERIENCE

New York City Department of Sanitation, New Marine Transfer Stations, NY, Project Manager/Resident Engineer - The scopes of work for these marine facilities include dredging, extensive dock fendering, piles, piers, bulkhead, and concrete platforms. A total estimate of 1,600 piles will be driven and 37,000 cubic yards of dredged material will be removed for these projects. The facilities include: North Shore, Queens; Hamilton Avenue, Brooklyn; Southwest Brooklyn; and East 91st Street, Manhattan.

New York City Department of Sanitation, Construction of the Queens 14 Garage & Salt Shed, Project Manager - Mr. Bornkamp was responsible for design review, preconstruction planning and construction management for the 72,000 sf service and storage building, accessory support structure (salt storage shed) and all utility services (sanitary & storm sewer, domestic water and fire mains, gas service and electric). This project required the coordination of four prime contractors under Wick's Law requirements for the ground up construction of the storage & repair garage, locker facilities and office facilities. ($33 million)

Environmental Remediation and Demolition of the South West Brooklyn, Greenpoint and Hamilton Avenue Incinerators, NY, Project Manager - Mr. Bornkamp was responsible for preconstruction planning and construction oversight for the environmental abatement and demolition of three decommissioned incinerator facilities. Tasks included environmental monitoring, waste tracking, permitting, utility coordination, compliance with Federal, State and local regulation and health & safety regulations governing hazardous and contaminated waste.

New York City Department of Environmental Protection, Renovation of James A. Thomas Center at Rikers Island, NY, Project Manager - Mr. Bornkamp was responsible for design review, preconstruction planning and construction oversight for the $30 million structural renovation of the of an historic correctional facility (constructed 1933). Scope of work required the upgrade of the facility to present fire/life safety codes and existing court mandates for inmate occupancy. Tasks included demolition and replacement of several rooms requiring pile foundations, structural steel framing, replacement of HVAC systems, domestic hot ad cold water systems, and installation and energizing for a new 5 kv feeder loop with three new substations and emergency generators. Work required the removal of ACM following NYCDEP regulations and abatement and monitoring of lead contaminated areas.

New York City Department of Corrections, Construction of Locker Facility at Rikers Island, NY, Project Manager - Mr. Bornkamp was responsible for design review preconstruction planning and construction oversight for the 16,200 sf locker facility to resolve a union grievance between the Department of Correction and the Officers Union. Work required the installation of pile foundations, structural steel framing, installation of new gas, water and electrical services, installation of a 130 ft connecting corridor, men's and women's locker and shower facilities. ($6 million)

New York City Fire Department, Randall's Island Fire Training Academy, NY, Assistant Project Manager - LiRo provided complete construction management and inspection services for the

New York City Fire Department's Fire Academy. This project involved the construction of three new buildings, renovation of a fourth and construction of an outdoor training area at the Department's Fire Training Academy on Randall's Island. Building 11 involved the new construction of a four-story building containing classrooms, gymnasium, locker rooms, and cafeteria. This building featured a facade with brick, insulated metal panels and a curtain wall system and houses a boiler room. It also featured state-of-the-art audio-visual systems. Building 12 involved the new construction of a six-story training building. This building featured insulated metal panels and brick facade on the outside, and an indoor atrium configured to represent several different types of City buildings: brownstone, storefront, and commercial building. Building 5 consisted of a new multi-level training facility. This building featured an advanced computerized fire training system providing firefighters with realistic theatrical flames, intense heat, and obscured visibility. The building featured a brick facade, fire resistant interior spaces, and exterior features to enable access training such as cutting station and mock-up skylights. Building 2 involved the reconstruction of the existing multi-level live fire training burn facility. This facility was renovated to a smoke generator training facility. ($35 million)

New York City Department of Design & Construction, System-Wide Kitchen Renovations at Rikers Island, NY, Resident Engineer - Under the Cook-Serve Program, all kitchens, pantries, and serveries at correctional facilities throughout the City were reconstructed to allow food to be prepared and served on-site in accordance with court mandates. To accommodate the new equipment required for the program, the electrical and mechanical infrastructure of the kitchens (62,000 sf), pantries (7,500 sf), and related areas were expanded, and additional utility services were provided. The work was phased so that while some facilities undergo construction, they were provided food from nearby facilities. ($50 million)

MTA-New York City Transit, Department of Buses, NY, Assistant Chief Facilities Officer - Mr. Bornkamp managed a staff of 14 engineers and architects to support 20 facilities with a value of more than $2 billion. Responsible for project scope development and coordination for all capital and operating contracts impacting facilities. Responsibilities included:

- Planned, designed and implemented $3 million in fast track projects (six month period) to accommodate the increased bus storage needs at Dept. of Buses facilities.
- Designed and implemented temporary connection and transfer station for subway to bus transfers for the Williamsburg Bridge shutdown.
- Project coordinated between NYCTA and NYCDOT.
- Developed TA Labor (Force Accounts) for all capital projects at Dept. of Buses facilities.
- Developed and implemented policies and procedures related to environmental compliance and NYS building code compliance.
- Improved efficiency of maintenance procedures for in-house maintenance staff.
- Prepared bus depot design guidelines for the construction of new facilities and renovation of existing facilities.
- Implemented new regulatory requirements for the USEPA AND NYSDEC as they apply to Department of Buses facilities.

MTA-New York City Transit, Department of Buses, NY, Director of Environmental Projects
More than nine years of experience in the design preparation, construction oversight, and coordination of all underground storage tank replacement and remediation work for the 20 bus depots operated by the MTA. Cost of work under this program was in excess of $90 million. Program included the installation of:

1) Heating oil tanks at 20 locations, each having a capacity of more than 80,000 gallons. Systems included dual fuel (natural gas and #2), #4, and #6 fuel oil.

2) Diesel and motor fuel tanks at 20 locations, each having a capacity of more than 40,000 gallons. Systems included high volume dispensing system (40 gpm).

Thomas Patrick Bowers, PE

Resident Engineer

Education
B.S., Civil Engineering, Michigan Technological University

Licenses/Registrations
Professional Engineer, Michigan

Professional Engineer, New York

Certifications
OSHA 10 Certified

Years with this Firm:
6

Years with Other Firms:
27

History of Employment
LiRo Engineers, Inc. – Resident Engineer (2008 – Present)

PROFESSIONAL PROFILE

Since 1980, Mr. Bowers has worked on a wide variety of major infrastructure projects within the New York metropolitan area. He has been in charge of some of the highest profile construction projects undertaken in the New York City including the No. 7 Line Subway Extension, multiple projects on Route 9A in Manhattan, the FDR Drive and Queensboro Bridge. He has managed multiple contractors and consultants on each of these major undertakings. Unique to each of the projects was the intense level of interagency coordination and community interface involved. Mr. Bowers has deep personal relationships with many agency and community leaders and is well respected by all. These include the Port Authority of New York & New Jersey, the US Army Corps of Engineers, the US Coast Guard, the New York City Department of Environmental Protection, New York City Department of Design & Construction as well as many local community boards.

The wide variety of the projects on which he has participated, as well as the scope and magnitude of the projects, gives Mr. Bowers a unique perspective on how to ensure that project goals are realized. His knowledge of the construction industry, practices and requirements are unmatched.

EXPERIENCE

New York State Department of Transportation, Queensboro Bridge Reconstruction, NY, Engineer-In-Charge - This project replaced the structural steel and roadway deck of the lower inner roadways; extensive steel repairs to the truss structures, relocation of historical kiosks in Manhattan and painting of the structure from the upper roadway to the ground level. After the existing deck was removed and access was available, an inspection of the steel below the roadway and within the truss steel was performed; repairs identified, detailed and forwarded to the contractor for installation. The structure was also painted from the upper level roadway to the ground. As the painting progressed, the project participated in the development of the OSHA lead removal requirements that were incorporated into the OSHA regulations (29CFR1926.62). Other work included the repair of over 500 structural flags on the outer roadways. All work completed while 160,000 vehicles crossed the structure on an average day. ($183 million)

MTA-Capital Construction, No. 7 Subway Line Extension, NY, Project Engineer/Quality Control Manager - Mr. Bowers has been supervising all Quality Control activities on the MTACC 7 Line extension construction. This project comprises a $ two billion construction contract to construct the running tunnels and build a large cavern station on the west side of Manhattan. He manages inspectors who perform an essential part of the quality compliance for the project. He ensures that the contractor is in compliance with contract requirements with regard to quality, enforcing any corrective actions required. He attends progress meetings and is responsible for leading all discussions relative to quality compliance. He provides comprehensive documentation for the permanent project records. The two new 4,700 ft long tunnels will stretch west and south from Times Square to a new station at the Jacob J. Javits Convention Center on West 34th Street and 11th Avenue, and end at West 25th St. and 11th Ave. for storage of trains beyond the station. ($2 billion)

New York City Economic Development Corporation, The Replacement of Existing Water Siphons Between Brooklyn and Staten Island, NY, Resident Engineer - Mr. Bowers was the Resident Engineer on this project. The Anchorage Channel is an integral part of New York City's water transportation infrastructure. It provides the international shipping trade with access to New York Harbor and the rest of the Port of New York and New Jersey, which is one of the more heavily used water transportation arteries in the world. The channel must be deepened in order to accommodate the new generation of cargo mega-ships, which have drafts that exceed 45 ft (the present depth of Anchorage Channel), and insure the City's ability to benefit from the anticipated increase in this sector of the economy. LiRo is providing resident engineering

inspection services to the NYCEDC for the removal and replacement of two siphons from Brooklyn to a pump station on Staten Island, where it feeds into Staten Island's Silver Lake Reservoir. The siphons are critical to ensuring a backup water supply to Staten Island. The project replaces two existing water siphons that serve as a backup water supply to the borough of Staten Island in New York City. A 12.5' diameter tunnel will be bored under Upper New York Harbor utilizing an Earth Pressure Balance (EPB) tunneling machine. This will be followed by installation of a six ft diameter water main within the 9,500 ft bored tunnel. To connect the new siphon to the existing water supply system, and an additional 4,000 lf of trunk main and 4,300' of transmission main will be installed on the project. To complete the connections on Staten Island two micro-tunnels will be constructed below the Staten Island Railroad tracks. As part of the project a 27' x 45' x 18' high chlorination station will be built in Staten Island utilizing green contraction methods. ($210 million)

New York State Department of Transportation, FDR Drive Reconstruction E. 53rd Street to E. 64th Street, NY, Engineer-In-Charge - This was a highly complex project that included the demolition of the middle deck section of a three deck structure under live traffic. The job was scheduled to be completed in 9 separate stages including the construction of an outboard Temporary Detour Road (ODR) on the East River. The ODR included the installation of over 100 foot long drilled piles requiring exploratory drilling with variable top of rock conditions, and outer casing tubes. In addition, the project included large pile cap girders, four (4) million pounds of new structural steel frame, one kilometer of pre cast concrete deck slab, new parapet walls, asphalt overlay, a noise shield to protect the residents living in this area, lighting, and the modification of two entrance ramps. In addition, the project required the installation of a tubular fender system that was built for the first time in the United States. It consisted of a one kilometer long tubing structure, eleven feet in diameter. The system was held by 13 floating dolphins anchored to the bottom of the river by a system of large iron chains that enabled flexibility to the fender in case of a collision. Upon the completion of the ODR, Northbound traffic was transferred to the new structure during one weekend Stage. This complex undertaking required the complete closure of the FDR with extensive coordination with all City Agencies. This Stage was completed in record time and ahead of schedule. It received the praise of the NYCDOT for its execution, timing and savings to the NYC motorists. This project also required extensive security coordination with the United Nations, the US Army Corps of Engineers, and the US Coast Guard. ($157 million)

New York State Department of Transportation, Reconstruction of Route 9A, Intrepid Bridge, NY, Engineer-In-Charge - The Intrepid Pedestrian Bridge was constructed as part of the Route 9A Reconstruction project. The bridge crosses 12th Avenue between 45th and 46th Street. A bus layover area was being constructed east of 12th Avenue, so the bridge allowed tour groups direct access to the museum. The 300-ft pedestrian bridge's main span is cable-stayed. From a center pier, six sets of cables suspend a steel box beam super structure above 12th Avenue. A concrete deck was installed as well. The bridge was the first asymmetrical, cable- stayed bridge constructed in New York.

New York State Department of Transportation, Route 9A West 25th to West 40th Streets (Segment 6), NY, Engineer-In-Charge - This project was a reconstruction of Route 9A, Segment 6. Extensive drainage and tide gate work was performed to eliminate flooding that was common in this area. Existing tide gates were renovated and new ones were installed. This work required extensive dewatering and grouting schemes to perform the tide gate reconstruction, as well as a relocation of Long Island Railroad West Side Yard drainage facilities to accommodate tide gate installation. Prior to the installation of a 50 year European pavement system, new gas and water mains, telephone ducts, relocation of Con Edison oil-o-static lines and new electric ducts were installed. In order to keep the traffic flowing during major exhibitions, including the NY Auto and Boat Shows, coordination with the Javits Center was required. Traffic coordination was also required with New York Waterways, World Yacht Tours and the W. 30th St. Heliport, to accommodate their facilities, as well as keep the traffic flowing on the West Side Highway.

Raymond Busch III, PE

Resident Engineer

Education
B.S., Mechanical Engineering, New York Institute of Technology

A.A.S., Engineering, Suffolk County Community College

Licenses/Registrations
Professional Engineer, New York

Certifications
OSHA 30 Certified

Years with the Firm
26

Years with Other Firms
3

History of Employment
The LiRo Group – Associate Vice President (1987 – Present)

PROFESSIONAL PROFILE

Mr. Busch has been working in the construction field since 1984. He has extensive experience as a Resident Engineer on large-scale municipal construction projects including rail yards and sewage treatment plants. Mr. Busch has overseen all phases of construction including the civil, structural, mechanical, electrical and architectural disciplines. He has been responsible for supervision of field personnel, implementation of specifications in accordance with contract documents, review and submittal of payment requisitions and change orders, permit review and documentation, project scheduling, as well as documentation and quality control. He has extensive experience on Wicks Law multi-prime contracts.

EXPERIENCE

MTA Capital Construction – East Side Access Program, Deputy Construction Manager - The primary purpose of East Side Access is to bring the LIRR to the east side of Manhattan into Grand Central Terminal. Mr. Busch is Deputy CM for the work on the Harold Structures I Phase of the project. The project includes; seven miles of tunneling in Manhattan and Queens, emerging into one of the busiest rail interlockings and multi-track main lines in the country. The new excavation will connect the existing 63rd Street tunnel under the East River, in a one-mile dig and blasting effort that will remove nearly 400,000 cu yd of rock. The project also includes construction of five ventilation buildings, a new transportation terminal 135 feet below GCT, a new passenger station at Sunnyside Queens, train storage facilities, 50,000 feet of track, a reconfigured Harold Interlocking and systems components including signals, communications, power and security. ($8.23 billion)

MTA East Side Access - Construction Management Services for Arch Street Yard and Shop, Resident Engineer - The Arch St. Yard and Shop is located on approximately twelve acres in Long Island City, New York. This Design/Build project included the design and construction of the following major elements: Maintenance Equipment Shop; Power Substation Building; Engineering Support Building; Extraordinary Interior Cleaning Platform and Storage Building; Trackwork and Third Rail; and extensive site utilities. The shop and yard was initially used as a testing and acceptance facility for the LIRR's new M-7 train cars and will service as an inspection, maintenance and cleaning facility upon commencement of ESA revenue service in 2010. The Design Build contract was awarded for $75M with contract duration of 810 ccd's for completion.

A unique aspect of this project lies within the Design/Build delivery system. In order to facilitate project completion within the required time frame, the building was built, in effect, from the outside in. The project required daily coordination, meetings, managed by LiRo, with the LIRR, the designer and the contractor. ($75 million)

MTA-LIRR Ronkonkoma Yard Train Wash Facility, Resident Engineer - This facility consists of a 200 ft by 50 ft single building structure containing a Wash Bay and two-story Wash System Support Bays. The footing, foundation, lower level support bay and train wash slab are constructed of reinforced cast in place concrete. Coordination was required with the LIRR Force Account Departments and the Local Utility Company's prior to and during the construction of the Train Wash Facility. Coordination with Key Span Energy was required to relocate gas lines while the design and relocation of 13.8 KVA underground feeders was required with the Long Island Power Authority. Coordination with the F/A Signal and Communication departments was required to reroute existing signal and communication systems that were within the footprint of the new car wash structure. ($4.7 million)

MTA-LIRR, Renovation of the LIRR Oyster Bay Yard, Oyster Bay, NY, Resident Engineer - The Oyster Bay yard previously provided six tracks for storage and was used for brake show replacement and interior cleaning services. This improvement project provided the Long Island Rail Road with seven tracks for storage and high-level platforms for interior cleaning services. In

addition, hotel power was supplied to each of the lay-up tracks. The Long Island Rail Road undertook this yard renovation program to accommodate the new diesel locomotives, bi-level passenger cars, and diesel-electric dual-mode locomotives. ($15 million)

MTA-LIRR Speonk Yard Improvement Project, Resident Engineer - The major components of this project included the installation of over 7,500 ft of track utilizing concrete ties with a fast clip fastening system; two main track switches; nine #8 turnouts; six full-depth rubber roadway crossings. Over 1050 ft of track collection pans were installed at all locomotive lay-up locations to support equipment operations in the new yard. The track pans are connected to two oil-water separation and carbon filtration systems with double walled PVC/CPVC piping. The lay-up of new equipment also required the support of a 2000 amp and 3000 amp electric service building for the distribution of 74V DC/480 V AC power systems. Work also included the installation of sanitary and storm sewer piping with catch basins and leaching basins. Contaminated soil and ballast were removed from the site in compliance with all local, state, and federal regulations. ($7.9 million)

Nassau County Department of Public Works, Nassau County Government Operations Center, NY, Project Manager - LiRo, in a Joint Venture with Bovis Lend Lease, is providing comprehensive construction management services for the Theodore Roosevelt Government Operations Building. The Theodore Roosevelt Executive and Legislature Building at 1550 Franklin Ave in Garden City , New York will be completely renovated. The original building was constructed in 1916 and was the first public building to be constructed using reinforced concrete. The building is listed on the State Register of Historic Places and is currently approximately 135,000 gsf. Later additions to the building will be demolished so the final footprint will house approximately 85,000 gsf of space. In addition, a 28,000 gsf annex will be connected to the Old Courthouse building to house the new mechanical plant and Legislature chamber. The project is the result of an extensive evaluation of the County's requirements and the building's condition. ($36 million)

Nassau County Department of Public Works, Bay Park WPCP Main Building Renovation, NY, Resident Engineer - Improvements involved the phased expansion and renovation of the existing main building into a new administration building which would contain shop and crew facilities. Renovation of the existing facility was sequenced to follow construction of the main building extension and relocation of services into the new space. Included in the work was the replacement of face brick on the main building, construction of a new Unit Substation No. 5, an 80 ft tower/weather station, asbestos removal, dewatering, and the installation of auger grout injected piles. The interfacing and phasing of the new construction work with both the existing plant and other on-going construction projects was paramount towards the project's success. ($15 million)

Nassau County Department of Public Works, Bay Park Sewage Treatment Plant Sludge Dewatering Facility, NY, Resident Engineer - This project was accomplished ahead of schedule under DEC Consent Order. Completion of this facility involved the installation of wood foundation piles and concrete pile caps; the construction of a reinforced concrete and concrete encased structural steel building; the installation of precast concrete roof panels and built-up roofing system; the installation of HVAC units and odor control equipment, the installation of 12 sludge dewatering presses, pumps, conveyors and various mechanical equipment; and the installation of roads, parking lots and various site improvements. ($30 million)

Nassau County Department of Public Works, Bay Park and Cedar Creek Water Pollution Control Plants Engine Emission Control Modifications, NY, Assistant Resident Engineer - This project had the same prime contractors at two separate operating facilities. It was accomplished under DEC Consent Order to comply with the Clean Air Act. Project involved modifications to existing diesel generators and installation of new equipment to reduce harmful engine emissions. ($10 million)

Joseph Catapano, PE

Resident Engineer

Education
B.S., Civil Engineering, Polytechnic University

Licenses/Registrations
Professional Engineer, New York

Certifications
OSHA 10 Certified

OSHA 30 Certified

PROFESSIONAL PROFILE

Mr. Catapano has over 22 years of highway and heavy construction experience. He has served as both a Resident Engineer for New York City agencies and a Project Manager for heavy civil contractors. He is also an expert estimator and surveyor. Mr Catapano has a long history in construction and he knows what it takes to get the job done. He has a "hands-on" approach and his experience is not limited to highway and bridge work but spans all aspects of construction from site work through the finish trades. **He is particularly skilled at interpreting construction contract language, evaluating scope and cost of change orders, and understanding contractual obligations of the parties involved.**

EXPERIENCE

Port Authority of New York & New Jersey, Jamaica AirTran Station, NY - Project included: **window washing equipment erection and approval,** Drainage, Asphalt Paving, Project Closeout ($350 million)

Port Authority of New York & New Jersey, JFK Bay Runway Reconstruction, NY - This project included concrete slipform paving, asphalt, utilities, excavation, grading, pavement recycling and landscaping. In three months, over 150,000 CY of concrete paving, 200,000 tons of asphalt, five miles of drain pipe structures, 1,000 runway lights and miles of pavement markings were installed and 100,000 CY of pavement and excavated materials were removed. ($224 million)

New York State Department of Transportation, D261790 – Reconstruction of the Staten Island Expressway, I-278, NY, Project Manager / Estimator - Responsible for the management and supervision of multi-million dollar heavy civil and infrastructure construction projects for the New York State Department of Transportation. Managed 15 engineers, superintendents and office staff as well as union foreman and subcontractors. This project included the demolition of 6 steel bridges, the reconstruction and widening of 3 bridges using precast concrete beams, major site utility relocation and reconstruction, excavation and support of excavation using steel sheeting and tie-backs, concrete and asphalt paving, retaining walls and noise walls. ($113 million)

New York State Department of Transportation, D259600 – Reconstruction of the Brooklyn-Queens Expressway, I-278, NY, Project Manager - This project included the demolition and reconstruction 7 bridges and rehabilitation of 1 tunnel as well as concrete and asphalt paving and retaining walls. 1 Bridge was reconstructed with precast concrete box beams, 5 were steel girder bridges and 1 was a steel truss bridge for MTA/NYCTA for the Roosevelt Ave Line over the BQE. A temporary road bridge was constructed to maintain traffic during the construction of the Highway and Railroad bridges at Roosevelt Ave. ($126 million)

Port Authority of New York & New Jersey, JFK-1020 – Reconstruction of Bay Runway, 13R/31L, NY, Project Manager / Project Engineer - Responsible for the management and supervision of multi-million dollar heavy civil and infrastructure construction projects for the New York State Department of Transportation, MTA and Port Authority. Managed up to eleven engineers, superintendents and office staff as well as multiple union foreman and subcontractors. **Typical tasks include:** scheduling, shop drawing review, submittals, coordination of multiple crews and subcontractors, material ordering, payment requisitions, cost reports and budget control, change orders, utility coordination, correspondence, and overseeing all day to day field operations.

MTA Bridges & Tunnels, Whitestone Bridge Queens Approach Ramps - Lead Estimator for Queens ramps rehabilitation project for the MTA with an estimated value of $125 million.

New York State Department of Transportation, Installation of Noise Walls, NY - This project

included Utilities, Erection of Steel and Reinforced Concrete Noise Walls, Drilled Noise Wall Foundations ($11 million)

New York State Department of Transportation, Roslyn Road/LIRR Grade Crossing Elimination, NY - Project included Excavation, Sheet Pile Wall Recharge Basin w/ Steel wales & tiebacks, Steel RR Bridge roll-in, Utilities, etc. A temporary sheet pile coffer dam was constructed to allow construction of the new bridge substructure below live train traffic. Temporary bridges were installed (4 each) over 4 separate weekend track closures. Backwalls were precast onsite as they conflicted with the original track alignment. Over a single weekend, both tracks on the Main Line of the LIRR were taken out of service so the new bridge could be rolled into place. This weekend work included the removal of the temporary track bridges, excavation between the new abutments to create the highway underpass, installing backwalls and bridge bearings, placing 4 each, 30 Ton precast approach slabs and rolling the bridge into place. ($24 million)

MTA - New York City Transit, Number 7 line Subway Extension Project, NY, Estimator - Estimator in charge of developing scope for and review and coordination of **electrical, mechanical, plumbing,** communications and system integrations systems proposals. ($350 million)

New York City School Construction Authority, PS/IS 491, NY, Project Engineer/Lead Superintendent - In charge of all **mechanical, electrical, plumbing** and communication systems including coordination drawings, temporary systems and embedded items in this reinforced concrete school. ($48 million)

New York State Department of Transportation, Reconstruction of Staten Island Expressway, NY - This project included the demolition of six steel bridges, the reconstruction and widening of three bridges using precast concrete beams, major site utility relocation and reconstruction, excavation and support of excavation using steel sheeting and tie-backs, concrete and asphalt paving, retaining walls and noise walls. ($113 million)

New York State Department of Transportation, BQE Roadway Rehab & Bridge Replacement, NY - This project included the demolition and reconstruction of seven bridges and rehabilitation of one tunnel as well as concrete and asphalt paving and reatining walls. One bridge was reconstructed with precast concrete box beams, five were steel grider bridges and one was a steel truss bridge for MTA/NYCTA for the Roosevelt Ave line of the BQE. A temporary road bridge was constructed to maintain traffic during the construction of the highway and railroad bridges at Roosevelt Ave. ($126 million)

New York State Department of Transportation, D259702 – LIRR Grade Crossing Elimination at Roslyn Road, NY, Senior Project Manager - This project included excavation, sheet pile wall recharge basin with steel wales and tiebacks, steel RR bridge roll-in, utilities, etc. A temporary sheet pile coffer dam was constructed to allow construction of the new bridge substructure below live train traffic. Temporary bridges were installed (four each over four separate weekend track closures. Backwalls were precast onsite as they conflicted with the original track alignment. Over a single weekend, both tracks on the Main Line of the LIRR were taken out of service so the new bridge could be rolled into place. This weekend work included the removal of the temporary track bridges, excavation between the new abutments to create the highway underpass, installing backwalls and bridge bearings, placing four each, 20 ton precast approach slabs and rolling the bridge into place. ($24 million)

New York City Department of Design & Construction, NY, Resident Engineer - Supervised the design, construction, and management of capital sewer, water main, and highway construction projects. Managed three field engineers and inspectors. Compile daily reports, act as community liaison, prepare payment estimates, certify materials, correspond with other agencies, develop drawings, check shop drawings, and review and examine plans for the construction, demolition, or alteration of structures to comply with the provisions of law, rule and regulation.

Ricky Chan, PE

Resident Engineer

Education

M.S., Civil Engineer/Construction Management, Polytechnic Institute of NY University

B.S., Civil Engineer, Polytechnic Institute of NY University

Licenses/Registrations

Professional Engineer, New York

Certifications

ACI Concrete Field Testing Technician Grade I

OSHA 10 Certified

PROFESSIONAL PROFILE

Mr. Chan has over ten years of experience in the field of civil engineering, specifically with civil, utility, structural and electrical construction. His most recent experience includes working on the East Side Access project where he focused on infrastructure, tunneling, track work, new substation, signal power lines and catenary structures. Mr. Chan's typical responsibilities included providing daily monitoring of construction to ensure compliance with contract documents, preparing reports, expediting change orders, and contractor invoice/payment preparation. Mr. Chan also has experience installing, testing and monitoring geotechnical instrumentation in tunnels and structures.

EXPERIENCE

Port Authority of New York & New Jersey, Traffic Analysis, NY, Traffic Engineer

As Traffic Engineer, Mr. Chan performed comprehensive analysis of data, traffic and transportation conditions and physical inventories. He was responsible to manage and supervise survey crews gathering field data. While facilitating small to large scale trip assignments for EIS he used engineering techniques and tools to mitigate impacts. Mr. Chan conducted comprehensive, multi-modal transportation and land use studies and reviewed opportunities to improve streetscape, pedestrian crossings, and amenities. He prepared master plans, program expansions, and designs for retail and industrial facilities. In addition he completed origin-destination vehicular and pedestrian studies for the PANYNJ.

Curb and Sidewalk Replacement Project at the Queens Midtown Tunnel, Resident Engineer

This project involved the removal, repair and replacement of curb, sidewalk and associated roadway repairs at the Queens Midtown Tunnel. Specific work included in installation of:

- Steel faced concrete curb
- Cantilevered curb
- Reinforced and unreinforced concrete sidewalks
- Curb cuts
- ADA ramps and upgrades
- Watermain replacement
- Roadway repairs

The project included extensive MPT coordination with TBTA and NYCDOT. All work was done in conjunction with utility companies including ConEd and Verizon. (MTA-TBTA, $1M)

MTA - Capital Construction, East Side Access, NY, Assistant Resident Engineer/Project Engineer

As Assistant Resident Engineer/Project Engineer, Mr. Chan supervised contractor's activities in order to ensure work was constructed safely and in accordance with contract documents. He reviewed work plans, and drawings and performed site walkthroughs to determine conflicts between existing field conditions and contract work. The major elements of work include the following:

MTA - Capital Construction, Harold Interlocking Phase I and II

- Constructed new G02 Substation before decommissioning old substation while maintaining functionality with adjacent substation
- Procurement and installation of new signal power equipment to separate Amtrak and LIRR signal power line
- Performed track work such as installation of switch heaters and emergency track repairs
- Installation of over 3,000 LF of 12 KV duct bank for Amtrak including hi-potential and megger testing and cable splicing
- Installation of over 1,500 LF of signal troughs

- Installation of over 2,000 LF of storm sewer
- Procurement, fabrication and installation of LIRR and Amtrak catenary poles and signal bridges
- Installed over 600 LF of micro-tunnel for 12 KV duct banks and 750 LF micro-tunnel for storm sewer

(Phase I, $80M; Phase II, $20M)

MTA - Capital Construction, Northern Boulevard Crossing

- Constructed a 120 LF mined tunnel utilizing Sequential Excavation Method (SEM) while maintaining a six ft frozen arch under Northern Blvd, NYCT IND and NYCT BMT elevated subway trains
- Reviewed tunnel monitoring points, AMTS and ground surface settlements, piezometer and observation well readings
- Held daily SEM meetings with MTACC and Contractor
- Installed pneumatic applied concrete (shotcrete) for initial tunnel lining
- Performed 80 ft deep excavation supported by concrete diaphragm slab and installed mass concrete at the tunnel invert
- Performed slurry wall remediation and installed structural jet grout columns to stabilize the toe of the bentonite-slurry wall
- Performed void grouting and compensation grouting for pre-treatment of soil layer prior to tunnel excavation

($80M)

MTA - Capital Construction, Grand Central Terminal Concourse Level and Facilities Fit-Out

- Procured and installed electrical equipment for traction power within Madison Yard including medium voltage transformers, switchgears, distribution panels
- Installed mechanical ducts, electrical ductbanks and plumbing related to sediment and storm sewer drainage
- Worked on temporary and permanent utilities such as fire suppression systems, ventilation, construction power and potable water
- Reviewed drawings and coordinated with different trades to avoid potential conflicts
- Coordinated with MNR regarding access issues, work zones and protection of their assets

($40M)

Mr. Chan was responsible for the following on these ESA projects:

- Coordinated with LIRR and Amtrak regarding flag protection and track outages
- Held construction, progress, scoping and negotiation meetings with MTA CC and the Contractor
- Reviewed and developed work plans to address agency concerns
- Acted as a key point of contact for all project controls, procurement and design questions
- Developed scopes of work and quantity takeoffs for change orders
- Performed general and task-specific requirements to address safety, quality, environmental, geotechnical and code compliance items
- Scheduled and coordinated daily work activities with Contractor and third party (LIRR, AMTRAK & MNR)
- Reviewed technical submittals, shop drawings, as-built and payment requisitions
- Tracked and maintained logs including change orders, RFIs, quality records, submittals, and developed monthly progress reports
- Performed field inspection and wrote daily reports

Jerrold Cohen, AIA

Resident Engineer

Education

M. Arch., Architecture, State University of New York at Buffalo

B.A., Environmental Studies, State University of New York at Stony Brook

Environmental Design, Parsons The New School for Design

Licenses/Registrations

Registered Architect, New York

Certifications

OSHA 30 Certified

Scaffold Safety Engineering

Negotiation Strategies for Public Construction, Wagner College

Const. Claims Arbitration & Mediation, American Arbitration Association

Partnering Facilitation, American Arbitration Assoc./DART

Project Delivery Systems, Design Build, AIA

PROFESSIONAL PROFILE

Mr. Cohen has over 30 years of experience in construction management and design services for public sector and institutional clients. He understands that the stewardship of these projects constitutes a public trust requiring the highest level of professional and technical responsiveness. Mr. Cohen's experience includes K-12 schools and higher education facilities, courts, housing, health care, laboratory and research facilities. He has demonstrated expertise in the leadership of high priority, complex construction programs with multiple stakeholders. Mr. Cohen is a proven client service oriented team builder, skilled in delineating objectives, effective decision-making, in pro-active coordination, budget management and project delivery. Mr. Cohen has successfully delivered over 20 expedited Energy Lighting projects within constrained budget and schedules and is currently directing projects for the NYC SCA on one of the largest energy conservation programs in New York State.

EXPERIENCE

School Construction Authority - Energy Efficient Lighting Program, Citywide, New York City. Project Executive. Under this program, LiRo managed and completed comprehensive energy efficient lighting upgrades at 21 schools on a highly expedited basis timely for the Fall 2011 school opening and without impact to school operations throughout four of the five boroughs of New York City. This work is a major part of the first phase of the largest energy conservation and upgrade program in New York State and one of the largest in the country. The scope of work included retrofit and replacement of over 15,000 light fixtures, installation of new automatic lighting controls and sensors, and related hazardous materials ACM and PCB abatement. All work at these schools was completed (SCA, $22M)

School Construction Authority – Energy Consulting Services, New York City. Associate Project Director. LiRo has recently commenced work to provide Energy Savings Consulting Services for various schools throughout the five boroughs of New York City. The scope of work includes assessment of energy expenditures, a technical audit, retro-commissioning, engineering design, construction, related environmental design and remediation, systems startup, optimization and diagnostic testing, and measurement and verification. The scope of work is anticipated to initially include 20-30 schools. (SCA)

NYCSCA Construction Management Emergency Response Program, 2012-2014, Project Manager –LiRo is currently providing management and coordination of emergency construction responses to the needs of the NYCSCA under this contract. LiRo completed over 150 SCA Emergency projects timely and within initial budget forecasts, subject to the impact of scope changes. Emergency response work included the highly critical and extensive Sandy Recovery and Response Program at over 30 schools, Light Fixtures Replacement Program, demanding projects, such as for the expedited construction for the Eagle Academy Queens, response and repair to address the danger of an imminent façade collapse at PS60M, temporary boilers, major interior renovations, exterior rehabilitation, emergency stabilization, electrical, fire alarm and heating plant upgrades, and sitework including the installation of sidewalk sheds and safety netting.

State University Construction Fund, SUNY Brockport Rochester Educational Opportunity Center, NY, QA/QC Manager - Mr. Cohen is responsible for the renovation and infrastructure upgrade/replacement of 100,000 sf office building for academic use. Program components include nursing, cosmetology and culinary arts as well as library, classrooms, computer labs and administrative functions. ($12 million)

New York City Office of Management and Budget (OMB)/FEMA Consulting, Resource Manager LiRo is part of the team providing management, accounting and technical expertise to OMB in

support of its strategic management of claims development and administration related to FEMA's Public Assistance program. To date, LiRo has prepared, reviewed, revised and negotiated FEMA project worksheets for over 430 sites impacted by Sandy, accounting for the expenditures related to Sandy response by City agencies recouping over hundreds of millions for the City. Mr. Cohen is the executive overseeing the deployment of subject matter experts and specialists, project managers, engineers, architects, and estimators to provide technical assessment, scope development and estimating to assist the City in achieving the maximum reimbursements available under the program.

NYCSCA Construction Management Emergency Response Program, 2009-2012, Project Manager - LiRo managed and coordinated the construction responses to the urgent and expedited construction project needs of the New York City School Construction Authority. Critical projects implemented under this program included Light Fixture Energy Upgrades and PCB Removals at 21 schools, work at the new Eagle Academy in the Bronx, full conversion of a private school, Christian Allen High School, into a public school, Eagle Academy in Queens, matching funds projects such as for Brandeis HS M, and extensive emergency work at the Metropolitan and Glen Oaks Campuses in Queens. This program also called for the coordination and management of various new construction, restorations and rehabilitations to expeditiously address urgently needed improvements and potentially hazardous conditions encountered at schools throughout the five boroughs. Under this contract, LiRo performed numerous projects in a highly expedited, date certain manner, without impact to school operations, delivered on or under budget, and on time for school openings. ($75M)

Dormitory Authority of the State of New York, Decontamination and Deconstruction of Fiterman Hall, Borough of Manhattan Community College, NY, Project Executive - LiRo served as the Construction Manager subconsultant to for the decontamination and demolition phases and the rebuilding of Fiterman Hall, Borough of Manhattan Community College (BMCC). Services provided on an ongoing work session review basis fully coordinated with A/E personnel and with DASNY and CUNY project managers. This teamwork approach was structured to facilitate coordination amongst the multiple primary stakeholders, to minimize disputes, eliminate potential cost and schedule overruns, and to mitigate change orders, that may otherwise arise during construction. The project involved extensive New York City inter-agency coordination, particularly with LMCCC, LMDC, USEPA, NYCDEP, NYCDOT and the MTA. It also required continual briefings and dissemination of process and update information to the local Community Board and the public. All work was conducted under special monitoring requirements applicable to the USEPA WTC Recovery Zone, and will occur within the jurisdiction of the USEPA WTC Recovery Program. The new building designed by Pei Cobb Freed & Partners houses classrooms, computer laboratories, offices, a library, and assembly and meeting rooms. ($240M)

Dormitory Authority of the State of New York, CUNY School of Architecture, Urban Design and Landscape Architecture (SAUDLA), NY - LiRo provided construction management services for demolition and extensive reconstruction of a 136,000 sf building into the new SAUDLA building. The building frame of structural concrete still remains and the balance of the building was demolished and rebuilt, including facade, interior and mechanical, electrical and plumbing systems. ($60 million)

NYCDDC, Department of Education, Division of School Facilities, NY, Assistant Commissioner - Mr. Cohen, a former Assistant Commissioner for the New York City Department of Design and Construction, was appointed to lead a high priority managed competition initiative to implement capital projects for the Department of Education. He directed a publicly managed, privatized team of contracted construction managers and design consultants. Mr. Cohen's education program totaled $795 million and operated at over $200 million per year. He was also responsible for oversight of $1.8 billion of construction management programs for various projects throughout the City of New York.

Louis Comunelli, PE

Resident Engineer

Education
B.S., Civil Engineering, City College of New York

Licenses/Registrations
Professional Engineer, New York

Professional Engineer, New Jersey

Professional Engineer, Pennsylvania

Years with the Firm
15

Years with Other Firms
31

History of Employment
The LiRo Group – Project Manager/Resident Engineer (1999–Present)

Bettigole, Andrews & Clark - Project Manager (1996-1999)

New York City Department of Transportation, Director of East River Bridge Construction (1991-1996)

New York City Department of Transportation - Engineer- in-Charge (1984-1988)

Connecticut Department of Transportation – Project Manager (1988-1991)

New York City Department of Transportation, Brooklyn, Resident Engineer (1967-1984)

PROFESSIONAL PROFILE

Mr. Comunelli has over 40 years of experience in the administration of major roadway and bridge reconstruction contracts. As the Director of the east river bridge construction unit, he was responsible for managing reconstruction work on the Williamsburg, Manhattan and Queensboro Bridges. Prior to that assignment, Mr. Comunelli was a Project Manager on projects for the Connecticut Department of Transportation, the New Jersey Department of Transportation, the Westchester County Department of Public Works, the New York City Department of Environmental Protection and the New York City Department of Parks and Recreation. In prior civil service, he was the Engineer-in-Charge of two Manhattan Bridge rehabilitation contracts for the New York State Department of Transportation and the New York City Department of Transportation Borough Engineer of Construction for Manhattan and Staten Island.

EXPERIENCE

New York City Department of Transportation, Reconstruction of Gun Hill Road Bridge, NY, Project Manager - LiRo provided resident engineering services for this project which entails the removal and replacement of the eight-lane wide Gun Hill Road Bridge over Metro-North Rail Road. The project was performed in three separate demolition and construction phases. The new bridge is a single-span steel structure with a concrete deck. Extensive utilities span across the bridge and were replaced including a 36" water main, electric power and communications lines. This project also required major coordination with Metro-North Operations personnel and force account support departments. LiRo staff coordinated all of the third party construction activities with the MNRR operations representative within the required advanced notice. ($8 million)

New York City Department of Transportation, Replacement of Steinway Street Bridge over the Grand Central Parkway, NY, Project Manager - This project involved construction inspection for the reconstruction of two rigid frame arch structures over the Grand Central Parkway in Astoria, New York. The project included the demolition of the existing rigid frame arch structures; erection of new steel frame posts and arches, pouring of encasement abutments and new poured-in-place concrete deck slabs and sidewalks; bridge railing and fencing; permanent soldier pile and lagging sheeting with grouted tie-back anchors; the installation and removal of two temporary ACROW truss bridges; and extensive MPT detour scenarios. Project elements also included drainage systems, underground and bridge supported utilities (water main, gas, telephone and NYCDEP and FDNY communications), traffic signals and intersection and safety improvements. ($18.4 million)

New York City Department of Transportation, Rehabilitation of Bridge Joints on the Brooklyn-Queens Expressway Triple Cantilever Structure, NY, Project Manager - LiRo provided resident engineering inspection services for contract HBKC1144, which was designed to correct leakage, structural defects, and traffic noise problems occurring at approximately 100 expansion joints. The joints were located on a reinforced concrete structure comprised of three cantilevered levels located in downtown Brooklyn. Project specifics included all work was done at night in a 7-hour lane closure window, concrete repairs were made to each side of the expansion joint, with the exact repair limits determined in the field, a proprietary asphalt patching compound was utilized and extensive MPT and community outreach. ($2 million)

New York City Department of Transportation, NYCDOT Contract Nos. HBCY093 and HBCY096, Marine Structural Repairs, NY, Project Manager - These contracts called for when and where repairs for waterway bridges throughout New York City. Due to the time-critical nature of the work, there was little advance notice of the general defects discovered by condition inspection teams. LiRo prepared specific designs for work on a fast-track basis, as well as applications for DEC/Corps of Engineer and Coast Guard Permits. LiRo performed construction inspection and

site engineering services as an integral part of a combined team that was closely integrated with NYCDOT. ($10 million)

New York City Department of Transportation, Contract No. HBE1023, Emergency Installation of Center Median New Guide Rails on the Mill Basin Bridge, NY, Project Engineer - This contract called for the installation of a special movable bridge railing system on a double leaf bascule bridge carrying the Belt Parkway over the Mill Basin. This installation was designed to prevent future vehicular head-on collisions that had been occurring at an alarming frequency. The contract therefore had stringent incentive/disincentive provisions. LiRo was a pro-active major partner in assuring that the other participants remained focused on keeping the work going, and ultimately to be completed early. ($3 million)

Yonkers Contracting Company, Construction Inspection of the Brooklyn Bridge, NY, Resident Engineer - LiRo provided construction inspection services to Yonkers Contracting for an emergency redecking project on the Brooklyn Bridge. LiRo was asked to step in quickly to complete the work of another consultant on this contract. LiRo inspected 200 floorbeam repairs; installing and sealing closure angles for steel barriers; stringer shim repairs; installation of temporary expansion joints at Franklin Square; microsurfacing the Brooklyn-bound bridge deck; and the concrete deck at the Brooklyn towers. LiRo also performed inspection of punchlist items prepared by the previous consultant and provided office engineering and maintenance of time and material records. ($33.75 million)

New York City Department of Transportation, Williamsburg Bridge Cable Rehabilitation, Director of the NYCDOT East River Bridge Construction Unit - Mr. Comunelli had direct supervision over the work of rehabilitating the four main suspension cables. The contract consisted of completely removing the existing cable wrapping on all four main cables, cleaning and repair of cable wires saturating them with linseed oil, applying red lead paste and rewrapping them with wire, and with an additional neoprene cable wrapping. New cable bands, suspender cables, anchorage roofs were installed. Because of the numerous bridge flags detected on this deteriorating structure, in addition to concrete and steel repairs, unusual measures were taken such as installing new reinforced concrete bridge decks in the approaches, directly on top of the deteriorating existing ones. They were designed to provide for safe maintenance of traffic until future contracts completely replace them.

New York City Department of Transportation, Queensboro Bridge Rehabilitation, NY, Director of the NYCDOT East River Bridge Construction Unit - Mr. Comunelli had general supervision of the replacement of the two lower outer roadways, major painting, relocation of major electrical feeders, rehabilitation of the maintenance traveler system and renovation of shops located below the Manhattan approach. Also included were concrete repairs to existing piers. This contract involved major participation of ConEdison who was a signatory to the Partnering Agreement, along with all the other agencies involved. Scheduling of the electrical feeder relocations was insightfully proposed by the contractor and ConEdison. The Construction Supervision and Construction Support Consultants and NYCDOT reacted quickly to ensure the success of the contractor's work plan.

New York State Department of Transportation, Manhattan Bridge Re-anchoring of Cable C, NY, Engineer-in-Charge - Mr. Comunelli was responsible for the relieving of main cable loading from seriously deteriorated eye bars for the Main Cable "C" in the Manhattan anchorage. This involved the boring through the anchorage concrete from the cable level to below ground level of four 32 1/4" diameter tubes, providing massive transfer girders and anchorage girders to receive the load from 19 cable strands which were removed from deteriorated eye bars. The remaining strands were redistributed among all the eye bars. Individual wires were repaired and new drainage for the anchorage roof was provided. Re-anchoring on such a scale had not been done before. Close cooperation was the key to this success, and the ability of all participating organizations to act quickly once timely decisions were made.

Stephen Conenna, PE

Construction Manager

Education
B.S., Civil Engineering, Columbia University

Licenses/Registrations
Professional Engineer, New York

Certifications
NYCDOB 16 Hour Suspended Scaffold User Course

OSHA 10 Certified

PROFESSIONAL PROFILE

Mr. Conenna has over 20 years of experience on all aspects of heavy construction including railroads, retaining walls, bridges roadways and buildings. He has direct experience managing projects at multiple sites from the bidding stage through completion including construction management, resident engineering inspection, QA/QC, claims, and construction administration.

In his recent assignment as Resident Engineer for LIRR's Atlantic Avenue Viaduct Rehabilitation, Mr. Conenna proved to be a very effective supervisor of his staff through 56-hour weekend track outages where coverage of the contractor activities was critical to the project. He was also instrumental in the coordination of the contractor demolition activities in conjunction with on-going train operations.

Mr. Conenna has excellent interpersonal skills and has developed excellent relationships with the clients he has recently worked with such as LIRR, NYCDDC and NYCDOT. He is very familiar with the coordination of contractor activities in an operating rail environment. He is also adept at coordinating of force account activities with multiple contractors.

EXPERIENCE

MTA-East Side Access, Construction Manager - Mr. Conenna is Construction Manager for MTA's East Side Access project is one of the largest and most complex transportation projects ever undertaken in New York City. This high-profile project will connect the Long Island Railroad (LIRR) Main Line and its Port Washington branch to a new terminal beneath Grand Central Terminal, permitting riders seamless connection between LIRR and the East Side of Manhattan, as well as Metro-North Railroad. The new connection will expand the LIRR's capacity into Manhattan, significantly shortening commute time from Long Island and eastern Queens to Manhattan's East Side, and provide a new rail station located in Sunnyside Queens. As part of this complex program, LiRo has been contracted to conduct full construction management services for several contracts, ranging from $5M - $700M in value.

Port Authority of New York & New Jersey, LaGuardia Airport Traffic Control Manual, New York, NY, Project Manager - Designed site specific traffic control plans, signage plans, specifications and operating procedures for safe roadway work zones within the airport facility. Supervised engineers and conducted site analysis, data collection, design, and CADD work. Complied with Federal and State Manual of Uniform Traffic Control Devises (MUTCD).

Port Authority of New York & New Jersey, AirTrain at Kennedy Airport, Queens, NY, Traffic Control Supervisor - Responsible for traffic management during night time construction operations. Detoured all southbound Van Wyke Expressway lanes onto local streets. Mobilized and supervised crews of NYPD sergeants and police officers. Set up progressively timed intersections, minimized accidents, coordinated closely with contractor.

Port Authority of New York & New Jersey, Toll Plaza Reconstruction, Throgs Neck and Whitestone Bridges, Project Engineer - Evaluated traffic conditions at approached to toll plazas. Developed various alternatives for new plaza configurations and approach roadways. Conducted sign surveys, traffic counts, studied traffic patterns.

MTA-Long Island Rail Road Atlantic Avenue Viaduct Rehabilitation – Phase IIb, Resident Engineer - Mr. Conenna provided resident engineering services for Phase IIB of this project. This phase provided for the replacement of 17 spans (Spans 8 thru 23 & Span 1) in the vicinity of the Nostrand Avenue Station. Replacement of the station was not in the scope of the project, requiring shoring of the station platforms during replacement of the underlying structure. Phase IIb was awarded in December 2010 and achieved Substantial Completion in November 2011, at a cost of $59 million.

Stephen Conenna, PE

Resident Engineer

Completion of Phase IIB the third of three phases (along with the replacement of 10 spans completed between 1991 and 1993) brought the entire length of the 108-year old Atlantic Avenue Viaduct to a State of Good Repair. Major items of work included:

- Removal of lead paint locally as required for demolition of the existing structure
- Demolition and removal of existing bridge spans, including longitudinal girders, cross girders, and column tops
- Installation of new spans and bearing assemblies
- Investigation, repair, and strengthening of column bases
- Replacement of the existing center maintenance walkway, along with the addition of new outboard walkways
- Replacement of under-viaduct street lighting
- Painting of the entire structure with a high-performance, 3-part coating system
- Maintenance and support of existing Railroad utilities and NY City traffic signals attached to the viaduct
- Maintenance and protection of traffic in support of construction operations

MTA-Long Island Rail Road Atlantic Avenue Viaduct Rehabilitation – Phase II, Resident Engineer - Mr. Conenna provided resident engineering services for Phase II of this project. The Atlantic Avenue Viaduct, constructed circa 1901, is a vital part of the LIRR's Atlantic Branch, which connects the central hub at Jamaica and Flatbush Avenue, Brooklyn. The 8,100 foot long viaduct, which extends from Nostrand Avenue to Ralph Avenue, consists of 199 spans, approximately 26 feet in width, and varying in length from 30 to 43 feet. There is one elevated station on the viaduct, at Nostrand Avenue. Major items of work included: removal of lead paint locally as required for demolition of the existing structure; demolition and removal of existing bridge spans, including longitudinal girders, cross girders, bearings, and column tops; installation of new spans and bearing assemblies; investigation, repair, and strengthening of column bases; replacement of the existing center maintenance walkway, along with the addition of new outboard walkways; replacement of under-viaduct street lighting; painting of the entire structure; maintenance and support of existing railroad utilities and NY City traffic signals attached to the viaduct; and maintenance and protection of traffic in support of construction operations. LiRo provided resident engineering and inspection services for both phases of the project, including office engineering and agency coordination services. ($92 million)

Jersey City Redevelopment Agency, Greenville Yards Railroad Relocation, Jersey City, NJ, Resident Engineer – Mr. Conenna provided Jersey City Redevelopment Agency with resident engineering services for the $10 million relocation of two Conrail rail lines including earthwork, track and drainage work. He was responsible for the field inspection services, approval of monthly payments, change order review, weekly progress reports and development of as-built buildings. Mr. Conenna negotiated change orders, contractor claims and resolved disputes.

MTA-NYCT, Rehabilitation of 53rd Street Tunnel, New York, NY, Project Manager – Mr. Conenna provided project management services for this project to rehabilitate utilities in subway tunnel. He coordinated the construction activities to minimize adverse impact on train operations during construction. Mr. Conenna analyzed and revised proposed construction schedule, modified maintenance and protection of traffic plans, and reviewed construction specifications. He coordinated the work with the utility companies, NYCDOT and other project stakeholders. ($30 million)

South Brooklyn Railroad Relocation, Price Costco, Brooklyn, NY, Project Manager - Supervised design and construction for railroad relocation. Oversaw permitting, approvals, and contractor selection.

Richard Cuming, PE

Resident Engineer

Education
B.S., Civil Engineering, Rutgers, The State University of New Jersey

Licenses/Registrations
Professional Engineer, New York

Certifications
OSHA 10 Certified

PROFESSIONAL PROFILE

Mr. Cuming has accumulated vast experience in the design, process evaluation, and construction management of buildings, major sewage treatment plants, pump stations, sanitary sewers, highways, and drainage facilities since the early 1970s. As a Project Manager and Resident Engineer, his responsibilities have typically included the construction management of large-scale municipal projects involving all of the major construction trades. His management tasks have included the supervision of all quality control procedures, inspection and resident engineering services and CPM scheduling services. As a Project Engineer and Design Engineer, Mr. Cuming's responsibilities have included the preparation of preliminary feasibility studies and design reports, the formulation of contract plans and specifications, cost estimating, budgeting, and scheduling. His experience spans the full project range from inception to the completion of construction.

EXPERIENCE

New York City Department of Environmental Protection, CM Services For Meadowmere and Warnerville Sewers, PS, FM & Associated Facilities, NY, Project Manager - LiRo provided construction management services for the construction of sanitary sewers, a pump station, sewerage force main and related facilities for the Meadowmere/Warnerville communities in southeast Queens. The project required the relocation of existing water mains and the replacement of existing storm drains. The construction of the 1 million gallon per day pump station took place in a vacant parcel in close proximity to surrounding wetlands and conveyed sewage generated from the area via 5,000 lf of dual 8" force main to an existing gravity sewer for treatment at New York City DEP's Jamaica WPCP. Included in the project is the installation of over 6,000 lf of 10" and 12" sanitary sewers in this presently unsewered area. ($30 million)

Nassau County Department of Public Works, One West CM Services, NY, Project Manager - LiRo provided both design and construction management services for the complete renovation of this five-story 100,000 sf office building as part of Nassau County's Real Estate Consolidation Program. The building provides office space for various agencies including the County's Budget Office, Risk Management Department, Labor Relations Department, Investigations Department, County Attorney, Department of Public Works, Real Estate Department, Commissioner of Labor, Compliance Department, Planning Department, Purchasing Department, County Treasurer, and the County's Assessment Review Commission. The building was partially occupied during construction. Design and construction documents were prepared and construction was performed in phases in order not to disrupt existing building operations. The project includes all new interior finishes and office fit-ups, complete window replacement, facade restoration, and new mechanical, fire protection, security, fire alarm, electrical, data and telephone systems. ($17 million)

New York City Department of Environmental Protection, Construction Management Services in Connection with Miscellaneous Projects JV/H&S, NY, Project Manager - This project involved construction management services in connection with construction contracts related to capital improvements at various Department of Environmental Protection Facilities in the New York City area. ($12 million)

New York City Department of Design & Construction, Rockaway Fire/EMS Station, Fire Department -City of New York, NY, Project Manager/Resident Engineer - This project involved the construction of a new 20,000 sf building for the Fire Department. This unique facility is the first in the city to house both Fire Department and EMS functions under one roof and was completed on time and under budget. The structural steel, reinforced concrete and masonry structure was built on a pile foundation. ($9 million)

Richard Cuming, PE

Resident Engineer

New York City Department of Design & Construction, EMS Facilities Program Fire Department City of New York, NY, Project Manager/Resident Engineer - This project involved the construction of new buildings and the renovation of existing buildings designed to serve the EMS division of the Fire Department. Typically, multiple projects were managed concurrently under this program. ($24.6 million)

NCDPW Bay Park Sewage Treatment Plant, Multiple Projects, Nassau County, New York, Project Manager/Resident Engineer - This program involved over $500M in construction for the upgrade and expansion of the existing sewage treatment facility. The work involved multiple contracts over a 16-year period. Critical phases of this project were under NYSDEC consent order and were completed on or ahead of schedule. As Project Manager/Resident Engineer, Mr. Cuming was responsible for all facets of the project and quality control systems including resident engineering, inspection, and CPM scheduling. Significant individual projects successfully completed at the Bay Park Facility include:

- **Grit and Screening Facilities**
- **Primary Treatment Facilities, Additions and Modifications** - $38M
- **Secondary Treatment Facilities** - $60M
- **Effluent Pump Station** - $7M
- **Sludge Dewatering Facility** - $32M
- **Engine Generator Facility** - $47M
- **Central Warehouse Facilities** - $7M
- **Plant Administration Building** - $10M

Hampton Bays Middle School, Project Manager/Resident Engineer - $42M new middle school building, designated as the first LEED certified public school facility in New York State. This project was completed on time and within budget, including the incorporation of a number of add-alternates which were beneficial to the School District.

New York City Department of Environmental Protection, Emergency Pump Station and By-Pass Force Main, NY, Project Manager/Resident Engineer
This emergency project constructed two new wet wells within the existing plant influent channels, installed six submersible sewage pumps, constructed a by-pass force main within the existing plant facilities, and an electrical enclosure housing a new MCC and VFO's for the new pumps. This contract was completed one month ahead of schedule and involved significant overtime/shift work and coordination with plant operations staff. The aggressive schedule relieved a condition that potentially would have discharged 40 MGD of raw sewage into Jamaica Bay. ($12.5 million)

New York City Department of Environmental Protection, Warnerville Pump Station, Force Main and Sanitary Sewers, NY, Project Manager/Resident Engineer - This project involved the construction of a 1 MGD pump station, dual force mains and sanitary sewers to serve the areas of Warnerville and Meadowmere in Queens, New York. This project was performed under a consent order with the NYSDEC and was completed on time to meet that order. The project utilized micro tunneling and horizontal directional drilling technologies. ($35 million)

Nassau County Department of Public Works, Hicksville Sewer Collection District, NY, Project Engineer - Mr. Cuming was responsible for the preliminary design report and final contract design documents for sanitary sewers, interceptor sewers and pump stations.

New Jersey Department of Transportation, Interstate I-95, NJ, Design Engineer
Mr. Cuming was responsible for the roadway and drainage design.

Anton R. Dolce, AIA

Resident Engineer

Education
B.Arch., Architecture, Arizona State University/College of Architecture

B.S., Construction Management, Pratt Institute

Licenses/Registrations
Registered Architect, New York

Years with the Firm
15

Years with Other Firms
29

History of Employment
The LiRo Group – Senior Associate (1989 – Present)

New York Methodist Hospital - Director of Engineering (1997-1999)

Vitra Health Care – Division Manager (1995-1997)

Winthrop Hospital –Vice President of Facilities (1979-1995)

Long Beach Memorial Health Care Center - Director of Facilities and Engineering (1974-1979)

PROFESSIONAL PROFILE

Mr. Dolce is an architect with over 35 years of experience in design, construction management, facilities operations and maintenance. His primary strength is in healthcare facilities as he has served as Director of Engineering, Director of Operations, Safety Officer and Vice President of Facilities for three metro New York hospitals. His most recent assignment has been as Project Manager for the Dormitory Authority of the State of New York projects.

EXPERIENCE

Dormitory Authority of the State of New York, City College of New York School of Architecture, NY, Project Manager - This project involved the demolition and reconstruction of a 136,000 sf building, to become the new School of Architecture, Urban Design and Landscape Architecture (SAUDLA) building. The building frame was structural concrete, which remained. The balance of the building was demolished and rebuilt, including elevators, all interior fit out, and mechanical equipment, electrical and plumbing systems. Prior to the demolition, space was provided for the current occupants. These occupants were permanently relocated within the campus. This required the renovation of various locations was accomplished in one year. ($60 million)

Westchester Community College, Student Center at Westchester Community College, NY, Project Manager - This project involves the gut renovation of the entire building and a new, two-story addition, new high pressure gas service, new water service for the fire suppression system and new electrical service. Additional elements of the project include selective demolition and removal of building interior partitions, finishes, MEP systems, exterior roofing system, existing roof drains, storm water laterals and vertical piping, structural framing, roofing deck and site improvements. The project also included the replacement of elevator equipment and controls, and the refurbishment of the existing elevator cab. A new sanitary line, from the existing house trap to the street connection, was replaced. Site improvements included new paving, new exterior lighting and landscaping. ($20 million)

Westchester Medical Center, University Hospital (WMC), NY, Project Manager - This is a 635-bed, Level I Trauma Center that provides health services to residents of the Hudson Valley, northern New Jersey and southern Connecticut. Westchester Medical Center is the primary academic medical center and university hospital of New York Medical College (NYMC), and is home to Maria Farerri Children's Hospital, the only all-specialty children's hospital in the region. LiRo managed the construction of WMC's Capital Improvement Program of 18 projects including OR's, ICU's, Oncology floor, OB/GYN floor, ED renovation and addition, new labor and delivery suite, new Ronald McDonald House, parking garage renovation, complete upgrade to 18 elevators (keeping all the banks fully operational), new state of the art diagnostic procedure suites and rooms, new emergency electric switchgear and distribution. ($120 million)

Nassau County Department of Public Works, Theodore Roosevelt Executive and Legislature Building, Garden City, NY, Project Manager - LiRo, in a Joint Venture with Bovis Lend Lease, provided comprehensive construction management services for the Theodore Roosevelt Government Operations Building. The building, located at 1550 Franklin Ave in Garden City was completely renovated. The original building was constructed in 1916 and was the first public building to be constructed using reinforced concrete. The building is listed on the State Register of Historic Places. In addition, a 28,000 sf annex was connected to the Old Courthouse Building to house the new mechanical plant and Legislature chamber. The project is the result of an extensive evaluation of the County's requirements and the building's condition. ($46 million)

Dormitory Authority of the State of New York, Kings County Hospital Center, Office of the Chief Medical Examiner (OCME) Construction Management Services, NY, Project Manager - LiRo managed the construction of the new Office of the Chief Medical Examiner (OCME) facility in Brooklyn. This is a state-of-the-art facility offering the staff and the public a safe and private

environment. Shared between Kings County Medical Center and the OCME, the new facility contains space designated for NYPD investigators. It was designed to be sensitive to the surrounding community, and the hospital campus. LiRo's role was to provide comprehensive construction management services, from design development through the completion of construction. This included the coordination of all construction operations and related vehicular traffic, so that it did not interfere with local traffic or hospital campus operations. The 40,000 sf facility was constructed in 28 months. ($18 million)

New York City Health & Hospitals Corporation, Kings County Hospital Center - Dialysis Unit, Brooklyn, NY, Project Manager - LiRo managed the construction of a new dialysis unit. The unit was built on an existing floor in the "C" building. A total renovation, including mechanical and electrical, was required and construction proceeded adjacent to occupied areas. LiRo worked closely with the KCHC construction management group, facilities and nursing staffs to ensure that operations were not disrupted. ($6 million)

New York City Health & Hospitals Corporation, Kings County Hospital Center, Women's Option Unit, NY, Project Manager - LiRo managed the construction of this new state-of-the-art clinical space. The project included the renovation of 9,000 sf of existing space, on the fourth floor of the "E" building. The project opened during the summer of 2004. ($1.7 million)

New York City Department of Design & Construction, Central Park Police Precinct, NY, Project Manager - LiRo provided CM/Build services for the construction of a new police precinct in Central Park, adjacent to the existing landmark precinct at the 82nd Street Transverse. This was a fast track project that was built in six months. ($5.8 million)

New York City Department of Design & Construction, James A. Thomas Center (JATC) Renovations at Rikers Island, NY, Project Manager - LiRo provided comprehensive construction management services on the renovation of the James A. Thomas Center on Rikers Island (approximately 240,000 sf). This high security facility was built in 1933, and has a housing capacity of 1,600 inmates. The program for renovation consisted of retrofitting existing spaces within the facility cell blocks, day rooms, showers, pantries, housing areas, mechanical rooms, electrical rooms, and common spaces. Part of the renovation program upgraded the electrical systems and the domestic hot water distribution system. ($25 million)

New York City Department of Design & Construction, System Wide Kitchen Renovation Program for New York City Department of Corrections, Various Locations, NY, Project Manager LiRo provided construction management services for the system-wide kitchen renovation program, which involved the rehabilitation of six kitchens serving 6,000 inmates.

Previous Experience

New York Methodist Hospital, Director of Engineering - Mr. Dolce worked for this 600-bed major teaching hospital. He directed and managed a staff of 83 professionals, including engineering and biomedical engineering, with an annual construction budget which ranged from $25 to 30 million. He developed six off-site community health centers and was responsible for hospital operations, including all infrastructure systems, 17 elevators, and the maintenance of 1.5 million sf of acute care and off-site facilities.

Winthrop University Hospital, Vice President - Mr. Dolce worked for this 600-bed tertiary care teaching hospital. He directed and managed over 300 professionals in the engineering and environmental departments and was responsible for hospital operations, including all infrastructure systems, elevators and maintenance. He planned, designed and directed all new construction and renovation projects including major refurbishment, and upgrades to 21 elevators, without compromising operations.

Vytra Healthcare, Division Manager - Mr. Dolce directed and managed a staff of 35 managed care professionals for this HMO. During his tenure there, he was responsible for the design and construction of a 40,000 sf facility.

James Eckhoff, PE

Resident Engineer

Education
B.S., Civil Engineering, Manhattan College

Licenses/Registrations
Professional Engineer, New York

Years with the Firm
16

Years with Other Firms
9

History of Employment
LiRo Engineers, Inc. – Associate Vice President (1998 – Present)

Savin Engineers (1998) Chief Inspector

Gibbons, Esposito and Boyce, PC - Chief Inspector/ Assistant Resident Engineer (1992-1997)

George R. Lehan and Associates - Structural Engineer (1989 – 1992)

PROFESSIONAL PROFILE

James Eckhoff has worked in the construction management field as a Resident Engineer, Office Engineer and Chief Inspector, on more than $200 million worth of parks and infrastructure improvement projects. His recent experience includes serving as Resident Engineer on the $125 million High Line Park in Manhattan and the Hunters Point South Infrastructure and Waterfront Park Redevelopment project in Long Island City.

EXPERIENCE

Port Authority of New York & New Jersey, John F. Kennedy Airport, AirTrain, NY, Traffic Engineer - This was a PANYNJ project consisting of a rail link from LIRR Jamaica Train Station to the Airport as well as through the airports central terminal area and ancillary service areas such as Long Term Parking and Federal Circle. Mr. Eckhoff's role on this billion dollar project consisted of acting as PANYNJ's on-site traffic engineer for all construction activities. Project specifics included design review of traffic detours and road closures, to ensure all applicable standards have been adhered and determine impact on airport operations and service; coordination of complex detours and closures such as a continuous five day full closure on the Nassau Expressway and two day full closure of the Van Wyck Expressway North exiting the airport; and field supervision of all closures and implementation of detours, verifying MUTCD requirements were met. To minimize the impact to the Van Wyck Expressway during major construction activities, the PANYNJ partnered with Joint Traffic Operations Center -JTOC in Long Island City supplementing their staff. The purpose being to monitor traffic volumes and impact on local roads. JTOC would announce any major delays to the public via variable message boards and radio announcements. Mr. Eckhoff supervised this staff.

New York City Economic Development Corporation, High Line Reconstruction, NY, Resident Engineer - LiRo has been chosen by the New York City Economic Development Corp. to act as the owner's representative on the High Line Reconstruction project. LiRo is providing resident engineering services, environmental monitoring and site support. Since construction was phased over several different contracts, LiRo provided preconstruction support as the design and Invitations for Bid (IFB) were prepared. Services included the preparation of engineering estimates and the review of drawings, specifications and bid sheets. As projects progressed, LiRo provided cost estimates for change orders, and coordinated all on-going construction, not only for the High Line project, but with several adjacent high-rise building projects. Originally built as an elevated railway to service the meat packing industry along New York City's west side in the 1930s, the High Line ceased operation in the 1970s, and has since been unused. Under the collaboration of the New York City Economic Development Corporation and the New York City Department of Parks and Recreation, the High Line is currently being developed into a one-of-a-kind urban park elevated above Manhattan's streetscape. When complete, the park will be a linear promenade, longer than Central Park, at 1.45 miles long, covering a total of 6.7 acres. Due to the length and complexity of the construction, the City has opted to separate the development into sections. Section I spans from Gansevoort Street north to 20th Street; Section II from 20th Street to 30th Street; and Section III from 30th Street over to the West Side rail yards at 34th Street. ($125 million)

MTA - Long Island Rail Road, Long Island Rail Road - Suffolk County Bridges, Five Rehabilitation Projects, NY, Resident Engineer - This project consisted of the rehabilitation of five bridges in Suffolk County. LiRo was responsible for the construction management of the project. The core of the project centered around two bridges that required an increase in loading capacity due to the weight of the fleet of railcars purchased by the Long Island Rail Road (LIRR). Construction at both locations required for the removal of the tracks and extensive coordination between the LIRR and the contractor. Project specifics include bridge deck waterproofing; structural steel painting with epoxy paint and mastic system to minimize the need for extensive surface

preparation and lead abatement required by conventional coating systems; concrete repairs using shotcrete; and replacement of the existing steel bearing pads with elastromeric and multi-rotational pot bearings.

New York City Department of Transportation, Staten Island Ferry Emergency Reconstruction of Pier 1, Ferry Maintenance Facility, St. George, NY, Resident Engineer - The emergency reconstruction of Pier 1 was due to the ferryboat Andrew Barberi collision at the Ferry Maintenance Facility, Richmond, New York. The project consisted of restoring the pier back to its original condition prior to the collision. The impact of the collision collapsed approximately 1,500 sf of the southeast corner of the pier. In addition, during the underwater damage inspection of the pier divers also discovered excessive damage to other piles along the pier caused by marine borers, which were required to be posted. Work consisted of the removal of the existing reinforced concrete deck slab, the supporting timber cap beams, timber pier piles and bracing, the fender system including fender piles and of debris in the waterway to ensure safe navigation; installation of new greenheart timber piles, greenheart timber bracing, greenheart timber pile clamps, cap beams and splice/sister beams, reinforced concrete deck, steel bollard and cleats and new timber fender system and fender piles; and posting of existing piles under the intact section of the pier damaged by marine borers. As Resident Engineer, Mr. Eckhoff's responsibilities included the coordination and inspection of construction in and around the active ferry terminal. Since the work was performed on an active waterway NYSDEC and USCG, permits were enforced as well as current marine security issued by the Department of Homeland Security. ($1.4 million)

MTA - Long Island Rail Road, Long Island Rail Road - Nassau County Bridges, 12 Rehabilitation Projects, NY, Resident Engineer - This project consisted of the rehabilitation of 12 bridges in Nassau County. LiRo was responsible for the construction management of the project. The bridges were located on the Long Island Rail Road's (LIRR) busiest lines, the Mainline and the Montauk Branch. The project was completed four months ahead of schedule and below the budgeted time allowed for fouling the tracks. Project specifics included bridge deck waterproofing; structural steel painting with epoxy paint and mastic system to minimize the need for extensive surface preparation and lead abatement required by conventional coating systems; concrete repairs using shotcrete; replacement of the existing steel bearing pads with elastromeric and multi-rotational pot bearings.

New York City Economic Development Corporation, Reactivation of the Staten Island Railroad, NY, Resident Engineer - The project entailed the re-construction of Arlington Rail Yard and Cut-East, replacement of track along the seven-mile North Line and Travis Branch and construction of a new wye connector between the North Line and the Travis Branch. The Travis Branch was extended 6,500 ft to the south. The branch provides a connection to the new Department of Sanitation transfer facility at Fresh Kills. A major component of this project was the replacement of three existing timber trestles with new bridges. In addition, a new double box culvert was installed near the project's southern terminus. LiRo's responsibilities consisted of providing construction supervision and inspection; coordinating USCG and NYS DEC permits; monitoring the contractors' activities; providing contract document review to identify long lead procurement items and special conditions; expediting and tracking of shop drawing submittals; providing project controls support to monitor a baseline schedule and construction progress; and developing coordinated and maintain work plans for each work element.($40 million)

New York State Department of Transportation, Replacement of Route I-287 Bridge over Hutchinson River Parkway, NY, Assistant Resident Engineer - This project consisted of the replacement of an existing concrete arch bridge with a simply supported composite structure. Construction consisted of four stages with no restriction in traffic lanes during peak volumes. To minimize interference with traffic, major operations such as asphalt paving, bridge demolition, steel erection and rock blasting were performed at night, at which time Mr. Eckhoff was the Resident Engineer. ($17 million)

Frank Franco, AIA

Resident Engineer

Education
B.S., Architecture, New York Institute of Technology at Old Westbury

Licenses/Registrations
Registered Architect, New York

NCARB Certified, NY

American Institute of Architects, NY

PROFESSIONAL PROFILE

Mr. Franco is a Registered Architect with over 25 years of experience in the construction industry, with extensive construction management experience for both public and private agencies. His portfolio includes On-Call assignments for the New York City Health and Hospitals Corporation (NYCHHC), Westchester Medical Center (WMC), Battery Park City Authority (BPCA), New York City Department of Design and Construction (NYCDDC), New York City Economic Development Corporation (NYCEDC), Dormitory Authority State of New York (DASNY), Office of Parks, Recreation and Historic Preservation (OPRHP) and New York City Housing Authority (NYCHA).

EXPERIENCE

Dormitory Authority State of New York, Manhattan Civil Court, Construction Management Services, Project Manager - This project called for an extensive reconstruction of the building's infrastructure and exterior. Key elements included electrical, mechanical/HVAC, plumbing, fire protection, fire alarm and life safety, HVAC controls and building management systems, DAD compliance for building, entrances and bathrooms, facade and parapet walls, structural and waterproofing, security systems. All work was completed within 12 months, while building and court operations continued without interruption. LiRo's construction management services for this facility included design reviews for constructability; cost estimating; scheduling; development of phasing and staging plans; trade coordination; construction inspection. ($16M)

NYCDDC, Snug Harbor Cultural Center, Building A Renovation, Project Manager - Construction management services for the full renovation of the landmarked Greek Revival Building on Snug Harbor Cultural Center's 83-acre campus (LEED Silver). Interior work included auditorium and exhibition staging, art exhibition galleries, art storage, art conservation work area, staff offices and mechanical rooms. Mechanical systems include the installation of geothermal wells. Exterior work included repointing, cleaning masonry and restoring the cast iron pediments and balconies on the second and third floors. All existing windows, window trims and shutters were restored and refurbished to working condition. ($14M)

NYCDDC, Heckscher Theater Renovation, Project Manager -Renovation of a community-based theater, originally built in 1921. The renovations included a new ventilation and air conditioning system in the theater, and an adjacent art gallery. In addition, the theater received new seating; carpeting; stage rigging; curtains; painting; and other finishes. A fire alarm upgrade was part of the renovations. All renovations were performed while other areas of the building remained open. The theater renovations required special care, in order to maintain the integrity of the original building elements such as ornate plaster ceilings and wall murals. This project was a CM/Build contract ($7M)

Dormitory Authority State of New York, Niagara Falls State Park, Niagara Falls, NY, Project Executive – This Landscape Improvement Plan, was launched to revitalize the Niagara Falls State Park, and to assure that the park's public use facilities match the grandeur of the Niagara River, Falls, and Gorge. Specific Improvement projects will be undertaken in the most heavily used areas of Goat Island and the approaches to Goat Island from Prospect Point. The projects are landscape based and include walkway and pedestrian amenity improvements.

NYC Health & Hospitals Corporation, Kings County Hospital Center A/B/C Buildings Renovation, Project Executive - Construction management services for the pre-construction and construction phases of the exterior envelope renovation of Building A, B, & C at the Kings County Hospital Center. The renovation work included parapet wall replacement, complete flat roof replacement, masonry pointing at all facades, masonry cleaning at all facades, rehabilitation of

existing ornamental stone and wrought iron fencing and the removal and replacement of all existing terracotta roof tiles. ($25M)

NYC Health & Hospitals Corporation, CM Services Requirements Contract, Project Executive - CM Services on an on call basis. Current task performed include:

- Kings County Hospital "T" Building, LIU School of Nursing ($4M)
- Kings County Hospital "D" Building, NICU Renovation ($2M)
- Kings County Hospital 9th Floor Urology and Surgical Suite. A 10,000 SF renovation to the 9th floor of the "E" building. ($4M)
- Harlem Hospital Major Modernization Scheduling to assist the Facilities Dept. in scheduling relocations required for the commencement of the New Hospital ($2M)
- Harlem Hospital Ron Brown Ambulatory Care Building ($40M)
- Queens Hospital Center N Building, 3rd and 4th floor renovations and expansion ($4M)

New York City Housing Authority, CM/Build Requirements Contract Various Locations, NY, Program Manager - LiRo performed work on a task order basis including renovating and/or constructing several community centers throughout New York City. Work included new construction of a community center, various renovations and upgrades, and infrastructure renovations including electrical, HVAC, and plumbing. These properties all required that LiRo perform preconstruction and construction phase services. LiRo was responsible for prequalifying potential construction contractors, bidding the work and ultimately entering into contract with the construction contractors. These projects required careful coordination with community residents so interruptions of utilities and housing access were kept to an absolute minimum. Projects included Betances Houses Community Center, Queensbridge Houses Community Center, 1162 Washington Avenue Community Center, Bayview Houses Community Center, Marlboro Houses Community Center, Baruch Houses Community Center, Edenwald Houses Community Center, Linden Houses Community Center, Ocean Bay facade restoration, Albany Houses electrical upgrades, B41st boiler replacement, Throg's Neck Houses facade restoration and the Exteriors Unit Roofing Replacement Program, 15 Projects. ($100 million)

Brooklyn Botanic Garden, New Visitors Center, Project Executive - LiRo provided construction management services for the construction of the Brooklyn Botanic Gardens new Visitor Center and Entrance. LiRo provided preconstruction, bid and award, and construction phase services. The Center is the Garden's first "green" building, designed for LEED Silver certification, and will feature an exhibit on ecologically-sound design. To enhance the visitors' experience, this project is intended to provide an innovative new model for how botanic gardens can both welcome and engage visitors. New plantings and a large entry plaza replaced the Garden's former, undersized parking-lot entrance. It includes two pavilions, joined by indoor and outdoor, spaces and overhung by a green roof. The Visitor Center houses a new garden store, visible from the Garden, and also provides street-side connections to Washington Avenue; an orientation room for tours and classes; a visitor-information desk; a new event space; a refreshment bar; and restrooms. (NYCDDC/BBG, $25M)

New York State Department of Parks, Recreation, Historic Preservation, Roberto Clemente State Park Aquatics Center and Improvements, Bronx, NY, Project Manager - Roberto Clemente State Park is a 25-acre waterfront park located along the Harlem River in the Bronx. LiRo is providing construction management services for the renovation of the Aquatics Center, locker room, roof rehabilitation and HVAC upgrades. Major work items within the perimeter of the existing aquatics area or within the filter room of the Administration Building include demolition, miscellaneous hazardous materials removals, concrete pool deck replacement, rehabilitation of existing diving pool and Olympic swimming pool, construction of a new wading pool and spray pad, rehabilitation of the existing water safety room, replacement of pool electrical, mechanical, and plumbing systems, and site work/ landscaping. ($20 million)

Joseph Gadbois, PE

Resident Engineer

Education

Masters Certificate, Project Management, George Washington University

B.S., Civil Engineering, University of Delaware

Licenses/Certifications

Professional Engineer, State of NY [redacted]

OSHA 10 Certified

OSHA Confined Space Entry Certified

OSHA Scaffolding Usage Certified

PROFESSIONAL PROFILE

Mr. Gadbois has 18 years of experience in the engineering and construction management industry. He has extensive experience on major tunnel and bridge projects in the NYC metropolitan area. Mr. Gadbois spent 10 years working for MTA Bridges and Tunnels at facilities including the Queens Midtown Tunnel, the Throgs Neck Bridge, Verrazano Narrows Bridge, Cross Bay Bridge, and Marine Parkway Bridge. He is thoroughly familiar with the interworking of these facilities. Mr. Gadbois is an expert at coordinating engineering design, construction and construction management contracts for capital and major maintenance projects from inception to completion. He has supervised design consultants and contractors and has coordinated project progress with maintenance and operations departments as well as assisted in the vendor/contractor qualification process. In 2008, Mr. Gadbois was a recipient of the "Young Government Civil Engineer Award".

EXPERIENCE

Trust for Governors Island Infrastructure Capital Improvement, Project Manager - LiRo is providing design review and resident engineering inspection services for the redevelopment of Governors Island in New York Harbor. The program involves the rejuvenation of the existing landscapes in the National Historic District; improved building envelopes for the Island's historic buildings; demolition of abandoned barracks, warehouses, and support buildings; creation of a new park with new topography on the southern half of the Island; and construction of a 2.2-mile Great Promenade along the waterfront. Critical infrastructure improvements support this program, including a reconstructed seawall along the length of the promenade; upgraded lift bridges and approach platforms at the ferry docks; new potable water and electrical distribution systems; and modernization of the island's drainage system. In his role as Project Manager, Mr. Gadbois provides oversight of a staff of 20 personnel including 4 Resident Engineers and their staff and the Program's Document Control office. This role oversees 30 tasks included within 8 projects and multiple funding sources.

MTA Bridge and Tunnels, Throgs Neck Bridge and Verrazano Narrows Bridge, NY, Senior Project Engineer – Responsibilities included:

- Administrated and coordinated large design, construction, and construction management contracts for Capital and Major Maintenance projects from inception to completion.
- Coordinated interdepartmental efforts to maximize project efficiency and minimize lack of communication, coordinate asbestos abatement and lead abatement projects as well as review and recommend action on consultant/contractor payments and change order requests.

Specific projects included:

- **TN-49- Design of Suspended Span Deck Replacement at Throgs Neck Bridge-**Managed design consultant in development of design brief to determine most feasible design direction for the replacement of the suspended span. Scope of work included traffic modeling, cost benefit analysis, and community outreach.
- **TN-85C- Suspended Span Steel Repairs at the TNB ($25 million)** - The scope of work consisted of various steel repairs to the suspended span components such as gusset plates, webs, flanges, and rehabilitation of the existing safespan deck platform.
- **TN-50 –Rehabilitation of Queens Approaches and Painting ($97 million) -** The scope of work consisted of the replacement of 140,000 sq. ft. of roadway deck, lead paint abatement and repainting of the Queens approaches including the Cross Island Parkway ramps, the fabrication and installation of several main girders spanning approximately 135 feet, abutment spall repairs, cast in place bridge barrier, and community outreach.
- **Task 23- Structural Retrofits at the TNB ($30 million) -** The scope of work included the installation of suspender rope and main cable shields, structural steel reinforcement and

entrance modifications to the towers, concrete reinforcement to the two anchorages, fire standpipe and mooring installation, and the installation of anti-ram barrier at the anchorages.

- **VN-17A- Rehabilitation of Lower Level Approach Spans ($100 million)**- The scope of work included the replacement of the Staten Island and Brooklyn lower level approach decks, fascia stringer replacement, installation of elastomeric bearings, fire standpipe installation, pier and pedestal rehabilitation, precast single slope barrier, and community outreach and interagency outreach.
- **VN-17LP- Rehabilitation of Lily Pond Avenue Bridge ($20 million)** - The scope of work included the removal of a portion of the existing bridge superstructure and replacement with new plate girders and rehabilitation of the remaining existing girders, a new monolithic reinforced concrete deck, and single sloped barrier. The existing girder bearings were replaced with elastomeric bearings. All communication lines and electrical feeders/conduits were replaced. The underdeck lighting system was replaced and the superstructure was repainted.
- **Task 9- Structural Retrofits at the VNB ($45 million)** - The scope of work included the installation of suspender rope and main cable shields, structural steel reinforcement and entrance modifications to the towers, concrete reinforcement to the two anchorages, fire standpipe and mooring installation, and the installation of anti-ram barrier at the anchorages.
- **Biennial Inspection of Suspended Spans, Approaches, and Ramps**- The scope of work included inspections at the VNB and TNB and the coordination of prompt interim action repair Red flags, Safety flags, and development of Yellow flags repair design packages for construction.

MTA Bridges and Tunnels, Queens Midtown Tunnel, NY, Assistant Civil Engineer- Administrated and coordinated engineering design and construction contracts of Capital and Major Maintenance projects from inception to completion. Responsibilities included:

- Prepared and revised contract documents
- Supervised Design Consultants/Contractors and coordinated project progress with Maintenance and Operations Departments
- Efficiently and effectively managed construction projects to ensure timely completion
- Coordinated efforts among interdepartmental units to ensure specification compliancy Effectively monitored safety compliancy and represented the Queens Midtown Tunnel Safety committee

Specific projects included:

- **QM-14- Rehabilitation of the Queens Midtown Tunnel ($106 million)** - The scope of work included asbestos and lead abatement, roadway ceiling removal and replacement, ceiling veneer panel installation, roadway wall leak and ceramic tile repair/replacement, roadway lighting removal and replacement, roadway niche and personnel door replacement, installation of roadway lane use signals, variable message signs, CCTV's and tunnel fire stand pipe replacement. Fresh and Exhaust air duct concrete and leak repairs, application of Zinc metalizing on underside of roadway slab, installation of new lighting system in the Fresh and Exhaust air ducts.

- **Lane 7 Tollbooth Installation**- The scope of work included the removal of token machine and the fabrication and installation of a slender tollbooth to accommodate both EZ Pass and cash transactions utilizing a Bridge and Tunnel Officer (BTO) while maintaining existing lane width.

William Gallo, RA

Resident Engineer

Education
B.S., Architecture, New York Institute of Technology

Licenses/Registrations
Registered Architect, New York

Certifications
OSHA 10 Certified

PROFESSIONAL PROFILE

Mr. Gallo has extensive experience providing a variety of construction management services on public construction projects. Building types he has worked on include hospitals, police precincts, office/medical buildings and higher educational structures. Areas of Mr. Gallo's expertise include design, preparation of construction documents, scheduling, budget analysis, contractor management, shop drawing review and compiling close-out documents.

EXPERIENCE

New York City Department of Design & Construction, New EMS Station 50 Queens Hospital, Project Manager

LiRo is providing construction management services for the new Queens Hospital Emergency Medical Service Station 50 located in the borough of Queens, New York. The project requires research and preparation of a labor cost analysis and report on the feasibility of implementing a Project Labor Agreement covering the construction of the new emergency medical service station.

New York City Police Department, 121st Police Precinct Building, NY, Project Manager

Construction management services for a new $50 Million, freestanding, approximately 52,000 sf police precinct in Staten Island. The 121st Street Precinct is being built for the New York City Police Department. The building foundation includes caisson piling, pile caps and grade beams. Large pre-cast concrete storm detention tanks will be set below grade in front and adjacent to the structure to allow for controlled drainage of the site. The building will be comprised of a steel structure which will include a truss box beam, this box beam will support a 75' cantilever of the second floor at the front of the building. The building perimeter will be enclosed with CMU and clad with stainless steel formed panels that provide a linear horizontal pattern of the building. Interior walls are constructed of Glazed CMU and will allow for MEP installations within the walls. The project also includes underground fuel tanks to supply the building mechanical system, emergency generator and an outdoor vehicle fueling station. The site will include a large parking lot and garbage disposal area. The building and parking lot will be protected by a security system and K12 security barriers. Building includes greeting area, office space, locker rooms, intake area with holding cells, cafeteria, briefing/training room, MEP rooms, garage, and fitness room. The 121st Police Precinct is seeking LEED Silver certification, it will be the first police facility in New York to comply with Local Law 86/2005 and be LEED certified as part of Mayor Bloomberg's sustainable design initiative. ($60 million)

City University of New York, School of Architecture, NY, Project Manager

Mr. Gallo provided Construction Administration services for this project, which required the demolition and extensive reconstruction of a 136,000 sf building at the City College of New York. As Project Manager, Mr. Gallo dealt directly with the client, the school, construction manager, and prime contractors. A Wick's Law job, Mr. Gallo managed the roles of each prime contractor with the construction manager. Some of the additional services he provided included: processing of invoices to the client; scheduling; budget analysis; manpower issues; and writing of additional services. Mr. Gallo also reviewed and responded to CM generated RFIs; change order requests; review of shop drawings; and compilation of close out documents.

Suffolk County Department of Public Works, Construction of 4th Police Precinct Building for Suffolk County Police Department NY, Project Manager

Mr. Gallo served as Project Manager for the construction of a new 4th Police Precinct building. At the time of building completion, the client was seeking LEED Certification. ($14.5 million)

William Gallo, RA

Resident Engineer

Touro College, Jacob Fuchsberg Touro Law Center, NY, Senior Project Manager
Mr. Gallo provided construction administration services on the construction of a 175,000 sf law library and classroom. ($21 million)

Construction of Office, Medical Office, and Warehouse Buildings, NY, Project Manager
Mr. Gallo served as Project Manager for the construction of various building types for the client, the real estate division of a construction management firm. Projects include:

- 100 and 102 Motor Parkway: two six-story office buildings, totaling 408,000 sf. Each building was valued at $25 million
- 24 Research Way: 20,400 sf medical office space
- Dove Electronics: 16,500 sf office/warehouse
- Lakeview Associates Building: 50,000 sf office building

Suffolk County Community College, Culinary Arts Institute, NY, Project Manager
Mr. Gallo provided design, construction documents, and construction administration services for the construction of this 28,000 sf facility. ($10 million)

International Equine Association Holdings, Ruffian Equine Medical Hospital at Belmont Park, NY, Project Manager
Mr. Gallo provided design and construction document preparation services, as Project Manager for the construction of a 20,000 sf equine hospital.

North Shore Long Island Jewish Hospital System, Southside Hospital, NY, Project Manager
Mr. Gallo served as Project Manager and Healthcare Designer, and provided design, preparation of construction documents, and construction administration for a variety of construction projects at Southside Hospital in Bay Shore, New York. These projects were new construction, renovations, and additions to the existing hospital. Projects include:

- ASC Operating Suite: 12 operating rooms, recovery suite, support space
- Ambulatory Surgery Center: Intensive Care Unit, Medical Library, Cafeteria, three-story bridge.($22 million)
- Facility Improvement Project: maternity center, operating room renovation, main lobby, emergency room renovation, blood lab. ($20 million)
- Philips MRI
- Central Sterile Supply
- Comprehensive Outpatient Rehabilitation Facility
- Pain, Wound and Social Worker Unit
- Emergency X-Ray Rooms
- Cardiac Catherization Lab
- Electro Physiology Lab
- Residence Wing

Stony Brook University Medical Center, NY, Project Manager
Mr. Gallo served as Project Manager, providing design, preparation of construction documents, and construction administration services. These were fit outs of new buildings that were constructed off campus:

- Urology Suite: 9,500 sf
- Neuro-Surgery Suite: 9,500 sf
- Plastic Surgery Suite: 3,000 sf

Drew Haritonides, PE, LEED AP

Resident Engineer

Education
B.E., Electrical Engineering, State University of New York Maritime College

Licenses/Registrations
Professional Engineer, New York

LEED AP

Certifications
OSHA 10 Certified

OSHA 30 Certified

PROFESSIONAL PROFILE

Since 1989, Mr. Haritonides has been providing construction management services on a variety of project types. As an electrical engineer he has extensive experience managing projects with electrical and electronic elements. His experience managing the TBTA Area Wide Security Projects included electrical upgrades and electronic security components at the BBT as well as all other TBTA facilities. Mr. Haritonides successfully coordinated the contractor activities with facility operations. He also coordinated the integration of the security systems with TBTA ISD Department. Mr. Haritonides also was Resident Engineer for the NYCT Power upgrades where substation switchgear and motor controls centers were replaced. On this project he coordinated the power feeds and switch gear upgrades with Con Ed and NYCT facilities personnel.

EXPERIENCE

Resident Engineer, New York City Transit Capital Program Management (Various Projects, combined $53M): Construction activities included contracts involving Automatic Fare Collection (AFC) - Station Power Upgrades.

- The work included demolition of existing distribution systems, electric service upgrade, switchgear installation and installation of additional electrical services, and installation and placing into service new equipment at multiple locations.
- Review and approval of temporary power plan for station work and specifically the automatic fare collection equipment and system, as well as the agent booth itself, ensuring proper systems shutdown and start-up procedures were employed.
- Resident Engineer duties included managing a team of inspectors, reviewing all contractor submittals, change orders and claims, as well as inspecting and coordinating all of the contractor's work with NYC Transit and Con Edison for multiple contractors at various sites throughout the system.
- Monitored work progress and adjusted project schedule accordingly with in-house scheduler.
- Responsibilities included managing both force account and contract budgets, including budgeting all support services, as well as reviewing contractor monthly requisitions, reviewing cost estimates prepared by staff and contractors and leading change order negotiations.
- Presided over weekly progress meetings with Contractor.
- Reported monthly to Senior Construction Manager and to CPM Directors on progress of construction, CPM schedule, contractor and force account budgets, change orders and claims using standardized report format with Expedition software.

Review of Contractor claims for damages. Preparation with NYCT Legal of responses to Contractor claims for damages. Preparation of NYCT non-responsive and liquidated damage claims against Contractors.

MTA-CC, Electronic Security System for the Chambers Street Station Complex, New York, NY Resident Engineer. The work scope of this project involves the following components: Electronic Security System comprised of 189 cameras (fixed and PTZ); Intrusion detection / access control system; Fiber optic network integrated with NYC Transit headquarters and NYPD; and Master Room HVAC upgrades. The work involved management, coordination, inspection, and documentation of two work shifts per day including several weekends (at peak) at both stations, requiring flagging, Master Room and Electrical Room access, power and communications bulletins, and General Order coordination. (MTA-CC, $7M)

MTA-TBTA Projects AW-34, Resident Engineer - Project AW-34 resulted in the installation of security systems at Queens Midtown Tunnel (QMT), Verrazano Narrows Bridge (VN), Randall's Island (RI) and Two Broadway (2BWY). Installed at each facility is an access control and alarm monitoring security system (ACAMS) enhancing established procedures and equipment. At the

facility level, system operators and administrators perform the necessary functions from the Control Room to ensure that access to all areas, buildings, and rooms is properly controlled and alarm monitoring is accomplished. The capability to monitor and control security cameras at the Facility was also implemented with this system. Video may be viewed, controlled, recorded, and played back. The system also incorporates a stand-alone intercom system at each facility. The system enables remote oversight of each facility by senior personnel whereby operators may monitor or control any portion of the entire security system. This includes selectively viewing, controlling, and recording any video signal in the system. Specific items of work include installation of:

- Extensive computer systems
- Control room upgrades
- System consoles
- Physical security (gates, locks, card access)
- Magnetic locks
- Motion detectors
- Access Control System (ACS)
- Intrusion Detection System (IDS)
- Access Control and Alarm Monitoring Systems (ACAMS)
- Extensive communications system utilizing devices ranging from low speed data transfer, to Ethernet, to full motion video
- The communication medium includes fiber, copper, and wireless

(MTA-TBTA, 2 Broadway, New York, NY, Joseph Keane, 212-360-3092, 2006, $15M)

Installation of ITS Improvements along Bronx River and Hutchinson River Parkways (D260577), Resident Engineer- This project included the installation of Intelligent Transportation System (ITS) Improvements along the Bronx River and Hutchinson River Parkways. ITS is a modern communication network system that provides the capability of monitoring and controlling the traffic network from a central station. This project included daytime and nighttime operations. For the nighttime operations, the contractor was required to submit for review and approval a detailed Nighttime Lighting Plan in accordance with the NYSDOT Standard Specifications. Project specifics included:

- Installation of ITS system including receivers, transmitters, camera assemblies, controllers, radar detectors, fiber optic cables, etc. In addition, it required the installation of server and other ITS equipment at the JTOC station. At the completion of the network, a system integration was performed.
- Installation of electrical and utility boxes, junction boxes and various sizes and types of conduit and conductor cable.
- Installation of overhead sign structures, VMS signs and illuminated sign panels.
- Installation of corrugated beam guide railing
- Extensive landscaping work including planting of trees and shrubs, vegetation protection, pruning, clearing and grubbing, etc.

(NYSDOT, $27M)

Queens Midtown Tunnel - The majority of work was located atop the main roof canopy and included:

- Main Toll Plaza - This facility required the removal of two Variable Message Signs and their respective structures, the removal of three fixed signs and their respective structures, the installation of steel pedestals requiring roof penetrations, installation of twenty Rotating Prism Signs atop the canopy and the relocation of four security cameras. This work included electrical and civil related items.
- Required lead paint removal that was incidental to accomplishing the following: the demolition of the existing signs, the routing of new conduits within toll booths, installation of new RPS supports to canopy, and the routing of new conduits on and through the Service Building boiler room.

Alexander Hernandez, PE

Resident Engineer

Education

B.S., Electrical Engineering, University Of Las Villas, Santa Clara, Cuba

M.A., Electrical Engineering, United States Education Dept. Albany NY

Licenses/Registrations

Professional Engineer, New York

PROFESSIONAL PROFILE

Mr. Hernandez has served as project engineer on a wide variety of commercial, residential, educational, assembly, hotels, storage, and industrial projects. He has expertise designing electrical power systems, fire alarm system, interior and exterior lighting systems, site lighting, lighting controls, emergency power system, and solar photovoltaic systems. Mr. Hernandez has a broad knowledge of NYC and NYS building codes, including national codes (i.e. IEEE, NFPA) and local ordinances. The knowledge created during the years allows him to design complex and large scale projects providing an efficient electrical design for these facilities and construction support.

EXPERIENCE

Winthrop University Hospital, CyberKnife of Manhattan, NY, Project Engineer - Mr. Hernandez served as the Project Engineer for the electrical and fire alarm design for this medical office at Manhattan. The facility has a CT Scan and a CyberKnife equipment. The facility also includes offices spaces, equipment rooms, etc. The electrical design consisted in provide lighting control design for the entire facility including the emergency lighting circuit by a UPS system. A lighting control panel was proposed for the interior and exterior lighting control of the entire facility. Each room has its own lighting control module where the emergency lighting is also controlled together with normal lighting. The HVAC equipment were also included in the electrical design including, but not limited to, air handler unit, condenser pumps, hot water and cold water pumps, humidifiers, and fresh air intake fans. The facility will need an 800A, three phase, 208V electrical service which it was connected ahead of one of the main electrical services for this high-rise building where this facility is located. The fire alarm system was designed using notifier fire alarm control panel (FACP) from Honeywell. This FACP is tie into the main FACP for the high-rise building and also is tie into the single interlock pre-action fire sprinkler system used for the CyberKnife and CT-Scan rooms. The project is correctly in construction.

New York City School Construction Authority, School IS-258, Brooklyn and PS-60, NY, Project Engineer - Mr. Hernandez served as the Project Engineer for the lighting replacement of these two public schools. The IS-258 school has an area of more than 100,000 sf and the PS-60 has over 70,000 sf. The electrical engineering services consisted in replace all the exiting electrical fixtures and replace them by a more efficient fixture and implementing room lighting control to achieve the strict lighting requirements of the NYC SCA. We used wireless vacant sensor and wireless wall switches, also harvesting daylight lighting control with diming ballast were used at several rooms in both schools. The exterior lighting fixtures were replaced by a more efficient lighting fixture with the photocell included. In this case we use mostly fluorescent lighting and LED lighting. The Comcheck calculation result complied with the current lighting levels per NYC Building Code and NYC Energy Conservation Code requirements. Both project were approved and successfully filed in the NYC Building Department.

Brooklyn Tennis Court, NY, Project Engineer - Mr. Hernandez served as Project Engineer for this project. This facility has an approximate area of 105,000 sf. The facility has nine indoor tennis court, pool area, exercise area, restaurant area, offices, locker rooms, sauna, and other common areas. The electrical engineering services consisted of electrical power design, interior lighting design, exterior lighting design, site lighting design, emergency power design, and fire alarm system design. Mr. Hernandez designed and prepared engineering drawings for all above referenced electrical engineering services. This facility has 1200A, 480V, three-phase, four wires electrical service. The interior lighting design for this facility was designed with very efficient lighting fixtures due to the high of ceiling and the lighting requirements for tennis courts. The exterior and site lighting were designed using LED lighting complying with the NYC building code requirements. The fire alarm system was a designed for the entire facility including the battery

calculations required to provide power to the fire alarm system for at least 24 h in case of any problem in the electrical power supply of the main fire alarm panel. Mr. Hernandez also provided support to the contractor, approved material submittals, answered request for information (RFI). The project is currently in construction and construction is expected to be completed in June 2013.

Dana Ford, Car Dealership, NY, Project Engineer - This facility has an approximate area of 70,000 sf. The facility is a full service car dealership for Ford and Lincoln cars brands. The facility has sales areas, car service areas for small cars and trucks, a car wash, offices on second floor, spare part storage areas, and a large exterior parking area. The electrical engineering services consisted of electrical power design, interior lighting design, exterior lighting design, site lighting design, and emergency power design. Mr. Hernandez designed and prepared engineering drawings for all above referenced electrical engineering services. This facility has 1000A, 480V, three-phase, four wires electrical service. The interior lighting design for this facility was designed with very efficient lighting fixtures due to the lighting requirements of NYC building codes and Motor Ford standards. The exterior and site lighting were designed using LED lighting complying with the NYC building code requirements.

Hotel Bogart, NY, Electrical Engineer - This five-story building with cellar hotel has an approximate area of 13,000 sf. The hotel has a parking area in the cellar level, four retail spaces in the first floor, and second to fifth floor for 60 hotel rooms. The electrical engineering services consisted of electrical power design, interior lighting design, exterior lighting design, and emergency power design. Mr. Hernandez designed and prepared engineering drawings for all above referenced electrical engineering services. This building has 1200A, 208V, three-phase, four wires electrical service. The interior lighting design for this facility was designed to comply with requirements of NYC building codes. The exterior lighting and car parking space lighting were designed using energy efficient fluorescent lighting. The emergency generator was located on the roof providing emergency power to egress lighting, exit lighting, phone system, communication system, and power to the elevator.

Cherry Avenue Queens, Six-Story Residential Building, NY, Electrical Engineer - The building has a cellar, first floor to 6th floor, and a roof. The building has 46 residential units with a total floor of 57,706 sf. (Commercial = 26,172 sf, residential = 31,534 sf). The building has a fire pump for the fire sprinkler system, and two elevators. The electrical engineering services consisted of electrical power design, interior lighting design, and exterior lighting design. Mr. Hernandez designed and prepared engineering drawings for all above referenced electrical engineering services. The building has 1600A, 208V, three-phase, four wires electrical service. The interior lighting design for this facility was designed to comply with requirements of NYC building codes. Two banks of meters were required for this building and a separate electrical service was designed for the fire pump.

Auditorium, SAR High School, NY, Electrical Engineer - uditorium attached to an existing school. The Auditorium had a cellar, first through third floor, and roof. The cellar had a hockey stadium and a lobby. The electrical engineering services consisted in electrical power design, interior lighting design (except the stage area), and fire alarm design. Mr. Hernandez designed and prepared engineering drawings for all above referenced electrical engineering services. The school had an electrical service of 4000A, three-phase, 208/120V, four wires. A review of the electrical bills for the last 12 months was required in order to know the maximum demand for the school. The maximum demand for the school was provided by Con Edison Company. For the stage area it was necessary to locate a 1200A switchboard in the electrical room, and another 1200A switchboard for the entire mechanical load.

Donald Hoeffner, PE

Resident Engineer

Education:
Bachelor of Civil Engineering, Manhattan College

Licenses/Registrations:
Professional Engineer, New York State – 56026

30 Hour OSHA Construction Safety and Health

Construction Quality Management for Contractors - USACE

LIRR Safety Training

Traffic Control Training

Erosion and Sediment Control - NYSDOT

Radiation Safety Officer – Q/C Resource

Alcohol and Drug Awareness - Supervisor Training

PROFESSIONAL PROFILE

Since 1972, Mr. Hoeffner has worked in heavy construction holding positions from Junior Estimator to Chief Engineer and Vice President. He has spent 21 years with Hendrickson Bros., Inc. and 11 years with Newborn Construction, Inc. Mr. Hoeffner has planned, estimated, and managed on-site numerous road improvement and reconstruction projects and bridge repair and replacement projects for the NYSDOT. Mr. Hoeffner has worked on Infrastructure projects for both Nassau and Suffolk Counties and the towns therein addressing every aspect of highway construction including earthwork, drainage, sanitary sewers, traffic signalization, lighting, utility relocation, coordination with other agencies, asphalt and concrete pavements, bridge rehabilitation, bridge construction, traffic control landscaping temporary cofferdams, temporary and permanent steel sheet piling, subcontractor management, dewatering, sewage treatment plant, nighttime lighting plans, safety plans, environmental protection plans, noise walls, structural concrete, formwork/falsework temporary bridge and emergency repairs.

EXPERIENCE

New York City Department of Design & Construction, High Bridge Manhattan and the Bronx, NY, Resident Engineer - LiRo is providing resident engineering and environmental engineering services for the Rehabilitation of High Bridge is a unique project that will require a comprehensive knowledge of structural, maintenance, aesthetic improvements, and work operations on a large, historic steel and masonry bridge. The work on this historic structure must be planned and coordinated with multiple agencies and interested parties, and it will require a thoroughly qualified, experienced, hands-on construction inspection team to ensure the work is completed safely, efficiently, and in accordance with the contract specifications. The scope includes the following elements:

- Rehabilitation of the masonry arch span, steel arch span, brick arch deck and brick walkway
- Deleading and painting of structural elements
- Stabilization and conservation of the aqueduct pipe
- Incorporation of barrier-free access and safety features for pedestrians and wheeled users
- Rehabilitation of historic railings and walkway lighting posts
- Provision of architectural lighting
- Incorporation of a visitor information system consisting of wayfinding signage and aqueduct interpretive signage

($43M)

New York State Department of Transportation, Culvert Replacement on Route 27 over Mill Creek, Watermill, NY - This project involved the partial removal of a large existing culvert with replacement with a precast culvert sections. The culvert connected Mill Pond and Mecox Bay. Involvement included conformance to NYSDEC permit requirements, dewatering system, obtaining NYSDEC dewatering permit with the use of wellpoints coordinating consultant for design of temporary steel cofferdam and 42 inch temporary water diversion pipe assembly. ($2M)

Nassau County Department of Public Works, Requirement Contract NCDPW H66299G Sewer Repairs, Nassau County, NY - This was a job order requirement project for which Guy Pratt, Inc. was the general contractor. Involvement included the design of the temporary steel sheet piling installed by our firm to repair the existing sewer line.

New York State Department of Transportation, Emergency Contract- Repair of Wantagh State Parkway Bridge over Sloop Channel, Nassau County, NY - This project was let as an emergency contract to complete a portion of an ongoing project prior to Memorial Day Weekend. Work

included the completion of the bicycle path, electrical work, temporary bridge operation, removal of temporary detours, completion of permanent asphalt concrete roadway, pavement markings, landscaping, M&PT, fencing, railing and repairs/construction of the superstructure and bridge operating machinery. Involvement was on site dealing primarily with the repairs/construction of the superstructure and bridge operating machinery. Millwright crews worked two nine hour shifts 6 days a week in order to accomplish the required repairs etc. Work included shields for rack and pinion gears, temporary enclosures of machinery, completion of interlocks, bolt installation for racks. ($5M)

New York State Department of Transportation, Reconstruction of Route 27 Sunrise Highway, Carlton Ave to RT27 & Rt27A, NY - Involvement on this project was for two years as an onsite assistant superintendent. This project removed the existing two lanes per direction roadway and constructed three mainline lanes and two service road lanes in each direction. Direct involvement included M&PT, asphalt paving of service roads, construction Connetquot Avenue Roadway Bridge and Wantagh Avenue Pedestrian Bridge. Additional items of work on project included excavation, embankment, drainage, concrete pavement. ($19.6M)

New York State Department of Transportation, Sagtikos State Parkway – LIE Interchange & Eastbound C-D Roadway, Commack, NY - This project involved the partial removal of the Sagtikos Parkway Bridges to increase span length to allow for service road construction, reconstruction of the bridge spans remaining, design-build temporary bridge to maintain parkway traffic. Direct involvement from main office was coordination of consultant design build of temporary bridge, complete with bridge launching and temporary sheeting for assembly. Designed temporary steel sheeting for storm drainage, as well as pipe jacking pits and details for carrier pipe sleeves. Coordinated design consultant for temporary shielding used on existing and proposed bridges. ($25M)

New York State Department of Transportation, Long Island Expressway Bridge Burn, Commack, NY - This project involved emergency repairs to the Long Island Expressway and replacement of a portion of the Sagtikos State Parkway Bridge which was damaged by a gasoline tanker fire. Involvement included responding to emergency request from the NYSDOT Regional Office, mobilizing men and equipment to make safe the accident scene. Thereafter coordinate the removal and replacement of the damaged bridge section. Worked with prefabricated bridge deck components and movable concrete barrier for traffic control to expedite reconstruction. ($2.5M)

New York State Department of Transportation, Long Island Expressway North and South Service Roads, Huntington, NY - This project involved the construction of three miles of new roadway on both sides of the LIE from Deer Park Avenue to Route 110. Work on this project also included drainage, water mains, culverts, retaining walls, temporary steel sheet piling, landscaping, signage, noise walls, community relations and maintenance and protection of traffic. ($18M)

New York State Department of Transportation, Reconstruction of Route 110 from Conklin Avenue to Bayliss Road, Farmingdale, NY - This project involved the widening, realignment and reconstruction for four miles of the heavily traveled Route 110 corridor. Work involved drainage upgrades, water and sewer installation, curb sidewalk, landscaping, traffic signalization, pavement markings, M&PT concrete barrier, and community relations. ($15M)

Kenneth Holmstrom, PE

Resident Engineer

Education
B.S., Civil Engineering, City College of New York

Licenses/Registrations
Professional Engineer, New York

PROFESSIONAL PROFILE

Since 1976, Mr. Holmstrom has gained experience in various facets of engineering including planning and design of highway improvements, bridge rehabilitation and construction design, site development design, design of infrastructure improvements, utility coordination and building construction and renovation projects.

EXPERIENCE

Port Authority of New York & New Jersey, Port Authority On-Call Structural Engineering Services, NY, Quality Assurance/Quality Control - This project included various structural assignments including retaining walls, building inspection, parking garage designs, and building renovations. All projects were located at JFK Airport. ($200 million)

Port Authority of New York & New Jersey, Traffic Engineering Services - Port Newark/Elizabeth Marine Terminal, Stage 1 and II, NJ, Quality Assurance/Quality Control
LiRo provided professional engineering services to conduct a comprehensive traffic study for the proposed redevelopment of the Port Newark/ Elizabeth Marine Terminal. The Port redevelopment included relocation and expansion of the existing terminal facilities as well as changes in the roadway network, site access locations and inter-modal facility operations. ($5 million)

MTA-NYCT, Surface Facilities, NY, Project Manager - This project involved the design of a new, two-story, pre-fabricated building to be constructed at the Queens Village Bus Depot. It rehabilitation of the bus dispatcher's tower at the St. George Ferry Terminal; security improvements at the Fanchon Parking Lot, East New York Depot; modifications to the HVAC system for Room No. 27 at the East New York Depot; upgrades to toilet facilities for the Brooklyn Division Office at One Jamaica Avenue; and design of paving, grading, and drainage for the new bus parking lot at the Castleton Bus Depot in Staten Island.

MTA - Bridges and Tunnels, East Ramp Automotive Shop and North Hub Garage, Randall's Island, NY, Site Design Engineer - This project involved the design of a new 47,000 sf vehicle maintenance facility and parking facilities to accommodate 88 buses, trucks, vans and cars. All necessary site improvements, mechanical and electrical work, fire protection and communication systems, and fuel and fluid dispensing systems were included in the project scope. The facility, including applicable mechanical and electrical systems and associated site work, was designed to comply with all applicable ADA requirements.

MTA–LIRR, Stations, Buildings, and Sitework (GEC No. 3) - Nassau Escalator Replacements, NY, Project Manager - Under a general engineering contract agreement, LiRo provided design and construction phase services for the removal and replacement of the escalators at the Floral Park, Lynbrook and Valley Stream stations. ($3 million)

Suffolk County Department of Public Works, County Route 80 Reconstruction, NY, Project Manager - This Locally Administered Federal Aid reconstruction project progressed in accordance with NYSDOT design procedures and included all design work for Phases I thru VI. The project involved preparation of a design report/environmental assessment report with evaluation of proposed alternatives and recommendation. Alternatives considered included construction of modern roundabouts at intersections in lieu of signalization. The project generated significant public interest and numerous presentations were made to interested parties. Final plans, specifications and estimate were prepared for roadway improvements including pavement rehabilitation, curb and sidewalk construction, drainage system installation and traffic signal upgrades. ($14 million)

New York City Department of Design & Construction, Cost Estimating and Aerial Interference

Kenneth Holmstrom, PE

Resident Engineer

for NYCDDC Highway Projects in Queen, NY, Project Manager - LiRo provided utility conflict resolution, cost estimating, negotiation and inspection services to Verizon in support of their involvement in New York City street reconstruction projects. These services have been provided for a number of projects in Queens and Manhattan. Services were also provided as required to develop the scope of work and quantity estimates for work required to be done to support, maintain or relocate Verizon facilities. This involved observing test pit excavation and preparing a sketch depicting the facilities encountered. This information was used to confirm record information or ascertain if available data is inaccurate. The location of existing Verizon facilities relative to construction proposed to be done under the city contract was established in order to determine possible conflicts and prepare an estimate of the various CET items. ($35 million)

New York City Department of Sanitation, Queens-North Borough Vehicle Maintenance Facility, NY, Site Design Engineer - This project involved the design for site improvements and building service connections including reconstruction of pavement, curbs and sidewalks along the surrounding streets and sanitary sewer, storm drainage, water supply and gas service connections.

New York State Department of Transportation, Route 112 Reconstruction, NY, Quality Assurance - LiRo provided planning and design for improvements to a three mile section of a principal arterial involving the preparation of a design report/environmental assessment which details existing conditions such as traffic volumes, intersection capacity, safety features, drainage systems, environmental issues, etc. It defines project objectives and presents recommendations for proposed improvements. It required extensive coordination of subconsultant work including survey and mapping, environmental studies, hazardous material assessment and a community outreach program as well as coordination with three interrelated projects. ($35 million)

New York State Department of Transportation, Miller Highway Viaduct, West 59th to West 72nd Street, NY, Project Manager - This project involved the reconstruction of a 3,300 ft steel viaduct resulting in improved vertical and horizontal alignment and including construction of two new ramp structures, widening of the existing structure entailing construction of new columns, girders and floor beams, new structural framing to deck over an existing ramp, complete deck replacement, structural steel rehabilitation, new roadway drainage and lighting. ($63 million)

New York City Department of Transportation, Avenue "O" Bridge Over Brooklyn, NY, Project Manager - This project involved the design for the construction of a new prestressed concrete box beam superstructure to replace existing concrete arch including new pile supported abutments and relocation of gas mains, electrical conduits, telephone duct bank and water mains. ($2 million)

New York City Department of Transportation, Victory Boulevard Pedestrian Bridge, NY, Project Manager - This project involved the design for construction of new pedestrian bridge and street improvements. The walkway structure provides for access across the Staten Island Rapid Transit tracks as well as entrance to the station platform. The structure includes a four-span structure utilizing precast concrete hollow slab units, a spiraling ramp of concrete construction and three concrete stairways. ($1.5 million)

New York State Department of Transportation, Cross Bronx/Bruckner Expressway Interchange, NY, Quality Assurance/Quality Control - This project involved the design for improvements to the Cross Bronx and Throgs Neck Expressways from the Throgs Neck Bridge toll plaza to the Bruckner Expressway, a distance of 2.9 kilometers. Traffic data gathering and analysis, design for pavement rehabilitation, upgrade of roadside safety elements, improvements to drainage system, accident data gathering and analysis, analysis of the existing roadway lighting and design of a new lighting system. ($33 million)

Matthew Iannuzzi, PE

Resident Engineer

Education
B.S., Civil/Environmental Engineering, Carnegie Mellon University

Licenses/Registrations
Professional Engineer, New York

Certifications
OSHA 10 Certified

PROFESSIONAL PROFILE

Mr. Iannuzzi has over 10 years of experience providing construction management and engineering services for New York public agencies. Most of his experience is on-site management of multi-prime building renovation projects on occupied sites. Virtually all of his prior projects were situated on complex sites where coordination with neighboring governmental agencies and the overall community were key to the success of the projects.

On the following projects, Mr. Iannuzzi was the Resident Engineer for the duration of each project, devoting 100% of his time. His responsibilities include:

- Supervises the CM field Staff
- Provides direct interface with the contractor's field superintendent
- Works closely with the contractors staff to ensure scheduled construction activities are planned in an appropriate sequence and are properly coordinated with other work and owner operations

EXPERIENCE

MTA-TBTA, As-Needed Construction Inspection and Management Services (2010-2014), Resident Engineer- Mr. Iannuzzi served as the Resident Engineer for a short duration project requiring renovations to the QMT services building. The project, First Floor Interior Alterations at the QMT, was an eight week project. LiRo was requested by the TBTA to assist in this small business mentoring program assignment, which had come to a standstill. Mr. Iannuzzi successfully brought this project back on schedule and completed it within the required timeframe. (MTA-TBTA, Igor Shapiro, 212-360-2856, 2010-2014, $6M)

NYCEDC Highline Section 3, Resident Engineer- LiRo was chosen by NYCEDC to act as the owner's representative on the High Line Reconstruction project. For segment 3, LiRo provided civil/structural engineering, environmental monitoring and site support, as well as engineering estimates. Restoration of the High Line Section 3 begins at the current north end of Section 2 on 30th Street and extends around the West Side Rail Yards, terminating at grade on 34th Street, across from the Javit's Convention Center. Park elements include pedestrian walkways, sitting areas, and landscaping. In keeping with the design intent of creating new "Rooms and Experiences" along the Line new features such as a play area, stabilized gravel walkway and a water feature will be created. The construction of High Line Section 3, Phase 1 includes the Permanent Eastern Rail Yards and the Interim Western Rail Yards. Completion of Phase 1 provides for pedestrian access at 34th street and allows the park visitor to traverse the entirety of the High Line to the southern terminus at Gansevoort Street. (NYCEDC, Michael Rem, 212-312-3725, 2012-on-going, $40M)

FDNY Training Academy, Randall's Island Phase I & II, Resident Engineer/Construction Manager - The Fire Department of the City of New York has operated a Fire Training Academy on Randall's Island for over 25 years. This 27-acre waterfront facility ("The Rock") sits between the DEP Wards Island Water Pollution Control Plant and NYC Park Department property. The current facility has 14 buildings including classrooms and hands-on training with simulated fires and smoke structures.

LiRo provided extensive preconstruction services including constructability reviews, cost estimates, value engineering and scheduling. In addition, project phasing, bid packaging, and logistic plans that were crucial to the project's success were developed for the project. This two-year program involved four facilities and one external trainer and included:

Matthew Iannuzzi, PE

Resident Engineer

- Complete CM/Build Construction Management Services for the upgrade of the existing 27-acre Fire Training Academy at Randall's Island which included the construction of three state-of-the-art training buildings as well as an upgrade to the telecommunications infrastructure of the entire campus.
- A four-story 35,000 sf classroom building containing six state-of-the-art classrooms featuring computer-assisted learning capabilities, distance learning. Video conference capabilities, a 250 seat cafeteria, physical fitness training facility and specially designed locker rooms.
- A 39,000 sf, urban-scale training building. This unique structure includes a full scale "City Streetscape" featuring a five-story tall field house, which encloses a section of a city street with six, full-scale, four story buildings on each side.
- The "Burn Building" - A 6,000 sf steel reinforced concrete structure, which contains propane fueled fireplaces used to simulate live fire. This specialized training building uses the latest computer controlled technology to simulate conditions of a live fire in various scenarios.
- Infrastructure including roads, parking facilities, and site utilities
- Renovation of the existing "Burn Building."

Project Highlights:

- After the tragic losses experienced by the Fire Department on September 11, 2001, it became necessary to accelerate the construction of some critical portions of the facility.
- Construction needed to take place around and without interfering with the daily operations of the active Fire Training Academy.
- This project is a "one of a kind" training facility. Many aspects of the training facilities contained designs and equipment that had never been constructed before or had very limited use throughout the world.
- The project was completed in 23 months, despite one of the harshest winters in ten years.
- With allocated funds of $44.5 million, the project's total cost was under budget at $42 million

This project received an Honorable Mention at the Metro NY/NJ Construction Management Association of America 2004 Annual Awards. (NYC Department of Design & Construction, 2004, $42M)

Kingsland Avenue Warehouse, Resident Engineer/Construction Manager - LiRo provided Resident Engineer/Construction Management services for the construction of a 12,000 sf warehouse at the former site of the Greenpoint Incinerator. Approximately, 2000 tons of petroleum contamination soil was removed from the site. The contaminated soil was an unforeseen subsurface condition discovered during excavation for the warehouse foundation. Coordination was important part of the project. The scheduling of work activities, material deliveries, use of site storage areas took more foresight and planning than normal due to the number of contractors/active projects working on site at the same time. (NYC Dept. of Sanitation, $6M)

Syed Kamal, PE

Resident Engineer

Education

M.S., Civil Engineering, University of Michigan

B.S., Civil Engineering, NED University of Engineering and Technology in Pakistan

Licenses/Registrations

Professional Engineer, New York

PROFESSIONAL PROFILE

Mr. Syed has more than 22 years of diversified experience in project and program management, contract negotiation, design build contract execution, construction support, constructability review, analysis and design of facilities, strictures and bridges.

EXPERIENCE

MTA - No. 7 Line Extension, Engineer - New York City's Number 7 Subway Line, known as the Flushing Line, is the system's busiest, linking Queens to Times Square. The new 7,000 ft long tunnel stretches west and south from Times Square to the Jacob J. Javits Convention Center on West 34th Street and 11th Avenue. LiRo is providing program and construction management for the Number 7 Subway Line Extension, which includes: 9,400 ft of tunnel by excavation, primarily with two Herrenknect Hard Rock Double Shield 22.5' diameter tunnel boring machines. Installation of five shafts, averaging 110 ft deep and 39 ft in diameter. The shafts are installed both by excavation in soft ground and drill and blast in rock. The finished shafts are lined with steel fiber reinforced shotcrete. A 950' by 65' x 66' station cavern at West 34th Street, constructed by drill and blast methods of underground construction. Construction of steel and concrete structures for stations and other facilities, construction and installation of tracks, drainage, third rail power and other electrical systems, signals, communications, HVAC and tunnel ventilation systems. Multiple fan plants, HVAC facilities, traction power substations, facility power substations, circuit breaker houses, fare collection and communications and signal rooms. The terminal at 34th Street will be fully fitted out for operation and commissioned with the Number 7 Subway Line Extension project, including major building work to make a complete station. ($2 billion)

Rehabilitation of Nine Stations & Line Structure on the Sea Beach Line, Project Engineer - LiRo is performing architectural and structural design services for the rehabilitation of both the 8th Avenue Station and the line structure connecting the Sea Beach Line's nine train stations.

New York City Department of Transportation, Design Build for St. George Ferry Terminal Rehabilitation - Structural/geotechnical task lead for this very aggressive design-build project consisting of designing new bridges, widening existing bridges, adding new architectural features to terminal structure, seismic retrofit of existing bridges, dynamic analysis of existing structures to identify causes of excessive vibration and recommend remedial measures. This project requires constant interaction with the Contractor in order to explore innovative construction approach that will facilitate construction and cut construction cost and duration. Also, client's value engineering team suggested numerous design alternatives for structural design and construction work. Evaluated all recommended alternatives with the Contractor for acceptance or rejection with detailed justification. Managed and supervised a structural and geotechnical team of eight engineers and drafters working full-time on this project to meet the schedule in addition to coordinating with other disciplines and meeting with client and their representatives to discuss the project progress. ($175M)

Westchester County DPW Palmer Road Bridge Rehabilitation Engineering, Engineer - Westchester County hired LiRo to develop complete construction contract documents for the rehabilitation of Palmer Road Bridge over Bronx River, BIN 3364930, over the Bronx River. Palmer Road Bridge, built in 194, requires rehabilitation to ensure it can remain a key component of the County Road System, vital to the City of Yonkers and Village of Bronxville. The bridge is a single span concrete arch bridge approximately 48 ft. long by 50 ft. wide. In the past the original concrete arch structural composition has been modified to include steel trusses and a concrete overlay to increase the live load capacity of the structure. Because this bridge is within the section of the Bronx River Parkway Reservation, it is listed on the National Register of Historic Places. LiRo pays close attention and ensure the design and construction of the

rehabilitation work is compatible with the original intent of the Reservation's elements.

New York City Department of Transportation, New York State Department of Transportation, Design and Construction for Grand Concourse Bridge over E. 161st Street Bridge and Reconstruction of Grand Concourse Roadway from E. 161st to 166th Street, NY, Project Manager - The final design and construction services for this historical single span arch structure replacement with new bridge and construction of new roadway over existing subway underground structure from 161st Street to 166th Street. This complex project included a tiered plaza over the bridge structure; alignment of entire roadway over the subway tunnel with added travel lane in each direction, providing median with planters and landscaping features; relocation of Con Edison cables; replacing existing combined sewer with larger diameter combined sewer; install new irrigation system along the roadway; and coordination with various on-going design projects and related agencies involved in the development of this project. This project reconstruction revolves around the Yankees baseball game season and was therefore done in various stages. To minimize the construction impact inverset deck system was used for superstructure construction and socketed soldier piles were used for abutment construction. ($54million)

New York State Department of Transportation, Design and Construction of Gowanus Expressway (I-278) Improvements, NY - Mr. Kamal was the structural and geotechnical task lead for this portion of the work during design and construction phases of the work. One of the major accomplishments was the acceptance of methodology from NYSDOT- R11 and Main Office Albany for dynamic analysis of bridge mounted sign support structures for all proposed bridge mounted sign support structures. Performed dynamic analysis and compiled the results which received written appreciation from NYSDOT.

New York State Department of Transportation, PIN X730.19
Under this contract, managed the structural and geotechnical design teams as task lead in the design of Prospect Expressway Interchange widening. The eastbound viaduct structure was widened by a maximum of 19 feet to accommodate one additional lane of traffic and to increase the geometry of the existing ramp at the interchange. The proposed widening was also analyzed for seismic event and the governing seismic forces were accounted for in the design. Currently, this project is under construction and JV team is handling the construction support services for this project. ($192 million)

New York State Department of Transportation, PIN X731.10
Under this contract, was responsible, as structural design lead, in the structural deck slab reconstruction of more than 170 spans. This involved analyzing the entire structure for determining the concrete placement without causing any uplift to the columns of the existing flexible structure. Also, evaluated various pilot programs for deck reconstruction using exodermic deck system, precast post-tensioned concrete deck slab and deck reconstruction using high-strength early setting concrete. ($152 million)

New York State Department of Transportation, Long Span Bridge Maintenance and Rehabilitation Study, NY, Staff Engineer - Performance of a study and preparation of a report on maintenance practices for long span bridges throughout the US and world-wide for the New York State Department of Transportation. The study included maintenance and inspection procedures; intensity, tool, and access requirements; personnel and equipment standards; and non-destructive testing (where applicable).

Chester Kaspszak, PE

Resident Engineer

Education
A.A.S., Civil Technology, State University of New York at Farmingdale

B.S., Civil Engineering Technology, Fairleigh Dickinson University

M.B.A., Finance, Hofstra University

Licenses/Registrations
Professional Engineer, New York

Years with this Firm:
2

Years with Other Firms:
29

PROFESSIONAL PROFILE

Mr. Kaspszak is a Resident Engineer with over 30 years of rail and transit operations and track/system engineering experience. This encompasses every level of track work, from inspecting track and supervising field installations to leading a 500 employee department through strategic long-term and operational short-term planning and management. His strengths include management of contractor activities, railroad system engineering, operations and construction expertise, project management, organization, schedule, budget and financial planning and prioritizing of work scope to maximize results.

EXPERIENCE

Port Authority of New York & New Jersey, Asset Inventory Phase II, New York, NY Track Task Leader - PANYNJ All Facilities - Asset Inventory project. HNTB was a subconsultant to Gannett Fleming Engineers and Architects to assist with the development of an asset database that encompasses all of its facilities. Mr. Kaspszak was responsible for industry research for best practices and the development of a master list and hierarchy of PATH Track significant maintenance items.

MTA CC, No. 7 Line Extension, Resident Engineer - New York City's Number 7 Subway Line, known as the Flushing Line, is the system's busiest, linking Queens to Times Square. The new 7,000 foot long tunnel stretches west and south from Times Square to the Jacob J. Javits Convention Center on West 34th Street and 11th Avenue.

LiRo is providing program and construction management for the Number 7 Subway Line Extension, which includes:

- 9,400 foot of tunnel by excavation, primarily with 2 Herrenknect Hard Rock Double Shield 22.5' diameter tunnel boring machines
- Installation of five shafts, averaging 110 foot deep and 39 foot in diameter. The shafts are installed both by excavation in soft ground and drill and blast in rock. The finished shafts are lined with steel fiber reinforced shotcrete.
- A 950' by 65' x 66' station cavern at West 34th Street, constructed by drill and blast methods of underground construction.
- Construction of steel and concrete structures for stations and other facilities, construction and installation of tracks, drainage, third rail power and other electrical systems, signals, communications, HVAC and tunnel ventilation systems.
- Multiple fan plants, HVAC facilities, traction power substations, facility power substations, circuit breaker houses, fare collection and communications and signal rooms.

The terminal at 34th Street will be fully fitted out for operation and commissioned with the Number 7 Subway Line Extension project, including major building work to make a complete station.

MTA - Long Island Rail Road, On-Call Construction Management Services for the Direct Fixation Fastener Replacement at the Massapequa Park Viaduct, Resident Engineer - The scope of the work on this project primarily consists of the installation of new Railroad supplied direct fixation fasteners on the Nassau viaducts, located in the communities of the same name, on LIRR's Babylon Branch in Suffolk County, NY; and includes plinth work, and some viaduct repairs ranging from patching to full-depth deck replacement.
LiRo provided construction inspection activities working closely with the contractor to ensure that the work was completed in conformance with the contract specifications. In addition he provided coordination with LIRR operations personnel and force account crews.
The construction work that LiRo is managing includes the following elements:

Chester Kaspszak, PE

Resident Engineer

- Project mobilization and submittals
- Roadway Worker Protection training for Contractor's on-track employees
- Pre-construction survey of existing track alignment
- Install temporary track bearings and gauge supports to maintain rail traffic during construction
- Remove and store viaduct guardrails
- Repair deteriorated portions of the ACL Viaducts bridge decks
- Enlarge/repair/replace cracked and broken concrete plinths
- Core track plinths and install new anchor inserts using epoxy
- Replace existing fasteners with new fasteners
- Restore viaduct guard rails
- Remove and dispose of existing fasteners and hardware
- Final site clean-up, record documents submittals, demobilization and closeout

($20 million)

MTA - Long Island Rail Road, Principal Engineer - Mr. Kaspszak led a 500-person track department that maintained and rehabilitated 500 miles of main line track and has an annual operating budget of $65 million and an average State of Good Repair Capital Program of $50 million. In this role, Mr. Kaspszak held full decision-making responsibility for day-to-day operations, development of long-range plans, safety, evaluation and training of human resources and the implementation of new technologies. During his tenure as Principal Engineer of Track, Chet accomplished the following:

- Created and implemented strategic five and 20 year plans to drive future maintenance of the track infrastructure resulting in a within cycle track structure. (2002-2009)
- Prepared and successfully managed an annual track department budget of more than $65 million.
- Initiated safety procedures and improvements that resulted in a reduction of accidents by 50% over seven years.
- Delivered the average annual $50 million capital Annual State of Good Repair Programs within budget and scope. Track Department awarded MTA All Agency "Excellence in Construction Performance Award" for State of Good Repair 2007 Track Rehabilitation Program.
- Implemented improved rail flaw detection system and rail profile grinding resulting in a 23% reduction in broken rails and 53-percent reduction in train delays.

MTA - Long Island Rail Road, ACL Direct Fixation Replacement Project, Amityville, NY Track Program Manager - ACL project which included the replacement of the existing direct fixation system over three miles of double track with a custom designed plate to best accommodate LIRR train loadings. As Track Program Manager, Chet was responsible for ensuring safety of force account and third-party contractors, scheduling and coordination of Track Department support. He was also responsible for approvals of design and construction methods with third party contractors and consultant design team. ($62 million)

MTA - Long Island Rail Road, Queens Interlocking Project, Bellerose, NY Track Program Manager - Multi-year complex project that consisted of the upgrading the signal system and the design and installation of 4 high speed number 32.75 concrete tie crossovers and removal and major realignment of existing track. This project occurred on one of the busiest section of track and required intense inter-department, force account and third-party coordination and scheduling. Mr. Kaspszak's responsibilities also included reviewing design, ensuring constructability and that the work was planned and staged in several phases to maintain service at all times during the reconstruction of the new Queens Interlocking and the demolition of the old Bellerose Interlocking. Effective coordination and communication was a key to the success of this project. ($60 million)

Kevin Liang, PE

Chief/Senior Inspector

Education
B.S., Civil Engineering, South China University

M.S., Civil Engineering, City College of New York

Licenses/Registrations
Professional Engineer, New York

Certifications
ATSSA Traffic Control Technician

PROFESSIONAL PROFILE

Kevin Liang has over 18 years of construction experience in highway and bridges, water treatment facility, high-rise buildings and airport facilities with multiple public agencies including Port Authority of NY&NJ, NYSDOT, MTA-TBAT, NYS Thruway and NYCDEP.

EXPERIENCE

Port Authority of New York & New Jersey, World Trade Center Tower I, NY, Senior Inspector
Performed site auditing inspection of 105 stories new building construction, work include new structural steel frame, concrete floor slab and concrete shear wall core, glass panel curtain wall, HVAC and plumbing system.

Port Authority of New York & New Jersey, Newark International Airport Construction Management Services on an As-Needed Basis, Newark, NJ, Senior Inspector - Responsible for the construction inspection of monorail Station E expansion and Lot E Parking Garage. The structure was a six level facility consisting of pre-cast concrete tees supported on a structural steel framing system. Work consisted of placing more than 1,500 panels, representing 1,000,000 sf of pre-cast tees. URS served as the construction manager for the Port Authority's capital program to maintain and to upgrade the existing infrastructure and construct new facilities at EWR.

MTA-TBTA, Throgs Neck Bridge Interim Repairs to the Orthotropic Deck (TN-82B), Resident Engineer- This project includes the following major components:

- Repairs to the orthotropic deck structure steel components at the Bronx and Queens approach spans;
- Blast cleaning and coating application at the Bronx approach viaduct

The specific structural steel elements of work include the removal and replacement of existing deck rib bearing plates, and end and intermediate subfloorbeams. Additional subfloorbeams will be retrofitted, by drilling, then cutting slotted arrestor holes in the webs, to remove cracks and to reduce out-of-plane fatigue stresses. The floorbeam repair areas will be visually and dye penetrant tested for web cracking and the repair entails drilling crack arrestor holes at the ends of the existing steel web cracks, and the installation of new reinforcing web plates and support angles. Roadway stringer repairs entail the addition of reinforcing angles and channels. Removal and replacement of lateral bracing gusset plates will be performed.

Maintenance of bridge traffic during construction is accomplished by daily lane closures. The contractor must also maintain waterway access under the bridge, and position all work barges out of the navigation channels to maintain the access to the Hammonds Cove area. ($47.4 million)

MTA-TBTA, Triborough Bridge Deck Replacement (TB-64A), NY, Senior Inspector - On the suspended Span and Queens Viaduct, New York, NY: The primary elements of this project consisted of the replacement of the Queens viaduct span deck with pre-cast panels, replacement of the suspension bridge suspender ropes, demolish bridge deck and steel stringers, replacement of the suspension bridge roadway with a new orthotropic deck panel system, installed new barrier system, bridge drainage system and roadway lighting system, re-paint existing bridge steel structure. ($185 million)

Lower Manhattan Development Corporation, Deconstruction at 130 Liberty Street (Deutsche Bank), NY, Site Engineer - Responsible for overseeing site activities during demolition work of 41 stories building, this deconstruction work included ACM abatement on existing structure,

remove concrete floor slab and structural steel members floor by floor, provide additional bracing to foundation wall and backfilling in basement to balance building structure during the deconstruction. ($80 million)

NYC Department of Environmental Protection, Hunts Point Water Pollution Control Plant Upgrade Phases I & II, Bronx, NY, Resident Engineer of Phase I, Senior Inspector of Phase II
This capital improvement Wicks Law project fully upgraded the Hunts Point Water Pollution Control Plant. This phased work consisted of the rehabilitation / expansion of several of the plants existing buildings and the installation of new plant equipment (pumps, bar screens, tanks, etc.) along with new electrical and mechanical systems. Project included a new electrical main substation, underground electrical system, underground storm drain system, and water treatment tank equipment upgrades. ($300 million)

New York State Thruway Authority, Tappan Zee Bridge East Truss Deck Replacement, Tarrytown, NY, Senior Inspector - Scope of work for the East Truss Deck Replacement consisted of providing full resident engineering/ inspection services for the NYSTA's busiest bridge. Work included demolish bridge concrete deck, installation of pre-fabricated concrete grid deck panels, asphaltic membrane waterproofing, modular expansion joint system, resetting of finger joints, structural slab repairs, corrugated beam guide rail installation, complex maintenance and protection of traffic plan, and pavement striping. ($35 million)

Construction Engineer and Field Superintendent - Monitored and scheduled all aspects of construction work for the company; estimated and supervised construction work in highways, bridges and buildings; coordinated labor force and acted as a technical aid to all company projects; heavy experience on bridge rehabilitation, especially concrete repair; and heavy experience in projects with NYSDOT, NYS Thruway Authority, Projects included substructure repairs for the Tappan Zee Bridge, Sprain Brook Parkway Rehabilitation, Rehabilitation of the Robert Moses Causeway, and Reconstruction of the New England Thruway.

New York State Department of Housing Preservation and Development Government Agency, NY Construction Inspector - Internship monitoring construction; general inspection of pre-construction building conditions, evaluated and inspected construction progress.

John Linnane, PE

Resident Engineer

Education
B.S., Civil Engineering, Manhattan College

Licenses/Registrations
Professional Engineer, New York

Certifications
ACI Concrete Construction Special Inspector

ACI Concrete Field Testing Technician Grade I

NETTCP Portable Nuclear Gauge Safety

NETTCP Soils and Aggregate Inspector

OSHA 10 Certified

PROFESSIONAL PROFILE

Since 1986, Mr. Linnane has specialized in the supervision of large-scale infrastructure construction projects within the New York City Metropolitan area. He has served as Resident Engineer and Chief Inspector on a number of projects for the New York State Department of Transportation, New York State Thruway Authority, New York City Department of Transportation, Port Authority of New York and New Jersey and Nassau County Department of Public Works.

EXPERIENCE

New York State Department of Transportation, Staten Island Expressway Access Improvements, Resident Engineer - This project involves the construction of new access ramps for the Staten Island Expressway, with a total of seven new ramps to be constructed. The earthwork for ramps involves a balanced cut/fill operation. Soil material will be transported within the project's physical boundaries to minimize offsite disposal. A total of 18 retaining walls will be constructed to support the new ramps as roadway transitions from cut to fill sections. The construction of walls is accomplished by two methods: T-Wall Precast and Soldier Pile w/precast lagging.

Reconstruction of Fingerboard Road Bridge over Staten Island Expressway. The structure shall be replaced in its entirety to accommodate the widening of the roadway near the Verrazano Narrows Bridge Toll Plaza. The substructure is composed of reinforced concrete abutments, and consists of pre-stressed concrete bulb tees. This is the first use of this supporting member in New York City.

Reconstruction of Richmond Road and Targee Street Overpass. The existing steel structure is to be removed, and pre-stressed box beams put in its place. The bridge is to be constructed in stages, with particular care taken on the alignment of stressing tendons. Structures are being widened to accommodate the new access ramps. Due to the large amount of earthwork, the contract required a SPDES Permit from the NYSDEC. Inspectors on the project were sent for training, and received Certification for Erosion and Sediment Control. On a weekly basis, certified personnel prepare a report that details conformance with DEC requirements. ($75M)

This project included the following components:

Paving and Drainage

- 15" Ø RCP 4,000 ft.
- 36" Ø RCP 500 ft.
- Precast box culvert 600 ft.
- Superpave Asphalt - Base, Binder, and Top 38,000 tons
- Guide Rail 14,000 ft.

ITS System

- 144 Fiber Optic Cable 10,000 ft.
- Cameras
- VMS Signs
- Radar Detectors
- Transmit Antenna

Reconstruction of Route 9A, Segment 7 and the Intrepid Bridge, Manhattan, NY, Resident Engineer - The Route 9A Reconstruction project, encompassing Segments 7 and the Intrepid Pedestrian Bridge, was a key component in the revitalization of two areas in Manhattan: Lower Manhattan, and the West Side. The project required massive utility upgrades, extensive maintenance and protection of traffic (MPT) and frequent community outreach. The construction of the Intrepid Pedestrian Bridge allowed visitors easier access to this one-of-a-kind museum.

Segment 7: LiRo provided construction inspection services for the Reconstruction of Rt. 9A, from 44th St. to 59th St in Manhattan. The project had two major components: highway and bridge. The existing roadway was completely removed, and a new "European type" concrete pavement for a new urban boulevard, was installed. Maintenance and protection of traffic (MPT), during highway construction, was critical. In addition to enormous traffic volumes, MPT issues were compounded by the close proximity of the Circle Line Ferry, the Intrepid Museum, the Passenger Ship Terminal, and the Javits Convention Center. Separate MPT plans were developed in the field to address each facility

individually, and an extensive community outreach program was also initiated.
Intrepid Pedestrian Bridge: The Intrepid Pedestrian Bridge was constructed as part of the Route 9A Reconstruction project. The bridge crosses 12th Avenue between 45th and 46th Street. A bus layover area was being constructed east of 12th Avenue, so the bridge allowed tour groups direct access to the museum. The 300-ft pedestrian bridge's main span is cable-stayed. From a center pier, six sets of cables suspend a steel box beam super structure above 12th Avenue. A concrete deck was installed as well. The bridge was the first asymmetrical, cable- stayed bridge constructed in New York. (NY State Department of Transportation, $85M)

New York State Department of Transportation, CI Services for Brooklyn ATM's, Gowanus-Prospect Expressway ITS, Phase,1 ITS Improvements, Resident Engineer- This project included the installation of an Intelligent Transportation System (ITS) along the Gowanus Expressway corridor between the Brooklyn Battery Tunnel and Verrazano Narrows Bridge. ITS is a communication network that provides the capability of monitoring and controlling traffic from a central station. This project included daytime and nighttime operations. For the nighttime operations, the contractor was required to submit a detailed Nighttime Lighting Plan in accordance with the NYSDOT Standard Specifications. ***Project specifics included:***
Installation of ITS system included: receivers, transmitters, camera assemblies, controllers, radar detectors, fiber optic cables, etc. In addition, it required the installation of a server and other ITS equipment at the JTOC station. At the completion of the system hardware installation, a system integration was performed. Installation of electrical and utility boxes, conduit, and conductors to support new equipment. Installation of drilled shaft foundations for new Camera Poles. Installation of corrugated beam guide railing and chain link fence. Extensive landscaping work including planting of trees and shrubs, vegetation protection, pruning, clearing and grubbing, etc. Full depth concrete pavement repairs to complete trench restorations.

In addition, the completion of contract work required the direct or indirect involvement and coordination with the NYC Department of Transportation, NYC Police Department, NYC Fire Department, MTA Bridges and Tunnels, and Utilities and private companies. ($8M)

New York State Department of Transportation, Installation of an ATMS on the Long Island Expressway, Resident Engineer - This project included the installation of an Intelligent Transportation System (ITS) along the LIE corridor between the Queens Midtown Toll Plaza and Main Street Flushing. The ITS is a modern communication network system that provides the capability of monitoring and controlling the traffic network from a central station. This project included daytime and nighttime operations. Project specifics included: Installation of ITS system including receivers, transmitters, camera assemblies, controllers, radar detectors, fiber optic cables, etc. In addition, it required the installation of server and other ITS equipment at the JTOC station. At the completion of the network, a system integration was performed. Installation of electrical and utility boxes, junction boxes and various sizes and types of conduit and conductor cable .Installation of overhead sign structures, VMS signs and illuminated sign panels. Installation of corrugated beam guide railings and chain link fence. Extensive landscaping work including planting of trees and shrubs, vegetation protection, pruning, clearing and grubbing etc. Full depth concrete deck repairs on viaducts.($26M)

New York City Department of Transportation, Emergency Repairs to the Belt Parkway Bridge over Paerdegat Basin, Resident Engineer - This contract called for providing an alternate support system for the loading, formerly carried by a pier-column, that had been severely damaged by a recent barge hit and was no longer functional. A strict incentive/disincentive provision was included for this work because traffic has already been channelized into narrow lanes, and disruption of this major arterial highway for construction operations has to be kept to an absolute minimum. One other task included in the work was the installation of a special movable median barrier powered by electricity, with the capability of creating an opening which will be used in emergency situation to turn around over-weight vehicle to prevent them from traversing the bridge, and for emergency traffic detours. Other tasks included installation of major signage and the installation of heavy duty pier protection fender system to preclude damage to the channel pier-columns in the future. ($14M)

Mohammad Naseri, PE

Resident Engineer

Licenses/Registrations
Professional Engineer, New York

Certifications
ATSSA Traffic Control Technician

OSHA 10 Certified

PROFESSIONAL PROFILE

Mr. Naseri has over 25 years of experience in the civil engineering field, primarily in highway and bridge construction. His project experience ranges from NYSDOT roadway construction projects to the reconstruction of major bridges such as the Queensboro Bridge in New York City, for which he served as Deputy Resident Engineer. He has been responsible for construction inspection and documentation, and field staff management. Mr. Naseri's duties have also included project change order evaluation, value engineering reviews, construction CPM schedule monitoring and the management of project progress meetings. In addition, he has been responsible for preparation of orders-on-contracts and cost estimates for proposed changes, RFI resolutions and field design changes issues. His experience with the NYSDOT has enabled him to develop effective working relationships with staff at the Regional and Main Office levels that has resulted in effective project management. Mr. Naseri has a strong community relations focus. Working with local community groups and building consensus for problem resolutions and support for the project. For most projects, he serves as Resident Engineer. Mr. Naseri offers particular expertise in the rehabilitation of moveable bridges, rail bridges, and bridge painting projects.

EXPERIENCE

New York City Department of Design & Construction, Construction of Water Main, Sanitary and Storm Sewers and Appurtenances in 112th Avenue and 113th Avenue between Francis Lewis Blvd. and Colfax Street, Resident Engineer - Water Main (20", 12" and 8"), Storm (48"X76") and Sanitary Sewers on Francis Lewis Blvd. between Hollis Ave. and Murdock Ave. Storm, Sanitary and Water main on 208th Street between 112th Ave and 113th Ave. This project includes 57 Catch Basins, 7 Storm Sewer Chambers, and 45 Sanitary and Storm MHs, Along with complicated Utility Works and MPT arrangements on Francis Lewis Blvd. This project also includes over 22,000 sf of 4" and 7" Sidewalk, Detectable Warning Pedestrian ramp, Concrete and Steel Faced Curbs. Over 1200 CY of Concrete Base and 18,000 SY of Asphalt Wearing Coarse.

New York City Department of Design & Construction, Construction of Storm Sewers, Water Mains and Appurtenances in 117th Road, Resident Engineer - The General scope of the work is removal/disposal of the existing and installation of the new Sewer lines, Water mains, Catch basins, Sewer MH, along with related works such as excavation, backfilling, base roadway concrete, asphalt overlay, concrete curbs, sidewalk, etc. Along with these works are the incidental utility works such as gas main and communication lines, etc. All construction work is taking place at the following locations:117th Road between 132nd Street and 133rd Street

- 133rd Street between 117th Road and 120th Avenue
- Linden Boulevard between 191st Street and 193rd Street
- 252nd Street between Thornhill Avenue and Horace Harding Expressway

New York City Department of Design & Construction, Greenwich Street Reconstruction, Liberty to Rector Streets, NY, Resident Engineer - The scope of the project included installing new sewer lines, new catch basins, subway vents, water services, manholes as well as sidewalks, curbs and roadways on the east and west side of this six block stretch. This work was critical due to the age of the infrastructure as well as the damage it withstood during the collapse of the World Trade Center. The subway vent work conducted was vital due to the re-opening of the Rector Street subway station. This project used 3,400 sy of asphalt, 900 cy of concrete base, 1,600 lf of new steel curbs, 800 lf of new and rehabilitated sewers, 900 lf of new water mains as well as new traffic signals and decorative street lighting. ($2.1 million)

New York City Department of Design & Construction, World Trade Center - Lower Manhattan Roadway Milling and Paving Project, NY, Resident Engineer - This was one of LiRo's most unique and difficult projects. LiRo had been working at Ground Zero since September 17, 2001.

Mohammad Naseri, PE

Resident Engineer

On April 16, 2002, we were given an assignment by the New York City Department of Design and Construction to provide construction inspection services for the milling and repaving of 61 lane miles of streets in the Trade Center area. This project was performed under the auspices of FEMA and the FHWA. The project commenced on Monday, April 22, 2002 and was completed by June 7, 2002. Work was performed at night. The work consisted of milling 1-1/2" of asphalt roadway, adjustment of street hardware, miscellaneous roadway repairs, and placement of a 1-1/2" asphalt concrete roadway surface. The operation was staggering. Approximately 150 men, multiple milling, paving and chipping crews, and over 50 trucks were utilized each night. Asphalt production averaged nearly 1,200 tons per night on tight lower Manhattan streets. LiRo had up to 16 inspectors on this project. Extensive coordination with local community boards was essential. ($6 million)

New York State Department of Transportation, Cross Island Parkway/Long Island Expressway Interchange (Exits 29-32), Queens & Nassau Counties, NY, Resident Engineer - LiRo provided construction inspection services for the rehabilitation of the Long Island Expressway/Cross Island Parkway Interchange. This project included the construction and/or rehabilitation of 14 bridges, widening and resurfacing of the Long Island Expressway, local NYC roadway and utility rehabilitation, extensive park/wetland mitigation work, noise and retaining wall construction, and other incidental work. As the Assistant Resident Engineer, Mr. Naseri was responsible for general project oversight and inspection staff coordination for multiple shifts operations. He also reviewed project shop drawings assuring submittal to proper reviewing agencies, reviewed and either resolved or directed to proper agency requests for information, contractor's proposed revisions and value engineering proposals. He also addressed design modifications with NYSDOT personnel in the Regional and Main offices and various design consultants. He also met regularly with local utilities, Con Edison, Verizon and NYCDEP to resolve relocation issues and design changes of proposed utility locations. ($150 million)

New York City Department of Design & Construction, New Rescue 3 Company Firehouse, Bronx, NY, Superintendent - LiRo provided CM/Build services for this new 20,000 sf firehouse for the FDNY and NYCDDC. Rescue Company 3 was constructed in the parking lot of the adjacent EMS station, which remained fully operational during construction. Intense scrutiny of the contractor's operations, including pile driving, concrete pouring, steel erection, facade construction, sitework, material deliveries and material storage, was required to ensure EMS could carry out their critical work without interruption. The two-story building includes a cellar, mezzanine and training tower. The concrete foundation and cellar support a structural steel and architectural concrete superstructure which is clad in artisan brick, architectural concrete, composite aluminum, aluminum plate, folded and standing seam zinc and solid composite cement panels. Fire apparatus access the building through two sectional overhead doors framed in stainless steel and surrounded by a two-story curtain wall with alternating rows of glass and formed aluminum glazing. Sitting atop the structure and accessed via ladder from the exterior mezzanine is the Training Tower. This tower, some 30 ft above the apparatus floor and adjacent to the architectural concrete climbing wall, allows FDNY personnel to perform their climbing, rappelling and multi-story rescue training exercises on-site. The central focus of the interior space is the apparatus area which houses the rescue apparatus and collapse pod that is adjacent to the bunker gear storage area, fuel dispenser and decontamination area. The living spaces, located on the second floor and mezzanine, overlook the apparatus area and maintain a relationship between living and working spaces. This space includes a kitchen, dining room, dormitory, locker room, bath and shower rooms, laundry room and a health and fitness mezzanine. Also, on the second floor are the company office, study room and record storage room. The cellar of the building houses utility rooms including gas, electric and water meter rooms, sewage ejector room, telecommunication room and boiler room. Scuba, HazMat and three-hour rated oxygen storage rooms are also in the cellar. ($18 million)

Douglas Owen, PE

Resident Engineer

Education
B.S., Civil/Mechanical Engineering, Temple University

Licenses/Registrations
Professional Engineer, New York

Certifications
NACE Coating Inspector I

OSHA 10 Certified

PROFESSIONAL PROFILE

Mr. Owen has diverse and extensive construction experience as a Project Manager and Resident Engineer on a wide variety of highway and bridge construction projects. He has been responsible for construction inspection and documentation, office management and record keeping, field staff management, off-site plant inspection, quality assurance and consultant contract budget monitoring. Mr. Owen's duties have also encompassed project change order cost estimates and evaluation, value engineering reviews, construction CPM schedule monitoring and final contract computations and close out documentation. He is an expert in steel construction and has provided services on major steel structures throughout the New York region.

EXPERIENCE

MTA Bridges and Tunnels, Throgs Neck Bridge Interim Repairs to the Orthotropic Deck (TN-82B), Resident Engineer- This project included the following major components:

- Repairs to the orthotropic deck structure steel components at the Bronx and Queens approach spans;
- Blast cleaning and coating application at the Bronx approach viaduct

The specific structural steel elements of work included the removal and replacement of existing deck rib bearing plates, and end and intermediate subfloorbeams. Additional subfloorbeams were retrofitted, by drilling, then cutting slotted arrestor holes in the webs, to remove cracks and to reduce out-of-plane fatigue stresses. The floorbeam repair areas were visually and dye penetrant tested for web cracking and the repair entails drilling crack arrestor holes at the ends of the existing steel web cracks, and the installation of new reinforcing web plates and support angles. Roadway stringer repairs entailed the addition of reinforcing angles and channels. Removal and replacement of lateral bracing gusset plates were also performed.

Maintenance of bridge traffic during construction was accomplished by daily lane closures. The contractor also maintained waterway access under the bridge, and positioned all work barges out of the navigation channels to maintain the access to the Hammonds Cove area. ($47.4 million)

MTA Bridges and Tunnels, Construction Management & Inspection Services for TN-87B, Anchorage & Tower Protection at the Throgs Neck Bridge, NY, Resident Engineer

This project included the following components: rehabilitation of the main tower fenders at the water level by repairing or replacing steel and timber members and the cleaning and painting of steel fender frame. The Bronx anchorage fender was modified to accommodate mooring fenders and working and access platforms for NYFD fire boats. The existing damaged timber pile dolphins at the Queens anchorage was removed and replaced with new fiber reinforced composite plastic pile dolphins. ($13 million)

MTA Capital Construction, Construction Management and Inspection Services for Structural Retrofits at the Bronx-Whitestone Bridge, NY, Resident Engineer - This project involved the construction of retrofits to the towers, main cables, suspender ropes, and anchorages of this major suspension bridge. The scope of this project included: strengthening the exterior and interior of the bridge towers; relocating and installing new electrical elements; installing protective armor for the main cables; installing protective armor for the suspender ropes; installing new structures and security barriers within and around the anchorages and tower pedestals; and extensive maintenance and protection of traffic that was required to minimize delays to the travelling public. Mr. Owen coordinated the contractor's operations with the facility and other major projects at the site on a daily basis, and also managed the off-site plant inspection for the structural steel and armor components. He performed plant inspections to

review the fabricators procedures and element production at all phases: prototype, production and post-production. ($41 million)

MTA Capital Construction, Construction Management and Inspection Services for Structural Retrofits at the Throgs Neck Bridge, NY, Resident Engineer - This project involved the construction of retrofits to the towers, main cables, suspender ropes, and anchorages of this major suspension bridge. The scope of this project included: Strengthening the exterior and interior of the bridge towers; Relocating and installing new electrical elements; Installing protective armor for the main cables; Installing protective armor for the suspender ropes; Installing new structures and security barriers within and around the anchorages; and extensive maintenance and protection of traffic that was required to minimize delays to the travelling public. Mr. Owen coordinated the contractor's operations with the facility and other major projects at the site on a daily basis. Mr. Owen also managed the off-site plant inspection for the structural steel and armor components. He performed plant inspections to review the fabricators procedures and element production at all phases: prototype, production and post-production. ($42 million)

MTA Bridges and Tunnels, Construction Inspection Services on an As-Needed Basis, NY, Resident Engineer - This project involved on-call construction inspection services and included associated services at various MTA B&T facilities throughout New York City. Mr. Owen's assignments were located at the Henry Hudson Bridge which spans the Harlem River. Specific projects included:

Upper Level Deck Bearing Replacement

This project included structural steel repairs and bearing replacements for the Upper Level. Mr. Owen inspected the existing conditions, and made recommendations for additional element replacement or modification of repairs in conjunction with the designer based on conditions found. He also reviewed contractor shop drawings for content and prepared as-built drawings. ($400,000)

Dyckman Street Bridge Steel Access Platforms at the Henry Hudson Bridge

This project included the fabrication and installation of steel access platforms and ladders for the Dyckman St Bridge north and south vaults. He worked with the designer to resolve design issues when field conditions did not coincide with the original design. He worked with the contractor to resolve fabrication issues, and reviewed the contractor shop drawings for content and prepared as-built drawings. ($500,000)

Concrete Repairs at Skewbacks

This work involved concrete repairs to the bridge's skewback anchorages at waters' edge. Mr. Owen performed verification inspection from bi-annual inspection reports to establish limits of the repairs. He assured compliance with the water protection system and coordinated work from small tug boats and barges, assuring compliance with MTA B&T and USCG security regulations. ($750,000)

James A. Pagano, PE

Resident Engineer

Education

B.A., Civil Engineering, Pennsylvania State University/1977

A.A.S., Civil Engineering Technology, Nassau Community College/1975

Licenses/Registrations

Professional Engineer, New York

Professional Engineer, New Jersey

Professional Engineer, Connecticut

Professional Engineer, Pennsylvania

OSHA 30 Certified

Certified Code Compliance Officer/NY

Construction Claims

Elements of Railway Signaling

Labor Relations

Diversity Management

Roadbed and Rails maintenance and inspection

Railroad Tracks Design Analysis

Dupont Safety Training

Years with this Firm:

7

Years with Other Firms:

30

History of Employment

LiRo Engineers, Inc. – Resident Engineer (2007 – Present)

MTA Long Island Railroad – Principal Engineer (2001-2005)
Engineer of Track (1995-1999)
Engineer of Structures Maintenance (1995-1999)

MT-LIRR, Main Line Improvements – Project Manager (1984-1989)

Nassau County, Shore Rd Preliminary Design – Engineer (1982-1984)

Town of Hempstead, Emergency Bulkhead Repair – Project Engineer (1980-1982)

PROFESSIONAL PROFILE

Mr. Pagano is a Professional Engineer, with more than 30 years of construction experience on numerous, large-scale projects involving railroad terminals, rail infrastructure, bridges, roadways, systems and buildings. His numerous rail projects include the AirTrain for the Port Authority and his projects total over $1B. He has extensive experience managing complex construction activities that require coordination with multiple contractors and construction trades. Mr. Pagano thoroughly understands the complexities of working in and around active railroad operations, as evidenced by his railroad construction experience. He has excellent working relationships with LIRR Operations and Force Account Personnel. He has also coordinated railroad work with NYC Department of Environmental Protection, (NYCDEP), Con Edison, the NYC Department of Transportation (NYCDOT), and its Office of Construction Management Coordination (OCMC). Mr. Pagano is an assertive, results-driven construction manager. Mr. Pagano's extensive rail experience includes the following components:

Rail Terminals and Tunnels: Mr. Pagano has completed construction projects in Penn Station, Atlantic Terminal and Jamaica Air Train including; track level platforms and finishes; signal and communication systems; escalators and elevators; station lighting; fire suppression systems; waterproofing; drainage systems; and emergency generators. In the Atlantic Tunnels, he managed the installation of new track, switches, tunnel drainage system, as well as tunnel leak repair and tunnel power upgrades, including transformer replacements.

Rail Systems: His experience includes 25 miles of 2,200v signal power, motor generators, signal huts, block tower construction, traction power substations, communication systems, public address systems, generators, and grade crossing construction.

Track, Switches and Third Rail: As Principal Engineer, Mr. Pagano was responsible for the LIRR Track Program, which installed all track components in direct fixation, concrete ties and wood tie environments. He also worked on signature rail projects, such as the Main Line Electrification and the Amityville, Copiague and Lindenhurst Viaduct Direct Fixation Project. His track experience includes the replacement of track, switches and yard leads in F Interlocking for the LIRR, which included AMTRAK coordination in and around Sunnyside Yard. These endeavors represent $500M in track construction.

EXPERIENCE

Renovation of Penn Station NYC, Project Manager – The project scope included the complete renovation of the interior station space, consisting of enlarged corridors, new architectural finishes, utility relocation and replacement, and the installation of a complete new HVAC system for the entire station. Track level improvements included new platforms, communications systems, terminal lighting and ventilation systems. A new, glass tower 34th Street entrance was included in the renovation, which required coordination with the NYCDOT and DOB.. Other elements included station artwork and communication systems installations, and concession build-out. All work had to be coordinated and scheduled in multiple phases, to allow for station operation and train service. (MTA-LIRR $90M)

Port Authority of New York & New Jersey, Jamaica-JFK Airport AirTrain and Reconstruction of LIRR's Jamaica Station, Mechanical, Electrical and Utility Inspection, Principal Engineer - Mr. Pagano was responsible for numerous aspects of this project, including supervision of construction inspection of the electrical, data communications, mechanical and plumbing elements. Mr. Pagano was directly responsible for the following construction tasks. ($385M)

- Track construction, including the waterproofing of the bridge deck, resurfacing of track, and communications systems.
- Coordination of the PA/LIRR Engineering team, for new platform electrical and gas services.

- Reviewed plans with LIRR B & B Department EL & P Department. Reviewed construction and inspection reports.
- Coordinating all LIRR force account activities, in support of the project schedule and construction.

MTA – LIRR ACL Direct Fixation Fastener Replacement Program, Resident Engineer
The scope of the work of the ACL Project primarily consists of the installation of new Railroad supplied direct fixation fasteners on the Amityville-Copiague-Lindenhurst viaducts, located in the communities of the same name, on LIRR's Babylon Branch in Suffolk County, NY; and includes plinth work, and some viaduct repairs ranging from patching to full-depth deck replacement. The Construction work that LiRo is managing includes the following elements:

- Project mobilization and submittals
- Roadway Worker Protection training for Contractor's on-track employees
- Pre-construction survey of existing track alignment
- Install temporary track bearings and gauge supports to maintain rail traffic during construction
- Remove and store viaduct guardrails
- Repair deteriorated portions of the ACL Viaducts bridge decks
- Enlarge/repair/replace cracked and broken concrete plinths
- Core track plinths and install new anchor inserts using epoxy
- Test new inserts under tensile and torsional loading prior to installing new fasteners
- Replace existing fasteners with new fasteners
- Restore viaduct guard rails
- Remove and dispose of existing fasteners and hardware
- Final site clean up, record documents submittals, demobilization and closeout

(MTA – LIRR, $30M)

MTA-LIRR Atlantic Terminal and Tunnel Construction - Mr. Pagano provided construction inspection services for this major station terminal improvement project, which included the following elements:

- Replacement of Station Platforms
- Masonry Elements
- Lighting
- Waiting Rooms
- Stairways
- Ticket Selling Facility
- Restrooms
- Escalators & Elevators
- Terminal Entrance

Tunnel elements included drainage pump systems, waterproofing tunnel walls, electrical systems, and track systems, including switches and third rail.

MTA-Long Island Rail Road, Engineer of Structures Maintenance - Mr. Pagano directed the Maintenance Department carpentry, welding and equipment crews. His responsibilities included coordinating designs, constructability reviews; formulate purchase orders for equipment and materials. Project specifics included:

- Browns Creek - Fabricate, pour and install precast concrete bridge slabs. Work was completed ahead of schedule and under budget.
- Montauk Hwy MP 80.1 - Repair bridge abutments. Re-point mortar joints. Waterproof the bridge deck. Extend the wing walls. Install soldier beam and lagging track slope stabilization/retaining walls. Work completed on schedule and within budget.
- PN-1N Raynor Avenue Bridge - Repair bridge abutments. Form and pour new concrete bridge seats. Remove existing open deck steel bridge. Fabricate, pour and install precast concrete bridge slabs. Waterproof the new bridge deck. Install soldier beam and lagging track slope stabilization/retaining walls. Work was completed on schedule and under budget.

(MTA LIRR, $6M annual)

Bharat Patel, PE

Resident Engineer

Education

M.S., Civil Engineering, Stevens Institute of Technology

B.S., Civil Engineering, Lukhdhirji Engineering College, India

Licenses/Registrations

Professional Engineer, New York

Professional Engineer, Delaware

Years with this Firm

5

Years with other Firms

21

PROFESSIONAL PROFILE

Bharat Patel has been providing construction management and resident engineering services since 1987. His past experience has included Resident Engineering Inspection, Quality Control and Quality Assurance for both public and private sector projects. He has performed the general administration of construction projects, including design and constructability reviews, field inspection, scheduling, cost control and value engineering.

Mr. Patel has been responsible for construction inspection and documentation, office management and record keeping, field staff management and consultant contract budget monitoring. His duties have also included project change order evaluation, value engineering reviews, construction CPM schedule monitoring and final contract computations along with the management of progress meetings. In addition, he has been responsible for preparation of orders-on-contract and cost estimates for proposed changes.

Mr. Patel's recent experience has enabled him to develop a strong community relations focus while working with local congested community areas, both commercial and residential.

EXPERIENCE

New York City Department of Design & Construction, High Bridge Manhattan and the Bronx, NY, Resident Engineer - LiRo is providing resident engineering and environmental engineering services for the Rehabilitation of High Bridge is a unique project that will require a comprehensive knowledge of structural, maintenance, aesthetic improvements, and work operations on a large, historic steel and masonry bridge. The work on this historic structure must be planned and coordinated with multiple agencies and interested parties, and it will require a thoroughly qualified, experienced, hands-on construction inspection team to ensure the work is completed safely, efficiently, and in accordance with the contract specifications. The scope includes the following elements:

- Rehabilitation of the masonry arch span, steel arch span, brick arch deck and brick walkway
- Deleading and painting of structural elements
- Stabilization and conservation of the aqueduct pipe
- Incorporation of barrier-free access and safety features for pedestrians and wheeled users
- Rehabilitation of historic railings and walkway lighting posts
- Provision of architectural lighting
- Incorporation of a visitor information system consisting of wayfinding signage and aqueduct interpretive signage

($43M)

New York City Department of Design & Construction, Project # RWQ005 Rehabilitation of Cooper Avenue Retaining Wall ($5.7M) - Project is located between 73rd Place and 79th Place on Cooper Avenue. The scope of work includes structural reinforcement of existing retaining wall, new parapet wall; reconstruct curb, sidewalk, pavement resurfacing; street lighting, and traffic work; underground utilities such as Fire Alarm, sewer and catch basin installations. Responsibilities included:

- Inspection to achieve compliance with Contract Plans and Specifications on all phases of Construction
- Quantity calculations for various phases in preparation of processing a monthly invoice
- Implementation of Maintenance and Protection of Traffic plans
- Reviewed and Approved Traffic Control and Contingency Plans
- Conducted Meetings with Contractors in response to Request for Information (RFI) and

Design Change Orders
- Organized Contract Plans under different Stages of Construction
- Preparation of As-Built

New York City Department of Design & Construction, Project # RWX002 Reconstruction of Decatur Avenue Retaining Wall - Demolish existing stone retaining wall on Decatur Avenue/197 Street, and construct new reinforced concrete retaining wall using salvaged stone for façade. Reconstruct curb, sidewalk, roadway, street lighting, traffic signs and catch basin. ($2.5M)

MTA-NYCT, C-34510 Rehabilitation of Vent Structures at Brook Ave. Station, Project Quality Director ($4.3M)

MTA-NYCT, C-34570R Structural Rehabilitation of 145th Street Station at Lenox Ave. Project Quality Director ($2.4M) - Mr. Patel's specific responsibilities on these projects included:
- Development of the Quality Control Program, overall quality and supervision of full range of construction operation to ensure compliance with plans and specifications on all phases of work including the installation of utility, structural, mechanical, and electrical systems.
- Preparation of the quality control reports and check lists for all construction activities. Reviewing shop drawing, design calculations and prepare daily inspection reports.
- Material inspection and preparation of the RFI for various technical and miscellaneous construction details.
- Issuance of the non-conformance memo for any deviations from approved shop drawings, cuts, materials etc.
- Mentored and supervised Quality Managers in the oversight of subcontractor compliance with quality control standards and practices and makes recommendations to ensure contractor adherence to project requirements, construction schedules and project budget.

MTA-NYCT, C-34696 Reconstruction of East 180th Street Maintenance Shop, Assistant Project Manager ($40M) - Mr. Patel's specific responsibilities included:
- Overall management and supervision of full range of construction operation to ensure compliance with plans and specifications on all phases of work.
- Preparation of the monthly requisition and submitted to authority for approval. Prepared final estimates of subcontractor disbursements based on work completion.
- Prepared contract documents and scope of work for various trades and assisted Senior Project Manager in negotiating cost estimate with authority and subcontractors. Reviewed contract drawings, specifications, inspection of the site conditions for Awos, developed scopes of work, detailed breakdown and negotiation with agencies and subcontractors.
- Created Man Hour/Cost/Quantity Loaded CPM schedule

Michael Prigge, PE

Resident Engineer

Education
B.S., Civil Engineering, Manhattan College

Licenses/Registrations
Professional Engineer, New York

Certifications
OSHA 10 Certified

PROFESSIONAL PROFILE

Mr. Prigge has over 35 years of experience in the construction management industry, directly managing and overseeing many high-profile projects located throughout the tri-state area. His experience includes working for over 10 years as a Facility Engineer, directly supervising the planning, budgeting and overall management of approximately $100 million in annual capital and operating budget expenditures. Mr. Prigge managed a staff of Project Managers and was responsible for all facility projects. He chaired all meetings and handled all facility schedules and budgets. He was also the lead in all construction and maintenance operations, and coordinated and supervised all third party design and construction inspection services contracts at his facility. Mr. Prigge has managed major deck and roadway replacement and critical infrastructure repair projects, at numerous bridges, tunnels and approach roadways. While employed in the private sector, he supervised the installation of concrete and asphalt roadways, sewer lines and appurtenances, water mains, sidewalks and curbs. He has also directly managed, scheduled and engineered concrete deck, asphalt, concrete roadway and replacement projects.

EXPERIENCE

New York City Department of Design & Construction, Trunk Water Main 48th Street, Project Manager- This project includes new trunk installation and distribution of water mains. Project specific includes:

- Installation of 48", 36" and 16" sewer pipe
- Private utility upgrades
- Pedestrian ramp at corners
- Reconstruction of curbs and sidewalks in certain locations
- New traffic signal and street lighting poles

During Phase 1, LiRo replaced the existing sewer at 48th Street between 8th Avenue and Broadway and between 9th and 10th Avenues. A new 20 inch water main was installed, as well as a 48 inch trunk main excavation. Phase II includes replacement of the existing sewer at 51st Street between 9th Avenue and Broadway. (NYCDDC, 30-30 Thomson Avenue, Long Island City, NY, On-going, $40M)

Triborough Bridge and Tunnel Authority, Facility Engineer-Throgs Neck Bridge, Brooklyn Battery Tunnel and Verrazano Narrows Bridge- During his tenure at Throgs Neck Bridge, Mr. Prigge simultaneously managed a $100 million plus deck replacement project, $85 million worth of steel repairs and painting at the suspended spans, $45 million worth of steel repairs and painting at the Bronx Approach, and a $42 million dollar security hardening project. All four of these major projects, undertaken simultaneously, required extensive coordination efforts for lane closures, both at Throgs Neck, and with surrounding corridor crossings at the Bronx Whitestone and RFK bridges. An almost daily analysis and retooling of MPT, signage and traffic control measures were also required. The work required for the deck replacement project became increasingly important after a July 2008 fire that resulted in severe structural damage to the bridge's main girders, and closed the northbound bridge to all truck traffic. The efforts necessary to repair the damage required seven day a week, continuous design and construction efforts, which required decisions to be made immediately. The larger projects described above occurred simultaneously with numerous smaller miscellaneous repair projects, all of them in the $10-15 million dollar range. These smaller construction projects included extensive replacement of bridge and roadway lighting systems; fender and dolphin repairs; toll plaza pavement repairs; and replacements and assorted emergency or prompt action repairs, which resulted from regular or biennial inspections. All of the above was accomplished concurrent with almost nonstop milling and paving operations (approx. $2 million annually), which was necessary to keep the deteriorated roadway in usable condition.

Michael Prigge, PE

Resident Engineer

During Mr. Prigge's five year tenure as Facility Engineer at the Throgs Neck Bridge, he managed 15 total construction projects, of varying size and complexity, with a total value in excess of $400 million. While assigned to the Brooklyn Battery Tunnel, Mr. Prigge directly managed and supervised the following projects:

- The complete rehabilitation of the tunnel roadway ($95 million)
- The rehabilitation of the Governors Island ventilation building ($35 million)
- The repair and upgrade to the Battery Parking Garage ($75 million)

The tunnel roadway project required nightly work during tube closures, with all work, including concrete replacement, completed before the morning rush hour. The work was completed in manageable pieces, with the entire seven lane miles of tunnel roadway replaced without any impact to motorists. Both the Ventilation Building and Parking Garage projects were multi-faceted rehabilitations, and included: Façade replacements; Electrical upgrades; Structural repairs; Fire standpipe and fire alarm systems

All of the above were completed in heavily populated neighborhoods, in 24-hour-a- day operating facilities. The efforts described above were concurrent with many smaller miscellaneous repair projects, all in the $10-20 million dollar range. These smaller projects included: Pavement replacement in the Brooklyn Plaza Control room; Modernizations and upgrades; Ventilation building pump replacements; Installation of security measures, in both the tunnel and vent plant; and the installation of emergency power plants. As Facility Engineer, Mr. Prigge coordinated and scheduled these numerous multidisciplinary projects, while still maintaining traffic, and protecting the revenue stream. MPT was a daily, ongoing concern, and all of the traffic control schemes required extensive study and presentation to senior staff and, in most instances, to outside parties. MPT is such a significant aspect of work at Triborough Bridge and Tunnel Authority facilities that repair methodologies and engineering decisions regarding means and methods are often driven by MPT and its impact on potential revenue.

In addition to directly managing actual construction operations, Mr. Prigge also played a primary role in briefing community boards and elected officials on ongoing and upcoming construction activities. While at the Throgs Neck Bridge, the facility work necessitated continuous coordination with SUNY Maritime, US Coast Guard, New York City Fire Department, and New York State Department of Transportation. Numerous presentations to the public (community boards, live and taped media broadcasts, etc.) and government representatives (federal and state elected representatives, community boards, Borough Presidents office's etc.), regarding planned and ongoing projects, were required. During his time at the Brooklyn Battery Tunnel, extensive coordination was similarly required with numerous outside entities, chief among these the multiagency task force established for the WTC recovery efforts. Additionally, continuous and varied coordination and briefings were required for a large number of different projects with agencies such as: the Battery Park City Authority; New York City Fire Department; Lower Manhattan Development Corporation; New York State Department of Transportation; Governor's Island Preservation and Education Corporation; and the Alliance for Downtown New York. (MTA-TBTA, 2 Broadway, New York, NY, Joe Keane, 646-252-7088, 2011)

Triborough Bridge and Tunnel Authority- Mr. Prigge served as Assistant Facility Engineer/Construction Manager for the Authority's Triborough Bridge Complex and Henry Hudson Bridges. As Construction Manager, Mr. Prigge was responsible for each of his assigned projects, interfacing with and briefing the Facility Engineer, as required, from design scope development through construction close out.

Mamdouh Rafat, PE

Resident Engineer

Education
B.S., Civil/Structural Engineering, Alexandria University, Egypt

Licenses/Registrations
Professional Engineer, New York

Professional Engineer, New Jersey

Professional Engineer, Pennsylvania

Certifications
OSHA 10 Certified

PROFESSIONAL PROFILE

Mr. Rafat has over 25 years of experience with a strong background in business development, construction management, engineering, estimating, cost control and scheduling. He has had hands-on experience in virtually every project stage from development to final completion.

EXPERIENCE

MTA - No. 7 Line Extension, New York, NY, Project Executive- New York City's Number 7 Subway Line, known as the Flushing Line, is the system's busiest, linking Queens to Times Square. The new 7,000-foot-long tunnel stretches west and south from Times Square to the Jacob J. Javits Convention Center on West 34th Street and 11th Avenue. LiRo is providing program and construction management for the Number 7 Subway Line Extension, which includes:

- 9,400 feet of tunnel by excavation, primarily with 2 Herrenknect Hard Rock Double Shield 22.5' diameter tunnel boring machines
- Installation of 5 shafts, averaging 110 feet deep and 39 feet in diameter. The shafts are installed both by excavation in soft ground and drill and blast in rock. The finished shafts are lined with steel fiber reinforced shotcrete.
- A 950' by 65' x 66' station cavern at West 34th Street, constructed by drill and blast methods of underground construction.
- Construction of steel and concrete structures for stations and other facilities, construction and installation of tracks, drainage, third rail power and other electrical systems, signals, communications, HVAC and tunnel ventilation systems.
- Multiple fan plants, HVAC facilities, traction power substations, facility power substations, circuit breaker houses, fare collection and communications and signal rooms.

The terminal at 34th Street will be fully fitted out for operation and commissioned with the Number 7 Subway Line Extension project, including major building work to make a complete station. ($2B)

MTA-NYCT, Union Square Subway Renovations, NY, Project Manager - This project involved the major renovation of one of the largest Transit Authority subway stations in New York City. The work included structural steel, excavation, sheeting rock demolition, the construction of a temporary bridge along 14th Street to minimize traffic delays and to allow major construction activities to continue, concrete work, structural repairs, new underground passageway, new crew quarters, new elevators, floor tiles, underground duct supplies and HVAC, art work, asbestos abatement, chemical grouting, park rehabilitation, power and light fixtures, communication system, water and sewage work, track wall panels and several other activities. Prepared and negotiated over 130 change orders and held an excellent safety record. ($46 million)

Brighton Line Subway Renovations, NY, Project Manager - This project involved a four-subway rehabilitation project in Brooklyn, New York. ($20 million)

New Jersey School Development Authority, Neptune Aquatic Center, NJ, Project Executive
Mr. Rafat is the project executive on this new Olympic-size seven lane enclosed pool. ($11 million)

New York City Economic Development Corporation, Yankee Stadium Redevelopment, NY, Project Executive - LiRo is responsible for providing construction management services for the design and construction work that is required of the City of New York as part of the Yankee Stadium Agreement. Specifically, Mr. Rafat is responsible for managing the reconstruction of the

Bronx Terminal Park, demolition of the existing Yankee Stadium ballfields and infrastructure upgrades on the new stadium. ($90 million)

Lower Manhattan Construction Command Center, NY, Program Coordinator
This contract provides program coordination services supporting the operations of the LMCCC in the coordination and oversight of Lower Manhattan construction projects. Primary day-to-day coordinator of the Lower Manhattan construction projects, coordinating and organizing logistics, scheduling and other actions relating to the various construction projects, in addition to taking all appropriate steps to ensure all construction proceeds in a coordinated manner, maintaining the overall agreed-to schedule and implementing measures to minimize disruption to the Lower Manhattan residential and business community. ($15 million)

New York City Department of Design & Construction, Rikers Island New Correctional Center, NY, Assistant Project Manager - This project was a fast-tract construction of the George Vierno Correctional Center, a two-building facility that included 500 inmate cells. The facility has six new elevators and a $2 million kitchen facility. ($20 million)

City of Bridgeport, School Construction Program, CT, Project Executive
LiRo provided construction management services for capital improvements and repairs at 20 schools in Bridgeport. ($8 million)

New Jersey Schools Construction Corporation, NJ, Regional Director - Mr. Rafat was in charge of the Hudson regional office, managing over $2 billion of school design and construction. The work included master planning, business development, land acquisition, feasibility studies and the hiring of architects, engineers and contractors. He supervised the design and construction activities while managing over 20 staff members and 100 consultant staff members. Project experience included:

- Led a large team of professionals to perform immediate repairs (health and safety related work) worth $450 million, covering 300 schools. The work was done over two summers and every single school opened on time.
- Completed the design and started the construction of 30 new schools worth $500 million
- Started the design of 70 new schools that involved community input, land acquisition; Department of Education approval and coordination with several stakeholders
- Worked with several school superintendents, school boards and local and state politicians on addressing community concerns, updating them on the progress and answering any questions from the legislators
- Set up internal policies for the Hudson region on design, construction, change orders and claims. The policies ensured consistent approach and improved productivity
- Worked with diversity groups and consultants on the best ways to encourage contractors to hire local workers, minorities and women. The efforts caused a sharp increase in the hiring of these groups
- Led the effort in procuring, manufacturing and installing 300 temporary early childhood classroom units under fast-track schedule.
- Outstanding safety record on all of the projects - no fatalities and no serious injuries

City University of New York, Shepard Hall Landmark Restoration at City College, NY, Design Manager - Mr. Rafat supervised and engineered the historic restoration of one of New York City's landmarks on the campus of City College. The project involved the fabrication and installation of approximately 8,000 pieces of thin-shelled concrete panels to replicate the original terra cotta gothic stones on the building. This project included the largest restoration of terracotta stone in the United States at the time. ($24 million)

Philip Salerno, PE

Resident Engineer

Education
M.S., Civil Engineering, New Jersey Institute of Technology

B.S., Civil Engineering, City College of New York

Licenses/Registrations
Professional Engineer, New York

Certifications
OSHA 10 Certified

Years with this Firm:
4

Years with Other Firms:
33

History of Employment
LiRo Engineers, Inc. – Resident Engineer (2010 – Present)

PROFESSIONAL PROFILE

Mr. Salerno has more than 35 years of experience in the construction of major capital projects in New York City. As the former Director of Construction for the New York State Department of Transportation, he oversaw approximately 80 contracts valued at over $2 billion annually as well as 170 employees. He administered the completion of the reconstruction of the Brooklyn-Queens Expressway 61st Broadway and the $425 million Alexander Hamilton Bridge Rehabilitation, the two largest projects let by the department. He was responsible for other major projects including the $180 million Whitestone Expressway Bridge, the $170 million Long Island Expressway (GCP to Van Dam with 27 bridges), the $165 million Cross Island Parkway with 14 bridges, the $157 million FDR reconstruction and two Gowanus Expressway Rehabilitation projects valued at $100 million each.

EXPERIENCE

New York City Department of Transportation, Reconstruction of Ward's Island Pedestrian Bridge, NY, Resident Engineer - The Wards Island Pedestrian Bridge consists of a section that spans the entire FDR Drive and a 950 ft bridge section that spans the Harlem River. The 330 ft center span section is a lift bridge. On the west, it starts at East 102nd Street in Manhattan and lands on Ward's Island on the east. This project involved structural, architectural, mechanical and electrical rehabilitation. The project was rehabilitated in stages to minimize the impact on pedestrians and marine vessels. The bridge was closed to pedestrians from December through June every year. During the closure a majority of the mechanical, structural and movable span deck rehabilitation work was completed. At other times the bridge remained open to the public and the work was completed in stages. ($17 million)

New York State Department of Transportation, Kew Gardens Interchange Reconstruction, NY, Resident Engineer - This project involves constructing and implementing operational improvements for the section of the Van Wyck Expressway from Hoover Ave to 72nd Avenue. The improvements include the construction of an auxiliary lane on the northbound roadway and involves the replacement of the main line Northbound Van Wyck Expressway over the Grand Central Parkway as well as construction of a single span precast concrete arch bridge spanning over a relocated 60" diameter sewer main and replacement of the Eastbound Jackie Robinson Parkway/Union Turnpike to Northbound Van Wyck Expressway Ramp (Ramp KB).

Due to tight alignment, close proximity to adjacent properties and complex work zone traffic control, the construction of a temporary support system, structure and roadway, allow for staged demolition and construction of the new structure. In addition the project includes new retaining walls, (modular, reinforced concrete, GRSS and soil nail) highway lighting, and the relocation of water mains, sewers and communication facilities. ($112 million)

New York State Department of Transportation, FDR Drive Reconstruction E 53rd Street to E 64th Street, NY, Area Construction Supervisor - This was a highly complex project that included the demolition of the middle deck section of a three deck structure under live traffic. The job was scheduled to be completed in 9 separate stages including the construction of an outboard Temporary Detour Road (ODR) on the East River. The ODR included the installation of over 100 foot long drilled piles requiring exploratory drilling with variable top of rock conditions, and outer casing tubes. In addition, the project included large pile cap girders, four (4) million pounds of new structural steel frame, one kilometer of pre cast concrete deck slab, new parapet walls, asphalt overlay, a noise shield to protect the residents living in this area, lighting, and the modification of two entrance ramps. In addition, the project required the installation of a tubular fender system that was built for the first time in the United States. It consisted of a one kilometer long tubing structure, eleven feet in diameter. The system was held by 13 floating dolphins anchored to the bottom of the river by a system of large iron chains that enabled flexibility to the fender in case of a collision. Upon the completion of the ODR, Northbound

traffic was transferred to the new structure during one weekend Stage. This complex undertaking required the complete closure of the FDR with extensive coordination with all City Agencies. This Stage was completed in record time and ahead of schedule. It received the praise of the NYCDOT for its execution, timing and savings to the NYC motorists. This project also required extensive security coordination with the United Nations, the US Army Corps of Engineers, and the US Coast Guard. ($157 million)

New York State Department of Transportation, Long Island Expressway Reconstruction - Grand Central Pkwy to Van Dam Street, Seven Miles of Urban Highway, 27 Bridges, NY, Area Construction Supervisor - LiRo provided project management and design during construction, and construction inspection services, for the reconstruction of Route I-495 (Long Island Expressway) from Van Dam Street to the Grand Central Parkway. The project involved the rehabilitation of seven miles of heavily congested urban expressway. Work included full-depth concrete pavement; construction and rehabilitation of 27 bridges; installation and use of TSM/ITS; CPM scheduling; A+B bidding; night work; and extensive public outreach. The challenge of this project was compounded by staggering traffic volumes and a narrow construction corridor. This project also required extensive work at the Brooklyn-Queens Expressway interchange.

The bridge reconstruction work included such activities as the widening of the Queens Boulevard Bridge, and replacement of superstructures, and parts of substructures, at six major bridges over the LIE, including superstructure replacement of the 58th Street overpass with 16 Inverset panels, approximately 25 meters long. Other work included the replacement of entire structures, including piers and abutments; deck replacements; substructure repairs; pile driving, and the extensive painting of many existing structures. As part of our work, we redesigned various temporary entrance/exit ramps to improve the maintenance and protection of traffic (MPT). LiRo also provided complete design and construction documents for a multi-level retaining wall system, comprised of pre-cast concrete posts and panels. This project received a "Highway Award of Merit," Best of 2004, from New York Construction News (Dec. 2004); and named "Project of the Year" by Construction Management Association of America (CMAA) (April 2005). ($170 million)

New York State Department of Transportation, Cross Island Parkway/Long Island Expressway Interchange (Exits 29-32, NY, Area Construction Supervisor - LiRo provided construction inspection services for the rehabilitation of the Long Island Expressway/Cross Island Parkway Interchange. This project required the construction and/or rehabilitation of 14 bridges; widening and resurfacing of the Long Island Expressway; local NYC roadway and utility rehabilitation; extensive park/wetland mitigation work; noise and retaining wall construction; and other incidental work. The most complex construction was the replacement of the mainline bridge over the Cross Island Parkway. Development of the Long Island Expressway and Cross Island Parkway Interchange Project included unprecedented involvement with community and civic groups. Under the direction of New York State Governor George Pataki, a Reassessment Plan was developed for the project, to address the air quality, noise impacts, and park/wetland impacts. This project received active and vocal community involvement prior to, and during, the construction phase. This project was awarded "Project of the Year 2004" by the American Society of Civil Engineers. ($165 million)

New York State Department of Transportation, CI Services for Brooklyn ATM's, Gowanus-Prospect Expressway ITS, Phase, 1 ITS Improvements, NY, Area Construction Supervisor - This project included the installation of an Intelligent Transportation System (ITS) along the Gowanus Expressway corridor between the Brooklyn Battery Tunnel and Verrazano Narrows Bridge. ITS is a communications network that provides the capability of monitoring and controlling traffic from a central station. This project included daytime and nighttime operations. For nighttime operations, the contractor was required to submit a detailed Nighttime Lighting Plan in accordance with the NYSDOT Standard Specifications. ($8 million)

Carl Villa, PE

Resident Engineer

Education
A.A.S., Civil Engineering, New York City Community College

Licenses/Registrations
Professional Engineer, New York

Citizenship
US Citizen

Years With This Firm
6

Years With Other Firms
42

Employment History
LiRo, 2006 – Present

NYCT – 1975-2006

PROFESSIONAL PROFILE

Mr. Villa has more than 30 years of diversified experience in managing major rail transit projects at MTA New York City Transit (NYCT). At NYCT he served as a Capital Programs Project Manager for 11 years and served for more than 20 years in the Track and Structures Department in positions of increasing responsibility. He has been responsible for a broad range of Capital Improvements which involved extensive coordination with rail operations departments and force account construction personnel. These projects include rail yards, maintenance facilities, tunnels, rail terminals, drainage systems and employee facilities. He worked closely with the NYCT force account units to successfully coordinate their construction activities in concert with the third party contractor activities. Mr. Villa has extensive experience coordinating projects which require track outages, flag protection and provisions for alternate work spaces while construction is underway. He has been responsible for oversight of all phases of construction including the civil, structural, mechanical, electrical and architectural disciplines.

In addition to his extensive rail transit experience Mr. Villa for the past 10 years has been a consultant Resident Engineer on large municipal projects. In this capacity he has served as Resident Engineer on projects such as:

- Construction of W. 66th Street Bridge over Amtrak
- Rehabilitation of 3 Vehicular Tunnels for NYCDOT
- Clermont Construction of Sanitary and Storm Sewers and Water Mains
- Reconstruction of East 45th, 55th, and 87th Streets, Brooklyn

EXPERIENCE

MTA-East Side Access, Sr. Project Engineer- The MTA's East Side Access project is one of the largest and most complex transportation projects ever undertaken in New York City. This high-profile project will connect the Long Island Railroad (LIRR) Main Line and its Port Washington branch to a new terminal beneath Grand Central Terminal, permitting riders seamless connection between LIRR and the East Side of Manhattan, as well as Metro-North Railroad. The new connection will expand the LIRR's capacity into Manhattan, significantly shortening commute time from Long Island and eastern Queens to Manhattan's East Side, and provide a new rail station located in Sunnyside Queens. As part of this complex program, LiRo has been contracted to conduct full construction management services for several contracts, ranging from $5M $700M in value. (MTA Capital Construction, $6.4B)

MTA–LIRR, Long Island City Yard Improvements, Resident Engineer - Long Island City Yard functions as a daytime storage facility for LIRR rolling storage that utilizes the Hunterspoint Avenue Station. Mr. Villa is providing Resident Engineering Services for the work at Long Island City Yard which includes the following construction elements:

- Demolition of existing tracks, drip pans, pavement, underground piping and above ground utilities, and site clearance.
- Excavation and removal of contaminated soil
- Excavation and backfill
- Installation of new tracks
- Installation of bumper blocks to withstand 7 mph impacts
- Installation of spill collection pans at all locomotive lay-up locations
- Construction of a 2-car high level passenger platform
- Construction of 2 services platforms between the tracks to facilitate the cleaning of cars (one platform to service two trains). Each platform shall have hot and cold-water service.
- Installation of paved walkways and driveways to allow vehicular access on one side of every train and walkways on other side
- Installation of new AC power service and lighting to facilitate working between trains at night
- Installation of underground conduits for future third Rail power

- Installation of underground conduit for future 480V AC wayside power
- Installation of water along train length to be utilized to replenish water to bathrooms
- Installation of oil-water separation system to handle drainage from all collection pans
- Installation of temporary fuel piping to maintain existing service
- Installation of new fueling piping to tie-in to existing new fueling system
- Fabrication and installation of signage
- Installation of switch heaters
- Installation of sanitary and storm drainage systems

($10M)

MTA-NYCT, Yards Construction, Project Manager/Estimator - Mr. Villa was responsible for the following Capital Improvements at NYCT Yards.

- Train Wash Drainage Improvements at Pelham Yards
- Loop track and third rail installation at various yards
- Installation of water service and distribution at system-wide yards
- Yard Facilities Improvements, including roofs, windows, motorized doors, boilers, water distribution, and rest rooms
- Yard security fences at various yards including 38th Yard, Brooklyn and Westchester Yard

MTA-NYCT, Culver Line Structure Rehabilitation, Project Manager - This $50 million four-year project included repair and/or replacement of thru-span track girders, concrete mezzanine roof slabs, waterproofing, Type II modified and Type III track, rocker pins, seat brackets, chemical grouting, lighting on 13 stations, electrical services and five pump rooms with discharge lines to NYC sewers.

MTA-NYCT, Jamaica Line Rehabilitation, Myrtle Avenue and Broadway, Project Manager - This $22 million project included repair and/or replacement of top and bottom flange angles, column bases, pre-cast and poured-in-place concrete platform slabs and track work.

MTA-NYCT, Replacement of Platform Canopies and Lighting, Myrtle Avenue Line, Project Manager - This $8 million, seven-station project included electrical distribution rooms, repair of column bases, steel framing, canopy roofs, and removal of asbestos and lead paint. Work included station lighting and Con Edison services.

MTA-NYCT, Replacement of Pumping Facilities, Broadway and Nassau Lines, Project Manager - This $6 million project included replacement of pumps, piping, valves, sewer connections and new electrical service at six locations. This improvement required the relocation of NYC water mains.

MTA-NYCT, Police Quarters, Metropolitan Avenue Station, Project Manager - This $7 million project included toilets, piping, and ejector to NYC sewer, air conditioning, heating, lighting, telephones, and architectural construction for new employee quarters.

MTA-NYCT, Crew Quarters at Seventh Avenue Station, Project Manager - This $6 million rehabilitation project included interior renovations and the installation and relocation of NYC watermain, sewer construction and architectural improvements.

MTA-NYCT, Replacement of Fans and Pumps, Eighth Avenue Line, Project Manager - This $14M tunnel rehabilitation project included rehabilitated drainage discharge into NYC sewers, installation of new ventilation fans, pumps, and structural and architectural construction.

MTA-NYCT, Third Rail Installation, Project Manager - This $6 million project involved installation of third rail in tunnel with protection board, replacement of ties and running rail, and pouring of concrete.

Ronald Wilson, PE

Resident Engineer

Education

B.S., Civil Engineering, Polytechnic Institute of New York

M.B.A., Executive Management, St. John's University

Licenses/Registrations

Professional Engineer, New York

Professional Engineer, Connecticut

Professional Engineer, New Jersey

PROFESSIONAL PROFILE

Mr. Wilson has over 35 years of construction and design management experience for a wide range of diversified, multi-million dollar projects. He has successfully managed projects at airports, transit facilities, correction facilities and schools. Each of these projects included requirements for perimeter protection and security. Mr. Wilson has extensive experience with the security protocols required at transportation facilities and with coordination of construction with the Metropolitan Transportation Authority, city agencies and utility companies.

EXPERIENCE

Port Authority of New York & New Jersey, Newark International Airport, NJ, Construction Manager - This project involved the renovation of the International Departure and Arrivals Terminals (A, B, and C), and the construction of a monorail system at one of the largest airports in the metro area. Scope of work included managing the installation of perimeter protection and security systems, providing an analysis which included a rigorous inspection of existing life safety systems, a building code study, computer egress models and recommendations towards improving the overall life safety of the terminal. Additional duties included providing architectural and engineering construction documents for the aesthetic upgrading of concession storefronts, fascias, signage, lighting and expansion of concessions area. All construction was completed while maintaining the operations of both ground and air side facilities.

New Jersey Transit, Hoboken Station Improvements, NJ, Resident Engineer - Mr. Wilson is providing construction management services for this two phase project. The first phase involved the construction of a new pedestrian walkway to facilitate pedestrian access. The second phase is the restoration of the terminal exterior. Hoboken Terminal is the largest multi-modal Transportation hub in the New York metro area with approximately 50,000 commuters passing through Hoboken Terminal on a typical weekday morning. Several rail lines including NJ Transit, PATH and Hudson – Bergen Light Rail serve the Terminal connecting northern and central New Jersey to New York. NJ Transit operates bus routes from the Terminal to Hoboken, New York City, Newark and other cities in northern and central New Jersey counties. The Main and Ferry Terminal and Plaza, the Immigrant/Pullman Building, the YMCA Building, the Train Shed, and the Records Buildings are designated on the National Register of Historic Places. This project involves façade and roof repair to the existing terminal, as well as a new pedestrian walkway. The Hoboken terminal is over 100 years old and requires replenishing of copper components, roofing and flashing. The restoration of the copper components is a challenging and highly sophisticated technique. The $4.5 million terminal is expected to be completed by September 2013. The new half mile pedestrian walkway involves lighting, closed circuit TV, fencing and landscaping. The $2.5 million walkway is expected to be completed by April 2013, which is ahead of schedule and under budget. ($7 million)

New York City Housing Authority, CM/Build Requirements Contract, NY, Construction Manager - Mr. Wilson performed work on a task order basis for this project involving interior and exterior renovation of 31 high-rise buildings for the Ocean Bay Complex in Rockaway, New York. These properties all required that LiRo perform preconstruction and construction phase services. Responsibilities included managing the installation of perimeter protection and security systems, prequalifying potential construction contractors, bidding the work and ultimately entering into contract with the construction contractors. Scope of work for this project included: exterior renovations, full repointing, replacement of windows, window lintels, window sills, parapets, roof, lobby extensions and renovations, construction of stair towers as a second means of egress, landscaping, additions to daycare center and senior center, full electrical distribution upgrade, brick replacement and interior renovation. All of these projects required careful coordination with community residents so interruptions of utilities and housing access

were kept to an absolute minimum. In addition, a community liaison was necessary to keep local residents well informed as to the progress and new developments on the project. ($150 million)

New York City Department of Design & Construction, Brooklyn House of Detention for Men, NY, Project Manager - The Brooklyn House of Detention for Men, a 14-story high rise building located in downtown Brooklyn, is a maximum-security jail that houses 815 inmates. LiRo provided construction management services, including pre-construction estimates, schedules, design review, and packaging, as well as construction phase oversight and contract administration, for a major expansion to the facility. The 44,000 sf program consisted of the construction of a new inmate receiving area, visiting center, and administration space. The location of underground subway lines adjacent to two of the lot lines complicated excavation and foundation work. Additional renovation work in various sections of the existing building required a series of phased construction activities and the relocation of facility personnel and programs. The construction scope included masonry construction, structural work, HVAC, electrical, mechanical, and security systems, and asbestos abatement. Special construction included an X-ray room with special shielding requirements in the receiving area, and exterior masonry and concrete repairs in the existing building.

New Jersey School Construction Corporation, Program Management, NJ, Associate Project Manager - Mr. Wilson assisted NJSCC in program management of a $25 million NJ State Supreme Court mandated statewide school design and construction initiative. Assigned for the Jersey City School District under Hudson County with a construction budget allocated at $500 million. Responsibilities included overseeing the design consultants and the program Management Firm (PMF) ensuring that the program goals were met both in design and construction phases.

North River, Manhattan Sewer Treatment Plant
This project included inspection of the concrete foundations, installing concrete caissons and grade beam network for the plant superstructure out over the Hudson River and performing concrete testing during placement. ($15 million)

Brooklyn Navy Shipyard, NY
Mr. Wilson provided demolition inspection of the existing concrete slips in the Brooklyn Navy shipyard for the project. ($10 million)

Hunts Point Sewer Treatment Plant, NY
Mr. Wilson provided construction inspection of primary settling tanks involving concrete, piping valves and related equipment for the project. ($12 million)

Jamaica Sewage Treatment Plant, NY
Mr. Wilson provided construction inspection of settling tanks and concrete barrier wall for the project. ($13 million)

Rockaway Sewage Treatment Plant, NY, Senior Inspector
Mr. Wilson performed inspection on construction of primary settling tanks, main administration building and the effluent outfalls tanks for this project. ($20 million)

Port Richmond Sewage Treatment Plant, NY, Senior Inspector
Mr. Wilson performed inspection on the main administration building, aeration tanks, digestor buildings, and infrastructure roadway for this project. ($19 million)

Coney Island Water Pollution Control Panels, NY
Under a task order assignment, replaced and upgraded chemical and petroleum bulk storage tanks, equipment and related facilities; and replaced and upgraded of the facility's fire alarm systems.

Jinhyung Chung, Ph.D., P.E.
Instrumentation & Acoustics

EDUCATION
University of Illinois at Urbana-Champaign, Urbana, IL: Ph.D. in Civil Engineering
Yonsei University, Seoul, Korea: M.S. in Civil Engineering
Yonsei University, Seoul, Korea: B.S. in Civil Engineering

PROFESSIONAL REGISTRATIONS
Professional Engineer: New York, New Jersey, and California
Member: Institute of Noise Control Engineering (INCE)
NYCDEP-approved Noise Consultant
NJDEP-Certified Community Noise Enforcement

EXPERIENCE SUMMARY
Dr. Chung has over 17 years of environmental and geotechnical engineering experience in field investigations, instrumentation, design, construction, laboratory testing and evaluation. He has extensively worked on geo-synthetic clay liner research projects, landfill development projects, geo-environmental engineering including landfill materials, and projects involving geotechnical and environmental site instrumentation monitoring.

CHRONOLOGICAL HISTORY OF EMPLOYMENT
February 2009 to Present, Distinct Engineering Solutions, Inc., North Brunswick, NJ
January 2006 to January 2009, Paulus Sokolowski & Sartor, Warren, NJ
Jan. 2005 to Dec. 2005, Univ. of Illinois at Urbana-Champaign (Postdoctoral Research)
August 1998 to Dec. 2004, Univ. of Illinois at Urbana-Champaign (Research Assistant)
March 1993 to June 1998, LG Construction Co., Seoul, Korea

REPRESENTATIVE PROJECTS
NYC Department of Transportation, Reconstruction of Belt Parkway Bridges over Fresh Creek, Paerdegat Basin, and Rockaway Parkway, Brooklyn, NY (2009-present): Dr. Chung is Project Manager for geotechnical monitoring during construction. He performed slope stability and settlement analyses for roadway embankments, evaluated drawdown loads on piles, and estimated the effect of surcharge on the acceleration of consolidation settlement; allowing the contractor to reduce construction duration by 6 months. A Geotechnical Instrumentation and Monitoring Plan was developed, including installation of prisms, tilt meters, seismographs and piezometers. He is responsible for monitoring ground and structural settlement, tilt and vibrations, and groundwater levels; and preparation of weekly and monthly reports. Data is collected using an automated monitoring technique that sends real-time alarms and notifications to project engineers so that corrective actions can be undertaken expeditiously, as necessary.

Metropolitan Transportation Authority Capital Construction (MTA CC), Second Avenue Subway 72nd Street and 86th Street Stations, Manhattan, NY (2009-present): Dr. Chung is the Project Manager in charge of environmental monitoring and inspection of special equipment on the 72nd Street Station project site. He prepared the Noise Control, Monitoring and Mitigation Plan, and planned and executed the Baseline Noise Monitoring Study, a Muck Enclosure System Simulation Study, a Test Blasting Noise Monitoring Equipment Study on the Vent Fan and Generator, and a Sound Barrier System Integrity Study. On the 86th Street Station project, he reviewed project specifications, the Geotechnical Data Report, and the Environmental Investigation Report; and developed the Geotechnical Instrumentation, on-site and off-site Soil and Groundwater Contamination Disposal, Emergency Management, and Air Monitoring Plans.

NYC Economic Development Corporation, Newtown Creek Green Infrastructure Bioswales-Yellow Area, Brooklyn, NY (2013): Dr. Chung was responsible for Quality Control of work procedures, field information generated from on-site field investigations, reporting, and project delivery methods for development of subsurface information for construction of Right-of-Way Bioswales, Stormwater Greenstreets, and other stormwater management practices in order to comply with state and federal regulations regarding water quality attainment and mitigation of combined sewer overflows.

MTA CC, No. 7 Subway Line Extension, Sites K & L, Manhattan, NY (2010-2013): Dr. Chung was the Project Manager in charge of environmental project management in environmental monitoring and inspection of special equipment. He prepared the approved Noise Control, Monitoring and Mitigation Plan, and planned and executed the Baseline Noise Monitoring Study. He performed design/planning, data collection and weekly report preparation of community air monitoring and sound level monitoring, and site environmental inspection and consulting.

NJ TRANSIT and Port Authority of New York & New Jersey, Trans-Hudson Express (THE) Tunnel Project, NY and NJ (2006-2010): Dr. Chung was the Geotechnical Engineer, designed and supervised preliminary and final phase design of an 80-acre rail yard in Kearny, NJ, which was one of the major contract parts of THE Tunnel Project. He performed the 30-foot high fill stability and settlement analysis, long term settlement surcharge control and design, stability design using lightweight fill and geosynthetic materials, historic and current geotechnical instruments data review including 20-foot high in-situ test embankment program analysis. He created a new analysis method and applied it to evaluate settlement at a total of more than 200 locations covering the entire 80-acre site to evaluate long-term and construction settlement considering geotechnical laboratory test results and in-situ instrumentation data.

Phipps Housing, Courtlandt Corners, Bronx, NY (2009): Dr. Chung was the Project Manager in charge of geotechnical and environmental monitoring for this remediation site, part of a brownfield redevelopment project. He was responsible for pre- and post-construction building condition surveys, stability monitoring and analysis of excavation and adjacent buildings using various geotechnical and environmental instrumentation; inclinometer and vibration monitoring with seismograph; and existing building monitoring with a crack gauge.

Kingsland Park Sanitary Landfill Project, Lyndhurst, NJ (2007): Dr. Chung was the Project Manager in charge of engineering for this landfill redevelopment project. His responsibilities included slope stability, settlement analysis, historic and current geotechnical instruments – inclinometer, vibrating wire piezometer, borehole extensometer and settlement plate data review. Using laboratory test results and instrument data, a settlement analysis system was developed for short-term and long-term site ground settlement prediction.

Meadowland Golf Redevelopment Project/Arlington Valley Redevelopment, Rutherford, NJ (2006-2007): Dr. Chung was the Project Manager responsible for geotechnical analysis and design of the landfill site which lies on top of more than 100 feet of a Hackensack varved soft clay layer. His responsibilities for this redevelopment project included settlement analysis and surcharge design, construction/long-term stability analysis, structural design of retaining wall, MSE Wall, pile, and instrumentation data analysis – inclinometer, extensometer, VW Piezometer, etc. He also provided field inspection of subsurface investigation, dynamic compaction, wick drain installation observation, and instrument installation/reading.

Giorgi Khardzeishvili, P.E.
Construction Project Manager

EDUCATION
M. S. in Geotechnical Engineering, Rutgers University
M. S. in Structural Engineering, Georgian Technical University
B. S. in Civil and Industrial Engineering, Georgian Technical University

PROFESSIONAL REGISTRATIONS
Professional Engineer: New York, New Jersey, Ohio, Pennsylvania, Maryland, Alabama

EXPERIENCE SUMMARY
Giorgi Khardzeishvili has over 18 years of construction management and geotechnical engineering experience. His areas of expertise include liquefaction and seismic evaluations; engineering shallow and deep foundation systems; soft and hard rock treatment, excavation, and vibration monitoring; surcharging of organic soils and loose sand; temporary and permanent lateral support systems; waterfront structures; dams; bridges; retaining walls; and geotechnical instrumentation, non-destructive testing and heavy construction inspections.

CHRONOLOGICAL HISTORY OF EMPLOYMENT
2010 to Present, Distinct Engineering Solutions, Inc., North Brunswick, NJ
2008 to 2010, GZA GeoEnvironmental, Inc., Fairfield, NJ
2005 to 2008, Langan Engineering & Environmental Services, Inc., Elmwood Park, NJ
2002 to 2005, Gannet Fleming, Inc., South Plainfield, NJ
2000 to 2002, Rutgers, The State University of New Jersey, New Brunswick, NJ
1999 to 2000, Geocell, Ltd, Tbilisi, Georgia
1996 to 1999, Institute of Structural Mechanics and Earthquake Eng., Tbilisi, Georgia

REPRESENTATIVE PROJECTS
Metropolitan Transportation Authority (MTA) New York City Transit, Pelham Line Stations, Bronx, NY (2013-present): Mr. Khardzeishvili is the Special Inspector of Record overseeing construction inspection operations and personnel. The work includes concrete and rebar inspections, collecting concrete and grout samples, laboratory testing of the collected materials, welding inspections, and bolting inspections.

MTA Long Island Rail Road, East Side Access 55th Street Ventilation Facility, Manhattan, NY (2012-present): Mr. Khardzeishvili is the Special Inspector of Record overseeing construction inspection operations and personnel. The work includes concrete and rebar inspections, collecting concrete and grout samples, laboratory testing of the collected materials, tie-back anchor installation observation and testing, welding inspections, bolting inspections, soil compaction inspections, coordination with MTA and the contractor, and reporting.

Kiewit Infrastructure Company, Massapequa Park Viaduct, Massapequa Park, NY (2013): Mr. Khardzeishvili was the Construction Manager overseeing the replacement of rail fasteners for this Long Island Rail Road project. He was responsible for the development and implementation of the Inspection Program for anchor insert installation, including pull and torque tests, and inspection of production bolts.

New York City Economic Development Corporation, Hurricane Sandy Relief, Rockaway Beach Redesign, Rockaway, NY (2013): Mr. Khardzeishvili was responsible for evaluation of existing pile capacity following Hurricane Sandy, including the design and

implementation of the Pile Evaluation Program for about 4,800 piles using Echo/Impulse and Ultraseismic testing, driving five new H test piles, and evaluating existing pile depths.

MTA Capital Construction, Subway 7 Line Extension, Site K Ventilation Building and Site L Access Shaft and Ventilation Building, Manhattan, NY (2010-2012): Mr. Khardzeishvili was the Construction Manager overseeing construction inspection operations. The work included subgrade and fill placement inspections; collecting concrete and grout samples; laboratory testing of the collected materials; observation and testing of anchor and dowel installation, and tie-back and toe-pin anchor installation; rebar and welding inspections; coordination with MTA and the contractor; and reporting. The work also included installation, monitoring and reporting of noise, air, settlement, and vibration monitoring instrumentation.

New York City Department of Transportation, Belt Parkway over the Paerdegat Basin, Fresh Creek Basin, and Rockaway Parkway, Brooklyn, NY (2010-2013): Mr. Khardzeishvili was the Construction Manager for the widening/improvement of three Belt Parkway bridges. Work included subsurface investigations; inspecting soil boring operations and undisturbed soil sampling; identifying and classifying soil; settlement analysis; geotechnical instrumentation; and preparation of the Geotechnical Instrumentation and Monitoring Plan. Work also included Installation of piezometers, geophones, tiltmeters, survey prisms, and an automated remote monitoring system.

Erbograph Building Redevelopment, New York, NY (2009-2010): Mr. Khardzeishvili was the Construction Engineer for a seven-story residential building supported on spread footings bearing on weathered rock. Work included foundation system analysis, tie-down anchor design, oversight of the subgrade and tie-down anchor inspections, preparation of a Geotechnical Report, and coordination with the Structural Design Engineer.

MTA Long Island Rail Road, East Side Access, Queens, NY (2008): Mr. Khardzeishvili was the Construction Engineer overseeing construction of a slurry wall for the tunnel boring machine launching pit in Sunnyside Rail Yard. Work included coring through the slurry wall and rock, conducting packer tests, and rock and interface pressure grouting. Responsibilities included development of subsurface profiles, creation and maintenance of a Master Data Spreadsheet, interpreting test results and providing recommendations.

Tower 111, 100 32nd Street, New York, NY (2007-2008): Mr. Khardzeishvili developed and supervised the geotechnical investigation for a proposed 60-story residential tower construction project. He collected available fire insurance map (Sanborn) data; reviewed department of buildings, NYCT subway, PATH, LIRR, and AMTRAK records; conducted all related design calculations including seismic evaluation, and prepared the foundation geotechnical report. He obtained MTA approvals for the excavation support system, and prepared pre-construction survey reports for the adjacent buildings. Significant foundation design and construction challenges included very high concentrated compressive and uplift loads, and the close proximity of active bored and cut/cover subway tunnels.

1 Hunters Point Development, New York, NY (2005-2007): Mr. Khardzeishvili conducted pile compressive and lateral load analysis, and prepared final design recommendations for driven piles and mini-caisson foundations. He evaluated potential vibration effects on the Queens-Midtown tunnel; prepared a Vibration Monitoring Plan for the Queens-Midtown Tunnel; arranged Pre-construction survey for adjacent structures; and prepared a Pre-construction Documentation Report. He communicated with MTA and other New York City agencies to facilitate construction. He supervised static and dynamic load testing, production pile driving, and mini-caisson installation operations.

Construction Inspectors Resumes

Michael Bonasia, EIT, LEED AP

Inspector

Education
B.S., Electrical Engineering, New York Institute of Technology

Licenses/Registrations
LEED AP

Engineer-In-Training, New York

Certifications
OSHA 10 Certified

OSHA 30 Certified

PROFESSIONAL PROFILE

Mr. Bonasia has over 20 years of construction management experience on major multi-million dollar public projects in New York. Mr. Bonasia's experience on these projects has involved management and coordination of multiple construction contractors, construction scheduling, cost estimating, change order negotiations and resolution of engineering and field changes. He has been trained by OSHA certified teachers and the MTA Long Island Rail Road (LIRR) in worker safety training and has a thorough knowledge of LIRR operations, specifically with force account work.

EXPERIENCE

MTA-CC, East Side Access, Resident Engineer - The MTA's East Side Access project is one of the largest and most complex transportation projects ever undertaken in New York City. This high-profile project will connect the Long Island Rail Road (LIRR) Main Line and its Port Washington branch to a new terminal beneath Grand Central Terminal. The project includes the construction of five ventilation buildings; a new transportation terminal, located 135-feet below Grand Central Terminal; a new passenger station at Sunnyside, Queens; train storage facilities; and 50,000 feet of track. An additional aspect of the project is the reconfiguration of Harold Interlocking and the installation of new systems components, including signals, communications, power and security. ($7.2 billion)

MTA-LIRR, On-Call Construction Management and Associated Services, Resident Engineer - LiRo has provided construction management and associated services to LIRR since 1994 for more than 100 assignments. LiRo provides personnel and is on call to handle a broad range of construction projects. The projects range from $1 million for estimating and support services to more than $100 million in shops, yards, track, stations, buildings, bridges, parking and rail systems. ($1 billion)

New York State Department of Sanitation, Environmental Remediation and Demolition of the South West Brooklyn, Greenpoint, and Hamilton Avenue Incinerators, NY, Resident Engineer
Mr. Bonasia was responsible for preconstruction planning and construction oversight for the environmental abatement and demolition of three decommissioned incinerator facilities. Demolition was performed adjacent to a new structure and while surrounding businesses continued normal operations. Safety, dust and debris control and coordination were essential to the success of the project. Tasks included environmental monitoring, waste tracking, permitting, utility coordination, compliance with Federal, State and local regulation and health and safety regulations governing hazardous and contaminated waste. ($9 million)

State University of New York, Stony Brook Hospital Major Modernization Project, Stonybrook, NY, Superintendent - This project included construction of a 65,000 sf Ambulatory Care Pavillion, consisting of outpatient cancer services and state-of-the-art medical equipment. The project was designed to comply with a Certification Level according to the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Rating System. ($187 million)

New York City Department of Design & Construction, Rikers Island Reconstruction of Perimeter Alarms and Upgrades at SOD Control Room, NY, Resident Engineer - This project included installation of new perimeter alarm home runs which were compatible with the previous alarm devices and devices DDC plans to install in the future, as well as upgrades to SOD Control Room including new security equipment and associated furniture, general and electrical renovations, electrical service upgrade and installation of new A/C systems. ($5.5 million)

Michael Bonasia, EIT, LEED AP

Inspector

New York City Department of Design & Construction, Rikers Island Staff Locker Room Building, NY, Resident Engineer - LiRo provided Construction Management services under a DDC CM/Build Requirements Contract for a new staff locker room facility at the CIFM complex on Rikers Island. The scope of work for this project included a new 18,500 sf pre-engineered structure, an existing security fence relocation, new utility services and site work to accommodate 200 cars. ($7 million)

New York City Department of Design & Construction, Bronx House of Detention, NY, Resident Engineer - This project involved demolition and new construction of facility main kitchen; renovation of pantries, barber shops, and staff dining area; new construction of eight story elevator tower and site work; and installation of new fire/life safety systems. Responsibilities included management, administration and coordination of multiple contractors in accordance with a court-mandated schedule while maintaining daily operation of the facility. ($21 million)

New York City Department of Design & Construction, System-wide Kitchen Renovation Program, NY, Resident Engineer - The program required that kitchen facilities, feeding lines, and supporting services at 15 correctional facilities throughout Rikers Island, Queens, Brooklyn, Manhattan, and the Bronx be upgraded in accordance with a court-mandated schedule while maintaining DOC operations, feeding schedules, and food quality during construction. To accommodate the new equipment required for the program, the electrical and mechanical infrastructure of the facilities were expanded, and additional utility service was provided. The work was phased so that while some facilities undergo construction, they were provided food from nearby facilities. ($50 million)

New York City Department of Design & Construction, Kitchen/Food Service Facility Renovations, Department of Corrections System-wide Upgrades, Short Term Program, NY, Resident Engineer - This project involved the rehabilitation of kitchen facilities at seven locations on Rikers Island, including particular attention to logistics, security, and scheduling. The overall program involved the construction of a central cook and chill production facility (off Rikers Island), the reconstruction of existing kitchens and construction of pantries. In cooperation with the Department of Correction, construction was phased so as to maintain food services during construction. ($200 million)

Manhattan Supreme Court Restoration and Renovation, NY, Project Engineer - This project involved the administration and management of the electrical contract, which included demolition and new installation of lighting, power, building electrical service, fire alarm and security systems. Duties included quality assurance, project coordination, scheduling, document control, progress payments, change orders, and cost estimating. ($35 million)

New York City Department of Design & Construction, Rikers Island Correctional Facility Emergency Expansion of Low and Medium Security Buildings, NY, Field Engineer - Mr. Bonasia monitored all aspects of construction for quality assurance, conformance with contract documents, and compliance with code requirements. Duties included preparation of correspondence, daily reports, contract scheduling, and project coordination. ($83 million)

Anthony Caggiano

Inspector

Education

B.S., Industrial Engineering, City College of New York

Certifications

IFCI UST Decommissioning Certified

IFCI UST Installation/Retrofitting Certified

OSHA Confined Space Entry Certified

PROFESSIONAL PROFILE

Since joining LiRo, Mr. Caggiano has been involved in requirements contracts involving multi-site, Wicks law projects. Over the years, he has become an expert in managing and coordinating these projects from design through construction. He possesses both the technical and communication skills required to create workable designs, coordinate and schedule with individual facilities, package the overall project and inspect and document the construction. Over the past 20 years, he has performed work at over 600 facilities citywide for the FDNY, New York City Department of Sanitation, New York City Department of Environmental Protection and NYPD sites. Work has included tank replacement and upgrades, fire suppression, petroleum remediation, contaminated soils and residuals disposal, gas conversions and emergency generator installations.

EXPERIENCE

MTA-NYCT UST Programs, NY, Assistant Project Manager: Duties included supervision of pre-design investigation, design review, development of subcontractor prequalification and RFB's, cost control, cost estimating, and change order review. Responsibilities also included construction oversight of tank installation and groundwater remediation at 14 facilities in all five Boroughs, and on-site monitoring of system startup and testing.

Six NYC Department of Design and Construction Petroleum Storage Tank Projects, Project Manager/Assistant Project Manager: These five projects with a total value of $120 million involved the construction management of replacement/ upgrade/decommissioning of 700 ASTs and USTs at over 600 city sites, fire suppression at over 50 city sites and site remediation at more than 114 sites. Responsibilities included site investigation, design review, development of subcontractor RFPs subcontractor prequalification, bonding, insurance and vendex certification. Duties also involved maintaining of schedules, utilizing Primavera, monthly status reports, shop drawing review, ISRP and SSIP review, requisition review, cost control, cost estimating, progress payment requests, punch lists, maintenance and warranty controls, change order processing and approvals. The project required close coordination with NYC Department of Design and Construction NYS Department of Environmental Conservation client agencies, subcontractor personnel, and field inspection on multi-site, multi-contractor construction.

Design and Construction Management for Installation of FDNY Emergency Generators, Citywide, Project Manager: Responsibilities included site investigation, design review, development of subcontractor RFBs, subcontractor pre-qualification, required insurances, bonds and vendex certification. Duties also included schedule maintenance, shop drawing review, requisition review, cost control, cost estimating, change order processing and approval, progress payment requests, substantial completion requests, punch lists, and maintenance and warranty controls. The project required close coordination with NYC, DDC, FDNY, subcontractor personnel, and field inspection on multi-site contractor construction.

Design and Construction Management for Installation of ETHANOL (E85) Petroleum Storage Tanks and Fire Suppression at 4 Locations for the Department of Sanitation, Project Manager: Duties included site investigation, design review, development of subcontractor RFBs and Subcontractor prequalification. Duties also included scheduling, drawing review, cost control, estimating, change order processing and approval, progress payment requests, substantial completion, punch lists and maintenance. Close coordination with DSNY, FDNY, subcontractors and field inspection.

Tank Upgrade and Fluid Distribution System Installation at NYC Department of Sanitation Central Repair Shop, Assistant Project Manager: Duties included participation in determining motor vehicle fluid system requirements, design and installation. The project included the

location and subsequent removal and/or replacement and remediation of sixteen (16) USTs consistent with the relevant State, Federal and City requirements governing these tanks. The project required close coordination with DSNY personnel so as to minimize disruption to the daily activities of the garage operations during tank installation. The need for coordination was most critical during snow removal activities when the vehicle traffic was at a maximum due to the addition of plows, sanders and salt trucks to the normal collection vehicles.

Tank Upgrade and Fluid Distribution System Installation at NYC Housing Authority, Assistant Project Manager: Duties included supervision of pre-design investigation, design review, scheduling, cost control and shop drawing review. Responsibilities also included the overall supervision of construction for the removal, replacement, and remediation of USTs on a multi-site project.

Mendon Truck Leasing, NY, Assistant Project Manager: As assistant project manager duties included subcontractor development, design review, cost control, change order processing and review, and supervision of the installation of a 600cfm multi phase extraction system for the removal and treatment of free product, soil vapor and groundwater contamination, recovered utilizing a medium liquid ring pump manifolded to 14 recovery wells. The free product and groundwater was treated through a series of separation tanks and an oil/water separator. The groundwater was then stripped and discharged to the sewer system.

Prior to joining LiRo, Mr. Caggiano has had 30 years experience in cost estimating/scheduling and project management in the electronics industry. Duties included the overall supervision of these functions on a multi-contract basis. He has worked for companies such as Otis Elevator and Frequency Electronics as project manager for multi-million dollar government contracts.

Gerald Calpin

Inspector

Education

Civil Engineering, Penn State University

NACE Coating Inspector III

SSPC C3 Supervisor/Comp. Person (Deleading Ind Stru)

PROFESSIONAL PROFILE

Gerald Calpin has over 25 years of experience in the protective coatings and corrosion control field, with expertise in inspection, failure analysis, condition surveys and coating-related work in numerous industries. He has been responsible for oversight and inspection of lead paint removal on numerous projects and has provided lead awareness and coating inspection training to field personnel. Mr. Calpin's work experience encompasses a wide range of facilities, including bridges, nuclear, fossil fuel, cogeneration power plants, petrochemical plants and wastewater facilities. Mr. Calpin also has related experience in cathodic protection testing, surveys and pipelines, tanks and equipment coating design.

EXPERIENCE

New York State Department of Transportation, Painting of 12 Bridges and Viaducts along the Long Island Expressway, NY, Project Manager - Mr. Calpin was the Project Manager on this project which included cleaning and painting of 12 bridges and viaducts along the Long Island Expressway, beginning with abrasive blasting in accordance with SSPC-SP10. The existing paint on the structure contained lead; therefore, all surface preparation activities were performed with a Class 1A containment structure, to protect the environment, as well as the workers on the project. ($28 million)

MTA - Bridges and Tunnels, Construction Management & Inspection Services for TN-87B, Anchorage & Tower Protection at the Throgs Neck Bridge, NY, Coating Specialist - This project included the cleaning and painting of steel fender frames. Mr. Calpin provided technical support for this unique coating operation in the tidal areas. The coating work required scheduling around low and high tides to accomplish the surface preparation and coating application. ($5 million)

MTA - Bridges and Tunnels, Triborough Bridge Deck Replacement on the Wards and Randall's Island Viaduct (TB-64B), NY, Technical Advisor - This project involved the reconstruction of the Wards/Randall's Island Viaduct, new coatings, bearing replacement on the Queen's Approach and Bronx Truss, construction of new ramps, access road construction on Randall's Island and widening of the Queens to Manhattan Ramp. Mr. Calpin was the technical advisor for coatings work on this project where over two million-sf of existing steel was blast cleaned and coated on the Queens & Ward's Island Anchorage, Triborough Bridge Main Span and the Ward's/Randall's Island Viaducts with a value of over $40 Million. ($282 million)

MTA - Bridges and Tunnels, Verrazano Narrows, Bronx Whitestone, Triboro, Throgs Neck, and Henry Hudson. Bridges, NY, Resident Engineer - Mr. Calpin provided resident engineering services for this contract (GFM-338), which included maintenance painting, and the complete recoating of all Triborough Bridge and Tunnel Authority bridge structures. Mr. Calpin provided inspection services for this contract, which included material testing for other TBTA projects (BW-10 and VN-29), on the Verrazano Narrows and Bronx Whitestone bridges. ($18 million)

New York City Department of Transportation, Protective Coating of the Queensboro Bridge, NY, Project Manager - Mr. Calpin provided resident engineering inspection and environmental monitoring of the Queensboro Bridge Project. This bridge painting project was likely the largest of its kind in the U.S. Mr. Calpin reviewed and monitored contractor operations, including cleaning, surface preparation, and application of protective coating. He also provided testing services, and the monitoring of hazardous waste evaluation, containment, and disposal procedures. ($170 million)

New York City Department of Transportation, Protective Coating of the Washington and Pulaski Bridges, NY, Project Manager - Mr. Calpin provided resident engineering inspection and environmental monitoring of the protective coating of the Washington and Pulaski bridges. Mr.

Gerald Calpin

Inspector

Calpin reviewed and monitored contractor preparations and operations, including cleaning, surface preparation, and the application of protective coatings. ($13 million)

New York City Department of Transportation, Protective Coating of East 149th Street/Woodlawn Avenue Bridges over Metro North and Broadway Bridge over the Harlem River, NY, Project Manager - The 149th Street and Woodlawn Avenue bridges required hand and power tool cleaning, and over coating. Mr. Calpin reviewed and monitored contractor preparations and operations, including cleaning, surface preparation, and application of the protective coating. Mr. Calpin also oversaw testing and monitoring services, for hazardous waste evaluation, containment, and disposal procedures. Tasks performed on the Broadway Bridge included abrasive blasting to remove lead paint, and recoating it with a conventional zinc/ epoxy/ urethane system.

MTA - Bridges and Tunnels, Protective Coating and Structural Steel Repairs for the Henry Hudson Bridge, NY, Project Manager - Mr. Calpin provided oversight of resident engineering, inspection and environmental services for this lead paint removal and repainting project for the Henry Hudson Bridge. The scope of work included structural steel repairs and monitoring of all work associated with abrasive blasting and repainting. Mr. Calpin also oversaw other tasks, including structural steel repairs, and identifying any members that required additional repair after blasting. ($25 million)

MTA - Bridges and Tunnels, Protective Coating of the Triborough Bridge, NY, Project Manager Mr. Calpin oversaw the resident engineering, inspection and environmental services. This required lead paint removal, and the repainting of the Triborough Bridge, under Contract TBM-350. Mr. Calpin supervised the inspection of the abrasive blasting, and the recoating of all existing elements, while protecting newly-installed components associated with the re-decking work. ($18 million)

Port Authority of New York & New Jersey, George Washington Bridge, NY, Project Manager, This project entailed the repainting of the lower portion of the New York tower. Mr. Calpin provided inspection services on the removal of lead-based paint by abrasive blasting, and it's recoating with a zinc/epoxy/urethane system. ($10 million)

Port Authority of New York & New Jersey, Outerbridge Crossing, NY, Project Manager - For the repainting of the main truss, Mr. Calpin provided inspection services for the removal of lead-based paint by abrasive blasting, and the recoating with a zinc/epoxy urethane system. ($15 million)

Port Authority of New York & New Jersey, Goethals Bridge, NY, Project Manager - This project required the repainting of structural steel on the through truss. Mr. Calpin provided inspection services for the removal of lead-based paint by abrasive blasting, and recoating with a zinc/ epoxy urethane system. ($14 million)

New York City Department of Transportation, Manhattan Bridge, Brooklyn and Manhattan, NY, Project Manager - As Project Manager for the $60 million inspection of the repainting of the south side of the structure, Mr. Calpin provided inspection services on this project, which required the removal of lead-based paint by abrasive blasting, and the recoating with a moisture- cured urethane system.

New York State Thruway Authority, Catskill Bridge, Leeds, NY, Project Manager - Mr. Calpin provided resident engineering and inspection services for the repainting of the entire structure. Mr. Calpin provided inspection services, on work that included: the removal of lead-based paint by abrasive blasting, and the recoating with a zinc/epoxy urethane system. ($7 million)

Richard Calvert

Inspector

Education
A.A.S., Union College

Union County Technical Institute

Certifications
OSHA 10 Certified

PROFESSIONAL PROFILE

Mr. Calvert has worked on many public works projects and is responsible for contract management and administration, inspection, quality assurance/quality control procedures and enforcement in conformance with established procedures and policies. His duties include the preparation, review and approval of contractor payment breakdowns, monthly requisitions, change orders, progress reports and job correspondence.

EXPERIENCE

New York City Economic Development Corporation, Yankee Stadium Redevelopment, NY, Resident Engineer / Senior Inspector - LiRo was responsible for providing construction management services for the design and construction work that is required of the City of New York as part of the Yankee Stadium Agreement. Work included:

- Demolition of several building at the Bronx Terminal Market
- Removal of contaminated soils at the Bronx Terminal Market site
- Installation of turf baseball fields and additional recreational facilities at two sites in the adjacent neighborhood
- Restoration of retaining walls along 161st Street including baseball logos in time for the April 2009 baseball season
- New sidewalk bridge for McCombs Dam approach
- Streetscape improvements

($90 million)

New York City Department of Design & Construction, FDNY Engine Company 201 CM/Build Contract, NY, Inspector - A CM/Build Contract which includes the demolition of an existing single bay firehouse and construction of new steel framed, 12,000 sf masonry firehouse. Due to community requirements a swing space was prepared which include all FDNY operational requirements prior to the demolition of this firehouse. This site is located on a main Brooklyn thoroughfare and is adjacent to a MTA subway tunnel. The demolition, foundation and structural work will all be monitored so as to not impact the MTA and the adjoining buildings. The project will include all required FDNY systems. ($10 million)

United States Postal Service, On-Call Construction Management Services, NY, Site Coordinator
LiRo provided construction management services to the U.S. Postal Service under an indefinite quantity contract. The contract demanded both construction management and engineering/architectural expertise, with complete CADD capabilities. The work, which was performed for the New York Facilities Service Office, encompassed Post Office construction projects in the New York area. LiRo's specific responsibilities included:

- Design Consultation, Coordination, Estimating, Coordination Drawings
- Project Management, Coordination, Scheduling and Progress Surveillance
- Construction Planning and Cost Estimating
- Surveillance of Quality Control and Inspection of Construction
- Contract Document Interpretation
- Administration of Project Documents and Records
- Claims Analysis and Defense

($59 million)

New York City Department of Sanitation, Manhattan 5 Garage and Repair Shop, NY - LiRo provided construction management services for the construction of a new garage and repair shop located adjacent to Gansevoort Incinerator. The new structure is a two-story building with approximately 15,000 sf of usable space. The project has four prime contractors and contains six maintenance bays for vehicle repair four and for building maintenance (2). Also included are

offices and storage space for operative personnel, locker rooms, lunch rooms and toilet facilities. Building systems include a fluid dispensing system, security monitoring systems, underground drainage/oil separators, underground storage tanks (UST) and public address. Mr. Calvert was responsible for the coordination of trades, logistics, change orders, and monthly meetings. ($6 million)

New York City Department of Design & Construction, Brooklyn House of Detention for Men Additions and Renovations, NY - Construction administration of project including a four-story addition to the existing detention facility (44,000 sf,) renovation of the existing medical and dental facilities, and modifications to the administration offices. ($19 million)

New York City Department of Design & Construction, Rikers Island Adolescent Reception Center - Facade Reconstruction, NY - This project included administration and coordination of multi-prime contracts. ($18.4 million)

New York City School Construction Authority, Reconstruction PS 98 Manhattan, NY - This project included the renovation of classrooms, gymnasiums, auditorium, cafeteria and kitchen facilities as well as extensive exterior masonry, roofing and site work improvements. ($15 million)

Nassau County Department of Public Works, Bay Park Water Pollution Control Plant, NY, Assistant Resident Engineer
Mr. Calvert monitored the renovation of the facilities sewer maintenance building. ($2 million)

New York City Department of Design & Construction, Brooklyn House of Detention for Men Facade Reconstruction for Local Law 10 Compliance. ($5 million)

New York City Department of Design & Construction, Brooklyn House of Detention for Men Reconstruction of Laundry Facilities - This project involved administration and coordination of multi-prime contracts. ($2.1 million)

New York City Department of Design & Construction, Rikers Island - Additions to and Renovation of Laundry Facilities - This project involved administration and coordination of multi-prime contracts. ($2 million)

Rikers Island Women's Correctional Institute - 372 Cell Addition - This project involved administration and coordination of multi-prime contracts.

New York City Department of Sanitation, Central Repair Shop in Woodside, NY, Resident Engineer - This project included a rehabilitation involving administration and coordination of multi-prime contracts. ($5 million)

Viorel Chirila, N-IV

Inspector

Education
B.S., Civil Engineering, Polytechnic Institute, Romania

Certifications
NACE Coating Inspector II

NICET IV

PROFESSIONAL PROFILE

Mr. Chirila offers the ideal background for a bridge engineer. He has served as a field engineer for a major bridge construction contractor; a structural steel detailer for a bridge component fabricator; a bridge designer; and a resident engineer or chief inspector on numerous major bridge projects. This unusual combination of bridge design, inspection, fabrication, and construction experience gives Mr. Chirila a comprehensive understanding of bridge construction programs. Mr. Chirila's experience includes a broad range of bridge types, from historic cast-iron truss bridges to major suspension bridges. He also has worked extensively on every type of moveable bridge.

EXPERIENCE

MTA TBTA Robert F Kennedy Bridge Ramp Reconstruction (RK-73), Chief Inspector- This contract to reconstruct the MQ Ramp of the RFK Bridge is Triborough Bridge and Tunnel Authority's largest design-build contract to date. This ramp is a 1,850' long bridge that starts immediately to the south of the Bronx Toll Plaza and continues to the south towards Queen and merges with the Queensbound Main Line. It carries two lanes of traffic from Manhattan to Queens with a design speed limit of 35 miles per hour.

The existing bridge sidewalk will be eliminated and the pedestrian ramp will be demolished. This will allow the new bridge to be 48'-6" wide. The scope of work of this project includes replacement of the steel superstructure with a new galvanized steel superstructure and a concrete deck. The piers will be retrofitted, certain piercaps will be lengthened to accommodate the wider superstructure and spalled concrete of all piers will be repaired. New roadway lighting, a traffic gantry and signage will be added. The bridge will be upgraded to support HS-25 live load and will be designed for seismic resistance. Seismic isolation bearings will replace existing rocker bearings, and existing foundations will be strengthened as necessary. About 30 soil borings have been taken, cross-hole measurements at two locations have been carried out to determine appropriate seismic design criteria. (MTA-TBTA, $50M)

Triborough Bridge Deck Replacement on the Wards and Randall's Island Viaduct (TB-64B), Chief Inspector - This project, valued at $282 million, is the TBTA's largest bridge project to date and involved the reconstruction of the Wards/Randall's Island Viaduct, new coatings, bearing replacement on the Queen's Approach and Bronx Truss, construction of new ramps, access road construction on Randall's Island and widening of the Queens to Manhattan Ramp. LiRo was the prime consultant on this joint venture project.

- *Ward's / Randall's Island Viaducts* - The existing deck (over 480,000 sf) was replaced with composite units of structural steel cross beams and post tensioned precast concrete. The Ward's/ Randall's Island Viaducts received new armored joints, rosphalt overlay, side and median barrier, improved storm drainage and new steel and cast in place (post-tensioned) brackets and stringers for the widening of the existing roadway. Over 22 million pounds of new structural steel were installed.
- *Ramp Construction* - Two new on and off ramps will be constructed in conjunction with a 5000 LF surface road on Ward's Island. The majority of the ramps were elevated and a portion was built with new retaining walls. Ramps construction included new foundations on piles, new columns, new steel girders, reinforced cast in place deck slabs, and new side barriers. The existing pedestrian walkways were eliminated and replaced by one new pedestrian ramp. A portion of the ramp was cantilevered with cast in place concrete brackets and a steel grid concrete deck. The remaining portion was built with retaining walls and concrete walkway down to grade level. In addition, a new stair tower was constructed on the pedestrian walkway with new piers and columns. The Queens to Manhattan Ramp was widened to allow for three lanes to access Manhattan. A portion of the existing roadway deck was removed and construction of new foundations on piles, new columns, new girders, and reinforced cast in place deck slab constructed.

- *Bearing Replacement* - Approximately 740 bearings were replaced on the Queens Viaduct, Ward's / Randall's Island Viaducts, Queens to Manhattan Ramp and the Bronx Truss.
- *Coatings* - Over 2 million sf of existing steel received a new protective coating on the Queens & Ward's Island Anchorage, Triborough Bridge Main Span and the Ward's / Randall's Island Viaducts

Additional work included new lighting, electrical upgrades and archeological monitoring of footing excavations. (MTA-TBTA, $282M)

Triborough Bridge Redecking and Cabling (TB-64A), Chief Inspector- LiRo was part of a tri-venture of firms managing the deck replacement on the Triborough Bridge. The project consisted primarily of major rehabilitation on the suspended span and the Queens viaduct. Suspended Span - The existing deck (over 250,000 sf) was replaced with an orthotropic steel deck. The work included replacement of the finger-type expansion joints with modular joints; safety barrier installation; drainage improvements; and at the anchorages, replacement of the existing deck with composite units of structural steel cross beams and precast concrete. The cable work included cable sleeve modifications at six locations and the replacement of 184 suspender ropes and fittings. Queens Viaduct - Work on the Queens Viaduct included replacement of over 165,000 sf of existing deck with composite units of structural steel cross beams and precast concrete. The Queens Viaduct received new armored joints, concrete overlay, side and median barriers, improved storm drainage, and new brackets and stringers for the widening of the roadway during construction. At the project's completion, the new structure was converted to a sidewalk. Additional work included sidewalk widening on the Queens approach, pin replacement at the Wards Island anchorage, new lighting and electrical upgrades on the viaduct and suspended spans, and lead abatement on structural steel throughout the project. (MTA Bridges and Tunnels, $150M)

Tappan Zee Bridge - Removal and Replacement of Main Span, West Causeway, and West Deck Truss, Chief Inspector - LiRo provided construction inspection services for removal and replacement of deteriorated deck sections for the two exterior lanes in each direction on the west causeway, west deck truss and main span portions of the Tappan Zee Bridge for the NYS Thruway Authority. This contract consisted of primarily night work conducted between the hours of 8 pm and 6 am. Replacement was done using 1,230 precast reinforced concrete panels varying in length from 7.4 to 15.3 meters. Non-shrink grout for filling joints between precast units was utilized because of rigorous lane closure limitations. Other items of work included installation of supplemental superstructure steel required for the support of the precast units, installation of ESB bridge barrier system, repairs of concrete piers and pedestals, replacement of fixed bearings, cleaning of expansion be arings and installation of new modular expansion joints. Throughout the project, extensive maintenance and protection of traffic surveillance involved utilization of moveable barrier, use of flashing arrowboards, advance warning signs, close coordination with NYS Troopers and working over the Hudson River requiring safety netting, and environmental waterway protection. (NYSTA, $160M)

Tappan Zee Bridge - Rehabilitation of Substructure, Chief Inspector- This project involved construction inspection services for rehabilitation of the substructure of the 3.5-mile-long Tappan Zee Bridge are being provided to the NYS Thruway Authority under this contract. This project consists of primarily concrete repairs and sealing of the abutments, pier columns, pier caps, and pile caps of the entire bridge structure. The Tappan Zee Bridge spans the Hudson River. At this location, the River is brackish and experiences tidal fluctuations. Work will be accomplished from boats and barges with pile cap repairs scheduled to coincide with low tides. The entire project involves work over the Hudson River and, therefore, requires safety netting and environmental waterway protection. (NYSTA, $15M)

Todd Colabella, N-IV

Inspector

Certifications

ATSSA Traffic Control Technician

NICET IV

PROFESSIONAL PROFILE

Since 1980, Mr. Colabella has worked in the construction inspection and administration field on a wide variety of highway, bridge and heavy construction projects. He has served as Inspector, Chief Inspector and Resident Engineer. Mr. Colabella's typical responsibilities include preparing reports and change orders, job estimates, office engineering, payment preparation, construction inspection, contract coordination and coordination with the Long Island Rail Road Force Account.

EXPERIENCE

MTA-LIRR, Construction of Elevators at Queens Village, NY, Resident Engineer - Mr. Colabella provided construction resident engineering services to construct two elevators at the Queens Village Station Complex. The project involves the complete renovation of the station building and construction of two elevators shafts. Modifications to the elevated platform structure and platform facilities on this Hempstead Branch Station are also required. Mr. Colabella coordinated contractor activities with LIRR Operations and Force Account Departments. In addition, he ensured all documentation and safe work plans were adequate for the usage of contractor equipment. The major components of work for this contract consisted of the following:

- Installation of electric
- New service to elevators, as well as all electrical equipment in the new electrical rooms
- Installation of all conduit, light fixtures, wiring and terminations
- Removal and replacement of the platform concrete slabs, and patch/repair the all affected areas
- Installation of ADA handrails and modifications to walkways and ramps as required to allow ADA access ($8.1 million)

MTA-LIRR, Valley Stream Station Rehabilitation, NY, Resident Engineer

Mr. Colabella served as Resident Engineer for this complex station rehabilitation. The primary scope of work consisted of the following elements: construction of a new station building; improvements to the station site; rehabilitation of platform waiting room; and ancillary platform level improvements.

Station Building Access

- Remove concrete sidewalks adjacent to the station building, and replace with brick pavers
- Remove asphalt walk, and replace with concrete on the north side of the station, adjacent to the parking lot, from Hicks St. to Franklin Ave.
- Furnish and install ramps, between the parking lot on the north side, and the station building below the viaduct structure
- Remove and replace concrete curbs in affected areas of new sidewalks, as required
- Remove and replace asphalt as required
- Furnish and install curb cuts with ramps around the station building, and in conjunction with new sidewalks
- Furnish and install additional bicycle racks
- Remove and replace trash receptacles
- Furnish and install ADA accessible telephones with a Telecommunication Device for the Deaf (TDD)
- Furnish and install new light fixtures
- Address viaduct leakage around building

Station Building: The existing station building was demolished and replaced with new brick

structure in the same location. The interior functional spaces included: ticket office; waiting room; public toilets; mechanical, electrical, and communication equipment rooms; and janitor's closet.

All testing and abatement for hazardous materials (asbestos and lead contained in the roofing, flooring, pipe insulation, paint, and other materials) were coordinated by LIRR System / Environmental. A temporary ticket office trailer was available for the duration of the construction.

Platforms: There is an elevator center island platform at this station. The pre-cast platform surface had minor spalling and cracking. The wood canopy with steel support structure needed painting and rehabilitation. All testing and abatement for hazardous materials (asbestos and lead contained in the roofing, paint and other materials) was coordinated by LIRR System Safety/ Environmental

Elevators: Rehabilitation of elevator enclosure

MTA-LIRR, Lindenhurst Parking Improvements and Pedestrian Bridge, Resident Engineer/Office Engineer - Mr. Colabella provided Resident Engineering services for the demolition of an existing parking lot and the construction of a new 320 space parking facility and pedestrian bridge. New electrical feeders and light pole were installed as well as a new drainage system. Also included were sidewalks connecting the parking facility to the station plaza. A new ADA compliant asphalt parking lot was constructed. Specific items of work included:

- Grading and clearing
- Drainage system installation
- Construction of new curbs and sidewalks
- Asphalt paving
- Lighting and electrical service upgrades (above and below ground)
- Landscaping, fencing and striping

MTA-LIRR, Bellmore Parking Improvements, LIRR Station, NY, Office Engineer/Inspector - This project involved the complete demolition of an existing privately owned building and yard facility and the construction of a new 212 space parking facility. Prior to construction of the new parking facility, extensive site remediation work was required to remove petroleum-contaminated soils and catch basins. A new ADA compliant asphalt parking lot was constructed. Specific items of work included:

- Grading and clearing
- Drainage system installation
- Construction of new curbs and sidewalks
- Asphalt paving
- Lighting and electrical service upgrades (above and below ground)
- Landscaping, fencing and striping

This politically sensitive project was completed on time and under budget. ($800,000).

MA-LIRR, Parking and Sight Improvements for the Speonk LIRR Station, NY, Office Engineer/Inspector - This project involved the construction of a new 216 space parking facility to serve the Speonk train station. The work consisted of site clearing, excavation, grading, asphalt paving and drainage installation. New lighting as well as a new electrical service was installed. An 800 lf landscaped earth berm was installed along the tracks to mitigate community concerns regarding train noise and aesthetics. An existing parking facility will be upgraded with a new asphalt overlay and drainage upgrades. Additional activities included landscaping, the installation of park benches and bike racks. ($1.2 million)

Nunzio Cusumano, N-IV

Inspector

Education

B.S., Civil Engineering, City College of New York

Certifications

NICET IV

OSHA 10 Certified

PROFESSIONAL PROFILE

Mr. Cusumano has over 50 years of experience. He has worked in heavy construction holding positions from Inspector to Resident Engineer. He spent nearly 35 years with the New York State Department of Transportation, 25 of those years as an Engineer-In-Charge. Projects under his direction have involved every aspect of highway construction including earthwork, drainage, traffic signalization, lighting, utility relocation, coordination with other agencies, asphalt and concrete pavements, bridge rehabilitation, traffic control and landscaping.

EXPERIENCE

MTA-LIRR- Construction of Parking Facility at Merillon Avenue Railroad Station, Resident Engineer - This project called for the complete reconstruction of the parking facility at the Merillon Avenue Railroad Station, which services Long Island Railroad commuters. The existing parking facility was demolished and replaced with a new, 115 car facility, in a two-phase construction process. The station traffic was not disrupted throughout the construction process, and the new facility was constructed to NYSDOT specifications. Extensive community interface was required.

NYSDOT- Route 112 Reconstruction from Old Town Road to Pine Road and NY-347 to NY-25A in the Town of Brookhaven - This project involves the reconstruction, realignment and widening of NY Route 112, a major north and south corridor in the Town of Brookhaven (NY). The project extends for a total length of two miles, and is considered high profile, due the abundance of business owners and residents along the corridor. Route 112 is also the main route to two hospitals in Port Jefferson; the Port Jefferson/Bridgeport Ferry; the Port Jefferson LIRR Train Station; and is considered the main thoroughfare for tourists visiting the downtown Port Jefferson business district. This job required extensive coordination with business owners, residents and the utility companies. Maintenance and protection of traffic on this project is a major component, due to numerous lane closure restrictions. Other construction activities included street lighting installation; Inform system upgrades; traffic signal installation; construction of embankments; and extensive installation of temporary steel sheeting, for drainage structures and pipe with inverts, up to 20' in depth. The project also included $1M in landscaping, which included tree and shrub planting; topsoil placement; and turf installation.

NYSDOT- Resurfacing of the Wantagh State Parkway from the Southern State Parkway to the Northern State Parkway (D015384), Levittown, NY, Resident Engineer - This project involved the complete resurfacing of 9.8 km of the Wantagh State Parkway, in Nassau County, NY. All existing asphalt pavement was milled and full and partial depth pavement repairs were made. Over 300 drainage structures were modified. The existing concrete curb was milled and replaced with new modified curb. Extensive electrical work was also performed, including 5000 linear feet of conduit; numerous pull boxes; and electrical appurtenances, rewired to support the INFORM system. A unique aspect of the project was that full nighttime closures of the Parkway were required each night. The closures were coordinated with the NYSDOT, INFORM, and the contractor, as well as local municipalities. NYS Troopers provided closure protection, and extensive signage was required for detours within a 5-mile radius of the project.

NYSDOT- Long Island Expressway (I-495) HOV Lane, Exits 57-61, Long Island, New York, Assistant Resident Engineer - This project involved the construction of new High Occupancy Vehicle (HOV) lanes on the Long Island Expressway, and the reconstruction of the LIE mainline pavement, from Exits 57-61. A total of eight bridges were reconstructed and/or replaced. Construction encompassed three phases, to allow for unimpeded traffic flow.

Nunzio Cusumano, N-IV

Construction Inspector

NYSDOT- Reconstruction of Route 106/107 and Bridge over Route 107 at Jericho Turnpike, Engineer-In-Charge - This project involved the reconstruction of a steel and concrete bridge, with latex concrete. Also included on this project were pavement repairs; asphalt paving; drainage improvements; curbs; sidewalks; and traffic signal control equipment. No daytime lane closures were allowed on the roadway.

NYSDOT- Reconstruction of Route 25 in Jericho and Syosset, Engineer-In-Charge - This project involved the reconstruction and realignment of 1.5 miles of roadway. Other elements of this project were: concrete retaining walls; drainage improvements; installation of water mains; sewer installation; overhead and underground utilities; landscaping; and maintenance and protection of traffic.

NYSDOT- Long Island Expressway North and South Service Roads in Huntington, Engineer-In-Charge - This project involved the construction of three miles of new roadway, on both sides of the LIE, from Deer Park Avenue to Route 110. Work on this project also included drainage; water mains; culverts; retaining walls; landscaping; signage; noise walls; community relations work; and maintenance and protection of traffic.

Town of Oyster Bay DPW- John J. Burns Park, Massapequa, NY – Survey, design, and construction inspection services were provided for the construction of a new parking field; resurfacing of the main access road and existing parking areas; curb reconstruction; drainage and site lighting improvements; and other miscellaneous repairs.

Town of Oyster Bay DPW- Reconstruction of Florence Avenue Area, Phase I, Resident Engineer This project involved the design and complete reconstruction of approximately 1.5 miles of residential streets in Massapequa, NY. All roads within the project area were completely reconstructed, utilizing in-place pavement recycling, and an asphalt concrete overlay. The project also included new integral concrete curb and gutter. Grade control on the project was critical, due to the extremely flat project area. A new roadway drainage system was installed, and featured RCP, in sizes from 18" to 24" in dia. Over 42 catch basins were reconstructed, and 10 new basins were installed. Several of the catch basins contained vortex chambers, to contain oil and floatables prior to discharge into the area waterways. Extensive coordination was required with the New York State Department of Environmental Conservation, and all requirements of the storm water pollution prevention plan (SWPPP) were carefully monitored. The project also included new driveway aprons, as well as sidewalk and landscaping repairs.

Town of Oyster Bay -Filter Building at Old Bethpage Park, Resident Engineer - This project involved the construction of a new 1,500 sf, two-story masonry building, to house a new pool filtration system. The building was constructed on a poured in place concrete foundation, and had walls consisting of CMUs and brick. The roof was framed with steel joists. The existing D.E. filtering systems, and chlorine and acid tanks, were removed. The filtration system consisted of three, high rate sand filters. The system also contained balancing tanks, a 3,000 gallon chlorine storage tank, acid injection system, and numerous pumps, as well as an automated chemical injection system. Extensive piping and electrical conduit installation was required. The project was completed on a tight, town-mandated schedule, to facilitate the pool's opening for the summer season.

Town of North Hempstead DPW- Road Reconstruction in Roslyn Heights, Resident Engineer - This project involved the complete reconstruction of approximately 2.5 miles of residential streets. Curbs, sidewalks, and drainage improvements were also performed, and extensive community liaison work was also required.

Jean Dawson, N-III

Inspector

Education
A.A.S., Civil Engineering, Erie Community College

Certifications
NETTCP Soils and Aggregate Inspector

NICET III

OSHA 10 Certified

SSPC C3 Supervisor/Comp. Person (Deleading Ind Stru)

SSPC C5 Supervisor/Comp. Person Refresher(Deleading)

USNRC Safety & Gauge Operation, Nuclear Moisture/Density Equip

PROFESSIONAL PROFILE
Ms. Dawson is an Inspector with over five years of experience in the civil field and has been involved in construction inspection and sampling of construction materials.

EXPERIENCE
New York City Department of Design & Construction, UST Program, NY, Design Engineer - Responsible for the removal and installation of underground petroleum storage tank systems at nine NYCDOS fueling sites. Fueling systems included hoist oil, motor oil and waste oil, double-walled underground storage tanks ranging in size from 1,000 - 3,000-gallons. Design included installation of double-walled tanks, piping, leak detection systems and inventory control systems. Project included system designs and shop drawing review.

New York City Department of Design & Construction, Remediation Program, NY, Design Engineer - Responsible for various remediation systems, such as multi-phase extraction, soil vapor extraction, and bio-mediation, using oxygen release compound (ORC) and a bacterial nutrient mix (Bioblends) at various NYCDDC sites. Project included site investigation, construction plans, design specifications, cost estimates, and shop drawing review.

Erie County Department of Public Works, Program Management Services, NY, Field Inspector
Responsible for ongoing capital program initiative to plan, design, and construct multiple culvert, highway, and bridge restoration projects throughout the County. As Field Inspector, responsible for performing roadway and culvert inspections, preparing reports, and assisting in preparation of plans and specifications for various design and construction projects on an accelerated schedule. ($30 million)

I-190 Niagara Section, Tonawanda Project, NY (1998), Construction Inspector Trainee, NY
Responsible for all phases of construction inspection and material testing. Responsibilities involved overseeing the general contractor and several subcontractors performing work such as drainage, embankment, backfilling, concrete structures, asphalt and concrete pavement and guide rail installation. Other duties included daily inspection reports, construction material testing, construction survey, payroll/wage rate interviews and updating Record Drawings.

New York City Department of Design & Construction, Heating Oil UST Program, NY, Design Engineer - Responsible for the permanent closure, upgrade, and/or replacement of underground fuel oil systems at various City-owned agencies. Project included site assessment, records review, tightness testing, regulatory audit of all state and federal regulations, development of tank system alternatives, site-specific evaluation and recommendations, and site-specific cost analysis of recommended alternatives. Design included permanent closure, upgrade, and/or installation of single-walled ASTs in a fire rated containment room, single-walled ASTs encased in concrete, single-walled diked ASTs or double-walled USTs, piping, leak detection systems, and inventory control systems.

New York State Department of Transportation, CI Bridge Painting Inspection, NY - NICET Level II inspector for six various bridges in Chautauqua County. Project included installation and maintenance of Class A containment system for paint removal, field cleaning utilizing an abrasive commercial blast method and painting (spray prohibited - brush and roller). Inspection consisted of checking air flows (cross-draft and down-draft) inside the containment prior to blasting operation, watching for visible emissions from the containment or equipment once blasting began and once the steel was cleaned, surface profile taken and visual inspection made. Prior to the application of paint (4 full coats, plus a stripe coat) temperature of steel and paint itself was taken to assure accordance with specifications. Once painting began, wet film thicknesses (WFT) and dry film thicknesses (DFT) were taken. Maintenance and protection of traffic was enforced and checked daily in accordance with specifications utilizing signage, cones, attenuator trucks,

flashing arrow boards and flagmen when necessary. Air monitoring was also performed by independent contractor, however, overseen by inspector and correspondences between contractor and monitor were relayed through inspector.

Erie County Department of Public Works, NY, Civil Engineer - Responsible for design phase of The Rehabilitation of Maple Street (CR241), from Main Street (SR 20A) to Jamison Road (CR925) through the Towns of Aurora and Elma and the Village of East Aurora (2.56 miles). Assisted in providing a scope summary report, coordinating and conducting a Public Information Meeting and preparation of contract plans and specification and an engineers estimate. The work to be performed in the rehabilitation will consist of resurfacing, shoulder reconstruction, drainage improvements and some cold milling. Full depth reconstruction and utility work will be included within the village.

Erie County Department of Public Works, NY, Civil Engineer - Responsible for design phase of The Rehabilitation of North French Road (CR299) from Sweet Home Road (CR 301) to Transit Road (SR 78) in the Town of Amherst (4.88 miles). Assisted in providing a scope summary report, coordinating and conducting a Public Information Meeting and preparation of contract plans and specification and an engineers estimate. The work to be performed in the rehabilitation will consist of resurfacing, drainage improvements and safety improvements.

New York State Department of Transportation, (Route 240 Bridge over Cazenovia Creek), NY
NICET Level II for structural painting. Responsibilities included, checking coating thickness (wet and dry film thickness), surface coverage, drying times, application rates and humidity utilizing sling sychrometer. All work was checked for conformance of specifications in accordance with the Structural Steel Painting Council (SSPC).

New York State Department of Transportation, Construction Inspection Services, Asphalt Concrete Reconstruction on Route 39 in the Town of Collins, D259611, NY - NICET Level III inspector for all phases of construction inspection and material testing. Responsibilities involved overseeing the general contractor and several subcontractors performing work such as drainage, embankment, excavation, backfilling, concrete gutter curb, asphalt pavement, signs. guide rail installation, and daily MPT. Other duties included daily inspection reports, construction material testing, construction survey, payroll/wage rate interviews, office engineering work and updating Record Drawings.

New York State Department of Transportation, CI Bridge Painting Inspection, NY - NICET Level II inspector for various bridges in Chautauqua and Cattaraugus County. Project included installation and maintenance of Class A containment system for paint removal, field cleaning utilizing an abrasive commercial blast method and painting. Inspection consisted of checking air flows (cross-draft and down-draft) inside the containment prior to blasting operation, watching for visible emissions from the containment or equipment once blasting began and once the steel was cleaned, surface profile taken and visual inspection made. Prior to the application of paint (four full coats, plus a stripe coat) temperature of steel and paint itself was taken to assure accordance with specifications. Once painting began, wet film thicknesses (WFT) and dry film thicknesses (DFT) were taken. Maintenance and protection of traffic was enforced and checked daily in accordance with specifications utilizing signage, cones, attenuator trucks, flashing arrow boards and flagmen when necessary. Air monitoring was also performed by independent contractor, however, overseen by inspector and correspondences between contractor and monitor were relayed through inspector.

John Eskridge, N-IV

Inspector

Education

Completed Coursework in Construction Technology, State University of New York at Farmingdale

Certifications

ACI Concrete Construction Special Inspector

ACI Concrete Field Testing Technician Grade I

NETTCP Soils and Aggregate Inspector

NICET IV

OSHA 10 Certified

OSHA Confined Space Entry Certified

SSPC C3 Supervisor/Comp. Person (Deleading Ind Stru)

USNRC Safety & Gauge Operation, Nuclear Moisture/Density Equip

PROFESSIONAL PROFILE

Since 1974, Mr. Eskridge has been involved in the construction inspection and administration of civil engineering projects. Most of his projects include highway and bridge construction, installation of storm and sanitary sewers and concrete and asphalt pavement operations on city streets and site improvements, including landscaping and irrigation. He also has extensive experience in utility installation and coordination.

EXPERIENCE

New York City Department of Transportation, Reconstruction of Wards Island Pedestrian Bridge, NY, Chief Inspector - The Wards Island Pedestrian Bridge consists of a section that spans the FDR Drive and a 950 foot bridge section that spans the Harlem River. The 330 foot center span section is a lift bridge. On the west it starts at East 102nd Street in Manhattan and lands on Wards Island on the east. This project involved structural rehabilitation, architectural rehabilitation, mechanical rehabilitation and electrical rehabilitation.

The Structural Rehabilitation included:

- The demolition, removal and construction of the lift span deck.
- Full deck repairs, spall and crack repairs on all other spans.
- Construction of new wearing surface on the 3 eastern spans.
- Removal and replacement of steel rocker bearings with elastomeric bearings.
- Repair of Manhattan seawall.
- Replacement of existing fence with an intercrimp fence.

The Architectural Rehabilitation of the Control House and Tender House included:

- Replacement of windows.
- Insulation of exterior walls.
- Replacement of doors.
- Replacement of lighting system.
- Remediation of all hazardous material.

The Mechanical Rehabilitation included:

- Span Balancing.
- Gear Rehabilitation

The Electrical Rehabilitation included:

- Replacement of the incoming services.
- Replace power conductors between main service equipment and electric room.
- Replacement of bridge drives and motor controls.
- Implementation of a new Motor Control Center.
- Rehabilitation of the bridge lighting system.
- Relocation and replacement of the lighting controller. Lift span light will be photo electric cell controlled.

The project was rehabilitated in stages to minimize the impact on pedestrians and marine vessels. The bridge was closed to pedestrians from December through June every year. During the closure a majority of the mechanical, structural and movable span deck rehabilitation work was completed. At other times the bridge remained open to the public and the work will be completed in stages. (NYCDOT, $17M)

New York City Department of Transportation, When and Where Marine Structural Repairs, Directed within the Five Boroughs, NY, Chief Inspector - This contract called for when and where repairs for waterway bridges throughout New York City. Due to the time-critical nature of the work, there was little advance notice of the general defects discovered by condition

inspection teams. LiRo prepared specific designs for work on a fast-track basis, as well as applications for DEC/Corps of Engineer and Coast Guard Permits. LiRo performed construction inspection and site engineering services as an integral part of a combined team that was closely integrated with NYCDOT. ($10 million)

New York State Department of Transportation, Maintenance Repairs/Painting of Bridges on or Spanning the Grand Central Parkway (D015486), NY - This project involved the repair and painting of 37 bridges on or spanning the Grand Central Parkway in Queens, New York. The bridges required a wide variety of repairs including those to steel, joints, concrete decks, drainage system and scuppers, masonry veneers, as well as paving and complete bridge painting utilizing full Class A Containment. The bridges ranged in size from a three span pedestrian overpass to a 28 span viaduct 10 lane wide and included the Clearview Expressway/Grand Central Parkway interchange. Work was performed on a 24/7 basis. Multiple change orders were processed. ($29 million)

MTA-LIRR Rehabilitation of Amott Drainage Culvert - LiRo provided Resident Engineering and Inspection services for this $10.0M project. The project consists of jacking a 72 inch diameter pipe under active railroad tracks. In addition the existing culvert was rehabilitated consisting of the following; repair/replacement of the spillway, inlet structure, drainage pipes and outfall piping. The work included coordination with railroad departments such as Electric Traction Power, Maintenance of Way and Rail Operations. (MTA, $10M) The major elements of work include the following:

- Construction of a catch basin at the LIRR Substation to receive: a) flow from the existing 15 inch diameter steel pipes, b) flow from the LIRR substation swale.
- Modify/extend the LIRR substation swale to carry swale flow to the new catch basin.
- Construct interconnecting piping from the catch basin to the proposed stair sluice at the LIRR substation.
- Construct a stair sluice at the LIRR substation.
- Demolish portions of the existing stair sluice at the LIRR substation and fill/stabilize the eroded area of the adjacent embankment.
- Provide and install a precast concrete trough at the bottom of embankment from the proposed stair sluice at the LIRR substation over a distance of approximately 350 ft. on the south side of the ROW.
- Provide and install a 42 inch diameter reinforced concrete pipe over a distance of approximately 750 ft. on the south side of the ROW.
- Provide and install a 72 inch reinforced concrete carrier pipe inside of the 96 inch steel jacked under both tracks at Amott Culvert and grout in place.
- Construct new head and wing walls at Culvert at Amott Culvert.
- Make interconnections between the headwall of the stair sluice on the south side of Amott Culvert and existing bubbler manhole at the Victor Lane Drainage Easement.
- Demolish existing sluiceway at Amott Culvert.
- Demolish existing inlet box, discharge apron and portions of head and wing walls at Amott Culvert.
- Remove ballast on south side of the headwalls at the Middle and East Culverts.
- Remove and reset existing fencing at the LIRR substation.
- Remove existing vegetation and trees and install an erosion control blanket.
- Provide and install aluminum pipe handrails along top of walls of the constructed stair sluices and along the new head and wing walls at Amott Culvert.
- Provide and install fiberglass grating for pre-cast concrete trough.
- Design, provide and install sheeting as required for the performance of the work.
- Provide riprap at the stair sluice on the north side of Amott Culvert.

Bernard Fogel, EIT, CCM

Inspector

Education

A.A.S., Architectural Engineering, Pennsylvania State University

B.S., Civil Engineering, Pennsylvania State University

Licenses/Registrations

Engineer-In-Training, Pennsylvania

Certified Construction Manager

OSHA 10 Certified

PROFESSIONAL PROFILE

Mr. Fogel's experience includes a broad range of multi-disciplinary projects and programs, from the design and construction of rail facilities, new buildings by signature architects to emergency repair and reconstruction projects, where planning and scheduling of construction without interfering with ongoing operations was paramount. He is adept in project control, administration, coordination and client relations.

EXPERIENCE

No. 7 Subway Line Extension, Program and Construction Management, Sr. Project Manager
New York City's Number 7 Subway Line, known as the Flushing Line, is the system's busiest, linking Queens to Times Square. The new 7,000 ft long tunnel stretches west and south from Times Square to the Jacob J. Javits Convention Center on West 34th Street and 11th Avenue.

LiRo is providing program and construction management for the Number 7 Subway Line Extension, which includes:

- 9,400 ft of tunnel by excavation, primarily with two Herrenknect Hard Rock Double Shield 22.5' diameter tunnel boring machines.
- Installation of five shafts, averaging 110 ft deep and 39 ft in diameter. The shafts are installed both by excavation in soft ground and drill and blast in rock. The finished shafts are lined with steel fiber reinforced shotcrete.
- A 950' by 65' x 66' station cavern at West 34th Street, constructed by drill and blast methods of underground construction.
- Construction of steel and concrete structures for stations and other facilities, construction and installation of tracks, drainage, third rail power and other electrical systems, signals, communications, HVAC and tunnel ventilation systems.
- Multiple fan plants, HVAC facilities, traction power substations, facility power substations, circuit breaker houses, fare collection and communications and signal rooms.

The terminal at 34th Street will be fully fitted out for operation and commissioned with the Number 7 Subway Line Extension project, including major building work to make a complete station. ($2billion)

New York City Transit Authority Fifth Avenue/53rd Street and Fulton Street Subway Stations and Coney Island Subway Wash Facilities, NY, Resident Engineer - On-site supervision of construction activities.

City University of New York, NY, Chief of Construction - Mr. Fogel supervised and provided overall coordination of all construction activities at the City University of New York, the nation's leading urban public university, serving more than 400,000 students at 20 colleges in New York City. In this capacity, he led the implementation of a five-year capital program valued at more than $1B. Projects included new construction of multi-million dollar facilities, total renovations, gut rehabilitations, upgrades of campuses and infrastructures, and emergency repair projects. An average of 150 projects were ongoing at any one time, with individual projects as large as $500 million. These included:

- Queens College, Renovation of Science Lab - This renovation project involved an upgrade to existing science labs, and included new exhaust hoods, fans, and new fixtures for dispensing gas and compressed air service. The project was phased, limiting the number of classrooms being renovated to allow classes to continue. ($2 million)
- Baruch College Academic Complex - This new 17-story urban classroom building features a 10-story atrium, a pool and gymnasium in three below-grade stories, a 500-seat auditorium, recital hall, student center, and theater. Designed by Kohn Pedersen Fox, the building has a unique curved profile and a staggered truss system. The design and construction were completed under a fast-track schedule. ($450 million)

- Queens College, Building B - This project entailed a total gut rehabilitation of a four-story building down to its structural members, and completely renovating all classroom and support space within. ($70 million)
- City College - Historic facades were reconstructed at Compton Goethals Hall, Shepherd Hall, and Harris Hall. The facades were carefully designed and constructed with historic components, including Manhattan schist and City seals.
- Lehman College - The lower floors of this elevated mid-rise building were enclosed to provide space for a new computer lab.
- Baruch College - A four-story expansion was added to the existing library, including all building systems. The brick facade of the expansion was matched to the original structure.
- Brooklyn College - A major reconstruction and expansion of the chilled water system provided for new campus-wide water service at this urban campus.

Dormitory Authority of the State of New York, Bernard Fineson Developmental Center Hillside Campus Replacement Facility, NY, Project Manager
Mr. Fogel led design and construction management services for the Bernard Fineson Developmental Center. The Project includes construction of eight buildings serving 120 developmentally disabled and medically frail consumers in addition to a Program/Administration Building. The new construction for the resident building consists of six one story residences for medically frail consumers and two two-story residences for multiple disability consumers. The building program spaces comprise a total of 66,600 sf. During this project a three-story baseball stadium, laundry building, and bakery were demolished. Work included asbestos abatement and removal of hazardous materials. There is close coordination around existing operational utility tunnels. ($80 million)

- Renovation of Fiterman Hall - The Borough of Manhattan Community College undertook the renovation of a mid-rise office in building in Lower Manhattan prior to September 11, 2001. The project included developing swing space on the upper floors of the building while renovation was completed on the lower floors. Elements included asbestos abatement, floor reinforcement, and new infrastructure, all maintaining a partially occupied building. ($70 million)

Westchester County Department of Public Works, Westchester County Courthouse Phase 3 Tower, NY, Project Manager - LiRo was retained by Westchester County to provide both design and construction management services for this interior renovation project. The program consisted of a combination of partial and complete renovations to 18 floors of the 20-story courthouse tower, including mechanical, electrical, telecommunications, fire alarm and security upgrades, ADA compliance throughout, new courtroom layouts and finishes, and all adjunct facilities to service New York State's civil courts and the County's Department of Probation. In order to meet the County's construction schedule, all work was designed around an intricate staging program that Mr. Fogel helped devise to maintain the County's requirements that the building remain fully operational throughout construction. Construction documents were completed in nine months from the date of design award and the project was completed, on time and under budget. ($23 million)

Westchester County Department of Public Works, Westchester County Norwood E. Jackson Correctional Facility, NY, Senior Project Manager - The project included a demolition and asbestos abatement phase, along with a swing space phase. The project's third phase was comprised of two new penitentiary buildings and renovation work. Project was completed on time and underbudget. Project received "Project of the year for 2005" from the Westchester/Putnam Chapter of the New York State Society of Professional Engineers. ($45 million)

Joseph Fox

Inspector

Education

B.S., Civil Engineering, University of Maryland

PROFESSIONAL PROFILE

Mr. Fox has over 20 years of experience in construction management, including administrative operations, project scheduling, and direction of construction activities. Projects have included rail yard construction, school reconstruction, industrial and office buildings, correctional institutions, power plants and infrastructure projects. His rehabilitation/reconstruction experience includes code compliance requirements including ADA and Life Safety modifications.

Mr. Fox's typical responsibilities include project management, client liaison, CPM scheduling, directing the activities of field staff, coordination of subcontractors, processing shop drawings, negotiating change orders and overseeing cost control.

EXPERIENCE

Port Authority of New York & New Jersey, Continental Airlines, Terminal Renovations at LaGuardia Airport, NY, Owner's Representative - Mr. Fox provided services for the renovation of ticketing and baggage handling. The work also involved extensive asbestos abatement. Critical to the project was the maintenance of continuous operations. This project represented the final phase of the overall modernization of the main terminal and was contracted in two parts: asbestos abatement and general construction. ($12 million)

MTA - Bridges and Tunnels, ADA Modifications for Three Sites, NY, Project Manager

This project involved the construction management of ADA modifications preformed at various TBTA locations including 10 Columbus Circle, Robert Moses Building and Battery Parking Garage. The ADA modifications including site work, new doors, toilet upgrades, elevator modifications and the addition of life/safety notification systems was performed with disruption of owner operations kept to a minimum. Mr. Fox's duties included inspection, document control, meetings, costs and schedule monitoring. ($3 million)

MTA - New York City Transit, 180th Street Bronx Subway Car Maintenance Facility, NY, Construction Manager, Shops and Yards Construction - The 180th Street facility is a 600' by 150' subway car maintenance building located at NYCTA's 180th Street station. Mr. Fox was hand-picked by NYCTA to expedite the construction of this project. The project was several years behind schedule when Mr. Fox began the assignment. Mr. Fox turned this troubled project around and gained beneficial occupancy within 18 months. This full-service facility houses six tracks and includes a full range of cleaning, maintenance and repair equipment, including overhead cranes, lubrication systems, pitted and posted tracks, an elevated stinger electrification system, and a freight elevator. The facility also contains administrative offices and locker rooms for NYCTA personnel, and is equipped with a communications system and card-access security system. Mr. Fox's role was to help expedite the reconstruction of this facility. Extensive track and track signal work was required both inside and outside of the building. Tying the new track into the existing track signal and switch work was an essential component of construction. Mr. Fox's responsibilities included:

- Developing detailed CPM schedules for the balance of work. Establishing critical milestones
- Conducting weekly foreman's meetings
- Recommendations for construction crew sizes, overtime, and shift work
- Expediting procurement items by coordinating the contractor, designer, and manufacturer
- Forecasting manpower by developing a manpower-loaded schedule for each trade
- PS 98, Construction Manager ($15 million)
- ADA Modifications for three sites for the MTA Bridges and Tunnels

($45 million)

Joseph Fox

Inspector

New York City Department of Design & Construction, Sunrise Yard, NYC Department of Transportation Maintenance Facility, NY, Construction Manager - Under this contract, LiRo provided full construction management services. This project included the demolition of two one-story brick structures; abatement/remediation of asbestos and contaminated soils associated with these structures and a subsurface fuel storage tank; construction of a new two-story steel framed building to house material storage, shops, drive-through vehicle maintenance, locker room, and administrative offices; and associated site improvements, including new fence, paved parking, green spaces and an art wall. The project was designed to achieve a LEED Gold certification. Unique to the project was the construction of a multi-million dollar art wall. The art wall is 192' long and varies in elevation from 8' to 12'. The face of the art wall consists of close to 400 2'x2' panels with metal supports. Some of the material used in the design was from the demolition of the building itself and others were indigenous to the area to represent the earth strata. The art wall portion of the project required extensive coordination with the Public Design Commission (formerly known as the NYC Arts Commission). ($20 million)

New York City Department of Design & Construction, Bond Street EMS Station, NY, Inspector
As part of the on-call CM/Build services for the NYCDDC Fire Unit, the Bond Street EMS Station project involved the complete gut and rehab of an existing building located at the corner of Bond Street and Carroll Street in Brooklyn, New York. The rebuilt structure now has an approximately 4,000 sf garage and an additional 3,900 sf space which houses a command center, locker and restroom area, lounge and fitness room. There is room for seven ambulances inside the building, and contains offices, a kitchen, conference rooms, personal decontamination area and a truck decontamination area. ($5.5 million)

New York City School Construction Authority, Emergency Response Management and Coordination Program, High School of Urban Assembly, NY - LiRo managed and coordinated responses to the emergency needs of the NYCSCA. In this capacity, we stood ready to respond to emergencies on a 24 hour per day, 7 day per week basis. Predicated upon verbal authorization (a telephone call), we were prepared to immediately mobilize construction professionals, Trade Labor Union personnel, contractors and/or material suppliers to arrest dangerous conditions or contain hazardous materials at public schools within the five boroughs of New York City.

New York City Department of Design & Construction, Bronx House of Detention for Men Utility Upgrades, NY, Project Manager - LiRo provided an upgrade to the electric system and installed three new boilers. The project included asbestos abatement extensive mechanical and electrical renovations, overall project control to include scheduling, coordination of all work with the facility maintaining security and site access. ($20.8 million)

Westchester County Department of Public Works, Woodfield Detention Center Project, NY
This project included phased additions and alterations, including code compliance and handicap access, to the existing facility including increased living quarters and a new gymnasium. ($12 million)

Westchester County Department of Public Works, Rehabilitation of the Central Heating Plant, NY
This project involved asbestos removal and pipe connections within the jail, Grasslands Reservation, Valhalla, New York. It Involved replacement of two existing B&W boilers with four new 67,000 BTU B&W boilers and including the construction of a new steel framed building addition. ($20 million)

New York City Department of Design & Construction, St. Nicholas Avenue Reconstruction, NY
Mr. Fox was responsible for all field work including full and partial depth pavement reconstruction, water main replacement, sewer rehabilitation, subsurface utilities, sidewalks and curbs. ($29 million)

Thomas Gargano, N-IV

Inspector

Certifications

ACI Concrete Field Testing Technician Grade I

ATSSA Traffic Control Technician

NICET IV

PROFESSIONAL PROFILE

Mr. Gargano has been a Construction Inspector since 1988. He has worked on tank installation, roadway and highway reconstruction, drainage improvement, sewer and water main installation, street lighting and traffic signalization projects. Mr. Gargano has been a Resident Inspector at sites where USTs have been installed and closed.

EXPERIENCE

MTA-CC East Side Access, Inspector, The MTA's East Side Access project is one of the largest and most complex transportation projects ever undertaken in New York City. This high-profile project will connect the Long Island Rail Road (LIRR) Main Line and its Port Washington branch to a new terminal beneath Grand Central Terminal. The project includes the construction of five ventilation buildings; a new transportation terminal, located 135-feet below Grand Central Terminal; a new passenger station at Sunnyside, Queens; train storage facilities; and 50,000 feet of track. An additional aspect of the project is the reconfiguration of Harold Interlocking and the installation of new systems components, including signals, communications, power and security. ($7.2 billion)

MTA - Bridges and Tunnels, Paving at Various Facilities (GFM - 398), NY, Inspector - This multi-year project involved asphalt and concrete paving at all TBTA facilities. All work was performed by a single contractor and a requirements type contract. Specific work activities included asphalt milling and paving full and partial depth calcium chloride concrete repairs, application of waterproofing membranes emergency pothole repair, and pavement marking. Work was done primarily on nights and weekends. This project required extensive MPT and coordination with various facility engineers and managers. ($10 million)

New York City Department of Design & Construction, Murray Street Reconstruction, West Street to Broadway, NY, Chief Inspector - LiRo provided construction management, inspection, community relations and coordination services on Murray Street from West Street to Broadway. The scope included installing new catch basins to improve roadway drainage, new roadway base and asphalt including bus pads, new decorative street lighting and traffic signals as well as full curb and sidewalk restoration. This project used 7,500 square yards of asphalt, 2,300 ft of steel faced curb, 44,000 sf of sidewalk, 10 new catch basins and 2,000 cubic yards of concrete base. ($1 million)

New York City Department of Design & Construction, World Trade Center Lower Manhattan Roadway Milling and Paving Project, NY, Inspector - One of LiRo's most unique and difficult projects. LiRo had been working at Ground Zero since September 17, 2001. On April 16, 2002, we were given an assignment by the NYCDDC to provide construction inspection services for the milling and repaving of 61 lane miles of streets in the Trade Center area. This project was performed under the auspices of FEMA and the FHWA. The project commenced on Monday, April 22, 2002 and was completed by June 7, 2002. Work was performed at night and consisted of milling 1-1/2" of asphalt roadway, adjustment of street hardware, miscellaneous roadway repairs, and placement of a 1-1/2" asphalt concrete roadway surface. Approx. 150 men, multiple milling, paving and chipping crews, and over 50 trucks were utilized. Asphalt production averaged nearly 1,200 tons per night on tight lower Manhattan streets. LiRo had up to 16 inspectors on this project. Extensive coordination with local community boards. ($14 million)

New York City Economic Development Corporation, Bedford Stuyvesant Streetscape, NY, Chief Inspector - LiRo was chosen by NYCEDC to act as the owner's representative on the Bedford-Stuyvesant Streetscape Project. LiRo provided resident engineering services, site support, as well as engineering estimates for change orders. The project improved the streetscape with new sidewalks and curbs, plantings and improved lighting. A new Marcy Plaza is being created with artist designed benches and planters. Components of this project included:

- Drainage/Water Mains: The existing drainage system was inspected by use of video cameras. Improvements and changes were made to correct sanitary and storm water drainage in the area.
- Community Outreach: LiRo developed and implemented an extensive outreach campaign that has successfully allowed the contractor to carry out the project without delays. Strong relations with Community Boards and Civic Associations groups were established.
- Lighting: The street lighting within project limits were replaced and upgraded with new street lights. The traffic signals were improved at two intersections.
- Fixtures: The completed project features new sidewalks, benches and pavers, park, dozens of new trees, improved lighting, upgraded and improved pedestrian access and crossings, new signage and traffic signals.

Alliance for Downtown New York, Broadway Streetscape Improvement Program, Project Management Services, NY, Inspector - This streetscape improvement project in Lower Manhattan involved sidewalk, curb and street lighting replacement along Broadway form Murray Street South to Battery Place and Stone Street. More specifically, the work included:

- Replacement of sidewalks with pigmented concrete to match bluestone
- Pavement milling
- Installation of 12" wide granite curb/ADA handicapped ramps
- Utility relocations
- Installation of new street light foundations
- Traffic signal upgrade
- Sidewalk vault repair

New York City Department of Transportation, Reconstruction of Smith Street, NY, Senior Inspector - This project involved complete reconstruction of 2.5 miles of urban roadway. The assignment included the installation of a new concrete base and an asphalt wearing course, new 12 in. and 20 in. water mains, catch basins, Insituform sewer lining, new street lighting and traffic signals, and tree replacement. LiRo performed a survey of 146 sidewalk vaults. Masonry walls were installed within the existing vaults to seal them off from adjacent buildings. The vaults were then filled with sand. New sidewalks were subsequently installed. This work required a broad community outreach effort due to concerns of local residents. Other project elements included ADA surveying and extensive coordination with other city agencies and departments. ($12 million)

New York City Department of Environmental Protection, Construction of Storm and Sanitary Sewers, Clark Avenue, NY, Senior Inspector - Construction of storm sewers, sanitary sewers, water mains, and complete reconstruction of Clark Avenue. Catch basins were installed throughout the area. The sanitary sewers were in excess of 50 ft deep. Four 50 ft deep, 16 ft diameter chambers were cast-in-place. Sewers were installed with the Herrenknecht microtunneling system. The storm sewers ranged in size from 15 in. to 84 in. diameter and included five cast-in-place junction chambers. Vibration and settlement monitoring was performed due to the sewers proximity to the 200-year-old Richmondtown Historic Preservation. Site maintenance was extremely important due to the 50 ft excavation depths. ($12 million)

New York City Department of Environmental Protection, Construction of Storm and Sanitary Sewers in Richmond Ave., NY, Inspector - Installation of 5,100 lf of 12" sanitary sewers, 6,200 lf of 30" storm sewer, and 900 lf of 2' x 4' box culvert storm sewer. Including installation of 1,200 lf of 48" trunk water main, roadway reconstruction, and maintenance and protection of traffic. ($7.5 million)

Robert Gebhard

Inspector

Education
A.A.S., Civil Engineering Technology, State University of New York at Farmingdale

Certifications
OSHA 10 Certified

OSHA 30 Certified

PROFESSIONAL PROFILE

Mr. Gebhard has over 20 years of experience in the engineering and construction inspection field, including five projects for the Long Island Rail Road (LIRR). His expertise is in structural rehabilitation and infrastructure projects, including the elevated LIRR Seaford Station Platform replacement project and the replacement of eight bridges for the New York State Department of Transportation LIE HOV Project. Mr. Gebhard is experienced in the utilization of cranes, welding structural steel, concrete repairs and utility relocations. He also has extensive experience coordinating contractor work with LIRR operations and Force Account activities. Mr. Gebhard is an experienced construction administrator and is adept in the use of project management, scheduling and office software packages.

EXPERIENCE

MTA-LIRR, Replacement of Massapequa Station Platforms, NY, Inspector - Mr. Gebhard is providing construction inspection services to replace the elevated platform structure and platform facilities on this Babylon Branch viaduct structure. The platform, canopy structure, stairways, elevator, escalator and platform-level waiting rooms were also replaced. Mr. Gebhard coordinated contractor activities with LIRR Operations and Force Account Departments. In addition, he ensured all documentation and safe work plans were adequate for the usage of a boom crane to the viaduct level.

The major components of work for this contract consisted of the following:

- Installation of new service to elevator and escalator, as well as all electrical equipment in the new electrical rooms
- Installation of all conduit, light fixtures, wiring and terminations
- Remove and replace the platform concrete slabs, and patch/repair the supporting grade beams. Furnish and install tactile warning strips, passenger and loading zones.
- Furnish and install a new ADA compliant escalator and hydraulic ADA compliant passenger elevator, between the street and platform level.
- Remove and replace storefront wind screens and parapet walls, at the escalator landing at platform level.
- Remove and replace the concrete stairways and parapet walls with aluminum stairways and ADA handrails.
- Remove and replace employee ladders and safety railings.
- Remove and replace the platform waiting room, including gas fired heating systems and associated gas fired hot water service, plumbing and drains
- Remove and replace the platform canopies
- Replacement of existing escalator

($10.1 million)

MTA-LIRR, Replacement of Seaford Station Platforms, NY, Inspector - Mr. Gebhard provided construction inspection services to replace the elevated platform structure and platform facilities on this Babylon Branch viaduct structure. The platform, canopy structure, stairways, elevator, escalator and platform-level waiting rooms were also replaced. Mr. Gebhard coordinated contractor activities with LIRR Operations and Force Account Departments. In addition, he ensured all documentation and safe work plans were adequate for the usage of a boom crane to the viaduct level. The major components of work for this contract consisted of the following:

- Installation of new service to elevator and escalator, as well as all electrical equipment in the new electrical rooms
- Installation of all conduit, light fixtures, wiring and terminations

- Remove and replace the platform concrete slabs, and patch/repair the supporting grade beams. Furnish and install tactile warning strips, passenger and loading zones.
- Furnish and install a new ADA compliant escalator and hydraulic ADA compliant passenger elevator, between the street and platform level.
- Remove and replace storefront wind screens and parapet walls, at the escalator landing at platform level.
- Remove and replace the concrete stairways and parapet walls with aluminum stairways and ADA handrails.
- Remove and replace employee ladders and safety railings.
- Remove and replace the platform waiting room, including gas fired heating systems and associated gas fired hot water service, plumbing and drains
- Remove and replace the platform canopies
- Replacement of existing escalator

($7.1 million)

MTA-LIRR, Escalator Replacement Program, NY, Sr. Inspector - This project provided for the replacement of three escalators, one each at Merrick, Bellmore, and Massapequa Park Stations. Ancillary work included replacement of structural supports; electrical; mechanical; communication; sump pump system; street and platform level landing; platform parapet wall; windscreen enclosures; sidewalks; signage; and the installation of bird prevention devices above the escalator areas. Mr. Gebhard provided construction management and administrative services to support the project. He coordinated the contractor activities with LIRR Operations and Force Account Departments. In addition, he ensured all documentation and safe work plans.

Mr. Gebhard was responsible for the construction supervision and inspection services for Third Party Contractor activities. This included the installation new service for each escalator and all escalator control equipment, as well as conduit and cable from new machine rooms to station building electrical rooms. Mr. Gebhard was also responsible for maintenance and protection of pedestrian traffic through the station's area and construction zone. Our staff also coordinated the contractor interface points with LIRR forces, for the in-house work supporting the project. ($10 million)

MTA-LIRR, Wantagh and Seaford Station Rehabilitation Construction, NY, Office Engineer/Inspector - This project involved the complete removal and replacement of two active LIRR stations on the Babylon branch. The scope of work at both building was identical. Mr. Gebhard provided construction management and administrative services to support the project. He coordinated the contractor activities with LIRR Operations and Force Account Departments. In addition he ensured all documentation and safe work plans. Specific work included:

- Installation of new electrical services and control equipment in new electrical rooms
- Installation of all light fixtures, conduit wiring and terminations
- Demolition of existing stations.
- Lead and asbestos abatement.
- Construction of new concrete block and brick stations.
- Installation of new terrazzo and tile floors.
- Installation of new walls, ceilings, windows and doors.
- Installation of new mechanical, electrical, plumbing and HVAC systems.
- All new interior finishes.
- Construction of new vendor kiosks.
- Exterior concrete flatwork.

Temporary trailers were installed prior to demolition, to minimize inconvenience to the customers. ($1.2 million)

Mekh Gurung

Inspector

Education

B.S., Civil Engineering, Tribhuwan University, Nepal

Building Construction Technology, Institute of Design and Construction

Certifications

ICC Reinforced Concrete Special Inspector

ICC Structural Steel and Bolting Special Inspector

OSHA 10 Certified

PROFESSIONAL PROFILE

Mr. Gurung has over 12 years of construction related experience. He has significant experience working with public agencies such as NYCSCA, DASNY and the NYCDDC, performing such duties as preparing daily inspection reports and comparing construction progress with approved plans, specifications and submittals to verify the contractor's work.

EXPERIENCE

MTA - New York City Transit, Transit No. 7 Line Subway, NY - LiRo is providing Construction Management Services to extend the No. 7 Line Subway to the West Midtown Area. The No. 7 Subway Line, known as the Flushing Line, is NYC Transit's busiest, linking Queens to Times Square. Under this project, a new 7,000-foot-long tunnel is being constructed that will extend service westward, from Times Square to the Jacob Javits Convention Center. The extension will include a new intermediate station at 41st St. and 10th Ave. as well as a new terminal station at 34th St. & 11th Ave. Work scope also includes: multiple fan plants, HVAC facilities, traction power substations, facility power substations, circuit breaker houses, and communications and signal rooms. ($2.1 billion)

Long Island Rail Road - On-Call Construction Management and Associated Services, Inspector - LiRo has provided construction management and associated services to LIRR since 1994 for more than 100 assignments. LiRo provides personnel and is on call to handle a broad range of construction projects. The projects range from $1 million for estimating and support services to more than $100 million in shops, yards, track, stations, buildings, bridges, parking and rail systems. ($1 billion)

Nassau Community College, Programming for Performing Arts Building Tower Elevator Upgrades, NY, Inspector - LiRo provided services on the complete replacement of six elevators and associated parts in various buildings throughout the campus, which was to be performed in two separate Phases. Three of the elevators have been replaced in the College's 13-story Administrative Tower Building as Phase I. Two elevators are in Clusters E-F, and one in Building H are to be replaced as part of Phase II. Presently in LiRo's design stage. LiRo provided design, coordination, construction management, and inspection services for these projects which involved the rehabilitation of existing traction and hydraulic elevators and the modernization of the existing elevators.

City of Long Beach Department of Public Works, Drill/Tank, NY, Inspector - Mr. Gurung provided inspection services for structural repairs to an elevated tank for the City of Long Beach. He ensured that all work for the repairs were in conformance with the plans and specifications. He provided field coordination with the contractor during construction and reviewed and approved the contractor's schedule. In addition, he conducted progress meeting with the contractor and the City of Long Beach. He also reviewed and prepared change orders, as well as invoices and payment applications.

NYC Economic Development Corporation, Yankee Stadium City Work Projects - Building J, Assistant Superintendent - This LEEDs Gold Certificate renovation included an area of over 25,000 sf. Mr. Gurung's responsibilities included Performing the inspection of daily construction progress for all trades and preparing daily and monthly report. Supervising installation of foundation, concrete slab, structural steel rehabilitation, masonry work, EPDM roof, green roof, underground utilities, HVAC, plumbing, electrical, fire alarm, security and communications systems to ensure that work is in compliance with the plans and specification. Witnessing the various tests such as fire proofing, concrete, compaction, welding, hydro test for plumbing, sprinkler and HVAC systems, air balance test for HVAC system, leak detection system on roof etc.

He also prepared weekly look ahead schedule, reviewed the submittals, coordinated between A/E and subcontractors, reviewed and prepared change order documents, participated in weekly progress meeting, assisted LEEDs and commissioning agents, took daily construction progress photographs, performed safety inspections, and scheduling quality control inspection with testing lab. (NYCEDC, $15 million)

Future Tech Consultants of New York, Inc., NY, Field Inspector - Mr. Gurung performed as a Field Inspector for various public agency projects. This included NYCSCA, DASNY, NYCDDC, Giants Stadium and many private projects. He performed technical inspection of Contractor's work for steel reinforcement, concrete, masonry, fire proofing, fire stopping, mortar, grout, welding, bolting, metal decking, shear studs etc. He also performed inspection of backfilling, compaction and take the soil density test. Compared actual construction with approved plans, specifications and submittals to verify the contractor's work. Performed test for concrete, fire proofing, mortar and grout and collect the samples and prepared the daily inspection report.

Pokhara Sub-Metropolitan, Newroad, Pokhara, Kaski, Nepal, Overseer
Mr. Gurung's responsibilities included:

- Reviewing plans submitted to Municipality for approval
- Performing technical inspection of construction work throughout the city to determine if construction work is being done safely and in conformance with approved applications, plans, specification and in accordance with city code
- Performing technical inspection in response to complaints received by City alleging that existing buildings are in violation of city code and zoning Resolution
- Preparing the inspection reports and issue violations and summonses for non-compliance

Kalika Construction, Kathmandu, Nepal, Assistant Project Manager
Mr. Gurung's responsibilities involved various technical and administrative work. This included:

- Management of the submittals, RFI's, change order log
- Preparation of the daily report of work progress
- Preparation of monthly requisition and submit to the owner for approval
- Updating the project schedule
- Receiving the materials and record keeping

Linus James, N-III

Inspector

Education

A.A.S., Civil Engineering Technology, New York City College of Technology

B.A., Facilities/Construction Management, New York City College of Technology

Certifications

ACI Concrete Field Testing Technician Grade I

ATSSA Traffic Control Technician

NETTCP Soils and Aggregate Inspector

NICET III

OSHA 10 Certified

USNRC Safety & Gauge Operation, Nuclear Moisture/Density Equip

PROFESSIONAL PROFILE

Mr. James has over 15 years of experience with construction inspection specifically in civil, structural and paving construction. He also has vast knowledge with maintenance and protection of traffic and bridges.

EXPERIENCE

New York State Department of Transportation, Maintenance Repairs/Painting of Bridges On or Spanning the Grand Central Parkway, NY, Inspector - This project involved the repair and painting of 37 bridges on or spanning the Grand Central Parkway in Queens, NY. The bridges required a wide variety of repairs including those to steel, joints, concrete decks, drainage system and scuppers, masonry veneers, as well as paving and complete bridge painting utilizing full Class A Containment. The bridges ranged in size from a three span pedestrian overpass to a 28 span viaduct ten lane wide and included the Clearview Expressway/Grand Central Parkway interchange. Work was performed on a 24/7 basis. Multiple change orders were processed. ($29 million)

New York State Department of Transportation, Construction Inspection Services on an As-Needed Basis for Region 11, Bridge Maintenance and Repairs, Various Locations, NY, Senior Construction Inspector - This project involved bridge maintenance and repairs during a two year period at various locations in Region 11. Specific work items included: Maintenance and Protection of Traffic Joint repairs - armored and armorless pedestal repairs, full and partial depth concrete deck repairs, concrete spall repairs on abutments, striping asphalt milling and resurfacing, miscellaneous structural steel repair, deck reinforcing steel repairs and the installation of new steel staircases.

Work locations included: Brooklyn Queens Expressway between Metropolitan Avenue and the LIE, Brooklyn158th Street at the Henry Hudson Parkway (Rt. 9A), Manhattan Harlem River Drive elevated section, Manhattan Nassau Expressway, Queens Major Deegan Expressway over 233rd Street, Bronx FDR Drive over 96th Street, Manhattan. ($60 million

Additional Projects Include:

- NYSDOT- Long Island Expressway Capacity Improvements Exits 32-37, Senior Construction Inspector
- NYSDOT- Nine Bridges Rehabilitation & Maintenance Project at the Van Wyck Expressway, Construction Inspector
- MTA MNRR-Pre Design Inspection at various railroad overpasses, Construction Inspector
- NYSDOT- 14 Bridge Rehabilitation Project in the Bronx, Construction Inspector - Project included work at the Bronx River Parkway, Bruckner Expressway, Throgs Neck Expressway, and Moshulo Parkway
- NYCDOT- 178th Street Pedestrian Bridge over Metro North Railroad, Construction Inspector - Work included demolition and reconstruction.
- PA NY/NJ- LaGuardia Airport Parking Garage Condition Inspection, Construction Inspector

The aforementioned projects contained the following project elements:

- Steel reinforcement/concrete placement at bridge abutments, back walls, pedestals, wing walls, bridge deck and approach slab
- Bridge girder and bearing removal/replacement
- Lead paint removal/disposal and field structural steel painting
- Vertical and overhead concrete patches
- Armored joints with compression seal removal/replacement

Linus James, N-III

Inspector

- Retrofitting of new down spouts to existing scuppers
- Sign Structure assembly/erection and sign panel installation
- High strength bolt tightening with skidmore/torque wrench
- Curb, sidewalk & driveway removal/replacement
- Foundation pile installation
- Excavation-sheeting - steel sheet pile/tie back & timber lagging
- Masonry stone work
- Concrete barrier pre-cast/cast in place
- Noise wall installation
- Removal/resetting of corrugated beam guide railing
- Impact attenuator installment
- Excavation/Backfill [suitable material selection/compaction]
- Chain link fence installation
- Asphalt pavement and roadway marking
- Catch basin, manhole & pipe installation
- Erosion Control/landscaping
- Site safety - Fall protection, M.P.T. & Crane Lifting Operation

New York City Department of Design & Construction, Reconstruction of Retaining Wall at 181st Street, NY, Construction Inspector - Mr. James provided construction inspection services at the reconstruction of the 181st Street Retaining Wall. These retaining walls are located primarily at major highway approach ramps. In addition to reconstructing the retaining walls themselves, these projects typically include public utility work (trunk water main, distribution water main, sanitary and storm sewers), roadway reconstruction (highway restoration, street lighting, and traffic signal work), park facilities for New York City Department of Parks and Recreation, and appurtenance work for the New York City Department of Housing, Preservation, and Development. As Resident Engineering Inspection consultant, LiRo's responsibilities were to: administer contracts, manage the cost and schedule control system, ensure implementation of document control procedures (to track correspondence, requests for information, submittals and change orders), conduct controlled inspections, provide resources for special services such as estimating, environmental engineering, marine engineering, geotechnical engineering, and claims evaluation. LiRo conducted regular meetings to coordinate the efforts of the contractors, subcontractors, utility agencies, and other consultants with the NYCDDC. A key aspect of this contract was the requirement to provide emergency services in connection with endangered or collapsed retaining walls.

New York City Department of Design & Construction, Trunk Water Main 48th Street, NY, Inspector - his project includes new trunk installation and distribution of water mains. Project specific includes:

- Installation of 48 in, 36 in and 16 in sewer pipe
- Private utility upgrades
- Pedestrian ramp at corners
- Reconstruction of curbs and sidewalks in certain locations
- New traffic signal and street lighting poles

During Phase I, LiRo replaced the existing sewer at 48th Street between 8th Avenue and Broadway and between 9th and 10th Avenues. A new 20 in water main was installed, as well as a 48 inch trunk main excavation. Phase II includes replacement of the existing sewer at 51st Street between 9th Avenue and Broadway. ($40 million)

John Khachmanian, PE

Inspector

Education

B.S., Civil Engineering, Polytechnic Institute of New York University

B.S., Mechanical Engineering, Polytechnic Institute of New York University

Licenses/Registrations

Professional Engineer, New York

American Society of Civil Engineers (ASCE)

American Society of Mechanical Engineers(ASME)

American Engineering Alliance (AEA)

Certifications

ACI Concrete Field Testing Technician Grade I

OSHA 10 Certified

PROFESSIONAL PROFILE

Mr. Khachmanian has over 29 years of construction experience as a Project Executive, Project Manager, Resident Engineer and Office Engineer on a variety of large-scale construction projects throughout the New York Metropolitan area including two large scale multi-million dollar reconstruction projects: Columbus Avenue, New York City's largest roadway project; and 8th Avenue/Central Park West. Currently a Vice President, a Senior Associate and Project Executive, he helps direct LiRo's Highway Construction Division. He plans and schedules all capital projects to meet the key performance indicators of the many government agencies that LiRo works with, such as project budgets, on-time completion and quality performance. Mr. Khachmanian's responsibilities also include conducting field visits to ensure compliance with construction guidelines and standard specifications, as dictated by contract documents and City regulations. He is also responsible for preparing technical proposals, project staffing, supervision of construction, coordination of trades, negotiation of change orders and construction cost estimating.

EXPERIENCE

New York City Department of Design & Construction, Times Square Reconstruction, Project Manager - This DDC project involves the creation of pedestrian plazas and street reconstruction in Times Square from 42nd to 47th Street. In addition to new watermains and sewers, the project scope includes the installation of a comprehensive streetscape with granite and concrete pavers, granite benches and linear barriers and security bollards. This effort is on an accelerated schedule requiring Mr. Khachmanian to provide third party scheduling. In addition this construction is in a highly trafficked tourist location requiring special attention to public events and safety.

New York City Economic Development Corporation, REI Services for Queens Plaza Pedestrian/Urban Study Program, NY, Project Manager/Project Executive - LiRo was chosen by the New York City Economic Development Corp. (NYCEDC) to act as the owner's representative on the Queens Plaza Bicycle and Pedestrian Improvement project. LiRo provided Resident Engineering services, site support, and engineering estimates for change orders. The project limits for Phase I were Queens Plaza North to Queens Plaza South, and Northern Blvd./Queens Plaza East to 21st Street. The project realigned the traffic patterns; improved the safety for pedestrians and bicyclists; and improved the streetscape with the construction of new sidewalks and curbs, plantings, widened landscaped medians, and improved lighting. A new, one and a half-acre park was created, with artist designed benches and pavers, and a continuous protected bikeway and pedestrian walkway.

Drainage/Water Mains: The existing drainage system was inspected by use of video cameras. Improvements and changes were made to correct sanitary and storm water drainage in the area. Several water mains were replaced to improve water pressure in the area. All sewer connections were constructed to NYCDEP standards. Approximately one hundred new drainage structures were installed.

Community Outreach: LiRo developed and implemented an extensive outreach campaign that successfully allowed the contractor to execute the project without delay. Strong relations with Community Boards and Civic Associations groups were established.

Lighting: All street lighting within the project area was replaced and upgraded with 90 new street lights. New LED light fixtures were installed in the park to enhance the landscape design.

Fixtures: The completed project features new bikeways; custom artist pre-cast benches and pavers; a one and a half-acre park; wetlands area; hundreds of new trees, plants and grasses; improved lighting; upgraded and improved pedestrian access and crossings; new signage; and traffic signals.

Irrigation System: Irrigation distribution was installed at all planted areas, including over 4,000 linear ft of new irrigation mains.

John Khachmanian, PE

Inspector

The City had an aggressive schedule to complete Phase 1 of the project. To meet the deadline, LiRo worked closely with the City designers and contractors to address any changes or challenges as quickly as possible. As additional work was discovered, LiRo played an integral part in developing a schedule that could be implemented efficiently. LiRo worked closely with the Design team to develop the best solutions to project related issues. ($36.3 million)

New York City Department of Design & Construction, Reconstruction of Chambers Street, NY, Project Manager/Project Executive - LiRo was the prime consultant on this project, which involved reconstructing the roadway and infrastructure on a vital, two-way artery that connects the West Side Highway to the Brooklyn Bridge, as part of the rebuilding of Lower Manhattan in the wake of 9/11 through FHWA Funding. This project, Chambers Street between West Street and Broadway, involved roadway reconstruction and replacement of existing water mains with new water mains; reconstruction of the existing sewer (re-lining, repairs, replacement); upgrades to roadway drainage system (installation of new catch basins); and the installation of new granite curbs; pigmented sidewalks; ornamental street lights; traffic signs; concrete road base; AC wearing courses; and thermoplastic pavement markings. The existing water mains were composed of 12 in and 20 in old cast iron water mains. They were replaced with approximately 4,800 lf of new 20 in ductile iron pipe, and approximately 400 lf of new 12 in ductile iron pipe. Deteriorated sections of combined sewers were replaced with approximately 200 lf of new 42 in RCP pipe encased in concrete, and approximately 600 lf relined with shotcrete lining method. Upgrades to the roadway drainage system included the replacement of seven existing drainage structures, and associated connections to combined sewers. Once completed, there are approximately 4,000 lf of new granite curb and approximately 61,000 sf of pigmented sidewalk, including ADA compliant corners. Approximately 100,000 sf of new roadway was constructed, consisting of a 9" concrete base with a 3" asphalt wearing course. Other aspects of the project included upgrades to the street lighting, traffic signs, and traffic signals to conform to latest standards, and installation of new ornamental street lighting. ($24.5 million)

New York City Department of Design & Construction, REI Services for the Reconstruction of Retaining Wall, Citywide, NY, Project Manager /Project Executive - NYCDDC established a new division for the construction or reconstruction of retaining walls. These retaining walls are located primarily at major highway approach ramps. In addition to reconstructing the retaining walls, these projects typically include public utility work (trunk water main, distribution water main, sanitary and storm sewers), roadway reconstruction (highway restoration, street lighting, and traffic signal work), and work at park facilities on behalf of the New York City Department of Parks and Recreation, and miscellaneous work for the New York City Department of Housing, Preservation, and Development. A key requirement of this contract is to provide emergency services in connection with endangered or collapsed retaining walls. In case of an emergency, the REI team is required to immediately: implement the following procedures:

- Secure the area
- Maintain and protect vehicular and pedestrian traffic
- Evaluate the extent of damage and establish a work perimeter
- Evaluate the existing earth pressure, its impact on the collapsed wall, and options to reduce earth pressure to control retaining wall failure
- Secure other existing structures within the affected zone
- Explore and evaluate various construction options to temporarily reconstruct the collapsed retaining wall in the shortest possible duration at the lowest possible cost

LiRo's work under this contract has included the following projects:

- 181st Street Retaining Wall, Riverside Drive to Henry Hudson Parkway, Manhattan ($13.4 million)
- Kappock Street Retaining Wall, Kappock Street east of Henry Hudson Parkway, Manhattan ($9 million)
- Pennyfield Avenue Retaining Wall at Maritime College, Bronx ($3.5 million)
- St. Paul's Avenue Retaining Wall, Bronx ($500,000)
  Water View Front Retaining Wall, Staten Island ($500,000)

Tomasz Kowalski, N-II

Inspector

Education

Fuel Burning Equipment Operator, ACI Environmental Safety Training Institute Inc.

M.S., Civil Engineering, Lublin University of Technology, Poland

Certifications

ACI Concrete Field Testing Technician Grade I

NICET II

OSHA 10 Certified

OSHA 30 Certified

PROFESSIONAL PROFILE

Mr. Kowalski has over 20 years experience as an Inspector and Field Engineer within the construction industry. He has worked as an Inspector and a Structural Engineer on a variety of projects.

EXPERIENCE

MTA-NYCT, No. 7 Line Extension, Inspector - LiRo is providing program and construction management for the Number 7 Line, the system's busiest, linking Queens to Times Square. The new 7,000 foot long tunnel stretches west and south from Times Square to the Jacob J. Javits Convention Center on West 34th Street and 11th Avenue. LiRo is providing management of the contractor's activities, project controls and virtual design & construction for the project. ($2 billion)

Triborough Bridge Deck Replacement on the Wards and Randall's Island Viaduct (TB-64B), Chief Inspector - This project, valued at $282 million, is the TBTA's largest bridge project to date and involved the reconstruction of the Wards/Randall's Island Viaduct, new coatings, bearing replacement on the Queen's Approach and Bronx Truss, construction of new ramps, access road construction on Randall's Island and widening of the Queens to Manhattan Ramp. LiRo was the prime consultant on this joint venture project.

- *Ward's / Randall's Island Viaducts* - The existing deck (over 480,000 sf) was replaced with composite units of structural steel cross beams and post tensioned precast concrete. The Ward's/ Randall's Island Viaducts received new armored joints, rosphalt overlay, side and median barrier, improved storm drainage and new steel and cast in place (post-tensioned) brackets and stringers for the widening of the existing roadway. Over 22 million pounds of new structural steel were installed.
- *Ramp Construction* - Two new on and off ramps will be constructed in conjunction with a 5000 LF surface road on Ward's Island. The majority of the ramps were elevated and a portion was built with new retaining walls. Ramps construction included new foundations on piles, new columns, new steel girders, reinforced cast in place deck slabs, and new side barriers. The existing pedestrian walkways were eliminated and replaced by one new pedestrian ramp. A portion of the ramp was cantilevered with cast in place concrete brackets and a steel grid concrete deck. The remaining portion was built with retaining walls and concrete walkway down to grade level. In addition, a new stair tower was constructed on the pedestrian walkway with new piers and columns. The Queens to Manhattan Ramp was widened to allow for three lanes to access Manhattan. A portion of the existing roadway deck was removed and construction of new foundations on piles, new columns, new girders, and reinforced cast in place deck slab constructed.
- *Bearing Replacement* - Approximately 740 bearings were replaced on the Queens Viaduct, Ward's / Randall's Island Viaducts, Queens to Manhattan Ramp and the Bronx Truss.
- *Coatings* - Over 2 million sf of existing steel received a new protective coating on the Queens & Ward's Island Anchorage, Triborough Bridge Main Span and the Ward's / Randall's Island Viaducts

Additional work included new lighting, electrical upgrades and archeological monitoring of footing excavations. (MTA-TBTA, $282M)

New York City Department of Design & Construction, Stuyvesant Avenue Reconstruction, NY, Inspector - LiRo provided resident engineering inspection services for the Reconstruction of Stuyvesant Avenue from Fulton Street to Broadway (1.2 miles) in the Borough of Brooklyn. The project area was primarily residential in nature with the inclusion of a three-block historic district. The project specifics included:

Tomasz Kowalski, N-II

Inspector

- Distribution Water Mains 8,455 lf
- Hydrants 27
- Combined Sewer 4,435 lf
- Manholes/Chambers 63
- Catch Basins 117
- Curbs 13,520 lf
- Sidewalks 166,800 sf
- Pedestrian Ramps 25 Corners
- Roadway Reconstruction 30,000 sy
- Traffic Lights
- Street Lighting
- Trees 100

Maintenance and protection of traffic on this project was critical. The project area encompassed several schools and religious institutions. LiRo provided extensive liaison services to maintain the community as a partner in the project. ($9 million)

MTA - Bridges and Tunnels, Construction Inspection Services on an As-Needed Basis, 2004 - 2007, Triborough Bridge and Tunnel Authority Facilities, NY, Inspector - This project involved on-call construction inspection services and included associated services at various TBTA facilities throughout New York City. The work included highway and bridge construction, electrical and mechanical construction, building construction and renovation, asbestos and lead abatement, underground storage tank replacement, as well as estimating, scheduling and shop drawing review. Work was performed day and night at all TBTA facilities. Specific projects include:

- GFM 451 - Pothole Repairs at Various Facilities, Resident Engineer. ($4.8 million)
- GFM 418 - Pothole Repairs at Various Facilities, Resident Engineer. ($750,000)
- GFM 421 - Miscellaneous Roadway Repairs, Resident Engineer. ($15 million)

Long Island Expressway (LIE), Construction Management and Inspection of 27 Bridges, NY, Bridge Inspector - Mr. Kowalski served as a bridge inspector on this project. LiRo provided project management, design, and inspection services for the reconstruction of Route I-495 (LIE) from Van Dam Street to the Grand Central Parkway. The project involved the rehabilitation of seven miles of heavily congested urban expressway and the reconstruction of 27 bridges. The bridge reconstruction work involved such tasks as widening the Queens Boulevard Bridge, and replacement of superstructures and parts of substructures for six major bridges over the LIE. This included superstructure replacement of the 58th Street overpass with sixteen Inverset panels measuring approximately 25 meters. Other work included replacement of entire structures (including piers and abutments), deck replacements, substructure repairs, pile driving, and extensive painting of many existing structures.

MTA - Bridges and Tunnels, Triborough Bridge Redecking and Cabling (TB-64A), NY, Inspector LiRo was part of a tri-venture of firms managing the deck replacement on the Triborough Bridge. The project consisted primarily of major rehabilitation on the suspended span and the Queens viaduct. Suspended Span. The existing deck (over 250,000 sf) was replaced with an orthotropic steel deck. The work also included replacement of the finger-type expansion joints with modular joints; safety barrier installation; drainage improvements; and at the anchorages, replacement of the existing deck with composite units of structural steel cross beams and precast concrete. The cable work included cable sleeve modifications at six locations and the replacement of 184 suspender ropes and fittings. Queens Viaduct - Work on the Queens Viaduct included replacement of over 165,000 sf of existing deck with composite units of structural steel cross beams and precast concrete. The Queens Viaduct received new armored joints, concrete overlay, side and median barriers, improved storm drainage, and new brackets and stringers for the widening of the roadway during construction. At the project's completion, the new structure was converted to a sidewalk. ($150 million)

Allison Krebs-Fogel

Assistant Superintendent

Education
B.S, Electrical Engineering, Worcester Polytechnic Institue

Registration/Certifications
OSHA 30 Hour Safety Standards for Construction

Supported Scaffold, NY

OSHA 10 Hour Safety Standards for Construction

PROFESSIONAL PROFILE

Ms. Fogel has significant experience with project management and electrical design for design and construction phases of multi-disciplined engineering projects. She is well versed in design coordination and construction coordination for multi-prime projects.

EXPERIENCE

NYCSCA Construction Management Emergency Response Program, 2012-2014, Assistant Superintendent –LiRo is currently providing management and coordination of emergency construction responses to the needs of the NYCSCA under this contract. LiRo completed over 150 SCA Emergency projects timely and within initial budget forecasts, subject to the impact of scope changes. Emergency response work included the highly critical and extensive Sandy Recovery and Response Program at over 30 schools, Light Fixtures Replacement Program, demanding projects, such as for the expedited construction for the Eagle Academy Queens, response and repair to address the danger of an imminent façade collapse at PS60M, temporary boilers, major interior renovations, exterior rehabilitation, emergency stabilization, electrical, fire alarm and heating plant upgrades, and sitework including the installation of sidewalk sheds and safety netting.

NYCSCA Construction Management Emergency Response Program, 2009-2012, Assistant Superintendent - LiRo is managing and coordinating the construction responses to the urgent and expedited construction project needs of the New York City School Construction Authority. Critical projects implemented under this program include Light Fixture Energy Upgrades and PCB Removals at 21 schools, work at the new Eagle Academy in the Bronx, full conversion of a private school, Christian Allen High School, into a public school, Eagle Academy in Queens, matching funds projects such as for Brandeis HS M, and extensive emergency work at the Metropolitan and Glen Oaks Campuses in Queens. This program also called for the coordination and management various new construction, restorations and rehabilitations to expeditiously address urgently needed improvements and potentially hazardous conditions encountered at schools throughout the five boroughs. Under this contract, LiRo performed numerous projects in a highly expedited, date certain manner, without impact to school operations, delivered on or under budget, and on time for school openings. ($75M)

NYCSCA Construction Management Emergency Response Program, 2006-2009, Assistant Superintendent -LiRo managed and coordinated the construction responses to the urgent and expedited construction project needs of the New York City School Construction Authority. Critical projects implemented under this program have included light fixture replacements; energy upgrades and PCB removals; and various new constructions, restorations and rehabilitations to expeditiously address urgently needed improvements and potentially hazardous conditions encountered at schools throughout the five Boroughs. Under this contract, LiRo successfully completed over 200 projects in a highly expedited manner, without impact to school operations, and delivered on or under budget, and on time for school openings. ($56M)

NYCSCA Construction Management Emergency Response Program, 2004-2006, Assistant Superintendent - LiRo managed and coordinated the construction responses to the urgent and expedited construction project needs of the New York City School Construction Authority. Critical projects implemented under this program have included new construction, major restructuring programs to create new schools, restorations, and rehabilitations to expeditiously address urgently needed improvements and potentially hazardous conditions encountered at schools throughout the five boroughs. Under this contract, LiRo successfully completed over 200 projects in a highly expedited manner, without impact to school operations, and delivered on or under budget, and on time for the start of the school year. (NYCSCA, $106M)

Allison Krebs-Fogel

Assistant Superintendent

NYSOGS Construction Management Services Various Projects, Sing Sing Correctional Facility, Ossining, NY, Inspector – LiRo is providing construction management services for various construction projects at the facility. LiRo is responsible for organizing, coordinating and directing the completion of the projects and providing inspection services during construction to ensure that the work complies with the contract documents and meets code.

Rehabilitation of the FDNY R & T Building, Queens, NY, Inspector - This project consisted of the renovation of a 2-story, Fire Department of the City of New York (FDNY) vehicle maintenance facility which is located in Long Island City (Queens), NY. This building serves as the primary repair and maintenance facility for the FDNY fire trucks and other vehicles; additionally, it contains the offices of the Building Maintenance Division and may eventually house the administrative back-up Command Center for the FDNY. The FDNY's objective in carrying out this work was to make the building safe and to bring it up to a state of optimal functional usability, both now and for many years into the future. The basic scope of work encompassed by this project included four (4) distinct items of work, as follows:

- Electrical Service: The upgrade of the electrical service to include replacement of all of the existing switchgear panels.
- Emergency generators: Installation of two (2) new emergency generators, to be located in a new emergency generator room. These generators will have the capability of providing full power to the entire building in case of a power outage.
- New Boilers: Removal and replacement of three (3) existing new boilers.
- Air-conditioning: A new central air-conditioning system will be installed to service this area.

Throughout construction, the building remained operational 24 hours per day, seven (7) days per week. (NYCDDC, $9M)

New York City Housing Authority, Multi-Site Change Order Cost Estimating and Negotiation Services, Inspector - LiRo provided change order cost estimating and negotiation services, on an as-needed basis, for work located at various NYCHA sites throughout New York City. These services were provided for work associated with the modernization and expansion of existing NYCHA facilities. Areas included architectural/structural and mechanical/electrical /plumbing/fire protection /special systems (MEP) design. (NYCHA, $100M)

High School at Roger Ludlowe Site, Fairfield, CT, Electrical Design Engineer - Partial renovation of converting a middle school to a high school. Work included power, lighting, and fire alarm upgrades. ($5M)

Community Synagogue of Rye, Rye, NY, Electrical Design Engineer - New addition to the synagogue. Work included power, lighting, and fire alarm upgrades.

Yonkers P.S. 10, Yonkers, NY, Electrical Design Engineer - Partial renovation to the school. Work included power, lighting, and fire alarm upgrades, as well as the addition of an elevator.

Wesleyan University, Middletown, CT, Electrical Design Engineer - Renovation of the Zilkha art gallery. Work included power, lighting, and fire alarm upgrades.

UBS Paine Webber, Weehawken, NJ, Electrical Design Engineer - Various projects located at three offices. Work included power, lighting, and fire alarm upgrades.

Ridgewood Savings Bank, Long Island and Queens, NY, Electrical Design Engineer - Partial and total renovations to branch offices. Work included power, lighting, and fire alarm upgrades.

The Fire Department of the City of New York, Project Manager - Total renovations of various fire houses located in the Bronx and Queens.

Kevin Lipinski

Inspector

Education
B.A., Business Management, Hofstra University

PROFESSIONAL PROFILE

Mr. Lipinski has over five years of inspection experience including the inspection and management of resurfacing operations. His experience includes: concrete placement; steel erection; and establishing and maintaining safe work zones.

EXPERIENCE

New York City Department of Transportation, Steinway Street bridge replacement over GCP, NY, Inspector

This project for the Division of Roadway Bridges involved construction inspection for the reconstruction of two rigid frame arch structures over the Grand Central Parkway in Astoria, NY. The project included the demolition of the existing rigid frame arch structures; erection of new steel frame posts and arches, pouring of encasement abutments and new poured-in-place concrete deck slabs and sidewalks; bridge railing permanent soldier pile and lagging sheeting with grouted tie-back anchors; the installation and removal of two temporary ACROW truss bridges; and extensive MPT detour scenarios. Project elements also included; drainage systems; underground and bridge supported utilities (water main, gas, telephone and NYC DEP & FDNY communications); traffic signals; and intersection and safety improvements.

LiRo was asked to assume the oversight by the original REI consultant of this project after only 30% of the work had been accomplished. Significant design revisions and additions were required throughout the project term to meet unanticipated field conditions.

The demolition of the existing structures was performed utilizing crossovers east and west of Steinway Street on the Grand Central Parkway. GCP traffic was diverted over two weekend to the opposite side and a structure was removed by dropping the bridge onto the parkway. Prior to weekend demolition operations extensive coordination with NYC DOT OCMC was required. Weekly coordination meetings were held with OCMC and numerous other City agencies to coordinate the demolition operation and its affects on the surrounding neighborhood and affected roadways. LiRo was responsible for the implementation of motorist advanced warning system through the use of 24 Variable Message Boards stationed along major highways throughout the five boroughs and neighboring counties.

LiRo was responsible for construction schedule monitoring, cost analysis and incorporation of the changes into the project. LiRo also compiled all project records and as-built plans and documents. An extensive community involvement program was implemented utilizing meetings and public notices. ($18.4 million)

New York State Department of Transportation, Specialty CM Services - Route 25A over Hempstead Harbor (Roslyn Viaduct), NY, Inspector

LiRo provided specialty construction management services on this project. This project involved the construction of a new segmental concrete viaduct. The viaduct is erected as two separated structures in parallel and then joined together with closure pairs and transverse reinforcement. Precast concrete piers are erected and post tensioned. A 700 ton 370 ft. long launching gantry is being utilized to lift and place the individual segments which weigh up to 100 tons each. Heavy steel frames, temporarily constructed around the piers, support hydraulic ramps that provide rotational adjustment for geometry control of the structure. As new segments are lifted into place, epoxy is applied to the edge. Temporary post tensioning bars are installed until the epoxy has penetrated the joint. Adjustments are made to the ramps to fine tune geometry. Redundant surveys are performed to verify horizontal and vertical geometry during erection.

After new segments have been mounted to each end of the balanced cantilever, post tensioning tendons are run through the structure from end to end. The tendons are stressed and locking

wedges inserted when the predetermined tensile strength is reached. Grout is then injected under pressure until it flows air free at the grout vent. This structure also requires the installation of over 800 bored-in piles. The majority of these are 324 mm in diameter. Steel castings are left in place and rebar cages inserted into the casings. The casings are grouted inside and out. In addition to the viaduct there is a significant amount of roadway construction. Approach roadways are being reconstructed and grades in some cases are raised up to 2.5 m. The new roadway consists of a 425 mm thick composite pavement (superpave asphalt over concrete). The final configuration will be 3 lanes in each direction. Roadway work includes extensive retaining structures (poured concrete, crib walls, and gabions) many pile supported, tiebacks, drainage installation, water mains, utility relocations, temporary and permanent street lighting and traffic signals as well as extensive landscaping. CPM scheduling, shop drawing tracking and review as well as community liaison services are also imperative on the project. ($127 million)

Nassau County Department of Public Works, County-wide Resurfacing, Various Locations, Nassau County, NY, Inspector
This project involved resurfacing of county roads at various locations. Specific work items included:

- Pavement milling
- Full and partial depth concrete repairs
- Full and partial depth asphalt repairs
- Asphalt paving
- Concrete curb construction
- Sidewalk construction
- Pavement markings
- Maintenance and Protection of Traffic
- Field surveying

Work was performed day and night. Work locations included Merrick Avenue, Plainview Road, Peninsula Blvd, Old County Road, Merrick Road, Grand Avenue, Jerusalem Avenue, Nassau Road, Front Street, and Newbridge Road. ($10 million)

Previous Experience
New York State Labor Union 731 New York
Worked on various NYSDOT Projects for El Sol Contracting and Construction Group, Yonkers Contracting and Construction Co, Tully Construction Company, and Modern Continental. Responsibilities included:

- Commercial painting and restoration on bridges, tunnels and overpasses
- Asphalt and concrete pavement reconstruction repairs on interstate roadways
- Structural concrete placements
- Excavation and drainage
- Maintenance and protection of traffic
- Construction support and supply
- Traffic supervision - operating traffic control equipment on high volume state roads

Giuseppe Mannino

Inspector

Education
B.A., Aircraft and Powerplant Mechanics, State University of New York at Farmingdale

Certifications
ACI Concrete Construction Special Inspector

NETTCP Soils and Aggregate Inspector

OSHA 30 Certified

USNRC Safety & Gauge Operation, Nuclear Moisture/Density Equip

PROFESSIONAL PROFILE

Mr. Manino has worked as a Construction Inspector for over 10 years and was a self-employed masonry and concrete contractor since 1989. He is well-versed in all phases of residential and commercial construction.

EXPERIENCE

Port Authority of New York & New Jersey, John F. Kennedy International Airport Terminal 5/6 Redevelopment Project, NY, Sr. Inspector - Due to JetBlue Airways exceeding the capacity of its current terminal at JFK, an area behind the existing Terminal 5 has been designated for the development of a new 26 gate terminal building (625,000 sf) including connectors to the Airtrain, a new parking garage and the historical Saarinen building. The construction activities are being performed in a cost-effective and customer-friendly fashion. The terminal is operating at a minimum IATA Level of Service C. ($800M)

Mr. Mannino was responsible for the following:

- Audit and Field Inspection, Flexible and Rigid Concrete and Asphalt Paving for Apron and Taxiline Pavement),DIP Watermain, Jet Fuel Distribution and Hydrant System, Storm and Sanitary Sewers, Reinforcing Steel, Linestripping
- Mechanically Stabilized Earth (MSE) ,Structural Steel and Concrete Ramps
- Post-Tensioned Precast Concrete Roadway
- CMU Exterior Walls and Fire Rated Interior Walls
- Quality Assurance, Audit of Terrazzo flooring and Tile Installation
- Testing, Record-keeping of Fire, Smoke Dampners for Life Safety Inspection
- Management ,Recording, Audit, and Resolution of all Concrete, Soil, Asphalt, Masonry PANYNJ Controlled Inspections
- Monitoring of Testing Labs Field Personnel Performing Materials Testing
- Extensive Daily Coordination and Scheduling with General Contractor, Sub-Contractors ,JFK-PAPD, Security, Airtrain, Airside and Landside Operations, Maintenance, Quality Assurance, and Materials divisions
- Scheduling PANYNJ Inspections, MPT ,Commissioning of Traffic Signals, Entrance , Exit, Central Terminal Access Roadway Opening

New York State Department of Transportation, Staten Island Expressway Access Improvements, Senior Inspector - This project involves the construction of new access ramps for the Staten Island Expressway, with a total of seven new ramps to be constructed. The earthwork for ramps involves a balanced cut/fill operation. Soil material will be transported within the project's physical boundaries to minimize offsite disposal. A total of 18 retaining walls will be constructed to support the new ramps as roadway transitions from cut to fill sections. The construction of walls is accomplished by two methods: T-Wall Precast and Soldier Pile w/precast lagging.

Reconstruction of Fingerboard Road Bridge over Staten Island Expressway. The structure shall be replaced in its entirety to accommodate the widening of the roadway near the Verrazano Narrows Bridge Toll Plaza. The substructure is composed of reinforced concrete abutments, and consists of pre-stressed concrete bulb tees. This is the first use of this supporting member in New York City.

Reconstruction of Richmond Road and Targee Street Overpass. The existing steel structure is to be removed, and pre-stressed box beams put in its place. The bridge is to be constructed in stages, with particular care taken on the alignment of stressing tendons. Structures are being widened to accommodate the new access ramps. Due to the large amount of earthwork, the contract required a SPDES Permit from the NYSDEC. Inspectors on the project were sent for

training, and received Certification for Erosion and Sediment Control. On a weekly basis, certified personnel prepare a report that details conformance with DEC requirements. ($75M)

This project included the following components:

Paving and Drainage

- 15" Ø RCP 4,000 ft.
- 36" Ø RCP 500 ft.
- Precast box culvert 600 ft.
- Superpave Asphalt - Base, Binder, and Top 38,000 tons
- Guide Rail 14,000 ft.

ITS System

- 144 Fiber Optic Cable 10,000 ft.
- Cameras
- VMS Signs
- Radar Detectors
- Transmit Antenna

New York State Department of Transportation, Resurfacing of the Wantagh State Parkway from the Southern State Parkway to the Northern State Parkway, NY, Inspector - This project involved the complete resurfacing of 9.8 km of the Wantagh State Parkway in Nassau County, NY. All existing asphalt pavement was milled. Full and partial depth pavement repairs were made. Over 300 drainage structures were modified. The existing concrete curb was milled and replaced with new modified curb. Extensive electrical work was also performed including 5,000 lf of conduit, numerous pull boxes, and electrical appurtenances rewired to support the INFORM system.

A unique aspect of the project was that full nighttime closures of the Parkway were required each night. The closures were coordinated with the NYSDOT, INFORM, the contractor, as well as local municipalities. NYS Troopers provided closure protection. Extensive signage was required for detours within a 5-mile radius of the project. ($16.2M)

New York State Department of Transportation, Region 11 Construction Inspection Term Agreement, NY, Inspector - This project involved Construction Inspection Services under a Term Agreement for various projects located in Region 11 (New York, Queens, Bronx, Kings and Richmond Counties). Services included Inspection of highway rehabilitation/reconstruction for asphalt and concrete paving including joints & surface preparation; drainage improvements or reconstruction; roadway lighting improvements or reinstallation; replacement & installation of signs & sign structure; maintenance or installation of safety appurtenances such as guide rails, median barrier, fencing etc.; maintenance or improvement of roadside landscaping; cleaning & filling pavement cracks and occasional roadway emergency work, highway resurfacing, crack sealing, intersection improvement, signal system installation, pavement marking or other routine construction contracts.

Additional services included inspection of bridge rehabilitation/ reconstruction work for steel super structures including bearing, railings, scuppers, down spouts etc.; repairs or replacement of bridge deck including joints; replacement of lighting, signs; repairs to bridge abutment walls & reconstruction of adjacent landscaping; occasional bridge emergency work, bridge rehabilitation, bridge cleaning, bridge painting, bridge drainage cleaning. ($30M)

MTA - Bridges and Tunnels, Paving at Various Facilities (GFM - 378), NY, Inspector - This multi-year project involved asphalt and concrete paving at all TBTA facilities. All work was performed by a single contractor and a requirements type contract. Specific work activities included asphalt milling and paving full and partial depth calcium chloride concrete repairs, application of waterproofing membranes emergency pothole repair, and pavement marking. Work was done primarily on nights and weekends. This project required extensive MPT and coordination with various facility engineers and managers. ($10M)

Joel Maung, PE

Inspector

Education

B.S., Civil Engineering, City College of the City University of New York

Licenses/Registrations

Professional Engineer, New York

Certifications

ACI Concrete Construction Special Inspector

ACI Concrete Field Testing Technician Grade I

ATSSA Traffic Control Technician

ICC Structural Masonry Special Inspector

ICC Structural Steel and Bolting Special Inspector

NETTCP Soils and Aggregate Inspector

NYCDOB 4 Hour Supported Scaffold User Certificate

USNRC Safety & Gauge Operation, Nuclear Moisture/Density Equip

PROFESSIONAL PROFILE

Mr. Maung has vast experience in structural engineering and construction inspection. During this time, he has developed excellent communication, time management and organizational skills.

EXPERIENCE

New York State Department of Transportation, Staten Island Expressway Access Improvements, NY - This project involves the construction of new access ramps for the Staten Island Expressway, with a total of seven new ramps to be constructed. The earthwork for ramps involves a balanced cut/fill operation. Soil material will be transported within the project's physical boundaries to minimize offsite disposal. A total of 18 retaining walls will be constructed to support the new ramps as roadway transitions from cut to fill sections. The construction of walls is accomplished by two methods: T-Wall Precast and Soldier Pile w/precast lagging.

Reconstruction of Fingerboard Road Bridge over Staten Island Expressway: The structure shall be replaced in its entirety to accommodate the widening of the roadway near the Verrazano Narrows Bridge Toll Plaza. The substructure is composed of reinforced concrete abutments, and consists of pre-stressed concrete bulb tees. This is the first use of this supporting member in New York City.

Reconstruction of Richmond Road and Targee Street Overpass: The existing steel structure is to be removed, and pre-stressed box beams put in its place. The bridge is to be constructed in stages, with particular care taken on the alignment of stressing tendons. Structures are being widened to accommodate the new access ramps. Due to the large amount of earthwork, the contract required a SPDES Permit from the NYSDEC. Inspectors on the project were sent for training, and received Certification for Erosion and Sediment Control. On a weekly basis, certified personnel prepare a report that details conformance with DEC requirements. ($75 million) This project included the following components:

This project included the following components:

Paving and Drainage

- 15 in Ø RCP 4,000 ft
- 36 in Ø RCP 500 ft
- Precast box culvert 600 ft
- Superpave Asphalt - Base, Binder and Top - 38,000-tons
- Guide Rail 14,000 ft

ITS Systems

- 144 Fiber Optic Cable 10,000 ft
- Cameras
- VMS Signs
- Radar Detectors
- Transmit Antenna

New York State Department of Transportation, Kew Gardens Interchange, NY - This project involves constructing and implementing operational improvements for the section of the Van Wyck Expressway from Hoover Ave to 72nd Avenue. The improvements include the construction of an auxiliary lane on the north bound roadway and involves the replacement of the main line Northbound Van Wyck Expressway over the Grand Central Parkway as well as construction of a single span precast concrete arch bridge spanning over a relocated 60" diameter sewer main and replacement of the Eastbound Jackie Robinson Parkway/Union Turnpike to Northbound Van Wyck Expressway Ramp (Ramp KB).

Joel Maung, PE

Inspector

Due to tight alignment, close proximity to adjacent properties and complex work zone traffic control, the construction of a temporary support system, structure and roadway, allow for staged demolition and construction of the new structure. In addition the project includes new retaining walls, (modular, reinforced concrete, GRSS and soil nail) highway lighting, and the relocation of water mains, sewers and communication facilities.

The project also includes the replacement Westbound Union Turnpike Ramp to the Westbound Grand Central Parkway. Two bridges are being replaced completely and two more bridges are being modified. These bridges include:

- Northbound Van Wyck Expressway Viaduct: Replacement of existing 16 span, two lane structure with a new three lane, four span viaduct with a different horizontal alignment and profile. It will be composed of multi-curved haunched steel girders, stainless steel reinforced concrete deck supported by reinforced concrete piers and abutments on cast in place steel pipe piles
- Ramp KB: Replacement of existing eight span, one lane structure with a two lane, seven span multi-curved steel girders, stainless steel reinforced concrete deck supported by reinforced concrete piers and abutments on cast in place steel pipe piles
- Jackie Robinson Parkway Spanning over Westbound and Eastbound Grand Central Parkway Bridge: Replacement of the superstructure with new steel girders, stainless steel reinforced concrete deck

Eastbound Union Turnpike over Grand Central Parkway Connector Bridge: Rehabilitating by removing existing deck and replacing with stainless steel reinforced concrete deck

Universal Testing and Inspection Services, NY, Inspector/Engineer - Performed masonry and concrete inspection in many school construction projects in New York City.

Thornton Tomasetti, Engineer - Performed design of steel and concrete structures in several projects Prepared and developed drawings, specifications and quantity estimates Reviewed steel and concrete shop drawings Conducted field inspection for a concrete parking garage

Representative Projects Liberty National Golf Clubhouse, Jersey City, NJ New Meadowlands Stadium, East Rutherford, NJ Bronx Terminal market, Bronx, NY Americas Data Center, Somerset, NJ Mina Zayed Waterfront Development, Abu Dhabi, UAE

INTERNSHIP EXPERIENCE (2004-2006)

Engineering Intern/ Thornton Tomasetti, Newark, NJ - Involved in several building design projects. Assisted senior engineers with CAD works and design calculations

Summer Intern/ NYC Department of Design and Construction, New York, NY Participated in the construction management team at the Queens Botanical Garden Project. Assisted Construction Project Managers with daily site inspections and monitoring of contract works Involved in the LEED certification process of the project

Summer Intern/Marine Structures Department, DMJM Harris, New York, NY - Participated in preliminary design processes on several marine structure projects. Assisted senior engineers with CAD works and design calculations Conducted some field surveys to collect data for design engineers

College Intern/ MTA New York City Transit, New York, NY - Provided ongoing support to the *2nd Avenue Subway Project*. Monitored and updated project filing system, and assisted in design management of the project

Aaron Mosser, N-II

Inspector

Education
A.A.S., Computer Design, Suffolk Community College

Certifications
ACI Concrete Field Testing Technician Grade I

ATSSA Traffic Control Technician

NICET II

OSHA 10 Certified

USNRC Safety & Gauge Operation, Nuclear Moisture/Density Equip

PROFESSIONAL PROFILE

Mr. Mosser has been providing construction inspection services since 2000. He has been involved in roadway reconstruction projects in various locations on Long Island and New York City. Mr. Mosser's responsibilities include preparing daily inspection reports, change orders, record keeping, maintaining material acceptance records and final closeout packages.

EXPERIENCE

MTA - Bridges and Tunnels, Paving at Various Facilities (GFM - 398), NY, Inspector - This multi-year project involved asphalt and concrete paving at all TBTA facilities. All work was performed by a single contractor and a requirements type contract. Specific work activities included asphalt milling and paving full and partial depth calcium chloride concrete repairs, application of waterproofing membranes emergency pothole repair, and pavement marking. Work was done primarily on nights and weekends. This project required extensive MPT and coordination with various facility engineers and managers. ($10 million)

New York City Department of Design & Construction, Engineered Resurfacing South of Canal Street, Manhattan, NY, Office Engineer - This three-year project involved the resurfacing and reconstruction of 44 streets in lower Manhattan. Work on individual streets ranged from full depth reconstruction to milling and resurfacing. Work was performed on some of the busiest streets in Manhattan including Broadway, Greenwich Street, John Street and Beaver Street. Work was performed both day and night. This project also included an intensive community liaison effort to help keep residents and businesses apprised of the work status. ($44 million)

New York City Department of Design & Construction, Greenwich Street Reconstruction, Liberty to Rector Streets, NY, Inspector - The scope of the project included installing new sewer lines, new catch basins, subway vents, water services, manholes as well as sidewalks, curbs and roadways on the east and west side of this six block stretch. This work was critical due to the age of the infrastructure as well as the damage it withstood during the collapse of the World Trade Center. The subway vent work conducted was vital due to the re-opening of the Rector Street subway station. This project used 3,400 sy of asphalt, 900 cubic yards of concrete base, 1,600 lf of new steel curbs, 800 lf of new and rehabilitated sewers, 900 lf of new water mains as well as new traffic signals and decorative street lighting. ($2.1 million)

New York City Department of Design & Construction, World Trade Center, Lower Manhattan Roadway Milling and Paving Project, NY, Inspector - This was one of LiRo's most unique and difficult projects. LiRo has been working at Ground Zero since September 17, 2001. On April 16, 2002, we were given an assignment by the New York City Department of Design and Construction to provide construction inspection services for the milling and repaving of 61 lane miles of streets in the Trade Center area. This project was performed under the auspices of FEMA and the FHWA. The project commenced on Monday, April 22, 2002 and was completed by June 7, 2002. Work was performed at night. The work consisted of milling 1-1/2" of asphalt roadway, adjustment of street hardware, miscellaneous roadway repairs, and placement of a 1-1/2" asphalt concrete roadway surface. The operation was staggering. Approximately 150 men, multiple milling, paving and chipping crews, and over 50 trucks were utilized each night. Asphalt production averaged nearly 1,200 tons per night on tight lower Manhattan streets. LiRo had up to 16 inspectors on this project. Extensive coordination with local community boards was essential. ($6 million)

Inspection Services of Underground Utilities, Downtown Manhattan, NY, Inspector

This project involves resident engineering inspection services performed on a requirements basis for various infrastructure construction projects in the Borough of Manhattan, Downtown

area. LiRo is providing services to protect all existing underground utility connections, fiber optics, telephone lines, and watermain for Brookfield Properties. Brookfield Properties manages several buildings within Battery Park City including those housing Merrill Lynch and American Express. This contract includes: Installation of high pressure gas services; Installation of a steam service; Installation of 20" DIP Storm Sewer; Modification of existing Sanitary manholes; Installation of 12" ESVP Sanitary Sewer; Installation of various size watermains; Construction of a tunnel that connects the world Trade center to the World Financial Center, crossing Rt. 9A. ($2 million)

Alliance for Downtown New York, Broadway Streetscape Improvement Program- Project Management Services, NY, Inspector
This streetscape improvement project in Lower Manhattan involved sidewalk, curb and street lighting replacement along Broadway form Murray Street South to Battery Place and Stone Street. More specifically, the work included: Replacement of sidewalks with pigmented concrete to match bluestone; Pavement milling; Installation of 12" wide granite curb/ADA handicapped ramps; Utility relocations; Installation of new street light foundations; Traffic signal upgrade; and Sidewalk vault repair.

Nassau County Department of Public Works, Newbridge Road Rehabilitation, Sunrise Highway to Bellmore Avenue, NY, Construction Inspector - Rehabilitation of this busy two-lane artery through residential and commercial areas included new storm sewer, sanitary sewer, and catch basin installations. Upon completion of this phase, curbs, sidewalks, and the roadway were restored. Coordination with local gas and water utilities as well as with local residents and business owners was required. Mr. Mosser was involved in various aspects of the project including: Inspection and installation of 48" RCP to 18" RCP; Installation of concrete sidewalks, aprons, curbs, curb gutters, and valley gutters; Preparation of fine grading; Slump and cylinder testing; Inspection of retaining wall construction, fencing, and driveway restoration; Review of as-built drawings and final measurements; and Final asphalt paving for the project ($6.5 million)

Vincent Mutarelli, N-IV

Inspector

Education
Civil Engineering Course Work, Nassau Community College

Certifications
ACI Concrete Field Testing Technician Grade I

NICET IV

NYCDOB 4 Hour Supported Scaffold User Certificate

NYSDEC Erosion and Sediment Control

OSHA 10 Certified

OSHA 30 Certified

PROFESSIONAL PROFILE

Mr. Mutarelli has provided inspection services on several LIRR projects including the West Side Storage Yard Overbuild where he was assigned to periodic 12-hour weekend shifts. He has knowledge of the contractor's means and methods and construction phasing. He also is familiar with flagging requirements, interfacing with railroad operations and coordination with LIRR Force Account which is required projects for Long Island Rail Road, the ACL Direct Fixation Fastener Fastener Replacement and the LIRR Atlantic Avenue Viaduct Rehabilitation Phases I Project. He has extensive knowledge of the contractor's means and methods and construction phasing. for railroad work. His experience also includes working on two other His experience also includes working on two other projects for Long Island Rail Road, the ACL Direct Fixation Fastener Fastener Replacement and the LIRR Atlantic Avenue Viaduct Rehabilitation Phases I Project. He has extensive knowledge of the contractor's means and methods and construction phasing.

EXPERIENCE

MTA - Long Island Rail Road, On-Call Construction Management Services for the Direct Fixation Fastener Replacement at the Massapequa Park Viaduct, NY, Inspector - The scope of the work on this project primarily consisted of the installation of new Railroad supplied direct fixation fasteners on the Nassau viaducts, located in the communities of the same name, on LIRR's Babylon Branch in Suffolk County, NY; and included plinth work, and some viaduct repairs ranging from patching to full-depth deck replacement. LiRo provided construction inspection activities working closely with the contractor to ensure that the work was completed in conformance with the contract specifications. The construction work that LiRo managed included the following elements:

- Project mobilization and submittals
- Roadway Worker Protection training for Contractor's on-track employees
- Pre-construction survey of existing track alignment
- Install temporary track bearings and gauge supports to maintain rail traffic during construction
- Remove and store viaduct guardrails
- Repair deteriorated portions of the ACL Viaducts bridge decks
- Enlarge/repair/replace cracked and broken concrete plinths
- Core track plinths and install new anchor inserts using epoxy
- Replace existing fasteners with new fasteners
- Restore viaduct guard rails
- Remove and dispose of existing fasteners and hardware
- Final site clean-up, record documents submittals, demobilization and closeout

($20 million)

Amtrak NEC Gateway Improvements, Hudson Yard Tunnel and MOE Facility, Inspector
LiRo is providing construction management services for the the Gateway, Hudson Yard Tunnel & MOE Facility Construction in New York City. The work is a segment of NEC - The NEC Gateway Improvements Project. LiRo's construction management services include project management, project controls and inspection for the improvements at LIRR Hudson Yards Design-Build Contract. This project is located in the City of New York and consists of construction management services required on an as-needed basis for construction associated with Hudson Yards. LiRo will also be responsible for the following:

- Providing quality audits by supervising and overseeing all aspects of construction.
- Providing oversight and review related to activities performed by the Design-Builder, sub-contractors and any other 3rd Party entities who may or may not be specifically be in

contract with Amtrak (i.e. City of New York, D.O.T., FRA, Con Edison, other agencies, municipalities, other contractors, etc.).

- Providing projects daily, weekly and monthly reports and any other compilations of information in accordance with Amtrak Procedures as requested by Amtrak.
- Providing CPM schedule reviews and analyses of Design/Builders progress.
- Providing project estimates as requested and review any claims submitted by the Design/Builder.
- Providing an independent testing lab for testing concrete, asphalt and soil compaction if requested, however, it is acknowledged that the Design/Builder shall have the primary obligation of concrete testing.
- Preview of submitted invoices and providing commentary and recommendations for payment requests.
- Periodic travel to project vendors' manufacturing plants as necessary (i.e. precast concrete, steel, etc.).

The total duration of the project anticipated for these services are 24 months. ($2 million)

MTA - Long Island Rail Road, ACL Direct Fixation Fastener Replacement Program, NY, Construction Inspector - Mr. Mutarelli provided construction inspection services on this project for weekend shifts. The scope of the work of the ACL Project primarily consisted of the installation of new Railroad supplied direct fixation fasteners on the Amityville-Copiague-Lindenhurst viaducts, located in the communities of the same name, on LIRR's Babylon Branch in Suffolk County, New York; and includes plinth work, and some viaduct repairs ranging from patching to full-depth deck replacement. The Construction work that LiRo managed included the following elements:

- Project mobilization and submittals
- Roadway Worker Protection training for Contractor's on-track employees
- Pre-construction survey of existing track alignment
- Install temporary track bearings and gauge supports to maintain rail traffic during construction
- Remove and store viaduct guardrails
- Repair deteriorated portions of the ACL Viaducts concrete bridge decks
- Enlarge/repair/replace cracked and broken concrete plinths
- Core track plinths and install new anchor inserts using epoxy
- Masonry repairs
- Replace existing fasteners with new fasteners
- Restore viaduct guard rails
- Remove and dispose of existing fasteners and hardware
- Final site clean-up, record documents submittals, demobilization and closeout
- ($30 million)

New York City Department of Transportation, When and Where Marine Structural Repairs, Directed within the Five Boroughs (Tasks I & III), NY, Inspector - This contract called for when and where repairs for waterway bridges throughout New York City. Due to the time-critical nature of the work, there was little advance notice of the general defects discovered by condition inspection teams. LiRo prepared specific designs for work on a fast-track basis, as well as applications for DEC/Corps of Engineer and Coast Guard Permits. We performed Construction Inspection and site engineering services as an integral part of a combined team that was closely integrated with NYCDOT. ($10 million)

MTA - Bridges and Tunnels, Removal of Toll Booths at Brooklyn Battery Tunnel, Inspector - This project included MPT and coordination with TBTA police. Responsibilities included ensuring safe demolition and removal of existing tollbooths. Area was repaired with concrete base course and asphalt overlay. ($185,000)

Miroslaw Olk

Chief Inspector

Education
M.S., Gdansk University of Technology, Poland

Certifications
ACI Concrete Field Testing Technician Grade I

NICET IV

OSHA 10 Certified

PROFESSIONAL PROFILE

Mr. Olk has over 30 years of construction industry experience working in Senior Inspector roles on a wide variety of highway, bridge and viaduct projects in the New York City metropolitan area. Some areas of his expertise includes inspection of steel girders, bridge trusses and deck construction, structural improvements on bridges and emergency steel repairs. Mr. Olk has vast knowledge in concrete placement, steel erection and establishing and maintaining a safe work zone.

EXPERIENCE

Port Authority of New York and New Jersey, On-Call CM Contract 2012-2014, Chief Inspector –
LiRo is providing construction management and resident engineering inspection services on an as-needed basis to the Port Authority, which include the following assignments:

- Lincoln Tunnel Bus Ramps Deck Replacement Phase II
- Lincoln Tunnel Protection of Bus Ramps Electrical Conduits and Junction Boxes
- Lincoln Tunnel Replacement of Louvers and Structural Supports In New York Ventilation Buildings
- Lincoln Tunnel New York Bus Ramps Priority Repairs
- Lincoln Tunnel Structural Rehabilitation and Repaving of Helix

New York City Department of Transportation, Rehabilitation of the 11th Avenue Viaduct, NY, Chief Inspector
This project - Division of Roadway Bridges - involved construction inspection for the rehabilitation of an eight-span, 600 ft long steel girder viaduct over the 30- track LIRR West Side Service Yard in Manhattan, New York. The project included: installation of railroad protective shields; demolition of the existing concrete deck and concrete parapets; removal and replacement of 200 pedestals; installation of 200 seismic bearings; new poured-in-place concrete deck slabs and sidewalks; bridge railing and fencing; and extensive MPT detour scenarios. Project elements also included; drainage systems; underground and bridge supported utilities (telephone and NYCDEP / FDNY communications); and traffic signals. ($20 million)

New York City Department of Transportation, Queensboro Bridge Rehabilitation, Contract #6, NY, Chief Structural Inspector
This bridge rehabilitation project includes replacement of columns on inner and outer roadways on the Queens side of the bridge ; installation of access platforms to piers; aviation warning lights; replacement of promenade floors above upper roadways at all four piers; repair of steel arches; placement of micro-surfacing overlay on the upper roadways; rehabilitation of 2nd Ave. Plaza kiosk; installation of bridge fencing. Work was performed on a 24-hour basis, and involved extensive MPT. Duties included inspection of structural improvements to the bridge. ($44 million)

New York City Department of Transportation, Queensboro Bridge Rehabilitation, Contract #5, Chief Structural Inspector
This project entailed the inspection of structural steel repairs and replacements. The project required the complete replacement of the Outer Roadway on the main cantilever structure, and deck replacement on both the Queens and Manhattan approaches. ($170 million)

New York State Department of Transportation, New York City West Side Piers Safety Improvements, NY
This project required pier rehabilitation work, which includes repair and bracing of piles; underwater wrapping of piles; repair and replacement of pedestals; repair of the concrete deck; and resurfacing with an asphalt slurry seal. ($3.5 million)

Miroslaw Olk

Chief Inspector

New York State Department of Transportation, Queensboro Bridge Rehabilitation, Contract #4, NY, Senior Structural Inspector

This project required the inspection: of steel girders, bridge trusses and deck construction, including expansion joints, drainage, concrete barriers, electrical lighting, signals, painting, and maintenance of traffic. Construction involved the complete staged replacement of the lower inner roadway deck, from Second Ave. in Manhattan, to Crescent Street in Queens. The deck was removed; repairs were made to floor beams; stringers were repaired or replaced; and a new, concrete-filled deck was installed. Other major responsibilities included: inspection of over $4 million worth of emergency steel repairs, performed on the Outer Roadway, to keep it in service. ($180 million)

New Jersey Turnpike Authority Garden State Parkway, Improvements to Interchange 123, NJ, Senior Structural Inspector

This improvement project to an interchange between the Garden State Parkway (GSP) and Route 9 in Sayreville, New York, included the widening of two mainline bridges over a Country Road, Conrail railroad and Route 9. Other project elements included new ramps, lighting, drainage, an overhead sign, utility relocations, concrete deck and asphalt pavement, staged MPT, and night work. Duties included inspection of all new and rehabilitation work, associated with the widening and rehabilitation of two mainline bridges, over Route 9 and Conrail tracks. ($14 million)

New Jersey Department of Transportation, Route 7, Section 1AG over the Passaic River, Townships of Belleville and Kearny and Borough of North Arlington, NJ, Senior Structural Inspector

The work included the removal of an existing bascule bridge and approach spans, and the construction of a new vertical lift bridge on drilled shafts and approach spans over the Passaic River. Responsibilities included the calculation of the quantities of contract items for payments, and reviewing materials certifications for conformance with specification. ($36 million)

The Peninsula at Bayonne Harbor, Bayonne Bay Harbor Station North Infrastructure, NJ, Senior Inspector

Mr. Olk's responsibilities included the installation of sanitary sewer, water main, storm water (incl. BRCP) and Storm Water Treatment System. Work also included pressure and leakage tests.

New York State Department of Transportation, Long Island Expressway Improvement Project, 80th Street to the Long Island Rail Road, NY

This project required the inspection of: steel girders, bridge deck construction, including expansion joint; structural concrete (special wall /tieback); roadway drainage; water mains and pavements. The work included the preparation of monthly statements for payment to the contractor, utilizing NYSDOT Computerized Engineering Estimate System (CEES). ($25 million)

Expressway No. 1 Basra-Baghdad, Iraq, Engineer

Design work and field inspection tasks included horizontal and vertical alignments, field layout of utilities, and site survey. ($100 million)

Major Highway Projects

Poland Gdansk-Szczecin; Gdansk-Poznan; Gdansk-Warsaw, Engineer

This project included design work and field inspection. Design work was directed toward roadway layout, drainage and cost estimating. Fieldwork included site survey, installation of drainage and other utilities, and the inspection of reinforced concrete construction.

Theodore Pollock, N-III

Inspector

Certifications
NICET III

OSHA Confined Space Entry Certified

PROFESSIONAL PROFILE

Mr. Pollock has over 35 years of experience in heavy construction and large-scale building construction inspection. His projects have included laboratories, waste water treatment plants, maintenance facilities, jails and highways. Mr. Pollock has extensive experience in concrete and reinforcing steel and is proficient in the inspection of all facets of building and highway construction.

EXPERIENCE

New York City Department of Environmental Protection, Construction Management Services in Connection with Miscellaneous Projects, NY, Downtown Area - South, Inspector - Construction Management Services in connection with construction contracts related to capital improvements at various Department of Environmental Protection Facilities in the NYC area (south). Work includes services at Water Pollution Control Plants (WPCP) and all Pumping Stations including Oakwood Beach, Coney Island, Rockaway, and Port Richmond. The current contract includes 19 Task Order Assignments. ($12 million)

Nassau County Department of Public Works, Construction at Cedar Creek WPCP, NY, Civil/Structural Concrete Inspector - Principal Items of work on this Wicks Law multi-prime project included:

- Demolition and removal of the five Worthington engine generators and associated piping.
- Demolition and removal of the three boilers and associated piping.
- Asbestos removal.
- Installation of two centrifugal chillers and associated piping.
- Installation of package fuel pumping system in the Main Equipment Building.
- Installation of hot water circulating system in Sludge Dewatering Building.
- Modifications to the ventilation systems in the Sewer Maintenance Building.
- Installation of a new trench and piping from the Sludge Dewatering Building to the Tertiary Treatment Building.

($17 million)

Nassau County Department of Public Works, Cedar Creek WPCP, Phase III-C Engine Generators, NY, Inspector - The principal features of work for this assignment include construction and/or installation of dual-fuel generators, new generator building, combustion air intake and exhaust systems, heat exchanges, fuel oil system, gas sy stems, and starting air systems. ($35 million)

Nassau County Department of Public Works, Cedar Creek WPCP, Phase IVE, Final Settlement Tanks, NY, Inspector - Provided CPM scheduling and construction management services for the construction of two new final settling tanks. This project includes heavy civil, structural, and foundation work as well as the installation of retaining walls to protect nearby structures on the constricted site. Extensive piping and associated pumps will also be required. ($20 million)

Nassau County Department of Public Works, Pump Station Rehabilitation for Sewer District No. 3, NY, Inspector - This project involved the complete renovation of pumps, piping, electrical controls, and appurtenance for three separate stations. Station capacity ranged from 3mgd. To 15 mgd. Pumps were all variable speed. All renovations were performed while existing pumps remained in operation. ($3 million)

Nassau County Department of Public Works, Pump Station Rehabilitation for Sewer District No. 2, NY, Inspector - This project involved the complete mechanical, electrical, and structural

rehabilitation of three pump stations. In order to perform the required renovations, a sewage bypass system was installed. ($3 million)

Nassau County Department of Public Works, Long Beach Road, Royal Avenue, and Lido Boulevard Pump Stations Rehabilitation, CPM Scheduling, Construction Administration, and CI Services, NY - This project involved the reconstruction of three raw sewage pumping stations. The reconstruction was from the ground up and required that bypass pumping systems be installed. LiRo services on this project involved the development and updating of a detailed construction schedule using the Critical Path Method (CPM). In addition we served as administrators regarding contractors adherence to contract documents. Our services also extended to the preparation of correspondence, construction cost estimating for extra and change order work and preparation of delay claim analysis. Construction Inspections were performed by our field personnel who assured quality, maintained daily work reports and alerted the administrative and engineers in charge of deficiencies or other problems. ($3.4 million)

New York City Department of Environmental Protection, Spring Creek Water Pollution Control Plant Upgrade, Inspector - LiRo provided project management, resident engineering inspection, and start-up services for the Spring Creek auxiliary water pollution control plant upgrade. The project involved the lowering of the existing precast roofing system over the holding basins in a sequenced manner, while maintaining a minimum of four storage basins in operation at all times. Also included was the installation of a new odor control system for plant emissions. Construction of the odor control facility in the first phase of construction has allowed for the temporary transfer of the electrical power and controls from their location in the pump station to the odor control building. This procedure allowed for the refurbishment of the existing pump station and the installation of the new final electrical controls in the pump station without service interruption. Temporary quarters for office and O & M personnel were also provided as well as temporary chlorination facilities. ($85 million)

New York City Department of Transportation, Sunrise Yard Maintenance Facility, NY, Chief Inspector - Under this contract, LiRo provided full construction management on-site services. This project included demolition of two one-story brick structures; abatement/ remediation of asbestos and contaminated soils associated with these structures and a subsurface fuel storage tank; construction of a new two-story steel framed building to house material storage, shops, drive-through vehicle maintenance, locker room, and administrative offices; and associated site improvements, including new fence, paved parking, green spaces and art wall. The project was designed to achieve a LEED Gold Certification. Mr. Pollock was responsible for multiple inspections, such as foundations, steel, HVAC, plumbing, electrical and site work. ($20 million)

New York State Department of Transportation, Long Island Expressway HOV Lane, Exits 57-61, NY, Civil/Structural Inspector - This project included the construction of new High Occupancy Vehicle (HOV) lanes on the Long Island Expressway and the reconstruction of the LIE mainline pavement from Exits 57-61. A total of eight bridges were reconstructed and/or replaced. Duties included inspection of asphalt paving, noise barrier wall footing, placement of reinforced steel and concrete, electrical information sign cable installation. ($95 million)

Clayton Randall

Chief Inspector

Education
A.A.S., Structural Engineering, College of Technology, Jamaica

Certifications
ATSSA Traffic Control Technician

NETTCP Soils and Aggregate Inspector

NICET IV

NYCDOB 4 Hour Supported Scaffold User Certificate

USNRC Safety & Gauge Operation, Nuclear Moisture/Density Equip

PROFESSIONAL PROFILE

Mr. Randall has more than 30 years of experience providing construction inspection services on major civil and structural projects. He has served as an Assistant Resident Engineer or Chief Inspector on some of the most complex projects in the region. Mr. Randall's experience includes extensive work on bridge and highway projects as well as on waterfront/marine projects. He is highly computer literate and also has extensive estimating capabilities.

EXPERIENCE

New Jersey Transit, Station Improvements to Hoboken Terminal, NJ, Assistant Resident Engineer - Mr. Randall is providing resident engineering and construction inspection services for this $10M project. Improvements to the New Jersey Transit Terminal at Hoboken New Jersey are being undertaken to facilitate passenger movement. A new pedestrian bridge is being constructed over Long Slip Canal. Extensive coordination with the Army Corp of Engineers is required and daily coordination with New Jersey Transit Operations personnel. The key project components are as follows:

- Excavation and excavation support (sheet piling)
- Pile driving and sheet pile containment
- Structural improvements to the terminal
- Precast Concrete Decking
- New electrical system
- Bridge Lighting
- New bulkhead
- Concrete repairs
- Maintenance and protection of traffic

New York State Department of Transportation, Whitestone Expressway Bridge Replacement, NY, Chief Inspector - This project involved removal of 76 spans of the superstructure including the Northbound Whitestone Expressway (Bascule Bridge) over the Flushing River, with replacement of new superstructure and substructure. Additionally, this project improved the roadway surface with a new asphalt overlay. Specific improvement activities under this reconstruction project included:

- Rehabilitating Southbound Van Wyck Expressway Ramp Structure.
- Constructing new Northbound Van Wyck Expressway Ramp Structure to the Northbound Whitestone Expressway. This ramp reconstruction work will be conducted in four stages
- Rehabilitating the Northbound and Southbound Whitestone Expressway from Linden Place to 3rd Avenue.
- Replacing the Northbound Astoria Boulevard Approach/Whitestone Expressway Structure (Bascule Bridge).
- Constructing a new Linden Place Exit Ramp Structure.

The project involved large spans continuous steel structures, box girders and plate girders, on CIP pile supported foundations with concrete piers and hammerhead. ($180 million)

New York State Department of Transportation, Reconstruction of Route 9A, Segment 7, NY, Chief Inspector - Mr. Randall provided construction inspection services for the reconstruction of Route 9A (12th Avenue) from 40th Street to 59th Street. The entire roadway sandwich was reconstructed. Major components of the utility infrastructure were also upgraded. A four-span continuous ram (steel with a concrete deck was added to the Miller (Westside) Highway). The substructure is founded on bored-in-place piles. Existing tide-gates were renovated and new ones were built. The utility work included roadway drainage, 20-in watermains, gas mains, and ECS (telephone) ducts. Traffic signals and street lighting as well as Intelligent Transportation

Systems were installed.

The Intrepid Pedestrian Bridge was constructed as part of the Route 9A Reconstruction project. The bridge crosses 12th Avenue between 45th and 46th Street. A bus layover area was being constructed east of 12th Avenue so that tour groups have direct access to the museum. The 300 ft pedestrian bridge's main span is cable-stayed. From a center pier, six sets of cables suspend a steel box beam super structure above 12th Avenue. A concrete deck was installed as well. The bridge was the first asymmetrical cable stayed bridge in New York. ($85 million)

New York State Department of Transportation, Reconstruction of Route 9A, Segment 4, NY, Chief Inspector - This $45M project involved the removal and replacement of 1 km of an urban highway on the West side of Manhattan. The roadway was realigned both vertically and horizontally. The existing roadway was removed to a depth of over 4.5 ft. The roadway was replaced with a 50-year "European Type" unreinforced concrete pavement. Work items included:

- 4,000 lf of 20" water main
- 2,000 lf of 12" gas main
- 100 catch basins and new 24" drainage system
- Rehabilitation and gunniting of 2,000 lf of sanitary sewers ranging in size from three ft to five ft diameter
- Construction of three, cast-in-place concrete storm sewer tide gate chambers
- Installation of new primary and secondary high voltage feeder system
- Installation of nine new telephone duct banks and system upgrades
- Installation of new traffic signals and control systems as well as street lighting

The most critical aspect of this project was the coordination and interference issues revolving around the massive utility upgrades. This section of roadway was constructed in an extremely vocal community. Work was performed under an accelerated A & B bidding schedule.

New York State Department of Transportation, Reconstruction of Jericho Turnpike (Route 25), NY, Senior Inspector -0 This $35M project involved the widening and realignment of three mi of Route 25. The existing pavement required full and partial depth repairs. Eight large concrete retaining walls were constructed. The highlight of the project was the replacement of an active Long Island Rail Road Bridge. A new 180 foot long, 800 ton bridge was constructed alongside the existing bridge. In one weekend, the existing bridge was demolished and the new bridge was rolled in place. Extensive CPM scheduling was required.

NYSDOT Slosson Avenue to Victory Boulevard Bus Lane Extension, Staten Island, NY, Chief Inspector - This project involves the reconstruction of four miles of the Staten Island Expressway, the reconstruction and widening of three bridges, and the demolition of three bridges. The undeveloped grass median will be replaced with BUS/HOV lanes, which will be separated by a newly constructed concrete barrier. The construction of the BUS/HOV lanes requires the relocation of all the median drainage structures. To improve highway safety, a stretch of the highway will be realigned horizontally, and raised vertically. Noise barriers will be installed along the perimeter of the highway. Retention ponds will be constructed, to absorb the additional runoff from the highway widening. New retaining walls will be constructed, in conjunction with the reconstruction of the three bridges. In addition to new highway lighting, the ITS is being upgraded.

Due to the large amount of earthwork, the contract required a SPDES Permit from the NYSDEC. Inspectors on the project were sent for training, and received Certification for Erosion and Sediment Control. On a weekly basis, certified personnel prepare a report that details conformance with DEC requirements.

Genaro Sanchez, N-III

Inspector

Education
Fashion Institute of Technology

Certifications
NICET III

ACI Concrete Field Testing Technician Grade I

ATSSA Traffic Control Technician

OSHA Confined Space Entry Certified

PROFESSIONAL PROFILE

Since 1986, Mr. Sanchez has provided services in the construction inspection of large-scale infrastructure projects in the New York metropolitan area.

EXPERIENCE

New York City Department of Design & Construction, Chambers Street Reconstruction, Senior Inspector - As part of an initiative to improve and update Lower Manhattan's infrastructure, the New York City Department of Design and Construction (NYCDDC) launched the reconstruction of Chambers Street, located between West Street and Broadway in Lower Manhattan. LiRo is providing resident engineering services for this major infrastructure project. Key project elements include:

- Replacement of existing water mains with new 20" water mains
- Reconstruction of the existing sewer (relining, repairs, replacement: upgrades to the roadway drainage system)
- Installation of the following components: Granite curbs, pigmented sidewalks, ornamental street lights, traffic signs, concrete road base, asphalt concrete wearing courses and thermoplastic pavement markings
- Existing water mains, composed of 12" and 20" old cast iron water mains, will be replaced with approximately 4,800 lf of new 20" ductile iron pipe, and approximately 400 lf of new 12" ductile iron pipe
- Deteriorated sections of combined sewers are to be replaced with approximately 200 lf of new, 42" RCP pipe, encased in concrete, and approximately 600 lf relined with shotcrete lining method
- The upgrades to the roadway drainage system included the replacement of seven existing drainage structures, and associated connections to combined sewers
- Approximately 100,000 sf of new roadway was constructed, consisting of a 9" concrete base with a 3" asphalt wearing course
- The new street lighting, traffic signs, and traffic signals all conform to the latest standards.

New York City Department of Design & Construction, Engineered Resurfacing South of Canal Street, NY, Senior Inspector - This three-year project involved the resurfacing and reconstruction of 44 streets in lower Manhattan. Work on individual streets ranged from full depth reconstruction to milling and resurfacing. Work was performed on some of the busiest streets in Manhattan including Broadway, Greenwich Street, John Street and Beaver Street. Work was performed both day and night. This project also included an intensive community liaison effort to help keep residents and businesses apprised of the work status. The construction cost to the NYCDDC for this project was relatively modest at approximately $4 million. The utility relocation costs, however, exceeded $40 million, greatly increasing the scope and complexity of the project. ($44 million)

New York City Department of Design & Construction, Columbus Avenue Reconstruction, NY, Senior Inspector - This project was done under two contracts: Contract I from W. 59th Street to W. 86th Street and Contract II from W. 86th Street to W. 110th Street. Total distance was 2.5 miles. This reconstruction included:

- New roadway consisting of 10" concrete base and a 3" asphaltic concrete wearing course
- Rehabilitation of sewers including sewer replacement, insituform lining, and gunniting of sewers ranging in size from 18" to 72"
- New drainage facilities including several hundred catch basins and 12" DIP Chutes
- New and replacement water mains including a total of six miles of water mains from 12" to 48" in diameter. The 48" main was constructed of welded steel pipe and ran a distance of approximately two miles.
- New street signs
- Installation of new gas mains
- New electrical feeders
- New curb (steel faced concrete and granite)

- New street lights and traffic signals
- New tree plantings

New York City Department of Design & Construction, East 163rd Street Reconstruction between Third and Prospect Avenues, Bronx, NY, Senior Inspector - Drainage operations, sheeted excavations, installation of DIP, ESVP and manholes and catch basins, backfill of drainage, coordination of utility interference, concrete for sidewalks, roadway pavement and steel faced curb, water main installation, asphalt placement, maintenance of site including implementation of MPT and enforcing "site maintenance" requirements. All of this work was accomplished while maintaining vehicular and pedestrian traffic throughout the project in addition to maintaining access for emergency services and the necessary every day service.

New York State Department of Transportation, Route 9A Reconstruction, Segment 7, NY, Senior Inspector - LiRo provided construction inspection services for the reconstruction of Route 9A (12th Avenue) from 40th Street to 59th Street. The entire roadway sandwich is being reconstructed. Major components of the utility infrastructure are also being upgraded. Mr. Sanchez worked on the installation of 5,300 lf of 20" water main, along with the associated valves, hydrants and house connections. His responsibilities included drawing of field cards, writing daily inspector reports, ensuring that the water main layout complied with the plans, DDC requirements and regulations, evaluating test-pit reports, coordinating the work of the water main installation with other utilities, and ensuring field compliance of materials used for the water main construction.

A four-span continuous ramp (steel with a concrete deck) is being added to the Westside Highway). The substructure is founded on bored-in-place piles. Existing tidegates are being renovated and new ones are being built. The utility work includes roadway drainage, 20-inch water mains, gas mains, and ECS (telephone) ducts. Traffic signals and street lighting as well as Intelligent Transportation Systems are being installed. In the midst of this construction, the traffic flow on the highway is being maintained. An additional turning lane was added at 42nd Street. The traffic maintenance is compounded by the presence of the Circle Line, the Intrepid Museum, the Passenger Ship Terminal, and a newly opened convention center, all of which required separate plans to address traffic concerns. Specific contract quantities include concrete pavement (17,000 cm); excavation (96,000 cm); drainage pipe (2,500 m); water main (2,000 m).

New York State Department of Transportation, Cross Island Parkway/Long Island Expressway Interchange (Exits 29-32), NY, Senior Inspector - LiRo is providing construction inspection services for the rehabilitation of the Long Island Expressway/Cross Island Parkway Interchange. This project includes the construction and/or rehabilitation of 14 bridges, widening and resurfacing of the Long Island Expressway, local NYC roadway and utility rehabilitation, extensive park/wetland mitigation work, noise and retaining wall construction, and other incidental work. The most complex construction is the replacement of the mainline bridge over the Cross Island Parkway. This bridge will be replaced in two stages and requires construction of a temporary structure to maintain three through travel lanes on the Expressway in each direction at all times. ($150 million)

Suffern Interchange - Soil erosion and water pollution control, hazardous waste control, excavations, embankments, grading, concrete for rigid pavement, asphalt concrete pavement, electrical and utilities.

Ashford Avenue Bridge over NYS Thruway and Saw Mill River - Major rehab of bridge components, including replacement of deck slab, deck joints and bearing, micro-silica overlay, abutment and pier rehab, utility relocation, and painting structural steel.

Mosholu Parkway Reconstruction - Steel erection; deck placement, bridge joints and bearings, concrete placement for abutments, concrete pavement, landscaping heavy post blocked-out guide railing.

Major Deegan Expressway Bridge crossing Lincoln Avenue, Bronx and Long Island Expressway Bridge crossing Grand Central Parkway, Queens - Replacing existing pins, hangers, deck joints, and bridge bearings, pavement striping, painting structural steel and asphalt placement.

Long Island Expressway Collector Distributor Roadways, Queens - Field testing of concrete and asphalt, soil testing for compaction and sieve analysis, structural concrete for retaining walls, abutments, structural desk slabs and concrete pavement on grade.

David Santos

Inspector

Certifications

ACI Concrete Field Testing Technician Grade I

ATSSA Traffic Control Technician

NICET III

OSHA 30 Certified

USNRC Safety & Gauge Operation, Nuclear Moisture/Density Equip

PROFESSIONAL PROFILE

Mr. Santos has several years of experience as an Inspector Rail/Transit in highway and bridge projects. These projects have involved duties such as preparing of daily reports, shop drawing review, cost and quality control, client liaison, inspection and coordination of the contractor's work, surveying and preparation of final drawings. Mr. Santos is very familiar with the coordination of contractor work in an active rail environment.

EXPERIENCE

AMTRAK, NEC Gateway Improvements, Hudson Yard Tunnel and MOE Facility, Inspector

The NEC Gateway Concrete Casing Project will provide for the initial phase of expanded passenger rail access to Manhattan. The overall project scope includes additional tunnels and tracks between Penn Station and Newark. To preserve available track space for the Gateway tunnel project in Manhattan, Amtrak is planning to construct an 800 ft long concrete box in the rail yards where the Hudson Yards development is to be built. Once the overbuild of Hudson Yards commences, it will be no longer feasible to build the tunnel box and support structure. In addition, the Gateway Program would be expected to further create resiliency in the passenger rail system in response to disaster, and particularly flooding, as new construction could be designed to withstand flood levels at new standards, using criteria that would have prevented the flooding caused by Superstorm Sandy.

The work includes constructing an underground concrete casing or box tunnel beneath the Eastern Rail Yard of the Hudson Yards site. The project is designed to preserve an underground right-of-way for future expansion of rail service via two new tunnels under the Hudson River to Penn Station. The box tunnel will measure about 800 ft long by 50 ft wide and 35 ft tall, and will extend underground from 10th Avenue and 11th Avenue between 31st Street and 33rd Streets. Secant piling and caisson construction will support the box tunnel. Utility relocations will also be done under this contract.

MTA - Long Island Rail Road, Merrick and Bellmore Direct Fixation Fastener Replacement Program, NY, Construction Inspector - The scope of the work on this project consisted of the installation of new Railroad supplied direct fixation fasteners on the Nassau viaducts, located in the communities of the same name, on LIRR's Babylon Branch in Suffolk County, NY; and includes plinth work, and some viaduct repairs ranging from patching to full-depth deck replacement. The construction work that LiRo managed included the following elements:

- Project mobilization and submittals
- Roadway Worker Protection training for Contractor's on-track employees
- Pre-construction survey of existing track alignment
- Install temporary track bearings and gauge supports to maintain rail traffic during construction
- Remove and store viaduct guardrails
- Repair deteriorated portions of the ACL Viaducts bridge decks
- Enlarge/repair/replace cracked and broken concrete plinths
- Core track plinths and install new anchor inserts using epoxy
- Replace existing fasteners with new fasteners
- Restore viaduct guard rails
- Remove and dispose of existing fasteners and hardware
- Final site clean-up, record documents submittals, demobilization and closeout

MTA - Long Island Rail Road, West Side Storage Yard Overbuild, NY, Construction Inspector

The Project Sites are bound by 30th Street on the south and 33rd Street on the North, 12th

David Santos

Inspector

Avenue on the west and 9th Avenue on the east. The Project Site consisted of two Projects, Brookfield Properties Overbuild and the West Side Storage Yard Overbuild. Mr. Santos provided construction inspection services as part of LiRo's role in providing construction management services in support of the overbuild. The following activities were managed and reported on:

<u>West Side Storage Yard Overbuild</u>

- Survey Work
- Geo-technical and rock boring on WSSY lay-up Tracks
- Drilling and installation of caissons
- Installation of steel beams over WSSY lay-up tracks

<u>Brookfield Properties Overbuild</u>

- Drilling and installation of caissons
- Installation of protection barrier between Lead Track No. 4 and the north retaining wall in Brookfield Properties Overbuild
- Installation of steel beams over WSSY lead tracks
- Installation of deck over lead tracks resulting in enclosed train shed
- Installation of utilities in new train shed area that includes lighting and standpipe

MTA - Long Island Rail Road, ACL Direct Fixation Fastener Replacement Program, NY, Inspector The scope of the work of the ACL Project primarily consisted of the installation of new Railroad supplied direct fixation fasteners on the Amityville-Copiague-Lindenhurst viaducts, located in the communities of the same name, on LIRR's Babylon Branch in Suffolk County, New York; and includes plinth work, and some viaduct repairs ranging from patching to full-depth deck replacement. The Construction work that LiRo managed included the following elements:

- Project mobilization and submittals
- Roadway Worker Protection training for Contractor's on-track employees
- Pre-construction survey of existing track alignment
- Install temporary track bearings and gauge supports to maintain rail traffic during construction
- Remove and store viaduct guard rails
- Repair deteriorated portions of the ACL Viaducts bridge decks
- Enlarge/repair/replace cracked and broken concrete plinths
- Core track plinths and install new anchor inserts using epoxy
- Test new inserts under tensile and torsional loading prior to installing new fasteners
- Replace existing fasteners with new fasteners
- Restore viaduct guard rails
- Remove and dispose of existing fasteners and hardware
- Final site clean-up, record documents submittals, demobilization and closeout

($30 million)

New York State Department of Transportation, Slosson Avenue to Victory Boulevard Bus Lane Extension Construction Inspection Service, NY, Senior Inspector - This project involves the reconstruction of four miles of the Staten Island Expressway, the reconstruction and widening of three bridges, and the demolition of three bridges. The undeveloped grass median will be replaced with BUS/HOV lanes, which will be separated by a newly constructed concrete barrier. The construction of the BUS/HOV lanes requires the relocation of all the median drainage structures. To improve highway safety, a stretch of the highway will be realigned horizontally, and raised vertically. Noise barriers will be installed along the perimeter of the highway. Retention ponds will be constructed, to absorb the additional runoff from the highway widening. New retaining walls will be constructed, in conjunction with the reconstruction of the three bridges. In addition to new highway lighting, the ITS is being upgraded. ($109 million)

Angelo Serelis

Inspector

Education
B.A., Health and Safety Management, Rochville University

Certifications
SSPC C3 Supervisor/Comp. Person (Deleading Ind Stru)

SSPC C5 Supervisor/Comp. Person Refresher(Deleading)

PROFESSIONAL PROFILE

Since 1995, Mr. Serelis has been employed as a Quality Control Inspector/Health & Safety specialist on various heavy/highway & industrial rehabilitation projects. Most of the projects were elevated steel structure bridges which required removal of the existing lead-based paint and the re-application of protective coatings for corrosion protection.

EXPERIENCE

Port Authority of New York & New Jersey, Holland Tunnel Rehabilitation of Drainage Valves, Steel Duct Hatches and Electrical Work, NY

- Coordination/supervision of the following field operations as per safe work procedures and contract specs
- Implemented permit-required confined space regulations/procedures, respiratory protection, P.P.E.
- Fabricated and installed hot-dipped galvanized steel duct hatches
- Installed butterfly valves with actuators
- Electrical work (explosion proof Junction boxes, etc.) to support valve actuators

Port Authority of New York & New Jersey, Bayonne Bridge; Installation of Protective steel shield Panels, Upper and Lower, NY - Tasks Included: Coordination/supervision of the following field operations as per approved safe work procedures:

- Implementation of OSHA fall protection requirements, OSHA lead standard, SSPC requirements
- Erected work cages at sides of bridge chords for access
- Removed lead based paint - Anticipated connection points SP-11
- Installed Bent plates - upper/lower chord of bridge
- Fabricated, SP-10 steel surface prep. and application of coating system
- Maintained and protected traffic procedures

Port Authority of New York & New Jersey, Holland Tunnel N/S Tube Leak Repairs, 1997-1998, NY, Project Superintendent/Quality Control-Health & Safety Specialist

- Coordinated/supervised the following field operations as per approved safe work procedures
- Implemented of permit-required confined space regulations/procedures, respiratory protection, P.P.E.
- Survey/Stakeout ring joint and skin plate joint locations throughout north/south tubes where leakage is present
- Removed overlaying concrete to expose affected panels
- Replaced damaged/sheared structural bolts at ring joint panels
- Chemical grouting operations throughout tunnel structure
- Lead paint removal procedures and reapplication of protective coating system to prepared steel surfaces SP-11

New York City Department of Transportation, Painting of 12 Bridges and Viaducts along the Long Island Expressway, NY, Senior Coating Inspector - This project involves the cleaning and painting of twelve bridges and viaducts along the Long Island Expressway. Specific work activities included Abrasive blasting in accordance with SSPC-SP10. The existing paint on the structure contains lead, therefore, all surface preparation activities are performed with a Class 1A containment structure to protect the environment as well as the workers on the project. The containment structures include a suspended platform (SafeSpan) and/or scaffolding for work over or adjacent to traffic lanes. Some locations will require a rapid deployment approach due to restrictions on roadway clearance and lane closures. All surfaces will be coated with a three coat

zinc/epoxy/urethane system, with a stripe coat of epoxy after the full coat of intermediate. Oversight on the handling, storage and transport of hazardous materials is also monitored for compliance with the contract documents and regulatory requirements. Ambient air monitoring in accordance with NYSDOT guidelines is being performed by LiRo. Work on this project is being performed during day and night operations to minimize the impact to the traveling public. ($28 million)

New York City Department of Transportation, Queensboro Bridge Protective Coating in the Boroughs of Queens and Manhattan, 2008-2009, NY, Protective Coatings/Structural Inspector
Quality Assurance Function for the following Operations:

- Inspected SP-11 Power tool cleaning operations - structural steel sections, trusses, box beams, lacing bars, wind braces
- Inspected SP-15 Power tool cleaning two roadway/walkway steel curbs
- Inspected SP-12 water jetting ultra) - bridge travelers one through five
- Inspected subsequent protective coating applications to meet NYCDOT requirements
- Touched up painting, punch list items oversight
- Structural inspections during platform removals, outriggers, dust collector duct removals, and associated hardware

New York City Department of Transportation, Queensboro Bridge Protective Coating in the Boroughs of Queens and Manhattan, 2006-2008, NY, Safety/Coatings Inspector -
Coordinated/supervised the following field operations as per Safe Work Procedures Safety Oversight:

- During containment system construction (platforms, Stanchions, vertical shielding, duct rigging)
- Safety oversight of maintained and protected traffic procedures.
- Implemented site specific health and safety plan
- Assisted Resident Engineer with inspection of surface prep., protective coatings

New Jersey Transit, Deleading & Re-Coating of Rail Road Bridges, 2001, 2002-2004, NJ, Quality Control/ Health & Safety Supervisor

- De-leaded and painted railroad bridges, Harrison, NJ
- De-leaded and painted west truss, Morris and Essex Rail Line, Jersey City, NJ
- De-leaded and painted Boonton Line M.P 38.61, Wayne, NJ
- De-Leaded and painted Morristown Line Bridge, Harrison, NJ
- De-Leaded and painted Railroad Bridge M.P 2.19-1 Westside Ave, Jersey City, NJ
- Ensured contractor set up MPT, containment systems as required prior to blasting operations
- Checked for emissions during blasting operations-corrective actions performed when necessary
- Recorded environmental readings-humidity, dew point, substrate surface temps, as per contract specifications and SSPC QP1 and QP2 requirements
- Verified that surface preparation on blasted and/or Power tool cleaned sections met spec
- Verified that required Anchor Profile was achieved
- Verified that Coating application met spec
- Quality control audited performed by SSPC on the above-mentioned projects. Outcome was positive.

Prem Singh, N-IV

Inspector

Education

B.S., Civil Engineering, University of Guyana

Certifications

NICET IV

OSHA 10 Certified

OSHA Confined Space Entry Certified

PROFESSIONAL PROFILE

Mr. Singh has over 25 years of experience in the construction inspection field both in the United States and the West Indies. His experience is primarily in the areas of highway and sewer reconstruction projects, but also includes some structural bridge and building work.

EXPERIENCE

As-Needed Construction Inspection and Management Services (2010-2014), Chief Inspector – Under this project, Mr. Singh provided construction inspection services for all of the Miscellaneous Roadway Repair projects. Work was performed at all TBTA facilities. The work inspected included roadway milling, paving, full and partial depth pavement repairs, waterproofing, membrane application, pothole repair, pavement marking and MPT.

Mr. Singh coordinated all of the daily work with the TBTA project engineer as well as operations staff. Specific projects included:

- Miscellaneous roadway repairs at GFM 508
- Miscellaneous roadway repairs at GFM 486

($6M)

As-Needed Construction Inspection and Management Services (2005 - 2009), Chief Inspector - Under this project, Mr. Singh provided construction inspection services for all of the Miscellaneous Roadway Repair projects. Work was performed at all TBTA facilities. The work inspected included roadway milling, paving, full and partial depth pavement repairs, waterproofing, membrane application, pothole repair, pavement marking and MPT.

Mr. Singh coordinated all of the daily work with the TBTA project engineer as well as operations staff. Specific projects included:

- Miscellaneous roadway repairs at GFM 495
- Miscellaneous roadway repairs at GFM 451
- Roadway repairs at the Bronx Whitestone Bridge Queens Approach

($25M)

As-Needed Construction Inspection and Management Services (2004 - 2006) , Chief Inspector - Under this project, Mr. Singh provided construction inspection services for all of the Miscellaneous Roadway Repair projects. Work was performed at all TBTA facilities. The work inspected included roadway milling, paving, full and partial depth pavement repairs, waterproofing, membrane application, pothole repair, pavement marking and MPT.

Mr. Singh coordinated all of the daily work with the TBTA project engineer as well as operations staff. Specific projects included:

- Miscellaneous roadway repairs at GFM 421
- Miscellaneous roadway repairs at GFM 417
- Pothole repairs at various facilities

As-Needed Construction Inspection and Management Services (2001 - 2004), Chief Inspector - Under this project, Mr. Singh provided construction inspection services for all of the Miscellaneous Roadway Repair projects. Work was performed at all TBTA facilities. The work inspected included roadway milling, paving, full and partial depth pavement repairs, waterproofing, membrane application, pothole repair, pavement marking and MPT.

Mr. Singh coordinated all of the daily work with the TBTA project engineer as well as operations

staff. Specific projects included:

- Miscellaneous roadway repairs at GFM 398

MTA - Bridges and Tunnels, Deck Replacement on the Randall's Island and Ward's Island Viaduct at the Triborough Bridge (TB-64B), Chief Inspector - This project, valued at $272 million, is the TBTA's largest bridge project to date and involves the reconstruction of the Wards/Randall's Island Viaduct, new coatings, bearing replacement on the Queen's Approach and Bronx Truss, construction of new ramps, access road construction on Randall's Island and widening of the Queens to Manhattan Ramp. LiRo is the prime consultant on this joint venture project.

Ward's / Randall's Island Viaducts - The existing deck (over 480,000 sf) will be replaced with composite units of structural steel cross beams and post tensioned precast concrete. The Ward's/ Randall's Island Viaducts will receive new armored joints, rosphalt overlay, side and median barrier, improved storm drainage and new steel and cast in place (post-tensioned) brackets and stringers for the widening of the existing roadway. Over 22 million pounds of new structural steel will be installed.

Ramp Construction - Two new on and off ramps will be constructed in conjunction with a 5000 lf surface road on Ward's Island. The existing pedestrian walkways will be eliminated and replaced by one new pedestrian ramp. A portion of the ramp will be cantilevered with cast in place concrete brackets and a steel grid concrete deck. The remaining portion will be built with retaining walls and concrete walkway down to grade level. In addition a new stair tower will be constructed on the pedestrian walkway with new piers and columns. The Queens to Manhattan Ramp will be widened to allow for three lanes to access Manhattan. A portion of the existing roadway deck will be removed and construction of new foundations on piles, new columns, new girders, and reinforced cast in place deck slab constructed.

Bearing Replacement - Approximately 740 bearings will be replaced on the Queens Viaduct, Ward's / Randall's Island Viaducts, Queens to Manhattan Ramp and the Bronx Truss.

Coatings - Over 2 million square feet of existing steel will receive a new protective coating on the Queens & Ward's Island Anchorage, Triborough Bridge Main Span and the Ward's / Randall's Island Viaducts. Additional work includes new lighting, electrical upgrades and archeological monitoring of footing excavations. ($272M)

New York City Department of Design & Construction, Engineered Resurfacing South of Canal Street, NY, Chief Inspector - This three-year project involved the resurfacing and reconstruction of 44 streets in lower Manhattan. Work on individual streets ranged from full depth reconstruction to milling and resurfacing. Work was performed on some of the busiest streets in Manhattan including Broadway, Greenwich Street, John Street and Beaver Street. Work was performed both day and night. This project also included an intensive community liaison effort to help keep residents and businesses apprised of the work status. The construction cost to the NYCDDC for this project was relatively modest at approximately $4 million. The utility relocation costs, however, exceeded $40 million, greatly increasing the scope and complexity of the project. ($44 million)

Ralph Tilleli

Inspector

Education
B.S., Civil Engineering, University of Delaware

Certifications
NYCDOB Certified Concrete Safety Manager

OSHA 30 Certified

PROFESSIONAL PROFILE

Mr. Tilleli has been working in the construction industry for more than 40 years. He has extensive experience in demolition work and erection of high-rise buildings in New York City. He has had vast exposure to the unique construction conditions which exist in New York City that includes unusual subsurface conditions, highly congested construction jobsites and maintaining harmonious working relationships with the numerous trade labor unions. One of Mr. Tilleli's greatest attributes is his ability to communicate effectively with all parties involved in a construction project. He does this by developing strong personal relationships while maintaining leadership and firm project control. He has presided over various types of demolition projects including reinforced concrete structures, structural steel superstructures, masonry and powerplants.

A key component of Mr. Tilleli's demolition experience is his familiarity with scaffolding. He has directly supervised the erection, maintenance, relocation and dismantling of scaffolding ranging up to heights of seven building stories. As a Licensed Safety Engineer, he is well-versed on required safety precautions, particularly when performing demolition work.

EXPERIENCE

NYCEDC, Highline Reconstruction Segment III, Superintendent - LiRo is providing resident engineering services, environmental monitoring and site support, as well as engineering estimates for change orders. Originally built as an elevated railway to service the meat packing industry along New York City's west side in the 1930s, the High Line ceased operation in the 1970s and has since been unused. Under the collaboration of the New York City Economic Development Corporation and the New York City Department of Parks and Recreation, the High Line is being developed into a one-of-a-kind urban park elevated above Manhattan's streetscape. The park will be a linear promenade longer than Central Park, at 1.45 miles long, covering a total of 6.7 acres. Due to the length and complexity of the construction, the City has opted to separate the development into sections. Section I spans from Gansevoort Street north to 20th Street, Section II from 20th Street to 30th Street, and Section III from 30th Street over the Westside rail yards to 34th Street.

City University of New York, Queens College, Kupferberg Center for the Arts Renovation, CM Build Services, NY, Superintendent - LiRo provided construction and post construction phase services for the Queens College Renovation of the Kupferberg Center for the Arts, a complex and multi-faceted project. The project included a series of renovations and improvements to three performing arts facilities, the Colden Auditorium, the Goldstein Theater and the Lefrak Concert Hall, to the gateway staircase leading to the Kupferberg Center for the Arts from the parking areas below along Horace Harding Expressway South, the construction of a new plazas connecting the three facilities, and renovations to the Godwin-Ternbach Museum.

Dormitory Authority of the State of New York, School of Architecture Urban Design and Landscape Architecture, NY, Project Manager - This project involved the demolition and reconstruction of a 136,000 sf building to become the new School of Architecture, Urban Design and Landscape Architecture (SAUDLA) building. The building frame was structural concrete, which remained. The balance of the building was demolished and rebuilt, including façade, interior and mechanical, electrical and plumbing systems. Prior to demolition, space was provided for the current occupants. These occupants were permanently relocated within the campus. This required the renovation of various locations at a cost of approximately $8M and was accomplished in one year. ($48 million)

City University of New York / Dormitory Authority of the State of New York, City College of New York Shepard Hall, Great Hall, NY, Senior Project Manager - This complex restoration

project included the removal of existing floor fill and replacement with reinforced concrete; installation of new limestone flooring and steps leading to stage area (approx. 40,000 sf); the removal of existing ceiling panels approximately 60 ft. high and replacement with new fabric panels; and asbestos abatement. Phasing/coordination was a key factor, as was the maintenance of school operations throughout construction. ($1.75 million)

City University of New York / Dormitory Authority of the State of New York, The College of Staten Island, NY - LiRo was responsible for the management of the construction of a new campus which consisted of renovation of existing buildings and the construction of six new buildings on an area of 204 acres and 1,235,937 gsf. The campus was the largest single phase project in the history of the City University of New York and the Dormitory Authority State of New York. ($360 million)

City University of New York / Dormitory Authority of the State of New York, New York City Technical College, NY, Construction Manager - Mr. Tilleli was responsible for management of the construction and renovation of seven buildings within an eight-block area. Project included a new 10-story atrium sandwiched between three existing buildings. Approximately 11,000 students in attendance were never interrupted as work progressed in a timely manner.($45.5 million)

City University of New York / Dormitory Authority of the State of New York, The College of Insurance, NY, Construction Manager - Mr. Tilleli was responsible for the construction of a 12-story reinforced concrete building which included four upper floors as student dormitory rooms and a seven-story atrium, all enclosed by exterior precast walls at perimeter of building. The unique feature of this construction was the stepped balconies from the second to seventh floors. ($25 million)

Telephone Building, NY, Construction Superintendent - Mr. Tilleli was the Construction Superintendent for the construction of a 22-story building with 16' floor heights. For this construction, the concrete batch plant was located in the building itself. Walls were reinforced concrete designed to withstand atomic attack. The building was designed to be self-sufficient, including a water well beneath the building.

Bronx Lebanon Hospital, NY - Rehabilitative work included foundations and reinforced concrete superstructure. Construction managed the installation which was adjacent to a fully functioning operating room. The construction site was tight, requiring sidewalk bridges and overhead construction trailers.

Brookdale Hospital, NY, Assistant Superintendent - Structural steel construction of a new six-story building between two existing buildings. Included the replacement of an existing egg-shaped sewer sandwiched between existing buildings.

East Harlem Hospital, NY, Construction Superintendent - Mr. Tilleli was the Construction Superintendent for a new 28-story hospital. This project required deep excavation and blasting of hard rock adjacent to existing, fully functioning hospitals.

Jewish Home for the Aged in Brighton Beach, NY
Responsible for management and coordination of all subcontractors for construction of a 12-story, reinforced concrete structure with brick exterior used as senior citizen housing.

New York State Division of Housing and Community Renewal, Bishop Boardman Senior Citizen Housing, NY - Supervised construction of five-story/50,000 sf masonry wall bearing building and coordinated subcontractors through all phases of construction.

William Wall

Inspector

Education

Business Management, Nassau Community College

Construction Management, State University of New York at Farmingdale

Certifications

OSHA 10 Certified

PROFESSIONAL PROFILE

Mr. Wall has over 30 years of experience in the supervision and management of construction projects. His background includes working from as a Lead Carpenter Foreman and Estimator to a Superintendent on multi-million dollar projects. This varied experience complements LiRo's construction management approach in that Mr. Wall's knowledge of cost control, cost tracking, estimating, scheduling, quality assurance and quality control inspection, on-site management, and supervision of multiple contractors and trades is exactly what our Resident Engineers must possess. Mr. Wall was Project Superintendent on multiple high-rise, residential and commercial projects including renovations and expansion of existing facilities for a major Long Island contractor. His responsibilities include supervision of all contractor and trades, negotiations of change orders, requisitions, problem solving and project close-outs including fire and life safety inspections.

EXPERIENCE

Dormitory Authority of the State of New York, HHC Emergency Power Generators, NY, Assistant Project Manager - The scope of work for this contract consisted of demolition and reconstruction of outdated Emergency Power Systems at six hospital trauma centers and various other smaller hospital facilities located in the New York City area. The contract required LiRo to prepare cost estimates for the various types of work in the projects. Typical elements of work for these projects included: Emergency Generators, paralleling switchgear, remote radiators for generator cooling systems, power distribution panels, underground fuel oil storage systems and conduit & wire distribution to all associated equipment. ($121 million)

Suffolk County Department of Public Works, Improvements to the Riverhead County Center Building - Phase II, NY - LiRo provided project management services for improvements to the County Center Building in Riverhead, NY. This project provided major renovations to the 140,600 sf building including: 10,000 sf records storage addition MEP demolition, replacement and upgrading Escalator demolition/elevator installation Asbestos survey/investigation/mitigation as necessary Building facade removal and replacement Security enhancements (including card reader system).

During construction LiRo was responsible for providing and updating the coordinated schedule based on input from the prime contractors. In addition, LiRo maintained project controls including the shop drawing log, RFI log, proposal/change order logs and meeting minutes. Our project management responsibility of schedule, controls and the project labor agreement provided the county staff with all the tools they needed to successfully complete the project. ($34 million)

Dormitory Authority of the State of New York, Kings County Hospital Center - Office of the Chief Medical Examiner (OCME) Construction Management Services, NY, Project Superintendent - LiRo managed the construction of the new Office of the Chief Medical Examiner (OCME) facility in Brooklyn. This is a state-of-the-art facility offering the staff and the public a safe and private environment. Shared between Kings County Medical Center and the OCME, the new facility contains space designated for NYPD investigators. It was designed to be sensitive to the surrounding community and hospital campus. LiRo's role was to provide comprehensive construction management services from design development through the completion of construction. This included the coordination of all construction operations and related vehicular traffic so that it did not interfere with local traffic or hospital campus operations. The 40,000 sf facility was constructed in 28 months. ($18 million)

New York City Department of Design & Construction, System Wide Kitchen Renovation Program for New York City Department of Corrections, NY, Resident Engineer - This project

involved the gut/renovation of an 11,000 sf kitchen and related support spaces. The work involved the installation of refrigerated and freezer walk-in boxes, custom fabricated stainless steel tables, new HVAC and electrical services, and industrial kitchen equipment. ($60 million)

NYC School Construction Authority, Sandy Response/ Emergency Program, The Rockaways, Queens: Project Manager responsible for coordination between contractors and facilities for emergency repairs to electrical and mechanical systems, mold remediation, asbestos abatement, duct cleaning, etc. to restore operations at 26 schools.

New York City Department of Sanitation, Manhattan 5 Garage & Repair Facility, NY, Project Superintendent - Provided construction management services for the construction of a new garage and repair shop located adjacent to Gansevoort Incinerator. The new structure is a two-story building with approximately 15,000 sf of usable space. The project had four prime contractors. The first floor consists of six maintenance bays for vehicle repair and for building maintenance. Also included are offices and storage space for operative personnel. The second floor includes locker rooms, lunch rooms and toilet facilities for four different types of personnel being housed at this site. The building contains heat mechanical equipment for four air changes per hour. Also included are a fluid dispensing system, security monitoring systems, underground drainage/oil separators, underground storage tanks (UST) and public address systems. ($6 million)

Reconstruction of Theodore Roosevelt Memorial Park, Resident Engineer - The reconstruction of the sports/ activities area focuses primarily on the installation of a new synthetic turf multi-use sports field. This field is situated in an east / west orientation and overlaps a portion of a current parking lot and an open lawn area. The introduction of this turf field requires the addition of new parking areas to compensate for the loss of existing spaces. Additionally, the field will be slightly elevated in order to incorporate the use of storm water leaching chamber system situated beneath the field. Due to the issue of limited space, a retaining wall averaging 2ft.± will be installed at the perimeter of the field on three sides to deal with the change of grade. The field will also contain field lights for night time activities. Additional work associated with the installation of the turf field includes the installation of new bleachers, a new equipment storage shed, site lighting, drainage improvements, mitigation measure for improved quality of storm water runoff, reconfigured walkways and realignment of vehicular entrance and exit. In addition to the new field, there is an existing multi-use field that will be rehabilitated by modifying the grades as well as installing sod and newly aligned infield clay for the ball field portions.

Battery Park City Authority, Battery Park City 14/14B Park Construction Management, NY, Assistant Project Manager - Battery Park City Authority selected LiRo to provide construction management services for the construction of Site 14/14B, adjacent to the Museum of Jewish Heritage. In addition to providing construction management services, LiRo was involved during the design phase of this project. ($707,000)

New York City Department of Sanitation, Gansevoort St. Marine Transfer Station Foundation & Pier Structure Rehabilitation, NY, Project Superintendent - LiRo provided site investigation and engineering services to the New York City Department of Sanitation for the remediation and repair of the MTS underwater pier and foundation structures. ($2.2 million)

New York Methodist Hospital, Kidney Dialysis Center, NY, Project Superintendent - This project involved the 21,000 sf gut/renovation including new electrical service, boiler, HVAC, elevator, exam rooms, administrative space, and dialysis suite. This project was a fast-track, revenue-producing facility. ($3 million)

EMAD BEBAWY

Inspector

Key Qualifications
- ✓ Over 20 Years of Experience
- ✓ Extensive Tunneling Experience

Education
- BS, Architectural Engineering, Cairo University of Engineering

Certifications
- American Concrete Institute (ACI) – Level I
- OSHA 30 Hour Certificate
- OSHA 10 Hour Certificate

Training
- MNRR Railway Safety Training
- Hazardous Waste Operations Training (HAZWOPER)
- Confined Space Training

Mr. Bebawy is an experienced professional with over 20 years of experience in construction management. He has held various positions to include, Construction Inspector, Office Engineer, and Resident Engineer. Responsibilities have included: inspection of infrastructure and facilities, construction supervision, quality control and quality assurance, and critical path method scheduling. He has extensive experience with concrete, earthwork, reinforced steel, asphalt, masonry, fireproofing, soil and foundation inspection, record keeping, concrete inspection, quantity calculation measurements, preparing daily and weekly reports for management and clients, attending project management meetings, overseeing contract preparation, supervising and assigning field inspection work, preparing submittals and correspondence files, and participating in field reviews.

New Jersey Transit (NJT) – Bloomfield Station Improvements – Bloomfield, NJ
Senior Construction Inspector

He served as an inspector performing controlled inspections that included soil, reinforced steel, concrete and fireproofing. The station averages approximately 2,700 weekday trips and is a major transfer point to and from several NJ Transit bus lines that serve communities north and west of the station.

New York City Department of Environmental Protection (NYCDEP) – Avenue V Pumping Station – Brooklyn, NY
Tunneling and Construction Inspector

He provided field inspection and quality control and quality assurance support on a $120 million pumping station facility upgrade project. Construction phase items included: excavation of multiple shafts and pits, pile sheeting, bracing, concrete and rebar inspection, micro-tunneling (drilling and jacking), placement of various pipes utilizing open-cut systems, running air and leakage tests, backfill, soil compaction, and roadway restoration to include base concrete and asphalt finishing.

New York City Department of Environmental Protection (NYCDEP) – City Water Tunnel No. 3 – New York, NY
Tunneling and Construction Inspector

As Tunneling and Construction Inspector he provided field inspection and quality control and quality assurance support on a $70 million, 9-mile tunnel project. The project consists of a 9-mile, 12'4" diameter, 550 feet deep tunnel and the construction of 9 shafts and distribution chambers. The scope of work includes tunnel excavation, raised bore excavation of the shafts, drill and blast excavation, mucking, grout freezing, grouting, reinforced concrete, concrete lining, installation of pipes and water pumps, leakage testing, and backfill.

New York City Department of Environmental Protection (NYCDEP) – Renovations and Upgrades of Kensico, Bogbrook, and Muscoot Damns – Bedford, NY
Tunneling and Construction Inspector

Inspection work included road restoration, maintaining and replacing mechanical water valves and gates, and inspection of masonry work.

Merck Pharmaceuticals – Facilities Improvement – Rahway, NJ
Senior Construction Inspector

Performed inspection of soils, foundations, reinforced steel, concrete, masonry, fireproofing, and asphalt work.

Page Intentionally Left Blank

GERALD CALCAGNILE

Senior Inspector

Education
- BS, Construction Management, Pratt Institute

Certifications
- OSHA 10 & 30 Hour

Memberships
- Construction Management Association of America (National)
- Construction Management Association of America (NY &NJ Metro)

Software
- Prolog
- Concur
- LoadSpring
- MS Office

Construction and Engineer field superintendent with six years of experience in multiple construction disciplines including architectural, structural, mechanical, and fire protection. Three years of core and shell and interior fit out experience integrating new construction into existing terminal at JFK International Airport.

MSKCC 60th Street Project – New York, NY
Superintendent

Maintained and filed up to date daily construction reports from 16 sub-contractors on the project. He organized and maintained monthly man-hours for the project. Scheduled weekly foreman meetings and tracked meeting minutes. Gerard identified field discrepancies, which resulted in RFI's to AE and EOR for review and clarification of design intent.

Obtained and reviewed payment requisitions from subcontractors and managed a crew of three sprayers in the completion of patching new and existing fire spray-on material to all exposed structural steel. Oversaw and managed the demolition of existing walls and above ceiling sprinkler and plumbing lines.

He directed flooring and tiling sub-contractors in installation of 69,000 square feet of fit out space and managed a crew of 15 carpenters in interior fit out and architectural finishes.

Delta Terminal 4 JFK Concourse B Renovation & Expansion
Assistant Superintendent

Gerard maintained and filed daily construction reports from 25 subcontractors on the project. He verified the process and requirements for EEO/Minority reporting to Delta and The Port Authority of New York & New Jersey. He scheduled transportation for up to 800 construction personnel to construction site. Scheduled security personnel for all airside construction related activities and deliveries throughout Terminal 4 and associated civil work. Coordinated weekly foreman's meetings and produced associated meeting minutes for distribution

He identified field discrepancies, which result in RFI's to AE and EOR for review and clarification of design intent. Was also responsible for the oversight of the construction and completion of all nine terminal fixed bridges in the new Concourse B Expansion and managed five elevator mechanics in the installation of three new moving walkways in the existing Terminal 4 concourse. Managed a crew of ten sprayers, and oversaw the completion of all fire spray-on material to all structural components of the new and existing terminal.

Responsible for overseeing ten trades, both architectural and MEP, in the completion of all fire stopping requirements for Terminal 4's 350,000 square feet renovation and was responsible for both the financial and field work closeout of specific life safety contractors.

Accountable for the successful completion of two third party inspectors punch lists and The Port Authority of New York & New Jersey punch lists pertaining to fire stopping, fire spray-on and life safety to obtain building Temporary Certificate of Occupancy.

He oversaw three separate curtain wall trades in the completion of finalizing the architectural and third party inspector's final punch lists and managed ten roofers in the completion of both the architectural and third party inspector (IBA) punch lists.

Additional Experience

Public School 42 – Intern/Asst. Engineer

Hunter College School for Social Work – Intern/Asst. Engineer Memorial Sloan Kettering Breast and Imaging Center – Intern/Asst. Engineer

Shangri-La (Hotel/Condominiums) – Intern/Asst. Engineer

John D. Calcagnile Architect, Howard Beach NY
Expediter/Office Field Representative

Responsible for creating Department of Building documents for application filings, work permits and Certificate of Occupancy applications for filing with the New York City Department of Buildings, Boroughs of Queens, Brooklyn and Manhattan.

Pre-filed jobs at the Department of Building offices and attended meetings with plan examiners to obtain approvals for new building, alterations and interior renovation filings.

Job site duties included: conducting site visits of ongoing office projects, responsible of field inspections and measuring of existing buildings with architect, attending on-site meetings with architect/owner/contractor to inspect ongoing construction work and the progress for job coordination with construction documents.

Office duties included: faxing, document copying and generating blue prints, architectural agreements between architect and clients, invoices of architectural services, coordinating field surveying work with architectural staff/CADD operators for the production of as-built drawing documents.

ANDREW CHAN

MEP Inspector

Mr. Chan is an experienced MEP Field Engineer and Superintendent with the ability to manage and oversee large-scale construction projects. He has extensive experience working on PANY&NJ projects, as well as a sound background in mechanical, electrical and cost engineering.

Key Qualifications
- ✓ Extensive MEP Experience
- ✓ Previous PANY&NJ Project Experience

Education
- BS, Mechanical Engineering, Stony Brook University

Registrations
- OSHA 30 Hour

Software
- Prolog
- CMIC
- MS Office Suite
- Adobe Acrobat

Awards
- Turner Staff Award
- Turner Future Leaders of Tomorrow Award

The Port Authority of New York & New Jersey (PANY&NJ) – John F. Kennedy International Airport, Jet Blue Terminal 5i – New York, NY
MEP Superintendent & Engineer

Responsible for new Terminal 5i chilled and hot water service tie-in into existing JetBlue Terminal 5. He managed the relocation of the 480-volt electrical feeders in the existing JetBlue Terminal 5 and coordinated MEP field modifications and the installation of a new baggage conveyor in existing JetBlue Terminal 5 to service new Terminal 5i. As part of his duties he processed submittals and RFIs for baggage conveyor and baggage control systems and oversaw the installation and integration of emergency fuel shut off, fire alarm and building controls systems in new Terminal 5i to existing Terminal 5.

The Port Authority of New York & New Jersey (PANY&NJ) – John F. Kennedy International Airport, Delta Terminal 4 Concourse B Extension – New York, NY
MEP Superintendent & Engineer

He managed crews of thirty electricians in the installation of fire alarm, building management and control systems, oversaw ten "tin knockers" in the installation of duct work, HVAC equipment and fire smoke dampers. Created and processed RFIs for Engineer-of-Record to resolve mechanical and electrical field discrepancies and performed start-up and commissioning of eight hundred units of mechanical, electrical equipment and building fire alarm systems. He also demonstrated life safety systems and construction standards to PANY&NJ to obtain the Temporary Certificate of Occupancy.

The Port Authority of New York & New Jersey (PANY&NJ) – John F. Kennedy International Airport, Jet Blue Terminal 5 & Yellow Garage – New York, NY
MEP Superintendent & Engineer

As MEP Superintendent & Engineer he processed submittals for five mechanical and electrical trades, coordinated field issues and clarified design discrepancies with architects and engineers, managed eight mechanical, electrical and baggage handling trades in above ceiling coordination and directed eighty electricians for the installation of multiple building systems to include fire alarm, building management and control, IT and security. He also managed twenty "tin knockers" in the installation of mechanical HVAC equipment and fire smoke dampers and obtained the building's Certificate of Occupancy by demonstrating life safety systems and construction standards to the PANY&NJ.

Madison Square Garden (MSG) – Renovation Rehabilitation – New York, NY
Life Safety Systems Superintendent

Managed installation and testing of sprinkler systems and fire pumps. Coordinated programming, testing and demonstration of smoke control and smoke purge systems. Assisted in installation and testing of fire smoke dampers. Performed mechanical and controls startup of smoke purge and building pressurization fans and assisted in demonstration of life safety systems to FDNY to obtain the Temporary Certificate of Occupancy.

Turner Construction Company – Cost Department – New York, NY
Cost Engineer

He managed reporting and tracking of financial operations for projects ranging from $50,000 to $300 million. Mr. Chan setup and established financial monitors and budgets with Project Executive and Project Managers to track finances for project durations and forecasted and allocated budget of staffing and general conditions for operational efficiency and also performed monthly budget audits to identify and forecast at risk change orders and performed financial closeout with Owner's Representatives and subcontractors.

Vikas Patel, E.I.T.

Senior Staff Engineer / Inspector

EDUCATION

M. S., 2010, Structural and Geotechnical Engineering, Cleveland State University
B. S., 2007, Civil Engineering, Gujarat University

PROFESSIONAL REGISTRATIONS

Engineer in Training (EIT)
ACI Concrete Construction Special Inspector, ACI Concrete Field Testing Technician Grade I, ACI Concrete Construction Technology certificate
ICC Structural Steel and Bolting Special Inspector, ICC Structural Masonry Special Inspector, ICC Fireproofing Inspector, HILTI FireStopping Training
OSHA 10 Hour Construction Safety and Health Training
MTA NYCT and LIRR Track Safety Certifications, Amtrak Safety Training
NICET Level I – Asphalt, Highway Construction, NICET Level II – Concrete, Soil
NYS DEC Erosion and Sedimentation Control Training
NJSAT Asphalt Paving Construction Technologist
Rutgers Traffic Control Coordinator, Work Zone Traffic Control Supervisor (Ohio)
AWS Certified Associate Welding Inspector
NJDOB Special Inspector – Concrete Placement, Reinforced Concrete, Structural Masonry

EXPERIENCE SUMMARY

Mr. Patel has over four years of engineering experience, including concrete, rebar, masonry, firestop, soil compaction, asphalt and steel field inspections, and geotechnical instrumentation, as well as bidding, estimating and designing. He has excellent skills in AutoCAD 2009, STAAD Pro 2007, ArcGIS and SAP 2000.

REPRESENTATIVE PROJECTS

Metropolitan Transportation Authority (MTA), East Side Access / LIRR Harold Structures, Queens, NY: ACI Concrete Construction Special Inspector, inspected placement of concrete and rebar; performed slump, air content tests in the field; inspected concrete mixed at site verifying meets project specifications including fine and coarse aggregate. Performed soil subgrade and fill inspections and tests using sand cone, electrical density gage and nuclear density gauge. Collected concrete samples for compressive strength testing. Prepared daily and monthly field inspection reports.

MetroNorth Embankment Stabilization at Milepost 43.8, Peekskill, NY: Instrumentation Engineer involved in installation of geotechnical instrumentation, including in-place inclinometers, settlement monitoring points and solar panels for solar energy. Responsibilities included performing maintenance on installed geotechnical instruments, preparing weekly reports for client, and maintaining real-time monitoring ARGUS software.

MTA, South Ferry Repair and Resiliency Design, New York, NY: Performed field inspection on the station and adjacent tunnel section to document existing leaks; documented findings and prepared field inspection reports. Assisted in monitoring progress of test program for grouting of leaks; recorded numbers of holes were drilled including length and diameter of the holes, hole cleaning process, total quantity of water injected during water test and its findings, total quantity of grout injected on wall and tunnel section, prepared daily field inspection reports to document activities and progress.

NYC Economic Development Corporation, Rockaway Boardwalk Pile Evaluation, NY: Geotechnical Engineer for field investigations and evaluation of existing boardwalk piles damaged by Super Storm Sandy. Monitored driving of new piles and evaluated capacities

using PDA and CAPWAP analyses. Prepared Field Investigation Summary Report, and recommendations for the reconstruction of new boardwalk.

MTA Capital Construction, 7 Line Extension Sites K and L, New York, NY: As an ACI Concrete Construction Special Inspector and ACI Concrete Field Inspector, inspected placement of concrete and rebar; performed slump, air content, unit weight and temperature tests; inspected concrete mixed at batch plant verifying compliance with project specifications, including fine and coarse aggregate; performed soil subgrade and fill inspections and tests using sand cone and electrical density gage; performed firestopping, masonry, and structural steel inspections; collected mortar, grout and concrete samples for compressive strength testing; and prepared daily and monthly field inspection reports.

Hunts Point Avenue Subway Station, Bronx, NY: Performed construction Special Inspections to check rebar, form work, and concrete placement, including slump, air content, temperature, and prepared cylinders. Performed steel inspection to verify compliance with project specifications. Prepared daily and monthly field inspection reports.

MTA, Five Stations Renewal, Bronx, NY: Performed construction Special Inspections to check rebar, form work, and concrete placement (including slump, air content, and temperature and prepared cylinders). Conducted steel inspection to verify compliance with project specifications. Prepared daily and monthly field inspection reports.

BICC Cable, Yonkers, NY: ACI Concrete Field Inspector. Performed slump, air content, unit weight and temperature tests to ensure concrete complied with contract specifications.

MTA, 86th Street Station, Manhattan, NY: ACI Concrete Construction Special Inspector, inspected placement of concrete and rebar; performed slump, air content tests in the field; inspected concrete mixed at site verifying compliance with project specifications, including fine and coarse aggregate. Collected mortar, grout and concrete samples for compressive strength testing. Prepared daily and monthly field inspection reports.

Belt Parkway over the Fresh Creek Basin and Rockaway Parkway, Brooklyn, NY: As a Geotechnical Engineer for the widening/improvement projects of two Belt Parkway bridges, which included, replacing the bridges carrying the Belt Parkway over the Fresh Creek Basing, and Rockaway Parkway; and widening the roadway. Geotechnical work included Installation of piezometers, geophones, tilt meters, survey prisms, and automated remote monitoring systems. Preparation of the daily and weekly monitoring reports for settlement plates, vibration, tilt meter and displacement.

MTA LIRR, Massapequa Park Viaduct, Massapequa Park, NY: Lead Inspector/QA Designee for the replacement of rail fasteners project in Massapequa Park, involved in the inspection of holes and epoxy mix prior to placement of inserts for anchor insert installation. Additionally, conducted pull tests and torque tests on inserts, and inspected production bolts for the correct torque. Also responsible for overall quality assurance for the project, field coordination and management of the field inspection crew.

MTA, East Side Access / LIRR Ventilation Shaft Building at East 55th Street, Manhattan, NY: ACI Concrete Construction Special Inspector, inspected placement of concrete and rebar; performed slump, air content tests; inspected concrete mixed at site verifying compliance with project specifications, including fine and coarse aggregate; performed soil subgrade and fill inspections and tests using sand cone and electrical density gage; performed firestopping, masonry, and structural steel (High Strength Bolts and Welding) inspections; collected mortar, grout and concrete samples for compressive strength testing; and prepared daily and monthly field inspection reports.

Education
- BS/Civil Engineering, Luzon University, Dagupan City, Philippines

Professional Qualifications and Certifications
- National Institute of Civil Engineering Technology
- Society of Asphalt Technology, New York Chapter
- NYSDOT QA/QC Technician
- U.S. Nuclear Regulatory Commission (Moisture/ Penetrant Certified Inspector)
- ACI Concrete Special Inspector Level 2
- ACI Concrete Laboratory Testing Technician
- ACI Concrete Field Technician Level 1
- Confined Space Entry Trained
- 40 hour HAZWOPER Trained
- Federal Aviation Administration Asphalt Technician

Summary
Mr. Capito has 30 years of experience experience in conducting engineering inspections and testing, preparing reports, monitoring field activities, reviewing and approving plans and specifications, overseeing rebar and concrete placement, soil compaction, asphalt pavement inspection, masonry, fire stopping, fireproofing and trouble-shooting.

Experience

Techno Consult, Inc., Princeton, NJ

Goethals Bridge Maintenance Building and Administration building Roof Replacement, The Port Authority of NY & NJ

Mr. Capito's responsibilities monitor contractor's daily work by installing roofing and flashing system; inspecting completed work in conformance with plans and specification; preparing daily inspection reports which indicates and includes work performed by the contractor, manpower and equipment used; assisting in other project field inspections; attending constructors progress meetings.

The project is to remove and replace Goethals bridge maintenance and administration building roof (entire roof).

Downstate Misc. CM-Hunts Point WPCP Phase III Upgrade, NY

Mr. Capito's responsibilities include reviewing submittals for the project, monitoring day to day construction activities; conducts review and approval of contractor's payment requisitions; conducts progress meetings, and prepares reports.

The work includes emptying and cleaning the tanks, then replacing the seals between the roof slab and walls (upper corner - visualize the wall-ceiling interface in a room) and the seal between the wall and floor; replacing various mechanical components on the roof, sight glasses, sample ports, cavity drains, the roofing membrane and the various valves and pumps associated with the digester tanks.

CDM, NY: Catskill/Delaware Water Treatment Ultraviolet Light Disinfection Facility, NY

For the City of New York Department of Environmental Protection, Mr. Capito was serving as the on-site resident inspector for the demolition of Catskill and Delaware aerators, the backfilling operations with +/- 200,000 cubic yards of fill materials, the construction of two dewatering system which includes the installation of 100+ ejector wells, the removal of contaminated and non-contaminated water and soil inside the supply and aerators pipelines and the daily activities performed by the contractor and sub-contractors.

Soil Vapor Extraction System Project, NY

Mr. Capito was serving as the resident project representative for the New York State Department of Environmental Conservation's (NYSDEC's) soil vapor extraction interim remedial measure project. The project involves the construction of six new soil vapor extraction (SVE) wells and five monitoring points that connect to the existing SVE wells. The purpose of the system is to remediate soil gas containing VOC (perchloroethylene) vapors along the vadoze zone. His responsibilities have included reviewing submittals for the project, monitoring day to day construction activities, specifically the removal and disposal of excavated and augered contaminated material (soil) on the jobsite. He conducts review and approval of contractor's payment requisitions; monitors the start-up period on the new system; conducts progress meetings, and prepares reports.

Appari & Associates: Spring Creek Auxiliary Water Pollution Control Plant Upgrade, NY

For the New York City Department of Environmental Protection, Mr. Capito was assigned as the civil inspector on the $90M project. He was responsible for engineering inspection, monitoring construction activities and preparing reports. He oversaw earthwork activities (including soil excavation, soil testing, compaction, and site grading), rebar and concrete placement, formwork, structural steel erection, and other related testing and inspection activities on the jobsite.

Slattery, NY: Air Rail Transit at JFK Airport, New York, NY
For the Port Authority of New York and New Jersey, Mr. Capito performed inspections and coordinated general construction activities from foundation to finished work. He was in charge of and supervised a group of independent (sub-contractor) testing laboratories covering inspections on soil excavation, backfill and compaction operation. He assisted the project manager with preparing inspector/technician construction inspection procedures for soil, concrete, asphalt and other construction inspection related materials.

Cole Consulting, Inc.: American Airlines Redevelopment Project, NY
For the Port Authority of New York and New Jersey, Mr. Capito was the supervising inspector and engineer at JFK Airport, New York for the rehabilitation and reconstruction of concrete and asphalt runways and taxiways. He managed and supervised field and laboratory personnel. He conducted engineering inspections and testing; prepared reports; monitored field activities; and reviewed and approved plans and specifications. In addition, he oversaw all rebar and concrete placement, soil compaction, asphalt pavement inspection, masonry, fire stopping, fireproofing and consultations with the client on non-conformance issues. He also provided trouble-shooting for all projects.

Municipal Testing, NY: Harrisburg International Airport Redevelopment Project, Harrisburg, PA
For the Harrisburg International Airport in Harrisburg, Pennsylvania, Mr. Capito was responsible for supervising inspectors overseeing soil excavation, backfilling and compaction, rebar and concrete placement, asphalt paving, masonry, and fireproofing. In addition, he performed concrete and asphalt plant inspection, and supervised general construction activities from foundation to super-structures and finished work.

Queens Hospital, New York, NY
As Construction Inspector, for the Dormitory Authority of the State of New York (DASNY), Mr. Capito was responsible for supervising inspectors overseeing soil excavation, backfilling and compaction, rebar and concrete placement, asphalt paving, masonry, and fireproofing. In addition, he performed concrete and asphalt plant inspection and supervised general construction activities from foundation to super-structures and finished work.

Nassau and Suffolk Counties Road Improvements, New York, NY
For the Long Island, New York, Department of Transportation, Mr. Capito was the construction inspector where he inspected road improvement projects in the Town of Oyster Bay, New York.

Various Projects for New York City School Construction Authority, NY
For the New York City School Construction Authority, as Construction Inspector, Mr. Capito was responsible for supervising inspectors overseeing soil excavation, backfilling and compaction, rebar and concrete placement, asphalt paving, masonry, and fireproofing. In addition, he performed concrete and asphalt plant inspections and supervised general construction activities from foundation to super-structures and finished work.

Public Works and Highways, Manila
As a Junior Civil Engineer, Mr. Capito aided senior staff in preparing and ensuring the accuracy of design, estimates, drawings and inspections for government projects.

Education

- BS/Civil Engineering, NED University of Engineering and Technology, Pakistan

Professional Qualifications and Certifications

- ACI Concrete Construction Special Inspector Cert#[redacted]
- ACI Concrete Field Testing Technician Grade I Cert#[redacted]
- ICC Special Inspector - Structural Steel and Bolting Inspection
- OSHA 10Hr. Construction Safety & Health Course
- Confined Space Entry Training
- 40 Hour HAZWOPER

Summary

Mr. Feroz has 20 years of experience working on diversified projects. He is a skilled Inspector having performed work very successfully on the different projects, Construction, Water Supply and Water Treatment. He is familiar with the various day-to-day reporting requirements for Civil Engineering Projects.

Experience

Techno Consult, Inc., Princeton, NJ

Storm and Sanitary Sewers in South Railroad Street, Borough of Staten Island for NYCDDC, NY

Mr. Feroz responsibilities include inspection and preparation of reports for the installation of DI Pipe Water Mains at various streets, inspection and preparation of reports for the installation of Storm Water Sewer at various streets and inspection and preparation of reports for the installation of Sanitary Sewer at various streets.

QED 992, Water Main Work in Various Locations (Grand Ave., 188 Str., ETC.) for NYCDDC, NY

Mr. Feroz was responsible for performing construction inspection; coordinate with the field and the design team to resolve conflicts in the drawings; coordinate with contractor and the Maintain as-built drawings of the work; Perform all other inspection and field duties as required by the Resident Engineer.

Resident Engineering Inspection Services for NYCDDC Capital Water Main Project limits in very highly traveled areas in Queens (QED 992): Grand Central Parkway, Union Turnpike and Queen Blvd along with numerous side streets. The area has numerous commercial businesses and MTA bus route, NYC Transit Subway system along Queens Blvd. The project comprises of replacing of old unlined cast iron water mains with new 8-in, 12-in, and 20-in water distribution and fire protection systems in the busiest area of Queens.

$5 million East Windsor Twp. Water Mains Improvement Project, NY

Mr. Feroz was responsible for the preparation of daily construction inspection reports, which indicated the contractor's work activities, progress of the work, crew size and composition, weather, equipment utilization, and all other information relative to the execution of the work. Maintain payment records, including the verification of the contractor's time and material sheets, and assist in the review of the contractor's partial payment requests. Monitor contractor's work progress based upon his approved construction schedule and report any deviation. Perform all field duties as required by the Resident Engineer.

The Township of East Windsor, New Jersey is embarked a project for the Improvement of their Water Main, which includes laying of 5,645 feet of pipes in three different segments, which are as follows:

Millstone Road - Laying of 2,914 feet of 16" dia. Ductile Iron Pipe (DIP) by open cut method both in paved and non-paved areas, including all fittings, bends, gate valves, manual air release valves, pressure testing at 125 psig, pavement restoration and lane striping.

Rocky Brook Road - Laying of 1,691 feet of 12" dia. Ductile Iron Pipe (DIP) by open cut method both in paved and non-paved areas, including all fittings, bends, gate valves, manual air release valves, reducers, pressure testing at 125 psig, pavement restoration and lane striping.

Old Cranbury Road - Laying of 275feet of 12" dia. Ductile Iron Pipe (DIP) by open cut method both in paved areas, including all fittings, bends, gate valves, manual air release valves, pressure testing at 125 psig, pavement restoration and lane striping.

Laying of 765feet of 12" dia. High Density Polyethylene (HDPE) pipe by Horizontal Directional Drilling (HDD) method in paved areas, including all fittings, bends, gate valves, manual air release valves, heat fusing of pipes and connection with DIP pipe at both ends, pressure testing at 125 psig,

house connections, pavement restoration , and lane striping.

$25 million CSO Abatement Project for the City of Newark, NJ
As a Civil Inspector, Mr. Feroz was responsible for performing construction inspection for conformance with the plans and specifications, and report any deviations to the Resident Engineer; prepare and maintain daily construction inspection reports, maintain and update shop-drawing log; coordinate with the field and the design team to resolve conflicts in the drawings; review contractor's monthly requisition; coordinate with contractor and the maintain as-built drawings of the work, including any deviations from the contract drawings or approved shop drawings; perform all other inspection and field duties as required by the Resident Engineer.
The project is spread out in phases. Phase: I consist of sewer separation projects in the Third Avenue, Orange Street and Bridge Street drainage areas. Specifically, this phase involves the installation of sanitary and storm sewers, cleaning of storm sewers and modifications to existing regulators. Phase II will include the removal of illegal connections from storm sewers in the Meadowbrook, Oriental, Brown, Lockwood, Blanchard, and Haynes Avenue drainage areas, and Phase III includes the construction of ten (10) screening facilities covering 14 outfalls, one each in the Verona, Delevan, Herbert, Fourth, Clay, Rector/Saybrook, City Dock, Jackson/Polk, Freeman and Roanoke drainage areas and four (4) in-ground netting facilities covering 6 outfalls, one each in the Adams, Wheeler, Queen and Waverly drainage areas.

Government of Sindh, Pakistan: Local Government/ Public Health Engineering Department, Sindh, Pakistan
As a Section Officer (Technical) Mr. Feroz worked for scrutinizing, evaluation, and processing of development projects related to water supply and sanitation sector.

Planning Monitoring and Evaluation Section, Local Government/Public Health Engineering Department for Social Action Program (SAP – A World Bank Program)
Mr. Feroz served as an Assistant Director (Civil Engineering), the main objective was to coordinate Government of Sindh and World Bank for Water Supply and Sanitation Sector in rural areas of Sindh as the SAP was designed for betterment and improvement of standard of livings of rural areas. Periodically, discussions and understanding of policy matrix prepared by the World Bank for the implementation of program. The main focus was on the sustainability of the projects and finalization of methodology for the community mobilization through project implementation, teams and awareness campaign through electronic and as well as print media for the World Bank delegations endured that efforts are made for the preparation, implementation/execution of schemes by the Departmental/Local Engineers.

Frontier Works Organization (FWO), Sindh, Pakistan: Indus Highway Project (Rato Dero – Ghouspur Section) for execution and supervision of 162 RCC Box Culverts and 08 Bridges
The nature of job was to coordinate and exchange of structural information and progress/performance between the consultant and FWO; discuss and sort out the solutions of structural problems that pointed out during execution, maintain the record of Chainage (locations) and confirmation of layout; requisition and planning for procurement and supplying of material i.e. steel, cement and aggregates as required. Stage-wise supervision and checking of sizes and yield strength of reinforcement (steel), aggregates and crushing strength of concrete. Checked the placing of reinforcement (steel) as per drawings provided by consultants. Checked the quality and levels of form work and prior to pouring to confirm the dimensions of structural members. Checked the provision of clear covers in all members and provision of chairs in slab. During pouring as per mix design to supervise the water cement ratio of concrete and ensured that there is no segregation in the concrete and it should be uniform. To make sure that there must be proper use of vibrators to void honey combining of the concrete. Finally, suggestion for rectification and remedial measures, preparation of the report and submitted to the consultants.

Education

- Katherine Gibbs School, New York, NY Business Management Degree (Associates)

Professional Qualifications and Certifications

- ICC Structural Steel and Bolting Special Inspector
- ACI Concrete Construction Special Inspector
- ACI Concrete Filed Testing Technician – Grade I Certification
- MTA NYCT Track Safety
- Path Roadway Worker Protection Certification (Employee in Charge)
- Special Inspection of Structural Masonry Construction (The Masonry Society 10 hour Seminar)
- OSHA Training (10 hour)

Summary

Mr. Nunez has 15 years of experience as a Civil Construction Inspector. This knowledge has given him the expertise in inspecting for different projects in which he supervised 400 guest room renovations, inspected the construction for the phase of the MTA 1/9 subway lines and performed construction inspection for transit center police renovation.

Experience

Techno Consult, Inc., Princeton, NJ
Journal Square Transit Center Police Command Renovation & Christopher Street Substation Upgrade/Renovation, The Port Authority of NY & NJ

Responsibilities for Mr. Nunez, working at Journal Square Transit Center Police renovation & Christopher St. Substation upgrade consists of performing construction inspection for conformance with the plans and specifications, and report any deviations to the Resident Engineer; Preparing and maintaining daily construction inspection reports, which shall indicate the Contractor's work activities, progress of the work, crew size and composition, weather, equipment utilization, and all other information relative to the execution of the work. Maintain payment records, including the verification of the contractor's time and material sheets, and assist in the review of the contractor's partial payment requests. Review contractor payment requests and recommend reasonableness to the Resident Engineer. Identify potential extra work issues and keep Resident Engineer advised of issues. Prepare estimates of extra work, Maintain as-built drawings of the work, including any deviations from the contract drawings or approved shop drawings. Review plans for constructability and prepare comments. Assist in the preparation and negotiation of construction change orders. Coordinate with the contractor towards the preparation of the CPM schedule. Monitor contractor's work progress based upon his approved construction schedule and report any deviation. Perform all other inspection and field duties as required by the Resident Engineer. Run and keep meeting minutes on project meetings.

JSTC PAPD Renovation: Renovation of the Police Command Facility located on the concourse level of One Path Plaza in Jersey City to include new command desk, new locker rooms, new kitchen, upgrade of security systems (Access Control), upgrade of data systems, intercom and telephone.

Christopher Street PATH Substation: Upgrade/renovation of the Christopher Street PATH substation to include steel reinforcement of existing floors receiving new electrical system. Construction of new offices , new access and egress for the existing five story building.

PB-URS-World Trade Center Transportation HUB/SITE, The Port Authority of NY & NJ

Mr. Nunez's responsibilities included inspection of construction during underpinning (preloading/loading) phase of the MTA 1/9 Subway line, demolition, excavation and clean-up for Towers Two, Three, Four & Path Hub building areas. Assisting as requested by Resident Engineers, on both the East and West Bathtubs work packaged by conducting inspection services during construction of WTC East/West connector. Ensuring arch erection, concrete/steel reinforcement installation and fire proofing application was performed in accordance with the approved contract documents. Assuring project site specific rules and regulations and applicable plans for operations management, site safety and quality management are followed. Responsibilities including monitoring daily activities of all trades under General Condition Package and keeping detailed documentation and maintenance of working files, monitoring and approving all time and material for payment; daily report completion, management of material deliveries and supporting documents. Daily inspections of job site for safety

and compliance as a result of on-site problem solving.

NY Hilton & Towers, New York, NY
Mr. Nunez's responsibilities included management and coordination of staff members; assigned tasks to various trades as an engineering and maintenance dispatcher.

Martin Construction Brooklyn, NY
As a Foreman, Mr. Nunez worked on numerous residential renovation projects. His responsibilities included estimating, purchase materials, as well as, oversee crew to ensure work was performed as per the contract. Hands on field responsibilities including the coordination and oversight of electrical systems, demolition and installation of 120/240 volts lighting and power circuits, panel board and transformer installation with associated conduit, sink and tub installation, heater and a/c systems, plastering, drywall installation and painting.

New Yorker Hotel, New York, NY
As a Construction Team Foreman, Mr. Nunez's responsibilities included supervision of 400 guest room renovation project, prepared purchase orders, submitted daily progress reports, kept time and material log.

General Engineering Review Staff Resumes

Joseph Abruzzo, PE, LEED AP BD+C, CEA

Project Engineer

Education
B.S., Mechanical Engineering, New York Institute of Technology

Licenses/Registrations
Professional Engineer, New York

LEED AP BD+C

Certifications
Certified Energy Auditor

PROFESSIONAL PROFILE

Mr. Abruzzo has extensive project management experience with a successful background in different project scopes such as commercial, residential and healthcare. He is a LEED Accredited Professional for New Building Design and Construction and a New York State Professional Engineer. He is proficient with such programs as AutoCAD 2000, AutoCAD MEP, Revit 2D and 3D, Elite CHVAC and Firewater and Carrier HAP.

EXPERIENCE

NYCHA Hurricane Sandy Capital Improvements Projects, New York, NY- Under this contract, LiRo performed work on a task order basis. These properties all required LiRo perform preconstruction and construction phase services. LiRo was responsible for pre-qualifying prime contractors, bid administration for the projects and ultimately entering into contract with the lowest responsible prime contractor. Of particular importance is that these projects required careful coordination with community residents so that interruptions of utilities, housing access, dust, noise, etc. was kept to an absolute minimum. In addition, a community liaison was necessary to keep local residents well informed as to the progress and new developments on the project. These projects included a wide variety of CM services including:

- Demolition
- Lead and asbestos abatement
- Foundations
- Structural concrete
- Structural steel
- Mechanical, electrical and plumbing
- Sitework
- Cost estimating
- Constructability review
- Scheduling
- Phasing development
- Contractor prequalification
- Bid administration
- Project management
- Construction inspection
- Document control
- Change orders
- Progress payments
- Project closeout

NYCHA Boiler Replacement Project
LiRo is performing engineering design services for the replacement of boiler systems in three buildings at this Staten Island site. The scope will include new 300 HP boilers, burners, condensate tanks, sump pump equipment, chemical treatment systems, louvers and dampers and associated controls and electrical work. A logistics plan, including required architectural modifications, for removing and installing these large boilers in the existing buildings will be developed.

Town of Oyster Bay Housing Authority, Boiler Replacement at the Oyster Bay Complex and Massapequa Complex, NY, Project Manager, LiRo provided design services for the replacement of multiple boilers at a total of 17 buildings located at both the Oakley Avenue Complex in Massapequa and three separate complexes located in the village of Oyster Bay.

Medical Holdings, Inc., New 76,000 sf, Two-Story, Assisted Living Facility, NY, Project Manager
Mr. Abruzzo provided design services for a new 76,000 sf, two-story assisted living facility. The proposed facility is to be added to an existing assisted living facility site, as a second, stand-alone building. Services provided included the development of schematic design drawings for permit, bidding and construction. Services included the design of electrical, nurse call and fire alarm systems, including coordination with the local utility for confirmation that the electrical service is operable, and meets their standards.

Joseph Abruzzo, PE, LEED AP BD+C, CEA

Project Engineer

Cabrini Gardens Senior Housing Apartment, Sewage Treatment Plant, NY, Project Manager
The project consisted of the design and construction of a new cromaglass sewage treatment plant with a capacity of 7,100 gallons per day. Mr. Abruzzo served as Project Manager for the design and installation of electrical engineering services. Electrical engineering design and construction monitoring services included reviewing architectural, engineering, site and utility plans, and construction administration services (including shop drawings/load letters/equipment submittals review, etc.).

St Francis Hospital, Maria Assunta Building Renovation, NY, Project Manager-Mr. Abruzzo served as Project Manager for this project which required 40,000 sf of renovations to the existing Maria Assunta building within St Francis Hospital, to transform the existing Day-Op and other under-utilized areas into a new administration building. The engineering design services consisted of HVAC, electrical, plumbing, medical gas, fire alarm and fire sprinkler. The design of the building required the replacement of many building systems. In particular the replacement of almost the entire existing HVAC and electrical systems was proposed as part of the design of this project.

Winthrop University Hospital, Heart Institute (Outpatient Cardiology Center), Garden City, NY, Mechanical Engineer/Project Manager-Renovations to a 34,000 sq.ft. office building were completed, to build out the entire building as an outpatient cardiology center. Mr, Abruzzo served as Project Manager for this effort, which included renovations to the building's air handling units, and heating hot water boiler system, which were required to support the change in use within the building. The building fit out included patient exam rooms, conference rooms, x-ray machines, stress test rooms, patient waiting areas, nurse stations, and associate support areas. The renovated HVAC systems were completely modified, to provide a greater level of comfort and control throughout the building. Mr. Abruzzo's design included the retrofit of the existing air handling units, from constant volume systems to variable volume systems, and a a total of 48 variable volume air terminals (VAVs) with local reheat coils, for distinct zoning and occupant comfort. The existing boiler system was also retrofitted from a constant flow heating system to a variable flow system, to add minimize energy use.

Jonah Allaben, PE, LEED AP

Mechanical Engineer

Education

M.S., Mechanical Engineering, Cornell University

B.S., Mechanical Engineering, Cornell University

PROFESSIONAL PROFILE

Mr. Allaban is a highly motivated engineer with 6 years of experience of design and engineering services on a wide range of projects. Mr. Allaban provides detailed designs for MEP Systems for various applications, including office buildings, healthcare facilities, and laboratories. As a LEED certified professional, Mr. Allaban is committed to providing clients with energy efficient and sustainable solutions.

EXPERIENCE

Arup, New York, NY **August 2007-January 2012**

General Duties:

Acted as lead mechanical engineer for a global multi-disciplinary engineering firm for multiple projects.

- Produced load and energy calculations, mechanical design drawings, design reports, and specifications.
- Coordinated with architects at design meetings and presented to owners at project review meetings.
- Supervised junior staff to produce deliverables relating to building mechanical system design.
- Collaborated internally with consultants from other trades including structures, facades, acoustics, and others.
- Developed plans to improve office-wide energy modeling tasks and presented strategies to senior management.
- Performed multiple full-building energy analyses for compliance with LEED.

Cornell Tech First Academic Building, New York, NY:

- Lead mechanical engineer for new 150,000 ft' academic building currently in design (Morphosis Architects).
- Performed and presented building energy studies to support project goal of Net Zero Energy consumption.
- Represented Arup at high-level meetings with Cornell engineering, user groups, and construction managers

Additional project-specific work:

- Lead mechanical engineer for 60,000 sf expansion to the Kennedy Center (Washington, DC).
- Lead mechanical engineer for renovation of the NY Presbyterian 68th St Entrance Lobby (New York, NY).
- Designed variable air volume system for 60,000 ft2 LEED Silver performing arts center (Brooklyn, NY).
- Analyzed energy impact of ground source heat pump design options (multiple university projects).
- Coordinated mechanical design in Revit MEP for 20,000 ft2 science laboratory fit-out (Providence, RI).
- Implemented natural ventilation & passive heating strategies for 500-ft enclosed pedestrian bridge (Nutley, NJ).
- Performed full-building energy analysis of border crossing for LEED Gold certification (Calais, ME).

Jonah Allaben, PE
Mechanical Engineer

General Electric Aircraft Engines, Lynn, MA **Fall 2004; Summer 2005**
Engineering Co-op

- Analyzed and studied aircraft engine technologies over the course of28 weeks and two co-ops.
- Evaluated aircraft engine test data and presented thermodynamic analyses in Operability group.

Lennart Andersson, RA

Director, Virtual Design & Construction

Education

M.Arch., Architecture, Savannah College of Art and Design

B.S., Building Engineering, Wasa School of Engineering,

Stockholm Sweden

Licenses/Registrations

Registered Architect, New York

PROFESSIONAL PROFILE

Mr. Andersson is the Director of Building Information Modeling (BIM) at LiRo. He has degrees in both Engineering & Architecture with license in the later. With 15 years of experience applying virtual design & construction methodologies on a wide variety of projects, Lennart is spearheading the firm-wide adoption of BIM at LiRo. He teaches at Pratt Institute in New York, where he developed an advanced collaborative BIM studio between Architects and Construction managers. He is currently authoring a book on cutting edge Virtual Design & Construction methodologies. He is the Vice President of the Revit User group of New York and has hosted several seminars covering topics involving advanced BIM use from design, construction and operations. Prior to LiRo, he was an Associate Architect at BBG-BBGM where he worked on multiple international large scale hospitality projects. He also authored the BIM usage guidelines and headed the BIM standards committee. He has served as Project Architect for clients such as the City University of New York, Lincoln Center, Time Warner and Rodale Inc.

EXPERIENCE

East Side Access

VDC Involvement: 2013-2021
Client: MTA - Capital Construction
Location: New York, NY
Role: BIM Director
Budget: $9,000,000,000

The East Side Access project is one of the largest and most complex transportation projects ever undertaken in New York City. When completed, the project will have provided increased passenger capacity for rail commuters, reduced travel time to the east side of Manhattan, and improved regional rail flexibility, allowing riders to seamlessly access both the Long Island Rail Road (LIRR) from the eastern suburbs of New York City, the east side subways as well as Metro-North Railroad (MNR) stations to the north of Manhattan. Located about 150 feet below the Grand Central Station, the project includes construction of a new transportation terminal, spanning eight city blocks, multiple ventilation buildings and seven miles of tunneling in Manhattan and Queens. It emerges into one of the busiest rail interlocking and multi-track main lines in the country. The VDC team is modeling the whole project resulting in one of the world's largest Building Information model. It is continuously being used for 4D scheduling, constructability review, Tracking, 3D printing, risk analysis, visualization as well as a litigation analysis tool.

City Point Podium & Tower 2

VDC Involvement: 2012-2015
Client: Acadia Realty Developers
Location: New York, NY
Role: BIM Director
Budget: $420,000,000

City Point is a mixed-use development in Downtown Brooklyn off of Fulton Street, Brooklyn's main retail corridor. City Point will be 1.6-1.9 million square feet, including local and national retail, affordable and market rate housing as well as a new park. It is intended to be a catalyst in revitalizing the surrounding community. The first phase of 50,000 square feet of retail space, One DeKalb, is complete. The project aims to be LEED-silver certified and embody a premier design consistent with the surrounding urban context. The project is a composite of three projects; a five story retail podium with two separate towers above it. Tower 1 will be 35 floors of affordable and market rate housing and Tower 2 is a 45 floor residential rental tower. A future 65 story tall tower, Tower 3, is currently in the planning stages and will be handled as a separate project.

Lennart Andersson, RA

Director, Virtual Design & Construction

LiRo VDC was hired to do design intent systems modeling. The scope was later expanded to include all architecture as well. The systems were then coordinated during the design phase. For the construction phase the role was to educate and coordinate all the sub-contractors throughout the construction phase. A sophisticated system of clash detection was used to visualize and track all the clashes. A coordination set was also created to complement the 2d Design documents where all the systems were color coded and the elevation were indicated so the minimum clearance heights could be guaranteed for the future tenants. LiRo VDC also produced complete virtual walk-through animations to visualize the finished project including materials, signage, store interiors, planting, cars and people.

No. 7 Subway Line Extension, Program and Construction Management

VDC involvement: 2012-2014
Client: MTA – Capital Construction
Location: New York, NY
Role: BIM Director
Budget: $2,000,000,000

The No. 7 Line extension project contains two new 7,000 ft. long tunnels that stretch west and south from Times Square to the Jacob J. Javits Convention Center on West 34th Street and 11th Avenue. It includes a complete new station at 34th Street and 10th Avenue as well as multiple ventilation shafts. The project was modeled from the 2D Microstation CAD drawings creating a comprehensive BIM that included Structure, Architecture and Systems. The models were used to plan and track the project as well as identifying constructability issues.

Baruch College, Lawrence and Eris Field Building Renovation

VDC Involvement: 2011-2016
Client: City University of New York
Location: New York, NY
Role: BIM Director
Budget: $170,000,000

A multi-phased renovation to provide state-of-the-art instruction space, in an existing 16-story, 280,000 sf building. LiRo's BIM services are used enhance the project team's understanding, planning, and construction activities to successfully deliver this renovation project while the building remain operational throughout construction for continued educational and research activities. The project was modeled from 2d Cad documents and a multi phased Revit model was created. During the design phase the model was instrumental in facilitating constructability reviews where numerous serious discrepancies in the documentation. After the demolition work is completed, the existing conditions will be laser scanned so the dimensional integrity of the BIM can be verified. Then system coordination will commence.

New York Public Library, Stacks Renovation Construction

VDC Involvement: 2011-2017
Client: New York Public Library
Location: New York, NY
Role: BIM Director
Budget: $320,000,000

Renovating the flagship branch of the New York Public Library will double the public usable space of the building and it is projected to triple attendance to about four million visitors a year. The seven-stories of stacks supporting the Rose Main Reading room will be removed to provide an expansive 1.25 million cubic feet of space for a new circulating library. Working closely with the design team the LiRo VDC team has been instrumental in testing the logistical challenges of each design alternative. The team scanned the whole building with laser scanners and LiRo's BIM visualization showed that it was possible to add a new structure before removing the old with no impact to the reading room above. Two leading steel specialist contractors who previously would not bid the job were now confident that the job could be done. It is an example how the use of BIM has fundamentally effected the course of a project.

Abid Ansari, PE

Traffic Engineer

Education

M.S., Civil Engineering, New Jersey Institute of Technology

B.S., Civil Engineering, NED University of Engineering and Technology

Licenses/Registrations

Professional Engineer, Connecticut

PROFESSIONAL PROFILE

Mr. Ansari has been providing civil and traffic engineering services since 1984. He has managed and conducted numerous traffic studies and has prepared reports for various public and private clients. He has also provided technical reviews of design documents and environmental impact statements for various diversified projects.

Mr. Ansari has extensive experience in the planning, design and maintenance of existing and proposed civil and transportation facilities, preparation of environmental impact statements, MPT plans and traffic/transportation operation and safety studies. He has also developed improvement measures for traffic impacts and calculated their effectiveness through computer modeling. Mr. Ansari's specific experience with traffic and transportation studies include managing and conducting traffic analyses, safety and accident studies, parking demand studies and traffic circulation studies, preparation of detour and MPT plans and evaluation of associated impacts; overseeing activities such as geometric design, capacity analysis, field surveying, traffic modeling, traffic projections and forecasting and signal analysis and design.

EXPERIENCE

Town of Oyster Bay Department of Public Works, Technical Review of Traffic Impact Studies for Proposed Costco, NY, Principal Traffic Engineer - As the Principal Traffic Engineer, Mr. Ansari conducted a technical review of an extensive traffic impact study submitted to the Town of Oyster Bay as part of the Final Environmental Impact Statement for a proposed Costco Wholesale Facility in Hicksville, New York. The purpose of the review was to assist the town in evaluating the adequacy of the document submitted pursuant to the State Environmental Quality Review Act requirements. The task included evaluation of data input and analysis of more than 20 signalized and unsignalized intersections analyzes using HCS, Synchro and SimTraffic software. It also included review and assessment of traffic projections, trip generation and assignment, traffic safety and accident analyses, impact assessment and adequacy of proposed mitigation and improvement measures in terms of safety and operations. Based on the review, Mr. Ansari prepared and submitted to the town several technical memoranda identifying issues and concerns, resulting substantial revisions in the traffic study. ($108,700)

Town of Oyster Bay Department of Public Works, Old Plainview Properties Technical Review, NY, Senior Traffic Engineer - Mr. Ansari conducted a technical review of a comprehensive traffic study prepared as a part of an EIS for this mixed use planned unit development proposed for the largest vacant site in the town of Oyster Bay. The proposal entailed the construction of more than 650 residential units, office complex, retail and shopping center, restaurants, school and cultural center, hotel and lodging facilities. The review was conducted for the town of Oyster Bay, the lead agency under SEQR process. ($130,000)

Town of Oyster Bay Department of Public Works, Crossways Industrial Park Traffic Study, NY
Mr. Ansari conducted a comprehensive traffic study for Crossways Industrial Park located in Woodbury, New York. The study determined potential cumulative traffic impacts related to the conversion of buildings from industrial to office use in the industrial park. This study defined the relevant baseline conditions in an effort to provide guidance to the town, other agencies and developers regarding potential short-term and long-term traffic impacts so that possible mitigation measures can be examined in a comprehensive manner, rather than evaluating these issues on an incremental, project-by-project basis. ($42,200)

Nassau County Department of Public Works, Merrick Road Traffic Signal Progression Study, NY, Principal Traffic Engineer - The project enhanced traffic progression and mobility by improving and optimizing traffic signal timing plans along a 35 mile long major arterial, with more than 100 traffic signals, in Nassau County. Using the existing traffic data, a synchro model

was developed for various peak and off-peak conditions. Along with the synchro model, PASSER II was utilized to optimize the bandwidths. Based on these analyses, five alternate timing plans were developed and presented to Nassau County. ($100,000)

Town of Oyster Bay Department of Public Works, Theodore Roosevelt Memorial Park Reconstruction Program Traffic and Parking Assessment, NY, Principal Traffic Engineer - Mr. Ansari has recently conducted an assessment of traffic generation and parking in relation to the proposed reconstruction program for Theodore Roosevelt Memorial Park at the Town of Oyster Bay, New York. This existing park was originally developed in the 1920s as a memorial to the President and was deeded to the town in the 1950s. The proposed program entails recreation area improvements, memorial area and park restoration, Fireman's Field improvements, sea wall restoration and environmental mitigation measures. A new multi-use synthetic turf field proposed for soccer and lacrosse would generate new traffic and parking demand. Mr. Ansari conducted detailed trip generation analysis using standard sources such as Institute of Transportation Engineers (ITE) Trip Generation to estimate the additional traffic by this facility. Three parking lots that can be affected by the proposed project were included in this assessment. Extensive field surveys were conducted to monitor the current utilization of the three parking lots over extended periods on several days. Based on the field data and analyses, Mr. Ansari prepared a written report which was submitted to the town as part of the Environmental Assessment Form (EAF) for this project.

Suffolk County Department of Public Works, CR 111 Interchange Improvement at I- 495 Long Island Expressway, NY, Principal Traffic Engineer - Mr. Ansari is working as the principal traffic engineer on the CR111/LIE (I-495) interchange improvement project for which LiRo is currently providing design services to the Suffolk County DPW. This project is federally funded and the design is being progressed in accordance with the NYSDOT procedures for Locally Administered Federal Aid Projects. The work involves preparation of a Design Report incorporating an Access Modification Report as required due to the modification of an Interstate Expressway access. The Design Report is prepared by building on the EPP previously prepared by others. In reevaluating the EPP, it was determined that an improvement that was previously eliminated should be reconsidered. As a result, the interchange improvement that will be advanced maintains the existing configuration but includes modification to increase traffic capacity and bring the entrance ramp terminal up to design standards, substantially reducing cost. Mr. Ansari also reviewed capacity analyses including Synchro and SimTraffic models to assess the adequacy and conducted an Origin-Destination survey to determine traffic patterns and feasibility of improvements to local roadways. Upon completion and approval of the Design Report, final design and contract documents will be prepared including the design of permanent traffic conditions and temporary conditions during construction. ($5.7 million)

Town of Brookhaven, Route 25/112 Improvements, Middle Country Road Corridor Study and Land Use Plan, NY, Project Traffic Engineer - Mr. Ansari was responsible for conducting a comprehensive evaluation of the community proposed improvements for the intersection of NYS Route 112/25. This project was conducted at the request of the Town of Brookhaven. Phase I of the project was to review the state proposal for the Route 25/112 intersection. Tasks included the evaluation and comparison of signalized intersections to grid networks containing one or more modern roundabouts. Additional alternatives were proposed and a cost benefit analysis was prepared. The results were supplemented by SYNCHRO and SimTraffic simulations. Phase II of the project included Middle Country Road Corridor Study and Land Use Plan for Coram, Middle Island and Ridge. This involved traffic analysis, geometric design, mitigation measures and report preparation. Activities included traffic data collection and traffic impact studies, capacity analysis, O&D studies, speed and delay studies, accident analysis, traffic signal system design/operations, MPT plans, alternate development, congestion and access management, circulation studies, transit planning, TDM/TSM and pedestrian/bicycle studies.

Gilbert Balog, AIA

Architectural Review

Education

M.S., Urban Planning, Columbia University

B.Arch., Architecture, Cornell University

Licenses/Registrations

Registered Architect, New York

Registered Architect, Pennsylvania

Registered Architect, New Jersey

Registered Architect, Connecticut

Certifications

NCARB Certified

Relevant Experience

Residential

Planning

Economic Development

Design

PROFESSIONAL PROFILE

With over 40 years of professional experience, Mr. Balog has administered a variety of renovation and rehabilitation projects with a cumulative value of more than $1 billion. He is also an expert in providing feasibility studies, project management and organization, adhering to building codes and developing design/build and fast-track construction programs for governmental facilities. He has significant experience providing code analysis for the Port Authority of New York and New Jersey, including work on the World Trade Center as well as numerous airport terminal buildings. Most of the projects have been designed to maintain facility operations during construction. Mr. Balog has been the recipient of the New York Society of Architects' Citation for Excellence in Design, Planning and Construction. He also has received numerous fellowships and scholarships. Mr. Balog is a member of the National Fire Protection Association, The International Code Council and The American Institute of Architects.

EXPERIENCE

NYCHA Hurricane Sandy Recovery Assessments, Queens, NY- LiRo is currently assisting NYCHA with its efforts to restore/improve utility rooms damaged by Hurricane Sandy. The assignment at five properties in Manhattan involves 41 buildings at high-rise building complexes. LiRo's architectural practice is working with our Mechanical/Electrical/Plumbing team to evaluate and formulate the best approach to rebuilding these facilities including providing NYCHA with Hazard Mitigation Proposals.

NYCHA Hurricane Sandy Capital Improvements Projects at Riis, Riis 2, Campos Plaza, Campos Plaza 2, and Wald Houses, New York, NY- Under this contract, LiRo performed work on a task order basis. These properties all required LiRo perform preconstruction and construction phase services. LiRo was responsible for pre-qualifying prime contractors, bid administration for the projects and ultimately entering into contract with the lowest responsible prime contractor. Of particular importance is that these projects required careful coordination with community residents so that interruptions of utilities, housing access, dust, noise, etc. was kept to an absolute minimum. In addition, a community liaison was necessary to keep local residents well informed as to the progress and new developments on the project. These projects included a wide variety of CM services including:

- Demolition
- Lead and asbestos abatement
- Foundations
- Structural concrete
- Structural steel
- Mechanical, electrical and plumbing
- Sitework
- Cost estimating
- Constructability review
- Scheduling
- Phasing development
- Contractor prequalification
- Bid administration
- Project management
- Construction inspection
- Document control
- Change orders
- Progress payments
- Project closeout

NYCHA East 180th Street Monterey Boiler Replacement Design, Bronx, NY- LiRo was retained as the Architect for the boiler replacement in this NYCHA residential complex. The 1970's-era building on East 180th street is a 10-story building consisting of 230 residential units. The building is heated with two dual fuel steam boilers. Steam from the boiler is also utilized to provide domestic hot water for the facilities requirements and for the community center. The equipment is of the same age as the building (40 years) and is near the end of their normal service life. The intent of the project is to replace the dual fuel existing boilers with gas fired boilers and to replace the domestic steam to hot water storage tank heater with semi-

instantaneous steam to hot water heaters.

The project will run well into the winter season and temporary service will be provided to ensure minimal disruption to the tenants. To facilitate the removal and installation of the large equipment, part of the exterior wall will be temporarily removed and later replaced to match the existing conditions. Along with the new equipment, new ancillary structures are provided for service and maintenance access. This includes a new emergency egress door replacing the existing non-code-compliant egress window, alternating tread device leading up to the egress door, equipment pads, catwalks, access platforms and insulation of the ceiling.

NYC School Construction Authority A/E Requirements Contract, Exterior and Interior Rehabilitation of over 30 schools throughout NYC- LiRo developed scope reports, cost estimates, construction documents and construction phase services for a variety of renovation projects in over 80 schools for three consecutive on-call capital improvements contracts. Project ranged from relatively small repair projects to extensive building envelope restorations and new elevator installations. Project types generally included:

- Masonry restoration
- Roofing systems replacement
- Window replacement
- Upgrade of toilets and entrances for ADA compliance
- Elevator installation
- Science laboratory installation
- Kitchen upgrades
- Restoration of indoor swimming pools
- Feasiblity studies for the construction of new school buildings
- Electrical distribution, fire alarm, and public address system upgrades
- Boiler room and mechanical equipment upgrades

Nassau Community College, Student Services Center
Renovation and expansion of offices at the lower level plaza for the creation of a new 25,000 sf centralized Student Services Center that will house the Bursar, Registrar, student Health Clinic as well as portions of Financial Aid, Admissions and other related departments to streamline and simplify registration processes for students. LiRo is providing programming and design services to transform a series of underutilized enclosed and unenclosed spaces within the lower level plaza into this new consolidated student center. Services include architectural and mechanical conditions surveys, programming, construction cost estimating, construction phasing planning to maintain existing operations during construction, design of architectural and MEP floor plans and reflected ceiling plans, architectural elevations, furniture and equipment layouts, mechanical system and building perimeter upgrades, finishes, color selection and outline specifications for all trades. ($5.5 million)

Nassau County Office Building, One West Street, NY, Principal Architect
Mr. Balog was the Principal Architect for the complete renovation of a five-story 100,000 sf office building as part of Nassau County's Real Estate Consolidation Program. This project created office space for over 12 agencies including the County's Budget Office, Department of Public Works, Commissioner of Labor, and County Treasurer. Design and construction documents called for phase construction to maintain building operations. Scope included new interiors, window replacement and new mechanical, fire protection, security, fire alarm, electrical, data and telephone systems. ($30 million)

Vincent Corrado, PE.

Senior Transportation Engineer

Education

B.S., Mechanical Technology, Operations and Management, New York Institute of Technology, Old Westbury, NY

M.S., Transportation Planning and Engineering, Polytechnic University, NY

Licenses/Registrations

Professional Engineer, New York

PROFESSIONAL PROFILE

Mr. Corrado has extensive transportation engineering experience in the management of projects and programs for the planning, design and construction of highways, streets, bridges and rail facilities in New York City and on Long Island. He has been responsible for advancing major complex projects through planning, preparation of environmental documents, preliminary and final design and construction. Mr. Corrado has planned, coordinated and performed extensive community outreach, and interagency coordination, at the federal, bi-state, state and local/municipal levels.

EXPERIENCE

Town of Brookhaven, Traffic Signal Preemption Control System, NY, Project Manager

Federally funded project provided installation of GPS based traffic signal preemption and control system on 482 traffic signals in the Town of Brookhaven, NY. Project also provided vehicle emitter packages for 517 emergency vehicles including ambulances and fire vehicles. Assisted local sponsor in development of design specifications, preparation of contract bid package, bid advertisement and review, and contract award. Also provided construction support and construction inspection services, and monitored compliance with contract requirements. Project completed December 2012.

Suffolk County Department of Public Works, Safety and Capacity Improvements to CR 97/Nicolls Road Intersection Improvements, CP 3301, NY, Project Manager

Project provided traffic engineering analyses and preliminary and final design services for potential improvements to intersections on and adjacent to CR 97, namely CR 97 at Hammond Road, Hawkins Road/ Wireless Road, Mark Tree Road, Pond Path Drive, Hawkins Road/ Bette Ann Drive at Wireless Road and Mark Tree Road at Hawkins Road. Also included design services for the resurfacing of CR 97 from the vicinity of the bridge over NY 25 to Furrows Road.

Suffolk County Department of Public Works, Design for Reconstruction of CR39 North Road, Southampton NY, Project Manager

Federally aided reconstruction project of 1.9 mile segment of CR39, which connects the eastern terminus of Sunrise Highway to Montauk Highway. Prepared the Final Design Report, supervised preliminary and final design efforts for the project that will widen the roadway to provide a four lane section, with continuous sidewalk on one side and flanking shoulders. Project includes improvements to at grade LIRR crossing, which required coordination with LIRR for a service outage.

Port Authority of NY/NJ, MPT for Airtrain at Jamaica Station, NY, Project Engineer

The Airtrain project provides a light rail link between JFK International Airport, the Jamaica Terminal of the Long Island Rail Road, and the New York City subway system. Also included was the construction of a new air terminal adjacent to the railroad station and the rehabilitation of the existing historic railroad terminal building. Project responsibilities included development and design of Maintenance and Protection of Traffic strategies for the terminal construction and the station rehabilitation activities on two major New York City arterials, Sutphin Boulevard and Archer Avenue, as well as other local streets. Heavy vehicle detour plans were also developed, as well as strategies to maintain pedestrian capacity in and around this vital transportation hub during construction activities.

Port Authority of NY/NJ, Rehabilitation of the World Trade Center Truck Dock Floor Slab, NY, Project Engineer

Responsibilities included the development and design of a phased Maintenance and Protection of Traffic strategy for the duration of the project, which provided for the removal and

replacement of the reinforced concrete floor slab on the truck loading level of the World Trade Center in New York City. As this was the only loading facility for the entire seven-story building, 12,000,000 sf World Trade Center complex, maintaining safe and efficient access through well-designed and implementable maintenance and protection of traffic strategies was vital to the function of the complex. Construction support and contractor shop drawing and cut sheet review was also provided throughout the project. The project was entering its 7th and final phase at the time of the destruction of the complex in 2001.

Suffolk County Department of Public Works, Suffolk County Road 58 Corridor Study, NY, Project Manager/Principal Planner

Corridor Study of County Road 58, Old Country Road for SCDPW, from the Long Island Expressway to County Road 105 in Riverhead. Project used high-resolution videography to record license plate data in the corridor, which was then transcribed using optical character recognition software. Utilizing this data, license plate matching techniques provided information on trip making patterns within the corridor, especially at the "Riverhead Traffic Circle". Supervised application of VISSIM, micro-simulation model designed to handle traffic circles as well as signalized intersections in combination with the high quality input data derived from the videography effort, produced a platform to thoroughly test and evaluate improvement strategies for the corridor, including five different scenarios for the traffic circle. Original concept for current two lane roundabout configuration was developed under this study.

Suffolk County Department of Public Works, CR97/Nicolls Road Corridor Study, NY, Project Manager/Principal Planner

Responsibilities included overall management of the project, including supervision of four subconsultants (Parsons Brinckerhoff, JAC Planning, Norton Brothers Dunn, Creative Planning and Design), development and management of the public participation plan for the project, development of transportation alternatives, design and supervision of all data collection conducted for the study, including traffic volumes, travel time speed and delay studies, bridge condition of 17 bridges, liaison with County, State and FHWA officials, as well as with local elected officials, design and management of a project website, and full responsibility for the production of project documents. Nicolls Road is a major north-south arterial, linking Suffolk County's major east-west corridors and providing direct access to the SUNY Stony Brook Campus, the Suffolk County Community College Campus, and the University Hospital at Stony Brook, as well as indirect access to large areas of residential and commercial development. The study made projections regarding future conditions and provided scoping for future transportation improvement projects on CR97 in Islip and Brookhaven Towns. Subsequent to the completion of the project, several of the recommendations contained in the report were designed and implemented.

New York State Department of Transportation, Long Island Transportation Plan to Manage Congestion (LITP 2000), NY, Project Engineer

The Study provided an integrated multimodal transportation program for managing congestion on the State highway system and on selected local roadways within Nassau County and most of Suffolk County. The program emphasized travel demand management (TDM), transportation systems management (TSM), and public transit solutions as complements to traditional highway capacity improvements. Responsibilities included development and implementation of a detailed field data collection plan for input into a regional computer simulation of the entire study area. Also responsible for the preparation of several project reports and the Cargo Movements Technical Memorandum, and the development and implementation of an in-depth survey of multi-modal freight movement operations within this study area.

Alexander Hernandez, PE

Senior Electrical Engineer

Education
B.S., Electrical Engineering, University Of Las Villas, Santa Clara, Cuba

M.A., Electrical Engineering, United States Education Dept. Albany NY

Licenses/Registrations
Professional Engineer, New York

PROFESSIONAL PROFILE

Mr. Hernandez has served as project engineer on a wide variety of commercial, residential, educational, assembly, hotels, storage, and industrial projects. He has expertise designing electrical power systems, fire alarm system, interior and exterior lighting systems, site lighting, lighting controls, emergency power system, and solar photovoltaic systems. Mr. Hernandez has a broad knowledge of NYC and NYS building codes, including national codes (i.e. IEEE, NFPA) and local ordinances. The knowledge created during the years allows him to design complex and large scale projects providing an efficient electrical design for these facilities and construction support.

EXPERIENCE

NYCHA Hurricane Sandy Capital Improvements Projects, New York, NY- Under this contract, LiRo performed work on a task order basis. These properties all required LiRo perform preconstruction and construction phase services. LiRo was responsible for pre-qualifying prime contractors, bid administration for the projects and ultimately entering into contract with the lowest responsible prime contractor. Of particular importance is that these projects required careful coordination with community residents so that interruptions of utilities, housing access, dust, noise, etc. was kept to an absolute minimum. In addition, a community liaison was necessary to keep local residents well informed as to the progress and new developments on the project. These projects included a wide variety of CM services including:

- Demolition
- Lead and asbestos abatement
- Foundations
- Structural concrete
- Structural steel
- Mechanical, electrical and plumbing
- Sitework
- Cost estimating
- Constructability review
- Scheduling
- Phasing development
- Contractor prequalification
- Bid administration
- Project management
- Construction inspection
- Document control
- Change orders
- Progress payments
- Project closeout

Hudson River Park Trust Pier 40 Construction Management Services

Hudson River Park encompasses 550 acres stretching from Battery Place to West 59th Street along the Hudson River. It features a waterside esplanade running the length of the park, with public piers and limited commercial activities including field sports and water activities.

LiRo is the Construction Manager serving as the chief field representative for the Hudson River Park Trust's renovation projects at Pier 40, the largest pier in the park occupying over 14-acres. The main project consists of several components involving shoring and restoration of the existing multi-level parking decks. Additional projects include renovation of the indoor synthetic turf sport field, and related building improvements and site work. Hudson River Park currently operates four fields at Pier 40, an indoor youth field, a rooftop field, and two outdoor turf fields with lights for night play. The Hudson River Park Trust's offices also occupy the building at Pier 40 along with other educational and commercial tenants.

The three-phase comprehensive multi-level parking deck restoration includes approximately 115,000 sf of parking deck that requires repair of the roof's precast concrete structural assembly and waterproofing system and associated wearing surface. The scope calls for removal, structural repairs, waterproofing, site drainage, expansion joint replacement, curbing, utility distribution, and related lighting. Shoring of the rooftop parking deck ramp is required prior to

the full restoration of the structure. Other components of the project include:

- Indoor Sports Field Renovation: Replacement of the existing indoor synthetic turf field playing surface that has passed its useful life span with a new tile based indoor sports flooring system.
- Pier 40 Stair and Elevator Renovation: The interior stairwells to the second floor and roof parking areas and two elevator s serving the facility will be fully restored. The elevator lobbies of the ground floor and roof top parking will be upgraded to meet ADA requirements. The scope includes removals, structural, mechanical, electrical, and plumbing work as required along with new architectural finishes and lighting.
- West 14th Street Park Fencing Repair: Replacement or restoration of portions of the perimeter fencing and granite perimeter wall system due to damage from the Route 9A reconstruction project.
- Leroy Street Dog Run Repaving: Removal and replacement of the existing asphalt paving surface within the dog run to its original design.

Previous Experience

Brooklyn Tennis Court, NY, Project Engineer

Mr. Hernandez served as Project Engineer for this project. This facility has an approximate area of 105,000 sf. The facility has nine indoor tennis court, pool area, exercise area, restaurant area, offices, locker rooms, sauna, and other common areas. The electrical engineering services consisted of electrical power design, interior lighting design, exterior lighting design, site lighting design, emergency power design, and fire alarm system design. Mr. Hernandez designed and prepared engineering drawings for all above referenced electrical engineering services. This facility has 1200A, 480V, three-phase, four wires electrical service. The interior lighting design for this facility was designed with very efficient lighting fixtures due to the high of ceiling and the lighting requirements for tennis courts. The exterior and site lighting were designed using LED lighting complying with the NYC building code requirements. The fire alarm system was a designed for the entire facility including the battery calculations required to provide power to the fire alarm system for at least 24 h in case of any problem in the electrical power supply of the main fire alarm panel. Mr. Hernandez also provided support to the contractor, approved material submittals, answered request for information (RFI). The project is currently in construction and construction is expected to be completed in June 2013.

Dana Ford, Car Dealership, NY, Project Engineer

Mr. Hernandez served as Project Engineer for this project. This facility has an approximate area of 70,000 sf. The facility is a full service car dealership for Ford and Lincoln cars brands. The facility has sales areas, car service areas for small cars and trucks, a car wash, offices on second floor, spare part storage areas, and a large exterior parking area. The electrical engineering services consisted of electrical power design, interior lighting design, exterior lighting design, site lighting design, and emergency power design. Mr. Hernandez designed and prepared engineering drawings for all above referenced electrical engineering services. This facility has 1000A, 480V, three-phase, four wires electrical service. The interior lighting design for this facility was designed with very efficient lighting fixtures due to the lighting requirements of NYC building codes and Motor Ford standards. The exterior and site lighting were designed using LED lighting complying with the NYC building code requirements. The project is currently in construction and construction is expected to be completed in September 2013.

Wyatt C. Lewis, PE, CEA

MEP

Education
B.S., Electrical Engineering, State University of New York at Binghamton

Licenses/Registrations
Professional Engineer, New York

Certifications
Certified Energy Auditor

OSHA 10 Certified

PROFESSIONAL PROFILE

Mr. Lewis has served as Lead Electrical Engineer on numerous projects. He has designed AC power distribution systems for medical, commercial, and industrial facilities, which adhere to NFPA and building codes. Mr. Lewis has a rich knowledge of the New York State Energy Conservation Code, LEED Building Techniques, and energy saving methods. He has performed energy audits and has designed electrical systems for LEED certified buildings. Other areas of Mr. Lewis' expertise include coordinating with construction professionals to ensure operability and ease of installation and reviewing electrical installations during the construction administration phase to maintain quality control. He also ensures that construction is adhering to code, and performs field surveys.

EXPERIENCE

NYCHA Sandy Recovery Assessments, Queens, NY, Electrical Engineer - LiRo has been assisting the NYC Housing Authority with emergency assessments of their properties in Queens following Hurricane Sandy.

NYCHA Hurricane Sandy Capital Improvements Projects at Riis, Riis 2, Campos Plaza, Campos Plaza 2, and Wald Houses, New York, NY, Electrical Engineer - LiRo was recently awarded a contract with the NYC Housing Authority to provide architectural design and engineering services for comprehensive physical improvements at the Pedro Albizu Campos Plaza I Houses.

NYCHA Berry Boiler Replacements, Staten Island, NY, Electrical Engineer - LiRo was recently awarded a contract with the NYC Housing Authority to provide professional services to assist with boiler replacements for the Berry Houses on Staten Island.

Medical Holdings, Inc., Assisted Living Facility, Westhampton, NY, Electrical Designer - Mr. Lewis designed the electrical, fire alarm, and nurse call systems for a proposed 76,000 sq.ft. two-story assisted living facility. Services provided included: development of schematic design drawings for permit, bidding, and construction. Other services provided included the design of electrical, nurse call, and fire alarm systems, including coordination with the local utility and confirmation of electrical service availability. Site lighting design included light distribution required to provide a path of egress, from the proposed building to a right of way, as required by the New York State Department of Health (NYSDOH) Article 28 standards. Mr. Lewis designed the electrical systems and advanced lighting controls. Mr. Lewis utilized the NYSBC, NEC. NYS Energy code, NFPA 99, NYSMC, 2010 Federal Guideline Institute for Healthcare Facilities, and ASHRAE fundamentals, to determine code and other requirements for the projects.

NYCSCA Energy Saving – CEA / Electrical Engineer – A program with a full range of energy performance contracting services with guaranteed energy cost savings at various City-owned school buildings - 700 school buildings in program - services include: Technical Audit, retro commissioning, Engineering Design, CM, Training, Measurement and Verification, Post Construction, Warranty/Guarantee. Five contracts were awarded with approximately 20 school buildings per contract. Mr. Lewis performed energy audits in conjunction with Eco-systems, oversaw the energy report process, and provided project management for new energy designs.

Winthrop University Hospital (WUH), CEA / Electrical Engineer / Project Manager – Multiple projects for this medical facility. The projects include LIPA approved energy modeling for the new research building. Mr. Lewis has role as design engineer, a CEA, and an assistant project manager for a variety of critical environment projects. Designing electrical systems and advanced lighting control schemes in an existing hospital and new/existing outpatient properties. Mr. Lewis performed numerous surveys, models, prepared contract documents,

specifications, and bid documents. Mr. Lewis utilized the NYSBC, NEC. NYS Energy code, NFPA 99, NYSMC, 2010 Federal Guideline Institute for Healthcare Facilities, and ASHRAE fundamentals, to determine code and other requirements for the projects.

Stony Brook Calverton Incubator, CEA / Electrical Engineer - The project scope was to design a highly power system for a university and startup commercial kitchen. Mr. Lewis researched the NYSBC, NYS Energy code, NYSMC, and ASHRAE fundamentals, to determine code requirements for the space. Using the proposed architectural layout and Energy Code, Mr. Lewis provided a lighting design that exceeded the performance of state mandated energy usage.

Nassau University Medical Center (NUMC), CEA / Electrical Engineer – Multiple projects for this medical campus on Long Island. **LDR** - The project scope was redesign an existing wing of an labor and delivery. Mr. Lewis evaluated all lighting specifications against existing fixtures to ensure generous energy savings. Mr. Lewis researched the NYSBC, NYS Energy code, NYSMC, 2010 Federal Guideline Institute for Healthcare Facilities, and ASHRAE fundamentals to determine code and other requirements for the space. Using existing as-built drawings, proposed architectural drawings, and field verification, he prepared a demolition drawing for the project. **Air Handler Replacement** - The project scope was to replace two custom duel duct air handling units with new units, to be accomplished with minimized building shutdown. Mr. Lewis surveyed the existing electrical distribution, including lighting and motor controls. Mr. Lewis aided the mechanical design team in specifying energy efficient motors to ensure an energy savings over the existing equipment. **Veterans Medical Facility** - The project scope was to design a new lighting and power system for an outpatient medical office space in an existing ground story of a four story building. Mr. Lewis field surveyed the existing conditions. He developed pdemolition plan, based on the proposed layout. He researched the NYSBC, NYS Energy code, and additional guidelines and specifications to determine code and other requirements for the space.

Brookhaven Memorial Hospital Medical Center, Diagnostic Imaging Suite, Smithtown, NY, Electrical Designer - The scope of the project was to add two x-ray machines to a vacant space at an outpatient radiology office. Mr. Lewis performed a survey of the existing space, based off proposed architectural drawings and existing conditions. Mr. Lewis conducted an energy analysis of the lighting layout, to determine conformity to the Energy Conservation Code of New York State. Mr. Lewis used motion sensors to provide maintenance-free lighting controls for the space, and utilized two existing electrical panels to support the power devices and light fixtures throughout the space. He provided a complete coverage fire alarm system, which tied back into an existing system at the facility. Mr. Lewis coordinated non-site specific vendor drawings for a CT scan, X-Ray, and Fluoroscope, with site specific conditions. Mr. Lewis prepared job specific details, schedules, specifications, demolition notes, and construction notes. Mr. Lewis supported the contractor during the construction of this project by answering RFIs and approving material submittals. Construction has been completed, and the space is functioning normally.

Jeffrey Petrie, LEED AP

Traffic Engineer

Education

M.S., Transportation Planning & Engineering, Polytechnic Institute of New York University

B.S., Aeronautics, Dowling College

A.A.S., Aerospace Technology, State University of New York at Farmingdale

Licenses/Registrations

LEED AP

PROFESSIONAL PROFILE

Mr. Petrie, a certified Professional Transportation Planner, has been performing traffic and transportation engineering design and analysis for more than 15 years. He is a former employee of the New York State Department of Transportation in Region 10's Traffic Engineering and Safety Division and Regional Planning and Program Management. While in the Traffic and Safety Division, Mr. Petrie was responsible for conducting pre-construction, final inspections and punch lists of all traffic signal work in Long Island. He conducted more than 100 traffic signal inspections. While in Regional Planning and Program Management, he maintained the master project letting schedule using CPM scheduling software. Since then, Mr. Petrie has expanded his experience to include a variety of transportation planning and infrastructure design projects. In addition to traffic planning, design and operations, his experience includes airport terminal facilities, parking garages, toll operations, railroad cargo facilities, firehouse facilities and area-wide pedestrian facilities in lower Manhattan.

EXPERIENCE

Town of Brookhaven New York, Routes 112/25 Corridor Study Phase I and II, Project Engineer LiRo conducted a comprehensive evaluation, for the Town of Brookhaven, of the community proposed for the intersection of NYS Route 112/25. The Phase I analysis was expedited to review the state proposal for their intersection. The proposals included modern roundabouts. Tasks included the evaluation and comparison of signalized intersections to grid networks containing one or more modern roundabouts. Additional alternatives were proposed and a cost benefit analysis completed. The results were supplemented by SYNCHRO animations and simulations. The roundabouts were analyzed using Rodel. Then LiRo analysis included evaluation of various concepts including modern roundabouts, grade separated intersections and a field cost benefit analysis. The work to date has helped the Town and the State reach a consensus. LiRo, the State and the Town worked together on the effort. In Phase II, LiRo staff assisted the Town in the preparation of the Middle Country Road Corridor Study and Land Use Plan for Coram, Middle Island and Ridge. Assignments included evaluation of mitigation measures, traffic and geometric analysis, and traffic report preparation. ($140,000)

Town of Brookhaven New York, Titmus Corridor Study, Project Engineer - LiRo assisted the Town of Brookhaven in analyzing the benefits and impacts of providing an additional at-grade crossing at Hawthorne Street in the Hamlet of Mastic. Work included the collection of demand data, the preparation of a Synchro network of the Mastic Peninsula, synthesis of travel times, the analysis of census/population data, and evaluation of the development of short and long term mitigation measures. ($125,000)

New York State Department of Transportation, NY112 Corridor Accident Analysis, NY - New York State Department of Transportation commissioned LiRo to prepare a DEIS for the planned improvements to NY112 north of the LIE. Part of this effort was the preparation of a thorough analysis of the accident history in the NY112 corridor from the LIE north to NY25. Three years of accident reports for intersections and segments were examined and a detailed analysis to identify Accident Causative Factors (ACF) was conducted. A benefit vs.cost analysis was also conducted.

Town of Islip Department of Public Works, Traffic Signal Design and Inspection, NY, Senior Traffic Engineer - Mr. Petrie was the Senior Traffic Engineer for the design and preparation of six traffic signals and interconnect plans and the associated construction documents.

Town of Smithtown, Maple Avenue Reconstruction, NY, Senior Traffic/Transportation Engineer - This project involved design services related to the reconstruction of Maple Avenue, a 7,500' long, two-lane roadway. In addition to pavement reconstruction, grading, and drainage

upgrades, the project included re-design of the pavement markings to accommodate bicycle traffic while improving safety and reducing excessive travel speeds. ($350,000)

Suffolk County Department of Public Works, County Route 80 Traffic Signal Design, NY, Project Manager - This project involved the design of 10 traffic signals and an interconnect system for a five-mile section of a heavily traveled commercial corridor in Suffolk County, New York. ($2 million)

Nassau County Department of Public Works, Rockaway Turnpike, NY, Senior Traffic Engineer Mr. Petrie was responsible for the re-design and update of the traffic signal, interconnect, pavement marking, and signing plans associated with the reconstruction of Rockaway Turnpike.

Town of Oyster Bay Department of Public Works, Hicksville Commuter Parking Garage, NY, Senior Traffic Engineer - As a result of severe deterioration of the Hicksville parking garage structure, the Town has elected to demolish the existing garage structure. In support of the project, LiRo performed traffic forecasting and intersection capacity analysis for both present and future conditions at the surrounding intersections. This analysis was utilized to assess the impacts of a new garage and determine the need and efficacy of a pedestrian bridge that allows pedestrians to avoid a surface crossing at the intersection.

Town of North Hempstead, Prospect Avenue Traffic Calming, NY, Senior Traffic/Transportation Engineer - LiRo assisted the Town with the preparation of the design report and prepared final plans, specifications, and estimate for this federally aided construction improvement project involving a one mile section of Prospect Avenue bounded by Brush Hollow Road on the west and the Wantagh State Parkway on the east in New Cassel, Town of North Hempstead. The existing roadway consists of two lanes in each direction in need of pavement rehabilitation, sidewalk and curb replacement and drainage system upgrades. The project included reducing pavement width to accommodate one travel lane, a dedicated bicycle lane, and a parking lane in each direction. In addition, streetscape elements that include decorative pre-cast concrete paver sidewalk areas, decorative pedestrian lighting, benches, trash receptacles, landscaped medians, curb extensions, and tree plantings were major components of the project. The improvements will create an atmosphere conducive to the local business owners and residents by encouraging pedestrian and bicycle traffic while discouraging high-speed through traffic.

Final plans included roadway plans, drainage plans, detailed grading plans, lighting plans and landscaping plans. The grading plans were critical to the project to ensure that existing elevations were met at the highway boundary line as there are no proposed property acquisitions. The plans also included details for a new pocket park to be constructed on Town property. Work Zone Traffic Control Plans were developed in accordance with New York State Department of Transportation and Manual on Uniform Traffic Control Devices standards to maintain mobility through the area during the construction activities. All design work was performed in accordance with the New York State Department of Transportation Highway Design Manual and utilizes New York State Department of Transportation specifications.

New York City Department of Transportation, Cross Island Parkway Bridge over 212th Street/Totten Avenue Replacement, NY, Project Engineer - This project involves the development of the project documents for a design-build project administered by New York City Department of Transportation bridges. Mr. Petrie conducted extensive traffic forecasting, analysis, and planning to develop a series of design alternatives for evaluation and selection. These alternatives addressed traffic congestion problems on the surface roadway network near the bridge for the design year of 2041. The documents prepared under this contract will be used as the bid package for the project and include preliminary highway, street, and pedestrian facility design, special provisions, and all other contract documents required for bidding. A Design Report was prepared for New York City Department of Transportation. ($800,000)

Michael Rennard, PE

Civil/Structural Review

Education
B.S., Civil Engineering, Manhattan College

Licenses/Registrations
Professional Engineer, New York

PROFESSIONAL PROFILE

The vast majority of Mr. Rennard's experience has been focused on transportation and water/wastewater projects and programs in the New York Metropolitan area. In senior positions, in both the public and private sectors, he has been responsible for decisions regarding staffing, operations P&L, and business development strategies. Through this experience Mr. Rennard has fostered and maintained client relationships with all of the major agencies and authorities, formed strategic relationships with other major firms and contractors, and overseen contract negotiations.

EXPERIENCE

City of Long Beach Boardwalk Reconstruction, Principal-in-Charge - Super Storm Sandy inflicted severe damage upon the decking, substructure, ramps and lighting along the 2.2 mile long, 50 ft. wide boardwalk of this south shore barrier island off Long Island. Phase 1 of Long Beach's Beachfront Infrastructure Restoration Program will provide for the removal of the damaged boardwalk and the reconstruction of a more resilient structure. The project scope also includes the demolition of two comfort stations that were located beneath the boardwalk and were damaged beyond repair by the storm. The structures had also served as support for the boardwalk above so new concrete pier substructures on pier supports were built at these locations to provide the necessary support after the buildings were demolished. LiRo is currently providing construction management, construction administration, and inspection services for the ongoing work involving the construction of new support framing and decking as well as railing and lighting. Construction is proceeding at an accelerated pace and this first phase is scheduled for completion in the Fall of 2013. (City of Long Beach, $44.2M)

MTA - Capital Construction, East Side Access Project, Construction Consultant Management Services, NY, Principal-in-Charge - This project entailed soft and hard rock tunneling, new station platforms beneath Grand Central Terminal, new vent structures along Park Avenue, track work, signals and communications and various building components in Manhattan and Sunnyside Yards in Queens. ($7 billion)

New York State Department of Transportation, Alexander Hamilton Bridge, Cross Bronx Expressway, I-95, NY, Principal-in-Charge - This project involved design, construction support services and construction inspection work under this project includes rehabilitation of the main 505 ft span arch bridge over the Harlem River, the complete replacement of the deck of the 1,530 ft long main bridge, the replacement of the tightly curved Ramp TE over the west approaches, and the rehabilitation of the connecting ramps between the Cross Bronx Expressway (I-95) and the Major Deegan Expressway (I-87). ($407 million)

Southeastern Pennsylvania Transportation Authority, Market Street Elevated Reconstruction Program, PA, Project Executive - This project involved program management and construction management services work under this program included program management, design reviews and construction management for the replacement of more than three miles of the Blue Line elevated system in West Philadelphia. Work included five new stations, replacement of existing steel guideway with precast elements, track, signal, communications and all related systems. A major part of the program was performed during weekend, nine day and 16 day outages requiring major planning and coordination efforts with multiple contractors, suppliers, fabricators and SEPTA operations. ($560 million)

MTA - New York City Transit, Charleston Bus Annex, NY, Principal-in-Charge - This project involved construction management services in relation to the construction of a new bus garage and maintenance facility to accommodate 140 buses. Work under this design/build contract

includes site clearance and preparation, retaining walls, a two-story maintenance and fueling facility, including bus washer, new drainage facilities and utilities, paved parking areas, and a storm water retention pond. In addition were the providing commissioning services to ensure complete integration of all systems. ($110 million)

New York State Department of Transportation, Gowanus Expressway Viaduct Emergency Repair Contract, NY, Project Manager - This project involved construction management and construction inspection services for emergency repairs to this three mile long expressway. Work includes replacement of concrete deck and structural steel; rehabilitation of various components of the substructure; lead paint removal; placement of VMS signage and daily operation of a contra-flow HOV lane on both the Gowanus and Prospect Expressways. ($800 million)

MTA - Bridges and Tunnels, Rehabilitation of the Brooklyn Battery Tunnel, NY, Project Manager - Work under this contract included construction administration and inspection services. Also included was abatement of lead, asbestos and heavy metal containing materials and PCB containing dust; repair to tunnel waterproofing; roadway replacement and waterproofing; rehabilitation of existing water system and replacement of fire line; repair, removal and installation of tunnel wall tiles; cleaning and repair of fresh air and exhaust ducts; leak repairs; and maintenance and protection of traffic including street and tunnel tube closings. ($63 million)

Office of the NYC Comptroller, Chief Engineer - Provided engineering expertise and served as the Comptroller's technical consultant. Managed and directed senior level technical personnel engaged in the analysis and evaluation of contract claims and disputes and in the performance of technical audits, investigations, studies and reports on the City's capital program and operations. Oversaw various construction activities and transactions affecting the City's infrastructure, including approval of contracts, change orders, and selective single bids. Acted as the City's representative in settling all disputes and claims related to construction, including major claims for the East River Bridges. (1997-2002)

New York City Department of Design & Construction, Deputy Commissioner
Part of the senior management team that developed and formed this Agency, created by the Mayor to manage New York City's capital construction program. As Deputy Commissioner for Infrastructure, managed and directed a staff of 600 technical personnel, as well as hundreds of others employed by private consultants engaged in design and construction management/ supervision services. The portfolio of work consisted of more than 400 active capital projects related to highway, bridge, street, water supply and sewage facilities with a construction value of more than $1 billion. As part of the senior management team developed and instituted Agency policy, and was responsible for all major decisions regarding the execution of the City's Infrastructure capital construction program. (1996-1997)

New York City Department of Environmental Protection, Bureau of Water Supply, Director, Engineering - Responsible for all engineering aspects of the Bureau, including the Divisions of Design, Construction, Planning and Regulation. He managed and directed a staff of more than 500 technical personnel involved in the execution of capital construction projects for sewers and water mains, as well as major construction programs related to the entire Water Supply system; including dams, bridges, water filtration and wastewater facilities, and other water works facilities. Developed and instituted policy in relation to: the use of the water supply and sewer system, short and long term capital plans, and all matters related to contract management. (1991-1996)

Richard Schmalz, PE

Civil/Structural Review

Education

M.S., Environmental Engineering, State University of New York at Stony Brook

B.S., Civil Engineering, Cooper Union

Licenses/Registrations

Professional Engineer, New York

Professional Engineer, New Jersey

Professional Engineer, Connecticut

Professional Engineer, Florida

PROFESSIONAL PROFILE

Mr. Schmalz has extensive transportation engineering experience in the management of projects and programs for the planning, design and construction of highways, streets, bridges and rail facilities in New York City and on Long Island. He has been responsible for advancing major complex projects through planning, preparation of environmental documents, preliminary and final design and construction. Mr. Schmalz has planned, coordinated and performed extensive community outreach, and interagency coordination, at the federal, bi-state, state and local/municipal levels.

EXPERIENCE

Long Beach Boardwalk Reconstruction, Long Beach, NY -Mr. Schmalz served as Principal in Charge for this reconstruction project. The existing 2.2 mile long, 50 feet wide boardwalk was severely damaged by Super Storm Sandy late last year. The City of Long Beach let a contract to remove the remaining portions of the deck and superstructure, salvaging benches, rail and lampposts. LiRo Engineers was selected to by the City to produce a design for the reconstruction of the boardwalk, provide bid assessment, construction inspection and support. In the space of 3+ months a design was produced and bids submitted by contractors. The design provides for replacement of the existing southern yellow pine deck with more durable hardwood and concrete decking in limited areas, replacement of the wood girders, new railing, new lighting and redesigned access ramps complying with ADA requirements. A sheet piling wall will be placed under the boardwalk to protect the structure from potential storm surges. The construction contract schedule includes liquidated damage provisions to assure provision of at least partial access to the beach this season for residents and tourists.

Staten Island Expressway (I-278) Access Improvements, Clove Road to Fingerboard Road, Staten Island, NY - Civil Technical Support for ramp modifications to improve traffic flow; roadway widening and reconstruction; bridge replacement and widening; retaining walls; noise barriers; new lighting system; and ITS improvements. The project's construction cost is $90M.

Staten Island Expressway (I-278) Bus Lane Extension, Victory Boulevard to Clove Road, Staten Island, NY - Civil Technical Support for the provision of auxiliary lanes; extension of the existing bus lane to the west; improvement of substandard features; pavement resurfacing/ reconstruction; bridge superstructure replacement; retaining walls; noise barriers; ITS upgrade; and new lighting. The project is estimated to cost over $80 million.

Route 9A Reconstruction, Manhattan, NY, Project Director - Mr. Schmalz served as the New York State Department of Transportation's (NYSDOT) primary contact for Lower Manhattan's post-9/11/2001 reconstruction efforts. He was responsible for the planning, design and reconstruction of Route 9A (West Street) in Lower Manhattan; improvements to Route 9A up to 59th Street; and for NYCDOT's federally funded reconstruction/ resurfacing of the network of local streets in lower Manhattan, that were damaged due to the WTC clean-up efforts.

Mr. Schmalz coordinated with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Port Authority of New York and New Jersey (PANYNJ),, Lower Manhattan Development Corporation (LMDC), Metropolitan Transportation Authority (MTA), New York City Transit (NYCT), New York City Department of Transportation (NYCDOT), and the Lower Manhattan Construction Command Center (LMCCC) on concepts for the reconstruction of the World Trade Center (WTC) site, and Lower Manhattan. The program's transportation facilities, with a total estimated construction value of $10 billion, included the Brooklyn-Battery Tunnel (BBT) for NYCT; the PATH system for PANYNJ; the New York City street system (including Route 9A) and the WTC Memorial. Mr. Schmalz developed Route 9A alternatives, compatible with WTC

reconstruction, resulting in two build alternatives: a 1,500-foot depressed roadway (short bypass tunnel) with a cost of $1 billion; and an at-grade, eight-lane roadway with a cost of $200 million. Both alternatives incorporated the "9A Promenade" concept, providing a landscaped, pedestrian corridor with a bikeway to link the WTC site/WTC Memorial with Battery Park. This was a key element of architect Daniel Liebskind's plan for WTC reconstruction, and was reflected in Gov. George Pataki's and Mayor Michael Bloomberg's visions for Lower Manhattan.

To advance the design, Mr. Schmalz assembled a multi-disciplined project team (highway design, tunnel and security design, environmental studies, outreach and project management consultants), directed by New York State Department of Transportation (NYSDOT) staff to perform alternatives development, analysis, public outreach and preparation of a NEPA supplemental EIS (SEIS) to the 1994 Route 9A EIS, for submission to the FHWA. The design elements included a class I bikeway, park and urban design elements, landscape treatments, and facilities for the large numbers of pedestrians in Lower Manhattan. Final designs were prepared for two contracts:

- Promenade South – Battery Place to W. Thames Street. (north of BBT), a $70 million project that reconstructed Route 9A, portions of Battery Place, and provided an upgrade to the Battery Park underpass (NYC owned) connecting 9A to the FDR Drive, and providing the first segment of the 9A promenade.
- Promenade North – W. Thames Street to Chambers Street – providing for the reconstruction of the six-lane, Route 9A interim roadway, to an eight-lane, at-grade roadway with a bike-way and the 9A promenade, including frontages for the Freedom Tower, WTC Memorial, and Battery Park City/World Financial Center. This contract was let early in 2007, and is presently underway. Cost $180M

Mr. Schmalz was also responsible for managing contractors performing construction operations, and NYSDOT/consultant staff performing inspection and construction supervision for Rte 9A (West Street) in lower Manhattan, up to 59th Street. Projects include the construction of Promenade South, under a contract which commenced in late fall 2004, and was completed in late 2006 at a cost of $70 million; bikeway improvements on Route 9A, from Chambers Street to 59th Street, at a cost of $3M; and construction of the temporary Vesey Street pedestrian bridge, on Route 9A, at a cost of $20 million.

New York State Department of Transportation - Regional Planning and Program Manager (RPPM)--Regions 10 (Long Island) and 11 (NYC). Responsible for the planning, development and delivery of the region's capital program (R-10 $1 billion/5 years: R-11 $2 billion/ 5 years) and the financial management of the capital and operating budget. Mr. Schmalz reported to the Regional Director.

- Regional Construction Engineer (RCE), Regions 10 and 11: responsible for the execution of the region's construction program and the supervision of both the in-house and the consultant staff for $600 million/$1billion (R-10/R-11) programs staging, and night work provisions.
- Regional Design Engineer (RDE), Region 11: responsible for the development and delivery of the region's highway design program. This included the expansion of the staff from fifteen to over 100; and development and implementation of quality (QA/QC) plans for group operations, as well as specific plans for major projects. Responsible for coordination and oversight of NYCDOT's federally funded (FHWA) local street program.

Nancy Silver, AIA, LEED AP

Architect

Education

M.S., Construction Management, Polytechnic Institute of New York University

B.A., Architecture/ Civil Engineering, Princeton University

Licenses/Registrations

Registered Architect, New York

LEED AP

NYSDOL Asbestos Inspector, New York

Years With This Firm: 14

Years with Other Firms: 17

PROFESSIONAL PROFILE

Mrs. Silver is a seasoned Architect and Project Manager with almost 30 years of experience. She has provided architectural services on a wide variety of renovation projects for local municipalities and government agencies. Areas of her expertise include performing initial field inspections, writing project scope reports, preparing of bid documents, ensuring ADA compliance, providing cost estimating and construction support services. Mrs. Silver combines diverse project experience with excellent communication skills, with a focus on frequent and effective interaction with her clients.

EXPERIENCE

New York City School Construction Authority, NY, Project Manager - Ms. Silver supervised architectural and engineering upgrade projects in over 135 schools, over a 10-year period services she provided included: field surveys; development of project scope reports and estimates; coordination of design teams; preparation of architectural design documents; filing documents with the building department; and provision of post-contract services. Project types included:

- Science lab renovations, including complete replacement OF new casework, room finishes, mechanical and electrical utilities, and computer networking.
- Program accessibility, including renovations to toilets, entrances, and public assembly spaces.
- Design of new elevator additions.
- Gymnasium floor replacement
- Coping stone and roofing replacements
- Window replacements
- Exterior masonry restoration.
- Swimming Pool Upgrades
- Library upgrades
- MEP upgrades including boiler replacements
- Feasibility Studies for new school buildings, including site evaluation and zoning analysis, development of conceptual designs, and generation of construction cost estimates.

Dormitory Authority of the State of New York, City University of New York, School of Architecture, Swing Space Relocation, NY, Project Manager - Ms. Silver developed program requirements for the relocation of a total of 14 departments that were originally housed in 50,000 sf of the "Y" Building, to new locations on the City College Campus. The relocation was required due to the construction of the new School of Architecture, Urban Design and Landscape Architecture (SAUDLA) building. Ms. Silver developed architectural design documents, coordinated design disciplines, and provided construction phase services for five of those departments.($1.8 million)

Town of North Hempstead Building Department, Building Permit Review, NY, Plan Examiner

Ms. Silver acts as a plan examiner for the Town, to expedite the review of building permit applications of both residential and commercial buildings. Her responsibilities include performing zoning code and building code analysis; review of filing requirements; and calculation of permit fees for each application. Extensive coordination with the Town Building Department is required. A total of 140 permit applications have been reviewed to date.

Town of Oyster Bay, Theodore Roosevelt Memorial Park, Oyster Bay, NY, Project Architect

Ms. Silver prepared design alternatives and construction documents for the rehabilitation of four existing park buildings, and designed a new vehicle garage and park's manager's building,

integrating them aesthetically with the adjacent historic commercial district. (2011) ($1 million)

Town of Oyster Bay, Town Hall South Study, NY, Project Architect
Ms. Silver performed field surveys, wrote existing conditions assessment reports, and prepared cost estimates for the upgrade of both the existing town hall building, and of the Packard Middle School, which the Town had been considering purchasing for use as a new town hall. Based on the report findings, the Town decided against the purchase.

Ellsworth Allen Park, Farmingdale, NY, Project Architect
Ms. Silver developed design documents and provided construction phase services for the construction of a new 5,000 sf building, including a community room, full service kitchen, office spaces, and public rest rooms.

Marjorie Post Park Skate House, Massapequa, NY, Project Manager
Ms. Silver coordinated the design team, and prepared architectural design documents, for the complete renovation of a 5,000 sf building that housed a public lounge; skate rental and repair shop; full-service kitchen and concession area; and rest rooms. ($750,000)

Masonry Restoration Projects for Electrical Power Utilities, Project Architect
- Prepared construction documents for the replacement of deteriorated exterior masonry walls at the TransCanada Ravenswood Plant in Queens, NY.
- Conducted several extensive field surveys, to identify areas of deteriorated masonry, and prepared design drawings for repair work, at mechanical equipment rooms within the Keyspan Northport Generating Plant.

Nassau County Space Consolidation Projects, NY, Project Architect
- Coordinated the design team, and prepared construction documents, for the relocation of the County's Information Technology department into a 15,000 sf space in an existing office building (2007) ($800,000)
- Prepared a space utilization study, and associated cost estimates, for the relocation of 20 County departments in an existing office building, that had been vacated due to previous consolidations. (2007) ($2.5 million)

Town of Huntington, Heckscher Park Playground, NY, Project Manager
Ms. Silver developed architectural design documents, and coordinated the design team, for the complete renovation of an existing playground. (2006) ($400;000)

Port Authority of New York and New Jersey, Various Projects, Project Architect
George Washington Bridge Bus Station, Lower Bus Level Renovations, NY, Project Manager
Ms. Silver developed architectural design documents, and coordinated the design team, for the replacement of a 150'- long storefront entrance wall, and metal panel ceiling system at the bus parking area. ($1.2 million)

LaGuardia Airport, Pump House No. 6, NY, Project Architect
Ms. Silver developed architectural design documents for the replacement of exterior cladding for this small building that houses storm water runoff pumping apparatus.

LaGuardia Airport, Structural Slab Repairs, NY, Project Architect
Ms. Silver prepared a feasibility study, in coordination with the structural engineering prime contractor, to determine potential methods of repairing areas of deteriorated structural slabs. Extensive field survey work was performed.

Michael Smith, PE, CEA, HFDP

MEP Review

Education
B.S., Mechanical Engineering, Hofstra University

Licenses/Registrations
Professional Engineer, New York

Certifications
Certified Energy Auditor

Healthcare Facilities Design Professional

OSHA 10 Certified

PROFESSIONAL PROFILE

Mr. Smith holds extensive experience in mechanical, electrical and plumbing management. He also has over 15 years of experience with a combined background encompassing various aspects of management, engineering, design, computing, drafting, and construction. He is proficient in Revit MEP, AutoCAD, along with extensive knowledge of NYC Building Codes, ASHRAE60.2001+, NEC and NFPA standards, NYS Building Codes and DEP BFP regulations.

EXPERIENCE

NYCHA Hurricane Sandy Capital Improvements Projects, New York, NY- Under this contract, LiRo performed work on a task order basis. These properties all required LiRo perform preconstruction and construction phase services. LiRo was responsible for pre-qualifying prime contractors, bid administration for the projects and ultimately entering into contract with the lowest responsible prime contractor. Of particular importance is that these projects required careful coordination with community residents so that interruptions of utilities, housing access, dust, noise, etc. was kept to an absolute minimum. In addition, a community liaison was necessary to keep local residents well informed as to the progress and new developments on the project. These projects included a wide variety of CM services including:

- Demolition
- Lead and asbestos abatement
- Foundations
- Structural concrete
- Structural steel
- Mechanical, electrical and plumbing
- Sitework
- Cost estimating
- Constructability review
- Scheduling
- Phasing development
- Contractor prequalification
- Bid administration
- Project management
- Construction inspection
- Document control
- Change orders
- Progress payments
- Project closeout

New York City Housing Authority, Berry Boiler Replacements, Staten Island, NY, MEP Project Manager LiRo was recently awarded a contract with the NYC Housing Authority to provide professional services to assist with boiler replacements for the Berry Houses on Staten Island.

New York City Housing Authority, Sandy Recovery Assessments, Queens, NY, MEP Project Manager. LiRo has been assisting the NYC Housing Authority with emergency assessments of their properties in Queens following Hurricane Sandy.

New York City Housing Authority, Comprehensive Improvements at Campos Plaza, New York, NY, MEP Project Manager - LiRo was recently awarded a contract with the NYC Housing Authority to provide architectural design and engineering services for comprehensive physical improvements at the Pedro Albizu Campos Plaza I Houses.

New York City School Construction Authority, Energy Saving Consulting Services, NY, MEP Project Manager. LiRo is providing energy consulting services at various schools throughout the five boroughs of New York City. The scope of work includes assessment of energy expenditures, a technical audit, retro-commissioning, engineering design, construction, related environmental design and remediation, systems startup, optimization and diagnostic testing, and measurement and verification. The scope of work is anticipated to include 20-30 schools.

Stony Brook Calverton Incubator, MEP Project Manager - The project scope was to design an HVAC system for a university, and startup commercial kitchen. Mr. Smith discussed the budget

with the project manager for this project, and researched the NYSBC, NYS Energy code, NYSMC, and ASHRAE fundamentals, to determine code requirements for the space. Using the proposed architectural layout and ASHRAE Fundamentals Mr. Smith calculated the HVAC space loads. Using ASHRAE Guidelines and NYS Mechanical guidelines, he also calculated the kitchen hood exhaust requirements for the new kitchen, and sized, selected and specified three kitchen hoods.

Winthrop University Hospital (WUH) MEP Project Manager - Multiple projects for this medical facility. Informatics 3rd Floor - The project scope was to design a retrofit HVAC in an existing hospital space for medical offices. Mr. Smith surveyed the existing conditions for the space, and prepared an HVAC demolition plan, based on the proposed architectural drawings and the existing conditions. Outpatient Infusion center - The project scope was to design a new HVAC system, in an existing six story building. Mr. Smith researched the NYSBC, NYS Energy code, NYSMC, 2010 Federal Guideline Institute for Healthcare Facilities, and ASHRAE fundamentals, to determine code and other requirements for the space.

Nassau University Medical Center (NUMC) MEP Project Manager - Multiple projects for this medical campus on Long Island. LDR - The project scope was to retrofit a new HVAC system for a major renovation inside an existing hospital. Mr. Smith researched the NYSBC, NYS Energy code, NYSMC, 2010 Federal Guideline Institute for Healthcare Facilities, and ASHRAE fundamentals to determine code and other requirements for the space. Using existing as-built drawings, proposed architectural drawings, and field verification, he prepared a demolition drawing for the project. Using ASHRAE fundamentals and code requirements, he calculated the HVAC load requirements. Air Handler Replacement - The project scope was to replace two custom duel duct air handling units with new units, to be accomplished with minimized building shutdown. Mr. Smith surveyed existing conditions, including steam, chilled water, and glycol hot water (reheat). Using ASHRAE fundamentals, and other metrics, he calculated the loads for the existing building, including the proposed first floor renovation. Veterans Medical Facility - The project scope was to design an HVAC system for an outpatient medical office space in an existing ground story of a four story building. Mr. Smith field surveyed the existing conditions He developed an HVAC demolition plan, based on the proposed layout. He researched the NYSBC, NYS Energy code, and additional guidelines and specifications to determine code and other requirements for the space.

Columbia University, MEP Project Manager -Multiple projects at the university's campuses. Office Facility - The project scope was to design a new office facility, in the basement of an existing, 22-story building on 168th street in Manhattan. Mr. Smith researched NYC building code for mechanical design and ventilation requirements. He surveyed the existing facility, and calculated the HVAC loads, based on the existing building envelope and proposed architectural layout. He designed the airflow layout for the offices, and used ASHRAE guidelines to help select the best design approach for this design. Outreach Facility - The project scope was to design the HVAC system for new community outreach facility on the ground level in an existing residential 12-story high rise. The space had existing PTAC units with hot water heating coils. Mr. Smith researched the NYC building code and the NYC mechanical code for design requirements. He prepared demolition design to remove the existing systems, and calculated the space loads, based on the existing building envelope and proposed architectural drawings. Medical Center, Dental facility - The project scope was to design a new, 5,000 sf dental facility in an existing residential high rise. The proposed facility was to be on the ground level. Using the New York City Mechanical Code, Mr. Smith computed the ventilation requirements. Using ASHRAE guidelines and the AIA guidelines for Healthcare facilities Mr. Smith calculated the space loads for heating and cooling. Freezer Lab - The project scope was to utilize free cooling whenever possible, to condition a freezer farm in the basement of a 22-story residential facility. The freezer farm was proposed to be located in converted parking space.

Vikas Wagh, PE

Civil/Structural Review

Education

M.S., Civil Engineering, University of Cincinnati

B.S., Civil Engineering, University of Poona, India

Licenses/Registrations

Professional Engineer, Pennsylvania

Professional Engineer, New Jersey

Professional Engineer, New York

Professional Engineer, Maryland

Professional Engineer, Ohio

Certifications

OSHA 10 Certified

PROFESSIONAL PROFILE

Mr. Wagh has more than 34 years of experience. Since 1985, Mr. Wagh has worked on a wide variety of Projects in the New York Metropolitan area and the tri-state area. He has been in-charge of many high profile projects such as the Roosevelt Island Tramway Modernization Project, rehabilitation of the four East River Bridges, Tappan Zee Bridge Partial deck replacement, pier repairs and seismic risk assessment of the entire bridge, Rehabilitation of Walt Whitman Bridge in Philadelphia, Cable replacement design study for the Ben Franklin Bridge.

As the Director of East River Bridges for the NYCDOT Bureau of Bridges from 1991 to 1994 during the intense design phase of the rehabilitation effort, Mr. Wagh dealt with multiple concurrent design contracts, interagency coordination, management of multiple consultants, design of traffic management, community relations, environmental assessments, etc. Throughout his career, Mr. Wagh has been involved in large, multidisciplinary infrastructure projects in design, construction, value engineering and constructability assessments. Projects have included bridge rehabilitation and replacement designs of long-span, suspension and cable-stayed bridges, arch bridges, reinforced concrete box girder bridges, and movable bridges. He has always strived to develop simple and innovative solutions and is known for resolving construction issues. His movable bridge related experience includes designs, EIS studies, constructability studies, Value Engineering assessment, etc. These include notable projects such as Woodrow Wilson Bridge Replacement of the movable and the fixed spans in Washington, DC, 145th Street Bridge, Harlem River Bridge Lift Bridge and Metropolitan Avenue Bridge in New York, Coleman Bridge with multiple Swing Spans in Virginia. Mr. Wagh has won awards for innovations in engineering and has presented and published many papers.

On the following projects, Mr. Wagh was the Resident Engineer for the duration of each project, devoting 100% of his time. His responsibilities include:

- Supervises the CM field Staff
- Provides direct interface with the contractor's field superintendent
- Works closely with the contractors staff to ensure scheduled construction activities are planned in an appropriate sequence and are properly coordinated with other work and owner operations

EXPERIENCE

MTA TBTA Robert F Kennedy Bridge Ramp Reconstruction (RK-73), Resident Engineer- This contract to reconstruct the MQ Ramp of the RFK Bridge is Triborough Bridge and Tunnel Authority's largest design-build contract to date. Having successfully managed TBTA's first design-build contract in 2011, LiRo is already busy working on this next design-build contract for TBTA. Halmar International is the Design-Build Contractor. Hardesty & Hanover is their Design Engineer. LiRo was retained by TBTA to be the Construction Manager and the Design Review Manager. This ramp is a 1,850' long bridge that starts immediately to the south of the Bronx Toll Plaza and continues to the south towards Queen and merges with the Queensbound Main Line. It carries two lanes of traffic from Manhattan to Queens with a design speed limit of 35 miles per hour. About a third of the length of this structure is on a horizontal curve. The existing bridge's some continuous and some simple spans range from 60 ft to 90 ft in length. The proposed bridge will have three to five spans continuous units with minimum number of deck joints.

The proposed reconstruction is currently under design and some initial preparation and demolition activities are under way. The existing bridge sidewalk will be eliminated and the pedestrian ramp will be demolished. This will allow the new bridge to be 48'-6" wide. The scope of work of this project includes replacement of the steel superstructure with a new galvanized

steel superstructure and a concrete deck. The piers will be retrofitted, certain piercaps will be lengthened to accommodate the wider superstructure and spalled concrete of all piers will be repaired. New roadway lighting, a traffic gantry and signage will be added. The bridge will be upgraded to support HS-25 live load and will be designed for seismic resistance. Seismic isolation bearings will replace existing rocker bearings, and existing foundations will be strengthened as necessary. About 30 soil borings have been taken, cross-hole measurements at two locations have been carried out to determine appropriate seismic design criteria.

There are several TBTA, New York City Police Department and New York City Parks Department's facilities under and near this bridge. Icahn Stadium is next to this bridge with it's parking lot under the bridge. The bridge reconstruction project will require extensive coordination with those facilities. LiRo is already actively coordinating with these facility operators and keeping them abreast of the planning and progress of the MQ Ramp Bridge reconstruction project. There are several items of work under this contract other than the bridge reconstruction. Asbestos and lead remediation of the existing facilities under and adjacent to the bridge, providing temporary swing space to the users of those facilities while the remediation occurs, relocating existing parking areas under the bridge to a different location, pulling communication and telephone cables in the previously installed conduits to the various facilities on the RFK Bridge complex on Randalls Island, are some of those tasks. (MTA-TBTA, Adam Rose, 212-870-6536, 2012- on-going, $50M)

Southbound Harlem River Drive Ramp to Robert F. Kennedy Bridge; A Fast-Track Emergency Design-Build Project (TB-23), Resident Engineer – The work, originally planned for the 2013-2015 Capital Budget, for this 55 year-old ramp that connects the southbound Harlem River Drive to the Robert F. Kennedy (RFK) Bridge, was accelerated after a recent inspection showed severe deterioration of the 10,000 sf deck, and the superstructure steel. The condition of the bridge deck had deteriorated to the point that immediate action was required.

The bridge is about 465 feet long, with a horizontally curved alignment, rising about 37' above the Harlem River Drive. The project will replace the existing 22' wide (8" thick) bridge deck with a 24-foot wide (9-1/2" thick) deck, to provide enough width for a future second lane. The existing steel columns, the modified concrete abutment, and their foundations, are the only elements from the original bridge that will remain. The existing deck joints will be replaced by armorless deck joints, with elastomeric concrete headers, and the drainage troughs will be eliminated. The new scuppers and the downspouts will also be galvanized. The steel bridge railing will be replaced with Jersey-shaped concrete barriers, and bridge lighting will be replaced by ten new lamp posts. The 300-foot long approach roadway, from the Harlem River Drive to the bridge, will be replaced. The RFP documents provided a detour route, approved by NYCDOT, which required the construction of a temporary ramp at 127th Street and First Avenue. The Harlem River Drive southbound ramp, leading onto the RFK Bridge, was closed on Sept. 12, 2011. A temporary ramp was constructed in its place, giving motorists access to the RFK Bridge ramp at 125th Street, after a brief detour through local streets. One month after the ramp's closure (October 12, 2011), the old superstructure is gone, most of the new superstructure steel has been erected, and the modifications to the abutment are complete. Currently, the project is on schedule. (TBTA, William Neubauer, PE, 212-870-6536, 2011, $8.75M)

Roosevelt Island Tramway Modernization, New York – Mr. Wagh is the Resident Engineer/Program Manager for the Roosevelt Island Operating Corporation (RIOC). This 28 million-dollar Design-Build Contract was awarded to Pomagalski (Poma) of Grenoble, France. The Roosevelt Island Tramway (Tram) was commissioned in 1976. The original Tram system equipment was supplied by Von Roll Ltd. Located in Berne, Switzerland through their American partner VSL Corporation. The Tram installation is a bi-cable system of the double reversible type with two carriers traveling back and forth between terminals on two stationary paths. Each path consists of two track ropes whereby the carriages supporting the cabins travel along the path in a controlled motion by moving haul rope. Each carriage is connected to a concrete counterweight by a counter rope. The counterweight is located at the Manhattan terminal and the haul rope drive machinery is located at the Roosevelt Island terminal.

Christopher Zanoni

Environmental

Education

M.S., Civil Engineering, Cooper Union School of Engineering

Ph.D., Environmental Engineering (Pending), Polytechnic University

B.S., Civil Engineering, Cooper Union School of Engineering

Licenses/Registrations

NYSDOL Asbestos Inspector

NYSDOL Asbestos Project Designer

Certifications

NYCDOB 4 Hour Supported Scaffold User Certificate

PROFESSIONAL PROFILE

Mr. Zanoni has over 20 years of experience in the environmental field, with extensive code compliance experience project experience. Mr. Zanoni is responsible for the management, planning and staging of all aspects of hazardous materials remediation projects especially those involving PCB, asbestos and lead based paint, starting from the initial site survey through design, and preparation of bidding documents. Mr. Zanoni is also experienced in all areas of abatement related services including: submittal review, project abatement monitoring and project close-out requirements.

EXPERIENCE

New York City School Construction Authority On-Call Asbestos and Lead Paint Services:

Since 2004, served as the quality assurance officer and senior project manager responsible for maintaining the quality of all contract deliverables and performing overall task order management for asbestos/lead/PCB inspection, design and abatement monitoring. Approximately 1,000 separate projects have been executed and requisitioned over the course of 2 continuous contracts valued at over $4M. Asbestos and lead inspection/design/remediation have been conducted in connection with capital improvements to New York City schools throughout the 5 boroughs including climate control upgrades, roofing system replacements, façade restorations, classroom conversions, elevator installations, new playgrounds, window replacements, and electrical upgrades associated with new fire alarm systems and computer centers.

New York City Board of Education, NY, Senior Project Manager:

Responsible for managing simultaneous AHERA inspections, performing Quality Control field audits, reviewing inspection reports and management plans, and ensuring the quality and timeliness all contract submittals. Coordinated with Environmental Health and Safety department for all periodic surveillance and AHERA document updating. Efforts under this contract included the preparation and review of Phase I ESA's aimed at identifying properties for potential conversion to classroom space.

Dormitory Authority State of New York On-Call Environmental Services

Senior Project Manager and principal point of contact for all asbestos, lead paint and mold hazards that are impacted by planned DASNY capital improvement projects at hospitals and universities throughout New York State. Work orders in combined excess of $1M since 2008 have been issued in connection with façade, roof, window, emergency power systems, and full facility demolition work. All project efforts from inspection/design through abatement management are coordinated with the DASNY project manager at each facility as well as the DASNY code compliance officers. Inspections typically require review of architectural and MEP specifications to determine affected areas of the facility and the extent of impact to hazardous/regulated materials. Remediation designs are followed by detailed design review meetings. Abatement management includes review and approval of contractor pre-work submittals, monitoring of abatement activities, waste tracking, and area air testing. Recent projects have involved interfacing with NYC DEP/ATRU as a result of phased abatements in NYC/DCAS operated facilities managed by DASNY.

New York City Health and Hospitals Corporation

Provided Senior Project Management support for all projects performed under 2 consecutive on-call service contracts since 2008; interface frequently with facility managers to evaluate project scope of work and budget; review staffing schedules prepared by project managers for pending inspection and abatement projects; perform senior author review of all inspection reports; remediation design specifications, and abatement close out reports; worked closely with upper

HHC management and facility representatives in coordinating emergency response services to Super storm Sandy.

New York City Department of Environmental Protection – Legacy Program Remediation of Contaminated Paint, NY
Performed Project Management during program aimed at removing coatings contaminated with lead, PCB, and mercury. A total of 16 sites consisting of effluent chambers, intake chambers, shaft-ways, maintenance facilities, were targeted throughout the Hudson Valley watershed area. Management tasks included field reconnaissance to confirm inspection data and site conditions, interviews with local DEP personnel to obtain information on individual facility operations and potential constraints to the pending remediation effort, specification drafting, and construction management during the abatement phase.

MTA New York City Transit Comprehensive Environmental Services Contract, New York, NY, Project Manager
Responsible for several continuous indefinite quantity environmental On-Call services contracts. Services included development of lead based paint and asbestos abatement work plans, cost estimating, project coordination and interfacing with site representatives, and project management of inspections and oversight of abatement activities. Supervised over 80,000 hours of field operations including abrasive blasting, needle gun scaling, chemical striping wet scraping at various NYCT facilities ranging from elevated structures on the Flushing IRT line and pedestrian bridges at Corona Park, to active bus depots and station platforms; he has prepared work plans for field operations and managed the hazardous waste storage maintenance program for NYCT. Additional responsibilities included preparation and enforcement of site specific Health and Safety Plans. Project sites included operating substations, subway stations, office buildings, mechanical rooms, rail yards, bus depots, tunnels, bridges, and various other structures throughout many of NYCT's three thousand facilities located throughout the five boroughs of New York City.

Recreation and Historic Preservation - Bear Mountain Inn Lead and Asbestos Remediation Services, Senior Project Manager
During emergency lead based paint assessment, remediation planning and oversight at the historic Palisades, New York recreation facility. Performed scoping, coordination, and quality control during field assessment activities aimed at the Identification and mapping of lead based paints and areas with visible dust accumulations presumed to be contaminated with lead paint; reviewed proposed abatement contractor work plans and matched those locations where large areas of LBP coatings were likely to be disturbed verses areas of "incidental" disturbance; accurately identified to the restoration contractors the surfaces that may be coated with lead paint.

New York Power Authority, On-Call Environmental Services
Managed on-call services for NYPA Energy Services and Technology in connection with energy efficiency improvement projects affecting building structures and systems. These services are focused upon identifying, quantifying and assessing asbestos containing materials (ACM) and lead based paints (LBP) impacted by these proposed efficiency improvements; related services include the identification of broader hazardous and universal waste material and bulk PCB materials. Responsibilities included prepare scope of work assessments based upon an understanding of the contract deliverables and the site specific project goals, reviewing A/E project specifications and drawings associated with facility energy efficiency upgrades so as to define a corresponding investigation work plan; pre-inspection meetings with project principals are often held, staffing and overseeing the scope specific inspections aimed at determining the presence of regulated ACM hazardous materials, and generating feasibility reports and cost estimates associated with the potential impact on hazardous materials by proposed facility renovations.

Integrated Strategic Resources, LLC *a Certified Woman-Owned & Disadvantaged Business Enterprise*

Systems Integration – Program/Construction Management - Estimating

James Maguire — Sr. Security Specialist

James has over 20 years of both field work and management experience planning, designing, and managing large-scale communications infrastructure projects in both the private and public sectors. This experience gives him a unique perspective spanning projects from their design through construction, testing, and commissioning. His expertise encompasses the following disciplines: Communications Site Planning and Design (CAD), Facilities Engineering, Power and HVAC Requirements, Fiber Optic and Copper Distribution Systems, Design and Implementation of CCTV and Access Control Security Systems, Corporate Relocation Voice, Data/Construction Project Management, Project Management of Local Area Networks (LAN) and Wide Area Networks (WAN). James has been responsible for the protection of vital crossings over water and connections underground and under river for the New York MTA as well as Connecticut DOT and New Jersey Transit. The Portal Bridge in New Jersey and the Devon Bridge in Connecticut are examples of his involvement the protection of critical infrastructure. He was singled out to bring the Long Island Rail Road (LIRR) C3 Control Center online for the Integrated Electronic Security System program for the NY MTA; this then became the first fully functioning C3 location providing live video from Pennsylvania Station and the East River Tunnels. 10 hour OSHA training.

Work Experience

MTA Capital Construction 2nd Avenue Subway Systems Integration Phase I – New York, NY. James is managing the team for design, implementation, testing and training of the new CCTV system, as well as the Access Control/Intrusion Detection systems. Additionally, Jim is part of the group that is managing the computer-based dispatch system, Solar Udine station clocks and overall WAN/LAN Networks. The Second Avenue Subway project will entail the construction of a two-track line along Second Avenue from 125th Street to the Financial District in Lower Manhattan.

Electronic Security for Chambers Street Station Complex, MTA CC – New York, NY. James served as a Senior Communications and Security engineer on the NYCT Chambers Street ESS project. At the outset of this project James identified all required tests and inspections, and associated submittals, and he is developing comprehensive project test plans and test procedures. James lead the oversight of the system implementation, integration, testing and commissioning of the numerous communications elements of this integrated ESS. The project included the introduction of approximately 70 cameras in the mezzanine and platform areas of the Chambers Street and Brooklyn Bridge stations, an access control system to monitor authorized and unauthorized access to tunnel ingress routes, installation of a laser intrusion detection system to cover the tunnel ingress routes, and installation of system and network control equipment to support monitoring and control of these systems from the Security Operations Center.

MTA Capital Construction Company, IESS/C3 Project – New York, NY. James was the Project Manager for the resumption of the stalled, MTA IESS/C3 Security project. The first priority was to bring the Long Island Rail Road (LIRR) C3 Control Center online; this then became the first fully functioning C3 location for this project. This in turn led to providing live video from Pennsylvania Station and the East River Tunnels. James's working knowledge of video and access control transmission technologies, and his system/site test plans, provided positive project results.

James came to this project in 2006 to manage the Integration and Field Test Team for this project, including, among other things, a Smart Closed-Circuit Television (CCTV) system, six (6) C3 Data Centers, internal LAN and WAN connectivity to 53 Smart Sites for the MTA Police Department, LIRR, Metro-North Railroad, MTA New York City Transit (NYCT), and MTA Bridges and Tunnels. James's responsibilities included planning and architecture of test related critical design documents, procedure development, functional requirement analysis, and schedule management support. Provide technical guidance on integration of Cisco/BroadWare platform, IFS Modules, Mango Encoders, Pelco CCTV cameras, Intergraph C2 Workstations, Lenel, Access Control and Cisco 6509, 3750, Wide Area Networks.

Portal Bridge for NJ-TRANSIT 2004 Republican National Convention Project – New York, NY. As a consultant to NJT, with the Homeland Security / CCTV group, James was tasked to design a plan to protect/ monitor the Railway from Newark, Penn Station to Penn Station New York. The design was to include the addition of approximately Fifty (50) new CCTV cameras. From platform locations in Newark Penn Station, 15 new cameras, 12 new Wireless cameras installed at the Portal Bridge, 12 new cameras installed at Mile Post 3 just outside of the West Portals to Penn Station N.Y. Once inside Penn Station another 10 new cameras were installed on different station platforms.

To accomplish this task James had to design away of spanning the Portal Bridge. A Three (3) camera NEMA -4 enclosures was designed that were mounted on all Four (4) of the bridges main Catenaries'. Within two (2) of these enclosures' we installed remote power supply's with Cisco Wireless Access point encoders that controlled the ACP power supplies. From each camera a Cat 5 cables was used to provide power and Video back to a Linksys switch witch in turn was attached to a Trango encoder and the attached to a Trango wireless 803-G radio antenna mounted on top of the two (2) main enclosures. The receiving antennas' were mounted on the roof of the Seacaucus Transfer Station witch in turn de-coded and attached to the LAN at the station and recorded on the NICE video system.

NJT Hudson Bergen Light Rail. As a consultant, James managed the upgrade of (22) Hudson-Bergen Light Rail Stations with 320 new CCTV cameras, card access and intrusion detection systems. James also developed an implementation process for a Wireless Security System for the NJT bridges and tunnel CCTV and access systems.

Integrated Strategic Resources, LLC *a Certified Woman-Owned & Disadvantaged Business Enterprise*

Systems Integration – Program/Construction Management – Estimating

Tomasz Jocz — Architect – Deputy Construction Mgr

Tomasz Jocz has over ten years experience providing construction management and inspection on active railroads including MNR/LIRR/NYCT properties. He has been verifying construction designs, their accuracy, their cost to bid-build, and troubleshooting design issues. Serving as Lead Systems Integration Support, Tom uses his advanced CAD skills to completely create images of the planned design for electronic security and communications systems as well as heavy civil structures. This proficiency allows Tom to liaise with designers and contractors to visualize all elements for implementation as well as for more accurate schedules and estimates. He has expertise in construction cost control, evaluating change orders and reconciling cost exposures directly with subcontractors. Tom has provided survey work, and conducted inspections and mapped various Security, Communications, MEP and fire protection systems for transportation, commercial and historical facilities in New York City. Tom is track safety certified for NYCT and MNR.

Education

2002, Bachelor Degree, Architecture, Gdansk University of Technology, Poland

Certificate in Construction Management, New Jersey Institute of Technology, 2012

Experience

Second Avenue Subway Systems Integration Phase I, NY, MTACC. Tom has been working with designers and contractors/installers to create construction drawings for the integration of CCTV system, as well as the Access Control/Intrusion Detection systems and other communication elements for the new subway line under construction on the east side of Manhattan. For the Security portion and Factory Acceptance Laboratory, Tom has been coordinating and reviewing the design documentation, drawings, and other design deliverables for all the cabinets and equipment. He has been working with the Security/CCTV project expert developing system and subsystem schematic drawings and line diagrams and developing test plans based on subsystem vendor and end customer requirements.

NYCT Chambers Street Station Complex Electronic Security System Upgrade. Tom was brought in for the close out portion to complete drawings and specifications for the 70 cameras in the mezzanine and platform areas of the Chambers Street and Brooklyn Bridge stations, installation of a laser intrusion detection system to cover the tunnel ingress routes, and installation of system and network control equipment to support monitoring and control of these systems from the Security Operations Center.

New Haven Line (Security) Network Update, CDOT. Tom has been providing final survey and CADD design of the selected stations on the 47-mile route between Greenwich and New Haven for a new CCTV video security system with full network capability, consisting of over 800 cameras utilizing two 144-strand fiber optic cables, routed through a new fiber optic cable plant to provide remote video feeds to MNR's C3 in White Plains, NY and Law Enforcement Agencies.

Integrated Electronic Security Systems and Control Centers – MTA-CC, NY. Tom worked in to areas, one as site Inspector and the other supporting Change Order Management. Tom provided onsite visitations to verify work progress to the facilities belonging to MTA NYCT, LIRR, MNR, B&T and MTA PD as well as AMTRAK where MTA also has is operations. Tom also provided estimating support to the lead negotiator for the NYCT for Additional Work Orders to the base Security contract.

Verizon Telephone Co., Central Offices – Wiring, New York, NY. Tom prepared schematic design and construction drawings to fully map all wiring systems for all 40 Verizon Central Offices throughout Manhattan. Tom interacted with corporate management and field Verizon representatives on a regular basis to coordinate and troubleshoot design and installation issues.

East Side Access Construction Management, New York, NY. As part of the construction management team for the multi-billion east side LIRR tunnel, Tom performed logistics, inspection and construction review in tandem with the General Engineering Consultant, the LIRR forces, and the General Contractors for 6 separate construction contracts. Tom reviewed the packages, monitored submittals and schedules and interfaced with the GEC regarding constructability on geotechnical instrumentation, dealt with the coordination of track outages, and force account (MNR) services. Packages included: CM08a; the demolition of Madison Yard and MNR commissary CM04, the 245 Park Avenue entrance and 43rd street vent shaft; CM019, the well ways and shafts into new caverns below grade, CS780, construction power, water and construction management trailers, 790 mesh protection upper level grand central and 800 geotechnical instrumentation; and FM216 relocation of MNR traction power and utilities from Madison yard.

WTC Transportation Hub, PANYNJ, PATH- New York, NY. Estimator. Tom created detailed drawings of the rebuilt WTC PATH Station, to facilitate interactions with contractor representatives and ensured a more accurate estimate for final design and constructor construction bid packages. The station is being designed by the renowned architect Santiago Calatrava, S.A. The $2 billion World Trade Center Transportation Hub will include a permanent PATH terminal, pedestrian connections that will significantly improve access to PATH, ferries and 14 Lower Manhattan subway lines and will feature seamless pedestrian connections to the World Financial Center, and the Metropolitan Transportation Authority's proposed Fulton Street Transit Center.

Ram Tirumala, P.E.

Project Director, Construction Engineering

EDUCATION

New Jersey Institute of Technology: M. S. in Civil Engineering
Jawaharlal Nehru Technological University, Hyderabad: B. S. in Civil Engineering

PROFESSIONAL REGISTRATIONS

Professional Engineer: New York, New Jersey

EXPERIENCE SUMMARY

Ram Tirumala has over 28 years of geotechnical and environmental engineering experience for public and private clients. His geotechnical experience includes subsurface exploration programs, evaluation of subsurface materials, geotechnical analyses, and design. He has designed Geotechnical Instrumentation Programs, and provided extensive technical assistance, site supervision and construction management.

CHRONOLOGICAL HISTORY OF EMPLOYMENT

August 2008 to Present, Distinct Engineering Solutions, Inc., North Brunswick, NJ
January 2002 to August 2008, Yu & Associates, Elmwood Park, NJ
April 2001 to December 2001, Langan International, New York, NY
February 1997 to January 2001, PMK Group, Kenilworth, NJ
April 1996 to February 1997, Paulus Sokolowski & Sartor, Warren, NJ
June 1994 to April 1996, Carlin, Simpson & Associates, South Amboy, NJ
January 1990 to June 1994, Dames & Moore, Cranford, NJ
Sept. 1988 to Dec. 1989, New Jersey Institute of Technology (Research Assistant)
July 1985 to August 1988, Oil & Natural Gas Commission, Madras, India

REPRESENTATIVE PROJECTS

New York City Economic Development Corporation (NYCEDC), Rockaway Boardwalk Evaluation, Rockaway Beach, NY (2013-present): Mr. Tirumala is Project Director for evaluation of the condition of approximately 4,800 existing piles supporting the Boardwalk, including preparation of Pile Capacity Reports, determining existing pile depths, and oversight of a pile driving subcontractor to restrike selected existing concrete piles and drive five new H test piles along the Boardwalk alignment. Pile integrity tests for approximately 25% of the total existing pile bents will also be performed. The project includes an evaluation of the existing condition of the structures following Super Storm Sandy, design and preparation of plans to rebuild the Boardwalk in accordance with new NYC requirements to incorporate resiliency to enable the Boardwalk to withstand storm and tidal forces expected to impact the coastline in future years.

NYCEDC, Newtown Creek Green Infrastructure Bioswales-Yellow Area, Brooklyn, NY (2013-present): Mr. Tirumala is Project Director for overall project delivery, technical direction, subcontractor selection, scheduling, and project management. The geotechnical engineering work includes development of subsurface information through implementation of an exploration program for the construction of Right-of-Way Bioswales (ROWB), Stormwater Greenstreets (SGS) and other stormwater management practices in order to comply with state and federal regulations regarding water quality attainment and mitigation of combined sewer overflows. He is also responsible for review of technical information; geotechnical recommendations, providing qualified resources, and review of project work.

New York City Department of Transportation, Reconstruction of Belt Parkway Bridges over Paerdegat Basin, Fresh Creek and Rockaway Parkway, Brooklyn, NY (2009-present): Mr. Tirumala is Principal-in-charge for field investigations, construction monitoring, and all aspects of geotechnical engineering. To accelerate construction-

induced settlement and improve strength of subsurface material, an evaluation of vertical wick drains with surcharge was conducted. Surcharge reduced construction duration by over 6 months, and the potential effect of drag down forces on abutment pile foundations. He designed a Geotechnical Instrumentation Program consisting of settlement plates and pore pressure transducers to monitor settlement and estimate primary consolidation; and inclinometers to verify embankment slope stability. The existing bridges were monitored for settlement, tilt and vibration during pile driving operations for the new bridges.

Metropolitan Transportation Authority Capital Construction (MTA CC), Second Avenue Subway, 72nd, 63rd and 86th Street Stations, Manhattan, NY (2009-present): Mr. Tirumala is Principal-in-charge for geotechnical support and building evaluation for this tunneling project. Geotechnical support included investigation oversight to evaluate subsurface soil and rock, cross-hole shooting to estimate rock properties, well installation, aquifer performance and pressure meter tests, numerical modeling to estimate pressure distribution and movement, and preparation of a Geotechnical Data Report.

MTA CC, No. 7 Subway Line Extension, Ventilation Buildings, Sites K & L, Manhattan, NY (2010-2013): Mr. Tirumala was Principal-in-charge for performing soil borings and test pits, collecting samples to characterize subsurface soil and groundwater, environmental management, and Special Inspections. For the surface reconstruction of 36th Street and 11th Avenue (Site K), he performed settlement and stability analysis using on-site fill following NYSDOT design documents. He designed the sheet pile wall for temporary construction support and a retaining wall for 36th Street. He developed the Noise and Vibration Control Monitoring and Mitigation Plan, installed monitoring equipment, performed baseline vibration/air/noise monitoring to develop site-specific limits, and performed continuous air and noise monitoring, and reporting.

ConEdison, Former Manufactured Gas Plant (MGP) Site Remediation, Westchester County, NY (2007-2009, 2012-present): Mr. Tirumala was Principal-in-Charge to support the contractor with design, permit approval and construction support of a MGP site remediation. He planned and directed subsurface investigations to characterize subsurface soil; evaluated slurry and sheet pile walls and jet grouted columns. He developed the Excavation Management Plan, and developed an alternate design to support the excavation consisting of sheet pile wall and trench box, eliminating installation of slurry wall and sheeting with bracing. He also developed and implemented a Geotechnical Instrumentation Program to monitor settlement, lateral movement, vibration and cracks. He provided oversight and special inspections during construction, and evaluated disposal facility permit requirements and planned off-site disposal activities.

Port Authority of New York & New Jersey, World Trade Centre, WTC-264 (2009-2012): Mr. Tirumala was Principal-in-charge, supporting Skanska in compliance with environmental requirements, including soil characterization to evaluate presence and disposal of contamination from the WTC Transportation Hub PATH Hall and Transit Hall construction. He developed the Excavation Management Plan, evaluated disposal facility permit and operations, and developed protocols for analyses, reviewed results and made recommendations of disposal facilities. He directed borings and evaluated subsurface soil and rock quality.

New Jersey Turnpike Authority, Interchange 6 to 9 Widening Program, Middlesex, Mercer and Burlington Counties, NJ (2006-2008): Mr. Tirumala was Principal-in-Charge for geotechnical support services, responsible for planning and directing investigations to evaluate subsurface soil, rock and groundwater quality for the entire length of the proposed widening. He performed QA/QC on the investigation work, and produced boring logs and profiles using gINT.

Sherien Thampi, P.E.
Project Engineer

EDUCATION

B.E. Civil Engineering, Sardar Patel University, Gujarat, India
M.S. in Environmental Engineering, New York Institute of Technology, Old Westbury, NY

PROFESSIONAL REGISTRATION

Professional Engineer: New York

PROFESSIONAL DEVELOPMENT

AutoCAD Land Companion Map 2008
SLIDE 5.0 – Slope Stability
GRL WEAP – Pile Wave Equation Analysis Program
LPILE – Lateral Displacement of Piles
DRIVEN – Pile Capacity Analysis
SURFER 8.0
40-Hour HAZWOPER-29 CFR. 1910.120(e)

EXPERIENCE SUMMARY

Mr. Thampi is a Geotechnical Engineer with over 10 years of experience working involving planning, supervising subsurface exploration, laboratory testing, and conducting geotechnical analyses in the government and private sector. His experience spans slope stability analysis, shallow and deep foundation design, designing gravity and retaining walls, and pavement design. His responsibilities have included the supervision of geotechnical subsurface exploration; geotechnical design calculations; report and specification preparation; and construction oversight. While working at the New York City Department of Design and Construction (DDC), Mr. Thampi reviewed the internal DDC geotechnical subsurface investigation documents and revised procedures for taking borings, soil classification, permeability and percolation tests, and other field tests based on ASTM, NYC Building Code and other applicable standards/guidelines.

CHRONOLOGICAL HISTORY OF EMPLOYMENT

September 2013 to Present, Distinct Engineering Solutions, Inc., North Brunswick, NJ
May 2012 to Sept. 2013, NYC Dept. of Design + Construction, Long Island city, NY
October 2002 to May 2012, Yu & Associates, Inc., Elmwood Park, NJ

REPRESENTATIVE PROJECTS

New York City Economic Development Corporation (NYCEDC), Newtown Creek Green Infrastructure Bioswales – Yellow Area, Brooklyn, NY (2013-present): Mr. Thampi is responsible for client-contractor coordination, budget management and directing and overseeing the field subsurface investigation of approximately 600 right-of-way Bioswales (ROWB). He is also responsible for reviewing geotechnical information developed for the project and preparing the Geotechnical Data Report summarizing the permeability data in a format acceptable to the NYCEDC and NYCDEP. The scope of this program includes construction of ROWB, Stormwater Greenstreets and other stormwater management practices throughout combined sewer areas citywide.

Port Authority of New York & New Jersey (PANYNJ), Salt Shed Storage, Spring and Canal Streets, NY (2013): Mr. Thampi was responsible for this challenging project that involved constructing a salt shed between the north and south tubes of the Holland Tunnel. His responsibilities involved obtaining approval for drilling close to the tunnels, review of an extensive Geotechnical Report that discussed various foundation

alternatives, constructability and site mobility issues. The proposed foundation alternative reduced approximately 15 percent of the total construction cost.

NYC Department of Parks and Recreation, Hurricane Sandy Modular Building Restoration in Far Rockaway, Coney Island and Staten Island, NY (2012-2013): Mr. Thampi was responsible for development of the subsurface investigation program, cost estimation and the Geotechnical Report. The project involved constructing modular comfort and lifeguard stations at 16 sites that were damaged during Hurricane Sandy. This project involved preparing the reports and conducting the subsurface investigation on a fast track to accommodate and aggressive construction schedule.

NJ TRANSIT and PANYNJ, Trans-Hudson Express (THE) Tunnel, NY and NJ (2009-2012): Mr. Thampi was the Lead Inspector responsible for the subsurface investigation program that involved more than 150 borings for the proposed tunnel alignment. His responsibilities involved training junior staff, coordination with owner and contractor, budget management, QA/QC of deliverables and safety protocol. He conducted double packer tests, field vane shear tests and installed various instruments such as vibratory wire piezometers, settlement platforms, and inclinometers.

Yankee Stadium Parking Garage, NY (2008): Mr. Thampi was the Project Engineer responsible for managing the excavation and disposal of 100,000 cubic yards of soil to disposal facilities located in PA and NJ, in compliance with federal, state and local agencies, as well as project specifications. He worked with the environmental contractor to compile documents, including Facility Management Plan and acceptance letters for submission to the NYC Parks Department. He computed soil quantity excavated, computed the number of trucks required, and maintained site manifests for final submission. He reviewed submittals for soldier beam, lagging and tie backs and verified installation per plans and specifications.

Brookdale Public Works Department, Brookdale Park Athletic Field, NJ (2005-2006): Mr. Thampi prepared an Engineer's Estimate for this $2 million athletic field. As Construction Manager, he was responsible for overseeing contractors work in compliance with plans and specifications. He reviewed contractor submittals for fence installation, field ancillaries, score board, field house, synthetic turf, HDPE pipes, rubberized track and electrical conduits. He contacted testing laboratories for sampling and testing of concrete (slump / air entrainment test), checked rebar and performed asphalt/soil density tests. He also oversaw installation of drainage structures like catch basins, manholes and HDPE pipes; prepared packages for monthly and interim payments, change orders, final punch list; reviewed shop drawings; prepared daily progress reports; and tracked the project schedule on MS Project.

New York City School Construction Authority, Various Take the Field Projects in New York City (2002-2005): Mr. Thampi estimated quantities, oversaw the contractors' work, verified deficiencies and prepared daily field reports. He also performed slump tests and air entrainment tests, inspected installation of rebar, performed surveying using a level, and verified soil compaction and asphalt density using a Troxler Nuclear Moisture Density Gauge. Projects included:

- Jefferson, James Madison, John Dewey, Lafayette and Canarsie High Schools in Brooklyn;
- New Dorp High School in Staten Island; and
- Grand Street Campus in Queens.

PROJECT CONTROLS/SUPPORT STAFF RESUMES

Michael J. Asquith

Contract Administrator

Education

B.S., Computer Networking & Security, Skidmore College

PROFESSIONAL PROFILE

Mr. Asquith has vast experience in the field of emergency generator installation and operations. Some of his responsibilities include maintaining project schedules, coordinating project activities, supervising contractors and reviewing contract documentation.

EXPERIENCE

New York City Department of Sanitation, New Marine Transfer Stations, NY, Inspector

The marine facilities' scopes of work include dredging, extensive dock fendering, piles, piers, bulkhead, and concrete platforms. A total estimate of 1,600 piles will be driven and 37,000 cy of dredged material will be removed for these projects. North Shore, Queens ($192 million); Hamilton Avenue , Brooklyn. ($164 million)

Yankee Stadium City Work Redevelopment, NY, Document Controller/Inspector

Construction Management services for the design and construction work required by the City of New York as part of the Yankee Stadium Agreement. The project included the demolition of several building at the Bronx Terminal Market; removal of contaminated soils at the Bronx Terminal Market site; installation of turf baseball fields and additional recreational facilities at two sites in the adjacent neighborhood; restoration of retaining walls along 161st Street including baseball logos in time for the April 2009 baseball season;new sidewalk bridge for McCombs Dam approach; Installation of a 20" water main around the new Yankee Stadium; installation of new 36" combined sewer from 157th Street and onto the Major Deegan service road, as well as a 24" sewer along Ruppert Place; and restoration of the bulkhead along the site. Mr. Asquith was responsible for maintaining all reports pertaining to the various phases of the project; document control using prolog for database; tracking all subcontractor reports, import & disposal ticket quantities, submittals, RFI's, invoicing; progress photos; and assisting in preparation of monthly reports. ($144 million)

CM/Build Requirements Contract for NYC Housing Authority, Betances Houses Community Center Renovation, Bronx, NY, Office Engineer

Renovation of two existing buildings; a one story boxing gym with a full cellar, and a Community Center located on the first floor of an adjacent residential tower. The renovation work included all required hazmat removals, selective demolition, concrete work, facade restoration/masonry repair and cleaning, new exterior glass blocks partial facade, structural steel, finish carpentry, kitchen cabinets and countertops, metal siding, built-up roofing, new skylight, standing seam roof, metal doors and frames, aluminum entrances and windows, aluminum windows, electrical locking system, gypsum wallboards, ceramic tiles, quarry tile, VCT flooring, painting, mailboxes and key keeper, toilet and bath accessories, refuse compactors & kitchen appliances. This project received an Award of Merit from the 2008 AIA New York State Design Awards. ($10 million)

New York City School Construction Authority Project, NY, Office Engineer

This on-call contract required 24 hour/7day availability to respond to emergencies at any NYC Public Schools. The work involved the immediate mobilization of contractors and consultants to respond and eliminate hazardous or dangerous conditions at the schools. Completed projects have included masonry repairs, scaffolding, asbestos abatement, marine dockage, and interior/exterior renovations. During this project LiRo was responsible for development of work plans, specifications, budgets, coordination with New York City SCA personnel, architects, engineers, consultants and contractors. During the construction phase, LiRo was responsible for scheduling and performance of the work. Supervision of all work activities was monitored, and inspected in the filed by LiRo personnel. Regular job meetings were held to review progress, health & safety concerns, quality control, and resolve conflicts. Mr. Asquith was responsible for

maintaining all reports pertaining to projects, such as daily reports, progress reports and logs; maintaining record documents of project quantities installed and correlate with contractor payments; and reviewing contractor invoices for submission to NYCSCA. ($70 million)

New York City Emergency Generator Project, NY, Office Engineer
Emergency generator installation, start-up and testing at over 50 FDNY facilities. LiRo was responsible for maintaining quality control of contractor installations, enforcement of onsite health and safety plans, coordination with city inspectors, and interface with city employees working at the sites. Mr. Asquith was responsible for supervising field operations with Contractor to facilitate contract specifications; quality control supervision involving electrical work; enforcement of health and safety regulations at construction sites; maintaining all reports pertaining to projects, such as daily reports, progress reports and logs; maintaining record documents of project quantities installed and correlate with contractor payments; and documentation of weekly and monthly progress meetings. ($5 million)

Audrey Bevers

Contract Administrator

Education

A.A.S., Business, Queensborough Community College

PROFESSIONAL PROFILE

Ms. Bevers is a Cost Controller/Office Engineer with experience in the construction industry. She has been actively involved with Wicks Law projects for NYC agencies including extensive work on NYCDDC CM/Build projects. Over the past eleven years with LiRo Ms Bevers has been responsible for project controls, recordkeeping and cost control on a number of multi - million dollar multiple prime construction projects. Ms. Bevers's typical responsibilities have included: Coordinating meetings, site visits, testing, etc. Generating project meeting minutes Coordinating safety and controlled inspections Reviewing all contractor submissions and processing with A/E Creating and updating logs for Contractor Submittals, Requests for Information (RFI's), Architects Supplemental Information (ASI's) and Change Orders Developing and maintaining unique Field Office record keeping systems Purchasing all field equipment and supplies Review and process all subcontractor invoices.

EXPERIENCE

New York City Department of Design & Construction & New York City Department of Health Services, Park Slope Armory Revitalization, Drill Floor Renovation, Brooklyn, NY, Office Engineer

LiRo is providing construction management services for this old military armory that is being converted into an indoor sports facility. The building is an historic landmark, over 110 years old. LiRo is overseeing two contracts: one for life safety for NYCDHS, and one for the sports facility for NYCDDC. This project was completed in 2008 ($15 million)

New York City Department of Design & Construction, Stadia Projects, Capital Improvements of Shea Stadium, Office Engineer

Project involves multiple contracts related to structural improvements to concrete walls throughout Shea Stadium, escalator repairs and rehabilitation, HVAC upgrades, cooling tower support modifications, parking garage structural repairs and fire sprinkler upgrades, and painting of steel superstructure. ($50 million).

New York City School Construction Authority, Emergency Response Program, All Boroughs, Office Engineer

Ms Bevers maintained project records, processed subcontractor shop drawings and payment requisitions. The work on this program was performed on an as needed emergency basis that required staff to respond quickly.

New York City Department of Design & Construction, Rikers Island, Systemwide Kitchen Renovation, Queens, NY, Cost Controls

Ms. Bevers was responsible for preparing Construction payment requisition for numerous DDC projects for NYC DOC. Ms. Bevers prepared all documentation, analyses project costs and budgets, and coordinated with LiRo Project Manager and Resident Engineer, Contractors and Client personnel to ensure that accurate costs were developed and payments were expedited. At various times there were 12 prime contractors active on this program performing work simultaneously. ($60 million)

Additional projects Ms. Bevers has worked on include:

GRVC 448 Bed Cell Addition ($87.5M); System wide Kitchen Renovation ($63.2M); Bronx Reno ($12.8M); CIFM Locker Room ($5.8M); Perimeter Alarm ($5.5M); JATC ($3.9M); Queens Electrical Upgrade ($3.7M); CIFM Fence Relocation ($2.1M); Bronx Elevator ($702K); Bronx/Brooklyn F/L/S ($604K); Power House ($331K)

Page Intentionally Left Blank

Richard Bryson

Contract Administrator

Certifications
OSHA 10 Certified

PROFESSIONAL PROFILE

As an Office Engineer, Mr. Bryson's typical responsibilities include developing and maintaining unique field office record keeping systems specific to each project's requirements, as well as maintaining all aspects of the field office trailers. In these roles, he reviews inspectors daily reports, tracks RFI's, prepares change orders, prepares contractors monthly payments, creates unit price items sheet, maintains correspondence logs and project files and concrete cylinder logs. Mr. Bryson creates and updates all project logs in spreadsheet format for contractor shop drawing submittals, payments, change orders and sub-contractor and vendor approvals.

Mr. Bryson's responsibilities also include de-watering and drill pile operations, concrete cylinder tracking, project permits and requests for information. He is instrumental in reviewing all contractor submissions for completeness and accuracy, and submittal to clients, architects and engineers for approval. He coordinates safety and control inspections and all construction activities between all trades and facility operations. Mr. Bryson also monitors daily work progress and safety procedures and writes accurate and detailed daily work progress reports.

EXPERIENCE

New York City Department of Environmental Protection, Warnerville Pump Station, NY, Office Engineer

LiRo provided CM services for the construction of sanitary sewers, a pump station, force main and related facilities for the Meadowmere/Warnerville communities in southeast Queens. The project required the relocation of existing water mains and the replacement of existing storm drains. The construction of the IMGD Pump Station took place at a vacant parcel in close proximity to surrounding wetlands and will convey sewage generated from the area via 5,000 lf of dual eight in force main to an existing gravity sewer at 149th Street and Brookville Blvd for treatment at the Jamaica WPCP. Included in the project was the installation of over 6,000 lf of 10 in and 12 in sanitary sewers in a previously unsewered area. The water quality abatement project was in an extremely low lying area and is adjacent to wetlands and tributary waters of Jamaica Bay. As a result, extensive dewatering is required for both the pump station construction and sanitary sewer installation. Moist soil conditions required the pump station to be constructed using drilled concrete filled helical piles for stability and buoyancy control. Extensive community involvement and interaction with LiRo was required since sewer installation in the narrow street required temporary closures during construction and steel cover plates to allow residential access as needed and continuous ingress and egress by emergency vehicles and equipment. Wetlands mitigation and remediation around the Brookville Blvd force main route was a key component of the project with continuous interface with NYSDEC and NYCDPR relative to regulatory and permitting issues. To reduce traffic congestion issues, microtunelling and horizontal directional drilling were performed at selected locations and traffic intersections with the associated MPT requirements. Key Features: Construction of IMGD pump station; Installation of 5,000 LF dual eight in force mains; Installation of 6,000 LF of sewer lines; Extensive wetlands remediation; Microtunelling and horizontal directional drilling; Close community coordination; Consent order compliance. ($30 million)

New York City Department of Design & Construction/New York City Department of Parks and Recreation, Yankee Stadium Capital Improvements, NY, Field Inspector

Capital Improvements Project involving the renovation of existing HVAC Systems, structural and façade repairs, waterproofing, boiler upgrades, AG & UG drainage repairs, steel stair replacements and escalator and elevator rehabilitations.

Suffolk County Department of Public Works, Reconstruction of CR 57, NY, Office Engineer

LiRo is providing construction management services for the reconstruction of a 3.1 mile section of CR57. The project will improve capacity deficiencies in the corridor by adding lanes, thus

alleviating traffic congestion and improving vehicular and pedestrian safety. Continuous concrete curb and sidewalk will provided along the section and a positive drainage system installed to improve drainage conditions. Extensive MPT and lane closures are being utilized to facilitate the construction. Utility coordination and relocation is required as a result of the reconstruction. ($27 million)

New York City Housing Authority, Bayview Community Center, NY, Office Engineer
As part of our NYCHA On Call Construction Management project, LiRo constructed a new two-story community center, of stone and brick cladding over concrete block and steel framing, skylights, and aluminum metal roof, housing classrooms, a gymnasium and locker rooms, a lobby and entryways, as well as associated site work, including the replacement of the parking lot, underground drainage, existing trees, walks, and site appurtenances and a new amphitheater. Electrical work included the furnishing and installation of all lighting, power, motors and electrical controls, security system, fire alarm system and emergency backup systems. HVAC work included furnishing and installation of all heating and cooling units, associated ductwork and controls. Plumbing work included the furnishing and installation of all piping, pumps, and appurtenances for domestic water, sanitary systems, fire suppression systems and storm water. ($12 million)

New York City Department of Sanitation, Environmental Remediation and Demolition of the South West Brooklyn, Greenpoint and Hamilton Avenue Incinerators, NY, Inspector
LiRo was Responsible for preconstruction planning and construction oversight for the environmental abatement and demolition of three decommissioned incinerator facilities. Tasks included environmental monitoring, waste tracking, permitting, utility coordination, compliance with Federal, State and local regulation and health & safety regulations governing hazardous and contaminated waste.

New York City Department of Design & Construction, Rikers Island GRVC Addition, NY, Field Inspector
Services included management, coordination, and monitoring of the design process and subcontract all construction in accordance with a CM/Build form of contract. The project also included upgrade of the existing kitchen and laundry facility, locker room facility, and commissary at the George R. Vierno Center. ($85 million)

Westchester County Department of Public Works, Westchester County Penitentiary, NY, Field Inspector
The Penitentiary Housing Replacement Facility project at Norwood E. Jackson Correctional Center, located in Valhalla, New York was developed by the Westchester County Department of Public Works. The scope of the building project included renovation of existing spaces and the demolition of existing building to allow for the construction of the new facility. New housing units replaced the three-story buildings. Construction activities included the construction of two new buildings, the renovation of H-Block, and E-Block, the demolition of the one-story modular building and site improvements. ($14 million)

New York City Department of Design & Construction, Brooklyn House of Detention for Men - Fire, Life, Safety Improvements, NY, Inspector
The New York City Department of Design and Construction contracted with LiRo to perform construction management services under a CM/Build requirement contract for fire, life, and safety improvements. ($12 million)

Caren M. Cafarelli

Contract Administrator

Education

A.A.S., Construction Management Engineering Technology (Pending), State University of New York at Farmingdale

PROFESSIONAL PROFILE

Ms. Cafarelli's roles at LiRo have included serving as Administrative Assistant, Purchasing Agent and Assistant Office Engineer. Some of her field office responsibilities have been using spreadsheet and database software for preparing various logs, quantity tabulations and payment requisitions, recording quantity survey information and entering information into the CEES program for the monthly tabulation of quantities on unit price construction projects.

Ms. Cafarelli's previous experience includes serving for five years as an Office Engineer at the northern California branch of a cellular construction company. She was responsible for all phases of office management in this role and her duties included preparation of job bids, change orders, purchase orders, lien releases, as well as invoicing and accounts payable. In addition, she performed human resource functions, which included the handling of new hire and termination paper work and payroll calculations for all branch employees.

EXPERIENCE

Port Authority of New York & New Jersey, JFK Airport JetBlue Project Terminal 5, NY, Inspection

LiRo provided inspection and quality assurance for the construction of a new 27-gate terminal at JFK airport for JetBlue, in front of the TWA landmark Saarinan Building. Her primary tasks included field inspections at JFK airport JetBlue - Terminal 5 underground hydrant fuel system, with associated hydrant fueling pump out/vent boxes, fueling pits, isolation boxes and valves, surge suppressor stations, pipe and box installation as well as pipe layout, review and all associated testing (hydrostatic, pneumatic, holiday testing and flush out procedures). Other inspections include underground piping for stormwater; sanitary systems inside the terminal building slab; and the installation of manholes and associated piping, for a drainage and sanitary lift station. ($750 million)

New York City Department of Design & Construction, V.C.P. CM/Build Requirements Contract (Central Park Police Precinct), NY, Technical Typist

LiRo provided construction management and design services to the Central Park Police Precinct Temporary Building. ($5.8 million)

Nassau County Department of Public Works, Bay Park WPCP, Administrative Construction Support, NY, Technical Typist

LiRo provided administrative support services for a two-year period, on an as-needed basis.

New York State Department of Transportation, Cross Island Parkway/Long Island Expressway Interchange (Exits 29-32), NY, Technical Typist

LiRo provided construction inspection services for the rehabilitation of the Long Island Expressway/Cross Island Parkway Interchange. This project included: the construction and/or rehabilitation of 14 bridges; widening and resurfacing of the Long Island Expressway; local NYC roadway and utility rehabilitation; extensive park/wetland mitigation work; noise and retaining wall construction; and other incidental work. ($160 million)

New York State Department of Transportation, Long Island Expressway HOV Lane, Exits 57-61, NY, Technical Typist

This project included the construction of new High Occupancy Vehicle (HOV) lanes on the Long Island Expressway, and the reconstruction of the LIE mainline pavement, from Exits 57-61. A total of eight bridges were reconstructed and/or replaced. Construction encompassed three phases, to allow for an unimpeded traffic flow. Over 240,000-tons of asphalt was placed. ($95 million)

Caren M. Cafarelli

Contract Administrator

New York State Department of Transportation, Route 112 Reconstruction from Old Town Road to Pine Road and NY-347 to NY-25A in the Town of Brookhaven, NY

This project involves the reconstruction, realignment and widening of NY Rte 112, a major north and south corridor in the Town of Brookhaven. The project extends for a total length of two miles and considered high profile due the abundance of business owners and residents along the corridor. Route 112 is also the main route to two hospitals in Port Jefferson, the Port Jeff/Bridgeport Ferry, the Port Jefferson LIRR Train Station, and is considered the main thoroughfare for tourists visiting the downtown Port Jefferson business district. This job requires extensive coordination with business owners, residents and the utility companies. The MPT on this project is a major component due to numerous lane closure restrictions. Key components of the project include: Installation of over 21,000 lf of reinforced concrete drainage pipe ranging from 15" to 42" and approximately 250 drainage structures and leaching basins; installation of approximately 12,000 lf of concrete curb; installation of 2,200 cy of concrete sidewalks, driveways and handicapped ramps; construction of a center median with color imprinted portland cement; placement of 44,000-tons of superpave HMA 50, 60 & 70 series compaction; construction of new recharge basins, and trimming of existing recharge basins; relocation of all major utilities; and construction of segmented block retaining walls and cast in place concrete retaining walls. Other construction activities include street lighting installation, Inform system upgrades, traffic signal installation, construction of embankments, and extensive installation of temporary steel sheeting for drainage structures and pipe with inverts up to 20' in depth. The project also includes landscaping which includes tree and shrub planting, topsoil placement, and turf installation. ($35 million)

Town of Oyster Bay Department of Public Works, Florence Avenue Reconstruction

LiRo provided design and construction inspection services for the reconstruction of approximately 1.5 miles of residential roadways in Massapequa, New York. The project was necessitated due to the significant deterioration of the area's curbs and sidewalks. The design included a comprehensive topographic ground survey; preparation of preliminary and final plans; and development of a Notice of Intent (NOI) and Stormwater Pollution Prevention Plan (SWPPP). ($1.8 million)

Town of Oyster Bay Department of Public Works, Installation of Synthetic Turf at Field of Dreams

LiRo provided landscape design and construction inspection services for this multi-use sports facility. Field of Dreams was built on two vacant lots located near the Long Island Rail Road tracks. It was developed to meet the growing need for athletic fields and facilities, due to the increasing number of youth sports leagues in the Town of Oyster Bay. ($7 million)

Stony Brook University Hospital and Medical Center, Construction Management Services, NY, Technical Typist

This project consists of various stages of construction. The project required intricate phasing, to keep the facility in operation throughout the entire construction duration. ($170 million)

Anthony Campagna, LEED GA

Contract Administrator

Education
B.A., English, State University of New York at Albany

Licenses/Registrations
LEED Green Associate

PROFESSIONAL PROFILE

Mr. Campagna has worked in construction management for over 10 years. His responsibilities include hands on project management from bid openings to project closeout. Mr. Campagna is responsible for extensive communication and coordination with public agencies as well as direct contact with multiple construction firms. His additional duties include review and approval of contractor payment requisitions, change order review and negotiation, issue tracking, schedule review and overall coordination between trades and owners.

EXPERIENCE

New York City Housing Authority, CM/Build Requirements Contract for Bayview Houses Community Center, NY, Assistant Project Manager

Mr. Campagna was responsible for the day to day project coordination and issue resolution. Mr. Campagna also was responsible for review and approval of contractor payment requisitions, change order review and negotiation, issue tracking, schedule review and overall coordination between trades and owners. Under this contract, LiRo performed work on a task order basis. We were in the design or construction phases of renovating and/or constructing community centers and several other renovation projects throughout New York City. These properties all required that LiRo perform pre-construction and construction phase services. ($12 million)

New York City Housing Authority, CM/Build Requirements Contract for Marlboro Houses Community Center, NY, Assistant Project Manager

Mr. Campagna was responsible for the day to day project coordination and issue resolution. Mr. Campagna also was responsible for review and approval of contractor payment requisitions, change order review and negotiation, issue tracking, schedule review and overall coordination between trades and owners. Under this contract, LiRo performed work on a task order basis. We were in the design or construction phases of renovating and/or constructing community centers and several other renovation projects throughout New York City. These properties all required that LiRo perform pre-construction and construction phase services. ($5 million)

New York City School Construction Authority, Emergency CM Services Special Projects at Lehman High School, NY, Assistant Project Manager

As part of the Emergency Response Management Coordination Program, this project consisted of restructuring of approximately 28,000 sf of space, including new science labs, new clinic and upgrading of existing classrooms. Among the services that LiRo provided on this project and other CM Emergency projects were the following; developed detailed construction cost estimates and CPM schedules; solicited bids and awarded contracts in accordance with Authority requirements; managed and coordinated all construction work; provided general conditions including testing and controlled inspections; remediated hazardous materials; and maintained cost controls for all time and materials contract work. ($11 million)

New York City Department of Design & Construction, Bronx House of Detention for Men Utility Upgrades and Facility Renovations, NY, Assistant Resident Engineer

LiRo provided all preconstruction, bid phase and construction phase services typical of New York City Department of Design & Construction CM/Build contracts. This project included a major expansion of the existing mechanical/electrical infrastructure, including new steam boilers, electrical service, and emergency generator housed in three new additions to the existing facility. The project also included a three-story addition at the building's main entrance to house administrative staff, security control room, and renovation of the existing inmate cells and reconstruction of the facility clinic. ($21 million)

Anthony Campagna, LEED GA

Contract Administrator

New York City Department of Corrections, Rikers Island Repair to Perimeter Security Alarms and New Control Room, NY, Project Controls

LiRo provided comprehensive construction management services for the repair of the Rikers Island perimeter security fence and construction of a new centralized control room. The project included testing and repair of all security devices along four miles of perimeter fencing, replacement of power and data cabling from all perimeter zones to the new control room and construction of a new control room utilizing state of the art computer and video monitoring. Security systems included CCTV, microwave detection, and vibration sensing. The testing, repairs and control room switchover were coordinated and phased so that interruptions of service are kept to a minimum. ($5.4 million)

New York City Department of Design & Construction, Rikers Island James A. Thomas Center (JATC) Renovations, NY, Project Controls

LiRo provided comprehensive construction management services for this 240,000 sf renovation project. Original construction of this high security facility dates back to 1933 and has a housing capacity of 1,600 inmates. The program for renovation consisted of retrofitting existing spaces within the facility cellblocks, day rooms, showers, pantries, housing areas, mechanical rooms, electrical rooms, and common spaces. Upgrades were made to the electrical systems and domestic hot water distribution system. Challenges included limited access, restrictions on construction staging space as well as unexpected security lock downs which prevented movement inside and outside of the facility. Through careful planning and coordination, LiRo was successful in minimizing disruptions to the facility operation while maintaining the project schedule. The housing units are each three tiers high and contain between 150 and 300 inmates. Adjacent to each housing unit is a day room area which will be demolished and converted into a pantry, day room, and shower. Ventilation at each housing unit was upgraded. Interior floor slabs had settled severely and require removal and replacement with a structural slab system. The system that has been chosen involved the installation of mini-pipe piles filled with concrete with a structural grade slab. ($25 million)

New York City Department of Design & Construction, Rikers Island Restoration of Steam Utility Tunnels, NY, Project Controls

LiRo provided construction management services for the restoration and rehabilitation of over seven miles of steam utility lines (high, medium, and low pressure) and associated conveyance tunnels on Rikers Island. Included in the project were asbestos abatement of over 40,000 lf of piping and re-insulation, replacement of all expansion joints and valve trap assemblies, a new 14-inch high pressure steam line, structural repairs to the tunnels and pipe supports, new concrete mechanical vaults adjacent to the tunnels, and electrical and plumbing upgrades throughout the tunnels including an equipment monitoring system. The construction work for this project involved the Wicks Law requirements and the coordination of trades in a confined environment under the escort of the Department of Correction. The Steam service provided heat, hot water, and steam for cooking and laundry equipment for 17,000 inmates. ($18 million)

Westchester Medical Center, Various Assignments, NY, Assistant Project Manager

Liro provided construction management services for numerous projects at Westchester Medical Center. Pre-Construction services included: review of construction documents for constructability; preparation of preliminary estimates; review and selection of contractors for the bid process; and preparation/packaging bid documents and solicitation of bids. Construction services included: execution of contracts with all contractors; filing of necessary permits; maintenance of all logs (shop drawing, RFI, change orders, etc.); daily construction supervision and inspection; construction schedule; daily and monthly reports; weekly project meetings and generation of minutes; Review, negotiation and facilitation of change orders; and review of contractor requisitions and providing payment schedules. ($150 million)

Andrew Frangas

Contract Administrator

Education
Sociology/Business Management,
Queens College

PROFESSIONAL PROFILE

Mr. Frangas has over 18 years of profession construction management experience. He is knowledgeable in preparing and managing monthly billing requisitions, auditing contractor requisitions and change orders for client submissions, maintaining billing summaries, contract dollar management, obtaining client approvals for rate increases, contract value changes, meeting with clients to resolve all billing and financial issues, preparation of project financial closeouts and adherence to client contract management guidelines and procedures.

EXPERIENCE

United States Postal Service, On-Call Construction Management Services, NJ, Resident Engineer

Mr. Frangas served as Resident Engineer and as an assistant to some Postal Service Contracting Officer Representatives in Hoboken. Mr. Frangas managed the JFK Airmail Facility paint project totaling $1.2 million and has been involved in all aspects of construction management, field inspection, scheduling, project meetings, and contractor/Postal facility coordination.

New York City School Construction Authority, Professional Staffing Services, Assistant Project Manager and Accountant

LiRo was selected to provide supplementary staffing to the New York City School Construction Authority. Assigned personnel responsibilities included the construction management administration and coordination of design and construction for rehabilitation, modernization and new school projects and campuses throughout New York City. Current assignments include providing Project Officers for both new school and school rehabilitation construction in the Bronx, Queens, Brooklyn and Manhattan. ($29 million)

New York City Department of Design & Construction, FDNY Emergency Generators, Project Controls

This project consisted of emergency generator installation, start-up and testing at over fifty FDNY facilities. LiRo was responsible for design services including conducting predesign investigations to determine the optimum location for generator installation. Major concerns included determining site voltage loads, noise and venting control. Based on the results of predesign investigation, the generators were either installed in firehouse basements or outside yards. Indoor locations required the design of piping systems and day tanks installation for automatic fueling from the existing firehouse motor fuel tank. LiRo visited each site and met with FDNY personnel to plan the location of the generators and review the construction impact to the facility. LiRo provided construction services for all aspects of the program including the development of bidder qualifications, shop drawing review, technical inspection, change orders, claims and closeouts. LiRo was responsible for maintaining quality control of contractor installations consistent with design parameters and client agency guidelines, enforcement of on-site health and safety plans, coordination with city inspectors, and interface with city employees working at the sites. Coordination and scheduling of construction activities were carefully monitored to ensure efficient installation and minimal impact on the facilities. Project Highlights: Prequalification of contractors Design and design review Bidding/Issue contracts Plan filing with NYCDOB/FDNY Inspection Startup and testing Coordination with fifty firehouses Construction at active FDNY facility without interfering with ongoing operations Construction Management of multiple project sites. Completed in 2006. ($2.3 million)

New York City Department of Design & Construction, Soil and Groundwater Remediation at 60 Sites, NY

Inspection for the construction of remediation systems, which included the installation of ground water and soil vapor extraction wells that are piped through a series of excavation

trenches to multi-phase, soil vapor or pump and treat systems. The multi-phase systems were inspected for the proper installation of liquid ring pumps, phase separators, oil water separators, carbon filters, air strippers, transfer pumps, blowers and a host of sensors connected to a remote communication device for system monitoring. Inspection of bioremediation installations included geoprobe borings and the injection of a bioslurry with oxygen releasing compounds or a bio mix with active hydrocarbon digesting bacteria. Inspection of the excavation soils for disposal followed by spraying a bioslurry before backfilling. Work took place between 1998-2002. ($23 million)

New York City Department of Design & Construction, Petroleum Storage Tank Project, NY, Inspector

This project included the closure of gasoline underground storage tanks (USTs), the upgrade of aboveground diesel tanks and the installation of replacement USTs with tanks varying in size from 275 gallons to 4000 gallons. These sites had all involved the installation of dispensing systems and electromechanical tank gauging systems. LiRo was responsible for maintaining quality control of contractor installations, enforcement of onsite health and safety plans, coordination with city inspectors, and interface with city employees working at the sites. Mr. Frangas supervised field operations with contractor to facilitate contract specifications; provided quality control supervision involving tank work; enforced health and safety regulations at construction sites; maintained all reports pertaining to projects, such as daily reports, progress reports and logs; and maintained record documents of project quantities installed and correlate with contractor payments.

George Koehler

Contract Administrator

Education
B.S., Political Science, Brooklyn College

Certifications
OSHA 10 Certified

EXPERIENCE

New York City Department of Design & Construction, Snug Harbor Cultural Center Building A, NY, Office Engineer

Renovation of the landmarked Greek Revival Building A on Snug Harbor Cultural Center's 83-acre campus. The building will be the new home of the Staten Island Institute of Arts and Sciences and must meet museum quality climate and humidity controlled environments to display and store objects in its collection. The new museum space will be the first federal historic landmark on Staten Island designed for LEED Gold certification that includes a closed loop geothermal system to provide heating and cooling. The closed loop field will be located west of the building and the cellar mechanical room will house all heat pumps and heat exchangers as well as a gas back-up system. Exterior work includes repointing limited areas of masonry and restore the cast iron pediments and balconies on the second and third floors; as well as restoration and refurbishment to all existing windows, window trims and shutters. Interior renovations include removal of all existing partitions, floors, and stairs, from the previous renovation and modifications to windows and doors to accommodate additional egress and ventilation louvers.

New York City Housing Authority, CM/Build Requirements Contract for NYC Housing Authority, Queensbridge Houses Community Center, NY, Office Engineer

Under this contract, LiRo performed work on a task order basis. We were in the design or construction phases of renovating and/or constructing community centers and several other renovation projects throughout New York City. These properties all required that LiRo perform pre-construction and construction phase services. ($5 million)

Kings County Hospital A, B, C Facade and Roofing Restoration Project, NY

LiRo provided construction management services for the preconstruction and construction phases of the exterior envelope renovation of Building A, B and C at the Kings County Hospital Center. LiRo developed site logistics plans in close coordination with Kings County Hospital to assure that impacts to hospital activities were minimized. All three buildings remained fully occupied during the construction phase. The renovation work at Buildings A, B & C included parapet wall replacement, complete flat roof removal and replacement, masonry pointing at all building facades, masonry cleaning at all facades, rehabilitation of existing ornamental stone and wrought iron fencing and the removal and replacement of all existing terracotta roof tiles at all three buildings.

New York City School Construction Authority, Emergency Response Management and Coordination Program, NY

Under this contract LiRo managed and coordinated responses to emergencies, on the basis of a telephone call at any time during a 24 hour period and on any day Monday through Sunday. LiRo immediately mobilized trades, people or firms and materials for the purpose of correcting or eliminating hazardous materials or dangerous conditions at public school in the five boroughs of New York City. Some of the work was performed in occupied schools. Accordingly, LiRo used its best efforts to insure that all such work was performed in a safe and secure manner with minimum disruption to students and school personnel. LiRo's scope of work was extensive, varied widely and included the expedited renovation and construction a new $18 million, 55,000 sf high school within 90 days. Our categories of work, services, trades or equipment to be provided on an emergency basis include the design, administration, management and coordination of the work; development of construction estimates, solicitation of bids in accordance with Authority requirements and the law; providing general conditions including but not limited to testing and controlled inspections; remediation of hazardous materials; construction and demolition of the work in accordance with contract documents issued by the Authority. LiRo was also required to supplement the manpower of general contractors or

takeover the general contractor's work on an Authority project. In connection with such direction, LiRo was expected to provide the Authority with an assessment, on an expedited basis, provide the status of the work in place, and the resources required to complete the work within the period specified by the contract. ($108.7 million)

Previous Experience

Del Architects + Planners, P.C., Director of Administration

Was the Business Manager, Personnel Administrator and Facility Manager for a 25 employee architectural firm. Reported to C.O.O. of parent engineering firm. Duties included supervision of secretarial/support staff, administration of benefits program and recruitment for technical and support positions. Responsible for lease negotiations and purchasing. Reporting to C.F.O. was responsible for generating DDC, DASNY, State and City agencies and private client invoices. Payroll, budgeting, AP, AR, and financial reporting utilizing SEMA4 software. Assisted with marketing research and proposal preparation. (2000-2003)

Castro-Blanco, Piscioneri & Associates, Office Manager

Personnel Manager and Facilities Manager of a fifty employee architectural firm. Duties included overseeing all areas of the operation of the office including secretarial staff, plan desk, messengers and cleaning staff. Responsible for negotiation and administration of benefits programs, leases, equipment, etc. Handled recruitment of technical and support staff. Oversaw all purchasing, space planning and office maintenance. Assisted CFO with payroll, budgeting, accounts payable, accounts receivable and financial projection reports. (1985-2000)

Columbia University, Health Science Division, Consultant/Office Manager

Professional services for the department of Dermatology and Institute of Nutrition. Financial liaisons with internal and external auditors for both school and hospital. Supervised staff in system operations for billing and collection. Initiated conversion of patient billing record keeping to computer operation for two outpatient offices, inpatient service, ambulatory clinic, and diagnostic laboratory for total of 50,000 patient encounters per annum. Maintained 25 departmental accounts and donor gift records. Selected computer vendor service. Manager for an eight-physician dermatology and photo treatment outpatient facility.

Columbia University , Health Science Division, Personnel Coordinator

Handled recruitment, benefits administration, compensation and personnel information systems. Other duties included interviewing, drafting job descriptions, counseling, orientation of new employees and processing insurance.

Joseph Massa

Contract Administrator

Education
B.S., Accounting, Long Island University C. W. Post Campus

Certifications
NYCDOB 16 Hour Suspended Scaffold User Course

PROFESSIONAL PROFILE

Mr. Massa has nearly 10 years of construction industry experience working almost exclusively with government entities in the New York metropolitan area. He is adept at managing all aspects of complex phased renovation and new construction projects, particularly in the administration of subcontractors as well as contract compliance from project inception through close-out. Mr. Massa guarantees that his projects are completed on time, within budget and comply with the prescribed rules and regulations of his clients with respect to Section 3 Hiring, M/W/S/DBE utilization and vendex requirements. Mr. Massa plays an important role in the preconstruction process, ensuring a seamless transition from the preconstruction phase to the construction phase, through close-out of the project.

EXPERIENCE

New York City Housing Authority, CM/Build Requirements Contract for NYC Housing Authority, NY, Manager of Procurement/Subcontractor Services

Mr. Massa's responsibilities include managing the contractor prequalification process for New York City Housing Authority, over-seeing estimates and reconciliation, constructability review and schedule, Bid and Award, change order review and negotiation, preparing budgets, contracts and schedule management, REP coordination, abatement coordination, construction oversight including closeout. Under this contract, LiRo is performing work on a task order basis. Currently, we are in the design or construction phases of roofing facade repair projects, boiler room upgrades and electrical system upgrades throughout New York City. These properties all require that LiRo perform pre-construction and construction phase services. LiRo is responsible for pre-qualifying prime contractors, bid administration for the projects and ultimately entering into contract with the lowest responsible prime contractor. ($250 million) Projects include:

- 1162 Washington Avenue CC - Community Center Renovation ($540,000)
- 344 East 28th Street Houses ($3 million)
- Albany Houses, Electrical Upgrade ($6 million)
- Baruch Houses CC - Community Center Renovation ($1 million)
- Baychester Houses ($3 million)
- Bayview Houses CC - Bid preparation and review, coordination pre-start meeting
- Betances Community Center - Community Center Renovation/Expansion ($11 million)
- Claremont Houses, Masonry repairs and boiler replacements ($6 million)
- Edenwald Houses CC - Community Center Renovation ($1.2 million)
- Edenwald Houses, Steam line replacements/bathroom renovations in 1,900 apartments ($45 million)
- LaGuardia Houses, Roof replacement and masonry restorations ($6 million)
- Linden Houses CC - Bid preparation and review, contract preparation ($14 million)
- Marble Hill Houses ($16 million)
- Marlboro Houses ($46 million)
- Marlboro Houses - Community Center Renovation ($4.5 million)
- Murphy Houses ($500K) Castle Hill Houses ($17 million)
- Ocean Bay Hope VI - Exterior and Lobby work ($60 million)
- Ocean Bay Houses, Masonry Restoration, Installation of new stair towers, Day Care and Senior Center expansions, roof replacements and renovation of 64 E-Line apartments ($70 million)
- Ocean Hill Houses, Roof replacement and masonry restorations ($5 million)
- Queensbridge ($17 million)
- Queensbridge Community Center - Community Center Renovation ($4 million)
- Randolph Houses Rehabilitation - Bid preparation and review, contract preparation ($24 million)

- Rutgers Houses ($5 million)
- Straus Houses, Roof replacement and masonry restorations ($8 million)
- Tapscott Houses, Roof replacements ($7 million)

New York City Economic Development Corporation, Yankee Stadium City Work Contract, NY, Manager of Procurement/Subcontractor Services
LiRo provided construction management services during the design and construction of the Yankee Stadium City Work Program. Major components of this program include a new waterfront park; two new ball fields; rehabilitation and renovation of a historic building to achieve LEED Gold certification; rehabilitation of the retaining wall and sidewalk widening near Yankee Stadium; and the installation of a new 20 in water main and a 36 in sewer main. The LiRo team was involved in coordinating the work for and under jurisdictions of multiple state and city agencies. Mr. Massa's responsibilities include managing the contractor prequalification process, preparing budget, contract and schedule management, close-out and construction start up coordination with LiRo staff and contractors. ($85 million)

Dormitory Authority of the State of New York, Fiterman Hall
This project consisted of the deconstruction of Fiterman Hall, contractor prequalification, and reviewing of bids. ($20 million)

Dormitory Authority of the State of New York, HHC Emergency Power Generators, NY, Assistant Project Manager
This project consisted of the deconstruction and reconstruction of outdated Emergency Power Systems at six hospital trauma centers and various other smaller hospital facilities located in the New York City area. ($59 million)

New York City Department of Design & Construction/New York City Department of Corrections, GRVC-832 Cell Addition, NY, Contractor Prequalification
($125 million)

Dormitory Authority of the State of New York, HHC Emergency Power Generators, New York, NY, Assistant Project Manager
The scope of work for this contract consisted of demolition and reconstruction of outdated Emergency Power Systems at six hospital trauma centers and various other smaller hospital facilities located in the New York City area. The contract required LiRo to prepare cost estimates for the various types of work in the projects. Typical elements of work for these projects included: Emergency Generators, paralleling switchgear, remote radiators for generator cooling systems, power distribution panels, underground fuel oil storage systems and conduit & wire distribution to all associated equipment. ($59 million)

New York City Department of Design & Construction/New York City Department of Corrections, GRVC-832 Cell Addition, NY, Contractor Prequalification
($125 million)

New York City School Construction Authority, NY
This project consisted of contractor prequalification, contract preparation and review. Mr. Massa managed Special NYCSCA audit of Projects.

Emil Tancredi,

Safety Officer

Education
A.A.S., John Jay College of Criminal Science

Certifications
OSHA 30 Certified

PROFESSIONAL PROFILE

Mr. Tancredi is a highly skilled Safety Engineer with over 35 years of experience. His vast work history includes experience in higher education, transportation and building construction safety. He has worked for the Metropolitan Transit Authority, Long Island Railroad and the Port Authority of New York and New Jersey and also was a Transit Officer with the New York Police Department for 20 years. He is currently part of the team performing work for DASNY on the Recreate NY Smart Home Program.

EXPERIENCE

New York City Housing Authority, CM/Build Requirements Contracts, NY, Safety Officer

LiRo is performing work on a task order basis. Currently, we are in the design or construction phases of renovating and/or constructing numerous community centers, performing upgrades of building systems and facade/roofing restoration at several housing projects throughout New York City. These properties all require that LiRo perform pre-construction and construction phase services. ($250 million)

MTA - Capital Construction, Construction Management and Inspection Services for Structural Retrofits at the Throgs Neck Bridge, NY, Safety Engineer

Construction of retrofits to the towers, main cables, suspender ropes, and anchorages of this major suspension bridge. The scope of this project included: strengthening the exterior and interior of the bridge towers; relocating and installing new electrical elements; installing protective armor for the main cables; installing protective armor for the suspender ropes; installing new structures and security barriers within and around the anchorages; and extensive maintenance and protection of traffic was required to minimize delays to the traveling public. ($42 million)

MTA - Bridges and Tunnels, CM & Inspection Services for TN-87B, Anchorage and Tower Protection at the Throgs Neck Bridge, NY, Safety Engineer

This project included the rehabilitation of the main tower fenders at the water level by repairing and replacing steel and timber members and cleaning and painting of the steel fender frame. The Bronx anchorage fender was modified to accommodate mooring fenders and working and access platforms for NYFD fire boats. The existing damaged timber pile dolphins at the Queens anchorage were removed and replaced with new fiber reinforced composite plastic pile dolphins. ($18 million)

MTA - Bridges and Tunnels, Utilities Relocation for the Upper Roadway Replacement at the Verrazano Narrows Bridge, NY, Safety Officer

The VN-80A Project, Utilities Relocation for the Upper Roadway Replacement at the Verrazano-Narrows Bridge-Staten Island/Brooklyn, New York was an 18 month construction project that required relocation of power, communications/control, and fire hose stations to permit the replacement of the upper roadway deck. Relocations required the installation of new conduit, cabling, fire standpipe, and associated testing before any of the existing systems could be transferred to the new system infrastructure. Much of the work occurred on the lower level roadway and areas adjacent to the bridge struts spanning the Towers below the lower level roadway. Terminations and new SCADA system equipment were located at the two Anchorages in the Substation areas, towers, as well as the Service Building PBX Room located on the Staten Island side of the structure. ($41 million)

Emil Tancredi

Safety Officer

MTA - Bridges and Tunnels, TB-64B Triborough Bridge Deck Replacement on the Wards and Randall's Island Viaduct, NY, Safety Officer

This project was the TBTA's largest bridge project to date and involved the reconstruction of the Wards/Randall's Island Viaduct, new coatings, bearing replacement on the Queen's Approach and Bronx Truss, construction of new ramps, access road construction on Randall's Island and widening of the Queens to Manhattan Ramp. Additional work included new lighting, electrical upgrades and archeological monitoring of footing excavations. ($282 million)

New York City Department of Design & Construction, 121st Street Precinct, NY, Senior Safety Engineer

LiRo provided construction management services for the first new stationhouse to be constructed in Staten Island in the past 50 years. The design goal for the 50,000 sf facility was to satisfy the police department's functional requirements and evoking civic pride and confidence among local residents. Extensive screening separates the site from the adjoining residential neighborhood. The building itself houses reception areas, offices, locker rooms, intake areas with holding cells, a cafeteria and training areas. A main feature of the building is the 95' cantilever that extends towards Richmond Avenue. All of the mechanical equipment is located in a one story enclosure adjacent to the residential neighbors. Although this location provides an aesthetically pleasing solution for the neighbors, all systems had to be run through the entire 580' length structure. The length and configuration required intense coordination between the mechanical, plumbing, and electrical contractors to avoid conflicts and streamline installation. The main challenge however, was the discovery of an extensive diabase of granite that ran through the site. Although some of the foundation design was modified to minimize interferences, over 6,000 cy of granite needed to be drilled out and removed since the proximity to a residential area and school, did not allow for blasting. The project is the first police facility in New York City to comply with PlaNYC requirements for sustainable design, and is a candidate for LEED Silver certification. ($59 million)

Port Authority of New York & New Jersey, JFK Airport Redevelopment, NY, Project Safety and Health Supervisor

Responsible for all safety matters pertaining to PANYNJ at the project site; monitored required, comprehensive construction site safety and health programs, investigated reports of all accidents, injuries and property damage on the construction site, handled matters pertaining to hazardous or contaminated material, developed on-site emergency action plans and worked with the contractors to promote positive safety practices and awareness to work force through training.

Long Island Power Authority & Northeast Utilities, Long Island Replacement Cable Project, NY, Senior Safety Director

Oversaw and reported to the client on the safe work performance of the contractor. The project included building two power substations: one in Norwalk, Connecticut, and the other in Northport, Long Island. The project also included the removal of seven obsolete cables as well as the underwater burial of three 138kv cables, each 12 miles long.

MTA - Long Island Rail Road, Penn Station Renovation, NY, Safety Supervisor

Safety Supervisor for this renovation. Monitored the construction site safety program, developed on-site emergency action plan, introduced and developed a site safety incentive program and investigated all site accidents and injuries. This project received the Greater New York Construction User Council's "Safety and Recognition Award" for 1994. ($200 million)

Michael D. Byrnes

Safety Officer

Education
B.S., Chemical Engineering

Licenses/Registrations
NYCDEP Asbestos Investigator

NYSDOL Asbestos Project Monitor, New York

NYSDOL Asbestos Project Designer, New York

NYSDOL Asbestos Management Planner, New York

NYSDOL Asbestos Project Air Sampling Technician, New York

NYSDOL Asbestos Inspector, New York

Certifications
Certified Industrial Hygienist

Certified Safety Professional

NYCDOB 4 Hour Supported Scaffold User Certificate

OSHA 500 Construction Trainer

OSHA 510 Certified

OSHA Confined Space Entry Certified

PROFESSIONAL PROFILE

Mr. Byrnes has over 25 years of experience in the construction management field with an extensive emphasis on environmental remediation issues specifically in asbestos, lead, indoor air quality and laboratory analysis. As a Certified Safety Professional, he specializes in protecting workers, the public, property and the environment by identifying, evaluating and controlling hazards. In addition, as a Certified Industrial Hygienist, he is also responsible for the management, planning and staging all aspects of asbestos abatement projects from the initial building survey, through design and preparation of bidding documents and technical specifications, evaluation of bid submittals and contractor selection, monitoring of the abatement project and oversight of the abatement contractor's activities and post-project close-out.

EXPERIENCE

New York City Economic Development Corporation and the New York City Department of Parks and Recreation, High Line Reconstruction, NY, Safety Officer

LiRo provided resident engineering services, environmental monitoring and site support, as well as, engineering estimates for change orders. Originally built as an elevated railway to service the meat packing industry along New York City's west side in the 1930s, the High Line ceased operation in the 1970s and has since been unused. Under the collaboration of the New York City Economic Development Corporation and the New York City Department of Parks and Recreation, the High Line is currently being developed into a one-of-a-kind urban park elevated above Manhattan's streetscape. The park will be a linear promenade longer than Central Park, at 1.45 miles long, covering a total of 6.7-acres.

Due to the length and complexity of the construction, the City has opted to separate the development into sections. Section I spans from Gansevoort Street north to 20th Street, Section II from 20th Street to 30th Street, and Section III from 30th Street over the Westside rail yards to 34th Street. Work included: steel repairs, painting, drainage, concrete, community outreach, security, paving, lighting, fixtures and irrigation system. ($125 million)

MTA - New York City Transit, No. 7 Line Subway Line Extension Program and Construction Management Services, NY, Safety Officer

Number 7 Subway Line is the system's busiest subway lines that links Queens to Times Square. The new 7,000 foot-long tunnel stretches west and south from Times Square to the Jacob J. Javits Convention Center on West 34th Street and 11th Avenue. Mr. Byrnes is providing compliance tracking consisted of review of Contractor's Health and Safety submittals, including Noise Mitigation Plan, Hazard Communication Plan, and Historic Structures Preservation Plan, Spoils Management Plan, Soil and Sediment Erosion and Control Plan, and Dewatering and Groundwater Treatment Plans. He prepared and presented Environmental Awareness Training seminar for Contractor's site personnel. Training included topics such as quality control audits and reports, permitting requirements, erosion control and water quality, dust control and air quality, noise and vibration control, monitoring stability of historic buildings, traffic management, housekeeping and sanitation, waste management, spill protection and reporting, and hazardous materials storage. He performed site inspections and prepare inspection audit reports documenting compliance, or non-compliance with recommended corrective actions associated with implementation of the work plan and compliance with the environmental requirements of the Contract Specifications and the applicable local, state and federal regulations and codes. The terminal at 34th Street will be fully fitted out for operation, and commissioned with the Number 7 Subway Line Extension project, including major building work to make a complete station. ($2.3 billion)

Michael D. Byrnes

Safety Officer

New York City Department of Environmental Protection, CM Services For Meadowmere and Warnerville Sewers, PS, FM & Associated Facilities, NY, Safety Officer

LiRo provided construction management services for the construction of sanitary sewers, a pump station, sewerage force main and related facilities for the Meadowmere/Warnerville communities in southeast Queens. The project required the relocation of existing water mains and the replacement of existing storm drains. The construction of the one million gallon per day pump station took place at a vacant parcel in close proximity to surrounding wetlands and will convey sewage generated from the area via 5,000 lf of dual eight inch force main to an existing gravity sewer for treatment at New York City DEP's Jamaica WPCP. Included in the project is the installation of over 6,000 linear feet of 10 inch and 12 inch sanitary sewers in this presently unsewered area. ($30 million)

MTA - New York City Transit, Asbestos and Environmental Consulting Services, NY, Project Manager

Mr. Byrnes served as Project Manager for several consulting contracts with MTA - New York City Transit totaling over $4.5 million. The Contract involved the coordination of site facility surveys and asbestos abatement design specifications and preparation of New York State Department of Labor site specific variances. The Contract also involved the management of project monitoring services for the asbestos abatement phase of the work, including evaluation of abatement contractor's work practices to ensure compliance with applicable federal, state and local regulations and standards, and the Contract documents. Prepared final reports, which included evaluation of post-abatement submittals and payment applications.

Jetblue, Terminal 5 Redevelopment at JFK International Airport, NY

Performed industrial hygiene services during the comprehensive environmental and geotechnical consulting services LiRo was performing at four large warehouse/hanger buildings that Jet Blue planned to demolish and redevelop as a corporate operations campus. Assisted the LiRo Project Team in the preparation of a health and safety plan (HASP), and soil management plan. Evaluated site conditions and assisted in the selection of worker protection, training and work practices to be utilized during the handling of jet-fuel contaminated soils. Evaluated work practices, and recommended engineering controls and safe work procedures to reduce silica exposure levels during concrete cutting, grinding and crushing operations. Evaluated results of environmental sampling data to determine if selected levels of worker protection were sufficient for the task being performed.

New York City Department of Sanitation, Demolition of Incinerator, NY

My. Byrnes prepared a site-specific health and safety plan (HASP) to be utilized by demolition contractor during the environmental cleanup and demolition of the former 57th Street New York City Department of Sanitation Incinerator and Garage Buildings. The HASP addressed site-specific worker safety and environmental hazards and concerns that will be encountered during the demolition. Specific concerns addressed by the HASP included: hazard communication; respiratory protection; confined space entry; cleaning metals and asbestos-contaminated ash and debris from incinerator components, furnaces, ducts and flues; removal of asbestos-containing materials; removal of transformers and hydraulic equipment containing PCB oils; removal of lead-based paint; removal of underground storage tanks and related soil cleanup; dust and noise control; proper use of protective equipment; and emergency response and community planning.

George Gifford

Scheduler

Education

B.S., Business Management, State University of New York at Plattsburgh

PROFESSIONAL PROFILE

Mr. Gifford has more than 20 years of experience in CPM scheduling and maintaining progress schedules for major public works projects. His project experience includes renovation of historic facilities, rehabilitation projects and construction of new facilities such as municipal office buildings, courthouses, hospitals and schools. In addition, he has experience with large environmental remediation and decommissioning projects including removal and replacement of aboveground/underground storage tanks and product distribution systems, contaminated ground water remediation systems and large contaminated soil removal/disposal projects for both public and private concerns. The various scheduling duties performed by Mr. Gifford include: Meeting with project personnel to discuss their project approach and planned sequences of construction; reviewing all available project documentation, typically plans and specifications; visiting and inspecting jobsites to evaluate field conditions; developing work breakdown structures which detail all of the construction activities to be performed; developing close-out, testing and training schedules; developing procurement schedules which detail all required shop drawing and sample submissions, approvals, fabrications and deliveries; integrating and computerizing work breakdown structures, procurement schedules and close-out, testing and training schedules into a single, all-encompassing project schedule; ensuring that the project schedule conforms to project's requirements; reviewing the project schedule with all parties and making any necessary changes required to obtain schedule sign-off; performing periodic schedule updates by walking the project site, reviewing project correspondence and shop drawing logs and meeting with project personnel; attending project meetings to report on schedule status; developing recovery schedules to mitigate the effects of project delays; incorporating RFIs and change orders into the project schedule and evaluating their respective impacts to the project's completion; developing fragnets to view and analyzing particular elements of the work; assigning projected manpower for each construction activity and loading into the scheduling software; and assisting all parties in understanding and utilizing the CPM schedule

EXPERIENCE

New York City Department of Design & Construction, Emergency Medical Services Stations, NY, Scheduler

LiRo provided construction management services for the design and construction of new Emergency Medical Stations as part of New York City's plan to speed ambulance response times. The program included 30 sites across New York City. This was a complex multi-site, multi-million dollar project subject to the Wicks Law. ($24.6 million)

New York City Department of Environmental Protection, Construction Management Services in Connection with Miscellaneous Projects, NY, Scheduler

This project involved construction management services in connection with construction contracts related to capital improvements at various Department of Environmental Protection Facilities in the NYC area (south). Work included services at Water Pollution Control Plants (WPCP) and all pumping stations including Oakwood Beach, Coney Island, Rockaway and Port Richmond. ($12 million)

New York City Economic Development Corporation, Hudson Park & Boulevard Reconstruction, NY, Scheduler

LiRo is providing construction management services during both the design and construction of the Park and Boulevard Project. Project includes the construction of three new parks with a total area of 2.1-acres, a cafe and restroom building and new roadways and utilities in mid-town Manhattan. Upon completion of construction, two of the parks will surround new MTA station entry canopies serving the No. 7 Subway Line extension. ($27 million)

George Gifford

Scheduler

Battery Park City Authority, Battery Park City Community Center, NY, Scheduler
LiRo provided owner's representative/ construction management services for a 60,000 sf community center/ball field maintenance facility in the base of two residential towers at Site 23/24 in Battery Park City. LiRo oversaw the creation of the community center/ball field maintenance facility from design development through completion of all construction and post-construction. This facility comprises two swimming pools, an auditorium, gym, classrooms, and exercise center/outdoor plaza, as well as a maintenance facility for the Battery Park City Parks Conservancy for the care of the two adjacent little league ball fields. Site 23/24 was developed according to the mission of the Authority of furthering sustainability in urban development. The community center/ball field maintenance facility was built in accordance with the Authority's Environmental Residential Guidelines and with the latest LEED for Commercial Interiors (CI) rating system at the time. ($30 million)

New York City Department of Transportation, Rehabilitation of 11th Avenue Viaduct, NY, Scheduler
LiRo is providing resident engineering and construction management services in connection with the rehabilitation of the 11th Avenue viaduct. The viaduct is located between 29th Street and 34th Street on the west side of Manhattan. The viaduct spans the active West Side Rail Yard which is operated by MTA - Long Island Rail Road. The construction work scope includes replacement of bridge decking, concrete pier heads, spalled concrete, sidewalks, fencing and street lighting. To prevent any interruption to the rail service, it was necessary to construct a protective shield beneath the viaduct prior to the commencement of any other construction work. Scheduling duties included: review of contractor's baseline CPM schedule, review of contractor's monthly CPM schedule updates, preparation of written reports, responses to schedule-related issues and analysis of impact/delay claims. ($22 million)

Dormitory Authority of the State of New York, Bernard Fineson Replacement Facility, NY, Scheduler
This fast-tracked project involved demolition and extensive site preparation followed by construction of a Program Administration Building and eight residential buildings. The 70,000 sf Program Administration Building was built on a 13-acre site located adjacent to the Creedmore Psychiatric Hospital in Queens. The building utilized steel frame construction with multiple facade finishes (curtain wall, metal panel & clay rain screen tile). The residential buildings are comprised of six single-story Medically Frail Residences and two-story Multiple Disabilities Residences. The residential buildings were constructed of light gauge metal framing with composite board siding. ($80 million)

New York Botanical Gardens, Brooklyn Botanic Garden Visitors Center, NY, Chief Scheduler
LiRo is providing construction management services for the construction of the new Visitor Center for the Brooklyn Botanic Garden. Construction management services include pre-construction, construction and post construction phase services, including cost estimating, value engineering, construction logistics & scheduling, evaluation of the design for constructability, planning construction phasing and the development of bid documents and bidding the project construction. A green building at Brooklyn Botanic Garden is an opportunity to physically bring the Garden's environmental mission to life. The Visitor Center will be LEED Gold certified. It will provide an innovative new model for how botanic gardens can both welcome and engage visitors. It will solve a myriad of visitor service issues and will help visitors make informed decisions about the use of energy and resources and make connections between the natural environment and their daily lives. New plantings and a broad, gracious entry plaza will welcome visitors, replacing the Garden's current, undersized parking-lot entrance. Visitors will be greeted by an inspiring new structure, designed as an extension of the Garden's existing landscape. ($28 million)

Philip Kalmus

Scheduler

Education

A.A.S., Design Drafting, New York City Community College

B.S., Architecture, New York Institute of Technology

PROFESSIONAL PROFILE

Mr. Kalmus has been involved in the construction industry for more than 40 years. He is experienced in both construction management and project controls. He specializes in the application of CPM scheduling and project control techniques. Mr. Kalmus is extremely familiar with working on public work projects and has worked with numerous municipal agencies including the New York State Department of Transportation, New York City Department of Sanitation, Department of Environmental Protection, Dormitory Authority of the State of New York, New York City Housing Authority, New York State Thruway Authority, Nassau County Department of Public Works, Suffolk County Department of Public Works and the New Jersey Transit. The various duties provided by Mr. Kalmus include: meeting with project personnel to discuss their project approach and planning sequences of construction; reviewing all available project documentation, typically plans and specifications; visiting and inspecting jobsites to evaluate field conditions; developing the work breakdown structures which detail all of the construction activities to be performed; developing close-out, testing and training schedules; developing procurement schedules which detail all required shop drawing and sample submissions, approvals, fabrications and deliveries; integrating and computerizing work breakdown structures, procurement schedules and close-out, testing and training schedules into a single, all-encompassing project schedule; ensuring that the project schedule conforms to the project requirements; reviewing the project schedule with all parties and making any necessary changes required to obtain schedule sign-off; performing periodic schedule updates by walking the project site, reviewing project correspondence and shop drawing logs and meeting with project personnel; attending project meetings to report on schedule status; developing recovery schedules to mitigate the effects of project delays; incorporating RFIs and change orders into the project schedule and evaluating their respective impacts to the project's completion; developing fragnets to view and analyzing particular elements of the work; assigning projected manpower for each construction activity and loading into the scheduling software; and assisting all parties in understanding and utilizing the CPM schedule.

EXPERIENCE

New Jersey Transit, Newark Draw and Approach Structures Rehabilitation, Morris and Essex Lines, Bridges MP7.41, 7.42, 7.48, 7.53, 7.59 and 7.65, NJ, Scheduler

The work of this contract was to rehabilitate the substructure and superstructure of the Newark Drawbridge and the approach structures to the East and West. The work included repairing the structural steel in the superstructure and the masonry and concrete in the substructure, repairs to the fender system and the electrical and mechanical repairs to the swing span. The scheduling responsibilities included review/commenting on the contractors baseline schedule until approved; developing monthly schedule; updating review/analysis reports and narratives; attending in monthly schedule update review meetings; and reviewing the report on the contractor's cost loading of the schedule.

New York State Thruway Authority, Tappan Zee Bridge - Removal and Replacement of MAIN Span, West Causeway, and West Deck Truss, NY, Scheduler

LiRo provided construction inspection services for removal and replacement of deteriorated deck sections for the two exterior lanes in each direction on the west causeway, west deck truss and main span portions of the Tappan Zee Bridge for the New York State Thruway Authority (TANY.05-31). This contract consisted of primarily night work conducted between the hours of 8 p.m. and 6 a.m. Replacement was done using 1,230 precast reinforced concrete panels varying in length from 7.4 to 15.3 meters. Non-shrink grout for filling joints between precast units was utilized because of rigorous lane closure limitations. Other items of work included installation of supplemental superstructure steel required for the support of the precast units, installation of ESB bridge barrier system, repairs of concrete piers and pedestals, replacement of fixed

bearings, cleaning of expansion bearings and installation of new modular expansion joints. Throughout the project, extensive maintenance and protection of traffic surveillance involved utilization of moveable barrier, use of flashing arrowboards, advance warning signs, close coordination with NYS Troopers and working over the Hudson River requiring safety netting, and environmental waterway protection. ($231 million)

New York City Department of Environmental Protection, CM Services For Meadowmere and Warnerville Sewers, PS, FM & Associated Facilities, NY, Scheduler
LiRo provided full project management on site services. The scheduling responsibilities included assisting contractor in developing baseline schedule by review/comments; conducting monthly schedule update review meetings; reviewing monthly site progress; developing monthly schedule review/analysis reports and narratives; and attending job progress and I&T meetings. ($30 million)

New York City Department of Environmental Protection, Construction Management Services in Connection with Miscellaneous Projects- NY Downtown Area- South, NY, Inspector
This project involved construction management services in connection with construction contracts related to capital improvements at various Department of Environmental Protection Facilities in the New York City area (south). Work included services at water pollution control plants (WPCP) and all pumping stations including Oakwood Beach, Coney Island, Rockaway and Port Richmond. Rockaway Waste Water Treatment Plant: Emergency repair which included the installation of a bypass force main, two new wet wells with 6 submersible pumps, and motor control center for pump operation. Additional task order work included the restoration of 2 of the boilers in the plant. Coney Island WPCP: Replaced and upgraded chemical and petroleum bulk storage tanks, equipment and related facilities. Replaced and upgraded of the facility's fire alarm systems. Oakwood Beach WPCP: Replacement and upgrading of chemical and petroleum bulk storage tanks, equipment and related facilities. ($12 million)

New York City Department of Design & Construction, Park Slope Armory Revitalization Project, NY, Scheduler
Under this contract LiRo is performing project management for the renovation of the existing drill floor area which involves full GC/electrical, mechanical and plumbing services and the upgrade of the life safety services. Duties included developing scheduling of remaining work items, periodic progress updates and issuing schedule reports, as required. ($15 million)

New York City Department of Environmental Protection, Spring Creek Water Pollution Control Plant Upgrade, NY, Scheduler
LiRo provided project management, resident engineering inspection and start-up services for the Spring Creek auxiliary water pollution control plant upgrade. Scheduling responsibilities included reviewing/commenting on contractor schedule submittals; conducting monthly schedule review meetings; issuing monthly schedule reports and charts; and reviewing job site progress. ($85 million)

New York City School Construction Authority, NY, Senior Scheduling Engineer/Project Officer
Mr. Kalmus was responsible for establishing construction durations for projects to be bid; developing phasing plans for projects to be bid; reviewing and analyzing contractors' CPM schedules; performing periodic inspections of job sites to evaluate construction progress; conducting CPM update meetings; preparing monthly project status reports; conducting monthly presentations of project status to upper management; developing schedule recovery plans; preparing construction delay and impact analyses; negotiating time extensions; and developing master program schedules depicting design and construction.

George J. Psillos

Scheduler

Education

B.S., Architectural Technology, New York Institute of Technology

Certifications

NYCDOB 4 Hour Supported Scaffold User Certificate

OSHA 10 Certified

PROFESSIONAL PROFILE

Mr. Psillos has been providing construction management services for over 30 years. He performs project management, CPM scheduling, specifications review and cost control services. He has worked on projects for the New York City Department of Environmental Protection, Nassau and Suffolk County Department of Public Works, New York City Transit Authority, and the New York City Department of Sanitation. These projects have ranged in value from $2 million to $600 million. Mr. Psillos has been involved in all aspects of construction management including field inspection, estimating, change order estimating, change order negotiation, project meeting administration, document control, constructability review and value engineering. His regular duties include the development of CPM logic, updating the CPM schedule with contractors, inspecting the job site, recommending logic revisions and preparing monthly narrative reports detailing construction progress. He is also on LiRo's value engineering and constructability review teams due to his experience as an Architect.

EXPERIENCE

United States Postal Service, On-Call Construction Management Services 2000-2008, NY, Project Manager

LiRo provided construction management services to the U.S. Postal Service under an indefinite quantity contract. The contract demanded both construction management and engineering/architectural expertise, with complete CADD capabilities. The work, which was performed for the New York Facilities Service Office, encompassed Post Office construction projects in the New York area. LiRo's specific responsibilities included: design consultation, coordination, estimating and coordination drawings; project management, coordination, scheduling and progress surveillance; construction planning and cost estimating; surveillance of quality control and inspection of construction; contract document interpretation; administration of project documents and records; claims analysis and defense; and personnel provided under this contract include construction managers, architects, engineers, technicians, estimators, schedulers and claims experts. ($59 million)

United States Postal Service, On-Call Construction Management Services 1997-2000, NY, Project Manager

Mr. Psillos was project manager for this on-call construction management contract, which entails both construction management and A/E services for the U.S. Postal Service at various locations throughout New York City and Long Island. The assignments were varied, ranging from HVAC improvements to the construction of a completely new post office. Multiple task orders were being completed simultaneously. ($30 million)

New York City School Construction Authority, Construction Management Emergency Response Program, 2012-2015, NY, Superintendent

LiRo is managing and coordinating the construction responses to the urgent and expedited construction project needs of the New York City School Construction Authority. Critical projects implemented under this program include Light Fixture Energy Upgrades and PCB Removals at 21 schools, work at the new Eagle Academy in the Bronx, full conversion of a private school, Christian Allen High School, into a public school, Eagle Academy in Queens, matching funds projects such as for Brandeis HS M, and extensive emergency work at the Metropolitan and Glen Oaks Campuses in Queens. This program also called for the coordination and management various new construction, restorations and rehabilitations to expeditiously address urgently needed improvements and potentially hazardous conditions encountered at schools throughout the five boroughs. Under this contract, LiRo performed numerous projects in a highly expedited, date certain manner, without impact to school operations, delivered on or under budget, and on time for school openings. ($75 million)

George J. Psillos

Scheduler

New York City Housing Authority, Construction Management Services for Sandy Emergency Relief at Douglass Houses, Electrical Upgrade, NY, Project Manager

Mr. Psillos was the Project Manager providing construction management services to complete the emergency restoration for several Housing Developments. He managed to provide temporary power and boiler systems in rapid time framing after the flood bound Far Rockaway area with one week's time and in less time than any of the other multi flooded NYCHA locations. He conducted several subsequent managerial Sandy facility repairs from electrical services, apartment investigations, building cleanups, and provided temporary boiler service maintenance supervision.

New York City Health and Hospitals Corporation, Construction Management Services for Several Elevator Upgrades at Kings County Hospital Buildings, NY

Mr. Psillos provided construction management services for the modernization of 12 existing elevators in three different buildings during active hospital attendance. The scope of work entailed the complete operation and control systems, new machines, motors, new elevator doors and operator, new cab with related equipment, new signals, switched, and wiring, roller guiders and cabling systems upgrades meeting NYS code compliance requirements. ($9 million)

Dormitory Authority of the State of New York, Suffolk County Community College Multi-Purpose Health Technology Building, NY

This project involved the new construction for a new classroom building, athletics complex and athletic sport fields. Involved CPM scheduling and project coordination for this new 250,000 sf health, sports and education center on the western campus. The multi-purpose building contains 22 general purpose classrooms, a 150 seat high-tech lecture hall, computer labs and state-of-the-art laboratories for the health sciences, a 60,000 sf field house and a modern fitness center, faculty and administrative offices and the Suffolk County Police Academy. The project was in conformance with the Wick's Law Requirements for multi-prime contracts. ($55 million)

CPM Scheduling for LIRR Herricks Road and Mineola Grade Crossing Elimination Project, NY, Assistant Project Manager

Phase I: Raising one mile of mainline track and the lowering of Herricks Road, including a portion of Third Main Line track, installation of high-speed crossovers, signal system equipment, communication, signal and power lines, and signal bridges. Phase II: Elimination of the remaining five MTA LIRR grade crossings in the Mineola area: Main Street, Willis Avenue, and Roslyn Road on the mainline; and Willis Avenue and Second Street on the Oyster Bay Line. Mr. Psillos was responsible for all CPM scheduling for the LIRR Force Account work. Six weekend track outages were required for track cut-overs, each requiring CPM schedules on one-hour intervals. Extensive coordination and interface with the railroad was required. ($340 million)

New York City Department of Environmental Protection, Red Hood Sewer Treatment Facility, NY, Assistant Project Manager

Mr. Psillos served as assistant project manager for a brand new waste water treatment plant that had a mandatory court assigned consent decree completion date. He developed and implanted a propriety operation plan (POP) in order to meet the required completion date. The treatment plant work involved installation of all necessary structures for processing. It involved the new construction of buildings for operations, and equipment with instrumentation control, heating/air condition, aeration tanks and underground sewer system from the surrounding area and out to sea from a newly built water vessel loading dock. ($80 million)

Daniel M. Bradley

Scheduler

Education

B.S., Construction Engineering, SUNY at Syracuse

PROFESSIONAL PROFILE

Mr. Bradley has over 15 years experience in construction and currently serves as a Resident Engineer working on several projects for the FDNY. His responsibilities include preconstruction design review, preparation of bid packages and contract procurement, management of all phases of building and site construction, overseeing safety, quality, schedule and budget. He also manages project completion, inspections, closeout and turnover.

EXPERIENCE

New York City Department of Design & Construction, Engine Company #239, NY, Assistant Project Manager

The complete reconstruction of a single bay Brooklyn Firehouse. This project consisted of building expansion, rear facade demolition, structural demolition/repairs and replacement of all mechanical and electrical systems. This building stands on a "Lot Line" site with adjacent building walls at all perimeters. Due to major structural repairs and expansion, the project schedule required a detailed phasing/demolition plan which included structural shoring, foundation underpinning and structural repairs.

New York City Fire Department, Fort Totten FDNY Facilities, NY, Assistant Project Manager/Superintendent

This project included the construction of an EMS training course, campus security upgrades and the rehabilitation of five existing "Landmark Status" buildings. The EMS training course was constructed on a retired Military housing complex adjacent to a NYPD facility. This course required the demolition of three existing structures which included extensive asbestos removal and DEC coordination for the removal, of several fuel oil systems. The installation of new site utilities were phased and coordinated, in order to not impact the operations of the NYPD. This 40,000 sf site also included the installation of "stadium" lighting to allow daylight conditions at all times. Totten Campus security was upgraded with a new central station, and new systems at 15 existing buildings. All systems were tied into the FDNY fiber optic network. Building rehabilitation included field investigations and scope development to assist the consultant during "Landmark" design development and approval. Construction included restoration of slate roofs, brick restoration, replacement of "Landmark" windows and Architectural woodwork.

New York State Department of Transportation, Specialty CM Services Route 25A over Hempstead Harbor (Roslyn Viaduct), NY, Scheduler

LiRo is providing specialty construction management services, which involves the construction of a new segmental concrete viaduct. The viaduct is erected as two separated structures in parallel and then joined together with closure pairs and transverse reinforcement. Precast concrete piers are erected and post tensioned. In addition to the viaduct there is a significant amount of roadway construction. Approach roadways are being reconstructed and grades in some cases are raised up to 2.5 m. The new roadway consists of a 425 mm thick composite pavement (superpave asphalt over concrete). The final configuration will be 3 lanes in each direction. Roadway work includes extensive retaining structures (poured concrete, crib walls, and gabions) many pile supported, tiebacks, drainage installation, water mains, utility relocations, temporary and permanent street lighting and traffic signals as well as extensive landscaping. CPM scheduling, shop drawing tracking and review, as well as community liaison services, are also imperative on the project. ($127 million)

MTA - Bridges and Tunnels, Construction Services for Project MP-01, Deck Replacement and Painting at the Marine Parkway Bridge, NY, CPM Scheduler

This project at the MPB involved the deck and sidewalk replacement, abrasive blasting and painting and asbestos removal. ($85 million)

Daniel M. Bradley

Scheduler

New York City Department of Design & Construction, Engine Company #277, NY, Scheduling Engineer

The complete demolition of an existing firehouse and erection of a new 15,000 sf state of the art facility. This building includes an award winning facade and structure with building components as included in a traditional firehouse Project. This project was located in Bushwick Brooklyn adjacent to both and intermediate public school and church. While developing the project schedule, it was imperative that demolition be scheduled to be completed prior to school opening. The facade and structure of the building is very unique and required close review. It was essential that the schedule be developed to allow for simultaneous construction of the building structure/envelope and the Mechanical and Electrical systems. ($10 million)

MTA - Long Island Rail Road, East Side Access Construction Management Services for Arch Street Yard and Shop, NY, CPM Scheduler

The Arch St. Yard and Shop is located on approximately twelve acres in Long Island City, New York. This Design/Build project included the design and construction of the following major elements: maintenance equipment shop; power substation building; engineering support building; extraordinary interior cleaning platform and storage building; track work and third rail; and extensive site utilities. The shop and yard was initially used as a testing and acceptance facility for the LIRR's new M-7 train cars and will service as an inspection, maintenance and cleaning facility upon commencement of ESA revenue service in 2010. ($80 million)

New York State Department of Transportation, Cross Island Parkway/Long Island Expressway Interchange (Exits 29-32), NY, CPM Scheduling Engineer

LiRo provided construction inspection services for the rehabilitation of the Long Island Expressway/Cross Island Parkway Interchange. This project included the construction and/or rehabilitation of 14 bridges, widening and resurfacing of the Long Island Expressway, local NYC roadway and utility rehabilitation, extensive park/wetland mitigation work, noise and retaining wall construction, and other incidental work. The most complex construction was the replacement of the mainline bridge over the Cross Island Parkway. This bridge was replaced in two stages and required construction of a temporary structure to maintain three through travel lanes on the Expressway in each direction at all times. ($150 million)

New York State Department of Transportation, Construction of HOV Lanes on the Long Island Expressway, Exits 57-61, NY, CPM Scheduling Engineer

This project included the construction of new High Occupancy Vehicle (HOV) lanes on the Long Island Expressway and the reconstruction of the LIE mainline pavement from Exits 57-61. A total of eight bridges were reconstructed and/or replaced. Construction encompassed three phases to allow for an unimpeded traffic flow. Other work elements included drainage structures, street lighting, INFORM upgrades, and the installation of Variable Message Signs (VMS). MPT on this project was of paramount importance due to the extremely high traffic volumes on the LIE. This project incorporated two A+B bid contracts and ran as many as three shifts. ($95 million)

MTA - Long Island Rail Road, NY, Scheduling Engineer

As a Project Scheduler for the Long Island Rail Road, Mr. Bradley's primary duties included developing a preliminary CPM schedules using Primavera Project Planner; conducting detailed reviews of cost-loaded CPM schedules to ensure conformance with contract documents; conducting detailed reviews of CPM schedule updates; conducting monthly update meetings; making recommendations to recover lost time or accelerate construction; and analyzing CPM schedules to determine the impact of delays. Additional CPM scheduling experience includes: MTA - Long Island Rail Road, Port Jefferson Yard ($8.4 million); MTA - Long Island Rail Road, Speonk Yard ($6.6 million); MTA - Long Island Rail Road, Richmond Hill Yard and Locomotive Shop ($22.3 million); and MTA - Long Island Rail Road, Oyster Bay Yard ($11.1 million)

Martial Elie-Pierre, EIT

Scheduler

Education

M.S., Civil Engineering/Construction Management, Columbia University

B.S., Civil Engineering/Construction Management, Columbia University

B.S., Civil Engineering/Construction Management, Universite D'Etat D'Hati

Licenses/Registrations

Engineer-In-Training, New York

Certifications

OSHA 10 Certified

PROFESSIONAL PROFILE

Mr. Elie-Pierre has over 25 years of experience in progressive project management within the construction industry. He has worked as both a Project Manager/Construction Manager and Controls Engineer/Project Scheduler. The types of projects which he was involved with include transportation, fire/life safety, environmental, infrastructure, roadways, airports, commercial shipping ports, correctional and educational facilities. Mr. Elie-Pierre's Among scheduling duties include the following: meeting with project personnel to discuss their project approach and planned sequences of construction; reviewing all available project documentation, typically plans and specifications; visiting and inspecting jobsites to evaluate field conditions; developing work breakdown structures which detail all of the construction activities to be performed; developing close-out, testing and training schedules; developing procurement schedules which detail all required shop drawing and sample submissions, approvals, fabrications and deliveries; integrating and computerizing work breakdown structures, procurement schedules and close-out, testing and training schedules into a single, all-encompassing project schedule; ensuring that the project schedule conforms to the project requirements; reviewing the project schedule with all parties and making any necessary changes required to obtain schedule sign-off; performing periodic schedule updates by walking the project site, reviewing project correspondence and shop drawing logs and meeting with project personnel; attending project meetings to report on schedule status; developing recovery schedules to mitigate the effects of project delays; incorporating RFIs and change orders into the project schedule and evaluating their respective impacts to the project's completion; developing fragnets to view and analyzing particular elements of the work; assigning projected manpower for each construction activity and loading into the scheduling software; and assisting all parties in understanding and utilizing the CPM schedule.

Mr. Elie-Pierre has utilized several different computer software packages while performing Critical Path Method (CPM) scheduling. Most recently he has worked with Primavera Project Planner and is highly proficient with both the DOS and Windows versions. Regarding methods of CPM, Mr. Elie-Pierre is adept in the use of both Arrow Diagram Method (ADM) as well as Precedence Diagram Method (PDM).

As a Controls Engineer/Project Scheduler, Mr. Elie-Pierre was responsible for developing and updating CPM schedules, developing construction phasing/staging plans, preparing Master Program Schedules, implementing cost control mechanisms, preparing cost estimates, conducting constructability reviews, reviewing the contractor schedule for adherence to contract specs, preparing periodic progress reports, responsible for all time impact studies, schedule delay mitigation, inter-contract coordination, the maintenance of all Milestones, negotiation of time extension, potential impact costs. Mr. Elie-Pierre has utilized Primavera Expedition to assist in document control and tracking of shop drawings, submissions and requests for information.

EXPERIENCE

New York City Transit, IRT1/9 Subway Restoration/Reconstruction, NY, Senior Project Scheduler

Mr. Elie-Pierre has been providing scheduling services as Senior Project Scheduler to NYCT for the IRT1/9 Subway Restoration/Reconstruction in lower Manhattan, assisting the NYCT project team in finishing this vital project in record time of only 6 Months; a project of this magnitude would normally require 3 years.

Martial Elie-Pierre, EIT

Scheduler

New York City Transit, South Ferry Complex Terminal, NY, Senior Project Scheduler
Mr. Elie-Pierre provided scheduling and phasing development for the South Ferry Complex Terminal.

New York City Transit, Downtown Transit Hub & Center, NY, **Senior Project Scheduler**
Mr. Elie-Pierre provided scheduling and phasing development for the Downtown Transit Hub & Center.

Additional project experience includes:

- MTA - New York City Transit, 63 Road Street Connection Program ($700 million) & Woodside Electronic Shop Facility ($10 Million) (Senior Project Scheduler)
- New York City Department of Design & Construction, Underground Storage Tanks ($10 million) (Project Manager)
- New York City Department of Design & Construction, Fire/Life Safety at Four Correctional Facilities ($35 million) (Project Manager)
- Port Authority of New York & New Jersey, JFK 2000 Redevelopment ($4 billion) (Control Engineer)
- NYCSCA, Reconstruction of PS75/Paul Robeson High School ($25 million) (Project Manager), PS286 & various schools (Resident Engineer)
- Dormitory Authority of the State of New York, Queensboro Community College ($4.5 million) (Scheduling Services)

Edward Frysztacki, PE

Estimator

Education
B.S., Geotechnical Engineering, University of Toronto

Licenses/Registrations
Professional Engineer, New York

Certifications
Certified Cost Professional

PROFESSIONAL PROFILE

Mr. Frysztacki is a Cost Estimator with more than 30 years of construction and design experience. He is a Certified Cost Engineer, a licensed Professional Engineer and currently serves as the Chief Estimator heading LiRo's cost estimating department. He has a diverse range of project estimating experience that includes parks, athletic facilities, roadways, highways (including drainage & bridge work), streetscapes, court houses, colleges, schools, laboratories, prisons, jails, hospitals, psychiatric centers and housing projects. Specific cost estimating duties performed by Mr. Frysztacki include:developing conceptual budget studies; performing detailed take-offs from design documents; preparing schematic design, design development and contract document cost estimates; participating in cost reconciliations; developing cost savings recommendations; participating in value engineering workshops; preparing cost estimates for change orders; negotiating change orders with contractors; analyzing contractor bids and issuing recommendations for contract award; reviewing and approving contractor bid breakdowns; participating in cost modeling; performing constructability reviews; preparing construction market analysis; assessing annual construction cost escalation factors; providing recommendations regarding design and construction contingency factors; and utilizing estimating software such as Timberline, CostWorks, PlanSwift and AutoDesk QTO.

EXPERIENCE

Port Authority of New York & New Jersey, Bayonne Bridge, NJ, Estimator
Mr. Frysztacki provided an estimate for the Port Authority of New York & New Jersey for this reconstruction project. ($800 million)

Battery Park City Authority, On-Call Construction Management Services 2007, NY, Associate/Chief Estimator
Mr. Frysztacki provided estimating services on this project, for which LiRo provided construction management services on an on-call/emergency basis. Design phase responsibilities included constructability reviews, cost estimating, CPM scheduling, code compliance review, site layout, and construction phasing recommendations. The bidding phase included writing the RFP for procuring and analyzing bids, and making contractor recommendations. The construction phase responsibilities included all essential construction management services, including contract administration and inspection services. The project included Murray Street utilities, compactor relocation and ballfield reversal. ($3 million)

New York City Department of Transportation, West 158th Street Maintenance and Repair Facility, NY, Preconstruction Review/Estimator
This project involved the construction of a New York City Department Of Transportation maintenance and repair facility, located beneath Riverside Drive in Manhattan. Mr. Frysztacki served as part of the estimate and document review team during the design phase. ($12 million)

New York City Department of Design & Construction, West 158th Street Maintenance and Repair Facility, NY, Project Controls
LiRo provided construction management service for the West 158th Street Vehicle Maintenance and Repair Facility which services New York City Department of Transportation trucks and utility vehicles. Originally built in the 1930s, the existing vehicle maintenance facility was an enclosed shell space under the roadbed of the Riverside Drive West viaduct. The existing space, which included a 33,480 sf main level and a 23,700 sf basement, was completely reconstructed. The new structure includes a mezzanine level, as well as vehicle lifts and hydraulic systems for fuels, motor oils and lubricants. ($10 million)

Edward Frysztacki, PE

Estimator

Construction of the Flushing Bay, Corona Avenue Vortex Facility, NY, CPM Scheduler
This project, on which Mr. Frysztacki provided scheduling services, included CPM scheduling of micro tunneling work to service three vortex structures. Also included in the CPM schedule was the construction of an underground concrete chamber (with the measurements of 80ft x 225ft x 40ft) to house vortex equipment, and state-of-the-art computerized instrumentation systems. A notable aspect of the project was court-ordered milestone completion mandates, set by local environmental agencies. ($10 million)

New York State Department of Transportation, Long Island Expressway HOV Lane, Exits 52 to 57, NY, CPM Scheduler
Mr. Frysztacki served as the CPM Scheduler on this project, which included the widening of five bridges that carries I-495 over local streets. The project included construction of highway communication INFORM system components. ($27 million)

New York State Department of Transportation, Van Wyck Expressway Rehabilitation, NY, CPM Scheduler
This project, for which Mr. Frysztacki provided scheduling review services, included milestone constraint for A+B bidding incentives. Project work maintenance and protection of traffic was scheduled to keep the main roadway open for heavy traffic volumes. Work was performed at night, and involved an A+B accelerated schedule. ($15 million)

New York City Department of Sanitation, Four New Marine Transfer Stations, NY, Project Controls
The marine facilities' scope of work includes dredging, extensive dock fendering, piles, piers, bulkhead and concrete platforms. A total estimate of 1,600 piles will be driven and 37,000 cy of dredged material will be removed for these projects: North Shore, Queens ($192 million); Hamilton Avenue, Brooklyn ($164 million); Southwest Brooklyn ($150+ million); and East 91st Street, Manhattan ($175+ million)

Brooklyn Botanical Gardens, Brooklyn Botanic Garden Visitor Center, NY, Chief Estimator
LiRo provided construction management services for the construction of the new Visitor Center. Construction management services included pre-construction, construction and post construction phase services, including cost estimating, value engineering, construction logistics & scheduling, evaluation of the design for constructability, planning construction phasing and the development of bid documents and bidding the project construction. While BIM was not incorporated into the project specifications, the contractors used BIM in order to coordinate all the details among the trades.

New York City Department of Homeless Services, On-Call Services Design, NY, Review/Estimator
Mr. Frysztacki provided design review and estimating services for this project. LiRo provided construction management services to the Department of Homeless Services under a requirements contract. The contract demanded both construction management and engineering/architectural expertise. LiRo managed over a dozen projects at numerous homeless shelters, with responsibilities that included: design review, coordination, estimating and assessment, award coordination, analysis, and recommendations, project management and coordination, project scheduling and progress surveillance, construction planning, cost estimating verification, surveillance of quality control and inspection of construction, contract document interpretation, administration of project documents and records, claims analysis and defense. Projects included roof and window replacement, mechanical and boiler replacement, facade repair and general renovation. ($13 million)

Alfio Paladino, PE

Estimator

Education
B.S., Mechanical Engineering, Manhattan College

Licenses/Registrations
Professional Engineer, New York

PROFESSIONAL PROFILE

Mr. Paladino has over 25 years of experience in the construction industry. His extensive experience includes cost estimating, project management and engineering. Mr. Paladino has worked on a broad range of project types including parks, airports, rail, laboratories, schools, universities, libraries, prisons, hospitals, psychiatric centers and roadways. Some of the municipal agencies for which he has prepared cost estimates are the Metropolitan Transportation Authority (MTA) New York City Transit, MTA Capital Construction, Dormitory Authority of the State of New York, New York City Department of Design & Construction, State University Construction Fund, Battery Park City Authority, Nassau County Department of Public Works and Brookhaven National Laboratories. Specific cost estimating duties performed by Mr. Paladino include: developing conceptual budget studies, performing detailed take-offs from design documents, preparing schematic design, design development and contract document cost estimates, participating in cost reconciliations, developing cost savings recommendations, participating in value engineering workshops, preparing cost estimates for change orders, negotiating change orders with contractors, analyzing contractor bids and issuing recommendations for contract award, reviewing and approving contractor bid breakdowns, participating in cost modeling and performing constructability reviews.

EXPERIENCE

New York City School Construction Authority Emergency Response Management and Coordination Program, New York, NY, Estimator

Under successive contracts, LiRo managed and coordinated responses to emergencies, on the basis of a telephone call at any time, 24/7/365. LiRo immediately mobilized trades, people or firms and materials for the purpose of correcting or eliminating hazardous materials or dangerous conditions at public school in the five boroughs of New York City. Some of the work was performed in occupied schools. Accordingly, LiRo used best efforts to insure that all such work was performed in a safe and secure manner with minimum disruption to students and school personnel. Mr. Paladino provided cost control services as required under the following contracts:

- New York City School Construction Authority, Construction Management Emergency Response Program, 2009-2012, NY, Cost Control ($75 million)
- New York City School Construction Authority, Construction Management Emergency Response Program, 2006-2009, NY, Cost Control ($56 million)
- New York City School Construction Authority, Construction Management Emergency Response Program, 2004-2006, NY, Cost Control ($106 million)

Nassau County Sheltering and Temporary Essential Power Program, NY

Part of Nassau County's efforts to return homeowners to their properties damaged by Hurricane Sandy, the Sheltering and Temporary Essential Power (STEP) Program matches contractors with homeowners to assess the damage to the home and make the necessary emergency/temporary repairs so these households can have safe power, heat and hot water and to shelter in place for the winter. LiRo is assisting the County with the registration process for the homeowners; managing the activities of the electrical, plumbing, and carpentry contractors related to assessments, preparation of work orders, and scheduling of work at these homes; and providing inspectors to monitor and verify the contractors' work. LiRo is also assisting with the rigorous documentation that is required for this FEMA funded program.

New York City School Construction Authority, Energy Consulting Services, NY, Estimator

LiRo is providing energy consulting services for various schools throughout New York City. The scope of work comprises: assessment of energy expenditures; technical audits; retro-commissioning; engineering design and construction; related environmental design and

remediation; systems start-up; optimization and diagnostic testing; and measurement and verification.

Battery Park City Authority, Battery Park City Community Center, NY, Estimator
As part of the construction management responsibilities for this project, LiRo was required to determine the adequacy of budget for the construction costs reflective of the project design documents. Electrical work cost estimate was performed for new systems which include power distribution, lighting, fire alarm, communications and security. Constructability review of the construction documents was also performed. ($5.4 million)

New York City Department of Homeless Services, New Family Intake Center, NY, Estimator
The construction of a new 80,000 SF multi-story office building for the Department of Homeless Services was to be managed by LiRo. The development of a construction cost estimate for all construction work was required as part of LiRo's construction management services to ensure the adequacy of the allocated budget. Electrical and plumbing work estimates were developed as part of this task which included: new power distribution system; lighting; security; fire alarm; domestic water distribution; drainage including sanitary and sewer lines. Estimates were developed by performing quantity take-offs and utilizing documented wage and productivity rates and material price quotes. Constructability review of the construction documents was also performed. ($47 million)

Dormitory Authority of the State of New York / New York City Health and Hospitals Corporation, Emergency Power Systems Upgrade, NY, Estimator
The scope of work for this contract consisted of demolition and reconstruction of outdated Emergency Power Systems at six hospital trauma centers and various other smaller hospital facilities located in the New York City area. The contract required LiRo to prepare cost estimates for the various types of work in the projects. Typical elements of work for these projects included: Emergency Generators, paralleling switchgear, remote radiators for generator cooling systems, power distribution panels, underground fuel oil storage systems and conduit & wire distribution to all associated equipment. ($121 million)

Dormitory Authority of the State of New York, School of Architecture, NY, Estimator
Demolition and reconstruction of a 136,000 sf building to become the new School of Architecture, Urban Design and Landscape Architecture (SAUDLA) building. The building frame was structural concrete, which remained. The balance of the building was demolished and rebuilt, including façade, interior and mechanical, electrical and plumbing systems. Prior to demolition, space was provided for the current occupants. These occupants were permanently relocated within the campus. This required the renovation of various locations was accomplished in one year. ($8 million)

MTA - New York City Transit, Rehabilitation of Tunnel Lighting, IRT Pelham/Jerome Lines, NY, Senior Estimator
This project consisted of the replacement of existing tunnel lighting with new lighting installed at forty feet intervals through the tunnels. Required work included the installation of new normal and reserve electrical services, distribution conduit & wire, light fixtures and construction of electrical distribution rooms with associated power distribution panels and switches. Job duties and responsibilities included: performing the multi-discipline cost estimate of this capital construction project to determine adequacy of allocated budgets; estimating and negotiating additional work orders during construction in support of the construction manager's office to maintain progress of construction work; utilizing documented wage and productivity rates as well as excel spreadsheet to develop cost estimates. ($15.7 million)

Prakash Daulatani

Estimator

Education

M.S., Civil Engineering, BITS Pillani, India

B.S., Civil Engineering, Shri Ramdeobaba College of Engineering and Management, India

PROFESSIONAL PROFILE

Mr. Daulatani has over 15 years of experience in project controls. He has a diverse range of project estimating experience that includes parks, athletic facilities, subways/rail, roadways, highways, streetscapes, court houses, universities, schools, laboratories, prisons, jails, hospitals, psychiatric centers, community centers. Specific cost estimating duties performed by Mr. Daulatani include: developing conceptual budget studies, performing detailed take-offs from design documents, preparing schematic design, design development and contract document cost estimates, participating in cost reconciliations, developing cost savings recommendations, participating in value engineering workshops, preparing cost estimates for change orders, negotiating change orders with contractors, analyzing contractor bids and issuing recommendations for contract award, reviewing and approving contractor bid breakdowns, participating in cost modeling and performing constructability reviews.

EXPERIENCE

Nassau County Hurricane Sandy Recovery, NY

Mr. Daulatani monitored the collection and disposal of storm related debris in Oceanside and Island Park. Debris included contents and building materials removed from residences, as well as trees removed from roads and public property. Debris information was tracked using electronic tablets and transmitted to a central command center for processing.

Dormitory Authority of the State of New York/ New York City Health and Hospitals Corporation, Emergency Power Systems Upgrade,NY, Estimator

The scope of work for this contract consisted of demolition and reconstruction of outdated Emergency Power Systems at six hospital trauma centers and various other smaller hospital facilities located in the New York City area. The contract required LiRo to prepare cost estimates for the various types of work in the projects. Typical elements of work for these projects included: Emergency Generators, paralleling switchgear, remote radiators for generator cooling systems, power distribution panels, underground fuel oil storage systems and conduit & wire distribution to all associated equipment. ($121 million)

MTA New York City Transit, Construction Management Services for No. 7 Line Subway, NY, Estimator

LiRo is providing Construction Management Services to extend the No. 7 Line Subway to the West Midtown Area. The No. 7 Subway Line, known as the Flushing Line, is NYC Transit's busiest, linking Queens to Times Square. Under this project, a new 7,000-ft-long tunnel is being constructed that will extend service westward, from Times Square to the Jacob Javits Convention Center. The extension will include a new intermediate station at 41st St. and 10th Ave. as well as a new terminal station at 34th St. and 11th Ave. Work scope also includes: multiple fan plants, HVAC facilities, traction power substations, facility power substations, circuit breaker houses, and communications and signal rooms.($2.1 billion)

New York City Housing Authority, CM/Build Requirements Contracts, NY, Cost Estimator/Plan Reviewer

Under these contracts, LiRo is performing work on a task order basis. Currently, we are in the design or construction phases of renovating and/or constructing numerous community centers, performing upgrades of building systems and facade/roofing restoration at several housing projects throughout New York City. These properties all require that LiRo perform pre-construction and construction phase services. Mr. Daulatini is involved in the following projects; Tompkin Houses electrical upgrade, Woodson Houses, electrical upgrade, electrical upgrade Albany Houses, Wyckoff Garden roof replacement, Fort Washington roof replacement. ($250 million)

Prakash Daulatani

Estimator

New York City Economic Development Corporation, Reactivation of the Staten Island Rail Road, NY, Cost Estimator

LiRo was responsible for the construction management of the contractor activities for the reactivation of the Staten Island Railroad. The construction contract was on a fast-track schedule of 18 months. The Construction Management scope of services included the following activities: owners on-site representative; construction supervision and inspection; coordinated USCG and NYS DEC permits; monitoring the contractors' activities; contract document review to identify long lead procurement items and special conditions; expediting and tracking of shop drawing submittals; providing project controls support to monitor a baseline schedule and construction progress; develop coordinated and maintain work plans for each work element; estimating changes in scope; and scheduling and review of contractor schedule updates ($40 million)

New York City Economic Development Corporation, Arlington Yard, NY, Cost Estimator

This element of the existing infrastructure was demolished and a new 10-track yard was constructed. The yard was raised several feet from its original elevation by removing fill from the Cut-East Area of the project. Other elements of the yard included: High-Mast Yard lighting; Compressed Air System; Wye Connector; Yard walkways; Fire Hydrants and Drainage. ($2 million)

New York City Police Department, Brooklyn Navy Yard Building 12B - Asbestos Roof Abatement, NY, Design, Estimator / Design Reviewer / Constructability Reviewer

This building is a two-story office and facility set up to handle towed vehicles for the NYC Police Dept. LiRo is responsible for Preparation of specifications and drawings for the removal of ACM roofing on building 12B. ($2 million)

MTA - New York City Transit, Rehabilitation of 50th Street Subway Station, NY, Cost Estimator

This project involved the rehabilitation of the 50th Street Subway Station for the MTA-NYCT. Duties included providing cost estimating services from schematic phase to 100% construction documents, preparation of quantity takeoffs, obtaining current material pricing via constant contact with vendors, and acting as a liaison with architects and engineers. ($28 million)

MTA - New York City Transit, Rehabilitation of 180th Street Subway Station, NY, Cost Estimator

This project involved the rehabilitation of the 180th Street Subway Station for the MTA-NYCT. Duties included providing cost estimating services from schematic phase to 100% construction documents, preparation of quantity takeoffs, obtaining current material pricing via constant contact with vendors, and acting as a liaison with architects and engineers. ($28 million)

William Curran

Estimator

Education

B.S., Mechanical Engineering, New York Institute of Technology

PROFESSIONAL PROFILE

Mr. Curran is a Cost Estimator with more than 15 years of construction experience. He has worked on a wide variety of construction projects including parks, athletic fields, transportation, mechanical, office buildings, court houses, correctional facilities, schools, hospitals, scientific research facilities and water pollution control facilities. Mr. Curran's expertise is as an Estimator of HVAC, plumbing and fire protection systems. In addition to preparing cost estimates, his estimating expertise has enabled him to be a vital participant in LiRo's efforts regarding value engineering as well as performing feasibility studies of Project Labor Agreements. He is familiar with trade labor regulations, hourly wage rates and associated labor union benefits. Mr. Curran is proficient in utilizing the latest computer software programs. Among the programs he uses for preparing cost estimates are Timberline Cost Estimating and Means Cost Works. For developing computerized take-off of digital construction plans, Mr. Curran utilizes PlanSwift, by Tech Unlimited Inc. During the course of his employment, Mr. Curran's specific duties have included: preparing detailed cost estimates at all stages of design and construction; conducting cost reconciliation meetings; analyzing cost estimates prepared by other firms; developing bid breakdowns; analyzing contractor's bid breakdowns and payment requisition breakdowns; performing constructability reviews of design documents; negotiating and coordinating change order work; conducting value engineering studies of mechanical systems; participating in value engineering workshops; cost modeling; developing studies of trade labor utilization for Project Labor Agreement analysis; assessing cost/benefits of utilizing overtime for projects; assessing cost impacts of various phasing options; inspecting field work for quality control compliance; preparing daily inspection reports, meeting minutes and project correspondence; reviewing contract plans and specifications; reviewing and processing contractor/subcontractor payments; reviewing shop drawings; reviewing project CPM schedules; resolving contractors' claims for delay and associated damages.

EXPERIENCE

John F. Kennedy International Airport, NY, Project Engineer/ Inspector

This project involved the construction of a new automated cargo handling facility for Northwest Airlines and of new facilities for ground service equipment, line maintenance and administrative offices. The work involved extensive site and utility construction necessary to accommodate the new facilities. Upon completion of the new facilities, the existing cargo hangar was demolished and its site was converted to an aircraft parking area. ($30 million)

New York City School Construction Authority, Energy Savings Consulting, NY, Estimator

LiRo is providing energy consulting services for various schools throughout New York City. The scope of work comprises assessment of energy expenditures, technical audits, retro-commissioning, engineering design and construction, related environmental design and remediation, systems start-up, optimization and diagnostic testing and measurement and verification.

Dormitory Authority of the State of New York, Emergency Generator Program, NY, Estimator

LiRo is providing construction management services for the replacement and upgrading of the emergency generator systems at 7 hospitals in New York City. The hospitals are all operating on a 24 hour per day, 7 day per week basis, the work involves a substantial degree of phasing. Hospital sites included: Bellevue, Coney Island, Elmhurst, Harlem, Jacobi, Kings County and Lincoln. LiRo prepared detailed cost estimates for each project site and reconciled the estimated costs with the owner. ($43 million)

William Curran

Estimator

New York City Economic Development Corporation, Hudson Park Boulevard and Streetscape, NY, Estimator

LiRo is providing construction management services during the design and construction of the park and boulevard project. The project includes the construction of three new parks with a total area of 2.1-acres, a cafe and restroom building and new roadways and utilities in mid-town Manhattan. Upon construction completion, two of the parks will surround new MTA station entry canopies serving the No. 7 Subway Line extension. A crucial element of the pre-construction phase is coordination with MTA, ConEdison and HYDC. Rigorous coordination is required to ensure all interfaces between the station and park, including utility installations from the streets to the stations, are seamless. ($27 million)

New York City Housing Authority, CM/Build Requirements Contracts (2004-2007 and 2005-2008), Design Review/ Constructability Review/ Value Engineering, NY, Estimator

Under these contracts, LiRo performed work on a task order basis. LiRo constructed numerous community centers, performed upgrades of building systems and facade/roofing restoration at several housing projects throughout New York City. These properties all required that LiRo perform pre-construction and construction phase services. ($250 million)

New York City Department of Environmental Protection, Bay Park WPCP, Phase IV-C Sludge Digestion Facility, NY

LiRo provided resident engineering inspection, CPM scheduling and construction administration for sludge digestion facilities at the Bay Park Water Pollution Control Plant. ($24 million)

New York City Department of Design & Construction, Randall's Island FDNY Fire Training Academy, Phase II, NY, Estimator

This New York City DDC project involved the renovation of two existing buildings and construction of a new building at the FDNY facility at Randall's Island. Mr. Curran performed detailed budget estimates during the pre-bid phase of the project. ($10.5 million)

New York City Department of Design & Construction, James A. Thomas Center (JATC) Renovations at Rikers Island, NY, Estimator

LiRo provided comprehensive construction management services to the renovation of the James A. Thomas Center on Rikers Island (approximately 240,000 sf). The original construction of this high security facility dates back to 1933 and has a housing capacity of 1,600 inmates. The program for renovation consisted of retrofitting existing spaces within the facility cell blocks, day rooms, showers, pantries, housing areas, mechanical rooms, electrical rooms and common spaces. Part of the renovation program upgraded the electrical systems and domestic hot water distribution system. ($25 million)

New York City Department of Design & Construction, Steam Tunnel Renovations at Rikers Island, NY, Project Engineer/Inspector

This project involved the renovation of existing steam tunnels from the central power plant to the various facilities at Rikers Island. Work included removal and replacement of existing steam piping expansion joints, valves, supports, condensate pumping stations and the modification of existing and addition of new steam and condensate piping. Also included in this work was the repair of existing concrete tunnel walls and the addition of new concrete vent houses. ($19 million)

Giovanni L. Graceffa

Estimator

Education

B.S., Physics, New York Institute of Technology at Old Westbury

PROFESSIONAL PROFILE

Mr. Graceffa has over 20 years of construction experience on a wide variety of projects. These projects include rail, transportation, parks, airports, schools, universities, laboratories, hospitals, prisons, housing projects, libraries, museums and water pollution control plants. His extensive work experience includes cost estimating, project management and design engineering. Mr. Graceffa has worked on projects for numerous municipal agencies such as the Metropolitan Transportation Authority (MTA) New York City Transit, MTA Capital Construction, Dormitory Authority of the State of New York, New York City Department of Design & Construction, State University Construction Fund, New York City Department of Sanitation and the Nassau County Department of Public Works. Mr. Graceffa work responsibilities include: preparing detailed cost estimates at all stages of design; negotiating and coordinating change order work; reviewing design documents for constructability; analyzing bids and making contract award recommendations; value engineering; analyzing and resolving contractor's claims for damages and delays; reviewing/processing contractor's payment requisitions; performing field inspections; conducting project meetings and generating meeting minutes; and developing design documents.

EXPERIENCE

New York City Economic Development Corporation, Hudson Park & Boulevard Reconstruction, NY, Estimator

LiRo is providing construction management services during both the design and construction of the Park and Boulevard Project. The project includes the construction of three new parks with a total area of 2.1 acres, a cafe and restroom building and new roadways and utilities in mid-town Manhattan. Upon completion of construction, two of the parks will surround new MTA station entry canopies serving the No. 7 Subway Line extension. ($27 million)

New York City Department of Homeless Services, On-Call CM Services, NY, Project Manager

LiRo provided DHS with CM services under three contracts for design and construction projects at various DHS facilities. Mr. Graceffa's responsibilities varied from performing design cost estimates and constructability reviews to coordinating construction activities at multiple locations. Most notably was the $5.3 million Life/Safety Upgrade contract at the Park Slope Armory in Brooklyn.

New York City Department of Design & Construction, James A. Thomas Center (JATC) Renovations at Rikers Island, NY

Comprehensive construction management services were provided to the renovation of the James A. Thomas Center on Rikers Island (approximately 240,000 sf). The original construction of this high security facility dates back to 1933 and has a housing capacity of 1,600 inmates. The program for renovation consisted of retrofitting existing spaces within the facility cell blocks, day rooms, showers, pantries, housing areas, mechanical rooms, electrical rooms, and common spaces. Part of the renovation program upgraded the electrical systems and domestic hot water distribution system. ($25 million)

Continental Airlines, Interim Regional Jet Operations Gate A-1

As the Owner's Representative for Continental Airlines, LiRo was responsible for the creation of a hold room and office space at Gate A-1 for Continental Express at LaGuardia Airport. This project consisted of an accelerated schedule requiring close coordination between all trades and the owner. The project entailed the demolition of existing office and storage spaces and the installation of fan coil units, lighting, millwork, carpeting, seating and communication data links and telephone lines.

Giovanni L. Graceffa

Estimator

New York City Fire Department, Fire Training Academy at Randall's Island, Phase II, NY, Estimator

This New York City DDC project involved the renovation of two existing buildings and construction of a new building at the FDNY facility at Randall's Island. Mr. Graceffa performed detailed cost estimates during the design phase of the project. ($7.5 million)

MTA - New York City Transit, East 180th Street Maintenance Facility, NY

Demolition and reconstruction of a six track 120,000 sf maintenance facility building for the New Technology Subway Cars including replacement of tracks. The building is a steel frame building with metal panel and masonry exterior walls. The building interior consists of six pitted and posted rail tracks and a three floor office and administration area. Building systems originated from a separate utility building adjacent to the facility and included: three new 200 HP Boilers for the heating and domestic hot water systems, new compressors for the compressed air system, new emergency generator, new fire pumps, elevator machine Room and new electrical switchgear. Heating & ventilation was provided to the shop area via rooftop heat recovery type air handling units. ($46 million)

MTA New York City Transit, Construction Management Services for No. 7 Line Subway, NY, Estimator

LiRo is providing Construction Management Services to extend the No. 7 Line Subway to the West Midtown Area. The No. 7 Subway Line, known as the Flushing Line, is NYC Transit's busiest, linking Queens to Times Square. Under this project, a new 7,000-ft-long tunnel is being constructed that will extend service westward, from Times Square to the Jacob Javits Convention Center. The extension will include a new intermediate station at 41st St. and 10th Ave. as well as a new terminal station at 34th St. and 11th Ave. Work scope also includes: multiple fan plants, HVAC facilities, traction power substations, facility power substations, circuit breaker houses, and communications and signal rooms.($2.1 billion)

MTA - New York City Transit, Capital Program Management Department, NY, Senior Estimator

Prepared cost estimates for major multi-million dollar capital projects. Performed general construction feasibility estimates. Estimated change orders for various parts of the infrastructure. Negotiated impact cost claims and change orders in fair and equitable settlements for the Authority's benefit. Among the specific projects for which cost estimates were prepared were the following:

- Rehabilitation of Tunnel Lighting, Lenox & White Plains Lines ($11.1 million)
- Rehabilitation of Tunnel Lighting, Broadway/7th Ave. Lines ($20.1 million)
- Tunnel Lighting Modernization, Broadway Line ($31.5 million)
- Rehabilitation of PumpIng Facilities, Broadway/Nassau Lines ($8.5 million)
- Rehabilitation of Pumping Facilities, Crosstown Line ($4.1 million)
- Rehabilitation of Pumping Facilities, Lexington Line ($2.5 million)
- Rehabilitation of Pumping Facilities, Flushing Line ($4.4 million)
- Rehabilitation of Pumping Facilities, Concourse & 8th Avenue ($12.1 million)
- Rehabilitation of Fan Plant & Pump Room, Crosstown Line ($8.6 million)
- New Ventilation Plant, Crosstown Line ($20.7 million)
- Furnish & Install (17) Escalators (Various Locations) ($39.5 million)
- Replacement of Gap Fillers, South Ferry Station ($4.5 million)
- Lenox Avenue Line Rehabilitation ($13.3 million)
- Lenox Avenue Line Rehabilitation & DOT Work ($63.5 million)
- 63rd Street Connection ($9.7 million)

YULEE ARONSON, PE

Senior Estimator

Yulee Aronson has more than 30 years of Construction Management and Project Controls experience in the construction industry. As a licensed professional engineer, he has worked as a construction manager, chief estimator, scheduler, and project controls manager. Yulee's experience includes construction management, operations management, hard-bid and budget estimating; project planning, scheduling, and controls; managing airports, rail and transit, waste water, transportation; bridges, tunnels, heavy construction, and highways and industrial, commercial, residential, institutional, and educational facilities.

Education
- BS, Engineering Administration, Worcester Polytechnic Institute

Registrations
- Professional Engineer (NY, PA & CT)

Memberships
- Association for the Advancement of Cost Engineering
- Society of Value Engineers

2008 – Present, Parsons – New York, NY

Yulee Aronson provides construction management, estimating and scheduling support to all Parsons' global business units in all geographic areas on as-needed basis. Construction types include bridges, airports, waste water treatment facilities and rails. Management includes establishing budgets and hard-bid proposals, negotiations with clients and subs, preparation of contracts, establishing and managing schedules, estimating and negotiating change order.

CalTrain – CalTrain PTC – San Francisco, CA
Operations Manager

Design Build of Positive Train Control System for Caltrain. While on short term assignment Yulee is responsible for buying out, negotiating, procuring and managing subcontractors, coordinating with design and construction leads to make sure the work progresses in the most efficient manner. Solves problems and resolves issues to facilitate project delivery.

The Port Authority of New York & New Jersey – LGA Airport Delta Terminals C&D Renovations – New York, NY
Estimator/Assistant Program Manager

Construction of connectors and new baggage systems. Code and agency directed updates. Working remotely Yulee is responsible for preparing and negotiating change orders while managing contractors' project delivery pace.

New York City Department of Environmental Protection – Sandy Recovery Work for 30 Pumping Stations – New York, NY
Project Controls Manager

The work included recovery of 30 and repair of 6 pumping stations damaged by the storm. Acting as the Assistant to the Construction Manager managed day-to-day construction operations as well as maintained project schedules, documentation and reporting for the Client. Assisted in document preparation for FEMA reimbursement.

Manhattan Place Condominium – Electrical Switchgear Relocation – New York, NY
Construction Manager

The work included relocation of the existing switchgear from Basement to 2nd Garage Level. Managed in-house design team during fast-track design delivery. Prepared bid documents and contracts. Procured equipment and contractor on behalf of the Client. Managed day-to-day construction operations as well as maintained project schedules, documentation and reporting for the Client.

General Electric – Hudson River Soil Remediation Project – Fort Edward, NY
Project Controls Manager

Provided Interim Managerial support for a project controls group that is responsible for project cost, schedule, payments and project documentation. This is a 2 billion dollar project, the largest of its kind. This is a 24/6

operation that includes dredging, material processing, water treatment, rail car loading, rail transportation and off-site disposal logistics.

New York City Department of Environmental Protection – Rondout-West Branch By-Pass Tunnel – Orange and Duchess County, NY
Chief Estimator

Construction of Shafts to prepare for the Installation of Water Tunnel under Hudson River. Project Responsibilities: Yulee Aronson is responsible for providing review of the complete bottoms-up estimate at 30% design.

Forest City Development Corporation – Combined Sewer Overflow Tingey St. Diversions – VA
Chief Estimator

Approximately 1150 linear feet. Project Responsibilities: Yulee Aronson was responsible for providing the complete bottoms-up estimate at conceptual design.

Massachusetts Highway Department – Statewide Project Control Services, Accelerated Bridge Program – Boston, MA
Chief Estimator

The project involved generating reliable and accurate cost estimates throughout the entire cycle of the Accelerated Bridge Program (ABP) during the design, bid, construction, and change order management phases. All construction cost estimates for ABP projects were developed in a consistent, systematic, and structured manner. Yulee Aronson was responsible for managing the entire estimating effort, which includes preparation of approximately 200 independent estimates, with a total value of $2 billion.

New York City Department of Transportation – Roosevelt Ave. Bridge over Van Wyck Expressway – New York, NY
Chief Estimator

Extensive Bridge Rehabilitation. Yulee Aronson was responsible for providing complete bottoms-up estimate at final design.

Missouri Department of Transportation – Hurricane Bridge – Missouri
Chief Estimator

Extensive Bridge Rehabilitation. Yulee Aronson was responsible for providing complete bottoms-up estimate at conceptual design

Authority for Monterey County – Monterey Peninsula Light Rail Project – Monterey County CA
Chief Estimator

Light Rail Extension through Monterey County. Yulee Aronson prepared the detailed budget estimate for Stations at concept.

State of Hawaii – Honolulu International Airport Terminal Modernization – Honolulu, Hawaii
Chief Estimator

The State of Hawaii's Department of Transportation, Airports Division $1.7 billion Honolulu International Airport's Terminal Modernization Program involves expanding and renovating the passenger concourses to improve passenger service and increasing security and operation efficiencies. Parsons was contracted to provide program management services, which entailed program coordination and oversight of all planning, architecture, and engineering and construction activities. The project scope included, but was not limited to, project and program controls, contract administration, progress payment validation, claims avoidance, project safety assessments, quality assurance, financial and progress reporting, cost validation and estimating, change order control and negotiations, financial quantities and contract amounts determination, planning support and design management, and contract closeout and warranty support. Yulee Aronson prepared the detailed structural budget estimate at various stages of design.

Denver International Airport Authority –Denver International Airport – Denver, CO
Chief Estimator

The project involved Terminal Expansion, Hotel Construction, Rail Link Extension, and Signature Bridges. Yulee Aronson prepared the detailed budget estimate and life cycle analysis for Signature Bridges at concept.

Integrated Strategic Resources, LLC *a Certified Woman Owned Disadvantaged-Business Enterprise*

Consultants to Transportation and Infrastructure Projects

Joseph Bou-Chedid — Chief Estimator/VE

Joe Bou-Chedid has an extensive background in managing and preparing cost estimates for large-scale public projects, starting at the conceptual/budget stage all the way through design and construction to project completion including the areas of mechanical and electrical as well as civil and structural. For seven years, Joe served as Manager of the NYCT Cost Estimating division for the Stations Rehabilitation program area. During his career, Joe has played a vital role, spearheading effective cost estimating, of multi-billion dollar transportation and infrastructure projects throughout the east coast. These programs included not only new construction, but also expansion and extensive and complex rehabilitation of existing projects ranging from the PANYNJ JFK (DBOM) Airport Access Program, detailed estimates for the Tappen Zee Bridge replacement with tunneling, rail, and roadway expansion options, the MTA's East Side Access Project, and Hudson-Bergen Light Rail Transit System (DBOM).

Education

B.S., Engineering Science, SUNY Stony Brook 1982

Professional Registration

Certified Value Engineer, 1996

Work Experience

Estimating – Transit and Railroad

Portal Bridge, NJ Transit. Joe managed the estimating effort for the Preliminary Engineering phase of the Portal Bridge project. This significant effort involved replacing the existing bridge with two parallel structures: a new three-track fixed northern bridge and a new two-track moveable southern bridge.

NJT Flemington Station Transit Study. As part of the NJT TOC 2009 – 2012, Joe is producing capital cost estimates for Phase 1, utilizing our databases of recent bids and escalation trends from current rail and bus projects in the Northeast. Consistency with current NJ Transit projects is maintained through NJ Transit review and approval of the proposed cost methodology and unit pricing.

NJ TRANSIT Central Concourse-Hilton Corridor Design Review. As part of the NJ Transiot TOC for Rail Operations and Infrastructure Planning 2009 – 2012, Joe provided Order of Magnitude Cost Estimates that were developed using current unit pricing, FTA Standard Cost Category (SCC) templates, and improvement quantities. Databases of recent bids and escalation trends from current transportation projects in the Northeast were used. The Central

Concourse and Hilton Concourse for is comprised of a review of a prior 10% Design Report and 30% Design Drawings from 2001. Passenger Flow Analysis for the build and no-build scenaros as well as a re-evaluation and/or relocation of the 31st Street entrance in NYC were verified and updated for current code compliance. Coordination with future projects such as Amtrak's Gateway was also reviewed.

WTC Transportation Hub, PANYNJ, PATH- New York, NY. Joe is preparing, maintaining, modifying and revising cost estimates for any and/or all-deliverable aspects of the project including but not limited to studies, conceptual design options, preliminary design, final design and constructor construction bid packages. The station is being designed by the Downtown Design Partnership that consists of DMJM+ Harris and STV in joint venture, in association with internationally renowned architect Santiago Calatrava, S.A. The $2 billion World Trade Center Transportation Hub will include a permanent PATH terminal, pedestrian connections that will significantly improve access to PATH, ferries and 14 Lower Manhattan subway lines and will feature seamless pedestrian connections to the World Financial Center, and the Metropolitan Transportation Authority's proposed Fulton Street Transit Center.

Nassau County Transportation Hub Alternatives Analysis – Nassau County, NY.
Joe lead the estimating effort for all phases and tasks associated with Major Investment Study to propose new transportation alternatives and land use strategies. Three different transit technologies were selected: Bus Rapid Transit, Light Rail Transit, and Automated Guideway Transit. For each mode, two build-out scenarios were identified: the Core System and the Full Network System. Joe produced realistic and reasonable capital cost estimates for the alternatives with sufficient reliability for decision-making purposes. The methodology included data sources, development of section costs, use of standardized cost categories, add-ons, and an approach to the analysis of uncertainties. Joe also developed and presented possible methods for estimating future operating and maintenance costs associated with each alternative and sources of information. The cost estimates covered all cost categories in accordance with the FTA's Standard Cost Categories, including all soft costs, right-of-way, rolling stock, utilities and systems.

Sea Beach Line Station Rehabilitation, NYCT – New York, NY. Joe was added to the existing contract to provide cost estimating for all civil/structural, architectural and mechanical disciplines for the preliminary through construction bid services for the rehabilitation for the nine Sea Beach Line NYCT Stations.

THE Tunnel, NJ Transit. Joe provided independent cost estimating for the CM Consortium for the new proposed Hudson River Tunnel. Joe was responsible for estimating the civil/structural surface work, the loop track and the catenary foundations and structures. The CM consortium reconciled their estimate with that of the designers and found that ISR's estimate was within a 4% margin across the board in all disciplines and preliminary work scopes.

Education

- MS, Construction Management (Project Management), 2005, Heriot-Watt University, Edinburgh, UK.
- BS, Civil Engineering, 2003, Aligarh University, Aligarh, India.

Professional Qualifications and Certifications

- Graduate Member of Institution of Civil Engineers United Kingdom (Membership Number: 63251081) with option for eventual progression to Member (Chartered Engineer).
- CITB certificate course in Advanced Surveying & Setting-out from National Construction College, Kings Lynn, United Kingdom
- Spill Prevention and Response Training Certificate from New York City Department of Environmental Protection (DEP)
- Occupational Safety and Health Administration (OSHA) - Construction Industry Outreach Certificate

Summary

Mr. Mahmood has proven successfully that he has the extensive knowledge needed to perform multi-tasking in the field of heavy construction projects. Such tasks included estimating, scheduling and management systems using a variety of Project Management & Information System software such as Primavera, Prolog and Expedition. He also managed Quality Control, budget control, and conducted Field Inspections.

Experience

Techno Consult, Inc., Princeton, NJ

Project: Hunts Point Phase 4 – Carbon Addition (WPCP), New York City Department of Environmental Protection (DEP), the Borough of the Bronx, New York - Office Engineer/Scheduler

The purpose of this facility is to add a supplemental carbon source, glycerol, to the waste water flow to enhance de-nitrification, as required under the BNR Consent Order Schedule. Duties are detailed below:

Schedule: Update review every month; Prepare Schedule Analysis Report for DEP; Conduct CPM Meeting every month; Schedule reply to Contractor every month

Payment: Negotiate Pencil payment with the contractor; Prepare Partial payment package; Prepare Partial payment backup for Engineer's Audit

Office (EAO) DEP: Answer any EAO DEP's concerns as and when they arrive; Provide Additional backups from contractor by following up; Reply to US Census bureau questions on the monthly partial payments

Progress meeting: Prepare Progress meeting agenda and minutes of meeting; Send out minutes of meeting through prolog; Monitor the project closely during meeting using through knowledge of project schedule

Monthly I&T Report: Help Resident Engineer prepare the monthly progress report; Ensuring that all the current and potential project issues are addressed in the monthly report; Final Review of Monthly I&T Report prior to being sent.

Issues & Concern through email: This phases involves interaction with the other construction phases of the plant and therefore there are questions through email every day which requires a quite thoughtful reply. My job involves guiding the project team in drafting the email responses for these critical questions on time and accurate.

Delay letters

I&T Meeting: Preparing the slides for the I&T Meeting Guiding the project team before the meeting about critical issues to discuss in the meeting

Change order: Involved in helping the project team send out the scope of the change order; Involved in negotiating the change order with the contractor; Involved in sending the final package to the DEP

Project: Contract WI-270, (Approx. $14 Million) Wards Island Water Pollution Control Plant (WPCP), New York City Department of Environmental Protection (DEP), Manhattan, New York - Scheduler/Office Engineer

Responsible for technical and administrative duties pursuant to the Office Engineer's scope of work, including preparation of monthly schedule updates. The scope of construction work under this contract includes the upgrading of chemical bulk storage tanks, temporary fuel oil storage tank and construction of chemical bulk storage tanks, temporary fuel oil storage tank and construction of chemical transfer pads, installation of emergency vents, vents, cathodic protection system, inventory control system, pipe signs and petroleum transfer pads.

- Checking the contractor's monthly schedule updates, including reporting any deviation to the Resident Engineer.
- Preparing schedules for the balance of all work in the project using Primavera Project Planner.

- Material clearances (coordinating with Materials Engineer regarding status of materials approvals).
- Maintaining and organizing contract records, current plan sets and all tracking logs for the resident engineer and staff.
- Maintaining project correspondences, Non-Conformance Notices (NCN), change orders, and their corresponding logs.
- Assisting the Resident Engineer in processing the contractor's monthly payment requisitions.
- Maintaining payment records including the verification of the contractor's time and material sheet
- Preparing change orders, facilitating RFI's and writing meeting minutes.
- Performing construction inspection for conformance with the plans and specifications, and reporting any deviations to the Resident Engineer, including compliance with its approved SSHSP.
- Preparing and maintaining the daily construction inspection reports, which shall indicate the contractor's work activities, progress of the work, crew size and composition, weather, equipment utilization and all other information relative to the execution of the work.
- Assisting the Resident Engineer in overseeing that the contractor conducts the waste characterization transportation and disposal process, erosion control process, dewatering process, and lead and asbestos remediation process as required by the NYC DEP, New York State and federal agencies.
- Provide updated information and keep DEP informed of all special case and issues.

Projects:

Opus Tower (Approx. $400 Million), Architect Zaha Hadid, Business Bay Dubai, UAE
Schon Business Park (Approx $100 Million), Dubai, UAE; Al Manara Tower (Approx $75 Million), Dubai, UAE; Beach Tower-2 (Approx $50 Million), Sharjah, UAE; Palm Tower-1 (Approx $50 Million), Sharjah, UAE
Scheduler

Responsible for technical & administrative duties pursuant to scheduling, planning and tracking of installations in high rise Business developments around Dubai, United Arab Emirates using Primavera Project Planner.

- Responsible for preparing detailed cost and resource load construction schedules (containing up to approx. 3000 activities, including detailed testing & commissioning), in conjunction with Principal Contractor's master schedule, and meeting all the constraints & milestones defined in their schedule.
- Performed monthly schedule and cost updates and provided two (2) week look-aheads for tracking progress in the field; submitted periodic reports to the clients and other stakeholders, while ensuring that monthly partial payment matches the progress on the Primavera Project Planner Schedule.
- Responsible for Resource Loading/VIDI Download/Cost Control Report, with computation of Earned Values; investigated the reasons for variances.
- Responsible for preparing manpower histograms, s-curves and manpower projections for completion of work and coordinated with the Principal Contractor to generate their Monthly Progress Reports, including Expenditure Reports, Cost Performance Reports and cost-curves.
- Operated common database and engineering software, and used spreadsheets and project management applications to develop and maintain effective work relationships with logistics and engineering counterparts, in a multi-cultural, multi-ethnic environment.
- Proactively managed the resource allocations by ensuring that appropriate resources and tools were assigned to the tasks according to the project plan.
- Assisted the Human Resources Manager in his recruitment strategy by providing him six month labor projections for the project.

Various Projects Experience & Knowledge

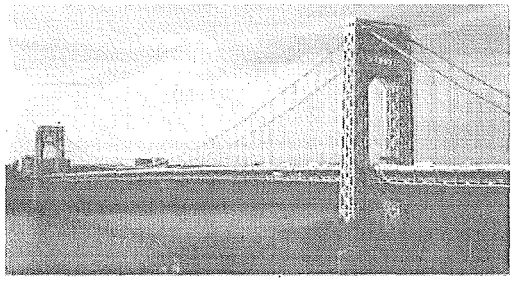
Prepared detailed resource baseline schedules, using Primavera Project Planner.

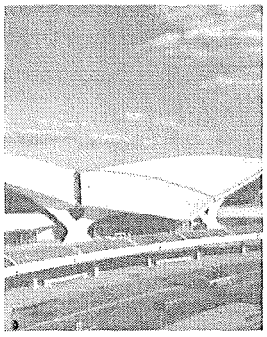
Analyzed risk exposure on a monthly basis, attended meetings, and took actions on items of key concern, following up with the suppliers spread all over the globe.

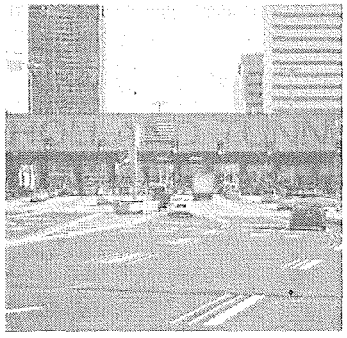
Prepared RFI's and shop drawings logs. Coordinated with other engineers, suppliers and subcontractors to insure delivery of the project on time and within budget.

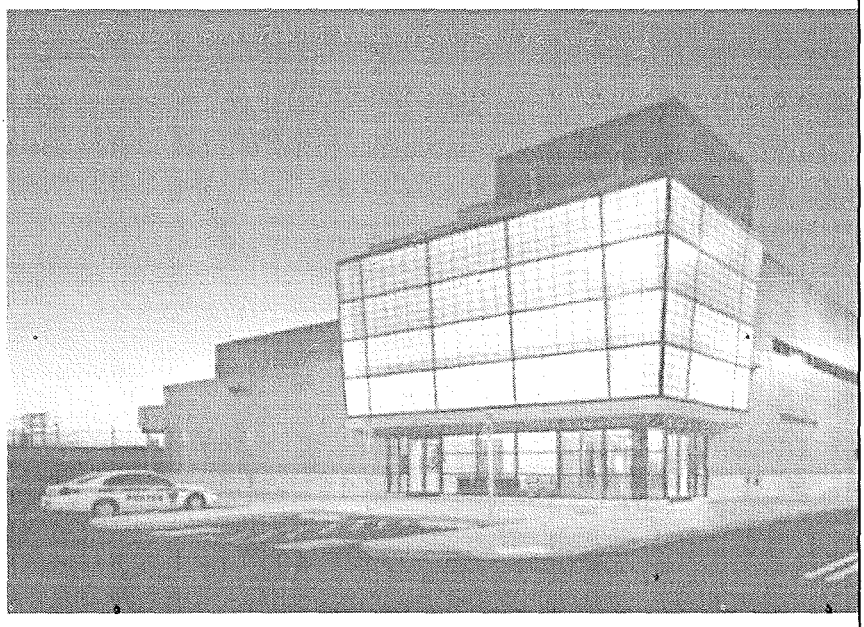
C. MANAGEMENT/TECHNICAL APPROACH

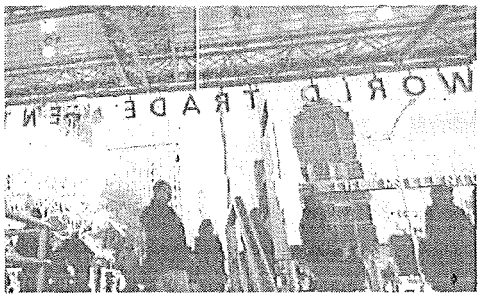
THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY







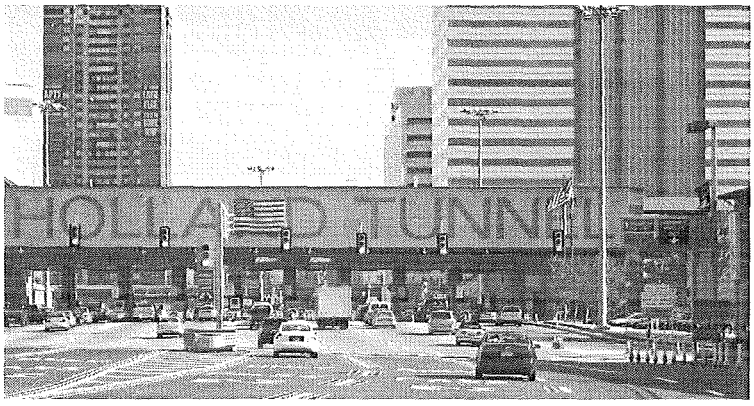




LiRo Engineers, Inc.
A LiRo Group Company

C. MANAGEMENT/TECHNICAL APPROACH

Overall Management Approach



Managing an Indefinite Quantity Contract requires the management team to coordinate closely with the client to understand the overall program and tentative schedule for the release of the various tasks. This close coordination allows for the appropriate staff, with the required skill sets and requisite experience levels to be made available when needed. As we have proven during the past five years under our current 'On-Call' CM Contract with the PANYNJ, LiRo will work closely with the Port Authority's Engineer of Construction, Senior Resident Engineers, and Resident Engineers to develop an integrated team that will manage all construction activities on an individual assignment basis.

Because of the experience gained on a large number of Indefinite Quantity Contracts that LiRo has completed, and our extensive local staff in all disciplines focused on CM work, LiRo is capable of responding quickly to any and all staffing needs of this program.

Our overall management approach will be to maintain constant communication with the Port Authority through our Project Director who will be dedicated to the management of the LiRo Team. LiRo will focus on managing all project phases as required and directed by the Port Authority. In general, this will include providing construction management and inspection staff as specifically requested for projects that may be assigned. If requested however, as a full service construction management firm LiRo can provide a full complement of CM and support services including design and constructability reviews for design feasibility and efficiency.

Benefits of the LiRo Approach

The LiRo Team understands the Port Authority's administrative procedure: PACCs, Change Orders, Tenant Alteration Applications, etc.

LiRo understands the Port Authority's need for deep resources and immediate responsiveness.

Our team has first-hand experience with the Port Authority's construction inspection and reporting requirements.

LiRo knows the required interface and coordination with the PA's Line Departments and tenants.

LiRo is skilled at coordinating work with ongoing restoration projects.

LiRo is familiar with requirements of on-call and task order assignments.

UNDERSTANDING THE PORT AUTHORITY'S NEEDS

A fundamental source of our success on this "As-Need" construction management contract is our ability to be immediately responsive, efficient and provide the depth of resources to address any requirement. Our staff focuses its energy on supporting the Port Authority to the fullest extent by performing all services to the highest levels of quality and timeliness. The result is an efficient construction management organization that is able to effectively manage any challenge.

MANAGEMENT TEAM

As described under the Key Personnel of section B, the LiRo team will be managed by the following staff:

- Project Executive, Howard Sackel, Vice President
- Project Director – Thomas Wagner, PE

In many cases, it is anticipated that the Port Authority may request only staffing resources to supplement its own staff on project assignments. LiRo's management team will work with the Port Authority to bring the right resources to the task.

STAFFING PLAN

The Attachment E - Staffing Plan, provided in section B, lists LiRo's and sub-consultants' staff at all levels, from Project Managers and Resident Engineers to Inspectors in all of the necessary disciplines, as well as office engineers, contract administrators and administrative support staff that can be provided as resources to the task assignments and in general support of the Port Authority's project staff. These resources, which only represent a sampling of the staff available from the LiRo team, are also shown on the **Organization Chart** provided later in this section.

For each task order assigned under this contract, we will assemble a Project Team consisting of a ***Project Manager and/or Resident Engineer*** supported on-site as needed, by ***Construction Inspector(s)*** – Civil, Structural, and/or MEP – an **Office Engineer and/or Administrative Assistant**, and part-time **Project Safety Manager** (as needed and as directed by the Port Authority). This team will be supported from LiRo's home office with ***estimators, schedulers, claims analysts, and technical reviewers – architectural, mechanical, electrical, structural, civil and environmental engineers***. The qualifications of all personnel assigned to each project will meet or exceed the requirements of the Task Order RFP.

For projects currently in the design phase, we anticipate our Project Manager or Resident Engineer (as appropriate) and Construction specialists, estimators and schedulers, would be involved early in the project to provide Pre-Construction/Constructability Reviews. This will enable our team to fully understand the scope of work and make valuable contributions which can assist in the design and facilitate the construction.

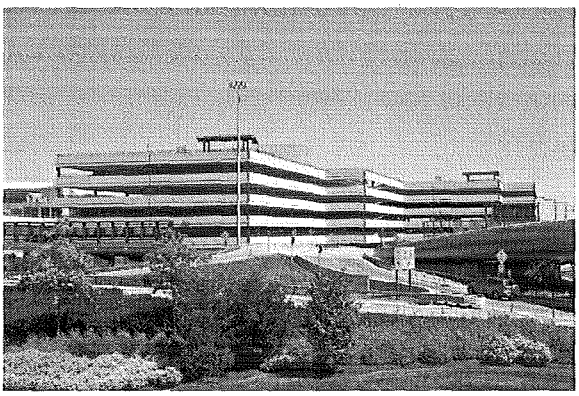
For each task, our inspection staffing will vary during the construction phase depending upon the expertise needed for the type of work being performed. Some inspectors may be assigned full time to a project during a phase, for example structural inspectors during the structural framing or shell, and electrical inspectors during electrical system and fixture installation. Others will be periodically on the site as their specialty expertise is needed.

When required, periodic Site Inspections can be performed by our ***Project Safety Manager*** to ensure these aspects of the project are being properly addressed.

APPROACH TO TASKS

The following section describes the LiRo Team's approach to the specific tasks that are covered in the scope of work:

Task A: Constructability/Bidability and General Engineering Review



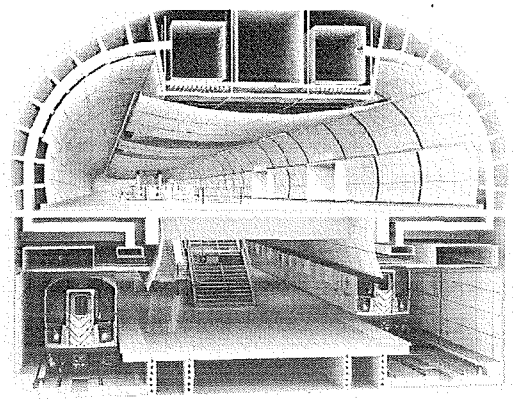
The LiRo Team has provided pre-construction services for many of its projects including Design/General Engineering Review as well as Constructability and Bidability reviews. As individual Tasks require and the Port Authority's schedule allows, The LiRo team can provide the full range of these services. Understanding that some of the design work for the IQC resiliency projects may already be completed and even awarded, the CM effort associated with the Pre-Construction Phase may vary by task. However, to the extent that the Port Authority requires Engineering Reviews and/or Procurement Support, LiRo is prepared and qualified to assist. The LiRo team can also assist the Port Authority in the development of procurement strategies and the review of estimates and schedules, as well as provide technical support in the evaluation of Bids and determination of the Responsibility of potential Contractors.

We anticipate that for each project/task assignment, the following pre-construction activities may be included:

- **Design/General Engineering Review** - For those projects still in design, the LiRo team will assist the Port Authority's Engineering Department as requested in reviewing the preliminary and pre-final design submittals. Our design reviews will include constructability, bidability and where appropriate, value engineering reviews. The design/general engineering review will include the review of the design approach to the project and its effectiveness. The bidability review will include reviewing the completeness and clarity of the contract documents and the bid package's "readiness" for bidding. Being familiar with the extremely tight spaces in and around Port Authority facilities, The LiRo Team will also review staging areas and sites for Field Offices to ensure that these facilities will not inconvenience or impeded the Port Authority's operations, patrons and the general public around construction sites.
- **Constructability Review** - A critical aspect of the pre-construction phase services will be the constructability review. LiRo staff will conduct a complete review of the contract documents to identify any issues that would complicate or impede construction progress. Our constructability reviews will be closely coordinated with the Port Authority's Engineering Department, specifically the Construction Management Division (CMD). Construction phasing and contractor material/equipment staging will also be reviewed. For those projects where design has been completed and the bidding process is about to begin, the LiRo team will perform an expedited

constructability review of the final bid documents to identify any issues that should be addressed prior to bid or, if the bidding process has started, through an addendum.

- **BIM Construction Coordination -** LiRo is a leader in the use of Building Information Modelling (BIM) on both building and infrastructure projects. The LiRo team is working as "alfa testers" for the next generation of BIM software so the solutions recommended are always made with the future in mind. The deep integration between the CM and BIM specialists enables the most effective use of BIM to help optimize the project delivery. BIM models can be used to perform constructability reviews, logistics planning, community outreach visuals, quantification, experience simulations and clash detection. LiRo offers extensive experience in the development and use of BIM models which can be employed at either the design or construction stage. Even when BIM was not employed in the design stages, LiRo can implement BIM models during the Port Authority's Stage IV construction. For example, as part of LiRo's services during construction of the MTA's No. 7 Line Extension and East Side Access projects, BIM was used to guide the installation of extensive fire/life safety and communications systems. The BIM model became an essential tool for detecting clashes, analyzing construction scenarios, making decisions, developing work-arounds, sequence planning and simulation as well as tracking and reporting progress.

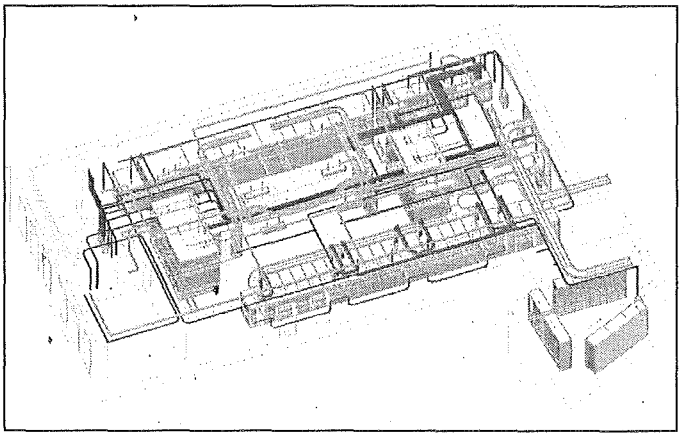


As required and directed by the Port Authority, LiRo will provide our BIM services to projects in the IQC Resiliency Program. Also, for design reviews assigned to LiRo for Stages I through III, BIM will be used to effectively illustrate design intent and provide a working construction model that can serve as both a repository for facility information and a tool for addressing construction issues and decisions.

The value-added benefits of using BIM during pre-construction, construction, and close-out are:

Pre-Construction

- The BIM model can be used to perform constructability reviews, logistics planning, community outreach visuals, quantification, experience simulations and clash detection. Meetings with the Facilities managers would be held to evaluate what type and form of information should be added to the model throughout the construction process to facilitate its future use as a facilities management tool.



- The protocols would be established to ensure that the contractor is responsible for maintaining an updated as-built record at the level of detail to provide input to maintenance of the model. Early and continuous updating requirements will ensure that the model can serve as a detailed as-built record of the construction.

- Our designated BIM Integrator would work with the construction phase team using the document control protocols to link the model to construction.

Construction

- The LiRo Team can use the BIM construction model to monitor and report progress bi-weekly or monthly as required. The model would be updated to include RFIs, change orders, as-built conditions, bulletins, field staff reports, approved submittals, and other information. The Navisworks model will be the source file for all coordination work and contain both the design intent and construction model so comparisons can easily be done.

- Using the model, a "virtual plan" room can be made available on-site to enhance the use of BIM, dependent on project scope and size

- The use of a WBS is a fundamental requirement for BIM to be utilized for schedule control and cost control. The Project Manager and Resident Engineer will require that the scope of work, BIM model, CPM schedule, and estimate all use the same WBS.
- The BIM model, schedule, and budget must be evaluated as part of the change management system. The Office Engineer who would coordinate the BIM support on the project, would verify that only approved changes have been incorporated into the model.

- A tablet-based project information management system will be used for inspections, punch lists and closeout so any issue can be logged, described and delegated seamlessly. These issues are also linked to the BIM so it becomes a repository of the history of the project. This is helpful if there are any arbitrations in the future.

- The model would also be used by the field team to address problems and constructability conflicts and facilitate solutions. We have found that the use of a 3D model during construction facilitates the understanding by the contractor of how complex construction should proceed – before major conflicts arise.

Closeout

- The continuous use and updating of the BIM model will facilitate the project's closeout. The Resident Engineer, supported by the Office Engineer, BIM Integrator, and QA/QC Manager, will monitor contractor compliance with the data requirements to verify that the PA receives a proper as-built model at the end of construction, in accordance with the contract documents.

LiRo has an established approach to BIM model development and deployment during construction that meets the Port Authority's goals and the guidelines under development by the industry. Our approach links the work breakdown structure in the model to schedule and

cost control, enabling the BIM model to come together as the central repository of project data provided by all stakeholders.

Task B. Construction Staging

The LiRo Team knows that the Port Authority places great emphasis on customer service for motorists, and for airport, bus, and rail patrons. We are sensitive to the level of service issues during construction and are committed to enabling the Port Authority to maintain its high standards during construction. LiRo will review the contract documents to identify the necessary work sequence, staging areas, construction access and property available for construction during the project and provide input to the design team that will minimize disruption to motorists, patrons, and the general public. Our staff's knowledge of Port Authority facilities and operations will provide added value in this effort.

It will be the contractor's responsibility to develop and implement detailed Construction Staging and Work Plans in compliance with the contract documents. However, when directed by the Port Authority, The LiRo Team will prepare an overall construction staging and sequencing plan based upon established parameters. The plans will clearly indicate the necessary work sequence, staging areas, construction access routes and property available for construction during the project. Significant issues for staging involve the means, methods and timing of the work. Our objective is to develop an aggressive but realistic approach to the work. Utilizing the developed plans, specific contract language for interim milestone completion dates will be suggested for inclusion in the contract bid documents for projects still in design.

As Construction Managers, LiRo will draw upon the collective knowledge and experience of our site staff to review, assess and approve the contractor's proposed Work Plans. Should deficiencies exist, we will work with the contractor to develop workable solutions which comply with the contract while maintaining an efficient work site.

Some of the key issues which will require significant attention in review include:

- Type, placement and usage of major construction equipment
- Compliance with environmental issues, including water runoff and silt controls
- Utilization of available property as prescribed without disruption to PA operations
- Movement and storage of construction materials
- Location and extent of temporary construction facilities
- Staging of work along right-of-ways, roadways, airfields, bridges and/or tunnels
- Interface and staging of terminal work
- Location and use of major construction lifting and rigging equipment
- Scheduling of major site deliveries
- Implementation of dust control, noise control, and vibration control measures
- Maintenance and Protection of traffic

Our reviews will identify potential conflicts with facility operations and recommend improvements to construction staging while not impeding construction activity. As construction progresses, LiRo will continually review staging plans for each phase of work to monitor, verify and report compliance, and to recommend improvements to the approach as appropriate.

Task C. Schedule Development and Monitoring

Project Construction Schedule Development

LiRo offers a full range of schedule preparation and review capabilities from preliminary schedules to master program schedules to detailed cost-loaded construction schedules. Prepared or reviewed by our fully dedicated CPM scheduling staff from project inception through completion, these schedules recognize the need to control time, costs, multi-prime contracts, procurement, coordination and payment requisitions. LiRo's schedulers are individuals who are experienced in construction and their expertise includes some of the most challenging projects in the NY/NJ public construction sector.

LiRo's schedulers will meet with both the designers and Port Authority project staff at the inception of a task to discuss the project and its components in detail. We have found that good early interaction makes for a better plan.

As requested, LiRo will prepare and update a time-scaled master schedule, including the A-E's activities, for each project. We will also prepare a Critical Path Milestone Schedule to track project activities, dates and the party responsible for accomplishing an activity. This schedule will identify staging, project interferences, and facility operational restraints and will be continuously updated. Construction schedules will be developed for individual contracts on multi-contract projects. All activities, phasing and sequencing, interrelationships, and milestones for completion of each project will be coordinated for each Task Order.

Scheduling will be performed using the principles of CPM and Primavera Project Planner (P3) and/or Oracle Primavera P6 software. LiRo has extensive experience integrating Primavera data with estimating, financial and accounting systems. We can often embed Primavera data into other Windows applications for reporting and presentation. Typically, LiRo will provide weekly, one-page summary reports to the Port Authority using this technique. These reports will incorporate all requisite Port Authority and external agency reviews/approvals (e.g., permits, approvals), bid cycles for the contract packages, construction phasing, staging of all work activities, and temporary relocation/workaround activities.

Schedule Monitoring

Once the construction contract is awarded, the Contractor is required to submit a schedule which will be reviewed by the LiRo Team on behalf of the Port Authority. Our personnel will review and report on the schedule for logic, activity duration, assignment of resources (man-hours and quantity), cash flow, and other requirements specified in the contract, and recommend approval to the Port Authority's manager.

The detailed CPM schedules submitted by the contractor for procurement, construction, and installation will form the basis for monitoring the progress of the work. Bi-weekly or monthly as required by the contract, the Resident Engineer/Assistant Resident Engineer and scheduling personnel will meet with the contractor to assess schedule progress and identify problem areas using the submitted detailed schedules. The contractor will also be required to generate CPM analysis reports, which will then be reviewed against the summary project schedules to identify variances requiring the development of work-around or other corrective actions.

The LiRo Team will provide a complete analysis of the contractor's monthly submittal for presentation to the Port Authority. Team members will work closely with the contractor to develop alternative

approaches to the work schedule, as situations require. We will assist the contractor in correcting any schedule deficiencies and expedite progress.

Task D. Quality Assurance/ Inspection

As the Construction Manager on this project, the LiRo Team will be held responsible for ensuring that a quality project is delivered on each assigned task. In achieving this objective, we are not only responsible for the actions of our own personnel, but are held accountable for documenting and inspecting the work of others. To fulfill this responsibility, the LiRo Team will implement a Quality Assurance Program that ensures that the individual projects are fulfilling this goal. This program will be dynamic, evolving as necessary to address the various types of tasks/projects that the LiRo Team is undertaking and will address and incorporate lessons learned. Policies and procedures will be kept current and consistent with efficient project management.

The Quality Assurance standards contained in ISO 9001 have established a new standard for Quality Assurance programs. This standard requires that Quality Assurance be developed in the context of an entire corporate QA System. LiRo's corporate Quality System is based upon these two elements. First, a comprehensive Procedures Manual implementing the elements of ISO 9001; and second, the implementation of an internal Quality Assurance audit program.

Quality Management

The LiRo Team will provide a comprehensive quality management and inspection program to assure quality of construction and conformance to contract documents. The core of the QA/QC program will be the inspection of the contractor's work, but will encompass all construction management and contractor activities required on assignments. Our Construction QA Plan will be documented in the Project Management Plan (PMP) that will be prepared for the project and the QA activities will be integrated with the Port Authority's program and QA/QC programs implemented by the contractor.

The LiRo Team will review the contractor's QC Plan to make sure that it complies with all requirements for a QC Program. We will make sure that all employees involved in enforcing the program are qualified, that the contractor is using approved testing companies and equipment, and that the contractor is adhering to the plan. Procedures that we will use to oversee the contractor's QC program will be detailed in the PMP, but they will also include regular auditing of the contractor's field office, accompanying the contractor's QC inspectors, and witnessing certain tests.

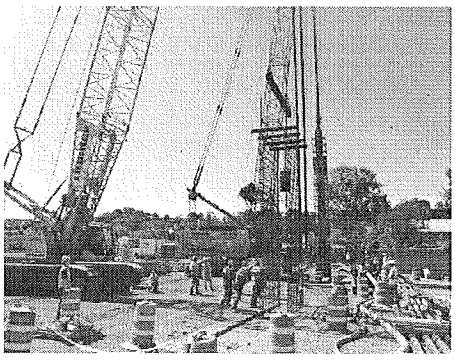
Quality Assurance Inspection

LiRo's QA Inspection program will utilize the firm's extensive inspection resources to provide inspectors ideally suited to the particular work being put in place on any given task. With inspectors in all of the construction disciplines, architectural, civil, structural, mechanical and electrical as well as systems specialties, the LiRo Team is well staffed to meet any inspection requirement. The QA Inspection program will include the following major elements:

- Inspection planning to identify applicable attributes, material tests, and acceptance criteria and inspecting work in progress and in place
- Review of contract documents to ensure conformance with specifications, drawings, codes, regulations, etc.

- Performance (as required) of surveys, pre-production meetings, and source inspections on critical and long-lead-time equipment and material at seller's facilities, and reporting on the progress of fabrication to provide current planning information
- Document control systems to ensure that the latest applicable design and working documents, including changes, are available and used
- Daily and continuous inspections of work in progress to ensure compliance with specified requirements and workmanship
- Monitoring of on-site materials, including the inspection and testing of materials, to ensure compliance with specification requirements, referenced codes and standards, and approved submittals
- Identification, control, and resolution of unsatisfactory or nonconforming items and services to prevent their inadvertent or uncontrolled use or installation
- A corrective action and quality accountability system which includes periodic contractor meetings to resolve problems affecting quality
- A records retention system for identification, collection, retention, and retrieval of required project quality records
- Final inspections for system turnover
- Review and verification of as-built construction drawings

Safety and Maintenance and Protection of Traffic



Safety is the number one concern at any job site and The LiRo Team is committed to a safe work environment and on-site Safety Programs. We have developed and enforced many safety programs that have been successfully utilized on roadway, building and transit projects. LiRo will monitor and audit the contractor's implementation of their project Health & Safety Program. Safety during construction is paramount. It is expected that the contractor will be responsible for the preparation and implementation of a comprehensive Health & Safety Program addressing every element of the work, including construction safety and maintenance of a safe site for the public and Port Authority staff.

On Port Authority projects, construction safety requirements must be integrated with those required for the facility and the general public. Both inspection personnel and tradesmen fall under this program, and therefore all monitoring and logs will be kept on file to ensure that all records are current. LiRo in its CM capacity will review, evaluate and recommend approval of the contractor's Health & Safety Program in the initial stages of the project. During construction, we will monitor its implementation for compliance with the approved Program. The daily attention to safety requirements will be the responsibility of each team member.

As a critical aspect of the safety program, as well as to ensure the Port Authority's facilities can continue to function during construction, the Maintenance and Protection of Traffic at the facility and on adjacent roadways must meet the standards established by the Port Authority and the local jurisdiction (for public roads). The LiRo Team will ensure that the contractor follows the approved MPT plan and that any necessary adjustments are implemented as traffic conditions or construction sequencing or staging changes. Similar precautions will be taken at aviation, rail and port facilities.

Task E. Contract Administration

LiRo understands that successful completion of construction projects depend upon utilizing effective contract administration processes to keep the project moving. Ensuring contractual requirements are met for payments, changes and claims, as well as maintaining control of submittals and documents while construction proceeds, is critical.

LiRo will provide Contract Administrators to serve any number of task order assignments on an as-need basis. On major, full CM assignments, a Contract Administrator may be provided a part of the staffing plan if warranted. The services provided will include contract administration services for developing and processing post-award contract changes (PACCs) and change orders, the processing of time and material records (T&M), payment applications, updating of computer databases such as status reporting, document control and attending contractor status meetings.

Field Office Administration

Should a task require an Office Engineer, or in the case of a full construction management assignment, LiRo's Office Engineer will be responsible for the maintenance of the project files and general office administration. Working with the Port Authority's or our Resident/Assistant Resident Engineer, the Office Engineer will establish a detailed correspondence log, which will provide the Assistant Resident Engineer and the Port Authority with a complete status of all contractual correspondence. We will utilize Expedition software as the document control system manager. In addition to correspondence management, the system provides for shop drawing management, request for information control, budget tracking and control, change order administration, etc. making this system the management information system of choice for LiRo.

Project Meetings

Regularly scheduled progress meetings, typically on a biweekly basis, will be established with each contractor for purposes of ensuring the proper coordination of upcoming work, monitoring scheduled progress, updating the CPM schedule, monitoring equipment and material deliveries, developing input data for the monthly reports, and most importantly, detecting any schedule slippage at an early stage and developing recommended corrective action to be taken in support of project milestones.

Other meetings of involved participants will be scheduled on a case-by-case basis when determined necessary by the Project Manager or the Port Authority's Engineer of Construction/Sr. Resident Engineer. Accurate minutes will be recorded for each meeting to report the date, time, location, purpose, participants, discussions, and conclusions/agreements. When appropriate, the minutes will also include action items specifying the recommended courses of action and time frames agreed to by the meeting participants. The minutes will be reviewed by the participants, and copies will be distributed to the Port Authority and participants for follow-up as appropriate.

LiRo's Project Director and the cognizant Project Manager or Resident Engineer will participate in these meetings as appropriate or as directed by the Port Authority's Engineer/Sr. Resident Engineer.

Progress Reports

For each assigned task, LiRo will review the contractor's construction and procurement schedules and the progress achieved and prepare a monthly narrative report which will be compiled into a monthly report to the Port Authority. Each task report will describe the project's status, identify critical construction and other activities, discuss any changes in projected dates of completion and identify

reasons for these changes. The narrative report will also identify open issues to be resolved, changes in process and any critical actions that need to be taken to maintain progress or recover from delays.

Post Award Contract Changes (PACC)

Efficient and timely Change Management is a cornerstone of any LiRo managed CM Project. For any assignments under this Contract the Change Process will be governed by the Port Authority's construction contract requirements and change order procedures. These procedures will be incorporated into the change management plan to be developed by the LiRo Team. This will be done in such a way as to ensure that any changes as they relate to scope, cost and schedule, are identified immediately, handled efficiently, resolved in a timely fashion and processed in accordance with the appropriate procedures. Proposed changes need to be proactively handled, understood, evaluated, resolved and commemorated throughout the project documents.

Document Control and Project Documentation Management

An effective Document Control system is the backbone of any successful project. The ability to retrieve information, and track communications efficiently, is critical to informed decision making, and greatly enhances the Owner's ability to satisfy audit requirements. Under any LiRo managed project, all documents, changes, and approvals generated within the project are closely managed, tracked and archived. Managed documents include original and updated versions of schedules, drawings, RFI's, Requests for Changes, Daily Inspection Reports and all Periodic Project Reports generated during the management of a Project. Diagrams, sketches, plans, specifications, manuals, meeting minutes, photographs, status logs and training materials are also gathered and tracked by this comprehensive Document Control System.

Document Control will be a particularly important function given the fact that funding for the projects under this contract will be subject to stringent documentation and reporting requirements from the federal agencies (FTA and FEMA) that are providing funding for the Storm-Related Recovery and Resiliency program.

Claims Management

Claims can be impediments to the smooth completion of a project and result in disagreements that bog down the work. LiRo has a proven track record in effectively handling contractor claims. We identify issues or potential problems early and deal with them effectively before they can become larger issues that could negatively impact the project. Claims prevention and avoidance is achieved by timely communication between the contractor and the owner's representatives and proactive actions on issues and changes before they become a claim. In the event the issue cannot be resolved however, and a claim is filed, an analysis of the issue and the claim will be performed and a recommendation made to the Port Authority's Lead Engineer/Architect and/or Project Manager for resolution or settlement.

Task F. Cost Engineering/ Estimating Services

Estimating is a core strength at LiRo, not a sideline business. Our estimating staff is comprised of veteran estimators with experience on many public agency transportation capital projects. The majority of our construction management projects require that LiRo perform detailed cost estimates during all phases of design as well as during the construction phase of a project, to assist in evaluating and

negotiating change orders, extra work orders, delay/impact claims, and when considering the cost of construction alternatives. Within LiRo's estimating group are mechanical, electrical, structural, architectural, site and civil cost estimators. With access to this specialized talent pool, LiRo is able to provide accurate, detailed cost estimates for virtually any type of construction work. Supplementing LiRo's estimators, additional resources on the team will come from sub-consultants PACO and ISR, both of whom have experience providing estimates for Port Authority projects.

If required on a particular task assignment, in support of the cost control effort, the LiRo Team will provide independent construction cost validation estimates in accordance with the Port Authority's Construction Estimating Guide. These estimates will be used to evaluate the various engineers' estimates prepared by the design consultants during the course of a project. Reconciliations with the engineer's estimates will be performed, as necessary. Construction durations will be developed for each project and a Time for Completion will be prepared for each task order. Long lead-time items will be identified.

The LiRo Team will work with the Port Authority's Chief Estimator and the project team so that our efforts reinforce and complement each other. During the design phase of a project assignment, LiRo's services will include the preparation of detailed cost estimates. We expect that at least three estimates will be prepared during the pre-construction phase. The specific timing of estimates will be closely coordinated with the Port Authority so that they can be used as an effective tool in project Cost Control. The LiRo Team will review and compare project cost estimates with the appropriate division of the budget. Variations from the budget will be brought to the attention of the Port Authority project team and as necessary to reconcile differences.

All estimates will be prepared in a Construction Specification Institute (CSI) format, with a rolled up summary by CSI Division and a detailed breakdown for each Division. As-Planned construction estimates will be structured to readily allow updating as design releases are provided. Each estimate will contain contingency, which can be adjusted as design is further developed.

Estimates will be assembled in accordance with construction bid packages, consistent with the work breakdown structure for each sub-project. Scopes of Work prepared by the Port Authority for each package will be used as the basis of packaging.

During the construction phase, the LiRo Team will review and update the estimates as the project progresses, incorporating changes and contractor additional costs as required.

Task G. Resources

LiRo maintains one of the largest construction management resource pools in the New York and New Jersey area and more than 98% of LiRo's professional services are provided to public agencies, over 50% on a call-in basis. The LiRo Team considers the ability to quickly provide the Port Authority with a significant depth and breadth of resources to be critical to the successful provision of services under this Construction Management and Inspection Services IQC contract. LiRo understands the requirement to be immediately responsive with highly qualified personnel and take pride in being able

LiRo New York/New Jersey Construction Management Resources	
Construction Managers	55
Resident Engineers	122
Inspectors	328
Cost Estimators	15
Schedulers	26

to meet this requirement. LiRo's greatest strength is derived from our extensive pool of veteran construction professionals. Together with our sub-consultants, the LiRo team will have over 650 professionals as a resource to select staff from.

Materials Testing

As part of LiRo's proposed Materials Testing Program, LiRo has 328 highly qualified Inspection personnel with numerous technical certifications who will be assigned on a priority basis to the Port Authority's IQC Program. Our staff is experienced in construction materials research, materials laboratory and field-testing, condition surveys of various construction materials and in all related areas. The LiRo staff will monitor all tests and inspections provided by others, securing copies of all tests and inspection results. LiRo will provide the Project Manager with reports documenting that the required tests and inspections were conducted in accordance with contract and industry requirements. As part of our testing package, we will use materials testing labs with extensive experience that are qualified to work safely and in secured areas. In addition, if the Port Authority Engineering Department prefers, we will use the expertise of the Port Authority's highly regarded Materials Engineering Division for testing and related services as directed. Similarly, LiRo would be prepared to supplement and assist the Port Authority's Materials staff, if requested.

CONCLUSION

The LiRo team's strengths and experience are well suited to the Port Authority's needs. We have a very strong record of performance with NY and NJ agencies where we have provided similar on-call services. LiRo brings to this assignment:

- Extensive resources: more than 650 (800 including sub-consultants) local personnel, including one of the largest field staffs in the Northeast. Our personnel understand construction operations in busy high traffic and rail environments, and they offer the expertise needed to make these projects successful.
- A complete range of program and construction management and inspection services, environmental management, engineering, and architecture.
- LiRo employs advanced technology and management systems and tools to improve project performance. We can develop 3D models to provide visualization and clash detection, and we perform qualitative and quantitative risk analysis to obtain realistic schedules and cost estimates.
- LiRo is extraordinarily responsive and cost-effective. Privately held, LiRo employs a "flat" management structure, enabling rapid decision-making at the project level. We believe this allows us to work faster, smarter, and more effectively than most national firms.

LiRo commits to providing the Port Authority with the highest level of professional services and experienced staff to deliver these services.

Performance of Expert Professional Construction Management Services and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis Through 2018

LiRo New York/New Jersey Construction Management Resources

Resident/Assistant Resident Engineers.....122
Inspectors.....328
Construction Managers.....55
Project Managers/Engineers/Architects/ Environmental/Other Specialists.....96
Contract Administrators.....30
Schedulers.....26
Cost Estimators.....15

THE PORT AUTHORITY OF NEW YORK & NEW JERSEY

Project Executive
Howard Sackel

Project Director
Thomas Wagner, PE

PROJECT CONTROLS/SUPPORT STAFF

CONTRACT ADMINISTRATORS
- M. Asquith
- A. Bevers
- R. Bryson
- C. Cafarelli
- A. Campagna
- E. Frangas
- G. Koehler
- J. Massa

SAFETY OFFICERS
- E. Tancredi, CSP
- M. Byrnes, CIH, CSP

SCHEDULERS
- G. Gifford
- P. Kalmus
- G. Psillos
- D. Bradley
- M. Elie-Pierre

ESTIMATORS
- E. Frysztacki, CCP, PE
- A. Paladino, PE
- P. Daulatani
- W. Curran
- G. Graceffa
- S. Mahmood
- J. Bou-Chedid
- Y. Aronson, PE

SUPPORT STAFF FROM DBE SUB-CONSULTANTS:
- **PACO Group**
- **Distinct Engineering Solutions, Inc.**
- **Integrated Strategic Resources**
- **Techno Consult, Inc.**

CONSTRUCTION STAFF

RESIDENT ENGINEERS

R. Abreu, PE
D. Adil, RA
J. Allaben, PE, LEED AP
J. Ahrens, PE
B. Aidikoff, PE, CCM
M. Baranello, PE
M. Bendetti, PE
D. Bornkamp, Jr. PE
T. Bowers, PE
R. Busch, III, PE
J. Catapano, PE
R. Chan, PE
J. Cohen, AIA
L. Comunelli, PE
S. Conenna, PE
R. Cuming, PE
A. Dolce, AIA
J. Eckhoff, PE
F. Franco, AIA
J. Gadbois, PE
W. Gallo, RA
R. Goldman, PE
D. Haritonides, PE
A. Hernandez, PE
D. Hoeffner, PE
K. Holmstrom, PE
M. Iannuzzi, EIT
S. Kamal, PE
C. Kaspszak, PE
Z. Liang, PE
J. Linnane, PE
M. Naseri, PE
D. Owen, PE
J. Pagano, PE
B. Patel, PE
M. Prigge, PE
M. Rafat, PE
P. Salerno, PE
C. Villa, PE
R. Wilson, PE
G. Khardzeishvili, PE
J. Chung, PE

CONSTRUCTION INSPECTORS

M. Bonasia, EIT
A. Caggiano
J. Calpin
R. Calvert
V. Chirilla, N-IV
T. Colabella, N-IV
N. Cusumano, N-IV
J. Dawson, N-III
J. Eskridge, N-IV
B. Fogel, EIT, CCM
J. Fox
T. Gargano, N-IV
R. Gebhard, N-III
M. Gurung
L. James, N-III
J. Khachmanian, PE
T. Kowalski
A. Krebs-Fogel
K. Lipinski
G. Mannino
J. Maung
A. Mosser
V. Mutarelli
M. Olk
T. Pollock, N-III
C. Randall
R. Roy, NACE
G. Sanchez, N-III
D. Santos, N-II
A. Serelis
P. Singh, N-IV
R. Tilleli
C. Tomlinson, N-III
W. Wall
V. Patel, EIT
F. Shivdat
F. Capito
I. Feroz
L. Nunez
A. Chan
E. Bebawy
G. Calcagnile

GENERAL ENGINEERING REVIEW RESOURCES

ARCHITECTURAL REVIEW
- G. Balog, AIA
- N. Silver, AIA

BIM/3D SCHEDULING/MODELING
- L. Andersson, RA

TRAFFIC/TRANSPORTATION ENGINEERS
- J. Petrie, PTP, LEED AP
- A. Ansari, PTOE
- V. Corrado, PE

ENVIRONMENTAL
- C. Zanoni

GEOTECHNICAL
- R. Tirumala
- S. Thampi

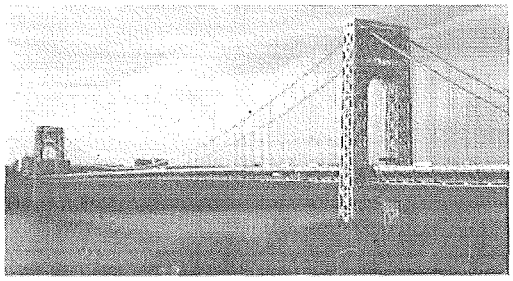
CIVIL/STRUCTURAL REVIEW
- M. Rennard, PE
- V. Wagh, PE
- R. Schmalz, PE

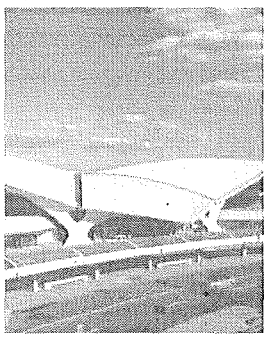
MEP REVIEW/SYSTEMS ENGINEERS
- M. Smith, PE, CEM
- J. Abruzzo, PE, LEED AP
- J. Allaben, PE LEED AP
- A. Hernandez, PE
- W. Lewis, PE
- J. Maguire
- T. Jocz

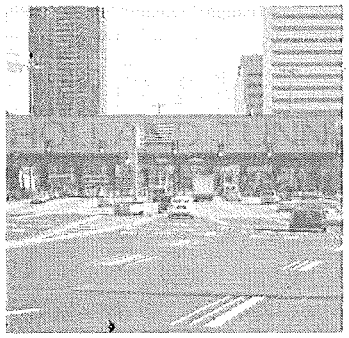
Organizational Chart includes staffing from LiRo and sub-consultants

THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY

D. DBE PARTICIPATION







LiRo Engineers, Inc.
A LiRo Group Company

ATTACHMENT D-1

DBE GOALS STATEMENT

The undersigned Bidder has satisfied the requirements of the Contract in the following manner (Complete the appropriate spaces):

The Bidder is committed to meeting the DBE utilization goal set forth in this Contract.

or

The Bidder is unable to meet the DBE utilization goal set forth in this Contract, but is committed to a minimum of 17% DBE utilization on this Contract and submits the attached narrative and documentation demonstrating good faith efforts consistent with Appendix A of 49 CFR 26 to meet the DBE utilization goal set forth in this Contract.

Attach as many pages as necessary to provide a full and complete narrative and supporting documentation of good faith efforts made. This narrative shall be submitted on company letterhead and signed.

It is the present intent of the Bidder to utilize the specific DBE firms identified in Appendix A2 in the performance of the Work of this Contract. If for any reason, one or more of the DBE firms identified in Appendix A2 are unable or unwilling to participate, the Bidder will make good faith efforts to replace the DBE firm with another DBE firm in accordance with Part II clause entitled "DBE Program".

Bidder Name: LiRo Engineers, Inc.

Federal Tax ID No.: [redacted]

By: _____ Senior Vice President

Signature and Title

APPENDIX D2
THE PORT AUTHORITY OF NY & NJ – OFFICE OF BUSINESS DIVERSITY AND CIVIL RIGHTS
DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT

Instructions: Submit one DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT form for each DBE firm used on this Contract.

CONTRACT NUMBER AND TITLE: RFP No. 38268 Indefinite Quantity Contrats (IQCs) for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on as "As-Needed" Basis Through 2018

PROPOSER:
Name of Firm: LiRo Engineers, Inc.
Address: 3 Aerial Way, Syosset, NY 11791 Telephone: (516) 938-5476
Email Address:

DBE:
Name of Firm: PACO Group, Inc.
Address: 110 William Street, 12th Floor New York, NY 10038 Telephone: 212.685.0578
Description of work to be performed by DBE: Scheduling, Estimating, and Construction Inspection

Calculation (supply only):

The Proposer is committed to utilizing the above-named DBE for the work described above. The estimated dollar value of this work is $ TBD or 4.25 % of the total contract amount of $ TBD. The anticipated start date is 2014 and the anticipated completion date is 2018.

AFFIRMATION

The above-named DBE affirms that it will perform the portion of the Contract for the estimated dollar value as stated above.

By: Luis Lugo, Jr. - President & COO Date: 6/24/2104
Signature of DBE and Title

If the Proposer does not receive award of the Contract, any and all representations in this DBE Participation Plan and Affirmation Statement shall be null and void.

By: SR. VP Date: 7/10/14
Signature of Proposer and Title

FOR OBDCR USE ONLY

Contract Goals: ☐ Approved ☐ Rejected ☐ Preliminary Plan Approved
Reviewed By:
OBDCR Business Development Representative
Signature: Date:

APPENDIX D2
THE PORT AUTHORITY OF NY & NJ – OFFICE OF BUSINESS DIVERSITY AND CIVIL RIGHTS
DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT

Instructions: Submit one DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT form for each DBE firm used on this Contract.

CONTRACT NUMBER AND TITLE: RFP No. 38268 Indefinite Quantity Contrats (IQCs) for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on as "As-Needed" Basis Through 2018

PROPOSER:
Name of Firm: LiRo Engineers, Inc.
Address: 3 Aerial Way, Syosset, NY 11791 Telephone: (516) 938-5476
Email Address:

DBE:
Name of Firm: Integrated Strategic Resources LLC
Address: 505 8th Ave., Suite 2503 New York, NY 10018 Telephone: 212-244-8532
Description of work to be performed by DBE: construction management

Calculation (supply only):

The Proposer is committed to utilizing the above-named DBE for the work described above. The estimated dollar value of this work is $ TBD or 4.25% of the total contract amount of $ TBD. The anticipated start date is 2014 and the anticipated completion date is 2018.

AFFIRMATION

The above-named DBE affirms that it will perform the portion of the Contract for the estimated dollar value as stated above.

By: Julie Kroloff Julie Kroloff, Member-Manager Date: 7/8/14
Signature of DBE and Title

If the Proposer does not receive award of the Contract, any and all representations in this DBE Participation Plan and Affirmation Statement shall be null and void.

By: Sr. VP Date: 7/10/14
Signature of Proposer and Title

FOR OBDCR USE ONLY

Contract Goals: ☐ Approved ☐ Rejected ☐ Preliminary Plan Approved
Reviewed By:
OBDCR Business Development Representative
Signature: Date:

APPENDIX D2
THE PORT AUTHORITY OF NY & NJ – OFFICE OF BUSINESS DIVERSITY AND CIVIL RIGHTS
DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT

Instructions: Submit one DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT form for each DBE firm used on this Contract.

CONTRACT NUMBER AND TITLE: RFP No. 38268 Indefinite Quantity Contracts (IQCs) for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on as "As-Needed" Basis Through 2018

PROPOSER:
Name of Firm: LiRo Engineers, Inc.
Address: 3 Aerial Way, Syosset, NY 11791 Telephone: (516) 938-5476
Email Address:

DBE:
Name of Firm: Techno Consult, Inc.
Address: 5 Independence Way, Suite 150, Princeton, NJ 08540 Telephone: (609)720-1200
Description of work to be performed by DBE: On-Call Construction Management Services, Inspection Services, and Preparing Construction Schedules.

Calculation (supply only): N/A

The Proposer is committed to utilizing the above-named DBE for the work described above. The estimated dollar value of this work is $ TBD or 4.25 % of the total contract amount of $ TBD. The anticipated start date is 2014 and the anticipated completion date is 2018.

AFFIRMATION

The above-named DBE affirms that it will perform the portion of the Contract for the estimated dollar value as stated above.

By: / President Date: 07/09/14
Signature of DBE and Title

If the Proposer does not receive award of the Contract, any and all representations in this DBE Participation Plan and Affirmation Statement shall be null and void.

By: Sr. VP Date: 7/10/14
Signature of Proposer and Title

FOR OBDCR USE ONLY

Contract Goals: ☐ Approved ☐ Rejected ☐ Preliminary Plan Approved
Reviewed By:
OBDCR Business Development Representative
Signature: Date:

APPENDIX D2
THE PORT AUTHORITY OF NY & NJ – OFFICE OF BUSINESS DIVERSITY AND CIVIL RIGHTS
DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT

Instructions: Submit one DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT form for each DBE firm used on this Contract.

CONTRACT NUMBER AND TITLE: RFP No. 38268 Indefinite Quantity Contrats (IQCs) for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on as "As-Needed" Basis Through 2018

PROPOSER:
Name of Firm: LiRo Engineers, Inc.

Address: 3 Aerial Way, Syosset, NY 11791 Telephone: (516) 938-5476

Email Address:

DBE:
Name of Firm: Distinct Engineering Solutions, Inc.

Address: 656 Georges Road, 2nd Floor, North Brunswick, NJ 08902 Telephone: 732-658-1052

Description of work to be performed by DBE: Special Inspections

Calculation (supply only):

The Proposer is committed to utilizing the above-named DBE for the work described above. The estimated dollar value of this work is $ TBD or 4.25 % of the total contract amount of $ TBD . The anticipated start date is 2014 and the anticipated completion date is 2018 .

AFFIRMATION

The above-named DBE affirms that it will perform the portion of the Contract for the estimated dollar value as stated above.

By: [signature] President Date: 6/30/2014
Signature of DBE and Title

If the Proposer does not receive award of the Contract, any and all representations in this DBE Participation Plan and Affirmation Statement shall be null and void.

By: [signature] SR VP Date: 7/10/14
Signature of Proposer and Title

FOR OBDCR USE ONLY

Contract Goals: ☐ Approved ☐ Rejected ☐ Preliminary Plan Approved
Reviewed By:
OBDCR Business Development Representative
Signature: Date:

ATTACHMENT D-3

INFORMATION ON SOLICITED FIRMS

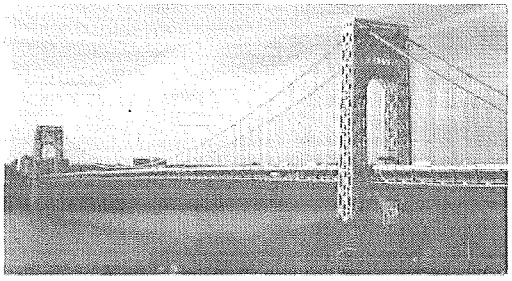
The bidder must complete this form for itself and for all firms which gave the bidder a quotation for any work planned to be subcontracted regardless of whether they are ultimately chosen to participate in the Contract. Provide the information required below for every firm that provided a bid or a quote for a subcontract – even if the bid or quote from the firm is not used in the preparation of the final Proposal.

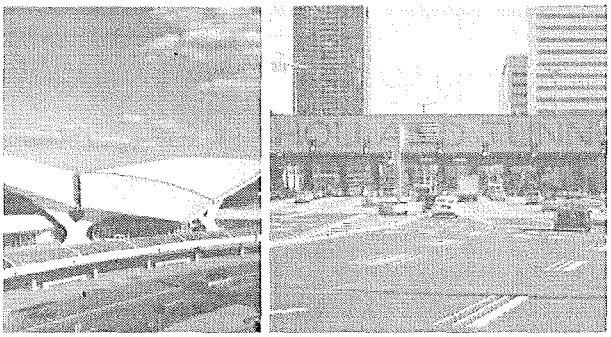
Name of Firm	Address of Firm	Phone Number	Contact Person	Firm Age	Annual Gross Revenue Range NOTE: See Footnote Below	DBE Certified (Yes/No)
LiRo Engineers, Inc.	3 Aerial Way Syosset, NY 11791	516-938-5476	Michael Bailey, PE	30yrs	Over $5 Million	NO
PACO Group	110 William Street, 12th Floor New York, NY 10038	212-685-0578	Luis Lugo, Jr.	25yrs	$2 - $5 Million	YES
Distinct Engineering Solutions, Inc.	656 Georges Road, 2nd Floor North Brunswick, NJ 08902	732-658-1052	Ram Tirumala	6yrs	$2 - $5 Million	YES
Integrated Strategic Resources LLC	505 8th Ave, Suite 2503 New York, NY 10018	212-244-8532	Julie Kroloff	14yrs	$2 - $5 Million	YES
Techno Consult, Inc.	5 Independence Way, Suite 150 Princeton, NJ 08540	609-720-1200	Khaid Mallick, PE	16yrs	$2 - $5 Million	YES

Footnote: Annual Gross Revenue Ranges: Less than $500,000; $500,000 - $1 Million; $1 - $2 Million; $2 - $5 Million; Over $5 Million - Select the category that best identifies the annual gross revenue of the solicited firm.

THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY

E. PRICING AND COMPESATION (Not Required)





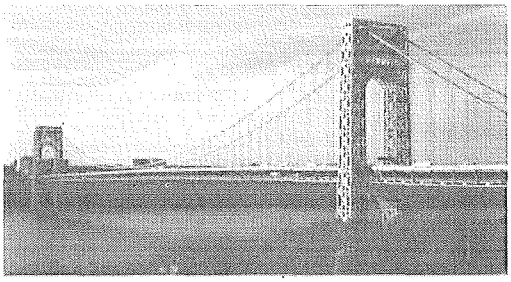
LiRo Engineers, Inc.
A LiRo Group Company

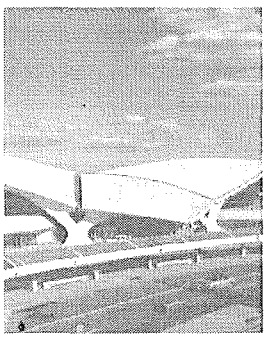
E. PRICING AND COMPENSATION

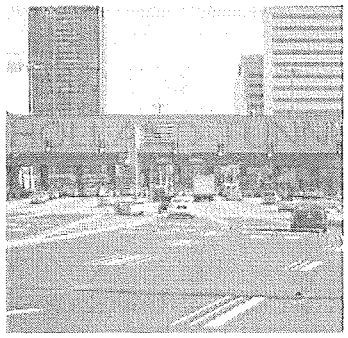
As per the RFP, cost proposals (pricing and compensation) are not required at this time.

F. LIST OF FIRM'S AFFILIATES

THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY







LiRo Engineers, Inc.
A LiRo Group Company

F. LIST OF FIRM'S AFFILIATES

LiRo Engineers, Inc.
EIN:
Type of Business: For profit
3 Aerial Way
Syosset, NY 11791
Telephone: 516-938-5476
Fax: 516-938-5491

LiRo Program and Construction Management, PE P.C.
EIN:
Type of Business: For profit
3 Aerial Way
Syosset, NY 11791
Telephone: (516) 938-5476
Fax: (516) 938-5491

LiRo Architects + Planners, P.C.
EIN:
Type of Business: For profit
111 Broadway – Suite 501
New York, NY 10006
Telephone: 212-563-0280
Fax: 212-563-1841

LiRo Consulting Engineer, P.C.
EIN:
Type of Business: For profit
6 Aerial Way
Syosset, NY 11791
Telephone: 516-938-5476
Fax: 516-938-5491

LiRo Architects & Engineers West, P.C. (NJ)
EIN:
Type of Business: For profit
111 Broadway, Suite 501
New York, NY 10006
Telephone: 212-563-0280
Fax: 212-563-1841

LiRo Architects & Engineers, P.C. (Connecticut)
EIN:
Type of Business: For profit
111 Broadway, Suite 501
New York, NY 10006
Telephone: 212-563-0280
Fax: 212-563-1841

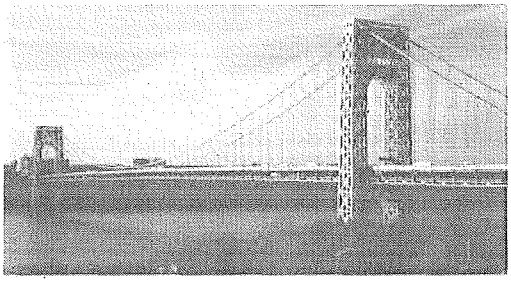
LiRo Architects + Engineers, P.C (Pennsylvania)
EIN:
Type of Business: For profit
111 Broadway, Suite 501
New York, NY 10006
Telephone: 212-563-0280
Fax: 212-563-1841

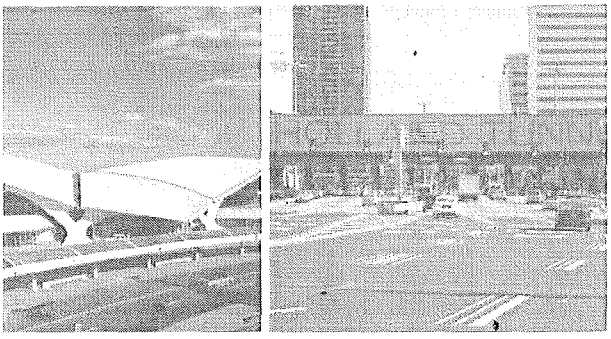
LiRo Program and Construction Management, Inc. (California)
EIN:
Type of Business: For profit
3 Aerial Way
Syosset, NY 11791
Telephone: (516) 938-5476
Fax: (516) 938-5491

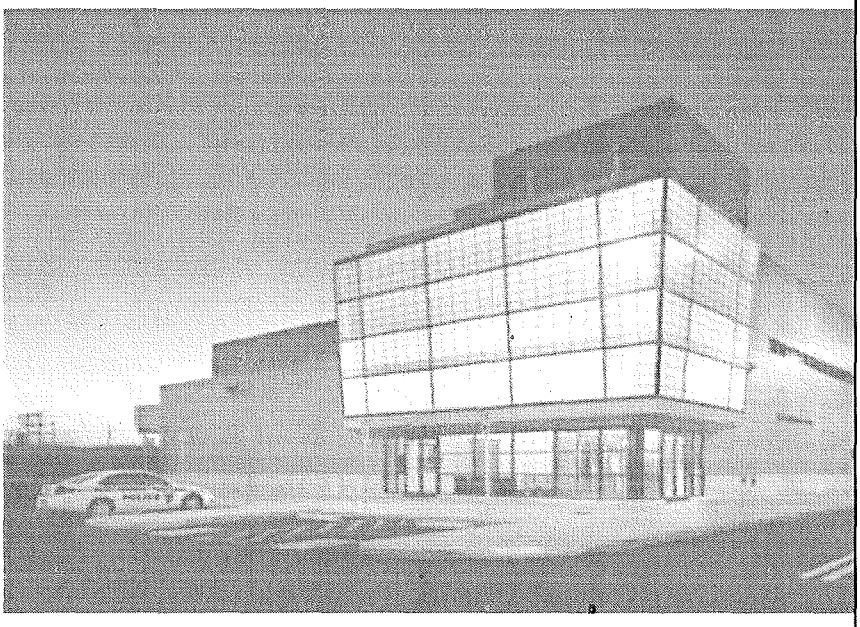
LiRo Constructors, Inc.
EIN:
Type of Business: For profit
3 Aerial Way
Syosset, NY 11791
Telephone: (516) 938-5476
Fax: (516) 938-5491

THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY

G. PROPOSER'S INTEGRITY PROVISIONS







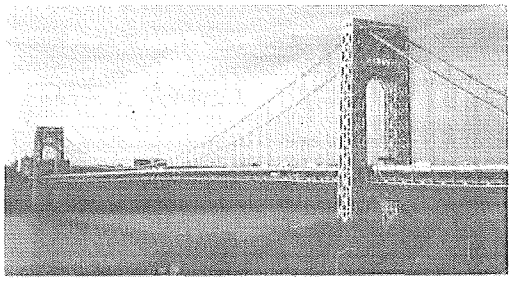
LiRo Engineers, Inc.
A LiRo Group Company

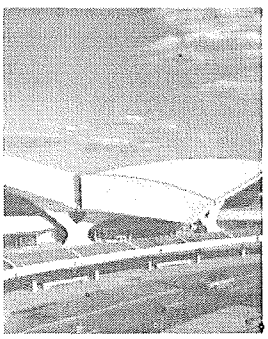
G. PROPOSER'S INTEGRITY PROVISIONS

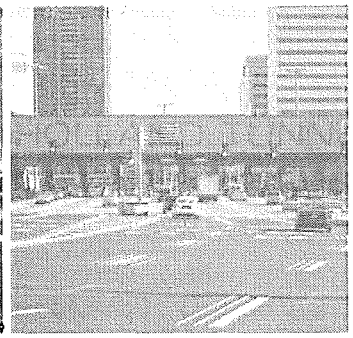
By submitting this proposal, LiRo agrees to the certifications set forth in the RFP sample agreement.

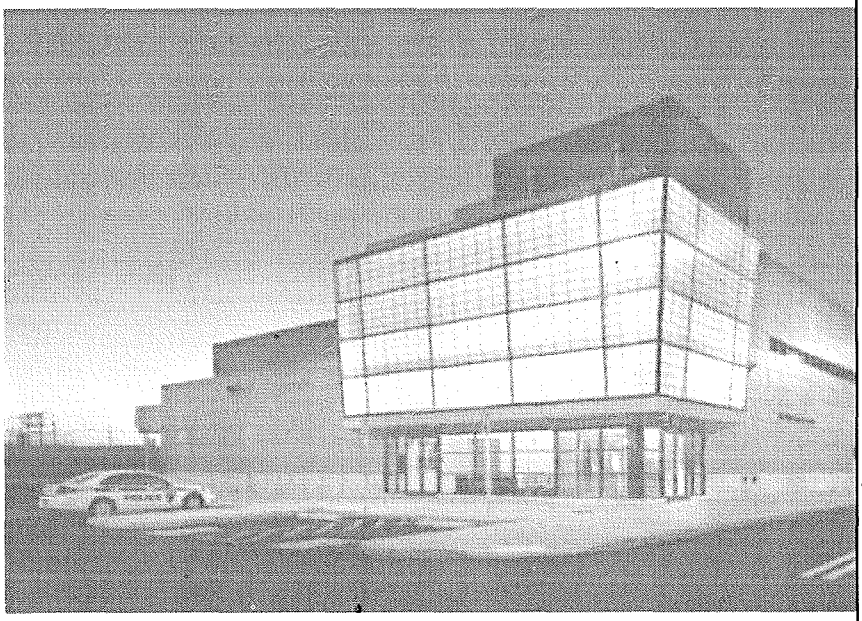
THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY

H. BACKGROUND QUALIFICATIONS QUESTIONNAIRE







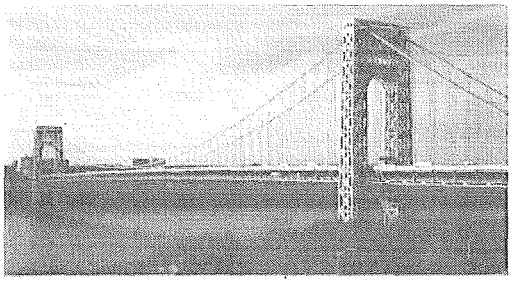


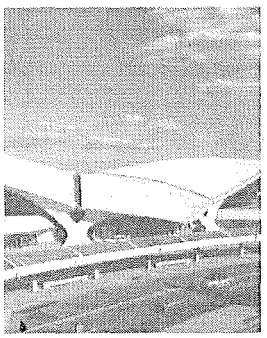
LiRo Engineers, Inc.
A LiRo Group Company

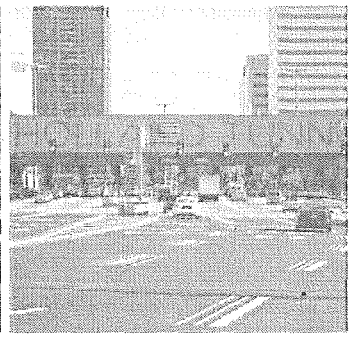
H. BACKGROUND QUALIFICATIONS QUESTIONNAIRE

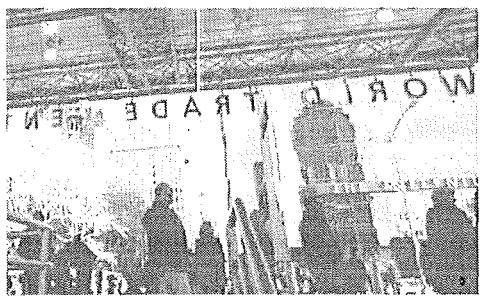
As per instructions, LiRo has submitted the Background Qualifications Questionnaire directly to the Office of the Inspector General of the Port Authority of New York and New Jersey.

THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY







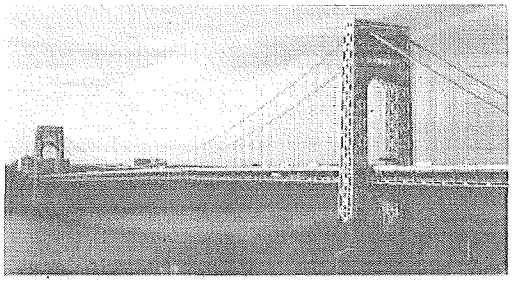


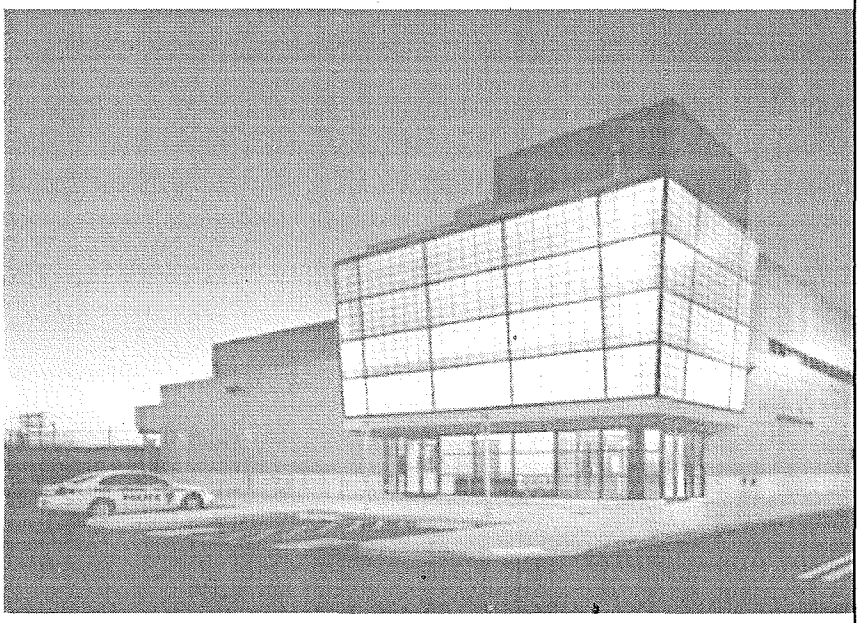
LiRo Engineers, Inc.
A LiRo Group Company

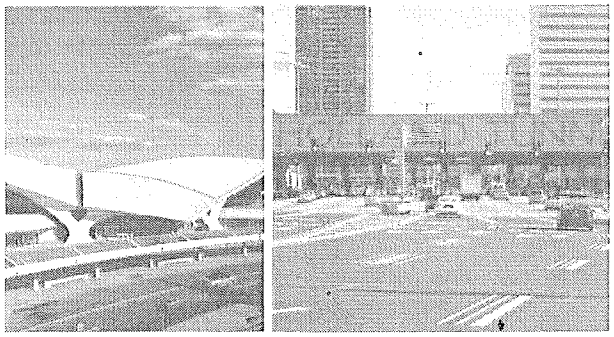
I. GENERAL CONFLICT OF INTEREST

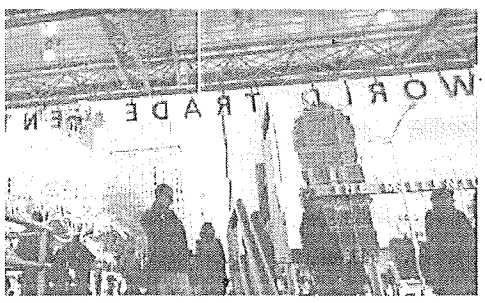
LiRo Engineers, Inc. has no conflict of interest.

THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY









LiRo Engineers, Inc.
A LiRo Group Company

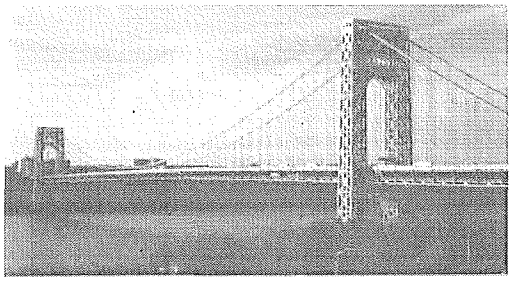
J. ORGANIZATIONAL CONFLICT OF INTEREST

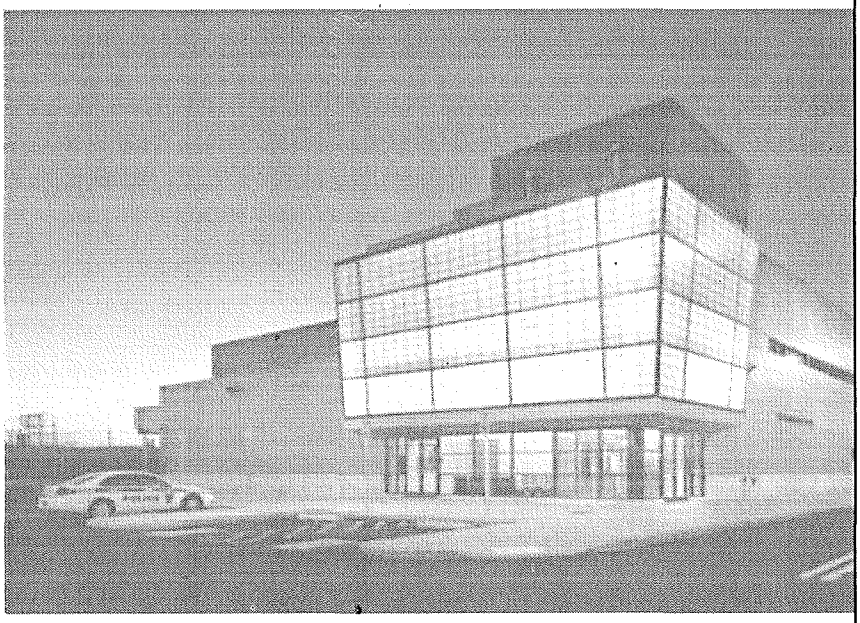
J. ORGANIZATIONAL CONFLICT OF INTEREST

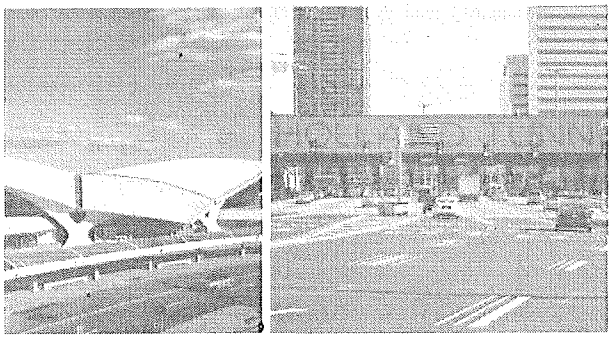
LiRo Engineers, Inc. has no organizational conflict of interest.

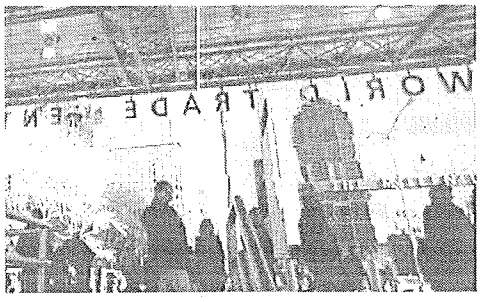
THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY

FINANCIAL INFORMATION









LiRo Engineers, Inc.
A LiRo Group Company

FINANCIAL INFORMATION

LiRo Engineers, Inc.
EIN#
DUNS # [redacted]

Financial Statements
LiRo Engineers, Inc. certifies that the present financial condition of the firm is at least as good as that shown on the financial statements submitted in this proposal.

Michael Bailey, PE
Senior Vice President

LIRO ENGINEERS, INC.

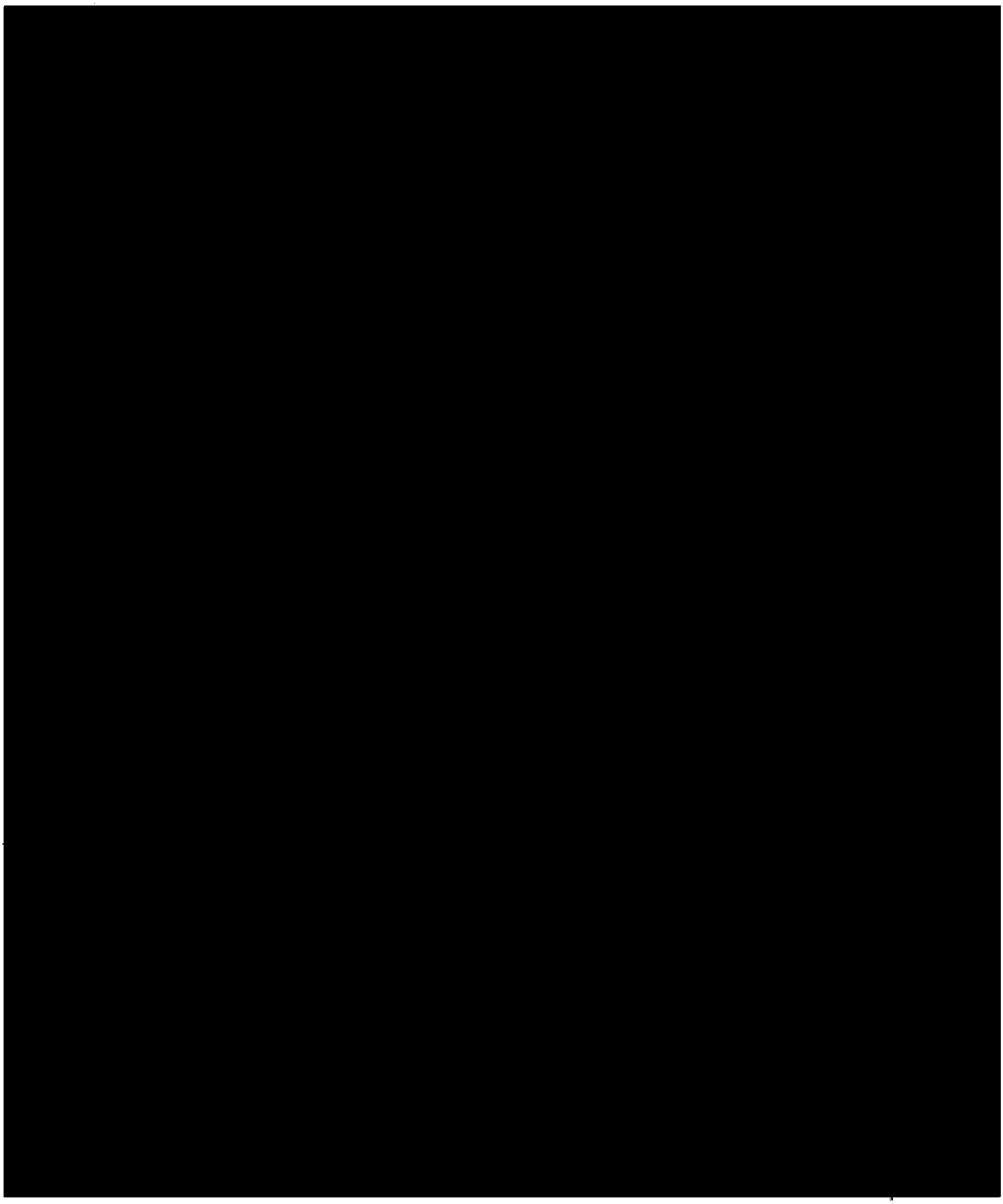
3 AERIAL WAY
SYOSSET, NEW YORK 11791

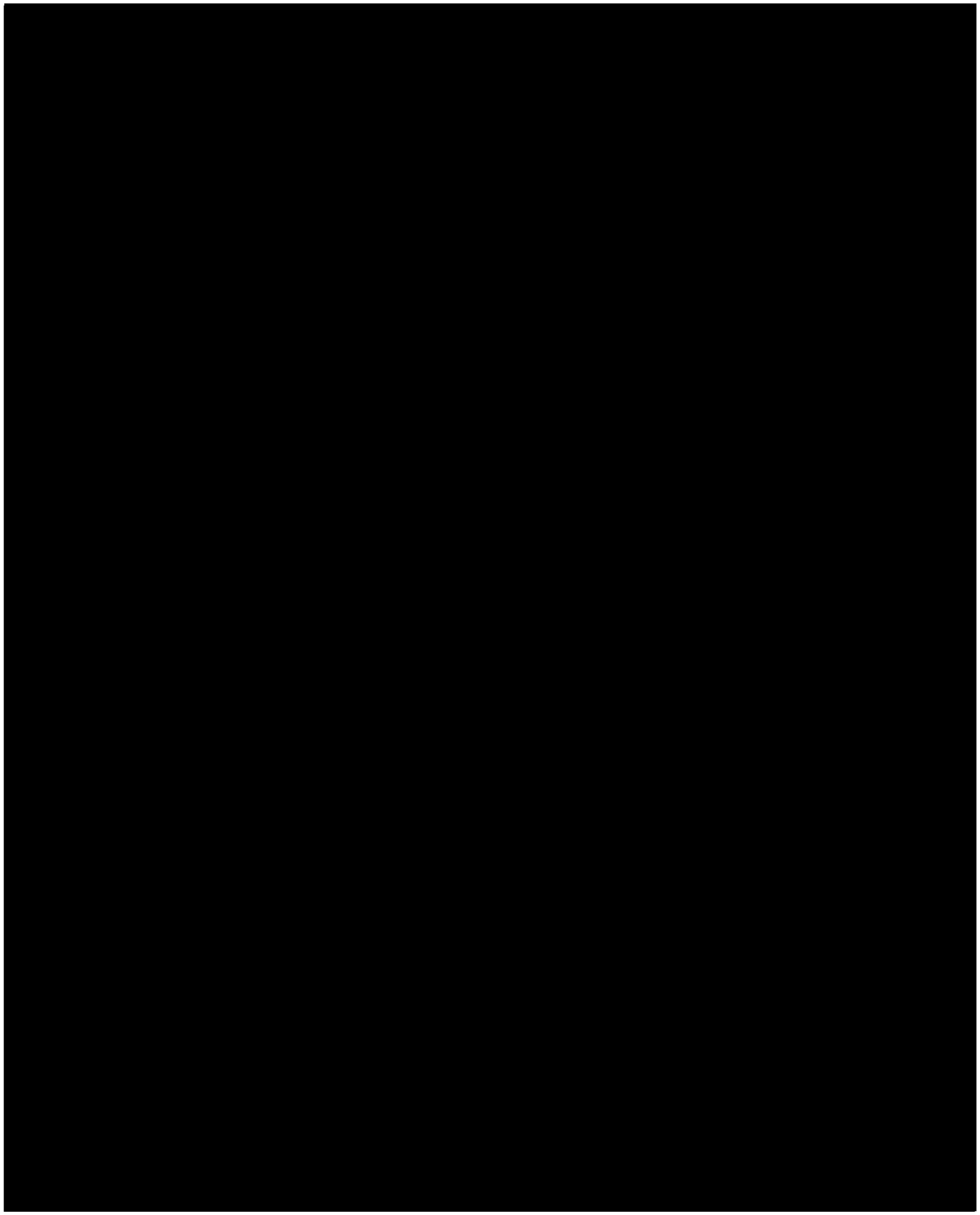
FINANCIAL STATEMENT
Year Ended December 31, 2012

LIRO ENGINEERS, INC.
3 Aerial Way
Syosset, New York 11791

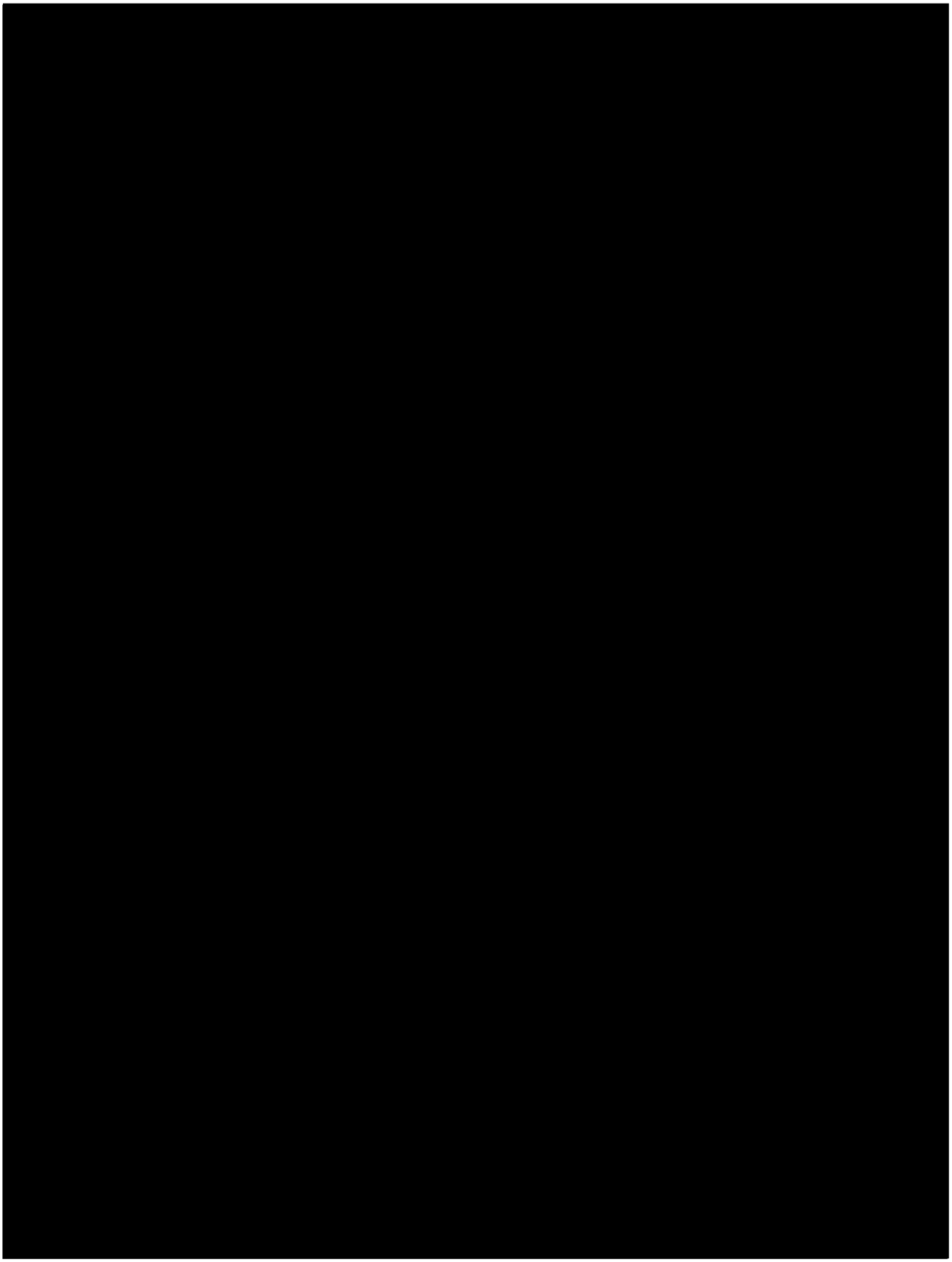
FINANCIAL STATEMENT
Year Ended December 31, 2012

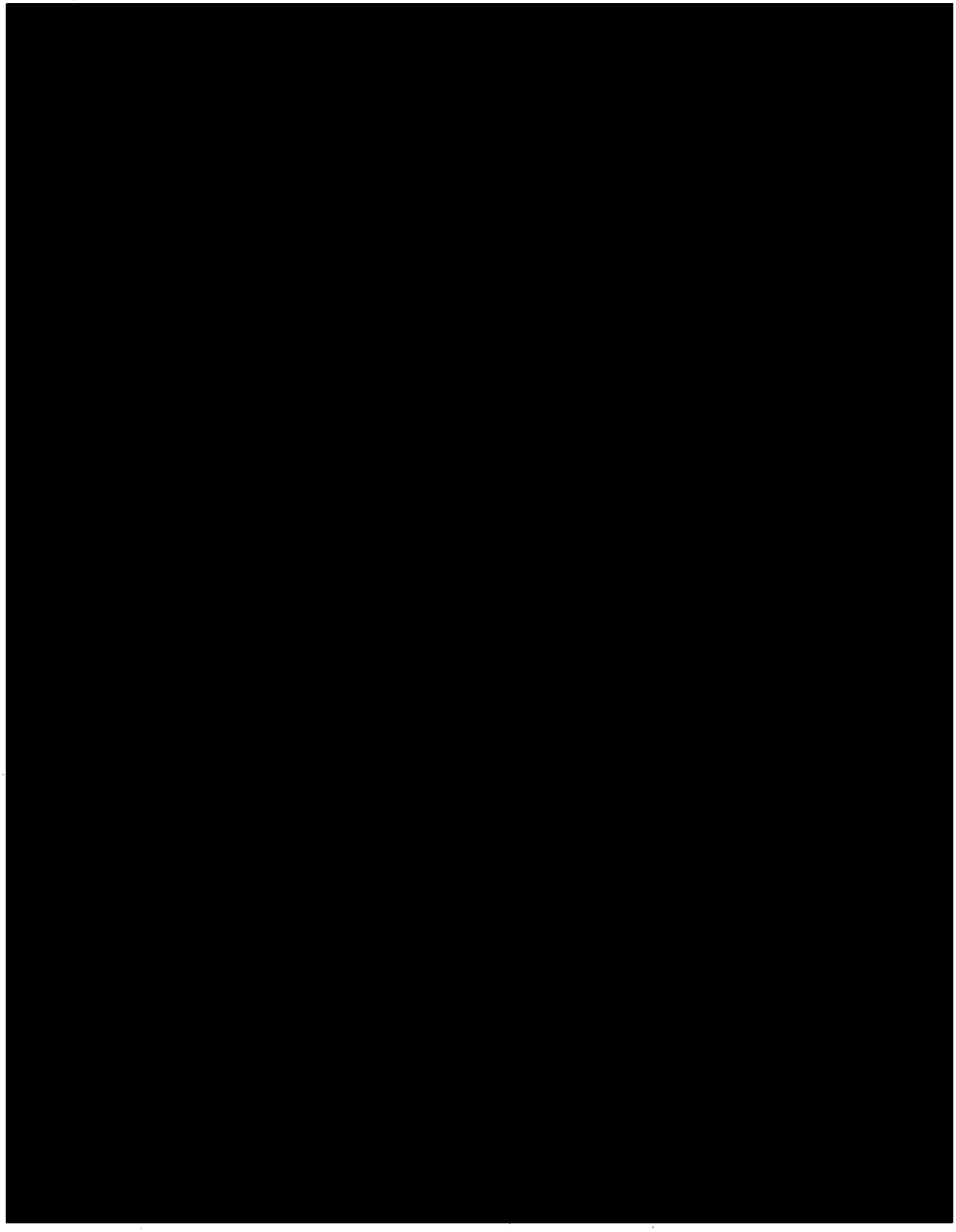
	Page
Accountant's Review Report	
Balance Sheet - Assets	1
Balance Sheet - Liabilities and Stockholders' Equity	2
Statement of Income and Retained Earnings	3
Statement of Cash Flows	4
Notes to Financial Statement	5-8
Schedule of Overhead	9

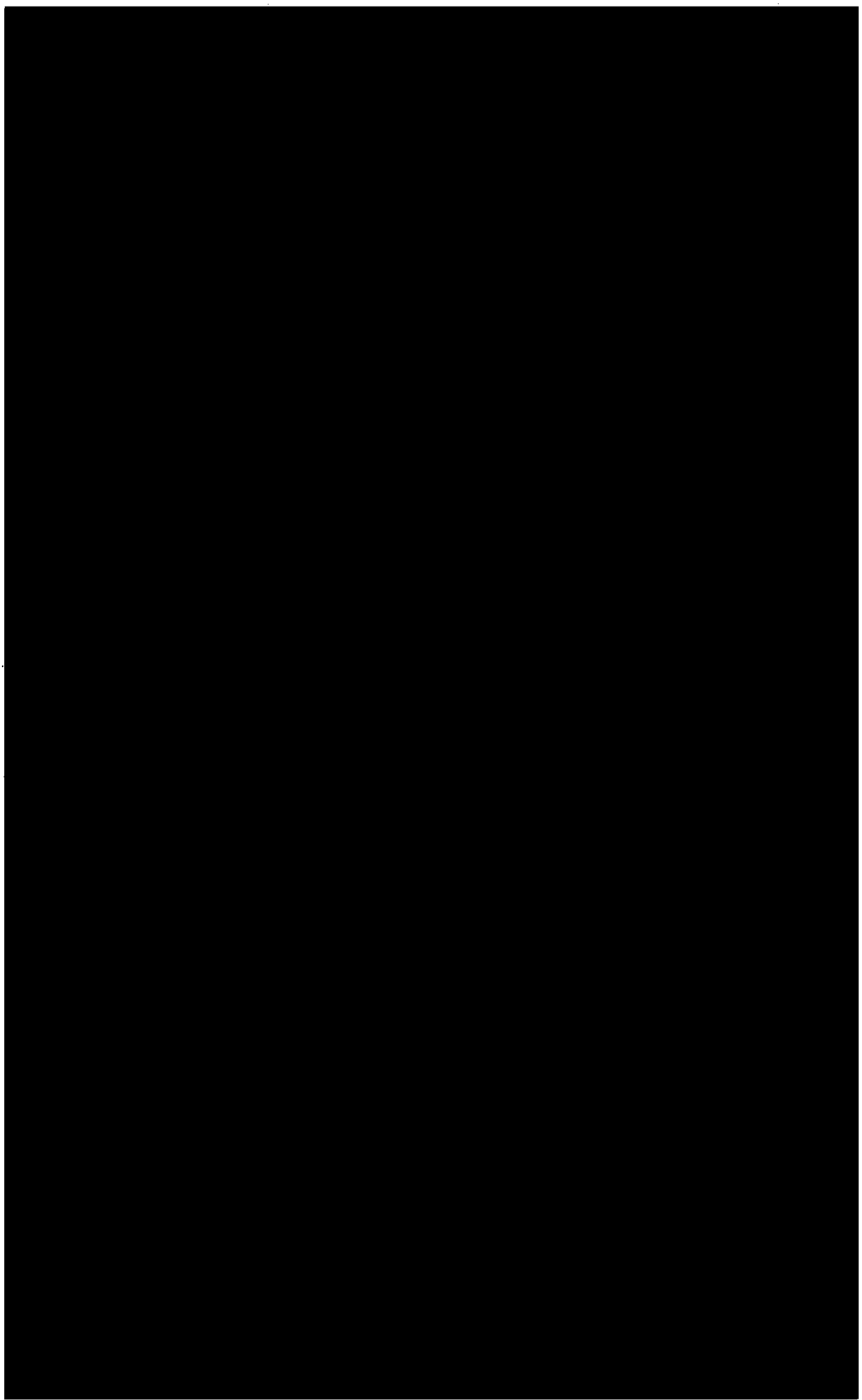


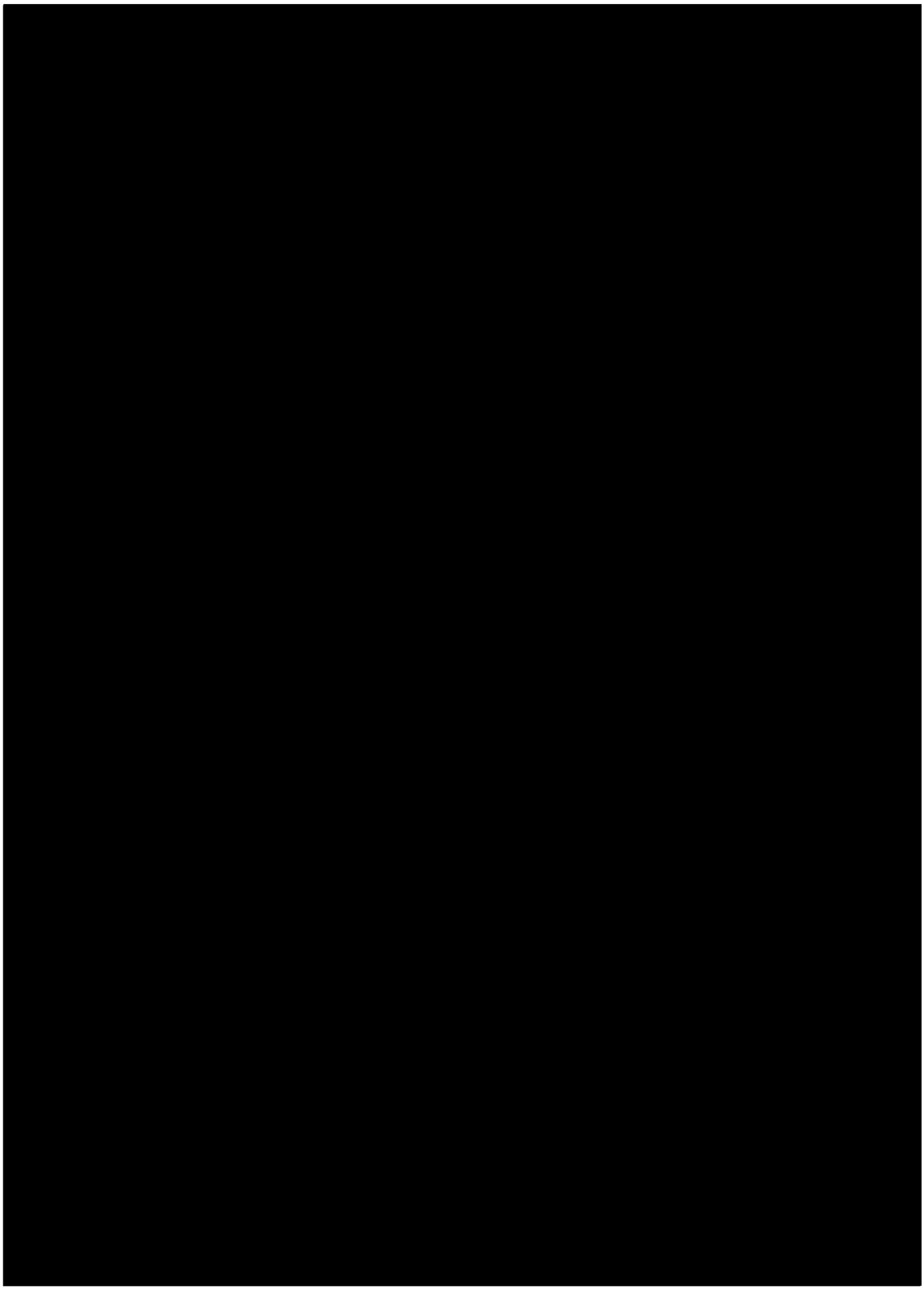


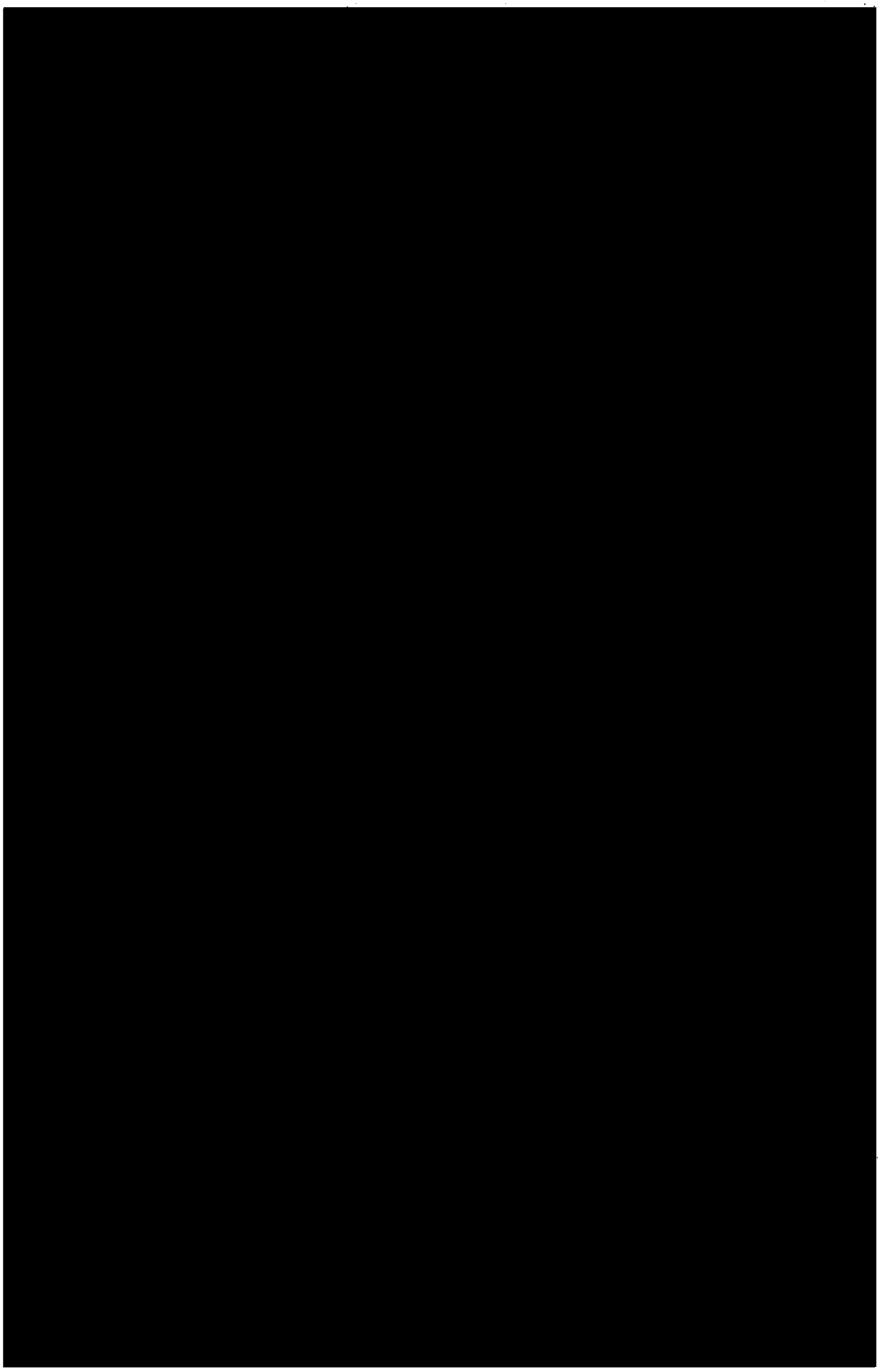
See Accompanying Notes to Financial Statement

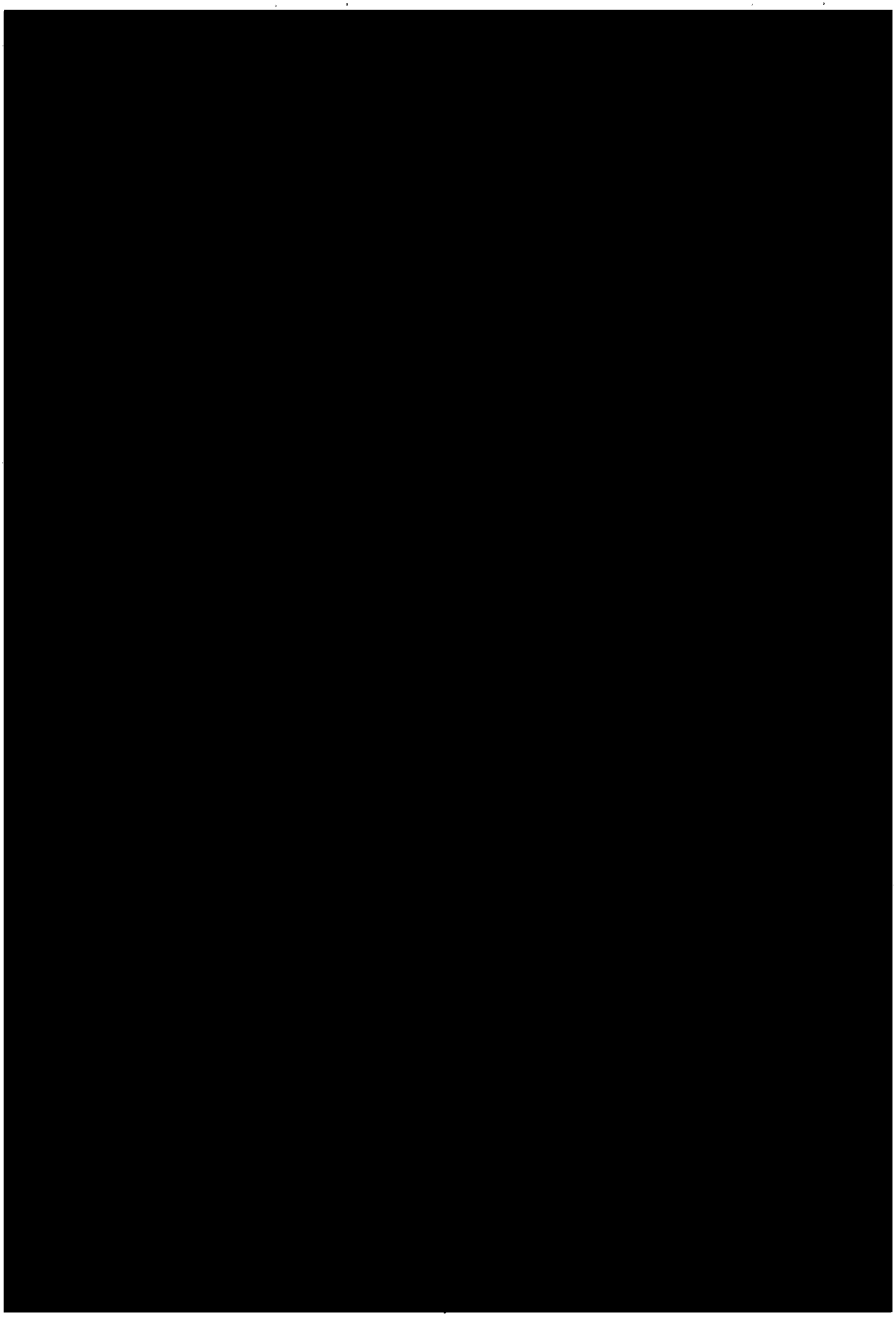


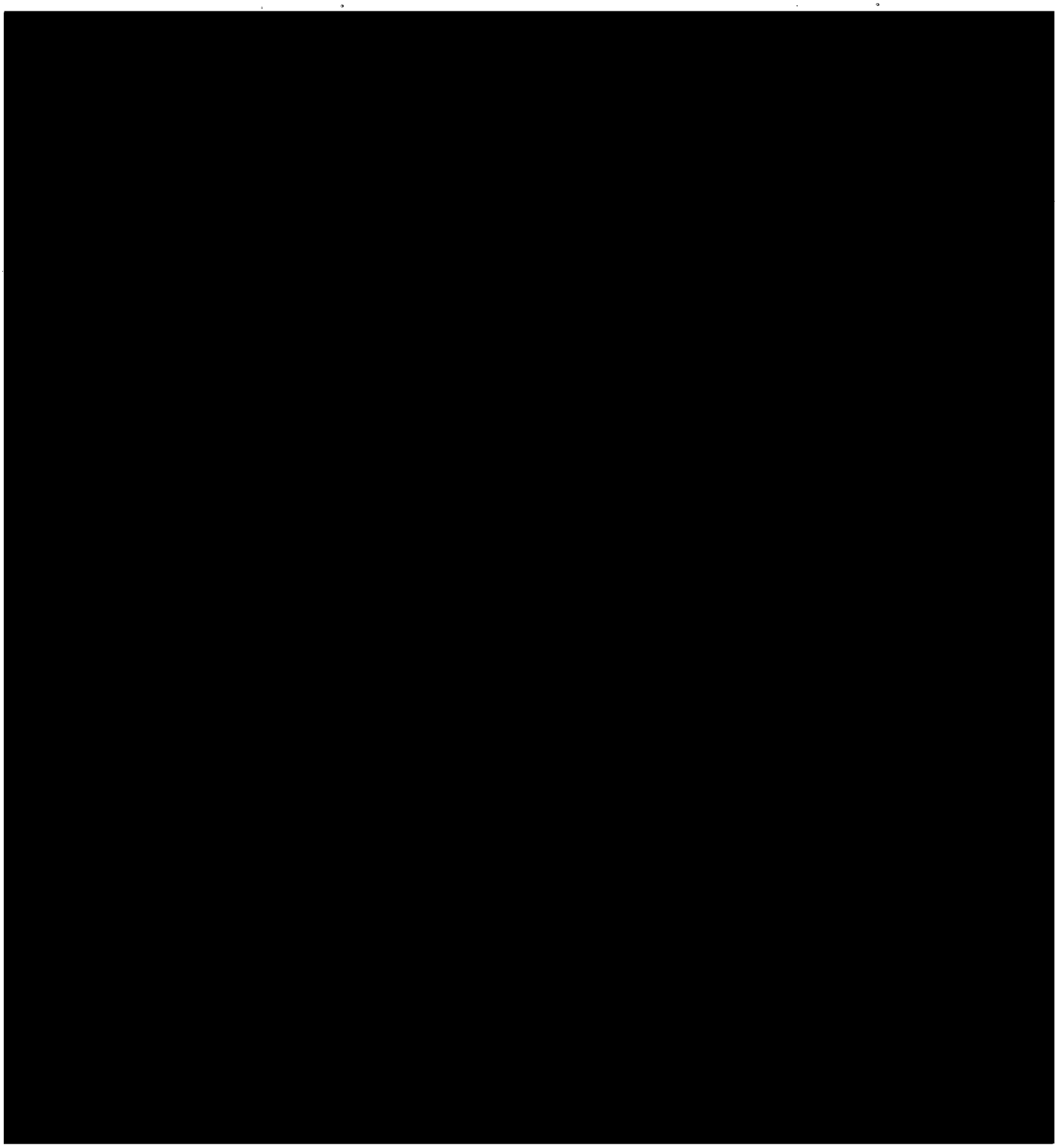


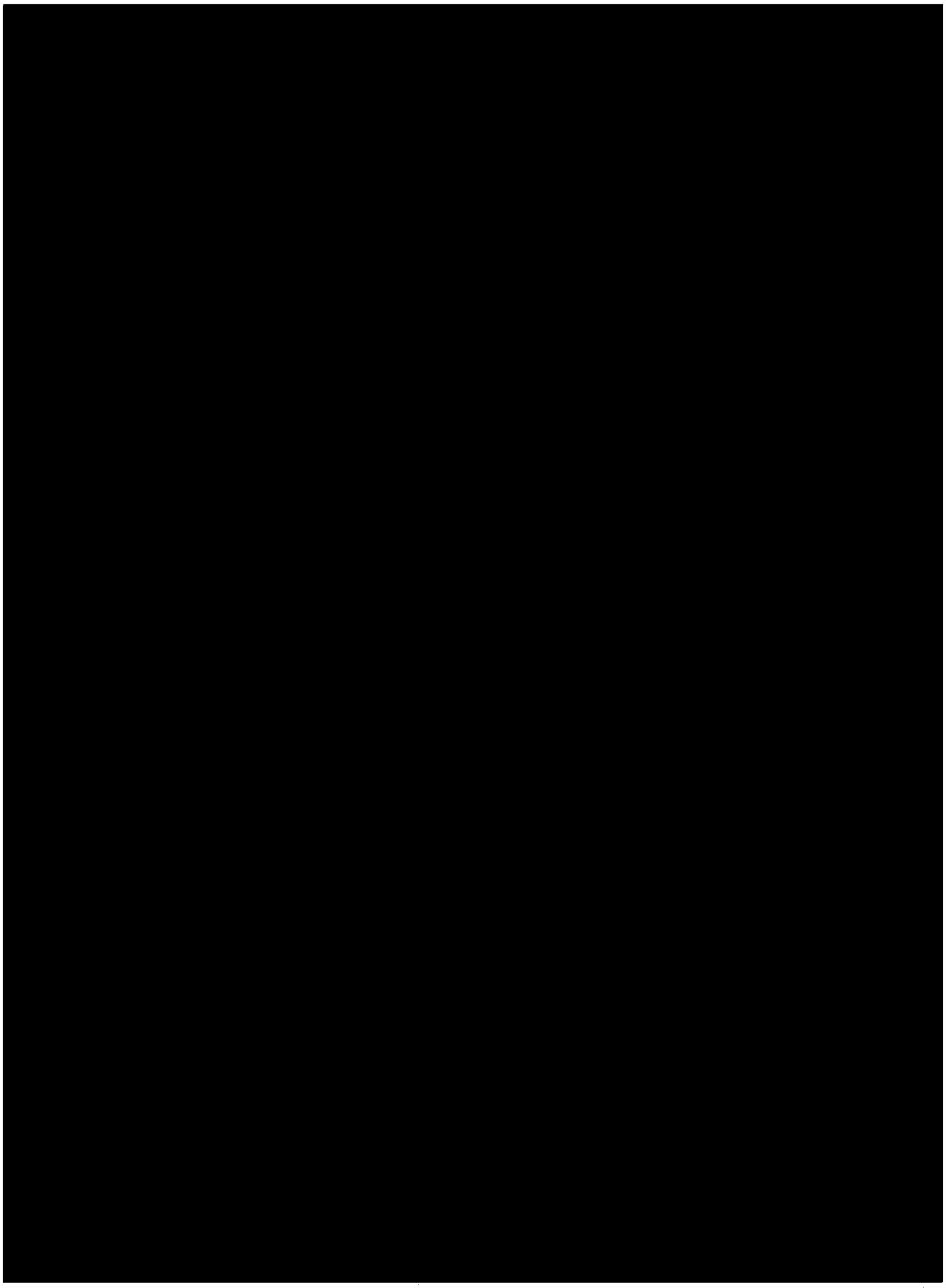












Bid/Proposal Listing

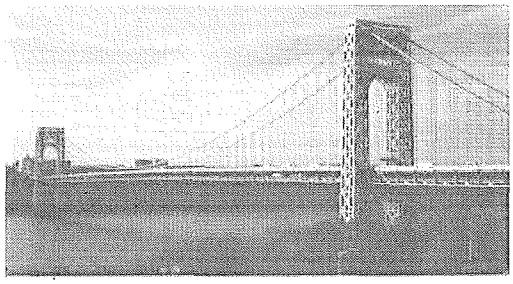
Requesting Agency	Contract Number	Dollar Amount of Bid/Proposal	Total Project Cost	Date of Bid/Proposal	Brief Description	Status of Bid/Proposal	Prime/ Consultant orJoint Vent.	Representative Name	Representative Phone #
AMTRAK	N/A	N/A	N/A	2/18/2014	CM for NJHSRIP County and Ham Interlockings	Proposal Submitted	Prime	Warren Bryant	[redacted]
Buffalo Municipal Housing Authority	13-17-CF	615,760.00	N/A	11/21/2013	Pre-Renovation Environmental Services and Environmental Monitoring	Proposal Submitted	Prime	William Quinn	
City of Long Beach Department of Public Works	N/A	800,000.00	13,000,000.00	3/7/2014	North Side Critical Infrastructure Flood Protection E/A and CM	Proposal Submitted	Consultant	LaCarrubba, James	
City of Rochester New York	N/A	86,040.00	750,000.00	4/25/2014	Browncroft Neighborhood Street Lighting Improvement Project	Proposal Submitted	Prime	Bill Kiselycznyk	
City of Rochester New York	N/A	N/A	N/A	4/25/2014	Term Resident Project Representation on Various Park Projects	Proposal Submitted	Prime	Bill Kiselycznyk	
City of Yonkers New York	N/A	N/A	N/A	1/10/2014	Professional Asbestos Consulting Services	Proposal Submitted	Prime	Alex Schenck	
City University of New York	CITYW-CUCF-02-14	N/A	15,000,000.00	3/4/2014	Engineering Design Services Requirements Contract	Proposal Submitted	Prime	Feeney, Michael	
City University of New York	CITYW-CUCF-02-09-10	627,762.00	5,000,000.00	3/26/2014	Renovation of Alumni House CM	Proposal Submitted	Prime	Weinstein, Jeffery	
Dormitory Authority of the State of New York	418	N/A	N/A	1/3/2014	Energy Consulting Services 2013	Proposal Submitted	Prime	Nicole White	
Forest City Ratner Companies	N/A	N/A	N/A	3/31/2014	Cornell Tech Sitework Roadways and Central Utility Plant	Proposal Submitted	Prime	Bonacuso, Thomas	
Iberdrola USA Management Corporation	687768	2,276,400.00	40,000,000.00	4/22/2014	CM Beebee and Russell Station Demolition and Site Remediation	Proposal Submitted	Prime	Johann Bodensteiner	
MTA - Bridges and Tunnels	PSC-13-2923	579,712.00	N/A	4/29/2014	BB-43 Phase V Misc Repairs at the Battery Parking Garage	Proposal Submitted	Prime	Victoria Warren	
MTA - Long Island Rail Road	6052C-02-TBD	288,152.00	N/A	4/7/2014	General Engineering Consultants Two Cost Estimators	Proposal Submitted	Prime	Natal, Asima-Ana	
MTA - Metro-North Railroad	1000035367	N/A	N/A	4/23/2014	On-Call Services for Track Engineering and Design	Proposal Submitted	Consultant	James Wong	
Nassau County Department of Public Works	S8106006G and S8106007G	N/A	N/A	10/7/2013	NICE Bus Garage Tank Replacement Contract	Proposal Submitted	Prime		
Nassau County Department of Public Works		N/A	9,100,000.00	11/1/2013	Cedar Creek Water Pollution Control Plant Grit Facility Improvements	Proposal Submitted	Prime	Webber, Richard	
Nassau County Department of Public Works	H670008C; S8200103G; Task: 1-13	262,875/ 525,751		11/26/2013	Sandy Related Drainage Hazardous Mitigation Projects	Proposal Submitted	Prime	Loretta Dionisio	
Nassau County Department of Public Works	H670008D	1,007,822.00	6,000,000.00	4/4/2014	Task D2014-1 Requirement Contract Civil Site Construction	Proposal Submitted	Prime	Rucahrd Iadevaio	
Nassau County Department of Public Works	PW-H66302M: Project No. 66302	309,000.00	N/A	5/1/2014	Improvements to the Cove Neck Seawall	Proposal Submitted	Prime	Shah-Gavnoudias, Shila	
Nassau Inter County Express	30379067	N/A	N/A	2/14/2014	NICE Architecture and Engineering Consulting Services	Proposal Submitted	Consultant	John Brennan	
New Jersey Department of the Treasury Division of Property Management and Construction	P1103-00	N/A	N/A	1/9/2014	Professional Consultant Services for Demolition	Proposal Submitted	Consultant	Catherine Douglass	

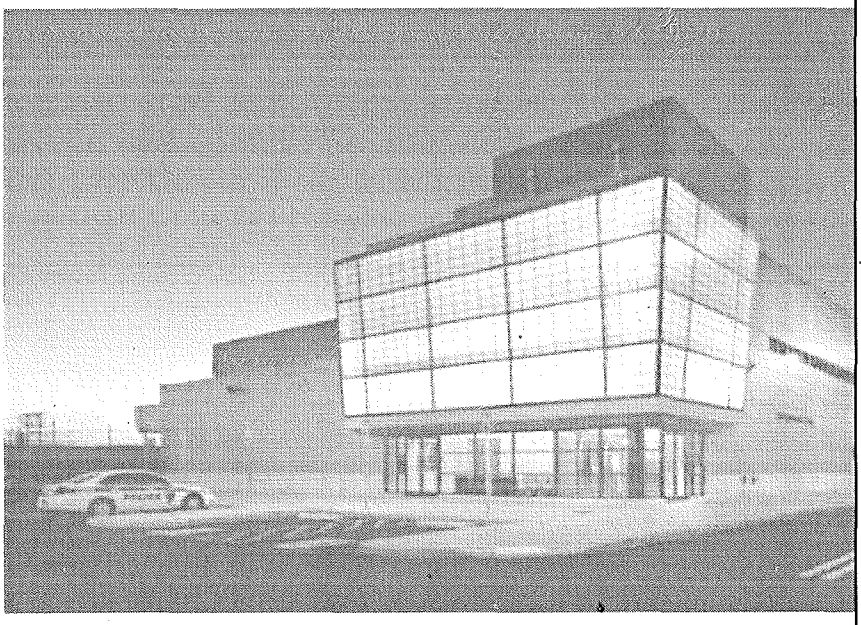
Bid/Proposal Listing

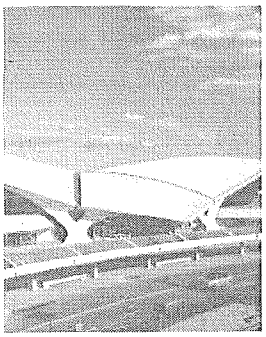
New Jersey Turnpike Authority	T100.275	N/A	11,000,000.00	2/21/2014	Repainting of Structural Steel Delaware River Tpke Bridge	Proposal Submitted	Consultant	Enrico Patemastro	
New York City Department of Design & Construction	PUSTA1			11/8/2013	USTA New Connector Road Relocation in the Bronx	Proposal Submitted	Prime	Jennifer Delgado	[redacted]
New York City Department of Design & Construction	8502014VP0 029P-30P;	3,000,000.00	3,000,000.00	1/6/2014	Geotechnical Engineering and Laboratory Testing Services	Proposal Submitted	Consultant	Hemwattie Roopnarine	
New York City Economic Development Corporation	55660001	N/A	N/A	9/4/2013	Environmental Analysis Services as Part of CDBG	Proposal Submitted	Joint Venture	Catalano, Maryann	
New York City Economic Development Corporation	TBD	N/A	N/A	11/18/2013	Asbestos Sampling and Testing Services	Proposal Submitted	Consultant	Catalano, Maryann	
New York City Housing Authority	1223490	19,890.57	N/A	12/31/2013	Estimating Services for Wald Houses	Proposal Submitted	Prime	Nancy Ostreicher	
New York City School Construction Authority	SCA-14-00041R	4,000,000.00	4,000,000.00	4/4/2014	ERC Hazmat Consulting Services	Proposal Submitted	Prime	Wong, David	
New York City School Construction Authority	SCA-14-00049R	6,000,000.00	6,000,000.00	4/8/2014	Asbestos Lead Mold and PCB Environmental Consulting for the ERC	Proposal Submitted	Prime	Wong, David	
New York Power Authority	Q13-5541RH	N/A	N/A	11/7/2013	General Environmental Services Contract	Proposal Submitted	Prime	Haggerty, Robert	
New York State Bridge Authority	BA-2014-RE-XX-SU	N/A	N/A	3/5/2014	Construction Inspection Mid-Hudson Bridge and Rip Van Winkle Bridge	Proposal Submitted	Prime	Moreau, William	
New York State Homes and Community Renewal	20140114	N/A	N/A	2/7/2014	Env Services for Housing Technical and Consulting Services	Proposal Submitted	Consultant	Judith Levine	
New York State Thruway Authority	D214326	N/A	1,500,000.00	11/29/2013	Term Agreement for Construction Inspection Support in NY Divison 2014	Proposal Submitted	Prime	Chicone, James	
New York State Thruway Authority	D214329	N/A	10,000,000.00	4/18/2014	Williamsville Toll Barrier REI	Proposal Submitted	Prime	Chicone, James	
New York State Thruway Authority	D214328,	N/A	4,000,000.00	4/29/2014	1R Mill and Inlay Pavement Repairs and	Proposal Submitted	Prime	Chicone, James	
New York State Thruway Authority	D214326	N/A	2,000,000.00	4/29/2014	Construction Inspection Services in the New York Division 2014	Proposal Submitted	Prime	Chicone, James	
Roosevelt Island Operating Corporation	14-29591	150,000.00	2,000,000.00	4/14/2014	Design for Sports Park Permanent Heating	Proposal Submitted	Prime	Rudolph Rajaballey	
State University of New York at Stony Brook	04/18/2014	N/A	N/A	4/16/2014	Design Services for the Arena Parking Lot	Proposal Submitted	Prime	D'Andrea, Marie	
Stony Brook University Hospital	13/14-051	N/A	3,500,000.00	4/29/2014	MEP Design Backdrop Agreement	Proposal Submitted	Prime	John Kiesecker	
Suffolk County Community College	14-CC-Mechanical	233,000.00	2,600,000.00	2/6/2014	Design of Replacement MEP Equipment	Proposal Submitted	Prime	Ryan, Frank	
Suffolk County Department of Public Works	CP 3301	100,000.00	N/A	4/15/2014	Countywide Master Plan for Bicycle Accessibility	Proposal Submitted	Prime	Gilbert Anderson	
Town of North Hempstead Department of Public Works	DPW PROJ 14-02	33,000.00	250,000.00	3/7/2014	Roof Improvements to the Clark House at Clark Botanical Garden	Proposal Submitted	Prime	Paul DeMaria	
Village of Rockville Centre		88,500.00	N/A	3/28/2014	Synthetic Turf Combination Field Design	Proposal Submitted	Prime	Harry Weed	
Westchester County Department of Public Works	A0069	N/A	N/A	4/17/2014	Reconstruction of Terminal Ramp at Westchester County Airport	Proposal Submitted	Joint Venture	Jorge Marmol	
Westchester County Department of Public Works	A0118	N/A	N/A	4/24/2014	Rehabilitation of Runway 16-34	Proposal Submitted	Joint Venture	Jorge Marmol	
Westchester County Department of Public Works	BIN 3348950	652,000.00	5,000,000.00	5/1/2014	Rehabilitation of Midland Avenue Bridge Over Bronx River Parkway	Proposal Submitted	Prime	Angelo Sgobbo	

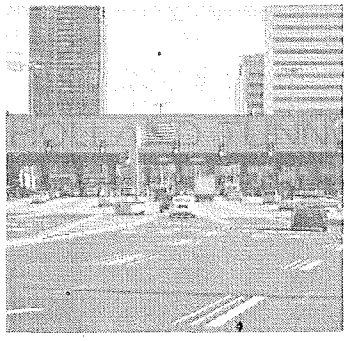
THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY

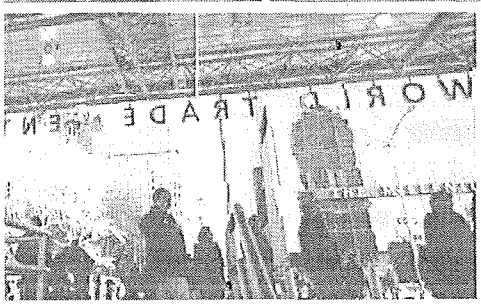
NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT











LiRo Engineers, Inc.
A LiRo Group Company

NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT
BETWEEN

LIRO ENGINEERS, INC.

AND

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

THIS NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT (this "**Agreement**") is made as of this 24th day of June, 2014, by and between **THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY** (the "**Port Authority**") a body corporate and politic created by Compact between the States of New York and New Jersey, with the consent of the Congress of the United States, and having an office and place of business at 225 Park Avenue South, New York, New York, 10003, and LIRO ENGINEERS, INC. having an office and place of business at 3 Aerial Way, Syosset, NY 11791 ("**Recipient**").

WHEREAS, the Port Authority desires, subject to the terms and conditions set forth below, to disclose to Recipient Protected Information (as defined below) in connection with RFP No. 38268 (collectively, the "Project(s)", or "Proposed Project(s)"); and

WHEREAS, the Recipient acknowledges that the Port Authority, in furtherance of its performance of essential and critical governmental functions relating to the Project, has existing and significant interests and obligations in establishing, maintaining and protecting the security and safety of the Project site and surrounding areas and related public welfare matters; and

WHEREAS, in furtherance of critical governmental interests regarding public welfare, safety and security at the Project site, the Port Authority has collected information and undertaken the development of certain plans and recommendations regarding the security, safety and protection of the Project site, including the physical construction and current and future operations; and

WHEREAS, the Port Authority and Recipient (collectively, the "**Parties**") acknowledge that in order for Recipient to undertake its duties and/or obligations with regard to its involvement in the Project, the Port Authority may provide Recipient or certain of its Related Parties (as defined below) certain information in the possession of the Port Authority, which may contain or include protected, confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, relating to the Project or its occupants or other matters, the unauthorized disclosure of which could result in significant public safety, financial and other damage to the Port Authority, the Project, its occupants, and the surrounding communities; and

WHEREAS, Recipient recognizes and acknowledges that providing unauthorized access to, or disclosing such information to third parties in violation of the terms of this Agreement could compromise or undermine the existing or future guidelines, techniques and procedures implemented for the protection against terrorist acts or for law enforcement, investigation and

prosecutorial purposes, and accordingly could result in significant irreparable harm and injury; and

WHEREAS, in order to protect and preserve the privilege attaching to and the confidentiality of the aforementioned information as well as to limit access to such information to a strict need to know basis, the Port Authority requires, as a condition of its sharing or providing access to such protected, confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, that the Recipient enter into this Agreement and that its Related Parties thereafter acknowledge and agree that they will be required to treat as strictly confidential and/or privileged any of such information so provided, as well as the work product and conclusions of any assessments and evaluations or any recommendations relating thereto, and to also fully comply with applicable federal rules and regulations with respect thereto; and

WHEREAS, as a condition to the provision of such information to Recipient and certain Related Parties, the Recipient has agreed to enter into this Agreement with respect to the handling and use of such information and to cause Related Parties to join in and be bound by the terms and conditions of this Agreement.

NOW, THEREFORE, in consideration of the provision by Port Authority of Information for Project Purposes (as each such term is defined below) and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged by the Recipient and each Related Party that receives such Information, the Recipient and each such Related Party agrees, as follows:

1. **Defined Terms**. In addition to the terms defined in the Recitals above, the following terms shall have the meanings set forth below:

(a) "**Authorized Disclosure**" means the disclosure of Protected Information strictly in accordance with the Confidentiality Control Procedures applicable thereto: (i) as to all Protected Information, only to a Related Party that has a need to know such Protected Information strictly for Project Purposes and that has agreed in writing to be bound by the terms of this Agreement by executing a form of Acknowledgment as set forth in Exhibit A or Exhibit B, as applicable; and (ii) as to Confidential Privileged Information, only to the extent expressly approved in writing and in advance by the Port Authority, and then only the particular Confidential Privileged Information that is required to accomplish an essential element of the Project.

(b) "**Information**" means, collectively, all information, documents, data, reports, notes, studies, projections, records, manuals, graphs, electronic files, computer generated data or information, drawings, charts, tables, diagrams, photographs, and other media or renderings containing or otherwise incorporating information that may be provided or made accessible at any time, whether in writing, orally, visually, photographically, electronically or in any other form or medium, including, without limitation, any and all copies, duplicates or extracts of the foregoing.

(c) "**Protected Information**" means and includes collectively, Confidential Information, Confidential Privileged Information, Sensitive Security Information (SSI), Critical Infrastructure Information (CII) or Health Insurance Portability and Accountability Act (HIPPA) Information and Information that is labeled, marked or otherwise identified by or on behalf of the Port Authority so as to reasonably connote that such information is confidential, privileged, sensitive or proprietary in nature. The term Protected Information shall also include all work product that contains or is derived from any of the foregoing, whether in whole or in part, regardless of whether prepared by the Recipient, the Port Authority or others, or when the Port Authority receives such information from others and agrees to treat such information as Protected. The following Information shall not constitute Protected Information for the purpose of this Agreement:

(i) Particular Information, other than Confidential Privileged Information, that is provided to the Recipient by a source other than the Port Authority, provided that such source is not subject to a confidentiality agreement, or similar obligation, or understanding with or for the benefit of the Port Authority, with respect to such Information and that the identity of such source is not itself part of such Protected Information.

(ii) Information that is or becomes generally available to the public other than as a result of a disclosure by the Recipient or a Related Party in violation of this Agreement.

(iii) Information that is known to or was in the possession of the Recipient or a Related Party on a non-confidential basis prior to the disclosure of such Information by the Port Authority.

(d) "**Confidential Information**" means and includes collectively, any and all Information, documents and materials entitled to protection as a public interest privilege under New York State law and as may be deemed to be afforded or entitled to the protection of any other privilege recognized under New York and/or New Jersey state laws or Federal laws. It also includes information that contains sensitive financial, commercial or other proprietary business information concerning or relating to the Port Authority, its projects, operations or facilities that would be exempt from release under the Port Authority Freedom of Information Code.

(e) "**Confidential Privileged Information**" means and includes collectively, (i) Information that reveals security risks, threats, vulnerabilities, documentation that identifies specific physical security vulnerabilities or revealing specific security vulnerabilities details related to emergency response protocols, egress plans, flow paths, egress capacities, (diagrams, codes, standards) etc., which is not publicly available." and any and all Information, documents and materials entitled to protection as a public interest privilege under New York State law and as may be deemed to be afforded or entitled to the protection of any other privilege recognized under New York and/or New Jersey state laws or Federal laws, and (ii) certain Critical Infrastructure Information.

(f) "**Confidentiality Control Procedures**" means procedures, safeguards and requirements for the identification, processing, protection, handling, care, tracking and storage of

Protected Information that are required under applicable federal or state law, the Port Authority Handbook, or by the terms of this Agreement.

(g) "**Critical Infrastructure Information**" (CII) has the meaning set forth in the Homeland Security Act of 2002, under the subtitle Critical Infrastructure Information Act of 2002 (6 U.S.C. §131-134), and any rules or regulations enacted pursuant thereto, including, without limitation, the Office of the Secretary, Department of Homeland Security Rules and Regulations, 6 C.F.R. Part 29 and any amendments thereto. CII may also be referred to as "Protected Critical Infrastructure Information" or "PCII", as provided for in the referenced rules and regulations and any amendments thereto.

(h) "**Sensitive Security Information**" (SSI) has the definition and requirements set forth in the Transportation Security Administrative Rules & Regulations, 49 CFR 1520, (49 U.S.C. §114) and in the Office of the Secretary of Transportation Rules & Regulations, 49 CFR 15, (49 U.S.C. §40119).

(i) "**Health Insurance Portability and Accountability Act**" (HIPAA) Information Employees, associates or other contract personnel who have access to Protected Health Information (PHI) must refer to, and comply with, the Privacy Policies and Procedures to Protect Personal Health Information. Privacy regulations issued under the Health Insurance Portability and Accountability Act of 1996 ("HIPAA" or "Privacy Laws") place restrictions on the Group Health Plans of the Port Authority and PATH (the "Plans") ability to use and disclose Protected Health Information ("PHI").

(j) "**Port Authority Handbook**" means The Port Authority of New York and New Jersey. Information Security Handbook, as may be amended by the Port Authority, from time to time.

(k) "**Project Purposes**" means the use of Protected Information strictly and only for purposes related to Recipient's and its Related Parties' participation and involvement in the Project, and only for such period of time during which Recipient and its Related Parties are involved in Project related activities.

(l) "**Related Party**" and "**Related Parties**" means the directors, employees, officers, partners or members of the Recipient, as applicable, and the Recipient's outside consultants, attorneys, advisors, accountants, architects, engineers or subcontractors or sub-consultants (and their respective directors, employees, officers, partners or members) to whom any Protected Information is disclosed or made available.

2. **Use of Protected Information**. All Protected Information shall be used by the Recipient in accordance with the following requirements:

(a) All Protected Information shall be held in confidence and shall be processed, treated, disclosed and used by the Recipient and its Related Parties only for Project Purposes and in accordance with the Confidentiality Control Procedures established pursuant to Paragraph 2(c), below, including, without limitation, the Port Authority Handbook, receipt of which is acknowledged by Recipient and shall be acknowledged in writing by each Related Party by signing the Acknowledgment attached hereto as Exhibit A or Exhibit B, as applicable, and

applicable legal requirements. Protected Information may be disclosed, only if and to the extent that such disclosure is an Authorized Disclosure.

(b) Recipient and each Related Party acknowledges and agrees that (i) any violation by the Recipient or any of its Related Parties of the terms, conditions or restrictions of this Agreement relating to Protected Information may result in penalties and other enforcement or corrective action as set forth in such statutes and regulations, including, without limitation, the issuance of orders requiring retrieval of Sensitive Security Information and Critical Infrastructure Information to remedy unauthorized disclosure and to cease future unauthorized disclosure and (ii) pursuant to the aforementioned Federal Regulations, including, without limitation, 49 C.F.R. §§ 15.17 and 1520.17, any such violation thereof or mishandling of information therein defined may constitute grounds for a civil penalty and other enforcement or corrective action by the United States Department of Transportation and the United States Department of Homeland Security, and appropriate personnel actions for Federal employees.

(c) Recipient and each Related Party covenants to the Port Authority that it has established, promulgated and implemented Confidentiality Control Procedures for identification, handling, receipt, care, and storage of Protected Information to control and safeguard against any violation of the requirements of this Agreement and against any unauthorized access, disclosure, modification, loss or misuse of Protected Information. Recipient and each Related Party shall undertake reasonable steps consistent with such Confidentiality Control Procedures to assure that disclosure of Protected Information is compartmentalized, such that all Protected Information shall be disclosed only to those persons and entities authorized to receive such Information as an Authorized Disclosure under this Agreement and applicable Confidentiality Control Procedures. The Confidentiality Control Procedures shall, at a minimum, adhere to, and shall not be inconsistent with, the procedures and practices established in the Port Authority Handbook.

(d) The Port Authority reserves the right to audit Recipient's Confidentiality Control Procedures, and those of each Related Party, as applicable, to ensure that it is in compliance with the terms of this Agreement.

(e) The Port Authority may request in writing that the Recipient or any Related Parties apply different or more stringent controls on the handling, care, storage and disclosure of particular items of Protected Information as a precondition for its disclosure. The Port Authority may decline any request by the Recipient or any of its Related Parties to provide such item of Protected Information if the Recipient or any of the Related Parties do not agree in writing to apply such controls.

(f) Nothing in this Agreement shall require the Port Authority to tender or provide access to or possession of any Protected Information to the Recipient or its Related Parties, whether or not the requirements of this Agreement are otherwise satisfied. However, if such Protected Information is provided and accepted, the Recipient and its Related Parties shall abide by the terms, conditions and requirements of this Agreement.

(g) The Recipient and each Related Party agrees to be responsible for enforcing the provisions of this Agreement with respect to its Related Parties, in accordance with the Confidentiality Control Procedures. Except as required by law pursuant to written advice of

competent legal counsel, or with the Port Authority's prior written consent, neither the Recipient, nor any of the Related Parties shall disclose to any third party, person or entity: (i) any Protected Information under circumstances where the Recipient is not fully satisfied that the person or entity to whom such disclosure is about to be made shall act in accordance with the Confidentiality Control Procedures whether or not such person or entity has agreed in writing to be bound by the terms of this Agreement or any "Acknowledgement" of its terms or (ii) the fact that Protected Information has been made available to the Recipient or such Related Parties, or the content or import of such Protected Information. The Recipient is responsible for collecting and managing the Acknowledgments signed by Related Parties pursuant to this Agreement. Recipient shall, at the Port Authority's request, provide the Port Authority a list of all Related Parties who have signed an Acknowledgment, and copies of such Acknowledgments.

(h) As to all Protected Information provided by or on behalf of the Port Authority, nothing in this Agreement shall constitute or be construed as a waiver of any public interest privilege or other protections established under applicable state or federal law.

3. **Disclosures and Discovery Requests**. If a subpoena, discovery request, Court Order, Freedom of Information Request, or any other request or demand authorized by law seeking disclosure of the Protected Information is received by the Recipient or any Related Party, Recipient shall notify the Port Authority thereof, to the extent permitted by law, with sufficient promptness so as to enable the Port Authority to investigate the circumstances, prepare any appropriate documentation and seek to quash the subpoena, to seek a protective order, or to take such other action regarding the request as it deems appropriate. In the absence of a protective order, disclosure shall be made, in consultation with the Port Authority, of only that part of the Protected Information as is legally required to be disclosed. If at any time Protected Information is disclosed in violation of this Agreement, the Recipient shall immediately give the Port Authority written notice of that fact and a detailed account of the circumstances regarding such disclosure to the Port Authority.

4. **Retention Limitations; Return of Protected Information**. Upon the earlier occurrence of either the Port Authority's written request or completion of Recipient's need for any or all Protected Information, such Protected Information, all writings and material describing, analyzing or containing any part of such Protected Information, including any and all portions of Protected Information that may be stored, depicted or contained in electronic or other media and all copies of the foregoing shall be promptly delivered to the Port Authority at Recipient's expense. In addition, as to Protected Information that may be stored in electronic or similar form, such Protected Information shall be deleted and completely removed so that such Protected Information is incapable of being recovered from all computer databases of the Recipient and all Related Parties. The Recipient may request in writing that the Port Authority consent to destruction of Protected Information, writings and materials in lieu of delivery thereof to the Port Authority. The Port Authority shall not unreasonably withhold its consent to such request. If the Port Authority consents to such destruction, the Recipient and each Related Party shall deliver to the Port Authority a written certification by Recipient and such Related Party that such Protected Information, writings and materials have been so destroyed within such period as may be imposed by the Port Authority. Notwithstanding the foregoing, to the extent required for legal or compliance purposes, the Recipient may retain copies of Protected Information (in any format), provided that (a) the Port Authority is notified in writing of such retention, and (b) Recipient

continues to abide by the requirements of this Agreement with respect to the protection of such Protected Information.

5. **Duration and Survival of Confidentiality Obligations.** The obligations under this Agreement shall be perpetual (unless otherwise provided in this Agreement) or until such time as the Protected Information is no longer considered protected, confidential and/or privileged by the Port Authority.

6. **Severability.** Each provision of this Agreement is severable and if a court should find any provision of this Agreement to be unenforceable, all other provisions of this Agreement shall remain in full force and effect.

7. **Injunctive and Other Relief.** Recipient and each Related Party acknowledges that the unauthorized disclosure and handling of Protected Information is likely to have a material adverse and detrimental impact on public safety and security and could significantly endanger the Port Authority, its facilities (including, without limitation, the Project site), its patrons and the general public and that damages at law are an inadequate remedy for any breach, or threatened breach, of this Agreement by Recipient or its Related Parties. The Port Authority shall be entitled, in addition to all other rights or remedies, to seek such restraining orders and injunctions as it may deem appropriate for any breach of this Agreement, without being required to show any actual damage or to post any bond or other security.

8. **Governing Law.** This Agreement shall be governed by and construed in accordance with the laws of the State of New York, without regard to conflict of laws principles. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient specifically and irrevocably consent to the exclusive jurisdiction of any federal or state court in the County of New York and State of New York with respect to all matters concerning this Agreement and its enforcement. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient agree that the execution and performance of this Agreement shall have a New York situs and, accordingly, they each consent (and solely with respect to the Port Authority, subject to the terms of the Port Authority Legislation (as defined below)) to personal jurisdiction in the State of New York for all purposes and proceedings arising from this Agreement. "**Port Authority Legislation**" shall mean the concurrent legislation of the State of New York and State of New Jersey set forth at Chapter 301 of the Laws of New York of 1950, as amended by Chapter 938 of the Laws of New York of 1974 (McKinney's Unconsolidated Laws §§7101-7112) and Chapter 204 of the Laws of New Jersey of 1951 (N.J.S.A. 32:1-157 to 32:1-168).

9. **Notices.** Any notice, demand or other communication (each, a "**notice**") that is given or rendered pursuant to this Agreement by either party to the other party, shall be: (i) given or rendered, in writing, (ii) addressed to the other party at its required address(es) for notices delivered to it as set forth below, and (iii) delivered by either (x) hand delivery, or (y) nationally recognized courier service (e.g., Federal Express, Express Mail). Any such notice shall be deemed given or rendered, and effective for purposes of this Agreement, as of the date actually delivered to the other party at such address(es) (whether or not the same is then received by other party due to a change of address of which no notice was given, or any rejection or refusal to accept delivery). Notices from either party (to the other) may be given by its counsel.

The required address(es) of each party for notices delivered to it is (are) as set forth below. Each party, however, may, from time to time, designate an additional or substitute required address(es) for notices delivered to it, provided that such designation must be made by notice given in accordance with this Paragraph 9.

Original to the Port Authority:	Cory Mermer The Port Authority of New York and New Jersey Procurement Departmetn Two Montgovery Street, 3rd Floor Jersey City, NJ 07302
with a copy to:	The Port Authority of New York and New Jersey 225 Park Avenue South - 14th Floor New York, NY 10003 Attn: General Counsel's Office c/o Caroline Ioannou, Law DISO
If to the Recipient:	_____ _____ _____
with a copy to:	_____ _____ _____

10. **Entire Agreement**. This Agreement contains the complete statement of all the agreements among the parties hereto with respect to the subject matter thereof, and all prior agreements among the parties hereto respecting the subject matter hereof, whether written or oral, are merged herein and shall be of no further force or effect. This Agreement may not be changed, modified, discharged, or terminated, except by an instrument in writing signed by all of the parties hereto.

11. **Counterparts**. This Agreement may be executed in one or more counterparts, each of which shall be deemed to be an original, but all of which shall be one and the same document.

12. **Parties Bound**. This Agreement shall be binding upon the Recipient and its respective successors. The foregoing shall not be affected by the failure of any Related Party to join in this Agreement or to execute and deliver an Acknowledgement hereof.

13. **Authority**. The undersigned individual(s) executing this Agreement on behalf of the Recipient below represent(s) that they are authorized to execute this Agreement on behalf of the Recipient and to legally bind such party.

14. **Disclosure of Ownership Rights or License**. Nothing contained herein shall be construed as the granting or conferring by the Port Authority of any rights by ownership, license or otherwise in any Information.

15. **No Liability**. Neither the Commissioners of the Port Authority, nor any of them, nor any officer, agent or employee thereof, shall be charged personally by the Recipient with any liability, or held liable to the Recipient under any term or provision of this Agreement, or because of its execution or attempted execution or because of any breach, or attempted or alleged breach thereof.

16. **Construction**. This Agreement is the joint product of the parties hereto and each provision of this Agreement has been subject to the mutual consultation, negotiation, and agreement of the parties hereto, and shall not be construed for or against any party hereto. The captions of the various sections in this Agreement are for convenience only and do not, and shall not be deemed to, define, limit or construe the contents of such Sections.

RECIPIENT:

Signature: _____

Print Name: Michael Bailey

Title: Senior Vice President

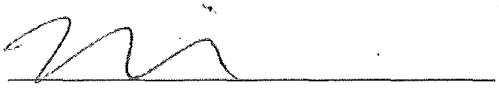
Date: June 24, 2014

EXHIBIT A

ACKNOWLEDGMENT BY RELATED PARTY INDIVIDUAL

I, Michael Bailey ("**Related Party**"), am employed as a(n) Senior Vice President by LiRo Engineers, Inc. I have been provided with and have read the Non Disclosure and Confidentiality Agreement between LiRo Engineers, Inc. (the "**Recipient**") and The Port Authority of New York and New Jersey (the "**Port Authority**") dated June 24, 2014 (hereinafter the "**Agreement**"), and the Port Authority Handbook attached to the Agreement. I understand that because of my employer's relationship with Port Authority, both my employer and I may be provided with access to, and/or copies of, sensitive security materials, protected or confidential information. If it is required for me to review or receive Protected Information, as it is defined in the aforementioned Agreement, I acknowledge that I will be bound by each and every term and provision contained therein, and that failure to do so may include, but is not limited to, the imposition of disciplinary action and sanctions, and/or the institution of legal action seeking injunctive relief, monetary and/or criminal penalties for violation of law and/or Port Authority policies and procedures, as well as for violation of federal and/or state regulations.

To the extent that I am currently in the possession of, or have previously come into contact with, marked information as it relates to the aforementioned Agreement, I agree to conform my handling procedures for Protected Information to the practices and procedures set forth and defined herein, or risk loss of access to said Information, removal from said Project and/or subjecting myself to the aforementioned disciplinary actions and/or civil and criminal penalties.

Signature: 

Print Name: Michael Bailey, PE

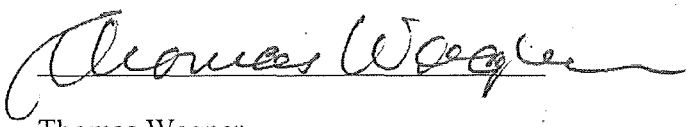
Date: June 24, 2014

EXHIBIT A

ACKNOWLEDGMENT BY RELATED PARTY INDIVIDUAL

I, Thomas Wagner ("**Related Party**"), am employed as a(n) Program Manager by LiRo Engineers, Inc. I have been provided with and have read the Non Disclosure and Confidentiality Agreement between LiRo Engineers, Inc. (the "**Recipient**") and The Port Authority of New York and New Jersey (the "**Port Authority**") dated June 24, 2014 (hereinafter the "**Agreement**"), and the Port Authority Handbook attached to the Agreement. I understand that because of my employer's relationship with Port Authority, both my employer and I may be provided with access to, and/or copies of, sensitive security materials, protected or confidential information. If it is required for me to review or receive Protected Information, as it is defined in the aforementioned Agreement, I acknowledge that I will be bound by each and every term and provision contained therein, and that failure to do so may include, but is not limited to, the imposition of disciplinary action and sanctions, and/or the institution of legal action seeking injunctive relief, monetary and/or criminal penalties for violation of law and/or Port Authority policies and procedures, as well as for violation of federal and/or state regulations.

To the extent that I am currently in the possession of, or have previously come into contact with, marked information as it relates to the aforementioned Agreement, I agree to conform my handling procedures for Protected Information to the practices and procedures set forth and defined herein, or risk loss of access to said Information, removal from said Project and/or subjecting myself to the aforementioned disciplinary actions and/or civil and criminal penalties.

Signature: 

Print Name: Thomas Wagner

Date: July 10, 2014

EXHIBIT A

ACKNOWLEDGMENT BY RELATED PARTY INDIVIDUAL

I, Howard Sackel ("**Related Party**"), am employed as a(n) Vice President by LiRo Engineers, Inc. I have been provided with and have read the Non Disclosure and Confidentiality Agreement between LiRo Engineers, Inc. (the "**Recipient**") and The Port Authority of New York and New Jersey (the "**Port Authority**") dated June 24, 2014 (hereinafter the "**Agreement**"), and the Port Authority Handbook attached to the Agreement. I understand that because of my employer's relationship with Port Authority, both my employer and I may be provided with access to, and/or copies of, sensitive security materials, protected or confidential information. If it is required for me to review or receive Protected Information, as it is defined in the aforementioned Agreement, I acknowledge that I will be bound by each and every term and provision contained therein, and that failure to do so may include, but is not limited to, the imposition of disciplinary action and sanctions, and/or the institution of legal action seeking injunctive relief, monetary and/or criminal penalties for violation of law and/or Port Authority policies and procedures, as well as for violation of federal and/or state regulations.

To the extent that I am currently in the possession of, or have previously come into contact with, marked information as it relates to the aforementioned Agreement, I agree to conform my handling procedures for Protected Information to the practices and procedures set forth and defined herein, or risk loss of access to said Information, removal from said Project and/or subjecting myself to the aforementioned disciplinary actions and/or civil and criminal penalties.

Signature:

Print Name: Howard Sackel

Date: July 10, 2014

EXHIBIT A

ACKNOWLEDGMENT BY RELATED PARTY INDIVIDUAL

I, Nancy Malicki ("**Related Party**"), am employed as a(n) Marketing Director by LiRo Engineers, Inc. I have been provided with and have read the Non Disclosure and Confidentiality Agreement between LiRo Engineers, Inc. (the "**Recipient**") and The Port Authority of New York and New Jersey (the "**Port Authority**") dated June 24, 2014 (hereinafter the "**Agreement**"), and the Port Authority Handbook attached to the Agreement. I understand that because of my employer's relationship with Port Authority, both my employer and I may be provided with access to, and/or copies of, sensitive security materials, protected or confidential information. If it is required for me to review or receive Protected Information, as it is defined in the aforementioned Agreement, I acknowledge that I will be bound by each and every term and provision contained therein, and that failure to do so may include, but is not limited to, the imposition of disciplinary action and sanctions, and/or the institution of legal action seeking injunctive relief, monetary and/or criminal penalties for violation of law and/or Port Authority policies and procedures, as well as for violation of federal and/or state regulations.

To the extent that I am currently in the possession of, or have previously come into contact with, marked information as it relates to the aforementioned Agreement, I agree to conform my handling procedures for Protected Information to the practices and procedures set forth and defined herein, or risk loss of access to said Information, removal from said Project and/or subjecting myself to the aforementioned disciplinary actions and/or civil and criminal penalties.

Signature: Nancy C. Malicki

Print Name: Nancy Malicki

Date: July 10, 2014

EXHIBIT A

ACKNOWLEDGMENT BY RELATED PARTY INDIVIDUAL

I, Sonia Robayo ("**Related Party**"), am employed as a(n) Senior Marketing Coordinator by LiRo Engineers, Inc. I have been provided with and have read the Non Disclosure and Confidentiality Agreement between LiRo Engineers, Inc. (the "**Recipient**") and The Port Authority of New York and New Jersey (the "**Port Authority**") dated June 24, 2014 (hereinafter the "**Agreement**"), and the Port Authority Handbook attached to the Agreement. I understand that because of my employer's relationship with Port Authority, both my employer and I may be provided with access to, and/or copies of, sensitive security materials, protected or confidential information. If it is required for me to review or receive Protected Information, as it is defined in the aforementioned Agreement, I acknowledge that I will be bound by each and every term and provision contained therein, and that failure to do so may include, but is not limited to, the imposition of disciplinary action and sanctions, and/or the institution of legal action seeking injunctive relief, monetary and/or criminal penalties for violation of law and/or Port Authority policies and procedures, as well as for violation of federal and/or state regulations.

To the extent that I am currently in the possession of, or have previously come into contact with, marked information as it relates to the aforementioned Agreement, I agree to conform my handling procedures for Protected Information to the practices and procedures set forth and defined herein, or risk loss of access to said Information, removal from said Project and/or subjecting myself to the aforementioned disciplinary actions and/or civil and criminal penalties.

Signature:

Print Name: Sonia Robayo

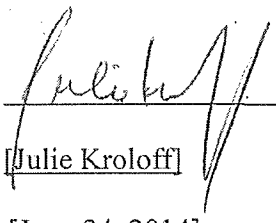
Date: July 10, 2014

EXHIBIT A

ACKNOWLEDGMENT BY RELATED PARTY INDIVIDUAL

I, [INTEGRATED STRATEGIC RECOURCES LLC] ("**Related Party**"), am employed as a(n) [24] by [June]. I have been provided with and have read the Non Disclosure and Confidentiality Agreement between LiRo Engineers, Inc. (the "**Recipient**") and The Port Authority of New York and New Jersey (the "**Port Authority**") dated June 24, 2014 (hereinafter the "**Agreement**"), and the Port Authority Handbook attached to the Agreement. I understand that because of my employer's relationship with LiRo Engineers, Inc., both my employer and I may be provided with access to, and/or copies of, sensitive security materials, protected or confidential information. If it is required for me to review or receive Protected Information, as it is defined in the aforementioned Agreement, I acknowledge that I will be bound by each and every term and provision contained therein, and that failure to do so may include, but is not limited to, the imposition of disciplinary action and sanctions, and/or the institution of legal action seeking injunctive relief, monetary and/or criminal penalties for violation of law and/or Port Authority policies and procedures, as well as for violation of federal and/or state regulations.

To the extent that I am currently in the possession of, or have previously come into contact with, marked information as it relates to the aforementioned Agreement, I agree to conform my handling procedures for Protected Information to the practices and procedures set forth and defined herein, or risk loss of access to said Information, removal from said Project and/or subjecting myself to the aforementioned disciplinary actions and/or civil and criminal penalties.

Signature: 

Print Name: [Julie Kroloff]

Date: [June 24, 2014]

EXHIBIT B

ACKNOWLEDGMENT BY RELATED PARTY ENTITY

The undersigned, [Julie Kroloff], is the [Member-Manager] of [Integrated Strategic Resource], a [LLC] ("**Related Party**"), located at [505 8th Avenue Suite 2503 New York, NY 10018], and is duly authorized to execute this Acknowledgment on behalf of the above Related Party. The above Related Party is involved with the functions of [Construction Management] in connection with [38268 IQCs for Performance of Expert Professional Construction Management and Inspection Services for Federally Fundere Storm Related Resiliency Projects on "As-Needed" Basis Through 2018] for The Port Authority of New York and New Jersey (the "**Port Authority**"). I acknowledge and confirm that the above named Related Party has been provided with a copy of and shall be bound and shall abide by all of the terms, requirements and conditions set forth in the Non Disclosure and Confidentiality Agreement dated June 24, 2014, between LiRo Engineers, Inc. (the "**Recipient**") and the Port Authority (hereinafter the "**Agreement**"), and by the Port Authority Handbook described in the Agreement. Appropriate and responsible officers and employees of the Related Party have carefully read and understand the terms and conditions of the Agreement. The Related Party has notice and acknowledges that any breach or violation of such terms, requirements and conditions may result in the imposition of remedies or sanctions as set forth or otherwise described therein against such Related Party.

Signature: _____

Print Name: [Julie Kroloff]

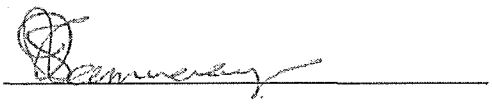
Date: [6-24-2014]

EXHIBIT A

ACKNOWLEDGMENT BY RELATED PARTY INDIVIDUAL

I, Ram Tirumala ("**Related Party**"), am employed as a(n) President by DISTINCT ENGINEERING SOLUTIONS, INC. I have been provided with and have read the Non-Disclosure and Confidentiality Agreement between LIRO ENGINEERS, INC.(the "**Recipient**") and The Port Authority of New York and New Jersey (the "**Port Authority**") dated June 24, 2014(hereinafter the "**Agreement**"), and the Port Authority Handbook attached to the Agreement. I understand that because of my employer's relationship with LiRo Engineers, Inc., both my employer and I may be provided with access to, and/or copies of, sensitive security materials, protected or confidential information. If it is required for me to review or receive Protected Information, as it is defined in the aforementioned Agreement, I acknowledge that I will be bound by each and every term and provision contained therein, and that failure to do so may include, but is not limited to, the imposition of disciplinary action and sanctions, and/or the institution of legal action seeking injunctive relief, monetary and/or criminal penalties for violation of law and/or Port Authority policies and procedures, as well as for violation of federal and/or state regulations.

To the extent that I am currently in the possession of, or have previously come into contact with, marked information as it relates to the aforementioned Agreement, I agree to conform my handling procedures for Protected Information to the practices and procedures set forth and defined herein, or risk loss of access to said Information, removal from said Project and/or subjecting myself to the aforementioned disciplinary actions and/or civil and criminal penalties.

Signature: 

Print Name: Ram Tirumala

Date: June 24, 2014

EXHIBIT B

ACKNOWLEDGMENT BY RELATED PARTY ENTITY

The undersigned, DISTINCT ENGINEERING SOLUTIONS, INC., is the 24th of June, 2014 DISTINCT ENGINEERING SOLUTIONS, INC. located at 656 Georges Road, 2nd Floor, North Brunswick, NJ 08902 and is duly authorized to execute this Acknowledgment on behalf of the above Related Party. The above Related Party is involved with the functions of Special Inspections in connection with RFP No. 38268 for The Port Authority of New York and New Jersey (the "**Port Authority**"). I acknowledge and confirm that the above named Related Party has been provided with a copy of and shall be bound and shall abide by all of the terms, requirements and conditions set forth in the Non Disclosure and Confidentiality Agreement dated June 24, 2014, between LIRO Engineers Inc. (the "**Recipient**") and the Port Authority (hereinafter the "**Agreement**"), and by the Port Authority Handbook described in the Agreement. Appropriate and responsible officers and employees of the Related Party have carefully read and understand the terms and conditions of the Agreement. The Related Party has notice and acknowledges that any breach or violation of such terms, requirements and conditions may result in the imposition of remedies or sanctions as set forth or otherwise described therein against such Related Party.

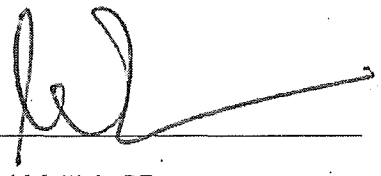
Print Name: Ram Tirumala, President,
Company DISTINCT ENGINEERING SOLUTIONS, INC.
Date: June 24, 2014

EXHIBIT A

ACKNOWLEDGMENT BY RELATED PARTY INDIVIDUAL

I, Khalid Mallick, PE ("**Related Party**"), am employed as a President by Techno Consult, Inc. I have been provided with and have read the Non-Disclosure and Confidentiality Agreement between LIRO ENGINEERS, INC.(the "**Recipient**") and The Port Authority of New York and New Jersey (the "**Port Authority**") dated June 24, 2014(hereinafter the "**Agreement**"), and the Port Authority Handbook attached to the Agreement. I understand that because of my employer's relationship with LiRo Engineers, Inc., both my employer and I may be provided with access to, and/or copies of, sensitive security materials, protected or confidential information. If it is required for me to review or receive Protected Information, as it is defined in the aforementioned Agreement, I acknowledge that I will be bound by each and every term and provision contained therein, and that failure to do so may include, but is not limited to, the imposition of disciplinary action and sanctions, and/or the institution of legal action seeking injunctive relief, monetary and/or criminal penalties for violation of law and/or Port Authority policies and procedures, as well as for violation of federal and/or state regulations.

To the extent that I am currently in the possession of, or have previously come into contact with, marked information as it relates to the aforementioned Agreement, I agree to conform my handling procedures for Protected Information to the practices and procedures set forth and defined herein, or risk loss of access to said Information, removal from said Project and/or subjecting myself to the aforementioned disciplinary actions and/or civil and criminal penalties.

Signature: 

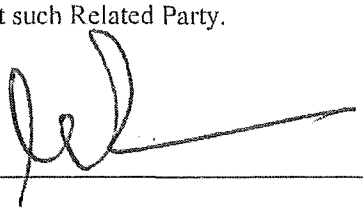
Print Name: Khalid Mallick, PE

Date: 6/24/14

EXHIBIT B

ACKNOWLEDGMENT BY RELATED PARTY ENTITY

The undersigned, Khalid Mallick, PE, is the President of Techno Consult, Inc., a Corporation ("**Related Party**"), located at 5 Independence Way, Suite 150, Princeton, NJ 08540, and is duly authorized to execute this Acknowledgment on behalf of the above Related Party. The above Related Party is involved with the functions of on-call professional construction management and inspection services in connection with PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR VARIOUS FEDERALLY FUNDED STORM RELATED RESILIENCY ON AN "AS IS NEEDED" BASIS THROUGH 2018 – RFP NO. 38268 for The Port Authority of New York and New Jersey (the "**Port Authority**"). I acknowledge and confirm that the above named Related Party has been provided with a copy of and shall be bound and shall abide by all of the terms, requirements and conditions set forth in the Non-Disclosure and Confidentiality Agreement dated June 24, 2014, between LiRo Engineers, Inc. (the "**Recipient**") and the Port Authority (hereinafter the "**Agreement**"), and by the Port Authority Handbook described in the Agreement. Appropriate and responsible officers and employees of the Related Party have carefully read and understand the terms and conditions of the Agreement. The Related Party has notice and acknowledges that any breach or violation of such terms, requirements and conditions may result in the imposition of remedies or sanctions as set forth or otherwise described therein against such Related Party.

Signature: 

Print Name: Khalid Mallick, PE

Date: 6/24/2014

EXHIBIT A

ACKNOWLEDGMENT BY RELATED PARTY INDIVIDUAL

I, LUIS LUGO, JR> ("**Related Party**"), am employed as a(n) PRESIDENT & COO by PACO GROUP INC. I have been provided with and have read the Non Disclosure and Confidentiality Agreement between LIRO ENGINEERS, INC.(the "**Recipient**") and The Port Authority of New York and New Jersey (the "**Port Authority**") dated June 24, 2014(hereinafter the "**Agreement**"), and the Port Authority Handbook attached to the Agreement. I understand that because of my employer's relationship with LiRo Engineers, Inc., both my employer and I may be provided with access to, and/or copies of, sensitive security materials, protected or confidential information. If it is required for me to review or receive Protected Information, as it is defined in the aforementioned Agreement, I acknowledge that I will be bound by each and every term and provision contained therein, and that failure to do so may include, but is not limited to, the imposition of disciplinary action and sanctions, and/or the institution of legal action seeking injunctive relief, monetary and/or criminal penalties for violation of law and/or Port Authority policies and procedures, as well as for violation of federal and/or state regulations.

To the extent that I am currently in the possession of, or have previously come into contact with, marked information as it relates to the aforementioned Agreement, I agree to conform my handling procedures for Protected Information to the practices and procedures set forth and defined herein, or risk loss of access to said Information, removal from said Project and/or subjecting myself to the aforementioned disciplinary actions and/or civil and criminal penalties.

Signature: _____

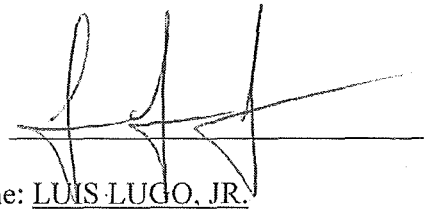
Print Name: LUIS LUGO, JR

Date: JUNE 24, 2014

EXHIBIT B

ACKNOWLEDGMENT BY RELATED PARTY ENTITY

The undersigned, LUIS LUGO, JR., is the PRESIDENT & COO of PACO GROUP, INC., a SUBCONSULTANT("**Related Party**"), located at 110 WILLIAM ST. 12th FLOOR NY, NY 10038, and is duly authorized to execute this Acknowledgment on behalf of the above Related Party. The above Related Party is involved with the functions of [6] in connection with [7] for The Port Authority of New York and New Jersey (the "**Port Authority**"). I acknowledge and confirm that the above named Related Party has been provided with a copy of and shall be bound and shall abide by all of the terms, requirements and conditions set forth in the Non Disclosure and Confidentiality Agreement dated June 24, 2014, between LiRo Engineers, Inc. (the "**Recipient**") and the Port Authority (hereinafter the "**Agreement**"), and by the Port Authority Handbook described in the Agreement. Appropriate and responsible officers and employees of the Related Party have carefully read and understand the terms and conditions of the Agreement. The Related Party has notice and acknowledges that any breach or violation of such terms, requirements and conditions may result in the imposition of remedies or sanctions as set forth or otherwise described therein against such Related Party.

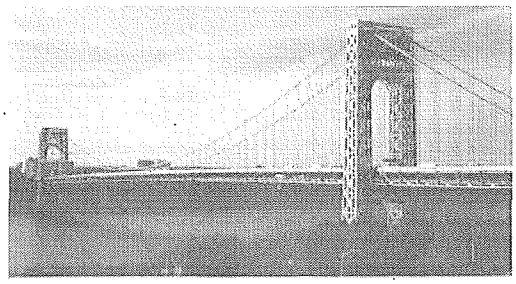
Signature: 

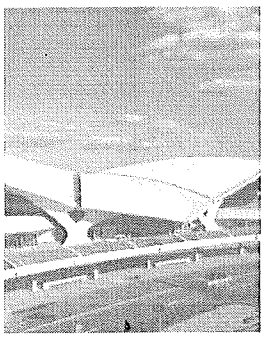
Print Name: LUIS LUGO, JR.

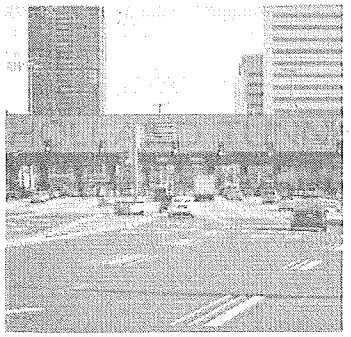
Date: JUNE 24, 2014

THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY

FTA AND FEMA FORMS







LiRo Engineers, Inc.
A LiRo Group Company

CERTIFICATION REGARDING LOBBYING PURSUANT TO 31 U.S.C. 1352

The undersigned

Michael Bailey, PE

(name of authorized officer)

certifies, to the best of my knowledge and belief, that:

- No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

- If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form LLL, "Disclosure of Lobbying, Activities" in accordance with its instructions.

- The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by, 31, U.S. C. § 1352 (as amended by the Lobbying Disclosure Act of 1995). Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

Note: Pursuant to 31 U.S.C § 1352(c)(I)-(2)(A), any person who makes a prohibited expenditure or fails to file or amend a required certification or disclosure form shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such expenditure or failure.

The Contractor certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Contractor understands and agrees that the provisions of 31 U.S.C. § 3801, et seq., apply to this certification and disclosure, if any.

Executed this day 10th of July, ~~2013~~ 2014

By: _____

Signature of Authorized Official

Michael Bailey, PE - Senior Vice President

Official Name and Title of Authorized Official

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION - LOWER TIER COVERED TRANSACTIONS

1. The prospective lower tier participant,

LiRo Engineers, Inc., certifies by submission of this bid or proposal, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

3. The prospective lower tier participant shall provide immediate written notice to the Authority (and the Contractor, if applicable) if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

Executed this day 10th of July, ~~2013~~ 2014.

BY SIGNATURE OF AUTHORIZED OFFICIAL

Michael Bailey, PE - Senior Vice President

NAME AND TITLE OF AUTHORIZED OFFICIAL

CERTIFICATION REGARDING LOBBYING PURSUANT TO 31 U.S.C. 1352

The undersigned

Michael Bailey, PE

(name of authorized officer)

certifies, to the best of my knowledge and belief, that:

- No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

- If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form LLL, "Disclosure of Lobbying, Activities" in accordance with its instructions.

- The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by, 31, U.S. C. § 1352 (as amended by the Lobbying Disclosure Act of 1995). Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

Note: Pursuant to 31 U.S.C § 1352(c)(I)-(2)(A), any person who makes a prohibited expenditure or fails to file or amend a required certification or disclosure form shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such expenditure or failure.

The Contractor certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Contractor understands and agrees that the provisions of 31 U.S.C. § 3801, et seq., apply to this certification and disclosure, if any.

Executed this day 10th of July, ~~2010~~ 2014

By: _____

Signature of Authorized Official

Michael Bailey, PE - Senior Vice President

Official Name and Title of Authorized Official

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION - LOWER TIER COVERED TRANSACTIONS

1. The prospective lower tier participant,

LiRo Engineers, Inc., certifies by submission of this bid or proposal, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

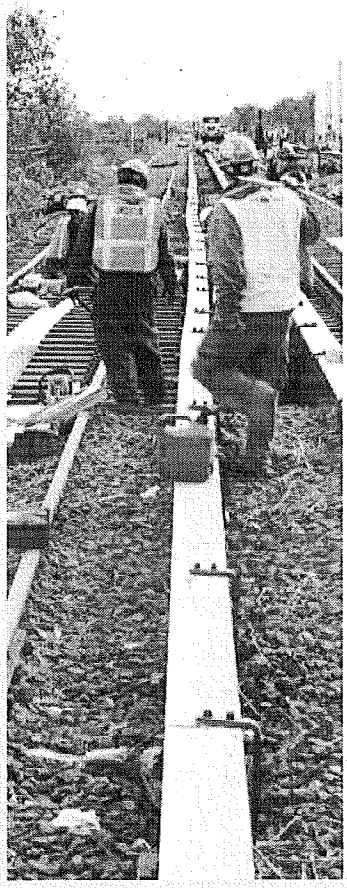
3. The prospective lower tier participant shall provide immediate written notice to the Authority (and the Contractor, if applicable) if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

Executed this day 10th of July, ~~2011~~ 2014.

BY SIGNATURE OF AUTHORIZED OFFICIAL

Michael Bailey, PE - Senior Vice President

NAME AND TITLE OF AUTHORIZED OFFICIAL



Louis Berger

Professional Services for

Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis through 2018

The Port Authority of NY & NJ

July 9, 2014

Louis Berger

July 16, 2014

The Port Authority of New York and New Jersey
Procurement Department
Two Montgomery Street, 3rd Floor
Jersey City, NJ 07302
Attn: Richard Perez

RE: IQC for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis through 2018 – RFP No. 38268

Dear Mr. Perez:

The Louis Berger Team is especially well suited to serve the Port Authority of New York and New Jersey ("Port Authority", "the Authority", or "PANYNJ") as a construction management consultant for federally funded storm related resiliency projects. This team, comprised of Louis Berger, Techno Consult, JCMS, and Naik Consulting Group, provides a tremendous depth of experienced talent for the performance of services required to successfully deliver these projects. We have an immediately available staff consisting of construction management professionals, certified inspectors, design experts, and project controls specialists with transit experience and an understanding of FTA and FEMA procedures. This staff proposed herein exceeds the Port Authority's requirements, and the resources available within this team extend beyond those cited herein.

With the storm related projects being funded by FTA and FEMA, this team offers the following unique benefits for this assignment:

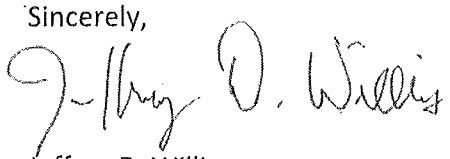
- **Hands on knowledge of storm impacts and recovery efforts on Port Authority assets, including the World Trade Center** – Louis Berger staff worked on the damage assessment effort for PATH facilities at the WTC site, just as they had after 9/11. Having served on the WTC Reconstruction effort since 2001, Louis Berger is more familiar than any other team with Port Authority operations and requirements for recovery-related projects in a federally funded framework.
- **Familiarity with the FTA grant reporting and tracking obligations** – Louis Berger is working on developing a project management plan framework for the FTA on storm recovery projects. Understanding of this framework – which incorporates both FTA and FEMA requirements – was inherent to Louis Berger's corporate experience, and is further honed and focused by this effort.

- **Knowledge of FEMA** – Louis Berger has served on several emergency recovery efforts, including assisting the states of Virginia and New York in their recovery from Hurricane Irene; the City of new Orleans in its recovery from Hurricane Katrina; Galveston, Texas and its coastal tourism and hospitality industry in its recovery from Hurricane Ike; and Ocean County, New Jersey and many other metro-area communities in their recovery from Sandy
- **Involvement in local resiliency planning** – As a firm headquartered in New Jersey and maintaining a large office in New York City, Louis Berger has been an active participant in a number of post-Sandy programs. Through its experience leading hazard mitigation efforts at the Jersey Shore and as a critical part of multiple New York Rising Community Reconstruction teams, Louis Berger has contributed notably to the resiliency project development efforts, experience which will help enhance the construction management services provided for the implementation phase of these programs at the Port Authority.

Louis Berger has performed construction management services for the Port Authority for more than 25 years, often on a "call-in" basis, and has offered those services on dozens of projects during that time. The services provided by Louis Berger and its team members in prior engagements are directly related to those requested by the Port Authority at this time, including constructability, biddability, and general engineering reviews; constructing staging planning and development; schedule development and monitoring; quality assurance inspection; overall contract administration; and cost engineering and estimating services.

Louis Berger offers a dedicated team with extensive relevant experience, a history of successful performance for Port Authority projects, depth of resources in multiple disciplines, and a vested interest in the success of this program. The Louis Berger Team and its members understand resiliency construction and the management services required to successfully deliver these projects. We understand the importance of this program to the Port Authority and the greater New York and New Jersey metropolitan area. We hope you find that this team offers an exceptional level of quality, experience, and dedication that the Port Authority needs to ensure the timely delivery of a high-quality and cost-efficient program. If you have any questions, please contact me at 202-303-2742 or jwillis@louisberger.com. Thank you for the opportunity to submit for your consideration.

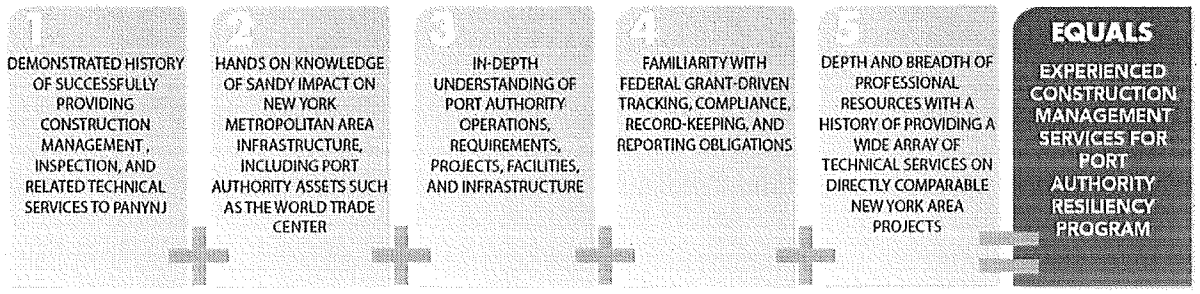
Sincerely,



Jeffery D. Willis
Senior Vice President

THE LOUIS BERGER TEAM - DELIVERING SERVICE AND VALUE

The Louis Berger Team is qualified to provide program management services to PANYNJ because it offers the following:



INTRODUCTION

Louis Berger is one of the largest multidisciplinary consulting engineering firms in the United States. The firm specializes in the areas of program/ construction management, transportation engineering, facility engineering, environmental studies, and economics. Louis Berger is consistently rated by the Engineering News-Record (ENR) as one of the top consulting engineering firms in the nation in several categories.

Louis Berger understands the goals of the Port Authority of New York and New Jersey resiliency program, and recognizes that attainment of these goals requires a well-rounded project team. With a resource base of more than 4,000 professionals and affiliate employees, Louis Berger is able to respond to local conditions while providing clients with world-class industry experts.

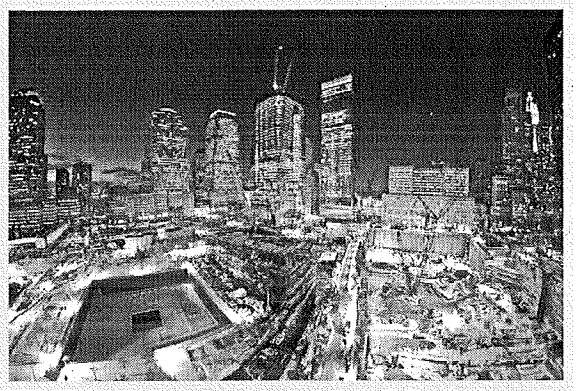
Louis Berger's "less is more" approach offers capable teams built to service and respect the Port Authority of New York and New Jersey (PANYNJ) budget and schedule. Louis Berger has broad experience and capability providing program management, project management, construction management, construction inspection, owner's representation, and other technical services to a variety of government authorities in the New York City metropolitan area, including the Port Authority for projects such as "call in" construction management contracts and other contracts including the World Trade Center Reconstruction. Louis Berger has also served other agencies as a CM on New York and New Jersey projects, including: the General Services Administration, the United States Postal Service, the Metropolitan Transportation Authority, and the U.S. Army Corps of Engineers.

In addition to a depth of construction management-related resources available in the greater New York metropolitan area, Louis Berger's corporate breadth offers immediate

access to national leaders in the fields of disaster recovery, including grant management. This in-house expertise enables the Louis Berger Team to structure its services in accordance with the additional requirements associated with these grants, ensuring that specific FTA and FEMA requirements associated with federally-funded resiliency projects, including those related to documentation and audit-ready reporting are fully met.

Through construction management and inspection engagements such as the Red Bull Stadium in Harrison, New Jersey and multiple "call-in" IDQ contracts with agencies such as the Port Authority, Louis Berger has successfully demonstrated its ability to lead experienced and qualified teams. The range of services for these efforts mirror those sought by the Authority at this time. Through previous contracts, Louis Berger has provided several key construction management professionals on PANYNJ assignments including Ian Baldwin, construction scheduler serving Tunnels, Bridges and Terminals Department, Ken Favaro, senior inspector serving Ports and Commerce, and Quinton "David" Hapke serving as senior civil and environmental inspector at Stewart Airport.

The team offered by Louis Berger includes these, and other, professionals with long-standing relationships with the Port Authority. This is a team that is not only capable of providing world-class construction management and inspection services, but which will do so with the passion of New York and New Jersey residents with a vested interest in the rebuilding and resiliency efforts that are so vital to the continuing storm recovery efforts in this region. Louis Berger's CM professionals have delivered great value to the Port Authority for previous contracts and we are committed to continuing the delivery of the same level of quality in the future under this IQC engagement.



"The Louis Berger Group has provided exceptional program management support services that have been critical to the successful $20 billion redevelopment of the World Trade Center site in New York City. This redevelopment effort is one of the largest, most complex and challenging programs in the world and Louis Berger has effectively worked hand-in-hand as a superb consultant to the Port Authority of New York and New Jersey in all phases of the life-cycle development of this highly visible program."

Lucy Foster,
Assistant Director,
World Trade Center Construction,

Louis Berger has engaged the following subconsultants to provide critical resources and assistance for the delivery of services for this agreement, each of which is a certified MBE:

- Techno Consult, Inc.,
- Jois Construction Management System, Inc. (JCMS), and
- Naik Consulting Group, PC

Louis Berger has previously worked with each of these firms on construction management assignments in the New York and New Jersey area, including those for the Port Authority, and therefore offers a deep and well-rounded team that is already accustomed to operating as a seamless unit to support each project's goals. Both jointly and individually, these team members have a long history of successful engagements with the Authority.

A. FIRM'S QUALIFICATIONS AND EXPERIENCE

The Louis Berger Team is a uniquely qualified partnership for the performance of services for the Authority's IQC proposal request for construction management and inspection services for federally funded resiliency projects. This partnership provides the following benefits:

- In-depth understanding of the Port Authority: Since the 1980's, Louis Berger has served as program management consultant on several major programs, including Redevelopment of the World Trade Center, Newark Airport and the George Washington Bridge Bus Station Redevelopment. Louis Berger was part of the initial team assigned to the World Trade Center "Downtown Restoration Program" that included restoration of PATH.
- History of "call-in" engagements with the Port Authority: In addition to the program management oversight contracts, Louis Berger and members of this team have held on-call contracts with the Authority for construction management and inspection services for several years, and have successfully delivered quality performance on repeated assignments on the full array of facilities and systems managed by the Authority.
- Hands on knowledge of Sandy impact on New York metropolitan area infrastructure: Louis Berger staff assisted in the damage assessment effort for PATH facilities at the WTC site, just as they did after 9/11. Louis Berger has also been engaged on a number of post-Sandy response, recovery, and rebuilding efforts state and local clients throughout the metropolitan area.
- Experience with local resiliency construction efforts: Louis Berger has been involved in the full range of post-Sandy efforts, including resiliency planning throughout the New York and New Jersey region. The multi-disciplinary experience of Louis Berger in these efforts will support the development of a tailored construction management approach, including a focus on unique project elements that often accompany federally funded post-disaster resiliency projects.
- History of grant management and reporting requirements for FTA and FEMA: This team has extensive experience with both federal agencies who are funding these resiliency projects, and whose contract documentation and financial reporting requirements will govern much of the administration of this contract's work.
- Knowledge of Port Authority assets, including PATH: Through Louis Berger's involvement on multiple call-in contracts, this team has familiarity with a wide range of Authority

facilities and systems, and is also thoroughly familiar with PANYNJ operational and management requirements.

- Extensive history of successful construction management and inspection services: The team has provided a full array of construction management and inspection services for similar programs nationally and internationally, combining a breadth of technical expertise; design-phase management including constructability studies, document technical reviews, and logistics and staging plans; master project schedule development and analysis; change management, cost engineering, and cost estimating; pre-planned and carefully managed document management; targeted data collection and reporting; site-based quality assurance and special inspections; and meticulous contract administration.

Louis Berger **Louis Berger** is an internationally recognized professional services firm providing program and construction management; disaster management (planning, response, recovery, and rebuilding); engineering; architectural; economic development; environmental science; and planning services, among others. Headquartered in Morristown, New Jersey with offices around the New York metropolitan area, Louis Berger is a devoted and trusted partner to federal, state and local government agencies, as well as multilateral institutions and the commercial industry. To this diverse client base, Louis Berger brings strategic vision and an entrepreneurial spirit, developing innovative solutions to some of the world's most challenging problems.

Louis Berger and its partners foster collaborative relationships with clients to tackle large-scale, complex, highly visible programs that require significant stakeholder coordination and facilitation. Louis Berger has an extensive portfolio of domestic and international clients for whom it has provided program, project, and construction management; disaster response and recovery; program controls; and a wide array of technical services.
The team proposed for this program has provided these services to the Port Authority, New York Economic Development Corporation; Dormitory Authority of the State of New York (DASNY); New York Metropolitan Transportation Authority; New York State Department of Transportation; General Services Administration; U.S. Army Corps of Engineers; Department of Defense; US Postal Services; Federal Bureau of Prisons; New York City Department of Environmental Protection; New York City Office of Management and Budget; New York City School Construction Authority; and New York City Department of Education; as well as numerous state departments of transportation, international airport authorities, and city governmental agencies.

Though the World Trade Center Redevelopment program is the most visible of Louis Berger's contracts in New York City, it is just one of its many engagements with New York City- and State-based programs. Louis Berger is also providing a pivotal leadership role on the Staten Island, Brooklyn, Queens, and Nassau County project development effort for the New York Rising Community Reconstruction Program.

Louis Berger has assembled the following team by drawing upon existing professional relationships with firms who shared the depth of experience with the Port Authority and who added breadth and depth to the team proposed to the Authority for this contract.

TECHNO ENGINEERS & CONSTRUCTION MANAGERS

Techno Consult, Inc. (Techno), a certified Minority Business Enterprise (MBE) and Disadvantaged Business Enterprise (DBE) founded in 1998, provides engineering, construction management (CM) and resident engineering inspection (REI) services for clients that include the Port Authority of New York and New Jersey, New York City Department of Environmental Protection (NYCDEP), the New York City Department of Design and Construction (NYCDDC), and the City of Newark, NJ, among numerous others. Techno's principal and associates have proven accomplishments in mass transit, transportation, infrastructure, heavy civil construction, facilities, water/wastewater treatment, and municipal projects for both public agencies and private clients.

The scope of Techno's engineering services includes preliminary and final design, contract document preparation, procurement support, and construction management services. As a reputable full-service provider of comprehensive construction management services, Techno's typical CM services include:

- Project and construction management
- Program management
- Construction contract administration and supervision
- Construction inspection and quality control services
- Project controls, scheduling and cost control
- Pre-construction planning and post-construction services
- Technical support

JCMS, Inc.

JCMS has been providing program management and project management services to the rail industry for more than 28 years. During this period, JCMS has provided services on over two hundred mass transit projects, ranging in size from $1 million to more than $6 billion. These encompass a wide variety of projects for various transportation agencies such as Port Authority of NY & NJ, FTA, New York City Transit, Long Island Rail Road, Metro North Railroad, New Jersey Transit, Southeastern Pennsylvania Transportation Authority, Massachusetts Bay Transportation Authority, Delaware River Port Authority, Port Authority of Allegheny County, and Valley Metro (Phoenix, Arizona).

JCMS's significant strength and experience in all areas of construction project management is complemented by their significant mass transit experience. Some of the key facets of JCMS' background are:

- Provided construction management and related services on more than 200 infrastructure projects over a period of 28 years, both as prime and subconsultant
- Knowledgeable staff with strong transit experience
- Experience in all areas of mass transit construction, including stations; track work; bus and rail maintenance shops;

tunnels; bridges and structures; yards; signal and communication; catenary and traction power; ROW improvements; and ADA accessibility improvements.

JCMS has more than 85 employees on its full time staff in various disciplines. They are cost and scheduling engineers, cost estimators, document control specialists, office engineers, resident engineers, and construction inspectors.

JCMS has expertise in the following areas:

1. **Quality Control Inspection** - Provide the services of experienced senior and junior level transit, civil and structural, architectural, mechanical and electrical inspectors to ensure compliance with plans and specifications during construction.
2. **Cost Estimating** - In the field of cost estimating, JCMS has provided conceptual, preliminary, budget and definitive cost estimates. JCMS works with A/E firms from the beginning of a project and develop construction cost estimates through the various design phases and for various scenarios. JCMS also provides cost confidence analysis of engineer's estimates prepared by others.
3. **CPM Scheduling** – JCMS has managed schedules through the entire project life-cycle, including: Developing master summary schedules, design schedules and detailed baseline construction schedules; preparing monthly updates by comparing and highlighting major activity deviations between original baseline and current schedule, analyze critical path and prepare bar charts, histograms and narrative reports; reviewing and analyzing CPM schedules prepared by others and report on its accuracy with respect to actual project status through charts and narrative reports; and preparing Recovery Schedules
4. **Construction Claims** – JCMS offers a full complement of claims analysis services, including: preparing time-impact analysis based on in-depth analysis of planned or unforeseen events/issues and scope changes in the project; quantifying the impact on project completion date; reviewing time-impact analysis prepared by others; and making recommendations to the owner.
5. **Document Control System** - Review project requirements; establish management parameters, design and set-up a computerized document control system (DCS). Operate, control and maintain the DCS for project documents such as submittals, RFIs, change orders, meeting minutes, correspondence, etc. and prepare periodic exception/criticality reports for management.
6. **Cost Control** - Develop a cost control system to monitor actual cost to date, actual cost for the current period (cost this period), estimate to complete (ETC), estimate at completion (EAC), earned value and variance for each project
7. **Project Management** - Develop project management technical standards and procedures manual including standard reports for cost, schedule and quality control; develop and implement computerized project control system; monitor actual performance of the project and providing earned value analysis of cost, resources and schedule; provide specialized project management training for project personnel
8. **Risk Analysis** – Provide cost and schedule risk management including risk

identification, risk quantification, schedule and cost risk modeling, assessment of key project elements for cost and schedule with three point estimates, qualitative and quantitative risk analysis using Monte Carlo simulation software, generating probabilistic curves, maintaining risk register identifying key constraints and contributors, assessing criticality, recommending mitigation methods, response planning, controlling and assigning responsibility for mitigation. Ongoing involvement in risk management include maintaining (updating) risk impacted project schedule and budget with periodical forecasts for upper management review.

Naik has a successful history in providing quality construction inspection and administration services for major transportation agencies for complex projects throughout the tristate area. Naik is currently providing construction inspection services for ongoing projects with an aggregate value of $500 million. Realizing the significance of the safety of the public and the firm's responsibility to that, Naik works with its clients, public agencies, and affected stakeholders to provide a unique communication outreach network. This fosters awareness and cooperation with construction projects in order to alleviate delays or interruptions, therefore keeping the project safe, on schedule, and on budget.

In performing resident engineering services and construction inspection services, Naik understand that the construction phase represents the most visible and costly phase in the project delivery process. Proactive construction monitoring is Naik's highest priority. Naik presents 15 certified seasoned resident engineers/office engineers/ inspectors with relevant experience including highway and bridge projects of varying levels of complexity. Naik's inspection personnel are well-trained and well-versed in their project-specific inspection assignments and their training is regularly supplemented on a broad range of items including personal and public safety issues on a public works projects; the impact and importance of the contractor's timeline and work schedules on a construction project.

During construction of any project, the primary function of the resident engineering and inspection force is to ensure conformance of the workmanship and the materials with the plans and specifications. This includes keeping construction activities on schedule, controlling project cost, minimizing contract change orders through proactive and cooperative interaction with the contractor, attending all progress meetings, and providing close-out services to include preparation of as-built drawings.

Naik's employees are trained and certified in current construction industry technologies and methodologies. Naik prides itself in making sure Naik construction personnel are well prepared and well versed in the latest construction requirements and innovations specializing in OSHA and safety, asphalt, traffic control and safety, and concrete technologies.

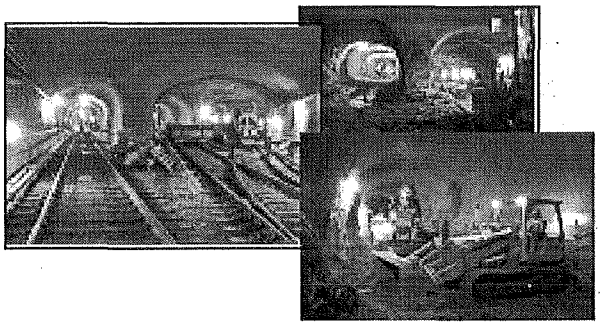
Collectively, this team has performed the Port Authority's requested scope of services on hundreds of applicable projects, including extensive experience on major transportation projects and throughout the New York

metropolitan area. This proposal highlights the below projects:

- World Trade Center Reconstruction
- George Washington Bridge Bus Station Modernization
- Performance Of Expert Professional Construction Management And Related Technical Services On A "Call-In" Basis For 2011-2014; Purchase Orders #4900007404 Through #4900007406

Additional relevant projects are listed on form C-1 and C-2 in Appendix.

PORT AUTHORITY OF NEW YORK & NEW JERSEY WORLD TRADE CENTER RECONSTRUCTION



PATH: The Port Authority Trans-Hudson (PATH) Commuter Rail System was a key component of the transportation infrastructure of the New York Metropolitan Area, and particularly important to the economy of Lower Manhattan. One of its two terminus points in Lower Manhattan was eliminated by the events of September 11, 2001. In an effort to restore this service, the Authority embarked on an extremely "fast track" program to: construct a Temporary PATH Station at the site of the former World Trade Center (WTC); restore the two miles of tunnels beneath the Hudson River connecting this terminal with New Jersey; and improve the first station in New Jersey, Exchange Place Station, to operate as an interim terminal and handle the size trains needed to provide the level of service required by this key rail artery.

Louis Berger provided program management support; program and project level cost, schedule and scope control; program definition; management of in-house staff; coordination of PEER review by national rail experts; validation review of the signal technology with heavy rail signal experts; system integration; development of work breakdown and charge code structures; coordination with FEMA, FTA and other state and federal agencies; program and project level

Point of Contact:
Alan Reiss, Deputy Director, WTC Construction
115 Broadway, 10th Floor
New York, NY 10006
[redacted]

Location of Work:
New York, NY

Duration of Contracts:
May 2004 - December 2016

Dates Services Were Performed:
May 2004 - present

Approximate Dollar Amount of Agreements
$128,000,000

Approximate Annual Staff Hours of Full and Part Time Labor Expended in the Performance of the Contract/Agreement
60,000 hours/year

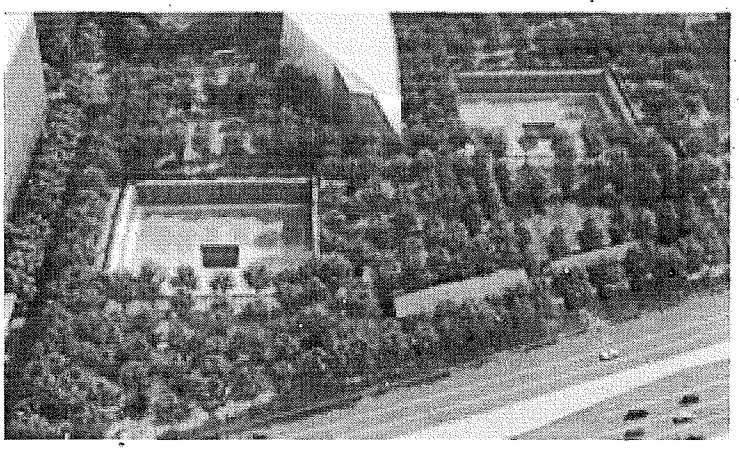
Names of representatives familiar with the work and who the Port Authority may contact:
Alan Reiss, Deputy Director, WTC Construction

CPM scheduling and earned value analysis; actual expenditure and accruals monitoring and audit; problem resolution analysis; database application development; public relations, including a program animation and public website; management presentation, technical paper and press release preparation; status/progress report preparation; constructability reviews, including 4D construction schedule analysis; schedule risk analysis; submittal and RFI tracking/monitoring using expedition; electronic records/information management; and implementation of engineering technologies for information management and team communication/collaboration. In addition to these three major projects, Louis Berger also provided diverse management and technical support of concurrent projects involving the WTC site, including: WTC site master planning; Lower Manhattan transportation studies; environmental analysis and documentation; WTC site management (street, sidewalk and pedestrian bridge improvements); and general WTC site works (on-site structural work, slurry wall repair, etc.).

Rehabilitation of Tunnels E and F: Due to flooding following the September 11th attacks, the project required the demolition and removal of the entire infrastructure, track work and systems within the tunnels, and restoration of all cables and wires, tracks, lighting, drainage, fire protection, and signal and communication systems. Nearly 20 miles of cables (including high voltage, traction power, communications and signal) and over four miles of track were replaced.

Exchange Place Station Improvements: The project scope included construction of several cross-tunnels to connect the existing five tunnels and allow installation of track crossovers to connect the tracks serving Exchange Place Station and the replacement of an existing signal relay room in the way of the proposed connecting tracks. In addition to the new tunnel crossovers, the Exchange Place Station platforms were lengthened to accommodate 10-car trains, increasing commuter capacity from its earlier 8-car train design. Additionally, the station was completely refurbished, including vertical circulation, lighting, wayfaring signage, floors and finishes, and utilities and systems.

Temporary WTC PATH Station: The design and construction of a temporary WTC PATH Station, including a track and platform configuration similar to the former WTC station, was planned to ensure restoration of PATH service to Lower Manhattan within 24 months. The station has a mezzanine (with a fare control area) above the platforms, with stair and elevator access connecting the two levels. From the mezzanine, passengers follow the previous circulation route to escalators, elevators, and stairs which provide access up to street level under a new canopied plaza on the west side of Church Street.



Through an "open-to-air" design with minimal exterior walls, the temporary station was constructed with semi-opaque fabric enclosures to provide protection from both inclement weather and the anticipated construction at the surrounding site.

Ongoing Program and Construction Management: In conjunction with the critical support to the PATH system within the 16-acre World Trade Center site, Louis Berger has been providing program management services for the reconstruction of more than 10 million gross square feet of facilities and transportation infrastructure, one of the largest redevelopment programs and the most visible and politically sensitive construction project in the United States.

Louis Berger has integrated and controlled the schedule, costs, and scope of over 20 ongoing projects that comprise the $20 billion WTC Redevelopment. Programs within the site include a diverse range of structures including multi-story commercial and retail space, a major transportation hub, a memorial and museum, streets and infrastructure modifications, below-grade vehicle security center, storage, parking, and a central chiller plant. The program is funded by various public and private sources and involves more than 25 federal, state and local interest groups and stakeholders.

Louis Berger is proud to provide a broad range of construction and program management services which have been integral to this iconic redevelopment – from constructability reviews and value engineering that reduced cost and construction time, to the establishment of a comprehensive and robust integrated master schedule, along with customized management reports and web-based applications, project and program performance measures, and cost control reports.

Louis Berger provides a broad range of internal and external communication services at the WTC site, including: developing and maintaining the website for the program; providing weekly project updates, distributed electronically to senior Port Authority managers and executives; development of fact sheets and related technical materials for use internally and for distribution to the media. Louis Berger also provides the photography depicting the program's history and current status. The Louis Berger team works hand-in-hand with the Port Authority's Public Affairs Office on all matters related to this monumental program.

GEORGE WASHINGTON BRIDGE BUS TEMINAL

Louis Berger was selected by The Port Authority of New York and New Jersey as the program manager for the George Washington Bridge Bus Station Redevelopment. The station, originally designed by Pietro Nervi and constructed in the 1950's, now serves 20,000 commuters daily as a connection point for trips from New Jersey to Manhattan.

Point of Contact:
Brian Emch, PE, PMP Manager, Technical and Maintenance Services, Tunnels, Bridges and Terminals
One Madison Avenue
New York, NY 10010
[redacted]

Location of Work:
New York, NY

Duration of Contract:
Three Years (ongoing)

Dates Services Were Performed:
August 2011 - present

Approximate Dollar Amount of Agreement
$4,500,000

Approximate Annual Staff Hours of Full and Part Time Labor Expended in the Performance of the Contract/Agreement
7,700 hours/year

Names of representatives familiar with the work and who the Port Authority may contact:
Brian Emch

The project is being designed and constructed within the Port Authority-owned facility where the Authority is leasing the space, exclusive of the bus operations, to a private New York City developer. In this public-private partnership, the Port Authority has contracted the developer to modernize the bus station and incorporate a retail shopping complex to serve the local Washington Heights community. The developer is responsible for design and construction of the new bus pavilion and concourse for 30 buses; this new bus platform and pavilion will improve operations and passenger comfort.

Services performed by Louis Berger as program manager include assisting with the program definition, permitting, historic preservation analysis, design management, cost control, scheduling, document control, and project management. Louis Berger is providing program management support to three construction packages for 120,000 square feet of mixed use multi-story space for Port Authority bus operations and tenant commercial areas. These services also include quality control for compliance with tenant-lease agreement for space and utility allocation, design intent, construction quality, and compliance with NYC Building Code. Construction is being staged and phased to allow for continued operation of the station during construction.

PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND RELATED TECHNICAL SERVICES ON A "CALL-IN" BASIS FOR 2011-2014; PURCHASE ORDERS #4900007404 THROUGH #4900007406

Louis Berger was awarded a "call-in" contract for Construction Management and related services for the Port Authority of New York and New Jersey for 2011-2014. Services were provided on a number of projects through this contract. A representative sample of services includes:

Senior Scheduling Services: Louis Berger developed and maintained CPM schedules, including review and approval of contractor schedules, for projects including the George Washington Bridge, Bayonne Bridge, Goethals Bridge, Lincoln Tunnel, Holland Tunnel, LaGuardia Airport, Newark Airport, Port Authority Bus Terminal and George Washington Bridge Bus Station

Brooklyn Marine Terminals, Piers 7, 8 & 9B: Louis Berger provided quality assurance and

Point of Contact:
Paul Salvatore
Port Authority of New York and New Jersey
Tech Center, 241 Erie Street
Jersey City, NJ
201.595.4892

Location of Work:
Tech Center, Jersey City
Stewart Airport, New Windsor, NY
Brooklyn Marine Terminals

Duration of Contract:
September 8, 2011 – present (~2.75 years)

Dates Services Were Performed:
October 12, 2011 – present (~2.75 years)

Approximate Dollar Amount of Agreement
$2,000,000

Approximate Annual Staff Hours of Full and Part Time Labor Expended in the Performance of the Contract/Agreement
6,000 hours/year

Names of representatives familiar with the work and who the Port Authority may contact:
Patrick Foye, Harry Ammend
Omar Astacio
Ron Gunman, Andria Giorgia-Bocker

construction management services for multiple marine terminal rehabilitation projects. Services included: ensuring that materials and the contractor's means and methods would result in repairs called for on the contract drawings and specifications; daily job supervision and performance of detailed work inspections resulting in daily job reports; scheduling and witnessing underwater inspections by the Port Authority's Diver/Engineer Contractor; assuring that OSHA safety regulations are being adhered to at all times including daily review of job conditions, weekly safety/toolbox talks with the Contractor and scheduling site inspections with Risk Management and Insurance Representatives; attending job meetings to discuss project status, open RFIs and means and methods to address special situations during construction; and reviewing and approving Contractor's financial documents including job status reports (monthly percentage completion documents) and monthly payment requests.

Projects on which these services were provided were as follows:

- $2.8 million marine terminal rehabilitation project including 354 pile jacket repairs (of 7 various types) to eliminate further pile deterioration from marine borers; removal and replacement of 650 LF of deteriorated steel walers supporting existing steel bulkheads; preparation and welding of 30 large steel plates along the existing bulkheads to prevent upland wash-out; and removal and replacement of the timber fendering pile system in order to replace steel walers. (Contractor: Trevcon Construction Company)
- $2 million marine terminal rehabilitation project including 258 pile jacket repairs (of 16 different types) on the structural piles supporting Piers 9A, 9B and 10; preparation of two steel sheet pile bulkheads (770 LF total) and coating of same with marine epoxy; welding 80+ steel repair plates over holes in the bulkheads and concrete spall repairs on the piers' under-deck structural girders. (Contractor: Coastal Environmental Group).
- $750,000 marine terminal rehabilitation project including the removal and replacement of 800 LF of timber fendering systems and the removal and

replacement of 1000+ LF of pier deck backing log (Contractor: R.B. Conway).

Stewart International Airport, New Windsor, New York: Louis Berger has provided inspection and management services for a variety of construction projects including, but not limited to civil, structural, electrical, life safety systems, and tenant alterations on Port Authority property. Louis Berger's on-site representative works closely with the Resident Engineer on submittal reviews and payment applications as well as all other documentation necessary for successful project performance and closeout. Current projects include but are not limited to:

- Rehabilitation of Weather Instrument Power (WIP) Circuit: Louis Berger was responsible for coordinating with the Stewart Airport Operations group on the issuance of Notices to Airmen (NOTAMs) relative to our work location in critical areas on the airfield. Because the project required closures of runways and taxiways to facilitate duct bank crossings the work was compressed into 48 hour schedules to complete the work on each duct. This scope of work also included installation of manholes outside of safety areas but between taxiways and runways.
- Rehabilitation of Taxiway Edge Lighting: Louis Berger coordinated with Airport Operations to manage the closing of numerous crossings and manage the work that was being done on the taxiway edges. The scope of work included circuit shut downs for edge lights, trenching to accommodate new conduits and new wiring for high efficiency LED edge lights.
- Rehabilitation of Runway 9 Approach Lighting and Cables: In order to maintain Stewart's CAT II airport status, the FAA required an upgrade of, and insurance of, a fully functioning system. Elements of this project included displacing the main runway (9-27), which is 11,817 feet long. Light cans were replaced and new light can locations were cored and installed for conformance to appropriate Advisory Circular requirements. New power lines were fed from the airfield electrical vault and four new manholes were added over the NYC Aqueduct that runs underground, perpendicular to the runway. Timing was also of the essence in this task due to multiple closures to vital areas of the runway.
- Airside Pavement Repairs and Markings: Under this work order Louis Berger oversaw concrete and pavement repairs, landside paving, airside trench drains, airfield restriping, Airfield Slab repairs and paving of Fuel Pad ramp airside.
- Runway Weather Information System: Louis Berger provided inspection services on this project to install all new sensors into the runways at Stewart Airport. Due to the sensitivity of the locations, work was performed at night.
- Terminal Building Roof Replacement: Louis Berger oversaw the removal of the old terminal roof and reinstallation of the new TPO roof and associated equipment.
- Sewer Rehabilitation Project: 6,000 feet of outdated and damaged clay pipe was replaced by means of pipe bursting. Louis Berger was involved from cradle to grave of this project. He inspected the maintenance and protection of traffic daily, as well as the installation of the new HDPE piping.
- Building 2290 Roof Replacement: Louis Berger is overseeing not only the asbestos abatement, but also the new

roofing installation for the 40,000 SF roof over Building 2290. The flexibility afforded by the qualifications of Louis Berger's on-site inspector allows him to "switch hats" and manage the project from the submittal process to the final closeout for both the construction and environmental fields.

B. STAFF QUALIFICATIONS AND EXPERIENCE

In the discipline of construction management and inspection, the Louis Berger Team maintains a staff which includes hundreds of professionals located in the New York/ New Jersey Metro Area.

For this project in particular, the team is capable of delivering the more than the required number of certified professional as identified in the request for proposal. The Team currently includes:

- At least 15 Professional Engineers licensed in the states of New York and/or New Jersey
- At least 12 ACE Concrete Construction Special Inspectors
- At least 3 ICC Certified as Structural Steel and Bolting Inspectors
- At least 3 NACE Level 1 coatings certified individual

A summary of the Team's certifications is on page 19.

At Louis Berger, construction and project management is a discipline taught and nurtured. Louis Berger selects promising candidates from its engineering staff possessing the interest, leadership, communication, and organizational skills necessary to master construction management and inspection assignments. This discipline includes learning the tools to manage schedule and budgetary performance. Louis Berger's project managers are all technical experts with superior managerial skills. These managerial skills are developed through in-house training in cost and schedule control, including advanced training with the systems (P6, Cost Manager, etc.) used to monitor cost and schedule. An essential part of Louis Berger's PM training includes effective communications, both internally with management and staff and externally with clients and other stakeholders. Louis Berger's communication procedures include both meetings and written communications such as regular project status reports, meeting minutes, public presentations and financial reports. The Louis Berger Team has the depth of talent to assign personnel with relevant experience and with an understanding of the technical challenges of each specific project. Louis Berger's personnel will also bring design and construction expertise in an array of construction project types, a diversity of experience which augments the team's ability to address the unique combination of challenges that each project can present. The key individuals responsible for the successful completion of each task under this contract include:

Jeffery Willis is a senior vice president with the Louis Berger and has more than 25 years of experience in the management and implementation of facilities program management, construction management, and A/E design requirements directly related to state, local, and federal facilities planning, engineering, and management both in the U.S. and abroad. With Louis Berger, he has overseen and been primarily responsible for a wide range of some of the largest facility program and construction management projects in the world, to include the principal PM role at the

$20 billion World Trade Center redevelopment program in lower Manhattan and also the principal PM role on several major aviation construction programs, including those at Hartsfield-Jackson Atlanta International Airport and throughout the Houston Airport System. Mr. Willis has been the principal-in-charge for more than 100 independent assignments in his more than 14 year career with Louis Berger, all of them having been delivered on time and on budget. Mr. Willis has been highly effective in supporting complex assignments with multiple stakeholders and will dedicate all necessary effort to support this very important program. As a corporate officer with Louis Berger, he is authorized to negotiate on behalf of the firm and is responsible for ensuring required resources are available and are assigned in order to meet client requirements.

Michael Regan, CCM has more than 17 years of construction management experience on a diverse portfolio of complex, high-visibility projects totaling more than $2 billion. His accomplishments include dispute resolution, system start-up and project closeout on over $150 million of plant improvements at the 740 MGD Blue Plains Wastewater Treatment Plant; the management of the $145 million U.S. Supreme Court Modernization Project; and the leadership of the preconstruction and procurement phases for the $750 million Cannon House Office Building Renewal project. As an associate vice president at Louis Berger, Mr. Regan has performed in leadership positions for the CDBG-funded New Jersey Superstorm Sandy Housing Incentive Program, and has led Ocean County, New Jersey's Hazard Mitigation Grant Program (HMGP) project development and application process.

Wayne Valentine, PE has provided management oversight on a number of Port Authority contracts throughout the past ten years. His understanding of Port Authority requirements and industry best practices makes him well suited to lead this IQC contract in a continuation of this role for the Authority. In addition to overseeing the services provided for the Authority, Mr. Valentine has also performed constructability reviews and cost estimates for existing engineering contract with the PANYNJ.

John Hasselmann, PE, CCM is a licensed civil engineer with 20 years of professional experience in engineering, management, design, and construction. He manages construction support services including engineering during design services, inspection and scheduling, and multi-discipline A/E teams for planning and design of facilities. Mr. Hasselmann is currently performing a project management role at the George Washington Bridge Bus Station project for the Port Authority. Mr. Hasselmann has extensive management experience that includes broad oversight of regional programs, management of construction and A/E contracts at numerous sites both in the U.S. and abroad, and leadership and management of design-build project delivery teams.

Ken Favaro has been a marine construction and site work project manager in the New York metropolitan area since May 1984. Ken's current position with The Louis Berger Group, Inc. is senior civil inspector for the Port Authority of New York and New Jersey, handling complex, large-scale marine construction projects for the Port Commerce Division, operating primarily at the Brooklyn Marine Terminal in Red Hook and the New York Container Terminal in Port Ivory, Staten Island. Ken's primary job responsibilities include workmanship and materials quality assurance,

daily detailed job inspections, site safety/OSHA compliance, and approving and processing contractor payment requisitions. In addition to providing field representative / marine construction inspector services to the Port Authority at Brooklyn Marine Terminals, Piers 7, 8, and 9B in Brooklyn, Mr. Favaro also received accolades for his efforts on the development of post-Sandy repair options for a Snug Harbor dock on behalf of the Authority.

Rich Law, PE, CCM, PMP has nearly 28 years of technical and management experience in civil engineering related projects. The majority of his experience has been on projects in the New Jersey and New York metropolitan area. He has also spent 9 years working overseas managing some noteworthy and high profile projects. He has served as a project manager, design manager, and resident engineer throughout his career. As a designer and project manager, he has worked on all aspects of civil engineering and has prepared many designs and complete bidding documents on many different types of projects. While serving as a resident engineer, he has gained a significant amount of field experience, which he has reflected on the designs under his supervision.

Richard Barrington, PE is a licensed principal engineer serving as the manager of facilities engineering. He has 16 years of experience in design services for civil and environmental engineering including the past 18 months in an operational manager capacity. Mr. Barrington has been involved in a wide variety of projects for both private and public sector clients. His experience ranges from preliminary investigations and conceptual plans, through design and preparation of contract documents, to construction phase services. He has worked in many sectors, most notably education, aviation, transportation, and sports and recreation.

This core leadership team will be responsible for assembling and proposing tailored teams for each individual Port Authority project, and leading these teams to a fully successful completion of each task.

FIRM COMMITMENT AND STAFF AVAILABILITY

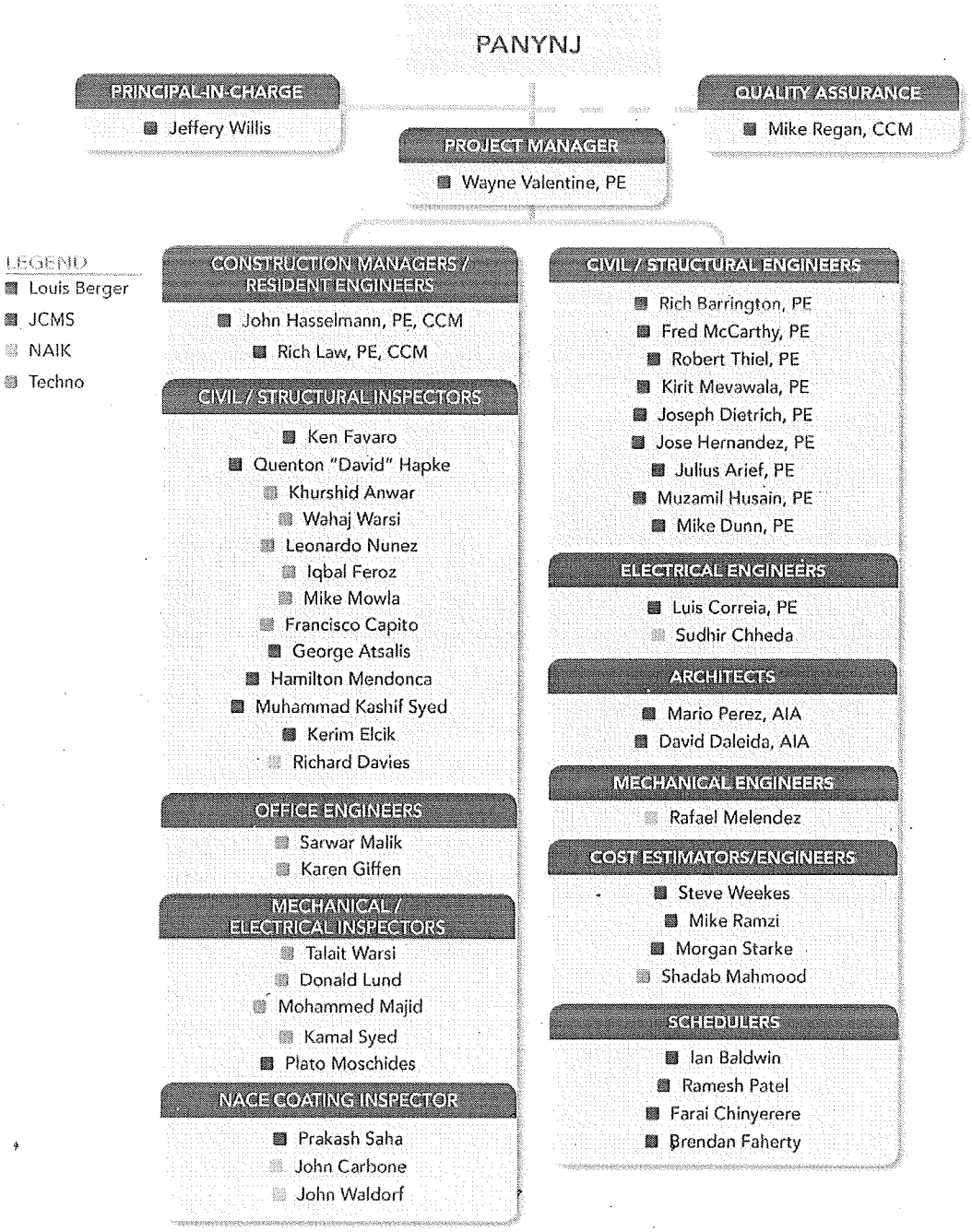
Louis Berger is committed to delivering the resources indicated in this proposal, specifically the proposed staff. Louis Berger understands that the most important factor in selecting a Construction Management consultant is the quality of the proposed personnel; therefore, if selected by the Authority, as Louis Berger's quality assurance policies require, Louis Berger will deliver the proposed personnel. All members of the Louis Berger team value the long-term relationships that have been formed with the Authority; the staff offered here has therefore been selected not only on the basis of their technical capabilities, but also their availability.

Louis Berger has assembled a team which exceeds the requirements as defined by the Port Authority, which provides it additional flexibility to construct tailored team, and also provides greater capability to withstand any changes in staff availability. Further, all members of the Louis Berger Team have a long-demonstrated ability to identify and retain top-caliber professionals to ensure that overall team composition and quality will not be compromised at any point during the performance of work under this contract.

Name of Proposed Personnel	Years of Experience	A/E Licensed in NY or NJ	ACI – Concrete Construction Special Inspector	ICC – Structural Steel and Bolting	NACE Level 1 Coatings Certified	ICC – Commercial Mechanical Inspector	ICC Structural Masonry Special Inspection	CMAA/ CMCI Certified Construction Manager
Required number		10	10	3	1	0	0	0
Provided Number		15	10	3	3	2	1	3
John Hasselmann, PE, CCM	20	●						●
Rich Law, PE, CCM, PMP	28	●						●
Ken Favaro	36		●	●			●	
Khurshid Anwar	30		●					
Wahaj Warsi	30		●					
Leonardo Nunez	15		●	●				
Iqbal Feroz	20		●	●				
Mahfuzur "Mike" Mowla	10		●					
Francisco Capito	30		●					
George Atsalis	16		●					
Hamilton Mendonca	33		●					
Muhammad Kashif Syed	13		●					
Kerim Elcik	10		●					
Talait Warsi	30					●		
Donald Lund	30					●		
Prakash Saha	19				●			
John Carbone	15				●			
John Waldorf	15				●			
Quinton "David" Hapke	13		●					
Michael Regan, CCM	18							●
Wayne Valentine, PE	30	●						
Richard Barrington, PE	16	●						
Fredrick McCarthy, PE	29	●						
Robert Thiel, PE	18	●						
Kirit Mevawala, PE	32	●						
Joe Dietrich, PE, LEED AP	22	●						
Jose Hernandez, PE	30	●						
Julius Arief, PE	36	●						
Muzamil Husain, PE	16	●						
Mike Dunn, PE	16	●						
Luis Correia, PE	20	●						
Sudhir Chheda	35	●						
David Daleida, AIA	41	●						

C. MANAGEMENT/ TECHNICAL APPROACH

ORGANIZATIONAL STRUCTURE



APPROACH AND CAPABILITY FOR THE WORK

Louis Berger is presently performing or has recently performed on-call construction management and construction inspection services for a number of clients in the New York/ New Jersey metropolitan area, including the Port Authority of New York and New Jersey, the General Services Administration and United States Postal Service. As a result of this experience, the Louis Berger team has a well-established approach for staffing and managing the planning, design and construction work required for these projects. Louis Berger's staff is experienced with a broad range of project types, and Louis Berger has well-established procedures for delivering these projects on time and within budget.

The Port Authority of New York and New Jersey is well aware of Louis Berger's approach to construction management from Louis Berger's multiple engagements supporting the Authority spanning over three decades. This history includes Louis Berger's work at the World Trade Center Reconstruction Program, where the firm have served the Port Authority since the 9/11 attacks. In this capacity, Louis Berger assisted the Port Authority on projects ranging from emergency infrastructure repairs to major station construction to fit-out work at 115 Broadway for the WTC Construction Department. It also includes a series of IQC contracts for the Port Authority with engagements including a variety of full-time construction management services.

For each assignment, it is Louis Berger's intention to maintain quality, schedule and budget, ensuring first that the plans and specifications reflect the needs of the Port Authority, and that the project is, in turn, constructed in accordance with those requirements. The team will approach this project in the same way Louis Berger has approached all of Louis Berger's previous successful projects with the Port Authority and other agencies. The CM Manager, Wayne Valentine, PE will bring his years of experience with the Port Authority, Red Bull Stadium, and other related construction management engagements. Michael Regan will perform the overall quality assurance role, applying years of project leadership experience to ensure that all services meet or exceed the authority's requirements. Both will meet with the field staff on a regular basis to discuss job progress and quality of work, and will assist in the review and approval of the progress schedule.

STAFFING PLAN

The pool of inspectors, managers, and technical experts offered for this program has a diversity of experience that enables Louis Berger to construct project-specific teams based on the nature of each assignment including type and size of construction, staging complexity, and specialty concerns to include unique systems and security considerations. Louis Berger will assign personnel with experience on Port Authority facilities and with an understanding of the technical challenges associated with each project. The personnel will also bring design and construction expertise in HVAC systems, electrical distribution, plumbing, communication and data systems, fire protection, architectural finishes, door and window systems, and vertical transportation systems.

In response to opportunities issued by the Port Authority, Louis Berger will assemble right-sized teams to fully address the Authority's needs while remaining mindful of the Authority's budget. These teams will be assembled from the individuals proposed herein, in accordance with Port Authority requirements; on an as-needed basis, Louis Berger also offers the capability to add

resources or engage in-house SME's to address specific Port Authority needs.

CONSULTANT TASKS

Over the years, the team has continuously demonstrated the ability to deliver to the Port Authority quality service in the field of construction management. Louis Berger has provided expert professional assistance for all the tasks listed in this RFP. The capabilities in these areas are listed as follows:

Task A - Constructability/Biddability and General Engineering Review

As a consulting engineering and project management company, Louis Berger has performed services for all phases of major transportation and facility projects. Louis Berger has planning, design, program management and construction management staffs that have served the Port Authority and other NY/NJ based clients for over fifty years, and therefore have an extensive knowledge of the construction market in this region. The Louis Berger Team leverages this technical and market knowledge to optimize a document technical review process that will focus on a number of critical, high-value areas at key points during the preconstruction phase of each project. Document reviews for constructability, biddability, and general engineering review are best conducted as formal processes, including comment-specific reviews inclusive of the design professionals and key members of the owner's team.

The assigned professionals bring extensive and diverse experience to this process, and have the ability to assess the content of the documents from multiple viewpoints. The team members, proposed by Louis Berger represent experience as planners, designers, procurement professionals, field personnel, inspectors, construction managers, facility managers, and owners. The ability to apply these perspectives to a document technical review optimizes the value of these reviews and ultimately reduces change orders, disputes and project costs. In addition to the added value offered by the diversity of Louis Berger's team, the group of professionals providing these services know the Port Authority, and have the ability to add this perspective to their review, ensuring that all aspects of the project are designed to proceed in accordance with Port Authority requirements.

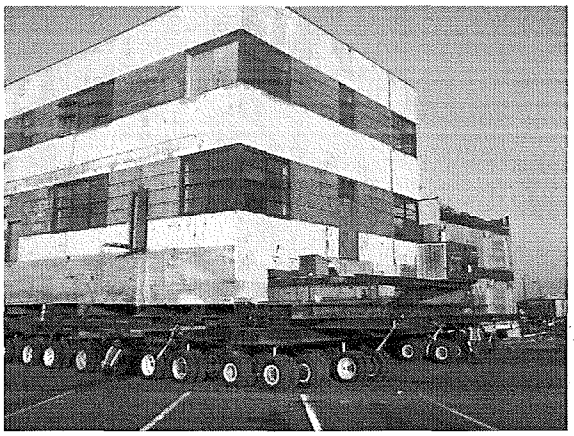
The Louis Berger Team has previously performed this service for the Port Authority on major projects, including the World Trade Center and at Newark Airport, as well as for various New York City and New Jersey agencies. Louis Berger knows the obstacles to construction in the areas where Port Authority projects are executed, and Louis Berger knows the limitations and resources of the local contracting and labor communities.

To ensure that the value of technical reviews – including a focus on constructability, biddability, and general engineering review – is realized, Louis Berger can also organize a backcheck process by which the final disposition of all comments is reviewed and documented. Through this formal backcheck, the Louis Berger team provides additional value and protection to the Port Authority by ensuring that all comments are incorporated, and that final contract documents reflects the best outcome from this iterative review and comment process.

Task B - Construction Staging

Louis Berger has been instrumental in providing construction staging plans for many Port Authority projects. This capability has perhaps been best demonstrated at the World Trade Center, when Louis Berger construction managers assisted with the restoration of PATH

service and at Newark Airport during construction of the Monorail. The staging required coordination with NJ Transit, NJDOT and the Airport Land/Air side operations. The staging efforts for each of these two endeavors were remarkably complex. Louis Berger helped lead the successful efforts, actively soliciting multiple inputs, requiring open communication, and analyzing multiple scenarios with iterative stakeholder feedback to lead the team to an optimal solution.

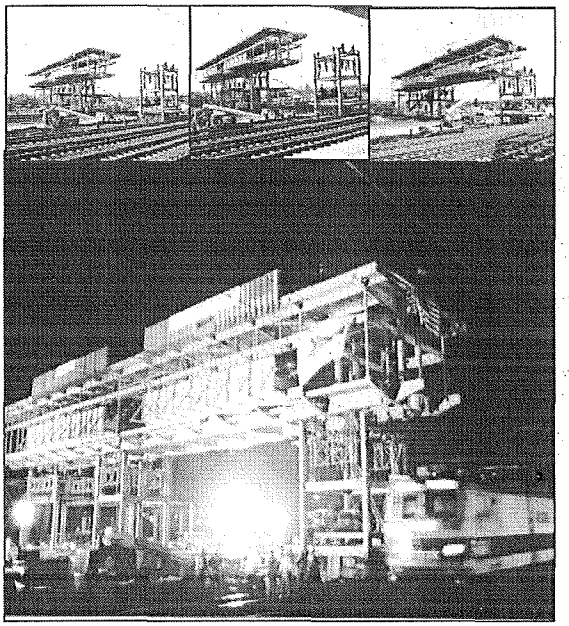


This Louis Berger Team provides the following benefits to the process of successfully developing and implementing complex construction staging plans for Port Authority projects:

1. Breadth of local experience with agencies and operations likely to interface with Port Authority construction projects.
2. Diversity of technical disciplines to contribute to staging analysis towards the goal of developing optimal solutions.
3. Extensive construction management experience on Port Authority and other metro area projects, including knowledge of preferences and requirements of the PANYNJ as well as other involved agencies.
4. Globally-developed best practices from complex projects around the world.
5. Management experience to coordinate multiple efforts and oversee successful implementation of final staging plans.
6. Professional expertise that supports agile management in response to unforeseeable conditions or changing external factors.

In order to assemble an optimal construction staging plan, Louis Berger effectively balances the competing interests of construction progress, internal Port Authority operations, external agency concerns, and public traffic patterns, without compromising on safety for any of these involved parties.

Additional examples where Louis Berger worked collaboratively with Port Authority and contractor staff to develop construction staging plans in challenging environments include the terminal concourse construction adjacent to a new EWR Monorail Station / AMTRAK platform. Louis Berger developed the plan by which the elevated concourse was pushed across the

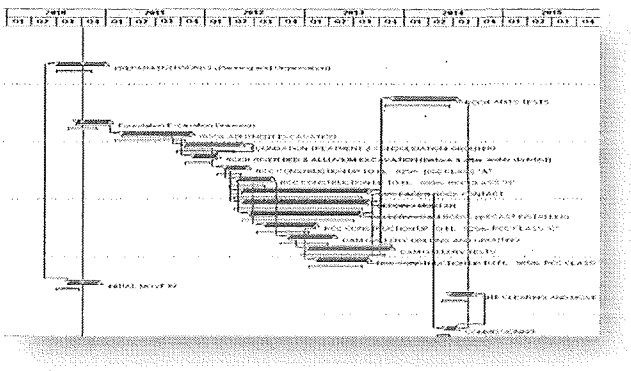


AMTRAK tracks overnight so that service was never in jeopardy. Another example of Louis Berger's ability to realize project value through creative construction staging was the relocation of the original terminal building away from the Runway Object Free Area (ROFA). The current administration building was then established by renovating the relocated structure.

Task C - Schedule Development and Monitoring

The Louis Berger Team has been at the leading edge of the development of project controls for decades. Louis Berger recognizes that a robust and reliable schedule, incorporating multiple inputs corresponding to both internal and external requirements, is the backbone of a successful project controls program. As such, Louis Berger offers a cadre of experienced schedulers, with experience on projects including transit, facilities, roads and bridges. Louis Berger takes a proactive approach to scheduling, identifying and resolving potential issues early and leading the project team in clearing bottlenecks and avoiding obstacles. Louis Berger also incorporates risk management into their scheduling services, developing probabilistic schedule models based on risk analysis conducted collaboratively with the project team. This level of schedule management further supports the early identification of potential delay concerns and creates team-based solutions to support Port Authority schedule goals.

This approach helps the team to develop schedules that can identify issues long before problems arise, so they can be mitigated early. The schedulers are trained and experienced in Primavera P6, including the Cost Module. Louis Berger is capable of building a schedule with resource loading, including cost, labor, materials, and equipment. These schedules will also support earned value analysis, another critical tool that can provide an early indication of potential issues that require attention.



In addition to deploying expert skills and cutting edge tools to manage a project schedule, Louis Berger will also diligently administer the schedule submission and review process to ensure that all PANYNJ requirements are being met. Every month, Louis Berger will review the contractor's schedule within 10 days of receipt and either forward to the Port Authority to review or return to the contractor for having failed to meet the contract's criteria. Louis Berger will track this submittal to assure that the contractor receives comments within 25 days. Louis Berger will forward the schedule to the Port Authority along with comments highlighting and emphasizing key points of critical concern. Further the team will recommend actions to be taken for any work appearing to be behind schedule and, if need be, will develop a recovery schedule.

The outcomes of these schedule review processes will include:

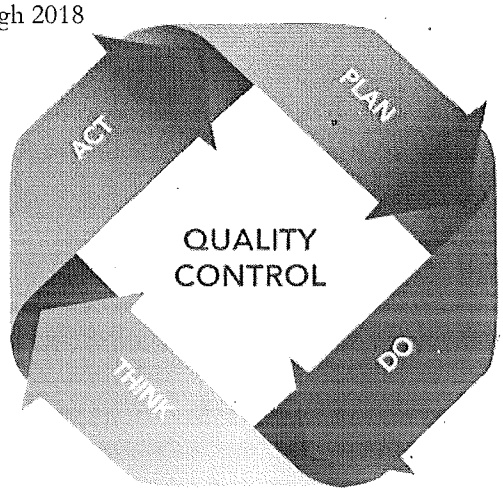
- An approved baseline schedule, compliant with contract requirements and best scheduling practices. This approved baseline is critical to all subsequent schedule activity.

- Measurable progress of activities against baseline durations and milestones
- Clear and logical tasks and subtasks
- Identification and detailed tracking of long lead items.
- Timely recommendations to the Authority and the contractor
- Cost and resource loading as appropriate to support thorough evaluation of payment applications.

The team will utilize the latest version of Primavera (P6) and an experienced scheduler to evaluate the baseline and monthly progress schedules. To support the schedule review and analysis process, Louis Berger will hold regular meetings as needed to review the CPM in depth with the project team in order to evaluate project challenges, identify impact mitigation opportunities, and review schedule logic sequences.

Task D - Quality Assurance Inspection

The Louis Berger Team is committed to quality management. This commitment begins with a thorough understanding of the project and the needs of the Port Authority, and is reinforced by a quality assurance process which has been implemented and utilized for numerous projects of a diverse nature. Louis Berger has an established quality assurance/quality control (QA/QC) program which has been approved by the Port Authority and other clients and has repeatedly been proven to be successful. This QA/QC plan, which has been adapted from the American National Standards for Quality Systems (ANSI/ASQC Q-90 – Q94) and the International Standards for Quality Systems (ISO 9000 – ISO 9004), will be customized and implemented for each specific project.



Continuous Quality Process Improvement Model

The primary safeguard for infrastructure work is the on-site construction inspection staff. Louis Berger's focus will be the daily operations of the contractor and his adherence to the contract documents. The inspection staff will observe all operations and file daily reports that will be the detailed history of the project. These reports will be prepared each day and checked by the RE or chief inspector for accuracy. Inspector Daily Reports (IDR) will be the official record of the project. Work performed each day will be documented and payment records will be matched against these reports to ensure the Port Authority is paying for proper work in place.

Resident engineers (RE) will meet daily with the inspection staff to discuss planned work, approved materials and shop drawings, job progress and quality of work. They will monitor project safety of Louis Berger's staff and review the contractor's operations for compliance with their own specific job health and safety plans. Field and office documentation will be reviewed with office engineers. Louis Berger's RE will monitor the project schedules with CPM scheduling specialist. They will perform preliminary review of shop drawings, monitor the status of permit requirements and utility work orders, schedule survey requests, and

coordinate laboratory inspection requests to obtain timely test results. They will also give final approval for pay estimates to the contractor for payment processing.

The inspection staff will be responsible for monitoring all the general contractor's operations. Duties include, but are not limited to:

- Quantity measurements and calculations.
- Quality verification and control.
- Obtaining material delivery slips and certifications.
- Verifying materials for acceptance in the work.
- Inspecting the contractor's MPT procedures.
- Inspecting measures taken for safe operations on or around the Railroad.
- Observing the contractor's adherence to plans and specifications.
- Monitoring project safety of the staff. The staff will notify the contractor's representative of any construction safety issues and advise the field office if the safety issue has not been corrected in a timely manner as required. All issues will be recorded on daily reports.
- Enter data into the payment processing system, coordinated with the Office Engineer.

In addition to the on-site processes by which construction quality is monitored and oversight operations are reviewed, Louis Berger will provide independent quality assurance audits for compliance with the QA/QC plan. Louis Berger's QA manager will make periodic site visits to review the inspection staff's procedures for observing the work being performed by the contractor for compliance with the contract documents, safety procedures, traffic control and environmental aspects. Specifically, he will meet with inspectors in the field and prepare a Field Audit Report covering the following field inspection items:

- Description of contractor's activities being observed
- Quality of work being performed by the contractor
- Verification testing of materials
- Environmental controls for conformance to plans
- Check inspector's reports and field books for required information, sketches and quantity calculations;
- Contract items being covered with location of work;
- Inspectors' personal protective equipment usage;
- Inspectors' knowledge of specifications for the work being covered; and
- Inspector's use of the required contract documents for work being covered.

Immediate corrective action, if necessary, will be accomplished while the QA manager is on-site. He will meet with the RE to discuss job progress and quality of work. Any issues that can be corrected within 24 hours will be followed-up by the next day and documented on the field audit report.

The QA manager will also visit field offices for review of office records and document control systems for compliance with the QA/QC plan, including:

- General correspondence – Indexed logs of incoming/outgoing documents,
- Shop drawing submittals/catalog cuts,
- Subcontractor and supplier approvals,
- Request-for-information logs and follow-up by the staff,
- Change-of-plans/drawing modifications/change orders,

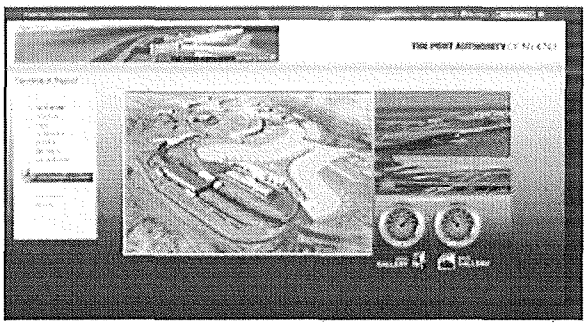
- Progress schedule review and updates,
- Material test results and logs,
- Material certifications,
- Delivery tickets,
- Permits and Utility Orders,
- Lane closing requests,
- Inspector's Daily Reports,
- Record of Communication – whether in person, by telephone, or electronic,
- Monthly certificates for payment,
- Preparation of record plans, and
- All other documentation required by the Port Authority for construction.

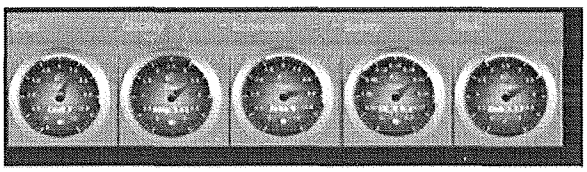
Any issues for the field documentation effort will be included in the comments section of the Field Audit Report.

Task E - Contract Administration

The core of Louis Berger's approach to contract administration is a combination of well-defined project procedures and a robust document management system. Louis Berger begins with a project management plan (PMP), which is tailored to each project's requirements and includes these procedures and assignment of responsibility for their execution. Louis Berger has previously created and implemented PMP's on major capital improvement work for the Port Authority, including 1 World Trade Center, Newark Liberty International Airport Development Program, National September 11th Memorial and Cultural Facility, and WTC Transportation Hub and Vehicular Security Center; these plans therefore already reflect policies, procedures, software platforms, responsibility designations, and forms that are consistent with the needs of the Port Authority.

The processes defined within these plans would include individual administrative elements such as change orders, claims, requests for information (RFI's), submittals, meetings, reporting, time and material (T&M) records, budget management, payment application requirements, staff organization, schedules, communications plan (internal and external), daily reports, correspondence procedures, QA/QC procedures, safety, security, and closeout procedures. The PMP would also include a comprehensive document management plan, tying each of these elements together into a consistent and thorough project record.





With the existence of the PMP templates based on Port Authority procedures and requirements, these plans are entirely scalable, and can be tailored to each individual project assignment to provide a Project Management Plan that is appropriate for the size, nature, and complexity of each contract. Some specific elements of the project management plan are as follows:

Document Control and Records Management

Louis Berger has established a scalable method of document control that has supported projects of all sizes, and is recognized as one of the critical supporting elements of the program management efforts at the World Trade Center. In general, document control involves the

management of all project related correspondence both incoming and outgoing. It is the process whereby all data is collected, distributed and filed both in hard and soft copies. Standard document management software tools are applied and strict processes and procedures are adhered to in order to maintain all project documents.

An active electronic document controls system records and logs all documents received and issued. Metadata is recorded against each document to allow for control and fast retrievable. This metadata should include but not be limited to the following: documents number, revision, date, title, originator and organization, status and file locations, if hard copy is stored.

Beyond records management, some documents also require active monitoring. These documents, such as RFIs, submittals, and daily reports, have workflows that need to be tracked. Louis Berger uses project management software such as Primavera Contract Manager for managing and monitoring review performance and the flow of documents such as RFI's and submittals. This tracking includes such things as who has the documents (i.e., ball-in-court) and what is the present status (e.g., completed, overdue). This will allow the project team to identify overdue documents and effectively monitor their completion. Louis Berger also often combines contract manager and other project software with a SharePoint interface, which enables unified exception reports and project-wide dashboard reporting at any desktop.

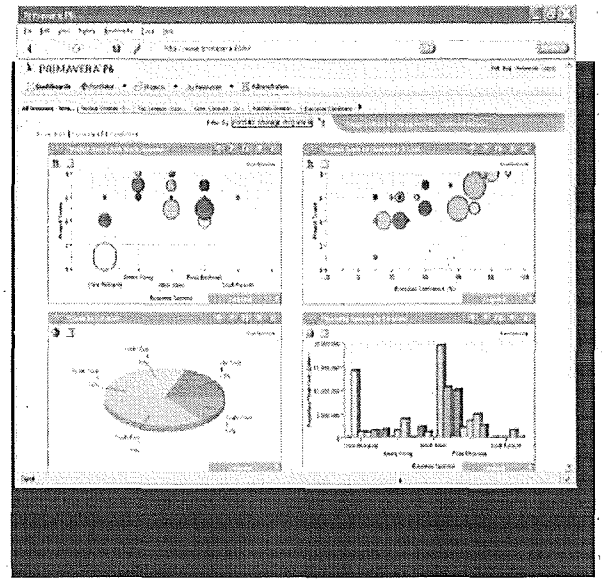
An electronic document management system (EDMS) serves as an efficient and reliable tool for a project team – regardless of their location- to store, retrieve, and make immediately available from a central database, project documents, drawings, construction photographs, graphics and other project records. The Louis Berger Team has extensive experience in the design, implementation and operational management of EDMS for diverse management assignments including metro systems, airport redevelopment programs, urban infrastructure programs, and major construction projects around the world. The Louis Berger Team has experience with a wide range of EDMS software including Aconnex, LiveLink, ProjectWise and SharePoint.

Records Management functions include:

- Encompass all records having a bearing on the project's activities including procurement and technical aspects
- Establish policies for standardizing required forms, reports, procedures and manuals
- Ensure smooth and consistent distribution of information throughout the project organization on a need-to-know basis
- Expedite all required or outstanding information
- Ensure security of vital records
- Provide necessary retention for historical purposes
- Meet legal retention requirements, including those driven by FTA or FEMA programs
- Withdraw and destroy obsolete duplicates

Change Orders

Throughout each project, the Louis Berger Team will work proactively to minimize change orders, and subsequently to mitigate any time and cost impacts when such changes are necessary. In preparation for the reality of changes, however, the Louis Berger does have a detailed workflow for supporting the change order process to ensure that all technical inputs are realized in scope development and estimating, and that the process is administered transparently for establishment of a clear project record. The requirement for thorough documentation is especially noteworthy on federally funded projects, and for this reason, Louis Berger will ensure that the final procedures governing such activities are defined in the PMP in accordance with these federal requirements.



The first activity after a contractor requests a change order is a determination of entitlement. Louis Berger will review the change order request and the contract documents and determine if the work is actually a contract change. If considered a change order, Louis Berger will work with the Port Authority and the project team to develop an appropriate scope of work and an independent estimate for the work. This team will obtain agreement from the contractor on the scope and provide all paperwork for change orders.

If a time and material change order is required, Louis Berger will convene an ad hoc meeting to confirm the required procedures for administering and documenting the actual work completed. Louis Berger will keep accurate records, sufficient to determine the true cost of the work. The contractor will submit daily time sheets to Louis Berger's inspectors supervising and monitoring the work. Louis Berger's inspector will review and sign the time sheets and note any disagreements.

Louis Berger will create and maintain a contract change order log and will establish a file for each potential change as soon as the potential change issue is identified. These files will be populated with relevant information including applicable excerpts from contract documents, RFI's, submittals, correspondence, inspection reports, meeting minutes, and any other project documentation that defines each potential or actual change. These files will support the review and determination activities that are triggered by formal change requests or claim submissions.

The administrative procedures that Louis Berger has defined and implemented to include potential change files in the project have a number of benefits to the Port Authority. In addition to creating a robust project record and facilitating change reviews, this exercise also draws proactive management attention to potential claims and supports early mitigation of potential time and cost impacts as a result.

The value of the proactive change file management procedures and the underlying document control system has been recognized at

the World Trade Center in a number of ways. For example, the claims management team is largely composed of Louis Berger staff; this team is improving processes and delivering daily actions to better position the Port Authority to eliminate or mitigate major claims. The talent and experience underlying this endeavor will also support the services provided on this IQC contract.

Meeting Management

Louis Berger will conduct meetings on a regular schedule at appropriate intervals, typically bi-weekly, to review project status, costs, schedule, issues, upcoming schedule events, detailed coordination, and any other topics which are relevant to the project at that time. Berger will also convene ad hoc meetings for significant project issues requiring resolution. A typical example of project meeting types would include:

- Preconstruction meeting
- Regular progress meetings (typically bi-weekly, can increase to weekly if driven by critical project issues)
- Pay application review meetings
- QA/QC meetings (before, during, and after key project activities to confirm quality management requirements and procedures)
- Schedule review meetings
- Change order negotiation meetings
- Coordination meetings to integrate construction activities into Port Authority operations, including temporary shutdowns and final systems start-up events

Louis Berger will create agendas, lead discussions, and prepare detailed minutes for all meetings. Meeting minutes will be prepared and distributed within 48 hours of the meetings, and comments received will be considered and incorporated into updated minutes as appropriate. These meeting minutes will be structured using PMP best practices, identifying specific action items, responsible parties, and due dates for completion. By implementing this approach to recording the proceedings, Louis Berger incorporates the meeting minutes into the project record as a management document, creating accountability and supporting team progress towards project goals.

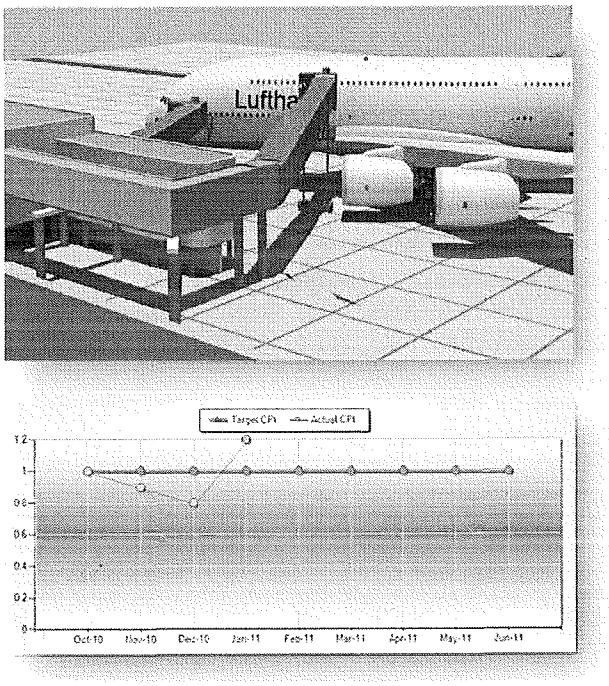
Task F - Cost Engineering/Estimating Services

For any project, Louis Berger has the capability and experience to establish a total budgetary control system, tailored to meet the Port Authority's requirements, using a number of cost control software options which will track all costs for the entire project. Louis Berger is very familiar with the Authority's construction estimating guide, and has been utilizing the Authority's estimating procedures to develop cost estimates for many years.

The ability to accurately estimate costs, including those associated with Port Authority projects, is an essential component of the success of the Authority's capital program. An accurate estimate of facility force support will require a detailed approach that includes an understanding of the factors that will affect cost, including schedule coordination, interrelationships between projects, and availability of facility force support resources.

The Louis Berger Team has performed pricing for complex projects in various stages of design, from conceptual to final, with construction costs in the billions of dollars. The team will use the design documents, individual project construction schedules, and the master schedule to develop accurate estimates of total project costs.

The proposed personnel will work closely with Port Authority personnel to prepare cost estimates that accurately incorporate labor productivities, current material prices, and construction equipment rates suited to the project specific site conditions and staging requirements. In addition, the team can utilize its database of historical labor productivities and/or unit prices to develop an order of magnitude preliminary estimate, when limited scope of work or design information is available. Louis Berger develops "real-world" cost estimates based on the understanding of the constraints and cost impacts of performing construction activities in active transit environments.



Other cost management services include:

- Preparation of complete, detailed cost estimates
- Preparation of conceptual, preliminary and pre-bid estimates
- Cash flow modeling and trending
- Preparation of project/program budgets
- Value engineering cost estimates
- Bid packaging and phasing
- Bid analysis, unbalanced bid checks and schedule of values development
- Progress payment assessments
- Change order estimates and checks
- Cost to complete estimates
- Check estimates
- Cost Engineering
- Quantity take-offs

Task G – Resources

Louis Berger is committed to delivering the resources indicated in this proposal, specifically the proposed staff, for the full duration of the project. The team understands that the most important factor in selecting a construction management consultant is the quality of the proposed personnel; therefore, if selected by the Port Authority, as Louis Berger's quality assurance policies require, the firm will deliver the proposed personnel. Louis Berger has a long history of providing quality personnel and services to the Port Authority, and values the confidence that the Authority has placed in Louis Berger's ability to continue to do so. Therefore, the firm has carefully selected staff not only on the basis of their technical capabilities, but also their availability.

For this project in particular, the team is capable of delivering the more than the required number of certified professional as identified in the request for proposal. In addition to the inclusion of certified professionals which exceed the Port Authority's requirements for this contract's staff, Louis Berger offers a cadre of experienced inspectors, construction managers, engineers, schedulers, cost engineers, cost estimators, and other experienced professionals. These individuals constitute a technically well-rounded team

with a diversity of experience from which Louis Berger can draw to tailor individual project teams.

Throughout the many years that Louis Berger has provided professional services to the Port Authority, this team has responded to any number of project challenges by identifying and providing strong professional resources to address specific needs. Louis Berger approaches this IQC engagement the same way, and is poised with the available resources to continue that level of response for these important resiliency projects.

Supporting Construction Management and Related Technical Services

In conjunction with these defined tasks to be provided to the Port Authority, the Louis Berger team offers a full complement of program and construction management services, including the following.

Task Order Management

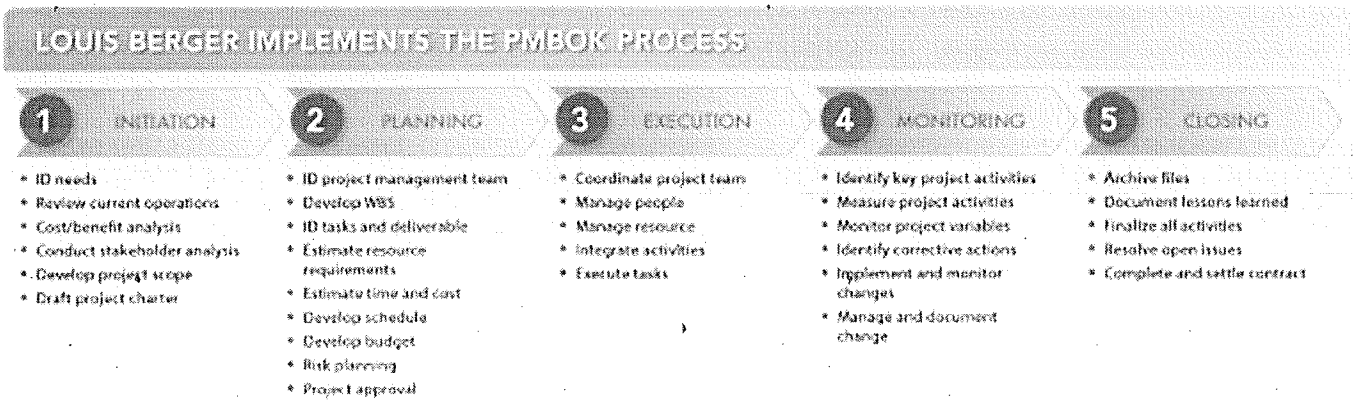
Louis Berger's task order management model is based on industry best practices, principles, and techniques developed by the Project Management Institute (PMI). The project management method shown below, adopted from the PMI Project Management Book of Knowledge (PMBOK), will guide Louis Berger project and task managers throughout contract performance. The method will be tailored for each Port Authority task to incorporate Louis Berger experience performing similar tasks at the Port Authority and elsewhere. Louis Berger will respond to the Port Authority task orders, mindful of this five-step process, employing appropriate management processes, reports, and controls, to insure the team achieves cost, schedule, and performance objectives.

Louis Berger is well versed in the task order operations for Port Authority contracts, and will continue implementing the procedures that have led to the successful management of this process to date.

Prevailing Wage Administration

Louis Berger will monitor the prevailing wages paid by the contractor and subcontractors by reviewing verified payroll reports. The reports will be submitted along with the invoices. Louis Berger will follow up with the contractor to obtain missing or corrected payroll reports. The reports will be logged in chronological order to assure that there are no gaps in reporting.

Louis Berger inspectors will make regular surveys of the construction crews to verify that they are receiving prevailing wages in accordance with the contractor's records



Reporting

The Louis Berger team is engaged on a wide variety of project types for the Port Authority, and tailors the reporting mechanisms to each type. Reporting mechanisms range from the simple, straightforward daily reports to complex electronic project management information system (PMIS) based reporting with roll-up dashboards and multiple drill-down functions for varying levels of detail. Louis Berger has provided this full range of reporting for the Port Authority, and will tailor the reporting methods for each assignment.

Regular Methods of reporting include:

- Port Authority Daily Reports
- Contractor's Daily Reports
- Contractor's Daily Daily narratives recording manpower, equipment and notable work day events
- Contractor time and material sheets with Construction Manager verification of times, equipment used, idle time, operating time, material quantities, and all manpower throughout the day
- Controlled inspection forms for operations such as placement of backfill, asphalt, or concrete.
- Completion of any applicable standard forms with citations to the Construction Standards Manual
- Punch List reports and updates, distributed to the Contractor, Quality Assurance Director, and Resident Engineer.
- Special Inspection Checklists and Certification Letters at project completion
- Meeting Agendas and Minutes
- Weekly and Monthly Project Reports
- Schedule Reports
- Budget Reports
- Earned Value Management Reports
- Exception Reports (non-conformance, quality, delays, risks)

With the critical nature of effective reporting, Louis Berger will ensure that the reporting for each project provides the most accurate and up-to-date information needed by the Authority to inform further roll-up reporting, highlight project progress and issues, identify required decisions, and inform those decisions.

In addition to the timely and effective reporting that Louis Berger has provided to the Port Authority in the past, the nature of these projects as federally-funded resiliency efforts will likely impose additional reporting requirements for the purpose of meticulously documenting project occurrences and costs, creating a robust project record which can be utilized for validation and closeout purposes.

With its experience in federally-funded projects of a similar nature, Louis Berger will collaborate with the Port Authority to assist in tailoring or supplementing existing forms and reporting methods to also include the external requirements with minimal disruption to the standard operating procedures for Port Authority construction projects.

Project Close-Out

The construction management team will work with the contractor to finalize the project and ensure that all contractual obligations are complete. To verify that the project is substantially complete, the Resident Engineering team will monitor the following:

- The CM, with the concurrence of the Port Authority PM, will determine substantial completion.
- Prepare a punch list of work remaining to be finished. This list will be documented in the monthly report.

- Monitor the correction or completion of the punch list items; record status in the Monthly Report.
- Determine final completion and recommend acceptance of the work to the Authority.
- Perform final inspection.
- Verify that all final documents have been submitted and are complete and approved, including warranties, guarantees, affidavits, releases, bonds, O&M Manuals, etc.
- Monitor all system start-ups and commissioning of equipment.
- Verify that training of Port Authority personnel for operation of equipment has been performed and training manuals and sessions are available.

In short, the Louis Berger team provides expert-level construction management and inspection services which span the entire life cycle of any project. The established framework for providing these services has supported the successful completion of billions of dollars of construction efforts world-wide, and the individuals that are proposed herein to deliver them have the technical expertise, relevant experience, proven records of successful delivery for the Port Authority of New York and New Jersey, and the local knowledge and personal investment in the resiliency program to continue this history of success for the Port Authority.

D. DBE PARTICIPATION

Louis Berger is committed to the 17% DBE participation. Please see Appendix for DBE forms.

E. PRICING AND COMPENSATION

Cost proposal not included in this proposal due to Brooks Act. Louis Berger is ready to provide cost proposals with each task order request.

F. AFFILIATES

Louis Berger is a global infrastructure and development firm comprised of three operating units – **Louis Berger Group, International and Services.**

The **Louis Berger Group** operating unit provides broad range engineering, planning, architecture, development, construction management and program management services to U.S. federal, state, local and private clients across market sectors.

The **International** operating unit provides broad range engineering, planning, architecture, development, construction management and program management services to national, state, local and private clients outside of the United States.

The **Services** unit specializes in infrastructure operations, maintenance, logistics and ground support services globally.

Louis Berger also owns several specialty brands within its portfolio:

Ammann & Whitney delivers complex structural engineering expertise to clients in the U.S. and around the globe. The company is built on a storied legacy for its engineering of long span suspension bridges, specialized cable-supported structures, blast resistant/hardened structures, seismic design and historic buildings and monuments.

BergerABAM provides specialized ports and water way expertise to the Louis Berger portfolio. BergerABAM also provides multi-disciplinary services to transportation and water clients throughout the Western United States.

Klohn Crippen Berger adds a specialized mining, oil and gas expertise to Louis Berger while also providing a broader range of environmental, water, power and transportation services. Klohn Crippen Berger provides projects that have helped develop resources, reclaim landscapes, build communities and stimulate economies.

G. PROPOSER'S INTEGRITY PROVISIONS

Louis Berger has been working with the Authority for more than 25 years. Louis Berger certifies that the company has not:

A. been indicted or convicted in any jurisdiction;
B. been suspended, disbarred, found not responsible or otherwise disqualified from entering into any agreement with any governmental agency or been denied a government agreement for failure to meet standards related to the integrity of the Consultant;
C. had an agreement terminated by any governmental agency for breach of agreement or for any cause based in whole or in part on an indictment or conviction;
D. ever used a name, trade name or abbreviated name, or an Employer Identification Number different from those inserted in the Proposal;
E. had any business or professional license suspended or revoked or, within the five years prior to proposal opening, had any sanction imposed in excess of $50,000 as a result of any judicial or administrative proceeding with respect to any license held or with respect to any violation of a federal, state or local environmental law, rule or regulation;
F. had any sanction imposed as a result of a judicial or administrative proceeding related to fraud, extortion, bribery, proposal rigging, embezzlement, misrepresentation or anti-trust regardless of the dollar amount of the sanctions or the date of their imposition; and
G. been, and is not currently, the subject of a criminal investigation by any federal, state or local prosecuting or investigative agency and/or a civil anti-trust investigation by any federal, state or local prosecuting or investigative agency.

H. BACKGROUND QUALIFICATIONS QUESTIONNAIRE

The Team's Background Qualifications Questionnaires and Certification of No Change are as follows and have been submitted directly to the Port Authority of NY & NJ, Office of Inspector General:

PORT AUTHORITY OF NEW YORK AND NEW JERSEY
Certification of No Change **CONFIDENTIAL**

Instructions: *Please complete and execute one original. Forward directly to:*
The Port Authority of NY & NJ / Office of Inspector General
Attn: Fraud Prevention Unit
5 Marine View Plaza, Suite 502, Hoboken, NJ 07030

1. a. The Louis Berger Group, Inc. ("Company") b. _____ (EIN or Tax ID)

2. What project is the Company bidding, proposing, or intending to work on?
IQC for Construction Management and Inspection Services #38268
(Provide Port Authority contract number if known.)

3. Prime Contractor: The Louis Berger Group, Inc.
(The firm that the Company will be contracting with.)

4. Description of Work: Construction management and inspection services

5. What is the estimated range of the contract value or value of work?
☐ $0 to $99,999 ☐ $100,000 to $999,999 ☐ $1,000,000 to $9,999,999 ☒ $10,000,000 or more

A materially false statement willfully or fraudulently made in connection with this Certification, and/or failure to conduct appropriate due diligence in verifying the information that is the subject matter of this Certification may prevent the Company and/or the undersigned from being found to be responsible bidders/proposers in connection with future agreements. In addition, a materially false statement willfully or fraudulently made in connection with this Certification may subject the Company and/or the undersigned to criminal charges, including charges for violation of New York State Penal Law Sections 175.35 (Offering a False Statement for Filing) and 210.40 (Sworn False Statement), New Jersey Code of Criminal Justice Title 2C:28-3 (Unsworn Falsification to Authorities), and/or Title 18 U.S.C. Sections 1001 (False or Fraudulent Statement) and 1341 (Mail Fraud).

I, Jeffery D. Willis (Print Name), being duly sworn, state that I am Senior Vice President (Title), an officer of the Company, and that I have read and understood all the items set forth above and the questions contained in the previously completed Background Qualification Questionnaire, dated 10-22-2013.

I certify that to the best of my knowledge the answers contained in the above-referenced Background Qualification Questionnaire are full, complete and accurate; and, that to the best of my knowledge that information continues to be full, complete, and accurate.

I recognize that all the information submitted in connection with this Certification is for the express purpose of inducing the Port Authority to enter into a contract with, or to approve the award of a contract or subcontract to, or otherwise approve some other relationship with, the Company.

Jeffery D. Willis
(Print Name)

(Signature)

Sworn to before me
This 10th day of July 2014

Notary Public

Gwendolen C. Ingraham
Notary Public, District of Columbia
My Commission Expires 9/30/2014

GWENDOLEN C. INGRAHAM NOTARY PUBLIC DISTRICT OF COLUMBIA MY COMMISSION EXPIRES

Revised: September 2011

PORT AUTHORITY OF NEW YORK AND NEW JERSEY
Certification of No Change **CONFIDENTIAL**

Instructions: *Please complete and execute one original. Forward directly to:*
The Port Authority of NY & NJ / Office of Inspector General
Attn: Fraud Prevention Unit
5 Marine View Plaza, Suite 502, Hoboken, NJ 07030

1. a. JCMS, INC. ("Company") b. _____ (EIN or Tax ID)

2. What project is the Company bidding, proposing, or intending to work on?
RFP # 38268 CM & CI for Federally Funded Storm Related Projects through 2018
(Provide Port Authority contract number if known.)

3. Prime Contractor: Louis Berger Group
(The firm that the Company will be contracting with.)

4. Description of Work: Inspection, Estimating, Scheduling services

5. What is the estimated range of the contract value or value of work?
☐ $0 to $99,999 ☐ $100,000 to $999,999 ☒ $1,000,000 to $9,999,999 ☐ $10,000,000 or more

A materially false statement willfully or fraudulently made in connection with this Certification, and/or failure to conduct appropriate due diligence in verifying the information that is the subject matter of this Certification may prevent the Company and/or the undersigned from being found to be responsible bidders/proposers in connection with future agreements. In addition, a materially false statement willfully or fraudulently made in connection with this Certification may subject the Company and/or the undersigned to criminal charges, including charges for violation of New York State Penal Law Sections 175.35 (Offering a False Statement for Filing) and 210.40 (Sworn False Statement), New Jersey Code of Criminal Justice Title 2C:28-3 (Unsworn Falsification to Authorities), and/or Title 18 U.S.C. Sections 1001 (False or Fraudulent Statement) and 1341 (Mail Fraud).

I, Indira Jois, Vice President (Print Name), being duly sworn, state that I am Vice President (Title), an officer of the Company, and that I have read and understood all the items set forth above and the questions contained in the previously completed Background Qualification Questionnaire, dated 10/01/2013.

I certify that to the best of my knowledge the answers contained in the above-referenced Background Qualification Questionnaire are full, complete and accurate; and, that to the best of my knowledge that information continues to be full, complete, and accurate.

I recognize that all the information submitted in connection with this Certification is for the express purpose of inducing the Port Authority to enter into a contract with, or to approve the award of a contract or subcontract to, or otherwise approve some other relationship with, the Company.

Indira Jois, Vice President
(Print Name)
_____
(Signature)

Sworn to before me
This 2nd day of July 2014

_____
Notary Public

Sweta M. Kasbekar
Notary Public of New Jersey
Commission Expires 10/4/2014
Sworn To and Subscribed
Before Me This 2nd Day of July, 2014

Rev. September 2011

PORT AUTHORITY OF NEW YORK AND NEW JERSEY
Background Qualification Questionnaire **CONFIDENTIAL**

General Identification

1. Employer Identification Number (EIN or Tax ID#) _____

   Business Entity Name (the "Company") Naik Consulting Group, P.C.

   D/B/A ("Doing Business As"), if any _____

   Street Address 200 Metroplex Drive, Suite 403

   City/State/Zip Edison, NJ 08817

   Phone No. 732-777-0030 Fax No. 732-777-0040

2. a. What project is the Company bidding, proposing, or intending to work on?

   RFP# 38268 Storm Related Resiliency Projects on "As-Needed" Basis Through 2018
   (Provide Port Authority contract number if known.)

   b. Prime Contractor (the "Prime") Louis Berger
   (The firm that the Company will be contracting with.)

   c. Description of Work Surveying Services and Construction Inspection

   d. What is the estimated range of the contract value or value of work?
   ☐ $0 to $99,999 ☐ $100,000 to $999,999 ☒ $1,000,000 to $9,999,999 ☐ $10,000,000 or above

Business Organization and History

3. Type of Entity: ☒ Corporation ☐ Partnership ☐ Sole Proprietorship ☐ Joint Venture*
   ☐ Limited Liability Company ☐ Other (Specify) _____

   * If the Company is a Joint Venture, provide a list of all partner firms and/or parties to the Joint Venture below. All partners and/or parties listed are also required to individually complete a separate BQQ.

Partner / Party Name	EIN or Tax ID#	% of Ownership

4. a. Date the Company was formed or incorporated 8/19/97

   b. State in which the Company was formed or incorporated New Jersey

5. Was the Company purchased as an existing business by its present owner(s)?
   ☒ No ☐ Yes (if 'yes,' provide information below)

   Previous Owner(s) Name(s): _____ Date purchased _____

6. a. Has the Company changed address(es) in the past five (5) years?
   ☒ No ☐ Yes

   b. Has the Company operated under any other name(s), including trade names, in the past five years?
   ☐ No ☒ Yes

   c. Does the Company have offices, plants or warehouses at other addresses?
   ☐ No ☒ Yes

CONFIDENTIAL *EIN or Tax ID#* _____

If 'yes' to any portion of Question 6, provide details below: Please see Attachment 1 of 1 for more information.

Specify (6a-c)	Name	Address	From (Date)	To (Date)
6b	Naik Consultants	10 Parsonage Rd., Ste.10, Edison, NJ 0883	8/1997	5/2000
6b	Naik-Prasad, Inc.	200 Metroplex Dr., Ste.403, Edison, NJ 088	6/2000	4/2007
6c	Naik Consulting Group, I	200 Metroplex Dr., Ste 403, Edison NJ 088	4/2007	Present

7. Does the Company Own, Rent, or Lease its office facilities?
☐ Own ☒ Rent / Lease (if 'Rent / Lease,' provide details below)

Owner Name	Address	Phone No.
Metroplex Associates	90 Woodbridge Center Dr., Woodbridge, NJ 07095	732-750-1111
GLS Associates, LLC	575 Madison Ave., New York, NY 10022	212-752-7474

8. Does the Company share any office space, staff, or equipment (including telephone exchanges) with any other business or organization?
☒ No ☐ Yes (if 'yes,' provide details below)

EIN or Tax ID#	Firm Name	Address	Space	Staff	Equip
			☐	☐	☐
			☐	☐	☐
			☐	☐	☐

9. At present or during the past five (5) years:

a. Has the Company been a subsidiary of any other firm?
☒ No ☐ Yes

b. Has any other firm owned 5% or more of the Company?
☒ No ☐ Yes

c. Has the Company consisted of a partnership in which one or more partners are other firms?
☒ No ☐ Yes

d. Has the Company been a joint venture partner with any other firms?
☒ No ☐ Yes

If 'yes' to any portion of Question 9, provide details below.

	FIRM #1	FIRM #2
Specify (9a-d)		
EIN or Tax ID#		
Firm Name		
Address		
Relationship To The Company (Co. Owner, Partner, Etc.)		
% of the Company Owned		
From – To (Date)		
Representative Name / Title		

CONFIDENTIAL *EIN or Tax ID#* _____

10. At present or during the past five (5) years:

a. Has the Company had any subsidiaries?
☒ No ☐ Yes

b. Has the Company owned 5% or more of any other firm?
☒ No ☐ Yes

If 'yes' to any portion of Question 10, provide details below.

Specify (10a,b)	EIN or Tax Id#	Firm Name and Address	% Owned By The Company	Dates of Ownership From/To

11. Is the Company a union company or non-union company?
☐ Union ☒ Non-Union

If 'Union,' provide details below.

Union Local #	Union Name or Trade	Exp. Date

12. Does the Company currently participate in, or have any applications pending for, any business or job opportunity certification programs with The Port Authority of New York and New Jersey or any other government agency? (i.e. MBE, WBE, SBE, DBE, LBE, etc.)
☐ No ☒ Yes (if 'yes,' provide details below)

Certification Type	Certifying Agency	Certification #	Exp. Date
DBE	NYSDOT	N/A	N/A
MBE	NYC SBS	[redacted]	12/31/17
MBE	PANYNJ	[redacted]	02/16/17
SBE	NJ Commerce & Economic Growth Commissi	[redacted]	11/12/15
MBE	NJ Commerce & Economic Growth Commission	[redacted]	03/29/14
MBE	NJ Department of Treasury	[redacted]	03/01/14
DBE	NJUCP	[redacted]	06/03/15
MBE	Empire State Development	[redacted]	09/15/16
DBE	PAUCP	[redacted]	12/12/14

CONFIDENTIAL *EIN or Tax ID#* _____

Key People

13. For the present and for the past five (5) years, identify all KEY PEOPLE, whether or not they are currently with the Company. Complete all blank areas. Copy this page if more space is required.

KEY PEOPLE include:

- Principals, directors, officers;
- Shareholders* of 5% or more of the Company's issued and outstanding stock;
- Any manager or individual who participates in overall policy-making or financial decisions for the Company;
- Project managers and project executives for the project for which this Questionnaire is being submitted;
- Any person in a position to control and direct the Company's overall operations; and,
- Authorized signatories to bank accounts and any debt instruments, whether or not otherwise considered KEY PEOPLE.

*Shareholders are owners of stock or other securities that can be converted to stock that, if converted, would constitute 5% of the Company's issued and outstanding stock. Other securities include stock options, secured or unsecured bonds, warrants and rights.

	PERSON #1	PERSON #2	PERSON #3
NAME AND HOME ADDRESS[1]	Sanjay Naik	William Easterbrook, Jr.	Kenneth Standig
Date of Birth			
SS # (Last 4 Digits Only)			
Current Title	President	Senior Vice President	Senior Vice President
From – To (Date)	08-1997 – present	11/1999 – present	05/2014 – present
% of Ownership	99%	1%	0%
	PERSON #4	PERSON #5	PERSON #6
NAME AND HOME ADDRESS[1]	Samir Mody	Jason Chaikin	Joseph Aliseo
Date of Birth			
SS # (Last 4 Digits Only)			
Current Title	Senior Vice President	Vice President	Vice President
From – To (Date)	9/2013 – present	7/2002 – present	1/2006 – present
% of Ownership	0%	0%	0%
	PERSON #7	PERSON #8	PERSON #9
NAME AND HOME ADDRESS[1]	John Tan		
Date of Birth			
SS # (Last 4 Digits Only)			
Current Title	Vice President		
From – To (Date)	4/2014 – present	–	–
% of Ownership	0%		

[1]Provide current proper legal name and specify any name change, including maiden or married names or aliases.

CONFIDENTIAL *EIN or Tax ID#*

14. At present or during the past five (5) years have any of the KEY PEOPLE of the Company served as a KEY PERSON or owned 5% or more of any other firm (including firms that are inactive or have been dissolved)?
☒ No ☐ Yes (if 'yes,' provide details below)

	FIRM #1	FIRM #2	FIRM #3
Firm Name			
EIN or Tax ID			
Address			
KEY PERSON			
Position Held			
% Owned			
From – To (Date)	–	–	–
Remainder Owned By			

15. Are any KEY PEOPLE of the Company:

a. present or past employees of the Port Authority or the Prime (see Question 2b)?
☒ No ☐ Yes

b. related by kinship or marriage to any present or past employee of the Port Authority or the Prime?
☒ No ☐ Yes

If 'yes' to any portion of Question 15, provide names of such individual(s) and indicate relationship to the current / former employee. _____

Compliance Information

The Company must attach an explanation for each response of 'yes' to any Question in this section.

All firms listed in Questions 9, 10 and 14 will be referred to in the following questions as: "AFFILIATE FIRMS"

16. Has the Company or any of its AFFILIATE FIRMS ever been the subject of any of the following actions by any government agency: (Note: Matters under appeal must be disclosed.)

Government agencies include city, state, federal public agencies, quasi-public agencies, authorities and corporations, public development corporations, public benefit corporations and local development corporations.

a. been suspended, debarred, disqualified, declared non-responsible, or had its prequalification revoked?
☒ No ☐ Yes

b. been prevented, or barred, or agreed to a voluntary exclusion, from bidding/contracting for any integrity related reason?
☒ No ☐ Yes

c. been barred from bidding or denied a contract as a result of refusal of KEY PEOPLE to testify before a grand jury or administrative board?
☒ No ☐ Yes

d. been denied a contract despite being the low bidder for any integrity related reason?
☒ No ☐ Yes

e. had a contract terminated for "cause"?
☒ No ☐ Yes

CONFIDENTIAL *EIN or Tax ID#* _____

17. In the past ten (10) years has the Company or any of its current or past KEY PEOPLE or AFFILIATE FIRMS:

a. engaged the services of an Integrity Monitor, independent private sector inspector general, or integrity compliance consultant in connection with the performance of any public contract?
☒ No ☐ Yes (Been Required) ☐ Yes (Voluntarily)

b. been required to submit a Certification or agree to special terms or conditions beyond the ordinary scope of a contract, in connection with the award of, or in order to complete on, any public contract?
☒ No ☐ Yes

18. In the past five (5) years, has the Company had a lien imposed in excess of $10,000 based upon taxes owed or fines or penalties assessed by any federal, state or local governmental agency that have not been paid as of the date of the execution of this Questionnaire?
☒ No ☐ Yes

19. In the past five (5) years, has the Company or any of its KEY PEOPLE had any business related or professional licenses, certificates or certifications revoked or suspended?
☒ No ☐ Yes

20. Has the Company or any of its KEY PEOPLE had any sanctions imposed or entered into a consent decree as a result of a judicial or administrative proceeding with respect to any professional license held or with respect to any violation of any federal, state or local government agency.
☒ No ☐ Yes

21. Has the Company or any of its current or past KEY PEOPLE or AFFILIATE FIRMS ever:

a. been under investigation involving any alleged violation of criminal law relating to business activities?
☒ No ☐ Yes

INVESTIGATION includes an appearance before a grand jury by representatives of a business entity, any oral or written inquiry or review of the entity's documents by a government agency, including, but not limited to, subpoenas, search warrants, questioning of employees concerning the general operations or specific activities of such business entity, whether or not such entity is notified, is in-fact, or otherwise believed to be, the subject or target of any such investigation.

b. had records in its or his/her control, custody or ownership subpoenaed or seized by a search warrant by any law enforcement or government agency?
☒ No ☐ Yes

c. been questioned by any officer or agent of a law enforcement or investigative agency regarding any practices or conduct relating to the Company's business?
☒ No ☐ Yes

d. been advised of being the target, subject, or person of interest of an investigation involving any violation of criminal law?
☒ No ☐ Yes

e. been notified of being the subject of court ordered electronic surveillance?
☒ No ☐ Yes

f. been arrested or indicted or otherwise named as an unindicted co-conspirator in any indictment or other accusatory instrument?
☒ No ☐ Yes

g. been convicted, after trial or by plea, of any felony under state or federal law?
☒ No ☐ Yes

CONFIDENTIAL *EIN or Tax ID#* _____

h. been convicted of any misdemeanor involving business-related crimes?
☒ No ☐ Yes

i. entered a plea of nolo contendere to any felony and/or business-related misdemeanor?
☒ No ☐ Yes

j. entered into a consent decree, deferred prosecution agreement, or non-prosecution agreement?
☒ No ☐ Yes

k. been granted immunity from prosecution for any business-related conduct constituting a crime under state or federal law?
☒ No ☐ Yes

l. exercised the Fifth Amendment right against self-incrimination in testimony regarding a business related crime?
☒ No ☐ Yes

m. been the subject of a civil anti-trust investigation by any federal, state or local prosecuting or investigative agency?
☒ No ☐ Yes

n. been accused as a defendant in any lawsuit, or subject to an administrative action or proceeding, alleging any business or integrity related misconduct, including, but not limited to, a false claims act violation, willful failure to pay prevailing wages or benefits, or ERISA or other labor law violation?
☒ No ☐ Yes

22. Do any KEY PEOPLE have any felony or misdemeanor charges pending against them?
☒ No ☐ Yes

23. Has the Company or any of its current or past KEY PEOPLE or AFFILIATE FIRMS ever engaged in any of the following practices:

a. filed with a government agency or submitted to a government employee a written instrument which the Company or any of its KEY PEOPLE or affiliate firms knew contained a false statement or false information?
☒ No ☐ Yes

b. falsified business records?
☒ No ☐ Yes

c. given, or offered to give, money, gifts or anything of value or any other benefit to a labor official or public servant with intent to influence that labor official or public servant with respect to any of his or her official acts, duties or decisions as a labor official or public servant?
☒ No ☐ Yes

d. given, or offered to give, money or other benefit to an official or employee of a private business with intent to induce that official or employee to engage in unethical or illegal business practices?
☒ No ☐ Yes

24. Has the Company ever changed its EIN or Tax ID following any of the events described in Questions 16 through 23?
☒ No ☐ Yes

25. This document was prepared by (This person must be a KEY PERSON listed in response to Question 13):

Kenneth F. Standig
(Name)

(Signature)

Senior Vice President
(Title)

07-10-2014
(Date)

CONFIDENTIAL *EIN or Tax ID#* _____

Certification

A materially false statement willfully or fraudulently made in connection with this Certification, and/or failure to conduct appropriate due diligence in verifying the information that is the subject matter of this Certification may prevent the Company and/or the undersigned from being found to be responsible bidders/proposers in connection with future agreements. In addition, a materially false statement willfully or fraudulently made in connection with this Certification may subject the Company and/or the undersigned to criminal charges, including charges for violation of New York State Penal Law Sections 175.35 (Offering a False Statement for Filing) and 210.40 (Sworn False Statement), New Jersey Code of Criminal Justice Title 2C:28-3 (Unsworn Falsification to Authorities), and/or Title 18 U.S.C. Sections 1001 (False or Fraudulent Statement) and 1341 (Mail Fraud).

Certifications must be notarized when signed.

I Kenneth F. Standig (Print Name), being duly sworn, state that I am Senior VP (Title), an officer of the Company, and that I have read and understood the questions contained in the attached questionnaire.

I certify that to the best of my knowledge the information given in response to each question, whether prepared by me, or by the Key Person identified in Question 25, is full, complete and truthful as of this date hereof. I agree and warrant that truthfully answering the questions is an event entirely within my control.

I recognize that all the information submitted in connection with this Questionnaire is for the express purpose of inducing the Port Authority to enter into a contract with, or to approve the award of a contract or subcontract to, or otherwise approve some other relationship with, the Company.

I acknowledge that the Port Authority, may by means it deems appropriate, determine the accuracy, truth and completeness of the answers to the questions in the questionnaire. I authorize the Port Authority or its designee to contact any person or entity for purposes of verifying the information supplied by the Company.

Kenneth F. Standig
(Print Name)

(Signature)

Sworn to before me
this 10th day of July 2014

Notary Public

RUBY LAN
Notary Public - State of New York
No. 01LA6276187
Qualified in New York County
My Commission Expires February 11, 2017

CONFIDENTIAL *EIN or Tax ID#* _____

ATTACHMENT 1 of 1

Response to Question 6b:
Naik Consulting Group, P.C. was previously known as Naik-Prasad, Inc. from 6/2000 to 4/2007 and Naik Consultants from 8/1997 to 5/2000

Response to Question 6c:
Does the Company have offices, plants or warehouses at other addresses? YES.
135 West 36th Street, 13th Floor, New York, NY 10018
1818 Market Street, Suite 3110, Philadelphia, PA 19103

Response to Question _____:

Response to Question _____:

Response to Question _____:

Response to Question _____:

Please copy this page if more space is required.

PORT AUTHORITY OF NEW YORK AND NEW JERSEY
Certification of No Change **CONFIDENTIAL**

Instructions: *Please complete and execute one original. Forward directly to:*
The Port Authority of NY & NJ / Office of Inspector General
Attn: Fraud Prevention Unit
5 Marine View Plaza, Suite 502, Hoboken, NJ 07030

1. a. Techno Consult, Inc. ("Company") b. _____ (EIN or Tax ID)

2. What project is the Company bidding, proposing, or intending to work on?

RFP No. 38268: RFP For Indefinite Quantity Contracts(IQCs) for Performance of Expert Professional CM & Inspection Servs (Provide Port Authority contract number if known.)For Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis through 2018.

3. Prime Contractor: Louis Berger
(The firm that the Company will be contracting with.)

4. Description of Work: Performing Construction Inspection and Preparing Construction Schedules

5. What is the estimated range of the contract value or value of work?
☐ $0 to $99,999 ☒ $100,000 to $999,999 ☐ $1,000,000 to $9,999,999 ☐ $10,000,000 or more

A materially false statement willfully or fraudulently made in connection with this Certification, and/or failure to conduct appropriate due diligence in verifying the information that is the subject matter of this Certification may prevent the Company and/or the undersigned from being found to be responsible bidders/proposers in connection with future agreements. In addition, a materially false statement willfully or fraudulently made in connection with this Certification may subject the Company and/or the undersigned to criminal charges, including charges for violation of New York State Penal Law Sections 175.35 (Offering a False Statement for Filing) and 210.40 (Sworn False Statement), New Jersey Code of Criminal Justice Title 2C:28-3 (Unsworn Falsification to Authorities), and/or Title 18 U.S.C. Sections 1001 (False or Fraudulent Statement) and 1341 (Mail Fraud).

I, Khalid Mallick (Print Name), being duly sworn, state that I am President (Title), an officer of the Company, and that I have read and understood all the items set forth above and the questions contained in the previously completed Background Qualification Questionnaire, dated 07-02-2014.

I certify that to the best of my knowledge the answers contained in the above-referenced Background Qualification Questionnaire are full, complete and accurate; and, that to the best of my knowledge that information continues to be full, complete, and accurate.

I recognize that all the information submitted in connection with this Certification is for the express purpose of inducing the Port Authority to enter into a contract with, or to approve the award of a contract or subcontract to, or otherwise approve some other relationship with, the Company.

AMR M. SULTAN
NOTARY PUBLIC OF NEW JERSEY
My Commission Expires 4/2/2017

Khalid Mallick
(Print Name)

(Signature)

Sworn to before me
This 10 day of July 2014

Notary Public

Revised: September 2011

I. GENERAL CONFLICT OF INTEREST

In accordance with the terms of the Request for Proposals number 38268, Louis Berger offers the following as it relates to general conflicts of interest:

1. Louis Berger, as part of a Joint Venture with Urban Engineers, is performing services to the Port Authority of New York and New Jersey under a contract entitled **"Performance of Expert Professional Planning, Project Management, and Related Services as Requested on a Call-in Basis for the Port Authority Trans-Hudson Corporation (PATH) During 2010-2014" (P.A. Agreement No. PAT-13-005)**. In accordance with the terms of this agreement, this contract has been extended thus far on an annual basis each year through 2014. At the current time, this Joint Venture is providing services on Task Order #15, "Interim Project Management Support for Projects Related to Super Storm Sandy"

   The scope of work as originally defined in the Request for Proposals for this task order would present the appearance of a general conflict of interest. The actual scope of work performed, however, is limited to the development of a Project Management Plan (PMP) for the FTA, as well as Tier 2 plans extending from that PMP. Louis Berger does not view the performance of these limited services as a conflict of interest relative to the IQC Construction Management services requested in the scope of work for RFP 38268

2. The Louis Berger Group is currently a subcontractor to Jacobs to perform design services for Port Authority resiliency construction projects. To date, no work has been performed through this contract, which is one of nine call-in contracts for such design work. The Louis Berger Group does not view this as a current conflict of interest relative to the IQC Construction Management services requested in the scope of work for RFP 38628, but does recognize the potential for design work performed by the Louis Berger portion of the Jacobs team to present the potential for such a conflict of interest in the future. In this event, Louis Berger will institute the following safeguards to avoid the conflict of interest:
   a. Ensure that an effective firewall is in place, separating the design team for a given resiliency project from the team performing IQC CM services for that project.
      i. This firewall would include physical separation, naturally attained as the CM staff will be entirely field based, and the design team will be primarily office-based.
      ii. This firewall would also include organizational separation, also naturally attained as the CM staff and the design staff reside within separate business units within Louis Berger.
      iii. The physical and organizational separation will be enhanced, wherever possible, by utilizing non-Berger resources for any CM services on Berger-designed projects which could be construed to create a conflict of interest
      iv. The firewall would be complete with separate document control

and electronic partitioning, ensuring that the design activities and CM activities are isolated from one another.

v. All affected employees would be thoroughly trained on conflicts of interest – including the appearance thereof – and the purpose of the firewall.

b. In the event that an effective firewall cannot be implemented to the satisfaction of all involved parties, Louis Berger will recuse itself from performing CM services on projects on which the Berger resources subcontracted to Jacobs performed design services

As always, Louis Berger will work transparently and collaboratively with the Port Authority of New York and New Jersey to avoid any conflicts through proactive management and open communication. Louis Berger and its subcontractors will cooperate fully with the Port Authority's Inspector General and its Integrity Monitor to ensure the fortitude of the mitigation plan and audit its successful implementation should such occasion arise. Louis Berger is fully confident in our ability to work with the Port Authority to ensure that such issues are avoided.

Appendix

THE PORT AUTHORITY OF NY & NJ

PROCUREMENT DEPARTMENT
2 MONTGOMERY STREET, 3RD FL.
JERSEY CITY, NJ 07302

7/3/2014

ADDENDUM #1

To prospective Proposer(s) on RFP # 38268 - REQUEST FOR PROPOSALS FOR INDEFINITE QUANTITY CONTRACTS (IQCS) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018

Now Due back on 7/14/2014, no later than 2:00PM

Originally due on 7/9/2014, no later than 2:00PM

This communication should be initialed by you and annexed to your Bid upon submission.

In case any Bidder fails to conform to these instructions, its Bid will nevertheless be construed as though this communication had been so physically annexed and initialed.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: Louis Berger

INITIALED: JDW

DATE: July 16, 2014

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

This communication should be initialed by you and attached to your Proposal.

In case any Bidder fails to conform to these instructions, its submission will nevertheless be construed as though this communication had been so physically attached and initialed.

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: Louis Berger

INITIALED: JDW

DATE: July 16, 2014

Answer #43	Yes.
Question #44	In what manner will the sealed cost proposals be returned to unsuccessful proposer?
Answer #44	They will not be returned.
Question #45	a. Can the organization chart be submitted on 11x17 paper? b. Can the font on the organization chart be less than 12 pt.?
Answer #45	Yes.

This communication should be initialed by you and attached to your Proposal.

In case any Bidder fails to conform to these instructions, its submission will nevertheless be construed as though this communication had been so physically attached and initialed.

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: Louis Berger

INITIALED: JDW

DATE: July 16, 2014

THE PORT AUTHORITY OF NY & NJ

PROCUREMENT DEPARTMENT
2 MONTGOMERY STREET, 3rd FL.
JERSEY CITY, NJ 07302

July 10, 2014

ADDENDUM #4

TO PROSPECTIVE BIDDER(S) ON **RFP #38268** - REQUEST FOR PROPOSALS FOR INDEFINITE QUANTITY CONTRACTS (IQCS) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018

Now Due on 7/16/2014, no later than 2:00PM

Originally Due on 7/14/2014, no later than 2:00PM

This communication should be initialed by you and annexed to your proposal to the above-referenced upon submission.

In case any Bidder fails to conform to these instructions, its submission will nevertheless be construed as though this communication had been so physically annexed and initialed.

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: Louis Berger

INITIALED: JDW

DATE: July 16, 2014

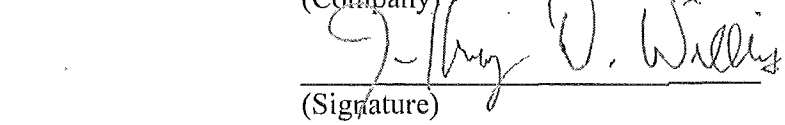
ATTACHMENT B

AGREEMENT ON TERMS OF DISCUSSION

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

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

The Louis Berger Group, Inc.
(Company)


(Signature)

Senior Vice President
(Title)

July 16, 2014
(Date)

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

Attachment C-1

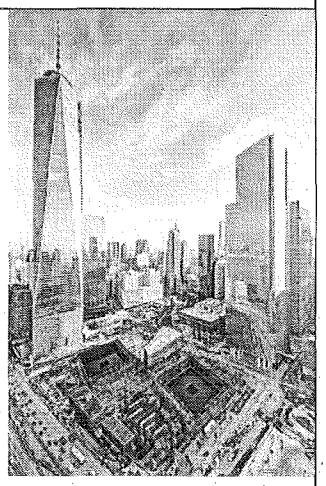
Proposer Prerequisite A

Firms must have Certificates of Authorization to practice Professional Engineering in the states of New York and/or New Jersey and minimum of five (5) years experience, from the date of proposal submission, which includes performing construction management services as outlined in Attachment A for major transportation facilities.

* Note - Duplicate form as necessary *

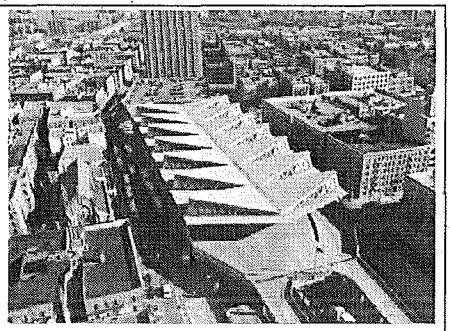
Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite A.

Louis Berger

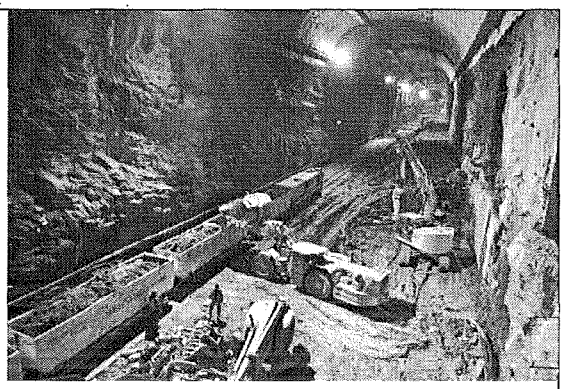
Client Name/ Contracting Entity	Port Authority of New York and New Jersey (PANYNJ), Downtown Restoration Program – Phase II
Contract Start Date	2004
Contract End Date	Ongoing
Construction Value	$15 Billion
Brief description of Scope of work	 As Phase I of the Downtown Restoration Program was being completed, Louis Berger was selected as program manager for Phase II, continuing its responsibility for providing policy consulting, project cost-schedule control, information/document management, 3D/4D visualization and simulation technologies, multi-level program / project reporting, technical project management, design supervision, quality management, planning, environmental and cultural / historical analysis, regulatory planning and coordination, construction planning, and impact assessments, among many other service areas. Phase II of the Program involves five major development projects: Transportation Terminal (WTC Hub); Vehicular Security Center and Tour Bus Parking Facility; Retail Development; One World Trade Center Tower; and the WTC Memorial / Memorial Museum. All of these projects on the 16-acre WTC site involve common and exclusive streetscape, infrastructure, utilities and security elements. Louis Berger is actively engaged on the WTC Hub, One World Trade Center, and the Memorial / Cultural projects and is responsible for comprehensive management support involving: the development of Project Management Plans (PMP); CPM scheduling, construction schedule analysis, and integration; Cost Management, including related integration with over-arching Program level capital budgeting and financial management; management of Invoices, Payments and Cash Flow; Electronic Information Management of extensive confidential documents, plans and records, including administration of the Program's Enterprise Content Management database; and the development of customized applications and management tools. The cornerstone project of Phase II is the WTC Transportation Terminal (Hub). The new facility will establish the PATH terminal as the focal point of an intermodal transportation hub at the WTC site, which would connect several major destinations along a single axis, including PATH, New York City subways, and existing and planned future surrounding developments. The Hub will have 300,000 square feet of public space, is designed to accommodate 250,000 patrons daily, has platforms to

	accommodate 10 trains in lengths up to 520 feet, and involves numerous multiple pedestrian connections to surrounding commercial, financial and transportation destinations and centers. One World Trade Center is the site's new skyscraper. At 1776 feet tall, it now stands as the tallest building in North America. The tower will provide 2.6 million square feet of office space on 69 floors. Thirteen floors will be non-office floors. The LEED Gold certified building will be 200 feet by 200 feet at the base, while the below-grade footprint will cover 42,000 square feet. More than 45,000 tons of steel and 200,000 cubic yards of concrete were used in the construction of the tower. The Memorial and Memorial Museum has been constructed to encompass the box beam footprints of the original WTC North and South Towers. A multi-level structure, there were many challenges Museum had many challenges in building below-grade and sharing resources with other development on-site, including the Port Authority's Transportation Hub, the central chiller plant, structural shear walls, streets, utilities and other public infrastructure. The Memorial Pavilion structure is a separate 52,000 square foot facility. The Memorial Plaza will cover 8.02 acres, approximately 169,000 gross square feet. "Reflecting Absence" is the design theme for the facility, comprised of a landscaped memorial plaza at street level with views into two voids that reside in the original footprints of the Twin Towers. The Memorial is designed as two reflective pools (1.76 acres each) with waterfalls, where all 2,979 names of the victims will be displayed. The Memorial Grove covers six acres, including over 400 trees and was opened on the 10th anniversary of the 9-11 attacks.
Client contact Name / Title	Alan Reiss, Deputy Director, WTC Construction
Client Contact Email Address	areiss@panynj.gov
Client Contact Phone Number	212.435.5530

Client Name/ Contracting Entity	PANYNJ, George Washington Bridge Bus Terminal Redevelopment, New York, New York
Contract Start Date	August 2011
Contract End Date	On going
Construction Value	$180 million

Brief description of Scope of work	 Louis Berger was selected by The Port Authority of New York and New Jersey (PANYNJ) as the program manager for the George Washington Bridge Bus Station Redevelopment. The station, originally designed by Pietro Nervi and constructed in the 1950's, now serves 20,000 commuters daily as a connection point for trips from New Jersey to Manhattan. The project is being designed and constructed within the PANYNJ-owned facility where PANYNJ is leasing the space, exclusive of the bus operations, to a private New York City developer. In this public-private partnership, PANYNJ has contracted the developer to modernize the bus station and incorporate a retail shopping complex to serve the local Washington Heights community. The developer is responsible for design and construction of the new bus pavilion and concourse for 30 buses; this new bus platform and pavilion will improve operations and passenger comfort. Services performed by Louis Berger as program manager include assisting with the program definition, permitting, historic preservation analysis, design management, cost control, scheduling, document control and project management. Construction is being staged and phased to allow for continued operation of the station during the three-year construction period.
Client contact Name / Title	Brian Emch, PE, PMP Manager, Technical and Maintenance Services, Tunnels, Bridges and Terminals
Client Contact Email Address	bemch@panynj.gov
Client Contact Phone Number	201.395.7229

Client Name/ Contracting Entity	MTA Independent Engineering Consultant (McKissack-Delcan), Long Island Rail Road East Side Access
Contract Start Date	2013
Contract End Date	Ongoing contract to expire on August 31, 2014. Currently negotiating an 18 months contract extension to December 31, 2015.
Construction Value	$10 billion

Brief description of Scope of work	 The biggest addition to New York's public transportation since the opening of Penn Station in 1910, the East Side Access project will connect the Long Island Rail Road's (LIRR) Main and Port Washington lines in Queens to a new LIRR terminal beneath Grand Central Terminal in Manhattan. Louis Berger is providing construction management that includes preparing scope of work, cost and schedule evaluation and accuracy validation. In addition, Louis Berger is developing recommendation for schedule, cost, and risk mitigation to the client. The new connection will increase the LIRR's capacity into Manhattan, and dramatically shorten travel time for Long Island and eastern Queens commuters traveling to the east side of Manhattan. The East Side Access Project has excavating tunnels approximately 120 feet beneath Manhattan streets. Two tunnel boring machines (TBMs) were used, one manufactured by SELI and one manufactured by Robbins. The two TBM's in Manhattan made eight successful tunnel drives starting and ending at various points along the alignment. At the end of November 2009 all of the upper tunnel drives were completed and in 2011, all the Manhattan tunnels were successfully mined. Excavation to create the caverns with in Grand Central Terminal are currently underway and have an estimated completion date of early 2012. The East Side Access Project is also excavating four new tunnels in Queens. Two slurry TBMs that can tunnel through soil have been purchased by the contractor. Components of the soft ground TBMs used for the Queens Bored Tunnels and Structures contract has been transported to the construction site in Queens, New York and assembled. Tunneling began in May 2011 with launch of the first machine. The launch of the second machine is expected to begin in July 2011. For pictures of the TBMs please click here. To learn more about Queens Tunnels Excavation contract, please click here. The East Side Access Project challenged local 6th Graders at I.S 204 with the task of naming the two slurry TBMs that will be used as part of the Queens Bored Tunnels and Structures contract. The names were revealed at the TBM launch event held recently at the Sunnyside Yard construction site.
Client contact Name / Title	Joe DeVito, Independent Engineering Consultant
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Techno-Engineering

Client Name! Contracting Entity	PANYNJ, CM Services for LaGuardia Airport Redevelopment Program (Sub-consultant to STV)
Contract Start Date	2014
Contract End Date	2020
Brief description of Scope of work	Inspection Services to the LGA Capital Infrastructure Project, Runway safety Enhancement Project, and the Central Terminal Replacement Project. The services that Techno is providing consist of performing multi-discipline Civil, Structural, Electrical, Mechanical Engineering, and Construction Management services specifically related to the construction of large-scale projects. Projects include but are not limited to design build parking garages, elevated roadways, utility infrastructure improvements, airfield modifications, demolition of existing hangers, marine work including design build of deck extension and new terminal construction. In addition services include coordination for facility wide construction activities with facility operations and ensuring permit compliance.
Client Contact Name ! Title	Robert Barbera, Senior Vice President
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name! Contracting Entity	PANYNJ, CM Services at Newark Liberty International Airport (Prime Consultant)
Contract Start Date	2010
Contract End Date	2012
Brief description of Scope of work	Provided construction inspection, work included: Miscellaneous Buildings Fire Alarm System Upgrades: The project involved the replacement of the existing fire alarm system in 4 buildings in the EWR facility; Building 79 Modification of Truck Wash Bay 10; Supervised the construction of pit drains and the installation of chambers and pump station; Remedial Repair for P7 Parking Lot Ponding (Drainage System Installation); Repair Water Main Break at Building 1 Parking Lot; Perimeter Strengthening Phase: ICTV in Terminals A & C: Installation of Security Cameras Systems.
Client Contact Name ! Title	Paul Salvatore, PE, Director of Procurement
Client Contact Email Address	psalvato@panynj.gov
Client Contact Phone Number	201-595-4892

Client Name! Contracting Entity	AMTRAK, New Jersey High Speed Rail Improvement Program (Sub-consultant to Parsons Brinckerhoff)
Contract Start Date	2013
Contract End Date	2017
Brief description of Scope of work	Work includes: New Catenary System - Installation of constant tension catenary to support high-speed train operation; New Substation - A new substation in Hamilton, NJ to support increased capacity and potential configuration of track operation reliability; Signaling - New signaling along the right of way between Trenton and New Brunswick, NJ; Track Upgrades - Install new high speed turnouts and Interlocking; Frequency Converter Expansion - Expansion of the frequency converter in Metuchen, NJ to provide additional capacity.
Client Contact Name ! Title	Rick Cardentey, Project Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name! Contracting Entity	The Performance of Expert Professional Construction Management & Inspection Services (MBE/WBE) As Requested on a "Call-In" Basis During 2013 Through 2016 (Prime)
Contract Start Date	2013
Contract End Date	2016
Brief description of Scope of work	Providing professional services directly as an extension of staff to the Engineering & Maintenance Unit of the Port Authority of New York and New Jersey. Techno is providing oversight of construction activities and coordination of work for various construction projects. These projects include the following: Journal Square Transit Center Police Command Renovation; Structural Rehabilitation and Repaving the Helix, NJ; Goethals Bridge Maintenance Building and Administration Building Roof Replacement; Replacement & Upgrade of the Christopher Street Substation.
Client Contact Name ! Title	Paul Salvatore, PE, Director of Procurement
Client Contact Email Address	psalvato@panynj.gov
Client Contact Phone Number	201-595-4892

Note – Client Contact must be employee of Company

Attachment C-2

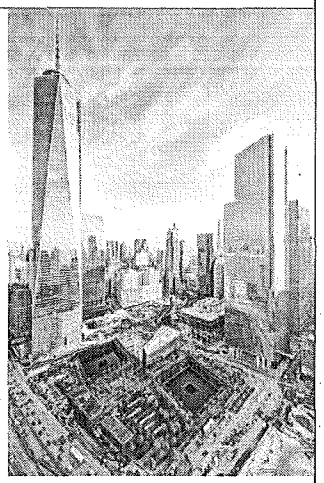
Proposer Prerequisite B

Firms must have adequate staffing resources and have demonstrated experience performing construction management and/or construction inspection services in the Greater New York/New Jersey Metropolitan Area for construction projects valued, at a minimum, at $1.5 million.

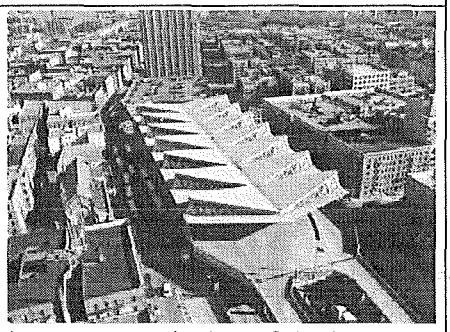
* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite B.

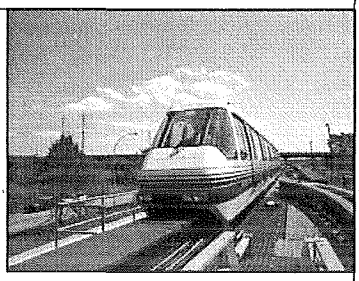
Louis Berger

Client Name/ Contracting Entity	Port Authority of New York and New Jersey (PANYNJ), Downtown Restoration Program – Phase II
Contract Start Date	2004
Contract End Date	Ongoing
Construction Value	$15 Billion
Brief description of Scope of work	 As Phase I of the Downtown Restoration Program was being completed, Louis Berger was selected as program manager for Phase II, continuing its responsibility for providing policy consulting, project cost-schedule control, information/document management, 3D/4D visualization and simulation technologies, multi-level program / project reporting, technical project management, design supervision, quality management, planning, environmental and cultural / historical analysis, regulatory planning and coordination, construction planning, and impact assessments, among many other service areas. Phase II of the Program involves five major development projects: Transportation Terminal (WTC Hub); Vehicular Security Center and Tour Bus Parking Facility; Retail Development; One World Trade Center Tower; and the WTC Memorial / Memorial Museum. All of these projects on the 16-acre WTC site involve common and exclusive streetscape, infrastructure, utilities and security elements. Louis Berger is actively engaged on the WTC Hub, One World Trade Center, and the Memorial / Cultural projects and is responsible for comprehensive management support involving: the development of Project Management Plans (PMP); CPM scheduling, construction schedule analysis, and integration; Cost Management, including related integration with over-arching Program level capital budgeting and financial management; management of Invoices, Payments and Cash Flow; Electronic Information Management of extensive confidential documents, plans and records, including administration of the Program's Enterprise Content Management database; and the development of customized applications and management tools. The cornerstone project of Phase II is the WTC Transportation Terminal (Hub). The new facility will establish the PATH terminal as the focal point of an intermodal transportation hub at the WTC site, which would connect several major destinations along a single axis, including PATH, New York City subways, and existing and planned future surrounding developments. The Hub will have 300,000 square feet of public space, is designed to accommodate 250,000 patrons daily, has platforms to accommodate 10 trains in lengths up to 520 feet, and involves numerous multiple pedestrian connections to surrounding commercial, financial and transportation

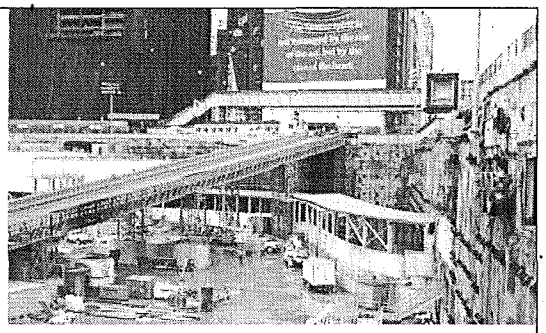
	destinations and centers. One World Trade Center is the site's new skyscraper. At 1776 feet tall, it now stands as the tallest building in North America. The tower will provide 2.6 million square feet of office space on 69 floors. Thirteen floors will be non-office floors. The LEED Gold certified building will be 200 feet by 200 feet at the base, while the below-grade footprint will cover 42,000 square feet. More than 45,000 tons of steel and 200,000 cubic yards of concrete were used in the construction of the tower. The Memorial and Memorial Museum has been constructed to encompass the box beam footprints of the original WTC North and South Towers. A multi-level structure, there were many challenges Museum had many challenges in building below-grade and sharing resources with other development on-site, including the Port Authority's Transportation Hub, the central chiller plant, structural shear walls, streets, utilities and other public infrastructure. The Memorial Pavilion structure is a separate 52,000 square foot facility. The Memorial Plaza will cover 8.02 acres, approximately 169,000 gross square feet. "Reflecting Absence" is the design theme for the facility, comprised of a landscaped memorial plaza at street level with views into two voids that reside in the original footprints of the Twin Towers. The Memorial is designed as two reflective pools (1.76 acres each) with waterfalls, where all 2,979 names of the victims will be displayed. The Memorial Grove covers six acres, including over 400 trees and was opened on the 10th anniversary of the 9-11 attacks.
Client contact Name / Title	Alan Reiss, Deputy Director, WTC Construction
Client Contact Email Address	areiss@panynj.gov
Client Contact Phone Number	212.435.5530

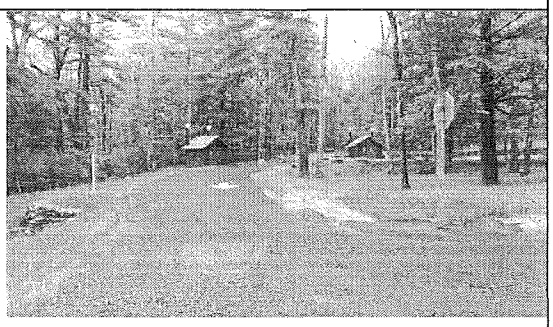
Client Name/ Contracting Entity	PANYNJ, George Washington Bridge Bus Terminal Redevelopment, New York, New York
Contract Start Date	August 2011
Contract End Date	On going
Construction Value	$180 million
Brief description of Scope of work	 Louis Berger was selected by The Port Authority of New York and New Jersey (PANYNJ) as the program manager for the George Washington Bridge Bus Station Redevelopment. The station, originally designed by Pietro Nervi and constructed in the 1950's, now serves 20,000 commuters daily as a connection point for trips from New Jersey to Manhattan. The project is being designed and constructed within the PANYNJ-owned facility where PANYNJ is leasing the space, exclusive of the bus operations, to a private New York City developer. In this public-private partnership, PANYNJ has contracted the developer to modernize the bus station and incorporate a retail shopping complex to serve the local Washington Heights community. The developer is responsible for design and construction of the new bus pavilion and concourse for 30 buses; this new bus platform and pavilion will improve operations and passenger comfort. Services performed by Louis Berger as program manager include assisting with the program definition, permitting, historic preservation analysis, design management, cost control, scheduling, document control and project management. Construction is being staged and phased to allow for continued operation of the station during the three-year construction period.
Client contact Name / Title	Brian Emch, PE, PMP Manager, Technical and Maintenance Services, Tunnels, Bridges and Terminals
Client Contact Email Address	bemch@panynj.gov

Client Contact Phone Number	201.395.7229

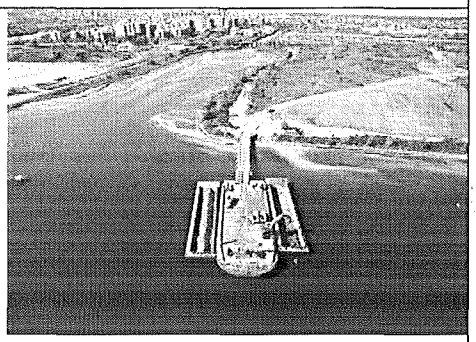
Client Name/ Contracting Entity	PANYNJ, Newark Liberty International Airport – Northeast Corridor Connection / AirTrain Newark Program
Contract Start Date	1998
Contract End Date	2001
Construction Value	$415 Million
Brief description of Scope of work	 The PANYNJ selected Louis Berger to provide program management support services for the implementation of the Newark Liberty International Airport AirTrain Program. This program extended the on-airport Monorail system approximately one mile to the new NEC Station, and included track upgrades, platform construction, and access road redesign/construction. The NEC Station is composed of three major elements: two 32' wide by 1050' long NEC platforms, a 350' connecting concourse, and the Monorail station itself. The project included increasing the number of electrified tracks along the corridor from four to a total of six, construction of a new NEC station building, construction of two rail platforms, and construction of a monorail service road. Louis Berger managed project controls and planning efforts; developed, implemented, and maintained the master NEC Program Schedule (utilizing Primavera P3 Project Planner; monitored the Project's Period Performance Data; analyzed cash flow and budgeting reports; performed project cost estimation; prepared management and executive reports; and was responsible for computer modeling and public relations. Louis Berger also assisted the Port Authority Police and Fire Marshals with the development of various emergency procedures, as well as AirTrain Station emergency equipment graphical plans and layouts.
Client contact Name / Title	James Blackmore, Program Director, Tunnels, Bridges and Terminals
Client Contact Email Address	jblackmo@panynj.gov
Client Contact Phone Number	202.395.7282

Client Name/ Contracting Entity	Lower Manhattan Development Corporation (LMDC), Memorial District and World Trade Center
Contract Start Date	2003
Contract End Date	2005
Construction Value	$ 1.8 Million

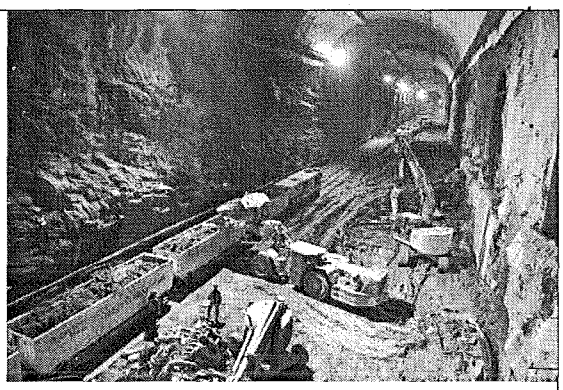
Brief description of Scope of work	 The Louis Berger Group, Inc. (Berger) is preparing the Generic Environmental Impact Statement (GEIS) for the World Trade Center Memorial and Redevelopment Plan. The GEIS includes the analysis of the construction of the World Trade Center Memorial and memorial-related improvements, as well as commercial, retail, museum and cultural facilities, new open space areas, new street configurations, and certain infrastructure improvements at the World Trade Center Site. In collaboration with another consultant, Berger is preparing the GEIS on behalf of the Lower Manhattan Development Corporation (LMDC) and the United States Department of Housing and Urban Development (HUD). The Proposed Action would result in substantial redevelopment, introduction of new non-commercial land uses, reconfiguration of various traffic and transit services, the return of businesses with thousands of employees, and increases in the number of visitors and residents in Lower Manhattan. Redevelopment at the WTC Site will require extensive construction lasting for an extended period of time in a neighborhood sensitized by the effects of the recovery effort. Consequently, there is potential for impacts on a broad range of resources during both construction and operation of the project. Areas of special attention included transit and pedestrian analyses associated with a broad range of land use and development scenarios. Berger developed a detailed overview of all major recovery projects in Lower Manhattan and their construction activities.
Client contact Name / Title	William H. Kelley, Previous position: Director of Planning (LMDC)
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	National Park Service, Construction Management Services for Childs Park at Delaware Water Gap National Recreation Area
Contract Start Date	2010
Contract End Date	2012
Construction Value	$2.95 Million
Brief description of Scope of work	 Louis Berger provided construction management services for the Rehabilitation of Childs Park, a management unit within the Delaware Water National Recreation Area. Work included the repair of the public use facilities, rehabilitation of the cultural features, and restoration of the hemlock forest. The $2.95 million rehabilitation included restoration of the ailing hemlock forest; preservation of two existing Civilian Conservation Corps (CCC)-era structures and a 19th-century mill ruin; replacement of three historic pedestrian bridges; improvements to the visitor experience by preserving the cultural landscape and recreating the historical components; providing for public education; and creating a visitor use area that can be efficiently managed and maintained by the NPS staff. Visitor safety was improved by eliminating the site distance problems for vehicles using parking areas and providing adequate recreation facilities/trails, toilet facilities, and parking.
Client contact Name / Title	Hugh Duffy, Project Manager

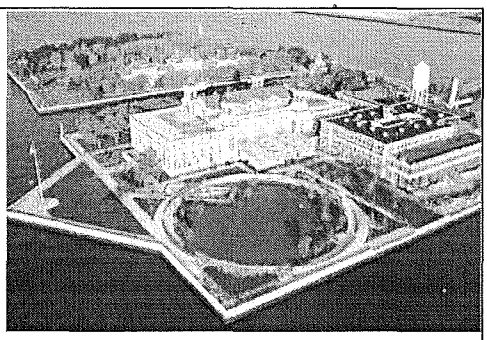
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	New York City Department of Environmental Protection, Fountain Avenue Landfill
Contract Start Date	2002
Contract End Date	2009
Construction Value	$160 Million
Brief description of Scope of work	 The Louis Berger Group, Inc. as sub-consultant, provided Resident Engineering, Construction Management and Construction Inspection Services to the New York City Department of Environmental Protection for the closure of the Fountain Avenue Landfill in the Borough of Brooklyn. The 297-acre Landfill is a former municipal and industrial waste landfill that was also operation by the New York City Department of Sanitation and is located adjacent to the Pennsylvania Avenue Landfill along Jamaica Bay on the south side of the Belt Parkway. The Landfill was closed with a multi-layer cap that included and an active landfill gas venting and flare system, as part of this $160 million project. This was the largest landfill closure ever undertaken within the State of New York. The remediation and closure of this landfill consisted of clearing the site, re-grading the existing waste, installing soil erosion control, sub-grade material, a stormwater management system, a gas collection system, well installation, a landfill gas flare system, geomembrane, drainage geocomposite and geotextile liner systems, final grading and landscaping. The final landscaping plan included the planting of over 28,000 trees and shrubs. Because of the residential neighborhoods to the north side of the Belt Parkway, all materials for the project were delivered by barge via temporary marine pier. The materials were offloaded from the barges and trucked onto the site using off-road haul vehicle. Work also included construction of site roadways and shoreline revetment system. Louis Berger provided: resident engineering and construction management services;
	on-site contract administration; oversight and supervision of HASP administration; construction inspection and verification of quantities; regulatory liaison and coordination; submittal reviews; scheduling reviews; monthly action reporting; contract modifications; contract change order reviews, cost estimates and recommendations; review and approval for payment of contract progress billings; conducting weekly and monthly site meetings; maintaining all field files, shop and working drawings; and maintaining as-built records.
Client contact Name / Title	Nayan Shah, NYCDEP
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	MTA Independent Engineering Consultant (McKissack-Delcan), Long Island Rail Road East Side Access
Contract Start Date	2013
Contract End Date	Ongoing contract to expire on August 31, 2014. Currently negotiating an 18 months contract extension to December 31, 2015.
Construction Value	$10 billion

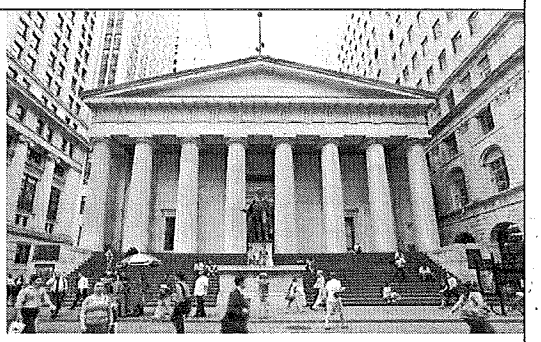
Brief description of Scope of work	 The biggest addition to New York's public transportation since the opening of Penn Station in 1910, the East Side Access project will connect the Long Island Rail Road's (LIRR) Main and Port Washington lines in Queens to a new LIRR terminal beneath Grand Central Terminal in Manhattan. Louis Berger is providing construction management that includes preparing scope of work, cost and schedule evaluation and accuracy validation. In addition, Louis Berger is developing recommendation for schedule, cost, and risk mitigation to the client. The new connection will increase the LIRR's capacity into Manhattan, and dramatically shorten travel time for Long Island and eastern Queens commuters traveling to the east side of Manhattan. The East Side Access Project has excavating tunnels approximately 120 feet beneath Manhattan streets. Two tunnel boring machines (TBMs) were used, one manufactured by SELI and one manufactured by Robbins. The two TBM's in Manhattan made eight successful tunnel drives starting and ending at various points along the alignment. At the end of November 2009 all of the upper tunnel drives were completed and in 2011, all the Manhattan tunnels were successfully mined. Excavation to create the caverns with in Grand Central Terminal are currently underway and have an estimated completion date of early 2012. The East Side Access Project is also excavating four new tunnels in Queens. Two slurry TBMs that can tunnel through soil have been purchased by the contractor. Components of the soft ground TBMs used for the Queens Bored Tunnels and Structures contract has been transported to the construction site in Queens, New York and assembled. Tunneling began in May 2011 with launch of the first machine. The launch of the second machine is expected to begin in July 2011. For pictures of the TBMs please click here. To learn more about Queens Tunnels Excavation contract, please click here. The East Side Access Project challenged local 6th Graders at I.S 204 with the task of naming the two slurry TBMs that will be used as part of the Queens Bored Tunnels and Structures contract. The names were revealed at the TBM launch event held recently at the Sunnyside Yard construction site.
Client contact Name / Title	Joe DeVito, Independent Engineering Consultant
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	NPS, Ellis Island Seawall Stabilization, Ellis Island, New Jersey
Contract Start Date	2010
Contract End Date	2013
Construction Value	$19.9 Million

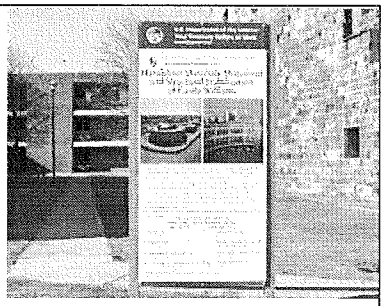
Brief description of Scope of work	 Louis Berger assisted the National Park Service support during construction, providing on-site coordination, documentation of progress, inspection of work for conformance with plans and specifications and works with the client and contractor to resolve outstanding issues and facilitate changes for the $4.2 million rehabilitation of portions of the historic seawall surrounding Ellis Island. The work included retrieval and resetting of dislodged granite blocks, high pressure water blast to remove growth and stains in preparation for pointing and sealing, pointing the seawalls with calcium-free fast setting hydraulic grout, pumping grout behind the walls with a high pressure pump to fill all voids, repair and/or replacement of relieving platforms, repair and/or replacement of stub walls, reinforcement, replacement, encapsulation, and repair of wooden piles. In acute areas of deterioration, installation of sheet piling, excavation behind walls, and filling voids and dry repairs were completed where no other methods were viable. The project, located on Ellis Island, is a part of the Statue of Liberty National Monument. Due to the restricted access and high profile nature of the project, particular attention to detail was required. In order to accomplish the work within the limited available time frames, the contractor has been working night shifts during critical activities. All site access issues and safety concerns are complicated due to the continued operation of key facilities on the island and are subject to intensive visitation by the public.
Client contact Name / Title	Hugh Duffy, Project Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	NPS, Gateway National Recreation Area – Pavement Management, Fort Wadsworth, New York and Sandy Hook, New Jersey
Contract Start Date	2012
Contract End Date	2013
Construction Value	$7.6 Million (combined)
Brief description of Scope of work	 This project included the construction of multiple projects under a single task order that included pavement rehabilitation of roads and parking areas in the Gateway National Recreation Area. Specific project locations included work near Fort Wadsworth, located on Staten Island, New York and at Sandy Hook, New Jersey. The improvements included asphalt overlays, pulverization and milling of asphalt pavement, drainage improvements, concrete sidewalk construction, curb repair, sanitary sewer replacement and slip-lining, storm sewer replacement, concrete sea wall repair, and other miscellaneous work. The full objective

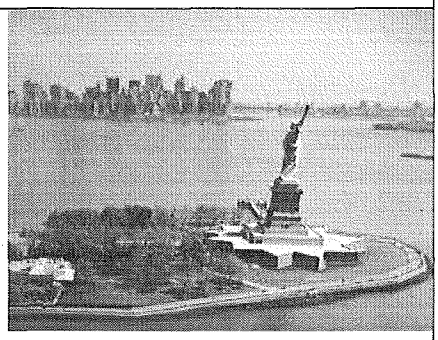
	of the construction projects were met while ensuring the safety of park visitors with the least amount of inconvenience as possible. Paving operations for the $4.6 million Sandy Hook project were performed during night hours in July and August and in the day and/or night during other months. Night work for the project on $3 million Fort Wadsworth project occurred for two weeks only in the Great Kills area. The operations were interrupted by Hurricane Sandy, substantially increasing communication requirements with the contractor and the facilities. The substantial delays required numerous revisions to the schedules for each project based upon the changing condition of the project site and the availability of contractor equipment.
Client contact Name / Title	Jason Hand, COR
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	NPS, Exhibit Infrastructure Support At Federal Hall National Memorial
Contract Start Date	2008
Contract End Date	2011
Construction Value	$1.6 Million
Brief description of Scope of work	 This project included construction management services for the $1.6 million rehabilitation at Federal Hall National Memorial. The historically significant structure witnessed a number of key events, including the inauguration of George Washington (1789), the adoption of the Bill of Rights (1789), and as the home of City Hall (1796-1811). The project was a result of damage caused by the tragic events of September 11, 2001. The Lower Manhattan Development Corporation (LMDC) provided funding for the continued rehabilitation of the spaces and systems that created space for an exhibit entitled "National Archives Vaults" undertaken by U.S. National Archives and Records Administration. The principal site for the National Archives Vaults, located on the lower level of Federal Hall, encompasses the grotto below the building's rotunda and the northeast quadrant of the lower level. Displays contain milestone National Archives' records related to the first Congress, Washington's inauguration, and the Bill of Rights.
Client contact Name / Title	Amy Sebring, COR
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	NPS, Governors Island – Hazmat Abatement and Structural Stabilization of Castle Williams and Dock 102 Repair
Contract Start Date	2009
Contract End Date	2010
Construction Value	$4.2 million

Brief description of Scope of work	 Castle Williams is a primary resource of the Governors Island National Monument but could not be visited by the public due to presence of hazardous materials and other unsafe conditions in public spaces. The castle was constructed between1807-1811 as part of a larger national coastal defense program. Castle Williams is set within a larger National Historic Landmark District and island in New York Harbor, a few hundred yards off Lower Manhattan. The rooftop views of New York and NYC are important for the public's appreciation and understanding of the meaning and significance of Governors Island's strategic location in the harbor and its role in U.S. history. The project included the removal of hazardous materials from Castle Williams and stabilization and repair of major structural deficiencies that will ultimately enable NPS to open the building to a minimum of 100,000 visitors. The project, by removing hazardous materials, allows subsequent repair and rehab work to be conducted in healthy and safe conditions. Specific work elements included safe removal and disposal of high concentrations of lead paint, and friable asbestos-containing material found in pipe lagging insulation, floor tiles and mastic, transite (asbestos-concrete composite) roofing, siding and ceiling panels, sink undercoatings, rolled roofing material and flashing. Two circular staircases were the only means of access to the castle's roof but required stabilization and installation of safety / emergency lighting, handrails and signage before they could be used by the public. The Dock 102 repairs are a significant part of an ultimately larger, intermodal transportation system. Ferries docking at several sites throughout the lower harbor link to multiple use pathways (currently being planned and/or constructed), as well as to other existing mass transit systems such as buses, trains, and shuttles. Located a few hundred yards off the southern tip of Manhattan, Dock 102 is the park's only dock and only guaranteed access to the island. Currently, island access is controlled by the Governors Island Preservation and Education Corporation (GIPEC), a state-city entity, who restricts public visitation and restricts ferry service for island staff, contractors, and consultants. GIPEC's ferry and docking facilities are aging and require frequent repair, drydocking, and maintenance, which results in suspension of ferry operations and island access. This project provided critical access alternatives for emergency situations and for NPS overall operations and significantly enhances and increases the public's access to and enjoyment of the island. The number of visitors to Governor's Island was expected to increase from 30,000 visitors currently to 50,000 at completion of pier rehabilitation and incrementally rise to 500,000. The construction contract consisted of fabrication and installation of the following elements at Governors Island: 1. A 30-foot by 120-foot floating spud barge anchored to spuds adjacent to Dock 102 with the ability to accommodate a variety of front and side-loading vessels and responsive to tide and wake conditions in New York Harbor; 2. Installation of timber pile dolphin clusters for docking and vessel maneuvering; 3. Two 4-foot by 45-foot accessible articulating ramps with handrails connecting from the landside to the new floating dock; 4. Installation of railing and benches on the existing fixed pier; 5. Rehabilitation of the existing lighting on the fixed pier, adding lighting on the land side, and upgrading the utilities as needed to accommodate changes to the lighting. Removal of all unnecessary existing electrical equipment; 6. Construction of a weather-protected shelter to accommodate visitors waiting for the ferry; 7. Installation of an enclosed bulletin board for posting of ferry schedules and routes, park information, etc., and brochure holders; 8. Installation of a non-skip, skid resistant surface on the existing fixed pier

Client contact Name / Title	Jack Hagen, COR
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	NPS, Statue of Liberty - Life and Safety Improvements within the Statue of Liberty
Contract Start Date	05/2009
Contract End Date	11/2009
Construction Value	$1.2 million
Brief description of Scope of work	 Louis Berger provided construction management services for life and safety improvements that allowed for the reopening of the crown of the Statue of Liberty in 2009. The high profile, fast track project was to be completed and open to the public by July 4th. Working closely with the National Park Service team and the contractor, Berger/Hill supported the work that was completed as required in time for the mandated July 4th date. The U.S. Small Business Administration awarded the contractor the National Prime Contractor of the Year for their work on the project. Following the events of September 11, 2001, the Statue of Liberty was closed due to concerns for visitor safety. Prior to its reopening in August 2004, the NPS addressed major fire, safety, and evacuation deficiencies in lower levels of the monument. Access was subsequently provided access to the Museum on Level 2 and its adjoining terreplein of the original Fort Wood (the base), and via an elevator and a narrow stairway, to the observation deck level at the base of the Statue (Level 6P.). This project involved additional life and safety improvements within the Statue to provide visitor access to the crown. It was a design-build, accelerated schedule project that included the following elements: ▪ Modifications to or replacement of the existing 1984 downward-bound handrail on the Statue's double helical stairway and landings. ▪ A secondary handrail on the upward-bound handrail on the Statue's double helical stairway and landings. Match the existing (modified) or new secondary handrail on the downward-bound handrail. ▪ New guardrail at Level 7P landing to prevent persons stepping onto the glass floor. ▪ Protecting existing historic fabric from damage during construction. In addition to the typical inspection of work, coordination and documentation provided on-site, Berger/Hill provided a special inspector for the railings prior to delivery to the site. Due to the location of the project and limited areas for storage, all work activities required a high degree of coordination with the local park staff.
Client contact Name / Title	Hugh Duffy, Project Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	Red Bull New York, Red Bull Arena, Harrison, New Jersey
Contract Start Date	2008
Contract End Date	2010
Construction Value	$200 Million

Brief description of Scope of work	 Louis Berger provided Owner's Rep services for the construction of Red Bull Arena, the new home of Major League Soccer's New York Red Bulls. The Arena is the first tri-state regional facility with the look and feel of other worldwide "fan-friendly" soccer venues. Located in the town of Harrison, NJ and accessible by PATH and NJ Transit, the 25,000-seat arena consists of an upper and lower "bowl", 30 suites on two levels, three premium clubs, concessions, a team store and state-of-the-art television and radio broadcasting facilities. During pre-construction, the Louis Berger construction management team assisted Red Bull in reviewing the preliminary designs; preparing independent cost estimates for different conceptual plans; reviewing the conceptual CPM schedule; providing environmental mitigation services; reviewing design documents; performing constructability reviews; and providing construction and project schedule recommendations. During construction, Louis Berger's duties included conducting on-site and off-site inspections and material testing and ensuring construction was completed according to client plans and specifications, on time and under budget. The total construction value for the project was approximately $ 200 million.
Client contact Name / Title	John Amorosa, Project Director, Construction
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Techno-Engineering

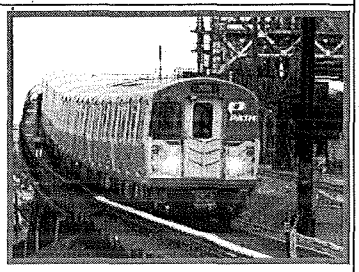
Client Name/ Contracting Entity	NYCDEP, CM Services for Newtown Creek Water Pollution Control Project, Brooklyn, New York (Sub-consultant to Shaw/Baker/Gannet Fleming JV)
Contract Start Date	
Contract End Date	2016
Construction Value	1,500,000,000
Brief description of Scope of work	The project involves the completion of significant upgrades to the structures and systems that treat wastewater from a combined sewage treatment system. Some of the project elements include improvements to the plant bar screens, electrical, plumbing, HVAC, and controls and instrumentation upgrades, new screening and control buildings, new barge facilities and site work
Client contact Name / Title	Linda Tolner, PE/ Project Director
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

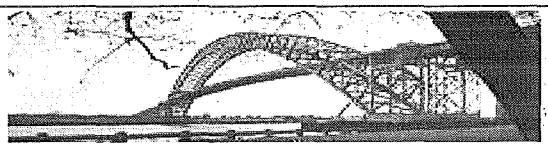
Client Name/ Contracting Entity	NYCDEP, CM for Croton Water Filtration Plan, Van Cortland Park, NY (Sub-consultant to URS-Malcolm Pirnie, Inc.)
Contract Start Date	
Contract End Date	2014
Construction Value	2,500,000,000
Brief description of Scope of work	The most unique aspect of the project is that the facility will be built completely underground. Construction of the facility will require two major underground construction phases: site preparation and tunneling. Each phase requires specialized expertise by both the contractors and the construction management team. The complexity includes the fact that a massive rock excavation must be undertaken before subsequent stages can begin.
Client contact Name / Title	Jim Martinez, PE/ Senior Vice President
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

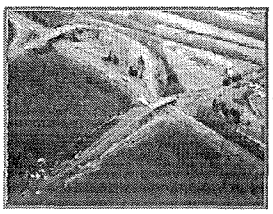
Client Name/ Contracting Entity	NYCDEP, CM for Catskill and Delaware Water Treatment Ultra Violet Facility, New York
Contract Start Date	
Contract End Date	2014
Construction Value	1,300,000,000
Brief description of Scope of work	In accordance with the terms of the Filtration Avoidance Determination (FAD) issued by the USEPA, the New York City will construct and place into operation an Ultraviolet Light (UV) Disinfection Facility for the Catskill/Delaware Water Supply System capable of disinfection a maximum flow of 2,020 million gallons per day (mgd), with an average flow of 1,310 mgd. The project will meet the water supply needs of federal drinking water standards.
Client contact Name / Title	Mark Hanson, PE/ Senior Vice President
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	NYCDEP, CM for Hunts Point Water Pollution Control Plant, Phase IV- Carbon Addition, Bronx, NY
Contract Start Date	2012
Contract End Date	2015
Construction Value	10,000,000
Brief description of Scope of work	The Hunt Point WPCP Upgrade Program is a multi-phase modernization program intended to improve waste water plant process efficiency, reduce plant manpower requirements, improve plant reliability and maintain compliance with all applicable permit requirements and Consent Orders. Retrofitting of existing waste water treatment units that will reduce nitrogen loadings into the adjacent East River and Long Island Sound.
Client contact Name / Title	Mathew Osit, PE / Portfolio Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

JCMS

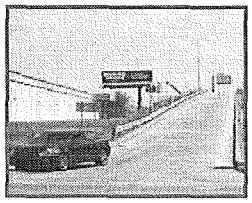
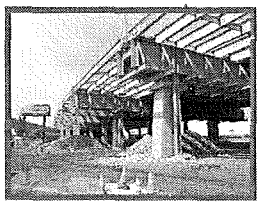
Client Name! Contracting Entity	**AECOM Transportation**
Contract Start Date	2008
Contract End Date	2011
Construction Value	$ 2.5 B
Brief description of Scope of work	 **PANYNJ –PATH Planning, Oversight and Related services on an "As-Needed" basis:** The project consists of developing integrated resource loaded schedule & optimizing resource requirements for proposed $2.5B, 10 year capital program projects for PANYNJ PATH. Some of the programs / Projects included are: • World Trade Center Transportation Hub and Permanent PATH Terminal • Security Program Implementation • New Rail Car and Signal Programs • Station Modernization including Capacity Enhancements and Platform Extensions • Rehabilitation and Extension of Platforms to accommodate 10-car Trains. JCMS is responsible for providing professional planning, oversight, and related support services to PATH's Capital Program Management (CPM) Division on as needed basis for various projects. Develop a logistical plan for the implementation of all current and planned Capital and Operations Program Projects. JCMS's responsibilities included preparation of questionnaire for interviews, understanding the scope, duration and resource requirements for each major project from preliminary design through final design and construction.
Client Contact Name ! Title	Michael Marino, Sr., AECOM Transportation
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name! Contracting Entity	**PANYNJ**
Contract Start Date	2009
Contract End Date	Ongoing
Construction Value	$ Various
Brief description of Scope of work	 **PANYNJ –Project Delivery Services, New York, NY:** TB&T Department is responsible for all Tunnel, Bridges and Bus Terminal under Port Authority. The capital and maintenance projects include a variety of projects. Examples of such projects are rehabilitation of steel and concrete components of various bridge structures, replacement of existing electrical and mechanical equipment, upgrading the existing Supervisory Control System to a computerized system etc. JCMS is responsible for maintaining an enterprise level schedule in Oracle Primavera P6 for projects both in design and construction. The projects are updated on a periodic basis and associated reports are generated. The information from the schedule is used for developing budgets and forecasting. JCMS has also performed Feasibility Studies to evaluate the constructability and logistics for the following projects: 1. Bus Parking and Staging Facility for the Lincoln Tunnel and PABT, 2. Replacement of the current toll collection system with Multi-Facility (Holland Tunnel, Lincoln Tunnel, GWB, Bayonne Bridge, and Goethals Bridge & Outer bridge Crossing) and 3. All Electronic Tolls System.
Client Contact Name ! Title	Owais Ahmed, PANYNJ
Client Contact Email Address	oahmed@panynj.gov
Client Contact Phone Number	646-285-1909

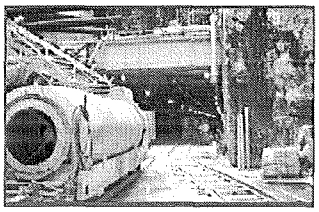
Client Name! Contracting Entity	**AECOM/GPI/PB Jt. Venture** 50 Millstone Road, Building 100, Suite 300 East Windsor, NJ 08520
Contract Start Date	2009
Contract End Date	Ongoing (2015)
Construction Value	$2.7 B
Brief description of Scope of work	**NJ Turnpike – CM & Inspection Services Mainline Interchange 6 to 9 Widening Program** The Interchange 6 to 9 Widening Program includes **road widening and associated interchange improvements** for approximately 35 miles stretch of NJ Turnpike from Milepost #48 to Milepost #83. JCMS is providing Scheduling services which include development and maintenance of Program Schedule, forecasting staffing resource and funding requirements, reporting actual status, reviewing/ analyzing Contractors' resource/cost loaded schedules, integrating Contractors' schedules into Program Schedule and incorporating findings into Progress Report. JCMS is also responsible for preparing Change Order Estimates including scope preparation of the change, analysis for entitlement, take off quantities from contract drawings and change order drawings, pricing, and preparing the Engineer's estimate in the same format as the contractor's proposal. 
Client Contact Name ! Title	Gerry Finn, AECOM
Client Contact Email Address	Not Available
Client Contact Phone Number	[redacted]

Client Name! Contracting Entity	**PANYNJ**
Contract Start Date	2011
Contract End Date	Ongoing
Construction Value	$ Various
Brief description of Scope of work	**Expert Professional CM Support Services As Requested on "Call-In" Basis 2011-2014 MEP PROJECTS AT LA GUARDIA AIRPORT INCLUDE:** **LGA 124.133 – MER ACCESS AND EXPANSION TANK IMPROV.: $ 82,429/-** Work included the removal and capping electrical conduits, removal and furnishing new pressure sensors and pressure transmitters for remote functionality from Central Heating & Refrigeration Plant (CHPRP) at LaGuardia Airport, Queens, New York. Work also included removal and rerouting 8" Fire Water pipe line, 3" Copper Cold water pipeline and integrating expansion tanks sensors with existing Honeywell operating system. **LGA 747 – REPLACEMENT OF CTB CONCOURSE HVAC SYSTEM: $ 9,385,000/-** Work included replacement of 19 custom HVAC roof top AC units from Concourses A, B, C and D, including electrical and substation modifications, ductwork modifications and related other work in the Central Terminal Building at LaGuardia Airport, Queens, New York. **LGA 954.701- REPLACEMENT OF TAXI DISPATCH BOOTHS: $ 217,700/-** Above project consists of replacement of 9 Stainless Steel Taxi Booths supplied by Port Authority with roof top AC unit, Taxi Booths that are located at different sites starting from Delta Terminal, US Airways, Central Terminal Building and at Marine Terminal Building at LaGuardia Airport, Queens, New York. JCMS is providing Resident Engineer services. Responsibilities related to the managing of MEP projects for "Port Authority of New York & New Jersey" at La Guardia Airport for the projects listed above included project management, construction administration, job site inspection, supervision of all installations, subcontract management, approval of contractor's payment application and progress reporting based on Primavera P3 and P6. **Project Cost: Various**
Client Contact Name ! Title	Armando Martinez, Resident Engineer, PANYNJ
Client Contact Email Address	Not Available
Client Contact Phone Number	718 533 3539 / Cell [redacted]

Client Name! Contracting	**PB/Bovis J.V. – CCM**
Contract Start Date	2005
Contract End Date	2013
Construction Value	**$ 750 M**
Brief description of Scope of work	 **NYCT – Fulton Street Transit Center, New York, NY:** This critical project will improve access to and connections between 12 subway lines for hundreds of thousands of daily commuters and Lower Manhattan residents and visitors, and will link NYC Transit facilities with PATH service and the World Trade Center site. **Specific features of the project include:** • Improved street access • New centralized gateway • New Dey Street passageway • Simplified transfers and connections • Reduced Lexington Avenue line crowding **Improvements to the Fulton Street Transit Center will include:** • A High-visibility Transit Center • Underground concourse beneath Dey Street • New connections between R/W and E stations • New and expanded station mezzanines and passageways • More surface access points • ADA-compliant elevators and escalators • Rehabilitation of 2/3 and 4/5 stations JCMS is responsible for providing construction supervision and construction inspection services on this project which includes supervision, inspection and coordination of civil, structural and architectural elements of the project, JCMS is also responsible for Document control that includes coordination with the client, the contractor and the designer of record; tracking submittals, RFIs and change orders; review of monthly payment requests, approval and payment; preparing ARRA reports; reviewing LEED component of submittals, running monthly LEED progress meetings and maintaining all relevant data for LEED certification.
Client Contact Name! Title	Patrick Bronner, Project Manager @ Bovis Lend Lease, Inc.
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name! Contracting Entity	**Hill International** 3580 Progress Drive, Suite 1, Bensalem, PA 19020
Contract Start Date	2001
Contract End Date	Ongoing
Construction Value	**Phase I: $4.3M; Phase II- $42.3 M; Phase III: $84.5 M**
Brief description of Scope of work	 **PennDOT- Interstate 95 Reconstruction – Phase I , II , III** **Reconstruction between Cottman Avenue and Academy Road interchanges** The Phase III area is between the Cottman Avenue and Academy Road interchanges in Philadelphia County, which carries approximately 115,150 vehicles per day. Phase III included: i. Reconstruction of 0.9 miles of roadway ii. Modification of the I-95 overpass at Bleigh Avenue. iii. Major rehabilitation of the 31-span I-95 viaduct over State Road.  **Bridge Replacement and Reconstruction:** The scope of this project was to replace the deteriorating Westmoreland Viaduct, a long (26 spans) structure that carries I-95 between Westmoreland and Tioga Streets. JCMS provided construction management support services for the project. This includes reviewing contractor prepared CPM Baseline Schedules and monthly Updates, assessing monthly job progress, participating in progress review meetings, analyzing critical path and preparing associated schedule and management reports. When delays occur on a contract, JCMS reviews time extension requests from contractor and provided recommendations. Other responsibilities include Document Control, monitoring, inspecting and recording progress on the project.
Client Contact Name ! Title	Wayne Germscheid, Project Manager @ Hill International

Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name! Contracting Entity	**Jacobs Civil, Inc., New York**
Contract Start Date	2006
Contract End Date	Ongoing (2015)
Construction Value	**$8.7 B**
Brief description of Scope of work	**The East Side Access Project, New York, NY:** The $ 8.7 billion East Side Access (ESA) program is one of the largest construction efforts ever undertaken by New York's Metropolitan Transportation Authority (MTA). The project involves excavating two (2) Tunnels of 25,000 feet length which will be lined with 1.5 foot concrete walls & waterproofing. The project consists of the construction of slurry walls, soil and rock excavation including the disposal of non-hazardous and hazardous excavated materials & installation of tie-backs and internal bracings such as struts, rock bolts and shotcrete. The East Side Access project will connect the Long Island Rail Road's (LIRR) Main and Port Washington lines in Queens to a new LIRR terminal beneath Grand Central Terminal in Manhattan. JCMS is responsible for providing various construction management related services on this project. This comprises of inspection of multiple shifts Tunnel Boring Machine (TBM) operations for two (2) tunnels, inspection of slurry wall construction, concrete work and excavations at the shafts and all other aspects of tunnel construction. In addition, JCMS is providing Project Control assistance at the Program level. These services include cost control, program/project scheduling, coordination and overseeing force account services, invoice control, reviewing project cost estimates, analyzing claims and value engineering proposals to establish cost implications; and preparing various management reports and presentations. 
Client Contact Name ! Title	Mark Platz, No longer with Jacobs
Client Contact Email Address	Not Available
Client Contact Phone Number	Cell [redacted]

ATTACHMENT D-1

DBE GOALS STATEMENT

The undersigned Bidder has satisfied the requirements of the Contract in the following manner (Complete the appropriate spaces):

X The Bidder is committed to meeting the DBE utilization goal set forth in this Contract.

or

The Bidder is unable to meet the DBE utilization goal set forth in this Contract, but is committed to a minimum of 17% DBE utilization on this Contract and submits the attached narrative and documentation demonstrating good faith efforts consistent with Appendix A of 49 CFR 26 to meet the DBE utilization goal set forth in this Contract.

Attach as many pages as necessary to provide a full and complete narrative and supporting documentation of good faith efforts made. This narrative shall be submitted on company letterhead and signed.

It is the present intent of the Bidder to utilize the specific DBE firms identified in Appendix A2 in the performance of the Work of this Contract. If for any reason, one or more of the DBE firms identified in Appendix A2 are unable or unwilling to participate, the Bidder will make good faith efforts to replace the DBE firm with another DBE firm in accordance with Part II clause entitled "DBE Program".

Bidder Name: The Louis Berger Group, Inc.

Federal Tax ID No.: [redacted]

By: _____
Signature and Title

Jeffery D. Willis
Senior Vice President

APPENDIX D2
THE PORT AUTHORITY OF NY & NJ – OFFICE OF BUSINESS DIVERSITY AND CIVIL RIGHTS
DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT

Instructions: Submit one DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT form for each DBE firm used on this Contract. CONTRACT NUMBER AND TITLE: INDEFINITE QUANTITY CONTRACTS (IQCs) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018
RFP NO.: 38268

PROPOSER:
Name of Firm: The Louis Berger Group, Inc.
Address: 48 Wall St., 16th Floor, New York, NY 10005
Telephone: 212.612.7900
Email Address: jwillis@louisberger.com

DBE:
Name of Firm: JCMS, Inc.

Address: 1741 Whitehorse-Mercerville Rd. Mercerville, NJ 08619 Telephone: 609-631-0700

Description of work to be performed by DBE: Inspection, Scheduling, Estimating

Calculation (supply only):

The Proposer is committed to utilizing the above-named DBE for the work described above. The estimated dollar value of this work is $ _____ or 8 % of the total contract amount of $ _____ . The anticipated start date is 2014 and the anticipated completion date is 2018 .

AFFIRMATION

The above-named DBE affirms that it will perform the portion of the Contract for the estimated dollar value as stated above.

By: _____ Date: 06/30/2014
Signature of DBE and Title Indira Jois, Vice President

If the Proposer does not receive award of the Contract, any and all representations in this DBE Participation Plan and Affirmation Statement shall be null and void.

By: _____ Date: July 16, 2014
Signature of Proposer and Title

FOR OBDCR USE ONLY

Contract Goals: ☐ Approved ☐ Rejected ☐ Preliminary Plan Approved
Reviewed By: _____
OBDCR Business Development Representative
Signature: _____ Date: ___

THE PORT AUTHORITY OF NY & NJ

David Samson
Chairman

Christopher O. Ward
Executive Director

Office of Business Diversity and Civil Rights

Certificate PA-19889

JCMS, Inc.

is certified as a **Minority Business Enterprise** and has met the criteria for ownership and control as established by the Port Authority.

This certification will remain in effect for five years from the date of notice and may be extended only upon your submission and the Port Authority's acceptance of a recertification package attesting that the ownership and control of the business, on which this certification is granted, has not changed. Please reference the above number on all correspondence.

Lash Green
Director
Certified: October 5, 2011

Roger J. Hsu
Manager, Certification
Scheduled Re-evaluation: October 5, 2016

Form: 6/10/93

APPENDIX D2
THE PORT AUTHORITY OF NY & NJ – OFFICE OF BUSINESS DIVERSITY AND CIVIL RIGHTS
DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT

Instructions: Submit one DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT form for each DBE firm used on this Contract. CONTRACT NUMBER AND TITLE: INDEFINITE QUANTITY CONTRACTS (IQCs) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018
RFP NO.: 38268

PROPOSER:
Name of Firm: The Louis Berger Group, Inc.
Address: 48 Wall St., 16th Floor, New York, NY 10005
Telephone: 212.612.7900
Email Address: jwillis@louisberger.com

DBE: Yes
Name of Firm: Naik Consulting Group, PC

Address: 135 West 36th Street, 13th Floor, New York, NY 10018 Telephone: (212) 575-2701

Description of work to be performed by DBE: Construction Inspection

Calculation (supply only):

The Proposer is committed to utilizing the above-named DBE for the work described above. The estimated dollar value of this work is $ TBD or 8 % of the total contract amount of $ TBD . The anticipated start date is 2014 and the anticipated completion date is 2018 .

AFFIRMATION

The above-named DBE affirms that it will perform the portion of the Contract for the estimated dollar value as stated above.

By: [signature] S.V.P. Date: July 2, 2014
Signature of DBE and Title

If the Proposer does not receive award of the Contract, any and all representations in this DBE Participation Plan and Affirmation Statement shall be null and void.

By: [signature] Date: July 16, 2014
Signature of Proposer and Title

FOR OBDCR USE ONLY

Contract Goals: ☐ Approved ☐ Rejected ☐ Preliminary Plan Approved
Reviewed By: _____
OBDCR Business Development Representative
Signature: _____ Date: ___

APPENDIX D2

THE PORT AUTHORITY OF NY & NJ – OFFICE OF BUSINESS DIVERSITY AND CIVIL RIGHTS

DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT

Instructions: Submit one DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT form for each DBE firm used on this Contract.

CONTRACT NUMBER AND TITLE: RFP No.38268: Indefinite Quantity Contracts (IQC) for Performance Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As-Is" Needed Basis Through 2018

PROPOSER:
Name of Firm: Louis Berger Group, Inc

Address: 1250 23rd Street NW, Washington, DC 20037 Telephone: (202)303-2671

Email Address: hchen@louisberger.com

DBE:
Name of Firm: Techno Consult, Inc.

Address: 5 Independence Way, Suite 150, Princeton, NJ 08540 Telephone: (609)720-1200

Description of work to be performed by DBE: On Call Construction Management Services, Inspection Services, and Preparing Construction Schedules

Calculation (supply only): _____

The Proposer is committed to utilizing the above-named DBE for the work described above. The estimated dollar value of this work is $_____ or 8 % of the total contract amount of $_____. The anticipated start date is 2014 and the anticipated completion date is 2018.

AFFIRMATION

The above-named DBE affirms that it will perform the portion of the Contract for the estimated dollar value as stated above.

By: _____ Date: 07/09/2014
Signature of DBE and Title

If the Proposer does not receive award of the Contract, any and all representations in this DBE Participation Plan and Affirmation Statement shall be null and void.

By: _____ Senior Vice President Date: July 16, 2014
Signature of Proposer and Title

FOR OBDCR USE ONLY

Contract Goals: ☐ Approved ☐ Rejected ☐ Preliminary Plan Approved

Reviewed By: _____
OBDCR Business Development Representative

Signature: _____ Date: _____

ATTACHMENT D-3

INFORMATION ON SOLICITED FIRMS

The bidder must complete this form for itself and for all firms which gave the bidder a quotation for any work planned to be subcontracted regardless of whether they are ultimately chosen to participate in the Contract. Provide the information required below for every firm that provided a bid or a quote for a subcontract – even if the bid or quote from the firm is not used in the preparation of the final Proposal.

Name of Firm	Address of Firm	Phone Number	Contact Person	Firm Age	Annual Gross Revenue Range NOTE: See Footnote Below	DBE Certified (Yes/No)
Louis Berger	48 Wall Street, 16th Floor New York, NY 10005	212.612.7900	Jeffery D. Willis	60	Over $5 Million	No
JCMS, Inc.	1741 Whitehorse-Mercerville Rd., Mercerville, NJ 08619	609.631-0700	Jayanta Dutta	29	Over $5 Million	Yes
Naik Consulting	135 West 36th Street, 13th Floor New York, NY 10018	212.575.2701	Kenneth Standig	17	Over $5 Million	Yes
Techno Consult	5 Independence Way, Suite 150 Princeton, NJ 08540	609.720.1200	Khaid Mallick, PE	16	$2 - $5 Million	Yes

Footnote: Annual Gross Revenue Ranges: Less than $500,000; $500,000 - $1 Million; $1 - $2 Million; $2 - $5 Million; Over $5 Million - Select the category that best identifies the annual gross revenue of the solicited firm.

FTA REQUIREMENTS

STANDARD FORM LLL - DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C. 1352

1. **Type of Federal Action:**	2. **Status of Federal Action:**	3. **Report Type:**
X a. contract	X a. bid/offer/application	X a. initial filing
___ b. grant	___ b. initial award	___ b. material change
___ c. cooperative agreement	___ c. post award	
___ d. loan		**For material change only:**
___ e. loan guarantee		Year _____ quarter _____
___ f. loan insurance		Date of last report_____

4. **Name and Address of Reporting Entity:**	5. **If Reporting Entity in No. 4 is Subawardee,** Enter Name and Address of Prime:
The Louis Berger Group, Inc 46 Wall Street, 16th Floor X New York, NY 10005 Prime ___ Subawardee Tier_____, if Known: **Congressional District,** *if known*:	**Congressional District,** *if known*:
6. **Federal Department/Agency:**	7. **Federal Program Name/Description:** CFDA Number, *if applicable*: _____
8. **Federal Action Number,** *if known:*	9. **Award Amount,** *if known:* $
10. a. **Name and Address of Lobbying Registrant** *(if individual, last name, first name, MI):* Not applicable	b. **Individuals Performing Services** *(including address if different from No. 10a)* *(last name, first name, MI):*
11. **Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.**	**Signature:** Jeffery D. Willis **Print Name:** Jeffery D. Willis **Title:** Senior Vice President **Telephone No.:** _____ **Date:** _____
Federal Use Only	**Authorized for Local Reproduction** **Standard Form - LLL (Rev. 7-97)**

Rev. 1/2011

CERTIFICATION REGARDING LOBBYING PURSUANT TO 31 U.S.C. 1352

The undersigned Jeffery D. Willis

(name of authorized officer)

certifies, to the best of my knowledge and belief, that:

- No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

- If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form LLL, "Disclosure of Lobbying, Activities" in accordance with its instructions.

- The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by, 31, U.S. C. § 1352 (as amended by the Lobbying Disclosure Act of 1995). Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

Note: Pursuant to 31 U.S.C § 1352(c)(I)-(2)(A), any person who makes a prohibited expenditure or fails to file or amend a required certification or disclosure form shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such expenditure or failure.

The Contractor certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Contractor understands and agrees that the provisions of 31 U.S.C. § 3801, et seq., apply to this certification and disclosure, if any.

Executed this 14 day of July, 2014

By: _____

Signature of Authorized Official

Jeffery D. Willis, Senior Vice President

Official Name and Title of Authorized Official

STANDARD FORM LLL - DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C. 1352

1. Type of Federal Action:	2. Status of Federal Action:	3. Report Type:
X a. contract	X a. bid/offer/application	X a. initial filing
____ b. grant	____ b. initial award	____ b. material change
____ c. cooperative agreement	____ c. post award	
____ d. loan		**For material change only:**
____ e. loan guarantee		Year _____ quarter _____
____ f. loan insurance		Date of last report_____

4. Name and Address of Reporting Entity:	5. If Reporting Entity in No. 4 is Subawardee, Enter Name and Address of Prime:
The Louis Berger Group, Inc. 48 Wall Street, 16th Floor New York, NY 10005 X Prime ____ Subawardee Tier_____, if Known: **Congressional District,** *if known*:	**Congressional District,** *if known*:
6. Federal Department/Agency:	**7. Federal Program Name/Description:** CFDA Number, *if applicable*: _____
8. Federal Action Number, *if known:*	**9. Award Amount,** *if known:* **$**
10. a. Name and Address of Lobbying Registrant *(if individual, last name, first name, MI):* Not Applicable	**b. Individuals Performing Services** *(including address if different from No. 10a)* *(last name, first name, MI):*
11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.	**Signature:** Jeffry D. Willis **Print Name:** Jeffery D. Willis **Title:** Senior Vice President **Telephone No.:** 212.612.7900 **Date:** 7/14/14
Federal Use Only	**Authorized for Local Reproduction** **Standard Form - LLL (Rev. 7-97)**

NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT BETWEEN

The Louis Berger Group, Inc.

AND

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

THIS NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT (this "**Agreement**") is made as of this 8th day of July, 2014, by and between **THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY** (the "**Port Authority**") a body corporate and politic created by Compact between the States of New York and New Jersey, with the consent of the Congress of the United States, and having an office and place of business at 225 Park Avenue South, New York, New York, 10003, and The Louis Berger Group, Inc. having an office and place of business at 46 Wall Street, 16th Floor, New York, NY 10005 ("**Recipient**").

WHEREAS, the Port Authority desires, subject to the terms and conditions set forth below, to disclose to Recipient Protected Information (as defined below) in connection with Indefinite Quantity Contracts (IQCs) For Performance Of Expert Professional Construction Management And Inspection Services For Federally Funded Storm Related Resiliency Projects On An "As-Needed" Basis Through 2018 (collectively, the "Project(s)", or "Proposed Project(s)"); and

WHEREAS, the Recipient acknowledges that the Port Authority, in furtherance of its performance of essential and critical governmental functions relating to the Project, has existing and significant interests and obligations in establishing, maintaining and protecting the security and safety of the Project site and surrounding areas and related public welfare matters; and

WHEREAS, in furtherance of critical governmental interests regarding public welfare, safety and security at the Project site, the Port Authority has collected information and undertaken the development of certain plans and recommendations regarding the security, safety and protection of the Project site, including the physical construction and current and future operations; and

WHEREAS, the Port Authority and Recipient (collectively, the "**Parties**") acknowledge that in order for Recipient to undertake its duties and/or obligations with regard to its involvement in the Project, the Port Authority may provide Recipient or certain of its Related Parties (as defined below) certain information in the possession of the Port Authority, which may contain or include protected, confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, relating to the Project or its occupants or other matters, the unauthorized disclosure of which could result in significant public safety, financial and other damage to the Port Authority, the Project, its occupants, and the surrounding communities; and

WHEREAS, Recipient recognizes and acknowledges that providing unauthorized access to, or disclosing such information to third parties in violation of the terms of this Agreement could compromise or undermine the existing or future guidelines, techniques and procedures Port Authority Handbook NDA 103113 implemented for the protection against terrorist acts or for

law enforcement, investigation and prosecutorial purposes, and accordingly could result in significant irreparable harm and injury; and

WHEREAS, in order to protect and preserve the privilege attaching to and the confidentiality of the aforementioned information as well as to limit access to such information to a strict need to know basis, the Port Authority requires, as a condition of its sharing or providing access to such protected, confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, that the Recipient enter into this Agreement and that its Related Parties thereafter acknowledge and agree that they will be required to treat as strictly confidential and/or privileged any of such information so provided, as well as the work product and conclusions of any assessments and evaluations or any recommendations relating thereto, and to also fully comply with applicable federal rules and regulations with respect thereto; and

WHEREAS, as a condition to the provision of such information to Recipient and certain Related Parties, the Recipient has agreed to enter into this Agreement with respect to the handling and use of such information and to cause Related Parties to join in and be bound by the terms and conditions of this Agreement.

NOW, THEREFORE, in consideration of the provision by Port Authority of Information for Project Purposes (as each such term is defined below) and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged by the Recipient and each Related Party that receives such Information, the Recipient and each such Related Party agrees, as follows:

1. **Defined Terms**. In addition to the terms defined in the Recitals above, the following terms shall have the meanings set forth below:

(a) "**Authorized Disclosure**" means the disclosure of Protected Information strictly in accordance with the Confidentiality Control Procedures applicable thereto: (i) as to all Protected Information, only to a Related Party that has a need to know such Protected Information strictly for Project Purposes and that has agreed in writing to be bound by the terms of this Agreement by executing a form of Acknowledgment as set forth in Exhibit A or Exhibit B, as applicable; and (ii) as to Confidential Privileged Information, only to the extent expressly approved in writing and in advance by the Port Authority, and then only the particular Confidential Privileged Information that is required to accomplish an essential element of the Project.

(b) "**Information**" means, collectively, all information, documents, data, reports, notes, studies, projections, records, manuals, graphs, electronic files, computer generated data or information, drawings, charts, tables, diagrams, photographs, and other media or renderings containing or otherwise incorporating information that may be provided or made accessible at any time, whether in writing, orally, visually, photographically, electronically or in any other form or medium, including, without limitation, any and all copies, duplicates or extracts of the foregoing.

(c) "**Protected Information**" means and includes collectively, Confidential Information, Confidential Privileged Information, Sensitive Security Information (SSI), Critical Infrastructure Information (CII) or Health Insurance Portability and Accountability Act (HIPPA) Information and Information that is labeled, marked or otherwise identified by or on behalf of the Port Authority so as to reasonably connote that such information is confidential, privileged, sensitive or proprietary in nature. The term Protected Information shall also include all work product that contains or is derived from any of the foregoing, whether in whole or in part, regardless of whether prepared by the Recipient, the Port Authority or others, or when the Port Authority receives such information from others and agrees to treat such information as Protected. The following Information shall not constitute Protected Information for the purpose of this Agreement:

(i) Particular Information, other than Confidential Privileged Information, that is provided to the Recipient by a source other than the Port Authority, provided that such source is not subject to a confidentiality agreement, or similar obligation, or understanding with or for the benefit of the Port Authority, with respect to such Information and that the identity of such source is not itself part of such Protected Information.

(ii) Information that is or becomes generally available to the public other than as a result of a disclosure by the Recipient or a Related Party in violation of this Agreement.

(iii) Information that is known to or was in the possession of the Recipient or a Related Party on a non-confidential basis prior to the disclosure of such Information by the Port Authority.

(d) "**Confidential Information**" means and includes collectively, any and all Information, documents and materials entitled to protection as a public interest privilege under New York State law and as may be deemed to be afforded or entitled to the protection of any other privilege recognized under New York and/or New Jersey state laws or Federal laws. It also includes information that contains sensitive financial, commercial or other proprietary business information concerning or relating to the Port Authority, its projects, operations or facilities that would be exempt from release under the Port Authority Freedom of Information Code.

(e) "**Confidential Privileged Information**" means and includes collectively, (i) Information that reveals security risks, threats, vulnerabilities, documentation that identifies specific physical security vulnerabilities or revealing specific security vulnerabilities details related to emergency response protocols, egress plans, flow paths, egress capacities, (diagrams, codes, standards) etc., which is not publicly available." and any and all Information, documents and materials entitled to protection as a public interest privilege under New York State law and as may be deemed to be afforded or entitled to the protection of any other privilege recognized under New York and/or New Jersey state laws or Federal laws, and (ii) certain Critical Infrastructure Information.

(f) "**Confidentiality Control Procedures**" means procedures, safeguards and requirements for the identification, processing, protection, handling, care, tracking and storage of

Protected Information that are required under applicable federal or state law, the Port Authority Handbook, or by the terms of this Agreement.

(g) **"Critical Infrastructure Information"** (CII) has the meaning set forth in the Homeland Security Act of 2002, under the subtitle Critical Infrastructure Information Act of 2002 (6 U.S.C. §131-134), and any rules or regulations enacted pursuant thereto, including, without limitation, the Office of the Secretary, Department of Homeland Security Rules and Regulations, 6 C.F.R. Part 29 and any amendments thereto. CII may also be referred to as "Protected Critical Infrastructure Information" or "PCII", as provided for in the referenced rules and regulations and any amendments thereto.

(h) **"Sensitive Security Information"** (SSI) has the definition and requirements set forth in the Transportation Security Administrative Rules & Regulations, 49 CFR 1520, (49 U.S.C. §114) and in the Office of the Secretary of Transportation Rules & Regulations, 49 CFR 15, (49 U.S.C. §40119).

(i) **"Health Insurance Portability and Accountability Act"** (HIPAA) Information Employees, associates or other contract personnel who have access to Protected Health Information (PHI) must refer to, and comply with, the Privacy Policies and Procedures to Protect Personal Health Information. Privacy regulations issued under the Health Insurance Portability and Accountability Act of 1996 ("HIPAA" or "Privacy Laws") place restrictions on the Group Health Plans of the Port Authority and PATH (the "Plans") ability to use and disclose Protected Health Information ("PHI").

(j) **"Port Authority Handbook"** means The Port Authority of New York and New Jersey. Information Security Handbook, as may be amended by the Port Authority, from time to time.

(k) "Project Purposes" means the use of Protected Information strictly and only for purposes related to Recipient's and its Related Parties' participation and involvement in the Project, and only for such period of time during which Recipient and its Related Parties are involved in Project related activities.

(l) **"Related Party"** and **"Related Parties"** means the directors, employees, officers, partners or members of the Recipient, as applicable, and the Recipient's outside consultants, attorneys, advisors, accountants, architects, engineers or subcontractors or sub-consultants (and their respective directors, employees, officers, partners or members) to whom any Protected Information is disclosed or made available.

2. **Use of Protected Information.** All Protected Information shall be used by the Recipient in accordance with the following requirements:

(a) All Protected Information shall be held in confidence and shall be processed, treated, disclosed and used by the Recipient and its Related Parties only for Project Purposes and in accordance with the Confidentiality Control Procedures established pursuant to Paragraph 2(c), below, including, without limitation, the Port Authority Handbook, receipt of which is acknowledged by Recipient and shall be acknowledged in writing by each Related Party by signing the Acknowledgment attached hereto as Exhibit A or Exhibit B, as applicable, and

applicable legal requirements. Protected Information may be disclosed, only if and to the extent that such disclosure is an Authorized Disclosure.

(b) Recipient and each Related Party acknowledges and agrees that (i) any violation by the Recipient or any of its Related Parties of the terms, conditions or restrictions of this Agreement relating to Protected Information may result in penalties and other enforcement or corrective action as set forth in such statutes and regulations, including, without limitation, the issuance of orders requiring retrieval of Sensitive Security Information and Critical Infrastructure Information to remedy unauthorized disclosure and to cease future unauthorized disclosure and (ii) pursuant to the aforementioned Federal Regulations, including, without limitation, 49 C.F.R. §§ 15.17 and 1520.17, any such violation thereof or mishandling of information therein defined may constitute grounds for a civil penalty and other enforcement or corrective action by the United States Department of Transportation and the United States Department of Homeland Security, and appropriate personnel actions for Federal employees.

(c) Recipient and each Related Party covenants to the Port Authority that it has established, promulgated and implemented Confidentiality Control Procedures for identification, handling, receipt, care, and storage of Protected Information to control and safeguard against any violation of the requirements of this Agreement and against any unauthorized access, disclosure, modification, loss or misuse of Protected Information. Recipient and each Related Party shall undertake reasonable steps consistent with such Confidentiality Control Procedures to assure that disclosure of Protected Information is compartmentalized, such that all Protected Information shall be disclosed only to those persons and entities authorized to receive such Information as an Authorized Disclosure under this Agreement and applicable Confidentiality Control Procedures. The Confidentiality Control Procedures shall, at a minimum, adhere to, and shall not be inconsistent with, the procedures and practices established in the Port Authority Handbook.

(d) The Port Authority reserves the right to audit Recipient's Confidentiality Control Procedures, and those of each Related Party, as applicable, to ensure that it is in compliance with the terms of this Agreement.

(e) The Port Authority may request in writing that the Recipient or any Related Parties apply different or more stringent controls on the handling, care, storage and disclosure of particular items of Protected Information as a precondition for its disclosure. The Port Authority may decline any request by the Recipient or any of its Related Parties to provide such item of Protected Information if the Recipient or any of the Related Parties do not agree in writing to apply such controls.

(f) Nothing in this Agreement shall require the Port Authority to tender or provide access to or possession of any Protected Information to the Recipient or its Related Parties, whether or not the requirements of this Agreement are otherwise satisfied. However, if such Protected Information is provided and accepted, the Recipient and its Related Parties shall abide by the terms, conditions and requirements of this Agreement.

(g) The Recipient and each Related Party agrees to be responsible for enforcing the provisions of this Agreement with respect to its Related Parties, in accordance with the Confidentiality Control Procedures. Except as required by law pursuant to written advice of

competent legal counsel, or with the Port Authority's prior written consent, neither the Recipient, nor any of the Related Parties shall disclose to any third party, person or entity: (i) any Protected Information under circumstances where the Recipient is not fully satisfied that the person or entity to whom such disclosure is about to be made shall act in accordance with the Confidentiality Control Procedures whether or not such person or entity has agreed in writing to be bound by the terms of this Agreement or any "Acknowledgement" of its terms or (ii) the fact that Protected Information has been made available to the Recipient or such Related Parties, or the content or import of such Protected Information. The Recipient is responsible for collecting and managing the Acknowledgments signed by Related Parties pursuant to this Agreement. Recipient shall, at the Port Authority's request, provide the Port Authority a list of all Related Parties who have signed an Acknowledgment, and copies of such Acknowledgments.

(h) As to all Protected Information provided by or on behalf of the Port Authority, nothing in this Agreement shall constitute or be construed as a waiver of any public interest privilege or other protections established under applicable state or federal law.

3. **Disclosures and Discovery Requests**. If a subpoena, discovery request, Court Order, Freedom of Information Request, or any other request or demand authorized by law seeking disclosure of the Protected Information is received by the Recipient or any Related Party, Recipient shall notify the Port Authority thereof, to the extent permitted by law, with sufficient promptness so as to enable the Port Authority to investigate the circumstances, prepare any appropriate documentation and seek to quash the subpoena, to seek a protective order, or to take such other action regarding the request as it deems appropriate. In the absence of a protective order, disclosure shall be made, in consultation with the Port Authority, of only that part of the Protected Information as is legally required to be disclosed. If at any time Protected Information is disclosed in violation of this Agreement, the Recipient shall immediately give the Port Authority written notice of that fact and a detailed account of the circumstances regarding such disclosure to the Port Authority.

4. **Retention Limitations; Return of Protected Information**. Upon the earlier occurrence of either the Port Authority's written request or completion of Recipient's need for any or all Protected Information, such Protected Information, all writings and material describing, analyzing or containing any part of such Protected Information, including any and all portions of Protected Information that may be stored, depicted or contained in electronic or other media and all copies of the foregoing shall be promptly delivered to the Port Authority at Recipient's expense. In addition, as to Protected Information that may be stored in electronic or similar form, such Protected Information shall be deleted and completely removed so that such Protected Information is incapable of being recovered from all computer databases of the Recipient and all Related Parties. The Recipient may request in writing that the Port Authority consent to destruction of Protected Information, writings and materials in lieu of delivery thereof to the Port Authority. The Port Authority shall not unreasonably withhold its consent to such request. If the Port Authority consents to such destruction, the Recipient and each Related Party shall deliver to the Port Authority a written certification by Recipient and such Related Party that such Protected Information, writings and materials have been so destroyed within such period as may be imposed by the Port Authority. Notwithstanding the foregoing, to the extent required for legal or compliance purposes, the Recipient may retain copies of Protected Information (in any format), provided that (a) the Port Authority is notified in writing of such retention, and (b) Recipient

continues to abide by the requirements of this Agreement with respect to the protection of such Protected Information.

5. **Duration and Survival of Confidentiality Obligations.** The obligations under this Agreement shall be perpetual (unless otherwise provided in this Agreement) or until such time as the Protected Information is no longer considered protected, confidential and/or privileged by the Port Authority.

6. **Severability.** Each provision of this Agreement is severable and if a court should find any provision of this Agreement to be unenforceable, all other provisions of this Agreement shall remain in full force and effect.

7. **Injunctive and Other Relief.** Recipient and each Related Party acknowledges that the unauthorized disclosure and handling of Protected Information is likely to have a material adverse and detrimental impact on public safety and security and could significantly endanger the Port Authority, its facilities (including, without limitation, the Project site), its patrons and the general public and that damages at law are an inadequate remedy for any breach, or threatened breach, of this Agreement by Recipient or its Related Parties. The Port Authority shall be entitled, in addition to all other rights or remedies, to seek such restraining orders and injunctions as it may deem appropriate for any breach of this Agreement, without being required to show any actual damage or to post any bond or other security.

8. **Governing Law.** This Agreement shall be governed by and construed in accordance with the laws of the State of New York, without regard to conflict of laws principles. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient specifically and irrevocably consent to the exclusive jurisdiction of any federal or state court in the County of New York and State of New York with respect to all matters concerning this Agreement and its enforcement. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient agree that the execution and performance of this Agreement shall have a New York situs and, accordingly, they each consent (and solely with respect to the Port Authority, subject to the terms of the Port Authority Legislation (as defined below)) to personal jurisdiction in the State of New York for all purposes and proceedings arising from this Agreement. "**Port Authority Legislation**" shall mean the concurrent legislation of the State of New York and State of New Jersey set forth at Chapter 301 of the Laws of New York of 1950, as amended by Chapter 938 of the Laws of New York of 1974 (McKinney's Unconsolidated Laws §§7101-7112) and Chapter 204 of the Laws of New Jersey of 1951 (N.J.S.A. 32:1-157 to 32:1-168).

9. **Notices.** Any notice, demand or other communication (each, a "**notice**") that is given or rendered pursuant to this Agreement by either party to the other party, shall be: (i) given or rendered, in writing, (ii) addressed to the other party at its required address(es) for notices delivered to it as set forth below, and (iii) delivered by either (x) hand delivery, or (y) nationally recognized courier service (e.g., Federal Express, Express Mail). Any such notice shall be deemed given or rendered, and effective for purposes of this Agreement, as of the date actually delivered to the other party at such address(es) (whether or not the same is then received by other party due to a change of address of which no notice was given, or any rejection or refusal to accept delivery). Notices from either party (to the other) may be given by its counsel.

The required address(es) of each party for notices delivered to it is (are) as set forth below. Each party, however, may, from time to time, designate an additional or substitute required address(es) for notices delivered to it, provided that such designation must be made by notice given in accordance with this Paragraph 9.

Original to the Port Authority:	Corey Mermer The Port Authority of New York and New Jersey 2 Montgomery Street, 3rd Floor Jersey City, New Jersey 07302
with a copy to:	The Port Authority of New York and New Jersey 225 Park Avenue South - 14th Floor New York, NY 10003 Attn: General Counsel's Office c/o Caroline Ioannou, Law DISO
If to the Recipient:	Jeffery D. Willis 48 Wall Street 16th Floor New York, New York 10005
with a copy to:	Mark Sadowski 412 Mount Kemble Ave. PO Box 1946 Morristown, NJ 07962-1946

10. Entire Agreement. This Agreement contains the complete statement of all the agreements among the parties hereto with respect to the subject matter thereof, and all prior agreements among the parties hereto respecting the subject matter hereof, whether written or oral, are merged herein and shall be of no further force or effect. This Agreement may not be changed, modified, discharged, or terminated, except by an instrument in writing signed by all of the parties hereto.

11. Counterparts. This Agreement may be executed in one or more counterparts, each of which shall be deemed to be an original, but all of which shall be one and the same document.

12. Parties Bound. This Agreement shall be binding upon the Recipient and its respective successors. The foregoing shall not be affected by the failure of any Related Party to join in this Agreement or to execute and deliver an Acknowledgement hereof.

13. Authority. The undersigned individual(s) executing this Agreement on behalf of the Recipient below represent(s) that they are authorized to execute this Agreement on behalf of the Recipient and to legally bind such party.

14. Disclosure of Ownership Rights or License. Nothing contained herein shall be construed as the granting or conferring by the Port Authority of any rights by ownership, license or otherwise in any Information.

15. No Liability. Neither the Commissioners of the Port Authority, nor any of them, nor any officer, agent or employee thereof, shall be charged personally by the Recipient with any liability, or held liable to the Recipient under any term or provision of this Agreement, or because of its execution or attempted execution or because of any breach, or attempted or alleged breach thereof.

16. Construction. This Agreement is the joint product of the parties hereto and each provision of this Agreement has been subject to the mutual consultation, negotiation, and agreement of the parties hereto, and shall not be construed for or against any party hereto. The captions of the various sections in this Agreement are for convenience only and do not, and shall not be deemed to, define, limit or construe the contents of such Sections.

RECIPIENT:

Signature: _____

Print Name: Jeffery D. Willis

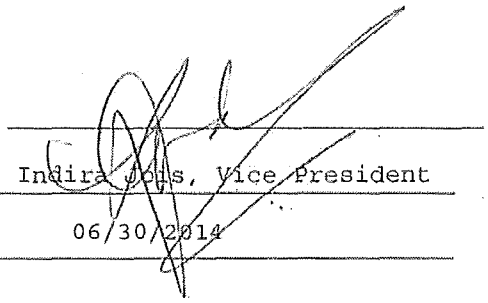
Title: Senior Vice President

Date: July 8, 2014

EXHIBIT B

ACKNOWLEDGMENT BY RELATED PARTY ENTITY

The undersigned, Indira Jois, is the Vice President of JCMS, Inc., a Corporation ("**Related Party**"), located at 1741 Whitehorse-Mercerville Rd. Mercerville, NJ 08619, and is duly authorized to execute this Acknowledgment on behalf of the above Related Party. The above Related Party is involved with the functions of Inspection, Estimating and Scheduling in connection with CM/CI For Federally Storm Related Resiliency Projects #38268 for The Port Authority of New York and New Jersey (the "**Port Authority**"). I acknowledge and confirm that the above named Related Party has been provided with a copy of and shall be bound and shall abide by all of the terms, requirements and conditions set forth in the Non Disclosure and Confidentiality Agreement dated 06/17/2014, between The Louis Berger Group (the "**Recipient**") and the Port Authority (hereinafter the "**Agreement**"), and by the Port Authority Handbook described in the Agreement. Appropriate and responsible officers and employees of the Related Party have carefully read and understand the terms and conditions of the Agreement. The Related Party has notice and acknowledges that any breach or violation of such terms, requirements and conditions may result in the imposition of remedies or sanctions as set forth or otherwise described therein against such Related Party.

Signature: 

Print Name: Indira Jois, Vice President

Date: 06/30/2014

EXHIBIT B

Port Authority Acknowledgment by Related Party Entity Instructions

(For use by Sub-Consultants or Sub-Contractors ONLY)

Please fill in the Related Party Entity Acknowledgment as described below. All original Related Party Entity Acknowledgments must be forwarded to the Port Authority contact with a copy to the Port Authority Law Department.

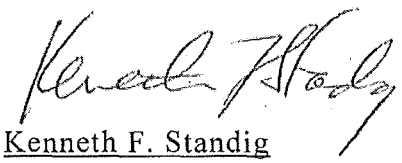
Field Form Number	Description of Data to be Entered
[1]	Kenneth Standig
[2]	Senior Vice President
[3]	Naik Consulting Group, PC
[4]	Corporation / New Jersey
[5]	135 West 36th Street, 13th Floor, New York, NY 10018
[6]	Surveying and Construction Inspection
[7]	As-Needed CM / RFP# 38268 / IQCs for Storm Related Resiliency Projects on As-Needed Basis through 2018
[8a], [8b]& [8c]	July 10, 2014
[9]	Louis Berger
[10]	Kenneth Standig
[11]	July 10, 2014

Sub-Consultant or Sub-contractor that signs Exhibit B must also sign an Exhibit A Acknowledgment. All Sub-Consultant or Sub-contractor employees must sign Exhibit A Acknowledgment.

EXHIBIT B

ACKNOWLEDGMENT BY RELATED PARTY ENTITY

The undersigned, [1], is the [2] of [3], a [4] ("**Related Party**"), located at [5], and is duly authorized to execute this Acknowledgment on behalf of the above Related Party. The above Related Party is involved with the functions of [6] in connection with [7] for The Port Authority of New York and New Jersey (the "**Port Authority**"). I acknowledge and confirm that the above named Related Party has been provided with a copy of and shall be bound and shall abide by all of the terms, requirements and conditions set forth in the Non Disclosure and Confidentiality Agreement dated [8a] [8b], [8c], between [9] (the "**Recipient**") and the Port Authority (hereinafter the "**Agreement**"), and by the Port Authority Handbook described in the Agreement. Appropriate and responsible officers and employees of the Related Party have carefully read and understand the terms and conditions of the Agreement. The Related Party has notice and acknowledges that any breach or violation of such terms, requirements and conditions may result in the imposition of remedies or sanctions as set forth or otherwise described therein against such Related Party.

Signature: 

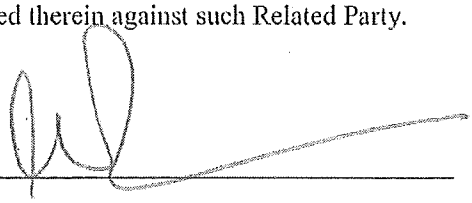
Print Name: Kenneth F. Standig

Date: July 10, 2014

EXHIBIT B

ACKNOWLEDGMENT BY RELATED PARTY ENTITY

The undersigned, Khalid Mallick, PE, is the President of Techno Consult, Inc., a Corporation ("**Related Party**"), located at 5 Independence Way, Suite 150, Princeton, NJ 08540, and is duly authorized to execute this Acknowledgment on behalf of the above Related Party. The above Related Party is involved with the functions of on-call professional construction management and inspection services in connection with PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR VARIOUS FEDERALLY FUNDED STORM RELATED RESILIENCY ON AN "AS IS NEEDED" BASIS THROUGH 2018 – RFP NO. 38268 for The Port Authority of New York and New Jersey (the "**Port Authority**"). I acknowledge and confirm that the above named Related Party has been provided with a copy of and shall be bound and shall abide by all of the terms, requirements and conditions set forth in the Non-Disclosure and Confidentiality Agreement dated July 2, 2014, between Louis Berger Group, Inc. (the "**Recipient**") and the Port Authority (hereinafter the "**Agreement**"), and by the Port Authority Handbook described in the Agreement. Appropriate and responsible officers and employees of the Related Party have carefully read and understand the terms and conditions of the Agreement. The Related Party has notice and acknowledges that any breach or violation of such terms, requirements and conditions may result in the imposition of remedies or sanctions as set forth or otherwise described therein against such Related Party.

Signature: 

Print Name: Khalid Mallick, PE

Date: 7/2/2014

BERGGRO-02 YADAVYO

ACORD

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) 3/3/2014

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER	CONTACT NAME: certificates@willis.com	
Willis of Pennsylvania, Inc. c/o 26 Century Blvd P.O. Box 305191 Nashville, TN 37230-5191	PHONE (A/C, No, Ext): (877) 945-7378	FAX (A/C, No): (888) 467-2378
	E-MAIL ADDRESS:	

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : National Union Fire Insurance Company of Pittsburgh	19445
INSURER B : Commerce & Industry Insurance Company	19410
INSURER C : Lexington Insurance Company	19437
INSURER D :	
INSURER E :	
INSURER F :	

INSURED

The Louis Berger Group, Inc.
412 Mount Kemble Avenue
PO Box 1946
Morristown, NJ 07962

COVERAGES CERTIFICATE NUMBER: REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS		
A	GENERAL LIABILITY X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE X OCCUR X XCU included GEN'L AGGREGATE LIMIT APPLIES PER: X POLICY PRO-JECT LOC			GL 1721680	3/1/2014	3/1/2015	EACH OCCURRENCE	$	1,000,000
							DAMAGE TO RENTED PREMISES (Ea occurrence)	$	1,000,000
							MED EXP (Any one person)	$	15,000
							PERSONAL & ADV INJURY	$	1,000,000
							GENERAL AGGREGATE	$	2,000,000
							PRODUCTS - COMP/OP AGG	$	2,000,000
								$	
A	AUTOMOBILE LIABILITY X ANY AUTO ALL OWNED AUTOS SCHEDULED AUTOS X HIRED AUTOS NON-OWNED AUTOS			CA 7030170	3/1/2014	3/1/2015	COMBINED SINGLE LIMIT (Ea accident)	$	1,000,000
							BODILY INJURY (Per person)	$	
							BODILY INJURY (Per accident)	$	
							PROPERTY DAMAGE (Per accident)	$	
							Physical Damage	$	1,000
B	X UMBRELLA LIAB X OCCUR EXCESS LIAB CLAIMS-MADE DED RETENTION $			BE 014360846	3/1/2014	3/1/2015	EACH OCCURRENCE	$	5,000,000
							AGGREGATE	$	
								$	
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? Y/N (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	N/A		WC 013566163	3/1/2014	3/1/2015	X WC STATU-TORY LIMITS OTH-ER		
							E.L. EACH ACCIDENT	$	1,000,000
							E.L. DISEASE - EA EMPLOYEE	$	1,000,000
							E.L. DISEASE - POLICY LIMIT	$	1,000,000
C	Prof. Liab./E&O			20720877	3/1/2014	3/1/2015	Occ./Agg.		5,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (Attach ACORD 101, Additional Remarks Schedule, if more space is required)
Evidence of Insurance

CERTIFICATE HOLDER

For Informational Purposes Only

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

© 1988-2010 ACORD CORPORATION. All rights reserved.

The ACORD name and logo are registered marks of ACORD

Jeffery Willis

PRINCIPAL IN CHARGE

Firm
Louis Berger

Education
MBA
Project Management Certification
Electrical Engineering Curriculum

Registrations/Certifications
Not Applicable

Years of Experience 25
Years with Firm 14

Professional Summary
Mr. Willis is a senior vice president with Louis Berger and has more than 25 years of experience in the management and implementation of facilities program management, construction management, and A/E design requirements directly related to state, local, and federal facilities planning, engineering, and management both in the United States and abroad. With Louis Berger, he has overseen and been primarily responsible for a wide range of some of the largest facility program and construction management projects in the world, to include the principal PM role at the $20 billion World Trade Center redevelopment program in lower Manhattan to the multi-billion U.S. Department of State, Bureau of Overseas Buildings Operations new Embassy capital program requirements — ensuring quality performance both on schedule and on budget. Mr. Willis has been the principal-in-charge for over 100 independent assignments in his 14+ year career with Louis Berger, all of them having been delivered on time and on budget. As a corporate officer with Louis Berger, he is authorized to negotiate on behalf of the firm and is responsible for ensuring required resources are available and are assigned in order to meet client requirements. Mr. Willis has attended the George Washington University for several certification courses including: project management, business management, and facility operations management; majored in electrical engineering at Capital College as an undergraduate; and received a Master's of Business Administration from the University of Maryland.

Selected Experience
Port Authority of New York & New Jersey (PANYNJ), Principal Program Manager consultant for the redevelopment of the World Trade Center site, New York, New York. Principal in charge. Mr. Willis was responsible for overseeing the planning, site development, design and construction to deliver the Port Authority of New York and New Jersey's (PANYNJ) master program to redevelop the 16-acre World Trade Center (WTC) site. The $20 billion program consists of four high-rise buildings (Tower One now the tallest building in the U.S.), a new intermodal transportation hub, a vehicle screening center, the National 9-11 memorial plaza, the national 9-11 museum, and the LEED certified complex infrastructure for power, communications, and HVAC utilities. Louis Berger provides all cost engineering, cost estimating, claims management, risk management, P6 integrated master scheduling, and document management consulting support services to include other various administrative support services.

Principal Cost Management consultant for Goldman Sachs, New York, New York. Principle in charge. Mr. Willis was responsible for a number of projects for Goldman Sachs for the past four years. Projects includes the following:

- Hotel: Project budget $240 million currently in close out phase (placing assets into service, budget transfer to clean up trade codes, reviewing and approving final invoices)
- Sao Paulo: fit out budget was $60 million, currently in the close out projects phase but will start the decommissioning of existing space, also includes placing assets into service for depreciation
- Mexico City- new project (involves everything in the project life cycle, overseeing AP, forecast/ cash flows, liaison with other department to ensure cost and gov't regulations are followed etc.)
- Balance Sheet reconciliation: 10 entities/38 accounts (review the recons done by the team and provide guidance for any month end adjustments or research into any unsubstantiated balances)
- America's project closeout: leading the team to close out on more than 200 GS completed projects

Construction Management consultant for the Red Bull Stadium Project, Harrison, New Jersey, Red Bull Corporation. Principle in charge. Mr. Willis was responsible for the construction administration and inspection services on the construction of a large sports and entertainment stadium. This effort included direct management of a team of an resident engineer, four field inspectors, in addition to a subcontractor inspection/laboratory team of NJ State certified DCA Special Inspectors for 1) structural steel bolting/welding, 2) concrete placement and testing laboratory, 3) concrete reinforcement pre-placement inspection, and (4) spray-on fireproofing which totaled 11 inspectors Additional team members were utilized when structural steel fabrication (in Canada) and precast concrete fabrication (in Bethlehem, Pennsylvania and Gettysburg, Pennsylvania) were active.

PANYNJ, Construction Management consultant for the redevelopment George Washington Bridge Bus Station, New York, New York. Principle in charge. Mr. Willis was responsible for the program management for the George Washington Bridge Bus Station Redevelopment. His services performed by Louis Berger as program manager include assisting with the program definition, permitting, historic preservation analysis, design management, cost control, scheduling, and documenting control and project management. Construction was staged and phased to allow for continued operation of the station during the three-year construction period.

Construction Management scheduling consultant for the Fulton Street Station project, Plaza Construction. Principle in charge. Mr. Willis was responsible for the CPM Scheduling Support services to the joint venture of Plaza Construction/Schaivone construction on the $1.4 billion Transit Center Enclosure component of the Fulton Center, which will serve as an essential transportation and retail hub in Lower Manhattan.

Engineering, Technical, and Management Support Services Worldwide, Missile Defense Agency, Arlington, Virginia. Principal in charge. Mr. Willis provided executive oversight of A/E services to support the MDA's construction and facility sustainment program worldwide. This program, under continuous contract with Louis Berger since 1994, requires the firm to provide agency-level planning, programming, budgeting, and execution efforts for all worldwide MDA facilities and real property/infrastructure.

Program Management and Engineering Support Services Worldwide Defense Intelligence Agency, Washington, DC. Principal in charge. Mr. Willis was responsible for providing planning, estimating, design and construction management, architectural and engineering on-site services supporting the facilities operations department within the DIA. Louis Berger provides 20 senior engineers and architects to support the DIA worldwide intelligence mission. The firm won the contract re-compete due to superior professional qualifications and value to the government. Louis Berger has been responsible for program and design management on numerous DB and DBB projects with construction values up to $280 million.

Terminal Buildings Frontages Protection for Port Authority of New York & New Jersey (PANYNJ) Airports - LaGuardia, JFK, and Newark Liberty. Principal in charge. Mr. Willis provided oversight for reviews of the cost estimate and performed constructability reviews of the plans. This program involves the design of physical, hardened crash rated bollards and gates at various terminal buildings at the three major metropolitan airports: John F. Kennedy (JFK), LaGuardia Airport (LGA), and Newark Liberty (EWR). The overall installation objective is to provide for hardened bollards along the terminal frontages to prevent vehicular encroachment into the terminal

building at various levels. in order to maintain passenger and vehicle movements at each level of the terminals, the work will be staged.

Lincoln Memorial Reflection Pool, National Park Service, National Mall, Washington DC. Principal in charge. Mr. Willis provided oversight reviews of the cost estimate and performed a constructability review for rehabilitation of the Lincoln Memorial Refection Pool at the National Mall in Washington, DC. The rehabilitation—the NPS's largest American Reconstruction and Recovery Act project—will address structural deficiencies in the Reflecting Pool and enhance the infrastructure, safety and pedestrian circulation systems in the surrounding area. Provided review of construction cost estimates, reviewed plans and specifications and provided a complete Constructability review of the project components. Project involved demolition of existing facilities, installing new piping and filtration system, underground utilities, piling, new basin slab and walls and resetting all stone granite, adjacent site restoration, ADA compliant Access, new pathways, security features and site lighting. Construction estimated value: $36 million.

PANYNJ, On-Call Construction Management Services, New Jersey and New York. Principal in charge. Mr. Willis served as the supervisor to inspectors located on site providing construction administration and inspection services on the construction of various new and maintenance type projects at Newark Liberty Airport, Stewart Airport and the Brooklyn Marine Terminal. Projects included installation of fire alarm system upgrades, emergency repairs to waterlines, drainage improvements, resurfacing parking lots, installation of security devices and CCTV cameras in Terminals A and C at Newark Airport, and piling repairs and restoration along with structural repairs to existing bulkheads and piers at the Marine Terminal. Responsible for overall supervision of four on-site construction inspectors and providing contract administration with the PANYNJ Construction Management Department.

PANYNJ, Security System Replacement at Journal Square Transportation Center & Upper Level of the Hackensack River Bridge, New Jersey. Principal in charge. Mr. Willis served as principal in charge for Stage 3 and Stage 4 services. He provided oversight for on-site inspection of the existing security system at over 50 locations, provided recommended repairs and replacement of entrance- ways and security upgrades for the PATH wide standard Lenel Security system.

Michael Regan CCM

QUALITY ASSURANCE

Firm
Louis Berger

Education
MBA
BS, Engineering and Environmental Sciences

Registrations/Certifications
Certified Construction Manager

Years of Experience 17
Years with Firm 1

Professional Summary
Mr. Regan has more than 17 years of experience in construction and program management for a wide range of clients and project types including such public entities as Ocean County, New Jersey and the federal government. Prior to joining Louis Berger, he served as a construction program executive for the Architect of the Capitol in Washington, DC. During this time he managed all aspects of the $145 million United States Supreme Court Building Modernization Project and the project planning and design effort for the $750 million Cannon House Office Building Renewal, as well as the execution of multiple original agency-wide management initiatives including strategic plan development and establishment of project management procedures for projects over $100 million. He is fully skilled in CPM schedule development and analysis, project budget management, change order negotiation, complex project staging, constructability reviews, and value engineering. He is a Certified Construction Manager as designated by the Construction Management Association of America.

Selected Experience
Architect of the Capitol, United States Supreme Court Modernization Project, Washington, DC. Project manager. Responsible for overseeing the entire construction operation for this full-building modernization project within the historic United States Supreme Court building. This project involved the full replacement of all major building systems using a complex phasing approach while protecting this monumental building's historic fabric. The building remained occupied and the Supreme Court remained in operation without disruption throughout construction. Additional considerations included coordination with multiple Supreme Court departments, Justices' Chambers and external governmental agencies for a highly-integrated execution strategy.

Architect of the Capitol, Cannon House Office Building Renewal, Washington, DC. Construction program executive. Led the project planning and design effort for the $750 million renewal of historic Cannon House Office Building. This project includes a phased-while-occupied renewal of the oldest of the office buildings for the House of Representatives, including a technically challenging replacement of all systems using a limited project site while maintaining historic fabric of the building. The preconstruction effort required a collaborative effort among multiple in-house and external entities including the House Sergeant-at-Arms, US Capitol Police, House Subcommittee on Appropriations for the Legislative Branch, and the Office of the Speaker of the House.

New Jersey Department of Community Affairs, reNew Jersey Stronger Disaster Recovery Grant Administration Program. Manager of facilities, assets, and security. Established nine housing recovery center offices throughout New Jersey as well as program headquarters within thirty days of contract award. Planned and executed interior furnishings and infrastructure as well as procedures for maintaining facilities and supporting program operations. Established and implemented protocols for security and asset management for all ten sites.

Ocean County College Technology Building, Toms River, New Jersey. Project manager. Responsible for pre-construction and construction phases for a new LEED certified technology building on the main OCC campus. Conducted value engineering to ensure delivery of the project within the available budget. Successfully incorporated savings of 20 percent from the initial project scope without significant impact to the building's operation needs or architectural elements.

Ocean County Library Expansion and Renovation, Toms River, New Jersey. Project manager. Responsible for numerous tasks during the pre-construction and construction phases of this project including conducting a value engineering study and recommended developing, critical cost-saving measures, managing multiple construction contracts, and for developing a comprehensive construction management plan that included complex staging to keep the facility operational during construction.

Ocean County Courthouse Renovation, Toms River, New Jersey. Project manager. Responsible for developing a comprehensive construction management plan, including staging plan for renovation of an operational courthouse, including Chambers and support offices for several Courtrooms, as well as the restoration of "Historic Courtroom No. One" to its 1860 condition.

Ocean County Fire and EMS Training Center, Waretown, New Jersey. Project manager. Responsible for the construction phase project management activities for a new comprehensive Fire and EMS training center that includes an administration/classroom building, five training buildings, three training, pads (including a natural gas burn simulator), and a catch basin/water recirculation system for capture and re-use of non-potable training water. Construction included extension of sewer, water, gas, and electrical utilities along a new 4,000 linear foot access road from Route 9 in Waretown.

Ocean County Engineering Department Long-Range Planning, Toms River, New Jersey. Utilized Primavera scheduling and project management software to develop long-range planning and budgeting controls for the Ocean County Engineering Department. Developed custom forms and Expedition procedures to automate project development and management procedures. Used resource-loaded schedules and cost leveling capabilities of Primavera Project Planner to develop long-range design and funding plans for County infrastructure projects.

Fair Lawn Board of Education, District-Wide School Improvement Program, Fair Lawn, New Jersey. Project Manager. Project Manager for a district-wide school improvement plan which included a combination of interior renovations, additions, and new construction at ten K-12 school sites throughout Fair Lawn, New Jersey. Provided a full range of pre-construction, construction, and closeout services for this school program, which included an addition and interior modernization work to the historic Radburn Elementary School.

Egg Harbor Township Board of Education, District-Wide School Improvement Program. Egg Harbor Township, New Jersey. Project Manager. Responsible for project management services on a district-wide school improvement program which included a combination of interior renovations, additions, and new construction at ten K-12 school sites throughout Egg Harbor Township, New Jersey. Part of the management team that was awarded a "Project of the Year" award by the Construction Management Association of America in 2002.

Mott's Run Water Treatment Plant, Fredericksburg, Virginia. Construction supervisor. Responsible for supervising the construction of a new 25 MGD water treatment plant and fresh water intake facility, Provided schedule and claims services on behalf of AIG; identified cost and time-saving measures to recover schedule time and minimize financial exposure; and developed a claim package detailing direct and indirect costs using contract interpretation and schedule analysis

DC Water and Sewer Authority Additional Sludge Thickening Facilities; Washington, D.C. Supervisor. Responsible for providing construction management for an expansion project for the DCWASA sludge thickening facilities. The

project included the addition of seven new Westfalia centrifugal thickeners, expanded pre-lime and post-lime facilities, six new process trains for thickened sludge, sludge storage towers, and truck loading facilities. All new facilities were controlled by new Computer Control and Automation System and tied into plant-wide automated monitoring and control system.

DC Water and Sewer Authority Egg-Shaped Digesters; Washington, D.C. Construction supervisor. Provided pre-construction management for design of the $500 million Egg-Shaped Digester Project. Worked with all DCWASA departments to incorporate needs for multiple end-users; worked with DCWASA executive offices and general counsel in development of contract language for this multi-phase project.

CMCI
Construction Manager Certification Institute

July 10, 2014

To whom it may concern,

The CMCI certification program is accredited by the American National Standards Institute (ANSI) to the 17024 ISO/IEC Standard, which indicates that the certification holders have achieved an internationally recognized third-party validated credential in construction management.

The following individual has successfully earned the Certified Construction Manager (CCM) credential:

- **Michael R. Regan, CCM** valid thru September 6, 2014 under certificate number 0576.

If you have any questions regarding the status of the above certification holders, please contact the Construction Manager Certification Institute at certification@cmaanet.org or at 1.703.356.2622.

Sincerely,

Nicholas Soto
Vice President of Certification
7926 Jones Branch Drive
Suite 800
McLean Va, 22102
Direct: (703) 677-3372
Fax: (703) 356-6388
Email: nsoto@cmaanet.org
Web: www.cmaanet.org

Wayne Valentine PE

PROJECT MANAGER

Firm
Louis Berger

Education
MS, Civil Engineering
BS, Civil Engineering Technology

Registrations/Certifications
Professional Engineer (NJ)

Years of Experience 40
Years with Firm 16

Professional Summary
Mr. Valentine has more than 40 years of experience in construction and engineering design. He has experience in project and construction management and quality control for a wide range of public and private agencies, as well as experience in the administration of construction contracts. Mr. Valentine has additional experience in procurement, negotiation of subcontracts, financial forecasts, scheduling, cost estimating and claims. Mr. Valentine also performs administrative oversight for onsite construction inspectors, several of whom are located out of state, and provides constructability reviews of plans and specifications and provide quality assurance checks on cost estimates, plans and specifications. His previous experience includes on-site contract administration and construction management for water and wastewater treatment plants and sewer piping systems, as well as seven years of experience with the inspection, rehabilitation and structural design of fixed span and movable span bridges and concrete culverts and eight years in the structural design of large natural draft and mechanical draft cooling towers, tall chimneys and large storage silos and was project manager on several large design build projects.

Selected Experience
County of Camden, Replacement of Baird Boulevard Bridge over the Cooper River & Roadway Improvements, City of Camden, New Jersey. Project construction manager/resident engineer. Mr. Valentine provided construction administration and inspection services on the removal and replacement of the existing two span bridge with a single span bridge; installation of pile supported abutments and new retaining walls, concrete curbs, sidewalks and drainage structures; and pavement replacement and restoration. He provided construction administration, on site construction inspection and coordination of material testing with an outside firm. Evaluated and approved pay requests. He was responsible for overall supervision of one fulltime and one part rime construction inspector and coordination with Camden County Engineering Department. The total construction value for the project is nearly $5.8 million.

Red Bull Arena, Inc., Red Bull Training Facility, Hanover, New Jersey. Project manager/construction manager/resident engineer. Mr. Valentine provided construction administration and inspection services on the construction of the training facility and three soccer fields. He performed inspections to verify that construction is in accordance with the plans, specifications, local codes and standards of the owner. He provided progress reports to the Corporate Representative. He assisted client in reviewing construction costs. Monitored project schedules, evaluated change orders and assisted client in the buy-out of the project. Scope of responsibilities on site included but were not limited to monitoring of all concrete work (below/above grade); structural steel erection; all MEP installations; all building envelope installations; two natural turf and one artificial turf soccer field construction including drainage and underground heating systems; site utility and drainage installation; all audio-visual,

security, telecast, as well as overseeing the architectural finishes of four multi-use buildings that holds the player locker rooms, Coaches offices, and training weight room and workout areas. This effort included direct management of full time field inspector, an a subcontractor inspection/laboratory team of NJ State certified DCA Special Inspectors for structural steel bolting/welding, concrete placement and testing laboratory, concrete reinforcement pre-placement inspection and soil and asphalt density testing. The total construction value for the project is nearly $20 million.

Terminal Buildings Frontages Protection for Port Authority of New York & New Jersey (PANYNJ) Airports - LaGuardia, JFK and Newark Liberty. QA reviewer. Mr. Valentine provided reviews of the Cost Estimate and Performed Constructability reviews of the Plans. This program involves the design of physical, hardened crash rated bollards and gates at various Terminal Buildings at the three major metropolitan airports: John F. Kennedy (JFK), LaGuardia Airport (LGA), and Newark Liberty (EWR). The overall installation objective is to provide for hardened bollards along the terminal frontages to prevent vehicular encroachment into the Terminal Building at various levels. In order to maintain Passenger and Vehicle movements at each level of the terminals, the work will be staged.

Lincoln Memorial Reflection Pool, National Park Service, National Mall, Washington DC. Senior cost estimator / constructability reviewer. Mr. Valentine provided reviews of the cost estimate and performed a constructability review for rehabilitation of the $36 million Lincoln Memorial Refection Pool at the National Mall in Washington, DC. The rehabilitation—the NPS's largest American Reconstruction and Recovery Act project—will address structural deficiencies in the Reflecting Pool and enhance the infrastructure, safety and pedestrian circulation systems in the surrounding area. Provided review of construction cost estimates, reviewed plans and specifications and provided a complete Constructability review of the project components. Project involved demolition of existing facilities, installing new piping and filtration system, underground utilities, piling, new basin slab and walls and resetting all stone granite, adjacent site restoration, ADA compliant Access, new pathways, security features and site lighting.

Port Authority of New York & New Jersey (PANYNJ), On-Call Construction Management Services, New Jersey & New York. Project Manager. Mr. Valentine served as the supervisor to inspectors located on site providing construction administration and inspection services on the construction of various new and maintenance type projects at Newark Liberty Airport, Stewart Airport and the Brooklyn Marine Terminal. Projects included installation of fire alarm system upgrades, emergency repairs to waterlines, drainage improvements, resurfacing parking lots, installation of security devices and CCTV cameras in Terminals A and C at Newark Airport, and piling repairs and restoration along with structural repairs to existing bulkheads and piers at the Marine Terminal. Responsible for overall supervision of four on-site construction inspectors and providing contract administration with the PANYNJ Construction Management Department.

Red Bull – New York, Red Bull Soccer Stadium, Harrison, New Jersey. Project manager/resident engineer. Mr. Valentine provided construction administration and inspection services on the construction of a large sports and entertainment stadium. Performed inspections to verify that construction is in accordance with the plans, specifications, local codes and standards of the Owner. Provided progress reports to the Corporate Representative. Assisted client in reviewing construction costs. Monitored project schedules, evaluated change orders and assisted client in the buy-out of the project, and interfaced with the Contractor's Project Manager and Facility Coordinator. Scope of responsibilities on site included but were not limited to monitoring of all concrete work (below/above grade); structural steel fabrication and erection; precast stadia fabrication and erection; precast plank fabrication and installation; all MEP installations; all building envelope installations (stadium skin, canopy skin, building skin, all roofs); soccer field construction including drainage and underground heating systems; site utility and drainage installation; all audio-visual, security, telecast, broadcasting systems; installation of stadium seating as well as overseeing the architectural finishes of the arena's integrated five-story multi-use building that holds the player locker rooms, kitchen/catering areas, Red Bull New York offices, luxury suites, restaurant/bar areas as well as broadcast facilities. This effort included direct management of a team of an resident engineer, four field inspectors

additional to a subcontractor inspection/laboratory team of NJ State certified DCA Special Inspectors for 1) structural steel bolting/welding, 2) concrete placement & testing laboratory, 3) concrete reinforcement pre-placement inspection, and 4) spray-on fireproofing which totaled 11 inspectors Additional team members were utilized when structural steel fabrication (in Canada) and precast concrete fabrication (in Bethlehem, Pennsylvania and Gettysburg, Pennsylvania) were active.

Confidential Client, Confidential Project, Morristown, New Jersey. Consultant, Construction manager. Mr. Valentine served as the consultant construction manager for the construction of this $4 million, 100,000 sf expansion and renovation project. Area covered two floors in an existing office building. Performed inspections to verify that construction is in accordance with the plans, specifications, and standards of the Owner. He conducted progress meetings with the Prime Contractor and subcontractors. He provided progress reports to the Corporate Representative. Monitored project schedules, evaluated and approved pay requests, and interfaced with the Contractor's Project Manager and Facility Coordinator. Work included demolition of the existing interior finishes, new construction, new office layouts, new electrical and data wiring, Arch. finishes and office equipment and 320 office cubicles and 35 interior executive offices and conference rooms, assisted client in coordinating consolidation of four office locations into one location, assisted in coordinating moving of existing office materials and furniture and personnel items to new space during and client move in operations.

Florida Department of Management Services, Correctional Facility Branch, Tallahassee Office - Moore Haven Correctional Facility Expansion Project, Moore Haven, Florida. Project manager. Mr. Valentine worked on Phase 1 and Phase 2 expansion plans. He provided over site to one on site representative. Scope of work consisted of providing onsite inspection, tracking labor, materials and equipment, monitoring schedule, attending and conducting weekly and monthly progress meeting with the client, the design team and contractor. He prepared daily reports and Monthly progress summaries with photographs, reviewed all pay requests, and recorded all submittals, RFI's, change requests and change orders. He provided in depth review of the CPM along with budget was conducted monthly also. All documents were maintained on a web based ERP database. The total cost of the project was $ 13.35 million and Completed March 2007, five months ahead of schedule.

West Side Ramp Improvements, Teterboro Airport, Teterboro, New Jersey. Senior cost estimator. This project involved the construction of the expansion of the asphalt parking apron adjacent to Taxiways C, L and P. Work included the excavation of 33,000 cubic yards of unsuitable material and the construction of 10" thick asphalt parking apron over a 11" aggregate base course; milling existing surfaces and installing a new surface; modifying existing drainage system and installing new drainage piping and manhole system; installation of a subsurface detention basin; and the relocation of existing utilities, installing new airport lighting in the area.

Wilson Avenue Drainage Improvements, Pierson's Creek, City of Newark, Newark, New Jersey. Project construction manager/resident engineer. Mr. Valentine served as Project Construction Manager/Resident Engineer for this $8.3 million project involving the removal and replacement of concrete curbs and sidewalks; installation of 1,800 linear feet of 4' by 10' precast box culvert; installing 48-inch pipe; open channel grading and excavation; micro-tunneling of two –60-inch diameter pipes; coordination with numerous public and private utilities, Conrail, and local business owners; relocation of existing utilities; and milling and resurfacing. Provided construction administration, construction inspection, coordination of materials testing, and coordination of maintenance and protection of traffic with local police. Evaluated and approved pay requests. Responsible for overall supervision of one on-site construction inspector and coordination with City of Newark Engineering Department.

PANYNJ, Security System Replacement at Journal Square Transportation Center & Upper Level of the Hackensack River Bridge, New Jersey. Project manager. Mr. Valentine served as project manager for Stage 3 and Stage 4 services. Provided on-site inspection of the existing security system at over 50 locations, provided recommended repairs and replacement of entrance- ways and security upgrades for the PATH wide standard Lenel Security system.

THIS DOCUMENT IS PRINTED ON WATERMARKED PAPER WITH A MULTICOLORED BACKGROUND AND MULTIPLE SECURITY FEATURES. PLEASE VERIFY AUTHENTICITY

State Of New Jersey
New Jersey Office of the Attorney General
Division of Consumer Affairs

THIS IS TO CERTIFY THAT THE
Board of Prof. Engineers & Land Surveyors

HAS LICENSED

HAROLD W. VALENTINE
[redacted]

FOR PRACTICE IN NEW JERSEY AS A(N): **Professional Engineer**

04/02/2012 TO 04/30/2014
VALID

Signature of Licensee/Registrant/Certificate Holder

[redacted]
LICENSE/REGISTRATION/CERTIFICATION #

DIRECTOR

John Hasselmann PE, CCM

CONSTRUCTION MANAGER/ RESIDENT ENGINEER

Firm
Louis Berger

Education
BS, Civil Engineering

Registrations/Certifications
Professional Engineer (NJ, VA)
Certified Construction Manager, CMAA

Years of Experience 20
Years with Firm 7

Professional Summary
Mr. Hasselmann is a licensed civil engineer with 20 years of professional experience in engineering, management, design, and construction. He manages construction support services including engineering during design services, inspection and scheduling, and multi-discipline A/E teams for planning and design of facilities. Mr. Hasselmann has extensive management experience that includes broad oversight of regional programs, management of construction and A/E contracts at numerous sites both in the United States and abroad, and leadership and management of design-build project delivery teams.

Selected Experience
NPS, Nationwide Construction Management BPA. Project manager. Mr. Hasselmann worked on construction management services that includes oversight of on-site inspection, review and coordination of submittals, preparation of estimates and scopes, confirmation of progress for payment, and the resolution technical issues in support of the Depew Recreation Site in New Jersey. This project consists of the development of a designated New Jersey swim beach at the preferred site that includes upgrading and realigning existing access roads, development of a 100-125-car parking lot, development of a picnic area with tables and shelters, and excavation and re-grading about 300 linear feet of river shoreline to create a swim beach.

USACE New York, Ft. Hamilton, Buildings 114, 230 and 402. Project manager. Mr. Hasselman worked on charrette and design services as well as HVAC renovation projects and associated environmental abatement, structural, and architectural upgrades including updating SHPO approved museum sod roof replacement for building 230. The project design included the installation of upgraded and more sophisticated temperature and humidity control systems in a building was located on Ft. Hamilton, New York.

Armament Integration Facility Concept Design and Construction Support, Picatinny Arsenal, Dover, New Jersey. Project manager. Project included Code 3 Parametric Design (15 percent) to construct a testing and simulation laboratory and an indoor firing range, full design resulting in complete specifications, drawings, and biddable documents. The design included lab and range site location, utility identification, storm water drainage plan, and firing range safety appurtenances for the Armament Technology Facility, Armament Integration Concept Design, Picatinny Arsenal, Dover, New Jersey. Mr. Hasselmann managed a multi-disciplined design team to provide design and drawings, design analysis and recommendations, and cost estimates of the $10,000,000 laboratory and firing range facilities for weapons research and development. Project management plan included customer interviews, site visits, technical expert consultation, and final Funding, design and construction plan that was approved by Congress for Federal Fiscal Year 2007.

Officer's Club Renovations, Picatinny Arsenal, Dover, New Jersey. Senior civil engineer. Mr. Hasselman worked on the preparation of a complete design package suitable for bid solicitation for the renovation of the Building 121, the Officers Club and Picatinny Catering Facility. The project consisted of the whole building interior and structural renovation including the kitchen, banquet rooms, seminar rooms, fitness and locker rooms, and rest rooms.

17th Street Potomac Park Levee Floodwall Project, Washington, DC. Program manager. Mr. Hasselmann worked on the design and construction management services and Federal agency coordination and permitting. Project is approximately $6 million value, and consists of post and panel construction for a removable floodwall across 17th Street on the National Mall. Project site is complicated by reverence to National Mall view impacts, and archaeological considerations of a historical buried canal and pier.

Pyrotechnics Research Facility Design, Picatinny Arsenal Area. Mr. Hasselmann conducted constructability and independent technical review of 65 percent DDESB submittal and 90 percent design documents and coordinated revisions to design narrative, blast safety plan, drawings and specifications. He coordinated responses to comments in the dr. checks review system. The facility is designed with substantial dividing walls for blast protection in accordance with DA PAM 385-64 base on the hazardous operations involving classified explosives. The primary facilities consist of: an 11,000 sf Laboratory with a Flare Tunnel and 9,500 sf Pilot Plant; a 6,500 sf engineering building; a 1,600 sf magazine storage building; a 1,300 sf flammable storage building; and 7,000 sf of covered walkways. Supporting facilities include ultra-high speed deluge fire protection, fire service tanks/pumps/piping, intrinsically safe electrical fixtures, explosion-proof HVAC systems, fugitive emissions controls, storm and sanitary sewers, access roads, potable water, electrical service, natural gas service, fiber optics/information systems, security systems and industrial gases.

USACE New York, Design for the Modified Record Fire (MRF) Range, West Point Military Academy, New York. Mr. Hasselmann conducted a constructability and independent technical review (ITR) of the 90, 95 percent, and final construction documents of the modified record fire range and coordinated revisions to the plans, specifications and cost estimates as well as uploading responses in dr. checks review system. He also reviewed architectural and civil design analyses and incorporated improvements in the construction documents. He worked with the project manager and USACE to provide bid options to ensure base bid was within the programmed amount of $4,000,000.

USACE North East Regional Office (North Atlantic Division), Emergency Management, Brooklyn, New York. Emergency program manager. Mr. Hasselmann managed the Emergency Flood Control Program for the North East, as well as the on-going relationship with the Federal Emergency Management Agency, under which several million dollars are assigned for recovery efforts including emergency temporary housing, power, and other utility connections. He ensured that the Regional Office was prepared to manage responses to Hurricanes, local floods, river ice jams, oil spills, and national security events. He advised the Division Commander (General Officer) on rehabilitation efforts, and emergency de-watering of reservoirs. During emergency response operations, negotiated new work with FEMA, and worked closely with USACE headquarters to allocate national resources. He advised and directed subordinate offices on emergency re-construction of Flood Control Structures.

USACE NAD Hurricane Operation Plan. Mr. Hasselmann wrote the plan in coordination with regional operating Districts and in coordination with the National Response Plan. It included incident command organization for Hurricane landfall in the North East, situation report procedures, funds management responsibilities, and coordinating instruction within USACE operating Districts, and with FEMA and other Army elements.

Emergency Response Plan for the Army Installation Management Agency. Project included the development of Intra-Service agreement to provide emergency delivery of water, ice, temporary power, temporary roofing, and temporary housing; also provision of emergency engineering services related to damage assessments, cost estimates, and planning charettes. The agreement was signed between the agencies.

National Special Security Event-Republican National Convention. Mr. Hasselmann worked on the threat assessment development in coordination with New York City EMO and FEMA Region II. The project included the identification of USACE role in Federal response to unique threat, identification of incident command organization, and technical resources. He oversaw increased readiness during RNC.

NATO Euro-Atlantic Civil-Military Emergency Program Exercise. Mr. Hasselmann represented USACE civil emergency operations at a 10 day Planning Charette in Yerevan, Armenia. He wrote exercise scenarios in coordination with multi-national team members from Armenia, Georgia, Bulgaria, and Romania to test and exercise the Euro-Atlantic Response Coordination Center.

Return to Search

Professional Engineer and Land Surveyor

Disclaimer

For additional information

Please note that the two character prefix to the license number indicates the type of license held.
GE = professional engineer
GS = land surveyor and
GB = professional engineer and land surveyor.
This data is current as of April 1, 2010.
Please use our License Verification Line at (973) 273-8090 for the most recent status of a licensee.

Your search for **Professional Engineer and Land Surveyor** with the name **John Hasselmann** generated 1 match.

Name:	Hasselmann, John
Address:	Sparta, NJ
License Number:	
License Status:	
Expiration Date:	

State Board of Professional Engineers and Land Surveyors at (973) 504-6460.

The Construction Manager Certification Institute

Certified Construction Manager

John Christian Hasselmann

CMCI ID #: A2018

having voluntarily met the prescribed criteria of the CCM program with regard to formal education, field experience and demonstrated capability and understanding of the CM body of knowledge, and having met the professional standards and having demonstrated a commitment to and interest in providing the highest quality professional CM services available, has earned the designation of Certified Construction Manager.

This certification is issued by the Construction Manager Certification Institute on this 6th *day of* January, 2011.

Chairman

This certificate is valid through January 2014.

Rich Law PE, CCM, PMP

CONSTRUCTION MANAGER/ RESIDENT ENGINEER

Firm
Louis Berger

Education
BS, Civil Engineering

Registrations/Certifications
Professional Engineer (NY, NJ)
CCM
PMP

Years of Experience 28
Years with Firm 16

Professional Summary
Mr. Law has nearly 28 years of technical and management experience in civil engineering related projects. The majority of his experience has been on projects in the New Jersey and New York metropolitan area. He has also spent 9 years working overseas managing some noteworthy and high profile projects. He has served as a Project manager, design manager, and resident engineer throughout his career. As a designer and project manager, he has worked on all aspects of civil engineering and has prepared many designs and complete bidding documents on many different types of projects. While serving as a resident engineer, he has gained a significant amount of field experience, which he has reflected on the designs under his supervision.

Selected Experience
Various Projects, Morristown, New Jersey. Corporate coordinator. Mr. Law manages Louis Berger's Corporate Quality Management Group responsible for the group's activities, which include the monitoring and evaluation of the QA/QC activities for all the significant projects (Domestic and International), holding monthly meetings and coordinating the technical evaluations and recommendations of projects that have encountered significant technical problems in both the Construction and Design Phases. This also involved the coordination of the implementation of Louis Berger's new quality control / quality assurance program including all related procedures and documentation.

General Services Administration, New York, New York. Construction manager. Mr. Law was responsible for the management and supervision of the building redevelopment program, which included the design and construction of 10 medium sized building construction/renovation projects at various locations in New York City for clients that include the FBI, Department of Homeland Security, Veterans Administration, etc.

World Trade Center Redevelopment Program, New York, New York. Construction and design management specialist. Mr. Law prepared the project management manuals for One World Trade Center and the WTC Memorial projects. Compiled all procedures, controls, roles, responsibilities and technical obligations required for these two major components of this extremely high-profile project. The position included numerous technical review/evaluation meetings, which were necessary to provide realistic and useful Project Management Manuals, which will be a primary management resource during the lifespan of the projects.

New Jersey Department of Transportation (NJDOT), Route 280 Reconstruction, New Jersey. Project manager. Mr. Law was responsible for the design of the reconstruction and resurfacing of 4.7 miles (8 km) of the Route 280, from Livingston to Roseland, New Jersey. He was responsible for preparing the design and construction

documents, which involved pavement reconstruction and rehabilitation, superelevation upgrading, safety upgrades, LMC bridge deck repairs, traffic control and staging, highway lighting, electrical plans and connections, fiber optics and traffic management/monitoring installation, rumble strip and call-box installations.

NJDOT, Route 202/206 Reconstruction, Somerset County, New Jersey. Project manager. Mr. Law was responsible for the full design for the reconstruction of Route 202/206, involving extensive traffic reconfiguration and detouring, superelevation upgrading, utility research, row research, impact attenuation design, electrical and structural plans and full field survey to provide up-to-date base mapping for this pavement resurfacing and reconstruction project.

NJDOT, Route 120 Realignment, East Rutherford, New Jersey. Project manager. Mr. Law was responsible for the utility research and utility relocation plans. The project involved extensive research and design of numerous utility relocations due to the full highway and interchanges realignment, designed to pass thru the Meadowlands sports complex. This project required the staged construction of nearly all of the below ground facilities so as to keep all utilities operational during each stage of construction. An extensive coordination effort was required to ensure that the staged construction of the utility relocations, including temporary connections would not hinder the construction of the road and bridge construction.

NJDOT, Bridge Deck Repair Contracts 5A, 5B, 94-1, 95-1, 96-1 & 1A and 97-1. Project manager. Mr. Law was responsible for the full design for the deck repairs and safety upgrades on numerous bridge sites throughout northern New Jersey, released under multiple contracts. The project included the bridge plans, construction plans, traffic control plans, construction staging and detouring, including utility research and all site-specific details for over one hundred sites throughout northern New Jersey. Drawings, specifications and cost estimates were prepared for all repair sites.

Port Authority of New York & New Jersey (PANYNJ), Lot G Reconstruction, Newark Airport, Newark, New Jersey. Project manager. Mr. Law was responsible for the design of the reconfiguration of the access roads to and including Lot G at Newark Airport, in order to provide a safe access road and an organized parking facility consistent with the ongoing airport expansion program. This involved the monitoring of existing and proposed traffic management systems and the design of the parking facility including the layout, temporary traffic control (including detours), lighting and construction staging and multiple discipline coordination with the adjacent road systems, parking garages and access roads. Traffic management for these reconstruction projects were particularly difficult due to the necessity of extremely efficient traffic control to limit the impact of the project in these heavily utilized areas by both private and commercial vehicles, including heavy container and general cargo trucks that used the system to connect to passenger and cargo terminals, storage areas and warehouses.

NJDOT, Route 22 Reconstruction, New Jersey. Project manager. Mr. Law was responsible for the design of the reconstruction and resurfacing of 10 miles of Route 22, from Scotch Plains to Bound Brook, New Jersey. Responsible for preparing the design and contract documents, which involved pavement reconstruction and rehabilitation, superelevation upgrading, safety upgrades, full field surveys, ROW research and layout, horizontal realignments, bridge repairs, traffic control and staging, and utility relocations.

PANYNJ, Goethals Bridge & Outerbridge Crossing Lighting and Impact Attenuation Replacement Project and the Bayonne Bridge Toll Plaza Impact Attenuation Replacement Project, New York. Project manager. Mr. Law worked for each of these separate contracts, which included the design of the most desirable traffic control measures, construction staging, and detouring for the more problematic/critical construction stages. Complex traffic control measures were required at each of the sites, especially the Goethals Bridge due to the extensive number of Eastbound and Westbound access roads and connectors. These projects were all located in highly urban, heavily travelled areas.

PANYNJ, George Washington Bridge Deck Repairs and Approach Reconstruction, New Jersey. Project manager. Mr. Law was responsible for the design for the construction staging and traffic control for the overall project, which involved other sub-consultants and agencies. The project included designing the most desirable traffic control measures for each of the many construction stages, designing detours for the more problematic and/or critical construction stages, temporary and permanent signage and striping, and safety improvements. The project required multiple and inter-governmental coordination for the GWB as well as the Palisades Interstate Parkway and the NJDOT Approach Roads. These activities were undertaken in one of the world's most heavily travelled corridor which serves as the main approach to New York City. The high traffic volumes, restricted working areas, high traffic demands and stringent restraints from local opposition to the project made this work particularly challenging.

NJDOT, Route 21 Reconstruction, New Jersey. Project manager. Mr. Law was responsible for the design of the reconstruction and resurfacing of 1.2 miles of Route 21, in a highly urban section of Belleville and Newark, New Jersey. Responsible for preparing the design and contract documents, which involved pavement reconstruction and rehabilitation, superelevation upgrading, safety upgrades, full field surveys, coordinating the inclusion of the Department of Transportation in-house design and coordinating the extensive structural work involved. Extremely tight horizontal and vertical constraints were encountered, as well as difficult traffic control and construction staging.

NJDOT, Route 23 Reconstruction, Sussex County, New Jersey. Project manager. Mr. Law was responsible for full design for the rehabilitation of Route 23, a 3.1 mile pavement resurfacing and reconstruction project involving a superelevation upgrading, rock and steep slope stabilization, traffic control, construction staging, row research, lighting/electrical plans, full field survey to provide up to date base mapping, and utility research.

New York Department of Transportation/New York Thruway Authority, I-95 Reconstruction, Mamaroneck, New York. Project engineer. Responsible for a significant portion of the roadway design, which included the full reconstruction of over five miles of a six-lane freeway including extensive ramping systems, intersection design and structural design. The utilization of spiral horizontal curvatures, collector-distributor roadways, high rock profiles, difficult traffic design and construction staging due to extremely heavy traffic volumes and urban surroundings made this project particularly challenging.

NJDOT, Route 18 Realignment, East Brunswick, New Jersey. Project Engineer. Mr. Law was responsible for the roadway design that included the full realignment and reconstruction of over one mile of heavily travelled Route 18 between US Route 1 and the New Jersey Turnpike. This project also involved the replacement and reconstruction of five structures, one of which holds a world record as the longest single span curved girder bridges, which presented many unique design challenges. Multiple agency involvement and a fast track schedule, which involved nearly all aspects of traffic and highway design was involved in this project.

New York Thruway Authority, Schoharie Creek Emergency Bridge Replacement, New York. Project engineer. Mr. Law was responsible for the fast-track roadway design of a temporary traffic bypass on the NY Thruway after a catastrophic mainline bridge collapse. Worked on all aspects and all phases of this fast-track, design-build contract. Over one mile of thruway including two bridge reconstructions and truck runout was designed and constructed within three months of the collapse in extremely difficult terrain. The project was completed ahead of schedule and was nominated for a national engineering award for design excellence.

NJDOT, Harrison Street Bridge Replacement, Princeton, New Jersey. Project engineer. Mr. Law was responsible for the roadway design that included a rural bridge replacement and roadway realignment. The project involved nearly all aspects of highway and bridge design. Received a statewide outstanding engineering award for design excellence.

Project Management Institute

THIS IS TO CERTIFY THAT

Richard Law

HAS BEEN FORMALLY EVALUATED FOR DEMONSTRATED EXPERIENCE, KNOWLEDGE AND PERFORMANCE IN ACHIEVING AN ORGANIZATIONAL OBJECTIVE THROUGH DEFINING AND OVERSEEING PROJECTS AND RESOURCES AND IS HEREBY BESTOWED THE GLOBAL CREDENTIAL

Project Management Professional

IN TESTIMONY WHEREOF, WE HAVE SUBSCRIBED OUR SIGNATURES UNDER THE SEAL OF THE INSTITUTE

Deanna Landers • Chair, Board of Directors

Mark A. Langley • President and Chief Executive Officer

PROJECT MANAGEMENT INSTITUTE PENNSYLVANIA CORPORATE SEAL 1969

PMP® Number 1604152

PMP® Original Grant Date 06 May 2013

PMP® Expiration Date 05 May 2016

PMI® Project Management Institute

The University of the State of New York
Education Department
Office of the Professions

REGISTRATION CERTIFICATE

Do not accept a copy of this certificate

License Number:

Certificate Number: 8604363

LAW RICHARD WARREN

is registered to practice in New York State through 06/30/2017 as a(n)
PROFESSIONAL ENGINEER

LICENSEE/REGISTRANT

COMMISSIONER OF EDUCATION

THIS DOCUMENT IS PRINTED ON WATERMARKED PAPER WITH A MULTI-COLORED BACKGROUND AND MULTIPLE SECURITY FEATURES. PLEASE VERIFY AUTHENTICITY

State Of New Jersey
New Jersey Office of the Attorney General
Division of Consumer Affairs

THIS IS TO CERTIFY THAT THE

Board of Prof. Engineers & Land Surveyors

HAS LICENSED

Richard W. Law

FOR PRACTICE IN NEW JERSEY AS A(N): Professional Engineer

04/15/2014 TO 04/30/2016
VALID

[redacted]
LICENSE/REGISTRATION/CERTIFICATION #

New Jersey Office of the Attorney General
Division of Consumer Affairs
THIS IS TO CERTIFY THAT THE
Board of Prof. Engineers & Land Surveyors
HAS LICENSED
Richard W Law
Professional Engineer

04/15/2014 TO 04/30/2016
VALID

SIGNATURE

ACTING DIRECTOR

[redacted]
License/Registration/Certificate #

PLEASE DETACH HERE

IF YOUR LICENSE/REGISTRATION/ CERTIFICATE ID CARD IS LOST PLEASE NOTIFY:

Board of Prof. Engineers & Land Sur
P.O. Box 45015

The Construction Manager Certification Institute

Certified Construction Manager

Richard Warren Law

CMCI ID # [redacted]

having voluntarily met the prescribed criteria of the CCM program with regard to formal education, field experience and demonstrated capability and understanding of the CM body of knowledge, and having met the professional standards and having demonstrated a commitment to and interest in providing the highest quality professional CM services available, has earned the designation of Certified Construction Manager.

This certification is issued by the Construction Manager Certification Institute on this 14th *day of* July, 2012.

Chairman

This certificate is valid through July 2015.

Ken Favaro

CIVIL/ STRUCTURAL INSPECTOR

Firm
Louis Berger

Education
Masters, City and Regional Planning, Urban Design
BA, City Planning (Urban Design) and Political Science

Registrations/Certifications
ACI Concrete Field Testing Technician – Grade 1
ACI Concrete Construction Special Inspector (Separate Certifications for NY and NJ)
ACI Certification / Concrete Construction Technology Course
S-1 Structural Steel and Bolting Special Inspector
SSTC Certification / Structural Steel and Bolting Inspection Seminar
SSTC Certification / Plan Reading for Steel Construction Seminar
SSTC Certification / Structural Welding Inspection Seminar
OSHA 10-hour Construction Safety & Health Course/Certification
OSHA Confined Spaces Certification
OSHA Demolition Certification
Crane Seminar / Training (CE 198 and CE 199 Vertical Transportation Machines)
Member / American Planning Association
TWIC Clearance / Escort Status
PATH Certified Employee in Charge
PATH Certified Roadworker
USCG Certification in recognition of my work with N Y Waterway during the WTC attack evacuation

Years of Experience 36
Years with Firm 4

Professional Summary
Mr. Ken Favaro has been a Marine Construction and Site Work Project Manager in the New York metropolitan area since May 1984. Ken's current position with The Louis Berger Group, Inc. is Senior Civil Inspector for the Port Authority of New York and New Jersey, handling complex, large-scale marine construction projects for the Port Commerce Division, operating primarily at the Brooklyn Marine Terminal in Red Hook and the New York Container Terminal in Port Ivory, Staten Island. Ken's primary job responsibilities include workmanship and materials quality assurance, daily detailed job inspections, site safety/OSHA compliance, and approving/processing contractor payment requisitions.

Selected Experience
Port Authority of New York & New Jersey (PANYNJ), Brooklyn Marine Terminals, Piers 7, 8 & 9B, Brooklyn, New York. Field representative/marine construction inspector. Mr. Favaro worked on a $2.8 million marine rehabilitation project contracted to Trevcon Construction Company. Work includes: 354 pile jacket repairs (of 7 various types) to eliminate further pile deterioration from marine borers; removal and replacement of 650 LF of deteriorated steel walers supporting existing steel bulkheads; preparation and welding of 30 large steel plates along the existing bulkheads to prevent upland wash-out; and removal and replacement of the timber fendering pile system in order to replace steel walers. Job responsibilities include: providing quality assurance to ensure that materials and the contractor's means and methods will result in repairs called for on the contract drawings and specifications; daily job supervision and performance of detailed work inspections resulting in daily job reports;

scheduling and witnessing underwater inspections by the Port Authority's Diver/Engineer Contractor; assuring that OSHA safety regulations are being adhered to at all times including daily review of job conditions, weekly safety/toolbox talks with the Contractor and scheduling site inspections with Risk Management and Insurance Representatives; attending job meetings to discuss project status, open RFIs and means and methods to address special situations during construction; and reviewing and approving Contractor's financial documents including job status reports (monthly percentage completion documents) and monthly payment requests.

Brooklyn Marine Terminals, Piers 7, 8 & 9B, Port Authority of New York & New Jersey (PANYNJ). Field representative/marine construction inspector. Mr. Favaro worked on a $2.8 Million marine rehabilitation project contracted to Trevcon Construction Company. Work includes: 354 pile jacket repairs (of 7 various types) to eliminate further pile deterioration from marine borers; removal and replacement of 650 LF of deteriorated steel walers supporting existing steel bulkheads; preparation and welding of 30 large steel plates along the existing bulkheads to prevent upland wash-out; and removal and replacement of the timber fendering pile system in order to replace steel walers. Job responsibilities include: providing quality assurance to ensure that materials and the contractor's means and methods will result in repairs called for on the contract drawings and specifications; daily job supervision and performance of detailed work inspections resulting in daily job reports; scheduling and witnessing underwater inspections by the Port Authority's Diver/Engineer Contractor; assuring that OSHA safety regulations are being adhered to at all times including daily review of job conditions, weekly safety/toolbox talks with the Contractor and scheduling site inspections with Risk Management and Insurance Representatives; attending job meetings to discuss project status, open RFIs and means and methods to address special situations during construction; and reviewing and approving Contractor's financial documents including job status reports (monthly percentage completion documents) and monthly payment requests.

Various Restaurant Projects, RM Hospitality Group – DBA Rosa Mexicano. Director of construction. Mr. Favaro served as Company Director of Construction, responsible for the construction of new restaurants and the upgrade of a total of ten restaurants in New York City and along the Eastern seaboard with total annual sales of $55 million. Pertinent construction management skills included: ability to secure all required permits in a complex regulatory environment; design, scheduling, and construction of 3 units per year; selection of General Contractors; value engineering; preparation of job cost estimates developed through blue print take-offs and contract/labor negotiations; development of capital expense and repair and maintenance budgets; generation and management of job schedules and task coordination time lines; negotiation of repair and maintenance (R&M) contracts with all mechanical and service contractors, including scope of work, schedule and price, which resulted in zero increase in cost of R&M contracts during the time managing this task (2007-2009 contracts); implementation of warranty procedures and protection; drafting O&M manuals written with emphasis on safety procedures and compliance with OSHA requirements; and review of leases for compliance with Landlords' requirements relative to tenant responsibilities for shell improvements and maintenance.

New York Waterway and Arcorp Properties, Inc. Director of construction. Mr. Favaro was responsible for permitting, design, construction and maintenance of 37 ferry terminals / maintenance facilities. Responsible for the procurement of all regulatory and environmental permits from: Army Corps of Engineers, Section 10 Permits (Rivers and Harbors Act) and Section 404 Permits (Clean Water Act); NY Department of Environmental Conservation (Waterfront Development Permits); and the NJ Department of Environmental Protection (Waterfront Development Permits / CAFRA Compliance). Specific construction and environmental related issues reviewed by the Federal and State agencies include: demolition and removal of debris posing potential hazard to navigation; dredging and dredge spoils remediation; installation of turbidity curtains / environmental controls during construction; pile driving / bulkhead and breakwater construction; water quality control; conformance with seasonal construction and dredging windows; shoreline stabilization / erosion control.

WTC Terrorist Attack Action & Construction, N Y Waterway. Director of construction. Mr. Favaro directed Ferry activity during the emergency evacuation of approximately 180,000 people fleeing NYC using all fleet vessels after the WTC attacks. Immediately identified the locations for new and relocated upgraded ferry terminals in the NY

Harbor as described in the Ferry Project List. Worked closely with the Army Corps of Engineers and other Federal, State and Municipal Agencies to fast track plans to expedite construction and/or relocation of these ferry terminals to meet commuter needs due to the closure of major train tunnels.

International Naval Review 2000, NY Waterway. Director of construction. Mr. Favaro dad direct interface with the commander of the Naval Supply Corps relative to the installation of ferry berthing facilities throughout the NYC Harbor to transport naval personnel, dignitaries and invited public to board and tour the JFK Aircraft Carrier, USS Whitney, and the USS Nassau. Worked closely with the Naval Purchasing Department and captains of the above mentioned ships to field inspect, design and install intricate floating berthing facilities to accommodate NY Waterway Ferries transporting guests and crew to the three ships moored in the NYC Harbor to celebrate the International Naval Review 2000. Project cost: $3.5 million.

Various Projects and Clients, Romulus Development Corp. / Arcorp Properties, Inc. Director of construction. Mr. Favaro worked on Shoreline stabilization or bulk heading of approximately 2 miles of the Hudson River waterfront. Filling and grading of approximately 300 acres of waterfront property in preparation for mixed use development. Construction of approximately three miles of road eventually dedicated to two municipalities. Construction of 2,000+ stall ferry parking lot, automated access control systems and parking lot office. He took part in construction of the Company's corporate offices and ferry and bus maintenance facility including OSHA compliant fueling depot and body/paint shop. He also worked on the construction of a 305 slip full service Marina. Installation of site infrastructure including electric, power, water, fiber optic and phone/data. Construction of fine dining restaurants including Arthurs Landing, Spirito Grill and Arthurs Downtown. Also constructed Cafes at most of the Ferry Terminals. He served as Owner's Representative to upland mixed use development in a joint venture with Roseland Development Corp., including high-rise/condo/rental residential, hotel-conference center, retail and office space. He worked closely with regulatory agencies to comply with environmental remediation requirements prior to construction.

Romulus Development Corp./Arcorp Properties, Inc. During the U.S. Army Corps of Engineers' Hudson River Harbor Drift Removal Project. Director of construction and owner's representative. This project included Reach #2 (executed by Weeks Marine, Inc.) and Reach #3 (executed by Donjon Marine Co., Inc.). Acted as Arcorp's direct point of contact with the Army Corp of Engineers (ACOE) office, regulatory and on-site demolition and removal Contractors to execute the extraction and removal of piers, pilings, abandoned dry-docks and miscellaneous debris posing a potential hazard to navigation along the west coast of the Hudson River along Arcorp's entire river frontage. Total project cost: $35 Million. Established scope of work and site specific extraction specifications to be performed by the Marine Contractor. Performed daily field inspections and management of Arcorp full-time site inspectors to assure the debris was demolished and removed per the terms of the contract. Attended weekly job meetings to ensure contract compliance and work quality. Reported to the USACE NYC field office where there was an issue of performance or environmental nonconformance. He identified intact pile fields and other reusable pier structures to be eliminated from the scope of work for future rehabilitation by Arcorp.

Marina Development and Dredging, Romulus Development Corp. / Arcorp Properties, Inc. (dba Port Imperial Marina). Director of Construction. This project involved the development of a 305 slip full-service marina including managing Arcorp's environmental and marine construction engineers to develop plans / specifications, conducting hydrographic / side-scan sonar surveys, performing bioassay / bioaccumulation tests on specified number of dredge soil samples, and securing permits from all regulatory agencies including: ACOE, NJ DEP, Municipal Planning/Zoning Boards, and the Hudson County Soil Conservation District. Total project cost: $17 Million. Construction elements included: dredging and ocean disposal for clean dredge spoils; dredging and off-site soil remediation as required for contaminated dredge spoils; on-site soil treatment using controlled fill and on-site fill and grade operation; pile driving and installation of floating docks; construction of approximately 1,600 linear feet of timber pile breakwater and walkway; installation/distribution of all required utilities (electric, water, phone, cable, and sanitary pump out facility); design and construction of diesel and gasoline floating fueling facility.

Kenneth W Favaro [redacted]
Structural Steel and Bolting Special Inspector - Exp. 01/05/2015

Kenneth W Favaro - [redacted]
Structural Masonry Special Inspector - Exp. 10/15/2016

INTERNATIONAL CODE COUNCIL

Kenneth W Favaro [redacted]
Structural Steel and Bolting Special Inspector - Exp. 01/05/2015

INTERNATIONAL CODE COUNCIL

ACI Concrete Construction Special Inspector

KENNETH W FAVARO

Certification ID [redacted]
Expires on: 11/16/2015

certification Verify at CheckACI.org

ACI Concrete Field Testing Technician - Grade I

KENNETH W FAVARO

Certification ID [redacted]
Expires on: 06/27/2014

certification Verify at CheckACI.org

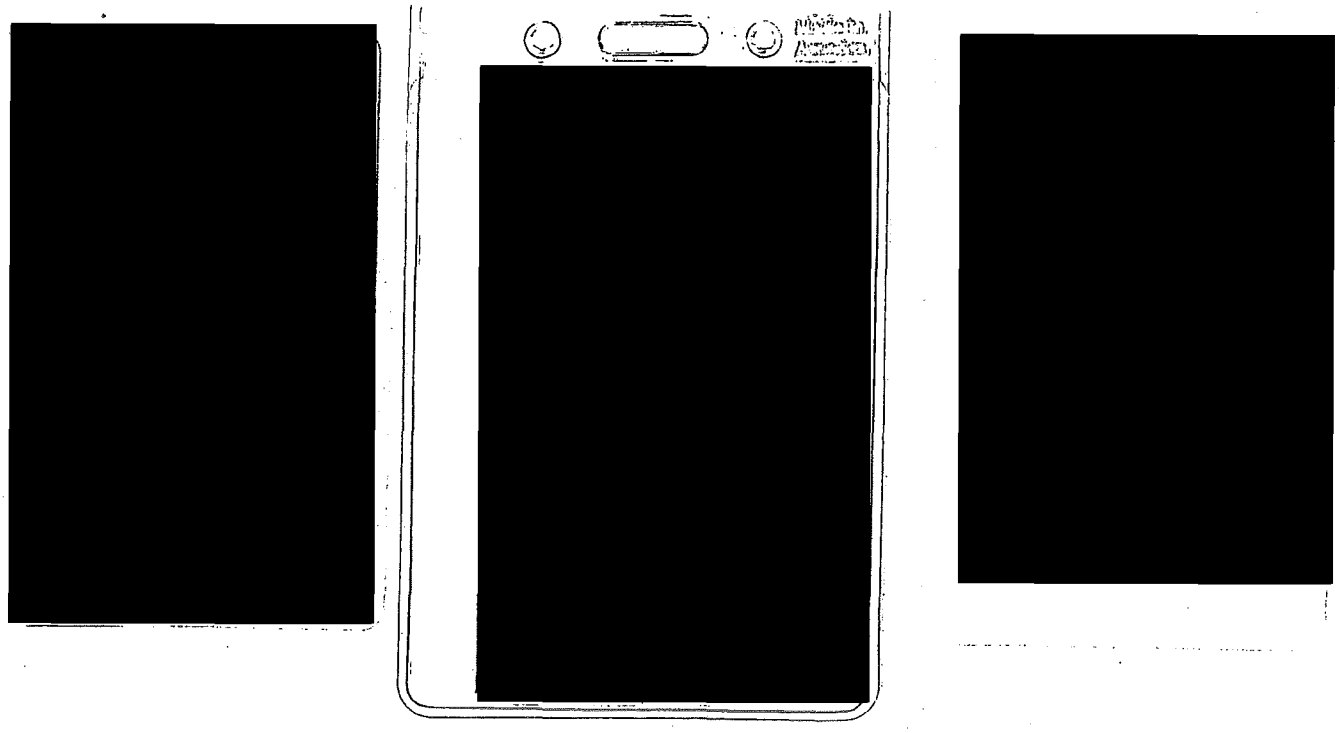
New Jersey Chapter
American Concrete Institute

This is to certify that

KENNETH FAVARO

Has demonstrated knowledge by succesfully completing the New Jersey Chapter's Concrete Construction Technology Course

Examiner: Casimir Bognacki
Date: April 1, 2010
Expires: April 2015



OSHA Occupational Safety and Health Administration

36-601102382

This card acknowledges that the recipient has successfully completed a 30-hour Occupational Safety and Health Training Course in

Construction Safety and Health

Kenneth Favaro

Pete Rice [redacted] **12/30/2013**

(Trainer name – print or type) (Course end date)

PATH | THE PORT AUTHORITY OF NY & NJ No. 06006

ROADWAY WORKER PROTECTION

THIS CERTIFIES THAT

KENNETH FAVARO LOUIS BERGER

First Name Last Name Employee # or Company Name

HAS BEEN TRAINED AND QUALIFIED AS A:

☐ Roadworker ☐ Lone Worker ☐ Watchman/Flagman

☒ Employee in charge ☐ MEO ☐ Contractor Trainer

Issued By:	Expires end of:
	OCT. 23, 2013

PATH | THE PORT AUTHORITY OF NY & NJ No. 29475

ROADWAY WORKER PROTECTION

THIS CERTIFIES THAT

KENNETH FAVARO LOUIS BERGER GRP.

First Name Last Name Employee # or Company Name

HAS BEEN TRAINED AND QUALIFIED AS A:

☒ Roadworker ☐ Lone Worker ☐ Watchman/Flagman

☐ Employee in charge ☐ MEO ☐ Contractor Trainer

Issued By:	Expires end of:
	OCT. 17, 2013

AMERICAN CONCRETE INSTITUTE

This is to certify that

KENNETH W FAVARO

has demonstrated knowledge and ability by successfully completing the ACI Certification requirements and is hereby recognized as an

ACI Concrete Field Testing Technician - Grade I

Certified Date: 06/27/2009 **Expires: 06/27/2014**

Examiner of Record: Mr Casimir Bognacki

ACI Managing Director of Certification

The Authenticity of this certification can be verified at www. ACICertification .org/verify

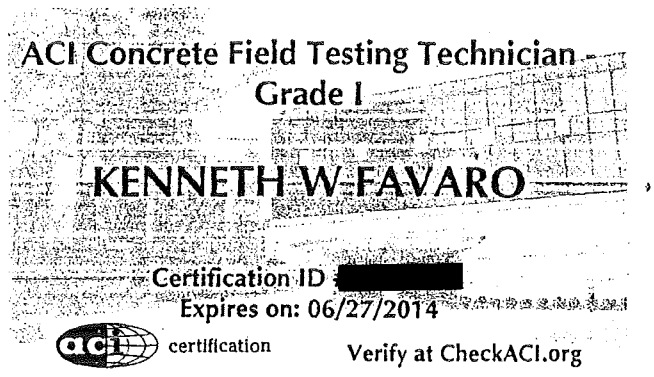
Detailed Subtest Results

To pass the written examination you must 1) score 60% or higher on each written subtest and 2) score 70% or higher on the overall written examination.

To pass the performance examination you must pass all 7 subtests in one session.

QUALIFICATION	P/F - Session	% Score
Written Subtest C31	PASS-091592	100.00
Written Subtest C231	PASS-091592	100.00
Written Subtest C173	PASS-091592	100.00
Written Subtest C172	PASS-091592	87.50
Written Subtest C143	PASS-091592	100.00
Written Subtest C138	PASS-091592	100.00
Written Subtest C1064	PASS-091592	100.00
Written Examination	PASS-091592	98.18
Performance Overall	PASS-091592	100.00
Perf Subtest C31	PASS-091592	100.00
Perf Subtest C231	PASS-091592	100.00
Perf Subtest C173	PASS-091592	100.00
Perf Subtest C172	PASS-091592	100.00
Perf Subtest C143	PASS-091592	100.00
Perf Subtest C138	PASS-091592	100.00
Perf Subtest C1064	PASS-091592	100.00

If you have any questions about this program, or other ACI activity, please feel free to contact us at 248/848-3790.



Report Print Date:8/10/09

ACI Certification Results Report

ACI Concrete Field Testing Technician - Grade I

Testing Session Information:

Session: **091592** Exam Date: **06/27/2009** Exam Location: **Jersey City, NJ**
ACI Sponsoring Group: **New Jersey Chapter ACI** **Phone:(732)940-1803**
Examiner of Record: **Mr Casimir Bognacki**

Examinee Information

Kenneth W Favaro **Certification ID** [redacted]

Status Information

Certification Status: ***CERTIFIED*** **ACI Concrete Field Testing Technician - Grade I**

Certification Issue Date: 06/27/2009 Thru 06/27/2014

ACI Comments:

Congratulations! You are now Certified. This is an accomplishment you can be very proud of and we will be happy to confirm this credential to anyone upon request. Enclosed is your wallet card and certificate attesting this accomplishment. In addition, a directory of all ACI Certified individuals can be found at www.ACICertification.org.

Required Results

Written Examination	*PASS*
Performance Overall	*PASS*

The Detailed Subtest Results section on next (back) page.

AMERICAN CONCRETE INSTITUTE

This is to certify that

KENNETH W FAVARO

has demonstrated knowledge and ability by successfully completing the ACI Certification requirements and is hereby recognized as an

ACI Concrete Construction Special Inspector

Certified Date: 11/16/2010 **Expires: 11/16/2015**

Examiner of Record: Mr Casimir Bognacki

ACI Managing Director of Certification

The Authenticity of this certification can be verified at www. ACICertification .org/verify

Report Print Date:12/2/10

ACI Certification Results Report

ACI Concrete Construction Special Inspector

Testing Session Information:

Session: **102582** Exam Date: **11/16/2010** Exam Location: **Jersey City, NJ**
ACI Sponsoring Group: **New Jersey Chapter ACI** **Phone:(732)940-1803**
Examiner of Record: **Mr Casimir Bognacki**

Examinee Information

Kenneth W Favaro

Certification ID [redacted]

Status Information

Certification Status: ***CERTIFIED*** **ACI Concrete Construction Special Inspector**

Certification Issue Date: 11/16/2010 Thru 11/16/2015

ACI Comments:

Congratulations! You are now Certified. This is an accomplishment you can be very proud of and we will be happy to confirm this credential to anyone upon request. Enclosed is your wallet card and certificate attesting this accomplishment. In addition, a directory of all ACI Certified individuals can be found at www.ACICertification.org.

Required Results

Written Examination	*PASS*
Plans Reading Exam	*PASS*
Field Testing Technician Certification	*PASS*

Work Experience	*PASS*

The Detailed Subtest Results section on next (back) page.

Detailed Subtest Results

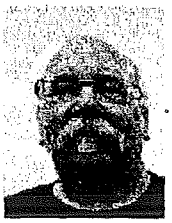
To pass the written exam and/or the plans reading exam you must score 70% or higher.

QUALIFICATION	P/F - Session	% Score
Written Examination	PASS-102582	75.00
Work Experience	PASS	100.00
Plans Reading Exam	PASS-102582	80.00
Field Testing Technician Certification	PASS-102582	100.00

If you have any questions about this program, or other ACI activity, please feel free to contact us at 248/848-3790.

INTERNATIONAL CODE COUNCIL

Structural Masonry Special Inspector



Candidate ID: [redacted]

Name: KENNETH FAVARO Date: 10/15/2013

Address:

EXAMINATION RESULT: **PASS**

Congratulations! You have passed the Structural Masonry Special Inspector examination. Your wallet card will be forwarded to you by ICC within six weeks from the last day of the month in which you tested. This certification is current for three years.

You may request a wall certificate from ICC as well. This certificate will be provided at no cost to you, if you request it within 90 days of your exam. Only one wall certificate per exam passed will be provided to you at no charge. For more information on requesting a wall certificate, go to www.iccsafe.org/inspector.

It is extremely important that you notify Pearson VUE and ICC of any changes in name and/or address to avoid the possibility of your wallet card and/or certificate not being received. Please contact Pearson VUE at 800-275-8301 and ICC at certexam@iccsafe.org with changes to your name and address (name changes may require additional documentation). There may be an additional fee if a certification is re-issued due to a misspelled name or incorrect address.

The authenticity of this score report can be validated by using Pearson VUE's Online Score Report Authentication found at:
www.PearsonVUE.com/authenticate
Digital embossing eliminates the possibility of unauthorized embossing of counterfeit score reports.

Registration Number: [redacted] *Validation Number:* [redacted]

INTERNATIONAL CODE COUNCIL

KENNETH W FAVARO

The International Code Council attests that the individual named on this certificate has satisfactorily demonstrated knowledge as required by the International Code Council by successfully completing the prescribed written examination based on codes and standards then in effect, and is hereby issued this certification as:

Structural Steel and Bolting Special Inspector

Given this day of January 5, 2012

Certificate No [redacted]

William D Dupler
President, Board of Directors

Richard P. Weiland
Chief Executive Officer

ICC INTERNATIONAL CODE COUNCIL®

INTERNATIONAL CODE COUNCIL, INC. CERTIFIED WASHINGTON, D.C.

This certificate is the property of ICC and must be returned to ICC in the event of suspension or revocation of the certificate.

TO VERIFY AUTHENTICITY OF THIS DOCUMENT YOU MUST TURN OVER AND RUB THE PEARSON VUE LOGO WITH FINGER. AUTHENTIC DOCUMENT WILL CHANGE COLOR FROM ORANGE TO YELLOW

ICC
INTERNATIONAL CODE COUNCIL

Structural Steel and Bolting Special Inspector

Candidate ID: [redacted]

Name: KENNETH FAVARO Date: 1/11/2012

Address:

EXAMINATION RESULT: PASS

Congratulations! You have passed the Structural Steel and Bolting Special Inspector examination. Your wallet card will be forwarded to you by ICC within six weeks from the last day of the month in which you tested. This certification is current for three years.

You may request a wall certificate from ICC as well. This certificate will be provided at no cost to you, if you request it within 90 days of your exam. Only one wall certificate per exam passed will be provided to you at no charge. For more information on requesting a wall certificate, go to www.iccsafe.org/inspector.

It is extremely important that you notify Pearson VUE and ICC of any changes in name and/or address to avoid the possibility of your wallet card and/or certificate not being received. Please contact Pearson VUE at 800-275-8301 and ICC at certexam@iccsafe.org with changes to your name and address (name changes may require additional documentation). There may be an additional fee if a certification is re-issued due to a misspelled name or incorrect address.

THE FACE OF THIS DOCUMENT HAS A MULTI COLORED BACKGROUND THAT CHANGES COLOR GRADUALLY AND EVENLY FROM DARK TO LIGHT WITH DARKER AREAS BOTH LEFT AND RIGHT

TO VERIFY AUTHENTICITY OF THIS DOCUMENT YOU MUST TURN OVER AND RUB THE PEARSON VUE LOGO WITH FINGER. AUTHENTIC DOCUMENT WILL CHANGE COLOR FROM ORANGE TO YELLOW

Code of Ethics

The protection of life, health and property is a solemn responsibility of the highest order. Recognizing the public's trust bestowed upon individuals engaged in the administration and enforcement of building codes, the International Code Council advocates commitment to a standard of professional behavior that exemplifies the highest ideals and principles of ethical conduct. The governing concepts embodied in this philosophy are characterized herein below, for the benefit and guidance of those so engaged, and for the enlightenment of the public so served.

The ICC Certified Individual shall:

Place the public's welfare above all other interests and recognize that the chief function of government is to serve the best interest of all the people.

Demonstrate integrity, honesty and fairness in all transactions and constantly strive for excellence in all matters of ethical conduct.

Recognize the continuing need for developing improved safety.

Maintain professional competence in all areas of employment responsibility and encourage the same for all associates at all levels.

Accept no personal favors for public services rendered and conscientiously avoid all circumstances that could compromise professional integrity.

THE FACE OF THIS DOCUMENT HAS A MULTI COLORED BACKGROUND THAT CHANGES COLOR GRADUALLY AND EVENLY FROM DARK TO LIGHT WITH DARKER AREAS BOTH LEFT AND RIGHT

NEW JERSEY CHAPTER

American Concrete Institute

This is to certify that

KENNETH FAVARO

has demonstrated knowledge and ability by successfully completing the New Jersey Chapter ACI certification requirements of the Concrete Construction Technology Course.

Examiner: Jasmin Segnalini

Date: April 1, 2010

Expires: April 2015

SSTC

A STEEL STRUCTURES TECHNOLOGY CENTER, INC. ™

April 14, 2010

Kenneth Favaro
The Louis Berger Group Inc
PO Box 1946
Morristown, NJ 07962-1946

This is to confirm your attendance and participation in our seminar **Plan Reading for Steel Construction** conducted April 14, 2010 in Secaucus, New Jersey.

Seminar topics included:

- Orientation, plans and elevations
- Main member identification
- Steel joists and joist girders
- Steel decks
- Shear connectors
- Anchor rods and base plates
- Bolted connections
- Welded connections and symbols

The course instruction time totaled 2.5 hours, therefore you are provided 0.25 CEU's (Continuing Education Units), in accordance with the guidelines of the IACET, or 2.5 PDH's (Professional Development Hours). This course has been presented in cooperation with the International Code Council. Thank you for your participation.

Very truly yours,

Robert E. Shaw, Jr., PE
President

Steel Structures Technology Center, Inc.
5277 Leelanau Ct. • Howell, MI 48843-5437
Phone: (734) 878-9560 • Fax: (734) 878-9571
www.steelstructures.com

STEEL STRUCTURES TECHNOLOGY CENTER, INC.

April 14, 2010

Kenneth Favaro
The Louis Berger Group Inc
PO Box 1946
Morristown, NJ 07962-1946

This is to confirm your attendance and participation in our seminar **Structural Steel and Bolting Inspection** conducted April 14, 2010 in Secaucus, New Jersey.

Seminar topics included:

- International Building Code provisions
- Model Program for Special Inspections
- Structural steels
- Fabricated steel
- Steel erection
- High-strength bolting
  - materials, joints, installation, inspection, arbitration

The course instruction time totaled 8.0 hours, therefore you are provided 0.8 CEU's (Continuing Education Units), in accordance with the guidelines of the IACET, or 8.0 PDH's (Professional Development Hours). This course has been presented in cooperation with the International Code Council. Thank you for your participation.

Very truly yours,

Robert E. Shaw, Jr., PE
President

Steel Structures Technology Center, Inc.
5277 Leelanau Ct. • Howell, MI 48843-5437
Phone: (734) 878-9560 • Fax: (734) 878-9571
www.steelstructures.com

STEEL STRUCTURES TECHNOLOGY CENTER, INC.

April 15, 2009

Kenneth Favaro
The Louis Berger Group Inc
PO Box 1946
Morristown, NJ 079621946

This is to confirm your attendance and participation in our seminar **Structural Welding Inspection** conducted April 15, 2010 in Secaucus, New Jersey.

Seminar topics included:

- IBC and AWS inspection provisions
- Welding inspection tasks
- Welding nomenclature
- Welding processes
- Filler metal identification and controls
- Weld joint details
- Fabrication inspection
- Weld appearance and quality
- Nondestructive testing
- Welding personnel qualification
- Welding procedure specifications and qualification
- Welding symbols
- Reinforcing steel welding inspection
- Sheet steel welding inspection

The course instruction time totaled 8.0 hours, therefore you are provided 0.8 CEU's (Continuing Education Units), in accordance with the guidelines of the IACET, or 8.0 PDH's (Professional Development Hours). This course has been presented in cooperation with the International Code Council. Thank you for your participation.

Very truly yours,

Robert E. Shaw, Jr., PE
President

Steel Structures Technology Center, Inc.
5277 Leelanau Ct. • Howell, MI 48843-5437
Phone: (734) 878-9560 • Fax: (734) 878-9571
www.steelstructures.com

NEW JERSEY CHAPTER ACI

Concrete Construction Technology Course

This course, developed by the New Jersey Chapter, will provide the engineer, contractor and concrete producer an understanding of the latest in concrete technology and knowledge to make the appropriate decisions in the field, including troubleshooting. In addition, it provides, upon successful completion of the course and exam, certification by the New Jersey Chapter that the candidate understands the basics in concrete technology and meets the certification requirements of the NJ DOT and the Port Authority of NY & NJ.

- From the basics of concrete mix designs to developing concrete mixes to produce more workable & job specific mixes.
- Learn the latest about concrete admixtures and when and how to properly use them.
- Mix designs that have been successfully used. How to properly place, finish and cure this concrete.
- How to successfully place concrete in hot and cold weather with good results. Mix designs, batching, curing procedures, and testing to meet these conditions.
- Common concrete construction problems will be discussed. What causes these problems. How to prevent them and corrective action to be taken when they occur.
- The common sense essentials to a successful concrete project such as: pre-construction meeting, ordering concrete, etc.

LOCATION: American Legion Joyce Kilmer Post No. 25, 4 J.F. Kennedy Drive, Milltown, NJ (directions will be supplied upon receipt of registration form & payment)

DATES: March 30, 31, and April 1, 2010 (20 hour course)

TIME: 8:00 a.m. to 5:00 p.m. (continental breakfast & lunch will be provided)

	NJ ACI members	Non-members
TUITION: Full Course (tuition, books, exam, breakfast & lunch)	$610.00 per applicant	$670.00 per applicant
Self-Study (books & exam only)	$405.00 per applicant	$465.00 per applicant
Retest/Recert (exam only)	$125.00 per applicant	$150.00 per applicant

PLEASE NOTE: A maximum of 40 students can be accepted. Acceptance will be on a "first paid" basis. Faxed registrations will only be held for *one week* without payment. For additional information regarding the course contact:

Dianne Johnston, NJ ACI Executive Director
25 Ireland Brook Drive, North Brunswick, NJ 08902-4776
732.940.1803 Fax: 732.940.1804

Unless notified to the contrary, your registration has been accepted & you should report to class on March 30th.

Concrete Construction Technology Course Registration Form
March 2010

NAME: Kenneth Favaro

HOME ADDRESS: _____ HOME PHONE: _____

CITY: _____ STATE _____ ZIP: _____

COMPANY NAME & ADDRESS: The Louis Berger Group, Inc. 412 Mt. Kemble Ave, P.O. Box 1946, Morristown, NJ 07962-1946

WORK PHONE: (917) 583-6048 FAX #: (973) 267-6468

E-MAIL: kfavaro@panynj.gov CELL #: _____

Send your completed registration form with check made payable to ***"NJ Chapter ACI"*** to Dianne Johnston at the above noted address.

	NJ ACI members	Non-members
TUITION ENCLOSED:	( ) $610.00	(x) $670.00
	( ) $405.00	( ) $465.00
	( ) $125.00	( ) $150.00

There will be a $50.00 service charge for cancellations, rescheduling, or replacements.

MUST BE REGISTERED AND PAID BY *MARCH 3, 2010*

STEEL STRUCTURES TECHNOLOGY CENTER, INC.

April 14, 2010

Kenneth Favaro
The Louis Berger Group Inc
PO Box 1946
Morristown, NJ 07962-1946

This is to confirm your attendance and participation in our seminar **Structural Steel and Bolting Inspection** conducted April 14, 2010 in Secaucus, New Jersey.

Seminar topics included:

- International Building Code provisions
- Model Program for Special Inspections
- Structural steels
- Fabricated steel
- Steel erection
- High-strength bolting
  - materials, joints, installation, inspection, arbitration

The course instruction time totaled 8.0 hours, therefore you are provided 0.8 CEU's (Continuing Education Units), in accordance with the guidelines of the IACET, or 8.0 PDH's (Professional Development Hours). This course has been presented in cooperation with the International Code Council. Thank you for your participation.

Very truly yours,

Robert E. Shaw, Jr., PE
President

Steel Structures Technology Center, Inc.
5277 Leelanau Ct. • Howell, MI 48843-5437
Phone: (734) 878-9560 • Fax: (734) 878-9571
www.steelstructures.com

Quinton "David" Hapke

CIVIL/ STRUCTURAL INSPECTOR

Firm
Louis Berger

Education
Not Applicable

Registrations/Certifications
NICET Level II exam passed (being renewed)
American Concrete Institute Special Inspector
HazMat Endorsement
NYSDOL Asbestos Project Monitor (under renewal)
NYSDOL Asbestos Inspector (under renewal)
NYSDOL Asbestos Air Sampling Technician (under renewal)
10 Hr. OSHA Safety Certification
Blaster's Certificate of Competence
ATF Clearance
Explosives License
CPR Certified
Years of Experience 15
Years with Firm 6

Professional Summary
Mr. Quinton Hapke is currently serving as Construction Inspector/Environmental Specialist specializing in onsite construction inspection, asbestos project monitoring/survey services, and lead inspections. In this role, Mr. Hapke provides on-site project monitoring oversight, air sampling and surveys for potential hazardous materials to a variety of clients including Local, State and Federal agencies. In addition, Mr. Hapke also has an extensive background in general construction which includes the tasks of controlled inspections, project oversight and scheduling, seismic monitoring, field safety coordination, and public relations. He has also previously served as Blaster-in-Charge, Foreman, Field Crew Supervisor, and Liaison to State, Local, and Federal governing agencies.

Selected Experience
Stewart International Airport, Port Authority of New York & New Jersey (PANYNJ), New Windsor, New York. Construction inspector. Mr. Hapke was responsible for the inspection and management of various projects including, but not limited to civil, structural, electrical, life safety systems, and tenant alterations on Port Authority. property. Mr. Hapke works closely with the Resident Engineer on submittal reviews and payment applications as well as all other documentation necessary for successful project performance and closeout. Current projects include but are not limited to:

- **Rehabilitation of Weather Instrument Power (WIP) Circuit:** Mr. Hapke was responsible for coordinating with the Stewart Airport Operations group on the issuance of Notices To Airmen (NOTAMs) relative to our work location in critical areas on the airfield. Because the project required closures of runways and taxiways to facilitate duct bank crossings the work was compressed into 48 hour schedules to complete the work on each duct. This scope of work also included installation of manholes outside of safety areas but between taxiways and runways.
- **Rehabilitation of Taxiway Edge Lighting:** Mr. Hapke coordinated with Airport Operations to manage the closing of numerous crossings and manage the work that was being done on the taxiway edges. The scope

of work included circuit shut downs for edge lights, trenching to accommodate new conduits and new wiring for high efficiency LED edge lights.

- **Rehabilitation of Runway 9 Approach Lighting and Cables:** In order to maintain Stewart's CAT II airport status, the FAA required an upgrade of, and insurance of, a fully functioning system. Elements of this project included displacing the main runway (9-27), which is 11,817 feet long. Light cans were replaced and new light can locations were cored and installed for conformance to appropriate Advisory Circular requirements. New power lines were fed from the airfield electrical vault and four new manholes were added over the NYC Aqueduct that runs underground, perpendicular to the runway. Timing was also of the essence in this task due to multiple closures to vital areas of the runway.
- **Airside Pavement Repairs and Markings:** Under this work order Mr. Hapke oversaw concrete and pavement repairs, landside paving, airside trench drains, airfield restriping, Airfield Slab repairs and paving of Fuel Pad ramp airside.
- **Runway Weather Information System:** Mr. Hapke performed inspection duties on this project to install all new sensors into the runways at Stewart Airport. Due to the sensitivity of the locations, work was performed at night.
- **Terminal Building Roof Replacement:** Oversaw the removal of the old terminal roof and reinstallation of the new TPO roof and associated equipment.
- **Sewer Rehabilitation Project:** 6,000 feet of outdated and damaged clay pipe was replaced by means of pipe bursting. Mr. Hapke was involved from cradle to grave of this project. He inspected the maintenance and protection of traffic daily, as well as the installation of the new HDPE piping.
- **Building 2290 Roof Replacement:** Mr. Hapke is overseeing not only the asbestos abatement, but also the new roofing installation for the 40,000 SF roof over Building 2290. His qualifications allow him to "switch hats" and manage the project from the submittal process to the final closeout for both the construction and environmental fields.
- **Mid-Hudson Regional Crime Laboratory Design-Build:** Mr. Hapke is the lead inspector on this unique Design/Build for the Port Authority. He has been involved from the design stage to the actual construction of the 10,000 sf building which houses confidential, state of the art equipment, involving every discipline in building construction. Due to the high profile status of the project, meeting deadlines and insuring conformance to specifications is paramount.

PANYNJ, Various Airport, Bridge, and Facility Projects, New York and New Jersey. Industrial hygienist. Mr. Hapke performed asbestos air and project monitoring in addition to ACM surveys at various PANYNJ facilities. Responsibilities included adhering to all levels of regulation as well as Port Authority's more stringent regulations regarding asbestos abatement in highly sensitive areas.

EPA Alternative Asbestos Control Method Study, U.S. Environmental Protection Agency (EPA), Fort Worth, Texas. Industrial hygienist. Mr. Hapke performed sampling through various matrices for EPA's Alternative Asbestos Control Method study prior to, during and post demolition of the subject building knowingly containing asbestos materials. Data collected from this initiative furthered the development of standards used in the demolition of asbestos containing structures. Also assisted in post project data input and formulation to be submitted to EPA's research and development department.

EPA Evaluation Study, Alternative Asbestos Control Method, EPA, Fort Chaffee, Alaska. Industrial hygienist. Mr. Hapke performed QA/QC of lab results for this EPA Evaluation Study for this Alternative Asbestos Control Method project in Fort Chaffee, Arkansas.

Shoreham Reserve Center, United States Army Reserve, Shoreham, New York. Industrial hygienist. Mr. Hapke performed site survey of this facility building for asbestos containing materials in preparation for upgrades.

PCB Investigations Study, New York City School Construction Authority (NYCSCA), New York, New York. Industrial hygienist. Mr. Hapke performed investigative surveys of multiple schools in response to the NYCSCA directive to determine PCB presence and concentrations through air, dust and bulk sampling.

Various Projects, NYCSCA, New York, New York. Industrial hygienist. Mr. Hapke provided air and project monitoring services at 30+ schools throughout New York City. Conducted scope as well as final surveys for construction projects at a number of schools for this client.

Various Asbestos Surveys, New York City Department of Design & Construction (NYC DDC), New York, New York. Industrial hygienist. Mr. Hapke conducted 20+ asbestos surveys at various facilities through New York City.

State University of New York (SUNY) New Paltz & Other Various Facilities, New York Power Authority (NYPA), New York. Industrial hygienist. Mr. Hapke provided project monitoring services on campus for multiple abatement projects as well as asbestos surveys at various New York City facilities.

Cross Bay Bridge, Metropolitan Transportation Authority (MTA) Bridge & Tunnels, Queens, New York. Industrial hygienist. This project involved asbestos contaminated asphalt abatement and project monitoring. Oversaw the abatement and adhered to ICR 56 Variances approved for the project.

Copiague Substation, Long Island Rail Road (LIRR), Copiague, New York. Industrial hygienist. Mr. Hapke performed air monitoring for worker exposure to chlordane during excavation duties.

Emergency Air Monitoring Investigation, LIRR, New York. Industrial hygienist. Mr. Hapke conducted emergency air monitoring investigation to determine process or lack of asbestos in commuter rail cars.

Jim Wild Well Drilling, Gardiner, New York. Driller/welder. Mr. Hapke's duties included the operation of hydraulic well drilling rigs, placement of steel casing and the in place field welding of casings. Performed all tasks necessary to safely and efficiently install water wells for both residential and commercial clients in varying soil and rock strata.

Empire Drilling and Blasting, Middletown, New York. Blaster-in-charge. Mr. Hapke held multiple positions including: Blaster-in-Charge, Foreman, Field Crew Supervisor, and Field Safety Officer. Liaised with state, local, and Federal governing agencies. Supervised and performed seismic monitoring and responsible for public relations. Crew Leader and Manager responsible for teams of two to seven workers and both conventional and specialized construction equipment, including seismic monitoring equipment. On Site Supervisor responsible for both designing and executing blast plans relevant to changing job site conditions and establishing safe parameters for explosives loads, blasting mat placement, and safe perimeter to live blast site. Performed work in conjunction with consulting firms to address public health and safety concerns. Maintained contact with local authorities and established a positive rapport. Adhered to and conveyed to crews all safety plans and job site condition requirements as per NYSDOL Code 39 rule book in regards to safe handling, transportation and storage of explosive material. Responsible for preparing and submitting required field reports and other documentation to track work and establish compliance with state, federal and local requirements. Developed and applied federally required Safety Plan to include security procedures. Accurately estimated project costs ranging in the thousands to millions of dollars. On-site Mechanic responsible for maintaining and repairing drills and heavy equipment along with record keeping on all machinery. Ensured job site safety (i.e. shoring, sloping or benching of banks, fencing or posting of danger zones). Transported and stored all hazardous materials. Maintained inventory log books that were periodically reviewed and accepted by BATF and NYSDOL officials.

Concrete Field Testing Technician
Grade I

QUINTON D HAPKE

Certification ID [redacted]
Expires on: 07/14/2016

Verify at CheckACI.org

NATIONAL INSTITUTE FOR CERTIFICATION
IN ENGINEERING TECHNOLOGIES

Quinton D. Hapke

HIGHWAY CONSTRUCTION/II

CERT NO. 131308 VALID THRU 02/01/2014

ACI Concrete Construction Special
Inspector

QUINTON D HAPKE

Certification ID [redacted]
Expires on: 07/20/2016

Verify at CheckACI.org

HEARTSAVER CPR AED

Heartsaver®
CPR AED

American
Heart
Association.

QUINTON HAPKE

This card certifies that the above individual has successfully completed the objectives and skills evaluations in accordance with the curriculum of the AHA Heartsaver CPR AED Program. Optional completed modules are those NOT marked out.

Date CPR AED — Date AED — Date FBAO

6/18/13 — 6/2015

Issue Date — Recommended Renewal Date

STATE OF NEW YORK - DEPARTMENT OF LABOR
ASBESTOS CERTIFICATE

QUINTON D HAPKE
CLASS(EXPIRES)
C ATEC(10/13) D INSP(10/13)
H PM (10/13)

CERT# 07-15873
DMV# 344970829
MUST BE CARRIED ON ASBESTOS PROJECTS

Education

- BS/Civil Engineering, NED University of Engineering and Technology, Pakistan

Professional Qualifications and Certifications

- OSHA Confined Space Safety
- Asphalt Paving Construction Technologist (SAT)
- ACI Concrete Field Testing Technician Grade 1Cert# [redacted]
- ACI Concrete Construction Special Inspector
- OSHA 10-Hr Construction Safety and Health Course
- Traffic Control Coordinator, TCC (Rutgers University)

Summary

Mr. Anwar has extensive experience in heavy industrial projects, power plants, bridges, highways, drainage, earthwork projects etc. Anwar worked with Cansult Inc. in Riyadh Saudi Arabia in their Riyadh Sewerage and Storm Project & Supervised the construction of laying of RCC, AC, PVC, GRP pipes ranging from 8" to 72" in diameter and testing , manholes, catch basins, house connections etc. Construction supervision of pre-cast and cast in-situ concrete box channel with cell, retaining walls, level control for rock excavation and concrete pours. Construction of deep manholes, invert checking, catch basins, checking. Coordinated between team members and construction supervisors for the assigned works. Responsible for land development project which include planning, designing and specifications preparation for a sub-division of Toronto, Canada, including roads, water mains, storm water, sanitary and lot grading. He participated in preparing tenders, specifications, evaluation and clarification and provide liaison with sub-contractors, suppliers and clients. He planned prepared follow up of site activities from site handing over up to the project completion. He worked with FIDIC and was involved in the contract interpretation clauses. He has good knowledge of several PC applications such as MS Office Applications, MS Project, and Primavera Scheduling Software P3/P5/P6 etc.

Experience

Techno Consult, Inc., Princeton, NJ

REI Services for Resurfacing, Pavement Improvements and General Repairs at Various Locations within Brooklyn, the Bronx & Queens Mr. Anwar is responsible for the construction inspection for conformance with the plans and specifications; prepare and maintain daily construction inspection reports; maintain payment The Project includes milling & resurfacing, concrete work (curbs, sidewalks and pedestrian ramps) and Tree work.

REI Services for NYCDDC Annadale Road Sanitary & Storm Sewer Project, Borough of Staten Island, NY

As a Civil Inspector, Mr. Anwar is responsible for the preparation of daily construction inspection reports; maintain payment records, including the verification of the contractor's time and material sheets, and assist in the review of the contractor's partial payment requests; Monitor contractor's work progress based upon his approved construction schedule and report any deviation; Perform all field duties as required by the Resident Engineer. He's also performing inspection of Micro-Tunneling for the 12" Sanitary Pipe about 2000 linear feet long.

The $14 million Project includes laying of Sanitary and Storm Sewer in Annandale Road between Arden Avenue & Walcott Avenue; Detroit Avenue between Arden Avenue & Grantwood Avenue; Edgegrove Avenue between Carlton Blvd & Grantwood Avenue; Arden Avenue between Carlton Blvd & Ionia Avenue; Carlton Blvd between Drumgoole Road & Edgegrove Avenue; Grantwood Avenue between Ionia Avenue &

Detroit Avenue. Installation of sanitary sewer in Carlton Blvd between Arden and Detroit Avenue; Arden Avenue between Ionia Avenue & Detroit Avenue; Ionia Avenue between Arden Avenue & Grantwood Avenue; Construction of Chamber on existing storm sewer at the intersection of Genesee Avenue and Richmond Avenue.

Downstate Misc. CM-Chemical & Petroleum Bulk Storage Facilities Upgrade - Wards Island WPCP
The project mainly consists of constructing a number of concrete containment pads to prevent spillage or contamination from chemical or fuel oil loading trucks. It includes modification of existing ferric chlorite and hypochlorite tanks. It also includes installing two new ferric chlorite tanks along with related pumps, dyke, piping and associated filling containment pad. The contract also includes work at Boiler Building where the existing temporary fuel tank has to be removed cleaned and replaced with a new 4,000 liter tank along with associated new piping, new transfer pumps and new 275 liter day tank. The most important aspect of Boiler Building is to install (3) new 15,000 liters permanent aboveground fuel oil tanks along with related piping and pumps. As an Office Engineer, Mr. Anwar's job functions included as-built updates, maintaining all tracking logs, processing monthly pay requisitions, tracking material certification, maintaining field office files and filing system, preparing correspondence, preparing change orders and facilitating RFI's and writing meeting minutes.

$300 million Polycarbonate Industrial Project, Saudi Arabia
As Project Control Manager, Mr. Anwar was responsible for SR 1 billion (approx $ 300 million) comprising of heavy Civil, Mechanical, Electrical works including Construction RCC Pipe racks, Tank farms, Sub-station buildings, Remote Interface buildings, Incinerator building, heavy equipment foundations, vessel foundations, development of Infrastructure, underground/overhead piping, steel structures etc. Mr. Anwar's major duties included to review and analyze contractor's resource-loading Primavera P6, baseline schedule, monthly progress schedule updates, prepare responses to contractor's schedule narrative reports, independent cost estimates for delay claims using RS Means methods, analyze contractor's time extension and/or liquidated damages based on TBTA Master Legal, attend monthly project meetings. Mr. Anwar also independently prepared several monthly schedule updates in the absence of contractor's schedules for the client.

$75 million Natural Gas Pipeline (N.G.L ARAMCO), Saudi Arabia
As Project Control Manager, Mr. Anwar was responsible for SR 250 million (approx $75 million) comprising of heavy Civil, Mechanical, Electrical work including Construction of RCC Pipe racks, heavy Foundations, underground/overhead piping, plumbing stations, infrastructure development. His major duties include reviewing and analyzing contractor's resource-loading Primavera P5, baseline schedule, monthly progressing schedule updates, preparing responses to contractor's schedule narrative reports, analyzing risk exposure on a monthly basis using variances and exceptions delay claims.

Toronto Land Development Project, Toronto, Canada
As Project Coordinator, Mr. Anwar was responsible for C$ 10 million land development project which include planning, designing and specifications preparation for a sub-division of Toronto including roads, water mains, storm water, sanitary and lot grading. He participated in preparing tenders, specifications, evaluation and clarification and provide liaison with subcontractors, suppliers and clients. He planned and prepared construction schedules and milestones and monitored progress against established schedules; Follow up of site activities from site handing over up to the project completion; Coordinated with other engineers, suppliers/subcontractors for the execution of the project on time and to the cost; Prepared as built drawings of the project; Attended monthly progress meetings, weekly site meeting and submitted weekly reports on site activities; Attended to problem that rose during implementation phase and reported

the same to the head of the section. Implemented company HSE policy and suggested improvements. Designed and operated common database and engineering software and use spreadsheets and project management applications.

$400 million Karachi International Airport, Pakistan

As a Senior Quality Control Engineer for $ 400 million project, Mr. Anwar supervised and monitored construction and erection of pre-cast facades, departure level bridge, terminal building & satellites Inspection of batching, placing and curing of concrete as per specification and quality control Inspected and monitored laying of R.C.C, A.C, Fiber glass and steel pipes, surface drains, Manholes etc. liaised with Laboratory.

$450 million 172 Km Canal Project, Baluchistan, Pakistan

As a Senior Contract Engineer on 172 km long (10,000 cusecs discharge capacity) Canal worth $450 million comprising of Earthwork 1 billion ft3, Construction of new bridges and remodeling of old bridges, Construction of Culverts, Construction of roads on both banks of Canal all in accordance with AASHTO Specification, Construction of Division Structures, Super-passages and other related Structures, Erection/Fabrication of Heavy Steel Structure Gates, Construction of Outfall Drain Structures etc.

ACI Concrete Construction Special Inspector

KHURSHID ANWAR

Certification ID [redacted]

Expires on: 07/23/2018

certification

Verify at CheckACI.org

Education

- BS/Civil Engineering, NED University of Engineering and Technology, Pakistan

Professional Qualifications and Certifications

- ASCE Grade PIV
- OSHA 10Hr. Construction Safety & Health Course
- ACI Concrete Field Testing Technician Grade I Cert# [redacted]
- HOT WORK PAI (Permit Authorizing Individual)
- 8 hour HAZPOWER Refresher Course
- 40 hour HAZWOPER.
- Confined Space Entry
- Structural Steel and Bolting Inspection(completed course work)
- Structural Welding Inspection(completed course work)

Summary

Mr. Warsi has extensive experience working on large projects in different parts of the world. He is a very skilled inspector having performed work very successfully on projects for CSO Abatement, Bridge Rehabilitation, Building Construction, and Water Supply. Mr. Warsi is also very familiar with the various day-to-day reporting requirements for Civil Engineering Projects.

Experience

Techno Consult Inc., Princeton, NJ

REI Services for Resurfacing, Pavement Improvements and General Repairs at Various Locations within Brooklyn, the Bronx & Queens Mr. Warsi is responsible for the construction inspection for conformance with the plans and specifications; prepare and maintain daily construction inspection reports; maintain payment The Project includes milling & resurfacing, concrete work (curbs, sidewalks and pedestrian ramps) and Tree work. Detail quantities of work are as follow:
Grind. Ex. Asp. Conc. Wearing Course (Milling); ASP. Conc. Wearing Course 2"(Paving); Pre-identified Binder mixture; Concrete Curb 18" Deep; Straight Steel Face Curb 18" Deep.

$1.5 billion Newtown Creek Wastewater Treatment Plant for NYCDEP, NY

Mr. Warsi is responsible for the construction inspection for conformance with the plans and specifications; prepare and maintain daily construction inspection reports; maintain payment records, including the verification of the contractor's time and material sheets, and assist in the review of the contractor's partial payment requests. Maintain as-built drawings of the work, including any deviations from the contract drawings or approved shop drawings and monitor contractor's work progress based upon his approved construction schedule and report any deviation.
The project involves the completion of significant upgrades to the structures and systems that treat wastewater from a combined sewage treatment system. Some of the project elements include improvements to the plant bar screens, electrical, plumbing, HVAC, and controls and instrumentation upgrades, new screening and control buildings, new barge facilities and site work. The plant is undergoing a major capital improvement and upgrade program to expand its intended capacity from 1.2 to 1.8 cubic meters per day – a 50% increase. Process improvements will result in dramatic reductions of biochemical oxygen demand (BOD), and will help bring NYC into compliance with the secondary treatment standards required under the Clean Water Act.

$155 million Delaware Aqueduct Rehabilitation of Shafts 9, 10 & 18 for NYCDEP, Carmel/Kent, NY As a Cost Engineer, Mr. Warsi was responsible for checking and reviewing certified payroll, prevailing wages and daily report with the inspector's reports; checking quantities and the percentage of work done; verify pencil copy of the invoices with the site representative and notify the contractor of any deviation; send out request for insurance verification for the contractor and their sub-contractors to NYCDEP; review final copy from the pencil copy and start processing payment and update payment log and make power point presentation for NYCDEP auditors. As a Civil Inspector, Mr. Warsi was responsible for supervision and inspection of structural steel, placing and splicing of rebar, quality and quantities of reinforced concrete in compliance of project specification; supervision of storm water and sewer water pipes (gravity and force main) inverts and elevations of distribution network containing of pump stations man holes and cleanouts; supervision of storm water prevention protection plan, supervision of site safety and assure local and state regulation, assisting Deputy Resident Engineer, interfacing both, site main office and field office; keeping track of scope of work, machinery, man power and T&M items, supervision of demolition work and disposal of debris according to city and state regulation. The project consists of replacing all existing sluice gates and operators; Remediate hazardous materials including lead paint, asbestos, mercury, and PCBs; Replace existing incremental valves and piping; Replace existing manually cleaned screens with mechanically cleaned screens; Install a new chlorination feed system in a building addition; Install a chlorine gas scrubber; Replace all un-watering and sump pumps ; Replace house water system, including a new separate potable water system; Construct a new water quality station; Provide improved entrance and parking area; Install a new emergency power generator in a dedicated structure; Dredge influent channel of sediment; Upgrade electrical and HVAC systems; Replace chemical feed and storage facilities, including chemical unloading stations; Replace all un-watering and sewage pumps; Install a new water quality station; Install a separate potable water system; Replace the flat roof over the Operator Building; Install an emergency power generator in a dedicated structure; Provide improved entrance and parking area; Upgrade electrical and HVAC systems; Stabilize eroded embankment.

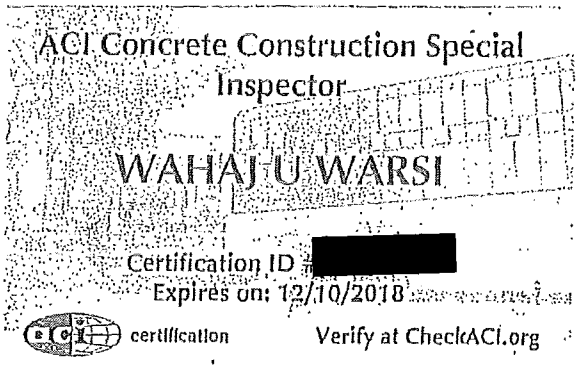
$25 million Kensico Flow Improvement & Control Project for NYCDEP, Valhalla, NY
As a Civil/Structural Inspector, Mr. Warsi was responsible for the construction inspection for conformance with the plans and specifications, and report any deviations to the Resident Engineer; prepare and maintain daily construction inspection reports; maintain payment records, maintain as-built drawings; assist in the preparation and negotiation of construction change orders; coordinate with the contractor towards the preparation of the CPM schedule; monitor contractor's work progress. The project was divided into three phases: Phase I Construction of a Dividing Wall Buttress at Hillview Reservoir; Phase II Kensico Flow Control Modifications, construction of the Flow Control Structure; Phase III Construction of the Hillview Cover. Flow Control Modifications - Shaft 18 & 19. The new structure includes access man-ways for inspection of the structure and accompanying supply conduits as well as stop plank grooves with removable concrete planks at the ground elevation for isolation of the supply conduit sluice gates; connection with piping and a blind flange for a future drinking water connection for the Town of Mount Pleasant and a similar connection for a water supply to a future water fountain in the existing Aerator. Modifications to Shaft 19 of the Delaware Aqueduct consist in removal of the existing concrete weirs and provision of a new vent structure at the shaft if necessary. These modifications will reduce head losses through the structure, and increase the flow discharge capacity of the aqueduct.

$25 million CSO Abatement Project for the City of Newark, NJ
Mr. Warsi was responsible for performing construction inspection for conformance with the plans and specifications; prepare and maintain daily construction inspection reports, maintain and update shop-drawing log; review contractor's Monthly Requisition to conform the percentage completion of pay items; perform all other inspection and field duties as required by the Resident Engineer.

The project was spread out in phases. Phase: I consist of sewer separation projects in the Third Avenue, Orange Street and Bridge Street drainage areas. Specifically, this phase involves the installation of sanitary and storm sewers, cleaning of storm sewers and modifications to existing regulators. Phase II will include the removal of illegal connections from storm sewers in the Meadowbrook, Oriental, Brown, Lockwood, Blanchard, and Haynes Avenue drainage areas, and Phase III includes the construction of ten (10) screening facilities covering 14 outfalls, one each in the Verona, Delevan, Herbert, Fourth, Clay, Rector/Saybrook, City Dock, Jackson/Polk, Freeman and Roanoke drainage areas and four (4) in-ground netting facilities covering 6 outfalls, one each in the Adams, Wheeler, Queen and Waverly drainage areas.

Rehabilitation of Betsy Ross and Commodore Barry Bridges – Delaware River Port Authority, Maple Shade, NJ

Mr. Warsi's responsibilities included performing construction inspection for conformance with the plans and specifications, and report any deviations to the Resident Engineer; Prepare and maintain daily construction inspection reports, which shall indicate the Contractor's work activities, progress of the work, crew size and composition, weather, equipment utilization, and all other information relative to the execution of the work.


ACI Concrete Construction Special Inspector
WAHAJ U WARSI
Certification ID [redacted]
Expires on: 12/10/2018
certification
Verify at CheckACI.org

Education

- Katherine Gibbs School, New York, NY Business Management Degree (Associates)

Professional Qualifications and Certifications

- ICC Structural Steel and Bolting Special Inspector
- ACI Concrete Construction Special Inspector
- ACI Concrete Filed Testing Technician – Grade I Certification
- MTA NYCT Track Safety
- Path Roadway Worker Protection Certification (Employee in Charge)
- Special Inspection of Structural Masonry Construction (The Masonry Society 10 hour Seminar)
- OSHA Training (10 hour)

Summary

Mr. Nunez has 15 years of experience as a Civil Construction Inspector. This knowledge has given him the expertise in inspecting for different projects in which he supervised 400 guest room renovations, inspected the construction for the phase of the MTA 1/9 subway lines and performed construction inspection for transit center police renovation.

Experience

Techno Consult, Inc., Princeton, NJ

Journal Square Transit Center Police Command Renovation & Christopher Street Substation Upgrade/Renovation, The Port Authority of NY & NJ

Responsibilities for Mr. Nunez, working at Journal Square Transit Center Police renovation & Christopher St. Substation upgrade consists of performing construction inspection for conformance with the plans and specifications, and report any deviations to the Resident Engineer; Preparing and maintaining daily construction inspection reports, which shall indicate the Contractor's work activities, progress of the work, crew size and composition, weather, equipment utilization, and all other information relative to the execution of the work. Maintain payment records, including the verification of the contractor's time and material sheets, and assist in the review of the contractor's partial payment requests. Review contractor payment requests and recommend reasonableness to the Resident Engineer. Identify potential extra work issues and keep Resident Engineer advised of issues. Prepare estimates of extra work, Maintain as-built drawings of the work, including any deviations from the contract drawings or approved shop drawings. Review plans for constructability and prepare comments. Assist in the preparation and negotiation of construction change orders. Coordinate with the contractor towards the preparation of the CPM schedule. Monitor contractor's work progress based upon his approved construction schedule and report any deviation. Perform all other inspection and field duties as required by the Resident Engineer. Run and keep meeting minutes on project meetings.

JSTC PAPD Renovation: Renovation of the Police Command Facility located on the concourse level of One Path Plaza in Jersey City to include new command desk, new locker rooms, new kitchen, upgrade of security systems (Access Control), upgrade of data systems, intercom and telephone.

Christopher Street PATH Substation: Upgrade/renovation of the Christopher Street PATH substation to include steel reinforcement of existing floors receiving new electrical system. Construction of new offices , new access and egress for the existing five story building.

PB-URS-World Trade Center Transportation HUB/SITE, The Port Authority of NY & NJ
Mr. Nunez's responsibilities included inspection of construction during underpinning (preloading/loading) phase of the MTA 1/9 Subway line, demolition, excavation and clean-up for Towers Two, Three, Four & Path Hub building areas. Assisting as requested by Resident Engineers, on both the East and West Bathtubs work packaged by conducting inspection services during construction of WTC East/West connector. Ensuring arch erection, concrete/steel reinforcement installation and fire proofing application was performed in accordance with the approved contract documents. Assuring project site specific rules and regulations and applicable plans for operations management, site safety and quality management are followed. Responsibilities including monitoring daily activities of all trades under General Condition Package and keeping detailed documentation and maintenance of working files, monitoring and approving all time and material for payment; daily report completion, management of material deliveries and supporting documents. Daily inspections of job site for safety and compliance as a result of on-site problem solving.

NY Hilton & Towers, New York, NY
Mr. Nunez's responsibilities included management and coordination of staff members; assigned tasks to various trades as an engineering and maintenance dispatcher.

Martin Construction Brooklyn, NY
As a Foreman, Mr. Nunez worked on numerous residential renovation projects. His responsibilities included estimating, purchase materials, as well as, oversee crew to ensure work was performed as per the contract. Hands on field responsibilities including the coordination and oversight of electrical systems, demolition and installation of 120/240 volts lighting and power circuits, panel board and transformer installation with associated conduit, sink and tub installation, heater and a/c systems, plastering, drywall installation and painting.

New Yorker Hotel, New York, NY
As a Construction Team Foreman, Mr. Nunez's responsibilities included supervision of 400 guest room renovation project, prepared purchase orders, submitted daily progress reports, kept time and material log.

ACI Concrete Construction Special Inspector

LEONARDO NUNEZ

Certification ID [redacted]
Expires on: 12/10/2014

aci certification

Verify at CheckACI.org

ACI Concrete Field [illegible]ting Technician

LEONARDO NUNEZ

Certification ID [redacted]
Expires on: 06/27/2014

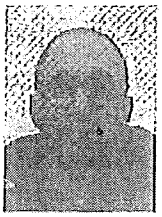
aci certification

Verify at CheckACI.org

TO VERIFY AUTHENTICITY OF THIS DOCUMENT YOU MUST TURN OVER AND RUB THE PEARSON VUE LOGO WITH FINGER. AUTHENTIC DOCUMENT WILL CHANGE COLOR FROM ORANGE TO YELLOW

INTERNATIONAL CODE COUNCIL

Structural Steel and Bolting Special Inspector



Candidate ID: [redacted]

Name: LEONARDO NUNEZ

Date: 3/31/2012

Address:

EXAMINATION RESULT: PASS

Congratulations! You have passed the Structural Steel and Bolting Special Inspector examination. Your wallet card will be forwarded to you by ICC within six weeks from the last day of the month in which you tested. This certification is current for three years.

You may request a wall certificate from ICC as well. This certificate will be provided at no cost to you, if you request it within 90 days of your exam. Only one wall certificate per exam passed will be provided to you at no charge. For more information on requesting a wall certificate, go to www.iccsafe.org/inspector.

It is extremely important that you notify Pearson VUE and ICC of any changes in name and/or address to avoid the possibility of your wallet card and/or certificate not being received. Please contact Pearson VUE at 800-275-8301 and ICC at certexam@iccsafe.org with changes to your name and address (name changes may require additional documentation). There may be an additional fee if a certification is re-issued due to a misspelled name or incorrect address.

THE FACE OF THIS DOCUMENT HAS A MULTI COLORED BACKGROUND THAT CHANGES COLOR GRADUALLY AND EVENLY FROM DARK TO LIGHT WITH DARKER AREAS BOTH LEFT AND RIGHT

Education

- BS/Civil Engineering, NED University of Engineering and Technology, Pakistan

Professional Qualifications and Certifications

- ACI Concrete Construction Special Inspector Cert[redacted]
- ACI Concrete Field Testing Technician Grade I Cert[redacted]
- ICC Special Inspector - Structural Steel and Bolting Inspection
- OSHA 10Hr. Construction Safety & Health Course
- Confined Space Entry Training
- 40 Hour HAZWOPER

Summary

Mr. Feroz has 20 years of experience working on diversified projects. He is a skilled Inspector having performed work very successfully on the different projects, Construction, Water Supply and Water Treatment. He is familiar with the various day-to-day reporting requirements for Civil Engineering Projects.

Experience

Techno Consult, Inc., Princeton, NJ

Storm and Sanitary Sewers in South Railroad Street, Borough of Staten Island for NYCDDC, NY Mr. Feroz responsibilities include inspection and preparation of reports for the installation of DI Pipe Water Mains at various streets, inspection and preparation of reports for the installation of Storm Water Sewer at various streets and inspection and preparation of reports for the installation of Sanitary Sewer at various streets.

QED 992, Water Main Work in Various Locations (Grand Ave., 188 Str., ETC.) for NYCDDC, NY

Mr. Feroz was responsible for performing construction inspection; coordinate with the field and the design team to resolve conflicts in the drawings; coordinate with contractor and the Maintain as-built drawings of the work; Perform all other inspection and field duties as required by the Resident Engineer.
Resident Engineering Inspection Services for NYCDDC Capital Water Main Project limits in very highly traveled areas in Queens (QED 992): Grand Central Parkway, Union Turnpike and Queen Blvd along with numerous side streets. The area has numerous commercial businesses and MTA bus route, NYC Transit Subway system along Queens Blvd. The project comprises of replacing of old unlined cast iron water mains with new 8-in, 12-in, and 20-in water distribution and fire protection systems in the busiest area of Queens.

$5 million East Windsor Twp. Water Mains Improvement Project, NY

Mr. Feroz was responsible for the preparation of daily construction inspection reports, which indicated the contractor's work activities, progress of the work, crew size and composition, weather, equipment utilization, and all other information relative to the execution of the work. Maintain payment records, including the verification of the contractor's time and material sheets, and assist in the review of the contractor's partial payment requests. Monitor contractor's work progress based upon his approved construction schedule and report any deviation. Perform all field duties as required by the Resident Engineer. The Township of East Windsor, New Jersey is embarked a project for the Improvement of their Water Main, which includes laying of 5,645 feet of pipes in three different segments, which are as follows:
Millstone Road - Laying of 2,914 feet of 16" dia. Ductile Iron Pipe (DIP) by open cut method both in paved and non-paved areas, including all fittings, bends, gate valves, manual air release valves, pressure testing at 125 psig, pavement restoration and lane striping.

Rocky Brook Road - Laying of 1,691 feet of 12" dia. Ductile Iron Pipe (DIP) by open cut method both in paved and non-paved areas, including all fittings, bends, gate valves, manual air release valves, reducers, pressure testing at 125 psig, pavement restoration and lane striping.
Old Cranbury Road - Laying of 275feet of 12" dia. Ductile Iron Pipe (DIP) by open cut method both in paved areas, including all fittings, bends, gate valves, manual air release valves, pressure testing at 125 psig, pavement restoration and lane striping.
Laying of 765feet of 12" dia. High Density Polyethylene (HDPE) pipe by Horizontal Directional Drilling (HDD) method in paved areas, including all fittings, bends, gate valves, manual air release valves, heat fusing of pipes and connection with DIP pipe at both ends, pressure testing at 125 psig, house connections, pavement restoration , and lane striping.

$25 million CSO Abatement Project for the City of Newark, NJ
As a Civil Inspector, Mr. Feroz was responsible for performing construction inspection for conformance with the plans and specifications, and report any deviations to the Resident Engineer; prepare and maintain daily construction inspection reports, maintain and update shop-drawing log; coordinate with the field and the design team to resolve conflicts in the drawings; review contractor's monthly requisition; coordinate with contractor and the maintain as-built drawings of the work, including any deviations from the contract drawings or approved shop drawings; perform all other inspection and field duties as required by the Resident Engineer. The project is spread out in phases. Phase: I consist of sewer separation projects in the Third Avenue, Orange Street and Bridge Street drainage areas. Specifically, this phase involves the installation of sanitary and storm sewers, cleaning of storm sewers and modifications to existing regulators. Phase II will include the removal of illegal connections from storm sewers in the Meadowbrook, Oriental, Brown, Lockwood, Blanchard, and Haynes Avenue drainage areas, and Phase III includes the construction of ten (10) screening facilities covering 14 outfalls, one each in the Verona, Delevan, Herbert, Fourth, Clay, Rector/Saybrook, City Dock, Jackson/Polk, Freeman and Roanoke drainage areas and four (4) in-ground netting facilities covering 6 outfalls, one each in the Adams, Wheeler, Queen and Waverly drainage areas.

Government of Sindh, Pakistan: Local Government/ Public Health Engineering Department, Sindh, Pakistan
As a Section Officer (Technical) Mr. Feroz worked for scrutinizing, evaluation, and processing of development projects related to water supply and sanitation sector.

Planning Monitoring and Evaluation Section, Local Government/Public Health Engineering Department for Social Action Program (SAP – A World Bank Program)
Mr. Feroz served as an Assistant Director (Civil Engineering), the main objective was to coordinate Government of Sindh and World Bank for Water Supply and Sanitation Sector in rural areas of Sindh as the SAP was designed for betterment and improvement of standard of livings of rural areas. Periodically, discussions and understanding of policy matrix prepared by the World Bank for the implementation of program. The main focus was on the sustainability of the projects and finalization of methodology for the community mobilization through project implementation, teams and awareness campaign through electronic and as well as print media for the World Bank delegations endured that efforts are made for the preparation, implementation/execution of schemes by the Departmental/Local Engineers.

Frontier Works Organization (FWO), Sindh, Pakistan: Indus Highway Project (Rato Dero – Ghouspur Section) for execution and supervision of 162 RCC Box Culverts and 08 Bridges
The nature of job was to coordinate and exchange of structural information and progress/performance between the consultant and FWO; discuss and sort out the solutions of structural problems that pointed out during execution, maintain the record of Chainage (locations) and confirmation of layout; requisition and

planning for procurement and supplying of material i.e. steel, cement and aggregates as required. Stage-wise supervision and checking of sizes and yield strength of reinforcement (steel), aggregates and crushing strength of concrete. Checked the placing of reinforcement (steel) as per drawings provided by consultants. Checked the quality and levels of form work and prior to pouring to confirm the dimensions of structural members. Checked the provision of clear covers in all members and provision of chairs in slab. During pouring as per mix design to supervise the water cement ratio of concrete and ensured that there is no segregation in the concrete and it should be uniform. To make sure that there must be proper use of vibrators to void honey combining of the concrete. Finally, suggestion for rectification and remedial measures, preparation of the report and submitted to the consultants.

AMERICAN CONCRETE INSTITUTE

This is to certify that

IQBAL FEROZ

has demonstrated knowledge and ability by successfully completing the ACI Certification requirements and is hereby recognized as an

ACI Concrete Construction Special Inspector

Certified Date: 03/11/2010 **Expires: 03/11/2015**

Examiner of Record: Mr Casimir Bognacki

ACI Managing Director of Certification

The Authenticity of this certification can be verified at www. ACICertification .org/verify

INTERNATIONAL CODE COUNCIL

IQBAL FEROZ

The International Code Council attests that the individual named on this certificate has satisfactorily demonstrated knowledge as required by the International Code Council by successfully completing the prescribed written examination based on codes and standards then in effect, and is hereby issued this certification as:

Structural Steel and Bolting Special Inspector

Given this day of September 21, 2013

Certificate [redacted]

Ronald E. Piester, AIA
President, Board of Directors

Dominic Sims
Acting Chief Executive Officer

INTERNATIONAL CODE COUNCIL, INC. CERTIFIED

ICC INTERNATIONAL CODE COUNCIL®

This certificate is the property of ICC and must be returned to ICC in the event of suspension or revocation of the certificate.

10/02/2013 WED 7:17 FAX 7183568935

001/001

Education

- BS/Facility Management
- AAS/Civil Engineering Technology
- AAS/Construction Management

Professional Qualifications and Certifications

- ACI Concrete Field Testing Technician, Grade 1
- ACI Concrete Construction Special Inspector
- NICET Material Testing Method, Level 1
- USNRT, Radiation Safety, Nuclear Densometer
- OSHA Occupational Safety and Health Administration 10 Hours
- Member of ASCE
- Member of ASTM
- Member of ACI

Summary

Mr. Mowla has over 10 years of experience as a Civil Engineer Inspector. As an inspector he has worked for various companies in which his skills have been beneficial. His duties have included maintaining daily inspection reports, supervising and evaluating staff with daily details on building departments requirements and ensuring field technicians were properly trained.

Experience

Techno Consult, Inc., Princeton, NJ

LT-234.026 Structural Rehabilitation and Repaving the Helix, NJ, The Port Authority of NY & NJ

Mr. Mowla's responsibilities for the Structural Rehabilitation and Repaving of the Helix are preparing and maintaining daily construction inspection reports, which indicated the Contractor's work activates progress of the work, crew size and composition, weather, equipment utilization and all other information relative to the execution of the work; performing special inspections for special work, such as, the concrete placement, welding, bolting, and soil investigation; maintaining payment records (creating monthly log of payments, forecast of upcoming work / payment), including the verification of the Contractor's time and material sheets and assist in the review of the Contractor's partial payment requests; reviewing contractor payment requests and recommend reasonableness the Resident Engineer (RE); identifying potential extra work issues and keep RE advised of issues. Preparing Estimates of extra work (PACC); maintaining as-build drawings of the work, including any deviations from the contract drawings or approved shop drawings; authorizing related sketches and documentation; reviewing plans for constructability and prepare comments; assisting the preparation and negotiation of construction change orders along with the coordination of the contractor towards preparation of the CPM schedule.

the Lincoln Tunnel Route 495 roadway approach, known as the Helix. This iconic roadway structure leading directly into the Lincoln Tunnel is more than 70 years old, and is nearing the end of its useful life. The Lincoln Tunnel Helix Rehabilitation Project will repair this crucial infrastructure over a period of three years in order to extend the roadway's usability.

DELTA Testing Laboratories, NY

As a Senior Inspector/Quality Assurance Officer, Mr. Mowla's responsibilities included supervising and evaluation of field and laboratory technicians and provide daily management details, specifications and building Department requirement; provide Quality Assurance by meeting with clients and contractors in the field to validate reports and to coordinate and surrounding metropolitan area at major projects such as

schools, hospital, theaters, office buildings, shopping centers and residential units. Specializing in the inspection of construction with regard to soils and subgrade, reinforcing steel, formwork, concrete, structural steel, structural stability, integrity of building modifications and investigation of material failures; performed MEP controlled inspections at commercial and residential job sites for various life safety systems, for suppression systems, fuel burning and storage systems, chimney and breeching systems, air conditioning and ventilation systems and refrigeration systems; supervise, perform and witness Mechanical, Electrical and Plumbing functional operational test including but not limited to fire suppression / detection systems, emergency generators, fire pumps, emergency lighting & exit sign, domestic water and storm piping at construction projects; provided technical oversight and supervisory guidance to maintain various accreditations such as AMRL, CCRL, IAS and AASHTO. The project is Quality Management of field and Laboratory operations for a Construction Inspection / Material Testing Laboratory that provides Quality and Inspection Sign-Off of Building Construction site Development.

Independent Testing Laboratories, Inc., NY

As a Field Technician / Lab. Manager/Inspector, Mr. Mowla's responsibilities included ensuring Field Technicians are properly trained, ensuring job coverage and overseeing their performance in the field and in the laboratory. Concrete, Mortar, & Grout Inspection by determining P.S.I. using the Windsor Pin & Windsor Probe Test System; determining lump using Slump Cone; obtaining Air Percent in Concrete utilizing Air Pressure Pot; obtaining Concrete Core Samples using Concrete Coring Drilling Equipment; Concrete Batch Plant Inspection and Masonry and Core drilling. Steel Inspection by Reinforcement Steel Inspection; Bolting Inspection; Fire stopping Inspection and Load test / Pull test. Soil Inspection by Soil Compaction using Nuclear Densometer / Sand Cone; Determining Soil Bearing Capacity using the Windsor Penetrometer; Sub grade Inspection and Soil Boring. Laboratory Testing by Wash Sieve Analysis; Compressive strength of concrete materials; Calibration of various gauges; Soil classification; Air content (concrete); Wash Sieve Analysis; Unit Weight test; Brick & CMU Absorption test; Plastic Limit, Liquid Limit; and Modulus of Elasticity.

U.S. Construction, Inc.

As a Project Manager, Mr. Mowla's responsibilities include management of general construction projects with respect to estimating, purchasing, subcontracting, scheduling, billing and project coordination; provided field supervision for site development work consisting of site remedial work, roads, utilities, landscaping, foundations, common septic systems and pump station as well as overseeing the 3rd party inspection and testing agency; successfully coordinated the MEP details and specifications for the CLUB house to achieve LEEDS objectives while pursuing alternative HVAC methods such as radiant floor heating.

AMERICAN CONCRETE INSTITUTE

This is to certify that

MR MAHFUZUR R MOWLA

has demonstrated knowledge and ability by successfully completing the ACI Certification requirements and is hereby recognized as an

ACI Concrete Construction Special Inspector

Certified Date: 09/17/2009 **Expires: 09/17/2014**

Examiner of Record: Mr Casimir Bognacki

ACI Managing Director of Certification

The Authenticity of this certification can be verified at www. ACICertification .org/verify.

Education

- BS/Civil Engineering, Luzon University, Dagupan City, Philippines

Professional Qualifications and Certifications

- National Institute of Civil Engineering Technology
- Society of Asphalt Technology, New York Chapter
- NYSDOT QA/QC Technician
- U.S. Nuclear Regulatory Commission (Moisture/ Penetrant Certified Inspector)
- ACI Concrete Special Inspector Level 2
- ACI Concrete Laboratory Testing Technician
- ACI Concrete Field Technician Level 1
- Confined Space Entry Trained
- 40 hour HAZWOPER Trained
- Federal Aviation Administration Asphalt Technician

Summary

Mr. Capito has 30 years of experience in conducting engineering inspections and testing, preparing reports, monitoring field activities, reviewing and approving plans and specifications, overseeing rebar and concrete placement, soil compaction, asphalt pavement inspection, masonry, fire stopping, fireproofing and trouble-shooting.

Experience

Techno Consult, Inc., Princeton, NJ

Goethals Bridge Maintenance Building and Administration building Roof Replacement, The Port Authority of NY & NJ

Mr. Capito's responsibilities monitor contractor's daily work by installing roofing and flashing system; inspecting completed work in conformance with plans and specification; preparing daily inspection reports which indicates and includes work performed by the contractor, manpower and equipment used; assisting in other project field inspections; attending constructors progress meetings.

The project is to remove and replace Goethals bridge maintenance and administration building roof (entire roof).

Downstate Misc. CM-Hunts Point WPCP Phase III Upgrade, NY

Mr. Capito's responsibilities include reviewing submittals for the project, monitoring day to day construction activities; conducts review and approval of contractor's payment requisitions; conducts progress meetings, and prepares reports. The work includes emptying and cleaning the tanks, then replacing the seals between the roof slab and walls (upper corner - visualize the wall-ceiling interface in a room) and the seal between the wall and floor; replacing various mechanical components on the roof, sight glasses, sample ports, cavity drains, the roofing membrane and the various valves and pumps associated with the digester tanks.

CDM, NY: Catskill/Delaware Water Treatment Ultraviolet Light Disinfection Facility, NY

For the City of New York Department of Environmental Protection, Mr. Capito was serving as the on-site resident inspector for the demolition of Catskill and Delaware aerators, the backfilling operations with +/- 200,000 cubic yards of fill materials, the construction of two dewatering system which includes the

installation of 100+ ejector wells, the removal of contaminated and non-contaminated water and soil inside the supply and aerators pipelines and the daily activities performed by the contractor and sub-contractors.

Soil Vapor Extraction System Project, NY
Mr. Capito was serving as the resident project representative for the New York State Department of Environmental Conservation's (NYSDEC's) soil vapor extraction interim remedial measure project. The project involves the construction of six new soil vapor extraction (SVE) wells and five monitoring points that connect to the existing SVE wells. The purpose of the system is to remediate soil gas containing VOC (perchloroethylene) vapors along the vadoze zone. His responsibilities have included reviewing submittals for the project, monitoring day to day construction activities, specifically the removal and disposal of excavated and augered contaminated material (soil) on the jobsite. He conducts review and approval of contractor's payment requisitions; monitors the start-up period on the new system; conducts progress meetings, and prepares reports.

Appari & Associates: Spring Creek Auxiliary Water Pollution Control Plant Upgrade, NY
For the New York City Department of Environmental Protection, Mr. Capito was assigned as the civil inspector on the $90M project. He was responsible for engineering inspection, monitoring construction activities and preparing reports. He oversaw earthwork activities (including soil excavation, soil testing, compaction, and site grading), rebar and concrete placement, formwork, structural steel erection, and other related testing and inspection activities on the jobsite.

Slattery, NY: Air Rail Transit at JFK Airport, New York, NY
For the Port Authority of New York and New Jersey, Mr. Capito performed inspections and coordinated general construction activities from foundation to finished work. He was in charge of and supervised a group of independent (sub-contractor) testing laboratories covering inspections on soil excavation, backfill and compaction operation. He assisted the project manager with preparing inspector/technician construction inspection procedures for soil, concrete, asphalt and other construction inspection related materials.

Cole Consulting, Inc.: American Airlines Redevelopment Project, NY
For the Port Authority of New York and New Jersey, Mr. Capito was the supervising inspector and engineer at JFK Airport, New York for the rehabilitation and reconstruction of concrete and asphalt runways and taxiways. He managed and supervised field and laboratory personnel. He conducted engineering inspections and testing; prepared reports; monitored field activities; and reviewed and approved plans and specifications. In addition, he oversaw all rebar and concrete placement, soil compaction, asphalt pavement inspection, masonry, fire stopping, fireproofing and consultations with the client on non-conformance issues. He also provided trouble-shooting for all projects.

Municipal Testing, NY: Harrisburg International Airport Redevelopment Project, Harrisburg, PA For the Harrisburg International Airport in Harrisburg, Pennsylvania, Mr. Capito was responsible for supervising inspectors overseeing soil excavation, backfilling and compaction, rebar and concrete placement, asphalt paving, masonry, and fireproofing. In addition, he performed concrete and asphalt plant inspection, and supervised general construction activities from foundation to super-structures and finished work.

Queens Hospital, New York, NY
As Construction Inspector, for the Dormitory Authority of the State of New York (DASNY), Mr. Capito was responsible for supervising inspectors overseeing soil excavation, backfilling and compaction, rebar and concrete placement, asphalt paving, masonry, and fireproofing. In addition, he performed concrete and asphalt plant inspection and supervised general construction activities from foundation to super-structures and finished work.

Nassau and Suffolk Counties Road Improvements, New York, NY
For the Long Island, New York, Department of Transportation, Mr. Capito was the construction inspector where he inspected road improvement projects in the Town of Oyster Bay, New York.

Various Projects for New York City School Construction Authority, NY
For the New York City School Construction Authority, as Construction Inspector, Mr. Capito was responsible for supervising inspectors overseeing soil excavation, backfilling and compaction, rebar and concrete placement, asphalt paving, masonry, and fireproofing. In addition, he performed concrete and asphalt plant inspections and supervised general construction activities from foundation to super-structures and finished work.

Public Works and Highways, Manila
As a Junior Civil Engineer, Mr. Capito aided senior staff in preparing and ensuring the accuracy of design, estimates, drawings and inspections for government projects.

No. 1271 P. 1
May. 13. 2014 5:48AM SIB REO TRAILER

AMERICAN CONCRETE INSTITUTE

This is to certify that

FRANCISCO D CAPITO

has demonstrated knowledge and ability by successfully completing the ACI Certification requirements and is hereby recognized as an

ACI Concrete Construction Special Inspector

Certified Date: 05/19/2012 **Expires:** 05/19/2017

Examiner of Record: Mr Claude E Jaycox

ACI Managing Director of Certification

The Authenticity of this certification can be verified at www. ACICertification .org/verify

George Atsalis

CIVIL/ STRUCTURAL INSPECTOR

Firm
JCMS, Inc.

Education
M.S. – Surveying Engineering

Registrations/Certifications
ACI - Concrete Field Testing Technician Grade I
ACI – Concrete Construction Special Inspector
OSHA 10 hours Occupational
NYC DOB 4-HR Supported Scaffold Certificate

Years of Experience 16
Years with Firm -

Professional Summary
Mr. Atsalis has over (16) sixteen years of experience in construction field as Sr. Field Inspector/Engineer and Project Manager on a variety of infrastructure projects that include reconstruction and rehabilitation of roadways, highways, bridges and buildings for various agencies. Areas of inspection include heavy excavations and foundation construction, construction of concrete piers and abutments; superstructure construction including structural steel framing deck and installation of reinforcing steel and concrete placement; construction/ installation of water mains, sewers, culverts, drains, traffic signals, street lighting etc.

Mr. Atsalis is fully knowledgeable and experienced in the enforcement of Federal, State and City Codes for Construction, Site Safety and Maintenance and Protection of Traffic. He's computer capabilities include Windows XP, NT, MS Word, AutoCAD, Autodesk2006, Micro Station, MS Office, Excel and PowerPoint.

Selected Experience
M International PLLC
Various Inspections, New York, NY, Project Manager Construction Administration and Management, concrete, masonry, welding/bolting inspections. Hired by the owner to ensure the contractor's compliance with the approved drawings and specifications. Bid review and award, drawings review, contractor's requisitions and progress payments review quality assurance, field inspections, and meetings with owner's reps, state reps, contractor, and material review. Professional Services: Ongoing; Construction: N/A; Size: N/A; Cost: $5-$50M

Additional Experience
Z&T Engineering PC
Concrete, Masonry Inspections, New York, NY, Senior Project Manager Concrete inspections (concrete special inspections, masonry inspections – new buildings) Responsible for complete daily narratives, reports for T&M work and controlled inspection report, schedule and conduct site inspections. Professional Services: 2014; Construction: N/A; Size: N/A; Cost: $20 M

Frelance Engineer
Field Inspections Various projects, New York, NY, Field Inspector Field inspections (local law 11, concrete, rebar, masonry) Special inspections (concrete, masonry, welding), local law 11. Professional Services: 2013; Construction: N/A; Size: N/A; Cost: $Various

Joy Construction Co., New York, NY

Quality Control Engineer. New building construction (building envelope) Working with architect on new architectural details concerning the building envelope, quality control, field inspections, progress reports, meetings with subcontractors. Professional Services: 2011; Construction: N/A; Size: N/A; Cost: $ Various

Kenry Contracting Inc., New York, NY

Project Manager. Concrete Works (Building frame), Foundations, Structural steel, masonry. Working for the concrete contractor, drawings review, quality control, subcontractor's coordination. Professional Services: 2010; Construction: N/A; Size: N/A; Cost: $20-25M

Thornton Tomasetti

Building Performance, New York, NY, Senior Field Engineer Façade & Roof Rehabilitation Renovation, Condition Assessment, Construction Administration, Forensics –Structural /Architectural Property Loss Consulting: Scope of Damage Determination, Cause & Origin Investigation, Building Code Consulting. Professional Services: 2008; Construction: N/A; Size: N/A; Cost: Various

Aktor S.A.

Athens Suburban Railway, Athens, Greece, Deputy Project Manager Railway Works including Micropiles, Driven Piles, Road Construction (including widening of existing routes, deep excavations, highway interchanges), Utilities Infrastructure, new building construction.

Attiki Odos Freeway & Athens Northern Ring Road, Athens, Greece, Construction Engineer - Site Manager. Road Construction, Utilities Infrastructure, New Building Construction. Professional Services: 2004; Construction: N/A; Size: N/A; Cost: $Not Known

Hochtief A.G.

New Athens International Airport, Athens, Greece, Construction Engineer/ Safety Engineer New Building Construction, Airport Runways, Airport Utilities Infrastructure. Professional Services: 2000; Construction: N/A; Size: N/A; Cost: $Not Known

AMERICAN CONCRETE INSTITUTE

This is to certify that

GEORGIOS ATSALIS

has demonstrated knowledge and ability by successfully completing the ACI Certification requirements and is hereby recognized as an

ACI Associate Concrete Construction Special Inspector

Certified Date: 03/25/2014 **Expires: 03/25/2019**

Examiner of Record: Mr Casimir J Bognacki

ACI Managing Director of Certification

The Authenticity of this certification can be verified at www. ACICertification .org/verify

AMERICAN CONCRETE INSTITUTE

This is to certify that

GEORGIOS ATSALIS

has demonstrated knowledge and ability by successfully completing the ACI Certification requirements and is hereby recognized as an

ACI Concrete Field Testing Technician - Grade I

Certified Date: 11/25/2013 **Expires: 11/25/2018**

Examiner of Record: Casimir J Bognacki

ACI Managing Director of Certification

The Authenticity of this certification can be verified at www. ACICertification .org/verify

Hamilton Mendonca

CIVIL/ STRUCTURAL INSPECTOR

Firm
JCMS, Inc.

Education
Bachelor's Degree - Civil Engineering

Registrations/Certifications
ACI certified - Concrete Field Testing Technician - Grade 1
Concrete Construction Special Inspector
Certification in Construction Project Management, NY

Years of Experience 33
Years with Firm -

Professional Summary
Mr. Mendonca is a Construction and Engineering Professional with over (33) thirty three years of record of successful projects. He has significant experience in concrete and structural construction as well as building construction. His heavy construction experience involves bulk excavation, shoring, complex foundation underpinning of existing structure, foundation construction etc. His diverse project experience includes infrastructure, manufacturing, power plants, wastewater plants, highway, superfund and environmental projects for government and private-sector clients. He is highly organized, dedicated, motivated and detail-oriented.

Selected Experience
Tectonic Engineering & Surveying Consultants P.C., New York, NY
University Manhattanville Project, New York, NY, Construction Technician II / Special Inspector Inspecting setting of reinforcing steel, placing of forms for reinforcing steel and concrete placement installation, according to contract drawings and specifications. Currently, lead inspector of reinforcing steel at the Columbia University Manhattanville project. Issuing non-conformance reports when work doesn't comply with contract documents. Resolving issues related to construction and design. Performing daily inspections, reports, checklist and monitoring code compliance issues. Performing pull test on anchor bolts, water penetration testing on metal/glass curtain walls, GPR testing for rebar location and Tie Back pull testing. Professional Services: 2014; Construction: N/A; Size: N/A; Cost: $ 25 M

Haider Engineering, PC, Westchester, NY
NYC/DEP UV Water Treatment Disinfection Facility, New York, NY, Site Civil Inspector Inspecting civil, structural, architectural and mechanical works to ensure compliance with contract documents. Helping construction management team to accomplish project completion on time, budget and schedule. Solving problems related to construction issues. Structural - reinforcing steel, formwork, cast in place concrete and structural steel. Architectural - masonry, fireproofing, firestopping, metal fabrications, precast architectural concrete, fluid applied and capillary waterproofing, aluminum floor gratings and railings, checkered plates, doors / windows and frames, concrete topping and finishes, single-ply roofing system and seam metal roofing.
Mechanical - monorail hoist system, bridge cranes, HVAC units, boilers, pipe fitting and raw / treated water pipes, connections and accessories. Reviewing plans for constructability. Ensuring that contract requirements are met according to submittals, drawings and specifications. Responsible for work reports. Professional Services: 2013; Construction: N/A; Size: N/A; Cost: $ 44M

Delta Testing Laboratories, Inc., New York, NY
Construction Inspector Inspecting placement of reinforcing steel, formwork, cast in place concrete, grout, masonry, architectural precast concrete, fireproofing, testing anchor bolts and window water tightness, pile driving, underpinning and compaction of soil. Professional Services: 2009; Construction: N/A; Size: N/A; Cost: $ 22M

Summit Waterproofing & Restoration Co., New York, NY
Construction Supervisor Supervising parapet and roof construction, such as: brick work, CMU, waterproofing, caulking, pointing, lintel replacement and roof membrane system. Professional Services: 2005; Construction: N/A; Size: N/A; Cost: $ 5M

Oliveira Construction, Inc., Queens, NY.
Construction Supervisor Supervising renovations on residential and commercial projects, such as: carpentry, wood floor, ceramic tiles, plumbing, electrical, finishes and painting. Professional Services: 2004; Construction: N/A; Size: N/A; Cost: $ Various

CCM Contracting / ACME Skillman Concrete Co., Queens, NY
Various Public Projects, New York, NY, Assistant Estimator Estimation and take offs for public projects, such as: NYC-DDC; NYC-DOT; NYC-Department of Parks and Recreation, Port Authority NY / NJ. Application for work permits and filing. Professional Services: 2002; Construction: N/A; Size: N/A; Cost: $20-$50M

Bia Import and Export Inc., New York, NY
Import and Export Manager Professional Services: 2001; Construction: N/A; Size: N/A; Cost: Various

Pantheon Engineering LTD., Belo Horizonte, MG, Brazil
Civil Engineer Assistant resident engineer on construction of bridges and waste water treatment facilities.
Supervising construction work activities, preparing requisition for payments and material procurement. Professional Services: 1981; Construction: N/A; Size: N/A; Cost: $Various

AMERICAN CONCRETE INSTITUTE

This is to certify that

HAMILTON MENDONCA

has demonstrated knowledge and ability by successfully completing the ACI Certification requirements and is hereby recognized as an

ACI Concrete Construction Special Inspector

Certified Date: 07/27/2013 **Expires: 07/27/2018**

Examiner of Record: Jeffrey T Stoicescu

ACI Managing Director of Certification

The Authenticity of this certification can be verified at www. ACICertification .org/verify

Muhammad Kashif Syed

CIVIL/ STRUCTURAL INSPECTOR

Firm
JCMS, Inc.

Education
Bachelors- Civil Engineering
Associates - Electrical Engineering

Registrations/Certifications
ATI Certificate Masonry Special Inspector
ACI Certified Concrete Inspector Grade -1
ACI Certified Concrete Construction Special Inspector
OSHA Safety Certification

Years of Experience 13
Years with Firm – N/A

Professional Summary
Mr. Kashif Syed holds a Bachelor's Degree in Civil Engineering and has over (13) thirteen years of experience working as Inspector, Assistant Structural Inspector and Field Engineer in the field of Construction Management. He has worked on a variety of projects that include transit, roadway and bridge, marine terminals, airport cargo facilities, and housing/industrial buildings. He has been responsible for supervising day to day contractor activities, reviewing the work performed by contractors, scheduling, progress meetings, plan review and report writing. Mr. Syed is familiar with contract documents, contract drawings, specifications, OSHA safety rules, and all applicable codes and standards. Some of his technical skills include structural inspection, inspection of reinforcement and steel installation, concrete deck, reinforced concrete placement, construction supervision of residential buildings, installation of catch basin, storm sewer, street light, bridge deck, concrete and pavement placement, sidewalk and curb, granite slab pavement, façade inspection, street milling and pavement.

Selected Experience
HAKS Engineering, New York, NY
NYCDDC, Queens Safe Routes to Schools, Phase III, Queens, NY, Inspector. The Project includes the installation new catch basin, fire hydrant, 18 inch combined sewer, distribution of 12-inch water main, new 12-inch water main valve, sidewalk; curb and raised crosswalk as also installation of furnish light pole and removal of the existing light pole. All work performed according to NYCDOT and NYCDDC plans and Specifications. Responsibilities included ensuring that work was being performed according to plans, specifications. Professional Services: Ongoing; Construction: N/A; Size: N/A; Cost: $5 M

City of Newark, Delancy Street Drainage and Roadway Improvement, Essex County, NJ, Inspector. The project included the installation of 36-inch Reinforcement Concrete pipe, Catch basin, 18-inch RCP, Manhole, curb, sidewalk and Pavement. All work was performed in accordance with NJDOT and Newark Standard specifications plan. Professional Services: 2013; Construction: N/A; Size: N/A; Cost: $ 20M

NYC Department of Environmental Protection (NYCDEP) /NYC Department of Transportation (NYCDOT, Bioswale Project, New York, NY, Sr. Inspector. The New York City Department of Environmental Protection (DEP) uses the term ROW Bioswale to describe planted areas in the sidewalk that are designed to collect and manage stormwater or rainwater that runs off the streets and sidewalks. Professional Services: 2013 ; Construction: N/A; Size: N/A; Cost: $ 25M

NYCDDC, Manhattan Grand Street Reconstruction Project, New York, NY, Sr. Inspector. The project included the installation of a 36-inch steel trunk main, running east-west along the north side of Grand Street, and a 20-inch ductile iron main on the south side of Grand Street, as well as valve-controlled interconnections between trunk and distribution mains, reinforced concrete chambers and all related components. Responsibilities included detailed inspections of all components of the mains, on-site testing of construction and site materials, field measurements and data collection for monthly and final construction estimates, progress reports, and preparation of record plans. Professional Services: 2013 ; Construction: N/A; Size: N/A; Cost: $110 Million

NYCDDC, Complex Pedestrian Ramp, Inspection of complex pedestrian ramps throughout the Borough of Brooklyn, New York, NY, Sr. Inspector. Inspected all intersections within various community boards, maintained daily reports and used GPS technology to report information to New York Department of Design, adequate drainage, not more than 8% slope, other related work where interferences existed, such as catch basin modifications or relocations, fire hydrant relocations, traffic signal relocations and above all, that all work was performed according to NYCDOT and NYCDDC plan and Specifications. Professional Services: 2012 ; Construction: N/A; Size: N/A; Cost: $ 50M

NYCDDC, Reconstruction Brooklyn Marine Terminal, New York, NY, Resident Engineering Inspection, Infrastructure Reconstruction at South Brooklyn Marine Terminal for NYCEDC. One of the several critical issues was the removal of contaminated soil. Soil for the S-Curve project was tested in advance via test pits and disposed of according to NYCEDC environmental requirements. Coordination with Industry City and various stakeholders including City agencies, private utility owners and leases of SMBT property was critical to complete the project in a timely manner. Professional Services;2012 ; Construction: N/A; Size: N/A; Cost: $20M

NYCDOT, Bronx Reconstruction of Claremont Parkway Bridge, Bronx, NY, Resident Engineering Inspection Services. Reconstruction of Claremont Parkway Bridge over Metro North Rail Road, Bronx, NY for NYCDOT. Eleven girders were removed from the bridge, with demolition performed over half of the bridge at a time, so that traffic could be maintained over the other half. Other demolition included removals of the bridge superstructure, approach roadways, pavements, sidewalks, curbs, guide rail, fences and utilities. Additional construction items included new water and gas mains, electric lines, approach roadways, pavement markings, signs, traffic signals and street lighting. Professional Services: 2012; Construction: N/A; Size: N/A; Cost: $Various

NYCDDC, Brooklyn Water Street Reconstruction Project, New York, NY, Inspector. DDC was managing a project to reconstruct and upgrade the exiting water distribution system, sewers and streets in and around the area of Water Street. Responsibilities included ensuring that work was being performed according to plans, specifications and OSHA safety rules and as per Federal and state requirements. Also ensured that all site material were used as per ASTM requirements including concrete sampling, slump and air tests, monitored the progress schedule as per CPM method and reported job progress to supervisor, monitored all the survey work such as Installation of Combined Sewers, New 36" Trunk Main, Pigmented Sidewalk, Granite Slab Pavement Crosswalks, Curbs, Catch basin connection, Manholes, Chambers and Reconstruction of Street with Cobble Stone Pavement. Professional Services: 2012; Construction: N/A; Size: N/A; Cost: $20 M

NYCDDC, Brooklyn Street Milling Project, New York, NY, Inspector. Brooklyn-Street milling and temporary asphalt placement, Responsibilities included Field books recording, Final Estimates to ensure that work was being performed according to plans, Preparation as per NYCDOT specifications. Professional Services:2010; Construction: N/A; Size: N/A; Cost: $Various

PANYNJ, Teterboro Airport, Teterboro, NJ, Assistant Structural Inspector. Responsibilities included conducting Survey and Façade Inspection of Bldg. # 112 (Jet Aviation), Bldg. # 3 (Atlantic) and Bldg. # 19 (Air – Traffic Control Tower). Also surveying of all structural items to find and document any deficiencies. Professional Services: 2010; Construction: N/A; Size: N/A; Cost: $Various

PANYNJ, John F. Kennedy International Airport (JFK), New York, NY, Assistant Structural Inspector. Conducted Visual and Close-Up Inspection of the entire British Airways Cargo facilities (Bldg. # 66) And KIAC PARTNERS ENERGY CENTER (Bldg. # 49). Assisted in preparing the Structural Condition Assessment report and in determining the immediate attention, priority repair and safety Conditions. Professional Services: 2010 ; Construction: N/A; Size: N/A; Cost: $ Various

PANYNJ, Port Elizabeth Marine Terminal, New York, NY, Assistant Structural Inspector. Responsibilities included Condition Surveys of Building Facilities including bldg. 1100, 1150, 1400, 1900, 2350 and 2360. Also included conducting 100% visual and 10% hands on of all structural items to find and document any deficiencies. Professional Services:2009; Construction: N/A; Size: N/A; Cost: $ 5-$25M

PANYNJ, World Trade Center Site (Memorial), New York, NY, Assistant Structural Inspector. Quality Control and **Quality Assurance** at the World Trade Center Memorial and Cultural projects under the supervision of Professional Engineer. Responsibilities included supervising and administrating the controlled inspection work of the reinforcement steel installation of the entire R.C. Structure (footings, new liner and shear walls with steel detail for new tieback and footings, piers, slabs etc.) Professional Services:2009; Construction: N/A; Size: N/A; Cost: $ 1.1 B

NYCHA, Local Law 11/98 Façade Inspections, New York, NY, Inspector. Responsibilities included assisting in field engineering in façade inspection survey and A/E Services in Queens, Brooklyn and NYCHA. Professional Services: 2008; Construction: N/A; Size: N/A; Cost: $Various

NYSDOT, Southern State Parkway Resurfacing Project, Hempstead, Nassau County, NY, Inspector. Asphalt Concrete Milling and Paving on the Southern State Parkway in the Town of Hempstead, Nassau County of the NYSDOT, Region 10. Duties included assisting in pavement conducting condition surveys to determine proper repair details such as restoration of existing joints, installation of new joints, crack sealing and full depth pavement removal and replacement with rapid setting calcium chloride concrete, assisting in existing condition drainage structure surveys to determine repair details. Professional Services:2008; Construction: N/A; Size: N/A; Cost: $16.5 Million

NYCDOT, Manhattan Bridge Rehabilitation Project, New York, NY, Inspector. Reconstructions of Lower Roadway consisted of replacement of floor beam, multi-stringer super structure including components of Manhattan and Brooklyn tower. Rehabilitation of Manhattan and Brooklyn approaches included excavation, drainage, mass concreting, asphalting and micro-surfacing. Review Shop drawing and ensure that all steel fabrications, shipment, installations, estimation and costing of materials complied with drawings and standard specifications, monitor all the survey work to ensure they were as per plans and specification and review the as-build drawing, supervise the final closeout of projects and follow up the punch list work. Professional Services: 2008; Construction: N/A; Size: N/A; Cost: $150 Million

Al-Kifah Construction, Saudi Arabia

Jeddah Port Authority, Saudi Arabia, Field Engineer/ Inspector. Worked on reconstruction of 16 mile highway and widening of two bridges. Inspection of all phases of construction and ensuring that work done as per plan and specifications including installation of catch basins, inlets, storm sewer, placement of concrete and pavement overlay, striping, landscaping, relocation of lightning, overhead signs and junction boxes. Professional Services: 2006; Construction: N/A; Size: N/A; Cost: $ Various

AMERICAN CONCRETE INSTITUTE

This is to certify that

MUHAMMAD K SYED

has demonstrated knowledge and ability by successfully completing the ACI Certification requirements and is hereby recognized as an

ACI Concrete Construction Special Inspector

Certified Date: 08/28/2013 **Expires: 08/28/2018**

Examiner of Record: Jeffrey T Stoicescu

ACI Managing Director of Certification

The Authenticity of this certification can be verified at www. ACICertification .org/verify

AMERICAN CONCRETE INSTITUTE

This is to certify that

MUHAMMAD K SYED

has demonstrated knowledge and ability by successfully completing the ACI Certification requirements and is hereby recognized as an

ACI Concrete Field Testing Technician - Grade I

Certified Date: 11/09/2013 **Expires:** 11/09/2018

Examiner of Record: Jeffrey T Stoicescu

ACI Managing Director of Certification

The Authenticity of this certification can be verified at www. ACICertification .org/verify

Certificate of Completion

American Technical Institute, LLP

This is to certify that

Muhammad Syed

has completed a course of study in

203 - ICC Structural Masonry Special Inspector - Code Knowledge

dated

October 22, 2012

offered by

American Technical Institute

The recipient of this certificate must pass the ICC's Structural Masonry Special Inspection exam to be certified to perform Structural Masonry inspections.

Website: www.ati.coursehost.com

American Technical Institute
5130 S. Ft. Apache Rd. #215-245
Las Vegas, Nevada 89148

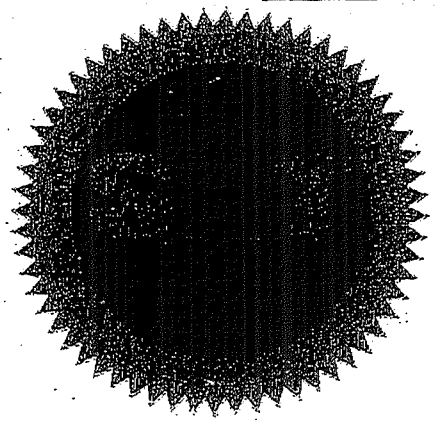
New Jersey Society of Asphalt Technologists

Presents this

Asphalt Technology Certificate

Muhammad Kashif Syed

In Recognition of successfully completing a
Qualifying examination as an
HMA Construction Technologist



Dated: October 2013
Expires: January 1, 2019

Scott Laudone
President

Robert Fischer
Chair, Certification Committee

ASCE
AMERICAN SOCIETY OF CIVIL ENGINEERS

This certificate is presented to

Muhammad Syed

in recognition of successful completion of

CEU: 2.1

Techniques for Pavement Rehabilitation [redacted]

3/7/2014

and for demonstrating a commitment to engineering excellence through lifelong learning.

John A. Casazza
Managing Director, Continuing Education

Florida Provider Number: [redacted]

Florida Course Number: 450

Please retain this certificate for your continuing education records.
1801 Alexander Bell Drive, Reston, VA 20191-4400 Phone: (800) 548-2723

AUTHORIZED IACET PROVIDER

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

Certificate of Training

NATIONAL HIGHWAY INSTITUTE
Training Solutions for Transportation Excellence

Muhammad Syed

has participated in

NHI Course No. FHWA-NHI-131129

TCCC HMA Paving Field Inspection - WEB-BASED

hosted by

National Highway Institute

Location: *Web-Based Course*

Hours of Instruction: *4.5 hours*

Date: *11/26/2013*

Richard J. Barnaby, Director
National Highway Institute

Certificate of Achievement

By the authority granted to

TSC Training Academy

This is to certify that

Muhammad Kashif Syed

has successfully completed the **40-hour** course for

Site Safety Manager

approved by the **NEW YORK CITY DEPARTMENT OF BUILDINGS** as meeting the requirements of Chapter 33, Section 3310.5 of the Rules and Regulations and the designation of a Site Safety Manager dated 09/29/86.

Date: Nov 15, 2013

Thomas Ferrante
Training Director

College of Engineering
TEMPLE UNIVERSITY

Department of Civil & Environmental Engineering (CEE) Department

American Society of Civil Engineers (ASCE)

This is to certify that

MUHAMMED SYED

Has attended the Joint One Day Bridge Engineering Course on Rapid Bridge Construction and Delivery on November 22, 2013 and is awarded 6.0 Professional Development Hours

Presented on November 22, 2013

Philip Udo-Inyang, Ph.D., P.E.
Coordinator, CEE Seminar

Mohiuddin A. Khan, Ph.D., P.E.
Director, ASCE Philadelphia

Rominder Suri, Ph.D., P.E.
CEE Chair and Director of WET Center

HAKS

Course Length: 2 Hours
Training Date: November 27, 2013
Training Location: Online

CERTIFICATE OF TRAINING

this certify that

Muhammad Kashif Syed

has successfully completed

OSHA Globally Harmonized System (GHS)

INSTRUCTORS:

Jan M. Brown RPIH, CESCO
AVP Environmental, Health & Safety

Lawrence S. King, PE
SVP, Quality Assurance, Quality Control and Health & Safety

HAKS Engineers, Architects and Land Surveyors, P.C.• 40 Wall Street, 11th Floor, New York, NY 10005 • Phone (212) 747-1997 • (Fax) 212-747-1997

TRANSPORTATION

ENGINEERING

TECHNOLOGY

Premier Highway Construction Training

PRESENTS TO

Muhammad K. Syed

NOVEMBER 2013

CERTIFICATE OF COURSE ATTENDANCE

NICET LEVEL I&II WORKSHOP TRAINING

Robert Wm. Muir, PhD, PE

Instructor

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

Certificate of Training

NATIONAL HIGHWAY INSTITUTE
Training Solutions for Transportation Excellence

Muhammad Syed

has participated in

NHI Course No. FHWA-NHI-134109I

Maintenance Training Series: Basics of Work Zone Traffic Control - WEB-BASED

hosted by

National Highway Institute

Location: *Web-Based Course* ***Hours of Instruction:*** *1 hours*

Date: *4/13/2014*

Richard J. Barnaby, Director
National Highway Institute

TSC
TRAINING ACADEMY
36-06 43rd Avenue
Long Island City, NY 11101
718.389.2103 - Fax: 718.389.6155
www.tsctraiiningacademy.com

NYC DOB 4-HR Supported Scaffold User Certificate

Name [redacted]

Director: Tom Ferrante Class Date: 01/14/2010

Exp. Date: 01/14/2014 Card No. SS10-090

New Jersey Society of Asphalt Technologists

Certifies successful completion of the listed program to:

MUHAMMAD KASHIF SYED

HMA Construction Technologist

Expires: 1/1/2019

ACI Concrete Field Testing Technician - Grade I

MUHAMMAD K SYED

Certification ID [redacted]

Expires on: 11/09/2018

aci certification Verify at CheckACI.org

ACI Concrete Construction Special Inspector

MUHAMMAD K SYED

Certification ID [redacted]

Expires on: 08/28/2018

aci certification Verify at CheckACI.org

Kerim Elcik

CIVIL/ STRUCTURAL INSPECTOR

Firm
JCMS, Inc.

Education
B.S - Civil Engineering

Registrations/Certifications
Lead Safety Autodesk Constructware
ACI -1: Concrete Field Technician
ICC: Reinforced Concrete Inspector
CSI: Concrete Special Inspector

Years of Experience 10
Years with Firm -

Professional Summary
Mr. Elcik has over 10 years of experience as a Civil Inspector and has both local and international exposure to construction work. He has significant experience in concrete and structural construction as well as building construction. His diverse project experience includes infrastructure, building, manufacturing, power plants projects for government and private-sector clients. He is highly organized, dedicated, motivated and detail-oriented.

Selected Experience
NYC-Department of Building, Manhattan, NY
Excavation &Foundation Department , **Construction Inspector.** Support Of Excavation Unit. Excavation & Foundation Unit. Professional Services: Ongoing; Construction: N/A; Size: N/A; Cost: $ 25M

Additional Experience
Metric Consulting Engineering Inc., Hicksville, NY
Civil Inspector. Responsibilities included, Rebar inspection, Concrete Inspection: Air, Slump, Volumetric Air, Unit Weight, Masonry Inspection: Brick- CMU-Grout-Mortar, Fire Stop Inspection. Professional Services: 2013; Construction: N/A; Size: N/A; Cost: $ Various

Hepco Inc.
MTA - Concourse Yard And Hoyt Schermerhorn Station, New York, NY, Civil Inspector. Monitored contractor daily work. Reviewed shop drawing, Reviewed Change orders; C-34881-R: Concourse Yard And Hoyt Schermerhorn Station Fire Sprinkler System New Water Meter Rooms, Electrical and fire alarm project works; C-34892: Twenty six Station signal towers Room Fire Suppression system installation; Civil, Mechanical and Electrical works; C-34903-34904 Elevated structural steel thee coat paint at Queens plaza North-South /Northern Boulevard (52 bend). Professional Services:2011; Construction: N/A; Size: N/A; Cost: $ 15M

Wexler Engineering & Associates, New York, NY,
Site Engineer -Civil Inspector. Super structure reinforcement inspection (Residential and Commercial Buildings-Sheraton Hotel/Flintlock LLC-550.000 SF). Checking structural shop drawing according to plans –Residential projects in New York; Rebar inspections –Various projects in NY city area; Draft for structural parts of buildings & Sections detailing; Structural steel detailing. Professional Services:2009; Construction: N/A; Size: N/A; Cost: $ Various

RISA Management, Deer Park, Long Island, NY
Project Manager/Detailer. Structural Steel, Miscellaneous Stainless Steel, Ornamentals Metal, MTA Transportation Authority Projects, Produced various type of structural steel projects. Professional Services;2007; Construction: N/A; Size: N/A; Cost: $20-25 M

TITAN Builders, Brooklyn, NY
Project Manager. Structural Steel, Miscellaneous Stainless Steel, Ornamentals Metal fabrication Project Management Structural Steel Fabrication & Stairs &Different residential projects NY city area. Professional Services:2006; Construction: N/A; Size: N/A; Cost: $5- 25M

BTC Pump station (Erzurum Turkey)
Baku-Tbilisi-Ceyhan Crude Oil Petroleum Line (British Petroleum-BOTAS-Joint Venture. Field Engineer.
Professional Services:2003; Construction: N/A; Size: N/A; Cost: $Various

Sekerbank TAS, Ankara, Turkey
Technical Expert . Professional Services: 2003; Construction: N/A; Size: N/A; Cost: $Not Available

Drucker Zakaria Inc.
212 Unit Immigrants Housing Authority Projects, Holon-Tel Aviv, Israel, Site Engineer. Professional Services:1997; Construction: N/A; Size: N/A; Cost: $Various

Soyak Inc.,
Residential project & super structural building (427 unit housing) project (Tunnel Form), Ankara, Turkey, Site Engineer. Professional Services:1996; Construction: N/A; Size: N/A; Cost: $ Not Available

METIS Construction Inc.,
Kazim Karbekir Bridge Underpass section, Ankara, Turkey, Site Engineer/ Field Engineer
Professional Services:1994; Construction: N/A; Size: N/A; Cost: $Not Available

ACI Concrete Field Testing Technician - Grade I

KERIM ELCIK

Certification ID #[redacted]
Expires on: 06/20/2017

aci certification Verify at CheckACI.org

ACI Concrete Construction Special Inspector

KERIM ELCIK

Certification ID #[redacted]
Expires on: 12/28/2017

aci certification Verify at CheckACI.org

OSHA Occupational Safety and Health Administration

12-60105940

This card acknowledges that the recipient has successfully completed a 30-hour Occupational Safety and Health Training Course in
Construction Safety and Health

Kerim Elcik

Joshua Fernandez 05/09/2013

(Trainer name – print or type) (Course end date)

MTA NYC TRANSIT
TRACK SAFETY CERTIFICATION

> KERIM ELCIK
NAME

>
PASS# / S.S#

SEAL

DATE QUALIFIED EXPIRES

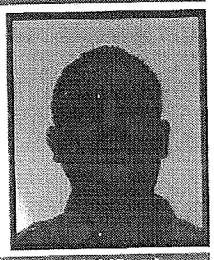
SIGNATURE

Academy for Occupational Health & Construction Safety

in collaboration with American Safety Consultants, LLC

CITY TECH IS NY

KERIM ELCIK



Confined Space Hazard Awareness (4hrs)

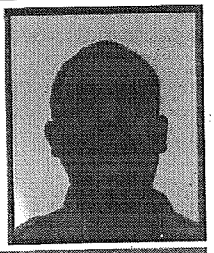
Course Completion Date: 06/22/2013

Academy for Occupational Health & Construction Safety

in collaboration with American Safety Consultants, LLC

CITY TECH IS NY

KERIM ELCIK



Fall Protection Hazard Awareness (4hrs)

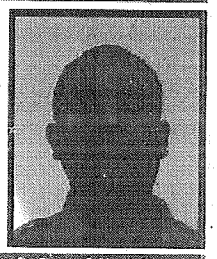
Course Completion Date: 06/22/2013

Academy for Occupational Health & Construction Safety

in collaboration with American Safety Consultants, LLC

CITY TECH IS NY

KERIM ELCIK



Supported Scaffold User Training (4hrs)

Course Completion Date: 05/21/2013

Richard Davies

CIVIL/ STRUCTURAL INSPECTOR

Firm
Naik Consulting Group, PC

Education
BS, Construction Engineering, Fairleigh Dickinson University

Registrations/Certifications
NICET III-Highway Construction
ACI Field Testing Technician, Grade 1

Years of Experience 21
Years with Firm <1

Professional Summary
Mr. Davies has more than 20 years of experience in the construction inspection field that includes site/civil work; structural repairs; concrete and formwork; grading and drainage; MPT, paving; striping; and sign installation.

Selected Experience
NJDOT, Routes 1 & 9 Highway Rehabilitation, North Bergen, New Jersey, Senior Construction Inspector. Widening and reconstruction of Routes 1 & 9, Tonnelle Avenue. Inspected and supervised 36" diameter gas main installation (including testing) for PSE&G, 20"-diameter water main installation for United Water, traffic signal and conduit installation (ITS & VMS), and pavement markings for NJDOT.

Additional Experience
MTA MNR, Night Shift Supervisor, Grand Central Terminal Upper Level Train Shed Repairs, New York, New York, Senior Construction Engineer. inspection of structural repairs to the train shed and Park Avenue Tunnel.

MTA MNR, Grand Central Terminal Infrastructure Improvements, New York, New York, Senior Structural Inspector. Inspection of steel construction of the North End Access project, masonry and concrete inspection on the reconstruction of the brick arches in the Park Avenue Tunnel at 67th Street, inspection of the platform tactile warning strip installation, and concrete sidewalk inspection in front of the Terminal on 42nd Street. Prepared daily reports and field sketches, and monitored job safety requirements.

NYCDEP, Newtown Creek Waste Water Treatment Plant, New York, New York, Civil Construction Inspector. Inspection of formwork installation and concrete placement for the construction of eight egg-shaped digesters and two sludge holding tanks. Prepared daily reports of ongoing construction activities, and monitored noise levels of construction activities.

NYSDOT, Route 22 Bridge Replacement, New York, Senior Construction Engineer. Inspection and tabulation of final quantities of all drainage and retention pond construction using the CEES and METDRAIN programs.

NYSDOT, Sprain Parkway SB Reconstruction, Westchester, New York, Senior Construction Engineer. Inspection, preparation of daily reports and tabulation of final quantities of new guide rail, fence, MPT inspections and sign installation, pavement markings, and the painting of six overpasses.

NYSTA, I-87/I-287 Exit 8 Reconstruction, New York, Senior Construction Engineer. inspection and preparation of daily reports of all drainage construction including RCP and plastic pipe installation, box culvert, MPT inspections, and retention pond construction, signing and striping, and asphalt paving inspection.

NYSDOT, I-95 Eastchester Creek Bridge Replacement, Bronx, New York, Senior Construction Inspector. inspection and preparation of daily reports of the existing drawbridge removal and replacement with a six lane steel girder, concrete deck structure including approaches, MPT inspections, and retaining wall construction. The project also included repainting the Conner Street overpass under Class A containment, on force account.

NYSDOT, Region 8 Roadway Rehabilitations, New York, Senior Construction Inspector. Responsibilities included ensuring compliance with contract documents, preparing daily reports, recording installed quantities, and assisting with contract administration on various municipal road rehabilitation projects involving drainage construction, MPT inspections, full-depth pavement reclamation, paving, and associated site work.

County of Rockland, Sickletown Road Bridge Replacement, Rockland County, New York, Resident/Office Engineer. Inspection of the removal and replacement of the existing box culvert structure and inspection of traffic staging.

Dutchess County Water Transmission Pipeline and Pump Station, New York, New York, Senior Construction Inspector. Inspection of pipeline construction, backfill, concrete placement, steel construction and environmental compliance.

NJTA, Troop "D" Station Replacement, New Jersey, Civil Inspector. Site/civil work consisting of grading, utilities, drainage, paving and other incidental tasks. Prepared inspector reports using CapEx.

NJTA, Newark Bay/Hudson County Viaduct Project, New Jersey, Senior Construction Inspector. Removal and replacement of the shoulder concrete deck slab, concrete parapet, bridge drainage system, street lighting, pavement markings and minor structural steel cleaning, painting, and replacement. Prepared inspector reports in CapEx. Total project approximately $18 million.

NYU Medical Center Institute for Biomolecular Research, New York, New York, Construction Project Manager. Responsible for monitoring on-site construction activities, monitoring and coordinating testing and inspection agency activities, reviewing and approving contractor's progress payments, and assisting with the startup of mechanical and electrical systems in the 23-story structure.

UMDNJ, Various Projects, New Jersey, Construction Project Manager. Supervised all architects, engineers, contractors, testing and inspection agencies, approved progress payments and change orders, prepared job status reports, and maintained job records and files for various new construction and major renovation projects, including construction of a 1,600-car parking garage, expansion of the mental health clinic, and construction of a heliport atop University Hospital.

Education

- Bachelor of Engineering (Civil), N.E.D. University of Engineering and Technology Karachi, Pakistan

Professional Qualifications and Certifications

- OSHA 30 hours Construction Safety Training
- ACI Concrete Field Testing Technician Grade 1 Cert #[redacted]
- TCC Traffic Control Coordinator (Rutgers)
- Certified Asphalt Technologist (SAT)
- Work Zone Safety Awareness
- Hazardous Waste Operations and Emergency Response – 40 hours
- DOT hazardous Materials Transportation

Summary

Mr. Malik is a construction and development professional with 29 years of expertise in all facets of the industry; verifiable track record for the completion of multi million dollars projects through coordinating trades, developing partnership and building positive rapport with architects, engineers, local officials, vendors and clients while maintaining costs; versed in contract negotiation, project estimating, impending design problems, documents preparation, building code and regulations, material purchasing, site management. Areas of expertise lie in: Handling Multiple Projects; Cost Control Management; Team Building and Leadership; Quality Control Management; Permitting and Building Code Safety and Compliance management; Construction Planning and Scheduling; Organization and Time Management; Critical Path Project Management; Vendors and Material Management; Budget Analysis; Estimating and Job Costing.

Experience

Techno Consult, Inc., Princeton, NJ
REI Services for Resurfacing, Pavement Improvements and General Repairs at Various Locations within Brooklyn, the Bronx & Queens / Office Engineer
As an Office Engineer, Mr. Malik is responsible for the following:
Coordinating with materials engineer regarding status of material approvals
Maintaining and organizing contract records
Maintaining current plan sets and contract files for the Resident Engineer and staff Maintaining project correspondence, Non-Conference Notices (NCN), change orders and their corresponding logs
Preparing and maintaining daily construction inspection reports and payment records, including the verification of the contractor's time and material sheets.
Reviewing the contractor partial payment requests.
Monitoring the contractor's work progress based upon his approved construction schedule and reporting any deviation to the RE.

Project Overview:
The Project includes milling & resurfacing, concrete work (curbs, sidewalks and pedestrian ramps) and Tree work.
Detail quantities of work are as follow:
1. Grind. Ex. Asp. Conc. Wearing Course-(Milling)
2. ASP. Conc. Wearing Course 2"(Paving)
3. Pre-identified Binder mixture
4. Concrete Curb 18" Deep

5. Straight Steel Face Curb 18" Deep, 24,000 LF
6. Corner Steel Face Curb 18" Deep, 9,000 LF
7. 4" Concrete Sidewalk (Un-pigmented), 37,500 SF
8. 7" Concrete Sidewalk (Un-pigmented), 37,500 SF
9. Embedded Preformed Detectable Warning Unit
10. Maintenance Tree Pruning (Under 12" CAL)

Citywide Street Milling, NYCDDC
REI Services for Prior Notice Sidewalks in the Borough of the Bronx, NYCDDC
Mr. Malik is responsible for performing sidewalk construction inspection; coordinating with the field and the design team to resolve conflicts in the drawings; coordinating with the contractor and the Maintain as-built drawings of the work; Performing all other inspection and field duties as required by the Resident Engineer; preparing and maintaining daily construction inspection and activities reports.

Multiple School Safety Improvement Projects, New York
Mr. Malik worked as a Civil Inspector in multiple School Safety Projects in Brooklyn and Queens for the following Projects: PS 190, PS 257 and PS 91 in Brooklyn and PS 227 in Queens, Duties as an inspector included:
Sidewalk supervision including Curbs and Pad-Ramps, Road Neck-Down, Street Milling and Paving and Road Marking; Supervised the Water Main and Sewer Relocation and installation of new systems; Supervised the removal of old site fixtures such as Hydrants, Valves and DIP 6" to 20" Pipes; Catch Basins and Manholes installation supervision and inspection; Supervised the Field-Testing for Soil, Concrete and Asphalt; Managed the Punch List.

Mass Transit Projects, Hotel, Laboratory Building, Karachi, Pakistan
As a Project Manager, Mr. Malik's primary responsibilities were Karachi City Govt. Mass Transit Project funded by World Bank and Asian Development Bank; Construction of Boys Hostel for University of Karachi; Construction of Girls Hostel for University of Karachi; Construction of Basement + Ground + 24 story; Tower Building for Karachi Port Trust; Construction of Agha Khan Medical Centre Clifton Karachi; Construction of Laboratory Building and Oncology Building Agha Khan; University Hospital.

Construction of Exchange Buildings, Telecom Network, Jeddah and Makah, Saudi Arabia
Mr. Malik's primary responsibilities were Designing of Primary and Secondary Telecom Network; Installation of Microwave Towers in Jeddah and Makah Region; Construction of Exchange Buildings in Jeddah and Makah Region; Installation of Telecom Network in Qasim, Jeddah and Makah Region
Involved in materials testing and inspection of Parking structure construction, asphalt, soil, concrete and steel rebar inspection.

Various Primary and Secondary Telecom Network Projects, Pakistan
Mr. Malik's primary responsibilities were designing of Primary and Secondary Telecom Network; Installation of Microwave Towers all over Pakistan; Construction of Exchange Buildings all over Pakistan; Installation of Telecom Network all over Pakistan.

Various Multi-purposes Buildings, Hospital, Abu Dhabi, UAE
As a Project Manager, Mr. Malik's primary responsibilities were overseeing the construction of various projects such as Low Cost Houses projects in Abu Dhabi; Residential Complex for ADNOC Ruwais; Construction of Mufraq Hospital Abu Dhabi; Construction of G + 22 story Residential Buildings(8 Units)

Toyota Complex, Abu Dhabi, UAE
As a civil engineer, Mr. Malik's assisted project manager in oversight and support of construction activities, attended progress and activity meetings, reviewed design as-built drawings and submittals, evaluated Contractor's claims and submissions, maintained detailed and complete documentation of construction activities and prepared project.

Education

- BEng (Hon.) – in Civil Engineering, Aston University, Birmingham, England (1991)
- CEng - Chartered Engineer in the UK

Professional Qualifications and Certifications

- Engineer-In-Training
- M.ASCE - Member of the American Society of Civil Engineers
- MICE - Member of the Institution of Civil Engineers in the UK

Summary

Ms. Giffen has over 8 years of experience in project and engineering management on a wide variety of infrastructure and building projects. Her experience has included transportation, water and wastewater projects, structural monitoring and Health and Safety. She has extensive experience working for Designers, Contractors and Owners in successfully working with teams to tight deadlines with limited budgets and resources.

Experience

Project: BAA Contract Safety Documentation, Heathrow Airport UK / Project Manager
Seconded to BAA Ltd to manage safety procedures and documentation for various project teams on Heathrow Airport. Integrating across disciplines and with all levels of project staff to ensure safe working practices planned at all stages of projects, including baggage handling and airside security operations

- Modifications to airports
- Health and Safety requirements

Project: Great Manmade River project, Libya / Design Engineer
Design of appurtenant structures to pipeline to International Design codes. Managing program and budget constraints as well as design requirements
Water related projects

Heathrow Express Rail Link, Heathrow Airport UK / Section Manager
Managing construction teams as Client Representative. Responsible for package amending and upgrading services around the airport to prevent damage and support construction during tunneling works.

- Modifications to Airports
- Tunneling requirements
- Services co-ordination and amendment
- Construction Management

Project: Thames Water Extended Arm, vs sites in South East England / Site Engineer/Inspector
Site Engineer acting as Client representative on construction of various Water and wastewater related construction and refurbishment projects. Liaison with all levels of site management. Responsible for all aspects of quality control of subcontractors work, maintenance of budget and schedule.

- Water and wastewater new build
- Water and wastewater refurbishment
- Construction Management

Project: Docklands Light Railway extension, London, UK / Site Engineer/Inspector

Site Engineer on Gallions reach section, ensuring construction compliance during construction of overhead rail. Assistant Project Planner, supporting creation of project plan for Multimillion dollar project

- Piling
- Reinforced concrete construction
- Precast concrete construction
- Project planning

Education

- BS/Mechanical Engineering, NED University of Engineering and Technology, Pakistan.

Professional Qualifications and Certifications

- ICC Certified Commercial Mechanical Inspector
- PPE Training (Equipment and Hazardous Communication)
- Confined Space Training (Entry & Rescue): OSHA 29 CFR 1910.146
- Completed construction safety & health : OSHA 10-Hr Course
- Training of Lead Containment, Asbestos and Polychlorinated bi-phenols
- Registered Professional Engineer, Pakistan Engineering Council
- Member of American Society of Heating, Ventilation and Air Conditioning Engineers (ASHRAE)
- Basic Rigging Awareness Training
- Member of American Society Of Quality (ASQ)
- 4-Hour NYC Department Of Building (Scaffold Training)

Summary

Mr. Warsi has extensive managerial and on-site practical experience of electro mechanical multimillion construction and maintenance projects in various capacities from site engineer to consultant engineer to design, installation and testing of pipelines of drinking water, steam, firefighting, sewer mains along with installation of boilers, chiller units, packaged units, air handling units, split units and supply/return ducting and computerized building management system.

Experience

Techno Consult, Inc., Princeton, NJ

26th Ward Plant Emergency Generator Upgrade:

Up gradation of Emergency Generation Plant to 7.5MW for New York City 180mgd Wastewater Treatment Plant, NYCDEP

As an Electro-Mechanical Inspector/Mechanical Engineer, Mr. Warsi is working on the following aspects: Cost Analysis, Resource load CPM Schedule, Processing Payments, Managing Inspections and Reviewing Start Up and Commissioning Plan for System. He is also supervising mechanical and instrumentation construction work including PLC system for Odor Control Monitoring panel and all other inspections and evaluations.

Work is being done and is in progress by being segregated into the following Phases:

Phase.1: Managed and completed installation of Diesel Fuel Transfer system. Cleaning the above-ground and under-ground fuel Storage Fuel Tanks and installation, startup strategy as per approved SOP'S and Commissioning of step-up transformers

Phase.2: Field inspected, installation of 2.5MW MSDG(middle speed diesel generators) and 600kw black start generator, Permanent Fuel Transfer System with leak detection and central system monitoring including 5KV switchgear

Phase.3: Work on Quality assurance, attending construction strategic meeting for POP(Priority Operational Plan) writing reports on any contract deviation and various proposed site modifications

Phase.4: Performing engineering and technical support to connect Black Start Generator, Emergency generator with switchgear and existing Plant Distribution System.

$44 million (Contract 33) and $85 million (Contract 35) for the Upgrade of the Odor Control System of the North River Water Pollution Control Plant, New York City, NYCDEP

Mr. Warsi worked as a Mechanical Inspector and was responsible for inspection of mechanical components and systems associated with wastewater treatment He oversaw testing and acceptance of mechanical components and systems. Reported any deviations to the Resident Engineer. Generated 0 daily reports on contractor activity. Assisted the Resident Engineer with resolution of issues resulting from field conditions and with contractor relations. Interacted with design and trade personnel. Assisted with writing, evaluating and pricing of change orders. Monitored contractor's work progress based upon his approved construction schedule and report any deviation. Performed all other inspection and field duties as required by the Resident Engineer. In addition to all Mechanical Works (Pumps, Various pipes, Process & Normal Valves, tanks, scrubbers, absorbers, HVAC System, AHU'S etc.) Mr. Warsi performed the following duties in 35G Contract:

Attended the start-up meetings to clarify all incomplete "Action Items"(related electrical panels functions with PMCS display); Prepared comments on related instrument drawings all missing display/warning/sensing instruments comparing the Specifications. Witnessed calibrations of: Pressure Gauges, Level Transmitters, Pressure Sensors, emergency alarms, Emergency Eye wash/Shower, Pressure Switches, Leak Detectors, duplex and simplex sump pumps controls. Witnessed "Functional Testing" & "Operational Testing" with Complete PLC (Program Logic Control) on PMCS and Local Station Panel and confirmed as per approved "Field Test Procedure"; Chemical Dosing and sampling system control strategy with existing system (includes DCU'S & SCP'S); Sub-contractors: (ABB, Maverick, Sage Controls, North East Controls, Dual Div.) for System Panel instruments "Functional" demonstration report to him and am scheduled to meet with them on site.

The Project included installation of new motorized FRP dampers on all scrubber and carbon adsorbers inlets and outlets; Elimination of bypass dampers between scrubber discharges and adsorbers inlet plenum; Installation of new recirculation pumps; Replacement of existing scrubber media with Jaeger Tripack media; all existing chemical metering pumps and associated piping as well as PH and ORP probes and controllers; existing carbon in carbon adsorbers with new carbon; existing sprays nozzles within the scrubbers; modification of existing carbon adsorber beds; Construction of new plenum and installation of new fans for North Odor Control System. In addition to the upgrading of the existing odor control systems under Contract 33, a number of process improvements are included in the contract: Extension of Baffle Walls within the Aeration Tanks; Installation of new waste sludge line from RAS splitter box; Replacement of existing Dissolved Oxygen (DO) Control System; 18-inch dumps valves for aeration tanks; aeration tank diffusers and piping including new droplegs and diffuser grid piping; installation of 2.0 MW Emergency Generator.

Fisher Stainless Steel Tubing Inc, Waterloo, Canada

As Quality Assurance Coordinator, Mr. Warsi was responsible for production of stainless steel tubing as approved standard, laboratory analysis of failure parts, process improvement study using lean manufacturing system, FMEA and PPAP studies as per client requests. He was responsible to develop and deploy project management techniques, process and procedures which include technical and financial exposure, provide technical expertise for material selection, process design, product development and reduction in rejection rates / lead-time / production costs; prepare bid packages for mechanical trades, estimate change orders.

Stackpole Inc., Mississauga, Canada

As an Installation Engineer, Mr. Warsi worked on various commercial and residential projects and was responsible for evaluating the project cost, bill of materials and required manpower; performed the planning, execution and installation of mechanical works such as laying of pipelines for drinking water, firefighting and sewage and design and installation of ducting works for supply/return air and testing of chillers, packaged units and computerized building management system. He took active part in technical seminars and project planning for incoming projects using software management tools.

Ministry of Interior Housing Projects, Jeddah, Saudi Arabia: Housing Complex Project ($200 mm)
As a Department Mechanical Engineer, Mr. Warsi was responsible to study and design the project requirements which included kindergarten and secondary schools, health care center, auditorium, supermarket, Administration Buildings, Sewage treatment plant and religious spots. Mr. Warsi was also involved in the design of the maintenance plan for the completed projects; review and approval of shop-drawings and required manpower for various sites; responsible for mechanical shop drawings, equipment approval submittal, installation and testing of chilled water, drinking water, process pipes, chillers and split units.

Omar-Alesayi Contracting Company, Jeddah, Saudi Arabia: Renovation of Madina International Airport ($150 million)
As a Site Mechanical Engineer, Mr. Warsi was responsible for all the site works related to mechanical in which laying and testing of pipelines for water supply, firefighting, process pipes, installing of HVAC units and related electrical panels and building management computerized control systems; for as-built drawings and submission of all technical submittals for client's approval.

INTERNATIONAL CODE COUNCIL

TALAIT K WARSI

The International Code Council attests that the individual named on this certificate has satisfactorily demonstrated knowledge as required by the International Code Council by successfully completing the prescribed written examination based on codes and standards then in effect, and is hereby issued this certification as:

Commercial Mechanical Inspector

Given this day of March 16, 2013

Certificate No [redacted]

Ronald E. Piester, AIA
President, Board of Directors

Dominic Sims
Acting Chief Executive Officer

ICC INTERNATIONAL CODE COUNCIL®

INTERNATIONAL CODE COUNCIL, INC. CERTIFIED

This certificate is the property of ICC and must be returned to ICC in the event of suspension or revocation of the certificate.

Education

- BS/Civil Engineering, Cum Laude, Arizona State University, Tempe, AZ
- AS in Mathematics & Science, Rockland Community College, Suffern, NY
- Fundamentals of Engineering Exam (EIT)

Professional Qualifications and Certifications

- ACI Concrete Field Testing Technician Grade 1 Certification
- ICC Commercial Mechanical Inspector
- Member of American Society of Civil Engineers (ASCE)
- Member of American Society of Safety Engineers (ASSE)
- Member of Chi Epsilon, National Civil Engineering Honor Society
- Member of Golden Key National Honor Society
- Competed OSHA 40-Hours HAZWOPER
- OSHA 30-Hours Construction Safety Course
- OSHA Confined Space Entry Course

Summary

Mr. Lund has 30 years of professional experience including 15 plus years working in senior level positions on different projects. A very experienced engineer, he brings to the table years of practical experience gained from coordinating and monitoring contractor performance.

Experience

Techno Consult, Inc., Princeton, NJ:

$2.5 billion Croton Water Filtration Plant, Van Cortland Park, NY, NYCDEP

Mr. Lund is working as Lead Mechanical Engineer and his responsibilities include examining the construction of structures and sewer, water, and electrical systems, to ensure compliance with contract requirements and local building codes. Management of the construction of the NYCDEP Resident Engineer's Field Offices, construction cost estimating, testing of main excavation rock bolts, monitoring rock blasting and excavation. Reviewing payment requisitions, reviewing of time and material reports. Collecting as-built data, supervision of the implementation of Best Available Technology (BAT), on non-road diesel powered construction vehicles as required by the City of New York's Local Law 77.

The most unique aspect of the project is that the facility will be built completely underground. Construction of the facility will require two major underground construction phases: site preparation and tunneling. Each phase requires specialized expertise by both the contractors and the construction management team. The complexity includes the fact that a massive rock excavation must be undertaken before subsequent stages can begin, and tunnels must be completed before the plant can go on line. These contracts have particular risk because they are subject to unanticipated or unknown rock conditions.

John P. Picone, Inc.: Construction and Demolition of NYCDEP's Wastewater Processing Facility, Hunts Point, NY

As a Project Engineer, Mr. Lund coordinated construction and demolition activities and work included improvements to plant head works including the construction of a new Forebay throttling gate chamber, the replacement of main sewage pumps with variable frequency drive control, the installation of new bar screen equipment, the installation of a new scum and sludge processing system, the construction of a new personnel facility and centralized residuals handling facility, and the installation of a plant-wide instrumentation and control system. His responsibilities included coordination of work activities with various fabricators and subcontractors, procuring submittal approvals and materials and preparation of As-Built

drawings, coordination of the layout of new structures and equipment with a team of surveyors, coordination of the removal of hazardous materials from worksite and development of safe work procedures and maintaining safety records.

TECTONIC Engineering Consultants P.C.
As a Project Engineer he was responsible for site planning and design related to wireless communication site; prepared construction and permitting drawings; performed structural analysis and design of telecommunication related equipment; scheduled CADD personnel to ensure project deadlines were met; inspection of sites during and after construction for coherence with design drawings.

M.G. McLaren Consulting Engineers P.C.
As a Project Manager, Mr. Lund performed structural analysis and design of marine and special structures; performed structural inspection of marine facilities.

US Department of Energy – Industrial Assessment Center
As a Project Engineer, Mr. Lund conducted analysis of energy usage and waste streams for Arizona manufacturers; generated comprehensive reports with recommendations for methods to conserve energy and reduce operating costs.

Thor Lund Co. Inc., Bronx, NY
As an elevator Mechanic, Mr. Lund performed construction and repair of sidewalk elevators and electric dumbwaiters; prepared bid proposals for new construction and repair of elevator units; prepared plans and specifications for lifts submitted to NYC Building department.

Birmingham District Office
Certification and Testing Department
900 Montclair Road
Birmingham, Alabama 35213
Tel: 888-422-7233 extension 5524
Fax: 205-599-9897
www.iccsafe.org

INTERNATIONAL CODE COUNCIL

To: Donald Thor Lund

From: Certification and Testing Department

Date: December 21, 2012

Subject: December 08, 2012 Administration

Examination: M2 Commercial Mechanical Inspector

Congratulations! You have passed the above-named examination. Your wallet card is enclosed. This certification is current for three years.

You may request a wall certificate from ICC as well. This certificate will be provided at no cost to you, if you request it within 90 days of your exam. Only one wall certificate per exam passed will be provided to you at no charge. For more information on requesting a wall certificate, go to www.iccsafe.org/inspector.

It is extremely important that you notify ICC of any changes in name and/or address to avoid the possibility of documentation not being received. Please contact ICC at certexam@iccsafe.org with changes to your name and/or address (name changes may require additional documentation.

RENEWAL: Prior to the expiration date shown on your wallet card, we will send you a renewal reminder notice. You may obtain all of the certification maintenance information for renewal on the ICC Website at www.iccsafe.org.

Renewal of a certification is the responsibility of the certified individual. Please make sure you keep track of your renewal date (s).

Yours very truly,

Michelle Porter

Director, Certification & Testing
Enclosures

International Code Council
500 New Jersey Avenue, NW
Washington, DC 20001

The individual named hereon is CERTIFIED in the categories shown, having been so certified pursuant to successful completion of the prescribed written examinations.

Not valid unless signed by certificate holder.
ICC Certification attests to competent knowledge of codes and standards.

International Code Council
500 New Jersey Avenue, NW
Washington, DC 20001

The individual named hereon is CERTIFIED in the categories shown, having been so certified pursuant to successful completion of the prescribed written examinations.

Not valid unless signed by certificate holder.
ICC Certification attests to competent knowledge of codes and standards.

Remove card at perforation and FOLD in center before placing in wallet

Congratulations! You have demonstrated a commitment to the code enforcement profession by successfully achieving ICC certification. Your certification information will be posted on the Certification Website as an Active Certification.

www.iccsafe.org

Education

- B.S. Mechanical Engineering: Nov' 1992
- Key Courses: Energy Resources & Utilities; Refrigeration & A/C; Heat Transfer; Thermodynamics; Welding Technology; Electrical Technology; Gas Dynamics, Strength of materials, Machine Design & Engineering Graphics

Professional Qualifications and Certifications

- Engineer-In-Training (EIT), Fundamentals of Engineering (FE)
- 10 Hour Construction Industry Outreach
- 10-Hour Occupational Safety and Health Training Course in Construction Safety & Health
- Certification in Auto Cad awarded by Edit system Pvt. Ltd. India
- Certification in Air Conditioning Refrigeration awarded by Government of India.
- Certifications in 3d Animations awarded by Edit system Pvt. Ltd. India

Summary

Mr. Majid has more than 15 years of experience in both mechanical design and inspection. He has extensive HVAC design and implementation using AutoCAD. He is also experienced with Microsoft office Carriers HAP 4.30, Cad pipes and was exposed to pipe/fitting/welding economics.

Experience

Techno Consult, Inc., Princeton, NJ

1.5 billion Newtown Creek Wastewater Treatment Plant, NY

This project involves the completion of significant upgrades to the structures and systems that treat wastewater from a combined sewage treatment system. Some of the project elements include improvements to the plant bar screens, electrical, plumbing, HVAC, and controls and instrumentation upgrades, new screening and control buildings, new barge facilities and site work. The plant is undergoing a major capital improvement and upgrade program to expand its intended capacity from 1.2 to 1.8 cubic meters per day – a 50% increase. Process improvements will result in dramatic reductions of biochemical oxygen demand (BOD), and will help bring NYC into compliance with the secondary treatment standards required under the Clean Water Act.

Mr. Majid is responsible for inspection of mechanical components and systems associated with wastewater treatment. He oversees testing and acceptance of mechanical components and systems and reports any deviations to the Resident Engineer. Generating daily reports on contractor activity on jobsite. Assisting the Resident Engineer with resolution of issues resulting from field conditions and with contractor relations. Interacting with design and trade personnel with the aim of progressing the work in an orderly and timely manner.

Various projects for DEP, MTA, LIRR, NYCT, Metro North Railroad and NJ Transit & New Jersey Turnpike Authority

Mr. Majid gained HVAC experience in the design, coordination and construction of water / wastewater treatment plants, government and transit facilities. He performed different tasks as a mechanical engineer for numerous projects for clients including DEP, MTA, LIRR, NYCT, Metro North Railroad and NJ Transit & New Jersey Turnpike Authority. Familiar with design / construction processes and requirements. He was responsible for the design process including calculations, scoping reports, equipment sizing, layout coordination (between all trades), contract drawings/ specifications, cost estimates, shop drawing review and requests for information from contractors / engineer coordination and on-site inspection.

Project: DC WASA 358 Main and "O" Pumping Station Rehabilitation
Responsibilities involved sizing and layout of piping, boilers, pumping system, heating and ventilation units, Fans and Ductwork. Verified existing conditions in the field for HVAC Design. Responded to RFI. Prepared Design Revisions. Prepared Cost Estimation. Reviewed contract HVAC submittals with respect to contract drawings & specifications involved during field coordination. Calculated sufficient air-change per hour in the Battery room to keep the hydrogen level low and maintained explosion proof equipment selection for battery room.

Project: Newtown Creek Contract 30H, Main Building South Addition –
Reviewed contract HVAC submittals with respect to contract drawings & specifications. Maintained proper relocation of convectors in the staircases. Calculated heating and ventilation requirements.

Project: Bowery Bay –57H & 58H - HVAC Design, Prepared cost Estimation
Reviewed contract HVAC submittals with respect to contract drawings & specifications & involved during Field Coordination. Prepared Change Orders during construction phase.

Project: Catskill Delaware
Calculated Heating & Ventilation Loads, HVAC Equipment, Ductwork & Piped layouts in the various locations of the facility.

Project: New York state office of Mental Retardation and Development Disabilities Prepared Estimated Cost for HVAC equipment by piping, having pipe support for feasibility study for New York state office building. Copiloted engineering data to analyze Energy Efficient Strategies.

Project: Adam Clayton Powell Jr., State office Building
Reviewed Contract HVAC submittals with respect to Contract Drawings & specifications.

Project: Rutgers Houses
Reviewed Contract HVAC submittals with respect to Contract Drawings & specifications.

Project: Lehman HS, Bronx
Surveyed existing school conditions at the basement floor "Ballet Studio/Smoke Purge system" and prepared a report describing Mechanical findings & Recommendations for air-Handling unit & Ventilation system for the Ballet Studio and Smoke Purge System as per New York City Building Codes & SCA Standards. Completed Scoping phase, Design phase & Construction phase. Performed Cooling load calculation using computer software to ensure existing system-cooling performance, and proposed new HVAC equipment to optimize the Cooling performance.

Project: NYCSCA Public School PS-229, Bronx Surveyed existing conditions for the Structural Stabilization & Water Leaks; Replaced Existing HVAC Equipment, and Duct & Pipes. Completed HVAC Design phase & Prepared HVAC contract drawings.

Project: NJSCC New Elementary School #5, East Orange - HVAC Design & CAD

Project: NYCSCA Public School PS-41K & PS-332K - HVAC Design & CAD

Project: Newtown Creek New York
Completed a $28Million HVAC Job Including 9 Boilers, 15 Pumps, 6 Heat-Ex-changers, Heat-Recovery Units, Air-Handling Units, Control Room Air Conditioner Units, Condensers, and Unit Heaters & Convectors etc. At DEP New York, NY (Newtown Creek). Complete in-charge of Design/Drafting using AutoCAD 2000 & Cad pipe. Successfully Completed the Process of Co-ordination with all other trades on the project. Reviewed Pipe Hangers Details. Resolved all field conflicts with other trades. Prepared Pipe fabrication sketches for complete project. Reviewed Submittals for Equipment/Pipe/Fittings/Instrumentation/Pipe Hangers. Worked with Consultant Engineers to Co-ordinate with other trades on the Project. Prepared Change Orders & negotiated Quantities with Engineers. Prepared Valve Charts. Prepared As-Built Drawings/Weld Maps. Took off Materials. Calculated Labor hours for Estimation.

Project: East River Re-powering Project New York Responsibility for developing Isometric piping drawing for installation using Orthographic plans & Sections as a part of Design/Drafting team. Prepared Change Orders for extra Materials Pipe/Fittings/Pipe Supports/Welds. Checked fabrication Iso-drawings. Prepared Change Orders. Worked with Steam fitters/plumbers to resolve field Conflicts.

Project: CSO-Combine Sewage Over-flow New York
Responsibility of laying out 600ft of 48" Ductile Iron Underground Drain piping using AutoCAD & Cad pipe. Prepared Plans & Sections for 24" Stainless Steel Air Piping. Prepared Plans & Sections for 18", 12" & 6" Ductile iron Flushing Water piping. Prepared Accurate Plans & Detail piping layout using Surveying data.

Project: Manhattan Criminal court Building, New York
Completed a $6Million HVAC Job Including 4 Boilers, 6 Pumps & Dearetor tank. As part of a team completed all drawings for High Pressure Steam Piping Drawings. Completed all plans, Sections & Details. Checked fabrication spools. Laid out all equipment & Coordinated with other trades.

Education

- Bachelor of Electrical Engineering, NED University of Engineering and Technology, Pakistan (1979)

Professional Qualifications and Certifications

- NEC 2011 Review course
- OSHA 10-Hr Construction Safety and Health Course
- Certification from Professional Engineers Ontario, Canada
- Registered Professional Engineer, Pakistan Engineering Council
- Member of Institution of Engineers, Pakistan
- Member of Association for the Advancement of Cost Engineering (AACE), USA
- SCADA and DCS course

Summary

As a senior electrical inspector Mr. Syed has many key qualifications like:

- Management of a Management of a team of multi-discipline/multi-national professionals which involved creating and managing financial budgets, human/capital resource allocation plans, and supervising and reviewing preparation of contract documents and schedules.
- Conversant with North American codes and standards such as CSA, NEC IEEE, NEMA, NFPA etc, computer well-versed and able to use engineering software.
- *Completed switchgear system design and selection of equipment for High voltage system (34.5KV, 13.8KV, 4.16KV and LV Systems.) for expansion of seawater Cooling facility in Jubail, Saudi Arabia*
- Development of Control System Engineering related to power generation, distribution and pumping station along with DCS logics.
- Supervised the design and execution of medium and low voltage (34.5KV, 13.8KV) distribution network including transformers, switchgears, cables and related protection system.
- Development of electrical infrastructure network, plant's major electrical system & equipment.
- Completed auxiliary system design, UPS, DC chargers, Batteries and Fire alarm systems.
- Preparation of electrical drawings, single line diagrams, schematics, wiring cable block diagrams, schedules and various layout drawings.
- Investigation of electrical systems, UPS, SCADA and DCS system failures, and preparing and implementing directives for corrective actions.
- Analysis and investigation of plant problems and developing remedial strategies.
- Development and implementation of operations/maintenance plan and procedures and quality assurance guidelines.

Experience

Techno Consult, Inc., Princeton, NJ

$1.3 billion CAT/Del UV Disinfection Facility, Valhalla, NY, NYCDEP

In accordance with the terms of the Filtration Avoidance Determination (FAD) issued by the USEPA, the New York City will construct and place into operation an Ultraviolet Light (UV) Disinfection Facility for the Catskill/Delaware Water Supply System capable of disinfection a maximum flow of 2,020 million gallons per day (mgd), with an average flow of 1,310 mgd. The project will meet the water supply needs of the City and lower Westchester County and will comply with state and federal drinking water standards. The introduction of the UV Disinfection Facility will provide an additional disinfection "barrier" against *Giardia* and *Cryptosporidium* which will significantly enhance the City's water supply protection program.

Mr. Syed is responsible for construction inspection, prepare and maintain daily construction inspection reports, maintain and update shop-drawing log; coordinate with the field and the design team, review contractor's monthly requisition; perform all other inspection and field duties as required by the Resident Engineer.

$260 million Wards Island Wastewater treatment Plant, Borough of Manhattan, NYC, NYCDEP
Construction phasing will be conducted in seven phases, the first of which has been completed. Phase 2 involves the construction of the Bronx and Manhattan Grit chambers. Phase 3 consists of solids handling and miscellaneous improvements. Phase 4 involves construction of personnel facilities and other miscellaneous improvements. Phase 5 involves Secondary System Improvements. Phase 6 involves Residuals Handling and Miscellaneous Improvements, and Phase 7 consists of miscellaneous improvements.
Mr. Syed was responsible for technical review of engineering packages comprised of following systems: power distribution and equipment, illumination, fire alarm and protection, lightning protection and grounding, monitoring and security, data/voice communication and cathodic protection system. Perform engineering and commissioning using PANELBUILDERS 32, QUANTUM, FAUNC, WONDERWARER, MATH CAD, RSVIEW32, CIMPLICITY, PMCS, and VERSAPRO and perform construction inspection for conformance with design and contract specification. Prepare and implement directives for corrective actions. Evaluate modifications, change orders and prepare recommendations for negotiations and approvals. Coordinate and review the CPM schedule and perform all other inspections and evaluations. Supervise the execution of day to day work on site; Preparing and recommending solution of day-to-day problems encountered during the execution of work on-site.

$166 million Flushing Bay CSO Retention Facility, NYCDEP, NY
The project consists of the construction of screening and chemical treatment plant, offices and recreation facilities and equipped with the following: An advanced telemetry system control through SCADA; Power and protection monitoring system; Fire alarms and fire lighting system; Grounding and lighting protection system; Public address system; Securitiy System; All of these above are implemented controlled and monitored through the "DCS" System.
Mr. Syed was responsible for reviewing and implementing the contract documents and designs; reviewing the modifications and change orders for approvals and implementations; review and recommend the monthly payments of contractors for final approval; Review and approve the as-Built drawings and final documents of the contracts; Supervise the execution of day to day work on site; Preparing and recommending solution of day-to-day problems encountered during the execution of work on-site.

Expansion project of technical coating facility in Burlington for Dextran Chemical Products Scarborough and GEN pharmaceutical Company As an Electrical Designer he developed complete engineering package for reconstruction of Dextran chemical products. He was also responsible for completing design of low voltage distribution loads center and illumination, grounding, lighting protection system and fire alarm system, supervising the execution of construction activities of all electrical works and certifying progress payment claims, and developing complete engineering package for several community centers.

Cooling Water System, Royal Commission for Jubail and Yanbu, Saudi Arabia
Mr. Syed worked as the Senior Project Engineer at the largest cooling water system of the world providing process cooling water to the entire Industrial township of Jubail in Saudi Arabia comprising many basic

industries. He was responsible for preparing the basic engineering package for world's largest seawater cooling facility in Jubail, completing the review of detailed technical packages for a project over $ 1 billion US, with SCADA application and state of the art (DCS) distributed control system, providing engineering support for the plant, de-bottlenecking studies and implementation guidelines, supervising installation and commissioning of advanced telemetry network for flow measurement. Mr. Syed was also responsible for creating and implementing maintenance plan for electrical distribution systems, comprising of transformers, switch gear and control circuits, motor driver units and motor control panels, transformer rectifiers and related control circuits.

Various Projects for Ministry of Defense and Aviation (MODA), Saudi Arabia
Mr. Syed was responsible for completing the review and approval for design, calculations and specifications for contractibility for large and complex engineering projects of Ministry of Defense and Aviation, Prepared capital and human resources allocation plans for implementation, and also completing the review of as-built drawings and final documentation.

Various Projects, Saudi Arabia
Mr. Syed managed the execution and commissioning of high voltage (34.5KV, 13.8KV) distribution network includes transformers, switchgears, cables and related protection system as a turnkey project.

Plato Moschides

ELECTRICAL INSPECTOR

Firm
Naik Consulting Group, PC
Education
BS, Computer Science

Registrations/Certifications
NICET IV- Transportation Engineering Technology
ACI Certified, Concrete Field Testing Technician Level I
ACI Certified, Concrete Construction Special Inspector Level II
OSHA Occupational Health and Safety Act- Scaffolding and Fall Protection
MTA NYC Track Safety Certification

Years of Experience 27
Years with Firm ~1

Professional Summary
Mr. Moschides has twenty seven years' experience in Transportation Engineering Technology. Technical expertise in Electrical, Electronics, Communications, Mechanical, Civil, Structural, and Architectural disciplines. Professional Grade Construction Management and Inspection and Professional Grade Construction Report Preparation.

Additional Experience
PANYNJ HVAC Rehabilitation and Installation of Fire Alarm and Fire Suppression Systems Various Locations, Construction Manager. Electrical, electronics, communications, computer-based systems, mechanical, architectural, plumbing, sprinkler, FM 200, and environmental elements to replace existing HVAC, fire alarm, and fire suppression systems, testing and commissioning throughout the Goethals Bridge Administration and Maintenance buildings. Professional Services: 2009-2011; Cost: $30M

PANYNJ Light Pole and Light Pole Support Repairs at Goethals, Outerbridge Crossing and Bayonne Bridge Various Locations, Construction Manager. Electrical, civil, and structural elements required to repair (30) light pole, light pole foundation, and light pole support locations at Goethals and Bayonne Bridges, and Outerbridge Crossing; including asbestos abatement. Professional Services: 2009-2011; Cost: $3.5M

PANYNJ Bayonne Bridge Emergency Electrical Repairs, Various Locations, NY Construction Manager. New raceway and cable, automatic transfer switch sequencing and testing for destroyed backup power feeders at Administration building; field testing. Professional Services: 2009-2010; Cost: $1.2M

PANYNJ Staten Island Bridges Fire Hydrant System Upgrades Construction Manager. Mechanical and civil elements required to upgrade the existing fire hydrant systems at Goethals and Bayonne Bridges, and Outerbridge Crossing. Professional Services: 2009-2010; Cost: $1.2M

PANYNJ Outerbridge Crossing Highway Speed EZ- Pass Construction Manager. New plaza traffic reconfiguration; mechanical, electrical, electronics, plumbing, civil, structural and architectural removals and installations to facilitate new highway-speed electronic toll collection system; testing and commissioning. Professional Services: 2010-2011; Cost: $3.5M

PANYNJ Goethals Bridge Replacement of Condenser Water Strainers and Modifications to Chemical Feed System, Construction Manager. Replace existing strainers with new duplex strainers, including all supply and

return piping; modify existing chemical feed supply piping; mechanical identification, hydrostatic testing. Professional Services: 2008-2009; Cost: $800,000

PANYNJ Upgrade Emergency Egress Signage and Lighting for the Goethals, Bayonne Bridge and Outerbridge Crossing, Construction Manager. Electrical, structural, architectural, and civil elements to upgrade emergency egress signage and lighting within Administration Buildings and hollow abutments. Work included construction of three new egress corridors with fireproof ceilings, walls and doors, facade reconstruction, replacement of overhead garage door. Professional Services: 2006-2008; Cost: $1.5M

PANYNJ Central Access Door Control System for the Goethals, Bayonne Bridge and Outerbridge Crossing, Construction Manager. Deployment of Lenel™ software based Central Access Door Control Systems at Goethals, Bayonne Bridges and Outerbridge Crossing. installation of (130) new fail-secure doors, new PTZ CCTV/Motion detection systems, new electrical and electronics hardware, communications, uninterruptible power supplies, intra-facility networking of software based access control systems, RFID badge readers, badge creation software with intra-facility replication of access privileges using Windows 2000™ Professional, and Server operating systems, Legato™ RAID 5. Installation of new electrical conduit and cable feeders and branches, access control panels, dual-reader interfaces; integration into PAWANET mesh topology. Review final documentation: software manuals, operations & maintenance manuals, etc. Oversee 30-day operational testing. Professional Services: 2004-2007; Cost: $10M

PANYNJ Rehabilitation of Lighting Feeds and CCTV Systems for the Goethals, Bayonne Bridge and Outerbridge Crossing, Construction Manager. New bridge lighting power feeds, automatic transfer switches, new enclosures, cable, branch circuit wiring, conduit, field testing. New aviation lights, navigation lights, radar beacons, foghorns, and associated feeders. Testing and commissioning. Professional Services: 2002-2006; Cost: $30M

NYCTA, 2ND Avenue Subway Contract 4C, New York, NY Project Engineer. Managing mechanical, electrical, 300kVA uninterruptible power supply, electronics, communications, fiber-optics, instrumentation, controls, signaling, traction power, plumbing, multiple fire suppression systems and conveying equipment for new 72nd Street station Professional Services: 2014-Present; Cost: $260M

NYCTA, 2nd Avenue Subway Contract 3, New York, NY MEP Specialist. Mechanical, electrical, 375kVA uninterruptible power supply, electronics, communications, fiber-optics, instrumentation, controls, signaling, traction power, plumbing, multiple fire suppression systems, traction and hydraulic elevators and escalators (conveying equipment) for 63rd Street station 'F' line. Professional Services: 2011-2014; Cost: $220M

Prakash Saha

NACE COATING INSPECTOR

Firm
Louis Berger

Education
AAS, Applied Science

Registrations/Certifications
NACE Certified Coating Inspection Technician
New York State Asbestos Inspector, Air Sampling Technician, Project Monitor, Project Designer
New York City Asbestos Investigator
NJ Asbestos Safety Technician (AST) - State of New Jersey
NIOSH 582 Sampling and Evaluating Airborne Asbestos
EPA, HUD Lead Inspector and Risk Assessor - State of New York & New Jersey
(XRF) Certified Technician (RMD, Niton)
OSHA 40-hour HAZWOPER
OSHA Confined Space
SSPC C-3/5 Supervisor/Competent Person for De-leading of Industrial Structures – State of New Jersey

Years of Experience 19
Years with Firm 9

Professional Summary
Mr. Saha is a manager with Louis Berger with over 19 years of environmental engineering and consulting experience. Mr. Saha specializes in conducting investigations of environmental hazards including lead and asbestos containing materials surveys, design and management; including schools and commercial buildings per Industrial Code Rule 56 and NYCDEP Title 15. Also managed services associated with oversight and implementation of environmental site assessments including Phase Is and IIs, subsurface investigations, geotechnical services, wetlands services, noise, radiation and worker health and safety.

Selected Experience
NY City Department of Design and Construction Environmental/IH Services and Geotechnical Contracts (2 consecutive) for Infrastructure and Facility Projects City-wide. Contract/ client manager. Mr. Saha managed Louis Berger's services associated with oversight and implementation of more than 200 projects to date involving lead and asbestos containing materials surveys, design and management, environmental site assessments including Phase Is and IIs, subsurface investigations, geotechnical services, wetlands services, noise, radiation and worker health and safety.

New York City School Construction Authority, Capital Improvement Program. Contract manager for SCA program. Mr. Saha's specific responsibilities included senior technical reviewer on asbestos, lead-based paint. mold and PCBs identification surveys and abatement design including specifications and cost estimates. As well as managed Louis Berger's services associated with asbestos air monitoring and industrial hygiene services for many schools throughout the five boroughs.

Environmental Support Services, Government Services Administration. Project manager. Mr. Saha provided engineering conditions assessments and regulatory compliance support for program development study at Byron Rogers federal building in Denver, Colorado. Addressed all engineering and compliance related issues including but

not limited to lead/asbestos, chemical/ biohazard protection, building demolition and abatement, PCBs, waste management and health and environmental safety.

Port Authority of NY/NJ, Asbestos and Lead Paint Survey and Design Contract. Project manager. Mr. Saha has more than 10 assignments to date in New York state, New York City, and New Jersey providing comprehensive asbestos services for capital projects, with primary emphasis on air and contractor monitoring and inspections.

TriBorough Bridge and Tunnel (aka MTA Bridges and Tunnels) Asbestos Survey/Design Contract and Asbestos Monitoring Services Contract (2 consecutive). Manager. Mr. Saha has completed more than 20 task orders to date throughout NY City providing comprehensive asbestos services for bridge and tunnel projects.

U.S. Army Corps of Engineers, New York District Multiple Projects at Fort Hamilton, New York. Task manager. Mr. Saha served as task manager and senior technical reviewer on asbestos and lead-based paint identification surveys, and abatement design including specifications cost estimates. Projects include renovation/upgrades of Buildings 207 and 230 project; 135, 136, 137, and 138 project; 209 and 210 project.

NYSOGS, Asbestos/Lead Materials Survey and Design for Many Architectural and Engineering Projects, New York. Task manager. Mr. Saha was directly responsible for managing the day-to-day operations, including the following: pre-inspection and document review, site inspections, bulk sampling, laboratory analysis, sample analysis and review, analytical quality assurance plan, final survey report preparation, cost estimation, preparation of schematic plans, drawings and specifications and pre-bid coordination. More than 100 such projects have been completed.

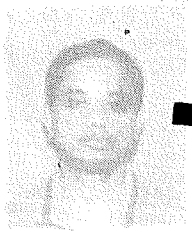
Westchester County School Districts, New York. Task leader. Mr. Saha worked with asbestos identification surveys, prepared asbestos abatement specifications for removal asbestos containing materials (ACM), and provided oversight of abatement of ACM. Project included weekly progress meetings with architect and Board of Education officials. Services provided to various school district throughout Westchester County.

New York City Transit, CM-1182 Services of an Environmental Engineering Consultant, New York, New York. Mr. Saha participated in survey and design aspects of QA/QC of CADD drawings for functionality and scales. Performed data collection for abatement projects in order to compile final reports.

NYPA, Asbestos Planning and Environmental Consulting Services, New York, New York. Mr. Saha performed several surveys and designs associated with energy upgrade projects throughout New York State.

Asbestos and Lead Paint abatement, New York and New Jersey. Field asbestos safety technician. Mr. Saha monitored high rise structures, health care facilities (including UMDNJ Facility), public schools, etc.

NYC DEP Asbestos Control Program
Asbestos Certificate



SAHA,
PRAKASH K
INVESTIGATOR
[redacted]
EXPIRES: 12/8/2014
DOB: M 5' 5"

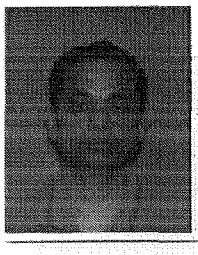
Must be carried on all asbestos projects

DMV ID: [redacted]

This certificate must be shown to a NYCDEP representative upon request. Report loss immediately to NYCDEP Asbestos Control Program, 8th floor 59-17 Junction Blvd., Flushing, NY 11373

STATE OF NEW YORK - DEPARTMENT OF LABOR
ASBESTOS CERTIFICATE

N.Y.S.



PRAKASH K SAHA
CLASS(EXPIRES)
C ATEC(12/14) D INSP(12/14)
H PM (12/14) I PD (12/14)

CERT# 9#-17436
DMV# 202139475

MUST BE CARRIED ON ASBESTOS PROJECTS

NJ Department of Community Affairs
Division of Codes and Standards
Bureau of Code Services

This is to certify that

Prakash Saha

has been certified as:

Asbestos Safety Technician

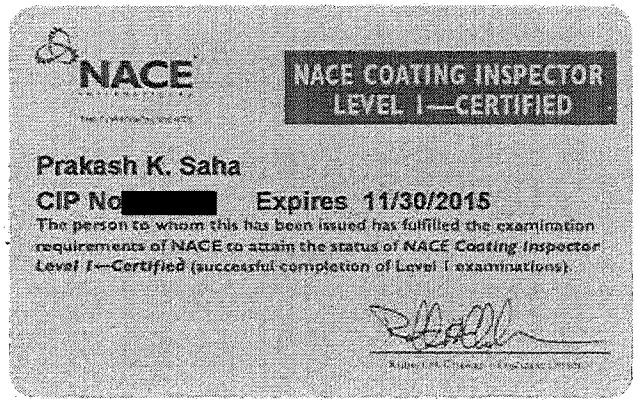
Certification # [redacted]

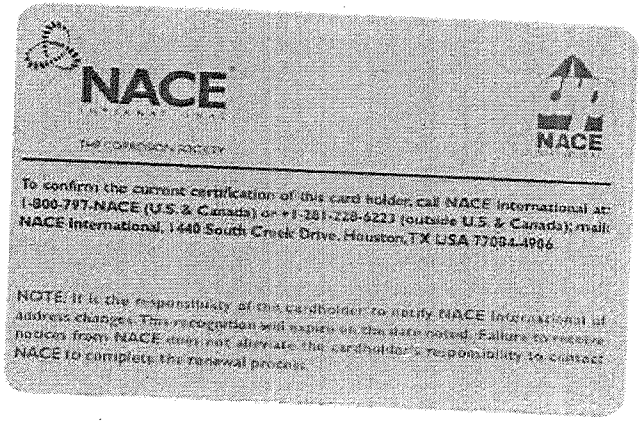
Effective Date **8/1/2012**

Expiration Date **7/31/2014**

THIS CARD IS ISSUEDPURSUANT TO
N.J.S.A. 52:27D-119 ET SEQ OF THE
STATE OF NEW JERSEY

CHIEF
BUREAU OF CODE SERVICES


NACE
NACE COATING INSPECTOR
LEVEL 1—CERTIFIED
Prakash K. Saha
CIP No [redacted] Expires 11/30/2015
The person to whom this has been issued has fulfilled the examination requirements of NACE to attain the status of NACE Coating Inspector Level 1—Certified (successful completion of Level 1 examinations).


NACE
NACE
To confirm the current certification of this card holder, call NACE International at: 1-800-797-NACE (U.S. & Canada) or +1-281-228-6223 (outside U.S. & Canada); mail: NACE International, 1440 South Creek Drive, Houston, TX USA 77084-4906
NOTE: It is the responsibility of the cardholder to notify NACE International of address changes. This recognition will expire on the date noted. Failure to receive notices from NACE does not alter the cardholder's responsibility to contact NACE to complete the renewal process.

John A. Carbone

NACE COATING INSPECTOR

Firm
Naik Consulting Group, PC

Registrations/Certifications
NACE Level I Recertification
TCCP

Years of Experience 15
Years with Firm 3

Professional Summary
Mr. Carbone has over 15 years combined experience in the construction inspection, management, and bridge repainting fields. His work includes the management of multiple project phases including scoping, design, estimating, procurement, materials management, construction, maintenance operations, shut-downs, coordination of industry requirements with federal and state regulatory demands as well as quasi-government institutions. He has completed projects in Lead Abatement for steel structures/heavy industry with related environmental issues. His advancement from field operations, through front-line supervision to senior staff management and administrative positions has given him a broad perspective of overall project requirements. His administrative experience includes proposal compilation, scheduling, program tracking (cost, utilization, etc.), customer relations and reporting.

Experience
NJTA Dr Driscoll Bridge Repainting & Structural Repairs, Middlesex County, NJ, Chief Painting Inspector: For abrasive blasting, lead abatement, caulking and repainting of this structural steel. Performed the painting inspection tasks, inspected the containment procedures; tested the paint, inspected the various coatings, and prepared the inspector reports. Maintains and updates monthly quantities using the CapEx System. Also performed the painting inspection tasks for the Fireproofing for the Basilone Bridge during this time period. Professional Services: 2012 – 2014; Cost: $40M

NJTA Hackensack River Lewandowski Memorial Bridge, Secaucus, NJ, Painting Inspector. For construction management and inspection services for the painting portion of the $149M rehabilitation project which included lead abatement and painting of 1.2M square feet of weathering structural steel. Performed the painting inspection tasks and reports in accordance with the NJ Turnpike CapEx system. Also responsible for the inspection of the repainting of the structural steel consisting of the painting inspection tasks, containment barriers, supervision of the inspectors and contractor's painting crews, analyses of the paint, preparing reports and monthly estimates. Project Details Include: Construction Staging Details; FHWA Testing at Penn State; Crash Test and Barrier Foundation; Substructure Spall Repairs; Fender System Repairs; Rock Excavation at Laurel Hill; Access Road & Wet Land Protection; GRES Wall/South Temporary Access Road Construction; Shoulder Resurfacing and HICC Deck Spall Repairs. Professional Services: 2011 – 2012; Cost: $149M

NJTA Repainting of Basilone Memorial Bridge, Somerset, County, NJ, Painting Inspector. For painting inspection and close-out for this $5.5 million New Jersey Turnpike Authority bridge painting contract. Inspected abrasive blasting and repainting structural steel of Basilone Memorial Bridge over the Raritan River, Structure Nos. 82.24N and 82.24S. The project involved blast cleaning and painting of structural steel and zone painting of weathering steel, replacement of open grid deck systems, repairs to deteriorated/damaged trusses and sidewalks, and repaving roads on either side of bridge approaches. Responsibilities included performing painting inspections

tasks, including inspection of abrasive blasting, lead abatement and repainting of the bridge, and preparation of the inspector reports in accordance with the CapEx System. Also monitored the negative pressure enclosure with a suspended work platform to contain blast abrasives, dust and debris. Professional Services: 2010; Cost: $5.5M

Delaware River Joint Toll Bridge Commission, Route 80 Delaware Water Gap Bridge Rehabilitation and Repainting, Warren County, NJ/Monroe County, PA, Painting Inspector. For this $17 million bridge rehabilitation project, including a multi-faceted rehabilitation of the bridge's superstructure as well as corresponding work on the bridge's approaches. The project included bearing and deck joint replacement, cleaning and painting of the superstructure of the bridge, repairs to the bridge substructure, replacement of under-bridge lighting and portions of the bridge drainage system, seal coating of the bridge deck and other elements. Responsible for the inspection of all core drilling and epoxy grout to set anchor bolts for new pedestals; Deck Seal Coat: confirming concrete preparation and application of methacrylate sealer to roadway; Blast Clean and Painting the Bridge Superstructure- Preforming all inspections for preparation and application for for 3-coat paint system. (Total of 360,000 sq. ft. of steel); Overseeing construction and maintenace of Class 1A Negative Pressure Containments for each span; Monitoring blast operations to confirm negative pressure condition; Overseeing repairs if any emmissions from containment occurred before allowing blast ops to continue; Monitoring storage of hazardous waste while on site; and Generating punch list for contractor and overseeing completion of all listed items. Professional Services: 2011; Cost: $17M

DRJTBC Riegelsville Bridge Rehabilitation and Painting, Warren County, NJ/Monroe County, PA, Painting Inspector. For the $6 million abrasive blasting, lead abatement, caulking and repainting of this structural steel, 585 foot suspension bridge crossing the Delaware River. Performed the painting inspection tasks, inspected the containment procedures; tested the paint, inspected the various coatings, and prepared the inspector reports. Responsible for the inspection of the structural repairs, bridge deck repairs, and painting inspection. Work included inspection for abrasive blasting, lead abatement, caulking and repainting of this structural steel, 585 foot suspension bridge crossing the Delaware River. Also monitored negative pressure containment with a suspended work deck to inhibit paint chips, rust and debris from entering waterway and environment, and monitored ambient conditions, employee health exposure and hazardous waste disposal, and prepared the inspector reports. Professional Services: 2010; Cost: $6M

NJDOT Route 295, Exits 4-21 Lead Abatement: Painting Inspector for abrasive blasting and repainting structural steel of (11) overpass bridges. Construct negative pressure enclosures to contain blast abrasives, dust and debris for environmental protection. Ambient controlled ventilation to maintain conditions for continuous blast/paint operations. Monitored employee health exposure, hazardous waste disposal, and traffic control. 1994 -1996 Professional Services: 2012 – 2014; Cost: $40M

Feb 24 11 12:34p QWIK PACK & SHIP 609-953-9105 p.2

NACE INTERNATIONAL

Certificate of Achievement

NACE International Recognizes

John Carbone

NACE Coating Inspector Level 1—Certified

CIP Certification Number [redacted]

Certification Awarded
January 2011

Executive Director

cip NACE INTERNATIONAL

153828

John Waldorf

NACE COATING INSPECTOR

Firm
Naik Consulting Group, PC

Education
BS Ocean Engineering, Florida Atlantic University, 1982

Registrations/Certifications
NACE CIP Level I
NACE Cathodic Protection Specialist
NACE Senior Corrosion Technologist
Texas Professional Engineer
Louisiana Municipal Contractor License
TCCP

Years of Experience 15
Years with Firm 2

Professional Summary
Mr. Waldorf has over 15 years' experience in the heavy civil, residential, commercial, water and waste water markets. As a manager, he has extensive proficiency with large-scale design build contracts, P&L and risk assessment.

Selected Experience
NJTA Easterly Hackensack Bridge, Essex and Hudson Counties, NJ, Senior Inspector. The New Jersey Turnpike Authority required bridge deck reconstruction, miscellaneous structural repairs, roadway improvements and repainting of structural steel on the Hackensack River Lewandowski Memorial Bridge, on the Easterly Roadway of the New Jersey Turnpike. As Resident Painting Engineer, performed the painting inspection tasks and reports in accordance with the NJ Turnpike CapEx system and standards. Also responsible for the inspection of the repainting of the structural steel consisting of the painting inspection tasks, containment barriers, supervision of the inspectors and contractor's painting crews, analyses of the paint, preparing reports and monthly estimates. Project Details Include: Construction Staging Details; FHWA Testing at Penn State; Crash Test and Barrier Foundation; Substructure Spall Repairs; Fender System Repairs; Rock Excavation at Laurel Hill; Access Road & Wet Land Protection; GRES Wall/South Temporary Access Road Construction; Shoulder Resurfacing and HICC Deck Spall Repairs. Professional Services: 2011- Present; Cost: $149M

Additional Experience
PANYNJ Goethals Bridge Rehabilitation, NJ/NY, Senior Inspector. Managed and inspected Bi-Annual Emergent Steel Repairs; Painting of Entire Bridge Structure; Erection of Bridge Platform & Containment. Responsibilities included Onsite Contract/Construction Manager, Preparation of Estimates/Cost Proposals, Management of Worker Health & Safety, Coordination of Environmental Monitoring, Manage on Site Quality Assurance, Management of 3rd Party Design Engineers, Coordination of Hazardous Waste Disposal, Coordination of all Project Submittals and RFI's, Develop Quality Assurance Plan, Manage Marine Equipment; Barges & Tugs, Contractor Coordinator with Resident Engineer. Professional Services: 2001-2004; Cost: $25M

MTA Bridges & Tunnels Bronx Whitestone Bridge Rehabilitation, NY, Senior Inspector. Managed and inspected Rehabilitation of Main Suspension Cables & Suspenders, Bi-Annual Emergent Steel Repairs, Painting of Entire

Bridge Structure Including Stiffening Truss & Floor Beams, Painting of Bridge Towers, Containments Erection, and Replacement of Side Walk Deck. Responsibilities Included: Onsite Contract Construction Management, Managed Onsite Quality Assurance and Inspection Team. Professional Services: 2004-2005; Cost: $25M

MTA Bridges & Tunnels, Verrazano Narrows Bridge, NY, Senior Inspector. For Bi-Annual Emergent Steel Repairs, Painting of Entire Bridge Structure, Installation of Man-Ways, Installation of Containment Platform. Responsibilities Included: Onsite Contract and Construction Management. Professional Services: 2002-2003; Cost: $32M

NYSTA Tappan-Zee Bridge Rehabilitation /Painting & Pier Replacement Senior Inspector. Rehabilitation of New York Tower Marine Pier Structures, Installation of New Pipe Piles/ H-piles & Crib structure, Painting of Entire Bridge Sub-structure, Painting of New York Tower Structure, Erection of Bridge Platform & Containment, Build Marine Load Out facility. Responsibilities Included: Onsite Contract/Construction Manager, Manage on Site Quality Assurance and Inspection Team. Professional Services: 2001; Cost: $15M

NYCDOT Manhattan Bridge Rehabilitation, NY, Senior Inspector. For Painting of Entire Bridge Structure Painting of Manhattan & Brooklyn Tower Structures, Erection of Bridge Platform & Containment. Responsibilities Included: Onsite Contract/Construction Manager, Manage on Site Quality Assurance. Professional Services: 2000-1998; Cost: $40M

DRJTBC Riegelsville Bridge Rehabilitation and Painting, NJ/PA, Senior Inspector. For abrasive blasting, lead abatement, caulking and repainting of this structural steel, 585 foot suspension bridge crossing the Delaware River. Performed the painting inspection tasks, inspected the containment procedures; tested the paint, inspected the various coatings, and prepared the inspector reports. Responsible for the inspection of the structural repairs, bridge deck repairs, and painting inspection. Work included inspection for abrasive blasting, lead abatement, caulking and repainting of this structural steel, 585 foot suspension bridge crossing the Delaware River. Also monitored negative pressure containment with a suspended work deck to inhibit paint chips, rust and debris from entering waterway and environment, and monitored ambient conditions, employee health exposure and hazardous waste disposal, and prepared the inspector reports. Professional Services: 2010; Cost: $11M

DRJTBC, Route 80 Delaware Water Gap Bridge Rehabilitation and Repainting, NJ/PA, Senior Inspector. The bridge rehabilitation project included a multi-faceted rehabilitation of the bridge's superstructure as well as corresponding work on the bridge's approaches. The project included bearing and deck joint replacement, cleaning and painting of the superstructure of the bridge, repairs to the bridge substructure, replacement of under-bridge lighting and portions of the bridge drainage system, seal coating of the bridge deck and other elements. As Resident Painting Engineer, responsible for the inspection of all core drilling and epoxy grout to set anchor bolts for new pedestals; Deck Seal Coat: confirming concrete preparation and application of methacrylate sealer to roadway; Blast Clean and Painting the Bridge Superstructure- Preforming all inspections for preparation and application for for 3-coat paint system. (Total of 360,000 sq. ft. of steel); Overseeing construction and maintenace of Class 1A Negative Pressure Containments for each span; Monitoring blast operations to confirm negative pressure condition; Overseeing repairs if any emmissions from containment occurred before allowing blast ops to continue; Monitoring storage of hazardous waste while on site; and Generating punch list for contractor and overseeing completion of all listed items.Professional Services: 2011; Cost: $17M

NACE INTERNATIONAL

Certificate of Achievement

NACE International Recognizes

John Waldorf

NACE Coating Inspector Level 1—Certified

CIP Certification Number [redacted]

Certification Awarded
January 2013

Executive Director

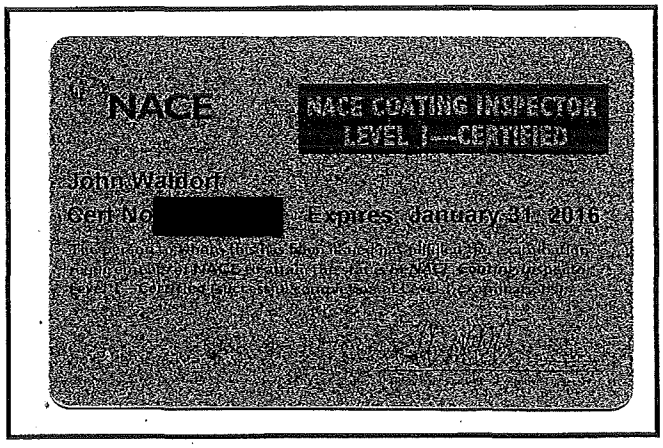
cip NACE INTERNATIONAL

37919

NACE INTERNATIONAL

COATING INSPECTION PROGRAM

WALLET CARD



Richard Barrington PE

CIVIL/ STRUCTURAL ENGINEER

Firm
Louis Berger

Education
BS, Civil and Environmental Engineering

Registrations/Certifications
Professional Engineer (NY, NJ)

Years of Experience 16
Years with Firm 9

Professional Summary
Mr. Barrington is a licensed principal engineer serving as the manager of facilities engineering. He has 16 years of experience in design services for civil and environmental engineering including the past 18 months in an operational manager capacity. Mr. Barrington has been involved in a wide variety of projects for both private and public sector clients. His experience ranges from preliminary investigations and conceptual plans, through design and preparation of contract documents, to construction phase services. He has worked in many sectors, most notably education, aviation, transportation, and sports and recreation.

Selected Experience
Port Authority of New York and New Jersey (PANYNJ), Newark (EWR) Terminal A Redevelopment and Infrastructure Assessment, Newark, New Jersey. Engineer. Mr. Barrington was responsible for providing design evaluation and civil engineering services for the development of the Terminal A Sustainability Report. Provided utility assessment and master planning in support of the overall airport redevelopment program. Provided evaluation of transportation and infrastructure elements in addition to sustainable options for addressing stormwater management, increased utility demand, and other affected elements by the redevelopment project within the airport environment.

PANYNJ, Perimeter Intrusion Detection Systems (PIDS), Design/Build Project, New York and New Jersey. Civil/structural engineer. Mr. Barrington was responsible for providing lead design engineering services for civil/utilities and environmental/permitting aspects as well mechanical and electrical engineering support services within the command and control rooms for this confidential security PIDS design/build project for all major New York and New Jersey airports.

PANYNJ, On-Call Security Engineering Services, Unmanned Gates Stage 3 Design at EWR, Newark, New Jersey. Project manager. Mr. Barrington was responsible for civil engineering and design associated with security improvements at Unmanned Gate Locations at EWR. The project included both physical and technical improvements consistent with existing PANYNJ technology requirements and design based threat requirements.

PANYNJ, On-Call Security Engineering Services, Unmanned Gates Stage 3 Design Teterboro Airport (TEB), Teterboro, New Jersey. Project manager. Mr. Barrington was responsible for civil engineering and design associated with security improvements at unmanned gate locations at TEB. The project included both physical and technical improvements consistent with existing PANYNJ technology requirements and design based threat requirements.

PANYNJ, On-Call Security Engineering Services, Unmanned Gates Stage 3 Design at LaGuardia Airport (LGA). New York. Project manager. Mr. Barrington was responsible for civil engineering and design associated with security improvements at unmanned gate locations at LGA. The project included both physical and technical improvements consistent with existing PANYNJ technology requirements and design based threat requirements.

PANYNJ, On-Call Civil Engineering Services, New York and New Jersey. Project manager. Mr. Barrington was responsible for civil engineering and design associated with roadway, utility, drainage and pavement design at John F. Kennedy International Airport (JFK), EWR, and LGA. Performed engineering assessments and development of design plans, specifications and cost estimates for EWR baywater piping removal, Building 141 site/civil and parking design, and JFK cargo road rehabilitation.

New Jersey Schools Development Authority (NJSDA), On-Call Site Feasibility Investigation Services, Statewide, New Jersey. Project manager. Mr. Barrington served as project manager for on-call engineering and environmental support program to NJSDA. Under this task order, provided program management for the contract which provided engineering and environmental services for more than 20 schools throughout New Jersey. Provided a multitude of services ranging from civil engineering, building assessments, cultural resources, environmental engineering, expert witness testimony, utility investigation, geotechnical engineering, traffic analysis, conceptual site planning, demolition and abatement, and site/civil engineering design for the schools ranging from Pre-k-4 through high school.

New Jersey Schools Construction Corporation (NJSCC), On-Call Site Feasibility Investigation Services, Essex Region, New Jersey. Project manager. Mr. Barrington served as project manager for on-call engineering and environmental support program to NJSCC. Under this task order, provided program management for the contract which provided engineering and environmental services for more than 10 schools throughout the Essex Region. Provided a multitude of services ranging from civil engineering, building assessments, cultural resources, environmental engineering, expert witness testimony, utility investigation, geotechnical engineering, traffic analysis, conceptual site planning, demolition and abatement, and site/civil engineering design for the schools ranging from Pre-k-4 through high school.

City University of New York (CUNY), On-Call Engineering, New York. Project director. Mr. Barrington was responsible for providing proposal information and negotiating task orders for recently awarded on-call contract. The on-call engineering contract provides civil, structural, mechanical, electrical, and plumbing engineering services to a variety of CUNY campuses. Awards to date include structural evaluation for a renovation for Gershwin Hall at Brooklyn College and special inspections for renovation to the Kupferberg Arts Quad at Queens College.

New Jersey Turnpike Authority (NJTPA), On-Call Security Engineering Services, New Jersey. Project manager. Mr. Barrington was responsible for various civil improvements to address security needs at various building facilities and major bridges within the State of New Jersey.

State University of New York (SUNY) Purchase, Dance Building, Purchase, New York. Project manager. Mr. Barrington was responsible for providing lead civil and utility engineering services for the drainage improvements associated with water infiltration issues surrounding the Dance Building. Services rendered included site assessment, investigation of existing utilities, stormwater management design, and construction oversight.

Rutgers University Catholic Center at Saint Peters Convent, New Brunswick, New Jersey. Project manager. Mr. Barrington worked with New Brunswick Development Corporation (DEVCO), responsible for preparation of the site feasibility and investigation services and the civil site work portion of contract documents for the restoration of the Rutgers affiliated Catholic convent located proximate to Queens College in New Brunswick.

NJSCC, Site Feasibility Investigation Services, Newark Oliver Street, Newark School District, Newark, New Jersey. Project manager. Mr. Barrington worked with property acquisition project involving utility investigation,

environmental assessments, geotechnical engineering, traffic analysis, conceptual site planning, demolition and abatement, and site/civil engineering design for the proposed 90,000 square-foot PK-5 elementary school. Program manager for environmental services at site including PA/SI/RAW/RAR for main site and additional properties. Provided engineering services for the demolition, clearing, and remediation of the site.

NJSCC, Site Feasibility Investigation Services, West New York Public School #4, West New York School District, New Jersey. Project manager. Mr. Barrington worked for property acquisition and site and civil design project involving utility investigation, environmental assessments, geotechnical engineering, traffic analysis, conceptual site planning, demolition and abatement, and site/civil engineering design for the proposed 90,000 sf PK-5 elementary school. Program manager for environmental services at site including PA/SI/RAW/RAR for main site and additional properties.

Montclair State University, Pittser Field, New Jersey. Project manager. Mr. Barrington was responsible for providing lead civil and utility engineering services for the reconstruction of Pittser Field at Montclair State University. The project includes the replacement of natural sod surface with state-of-the-art artificial turf system inclusive of irrigation and stormwater management. Services rendered included site assessment, investigation of existing utilities, stormwater management design, and construction oversight.

College Point Associates, Waldbaum's Plaza, College Point, New York. Project manager. Mr. Barrington was responsible for preparation of roadway improvement plans, site plans, utility plans, grading and drainage, and zoning applications forms for private client to aid in the redevelopment of the College Point Plaza in College Point, New York.

Bryant Park Development Corporation, Bryant Park Subterranean Switchgear Room, New York, New York. Civil/structural engineer. Mr. Barrington was responsible for providing lead engineering services associated with the planning and New York City DOT (NYCDOT) permitting for a new underground office/maintenance spaces including a new switchgear room. The work included coordination with Con Edison and NYCDOT to obtain permits to place transformers within City right-of-way (ROW) and to facilitate relocation of utilities with City ROW.

USACE, Utah Data Center, Utah. Mr. Barrington was responsible for the civil construction documents associated with the site preparation for the creation of a technology campus on 200 acres adjacent to existing federal property in Utah. In addition to grading and drainage, the project required significant stormwater management, roadway alignment, and utility assessment.

USACE, New York, Pyrotechnics Facility, Picatinny Arsenal, New Jersey. Mr. Barrington was responsible for the civil construction documents associated with the creation of a pyrotechnics campus on five acres at Picatinny Arsenal. In addition to grading and drainage, the project required utility relocations and coordination with external architecture firm and internal structural, mechanical, electrical, and plumbing engineering disciplines.

USACE, U.S. Military Academy (USMA), West Point, Modified Record Firing (MRF) Range, West Point, New York. Mr. Barrington was responsible for the civil construction documents associated with the renovation of a MRF Range. Project included grading, layout, and environmental assessment of impacts associated with proposed improvements.

THIS DOCUMENT IS PRINTED ON WATERMARKED PAPER WITH BLUE COLORED BACKGROUND AND MULTIPLE SECURITY FEATURES. PLEASE VERIFY AUTHENTICITY.

State Of New Jersey
New Jersey Office of the Attorney General
Division of Consumer Affairs

THIS IS TO CERTIFY THAT THE

Board of Prof. Engineers & Land Surveyors

HAS LICENSED

RICHARD J. BARRINGTON

FOR PRACTICE IN NEW JERSEY AS A(N): Professional Engineer

03/13/2012 TO 04/30/2014
VALID

LICENSE/REGISTRATION/CERTIFICATION #

Signature of Licensee/Registrant/Certificate Holder

DIRECTOR

New Jersey Office of the Attorney General
Division of Consumer Affairs
THIS IS TO CERTIFY THAT THE
Board of Prof. Engineers & Land Surveyors
HAS LICENSED
RICHARD J. BARRINGTON
Professional Engineer

03/13/2012 TO 04/30/2014
VALID

SIGNATURE

DIRECTOR

License/Registration/Certificate #

PLEASE DETACH HERE

IF YOUR LICENSE/REGISTRATION/ CERTIFICATE ID CARD IS LOST PLEASE NOTIFY:

Board of Prof. Engineers & Land Surv
P.O. Box 45015
Newark, NJ 07101

PLEASE DETACH HERE

RICHARD J. BARRINGTON EXPIRATION DATE **2014**

YOUR LICENSE/REGISTRATION/CERTIFICATE NUMBER [redacted]. PLEASE USE IT IN ALL CORRESPONDENCE TO THE DIVISION OF CONSUMER AFFAIRS. USE THIS SECTION TO REPORT ADDRESS CHANGES. YOU ARE REQUIRED TO REPORT ANY ADDRESS CHANGES IMMEDIATELY TO THE ADDRESS NOTED BELOW.

Board of Prof. Engineers & Land Surveyors
P.O. Box 45015
Newark, NJ 07101

PRINT YOUR NEW **ADDRESS OF RECORD** BELOW.
YOUR ADDRESS OF RECORD IS THE ADDRESS THAT WILL PRINT ON YOUR LICENSE/REGISTRATION/CERTIFICATE AND IT MAY BE MADE AVAILABLE TO THE PUBLIC.

HOME ☐
BUSINESS ☐

TELEPHONE
INCLUDE AREA CODE

PRINT YOUR NEW **MAILING ADDRESS** BELOW.
YOUR MAILING ADDRESS IS THE ADDRESS THAT WILL BE USED BY THE DIVISION OF CONSUMER AFFAIRS TO SEND YOU ALL CORRESPONDENCE.

HOME ☐
BUSINESS ☐

TELEPHONE
INCLUDE AREA CODE

Fredrick McCarthy PE

CIVIL/ STRUCTURAL ENGINEER

Firm
Louis Berger

Education
BE, Civil Engineering

Registrations/Certifications
Professional Engineer (NJ, NY, PA, DE, RI, FL)

Years of Experience 29
Years with Firm 20

Professional Summary
Mr. McCarthy is vice president of facilities engineering including remedial design services with more than 20 years of facilities, structural, and security engineering experience. He has performed and managed numerous facility evaluations, upgrades and designs involving buildings, utilities and site restoration, and has conducted environmental investigations and remediation system designs for private industries as part of plant operations and maintenance. He is also responsible for the Louis Berger Corporate Quality Assurance Program.

Selected Experience
Port Authority of New York and New Jersey (PANYNJ), Professional Design and Technical Services for Security Capital Programs on a "Call-In" Basis. Director. Mr. McCarthy was responsible charge for providing various confidential security related design services for various tunnel, bridge, airport, rail (PATH) and port facilities projects in New York and New Jersey. Under this contract, presently preparing Stage I reports and design documents for construction and installation of crash barriers, perimeter intruder detection systems, structural hardening of access points, Infographics systems, ventilations systems safeguards and landside improvements.

PANYNJ, Baseline Structural Condition Surveys of Block A (north and south) and Block C, Hoboken, New Jersey. Project principal and QA/QC review. The task order consisted of the baseline structural inspection and façade evaluation of 3 structural steel framed/masonry clad 13 story high rise office and condominium structures. The manlifts and mobile scaffold were used to inspect the building facades. Deliverable included the condition survey report in PANY&NJ format with photographic documentation and building plans detailing the locations of identified immediate, priority, safety and routine repair recommendations.

PANYNJ, Cyclical Structural Condition Surveys of the Lincoln Tunnel Ventilation Buildings, located in Weehawken, New Jersey and New York (Manhattan) New York. Project principal and QA/QC review. The task order consisted of the facade structural inspection (NYC Local Law 11) and evaluation of 5 structural steel framed/masonry clad high rise structures. The manlifts and mobile scaffold were used to inspect the building facades. New York City Department of Transportation Sidewalk Closure permits were acquired for elevations above public sidewalk. Deliverable included the condition survey report in PANY&NJ format with photographic documentation and building plans detailing the locations of identified immediate, priority, safety and routine repair recommendations.

PANYNJ, Facility Condition Survey Program buildings, Baseline Condition Survey of Buildings 37, 54, 301, 302, 304, 306, 308, 310, 312, 313, 314, 315, 316, and 317 and a Cyclical Condition Survey of Buildings 11, 34, 39, 84, 85, 123, 124 and 125 at LaGuardia Airport located in Queens, New York. Project principal and QA/QC review. Task order consisted of the completion of an existing conditions assessment of various operations, maintenance,

antenna and support buildings servicing FAA and the Airside Operation Area (AOA) of the airport. Deliverable included a report of the inspection findings, including repair and/or replacement of the noted deficiencies.

PANYNJ, Facility Condition Surveys for Building Facilities on a Call-In Basis. Director. Mr. McCarthy was responsible for executing completion of multiple buildings assessments and report preparation at JFK and Newark Liberty Airport.

PANYNJ, Quality Assurance Division, Structural Condition Assessment of JFK International Airport Buildings 30, 36, 38, 43 and 44. Quality control engineer. Mr. McCarthy was responsible for the review of structural inspections and façade evaluations and the associated reports of 5 buildings, totaling approximately 1,010,000 GSF of cast-in-place concrete, pre-cast concrete and steel construction, at JFK International Airport. The surveyed buildings were two parking garages (Blue and Green Garages) and their associated toll booth canopies.

PANYNJ, Quality Assurance Division, Structural Condition Assessment of New Jersey Marine Terminal Buildings 111, 122, 124, 125, 126, 130, 131, 135, 136, 142, 143, 147, and 151. Quality control engineer. Mr. McCarthy was responsible for the review of the structural inspection and façade evaluation and the associated reports for 13 buildings, totaling approximately 400,000 GSF of diverse construction, including steel and timber framing, and function, at Port Newark. The surveyed buildings were operated by Port Newark tenants as warehouses (ambient, refrigerated, and subzero), storage buildings, offices, commercial facilities, and domestic water pumping station.

PANYNJ, On-Call Civil Engineering Services. Program director. Mr. McCarthy was responsible for QA/QC of civil engineering services involving roadway, drainage and pavement design at JFK, Newark and LaGuardia Airports. In responsible charge of engineers and in the performance of engineering assessments and development of design plans, specifications and cost estimates. Representative projects included JFK Airport Service Road and Taxiway Rehabilitation, LaGuardia Airport Service Road Restoration, Oil/Water Separator Installations at Buildings 14, 75 and 79 at Newark International Airport, JFK Cargo Road Rehabilitation and Guard Post Crash Barriers at JFK.

Bryant Park Corporation, New Underground Facility Building and Call-in Structural and Civil Design Services, New York. Principal-in-charge. Mr. McCarthy was responsible for project oversight of this on-going design of a new underground building to support the park's electrical power requirements. Responsible for Division's design of the civil, structural, electrical lighting, plumbing and HVAC systems. Also responsible for design of various pole and telescope structural mounts throughout the park and currently providing design solutions for water supply needs within the park.

County of Essex, Division of Engineering, Culvert Management System, New Jersey. For the County of Essex, Mr. McCarthy directed the development of a management system for 240 culverts of concrete and masonry construction involving inventory, inspection and remedial design recommendations and the development of an electronic database.

PANYNJ, Facility Condition Surveys, Waterfront Facilities Surveys Program. Program director. Mr. McCarthy was responsible for structural and mechanical evaluations of wharfs, piers and related marine building structures. In responsible charge of engineers and building and underwater inspection teams in the performance of physical surveys, detailed reporting and remedial analysis and reinforcement/upgrading of deficiency elements and supporting systems. Responsible for fast tracked survey of Red Hook Wharf in Brooklyn, New York and Howland Hook Wharf in Staten Island, New York involving underwater pile and bulkhead evaluations, underdeck and above deck inspections and lighting towers.

PANYNJ, Crash Barriers at Guard Posts A-1 & A-2, H, J, O, P, R, S, V, W, Z, and Gate 106, John F. Kennedy International Airport, New York. QA manager. Mr. McCarthy was responsible for oversight of contract documents development for the installation of Vehicular Crash Barriers at 11 of the 17 Guard Post locations at John F.

Kennedy International Airport. The Guard Posts provide secured access to airside areas of the airport. Work involved civil, structural, mechanical, electrical and traffic engineering and design as well as CM services.

New Jersey Division of Property Management and Construction, Paterson School District, Facility Evaluations and Scoping Development, New Jersey. For the State of New Jersey, Department of the Treasury, Division of Property Management and Construction (DPMC), Mr. McCarthy evaluated Priority 1 deficiencies at 17 school sites focusing principally on mechanical (HVAC and fire safety), architectural and life/safety issues. Louis Berger validated previous studies, upgraded recommendations for improvement and developed scoping documents for bid solicitation. He also prepared engineering reports to assist DPMC in their presentation of the School District's needs to establish budgeting.

Barwa Financial District, Ibn Hani Syria Development and Musheireb, Sudan Project Design Reviews, Qatari Diar Real Estate Investment Company, Doha, Qatar. In support of Berger's Program Management Contract, provided structural design reviews for these projects including recommending design modifications to address constructability issues.

National Oceanic and Atmospheric Administration (NOAA), Geophysical Fluid Dynamics Laboratory Buildings. *Principal In Charge and QC reviewer* for in obtaining accurate, up-to-date information on the general physical condition of the buildings. The Useful Life Assessment consisted of an architectural condition survey, including a roof evaluation, and a structural survey; and a mechanical and electrical condition survey for the above referenced site. The survey team consisted of engineering professionals experienced in the observation and evaluation of architectural, structural, mechanical and electrical building components.

Wau Treatment Facility and Ancillary Structures, Wau, Sudan. Responsible for the structural design reviews of several structures planned for the Wau Treatment Facility. Reviewed geotechnical data, building framing and details and overall constructability of the facility design.

NYC Department of Corrections – Multi-Discipline Engineering Services Contract. In responsible charge of several engineering and design projects at Rikers Island and the Manhattan Detention Center involving structural assessment and re-design as well as oversight of MEP upgrades.

New Jersey Turnpike Authority, Soil and Groundwater Remediation Systems - Construction Management Services, Service Area 11N. Program director. Mr. McCarthy was responsible for the construction supervision, environmental and hazardous materials management of the SA-11N remediation project. In responsible charge of construction managers, resident engineers, inspectors and environmental professionals in the execution of the project; ensuring compliance with design plans and specifications and permit requirements. Responsible for characterization and disposal management of all contaminated materials generated including soils, free product and transformer fluids. Managed Contractor's progress, project scheduling and invoice and change order processing and responsible for system compliance sampling and fee computations at project completion.

Design and Construction Management, ITT Avionics Division, Nutley, New Jersey. Project engineer. Mr. McCarthy was responsible for preparation of detailed design plans and specifications for pump house and treatment structure. Managed construction of project which included stripping towers, reservoirs and dry wells for recharging treated groundwater.

The University of the State of New York
Education Department
Office of the Professions

REGISTRATION CERTIFICATE

Do not accept a copy of ***this certificate***

License Number: Certificate Number: [redacted]

MCCARTHY FREDRICK H

MY COPY

is registered to practice in New York State through 10/31/2015 as a(n)
PROFESSIONAL ENGINEER

LICENSEE/REGISTRANT

COMMISSIONER OF EDUCATION

EXECUTIVE SECRETARY

DEPUTY COMMISSIONER
FOR THE PROFESSIONS

This document is valid only if it has not expired, name and address are correct, it has not been tampered with and is an original - not a copy. To verify that this registration certificate is valid or for more information please visit www.op.nysed.gov.

CA-20

THIS DOCUMENT IS PRINTED ON WATERMARKED PAPER WITH A MULTI-COLORED BACKGROUND AND VARIOUS SECURITY FEATURES. PLEASE VERIFY AUTHENTICITY.

State Of New Jersey
New Jersey Office of the Attorney General
Division of Consumer Affairs

THIS IS TO CERTIFY THAT THE

Board of Prof. Engineers & Land Surveyors

HAS LICENSED

FREDERICK H. MC CARTHY JR

FOR PRACTICE IN NEW JERSEY AS A(N): Professional Engineer

04/24/2014 TO 04/30/2016
VALID

[redacted]
LICENSE/REGISTRATION/CERTIFICATION #

Signature of Licensee/Registrant/Certificate Holder

ACTING DIRECTOR

Robert Thiel PE

CIVIL/ STRUCTURAL ENGINEER

Firm
Louis Berger

Education
MS, Construction Management
BS, Civil Engineering

Registrations/Certifications
Professional Engineer (NJ, NY)

Years of Experience 18
Years with Firm 15

Professional Summary
Mr. Thiel has 18 years of experience in civil engineering design including roadway alignment, preparation of construction contract documents for public bidding, including design of construction staging and traffic control plans. He is thoroughly knowledgeable in the use of virtual design and construction applications in both the AutoCAD and MicroStation platforms, having managed, and served as a technical advisor to, Louis Berger's CAD group in its Morristown office for over ten years. Mr. Thiel has designed and /or served as project manager for the design of major transportation projects, such as the Interchange 7A and I-195 Interchange reconstruction (Interchange 7A of the NJ Turnpike), an interchange between I-95 and I-195, as a part of the Interchange 6 to 9 Widening Program for NJ Turnpike and for the Port Authority of New York and New Jersey's study of the expansion of the PATH system to Newark Liberty International Airport. His experience includes all aspects of design, from preliminary Engineering to final design and post design services, and include roadway geometric design, ROW, utilities, access, bridges, retaining walls, culverts, signing and pavement marking plans, environmental and soil erosion and sediment control permitting, and project specifications .

Selected Experience
Port Authority of New York & New Jersey, PATH-EWR Connection Update, Essex County, New Jersey. Engineering lead. Mr. Thiel worked on the update of design for extension of PATH system to Newark Airport Rail Link Station. Updated engineering estimates and concepts, including development of new station and storage yard alternatives. Development of conceptual alternatives and estimates to avoid or mitigate adjacent projects also under development.

Port Authority of New York & New Jersey, PATH Storage Yard Study, Hudson and Essex Counties, New Jersey. Project manager. Mr. Thiel worked for the yard capacity study to accommodate proposed capital improvements and fleet expansion. Evaluated the peak storage at three yard locations, and developed storage projections throughout the service expansion. Developed multiple yard expansion options and evaluated effects on PATH operations.

Port Authority of New York & New Jersey, PATH-EWR CTA Connection, Essex County, New Jersey. Engineering task leader for study to extend PATH system to the Newark Liberty International Airport Central Terminal Area. Mr. Thiel developed in conjunction with the EWR redevelopment study, the project provided preliminary engineering, ridership analysis and environmental review based upon the previous Stage I design to extend the PATH system to the Newark Rail Link Station. The project explored storage options for the additional train sets, as well as a phased implementation approach.

Port Authority of New York & New Jersey, Stage I, PATH-EWR Connection, Essex County, New Jersey. Civil task leader for preliminary design of $500 million in construction. Mr. Thiel developed the transportation component to the Lower Manhattan Recovery Effort. Particular Focus was placed on extending the existing South Street tail tracks on a new alignment between the Northeast Corridor and the McCarter Highway with multiple bridge crossings, an alignment under NJ 21, US 22, the CSX truss bridge, and I-78 with a short tunnel section under NJ Transit's Raritan Valley Line. Major considerations included the yard configuration and location, Rail Link Station, platform modifications, ROW requirements, cut and cover vs. NATM tunneling, embankment vs. structured cantilever bridges. Focus was placed on a one seat ride from Newark Liberty Airport to Lower Manhattan. The project refined the recommended alternatives from the feasibility study and the conceptual design was refined for the 2.1 mile extension of the PATH system between Newark Penn Station and the Newark Liberty Airport's Rail Link Station. Provided a DC-traction power, two track system by extending the system west of the Northeast corridor.

The Port Authority of New York and New Jersey, PATH, Interim Program Management for PATH Sandy Recovery. Program manager. Mr. Thiel worked on program management services, including scheduling, document control, and supplemental staff for PATH's Hurricane Sandy recovery program. Support PATH in management of FTA grant program and applications, including development of FTA compliant Program Management Plan (PMP) and associated supporting documents and schedules.

Port Authority of New York and New Jersey, On-Call Security Engineering Services, Terminal Frontage Protection (EWR, LGA, JFK). Deputy project manager. Mr. Thiel is responsible for architectural, civil, structural, electrical, and traffic engineering and design associated with improvements along terminal frontages at JFK Airport, part of a program to provide frontage protection at the PANYNJ's three major airports. The design packages were developed in a staged manner over the course of 18 months working with various stakeholders within NJTA and within the private leasee organization. The construction work at the terminals is currently ongoing. The $90M program, was developed with strict phasing and staging guidelines due to the active nature of airport terminal buildings. Louis Berger worked with the terminal tenants to develop staging plans that were cognizant of vehicle/pedestrian movements, commercial delivery schedules, and were cognizant of peak period experienced by certain terminals throughout the calendar year. Louis Berger coordinated various improvements at each site in a manner that was consistent with the terminals future plans for growth and did not conflict with ongoing maintenance projects and future construction efforts expected to occur within similar timeframe.

Port Authority of New York & New Jersey, Stage III, JFK Cargo Road Service Road Reconstruction, Phase I and Phase II, New York, New York. Civil task leader. Mr. Thiel worked on the final roadway design of new connection to JFK intermodal facility at JFK Rail Link Federal Circle Station, including temporary connection to existing Rental Car Lane. Final design of connection between intermodal facility and existing JFK Cargo Road, including reconstruction of JFK Cargo Road and construction of a new intersection. Major considerations include ROW requirements, superelevation study for intersection with curved roadway, drainage, utility conflicts, accommodation of existing lease holders.

Port Authority of New York & New Jersey, Port Newark and Port Elizabeth, Essex and Union County, New Jersey. Project engineer. Mr. Thiel performed traffic studies and conceptual design for various safety projects at Port Newark and Elizabeth. Performed conceptual design of realignment of North Avenue and McClester Avenue substandard roadway curve, including ROW taking study.

Port Authority of New York & New Jersey, World Trade Center Parking Modifications and West Street River Water Line, New York, New York. Project engineer. Mr. Thiel designed layout for surface and subsurface parking facilities for the former World Trade Center in New York. In addition, the project included inspection and placement of maintenance and protection of traffic devices for the River Water Line project on West Street. Assisted in the preparation of traffic studies, traffic counts and performed level of service calculations.

The Northeast Maglev, Baltimore-Washington SCMAGLEV Project Advisory Services Contract 2013-14, Washington, District of Columbia/Baltimore, Maryland. Project engineer. Mr. Thiel was responsible for development of engineering related to the preparation of an environmental impact report for the Washington-Baltimore segment of the Northeast Corridor SCMAGLEV Project. Developed preliminary alignment, and basic capital costs, operation costs, and maintenance costs based upon corridor field evaluations. Prepared the work plan and budget for impacted infrastructures as well as for stormwater management facilities.

County of Union, Four Intersection Improvements, Cranford, New Jersey. Project manager. Mr. Thiel worked on the analysis, design and construction inspection of 4 new traffic signals with modified turning movements in the central business district. Parking restrictions, bus stop relocations and community involvement were included. Signals were interconnected with spread spectrum radio including sidewalk ramp modifications and pedestrian signals. Provided Resident Engineering services for construction inspection.

County of Union, Construction Inspections of Four Intersection Improvements, Cranford, New Jersey. Resident engineer. Mr. Thiel worked on the development of contract plans and specifications for upgrading four existing intersections within the Township of Cranford, Union County. Responsible for construction inspection.

County of Union, Morris Avenue Corridor Improvements, City of Summit, New Jersey. Project manager. Mr. Thiel worked on the design of eleven traffic signals, including intelligent management and coordination of multiple traffic signal networks. Prepared alternatives analysis for realignment of existing traffic signal. Developed traffic signal plans for eleven intersection. Prepared contract documents for installation of signals, realignment of intersection, and reconstruction of 2.1 mile corridor.

County of Union, Construction Inspections and Intersection Improvements, Kenilworth and Union, New Jersey. Project engineer. Mr. Thiel was responsible for overseeing construction inspection of the installation of traffic signals in Kenilworth, Union and Cranford, New Jersey. The project includes the construction of four new intersections, the modification of one existing signal and incidental site restoration work.

New York State Department of Transportation, Route 287, NYS Thruway Reconstruction, Suffern, New York. Project engineer and transportation construction inspector II. Mr. Thiel performed construction inspection on I-287, I-87, and Route 17 Interchange in Suffern, New York. Assisted in the preparation of change orders and the preparation of the monthly estimate for payment.

The University of the State of New York
Education Department
Office of the Professions

REGISTRATION CERTIFICATE

Do not accept a copy of this certificate

License Number: Certificate Number: [redacted]

THIEL ROBERT J

is registered to practice in New York State through 11/30/2015 as a(n)
PROFESSIONAL ENGINEER

LICENSEE/REGISTRANT

COMMISSIONER OF EDUCATION

EXECUTIVE SECRETARY

DEPUTY COMMISSIONER
FOR THE PROFESSIONS

This document is valid only if it has not expired, name and address are correct, it has not been tampered with and is an original - not a copy. To verify that this registration certificate is valid or for more information please visit www.op.nysed.gov.

THIS DOCUMENT IS PRINTED ON WATERMARKED PAPER WITH A MULTICOLORED BACKGROUND AND MULTIPLE SECURITY FEATURES. DETAILS AVAILABLE UPON REQUEST.

State Of New Jersey
New Jersey Office of the Attorney General
Division of Consumer Affairs

THIS IS TO CERTIFY THAT THE
Board of Prof. Engineers & Land Surveyors

HAS LICENSED

ROBERT J. THIEL

FOR PRACTICE IN NEW JERSEY AS A(N): Professional Engineer

03/02/2014 TO 04/30/2016
VALID

[redacted]
LICENSE/REGISTRATION/CERTIFICATION #

Signature of Licensee/Registrant/Certificate Holder

DIRECTOR

Kirit Mevawala PE

CIVIL/ STRUCTURAL ENGINEER

Firm
Louis Berger

Education
BS, Civil Engineering

Registrations/Certifications
Professional Engineer (NY)

Years of Experience 32
Years with Firm 1

Professional Summary
Mr. Mevawala has more than 32 years of experience in overseeing civil engineering projects from their conceptual stages to their completion. Expertise includes managing construction of underground tunnels; concrete & steel structures; Mechanical, Electrical, and Power (MEP) work; Utilities; Track; Signal; and Communication contracts. Possess extensive knowledge in overseeing quality control/assurance program, safety program, risk management, contract procurement & management; heavily involved in interacting with city, state, federal, and community agencies; and highly skilled in resolving claims and disputes before they become change orders and saved millions to MTA. His contributions have resulted in saving of millions of dollars for the Metropolitan Transportation Authority. As the director of rail and transit at Louis Berger group Inc., Mr. Mevawala oversees the engineering and project management task with respect to feasibility study contract of the high speed rail system design development in the United States. He manages program management for ongoing temporary and permanent repair to PATH system due to damage from Super Storm Sandy. The project includes both permanent repair and resiliency projects to protect the system from future storm. The repairs include replacement of damaged facilities, such as substations, and also relocation of such facilities away from hazard. Coordination with FTA and FEMA is included as a part of PATH ongoing grant program for Sandy recovery.

Selected Experience
The Louis Berger Group, Inc., Morristown, New Jersey, Director of Rail/Transit. Mr. Mevawala oversees engineering and project management tasks with respect to the feasibility study and contract of high speed rail system design developments in the United States. Perform feasibility studies of tunnels and elevated structures. Mr. Mevawala also Verified and validated the preliminary alignment, and basic capital cost, operation cost, and maintenance cost, based on a corridor evaluation of the field. In addition, he verified and validated the work plan and budget for impacted infrastructures as well as for storm water management facilities. Last but not least, Mr. Mevawala created a database of all the maintenance and station facilities organized by size and location.

The Northeast Maglev, Baltimore-Washington SCMAGLEV Project Advisory Services Contract 2013-14, Washington, DC, Project manager. Mr. Mevawala was responsible for project management of project tasks including planning, environmental and engineering related to the preparation of an environmental impact report for the Washington-Baltimore segment of the Northeast Corridor SCMAGLEV Project. Developed preliminary alignment, and basic capital costs, operation costs, and maintenance costs based upon corridor field evaluations. Prepared the work plan and budget for impacted infrastructures as well as for stormwater management facilities. Created a database of all maintenance and station facilities organized by size and location.

Metropolitan Transportation Authority Capital Construction (MTACC), Second Avenue Subway C-26009: Track, Signal, Traction Power, and Communications Systems, New York, New York. Program manager. Mr. Mevawala

managed the engineering and project management with respect to design development, contract procurement and on-site construction management. Specifically focuses on new low vibration track design and installation; traction power; station lighting; signal modernization; state-of-the-art communication systems; and system integration. Interacted with various New York City Transit operating departments and outside agencies. Particularly involved in coordination with third party stakeholders, utility companies, and Mayoral Agencies. Also communicated and coordinated with adjacent contractors who are involved in various construction contracts pertaining to the Second Avenue Subway project.

Metropolitan Transportation Authority Capital Construction (MTACC), Second Avenue Subway C-26006: 63rd Street/Lexington Avenue Station Rehabilitation, New York, New York. Program manager. Mr. Mevawala managed the engineering and project management with respect to on-site construction management. Performed enhancements to the existing 63rd Street Station with the addition of elevators and escalators; modifying the current steel structures, including evaluation of loading criteria, design of connections and stiffeners for bolted steel structures; review the contractor's means & method for Underpinning and Support of Excavation (SOE); geotechnical instrumentation; chemical grouting for water remedy; review safe work plan & quality work plan; evaluation of the design criteria and installation of various fan plants, cooling towers, chillers, pump rooms and electrical distribution rooms; coordination of asbestos and lead abatement; and enforcing environmental compliance. Interacted with various New York City Transit operating departments and outside agencies. Particularly involved in coordination with third party stakeholders, utility companies, and Mayoral Agencies. Also communicated and coordinated with adjacent contractors who are involved in various construction contracts pertaining to the Second Avenue Subway project.

Metropolitan Transportation Authority, Second Avenue Subway Project Contract C-26002 - Route 132 A Tunnels from 92nd to 63rd Streets, New York, New York. Construction manager. Mr. Mevawala served as construction manager for the construction of the Tunnel Boring Machine (TBM) launch box involving slurry wall and secant wall construction, ground freezing, utility relocations, building remediation, twin TBM-driven tunnels from East 96th Street to East 63rd Street in Manhattan. Managed cost and schedule tracking with respect to both contract and project schedules; reviewed and approved monthly progress payments to the contractor, and was heavily involved in the negotiation and implementation of change orders. Participated in the evaluation of contractor submittals; enforcement of safety provisions; decision making related to construction procedures; technical evaluation of disputes and potential claims; participated in Dispute Resolution Board meetings; and addressed general public concerns associated with related construction. Responsible for contract administration; constructability reviews; enforcement of contract specifications/drawings; maintenance and protection of traffic flows; environmental investigations and enforcement; geotechnical instrumentation; coordination of efforts between design professionals; interaction with third party stakeholders, utility companies, and Mayoral Agencies. Involved in the review of future construction contract documents with respect to current as-built conditions and constructability.

New York City Transit, Second Avenue Subway Project, New York, New York. Design manager. Mr. Mevawala served as the design manager for preliminary and final design of the Second Avenue Subway Project, which constitutes the design and construction of an 8.5 mile-long, two-track subway with 16 new stations in Manhattan. Responsibilities included oversight of a wide range of engineering and project management areas, pertaining to civil, geotechnical investigation, utility relocation, environmental investigation, and coordination with various agencies and support for Environmental Impact Statement. Instrumental in coordinating (through a formal Technical Advisory Committee platform) the development of specific design elements from concept to final approved documents between the design engineers, NYCT user groups, and outside utility companies. Also in charge of overseeing and administering the design/bid/build contract documentation process for the construction contract for the TBM tunnels.

New York City Transit, 63rd Street Line Connection (Contract C-33207), New York, New York. Project engineer. Mr. Mevawala was responsible for coordinating the subway tunnel construction pertaining to track and contact rail, special work portion, structural steel repairs, chemical grouting for water remedy, and signal and traction

power. Prepared monthly construction reports, monitored project schedule, processed monthly contractor payments, and participated in claims resolution and negotiated change orders. Supervised field engineers.

New York City Transit, New York, New York. Resident engineer. Mr. Mevawala monitored progress of individual projects using Project Management Procedure and Project Management Guidelines; coordinated activities to assure strict adherence to time and schedule. Assisted the project manager with initiative and decision-making. Prepared computerized reports for project manning, project status, contract close-out, insurance control, and engineering force accounts. Planned and effectively executed the timely implementation of construction and closeout activities for a number of capital projects. Maintained a management information system to provide essential data to the schedule and control for projects. Developed scope of work. Negotiated and processed change orders, Willingness to Assume Risk (WAR) Certificate requests and partial payment estimates. Performed field inspection for track work, chemical grouting for water remedy and structural steel repair in tunnel, shaft and elevated structures.

New York City Transit, New York, New York. Assistant civil engineer. Mr. Mevawala prepared estimates and daily progress reports; performed field inspections for the station finish and equipment contract for 63rd Street Line Tunnel; reviewed scopes of work for and negotiated change orders.

C.Torsiello & Sons, Inc., Edison, New Jersey, Assistant engineer. Mr. Mevawala assisted project engineer in estimating and preparing bids for various industrial/commercial development projects.

N.T. Patel & Co., India, Assistant civil engineer. Mr. Mevawala performed field inspection of structural steel and reinforced concrete structure of commercial buildings, warehouses, shopping complexes, and multistory buildings.

The University of the State of New York
Education Department
Office of the Professions

REGISTRATION CERTIFICATE

Do not accept a copy of this certificate

License Number: [redacted] Certificate Number: [redacted]

MEVAWALA KIRIT B

is registered to practice in New York State through 09/30/2014 as a(n)
PROFESSIONAL ENGINEER

LICENSEE/REGISTRANT

COMMISSIONER OF EDUCATION

EXECUTIVE SECRETARY

DEPUTY COMMISSIONER
FOR THE PROFESSIONS

This document is valid only if it has not expired, name and address are correct, it has not been tampered with and is an original - not a copy. To verify that this registration certificate is valid or for more information please visit www.op.nysed.gov.

SARDAR PATEL UNIVERSITY

VALLABH VIDYANAGAR

No 192

I certify that Mevawala Kiritkumar Babubhai passed the B.E (civil) Examination held by the Sardar Patel University in the month of July 1981 and was placed in the First class With Distinction.

Date : 6 JAN 1986
Vallabh Vidyanagar

M.P. Trivedi.
Dy. ~~Assistant~~ Registrar

Joseph Dietrich PE, LEED AP BD+C

CIVIL/ STRUCTURAL ENGINEER

Firm
Louis Berger

Education
MS, Civil Engineering
BS, Civil Engineering

Registrations/Certifications
Professional Engineer (NY, NJ)
LEED Accredited Professional

Years of Experience 22
Years with Firm 8

Professional Summary
Mr. Dietrich is a manager with over 20 years of experience in civil, geotechnical, and environmental engineering. His experience includes design of infrastructure improvements (roadway, storm, and sanitary systems), civil/site design, stormwater management design, E&S control design and permitting, building and structural condition assessments, geotechnical engineering evaluations and investigations, foundation system and earth structure designs and recommendations, retaining wall design, ground improvement and geosynthetic technologies, asphalt and concrete pavement evaluations and design, and construction quality control and assurance.

Selected Experience
Port Authority of New York & New Jersey (PANYNJ), Security Division, George Washington Bridge, Ramp J, TR-2 and TR-4 Barrier Gate Update Project, Stage I, Fort Lee, New Jersey. Project manager. Mr. Dietrich was responsible for the completion of Stage I investigation and report for the upgrade of three existing gate accesses to the George Washington Bridge. Project includes the development of barrier crash ratings at each location and the preparation of preliminary designs for installation of new gates. Included interconnection with existing electrical and communication infrastructure and coordination with facility personnel to ensure design solutions fit with facility operations.

PANYNJ, Security Division, PA Bus Terminal Vulnerability Assessment, Stage I, New York, New York. Project manager. Mr. Dietrich was responsible for the completion of Stage I report involving the investigation of the vulnerability of the PABT to potential progressive collapse under several internal explosive threat scenarios. Project includes the identification of vulnerable elements and development of cost-effective retrofit options or operational mitigations to enhance the current level of protection.

PANYNJ, Security Division, JFK International Airport, Stage III and IV Services, AOA Perimeter Fence Replacement Project, Jamaica, New York. Project manager. Mr. Dietrich was responsible for the completion of Stage III design documents and Stage IV construction support services for the installation of non-metallic fencing along Runway 4L and concertina wire fencing along Runway 4R that was damaged by Hurricane Sandy. Project was fast-track priority project and included the verification of existing conditions and FAA requirements, coordination with future perimeter intrusion detector installations, and the development of Work Order packages (plans, specifications and estimates) for the construction and implementation of the improvements.

PANYNJ, Security Division, LaGuardia Airport, Stage III and IV Services, AOA Perimeter Fence Upgrade Project, Flushing, New York. Project manager. Mr. Dietrich was responsible for the completion of Stage III design

documents and Stage IV construction support services for approximately 5,500 lf of fence upgrades which included installation of midrail to tighten the fence fabric, gate repairs, and installation of approximately 200 lf of new non-metallic fencing at stormwater pump stations along Runway 13. Project was fast-track priority project and included the verification of existing conditions, coordination with future perimeter intrusion detector installations, and the development of Work Order packages (plans, specifications and estimates) for the construction and implementation of the improvements.

PANYNJ, Security Division, JFK International Airport, Stage III and IV Services, AOA Perimeter Fence Upgrades PACC 47, Jamaica, New York. Project manager. Mr. Dietrich was responsible for the development of construction plans and details for upgrades to existing chain link and non-metallic fencing in Airside Operation Areas. Project was fast-track priority project and included the verification of existing conditions, coordination with future perimeter intrusion detector installations, and the development of PACC Work Order packages (plans, specifications and estimates) for the construction and implementation of the improvements.

PANYNJ, Security Division, JFK International Airport, Stage III & IV Services, Guard Post Delta Barrier Upgrades, Jamaica, New York. Project manager. Mr. Dietrich was responsible for the completion of Stage III design documents and Stage IV construction support services to upgrade Delta barrier control panels, gate arms and improve traffic control striping and signage at 8 manned guard post locations. Project included the verification of existing conditions to be current with previous studies and the development of Work Order packages (plans, specifications and estimates) for the construction and implementation of the improvements.

PANYNJ, Security Division, LaGuardia Airport, Stage III & IV Services, Guard Post Delta Barrier Upgrades, Flushing, New York. Project manager. Mr. Dietrich was responsible for the completion of Stage III design documents and Stage IV construction support services to upgrade Delta barrier control panels, gate arms and improve traffic control striping and signage at 2 manned guard post locations. Project included the verification of existing conditions to be current with previous studies and the development of Work Order packages (plans, specifications and estimates) for the construction and implementation of the improvements.

PANYNJ, Security Division, Port Authority Bus Terminal, Pre-Stage I Interior Column Blast Vulnerability Analysis, New York, New York. Project manager. Mr. Dietrich was responsible for the completion of pre-stage I design evaluation assessing the vulnerability of the interior columns at the Port Authority Bus Terminal. Project included the review of as-built drawings and the development of computer models to assess the building's structural components.

PANYNJ, Security Division, Port Commerce Department (PCD) Access Control Project; Newark, Elizabeth, New Jersey and Brooklyn, New York. Assistant project manager. Mr. Dietrich worked for the project to support civil and structural support aspects relative to access control points at the Port Commerce Department's (PCD) New York and New Jersey Marine Terminal facilities. An estimated sixty (60) access points were involved at Vehicle Gates at Public Berths, Pedestrian Gates at Public Berths and Personnel Doors at the Administration Buildings.

PANYNJ, Perimeter Intrusion Detection System, New York City Regional Airports. Principal engineer. Mr. Dietrich was involved with the design elements related to a state of the art perimeter intrusion detection system installed at Newark, LaGuardia, JFK, and Teterboro airports. Improvements included the design of structural supports for PTZ and fixed camera network, perimeter fencing upgrades, gate hardening and control room upgrades at each facility.

Philadelphia Housing Authority, Deferred Maintenance Contract Project Management Services, City of Philadelphia, Philadelphia. Project director. Mr. Dietrich worked for the "on-call" task order assignment for the Philadelphia Housing Authority (PHA). Task order consisted of the project management and construction verification services for multiple deferred maintenance contracts related to facility security system upgrades, doors and window rehabilitation, plumbing upgrades, masonry renovations, and site painting. Security system

upgrades included the installation of card reader systems, keyless entry, and interconnection of new system with existing building security and fire alarm systems.

PANYNJ, Facility Condition Survey Program, Baseline and Cyclical Condition Surveys of PATH Substations and Various PATH Buildings at Waldo and Harrison Maintenance Yards, New Jersey and New York. Project manager. Task order consisted of the completion of a structural condition assessment of various operations, maintenance, substation and support buildings servicing PATH facilities. Project included the assessment of 9 substation buildings in New Jersey and New York City; 5 maintenance and operations support buildings at the Waldo Maintenance Yard in Jersey City, NJ; and 21 maintenance and operations support buildings at the Harrison Maintenance Yard in Harrison, NJ. The inspection findings were summarized in the report deliverable with tables, photos and plans documenting observed structural deficiencies.

PANYNJ, Facility Condition Survey Program, Baseline and Cyclical Condition Surveys of Various Buildings at New Jersey Marine Terminal, Newark, New Jersey. Project manager. Task order consisted of the completion of a structural condition assessment of various warehouse and marine terminal tenant occupied buildings at Port Newark and Port Elizabeth. Project included the assessment of 9 warehouse and office buildings at Port Newark and 7 office, operations, and substation buildings in Port Elizabeth. The inspection findings were summarized in the report deliverables with tables, photos and plans documenting observed structural deficiencies.

PANYNJ, Baseline Structural Condition Surveys of Block A (north and south) and Block C, Hoboken, New Jersey. Project manager. The task order consisted of the baseline structural inspection and façade evaluation of 3 structural steel framed/masonry clad 13 story high rise office and condominium structures. The manlifts and mobile scaffold were used to inspect the building facades. Deliverable included the condition survey report in PANY&NJ format with photographic documentation and building plans detailing the locations of identified immediate, priority, safety and routine repair recommendations.

PANYNJ, Cyclic Structural Condition Surveys of the Lincoln Tunnel Ventilation Buildings, located in Weehawken, New Jersey and New York (Manhattan) New York. Project manager. The task order consisted of the facade structural inspection (NYC Local Law 11) and evaluation of 5 structural steel framed/masonry clad high rise structures. The manlifts and mobile scaffold were used to inspect the building facades. New York City Department of Transportation Sidewalk Closure permits were acquired for elevations above public sidewalk. Deliverable included the condition survey report in PANYNJ format with photographic documentation and building plans detailing the locations of identified immediate, priority, safety and routine repair recommendations.

PANYNJ, Facility Condition Survey Program buildings, Baseline Condition Survey of Buildings 37, 54, 301, 302, 304, 306, 308, 310, 312, 313, 314, 315, 316, and 317 and a Cyclical Condition Survey of Buildings 11, 34, 39, 84, 85, 123, 124 and 125 at LaGuardia Airport located in Queens, New York. Project manager. Task order consisted of the completion of an existing conditions assessment of various operations, maintenance, antenna and support buildings servicing FAA and the Airside Operation Area (AOA) of the airport. Deliverable included a report of the inspection findings, including repair and/or replacement of the noted deficiencies.

PANYNJ, Quality Assurance Division, Structural Condition Assessment of JFK International Airport Buildings 30, 36, 38, 43 and 44. Project manager. Mr. Dietrich was responsible for the structural inspection and façade evaluation 5 buildings totaling approximately 1,010,000 GSF of cast-in-place concrete, pre-cast concrete and steel construction at JFK International Airport. The surveyed buildings were two parking garages (Blue and Green Garages) and their associated toll booth canopies. Project included the development of a condition survey report in PANY&NJ format with photographic documentation and building plans, elevations and sections detailing the locations of identified immediate, priority, safety and routine repair recommendations.

THIS DOCUMENT IS PRINTED ON WATERMARKED PAPER WITH A MULTI COLORED BACKGROUND AND MULTIPLE SECURITY FEATURES. PLEASE VERIFY AUTHENTICITY.

State Of New Jersey
New Jersey Office of the Attorney General
Division of Consumer Affairs

THIS IS TO CERTIFY THAT THE

Board of Prof. Engineers & Land Surveyors

HAS LICENSED

Joseph R. Dietrich

FOR PRACTICE IN NEW JERSEY AS A(N): Professional Engineer

03/15/2012 TO 04/30/2014
VALID

[redacted]
LICENSE/REGISTRATION/CERTIFICATION #

Signature of Licensee/Registrant/Certificate Holder

DIRECTOR

To: Licensee/Registrant

- Please review the Registration Certificate below to be sure the information on it is correct.
- If any of the information is not correct, please contact us at OPREGFEE@mail.nysed.gov or (518) 474-3817, Ext. 410.
- If the information is correct, sign above the Licensee/Registrant block and please destroy any previous Registration Certificates you may have, as certificates with incorrect information are not valid and should not be kept.
- Should your address or name change, please notify us as described on the reverse and a new certificate will be issued.

UPON RECEIPT OF THIS REGISTRATION CERTIFICATE YOUR PREVIOUSLY ISSUED REGISTRATION CERTIFICATE IS NULL AND VOID. PLEASE DESTROY THE PREVIOUSLY ISSUED REGISTRATION CERTIFICATE.

SEE BACK FOR IMPORTANT INFORMATION

The University of the State of New York
Education Department
Office of the Professions
REGISTRATION CERTIFICATE
Do not accept a copy of this certificate

License Number: Certificate Number: [redacted]

DIETRICH JOSEPH ROBERT

is registered to practice in New York State through 06/30/2014 as a(n)
PROFESSIONAL ENGINEER

LICENSEE/REGISTRANT

COMMISSIONER OF EDUCATION

EXECUTIVE SECRETARY

DEPUTY COMMISSIONER
FOR THE PROFESSIONS

This document is valid only if it has not expired, name and address are correct, it has not been tampered with and is an original - not a copy. To verify that this registration certificate is valid or for more information please visit www.op.nysed.gov.

Jose Hernandez PE, SE

CIVIL/ STRUCTURAL ENGINEER

Firm
Louis Berger

Education
BS, Civil Engineering

Registrations/Certifications
Professional Engineer (NJ, FL, PA)
Structural Engineer (NV)

Years of Experience 30
Years with Firm 28

Professional Summary
Mr. Hernandez has more than 30 years of experience as a project manager and engineer for the structural engineering design and inspection of complex, multi-task projects. His knowledge encompasses roadway/highway bridges, railroad bridges, and earth retaining structures with extensive experience in the field of seismic design and analysis.

Selected Experience
PANYNJ, Newark Liberty International Airport - Project Engineer/Team Leader – Responsible for performing the Facility Condition Survey for the Federal Express Complex-Buildings 155, 341 and 342 located in the Newark Liberty International Airport. The survey work includes field inspection of the buildings in order to determine its overall condition and to identify the structural and safety deficiencies.

PANYNJ, Port Newark, New York Marine Terminal, New York. Project engineer/team leader. The scope of work consists of performing a inspections analysis Cyclical Condition Survey of Piers 88, 92 and 94 located along the west side of the West Side Highway in Manhattan. The survey work includes field inspection of piers and building structures on the piers. Fenderings, PST Viaduct and its foundations as well as bulkhead along the West Side Highway are excluded.

PANYNJ, Port Newark, New Jersey Marine Terminal, New Jersey. Project engineer/team leader. The scope of work consists of performing a cyclical condition survey of Port Newark/Elizabeth Marine Terminal Buildings 1140 and 1150 located in the Elizabeth Marine Terminal on the west side of Polaris Street, between Southern Cross Street and Bay Avenue. The survey work included field inspection and analysis of the buildings in order to determine its overall condition and to identify the structural and safety deficiencies.

PANYNJ, Red Hook Wharf, New York Marine Terminal, New York. Project manager. Mr. Hernandez was responsible for inspection analysis and condition survey of Timber and steel pipe piles, concrete cap beams, Precast concrete girders, steel sheetpile bulkhead, underdeck, rip-rap, tie-rods/deadman, fender system and 3 light towers. The purpose of these surveys is to determine the structural and geotechnical condition of wharves and piers to provide repair recommendations to restore structural adequacy.

PANYNJ, Howland Hook Wharf, New York Marine Terminal, New York. Project manager. Mr. Hernandez was responsible for inspection analysis and performing a cyclical conditional survey of timber and steel pipe piles, concrete cap beams, precast concrete girders, steel sheetpile bulkhead, and underdeck. The purpose of the survey is to determine the structural and geotechnical condition of wharves, to provide repair recommendations to

restore structural adequacy. The project site is located on the northwest end of Staten Island, just north of the Goethals Bridge.

Two Bridges Road Bridge over the Pompton River and West Belt Extension, Passaic County, New Jersey. Structural project engineer. Mr. Hernandez was responsible for the design and development of plans for the replacement of the existing Two Bridges Road over the Pompton River. The existing bridge will be replaced with a new two equal span continuous structure measuring 250 feet long. The new bridge will be located on a new alignment upstream of the existing bridge and the existing bridge will be restricted to pedestrian traffic only. The superstructure consists of a 9' thick concrete deck supported by six (6) steel plate girders. The substructure consists of reinforced concrete high abutments and a hammer head center pier resting on spread footings.

Pennsylvania Department of Transportation, District 5-0, E12613, SR 0061 Section 11S Design Build, Schuylkill County, Pennsylvania. Structural project engineer. Mr. Hernandez was responsible for the design and development of plans for five structures (three single span bridges, one retaining wall, and one culvert) associated with safety and capacity improvements along a 4.6 mile segment of SR 0061. Design services include the replacement of the SR 0061 structure across Pine Creek, a new structure for the SR 2024 jug handle over Pine Creek, and replacement of the Municipal Road bridge over Pine Creek.

Penn DOT, District 5, S.R. 412 over Saucon Creek, Northampton County, Bethlehem Pennsylvania. Structural project engineer. Mr. Hernandez was responsible for the replacement of the existing bridge over the Saucon Creek in Bethlehem, PA, Northampton County. The existing 120 feet long, 3 span concrete T-beam Bridge is being replaced with a 181 feet long four span continuous structure consisting of an 8" deck slab supported by 13 prestressed spread box beams.

Penn DOT, District 4, S.R. 106 over East Branch of Tunkhannock Creek, Susquehanna County, Clifford, Pennsylvania. Structural project engineer. Mr. Hernandez was responsible for the replacement of the existing bridge over the East Branch of Tunkhannock Creek in Clifford, PA, Susquehanna County. The existing 105 feet long, 3 span concrete T-beam Bridge is being replaced with a 129 feet long two span continuous structure consisting of an 8" deck slab supported by 4 prestressed spread box beams.

Penn DOT, S.R. 1008 over Skippack Creek, Lower Salford, Pennsylvania. Structural project engineer. Mr. Hernandez was responsible for the replacement of the existing bridge over the Skippack Creek in Montgomery County. The existing 3 span concrete T-beam bridge was replaced with a single span multiple adjacent prestressed concrete box girder superstructure. The total length of the bridge is 83 feet.

SJTA, Leipzig Avenue Bridge over ACE, Bridge Rehabilitation, Atlantic City, New Jersey. Project manager. Mr. Hernandez was responsible for the coordination, inspection and rehabilitation design/specifications for the Leipzig Avenue Bridge over the Atlantic City Expressway. The bridge rehabilitation design for this structure, which measures a total of 203 and consist of 4 simple spans, included the removal and replacement of the existing concrete deck slab.

SJTA, Atlantic City Expressway over Beach Thorofare, Bridge Repairs, Atlantic City, New Jersey. Project manager. Mr. Hernandez was responsible for the coordination, inspection and rehabilitation design/specifications for the ACE over Beach Thorofare Bridge. The bridge rehabilitation for this structure, which measures a total of 825 feet and consist of 9 simple spans, included substructure concrete repairs, painting the steel center span over the waterway and repairing the existing timber fendering system.

DRJTBC, Portland-Columbia Toll Bridge Facility and Locust Street Bridge Improvements, City, New Jersey. Project manager. Mr. Hernandez was responsible for the coordination, inspection and rehabilitation design/specifications for the Locust Street Bridge and Toll Plaza Improvements. The bridge rehabilitation design for this structure, which

measures a total of 170 feet and consist of 4 simple spans, included resetting the steel sliding bearings and substructure concrete repairs.

NJTA, Interchange 6-9 Widening Program Section 4 Interchange 7A, Mercer County, New Jersey. Structural project engineer. Mr. Hernandez was in charge for the design of two bridge structures along the Allentown-Robbinsville Road, including a simple span integral abutment structure over Ramp TN and a 462 feet long four span continuous bridge structure over the Turnpike as well as retaining walls, sign structures and noise barriers for this widening program, which extends for 2.3 miles from Milepost 59.7 to 62.0 and reconfigures Interchange 7A.

New Jersey Meadowlands Commission, Restoration of Rutherford/East Rutherford Drainage Ditch System, Rutherford/East Rutherford, New Jersey. Structural engineer. Mr. Hernandez was in charge for the design of concrete headwalls, wingwalls and aprons and preparing the structural construction plans and specs including the jacking of 5-60" diameter concrete pipes under existing NJ Transit railroad tracks. This was a regional flood control project for New Jersey Route 17 and its surrounding areas. Work consisted of the restoration of flow conveyance to the existing ditches, replacement/expansion of tide gates and culverts, and upgrades to the NJDOT design improvement plans for the Route 17 storm sewer system to pass the 25-year storm event.

NJDOT, Rockaway Road Bridge Replacement, Townships of Rockaway and Randolph, New Jersey. Structural project manager. Mr. Hernandez was responsible for the replacement of the existing bridge over the NJ Transit Morristown Line and The Rockaway River. The 7 span concrete encased steel-beam floor system bridge which was structurally deficient and functionally obsolete, was replaced with a 5 span multiple adjacent prestressed concrete box girder superstructure. The total length of the bridge is 317 feet. The design also included two new catenary structures each placed approximately 10 feet from the face of the new bridge to support the catenary wires that were attached directly to the existing bridge.

NJDOT, U.S. Rehabilitation Design of Route 9 Edison Bridge Over Raritan River (Section 1M), City, New Jersey. Structural project engineer. Mr. Hernandez was responsible for the reconstruction design and seismic evaluation of the 29-span, 4,390-feet long Edison Bridge. This project included the removal of the existing bridge deck and superstructure and modifications to the existing piers and abutments to accommodate a lower profile. The existing substructure was evaluated in order to determine the adequacy to resist the loads of the proposed steel superstructure and a seismic event with an acceleration coefficient of 0.18. The seismic evaluation was performed according to the provisions of the FHWA Seismic Retrofit Manual for Highway Bridges, May 1995 edition, and using the dynamic analysis computer program GT-STRUDL. The Response Spectra used in the dynamic analysis was modified to account for the damping effect of the isolation bearings that were used with the new superstructure. The project also included a rehabilitation design of the existing fendering system for the two piers at the waterway and the design of two new 48" diameter dolphins. The design of the fendering system and dolphin was performed in accordance with AASHTO-1991- Guide Specification and Commentary for Vessel Collision Design of Highway Bridges Volume I-Final Report -3.16.

NJTA, Bridge Deck Replacement and Roadway Resurfacing, Mile 99.75 to 101.25, Elizabeth, New Jersey. Structural engineer. Mr. Hernandez was responsible for the redecking of 17 bridges carrying six inner traffic lanes over the City of Elizabeth, and the Elizabeth river. Included replacement of the decks, deck joints, and raised concrete medians; concrete modifications to head blocks and wing walls; and studies for replacement of steel bearings with energy dissipating bearings and use of galvanized reinforcing bars. Improvements to superelevation deficiencies required study of various longitudinal profiles and alternate deck grades to minimize deck haunch depths. Plans were developed for each bridge with deck removal and reconstruction limits by stage, location of concrete construction barrier and the width of active traffic lanes.

THIS DOCUMENT IS PRINTED ON WATERMARKED PAPER WITH A MULTICOLORED BACKGROUND AND MULTIPLE SECURITY FEATURES. PLEASE VERIFY AUTHENTICITY.

State Of New Jersey
New Jersey Office of the Attorney General
Division of Consumer Affairs

THIS IS TO CERTIFY THAT THE
Board of Prof. Engineers & Land Surveyors

HAS LICENSED

JOSE L. HERNANDEZ

FOR PRACTICE IN NEW JERSEY AS A(N): Professional Engineer

04/01/2014 TO 04/30/2016
VALID

[redacted]
LICENSE/REGISTRATION/CERTIFICATION #

Signature of Licensee/Registrant/Certificate Holder

DIRECTOR

STATE OF NEVADA
Board of Professional Engineers and Land Surveyors
THIS IS TO CERTIFY THAT THE PERSON NAMED BELOW IS LICENSED TO PRACTICE IN THE STATE OF NEVADA.
LICENSEE'S SIGNATURE ON BACK

Jose L. Hernandez

LIC NO	DISCIPLINE	EXPIRATION DATE
	CE / SE	06/30/15

Julius Arief PE

CIVIL/ STRUCTURAL ENGINEER

Firm
Louis Berger

Education
MA, History
BS, Civil Engineering
BA, History

Registrations/Certifications
Professional Engineer (NJ)

Years of Experience 36
Years with Firm 1

Professional Summary
Mr. Arief has more than 36 years of experience in the design and construction of transportation improvement projects. His design projects include experience in highways, railways, utilities, and facilities. His responsibilities have included preparing concept development reports, preliminary engineering reports, utility agreement plans, ROW acquisition documents, plans, specifications estimates, and bid documents. Mr. Arief also has experience as resident engineer of construction projects. Responsibilities include studies, preliminary and final design and plan preparation of various projects including horizontal and vertical geometry, drainage design, utility relocation, maintenance of traffic studies, striping and signing, traffic engineering, final quantities and estimates, final plan submission reviews, specifications, shop drawings and supervision of drafting personnel. His involvement has spanned all project phases from conceptual design to final design and construction.

Selected Experience
Port Authority of New York and New Jersey, Expert Professional Civil Engineering Services as Requested on a "Call-In" Basis during 2008 for New Employee Parking Lot at Stewart International Airport, Newburgh, New York. Design engineer. Mr. Arief worked on the design of a $1 million new parking lot including design of the grading and drainage, pavement design, roadway lighting, signing and striping design.

Port Authority of New York and New Jersey, Expert Professional Civil Engineering Services as Requested on a "Call-In" Basis during 2009 for Expansion of Parking Lot "D" at Stewart International Airport, Newburgh, New York. Design engineer. Mr. Arief worked on the design of the rehabilitation of a section of land side airport roadway utilized by Federal Express to access a hanger. The project also entailed all aspects of roadway design, preparation of Maintenance and Protection of Traffic Plans, and Pavement Marking Plans.

Port Authority of New York and New Jersey, Expert Professional Civil Engineering Services as Requested on a "Call-In" Basis during 2009 for JFK – High Pressure Fire Protection System Critical Valve Replacement, Queens, New York. Design engineer. Mr. Arief worked on the replacement of eight High Pressure Fire Protection System Critical Valves. Responsible for Stage III (Final Design) drawings, specifications and estimates.

Port Authority of New York and New Jersey, Expert Professional Civil Engineering Services as Requested on a "Call-In" Basis during 2009 for Stewart International Airport - Rehabilitation of Cargo Road and Parking Area for Building 2290, Newburg, New York. Design engineer. Mr. Arief worked on the $1 million expansion of an existing parking lot including design of the grading and drainage, pavement design, signing and striping design, etc. Responsible for preparation of Stage III (Final Design) drawings, specifications and estimates.

Port Authority of New York and New Jersey, Expert Professional Civil Engineering Services as Requested on a "Call-In" Basis during 2009 for Stewart International Airport – Rehabilitation of R/W 9 Approach Lighting and Cables, Newburg, New York. Design engineer. Mr. Arief worked on the replacement of runway approach lighting and cables.

Port Authority of New York and New Jersey, Expert Professional Civil Engineering Services as Requested on a "Call-In" Basis during 2009 for Stewart International Airport – Rehabilitation of Taxiway Edge Lighting and Installation of Flashing Runway Guard Lights, Newburg, New York. Design engineer. Mr. Arief worked on the preparation of Stage III (Final Design) drawings, specifications and estimates.

Port Authority of New York and New Jersey, – Reconstruction of North Service Road of Newark International Airport, Mr. Arief worked on the preparation of Stage III (Final Design) drawings, specifications and estimates and provided engineering support during construction.

NYC Public Development Corporation, - Reconstruction of East New York Industrial Park, Brooklyn, NY. Mr. Arief was Project Manager design and construction management for the reconstruction of two miles of streets in the industrial park, the replacement of existing water mains, and improvements to sewers. Responsibilities also involved utility company coordination, implementation of traffic control and approval of contractor payments, change orders, materials and schedules.

NYC Public Development Corporation, - Gun Hill Road Street Improvements, The Bronx, NY. Mr. Arief was Project Manager design and construction management for improvements to one mile of sidewalk for a commercial area. Responsibilities also involved utility company coordination, implementation of traffic control and approval of contractor payments, change orders, materials and schedules.

New Jersey Turnpike Authority, GSP Interchange 9, 10, 11 Improvements, Cape May County, New Jersey. Project engineer. Mr. Arief was responsible for $122 million in civil engineering tasks related to the final design roadway improvements to the GSP at exits 9, 10, and 11. The three exits are the only roadway crossings along the 173-mile length of the GSP that are not grade separated. The design effort developed full interchange configurations to eliminate three traffic signals and widen GSP from four to six lanes. The project includes six bridges, relocation of high voltage transmission lines as well as sanitary sewer, water, and telecommunication lines. Traffic control and staging plans included temporary walls and a diversionary road. Provided construction engineering services answering Contractor requests for information and reviewing shop drawings.

Passaic County, Crooks Avenue and Wabash Avenue Drainage Project, Cities of Paterson and Clifton. Mr. Arief was responsible for the final design and construction support of 1 mile of large diameter storm sewers 72" RCCP and 9'x5' Box Culverts in urban environment. The project included jacking of pipe under the Norfork Southern Railroad and the Garden State Parkway and resurfacing of Wabash Avenue.

THIS DOCUMENT IS PRINTED ON WATERMARKED PAPER WITH A MULTICOLORED BACKGROUND AND MULTIPLE SECURITY FEATURES. PLEASE VERIFY AUTHENTICITY

State Of New Jersey
New Jersey Office of the Attorney General
Division of Consumer Affairs

THIS IS TO CERTIFY THAT THE
Board of Prof. Engineers & Land Surveyors

HAS LICENSED

JULIUS R. ARIEF

FOR PRACTICE IN NEW JERSEY AS A(N): Professional Engineer

03/31/2014 TO 04/30/2016
VALID

[redacted]
LICENSE/REGISTRATION/CERTIFICATION #

Signature of Licensee/Registrant/Certificate Holder

DIRECTOR

Muzamil Husain PE

CIVIL/ STRUCTURAL ENGINEER

Firm
Louis Berger

Education
MS, Civil Engineering - Structural
BS, Civil Engineering

Registrations/Certifications
Professional Engineer (NY)

Years of Experience 16
Years with Firm 12

Professional Summary
Mr. Husain has more than 16 years of experience as a project manager and structural engineer for the planning, design, inspection and management of complex, multi-task projects. He has diverse experience including design of transportation and facility structures, bridges, retaining walls, sign structures, precast, prestressed and post tensioned concrete, timber and steel structures. He has thorough knowledge of design requirements, specifications and procedures manuals of state and local agencies, and experience with federal as well as private development facilities.

Selected Experience
NJTA, GSP MP 35 to MP 38 Widening and Interchange Improvements. Structural task leader. Mr. Husain was in charge of the design for three Mainline bridges over Washinton Avenue and Delilah Road. Responsible for the complete contract documents including staging plans, utility coordination These bridges are designed as jointless structure using integral abutment concept.

NJTA, GSP Interchange 9, 10 and 11 Improvements. Structural project engineer. Mr. Husain worked for the design of three dual GSP bridges over Shell Bay Avenue, Stone Harbor Boulevard and Crest Haven Road. He was responsible for the structural design and coordination with the locals for the ramps and access road impacts and utilities. These bridges are designed as jointless structure using integral abutment concept.

New Jersey Turnpike Authority, Interchange 6-9 Widening Program Section 4 Interchange 7A, Mercer County, New Jersey. Project engineer. Mr. Husain was responsible for the $200 million design of four ramp bridge structures with complex geometry connecting Toll Plaza and Inner and Outer Turnpike Roadways. Responsible for the design, development of plans and specifications, along with interdepartmental coordination. Helped in the preparation of overall staging schemes and plan development for the whole project including I-195 Bridge over the Turnpike. Lead the construction support services for the designed bridges.

New Jersey Turnpike Authority, Interchange 6-9 Widening Program Section 2 Interchange 7, Mercer County, New Jersey. Project engineer. Mr. Husain was in charge for the design of two U-turn bridges including structural design, plans, specifications and construction estimation development, along with coordination with Prime and sub consultants. Lead the construction support services for the entire project.

NJDOT, Three-Year Term Agreement for Orphan Bridges, City, New Jersey. Project manager. Mr. Husain was in charge for developing rehabilitation plans for 27 Orphan bridges. He was responsible for onsite inspection and preparation of rehabilitation reports for the bridges. Responsible for complete design for the replacement of

superstructure and rehabilitation of the substructure of Historic Bridges Hillsboro Road and Homestead Road over Trenton Line.

DRJTBC, Rehabilitation of the Trenton Morrisville Toll Bridge Facility, Trenton, New Jersey and Morrisville, Pennsylvania. Structural project engineer. Mr. Husain was responsible for this $84 million project involving rehabilitation and widening of 1300 foot long bridge for Route 1 over Delaware River and 10 bridges and ramps at both New Jersey and Pennsylvania approaches. Responsibilities included preparation of rehabilitation report with innovative widening techniques, design and details of bridges along with providing construction support services and checking structural shop drawings. Extensive agency coordination work was involved with NJDOT, NJDEP, Penn DOT, PADEP, City of Trenton, City of Morrisville, County of Mercer, County of Bucks, Conrail, NJ Transit, PUC and various utility companies.

NJDOT, U.S. Route 9 Edison Bridge Over Raritan River Project (Section 25K and 1F), Middlesex County, New Jersey. Structural project engineer. Mr. Husain worked on the construction engineering services and design of a new $45 million, 29-span, 4,390-foot-long bridge for the design-build contract for the new southbound roadway between the existing bridge and the Driscoll Bridge. Prepared the design-build procurement documents (30% design) and coordinated design review and extensive project coordination with field staff during construction. This D-B project for the State finished ahead of schedule. Responsibilities for this project were the design of bridge abutments and layout of piles. Utilized spreadsheets, STAAD/Pro model and Florida pier program. Also responsible for design, layout and reinforcement detailing of median retaining wall, two outlet structures and three sign support structures.

NJDOT, Sussex County Bridge K-07 Replacement, Hopatcong, Stanhope and Byram, Hopatcong, Stanhope and Byram, New Jersey. Structural project engineer. This $6.7 million project involved construction of a new 60 foot span arch bridge for Route 605 over Lackawanna Cutoff and rehabilitation of existing parallel bridge as a historical filled spandrel, reinforced concrete arch bridge structure to be maintained as a pedestrian and bicycle access to a hiking route adjacent to the railroad track. Responsibilities included inspection and preparation of rehabilitation details for the existing bridge and design the substructure and retaining walls for the proposed bridge. Supervised the geotechnical exploration and prepared the quantity and cost estimates for the project. Also responsible for preparing and coordinating the intricate architectural details for the precast arch, spandrels and parapet. Also responsible for providing the construction engineering services with the Department's Resident Engineer.

NJDOT, Rockaway Road Bridge Replacement, Townships of Rockaway and Randolph, New Jersey. Structural Project engineer. Mr. Husain was responsible for the replacement of the existing bridge over the NJ Transit Morristown Line and The Rockaway River. The 7 span concrete encased steel-beam floor system bridge which was structurally deficient and functionally obsolete, was replaced with a 5 span multiple adjacent prestressed concrete box girder superstructure. The total length of the bridge is 317 feet. Responsible for the design of prestressed box beam superstructure, abutments and piers. Also responsible for preparing quantity and cost estimates for the project.

New Jersey Turnpike Authority, Secaucus Interchange Section Nos. 2 and 3 Phases A/B and Section 3 Phase B/C/D Hudson County, New Jersey. Structural engineer. Mr. Husain was responsible for this project which included the construction of 3100 foot long four-lane ramp viaduct over NJ Transit rail lines for the new interchange near the Secaucus Transfer Station in the Meadowlands. Responsible for the design of superstructure including curved plate girders along with preparation of all associated details. Responsible for checking the substructure design including abutments and piers. Also responsible for checking and approving the structural shop drawings for the project during construction. The $50 million improvements were fast tracked in 15 months.

New Jersey Turnpike Authority, Bridge Rehabilitation and Noise Barrier replacement, Elizabeth, New Jersey. Structural engineer. This project included the condition assessment of 14 Bridges and replacement of Noise Barriers for the Bridges and the roadway from MP 100 to 101 in Elizabeth. Mr. Husain as responsible for onsite

inspection and preparation of rating and analysis report for the Bridges. Responsible for the design and details for the noise barriers and parapet connections for vehicular and wind dynamic loadings.

NJDOT, Rehabilitation of Queens Bridge, Bound Brook, New Jersey. Structural engineer. This project involved the rehabilitation of 400 foot long bridge with the proposed replacement of superstructure. Responsible for doing onsite inspection of the bridge and preparation of the rehabilitation report. Mr. Husain was responsible for performing rating analysis and preparing design details for the superstructure.

Port Reading, McMylar Coal Car Dumper, Woodbridge Township, New Jersey. Structural engineer. Mr. Husain performed structural inspection and condition survey and prepared report for physical characteristics of the historic Coal Car Dumper and all associated components for historic preservation. Also helped in compiling research of the historical documentation and helped explaining function of different structural components of the dumper.

Meadowlands Commission, Secaucus High School Wetland Enhancement, City, New Jersey. Structural project engineer. Mr. Husain was responsible for the layout and design of 1500 foot long boardwalk with 50 foot and 60 foot long span bridges and viewing areas on pile foundations. Also responsible for the pile foundation design and review of shop drawings for the boardwalk bridges.

NJDEP, Lincoln Park Wetland Restoration, City, New Jersey. Structural project engineer. Mr. Husain was in charge for developing structural design of the pedestrian bridge and abutments on piles for the walkway thru the park. Also responsible for the structural and hydraulic design of the concrete weir structure between the pond and the tidal channel traversing the site.

MSU School of Conservation, Montclair State University, Montclair, New Jersey. Structural engineer. Mr. Husain was responsible for providing emergency structural engineering services for the reconstruction of a bridge over downstream of Lake Wapallane dam. The bridge was severely damaged with portion of abutment and backfill washed away during hurricane Irene. The aluminum arch replacement structure and retaining walls were designed for accelerated erection and opening of traffic with subsequent placement of architectural concrete façade.

The University of the State of New York
Education Department
Office of the Professions

REGISTRATION CERTIFICATE

Do not accept a copy of this certificate

License Number: [redacted] Certificate Number [redacted]

HUSAIN MUZAMIL

is registered to practice in New York State through 12/31/2010 as a(n)
PROFESSIONAL ENGINEER

LICENSEE/REGISTRANT

EXECUTIVE SECRETARY

COMMISSIONER OF EDUCATION

ASSOCIATE COMMISSIONER
OFFICE OF THE PROFESSIONS

This document is valid only if it has not expired, name and address are correct, it has not been tampered with and is an original - not a copy. To verify that this registration certificate is valid or for more information please visit ***www.op.nysed.gov.***

COPY

Michael Dunn PE

CIVIL/ STRUCTURAL ENGINEER

Firm
Louis Berger

Education
BS, Civil Engineering

Registrations/Certifications
Registration/Certification (NJ, NY)

Years of Experience 16
Years with Firm 9

Professional Summary
Mr. Dunn is manager of civil engineering with more than 16 years of technical experience on a wide variety of civil and environmental engineering projects. Work experience includes stormwater management and water quality design and analysis, planning and design of local roads and state highways, hydrologic and hydraulic (H&H) design, Soil Erosion and Sediment Control, and plan review of related projects. He has completed construction documentation including plans, technical specifications, and quantity and cost estimates for various highway and roadway, and stormwater management projects.

Selected Experience
Port Authority of New York & New Jersey (PANYNJ), JFK Airport, Cargo Service Road and North Service Road, Queens, New York. Project manager. Mr. Dunn was responsible for Phase III and IV services for the design and modifications to the Cargo Service Road and North Service Road from the southern limits of the Rental Car Site Roadway Improvements - Phase II Access Road project to and including the North Service Road ramp extending to the limits of the previous JFK Expressway contract. The project included intersection improvements, roadway resurfacing, drainage improvements, construction of a crosswalk at Rental Car Drive, and a Rental Car Pullout.

PANYNJ, Perimeter Intrusion Detection Systems, Design/Build Project, Queens, New York. Civil/structural engineer. Mr. Dunn was responsible for being the engineer of record for the engineering services for civil/utilities and environmental/permitting aspects as well mechanical and electrical engineering support services within the command and control rooms for this confidential security PIDS design/build project for all major New York airports.

PANYNJ, Teterboro Airport, West Side Ramp Improvements, Borough of Teterboro, Bergen County, New Jersey. This project entailed the construction of a new paved ramp area, new electrical conduits and taxiway lighting, a subsurface detention basin, installation of two mechanical treatment devices and associated drainage improvements. Responsible for developing plans, calculations, specifications and reports to secure soil erosion, stream encroachment and Port Authority permits and approvals. Due to the high groundwater table on this site, which is located within the FEMA 100-year floodplain, a subsurface detention basin was designed with watertight joints to prevent groundwater intrusion into the basin while also being designed to withstand the loading of aircraft parked on the ramp above the basin. All drainage structures were designed to withstand aircraft loading in accordance with FAA and Port Authority standards. The project was designed to be constructed in a manner which allowed adjacent taxiways which border the site to remain active during construction operations.

Red Bull New York, Inc., Engineering and Design Services, Red Bull Training Facility, Harrison, New Jersey. Mr. Dunn was responsible for providing engineering and drainage design services to Red Bull NY for their new training

facility encompassing site-civil and drainage design of practice fields and parking facilities, civil/structural design of support facilities and ancillary structures, including tension fabric structures, electrical engineering and design of sports and security lighting. Louis Berger has also been providing traffic engineering services and environmental and construction management support for this project. This is a fast track project for which Louis Berger has been meeting all schedule requirements for project deliverables.

New Jersey Department of Transportation, Main Street (C.R. 543) Over Route 206, From Vicinity of Railroad Avenue to New York Avenue (C.R. 690), Township of Mansfield, New Jersey, Hydrologic and hydraulic task leader. Mr. Dunn was responsible for the roadway drainage design for the design The project is located in the Township of Mansfield, Burlington County. Main Street (C.R. 543) is an urban collector road. The existing Main Street (C.R. 543) Bridge over Route 206 is a two span simply supported, multiple steel beam structure constructed in 1958. It carried one12-foot traffic lane, one 12-foot shoulder and one 6 foot sidewalk in each direction with a roadway width of 48 feet curb-to-curb. Site inspection also indicated that the west abutment backwall exhibited extensive structural damage due to local roadway ponding. Roadway ponding was found to be located at the southwest and northwest corners of the structure. Damage to the backwall appears to be the result of this drainage issue. Responsible for the analyses of the existing and proposed roadway drainage systems, designed in accordance with the NJDOT Drainage Design Manual criteria and the Procedures Manual requirements for placement of inlets, minimum pipe sizes, cover, etc. Coordinated with the highway engineers to modify the roadway profile to shift the profile lowpoint away from the bridge joint. Highway drainage design included water spread calculations performed in accordance with NJDOT design criteria. Also responsible for the design and preparation of the soil erosion and sediment control plans and received approval from the NJDOT.

City of Newark, Newark Liberty International Airport, Peddie Ditch Culvert Inspection and Rehabilitation, City of Newark, Essex County, New Jersey. Mr. Dunn inspected and developed rehabilitation alternatives for this series of seven parallel 120-inch diameter culverts which carry the flow of Peddie Ditch under Runway 11. Supervised the entry of inspection personnel into this OSHA permit-required confined space. The purpose of this study was to determine the expected remaining service life of the culvert system, summarize what channel improvements were necessary to improve channel function and stability and determine the suitability of the site for the installation of an Engineered Materials Arresting System (EMAS) at the end of Runway 11, directly above this system of culverts. The installation of the EMAS over this system of culverts will allow this runway to satisfy Federal Aviation Administration Part 139 safety rules by preventing aircraft overruns.

Somerset County / New Jersey Department of Transportation, Interchange at U.S. Route 22 and Chimney Rock Road. Task leader-hydrology and hydraulics and project manager. This project entailed preliminary and final design of US Route 22 and Chimney Rock Road Interchange. The proposed improvements along Route 22 extend from the Thompson Avenue interchange to I-287 and extend along Chimney Rock Road from Route 28 to Thompson Avenue. The project consists of the construction/ reconstruction of four bridges including a railroad bridge over Route 22 and the existing Chimney Rock Road Bridge over I-287 and eight (8) retaining walls, as well as the design and reconstruction of a half mile of Norfolk Southern railroad. As task leader for hydrology and hydraulics, Mr. Dunn was responsible for analyzing the existing and proposed roadway drainage systems, designed in accordance with the NJDOT Drainage Design Manual criteria and the Procedures Manual requirements, designing highway drainage including performing water spread calculations performed in accordance with NJDOT design criteria. Since this project resulted in more than 0.25 acre of new impervious area and more than 1.0 acre of land disturbance, both NJDEP thresholds, and was therefore subject to the provisions of the Stormwater Management (SWM) Rules. In addition, Mr. Dunn designed four retention and detention basins for water quality, two groundwater infiltration basins and one Water Quality mechanical treatment device. He prepared soil erosion and sediment control permit in conjunction with the New Jersey Pollution Discharge Elimination System Request for Authorization for discharges associated with stormwater from the Somerset County Soil Conservation District. He also prepared a backwater analysis by updating the existing HEC-2 model to the HEC-RAS computer backwater model to analyze the hydraulic impacts of the roadway widening over Middle Brook. Mr. Dunn prepared and

obtained a flood hazard area environmental permit, previously called steam encroachment permit. As task leader for hydrology and hydraulics, Mr. Dunn was responsible for:

- Analyzing the existing and proposed roadway drainage systems, designed in accordance with the NJDOT Drainage Design Manual criteria and the Procedures Manual requirements for placement of inlets, minimum pipe sizes, cover, etc.
- Designing highway drainage including performing drainage spread calculations performed in accordance with NJDOT design criteria. Since this project resulted in more than 0.25 acre of new impervious area and more than 1.0 acre of land disturbance, both NJDEP thresholds, this project was considered to be a "major development" and was therefore subject to the provisions of the Stormwater Management (SWM) Rules. The stormwater management plan approach was specifically completed to address the requirements of the New Jersey Stormwater Regulations.
- Designing four retention and detention basins for water quality, two groundwater infiltration basins and one Water Quality mechanical treatment device. Utilized two of the extended detention basins and the mechanical treatment device to address water quality for the 7.68 acres of new additional pavement.
- Performing flood routing calculations utilizing TR-55 to verify the extended detention basins met the requirements for water quality and quantity.
- Designing soil erosion and sediment control permit in conjunction with the New Jersey Pollution Discharge Elimination System Request for Authorization for discharges associated with stormwater from the Somerset County Soil Conservation District.
- Coordinating with the structural design engineers and providing alternative structure openings to lengthen the US Route 22 Bridge over Middle Brook.
- Obtaining the state adopted HEC-2 hydraulic study and modifying the model to incorporate the proposed bridge into the model.
- Verifying that the hydrology and hydraulics were still accurate.
- Incorporating new survey to perform a backwater analysis by updating the model to the HEC-RAS computer backwater model to analyze the hydraulic impacts of the roadway widening over Middle Brook.
- Providing a scour analysis for the widened sections of the Middle Brook Bridge to quantify the potential bridge scour depths that could be caused by the 100- and 500-year flood events. The scour analysis was performed in accordance with the Hydraulic Engineering Circular No. 18 (HEC-18) and scour countermeasures designed in accordance with Hydraulic Engineering Circular No. 20 (HEC-20).
- Preparing flood hazard area environmental permit, or steam encroachment permit.
- Developing plans, estimates, and specifications for the preliminary and final phase of the project per NJDOT standards.

As project manager for post design services, Mr. Dunn was responsible for:

- The project's budget, schedule and scope.
- Shop Drawing Reviews and Requests for Information.
- Construction Schedule Reviews
- The preparation of three Change of Plans, including the profile revision to Chimney Rock Road – due to new county facility location and low-boy semi's drive way access; PSE&G Utility Gas main relocation – to accommodate alternate location for PSE&G Gas main where coordination started during design phase and was finished during Post Design Services.

THIS DOCUMENT IS PRINTED ON WATERMARKED PAPER WITH A MULTI-COLORED BACKGROUND AND MULTIPLE SECURITY FEATURES. PLEASE VERIFY AUTHENTICITY.

State Of New Jersey
New Jersey Office of the Attorney General
Division of Consumer Affairs

THIS IS TO CERTIFY THAT THE

Board of Prof. Engineers & Land Surveyors

HAS LICENSED

Michael T. Dunn

FOR PRACTICE IN NEW JERSEY AS A(N): Professional Engineer

04/11/2014 TO 04/30/2016
VALID

[redacted]
LICENSE/REGISTRATION/CERTIFICATION #

Signature of Licensee/Registrant/Certificate Holder

ACTING DIRECTOR

New Jersey Office of the Attorney General
Division of Consumer Affairs
THIS IS TO CERTIFY THAT THE
Board of Prof. Engineers & Land Surveyors
HAS LICENSED
Michael T. Dunn
Professional Engineer

04/11/2014 TO 04/30/2016
VALID

SIGNATURE

ACTING DIRECTOR

[redacted]
License/Registration/Certificate #

PLEASE DETACH HERE

IF YOUR LICENSE/REGISTRATION/ CERTIFICATE ID CARD IS LOST PLEASE NOTIFY:

Board of Prof. Engineers & Land Sur
P.O. Box 45015
Newark, NJ 07101

PLEASE DETACH HERE

Luis Correia PE

ELECTRICAL ENGINEER

Firm
Louis Berger

Education
BS, Electrical Engineering

Registrations/Certifications
Professional Engineer (NY, NJ, NV, DC)

Years of Experience 20
Years with Firm 6

Professional Summary
Mr. Correia is a manager of electrical engineering with 20 years of technical experience on a wide variety of electrical engineering projects. Mr. Correia leads the development of conceptual and final design and detailed specifications for normal and emergency power, lighting, fire safety, communications, CCTV, and various security (exit lane screening) systems.

Selected Experience
Port Authority of New York and New Jersey (PANYNJ), Marine Terminals, New York and New Jersey. Principal electrical engineer. Mr. Correia was responsible for the development of contract documents for the replacement of the existing access control card readers with TWIC compatible card readers and integration with existing head end equipment. The installation of the thirty five access control points at New York marine terminals and the one hundred and five control access points at New Jersey marine terminals will require expansion and modification of existing fiber infrastructure.

PANYNJ, Staten Island Bridges, Staten Island, New York. Design engineer. Mr. Correia was responsible for the development of construction contract documents to rehabilitate roadway lighting, power, CCTV, aviation obstruction, and navigable channel lighting for three bridges. The project entailed field survey of all existing systems, verification of code compliance and ramifications of same, coordination with civil and structural engineering teams.

PANYNJ, Newark Liberty International Airport (EWR), Design/Build Project, Newark, New Jersey. Principal electrical engineer. Mr. Correia was responsible for the development of contract documents for the installation of digital CCTV at terminal B checkpoints and consolidation of viewing and storage locations for the whole airport. Project requires expansion and modification of existing fiber infrastructure to allow for the consolidation.

PANYNJ, John F. Kennedy International Airport (JFK), Design/Build Project, Location. Principal electrical engineer. Mr. Correia was responsible for the development of contract documents for the consolidation of viewing and storage locations for the whole airport. Project requires expansion and modification of existing fiber infrastructure to allow for the consolidation.

PANYNJ, LaGuardia Airport (LGA), Design/Build Project, Location. Principal electrical engineer. Mr. Correia was responsible for the development of contract documents for the upgrade of the existing storage solution and integration of two distinct digital CCTV systems. Project requires upgrading of the existing storage solution in-place while not disrupting operation of existing CCTV and all other system in existing data center.

PANYNJ, Biometrics for EWR, JFK, and LGA, Design/ Build Project, New York and New Jersey. Principal electrical engineer. Mr. Correia was responsible for the development of contract documents for the upgrade of the existing access control. Project requires evaluation of existing conditions and multiple recommendations based on construction schedule, capital investment, and operating cost.

U.S. Army Corps of Engineers (USACE), New York District, Picatinny Arsenal, Armament Integration (AIF) Facility, Picatinny, New Jersey Principal electrical engineer. Mr. Correia was responsible for the electrical engineering design for the single-story laboratory building and 100-meter indoor firing range for large caliber automatic weapons testing. Laboratory building design documents included natural gas forced-air heating and cooling systems in addition to dedicated split system air conditioning systems for special rooms. A pre-action dry sprinkler fire protection system and smoke detection was designed. Utility plumbing systems included services for toilet rooms and compressed air for the shop and simulation areas. Design included a corridor from Building 7 to the new range with controlled pressurization heating and ventilation. Range building design included a gas fired makeup air unit that provides laminar flow at operators breathing zone. Smoke and lead exhausted from the range is removed through adjustable grills embedded in the walls and filtered through a 99% removable cartridge filter and a final HEPA filter. Silica dust from the bullet sand trap exhausted from the range is removed through adjustable grills embedded in the walls and filtered through a 99% removable cartridge filter and a final HEPA filter.

USACE, New York District, Picatinny Arsenal, Area 600 Water Main Extension, Picatinny, New Jersey. Manager-Electrical engineering. Mr. Correia was responsible for overview of the electrical design analysis, design documents, technical specifications, and cost estimate. Conducted field inspections and coordinated with various in-house and outside consultants. Project entailed design and preparation of construction documents for new underground potable water, and fire service lines in the 600 Area of Picatinny Arsenal. The design provided water mains beneath the roadway with T-connections in the shoulder to serve existing ranges and facilities and also to serve future facilities, new service pump stations, a new empty four-inch PVC ductbank (for communications), a new diesel-fired pump(s), and standard size fire hydrants. The design also provided interconnection of new piping with existing fills and discharge systems, demolition and replacement of all pump systems and pump houses, installation of telemetry at Pump House 623, and evaluation of additional pumps to bring the entire system within current codes.

USACE, New York District, Picatinny Arsenal, Building 7 and Firing Range Upgrades, Picatinny, New Jersey. Manager-Electrical engineering. Mr. Correia was responsible for the electrical design associated with the renovation of the existing ranges. The project comprises the design of an exhaust system in the 100 meter and 300 meter ranges and critical architectural and structural upgrades warranted by operations, safety improvements, and noise attenuation. Electrical work for the project consisted of the removal and relocation of electrical devices and/or systems components which had been abandoned, were not optimally located for operations as directed by the building user, or as required by the renovation. Detailed field investigations were required to create demolition and relocation drawings from which a not to exceed lump sum demolition budget was derived. The electrical scope also included providing the electrical transformation and distribution, interior and exterior lighting, fire alarm, specifications, and cost estimate. Identification of a point of connection for the contract loads was challenging since the building was served by multiple sources, each individually inadequate to accommodate the contract loads and those of other on-going projects.

USACE, New York District, Replacement of Cadet Mess Ovens, U.S. Military Academy (USMA), West Point, New York. Manager-Electrical engineering. Mr. Correia was responsible for overview of the electrical design documents, technical specifications, cost estimate, and construction administration. Project comprised design and preparation of construction documents for the phased replacement of fourteen ovens that provided unreliable service and were subject to frequent failures. The phased work included the removal of the existing ovens and any and all modifications necessary to transition from revolving tray to rack ovens while maintaining a safe, sanitary

operating kitchen. The equipment was located in a building which is listed on the National Historic Register making it all the more important the planning, design, and construction.

U.S. Postal Service (USPS), International Service Center and Network Distribution Center (ISC/NDC), VAB Fuel System Upgrade, Jersey City, New Jersey. Manager-Electrical engineering. Mr. Correia was responsible for the electrical design associated with the replacement of the diesel fuel tanks. The project comprised replacement of the existing underground tanks with aboveground storage tanks. The design also called for replacement of lighting on the VAB fueling area canopy, installing new diesel fuel pumps, installing new dispensers, installing new monitoring sensors and probes, and a new air compressor.

New York, Inc., Red Bull Arena Inspection Services, Location. Manager-Electrical engineering. Mr. Correia conducted and provided supervision of electrical quality assurance inspections carried out during the construction of a large sports and entertainment stadium. Project entailed field verification of electrical systems such as power distribution, lighting, grounding, transient voltage suppression system (TVSS), fire alarm, and emergency power generators were in accordance with the plans, specifications, local codes, and owner standards.

New York, Inc., Red Bull Arena Grow Lighting Electrical Improvements. Manager-Electrical engineering. Mr. Correia was responsible for the electrical design associated with the electrical improvements required to support stadium grow lighting (SGL). The project entailed examining the specialty equipment – SGL's equipment manufactured overseas, studying the reference drawings, and evaluating necessary transformation and distribution equipment options. Conceptual layout of improvements and order of magnitude construction costs for the proposed arrangement were provided for review. Upon approval, field verification of routing of feeders, and identification of a code compliant location for the outdoor transformation and distribution equipment that best suited the operational requirements, a final design was provided.

National Parks Service (NPS), Rehabilitation of Lincoln Memorial Reflecting Pool and Grounds, Washington, DC. Manager-Electrical engineering. Mr. Correia was responsible for the electrical design associated with the rehabilitation of the Reflecting Pool, NPS' largest American Reconstruction and Recovery Act (ARRA) project. The design addressed structural deficiencies in the reflecting pool and enhanced the infrastructure, safety and pedestrian circulation systems in the surrounding area. The design provided an environmentally sustainable water intake from the Tidal Basin minimizing reliance on the potable city water supply and reducing municipal water consumption by about 17 million gallons a year. Additionally, water lost to evaporation in the Reflecting Pool will be replenished from the nearby World War II Memorial fountain's discharge. All of the water in the 5,000,000 gallon, half-mile-long Reflecting Pool will be treated and filtered to improve its appearance and quality, making the pool's water more reflective than it has been in years. Around the Reflecting Pool, new walkways replaced dirt paths worn by the millions of annual visitors in the area. Along the historic elm walks to the north and south of the Reflecting Pool, the site furnishings were refurbished and reconfigured, the walkways were resurfaced with historic granite and new lighting was installed to enhance public safety and the visitor experience. At the west end of the Reflecting Pool, new curvilinear paths with security walls provided a handicap accessible path toward the Lincoln Memorial and complete the perimeter security. The design complied with the Secretary of Interior Standards for Treatment of Historic Properties, 1995. In particular, the location of the security bollards, CCTV equipment, and underground infrastructure for the new electrical service and site lighting was carefully coordinated due to the historical value of the site and that of the Elm trees.

The University of the State of New York
Education Department
Office of the Professions

REGISTRATION CERTIFICATE

Do not accept a copy of this certificate

License Number: Certificate Number: [redacted]

CORREIA LUIS FILIPE

is registered to practice in New York State through 04/30/2014 as a(n)
PROFESSIONAL ENGINEER

LICENSEE/REGISTRANT

EXECUTIVE SECRETARY

COMMISSIONER OF EDUCATION

This document is valid only if it has not expired, name and address are correct, it has not been tampered with and is an original - not a copy. To verify that this registration certificate is valid or for more information please visit ***www.op.nysed.gov.***

THIS DOCUMENT IS PRINTED ON WATERMARKED PAPER WITH A BLUE COLORED BACKGROUND AND A DISTINCT SECURITY FEATURE. PLEASE VERIFY AUTHENTICITY.

State Of New Jersey
New Jersey Office of the Attorney General
Division of Consumer Affairs

THIS IS TO CERTIFY THAT THE

Board of Prof. Engineers & Land Surveyors

HAS LICENSED

Luis F. Correia

FOR PRACTICE IN NEW JERSEY AS A(N): Professional Engineer

04/04/2012 TO 04/30/2014
VALID

Signature of Licensee/Registrant/Certificate Holder

[redacted]
LICENSE/REGISTRATION/CERTIFICATION #

DIRECTOR

Sudhir Chheda, PE

ELECTRICAL ENGINEER

Firm
Naik Consulting Group, P.C.

Education
Bachelors of Science in Electrical Engineering Mumbai University, India

Registrations/Certifications
Professional Engineer in New Jersey Lic. # and Delaware Lic. #

Years of Experience 35
Years with Firm ~1

Professional Summary
Mr. Chheda has over 35 years of electrical experience in transportation design, estimation, specifications, construction documentation for infrastructure projects, industrial plants, commercial buildings and retail spaces. His specific experience in the transportation industry has included lighting for roadways, interchanges, bridges and tunnels and electrical system design for traffic signals, sign lighting, and variable message signs (VMS) and ITS systems. Overall electrical expertise has included designing of switchgear, electrical service design; electrical feeder & branch circuit design, indoor/outdoor and emergency lighting, emergency power systems, fire protection systems, security systems including CCTV, infra-red, microwave; lightning protection systems, motor control centers, under floor duct systems, UPS system, and ATS for industrial plants and commercial buildings. He has performed field investigations to check field conditions, prepared reports, photometric calculations, wiring diagrams, voltage drop calculations, quantity calculation, cost estimates, electrical service inquiry letters for various utility companies and construction plans. Mr. Chheda is very proficient in Microstation and Visual Lighting software and knowledgeable in, NJDOT Lighting Design guidelines and Procedure Manual, NJTA Design Guide, IES Lighting handbook, Roadway Guide by AASHTO, Tunnel Lighting Guide RP-22 and National Electric Code (NEC).

Experience
PANYNJ Newark and JFK International Airports, Newark, NJ and Jamaica, Queens, NY: Electrical Engineer for remodeling of Newark and JFK airports. Surveyed and designed many projects for PANYNJ. Designed and rearranged cable system at Newark airport. Identified and capped utilities for demolition of a warehouse. Surveyed international building at JFK airport for demolition work. 1994-1995.

MTA Design and Construction Support Services for Reconstruction and Rehabilitation of Manhattan Approach Ramps to RFK Bridge, NY: Electrical Engineer for the evaluation of the existing ramp/lighting and the preparation of designs for the new lighting system as part of the rehabilitation of the RFK Bridge approach ramps. 2014

MTA Bronx-Whitestone Bridge, Bronx & Queens, NY: Electrical Engineer responsible for an electrical system for garage doors and controls. Rearranged various conduits and cables. Prepared construction drawings. 2014

NJDOT Route 38, in Burlington County, NJ. Project involves designing and upgrading lighting and traffic signals for 20 intersections from route 295 to route 206. Responsible for preparing photometric calculations, designing interchange lighting, and the electrical design for traffic signal for 10 intersections. New electrical system conforms to NJDOT Design Manual, AASHTO Guidelines and NEC 2013

NJDOT Route 130, Over Crafts Creek, Township of Florence and Mansfield, Burlington NJ: Electrical Engineer for lighting and traffic signal design for intersection improvement, bridge replacement and modifications to the

approaches. Responsible for preparing photometric calculations, designing interchange lighting, and the electrical design for traffic signal. Additionally responsible for conduit fill calculations and preparation of lighting report and voltage drop calculations. New electrical system conforms to NJDOT Design Manual, AASHTO Guidelines and NEC. 2012

NJDOT Route 27, Metuchen, NJ: Electrical Engineer for lighting design for bridge replacement and roadway improvements project. Responsible for designing roadway and under arch lighting system using conventional and underdeck luminaries. He also prepared photometric calculations; voltage drop calculations and conduit fill calculations and designed the electrical system and wiring diagram. New electrical system conforms to NJDOT Design Manual, AASHTO Guidelines & NEC. 2011

NJTA VMS on the Garden State Parkway, Various Locations, NJ: Electrical Engineer for variable message signing (VMS) improvements for the Garden State Parkway. Responsible for designing electrical systems for VMS signs, wireless access point, CCTV camera & radio antenna. Sizing conduit and doing conduit fill calculations. Prepared mounting details for ITS items. Design conforms to NEC and NJTA standards. 2010

NJTA Interchange 6 – 9 Widening, Section 7, MP 68.3 – MP 70.6, Burlington to Middlesex Counties, NJ: Electrical Engineer for tunnel lighting on Hightstown Cranberry Road as part of the widening of the Turnpike between Interchange 6 in Mansfield Township, Burlington County and Interchange 9 in East Brunswick Township, Middlesex County. The roadway will be widened to 12 lanes with major modifications constructed at four interchanges. Responsible for designing Tunnel lighting as per RP-22 design guide. Designed electrical distribution system, conduit and cable layout. Prepared lighting plans, wiring diagrams, lighting report, voltage drop calculations and conduit fill calculations. 2011

Mario Perez Associate AIA, LEED AP BD+C

ARCHITECT

Firm
Louis Berger

Education
Bachelors of Architecture

Registrations/Certifications
LEED Accredited Professional for Building Design and Construction

Years of Experience 14
Years with Firm 3

Professional Summary
With more than 14 years of extensive experience in architectural design, programming, planning, construction documents and project management, Mr. Perez has effectively managed teams engaged in providing full concept through delivery of architectural design and construction administration services. His commitment to design excellence and professional experience is best associated with my current and completed projects throughout North America, Eastern and Western Europe, the Middle East, Africa and Asia for The Port Authority of New York and New Jersey (PANYNJ), U.S. Army Corps of Engineer (USACE), U.S. Department of State Overseas Building Operations (DOS-OBO), U.S. Agency for International Development (USAID) and other private and government agencies.

As a project manager, Mr. Perez delivers effective solutions and exceeds client's expectations. He has advanced knowledge of architectural practices, principles, procedures, concepts, building codes, state and local regulations, and construction practices, and is adept at taking projects from conception to completion. Mr. Perez is additionally experienced in coordinating and leveraging all personnel, staff, consultants, subcontractors, senior management, clients, and has extensive experience in project management, contracts, client presentations, public hearings, budgets, and schedules. He takes charge professional: effectively managing staff, overseeing operations and is consistent in developing high performing teams through outstanding leadership, ultimately resulting in teams performing at a level exceeding their expectations.

Selected Experience
Port Authority of New York and New Jersey (PANYNJ), Newark (EWR) Terminal B – Stage I. Project architect. Mr. Perez was responsible for providing design services to address findings contained in the Port Authority's physical protection of terminal building glass security risk assessment and contributed in developing workable mitigation strategies to reduce overall risks associated with the existing building glass facades for airport passenger terminals.

Monroe County Justice Center, Monroe County, Wisconsin. Project architect. Mr. Perez was responsible for providing planning and architecture services for the design and construction for a new, $25 million Justice Center in downtown Sparta, Wisconsin. This new facility includes a 180-bed jail, a law enforcement center and expanded county courts facilities.

USAID, Sudan Infrastructure Services Project, Juba, South Sudan. Project manager and team leader. Mr. Perez was responsible for the design, space programming and construction administration services for a new, $22 million two-story addition to an existing office building, medical clinic, pedestrian access control entry point, dining facility, site and building security upgrades and renovation of an existing office building. Scope of work involved

site visits to perform design charrettes, conduct site assessments and develop design concepts with project stakeholders.

USACE Middle East District, U.S. Central Command Charrettes. Project architect. Mr. Perez was responsible for $51 million development and production of DD 1391 reports on counter narcotics facilities in Uzbekistan. Project involved traveling to Uzbekistan, and other central Asian countries, to conduct site surveys and facility condition assessments to evaluate customs/border complex operations, refine project scope, establish project budgets and prepare designs and conduct charrettes with project stakeholders while in-country. Facility assessments and design recommendations were performed for vehicular, and pedestrian check points, intensive customs inspection facilities, administrative screening facilities and improvements to site security.

USACE Baltimore District, Pentagon Secure Access Lane and Remote Screening Facility, Arlington, Virginia. Project quality assurance manager. Mr. Perez performed quality control reviews of construction documents for a new, $4.9 million state of the art vehicle screening facility located on a 2.75 acre site at the southwest corner of The Pentagon, headquarters of the U.S. Department of Defense.

USACE Middle East District, USFOR-A/Afghanistan Standard Designs for Ministry of Education, Kabul, Afghanistan. Project manager. Mr. Perez was responsible for effectively managing and supervising all related activities associated with project technical reviews and code compliant recommendations for austere, site-adapt level designs for (1) 16 Classroom, (1) 20 Classroom, (1) 24 Classroom, (1) 30 Classroom and (1) 40 Classroom school buildings for USFOR-A/Afghanistan Ministry of Education standard designs.

USACE Middle East District, Director General for Intelligence & Security (DGIS), Phase II, Baghdad, Iraq. Project manager. Mr. Perez was responsible for fully managing and leading a multi-disciplinary design team with an emphasis on design and construction administration services for a new military training compound for the $50 million Iraqi Director General for Intelligence and Security Headquarters Campus. Project involved traveling to the site to conduct site surveys and facility condition assessments, prepare designs and conduct space planning charrettes with project stakeholders while in-country. Scope of work includes housing barracks, office buildings, medical clinic, dining facility and compound access control entry points totaling approximately one million square feet in facility and site development.

David Daileda FAIA, NCARB, LEED AP

ARCHITECT

Firm
Louis Berger

Education
Bachelors of Architecture

Registrations/Certifications
Registered Architect (NJ, MT, WI, AZ)
NCARB Certificate
LEED Accredited Professional

Years of Experience 41
Years with Firm 3

Professional Summary
As vice president, director of architecture for Louis Berger, Mr. Daileda oversees the production, management, and resources for all projects developed by the architecture team. Mr. Daileda has more than 40 years of experience in the design and management of major design and construction programs, worldwide. His project experience includes work spanning the United States from California to New York and Florida, and includes several international projects as well. For more than 15 years he specialized in the management of major airport development projects and programs at such airports as John F. Kennedy International Airport (JFK) in New York, Chicago's O'Hare International Airport, Washington Reagan and Washington Dulles International Airports, and Hartsfield-Jackson Atlanta International Airport.

In addition to his aviation design experience, Mr. Daileda has been involved in the development of numerous commercial, municipal, and industrial projects across the country from the Sheraton at Fisherman's Wharf in San Francisco, to the Central Fire Headquarters and Fire Station Number One project in Las Vegas, to the new headquarters facility for the Air National Guard at Andrews Air Force Base, Maryland. He also recently served as program manager for the design of the new campus for Sheikh Zayed University in Abu Dhabi, United Arab Emirates.

Mr. Daileda possesses in-depth experience in the analysis, organization, and operation of complex development programs. He wrote the chapter on Program Management for the AIA's Architect's Handbook of Professional Practice, Update 2006. He was also author of "America on the Move", an essay on transportation architecture in America that was included in Architecture: Celebrating the Past, Designing the Future which was published by the AIA in 2008. He is a fellow of the American Institute of Architects and served as president of the Washington, DC, Chapter of the AIA in 2009.

Selected Experience
U.S. Army Corps of Engineers (USACE), Baltimore, Pentagon Security Projects, Arlington, Virginia. Senior project manager for the design of a new delivery vehicle Security Access Lane (SAL) facility and new pedestrian Metro Entry Facility (MEF) for the Pentagon. The $4.9 million SAL (2,500 square feet, 2.75 acres) consists of a permanent canopy over two vehicle lanes which are equipped with electronic screening equipment, a control room, security guard support facility, and kennel as well as public restroom facilities for the adjacent Pentagon 9/11 Memorial. Security screening for all service and supply vehicles entering the Pentagon campus is conducted at the SAL. The $5.65M MEF (10,310 square feet) consists of personnel screening facilities, and guard control room, and visitor

waiting area and is located adjacent to the Pentagon Metro subway and bus drop area. This check point conducts security screening of all personnel entering the Pentagon from the public transportation facilities.

USACE Middle East District, Military Training Compound Phase II Design Baghdad, Iraq. Senior project manager. Mr. Daileda developed energy reduction analysis using passive measures for Austere Facility Designs available from USACE, Middle East District for the following facility types: barracks, office, dining, medical, warehouse, maintenance, antiterrorism/force protection (AT/FP), and security. Used two most severe climate zones for modeling and applied PassivHaus' passive solar design measures to the current ASD designs to achieve energy reduction by 40% from ASHRAE 90.1-2007.

USACE Middle East District, Energy Study for Contingency Facilities CENTCOM AOR. Senior project manager. Mr. Daileda worked for the study to develop a series of optional modifications to reduce energy consumption by the Standard Contingency Facility designs for offices, barracks, and dining halls currently utilized by Middle East District. The team created energy models for each of the standard facility types to establish the energy use baseline. The team then analyzed a series of design options to evaluate the energy savings and life cycle cost each option would have if incorporated into the facility design. The final report provided the results of the analysis and recommendations as to the most effective options available.

U.S. Army Intelligence and Security Command, Installation Status Report Various Locations. Senior project manager. Mr. Daileda worked for the modification of the Army's Installation Status Report for use by INSCOM in the evaluation of their office, warehouse and laboratory facilities, worldwide. The team utilized the modified status report to identify the Command specific facility requirements by conducting facility surveys of more than 30 structures in Korea and Fort Belvoir, Virginia, and develop actual assessment ratings based on the existing conditions found for these sites and structures. Louis Berger will provide cost and economic analysis that will enable INSCOM more flexibility in investment decisions involving the continuation, repair/replacement, or demolition of each facility, based on mission-functional and quality ratings.

Acoustical Improvements, Roosevelt Hall, Building 61, Fort McNair, Washington DC. Senior project manager. Roosevelt Hall, located on Ft McNair, is an historic building that is the operational headquarters of the Joint Chiefs of Staff. Mr. Daileda designed acoustical treatments for the conference and meeting areas of the building that controlled the sound transmission within the building. Design of these elements had to not only control the noise levels within the building but fit into the historic character of the facility and gain the approval from the SHPO.

Department of State (DOS), New U.S. Embassy Compound, Belgrade, Serbia. Senior project manager. Mr. Daileda provided design-build services to construct new, $117 million U.S. Embassy Compound which includes diplomatic offices, public facilities, operational and support facilities and U.S. Marine security guard quarters. Responsible for facilitating project requirements for multi-disciplined team to include civil, geotechnical, architectural, structural, mechanical, electrical, plumbing, fire protection, security, telecommunications, landscaping, and sustainable design. Project is required to obtain LEED certification.

Client, National Naval Medical Center, Building 13 Redevelopment, Bethesda, Maryland. Senior project manager. Mr. Daileda worked on the renovation and reconstruction of an existing warehouse building into an office building for various departments supporting the operation of the National Naval Medical Center. Project includes renovation of building historic exterior elements, full mechanical, electrical, plumbing, fire protection, data and communication design, interior design and furniture selection.

FEMA Hazard Mitigation Technical Assistance Program. Program manager. The program involves the analysis of site conditions following various disasters, development of program data, review and analysis of proposed design projects, cost estimating, design of mitigation projects, monitoring of construction and post occupancy evaluation. This was a FEMA program designed to help communities across the country develop designs for facilities to replace

those destroyed in disasters with new facilities designed to withstand future events. The contract was valued at $30 million per year for five years.

O'Hare International Airport, Chicago, Illinois. Managing program director for development and implementation of program management office. Mr. Daileda was responsible for the overall management and monitoring of more than 200 projects that make up the $6.4 billion program. He assisted the City of Chicago Department of Aviation in the completion of the CIP through the management and coordination of the existing DOA staff, consultant resources and airline tenants. Major projects in the CIP include the renovation and additions to Terminals 1, 2, and 3; design and construction of new Terminals 4 and 6; redevelopment and additions to the airport principal vehicle roadway (I-190); new and expanded parking areas including new parking structures; expanded commercial concessions program; new cargo facilities; numerous airside improvements; and improved access to the terminals from the parking structures. Additionally, infrastructure redevelopment and oversight of the commercial development on the adjacent, newly acquired military site will be included in the CIP.

Capital Development Program, Ronald Reagan Washington National and Washington Dulles International Airports, Washington, DC.

- **Program design manager. 1991-1998; $2 billion** - Specific projects included; New North Terminal, $260 million; Terminal Apron, Hydrant Fueling and Roadways, $190 million; 1993; Airport Landscaping $6 million; 1992; Middle & North Parking Structures, $70 million; 1991; Rental Car Service Facilities, Rental Car Interim Facilities, $20 million
- **Design manager.** Mr. Daileda was responsible for management and scheduling of personnel, budget, schedules, and activities, coordinating with Airport Authority departments, and technical oversight on all design projects developed as a part of the program. This included the development and annual updating of the design standards utilized at both airports. Major projects in the CDP include the renovation and addition to the Historic Main Terminals at IAD and DCA, New 35 gate Terminal at DCA, Development of new South Industrial Area at DCA, New Midfield Terminal at IAD, New Commuter Terminals at IAD and DCA, New Apron and Hydrant Fueling facilities at IAD and DCA, New Parking Garages at IAD and DCA, and additions and rehabilitation of runways and taxiways at both IAD and DCA.
- **Lead architect/task manager.** Mr. Daileda was responsible for management, oversight, and coordination of all activities related to the programming, design, and construction of specific projects being developed as a part of the program. Specific projects include the new Rental Car Ready/Return and Service Facilities ($20 million), Middle and North Parking Structures($70 million), Renovation of South Concourse ($2 million), Redevelopment of South Area Facilities ($4 million), and National Airport Comprehensive Landscaping ($6 million).

Rafaél Melendez M.E.

MECHANICAL ENGINEER

Firm
Naik Consulting Group, PC

Education
B.S.M.E, Rutgers University, New Brunswick NJ

Registrations/Certifications
Certified Sustainable Building Advisor Candidate
Certified Energy Management Candidate

Years of Experience 20
Years with Firm 1

Professional Summary
Mr. Melendez has 20 years of increasingly responsible experience in MEP Services. Mr. Melendez has extensive experience in the project management of MEP projects involving Design/Build, LEED Analysis, Zero Carbon Energy Codes (Passive House, Zofnass Sustainable Infrastructure, Living Building Challenge) BIM, Renewable Energy, Commissioning, Sustainability, Historic Preservation, Resilience, Mitigation and Construction Management. Clients Mr. Melendez has provided services for include FEMA (Sandy Storm NJ Relief), transportation agencies including the NYC Transit Authority, Port Authority of NY&NJ, South Jersey Transportation Authority, telecommunication companies including AT&T and Verizon, and Pharmaceutical Companies. He is currently completing his CSBA – Sustainable Building Advisor certification, part of the longest running and most effective green building education. This is a nationally recognized, intensive 4 month program focusing on both local and national green sustainable building.

Experience
PANYNJ JFK International Arrivals Building, JFK International Airport, Queens, New York. Mechanical engineer/CAD draftsperson. Designed and drafted HVAC / Fire Protection systems.

NYCTA, 2nd Avenue Subway, New York, New York. Mechanical task team leader. Provided chiller plant design for mission critical (data center) spaces including equipment selection, layout, CAD and specifications. Systems designed included: N+1 plant consisting of water-cooled chillers, induced-draft cooling towers, series-connected plate and frame heat exchangers, remote sump pits, sump sweeping systems, condenser water filtration systems, condenser water pumps, primary/secondary chilled water pumping system, computer room air conditioning (CRAC) units, pipe distribution, instrumentation and controls, and sequence of operations.

Buffalo Airport International Terminal Building, Buffalo, New York. Mechanical engineer/CAD draftsperson. Designed and drafted HVAC/ Fire Protection Systems.

FDR Harlem River Drive, New York, New York. Mechanical engineer/CAD draftsperson. Designed and drafted HVAC/ Fire protection Systems..

IBM, Canada Chiller Plant, Bruns Pak, Inc., Edison, New Jersey. Mechanical project engineer. Provided chiller plant design for mission critical (data center) spaces including equipment selection, layout, CAD and specifications. Systems designed included: N+1 plant consisting of water-cooled chillers, induced-draft cooling towers, series-connected plate and frame heat exchangers, remote sump pits, sump sweeping systems, condenser water

filtration systems, condenser water pumps, primary/secondary chilled water pumping system, computer room air conditioning (CRAC) units, pipe distribution, instrumentation and controls, and sequence of operations.

AT&T, Multiple Corporate Facilities, Bedminster, Bridgewater and Basking Ridge, New Jersey. Senior mechanical designer. Designed HVAC, Plumbing, and Fire Protection systems for company owned commercial real estate, including: AT&T World Headquarters, AT&T World Network Operating Center, AT&T Labs, AT&T Business Services Group, and AT&T Consumer Services Group. Systems designed included, but were not limited to, air-cooled liquid chillers, centrifugal chillers, computer room air conditioning units, rooftop air handling units, air-cooled condensing units, emergency exhaust systems, variable volume systems, constant volume systems, primary/secondary chilled water loop systems, cooling towers, humidification, web-based modular control systems, domestic water and sanitary systems, light hazard occupancy fire protection, lawn sprinkler systems and in-rack sprinkler systems.

FEMA Sandy Storm Relief/ Fluor Government Group, Middletown, New Jersey. Project specialist/Technical Action Committee. Providing expert advice in MEP discipline for the Sandy Storm relief in New Jersey under FEMA management as part of the Federal public assistance program. Surveyed disaster sites, developed project worksheets, estimated project costs, assessed applicant expert reports, advised on reconstruction mitigation measures [as per FEMA standards], and investigated environmental and historical preservation impacts.

Residential Towers of the 21st Century Completion (CSBA Certification Requirement), New York, New York. Project lead. Leading the design team consisting of engineers, architects, renderers to design the residential tower of the future for the city of NY. This is a design competition sponsored by Metropolis Magazine. The building will consist of a steel structure and the services will allow it to be completely self-sustaining while providing fringe services to the community at large. The building will create all of its energy and water requirements as well as recycle all of its waste. The design will be developed to encompass a complete ecosystem that will also aid in reducing the carbon footprint of the community thereby going beyond carbon neutrality capability and into carbon negative status.

Steve Weekes

COST ENGINEER

Firm
Louis Berger

Education
BS, Facilities Management
Quantity Surveying Exams Part 1 & Part 2
Construction Management Diploma
Quantity Surveying Diploma

Registrations/Certifications
Not Applicable

Years of Experience 26
Years with Firm 4

Professional Summary
Mr. Weekes possesses more than 26 years of experience in the construction industry specializing in cost management, project controls, estimating, and procurement. He has the ability to manage staff, organize, plan and coordinate tasks both on a construction site and in the office. Other experience includes planning, accounts, procurement / shipping, site management, and inventory/stocks.

Selected Experience

Construction of One World Trade Center, New York, New York. Cost engineer. Mr. Weekes is responsible for monthly reports of the estimate at completion on the One World Trade Center Project. He compiled, tracked, and analyzed data to forecast all cost elements. He reviewed cost loaded schedule for earned value calculations; prepared cost shares for contracts after award; prepared stakeholder allocation statements based on monthly contractors requisitions; and created journal voucher breakdown of allocation statements with charge codes for accounts department. He prepared change order allocations based on base allocations cost shares and track allocations against the extra work allowance in the base allocations; met with program managers to review and sign off on all allocations in and or allocations out; served as liaison with schedulers to provide cash flows and forecast for quarterly capital budgets. He oversaw the cost estimating team review of change orders. Prepared and maintained logs for all owner generated cost instruments (e.g. scope change orders). He performed monthly assessment of cost risks and negative trends as required. Mr. Weekes ensured project current budgets and the estimated total cost at completion were updated accurately and reported in a timely manner and prepared standard and special (ad hoc) cost control reports and analyses as requested.

Various Projects, Brooklyn, New York. Estimator/assistant project manager/purchaser. Mr. Weekes provided project management services for in-house projects. He performed construction management duties at pre-construction meetings with clients and developers. He developed conceptual budgets, and was responsible for value engineering and planning. He prepared take offs for estimates as well as estimates for general contractor bids; sourced suitable sub-contractors for bidding and analyzed and qualified bids received. Prepared major change order estimates for ongoing projects; and managed daily responsibilities of junior estimators and plan clerk. He prepared and sent out requests for quotations for sub-contract work; analyzed and reviewed sub-contractors bids and scopes of work in the preparation of purchase orders; and prepared scopes of work for subcontract buyouts in consultation with project managers. He met with sub-contractors and vendors to review scopes of work for award of sub-contracts. Mr. Weekes interviewed and procured new sub-contractors and

vendors. He utilized "Digitizer" to take off quantities. He reviewed architects drawings for value engineering and practicality as part of the construction management team. He met with prospective clients to market construction management capability of the firm. He also provided dispute resolution with respect to sub-contractors claims for change orders.

Various Projects, Mt. Vernon, New York. Assistant estimator/project manager. Mr. Weekes prepared loaded schedules from drawings for gypsum boards and framing and submittals for materials to be used on projects. He also prepared and sent out requests for quotations for sub-contract work. He provided project management services for small jobs: attended site meetings; prepared submittals and change orders; prepared monthly payment requests; scheduled material orders for projects; and scheduled and requested labor as needed on projects. He updated job schedules. He also utilized "on screen take off" to take off quantities.

Various Projects, Mt. Vernon, New York. Quantity surveyor/senior estimator. Mr. Weekes prepared take offs from drawings and compiled documents for estimating services. He researched material and equipment prices from suppliers and Internet sites. He prepared and sent out bid inquiries. He prepared Bill of Quantities in accordance with the CSI coding system. Updated job schedules. Mr. Weekes utilized take-off hardware and software tools to perform duties, i.e. Quest for Earthworks, on screen take off coupled with the use of the digitizer and stylus.

Various Projects, Lange Park, Chaguanas, Trinidad. Cost analyst. Mr. Weekes performed general quantity surveying duties such as: take off quantities for material purchases and for subcontract bid packages; preparing Bills of Quantities; estimating project costs; preparing and monitoring budgets; preparing subcontract bid packages and analyzing bids to award subcontracts; preparing interim valuations; measuring and pricing change orders; and attending site meetings. He tracked and reported income and expenditure and project profit or loss on projects ranging from $500,000 to $25 Million.

Various Projects, Lange Park, Chaguanas, Trinidad. Procurement officer. Mr. Weekes was responsible for specialist materials sourcing bid preparation and analyses. He prepared and monitored materials flow charts from inception to delivery to site. He managed all material and equipment importation and export including procurement. He prepared all Caricom Invoices to mobilize regional projects, sourced transport barges, and liaised with custom brokers and private ports for export and import purposes.

Various Projects, Lange Park, Chaguanas, Trinidad. Site quantity surveyor. Mr. Weekes performed take off quantities from drawings for material purchases and for subcontract bid packages. He prepared Bills of Quantities; prepared and monitored budgets; prepared subcontract bid packages and analyzed bids to award subcontracts; prepared interim valuations; measured and priced variations; and attended site meetings. Managed all imports and exports including procurement. He was responsible for hiring and interviewing staff. Supervised preparation and processing of payroll for up to 500 employees.

Mike Ramzi

COST ESTIMATOR

Firm
Louis Berger

Education
MS, Civil Engineering
BS, Construction Engineering

Registrations/Certifications
10 Hour OSHA

Years of Experience 28
Years with Firm 3

Professional Summary
Mr. Ramzi is a seasoned professional with 28 years of program and construction management experience in construction, pre-construction and the associated business development efforts. His experience spans a wide range of projects including educational facilities, commuter rail systems, energy, residential, commercial, public buildings, schools and colleges, cultural institutions, airports, manufacturing facilities and courthouses. Mr. Ramzi has managed to reduce the labor costs of pre-construction, project controls and estimating in projects while increasing work efficiency and deliverables' quality on several projects. His success is attributed to augmenting full time controls and estimating staff with field staff and then stream lining the information exchange between both while slowly providing training on and off the job. Moreover, Mr. Ramzi has managed and completed a number of private and public projects within scheduled completion time, quality, and budget to the satisfactory of all parties involved.

Selected Experience
World Trade Center Redevelopment Program, New York, New York. Senior estimator. Mr. Ramzi developed engineer estimates for both WTC Transportation Hub and Oculus construction. Perform price comparisons and development of quantity take-offs. Oversees estimate reviews and validations; negotiating and resolution of contractors claims. Coordinates with design entities and vendors on change order works and costs. Supports value engineering activities as well as other cost/budget management activities.

Structure Tone, Inc., Lyndhurst, New Jersey. Senior estimator/project cost engineer. Mr. Ramzi developed cost data for contract changes; monitored and reported project plan, cost, forecast, trends, commitment and contingency. He calculated and evaluated cost variances for corrective actions. He prepared and issued bid packages for various trades; developed and managed cost databases and benchmarking; and provided ongoing evaluations of alternative designs, materials and construction methods, and projected impacts on progress and performance. He prepared project cash flow reports and budgets for management reviews. Mr. Ramzi analyzed and negotiated change orders and claims, and reviewed and reconciled payment applications. He provided CPM schedule control analysis and resource management. Interfaced with clients, owner's representatives, public officials, account executives and contractors, and provided engineering and cost data. He performed performance and determined scope definition mandates for trades in coordination with Engineering for compliance with contract documents and agreements. He also prepared various bid proposals for private and public projects. Performed computerized and manual take-offs and pricing for required materials, manpower, and equipment.

Hill International, Inc., New York, New York. Project cost engineer. Mr. Ramzi developed cost data for contract changes, monitored and reported project plan, cost, forecast, trends, commitment and contingency. Calculated

and evaluated cost variances for corrective actions. He performed routine interface with engineers, procurement, contract administrators, accounting, project managers, and consultants to verify costs, commitments, changes, progress, and performance. He performed performance monitoring and determined scope definition mandates for trades in coordination with engineering for compliance with contract documents and agreements. He collected and tabulated quantity data for summary comparisons and reconciliations or verified quantities provided by others; compiled and coordinated estimate data and processing of approved scope and non-scope changes; and developed cost recording, reporting, and analyzing standards, programs, and reports.

Brockwell & Carrington Cont., Inc., Wayne, New Jersey. Chief estimator / senior project manager. Mr. Ramzi managed and controlled the construction of a number of various public projects; collected and compiled project data resources and pricings for producing the CPM schedule; and processed RFI's, RFA's, purchase orders, and AIA contract agreements. He reviewed and approved shop drawings, scope and non-scope change orders and claims, and certified payrolls. He prepared project cost controls information system to forecast performance and progress; and produced monthly summary cost report to determine the cost status of the project and to pinpoint work classifications where expenses were excessive. Mr. Ramzi procured subcontractors and suppliers, coordinated among subcontractors to avoid conflicts and delays and prepared various bid proposals for private and public projects. Performed computerized and manual take-offs to estimate the value of overall utilized resources.

Jos. L. Muscarelle, Inc., Maywood, New Jersey. Chief estimator / project manager. Mr. Ramzi managed and controlled the construction of a number of public projects. He processed RFI's, RFA's, purchase orders, and AIA contract agreements. He reviewed and approved shop drawings, scope and non-scope change orders and claims, and certified payroll; prepared project cost controls information system to forecast performance and progress, and collected and compiled project resources and pricings data to assist in the provision of the CPM schedule. He procured subcontractors and suppliers, coordinated among subcontractors to avoid conflicts and delays. Mr. Ramzi prepared various bid proposals for private and public projects. Performed computerized and manual take-offs to estimate the value of overall utilized resources.

Serenity Contracting Group, Inc., Riverdale, New Jersey. Project manager/ estimator. Mr. Ramzi managed and controlled the construction of numerous public projects. He processed RFI's, RFA's, purchase orders, and AIA contract agreements. He reviewed and approved shop drawings, scope and non-scope change orders and claims, and certified payrolls; prepared project cost controls information system to forecast performance and progress, and collected and compiled project resources and pricings data to assist in the provision of the CPM schedule; and produced monthly summary cost reports to determine the cost status of the project and to pinpoint work classifications where expenses were excessive. He procured subcontractors and suppliers, coordinated among subcontractors to avoid conflicts and delays. Mr. Ramzi prepared various bid proposals for private and public projects. Performed computerized and manual take-offs to estimate the value of overall utilized resources. He performed routine interface with engineers, procurement, contract administrators, accounting, project managers, and consultants to verify costs, commitments, changes, progress, and performance

Palace Services Corp., Huntington Beach, California. Computer graphic operator. Mr. Ramzi operated on IBM and Sun computer using VersaCAD and AccuMap software programs to design, digitize, attribute, merge, and rectify various two dimensional plots and geographical maps. He modified and updated various road maps for local cities, counties, states, and government agencies.

Morgan Starke

COST ESTIMATOR

Firm
Louis Berger

Education
BS, Electrical Engineering

Registrations/Certifications
Not Applicable

Years of Experience 20
Years with Firm 3

Professional Summary
Mr. Starke has professional confidence grounded in on-site experience is one of my strengths. Mr. Starke prides himself on the integrity of his work and the high professional standards he demands not only from himself but others. During the last 10 years, he has been striving to improve my skills and qualifications through continuing education and the acquisition of an advanced degree. These qualities combined with the ability to multi-task and get the job done in a timely and efficient manner will prove valuable assets to any employer.

Selected Experience
MEPS Solutions Consulting LLC, Long Island, New York. Consultant. As a MEPS Solutions consultant, Mr. Starke advised clients on all aspects of MEPS design and installation, from inception to completion of a project. He has extensive knowledge of permits, codes, and ordinances that the city requires as well as a long standing relationship with the various trade unions.

Pav-Lak Construction, New York, New York. Senior project manager. As a MEPS senior project manager on a $60 million ground up project, Mr. Starke's responsibilities included but were not limited to assisting the engineering and architectural firms with overall design aspects, equipment purchasing and procurement, long range scheduling, monthly budget reviews, overall cost analysis, coordination of utility services, subcontractor oversight, and consultation and daily owners group interaction. Notable project included 250 East 49th street design and build 25 story residential towers, Sweden National Bank.

Hudson Meridian Inc, New York, New York. Senior project. Manager. As the senior MEPS project manager for a 35-story design-build condominium tower in Brooklyn New York, Mr. Starke's duties included daily interaction with the design team, writing and awarding all mechanical contracts, overall budget oversight, daily superintendent job oversight, weekly updated for the ownership group, overall production and cost analysis, monthly billing, procurement of equipment and materials for the site, overall review of submitted shop drawings, review and dissemination of submitted equipment submittals, understanding and implementation of all applicable local and city codes, final sign of and submission of as-built drawings. Notable project included 164 Kent Avenue, Brooklyn. Design and build 30 story residential towers. Toll Brothers and L and M Equities. $125 million.

Plaza Construction Corp., New York, New York. Senior project manager and supervisor. As a senior project manager/MEPS supervisor, Mr. Starke's responsibilities included but were not limited to coordination of all subcontractors, architects and engineers involved in an estimated seven year, billion-dollar interior renovation in midtown Manhattan. Working in accordance with multiple unions and with an understanding of all local labor requirements, he developed, implemented, and maintained a short and long-term schedule, conducted daily briefings of job progress to the client rep, monitored job-site activity and provided technical assistance and

support to all members of the project team to ensure a timely completion of each phase of the project. Notable project included 1 East 78th Street (New York University) Duke Mansion complete mechanical and interior renovation project, $20 million; and 270 Park Avenue (JPMC) Complete structure interior renovation project, $500 million.

React Industries Inc., Long Island City, New York. Senior project manager. As a senior project manager for this commercial/industrial mechanical company, Mr. Starke's work included the coordination of multiple jobs ranging from $25,000 to $4 million. He was responsible for submitting equipment specs and purchase recommendations, liaison between clients, architects and engineers, producing daily and weekly project cost analyses, and job closeout procedures. Notable projects included:

- 42 West 58th Street (Korman Properties) 21 story complete interior gut and rehabilitation project. (Formerly a Holiday Inn), $13.5 million
- 499 Park Avenue (Dryer Law Firm) Multiple floor interior renovation projects. (16th, 14th, 23rd, 27th), $4.5 million.
- 70 Pine Street (AIG Insurance Company) Multiple interior renovation projects, $1.8 million
- 175 Water Street (AIG Insurance Company) Executive floors (28th, 29th and 30th floors). Complete interior renovation project, $2.9 million
- 1 Chase Manhattan Plaza (JPMC) Select interior renovation projects. (1st floor lobby, 17th, 23rd, and 27th floors), $1.5 million
- 1 Battery Park Plaza (Hughes, Hubbard, Reed Law Firm) 29th floor conference center, various renovation projects, $4 million
- 1 Liberty Street various small firm interior renovation projects, $1 million
- 125 Water Street (Sullivan Cromwell Law Firm) 34th and 35th floor conference center, 1st 26th and 2nd floor complete interior renovation projects, $6 million
- 55 Water Street (Sullivan Cromwell Law Firm) 50th floor Information Technology Center. 47th, 48th and 49th floors (Bohne Law Firm) complete renovation project, $5 million
- 2 World Financial Center (Merrill Lynch) 27th floor Information Technology Center, $2.9 million
- 4 World Financial Center (Merrill Lynch) 2nd floor child day care center, media arts center, human resources center, security center, package center, $2.5 million
- 95 East Houston Street (Whole Foods) Complete ground up 100,000 square foot retail grocery store, $10 million
- 708 Broadway (Workman Publishing) 4 story renovation project. (9th, 10th, 12th floors) with new roof top chiller system, $5.5 million
- 760 Broadway, Brooklyn (Woodhull Hospital) Selective interior renovation projects, $3.2 million
- 285 First Avenue (Beth Israel Hospital) Selective interior renovation projects, $750,000
- 1901 First Avenue (Metropolitan Hospital) Selective interior renovation projects, $800,000
- 310 East 42nd Street (Episcopal Church) 12 story complete gut and rehabilitation, $9 million

Peeples Mechanical, Inc., Long Island City, New York. Project manager. For this commercial/industrial mechanical company, Mr. Starke's work included the coordination of multiple jobs ranging from 20,000 to upwards of $1 million. He was responsible for submitting equipment specs and purchase recommendations, liaison between clients, architects and engineers, producing daily and weekly project cost analyses, and job closeout procedures. Notable projects included:

- United Nations Plaza (Secretariat Building) 16th, 34th floors mechanical replacement. 1st floor and 15th floor interior renovation project, $2.5 million
- 140 East 61st Street (Andrew J Mellon Foundation). Eight-story complete interior renovation project., $8 million
- 148 East 62nd Street (Andrew J Mellon Foundation). Six story complete renovation project, $3.5 million
- Port Authority Bus Terminal Complete mechanical replacement, and selective retail interior renovation project. (Rite Aid, Staples, U.S. Post Office, Port Authority Police, various bars and eateries), $6 million

- 113 West 60th Street (Fordham Law School) emergency generator systems with selective interior renovation work (Lobby, 2nd floor, 3rd floor, 14th floor), $3.5 million

Air Ideal, Inc. Mineola, New York. Project manager. Mr. Starke reported directly to the President for this residential and small business mechanical company. His responsibilities included daily management of all operations, procurement of inventory, sales, estimates, layout and design of multiple projects, supervision of work crews, cost budget oversight, screening of new hires, and all other on-site personnel decision-making. Notable projects included:

- 210 Riverside Drive two floor apartment renovation project, $250,000
- 180 Riverside Drive three floor apartment renovation project, $400,000
- 150 East 56th Street six story condo renovation project, $500,000
- 160 Spring Street two story condo renovation project, $200,000
- 100 Vestry Street two story condo renovation project, $200,000
- 50 Harbor Blvd. UBS Building multiple floor interior renovation project, $325,000
- 241 Erie Street Hoboken, NJ six story arts studio interior renovation project, $5 million

ECS Mechanical, Scotch Plains, New Jersey. Owner-operator. Mr. Stark worked on designing, installing, and servicing HVAC equipment to commercial and residential clients.

Joe Hurley Inc., Wanamassa, New Jersey. Mr. Starke's duties included running job sites and field supervision of crews of up to ten. He was also responsible for business development acquisition of supplies and equipment, and meeting with clients.

Education

- MS, Construction Management (Project Management), 2005, Heriot-Watt University, Edinburgh, UK.
- BS, Civil Engineering, 2003, Aligarh University, Aligarh, India.

Professional Qualifications and Certifications

- Graduate Member of Institution of Civil Engineers United Kingdom (Membership Number: [redacted] with option for eventual progression to Member (Chartered Engineer).
- CITB certificate course in Advanced Surveying & Setting-out from National Construction College, Kings Lynn, United Kingdom
- Spill Prevention and Response Training Certificate from New York City Department of Environmental Protection (DEP)
- Occupational Safety and Health Administration (OSHA) - Construction Industry Outreach Certificate

Summary

Mr. Mahmood has proven successfully that he has the extensive knowledge needed to perform multi-tasking in the field of heavy construction projects. Such tasks included estimating, scheduling and management systems using a variety of Project Management & Information System software such as Primavera, Prolog and Expedition. He also managed Quality Control, budget control, and conducted Field Inspections.

Experience

Techno Consult, Inc., Princeton, NJ

Project: Hunts Point Phase 4 – Carbon Addition (WPCP), New York City Department of Environmental Protection (DEP), the Borough of the Bronx, New York - Office Engineer/Scheduler

The purpose of this facility is to add a supplemental carbon source, glycerol, to the waste water flow to enhance de-nitrification, as required under the BNR Consent Order Schedule. Duties are detailed below:

Schedule: Update review every month; Prepare Schedule Analysis Report for DEP; Conduct CPM Meeting every month; Schedule reply to Contractor every month

Payment: Negotiate Pencil payment with the contractor; Prepare Partial payment package; Prepare Partial payment backup for Engineer's Audit *Office (EAO) DEP*: Answer any EAO DEP's concerns as and when they arrive; Provide Additional backups from contractor by following up; Reply to US Census bureau questions on the monthly partial payments

Progress meeting: Prepare Progress meeting agenda
and minutes of meeting; Send out minutes of meeting through prolog; Monitor the project closely during meeting using through knowledge of project schedule

Monthly I&T Report: Help Resident Engineer prepare the monthly progress report; Ensuring that all the current and potential project issues are addressed in the monthly report; Final Review of Monthly I&T Report prior to being sent.

Issues & Concern through email: This phases involves interaction with the other construction phases of the plant and therefore there are questions through email every day which requires a quite thoughtful reply. My job involves guiding the project team in drafting the email responses for these critical questions on time and accurate.

Delay letters

I&T Meeting: Preparing the slides for the I&T Meeting
Guiding the project team before the meeting about critical issues to discuss in the meeting

Change order: Involved in helping the project team send out the scope of the change order; Involved in negotiating the change order with the contractor; Involved in sending the final package to the DEP

Project: Contract WI-270, (Approx. $14 Million) Wards Island Water Pollution Control Plant (WPCP), New York City Department of Environmental Protection (DEP), Manhattan, New York - Scheduler/Office Engineer

Responsible for technical and administrative duties pursuant to the Office Engineer's scope of work, including preparation of monthly schedule updates. The scope of construction work under this contract includes the upgrading of chemical bulk storage tanks, temporary fuel oil storage tank and construction of chemical bulk storage tanks, temporary fuel oil storage tank and construction of chemical transfer pads, installation of emergency vents, vents, cathodic protection system, inventory control system, pipe signs and petroleum transfer pads.

- Checking the contractor's monthly schedule updates, including reporting any deviation to the Resident Engineer.
- Preparing schedules for the balance of all work in the project using Primavera Project Planner.
- Material clearances (coordinating with Materials Engineer regarding status of materials approvals).
- Maintaining and organizing contract records, current plan sets and all tracking logs for the resident engineer and staff.
- Maintaining project correspondences, Non-Conformance Notices (NCN), change orders, and their corresponding logs.
- Assisting the Resident Engineer in processing the contractor's monthly payment requisitions.
- Maintaining payment records including the verification of the contractor's time and material sheet
- Preparing change orders, facilitating RFI's and writing meeting minutes.
- Performing construction inspection for conformance with the plans and specifications, and reporting any deviations to the Resident Engineer, including compliance with its approved SSHSP.
- Preparing and maintaining the daily construction inspection reports, which shall indicate the contractor's work activities, progress of the work, crew size and composition, weather, equipment utilization and all other information relative to the execution of the work.
- Assisting the Resident Engineer in overseeing that the contractor conducts the waste characterization transportation and disposal process, erosion control process, dewatering process, and lead and asbestos remediation process as required by the NYC DEP, New York State and federal agencies.
- Provide updated information and keep DEP informed of all special case and issues.

Projects:

Opus Tower (Approx. $400 Million), Architect Zaha Hadid, Business Bay Dubai, UAE
Schon Business Park (Approx $100 Million), Dubai, UAE; Al Manara Tower (Approx $75 Million), Dubai, UAE; Beach Tower-2 (Approx $50 Million), Sharjah, UAE; Palm Tower-1 (Approx $50 Million), Sharjah, UAE
Scheduler

Responsible for technical & administrative duties pursuant to scheduling, planning and tracking of installations in high rise Business developments around Dubai, United Arab Emirates using Primavera Project Planner.

- Responsible for preparing detailed cost and resource load construction schedules (containing up to approx. 3000 activities, including detailed testing & commissioning), in conjunction with Principal Contractor's master schedule, and meeting all the constraints & milestones defined in their schedule.
- Performed monthly schedule and cost updates and provided two (2) week look-aheads for tracking progress in the field; submitted periodic reports to the clients and other stakeholders, while ensuring that monthly partial payment matches the progress on the Primavera Project Planner Schedule.

- Responsible for Resource Loading/VIDI Download/Cost Control Report, with computation of Earned Values; investigated the reasons for variances.
- Responsible for preparing manpower histograms, s-curves and manpower projections for completion of work and coordinated with the Principal Contractor to generate their Monthly Progress Reports, including Expenditure Reports, Cost Performance Reports and cost- curves.
- Operated common database and engineering software, and used spreadsheets and project management applications to develop and maintain effective work relationships with logistics and engineering counterparts, in a multi-cultural, multi-ethnic environment.
- Proactively managed the resource allocations by ensuring that appropriate resources and tools were assigned to the tasks according to the project plan.
- Assisted the Human Resources Manager in his recruitment strategy by providing him six month labor projections for the project.

Various Projects Experience & Knowledge

Prepared detailed resource baseline schedules, using Primavera Project Planner.

Analyzed risk exposure on a monthly basis, attended meetings, and took actions on items of key concern, following up with the suppliers spread all over the globe.

Prepared RFI's and shop drawings logs. Coordinated with other engineers, suppliers and subcontractors to insure delivery of the project on time and within budget.

Ian Baldwin

SENIOR SCHEDULER

Firm
Louis Berger

Education
BS, Construction Management

Registrations/Certifications
Certificates, AutoCAD Design, New York University, New York, New York

Years of Experience 35
Years with Firm 5

Professional Summary
Mr. Baldwin has an impressive 30-year career highlighted by exceptional growth and outstanding performance with a positive "can-do" attitude. A results-driven manager with consistent track record demonstrating self-motivation, creativity and initiative to achieve or exceed personal as well as corporate goals. An integral member of a cohesive management team, contributing broad-based perspective to achieve outstanding results. Remains on the cutting edge of technology; experienced in conducting presentations and training seminars utilizing computerized visual aids. Demonstrates broad-based strengths and accomplishments in:

- Change Management
- Cash Flow Projection
- Time Impact Analysis
- Risk Management
- Development Training
- Presentation Graphics
- Claims Analysis
- Site Safety/Logistics

Selected Experience
Port Authority of New York & New Jersey (PANYNJ) Technical Center, Jersey City, New Jersey, The Louis Berger Group, Inc. Senior schedule. Mr. Baldwin's responsibilities include the development and maintenance of CPM schedules, as well as the review and approval of all contractor schedules. His assigned projects include George Washington Bridge, Bayonne Bridge, Goethals Bridge, Lincoln Tunnel, Holland Tunnel, LaGuardia Airport, Newark Airport, Port Authority Bus Terminal and the George Washington Bridge Bus Station.

High-Rise Residential Projects, Bovis Lend Lease. Senior scheduler. Mr. Baldwin was responsible for developing and maintaining CPM schedules for several high-rise residential projects in the Miami area. His responsibilities included the development and implementation of schedule comparisons and narratives, as well as Time Impact Analysis and Delay Claims Analysis. He performed on-site status updates and conducted schedule meetings with entire field staff to ensure the on-time completion of all projects.

Various Projects, Turner Construction. Senior scheduling engineer. Mr. Baldwin was responsible for creating and maintaining CPM schedules, time impact analysis and monthly progress reports as well as analyzing delay claims. He hired and trained junior schedulers for project assignments, in-house scheduling, and technical support. Coordinated all scheduling meetings with field staff to ensure all projects were completed on time and as per contract documents. He implemented company-wide tracking and reporting system to enable executive

management to assess productivity and project progress, simultaneously anticipating and averting project delays and claims. He monitored accuracy and diligence of scheduled maintenance through on-site visits to job sites. He assessed needs and developed company-wide training seminars on CPM scheduling and software integration; designed and created detailed training manuals and PowerPoint presentations.

Various Projects, HRH Construction. Assistant project manager/scheduling engineer. Mr. Baldwin was responsible for all project planning and scheduling as well as site safety and logistics utilizing a variety of scheduling and computer graphics software. He tracked and maintained change management and budget revision system as well as assisted in the contractor payment review, negotiation and approval process. He created custom designed cost and data entry and tracking templates using Lotus 1-2-3, macro-programming language; generated CAD graphics for site safety and logistics planning as well as stacking plans. He successfully fostered collaboration between project management and sales personnel to create outstanding presentation materials instrumental in acquiring several major projects.

Various Projects, Structure Tone Inc. Assistant project manager/scheduler. Mr. Baldwin produced CPM logic generated schedules for new as well as periodical updating of ongoing projects using Primavera software. He created custom designed change management and scheduling program using spreadsheet application utilized by both office staff and project managers in the field. He created computer graphics and CADD drawings for site safety and logistics planning.

Various Projects, Tishman Construction. Assistant project manager.

- **St. Regis Hotel, New York, New York.** Created and implemented change order / purchase order tracking system. Tracked and managed project shop drawings, submittals, materials delivery, manpower and request for information (RFI) logs.
- **U.S. Trust Headquarters, New York, New York.** Performed management responsibilities for 36-story interior construction and base building upgrade of newly constructed building at 114 West 47th Street. Coordinated activities of all contractors and field management staff; tracked performance and approved subcontractor payments and change orders. Reviewed and approved contractor payment requisitions and change orders.
- **Barclays Bank Plaza, New York, New York.** Provided overall management responsibilities for demolition of 14-story building and construction of new three-level public plaza.
- **The Astor Terrace Apartments, New York, New York. Assistant superintendent.** Managed construction of 35-story condominiums with 12 townhouses at 93rd Street and 3rd Avenue.
- **Trump. Hotel & Casino. Assistant superintendent.** Supervised and coordinated construction of all administrative space for this $350,000,000 hotel project.
- **1155 Avenue of the Americas, New York, New York. Assistant superintendent.** Coordinated and managed sub-contractor trades in construction of this 35-story office building.

Ramesh Patel

SCHEDULER

Firm
Louis Berger

Education
ME, Civil Engineering
BE, Civil Engineering

Registrations/Certifications
Oracle Primavera P6/P3
AutoCAD, AutoCAD Land Development Desktop
Primavera P6
Microsoft Project
IBM Cognos
SharePoint
MicroStation
Civil 3d
MS Office

Years of Experience 10
Years with Firm 7

Professional Summary
Mr. Patel is a professional with 10 years' experience in project management, engineering design, and construction. His expertise includes performing design functions, supervising construction forces, preparation and maintenance of project schedules, estimating change orders, review of payment requisitions, and performance of document control functions. With a core base of understanding in the metropolitan New York and New Jersey area, he possesses a strong understanding of the Port Authority of New York & New Jersey (PANYNJ) requirements. As an extension-of-staff for PANYNJ, he has been on site at Newark Liberty International Airport performing project control functions for the Physical Plant & Redevelopment Division of NJ Airports, and working very closely with every project manager and program manager to help deliver the capital plan on time and within budget.

Selected Experience
MCSS, Inc. (PANYNJ), Aviation – Newark International Airport, New Jersey. Senior project control engineer. Mr. Patel executed project management methodologies and project controls to ensure the projects/programs objectives are completed within schedule, scope, and budget. Total cost range from $5 million to $325 million in value for projects/programs at the Newark Liberty International Airport and Teterboro Airport. He provided support to the PMO (Project Management Office) on process of developing standards, project management manual, capital planning, testing and implementation of multiple enterprise wide reporting tools and systems. He worked alongside senior airport management providing technical support for effective communication and demonstration of the Newark Liberty International Airport and Teterboro Airport (EWR & TEB) Capital Plan (5 years and 10 years). In this role, he also developed detailed construction schedules, which were submitted to the Federal Aviation Administration (FAA) and utilized during major airside improvement projects. Provide assistance to Project Manager in managing projects from initiation to close out process, creating CPM schedules, WBS, ad-hoc reports to highlight project performance, and cost analysis by using Primavera P6, MS Office, SAP and Port Authority's internal applications. He implemented base line and critical path method to measure project performance. He worked as a team player and effectively communicate to mid-level and senior level managers by providing technical supports, training and presentation to manage and measure enterprise portfolio. He developed

capital plan and budget to identify future needs and goal. Additional responsibilities include development and maintenance of integrated design and construction schedules, resource loaded schedule, cost estimates (+/- 10 percent), coordination of schedule interfaces, analysis of project performance using earned value analysis as well as analyzing and monitoring progress, trends, variances and impacts against baselines, budgets and estimates. He worked on risk assessment and matrix to identify risk using Monte Carlo method.

AB Abhishek Enterprises Pvt., Ltd., India. Design engineer. Mr. Patel prepared design for various projects like storm water management, soil erosion and sediment control measures and applications, storm sewers, detention basin and outlet structure, striping and grading using Autodesk Land Desktop, MicroStation v8, Civil 3d, Storm CAD and TR-55. He prepared contract documents (drawings and specifications). He prepared cost estimates; provided support to project engineer to deliver design task on time; and organized various meetings and training to understand design task. He also prepared design schedule to monitor the design tasks complete in time and given budget using Primavera Project Planner (P3).

Water and Power Consultancy Services (I) Ltd., Ahmedabad, India. Junior engineer. Mr. Patel worked on project "design of macro and micro Canal Network Planning of Distribution System up to 4-6 ha subchak command area of Saurastra Branch Canal for Sardar Sarovar Narmada Nigam Limited (SSNNL), Gujarat, India". He prepared design and estimates for small structures such as Canal Syphon, Aqueduct, Head Regulator, Cross Regulator, Escape, and Culvert using AutoCAD and estimation application. He participated in design review meetings with engineers from Government of Gujarat Irrigation Department and other local agencies. He prepared cost estimates based on preliminary design and final design for bid packages, and the development of land acquisition plan.

Backbone Projects, Ltd., Ahmedabad, India. Junior construction engineer. Mr. Patel was hired to work on highway project "Widening of National Highway from Chiloda to Himmatnagar (52 Kilometers)". He was responsible for site supervision, document control, invoices and labor payouts. He prepared project schedule, progress reports, and cost estimates.

Farai Chinyerere

SCHEDULER

Firm
Louis Berger

Education
MS, Industrial Technology; Construction Management
BS, Construction Management Technology

Registrations/Certifications
Not Applicable

Years of Experience 3
Years with Firm 1

Professional Summary
Mr. Chinyerere has a Master of Science Degree in Industrial Technology, Construction Management from North Carolina A and T State University. Some of his most recent responsibilities have included scheduling, cost control, updating budgets and actuals, site safety inspections and reporting, assisting in development of project management plan.

Selected Experience
Port Authority Trans-Hudson Corporation, Jersey City, New Jersey. Scheduler. Mr. Chinyerere's assists in development of project management plan and sub-plans. He develops and maintains resource loaded schedules. He assists in the development of work break down structures and baseline schedules for monitoring and evaluating project progress; collects progress data and update schedules; identifies and alerts potential schedule delays and develop recovery plans when necessary; works closely with engineering leads in monitoring progress; and collects project data, analyze performance, and produce reports. He assists with project document control.

Louis Berger Group, Inc., Morristown, New Jersey. Project controls specialist. Mr. Chinyerere responsibilities developing, updating, and maintaining SharePoint sites. He developed, updated, and maintained project schedules. He collected project data, analyzes, and produces reports; and analyzed and created project performance (EVM) reports.

URS – Nuclear Energy, Fort Mill, South Carolina. Cost analyst I. Mr. Chinyerere developed, updated, and maintained resource loaded EPC project schedules. He conducted regular schedule updates with participation of Project Managers and incorporated status into the schedule; monitored weekly progress against the baseline and reported any variances to the project manager; and alerted the project manager of resulting schedule slips to milestones and took corrective action as directed. He imported and linked P6 schedule activities to respective prism control accounts. He worked with cost control of engineering, procurement, and construction projects. He analyzed project data and created project performance reports (EVM). He assisted in Prism database maintenance. Mr. Chinyerere created control accounts and loaded budgets and hours for authorized work; updated budgets and actuals and ran cost summary reports, PQMRs; and maintained change order management log – tracked potential scope change. He prepared estimates for approved scope change. He also calculated, updated, and reported manpower forecasts (RMT).

Depot Street Construction, Winston Salem, California. Assistant field engineer. Mr. Chinyerere reviewed and interpreted plans and specifications. He coordinated and supervised work site activities. He reviewed and

coordinated submittals; reviewed and processed requests for information (RFIs); and reviewed and processed change order requests (CORs).

Shields Incorporated, Winston Salem, North Carolina. Onsite safety coordinator. Mr. Chinyerere ensured compliance with OSHA regulations. He provided training to company employees on Occupational Safety & Health issues. He prepared daily pre-task safety plan (JSA). He conducted and documented scheduled work site safety inspections and reports. He inspected job site and took corrective measures as needed. He also conducted accident, incident, and near miss investigations.

Bar Construction Inc., Greensboro, North Carolina. Field engineer. Mr. Chinyerere reviewed and interpreted blueprints. He also coordinated and supervised work activities. He provided insight into quality control and document control, submittals, and RFIs.

Landmark Builders Inc., Brown Summit, North Carolina. Field engineer. Mr. Chinyerere interpreted blueprints and supervised work activities. He oversaw quality control and document control, reviewed submittals, RFIs, and CORs.

Brendan Faherty

SCHEDULER

Firm
Louis Berger

Education
BS, Mechanical Engineering

Registrations/Certifications
Not Applicable

Years of Experience 3
Years with Firm 1

Professional Summary
Mr. Faherty has a bachelor of science degree in mechanical engineering from Rensselaer Polytechnic Institute. He is currently developing SharePoint websites and providing project tracking services including scheduling and earned value analysis for various projects.

Selected Experience
Project Controls Specialist, Project Management Information System (PMIS). Program management / construction management business unit. Mr. Faherty's responsibilities include Developing SharePoint websites for project collaboration and document management. Creating and maintaining project schedules using P6 and MS Project. Monitoring and tracking the performance of various projects across the company.

Jamaica N/S Highway Project, Jamaica, Kingston, Jamaica. Project controls specialist. Mr. Faherty developed and implemented a SharePoint compatible electronic inspection document system consisting of several interactive quality related forms with built in logic and custom workflows. He met with the client to develop requirements and provided onsite training

Project Monitoring, Various Locations-Based in Morristown, New Jersey. Project controls specialist. Mr. Faherty tracked and monitored the performance of projects across the company using earned value analysis. Developed and maintained project schedules, conducted monthly status meetings with project managers, tracked the budgeted and actual hours to date and forecasted future performance using a variety of metrics.

Trust for the National Mall, Washington DC. Project controls specialist. Mr. Faherty developed SharePoint websites and created custom web parts and workflows for enhanced project collaboration and document control. He developed and maintained a project schedule using P6 software. He created schedule layouts and displayed them on SharePoint websites.

Riyadh Metro, Riyadh, Saudi Arabia. Project controls specialist. Mr. Faherty assisted with the development and customization of SharePoint websites. He built sub-sites for the Riyadh Bus Program and Program Wide Projects. Built custom lists and libraries and added web parts to best organize and display project documents. He added and edited navigation tabs and site graphics to meet client requirements. He created dashboard with interactive charts connected to live data. He uploaded and maintained project documents on SharePoint site.

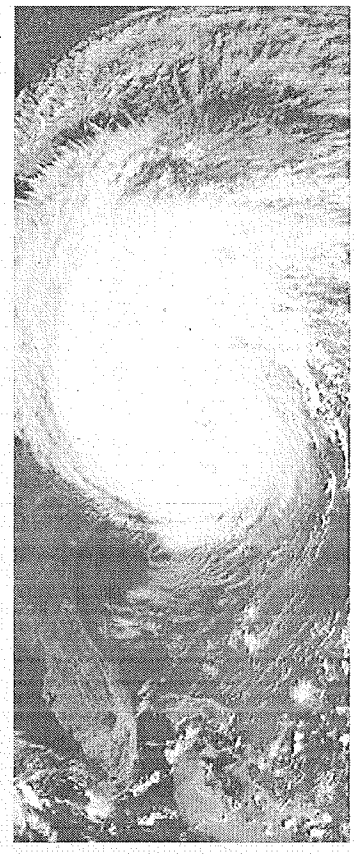
Design Build, Various Locations and Projects-Based in Morristown, New Jersey. Project controls specialist. Mr. Faherty developed SharePoint sites as needed for new projects. He customized site navigation and structure to meet project needs. He communicated with project managers and provided technical support for the organization

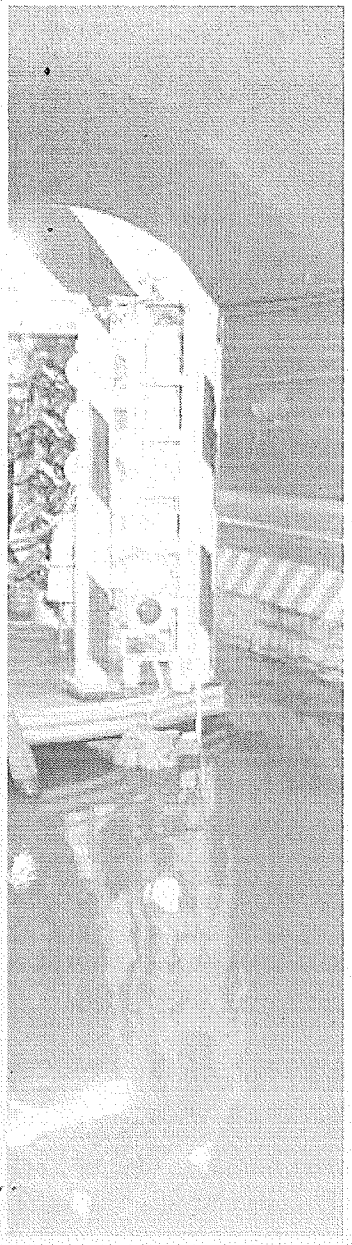
and management of all SharePoint site content. He worked with project managers and Accountants to track project progress and perform project earned value analysis.

New York State Community Reconstruction Program, New York. Project controls specialist. Mr. Faherty assisted with the development and customization of SharePoint websites. Communicated with Project Manager and provided technical support for the organization and management of SharePoint site content.

48 WALL STREET
16TH FLOOR
NEW YORK, NY 10005
212.612.7900
LOUISBERGER.COM

Celebrating 60 YEARS





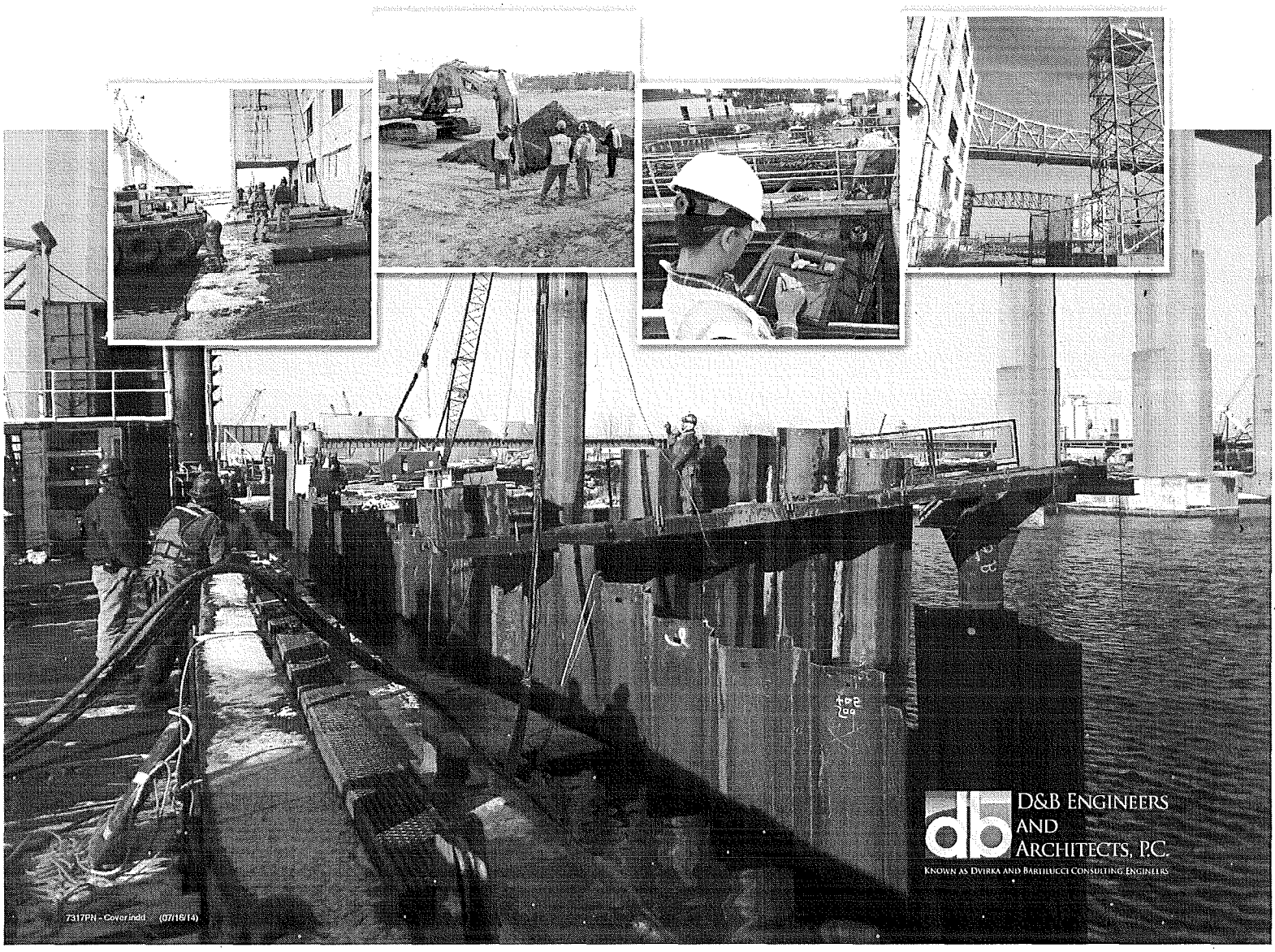
THE PORT AUTHORITY OF NY & NJ

July 2014

Proposal for:

Indefinite Quantity Contracts (IQCs) for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis through 2018

RFP Number 38268



7317PN - Cover.indd (07/18/14)

D&B ENGINEERS AND ARCHITECTS, P.C.

KNOWN AS DVIRKA AND BARTILUCCI CONSULTING ENGINEERS

4 West Red Oak Ln., White Plains, New York 10604

914-467-5300 • Fax: 914-467-6103 • www.dvirkaandbartilucci.com

Board of Directors
Henry J. Chlupsa, P.E., BCEE
President & Chairman
Steven A. Fangmann, P.E., BCEE
Executive Vice President
Robert L. Raab, P.E., BCEE
Vice President

Vice Presidents
Richard M. Walka
Senior Vice President
Joseph H. Marturano
Senior Vice President
Dennis F. Koehler, P.E.
Senior Vice President
Garrett M. Byrnes, P.E.
Vice President
Rob J. DeGiorgio, P.E., CPESC
Vice President
Stephen M. Dudar, P.E.
Vice President
Thomas P. Fox, P.G.
Vice President
William D. Merklin, P.E.
Vice President
Michael Neuberger, P.E.
Vice President
Kenneth J. Pritchard, P.E.
Vice President
Theodore S. Pytlar, Jr.
Vice President
John Schreck, P.E.
Vice President
Brian M. Veith, P.E.
Vice President
Charles J. Wachsmuth, P.E.
Vice President

Dir. of Architecture
Michael Rodriguez, AIA, LEED-AP

Senior Associates
Steven M. Cabrera
Christopher M. Clement
Ellen R. DeOrsay
Matthew R. DeVinney, P.E.
Frank DeVita
Joseph A. Fioraliso, P.E.
Michael R. Hofgren
Christopher M. LeHanka
Richard W. Lenz, P.E.
Olga Mubarak-Jaramillo
Philip R. Sachs, P.E.
Daniel Shabat, P.E.

Associates
Rudolph F. Cannavale
Christopher W. Francis
Christopher Koegel, P.E.
James J. Magda
Michele Mastrangelo
Roger W. Owens
Robbin A. Petrella
Edward J. Reilly
Stephen E. Tauss
Jason R. Tonne

July 16, 2014

Bid/Proposal Custodian
The Port Authority of New York and New Jersey
Procurement Department
Two Montgomery Street, 3rd Floor
Jersey City, NJ 07302

Re: Indefinite Quantity Contracts (IQCs) for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As-Needed Basis through 2018"
RFP #38268

Dear Bid/Proposal Custodian:

D&B Engineers and Architects, P.C. (D&B), known as Dvirka and Bartilucci Consulting Engineers, in association with its highly qualified subconsultants, is pleased to submit our Qualification Statement for the Construction Management and Inspection Services solicited under this contract - Federally Funded Storm Related Resiliency Projects.

We have developed a Team that will result in success!

The **D&B Team** offers that ideal mixture of construction managers, resident engineers, inspectors, project control specialists, safety and risk managers, and technicians that can devise methods to avoid potential problems and solve actual problems, thus continuing our record of high-level performance. Our Team has worked together on many projects and has an excellent working rapport – we will promptly mobilize and commence work when needed.

During organization of the Project Team, two key items were kept in mind: availability of staff, and FEMA and PANYNJ experience. We have the ability to respond rapidly to any task assignment, and the ability to staff multiple projects simultaneously. **We anticipate both night-time and weekend work, and we understand that 24-hour coverage may be necessary. We also understand that if 24-hour coverage is necessary, we will provide the necessary and qualified staff on all shifts.** With this in mind, we have created a highly talented array of firms and personnel to execute this contract – "as-needed". The **D&B Team** includes the following firms, each bringing a critical component of specialized expertise to the Team as discussed in further detail in our Qualifications Statement:

- **M&J Engineering, P.C. (MBE/DBE)** - Construction Management/Inspection Services
- **KS Engineers, P.C. (MBE/DBE)** - Construction Management/Inspection Services
- **SI Engineering, P.C. (MBE/DBE)** - Construction Management/Inspection Services
- **Toll International LLC (MBE/DBE)** - Project Controls

We recently completed several projects that had similar scopes to those anticipated under this contract, which involved working very closely with **FEMA** representatives to ensure maximum reimbursement for the repaired and "hardened" equipment and facilities. The **D&B Team** understands the importance of maintaining a project schedule and its relationship to **FEMA** reimbursement. **Projects must be on time to ensure maximum reimbursement.** Our familiarity with **FEMA** reimbursement procedures and requirements will be a significant advantage to PANYNJ – essentially **ensuring maximum reimbursement.**

The D&B Team has a large pool of staff and unmatched local resources to support the effort required for the subject contract. The D&B Team is committed to providing the PANYNJ with the experience of the personnel outlined in our portfolio and to complete our professional services with the same level of expertise that we have provided the Authority in the past. D&B consistently receives high rankings at the national and regional level from the following major engineering publications:

- Engineering News-Record (ENR) New York Construction "Top 100 Design Firms"
- Engineering News-Record (ENR) "Top 200 Environmental Design Firms"
- Engineering News-Record (ENR) "Top 500 Design Firms"

D&B, together with its sub-consultants, is a unique combination of professional organizations, each of which contributes its own uniqueness to the services to be provided under this contract, the result of which is a well-diversified project team - we will have no learning curve. We hope to further show the Authority that we are the most highly qualified and why we are the best choice for this contract.

We are excited and we appreciate the opportunity to submit our Proposal, and look forward to a working relationship with the PANYNJ. We will bring new talent and fresh ideas to the PANYNJ's program. We also look forward to helping the PANYNJ further its goals of bringing quality infrastructure projects to fruition safely, on time, and within budget. The D&B Team's proposal provides for the full range of services requested by the RFP, without exception.

Our locally-based firms have over four decades of construction management/inspection experience, and together we have worked on all major components of New York City infrastructure. We give you our personal assurance and commitment that this D&B Team will excel in managing, administering, and providing all Construction Management, Inspection, and Procurement Services necessary to achieve excellence on this contract - thank you for the opportunity!

Very truly yours,

John Schreck, P.E.
Vice President

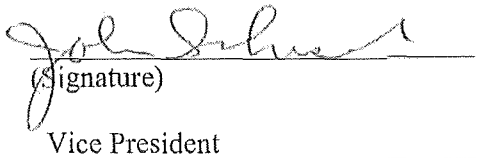
ATTACHMENT B

AGREEMENT ON TERMS OF DISCUSSION

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

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

D&B Engineers and Architects, P.C.
(Company)


(Signature)

Vice President
(Title)

July 14, 2014
(Date)

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

RESPONSE TO REQUEST FOR PROPOSALS

INDEFINITE QUANTITY CONTRACTS (IQCS) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018

RFP NO.: 38268

PREPARED FOR:

THE PORT AUTHORITY OF NY & NJ

THE PORT AUTHORITY OF NY & NJ

TECHNICAL PROPOSAL

PREPARED BY:

D&B ENGINEERS AND ARCHITECTS, P.C.

D&B ENGINEERS AND ARCHITECTS, P.C.

KNOWN AS DVIRKA AND BARTILUCCI CONSULTING ENGINEERS

JULY 16, 2014

TABLE OF CONTENTS

Section	Description	Page

Letter of Transmittal
Attachment B (Agreement on Terms of Discussion)

TECHNICAL PROPOSAL

A Firm's Qualifications and Experience 1

B Staff Qualifications and Experience 3

- Team Overview 4
- Key Personnel Narratives 8
- Current Workload and Key Staff Commitments 11

C Management/Technical Approach 11

- Appropriate Approach to Each Task 11
- Staffing Plan 16
- Methodology for Tracking and Maintaining the Project's Budgets and Schedules 19
- Informing the Authority of Project Progress 19
- Approach to Quality Control/Quality Assurance 19

D DBE Participation 25

E Complete List of Firm's Affiliates 25

F Integrity Provisions 25

G Background Qualifications Questionnaire 25

H Conflict of Interest 25

List of Appendices

Attachments ..... A
- Attachment C-1
- Attachment C-2
- Attachment D-1
- Appendix D-2
- Attachment D-3
- Attachment E
- FTA Requirements
- FEMA Requirements

Design & CM Project Experience Featuring On-Call Task Order Assignments ..... B

Résumés C

Acknowledgement of Addenda ..... D

Financial Information ..... E

Certificate of Authorization ..... F

7317PN - Table of Contents.indd (07/16/14 - 11:17 AM)

Section	Description	Page

List of Figures

1 Project Organization Chart 17

List of Tables

1 Our Typical Closeout Checklist for Construction Projects in NYC 22

7317PN - Table of Contents.indd (07/16/14 - 11:17 AM)

THE PORT AUTHORITY OF NY & NJ

Proposal for:

Indefinite Quantity Contracts (IQCs) for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis through 2018

RFP Number 38268

Sections A - H

A. Firm's Qualifications and Experience
B. Staff Qualifications and Experience
C. Management/Technical Approach
D. DBE Participation
E. Complete List of Firm's Affiliates
F. Integrity Provisions
G. Background Qualifications Questionnaire
H. Conflict of Interest

A | Firm's Qualifications and Experience

D&B Engineers and Architects, P.C. (D&B), known as **Dvirka and Bartilucci Consulting Engineers**, in association with its highly qualified subconsultants, is pleased to submit our proposal for the Construction Management and Inspection Services solicited under this contract - Federally Funded Storm Related Resiliency Projects.

Our locally-based firms have over four decades of construction management and inspection experience, and this project provides an excellent opportunity to provide our combined local experience, resources and expertise to the Port Authority of NY & NJ (PANYNJ).

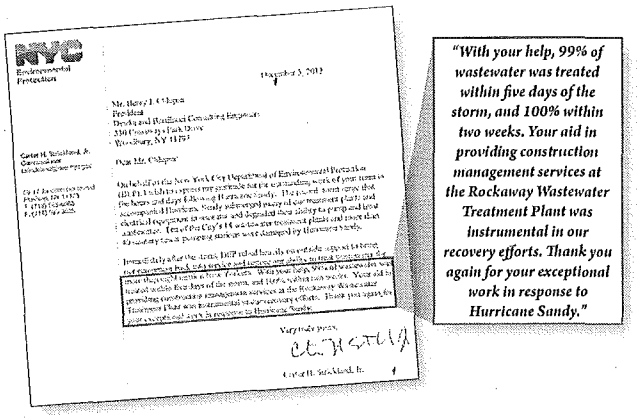
The D&B Team has a long and successful history of providing engineering, architectural, and technical services in support of term/as-needed contracts. Some examples of clients with whom we have term/as-needed contracts include: PANYNJ; NYSDEC; NYCDEP; Dormitory Authority of the State of New York; MTA; NYC School Construction Authority; Nassau and Suffolk Counties; Great Neck Water and Port Washington Pollution Control Districts; Brookhaven National Laboratory; KeySpan Energy (National Grid); Consolidated Edison Company of New York, Inc.; the Towns of Oyster Bay, Smithtown, and Brookhaven; and International Business Machines Corporation.

We have recently completed projects for major repairs on NYCDEP and Nassau County pump stations that were damaged by Sandy, which involved working very closely with **FEMA** representatives to ensure maximum reimbursement for the repaired and "hardened" equipment. We understand the requirements regarding **FEMA** Detailed Damage Descriptions (DDDs) and Detailed Scopes of Work (DSOWs). Our familiarity with **FEMA** reimbursement procedures and requirements will be a significant advantage to PANYNJ – essentially **ensuring maximum reimbursement.**

D&B understands the importance of incorporating coastal resiliency concepts into infrastructure improvement projects. From our construction management experience and inspection of hundreds of facilities damaged by Sandy, we have amassed extensive experience, many lessons learned and knowledge of how not to construct certain facilities. The **D&B Team** will, as needed, incorporate such methodologies and lessons learned into its CM and inspection approach for the PANYNJ assignments under this contract.

The D&B Team has a large pool of staff and unmatched local resources to support the effort required for the subject contract. We have the ability to respond rapidly to any and all assignments. As mentioned, we have recently completed several Sandy/FEMA-related projects, as follow, that exemplify our prompt and efficient response to NY agencies in need. Presented below are some significant on-call contracts that we are currently managing:

- The day after Superstorm Sandy, the New York City Department of Environmental Protection (NYCDEP) selected D&B to provide design and construction management services for 30 of their pumping stations that were heavily damaged by the storm. Within hours of NYCDEP's initial request for assistance, **D&B mobilized more than 70 employees**, consisting of construction managers, inspectors, and engineering and safety professionals.



"With your help, 99% of wastewater was treated within five days of the storm, and 100% within two weeks. Your aid in providing construction management services at the Rockaway Wastewater Treatment Plant was instrumental in our recovery efforts. Thank you again for your exceptional work in response to Hurricane Sandy."

- "New York Rising", as it is commonly referred to, is the program responsible for channeling federal disaster relief to the communities most affected... many homeowners residing along NYS's coastline. The Dormitory Authority of the State of New York (DASNY) "tapped" D&B for engineering assistance in processing over 900 applications in a matter of three+ weeks. Working basically 16-20 hours per day, 7 days a week, D&B advanced the review process for each application by undertaking the required mapping and critical evaluations of a number of environmental, aesthetic and historic resources.

- Sandy also took its toll on Nassau County's wastewater conveyance and treatment infrastructure. D&B was requested to act as "first responders", assessing the condition of each of the County's 38 pump stations and preparing damage assessment reports, along with photo documentation for each, with the ultimate goal of restoring the stations and treatment plant to full operation. D&B assisted Nassau County to develop mitigation alternatives to assist the County in moving forward with the permanent restoration work. To prevent flood damage from future storms, mitigation may include one or more of the following measures: elevation of first floor superstructures to the new 100-year flood elevation; utilization of flood gate systems; utilization of watertight access doors; raising critical station components above the new 100-year flood elevation; utilization of "immersible" type grinder motors; and relocation of underground electrical control panels, relay panels, and related components above grade.

  The damage inspection/assessment program began on Wednesday, October 31, 2012, and continues today in support of the County seeking reimbursement from the Federal Emergency Management Agency (FEMA). As part of that support to the County, D&B continues to meet with the FEMA Critical Infrastructure Team and the State conducting inspections of the affected locations and providing FEMA representatives with the information required to support the reimbursement process.

- D&B has been performing CM/Inspection services for the NYCDEP Bureau of Wastewater Treatment (BWT) with minimal overhead and streamlined support for many projects throughout the city. Some of the BWT's construction work is done on an emergency basis, and also during the low-flow periods that occur during the night. D&B has, without exception, staffed emergency and overnight work with appropriate personnel, many times with very little notice. Our Team consists of experienced, hard-working individuals who work together in a cohesive manner that results in an embedded a spirit of cooperation and teamwork with all project stakeholders and ultimately delivers successful projects. We have excelled on the BWT effort and in fact have recently received an "excellent" rating from the NYCDEP for Timeliness of Performance.

- The D&B Team has also been performing on-call CM assignments with minimal overhead and streamlined administrative support for over fourteen years in the New York City Watershed. We have been performing extremely successfully on this assignment with one part time Project Director and one Construction Manager on literally hundreds of assignments. These assignments have been located throughout a much larger and a more diverse and difficult logistical area than downstate, a significant distance from our office. We have excelled on this project and in fact have repeatedly received "excellent" ratings from the NYCDEP. It is certain that other firms would not have been as successful and their overhead administrative and management fees would have significantly exceeded ours.

As requested, as part of Appendix A "Attachments" within our proposal, we are providing Attachments C-1 and C-2, which include our various projects that demonstrate our Team's specific relevant experience in the performance of services similar to those contemplated for this project. Additionally, to further highlight our extensive experience, we have enclosed a matrix entitled ***"CM Project Experience Featuring On-Call Task Order Assignments" in Appendix B.*** This matrix showcases the D&B Team's incredible experience with Task Order Contracts, as well as handling all aspects of project management services, facility planning phase services, design phase services, bid phase services, construction phase services and construction closeout.

B | STAFF QUALIFICATIONS AND EXPERIENCE

We have developed a Team that will result in success!

D&B has assembled an appropriate staff for this contract. We have provided a talented staff that has extremely similar experience on other PANYNJ assignments, similar to the anticipated Task Order work under this contract.

In order to provide the highest-quality construction management services at PANYNJ work sites, the **D&B Team** is committed to providing and maintaining a cadre of technically trained and certified resident engineers and inspectors. To ensure compliance with the latest New York City Department of Building's (DOB) requirements for Controlled (Special) Inspections and on-site safety protocols, the **D&B Team** has taken a pro-active approach by identifying, enhancing and subsequently tracking the relevant credentials of its field personnel. **D&B Team** members have or are currently being trained for special inspections certifications. Our sub-consultants will supplement our staff as deemed necessary.

The D&B Team has the Organizational Capabilities to accomplish the goals for this project. The proof is that we are successfully doing it now on several on-call contracts. D&B will lead the effort to provide this Organizational Capability and be assisted by the strong leadership and resources of our subconsultants. We have the ability to respond rapidly to any task assignment, and the ability to staff multiple projects simultaneously.

D&B has demonstrated our ability to provide personnel who are trained in the firm's QA/QC and safety protocols and are flexible in their ability to cover projects which require overtime, night and weekend work, while minimizing our overhead and streamlining administrative efforts and costs.

The D&B approach to the organization of this unique project is key to the success of managing the large number of assignments anticipated. The D&B Team has assembled a large pool of talented staff and unmatched local resources capable of providing complete "as-needed" services addressing all of the construction management requirements for this contract. Our planned organization is designed to complete and deliver projects in a safe, efficient, and timely manner. **We anticipate both night-time and weekend work, and 24-hour coverage may be necessary.** We have the resources and organizational capacity to provide the necessary qualified personnel to properly and timely perform the work for this contract. **We understand that if 24-hour coverage is necessary, we will provide the necessary and qualified staff on all shifts.** Our Team includes personnel who have:

- intimate knowledge of the background of PANYNJ facilities and existing conditions, and who know first-hand the work being planned – we will have no learning curve;
- excellent working relationships with local utilities, government and regulatory agencies and community groups that will facilitate the construction efforts.

In accordance with the RFP requirements, we are provding as part of Appendix A "Attachments" our Staffing Plan (Attachment E), which lists the key personnel who will be assigned to this project. Additionally, our organizational chart presented in *Figure 1 - "Project Organization Chart"* shows a full complement of multidiscipline staff that could likely be needed over the proposed 48 month project period for this contract.

The D&B Team's organizational capability is related to our ability to manage resources and employees effectively to gain an advantage over competitors work products. Our organizational capabilities focus on our ability to meet PANYNJ demands. These capabilities are unique to our organization and put us above our competitors. Our organizational capabilities improve the outcome on our projects and allow D&B to deliver high quality products and personnel. We are always striving to achieve innovative CM solutions.

Our Team members take ownership of their individual assignments and report progress or lack thereof to our Project Manager. He will be responsible for assigning tasks and monitoring their progress and outcomes. Deficiencies are not taken lightly and affect the staff and managers' success at our firms. Our organizational approach and quality control procedures will ensure that the PANYNJ receives an excellent work product within schedule and budgetary objectives.

In addition, our Team is flexible enough to change focus in response to PANYNJ demands. The skills and knowledge of the D&B Team are the result of training programs, education assistance and effective recruiting to get the best and brightest personnel. Our staff prides itself on maintaining close relationships with each of our clients. We have developed world class organizational capabilities by focusing on internal practices and systems for meeting clients' needs and have directed employee skills and efforts toward achieving specific goals and strategies.

TEAM OVERVIEW

The **D&B Team** includes the following firms:

D&B Engineers and Architects, P.C. - Project Management, Construction Management, Inspection and Procurement Services.

Subconsultants:

- ***M&J Engineering, P.C. (MBE/DBE) - Construction Management/Inspection Services***
- ***KS Engineers, P.C. (MBE/DBE) - Construction Management/Inspection Services***
- ***SI Engineering, P.C. (MBE/DBE) - Construction Management/Inspection Services***
- ***Toll International LLC (MBE/DBE) - Project Controls***

This Team has worked together on many projects and has an excellent working rapport – we will promptly mobilize and commence work when needed.

Below is a brief overview of each of the firms that will be participating in this contract.

D&B ENGINEERS AND ARCHITECTS, P.C.

D&B Engineers and Architects, P.C.

D&B has engineered thousands of civil and environmental projects, ranging in cost from several thousand dollars to hundreds of millions. Services include infrastructure upgrades, building repairs and renovation, wastewater pumping station upgrading, collection and treatment systems, environmental remediation, storm water improvement, grading/site work, road rehabilitation, water supply and treatment, environmental impact statements and environmental permitting.

D&B Engineers and Architects, P.C. (D&B), known as **Dvirka and Bartilucci Consulting Engineers**, is a local firm comprising 220 experienced leaders and competent technical engineers and scientists that specialize in municipal and environmental engineering. Our Team offers that ideal mixture of construction managers, resident engineers, architects, inspectors, project control specialists, schedulers quality assurance/quality control specialists, safety and risk managers, and technicians that can devise methods to avoid potential problems and solve actual problems, thus continuing our record of high-level performance.

D&B is currently very active in the following aspects of Construction Management in various types of projects.

- ***EH&S Services:*** Our staff of CIH/CSP professionals are active in all phases of design and construction.
- ***Construction Management:*** Resident Engineering and Inspection services, CPM scheduling, Project Controls, and Cost Control for millions of dollars in construction.
- ***Architectural:*** New and upgraded buildings; façade replacements, roof repairs, and window and door replacement.
- ***Wastewater Treatment:*** Tanks, buildings, and structures.
- ***Collection Systems:*** Wastewater collection systems, pumping stations, force mains, interceptor sewers, laterals, trunk sewers, infiltration and storm water inflow studies, and treatment of storm water from combined sewers.
- ***Permitting:*** Wastewater, storm water, air, industrial waste, wetlands and construction permitting. Services also include expert testimony and technical support to legal advisors on matters related to Order on Consent activities and other enforcement/litigation matters.
- ***Hazardous Waste Remediation:*** Investigations, designs and construction management of hazardous materials and contaminated soils disposal.
- ***Scheduling and Tracking Programmatic Issues:*** Services include developing metrics to improve construction management programs.
- ***Coordinating with Regulatory Agencies:*** NYSDEC, NYCDEP, ConEd, Parks, DOT, and others.

The D&B Team has many staff members that specialize in quick on-call notification and customized scopes, most notable due to our existing on-call emergency work resulting from Hurricane Sandy. Our CM staff at present is available and located throughout NYC's five boroughs and stands ready to commence any assignment we receive under the subject contract.

D&B consistently receives high rankings at the national and regional level from the following major engineering publications:

- Engineering News-Record (ENR) "Top 500 Design Firm";

- Engineering News-Record (ENR) "Top 200 Environmental Design Firm";
- ENR New York "Top 500 Design Firm," including Top 10 ranking in:
  - ✓ Water Supply, Sewage, and Waste Disposal;
  - ✓ Environmental; and
  - ✓ Environmental/Geotechnical.
- Trenchless Technology "Top 50 Design Firm".

D&B is offering a local management team with convenient access to the anticipated project sites. D&B considers itself fortunate to have been able to accumulate such a wide variety of NYC experience. The size of our Team is large enough to competently support this PANYNJ project, and it is also organized well enough to ensure a personal management relationship with our clients. This provides an open and direct line of communication throughout the project which is necessary to ensure a successful project completion.

M&J ENGINEERING P.C. **M&J Engineering, P.C. (M/DBE)**

M & J Engineering, P.C., a certified DBE/MBE/SBE Firm, is a multi-discipline consulting engineering firm. Since its inception in 2004, M&J Engineering has developed into a full-service engineering firm serving the northeast U.S. Region. M&J's growing client list includes public agencies, private owners, architects, engineers, and contractors.

Key personnel have had extensive experience in all phases of project development including planning, design, and construction management/inspection. **The firm is currently holding the lead positions on projects such as the $425M reconstruction of the Alexander Hamilton Bridge (in close coordination with PANYNJ) and the $300M Restoration of the Queens Midtown Tunnel due to Sandy-related impacts. M&J was also awarded a call-in contract for Construction Management Services by PANYNJ in 2013.** The firm's professional staff is comprised of experienced, highly qualified civil, mechanical, electrical, and structural engineers. The principals and key personnel of M&J Engineering are registered professional engineers with proven track records of technical excellence, having been previously affiliated with several major consulting/design firms. Construction Management and Inspection, as well as ITS Design are specialties of the firm.

Their Staff of 60+ personnel includes 10 Resident Engineers/ Chief Inspectors, 10 Office Engineers, 25 Senior Inspectors/ Inspectors, 4 Project Managers, 2 Civil Engineers, 1 Mechanical Engineer, 4 Electrical Engineers, 2 Structural Engineers, 1 Transportation Engineer, and 2 CADD Specialists.

M&J Engineering offers a wide spectrum of services, including:

- Civil, Structural, Mechanical, Electrical, and Transportation Engineering
- Construction Supervision, Construction Management and Construction Inspection
- Condition Evaluations
- Constructability Reviews
- Design Reviews
- QA/QC
- CPM Scheduling and Construction Cost Estimating
- Construction Engineering
- Value Engineering

Project Types/Expertise include:

- ITS/INFORM/ATMS (Intelligent Transportation Systems)
- Transportation Asset Management Systems (TAMS)
- Bridges, Highways, Streets, and Utility Systems
- Commercial Buildings and Special Structures

M & J Engineering will offer:

- A commitment to Design and Construction Inspection excellence
- Hands-On involvement of Principals ("Project – Active Principals")
- Single point of contact for the duration of work
- A highly-qualified team of professionals
- Pragmatic, cost-effective and innovative design/ construction solutions

KSE KS Engineers, P.C. (M/DBE)

KS Engineers, P.C. (KSE) is a multidisciplinary engineering firm providing construction management/monitoring and inspection, civil engineering, structural engineering, geotechnical engineering, landscape architecture, aerial

mapping ground control, boundary survey, topographic survey, right-of-way, and GPS mapping services to various governmental clients at the state, federal, and local level, as well as to private clients.

Founded in 1991, KSE currently staffs nearly 200 full-time employees, including more than 80 construction personnel ranging from Senior Inspectors and Resident Engineers to NICET III and trainees, 8 LEED® accredited professionals, 35 professional engineers and more than 20 support engineers and surveyors.

With offices in New York City, Newburgh, Utica, and Syosset, NY as well as Newark and Mount Laurel, NJ, and Philadelphia, PA, KSE is an award-winning provider of Construction Management, Construction Inspection and Resident Engineering Services.

KSE provides comprehensive construction management, inspection, and monitoring services on key projects in the region. They serve port authorities, transportation agencies, state, local, municipal, and educational clients in both the public and private sectors. Nearly half of their revenue is generated from construction inspection and construction management services.

KSE constantly strives to give owners more effective control over complex construction, delivering high quality finished projects on-time and within budget. They accomplish this by managing people, quality, costs and time in a safe, secure construction environment. The professionals at KSE understand their clients' perspectives on a project-to-project basis and the governmental processes that define the specific objectives.

KSE uses the most qualified engineers and inspectors, those who understand the client's objectives and who have a thorough knowledge of the client's procedures and protocols. Their construction inspectors meet the highest industry standards and maintain up-to-date certifications with the National Institute for Certification in Engineering Technologies (NICET Levels I, II, III and IV), American Concrete Institute (ACI field technicians and inspectors), National Association of Corrosion Engineers (NACE certified steel bridge painting inspectors), NJ Society of Asphalt Technologies (NJSAT), USOSHA Hazardous Waste Operations/Emergency Response, Traffic Control Coordinators (TCC), Leadership in Energy and Environmental Design (LEED) and others. Their safety inspectors are Certified Safety Professionals (CSP), OSHA certified and licensed in New York City as Site Safety Managers (LSSM).

Port Authority Experience

KSE has a longstanding working relationship with the Port Authority of NY and NJ. They are intimately familiar with the Port Authority's project management, design, and CAD standards. Their staff is well-known to the Port Authority engineering staff for their ability to provide innovative and cost-effective solutions to construction challenges. Aside from various project-specific contracts, KSE has several active Prime Call-In Agreements with the Port Authority in the following areas:

- Call-In Construction Management Services
- Call-In Condition Inspection Services
- Call-In Structural Engineering Services
- Call-In Civil Engineering Services
- Call-In Traffic Engineering Services
- Call-In Survey and Mapping Services

From concept development to final construction, KSE provides the background, skill and experience necessary to provide clients with performance-based achievements and an established reputation for quality and innovation in engineering and design. Their construction management and design professionals provide extensive capabilities in the rehabilitation of existing structures and in the construction of new and replacement steel, concrete and timber structures including pre-stressed, post-tensioned and curved girder bridges. KSE works closely with all agencies, owners and community groups to ensure the successful completion of assignments, while working in concert with all members of the project team. Their corporate philosophy is based on a total commitment to quality and teamwork to get the project right the first time, every time.

SI Engineering, P.C. (M/W/DBE)

SI Engineering, P.C. (SIE) is a certified D/M/WBE firm with offices in New York, New Jersey, and Virginia. Incorporated in 2003, SIE offers a variety of services to clients in both public and private sectors. Within both New Jersey and New York, firm and individual staff design and construction inspection/management experience for public agency transportation clients include:

- The Port Authority of New York and New Jersey

- The New York State Department of Transportation
- The New York City Department of Transportation
- The New York City Department of Design & Construction
- The New York City Department of Environmental Protection
- Metropolitan Transit Authority, New York City Transit
- Metropolitan Transit Authority, Long Island Railroad
- Metropolitan Transit Authority, Triborough Bridge and Tunnel Authority
- The New York State Thruway Authority
- New Jersey Transit
- The New Jersey Turnpike Authority
- The New Jersey Department of Transportation

SIE provides the following construction phase services:

- Resident Engineering Inspection
- Scheduling
- Cost estimating
- Project Accounting/ Bookkeeping
- Project management
- Plan review for constructability
- Shop drawing review
- Daily inspection services
- Quantity record keeping
- Quality assurance including plant inspections
- Review of contractor's progress payment requests
- Attendance at progress meetings
- Value engineering
- Preparation of as-built drawings
- Claim resolution
- Development of punch lists, and project close out
- Bid evaluation

SIE staff has been working on the $4.45 billion Second Avenue Subway Phase 1, one of the largest rail infrastructure projects in the New York metropolitan area. This project entails the construction of more than two miles of new tunnels from 92nd Street to 63rd Street, new ADA accessible stations at 96th, 86th, and 72nd Streets, and connection to and new entrances to the existing 63rd street line. SIE staff is involved in numerous aspects of the construction inspection services, including slurry wall excavation and construction, open cut excavation for utility relocations, major utility relocation and new construction, placement of slip form lining for new tunnels and subway tunnel construction including placement of duct banks for power, communications and signaling.

SIE staff also performed construction inspection/ auditing services on the NYCT effort to restore "A" Train service in Far Rockaway. SIE staff has been involved in the construction inspection/management of a new heavy rail station on Amtrak's Northeast Corridor to service Newark-Liberty International Airport. In addition, SIE staff also has experience on rehabilitation of New York City subway stations, some nearly 100 years old.

SIE staff also worked on the $10.8 billion East Side Access project that will bring Long Island Rail Road trains into a new terminal within Grand Central Station, another one of the largest rail infrastructure projects in the New York metropolitan area. The project entails the construction of 42,700 linear feet of new tunnels and a new passenger concourse within the existing confines of Grand Central Terminal. The new concourse was constructed in space occupied by Metro-North's Madison Yard. Four platforms accommodating eight tracks were constructed, along with mezzanines and concourses below Grand Central's lower level. SIE staff performed structural design services on numerous aspects of this project. SIE has provided the above design and construction management/inspection services to the aforementioned clients as both a prime as well as a subconsultant to another firm. SIE understands the delicate balance of having to undertake the construction activities while maintaining traffic and pedestrian flow. SIE has performed these services on numerous projects where staff was responsible for the development of site-specific maintenance of traffic plans. Several of these projects were successfully performed in some of the most congested and highly trafficked areas in the region.

Toll International LLC (M/DBE)

Toll International LLC (Toll) is a regional certified minority-owned project and construction management consulting firm, consisting of a multi-disciplined team that includes professional construction schedulers, cost estimators, project managers, document management specialists, construction managers, business consultants

and information technology experts – all working toward providing our clients with cutting edge solutions that reflect best practices to enhance the built environment knowledge, experience and innovation. **Their role for this project will be to provide project control services.**

Their industry expertise includes wastewater infrastructure, water supply, information management, buildings, transportation, mass transit, environmental, industrial facilities and airports, among others.

Toll specializes in project scheduling and cost estimating, and they have a team of highly qualified professionals dedicated to support their clients. Their employees have extensive project management and construction experience and are experts in the utilization of leading scheduling tools and information technologies that enable project management teams to develop creative solutions for owners.

Toll is able to meet the challenges of the information and communications revolution, bringing innovative ideas, high-caliber personnel and cost-effective solutions to clients.

KEY PERSONNEL NARRATIVES

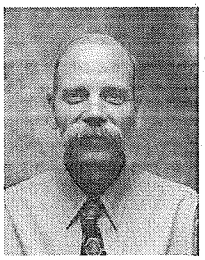
The D&B Team approach to all projects is to make available senior management staff who can spend a reasonable amount of time and provide valuable advice as a result of their extensive experience and knowledge. A brief description of these key personnel qualifications is presented below. More detailed résumés of these personnel and other team leaders are included in ***Appendix C.***

Principal in Charge - John Schreck, P.E.

Mr. Schreck has over 22 years of design and construction management experience on wastewater, water supply, civil, environmental and heavy construction projects. Mr. Schreck possesses high ability, organizational skills, and detailed construction knowledge and will be our the Principal in Charge for this project. Mr. Schreck understands that construction management services can range from full-time resident inspection and construction management, to part-time inspection and administration, depending on the particular needs of PANYNJ. Mr. Schreck's responsibilities include the coordination of inspectors, schedulers, engineers, drafters, cost estimators, issue whips, planners, environmental scientists, and subconsultants and overall quality control, allocation of technical manpower, and client liaison. He is currently Project Director for the following contracts:

- Construction management services for Miscellaneous Projects at various NYCDEP facilities (PW-094).
- Construction management services for Miscellaneous Projects in the Downstate Area (CTYWDCM-3B) - NYCDEP. Assignments include: Oakwood Beach WWTP 5KV Substation Reconstruction (Contract OB-125) contract in Staten Island; Port Richmond WWTP Boiler Upgrade (Contract PR-113) contract in Staten Island; Orchard Beach Pumping Station Replacement in the Bronx; and Superstorm Sandy Pump Station Recovery Project.

Project Manager - Robert L. Raab, P.E., BCEE, CCM



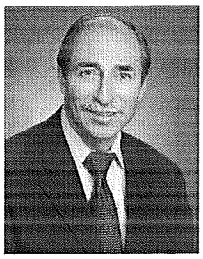
Mr. Raab has over 35 years of environment and civil engineering experience on the federal and local government level. Part of Mr. Raab's array of responsibilities include construction management related to sanitary and storm water rehabilitation and construction projects. Mr. Raab has utilized his extensive project management, construction oversight experience and negotiation skills to provide assistance in managing contractor operations. Currently, he is managing the following projects:

- Project Manager at the Bridgeport Water Pollution Control Authority providing technical expertise to reduce the Combined Sewer Overflow (CSO) discharges.
- Construction manager at the Oakwood Beach and Port Richmond WPCPs where he has been providing technical and administrative support to the firm's RE teams. At Oakwood Beach, he has worked closely with the contractors and New York City Department of Environmental Protection (NYCDEP) technical and operations staff to address and expedite Con Edison concerns regarding the new switchgear system that has resulted in serious delays. In this capacity, Mr. Raab has attained a working knowledge of Con Edison protocols and practices.
- Project Executive for the recently initiated NYCDDC Gateway Estates – Phase D roadway and utility installation project, where the firm will be providing resident engineering/inspection services. This comprehensive construction will include new sanitary and storm sewers; water mains, utilities as well as

creation of new streets in the proposed residential development.

- Technical support at NYCDEP's Avenue "V" Pumping Station Rehabilitation and Force Main Construction Project and has been the firm's Project Manager for NYCDEP's Task Order Contract Program (EE-DSGN-4).

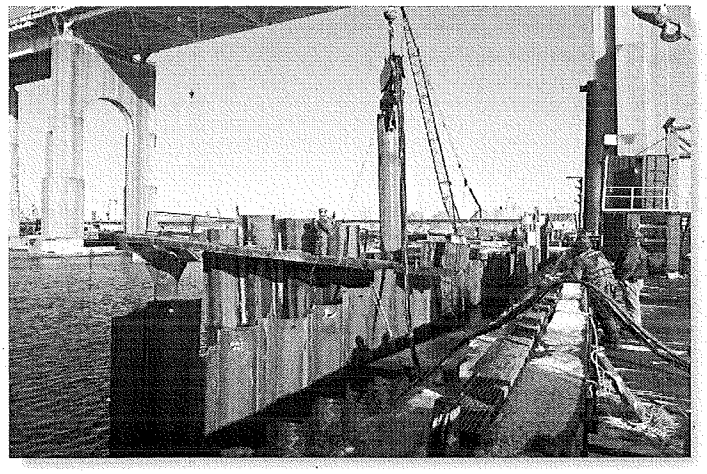
Assistant Project Manager - Diego Alaimo, P.E.



Mr. Alaimo has over 40 years of successful experience in design and construction management of bridges, water main, sewers, and transportation projects. He has managed complex engineering projects throughout the Northeast from proposal, to design and construction, for various clients including the Port Authority of New York and New Jersey (PANYNJ).

Mr. Alaimo's responsibilities have included providing expert and technical support services including civil, structural, mechanical, electrical, landscape architecture, and other related services on an on-call basis. In addition, he has prepared and distributed monthly and weekly construction reports to the client; prepared bid documents; evaluated contractor proposals; prepared and processed payments; as-built construction cards; and reviewed and monitored inspector reports, quantities and costs.

Particularly, Mr. Alaimo's experience is highlighted below:



PANYNJ - Construction Quality Assurance (QA) and Construction Engineering and Inspection (CEI) Services for the Goethals Bridge Replacement Project, NY & NJ – As Project Executive, Mr. Alaimo was responsible for this $973 M Goethals Bridge Replacement project which is the Port Authority's first new major bridge replacement in more than 80 years, and is the first surface transportation public-private partnership (PPP) in the Northeast Region.

Battery Park City Authority (BPCA), Contract No. 12-2095, On-Call Engineering Services - 2012 Projects, New York, NY – As Project Executive, Mr. Alaimo is responsible for providing expert and technical support services including civil, structural, mechanical and electrical engineering services on an on-call basis.

BPCA, Contract No. 08-1895, On-Call Engineering Services - 2008 Projects, New York, NY – Mr. Alaimo is the Project Executive for this $4 M project assignment. He is currently providing on-call engineering services that include civil, structural, mechanical, electrical, landscape architectural, and other related services.

Lead/Area Resident Engineer/PM - Jamil Miranda, P.E.

Mr. Miranda has more than 12 years of experience. Mr. Miranda's specific experience includes:

NYCDEP - Hurricane Sandy Recovery of Various Pump Stations -

During Hurricane Sandy, as a Resident Engineer, Mr. Miranda led the 24 hour emergency operations effort during the recovery phase of 30 pump stations throughout the 5 boroughs in New York City. His duties included:

- **Developing an operations structure, that defined roles and responsibilities, a few days into the emergency effort, considering the gas shortage and impediments of working during the aftermath of the storm.**
- Supervising multiple inspectors in their duties of providing accurate and pertinent field information on the condition of the temporary generators and pumping systems during the pump station emergency recovery phase.
- Directing and coordinating the diesel fueling of all the temporary generators and pumps including gasoline fueling for all contractors and inspectors working on the emergency effort.
- Managing a team of engineers providing field assessments and work orders to multiple pump stations that required repair.
- Liaison between NYCDEP, NYCDEP Collections Facility North and South, Con Edison, and the contractor.

NYCDEP - Construction Management Services in Connection with Miscellaneous Projects at Various Bureau of Wastewater Treatment Locations - PW-094

Mr. Miranda is serving as a **Resident Engineering** for Construction Management Services in connection with the capital program managed by the **BWT** consisting of job order contracts (JOCs) ongoing at multiple wastewater pollution control plants, pump stations, and other satellite facilities for CSO storage, in-stream aeration and support. His duties included:

- Supervising and appointing multi-disciplined inspectors, and environmental health and safety officers for providing inspection services at various BWT locations specific to plant civil improvements, pump and piping replacement, chemical system piping upgrades, actuator and sluice gate replacement, and electrical systems.
- Facilitating pre-construction, field, and progress meetings and coordinated on-going work with Plant Operations, contractors, and BWT Engineers to anticipate possible construction issues and minimize any impacts to plant processes.
- Identifying and preparing lessons learned documents during construction activities which were geared towards assisting BWT in providing future guidance to mitigate project schedule impacts, change orders, and streamline future design projects.

Lead Inspector - Gunjan U. Khandwala

Mr. Khandwala will serve as a lead inspector for this assignment. His extensive training and experience on PW-072 makes him more than qualified for this PANYNJ assignment. Mr. Khandwala has obtained a number of licenses and certifications, some of which include: ACI Certified Field Technician and Concrete Construction Special Inspector, International Code Council Certified Mechanical Inspector, and more. His professional certifications make him an invaluable addition to our inspection team.

Mr. Khandwala's recent experience includes serving as a senior inspector/engineer for NYCDEP on the Avenue V Force Main/ Pump Station Upgrades. His responsibilities for that project included day-to-day field inspections of work performed by the mechanical/HVAC contractor, proactive coordination with the utility companies and regulatory services, preparation of inspection reports, tracking shop drawings, coordination with the contractor, identifying and tracking potential issues, and assisting Resident Engineers. Mr. Khandwala was also responsible for the coordination of RFIs, change orders and shop drawing approvals. He also worked on processing all payment requests submitted by contractors and prepared as-built drawings per field conditions.

Mr. Khandwala is familiar with CPM scheduling, HASP review and implementation, QMPs and PMI. He is experienced with all aspects of construction, including expertise with site civil, concrete, mechanical, HVAC and plumbing work. His vast knowledge allows him to quickly respond to unanticipated needs or conditions that may occur.

Special Inspector - Rochelle A. Lancey

Ms. Lancey has 30 years of experience as a Civil Inspector. She possesses the following certifications that will be valuable to the PANYNJ: **ACI Concrete Construction Special Inspector; ICC Structural Masonry Special Inspector; and ICC Special Inspector Structural Steel and Bolting.**

Ms. Lancey's specific experience is summarized below:

- Inspector of General Construction, Electrical and Mechanical installations at various NYCDEP facilities including water treatment plants and pump stations. Some of the projects include: regulators, pump replacement, heat exchangers, bypass systems, A/C systems, power and lighting.
- Directly involved as Senior Inspector with two projects for the World Trade Center:
  - WTC Towers 1, 3 & 4 under the direction of the Port Authority Resident Engineer. Duties included attendance at meetings and inspection during blasting/excavation and foundation phases at Towers 3 & 4. Review payments, shop drawing and Health and Safety submissions per PANYNJ standards. Inspection of Tower 1 excavation, footings and activities to B3 level. Writing daily reports on job progress. Conducting a survey of the gas detection system adjacent to the areas affected by the fire

and providing assessment to NYCDEP and Plant Operations of the damage.

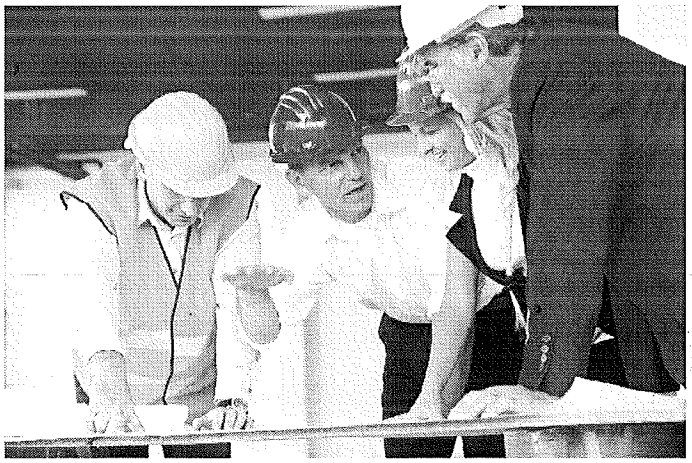
- WTC Tower 1 B3-24fl. under the direction of the Port Authority Resident Engineer. Duties included daily progress inspections of civil work including structural steel, concrete, and final approval of architectural finishes including curtain wall, exposed concrete walls & ceilings, woodwork, flooring etc. Writing daily reports on job progress and site safety.

CURRENT WORKLOAD AND KEY STAFF COMMITMENTS

The D&B Team has reviewed the current workload of project staff for the time period of the anticipated project execution and the proposed personnel are readily available. We recognize that our organizational capability will lead to a fully satisfied client and that the key to providing this satisfaction is having qualified and experienced staff with full management support. We are currently completing several major projects and we will be readily available for assignments under this contract. For 49 years, D&B has managed to successfully deliver required services and work products. D&B has never been determined to be "non-responsive" and has never defaulted on a contract or failed to deliver a work product on time. We **unequivocally commit** to continue the same philosophy and work ethic for the PANYNJ under this contract.

C | MANAGEMENT/TECHNICAL APPROACH

The **D&B Team's** proposal provides for the full range of services requested by the RFP, without exception. This proposal is based on our review of the contract short scope as outlined in the RFQ; our understanding of the PANYNJ's goals and objectives; our familiarity with infrastructure improvement projects; and in-house discussions among our staff and project team members regarding recent experience on similar contracts. The D&B strategic approach, as explained in this proposal, has been developed from extensive experience on countless NYC infrastructure projects and has been proven to deliver top-quality projects safely, timely, and within budgetary requirements.



APPROPRIATE APPROACH TO EACH TASK

Based on our past experience with similar on-call contracts, we understand that individual assignments under this Contract will be issued by the PANYNJ on a "task order" basis. As this RFP is for an "as-needed" type contract, there is no specific assignment/scope of work at this time. D&B's proposed management approach is based on our review of the project scope and description of tasks as outlined in the RFP, our knowledge of the upcoming capital projects, and in-house discussions among our project team members. The advantages we offer the PANYNJ are summarized below:

TASK A. CONSTRUCTABILITY/BIDDABILITY AND GENERAL ENGINEERING REVIEW

A notable qualification of our proposed team is our depth of experience performing constructability reviews for a variety of projects that have involved complex infrastructure

improvements. These assignments have included proposed modifications and additions to existing facilities including pumping stations, building additions, major sanitary storm and water main piping and conduits, highway improvements, site and civil works, and other similar type of work.

We have experienced design Engineers and Architects reviewing the design documents for constructability at various phases.

We have recently performed constructability/biddability reviews on the following NYCDEP projects: BWT Capital Program projects; 26th Ward Contract 13, Gilboa Dam Contract 212B, Contract 212C – Schoharie Outlet, Orchard Beach PS, Throgs Neck PS, Hanna Street PS, and Rikers Island North PS, and numerous schools as part of a requirements contract with the School Construction Authority that we have held for over 13 years.

D&B constructability reviews can result in significant construction cost savings and better operating developments.

At the direction of PANYNJ, we can perform independent design reviews of construction documents prior to being issued for bidding purposes. By performing these reviews for other clients, we saved millions of dollars in avoiding what would have been substantial change orders. The benefits other clients have received from our constructability reviews include:

- improved quality of documents for a better bidding environment;
- questions are asked and problems solved early;
- enhanced quality of project;
- schedule enhancements;
- reduced project impact on local residents;
- improved contractor productivity and construction efficiency resulting from early input;
- cost savings from reduced conflicts/disputes, RFIs, and avoidance of changes or claims;
- faster project close-out.

Prior to construction, our engineers and designers will evaluate proposed plans, design and construction details for practicality, ease of construction, and the ability to incorporate the design into an existing system. Our Team has experience with many different types of designs and details due to our special niche in the civil, transportation and environmental construction industries.

Our experience in constructability reviews allows us to foresee and anticipate potential problems regarding construction sequencing conflicts, equipment access limitations, material compatibility, long-term performance, maintenance requirements, replacement needs, and other similar issues prior to construction. The results from this investigation allow appropriate steps to be taken to either avoid the problem, correct coordination and sequencing, or otherwise properly plan for replacement and maintenance early in the process. As a result of our Team's constructability reviews, significant cost savings can be achieved, by increasing construction efficiency, avoiding delays, reducing maintenance costs, and overall improved performance of the proposed development. **Large sums of money may be saved as a result of D&B's constructability reviews by increasing construction efficiency, and avoidance of potential delays.** We will use senior construction personnel to assist with the review as they have a unique perspective for what works and what does not. These personnel are also aware of methods to avoid design and construction delays by addressing environmental concerns early, and planning and implementing needed remediation activities.

Additionally, we will advise the Authority of any activities including delays or potential delays that may affect the project schedule. We will assist the Authority in the bid process, provide a thorough analysis including a qualitative and quantitative analysis, identify contractor access routes, staging areas and office sites, attend monthly design review progress meetings, and perform all related tasks as called for in the RFP.

TASK B. CONSTRUCTION STAGING

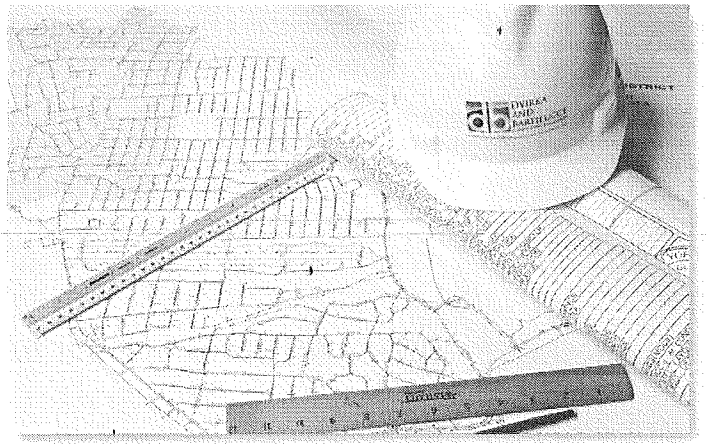
The D&B team understands that maintaining the Authority facility(s) operations and minimizing patron inconveniences is of paramount importance. D&B also understands that work areas are limited to the necessary areas for the performance of such work and will not interfere with the operation of the facility(s) without first obtaining specific approval from the Chief Engineer. Objects or pieces of equipment will not be permitted to lie unattended on sidewalks, roadways or structures at any time.

The D&B team places emphasis on the protection of health and safety at the construction site, both for the D&B team,

the Authority, and contractor employees, as well as the public. Surveillance of contractor health and safety compliance, especially with regard to public safety, construction site security and traffic maintenance will be given highest priority. During the construction of each project, the D&B team will review the construction staging and recommend changes as deemed appropriate.

TASK C. SCHEDULE DEVELOPMENT AND MONITORING

The D&B Team is committed to providing all of the Scheduling Services specified AND required to achieve a successful project. We understand that completion of this project on time and within budget is of a high priority to PANYNJ. We will verify that the contractor's schedule depicts the entire work of the Project in clear and concise graphics, tabular reports and narratives.



We have successfully created project schedules for other clients such as the NYCDEP for their on-call CM contracts. We are currently working with the NYCDEP's Project Controls Group on several of our projects to develop new scheduling protocols to better track projects so that the projects are completed in accordance with approved construction schedules.

The D&B Team will obtain each contractor's CPM schedule depicting the entire scope of work. We will determine whether the network is prepared correctly and review the schedules with the designers and PANYNJ. The D&B Team will prepare, maintain and modify a detailed construction schedule for individual contracts as required by the Authority. The schedule document will be prepared in such a manner as to easily identify the critical path, permit orderly planning, provide for organizational and facility operational constraints, as well as incorporate execution plans for each project stage. At the beginning of construction bids, and as directed by the Authority, schedules will be updated on a continuous basis to record and report actual performance, progress and plans to complete all remaining work.

Our Team's Schedulers possess all of these capabilities and proven experience. As part of the D&B Team, we will utilize the services of D&B's scheduling expert, ***Gabriel A. Valentin***, as well as the expert services of ***Toll International, LLC*** to facilitate this task of developing and monitoring the project schedule. Our schedulers have received formal training in the use of Primavera Project Planner scheduling software up to level P-6. This formal training provides our Team with the knowledge and understanding of the software's potential for generating graphics and tabular reports which, when properly prepared and if needed, will depict the various components of the project and/or the "big picture" in a clear and concise manner. In the event that the D&B team determines that there will be problems or has been a delay which might impact the critical path, the D&B Team will review draft project updates in advance and analyze the schedule critical path to recommend alternative solutions to mitigate delays and other risks. Additionally, the D&B Team will also instruct the contractor to analyze the circumstances as to whether the critical path is or will be affected thereby and submit a proposed recovery plan that might include logic revisions, resource reallocation and techniques such as schedule crashing.

As we have done in the past, the D&B Team will review schedules and make formal recommendations to PANYNJ regarding approval or disapproval. Once the schedules are approved, we will provide monthly CPM updates to evaluate construction progress. This will be performed by reviewing work sequence, resource allocation, inclusion of contract modifications, and proper use of float. If the Contractor does not adhere to the proposed schedules, the D&B Team will recommend that PANYNJ take action to bring the Contractor into compliance.

D&B has been successful in developing "Project Recovery Schedules," which gives the Team an opportunity to foresee problems and revise construction activities accordingly. The D&B Team can and will provide this scheduling expertise again.

TASK D. QUALITY ASSURANCE INSPECTION

The D&B CM Team is committed to providing a successful Resident Engineering Inspection program. As CM, the **D&B Team** will perform all work as described in the task order(s), namely: develop and enforce a stringent EH&S program and

QA/QC review; safeguard the PANYNJ against defects and deficiencies in the construction and ensure that the construction conforms to requirements of the Contract Documents; coordinate all construction related issues among PANYNJ, design consultants and contractors for each task order issued, report potential hazards or potential unacceptable work to the PANYNJ; advise the PANYNJ when a contractor falls behind schedule; review the adequacy of the contractor's personnel; and employ competent, faithful, and skilled personnel in adequate numbers to perform the CM work.

A Quality Assurance/Quality Control (QA/QC) Inspection Plan will be developed as part of the Quality Managment Plan (QMP) by our QA Manager. To accomplish the objectives of quality workmanship and conformance with the contract documents, a specific inspection plan will be prepared by the D&B Team prior to commencement of services. The **D&B Team** will provide experienced construction inspectors to observe the contractor's work with the purpose of determining whether the work is being performed in accordance with the contract documents and PANYNJ procedures. Inspectors will be certified in the appropriate disciplines to ensure compliance with PANYNJ requirements. Inspectors will also support the CM's Environmental Health and Safety Officer (EHSO) to ensure consistent compliance with contract and site safety requirements for all construction contracts. Inspectors will support the resident engineer's efforts in coordinating field work between all parties to avoid potential interferences and delays.

The QMP will have project specific quality programs for QA and QC. As part of the QMP, the CM will:

- Develop a **QA Inspection Table** from the construction contract and use the table as a basis for monitoring and assuring quality requirements such as testing, storage, and reporting.
- Develop an assignment specific **Standard Operating Procedure (SOP) Responsibility Matrix** showing CM responsibilities for each SOP.
- Develop a **Special Inspections Requirements Summary** to ensure all NYC Special Inspections requirements are met.
- Implement a **Non-Conformance Resolution Program** for resolving any non-conformance issues resulting from poor workmanship. All non-conformance issues will be reported, tracked, resolved, and then analyzed for root cause to prevent similar future non-conformances.
- Implement an **Equipment and Material Traceability Program**. All equipment and materials delivered to the site will be checked and recorded for compliance with the contract.
- Implement a **Measurement & Testing Equipment (MTE) Program** checking and recording all MTE.
- Establish an **Internal CM QA Audit Program**. This Audit will focus on the QMP's implementation, SOPs, the **QA Inspection Table**, as well as a performance review of the CM Team.
- Implement a **QMP Training Program** to make sure the CM team is prepared to perform all QA/QC duties and responsibilities

The D&B Team's initial priority will be to develop and issue special inspection and testing plan procedures for approval by PANYNJ prior to commencement of construction. The D&B Team will enforce these procedures on all contracts to evaluate technical aspects of the contract, in conjunction with the guidance of our QA/QC Advisors. Problems, deficiencies, or inadequacies with the contractor's work shall be noted and brought to the contractor's attention for immediate correction. Non-conformance reports will be issued and maintained to ensure corrective action is taken and documented.

The D&B Team will be present during all phases of on-site testing to ensure that proper and calibrated test equipment is used, testing laboratories are familiar with the equipment and procedures, and that the results are accurate. The Project Managers will review the test results for compliance and advise the contractor and the Authority of discrepancies found and the actions required for correction.

The D&B Team will monitor schedules, procedures and progress for materials testing and sampling. Our Team will utilize our expertise for interpretation of the results of such testing. Stop work orders will be immediately issued where appropriate.

Once the contract commences, our ***Project Manager, Robert L. Raab, P.E., BCEE, CCM,*** will advise the need for a particular assignment(s). When the assignment begins, the appropriate staff and inspectors designated will report to the assignment and proceed with the necessary and required inspection specific to their assignment. Each day, the inspector(s) on the individual assignments will report to the Project Manager to advise of assignment status, including any issues that may arise. The PANYNJ will then communicate directly with those inspectors on the site who are most familiar with the assignment and details. This process allows for a clear line of communication and the ability to address any issues immediately.

In the unlikely event an assigned inspector is unable to arrive at the site, such as an emergency situation or delay due to unforeseen circumstances, a supervisor will be dispatched to cover for the inspector. In a non-emergency situation, the D&B Team can promptly find a substitute from its pool of inspectors. As a result, an assignment will never go understaffed.

As a supplement to the standard procedure, we are able to respond to any call for service twenty-four (24) hours a day, seven (7) days a week. We are also equipped to respond to orders sent via email. We also provide 24/7 emergency direct telephone contact information for at least three supervisors to handle any after-hours emergency. All Project Managers are reachable 24/7 to handle any questions and problems from our inspection staff. This availability of project management staff is also extended to all PANYNJ project management staff.

The D&B Team is always available to handle any difficulties which may occur before, during, or after normal business hours. All supervisors check on the timeliness of our inspectors and monitor the quality of the inspector's work using our Quality Control Manual, PANYNJ procedures, and other applicable instructions. Supervisors perform the initial check of inspector's reports, with a subsequent review by the Coordinator. The Project Manager maintains an audit function over the Supervisor's, Coordinator's, and Inspector's work. Any suggestions or concerns from the PANYNJ are dealt with immediately and are solved as soon as possible.

TASK E. CONTRACT ADMINISTRATION

The timely analysis, documentation, review, and administration of construction contracts, including developing and processing of post award contract changes (PACC) and change orders, processing time and material records (T&M), payment applications, and updating computer databases is essential to allow the project to be successful and permit an efficient closeout procedure. Key tasks include:

- Expediting change orders and document contract overruns
- Evaluating and analyze recommended courses of action
- Evaluating proposed substitutions and changes and make a recommendation to the Authority
- Monitoring/logging Contractor QA
- Assisting in negotiations as necessary with the contractors for the purpose of reaching a cost settlement
- Monitoring equipment, material, shop, preliminary and final field tests
- Verifying "approved" shop drawings are in place before activity begins
- Attending contract status meetings

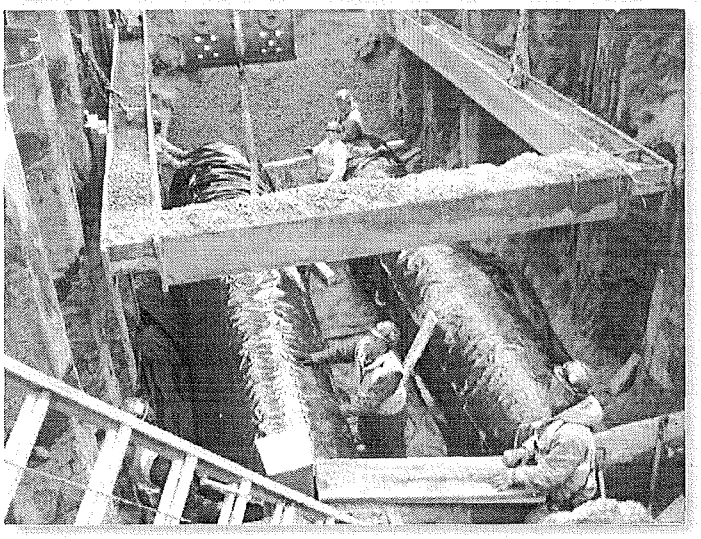
TASK F. COST ENGINEERING/ESTIMATING SERVICES

In support of the Authority during design and construction stages, the D&B Team will develop construction cost and schedule duration estimates to be utilized in the planning of the Authority's projects as per the "Construction Estimating Guide" provided by the Authority's Project Manager. Throughout the design stages, the D&B cost engineers, estimators and schedulers will be available to provide support to the Authority in areas such as bidding assistance, contract documents, development and/or calibration of engineering estimates as well as assisting with value engineering efforts by providing accurate projections on cost savings and potential reductions in construction time through the use of alternative methods and/or materials. During the construction stage, our focus will be on providing accurate and realistic estimates for cost and proposed durations to

complete the Authority's construction projects, paying particular attention to fabrication cycles and long-lead items that could impact the critical path as well as providing estimating support for approved or potential additional work such as change orders, post award contract changes (PACC) and pending item notifications (PIN). As requested by the Authority, schedules will be produced in Bar Chart form, utilizing the corresponding unit of time such as days, weeks or months as appropriate. To accomplish this task, the D&B Team will utilize a combination of the Authority's standard project management and schedule software, as well as any other industry standards such as Oracle Primavera and Microsoft Project/Office products.

TASK G. RESOURCES

The D&B Team will provide expert professional construction management staff, material subconsultants, testing services, and vehicles as needed to perform the required services.

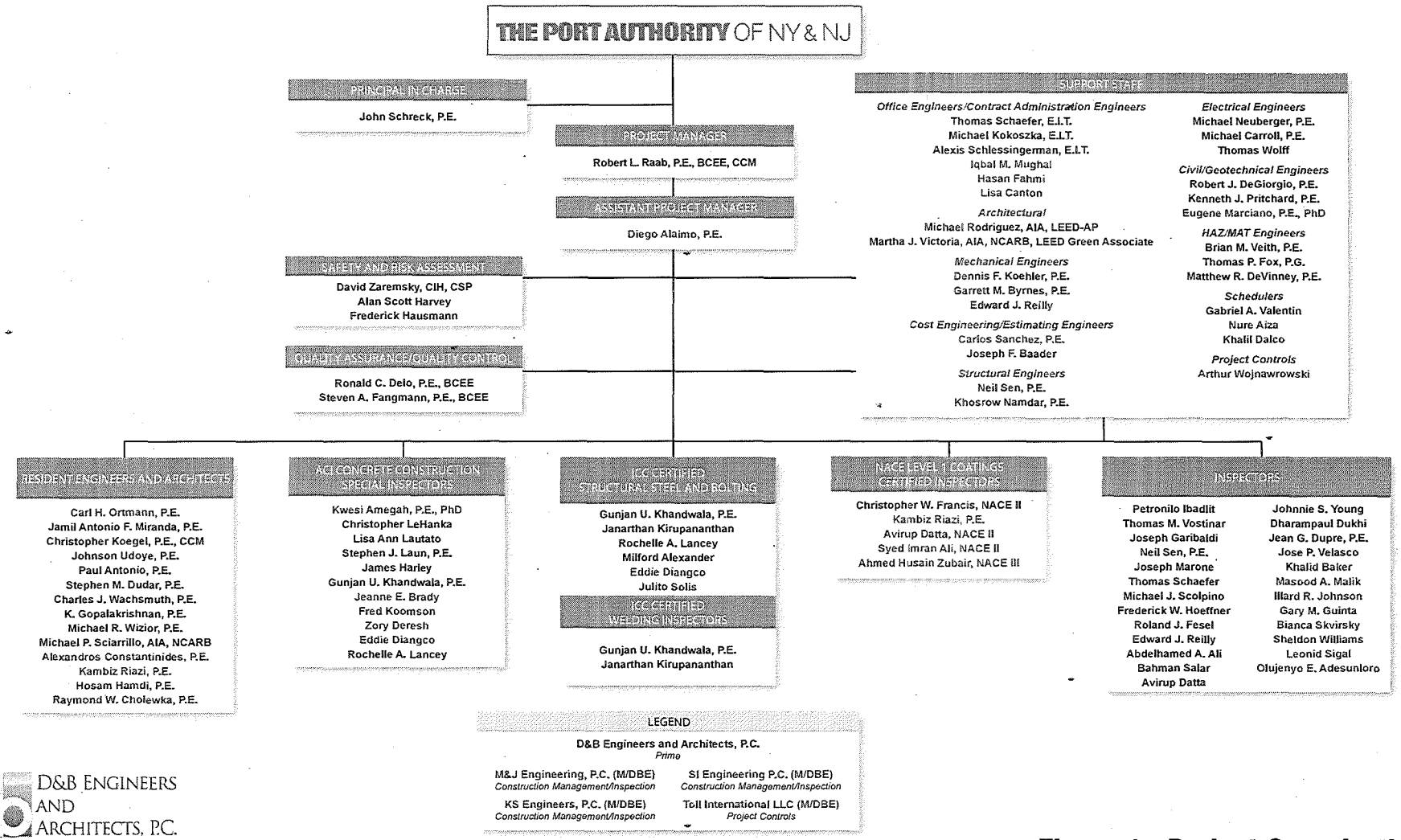


STAFFING PLAN

We are including *Figure 1 - Project Organization Chart,* following this page to demonstrate how we intend to staff this project. As we have learned from the past when managing task order contracts, a well planned project organization is key to the CM Program's success and the success of each individual project. In response to the RFP, we have assembled our "A" Team of Engineers, Construction Managers, Environmental Staff, Project Control Experts, Architects, and Inspectors certified to perform Special Inspection under the 2008 NYC Building Code. We fully understand the scope of the anticipated work and have developed an organization that will best execute the projects assigned to the D&B Team by PANYNJ. Our Organization will allow for a smooth execution of any assignment.

The D&B advantage is that we can move quickly to provide answers and input on virtually any type of project based on our vast unmatched on-call experience. D&B offers the PANYNJ the D&B "A" Team that has been performing CM on several task order contracts. We possess outstanding credentials and relevant experience, resulting in the best possible Team to provide Construction Management and inspection services for the PANYNJ.

Our Team is particularly efficient at this type of work since we have many staff members that specialize in quick on-call notification and customized scopes, most notable due to our existing on-call emergency work resulting from Hurricane Sandy. Our CM staff at present is available and located throughout NYC's five boroughs and stand ready to commence any assignment we receive under this contract.



D&B ENGINEERS AND ARCHITECTS, P.C.
KNOWN AS DVIRKA AND BARTILUCCI CONSULTING ENGINEERS
7317PH - Org Chart.indd (07/18/14 - 8:30 AM)

Figure 1 - Project Organization Chart

METHODOLOGY FOR TRACKING AND MAINTAINING THE PROJECT'S BUDGETS AND SCHEDULES

Keeping projects on time and within budget starts with clear and effective communication. The **D&B Team** understands the importance of maintaining a project schedule and its relationship to **FEMA** reimbursement. **Projects must be on time to ensure maximum reimbursement.** We will prepare monthly project estimates to ensure that the project's costs are within budget. An important aspect of maintaining a project schedule and budget is the notification of appropriate government and private entities that can possibly impact the project well in advance of project commencement.

On projects that are complex and faced with stringent time requirements, such as the ones likely to be issued under this contract, it is imperative to build and maintain momentum. One method of achieving this is the development of a schedule that reflects both the project realities and risks, focusing on high-risk events and the available means of mitigation. Proper management of these high-risk activities will reduce the likelihood of problems arising that can result in schedule slippage. Other areas to be closely managed include decision/approval periods by the PANYNJ, and all activities that are influenced by external sources, such as federal, state, and local agencies. Any critical path activities will be identified early and monitored closely. The schedule will be built-up from individual work elements, providing a clear path to trace the design criteria and the basis of design for reference by PANYNJ project management and operations staff.

INFORMING THE AUTHORITY OF PROJECT PROGRESS

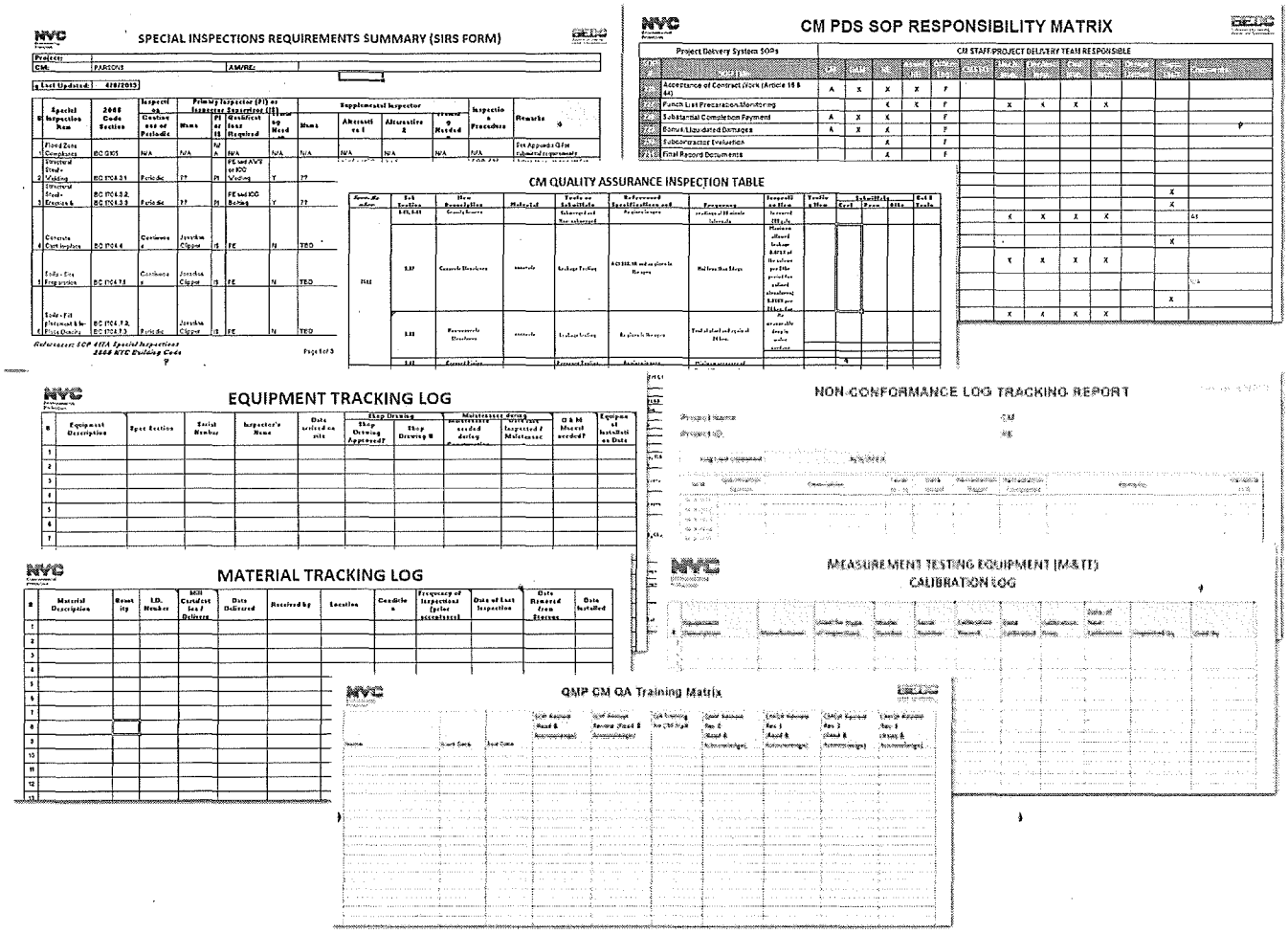
D&B has been using **Tablet Reporting** on many CM projects for some time now, and is experiencing great success. If authorized by the PANYNJ, we intend to utilize this form of reporting to keep the Authority informed of issues and progress during performance of the project. Use of Tablets expedites CM projects and will streamline administrative efforts and costs. The **D&B Team** and PANYNJ will be able to immediately view investigative photographs and reports. The construction inspection reports will be available immediately after the work is completed on a daily basis. Equipping our engineers and inspectors with the latest Tablet PCs has allowed them to compose daily reports, including photographs and/or sketches, and transmit them to any necessary destination. In addition, information in the form of pictures, drawings, permits, RFIs, RFCs, or any electronic media can smoothly and efficiently flow back and forth between the worksite, client and home office. This technology not only allows for the greatest efficiencies in labor cost by keeping the inspector or engineer on site as much as possible, but also reduces paper and printing costs to nearly zero.

APPROACH TO QUALITY CONTROL/ QUALITY ASSURANCE

The D&B Team fully understands the PANYNJ's goal in CM Quality Assurance and will deliver a best-in-class Quality Assurance Program. We will develop a Site Specific Quality Management Plan (QMP), which allows us to take a planned approach to activities by monitoring the quality of work regularly throughout the project life cycle and comparing results to accepted quality standards. We fully understand how to develop and implement QMPs, as Quality Management is embedded in our culture for all our services including Construction Management and Design/Constructability Reviews. In place we have a Corporate Quality Policy, a D&B Corporate Quality Management Plan, and a Business Practices Manual made up of Standard Operating Procedures (SOPs) at the center of our Quality Management.

Corrective action will be taken immediately if quality standards are not being met. The D&B Team will deliver to the PANYNJ a high level of workmanship meeting all contract quality requirements. This detail to quality ensures the longevity of all work going under repair and reconstruction.

Field inspections and testing, as well as independent in-house audits, will be completed by qualified personnel so as to assure that quality work is being performed the



CM QA/QC Programs developed by us for our other clients.
At your direction we will have these programs up and running!

first time around, thereby precluding additional costs and schedule extensions. Document control will be performed in accordance with ISO 9001 standards and industry best practices. Our quality system will be constantly monitored and updated to make sure that continuous improvement is achieved and the PANYNJ's objectives are met. Led by our QA Manager, our Team will provide valuable guidance to maximize design and construction quality.

The following are our quality mission statements as they apply to this PANYNJ RFP:

- Deliver added value to the PANYNJ by identifying, monitoring, and responding to the PANYNJ's needs, expectations, and level of satisfaction with our performance;
- Strict adherence to approved budgets and schedules for each assignment given;
- Provide detailed reviews of all design documents ensuring high quality engineering documents and reports;
- Establish measurable targets and continually improve the quality and delivery of the final project;
- Ensure SOPs are used to provide guidance and direction for all Administrative, Design, and CM activities;
- Use the D&B Corporate QMP for all our work products and develop Project Specific QMPs that assure quality requirements are met;
- Continue development of our internal expertise via training and mentoring;

- Continue to foster and advance the EH&S standards and practices that are the cornerstone of D&B's work ethic.

To meet these quality goals, D&B will practice the following:

1. Develop project specific Quality Management Plans for each assignment given by the PANYNJ. At the heart of D&B's quality program are a centralized corporate QMP and SOPs. These will be used to provide overall quality to PANYNJ's CM Program. When an assignment is given to D&B, the D&B's Quality Management Team will develop a project specific QMP to be used for the project. It will include quality policies, procedures, checklists, forms, and SOPs specially tailored for the project. As a Lessons Learned, D&B knows that the best way to develop a QMP is to involve the project team in the process, as they will provide the project specific input needed to make the QMP a useful document. The QMPs developed will follow the ISO 9001:2008 Quality Management System format.
2. D&B has developed QMPs for entire project lifecycles including quality management during planning, design, and construction.
   - D&B has employed the above quality management for many projects from design to construction, most notably the work performed for NYCDEP to bring the City's Pumping Stations back online after they failed due to Hurricane Sandy. Quality matters, and D&B has a culture based on quality checks, audits, and reviews.
   - At each phase of a project's lifecycle, the QMP is drafted/revised to reflect relevant procedures and activities of the project.
   - During Design, D&B's quality review checks include:
     - ✓ Design Reviews (Technical, Calculation, Code, Discipline, etc.) – These reviews are performed early in the project's design phase to check the quality of the design and help our client obtain a higher quality product. We have industry experts in engineering, design, and construction who perform these reviews and have performed it successfully on our past work including work on NYCDEP Developments.
     - ✓ Constructability – Our experts check for construction issues that may result in field conditions during an early Design Submittal Phase. We have successfully performed this on our NYCDEP upstate Watershed Work.
     - ✓ Operability – We check to make sure that the project being delivered is operable. Whether it's a boiler or a sewage treatment plant, we always make sure that the operators will be able to operate and maintain the installed equipment.
     - ✓ Biddability – During the 90% phase (right before Law Approval), we check the documents to make sure the job is biddable and resolve issues that may cause low bidding turn-out or poor bids.
3. D&B's QMP section for Control of Records includes comprehensive procedures for maintaining these records. The goal being that D&B will be able to hand over to PANYNJ complete record documents for their use on operations, maintenance, and/or future projects. D&B's quality management regarding Final Record Documents can be summarized as follows:
   - For As-Built Drawings, D&B will maintain an independent set of Redline Drawings for validating the completeness/accuracy of the as-built drawings. The Redline Drawings will help speed up the As-Built Drawing process.
   - D&B will confirm all submittals needed as final records (e.g., shop drawings, bid documents, O&M Manuals, etc.) are submitted and approved.
   - Spare Parts will be logged and tracked as part of **D&B's Material and Equipment Traceability Program.** D&B tracks and maintains all materials and equipment until handed over to the client.
   - D&B has developed successful contract closeout procedures that are used on our other major projects. Part of the success of the closeout procedure includes a checklist of 23 items as shown in ***Table 1***.
4. An **Effective Risk Management Process** achieves PANYNJ's goal as identified in the RFP of proactively identifying and mitigating risks to reduce the probability of negative impacts and maximize the probability of positive impacts on a project. Successfully managing risks on a Construction Management Program requires a comprehensive and proactive effort throughout the life of the projects to effectively manage safety, quality, budget, schedule, product performance, and public/environmental impacts. Our QMP includes the development of a **Risk Management Plan.** The Risk Management Plan will be drafted for each project by the D&B Quality Assurance Team. This plan includes:

Table 1: Our typical closeout checklist for construction projects in NYC

1. Vendor Approvals	2. Public Design Commission Final Approval and Closeout	3. Subcontractor Approvals
4. Article16-44 Warranties	5. MBE/WBE Compliance Report	6. Substantial / Final Extension of Time Requests
7. Permits & Regulatory Compliance Transition Plan from Construction to Operations (RCTPCO)	8. Bureau of Electrical Control (BEC) signoff	9. Construction Survey Drawings
10. Resolution of Disputed Work	11. Certificate of Occupancy/ Certificate of Completion	12. Substantial Completion Payment
13. Registration of all outstanding change orders	14. Remaining Work List	15. Final Record Documents
16. Manifests for Disposal Facilities	17. Manufacturer's Warranties & Software License(s)	18. Contractor Final Evaluation
19. Identification/Remediation of Contaminants of Concern	20. Final Payment	21. Spare Parts
22. Training & Testing records	23. Bulletins and Instructions	

- All risks of the project are identified, analyzed, and responded to by the CM Team. The CM will have an appropriate response to manage each risk identified.
- The Initial Risk Register is developed

D&B will work with the Designer and PANYNJ to update the Project Risk Register and will take a leadership role in developing, implementing, and monitoring risk mitigation activities throughout construction. Many of our key CM team members have a keen awareness of the risks for this project as a result of their prior involvement with Hurricane Sandy Reconstruction projects. Based on this experience, we have identified numerous risks that require mitigation on this project. Some risks will require the development of strategies for implementation.

We will manage risk with a disciplined approach that conforms with our Risk Management Plan. One of our first coordination meetings with the EOR and PANYNJ will be to review and discuss the existing project risk register. We will review the contracts, plans and specifications, and will lead a risk workshop to review the risks and identify new risks, and also develop risk registers for each construction contract. Our risk managers have experience maintaining these registers, identifying risks, and developing Risk Management Plans.

D&B will:

- Fully integrate risk management into our overall project management process
- Identify, evaluate and manage risks early in all stages and at all levels of the project
- Anticipate, plan for, and mitigate risks, rather than troubleshoot unexpected events
- Expect and demand results from individuals responsible for implementing risk mitigation actions
- Proactively communicate with all risk stakeholders parties to facilitate actions and resolution

Risks and risk response status will be discussed at each of our CM team meetings to ensure we stay one step ahead and have up-to-date visibility of issues affecting our ability to deal with active risks. We will actively manage risk response actions through exception reports that highlight overdue actions and upcoming action due dates. Risk status and current impact exposure reports, along with the updated risk registers, will be provided to PANYNJ each month.

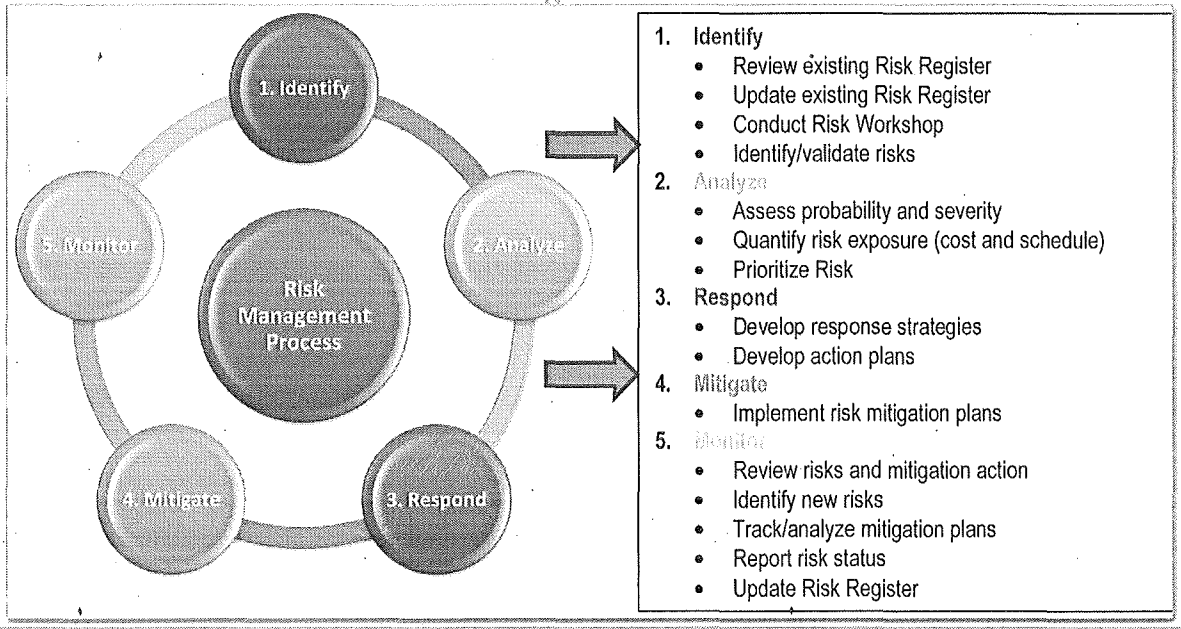
PANYNJ will be up-to-date on the risk profile for the project and actions underway to respond to and reduce the risks. A graphic representation of how we anticipate managing potential risks for this project can be seen in the *"Risk Management Overview"* below.

5. D&B will be responsible for evaluating all change orders submitted by the contractors. D&B's corporate QMP includes procedures on drafting and processing change orders. We have successfully implemented **Change Order Management** for our Watershed CM work for the NYCDEP. At the heart of our Change Order Management Process is our CM. Our CM will evaluate change orders for merit in accordance with the contract documents. When a change order is deemed to have merit, the CM will develop a scope of work associated with the change order and an analysis of cost and schedule impacts associated with the change, based on a review of the contractor's change order documentation. The CM will take charge of all change order negotiations with the Contractors.

As part of our Risk Management Plan to be developed for each project, we have procedures in place for performing an Impact Analysis of potential changes. Potential consequences of change orders are examined, as well as what needs to be done to accomplish the changes. When risk is analyzed, we consider its impact and probability of occurrence. Key activities in Risk Management include:

- **Risk Identification** – The D&B Team will be proactive and brainstorm potential events that may occur and consider how they may negatively impact project delivery. The D&B Team will identify risk throughout the project life cycle. This is the most important phase of the Risk Management Plan since **risks that aren't identified cannot be managed!** Risk Workshops are held with the Project Team and the Risk/QA Manager to help with Risk Identification.
- **Risk Analysis** – For each Risk, the D&B Team will analyze the risk in two ways: estimating the impact of each risk and estimating the probability of the risk occurring. When considered together, the impact and probability indicate the risk exposure. In this way, the D&B Team can determine which risks warrant a response.
- **Response Planning** - "What should we do about this particular risk? What should we do about coordination among the trades? What should we do about EHS risk? Etc." The risk rating from the analysis will guide the D&B Team on the appropriate level of effort that should be expended on controlling risks. If the cost of risk control is less than the expected value of the risk, the D&B Team will implement the risk control strategy. Likewise, if the cost of mitigation is higher than the expected cost, mitigation may not be cost-effective. In general, there are two options that can be taken to manage risks:
  - ✓ Do something to eliminate or mitigate the risk before it happens

Risk Management Overview



- ✓ Do something if the risk happens, in most cases, to reduce the potential impact.

- **Risk Monitoring** – The D&B Team will monitor risk continuously. The **Risk Register** is the primary tool used for risk monitoring.

- **Incorporating Risks into the Budget and Schedule** - The Risk Register will be used to inform the D&B team on the level of uncertainty in the project schedule and budget. The Risk Register will be used when putting together Engineer's Estimates and Schedules to account for any risks that can affect them and avoid costly change orders and delays.

The Risk Management methodology, procedures, guidance, and tools are all part of D&B Risk Management Plan.

6. Our standard CM QMPs have a Non-Compliance Program that has been developed based on our experience working as a Construction Manager with other NYC clients such as NYCDEP. We have a system for identifying, tracking, and closing out Non-Conformances. In summation, our Non-Compliant Work Program's success is based on:

   - All Non-Conformances are identified on a single report (Non-Compliance Log). This log is maintained until the issue is closed out.

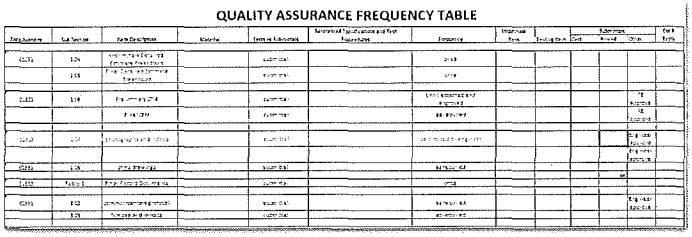
   - Issue Non-Compliances based on the "Level" of Non-Compliance. This helps keep the job moving without stopping work:

     - ✓ Level 0 – Issue is communicated verbally to contractor at inspector level to correct work.
     - ✓ Level 1 – Issue is brought to the RE level and a Non-conformance Report is issued to contractor.
     - ✓ Level 2 – Field Order is issued .
     - ✓ Level 3 – Stop Work Order is issued.

7. Quality Inspection Program - Quality starts not with the Quality Assurance Manager, responsible for managing the quality programs, but with the inspectors. D&B's project specific Quality Management Plan will establish the CM team's quality requirements and inspection program. QMP will have project specific quality programs for QA/QC. The Inspection Program includes the QA Frequency Table. The Quality Assurance Manager will develop this table by extracting all the quality requirements from the construction contract and identifying who is doing the inspection and how frequently, along with reporting requirements.

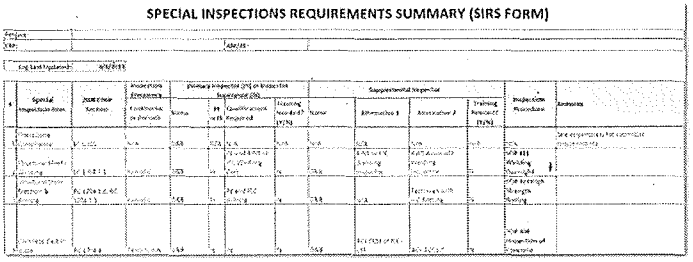
   D&B will provide experienced construction inspectors to observe the contractor's work with the purpose of determining whether the work is being performed in accordance with the contract documents. Inspectors will be certified in the appropriate disciplines to ensure compliance with City requirements. Inspectors will also support the CM's EHS manager to ensure consistent compliance with contract and site safety requirements for all construction contracts.

QUALITY ASSURANCE FREQUENCY TABLE



The inspectors will develop on-going punch lists and recommendations for owner acceptance of equipment and areas as required supporting any phased construction. The inspectors will work with the contractor and plant personnel to confirm completion and acceptance of all open items. The inspectors will promptly report issues and concerns to the contractor in a professional manner.

SPECIAL INSPECTIONS REQUIREMENTS SUMMARY (SIRS FORM)



As a **Registered Special Inspection Agency**, D&B will provide all Special Inspection needs for any Project. As part of the QMP, D&B will develop a Special Inspection Program. D&B will identify all the special inspections, as well as properly staff the job with certified people to perform the inspections.

8. D&B envisions **documenting lessons learned from all projects** as an ongoing process of evaluation and feedback. Part of our QMP will include how we document and record these lessons learned so that they may be used for PANYNJ 's future projects. When we see that a lesson learned in construction

could avoid a problem or issue in the future, we will issue a preliminary finding of "Lesson Learned" to the Designer. When evaluating these lessons, we will confer with our team's design staff, including appropriate discipline leaders, to help craft suggestions for the Designer which will lead to improved designs, less costly construction, and means of expediting construction. In the course of this work we will concentrate on:

- The source of change orders
- Feedback from building operations management
- Evaluation of operational bottlenecks

We propose a workshop at the end of each project, including the Designer, PANYNJ, construction managers, and contracting personnel to discuss lessons learned and compile the findings in a comprehensive report. This task can also memorialize a feedback loop for future projects resulting in a **continuous improvement** of project results.

In one of our contracts with the NYCDEP, various job orders issued by DEP Engineers are being inspected by D&B inspectors. During the process D&B identified various items (Lessons Learned - LL) which could be changed or improved on future projects of similar nature.

D | DBE Participation

D&B will comply with the PANYNJ's 17% goal for DBE participation that has been set for this contract. The following are the DBE consultants that will be supplementing the D&B staff as necessary:

- ***M&J Engineering, P.C. (MBE/DBE) - July 3, 2014***
- ***KS Engineers, P.C. (MBE/DBE) - July 9, 2014***
- ***SI Engineering, P.C. (MBE/DBE) - July 3, 2014***
- ***Toll International LLC (MBE/DBE) - July 11, 2014***

As part of **Appendix A "Attachments"**, we are including the following forms as requested in the RFP:

- DBE Goals Statement (**Appendix D1**)
- DBE Participation Plan and Affirmation Statement (**Appendix D2**) for each DBE firm proposed on this contract
- Information on Solicited Firms (**Appendix D3**)

E | Complete List of Firm's Affiliates

The complete list of D&B's affiliates is as follows:

- D&B/Guarino Engineers, LLC
- D&B Environmental Associates, LLC
- D&B Engineers, LLC

F | Integrity Provisions

The D&B Team understands that we will, if selected, be asked to sign the following clauses entitled "Certification of No Investigation (Criminal Or Civil Anti-Trust), Indictment, Conviction, Debarment, Suspension, Disqualification and Disclosure Of Other Information" and "Non-Collusive Proposing, and Code Of Ethics Certification; Certification of No Solicitation Based On Commission, Percentage, Brokerage, Contingent or Other Fees".

G | Background Qualifications Questionnaire

As requested, D&B, along with our subconsultants, submitted to the Port Authority of New York and New Jersey a completed Background Qualifications Questionnaire (BQQ) on the following dates:

- ***D&B Engineers and Architects, P.C. - July 10, 2014***
- ***M&J Engineering, P.C. (MBE/DBE) - July 3, 2014***
- ***KS Engineers, P.C. (MBE/DBE) - July 9, 2014***
- ***SI Engineering, P.C. (MBE/DBE) - July 3, 2014***
- ***Toll International LLC (MBE/DBE) - July 11, 2014***

H | Conflict of Interest

To the best of our knowledge and belief, D&B along with our subsidiaries and affiliates, is not aware of any conflict of interests (general and organizational) at the present time, and will immediately notify the Port Authority of New York and New Jersey if any such information is discovered. The D&B Team also understands that we must address the items/concepts listed in the RFP when a conflict or the appearance of a proposed conflict of interest may exist in the future.

THE PORT AUTHORITY OF NY & NJ

Proposal for:

Indefinite Quantity Contracts (IQCs) for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis through 2018

RFP Number 38268

Appendix A

Attachments

Attachment C-1

Proposer Prerequisite A

Attachment C-1

Proposer Prerequisite A

Firms must have Certificates of Authorization to practice Professional Engineering in the states of New York and/or New Jersey and minimum of five (5) years experience, from the date of proposal submission, which includes performing construction management services as outlined in Attachment A for major transportation facilities.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite A.

Client Name/ Contracting Entity	NYC Department of Environmental Protection - Construction Management and Design Services - Hurricane Sandy Pump Station Evaluations/Repairs Assignment
Contract Start Date	2012
Contract End Date	2014
Brief description of Scope of work	*Please see attached project profile
Client Contact Name / Title	Mr. Patrick O'Connor, Accountable Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	NYC Department of Environmental Protection - Avenue "V" Pumping Station and Force Mains
Contract Start Date	2006
Contract End Date	2013
Brief description of Scope of work	*Please see attached project profile
Client Contact Name / Title	Mr. Warren Gordon, P.E., Accountable Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	NYC Department of Environmental Protection - On-Call Construction Inspection/Management Services - Bureau of Wastewater Treatment (PW-072)
Contract Start Date	2012
Contract End Date	2013
Brief description of Scope of work	*Please see attached project profile
Client Contact Name / Title	Mr. Najib Farooqi, P.E., Project Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Note – Client Contact must be employee of Company

Attachment C-1

Proposer Prerequisite A

Firms must have Certificates of Authorization to practice Professional Engineering in the states of New York and/or New Jersey and minimum of five (5) years experience, from the date of proposal submission, which includes performing construction management services as outlined in Attachment A for major transportation facilities.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite A.

Client Name/ Contracting Entity	NYC Department of Environmental Protection - Facility Upgrade – Green Infrastructure Design Gowanus Canal Pumping Station
Contract Start Date	2003
Contract End Date	2014
Brief description of Scope of work	*Please see attached project profile
Client Contact Name / Title	Mr. Kevin Clarke, Portfolio Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	NYC Department of Environmental Protection - Contract WSHD-2B CM, Construction Management Services - Watershed Miscellaneous Projects
Contract Start Date	2006
Contract End Date	Ongoing
Brief description of Scope of work	*Please see attached project profile
Client Contact Name / Title	Darin DeKoskie, P.E., Sub-Portfolio Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	NYC Department of Environmental Protection - Construction Management Oakwood Beach Substation Reconstruction (OB-125)
Contract Start Date	2011
Contract End Date	2015
Brief description of Scope of work	*Please see attached project profile
Client Contact Name / Title	Mr. Franco Morizio, Accountable Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Note – Client Contact must be employee of Company

D&B ENGINEERS AND ARCHITECTS, P.C.

YEARS OF EXCELLENCE
1965 - 2013

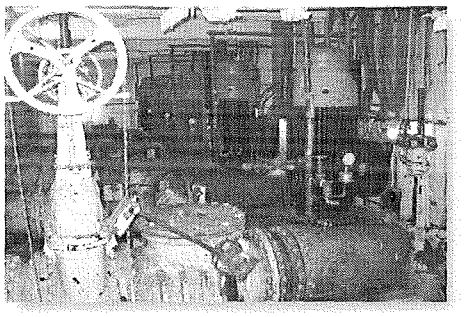
NEW YORK CITY DEPARTMENT OF ENVIRONMENTAL PROTECTION

Construction Management
Hurricane Sandy Pump Station Evaluations/Repairs Assignment

NYC Environmental Protection

Project Period: 2012 - 2014
Project Cost: $35,000,000 (estimated)

Project Overview



The impact of Superstorm Sandy on the NYCDEP collection system was severe. During the storm, fifty seven (57) wastewater pumping stations (out of a total of ninety six (96)) failed. In the aftermath of the storm, thirty (30) of these stations remained non-functional. The resulting environmental impact, imminent risk of disease and the discontinuity of crucial sanitary services required emergency response and immediate action. Many were significantly damaged by flooding, including extensive damage to electrical systems. D&B provided an around the clock effort to provide construction management/inspection and emergency coordination services. D&B immediately mobilized a staff composed of administrators and inspectors that reported to a central operations center situated at NYCDEP's Lefrak facility to coordinate and oversee the contractors' field activities. The thirty 30 stations rendered non-functional by Superstorm Sandy were returned to a minimal level of functionality within 84 hours of the storm's demise. This effort required mobilization of electricians, inspectors and engineers in an environment devoid of cell phone service, electricity, and gasoline. Additionally securing scarce resources (generators, Godwin pumps, miscellaneous equipment and fuel), and coordinated transportation of these materials during this chaotic period, required true dedication and fortitude and many people working in unison, D&B has received many praises from the DEP for this project.

Project Objectives

- Provide full-time (24/7) CM support for temporary restoration of power to stormwater and wastewater pumping stations.
- Provide field inspection of the installation and operation of emergency generators at multiple pumping stations.
- Provide field inspection of electrical repairs performed to the various pumping stations to return them to service.
- Provide rotational field oversight where pumping stations were in service but not able to operate automatically.
- Provide and manage an operations command center to monitor the status of the various pumping stations and respond to issues.
- Oversee and coordinate the delivery of fuel to field employees and contractors during fuel shortage.
- Coordinate the delivery of diesel to generators at pumping stations.
- Conduct repair assessments and develop detailed scopes of work and work orders for temporary and permanent repairs.

- Provide CM services to support SA-1 construction operations including but not limited to resident engineering, inspection, project controls, management systems and safety.
- Support alternatives evaluation of pump station repairs.
- Provide assessments and develop detailed scopes of work for temporary pump around and temporary electrical services.
- Provide assessments and assist with coordinating the efforts to prepare the already damaged pumping station sites for Nor' Easter storm which occurred approximately 9 days after hurricane.
- Provide one full-time (24/7) inspector at each station during the storm to monitor the condition, ensure the pump station continued to stay in service, and to relate this information and other updates regarding the pump station to the command center.
- Perform periodic safety inspections at all of the pumping station sites where work is performed and develop EH&S inspection reports.
- FEMA support and coordination.

Reference: Mr. Patrick O'Conner, P.E.
Accountable Manager
New York City Department of Environmental Protection
Bureau of Environmental Engineering
59-17 Junction Blvd.
Corona, NY 11368

D&B ENGINEERS AND ARCHITECTS, P.C.

YEARS OF EXCELLENCE
1965 - 2013

NEW YORK CITY DEPARTMENT OF ENVIRONMENTAL PROTECTION.

NYC Environmental Protection

Avenue "V" Pumping Station and Force Mains

Project Period: 2006 - 2013
Project Cost: $150,000,000

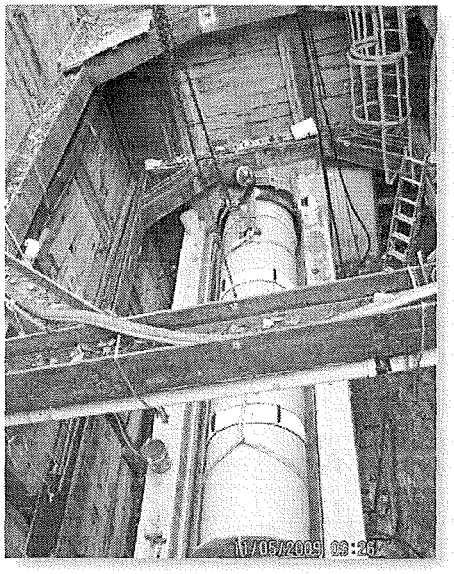
D&B provided complete construction management and inspection services for this Wicks Law project, including: review, management and monitoring of construction schedules, maintenance of project documentation; resident engineering inspection services; supervision and inspection of work (including the removal of hazardous materials); EH&S monitoring; preparation of field change orders; processing contractor payments; preparation of delay analyses and claim reports; preparation of a fixed assets survey; preparation of final copies of shop and working drawings; preparation of as-built drawings; microfilming of records; project operation services; preparation of an implementation schedule; plan of operation; and corrective action plan.

The project consisted of an upgrade to the Avenue "V" Pumping Station and the installation of two new ductile iron force mains. The 36" and 48" diameter force mains run along the Belt Parkway and through local Brooklyn streets for a total length of ten miles. Reconstruction of roadways was necessary as well as protection, support and relocation of other underground utilities interfering with the new piping. Various construction techniques were used including open cut, jacking and micro tunneling.

During the construction, the CM had to coordinate landscaping with both the NYCDEP and homeowners. A strict maintenance of traffic plan was instituted and overseen by the CM.

Key aspects of this CM assignment include:

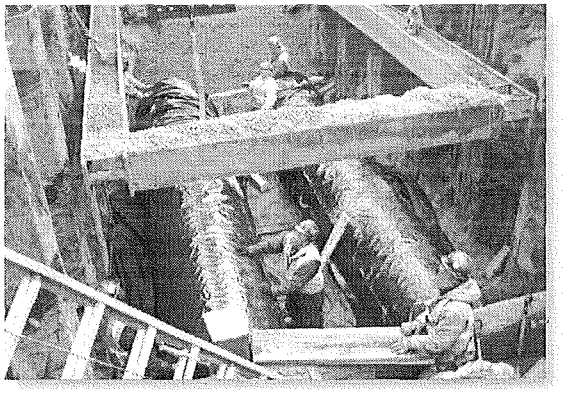
- Construction on active water and sewer mains
- Maintenance and Protection of traffic
- Protection of pedestrians
- Parks Department coordination
- Protection and planting of trees and shrubs
- Protection of utilities
- Permits
- EH&S
- Scheduling
- Project Control
- QA/QC

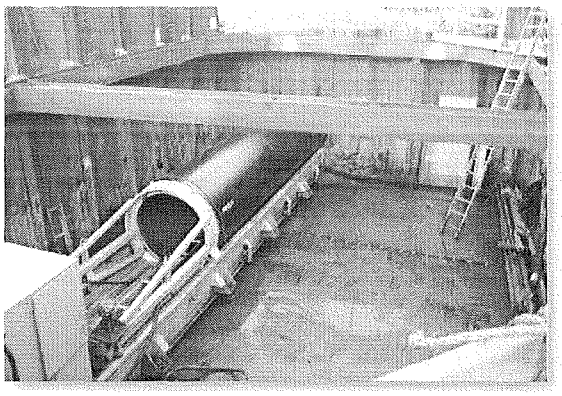


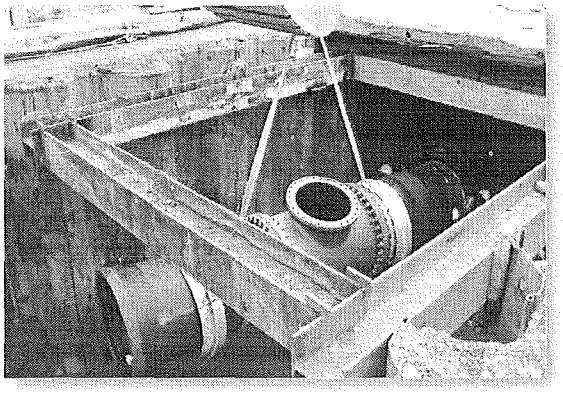
The Avenue V pumping station is designed to pump at a capacity of 80 mgd. In instances of excess flow, overflows are discharged via an existing regulator to Coney Island Creek. During construction, a 40 mgd temporary bypass pumping system was installed.

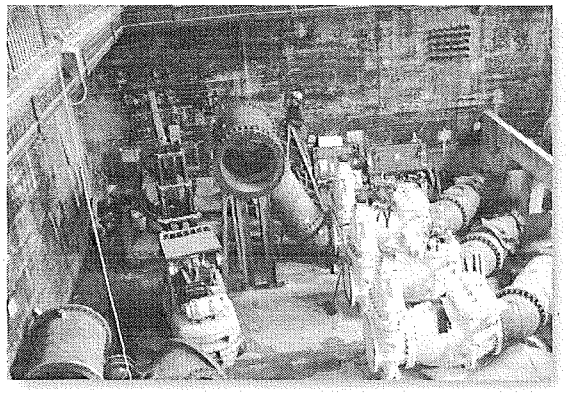
In addition, improvements were made to the existing interceptor system, including lining a portion of the existing box sewer SE-133 and performing modifications to regulator OH 1. Landscape protection and restoration was performed along the Belt Parkway portion of the route. The pumping station and force main contracts included: PS-17G, Structures and Equipment; PS-79H, HVAC; PS-79P, Plumbing; PS-79E, Electrical; and PS-79F, Force Main.

Reference: Mr. Warren Gordon, P.E.
Accountable Manager
New York City Department of Environmental Protection
Bureau of Environmental Engineering
59-17 Junction Blvd.
Corona, NY 11368
[redacted]





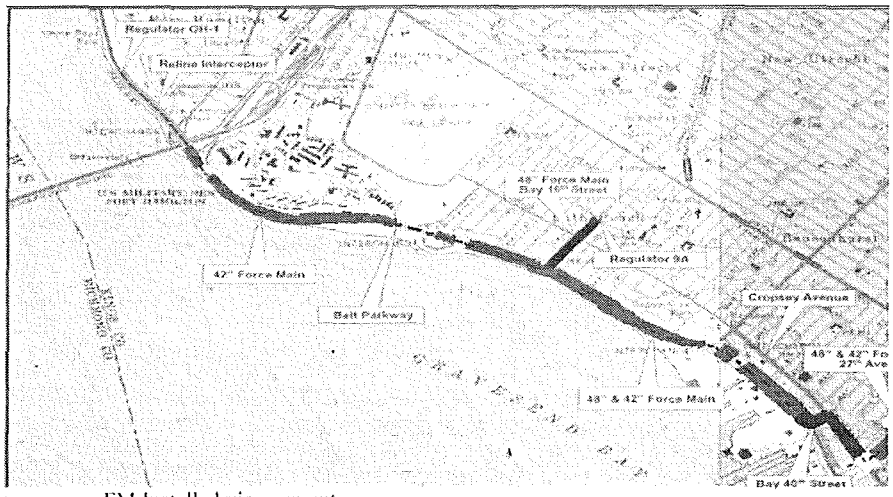




Summary of Force Main Installation

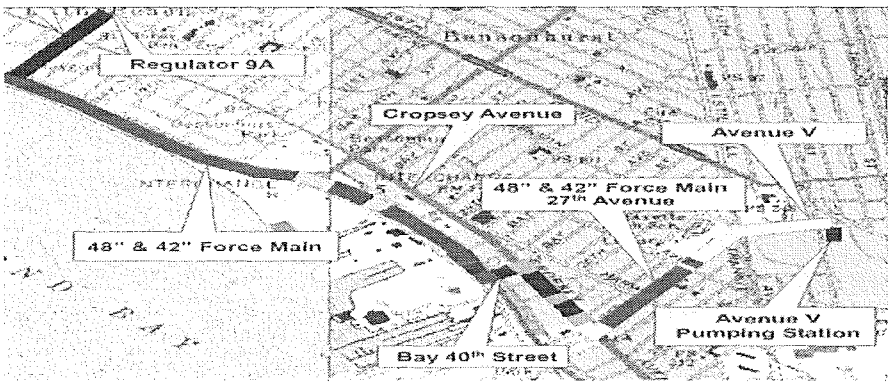
Item	Total LF
2. '42" Open Cut DIP	15,530
3. 48" Open Cut DIP	8,943
4. Jacking – 42" DIP in 66" Steel Casing	1,366
5. Jacking – 48" DIP in 66" Steel Casing	547
6. Microtunneling – 42" HOBAS in 60" Steel Casing	1,690
7. Microtunneling – 48" HOBAS in 60" Steel Casing	3,040
Total Pipe	31,116

Belt Parkway Force Main Layout



FM Installed via open cut
FM Installed via jacking
FM Installed via microtunneling
FM Installation

Force Main Layout -Streets



FM Installed via open cut
FM Installed via jacking
FM Installed via microtunneling
FM Installation (Open Cut)
FM Installation (Open Cut at Jacking Pits)

D&B ENGINEERS AND ARCHITECTS, P.C.

YEARS OF EXCELLENCE
1965 - 2013

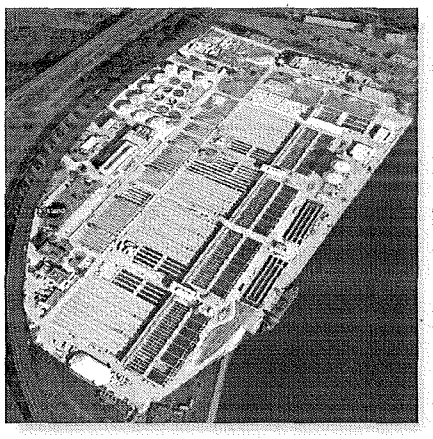
NEW YORK CITY DEPARTMENT OF ENVIRONMENTAL PROTECTION

On-Call Construction Inspection/Management Services
Bureau of Wastewater Treatment (PW-072)

NYC Environmental Protection

Project Period: 2012 - 2013
Project Cost: $200,000,000 (Varies Projects)
Project Manager: John Schreck, P.E.

Project Overview



D&B provided field inspection services and complete Construction Management Services for the Bureau of Wastewater Treatment. The inspection services were conducted for various job order contract projects in Wards Island, Hunts Point, Bowery Bay and Tallman Island WPCP's. Also, full CM services were being provided for the 245th St. pumping station and for contract PS-223 Richmond Hill Road Pumping Station. Following are some of the projects:

Bowery Bay

- Replacement of gas flare tower.
- Replacement of High Level Influent gates 2 & 6.
- Scrubber #3 replacement.
- Tide gate replacement in BB drainage area.
- Installation of trench drain for screening and grit container area.

Tallman Island

- Primary settling Tank mechanical and electrical equipment replacement .
- Replacement of primary screen #4.
- Installation of tool room ventilation system.

Hunts Point

- Repair dock structure.
- Repairs to Gas Holder.
- Door Rehabilitation.
- Installation of ladder to access top of gas holder.
- Repair walking bridge at dock.
- Repair of digester overflow box.

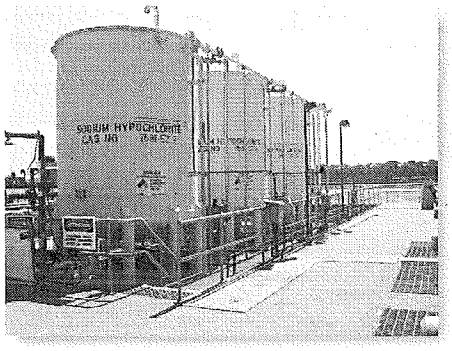
Wards Island

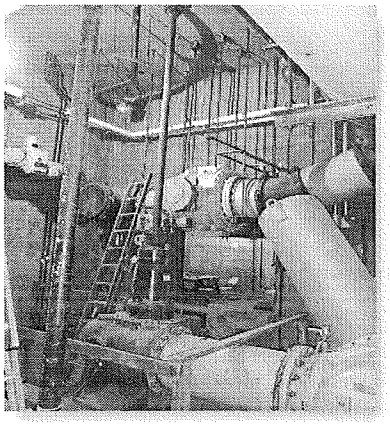
- Primary settling tank scum skimmer replacement.
- Grease collection system in chlorine contact tank.
- Cleaning of duck work in old Admin. Building.
- Installation of drip trays in Dewatering Building.

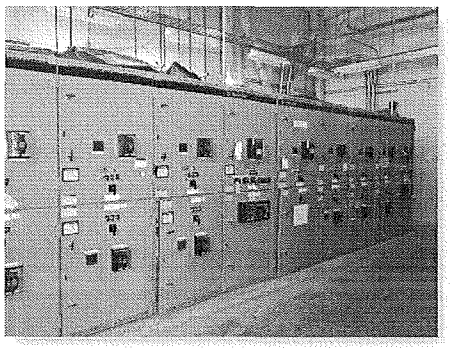
- Secondary by pass channel sluice gate actuators.
- Installation of stop planks to repair MSP discharge gates.
- Installation of V-notch weir gates in Battery C sluice gates.
- Installation of Submersible pumps in pump and bowel building.
- Roadway reconstruction by A-gate.
- Transformer enclosure.
- Reconstruction of polymer pumps control panels.
- Replacement of No. 1 Generator.
- Replacement of 8 tide gates in WI drainage area.
- Replacement of Steam Line for digester heating.
- Repair of concrete in thickener area and north and south gallery.

Collection Facilities

- Reconstruction of mechanical and electrical equipment in 245th Street Pump Station.
- Reconstruction of Richmond Hill Road Pump Station.







Reference: Mr. Najib Farooqi, P.E.
Project Manager
New York City Department of Environmental Protection
Bureau of Wastewater Treatment
59-17 Junction Blvd.
Corona, NY 11368
[redacted]

D&B ENGINEERS AND ARCHITECTS, P.C.

YEARS OF EXCELLENCE
1965 - 2013

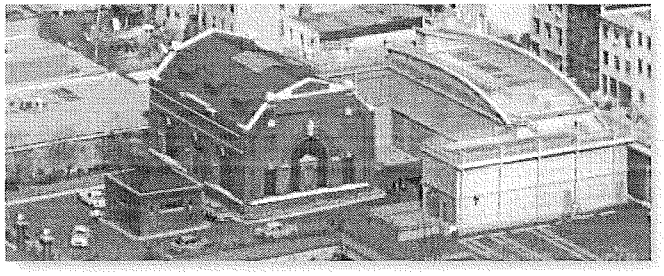
NEW YORK CITY DEPARTMENT OF ENVIRONMENTAL PROTECTION

Facility Upgrade – Green Infrastructure Design
Gowanus Canal Pumping Station

NYC Environmental Protection

Project Period: 2003 - 2014
Project Cost: $141,000,000

Background

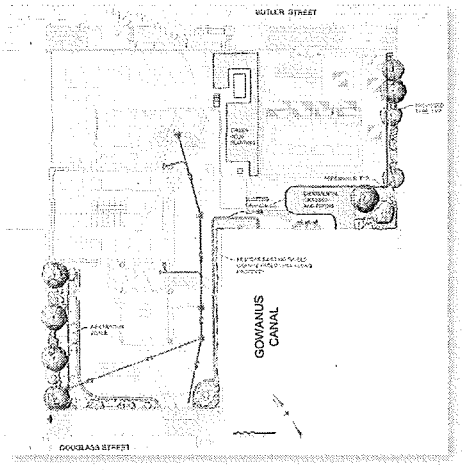


The Gowanus Canal was originally constructed in the early 1860's to improve industrial commerce in the area but became heavily polluted due to unregulated sewage and industrial discharges to its waters. To alleviate this problem, a Flushing Tunnel, along with a propeller pump building and gate house, were constructed in 1911 at the head of the Canal between Douglas and Butler Streets, to increase the flushing of cleaner, higher oxygenated water from Buttermilk Channel, through the Canal.

In the late 1960's, the Flushing Tunnel system failed and was not immediately rehabilitated. In the mid-1980's, the Gowanus Pumping Station was upgraded and a new 36-inch force main was constructed. However, due to repeated force main failures beginning in 1991, the NYCDEP decided to abandon this force main and divert the flow back to the Bond/Lorraine Street sewer system. This operational change resulted in increased wet weather overflows to the Canal due to the capacity limitations of the sewer system.

Present Project

D&B is leading the Gowanus Facilities Design Team. This multi-million dollar upgrade includes innovations in design and engineering which includes the Flushing Tunnel Pumping System; Flushing Tunnel Pump Building and Gate House, and the Gowanus Pumping Station. D&B is serving the combined sewer system and screening of CSO while creating limited back-ups in the sewer system.

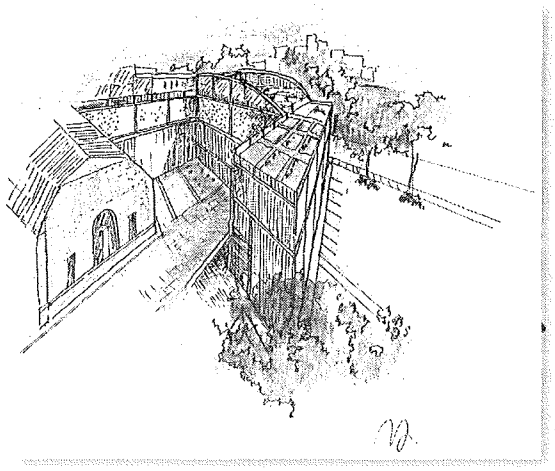


Green Infrastructure:

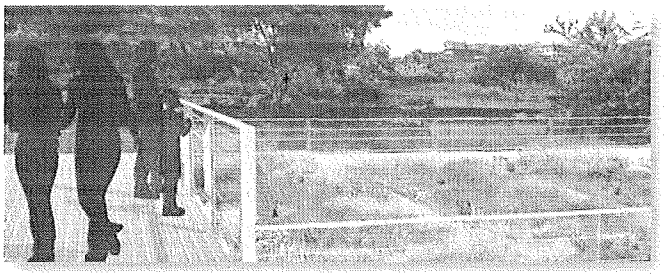
While the Pumping Station Design is being hailed as a successful project it is what is on the roof of the pumping station that is also getting attention. D&B is currently planning and designing for bio-retention, storm water best management practices (BMPs) to be used on the pumping station site. The improvements must be completed on a site that is less than two-acres, and be compatible with local historical buildings. The design of the bio-retention storm water BMP utilizes principals of low impact developments and green design.

The Green improvements of the Gowanus Pumping Station include:

Vegetated Roof System: The upgrade of the Gowanus Pumping Station includes the construction of a 450-square foot green roof, which is designed to assist in storm water management, energy conservation, and providing a long-term lifecycle expectation. The green roof incorporates low maintenance landscaping consisting of shallow soil depths (<6 inches) with plant varieties that are restricted primarily to mosses, herbs and grasses that can withstand harsh conditions and are indigenous to the region.



Bio-Retention Areas: The site grading and drainage system for the upgrade of the Gowanus Facilities was designed to reduce impervious areas, thereby reducing the volume of run-off generated on-site and maximizing the planting areas, including the addition of bio-retention areas, which are intended to improve the quality of storm water leaving the site in addition to reducing of the overall volume of run-off.



Reference: Mr. Kevin Clarke
Portfolio Manager
New York City Department of Environmental Protection
Bureau of Environmental Engineering
59-17 Junction Blvd.
Corona, NY 11368
[redacted]

D&B ENGINEERS AND ARCHITECTS, P.C.

YEARS OF EXCELLENCE
1965 - 2013

NEW YORK CITY DEPARTMENT OF ENVIRONMENTAL PROTECTION

Contract WSHD-2B CM, Construction Management Services
Watershed Miscellaneous Projects

NYC Environmental Protection

Project Period: Ongoing
Project Cost: $76,000,000

Applicability and Relevance: All projects are located within the watershed and all work activities provide for a working knowledge of watershed facilities. These projects are essentially identical to the type of work planned for WSHD-3A&B CM.

Project Description: Dvirka and Bartilucci provided Construction Management Services requirements contract services to the Department of Environmental Protection. The construction management services being performed included: project management; resident engineering inspection; administrative and technical assistance to the department and assistance to the client agency, the Bureau of Water supply.

- CAT-185 - Schoharie Road Rehabilitation
- CAT-223 - Port Jervis Pump Stations Upgrade
- CAT-224 - Shandaken Tunnel Dredging
- CAT-225 - Sampling Program & Catskill Crane Replacement
- CAT-226 - Ashokan Lower Gate House
- CAT-228R - Grand Gorge Sewer Extension
- CAT-333 - Masonry Restoration
- CAT-359 - Interim CM at Gilboa Dam
- CRO-322A - Kensico Fluoride Facility Rehabilitation
- CRO-322C - Dunwoodie Fluoride Facility Upgrade
- DEL-153 - Dunraven Bridge Removal
- DEL-173 - Delaware District Process & Safety Improvements
- DEL-174A - Margaretville Wastewater Collection System Rehabilitation
- DEL-186 - Grahamsville Laboratory & Offices Upgrade
- DEL-221 - Port Jervis WWTP Improvements
- DEL-230 - Ice Fall Protection
- DEL-332 - Dryden Brook Culvert Emergency Reconstruction
- DEL-355 - Margaretville Microfilters
- DEL-98 - Rondout and Neversink Road

Reference: Darin DeKoskie, P.E.
Sub-Portfolio Manager
New York City Department of Environmental Protection
71 Smith Avenue
Kingston, New York

D&B ENGINEERS AND ARCHITECTS, P.C.

YEARS OF EXCELLENCE
1965 - 2013

NEW YORK CITY DEPARTMENT OF ENVIRONMENTAL PROTECTION

Construction Management
Oakwood Beach Substation Reconstruction (OB-125)

NYC Environmental Protection

Project Period: 2011 - 2015
Project Cost: $13,852,850
Project Manager: *John Schreck, P.E.*

Major Project Components

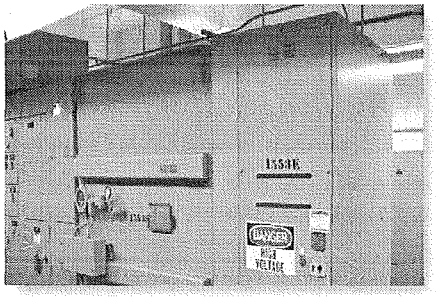
Electrical Switchgear
Architectural Renovations
HVAC
Plumbing
Structural
Civil
Landscaping

Project Overview

D&B Engineers and Architects, P.C. (D&B) was retained by the New York City Department of Environmental Protection (NYCDEP) to provide construction management services for the Oakwood Beach WWTP 5KV Substation Reconstruction (Contract OB-125) contract in Staten Island. This contract is associated with the American Reinvestment and Recovery Act (ARRA).

Description of Work

OB-125 - Oakwood Beach Substation Reconstruction



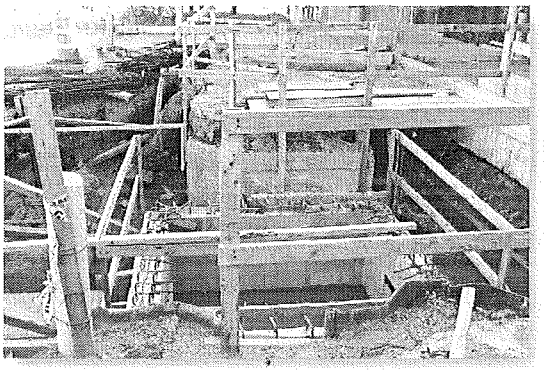
The principle items of work that D&B will be responsible for under this contract include:

OB-125G

- Construction of a new permanent Primary Electrical Switchgear Building and support systems to house replacement switchgear and auxiliary equipment.
- Providing architectural renovations to the existing Transformer Enclosure that house two existing Con Edison Transformers.
- Providing excavation, backfill, and concrete work for 5KV Feeders and modifications to underground feeder distribution systems.
- All associated instrumentation and controls, mechanical, structural, civil, architectural, HVAC, plumbing, and landscaping work required.

OB-125E

- Demolition of existing Primary Electrical Substation Switchgear.
- Furnish and install new switchgear and support systems, associated appurtenances, fire alarm system and lightning protection system.
- Providing conduit, wiring, and electrical accessories for 5 KV feeders, performing modifications to the underground feeder distribution system.
- Furnish and install a new 2000 KW Portable Diesel Generator.



Reference: Mr. Franco Morizio
New York City Department of Environmental Protection
Bureau of Engineering, Design and Construction
59-17 Junction Blvd.
Corona, NY 11368
[redacted]

Attachment C-2

Proposer Prerequisite B

Attachment C-2

Proposer Prerequisite B

Firms must have adequate staffing resources who have demonstrated experience performing construction management and/or construction inspection services in the Greater New York/New Jersey Metropolitan Area for construction projects valued, at a minimum, at $1.5 million.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite B.

Client Name/ Contracting Entity	NYC Department of Environmental Protection - Construction Management Port Richmond Boiler Upgrade (PR-113)
Contract Start Date	2012
Contract End Date	2014
Construction Value	31 Million
Brief description of Scope of work	*Please see attached project profile
Client contact Name / Title	James Lauria, P.E., Portfolio Manager BEDC
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	Nassau County Department of Public Works - Super Storm Sandy - 38 Pump Station Emergency Rehabilitation
Contract Start Date	2006
Contract End Date	2013
Construction Value	10 Million
Brief description of Scope of work	*Please see attached project profile
Client contact Name / Title	Mr. Joseph Davenport, Chief Sanitary Engineer
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	Suffolk County Office of Emergency Management - CM and Inspection Services for the Superstorm Sandy Fire Island Debris Removal Project
Contract Start Date	2012
Contract End Date	2013
Construction Value	15 Million
Brief description of Scope of work	*Please see attached project profile
Client contact Name / Title	Mr. Thomas F. O'Hara, Director of Suffolk County Emergency Management
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Note – Client Contact must be employee of Company

Attachment C-2

Proposer Prerequisite B

Firms must have adequate staffing resources who have demonstrated experience performing construction management and/or construction inspection services in the Greater New York/New Jersey Metropolitan Area for construction projects valued, at a minimum, at $1.5 million.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite B.

Client Name/ Contracting Entity	Town of Brookhaven - Engineering Design and Construction Management Services Superstorm Sandy: Coastal Infrastructure Mitigation Projects - Suffolk County, New York
Contract Start Date	2003
Contract End Date	2014
Construction Value	3 Million
Brief description of Scope of work	*Please see attached project profile
Client contact Name / Title	Mr. Dan Losquadro, Highway Superintendent
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	Metropolitan Transportation Authority - Long Island Rail Road On-Call Environmental Services Contract
Contract Start Date	2006
Contract End Date	Ongoing
Construction Value	Varies
Brief description of Scope of work	*Please see attached project profile
Client contact Name / Title	Gloria Russo, Senior Environmental Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	
Contract Start Date	2011
Contract End Date	2015
Construction Value	
Brief description of Scope of work	*Please see attached project profile
Client contact Name / Title	
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Note – Client Contact must be employee of Company

D&B ENGINEERS AND ARCHITECTS, P.C.

YEARS OF EXCELLENCE
1965 - 2013

NEW YORK CITY DEPARTMENT OF ENVIRONMENTAL PROTECTION

Construction Management
Port Richmond Boiler Upgrade (PR-113)

NYC Environmental Protection

Project Period: 2011 - 2013
Project Cost: $27,010,500
Project Management: *John Schreck, P.E.*

Major Project Components

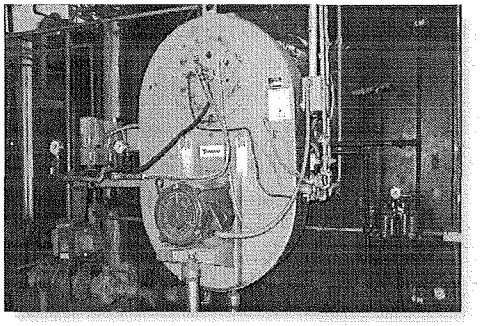
Boiler Upgrade
Mechanical
Structural
Plumbing

Project Overview

D&B Engineers and Architects, P.C. (D&B) was retained by the New York City Department of Environmental Protection (NYCDEP) to provide construction management services for the Port Richmond WWTP Boiler Upgrade (Contract PR-113)contract in Staten Island. This contract is associated with the American Reinvestment and Recovery Act (ARRA).

Description of Work

PR-113 - Port Richmond Boiler Upgrade



The principle items of work that D&B will be responsible for under this contract include:

- Replacement of two existing 900 bhp boilers and one existing 200 bhp boiler with three new 600 bhp fire tube boilers. The existing boilers are fueled by digester gas or fuel oil, and the new boilers will be capable of being fueled by digester gas or natural gas.
- Replacement of all pumps, valves, expansion tanks, piping and appurtenances within the existing Boiler Room.
- Replacement of three existing waste heat exchangers and effluent water pumps.
- Removing existing waste gas burner on the roof of the boiler room and installing new digester waste gas piping and two new waste gas burners on the roof of the Sludge Building.
- Installation of a new natural gas main to fuel the boilers and serve as pilot for the boilers and waste gas burner.
- Replacement of four existing digester gas compressors, associated piping and ancillary equipment.
- Replacement of existing digester gas piping from gas compressor room to boiler room.
- Performing structural and mechanical repairs to an existing 100,000 cu-ft Wiggins gas holding tank. Replacing the existing heating and ventilation in Motor Control Center Room B.
- Removing sludge and cleaning the three digesters.

Reference: James Lauria, P.E.;
Portfolio Manager BEDC
New York City Department of Environmental Protection
Bureau of Engineering, Design and Construction
59-17 Junction Blvd., Corona, NY 11368
[redacted]

D&B ENGINEERS AND ARCHITECTS, P.C.

YEARS OF EXCELLENCE
1965 - 2013

NASSAU COUNTY DEPARTMENT OF PUBLIC WORKS

Super Storm Sandy
38 Pump Station Emergency Rehabilitation

Project Period: October 2012 - 2014
Project Cost: $400,000

D&B Project Responsibilities

Hurricane Sandy also took its toll on Nassau County's wastewater conveyance and treatment infrastructure. Hard-hit were the 70 million gallon per day Bay Park Sewage Treatment Plant as well as its network of wastewater pump stations. Many of the pump stations were flooded and without utility power rendering them completely out-of-service. Given this situation, D&B was requested to act as "first responders" assessing the condition of each of the County's 38 pump stations; preparing damage assessment reports along with photo documentation for each with the ultimate goal of restoring the stations and treatment plant to full operation. Through it all, D&B engineers worked "hand-in-hand" with County personnel as part of County Executive Mangano's Emergency Task Force Team performing the necessary work in a "phased approach" consisting of infrastructure "triage", "stabilization" and finally, "permanent restoration and mitigation".

Sandy's wrath inflicted significant damage to superstructures, substructures, main electrical service panels, emergency generators, main sewage pumps, pump control systems, variable frequency drives, sump pumps, motor control centers (MCC) compressors, HVAC systems, odor control systems, lighting systems and grinder systems, among numerous other critical components. D&B's knowledge of the County's wastewater pump stations and treatment plant process systems and equipment facilitated immediate and innovative solutions for emergency rehabilitation of essential systems, returning the pump stations and treatment plant systems to operation after the hurricane. D&B developed and issued over 70 work orders and was responsible for construction management of the emergency work.

The damage inspection/assessment program began on Wednesday, October 31, 2012, and continues today in support of the County seeking reimbursement from the Federal Emergency Management Agency (FEMA). As part of that support to the County, D&B continues to meet with the FEMA Critical Infrastructure Team and the State conducting inspections of the affected locations and providing FEMA representatives with the information required to support the reimbursement process.

As part of the emergency rehabilitation, when possible, D&B incorporated mitigation improvements into the work including such items as elimination of a floor-mounted MCC and installation of separate wall-mounted pump starter cabinets, main service cabinet and telemetry panel well above the Hurricane Sandy flood elevation. D&B is also assisting Nassau County to develop mitigation alternatives to assist the County in moving forward with the permanent restoration work. To prevent flood damage from future storms, mitigation may include one or a

combination of the following measures: elevate first floor superstructure to the new 100-year flood elevation; utilize flood gate systems; utilize watertight access doors; raise critical station components above the new 100-year flood elevation; utilize "immersible" type grinder motors; and relocate electrical control panels, relay panels and related components above grade.

The firm is extremely proud of the hard work and dedication of the individuals at D&B who contributed, and in some cases, continue to support Nassau County's recovery effort in the aftermath of Sandy. We are very proud to be part of the process providing assistance to Nassau County residents as a result of this devastating event.

Reference: Mr. Joseph Davenport
Chief Sanitary Engineer
Unit Head of Water/Wastewater Engineering Unit
Nassau County Department of Public Works
Cedar Creek Water Pollution Control Plant
Building "R"
3340 Merrick Road
Wantagh, NY 11793
[redacted]

D&B ENGINEERS AND ARCHITECTS, P.C.

YEARS OF EXCELLENCE
1965 - 2013

SUFFOLK COUNTY OFFICE OF EMERGENCY MANAGEMENT

CM and Inspection Services for the
Superstorm Sandy Fire Island Debris Removal Project
Suffolk County, New York

Project Period: 2013
Project Cost: $15,000,000

On October 29, 2012, Superstorm Sandy—a Category 2 storm at its peak—wreaked havoc on parts of the US east coast including Fire Island, Suffolk County, NY. This project objective was to remove, reduce and dispose of debris caused by Superstorm Sandy in accordance with Federal Emergency Management Agency (FEMA) and New York State's (NYS) assessment and guidelines of health and safety for the public by March 31, 2013. D&B Engineers and Architects, P.C. provided construction management and inspections services to Suffolk County Fire Rescue and Emergency Services (FRES) for this project and received several accolades from Suffolk County upon completion.

Major Project Components

Construction Management and Inspection Services

Coordination with USACE, FEMA, NYS, Suffolk County Fire, Rescue and Emergency and Local Municipalities

Demolition of Private Residential Structures, Removing Demolition/Disaster Generated Debris, Removal of Vegetative Debris and Sand, and Clearing of Row Areas

Administered assistance with site investigations and damage/repair assessments

Project Description

The Federal Emergency Management Agency funded the Superstorm Sandy debris removal, reduction and disposal support mission on Fire Island, Suffolk County, N.Y. The project included removing an estimated 62,000 cubic yards of storm debris from the right of way and private property on Fire Island. In addition, storm-destroyed homes were demolished and removed. Approximately 2,200 of the more than 4,000 structures on Fire Island were damaged by the storm. The U.S. Army Corps of Engineers (USACE) contractor was responsible for collecting, loading and hauling all eligible debris. The debris types and volumes were tracked for potential FEMA reimbursement. Debris was taken to temporary storage sites to be sorted for recycling or transported to a Reclamation Landfill in Ohio. Vegetative debris was mulched and left on the island. Debris removal was coordinated carefully with local, state and other federal agencies to minimize disturbance to the island's sensitive ecosystem.

Work included demolition of single/multiple family homes, garages, sheds, fences, collection of other storm generated debris on private property, and segregation of known or suspected asbestos containing material, white goods, E-waste, and PCB-containing materials. Household hazardous waste is to be segregated and remain for disposal by others. All waste materials was accounted for using an automated debris management system.

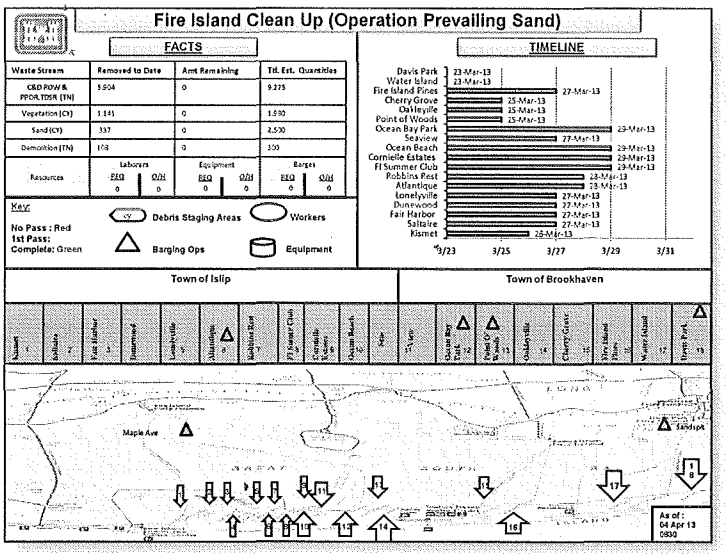
Project Considerations

Fire Island is a remote barrier island with limited vehicle access. Travel was limited to small boardwalks or sand pathways, and driving on the beach was required to access several Fire Island communities. Residents and visitors access the island primarily by ferry. Entry from the east no longer exists due to a breach that occurred during the storm. Due to the lack of right of way, Fire Island is an extensive private property debris removal mission, which required obtaining right of entry forms (submitted through New York State and Suffolk County) from residents to gain property entry. Hauling debris on the beach was restricted due to the nesting season of the piping plover bird.

The location of the work on Fire Island occurred in the Towns and Villages of:

A. Town of Islip
   1. Kismet
   2. Saltaire
   3. Fair Harbor
   4. Dunewood
   5. Lonelyville
   6. Atlantique
   7. Robbins Nest
   8. Fire Island Summer Club
   9. Corneille Estates
   10. Ocean Beach
   11. Seaview

B. Town of Brookhaven
   1. Ocean Bay Park
   2. Point O' Woods
   3. Oakleyville
   4. Cherry Grove
   5. Fire Island Pines
   6. Water Island
   7. Davis Park



The project was successfully completed by March 31, 2013. The D&B CM Team assisted with helping the community achieve its goal of having the island ready for the summer tourist season.

Reference:
Mr. Thomas F. O'Hara
Suffolk County Department
of Fire Rescue and Emergency Services
[redacted]

D&B ENGINEERS AND ARCHITECTS, P.C.

YEARS OF EXCELLENCE
1965 - 2013

TOWN OF BROOKHAVEN

Engineering Design and Construction Management Services
Superstorm Sandy: Coastal Infrastructure Mitigation Projects
Suffolk County, New York

Project Period: January 2013 - Ongoing
Project Cost: $3,000,000

Major Project Components

Performed site investigations and damage/repair assessments for each of the sites

Developed detailed damage assessment reports

Provided repair recommendations which considered alternate methods of protection with detailed construction cost estimates

Provided assistance for coordination with FEMA reimbursement

Develop contract plans and specifications to the Town for approval

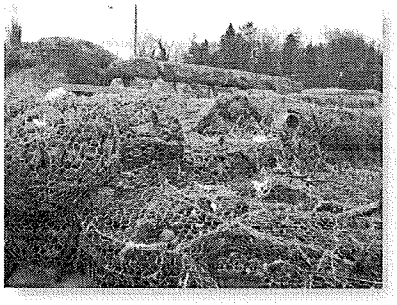
Construction Management and Inspection

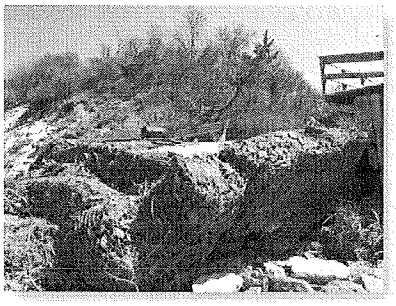
D&B Project Responsibilities

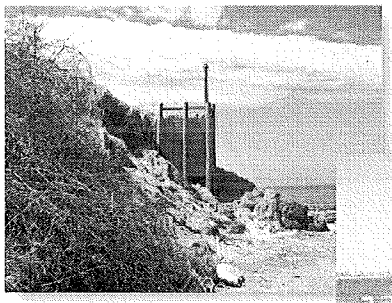
On October 29, 2012, Hurricane Sandy—a Category 2 storm at its peak—wreaked havoc on parts of the US east coast including the Town of Brookhaven, New York. The hurricane caused severe and widespread damage throughout Brookhaven.

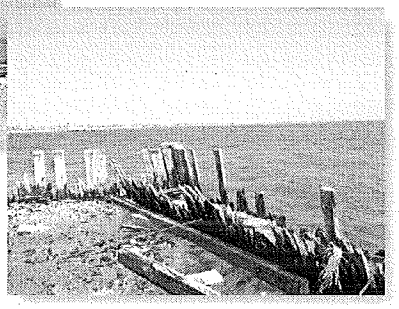
D&B Engineers and Architects, P.C. was selected by the Town of Brookhaven to assess the damage incurred at several sites along it's shorelines due to Superstorm Sandy: stormwater drainage outfall sites located at Hallock Landing Road in Rocky Point, Sills Gully Road in Shoreham, Riverhead Drive in Sound Beach, and Grandview Drive in Blue Point.

It was our objective to properly document the damage incurred due to this storm and assist the Town with FEMA reimbursement. In addition, D&B provided engineering and construction management services to improve these sites.









Reference:
Mr. Dan Losquadro
Highway Superintendent
Town of Brookhaven
[redacted]

D&B ENGINEERS AND ARCHITECTS, P.C.

YEARS OF EXCELLENCE
1965 - 2013

METROPOLITAN TRANSPORTATION AUTHORITY
LONG ISLAND RAIL ROAD

On-Call Environmental Services Contract

Work Elements Completed

Remedial Investigation

Drainage Inventory and Assessment Program

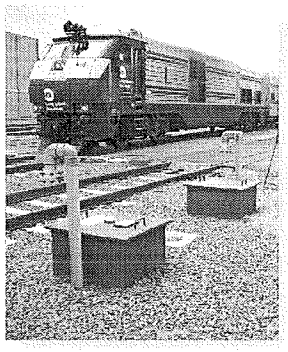
Tank Investigation to Determine Feasibility for Permanent Closure

Development of As-Built Drawings for Underground Storage Tanks

Introduction

Dvirka and Bartilucci Consulting Engineers (D&B) was retained by the Long Island Rail Road (LIRR) System Safety Department in late 2009 to serve as its environmental consultant under a first-of-its-kind On-Call Environmental Services Contract. The LIRR selected D&B for this contract given our broad range of environmental expertise and our ability to complete complex, multifaceted projects in an efficient and cost-effective manner. This contract allows the LIRR to issue D&B work assignments for specific projects that could potentially cover a broad range of environmental disciplines, including:

- Remedial Investigation and Site Characterization Studies;
- Remedial Designs;
- Environmental Site Assessments;
- Environmental Management and Compliance;
- Industrial Hygiene Surveys; and
- Human Health Exposure Assessments.



Since the execution of the Contract, the LIRR has released a total of five work assignments to D&B. A brief description of each work assignment is provided below.

Jamaica Station Remedial Investigation

As part of this program, the LIRR authorized D&B to conduct a remedial investigation (RI) of a petroleum spill that occurred at a small parking area located on the north side of the LIRR Jamaica Station facility in Jamaica, New York. The spill was first discovered by the LIRR in 1993 and was the result of two 20,000-gallon underground storage tanks (USTs) releasing an unknown quantity of No. 2 fuel oil. The New York State Department of Environmental Conservation (NYSDEC) currently classifies the spill as "open" in their statewide spill database. Between 1993 and 2008, the LIRR had conducted several subsurface investigations of this spill, which failed to adequately characterize the nature and extent of the petroleum impacts to soil and groundwater. The characterization of the spill is complicated given the numerous subsurface utilities in the area, including subway tunnels and underground utilities, along with the presence of highly variable urban fill in the spill area. Furthermore, above grade structures severely limit access to drilling/sampling equipment, due to the presence of structures supporting immediately adjacent elevated tracks. Additionally, extensive

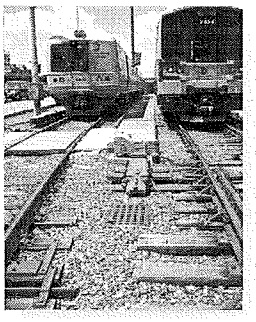
pumping associated with public water use and subway tunnel dewatering has resulted in historical water table fluctuations of more than 20 feet in the spill area, further complicating subsurface conditions. D&B was retained for this project due to our experience in investigating and remediating spills in comparable complex urban environments.

Based on a detailed review of existing data and reports and our observations of current site conditions, D&B determined an appropriate scope of work for the RI, including the installation of monitoring wells and soil borings. It was agreed with the LIRR that soil borings and monitoring wells were needed downgradient of the immediate spill area and adjacent to the active railroad tracks. D&B investigated the use of drilling equipment designed to operate on railroad tracks (i.e., hi-rail drill rig) and located a capable operator. D&B prepared the RI Work Plan to include the hi-rail drilling technology. We are currently awaiting NYSDEC approval of the RI work plan, including the hi-rail drilling approach. Following NYSDEC approval, D&B will proceed with completing the RI. In addition to delineation of contaminated soil and groundwater, the RI will focus on fully defining hydrogeologic conditions and the effect that a nearby subway tunnel has on flow patterns in this complex subsurface urban environment. D&B's RI report will include recommendations with regard to remedial actions necessary to obtain closure of the open spill.

Drainage Inventory and Assessment Program for LIRR Petroleum Bulk Storage Registered Facilities

Pursuant to a NYSDEC Order on Consent, the LIRR requested D&B to conduct a drainage inventory and assessment as part of the On-Call Environmental Services Contract of nine LIRR properties that are registered with the NYSDEC as Petroleum Bulk Storage (PBS) facilities. The nine properties include the LIRR's largest rail yards and maintenance facilities, including the Morris Park Yard, the Hillside Yard and the Richmond Hill Yard. The objective of the ongoing drainage inventory program is to identify and classify all drainage structures located in the vicinity of each of the LIRR PBS facilities and to identify the ultimate point of discharge of each structure. This includes all Class V Underground Injection Wells (UIWs), floor drains, roof drains, storm drains, trench drains, oil/water separators, sewer manholes, sanitary sewers, storm sewers, storm sewer catch basins and dry wells.

- The drainage inventory scope of work includes the following tasks:
- Review of all LIRR facility records and drawings.
- Review of NYCDEP sanitary and storm sewer drawings.
- Inspection of each LIRR PBS facility and document each drainage/UIW and its current condition.
- Geolocate each drainage structure using the global positioning system (GPS).
- Summarize the findings in a drainage inventory report for each LIRR PBS facility.



To date, over 1,500 drainage structures have been identified and inspected during the initial site inspections. As part of the site inspections, drainage structures were opened to determine influent and effluent discharge piping with respect to the onsite drainage systems at each facility. The site inspection also included testing potential UIC drainage structures for solid or earthen bottoms. As a result, at least 50 of the 1,500 drainage structures were identified as drywells, potentially meeting the criteria for UIC drainage structures. In addition, petroleum and hazardous waste storage areas were identified.

Follow-up field investigations will be performed to confirm the ultimate discharge points of drainage structures, as needed. Activities will likely include dye testing and geophysical investigations. The final reports for each facility will include drainage discharge drawings in AutoCAD identifying the location of all drainage structures along with the location of the ultimate discharge points. Each report will also include a description of the current drainage system at each facility and tables listing and identifying each drainage structure. A key objective of the reports will be to identify any UIC drainage structures that should be closed by the LIRR in accordance with USEPA requirements, with a UIC closure plan included as a report appendix.

Hillside Tank 007 Investigation to Determine Feasibility for Permanent Closure

This work assignment consisted of conducting a study of one 1,000-gallon UST located at the LIRR Hillside Maintenance Facility in Hollis, New York, to determine if the UST could be permanently closed without adversely impacting site operations. The UST, designated Tank 007 by the LIRR, was originally installed to accept waste oil generated from servicing the LIRR's electric fleet in the Under Car Cleaning (UCC) Building, a program that was never implemented. As designed, drains located under the tracks where trains were to be serviced were routed to an oil/water separator (OWS). The oil recovered from the OWS was to be conveyed to the UST while the water was to be conveyed to the New York City sewer. In addition, separate drains were provided to drain gear oil directly to the UST, bypassing the OWS.

As part of this project, D&B conducted a detailed review of construction and as-built drawings and 2 days of flush/dye testing, which involved flushing suspected drains with water colored with a biodegradable, non-pollutant dye and observing the discharge of the colored water at specific discharge points to determine the corresponding discharge location of the feature being tested. A total of 56 drainage features were identified and investigated at the UCC Building to determine their discharge point.

Based upon the results of D&B's investigation, D&B recommended permanently closing Tank 007 in accordance with NYSDEC requirements. In order to eliminate all potential discharges to the tank, D&B also recommended capping the gear oil drains in the UCC building that discharge directly to Tank 007, cutting and capping the oil waste line leading from the OWS and gear oil drains into the tank, and installing a 55-gallon drum with a leak sensor to collect any minor oil drippings discharged from the OWS.

Development of As-Built Drawings for Four Underground Storage Tanks at Holban Yard

The LIRR requested D&B to prepare as-built drawings for four USTs, located at the LIRR Holban Yard Facility in Hollis, New York, including one gasoline, two kerosene and one diesel UST. The LIRR is required to submit as-built drawings for these tanks that comply with 6 NYCRR Part 614.7(d) or "an acceptable alternative" to the NYSDEC. The LIRR had as-built drawings for the USTs in question, but the as-built drawings did not include a statement by the installer confirming that the system has been installed in accordance with the New York State Standards for New and Substantially Modified Petroleum Bulk Storage Facilities.

Since D&B was not involved in the original design and installation of the USTs and due to the lack of basic construction documentation available, D&B outlined an "acceptable alternative" which was approved by the NYSDEC for preparing as-built drawings for the USTs. This included conducting a thorough site assessment of the four USTs and related equipment, performing tank tightness testing on each of the USTs and the Stage II vapor recovery system for the gasoline tank and producing new as-built drawings stating that "to the best of D&B's knowledge and belief" the as-built drawings depict an installation in compliance with 6 NYCRR Part 614.

D&B identified several differences between the existing as-built drawings and the installed components of the tank systems as part of its thorough site assessment. None of the differences were determined to affect the facility's compliance with the NYSDEC regulations, and were likely the result of field changes at the time of construction that were not incorporated into the existing as-built drawings prepared by others. These differences were incorporated into a new set of as-built drawings for the tanks that were submitted to the LIRR for subsequent submittal to the NYSDEC.

Long Island City Freight Yard Remedial Investigation

As part of this program, the LIRR requested D&B to conduct a Remedial Investigation (RI) of a petroleum spill that occurred at the LIRR Long Island City Freight Yard located in Long Island City, New York. The site was a former gasoline service

station. The spill, was first discovered in 1994 and resulted from the leakage of an unknown quantity of gasoline from one or more of the nine 550-gallon USTs that were located on the property. The LIRR had conducted three different subsurface investigations of the spill between 1994 and 2008; however, to date, the nature and extent of soil and groundwater contamination related to the spill has not been adequately characterized and the spill remains open on the NYSDEC spill data base. This is a direct result of the complexity of the subsurface conditions in and around the Long Island City Freight Yard, including the presence of a subway tunnel, numerous underground utilities to the north of the site and the presence of a thick layer of urban fill in the vicinity of the LIRR property. Additionally, subway tunnel dewatering has likely resulted in historical water table fluctuations and complex groundwater flow patterns in the vicinity of the LIRR site. Once again, D&B was retained for this project due to our experience in investigating and remediating spills in these types of complex urban environments.

Based on a detailed review of existing data and reports, as well as our field observations, D&B determined an appropriate scope of work for the RI, including the installation of monitoring wells and soil borings. It was agreed with the LIRR that the installation of soil borings and monitoring wells was warranted downgradient of the spill and adjacent to the former UST locations. D&B prepared the RI Work Plan, which is currently pending approval by the NYSDEC. Following NYSDEC approval, D&B will proceed with completing the RI. In addition to the site-wide delineation of contaminated soil and groundwater, the RI will focus on determining groundwater flow and the potential effect of dewatering activities conducted at a nearby subway tunnel may have on groundwater flow patterns at and downgradient of the site. D&B's RI report will provide specific recommendations necessary to obtain closure of the open spill.

For Further Information Contact:

Richard M. Walka, Senior Vice President

phone: 516-364-9890, ext. 3006 fax: 516-364-9045 e-mail: rwalka@db-eng.com

or

Thomas P. Fox, P.G., Vice President/Project Manager

phone: 516-364-9890, ext. 3068 fax: 516-364-9095 e-mail: tfox@db-eng.com

Corporate Office:
330 Crossways Park Drive
Woodbury, New York 11797
Tel: 516-364-9890, 718-460-3634
Fax: 516-364-9045

Regional Offices:
3000 Hadley Road
South Plainfield, New Jersey 07080
Tel: 908-668-4747
Fax: 908-668-4658

4 West Red Oak Lane
White Plains, New York 10604
Tel: 914-467-5300
Fax: 914-467-6103

5879 Fisher Road
East Syracuse, New York 13057
Tel: 315-437-1142
Fax: 315-437-1282

Attachment D-1

DBE Goals Statement

ATTACHMENT D-1

DBE GOALS STATEMENT

The undersigned Bidder has satisfied the requirements of the Contract in the following manner (Complete the appropriate spaces):

The Bidder is committed to meeting the DBE utilization goal set forth in this Contract.

or

The Bidder is unable to meet the DBE utilization goal set forth in this Contract, but is committed to a minimum of 17% DBE utilization on this Contract and submits the attached narrative and documentation demonstrating good faith efforts consistent with Appendix A of 49 CFR 26 to meet the DBE utilization goal set forth in this Contract.

Attach as many pages as necessary to provide a full and complete narrative and supporting documentation of good faith efforts made. This narrative shall be submitted on company letterhead and signed.

It is the present intent of the Bidder to utilize the specific DBE firms identified in Appendix A2 in the performance of the Work of this Contract. If for any reason, one or more of the DBE firms identified in Appendix A2 are unable or unwilling to participate, the Bidder will make good faith efforts to replace the DBE firm with another DBE firm in accordance with Part II clause entitled "DBE Program".

Bidder Name: D&B Engineers and Architects, P.C.

Federal Tax ID No.: _____

By: _____
Signature and Title

Appendix D-2

DBE Participation Plan and Affirmation Statement

APPENDIX D2
THE PORT AUTHORITY OF NY & NJ – OFFICE OF BUSINESS DIVERSITY AND CIVIL RIGHTS
DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT

Instructions: Submit one DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT form for each DBE firm used on this Contract.

CONTRACT NUMBER AND TITLE: 38268 - Indefinite Quantity Contracts (IQC's) for Performanace of Expert Professional Construction Management and Inspection Services for Storm Related Resiliency Projects As-Needed through 2018

PROPOSER:
Name of Firm: D&B Engineers and Architects, P.C.
Address: 330 Crossways Park Drive, Woodbury, NY 11797 Telephone: (516) 364-9890
Email Address: jschreck@db-eng.com

DBE:
Name of Firm: M&J Enginering, P.C.
Address: One Cross Island Plaza, Jamaica, NY 11422 Telephone: (718) 525-5500
Description of work to be performed by DBE: Construction Management & Inspection Services

Calculation (supply only):

The Proposer is committed to utilizing the above-named DBE for the work described above. The estimated dollar value of this work is $ N/A or N/A % of the total contract amount of $ TBD. The anticipated start date is 2014 and the anticipated completion date is 2018.

AFFIRMATION

The above-named DBE affirms that it will perform the portion of the Contract for the estimated dollar value as stated above.

By: Roland A. Ericsson, MarE Date: 7/3/14
Signature of DBE and Title

If the Proposer does not receive award of the Contract, any and all representations in this DBE Participation Plan and Affirmation Statement shall be null and void.

By: Date:
Signature of Proposer and Title

*The dollar value of work and percentage of work that will be allotted to the DBE Firm will be determined upon award.

FOR OBDCR USE ONLY

Contract Goals: ☐ Approved ☐ Rejected ☐ Preliminary Plan Approved
Reviewed By:
OBDCR Business Development Representative
Signature: Date:

APPENDIX D2
THE PORT AUTHORITY OF NY & NJ – OFFICE OF BUSINESS DIVERSITY AND CIVIL RIGHTS
DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT

Instructions: Submit one DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT form for each DBE firm used on this Contract.

CONTRACT NUMBER AND TITLE: RFP #38268 Indefinite Quantity Contracts (IQCs) for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an As-Needed Basis Through 2018

PROPOSER:
Name of Firm: D&B Engineers and Architects, P.C.
Address: 330 Crossways Park Drive, Woodbury, NY 11797 Telephone: 516.364.9890
Email Address: jschreck@db-eng.com

DBE:
Name of Firm: KS Engineers, P.C.
Address: 494 Broad Street, 4th Floor, Newark, NJ 07102 Telephone: 973.623.2999
Description of work to be performed by DBE: Construction Management and Inspection Support Services

Calculation (supply only): NA

The Proposer is committed to utilizing the above-named DBE for the work described above. The estimated dollar value of this work is $ TBD or TBD% of the total contract amount of $ 25 Million. The anticipated start date is 2014 and the anticipated completion date is 2018.

AFFIRMATION

The above-named DBE affirms that it will perform the portion of the Contract for the estimated dollar value as stated above.

By: _____ President Date: July 2, 2014
Signature of DBE and Title

If the Proposer does not receive award of the Contract, any and all representations in this DBE Participation Plan and Affirmation Statement shall be null and void.

By: _____ Date: _____
Signature of Proposer and Title

FOR OBDCR USE ONLY

Contract Goals: ☐ Approved ☐ Rejected ☐ Preliminary Plan Approved
Reviewed By: _____
OBDCR Business Development Representative
Signature: _____ Date: _____

APPENDIX D2
THE PORT AUTHORITY OF NY & NJ – OFFICE OF BUSINESS DIVERSITY AND CIVIL RIGHTS
DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT

Instructions: Submit one DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT form for each DBE firm used on this Contract.

CONTRACT NUMBER AND TITLE: RFP No. 38268 - Request For Proposals for Indefinite Quantity Contracts (IQCS) for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis Through 2018

PROPOSER:
Name of Firm: D&B Engineers and Architects, P.C.
Address: 330 Crossways Park Drive, Woodbury, NY 11797 Telephone: 516-364-9890
Email Address: jschreck@db-eng.com

DBE:
Name of Firm: SI Engineering, P.C.
Address: 39 Broadway, Suite 650, New York, NY 10006 Telephone: 212-354-5939
Description of work to be performed by DBE: Project Accountant / Bookkeeper, Senior Construction Inspector, and Construction Inspector

Calculation (supply only): _____

The Proposer is committed to utilizing the above-named DBE for the work described above. The estimated dollar value of this work is $ TBD or TBD % of the total contract amount of $ 100K - $1.5M . The anticipated start date is 2014 and the anticipated completion date is 2018 .

AFFIRMATION

The above-named DBE affirms that it will perform the portion of the Contract for the estimated dollar value as stated above.

By: _____ Principal Date: July 2, 2014
Signature of DBE and Title

If the Proposer does not receive award of the Contract, any and all representations in this DBE Participation Plan and Affirmation Statement shall be null and void.

By: _____ Date: _____
Signature of Proposer and Title

FOR OBDCR USE ONLY

Contract Goals: ☐ Approved ☐ Rejected ☐ Preliminary Plan Approved
Reviewed By: _____
OBDCR Business Development Representative
Signature: _____ Date: _____

APPENDIX D2
THE PORT AUTHORITY OF NY & NJ – OFFICE OF BUSINESS DIVERSITY AND CIVIL RIGHTS
DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT

Instructions: Submit one DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT form for each DBE firm used on this Contract.

CONTRACT NUMBER AND TITLE: RFP No. 38368 - Indefinite Quantity Contracts (IQC's) for Performance of Expert Professional Construction Management and Inspection Services for Storm Related Resiliency Projects As Needed through 2018

PROPOSER:
Name of Firm: D&B engineers and Architects, P.C.

Address: 330 Crossways Park Drive, Woodbury, NY 11797 Telephone: (516) 364-9890

Email Address:

DBE:
Name of Firm: Toll International LLC

Address: PO Box 407, New York, NY 10274 Telephone: (212) 920-4115

Description of work to be performed by DBE: Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Project on an "As-Needed" basis through 2018

Calculation (supply only):

The Proposer is committed to utilizing the above-named DBE for the work described above. The estimated dollar value of this work is $ N/A or N/A % of the total contract amount of $ TBD. The anticipated start date is 2014 and the anticipated completion date is 2018.

AFFIRMATION

The above-named DBE affirms that it will perform the portion of the Contract for the estimated dollar value as stated above.

By: [signature] Operations Manager Date: 7/11/14
Signature of DBE and Title

If the Proposer does not receive award of the Contract, any and all representations in this DBE Participation Plan and Affirmation Statement shall be null and void.

By: [signature] Date:
Signature of Proposer and Title

*The dollar value of work and percentage of work that will be allotted to the DBE Firm will be determined upon award.

FOR OBDCR USE ONLY

Contract Goals: ☐ Approved ☐ Rejected ☐ Preliminary Plan Approved
Reviewed By:
OBDCR Business Development Representative
Signature: Date:

Attachment D-3

Information on Solicited Firms

ATTACHMENT D-3

INFORMATION ON SOLICITED FIRMS

The bidder must complete this form for itself and for all firms which gave the bidder a quotation for any work planned to be subcontracted regardless of whether they are ultimately chosen to participate in the Contract. Provide the information required below for every firm that provided a bid or a quote for a subcontract – even if the bid or quote from the firm is not used in the preparation of the final Proposal.

Name of Firm	Address of Firm	Phone Number	Contact Person	Firm Age	Annual Gross Revenue Range NOTE: See Footnote Below	DBE Certified (Yes/No)
D&B Engineers and Architects, P.C.	330 Crossways Park Drive Woodbury, NY 11797	516-364-9890	John Schreck Vice President	49	Over $5 Million	No
M&J Engineering, P.C.	One Cross Island Plaza, Suite 213 Rosedale, NY 11422	718-525-5500	Roland A. Ericsson Vice President	10	Over $5 Million	Yes
KS Engineers, P.C.	494 Broad Street, 4th Floor Newark, NJ 07102	973-623-2999	Kamal Shahid President	23	Over $5 Million	Yes
SI Engineering, P.C.	39 Broadway, Suite 650 New York, NY 10006	212-354-5939	Muhammad Izhar Principal	10	$2 - $5 Million	Yes
Toll International LLC	PO Box 407 New York, NY 10274	212-920-4115	Nure Aiza President	9	$1 - $2 Million	Yes

Footnote: Annual Gross Revenue Ranges: Less than $500,000; $500,000 - $1 Million; $1 - $2 Million; $2 - $5 Million; Over $5 Million - Select the category that best identifies the annual gross revenue of the solicited firm.

Attachment E

Staffing Plan

Attachment E

Staffing Plan

RFP NO. 38268

Staffing Category		Proposer's Staffing Titles
Inspectors	1	Gunjan U. Khandwala, P.E.
	2	Janarthan Kirupananthan
	3	Rochelle A. Lancey
	4	Jamil Antonio F. Miranda, P.E.
	5	Kwesi Amegah, P.E., PhD
	6	Eddie Diangco
	7	Christopher W. Francis, NACE II
	8	Ahmed Husain Zubair, NACE III
Constructability Review	1	Dennis F. Koehler, P.E.
	2	Eugene Marciano, P.E., PhD
	3	Michael Neuberger, P.E.
	4	Edward J. Reilly
	5	Diego Alaimo, P.E.
	6	Ronald C. Delo, P.E., BCEE
	7	Robert J. DeGiorgio, P.E.
	8	Nure Aiza
Contract Admin.	1	Thomas Schaefer, E.I.T.
	2	Michael Kokoszka, E.I.T.
	3	Alexis Schlessingerman, E.I.T.
	4	Iqbal M. Mughal
	5	Hasan Fahmi
	6	Lisa Canton
Cost Estimates	1	Carlos Sanchez, P.E.
	2	Joseph F. Baader
Construction Schedules	1	Gabriel A. Valentin
	2	Nure Aiza
	3	Khalil Dalco

*Please see "Project Organization Chart" for additional staffing.

FTA Requirements

CERTIFICATION REGARDING LOBBYING PURSUANT TO 31 U.S.C. 1352

The undersigned
Steven A. Fangmann, P.E.
(name of authorized officer)
certifies, to the best of my knowledge and belief, that:

- No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

- If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form LLL, "Disclosure of Lobbying, Activities" in accordance with its instructions.

- The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by, 31, U.S. C. § 1352 (as amended by the Lobbying Disclosure Act of 1995). Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

Note: Pursuant to 31 U.S.C § 1352(c)(I)-(2)(A), any person who makes a prohibited expenditure or fails to file or amend a required certification or disclosure form shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such expenditure or failure.

The Contractor certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Contractor understands and agrees that the provisions of 31 U.S.C. § 3801, et seq., apply to this certification and disclosure, if any.

Executed this day 16 of July, 2010 4
By: _____
Signature of Authorized Official

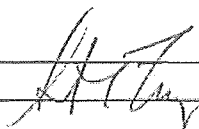
Steven A. Fangmann, P.E., Executive Vice President
Official Name and Title of Authorized Official

FTA REQUIREMENTS

STANDARD FORM LLL - DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C. 1352

1. Type of Federal Action:	2. Status of Federal Action:	3. Report Type:
X a. contract	X a. bid/offer/application	X a. initial filing
___ b. grant	___ b. initial award	___ b. material change
___ c. cooperative agreement	___ c. post award	
___ d. loan		**For material change only:**
___ e. loan guarantee		Year _____ quarter _____
___ f. loan insurance		Date of last report _____

4. Name and Address of Reporting Entity:	5. If Reporting Entity in No. 4 is Subawardee, Enter Name and Address of Prime:
D&B Engineers and Architects, P.C 330 Crossways Park Drive, Woodbury, NY 11797 X Prime ___ Subawardee Tier ___, if Known: **Congressional District, *if known*:**	**Congressional District, *if known*:**
6. Federal Department/Agency: Port Authority of New York and New Jersey	**7. Federal Program Name/Description:** CM and Inspection services for federally funded storm related Resiliency Projects as-needed through 2018 CFDA Number, *if applicable*: _____
8. Federal Action Number, *if known*:	**9. Award Amount, *if known*:** $ Varies - As-Needed Basis
10. a. Name and Address of Lobbying Registrant *(if individual, last name, first name, MI):* N/A	**b. Individuals Performing Services** *(including address if different from No. 10a)* *(last name, first name, MI):*
11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.	**Signature:**  **Print Name:** Steven A. Fangmann, P.E. **Title:** Executive Vice President **Telephone No.:** 516-364-9890 **Date:** 7/6/14
Federal Use Only	**Authorized for Local Reproduction** **Standard Form - LLL (Rev. 7-97)**

INSTRUCTIONS FOR COMPLETION OF SF-LLL, DISCLOSURE OF LOBBYING ACTIVITIES

This disclosure form shall be completed by the reporting entity, whether subawardee or prime Federal recipient, at the initiation or receipt of a covered Federal action, or a material change to a previous filing, pursuant to title 31 U.S.C. Section 1352. The filing of a form is required for each payment or agreement to make payment to any lobbying entity for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with a covered Federal action. Complete all items that apply for both the initial filing and material change report. Refer to the implementing guidance published by the Office of Management and Budget for additional information.

1. Identify the type of covered Federal action for which lobbying activity is and/or has been secured to influence the outcome of a covered Federal action.
2. Identify the status of the covered Federal action.
3. Identify the appropriate classification of this report. If this is a followup report caused by a material change to the information previously reported, enter the year and quarter in which the change occurred. Enter the date of the last previously submitted report by this reporting entity for this covered Federal action.
4. Enter the full name, address, city, State and zip code of the reporting entity. Include Congressional District, if known. Check the appropriate classification of the reporting entity that designates if it is, or expects to be, a prime or subaward recipient. Identify the tier of the subawardee, e.g., the first subawardee of the prime is the 1st tier. Subawards include but are not limited to subcontracts, subgrants and contract awards under grants.
5. If the organization filing the report in item 4 checks "Subawardee," then enter the full name, address, city, State and zip code of the prime Federal recipient. Include Congressional District, if known.
6. Enter the name of the federal agency making the award or loan commitment. Include at least one organizational level below agency name, if known. For example, Department of Transportation, United States Coast Guard.
7. Enter the Federal program name or description for the covered Federal action (item 1). If known, enter the full Catalog of Federal Domestic Assistance (CFDA) number for grants, cooperative agreements, loans, and loan commitments.
8. Enter the most appropriate Federal identifying number available for the Federal action identified in item 1 (e.g., Request for Proposal (RFP) number; Invitations for Bid (IFB) number; grant announcement number; the contract, grant, or loan award number; the application/proposal control number assigned by the Federal agency). Included prefixes, e.g., "RFP-DE-90-001."
9. For a covered Federal action where there has been an award or loan commitment by the Federal agency, enter the Federal amount of the award/loan commitment for the prime entity identified in item 4 or 5.
10. (a) Enter the full name, address, city, State and zip code of the lobbying registrant under the Lobbying Disclosure Act of 1995 engaged by the reporting entity identified in item 4 to influence the covered Federal action.

    (b) Enter the full names of the individual(s) performing services, and include full address if different from 10(a). Enter Last Name, First Name, and Middle Initial (MI).
11. The certifying official shall sign and date the form, print his/her name, title, and telephone number.

FTA REQUIREMENTS

According to the Paperwork Reduction Act, as amended, no persons are required to respond to a collection of information unless it displays a valid OMB control Number. The valid OMB control number for this information collection is OMB No. 0348-0046. Public reporting burden for this collection of information is estimated to average 10 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0046), Washington, DC 20503

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION - LOWER TIER COVERED TRANSACTIONS

1. The prospective lower tier participant,

Steven A. Fangmann, P.E., certifies by submission of this bid or proposal, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

3. The prospective lower tier participant shall provide immediate written notice to the Authority (and the Contractor, if applicable) if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

Executed this day 16 of July, 2011 4.

BY SIGNATURE OF AUTHORIZED OFFICIAL

Steven A. Fangmann, P.E.,, Executive Vice President

NAME AND TITLE OF AUTHORIZED OFFICIAL

INSTRUCTIONS FOR COMPLETION OF CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION -LOWER TIER COVERED TRANSACTIONS

1. By signing and submitting this Proposal, the prospective lower tier participant is providing the signed certification set out on the previous page.

2. This certification is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the Authority may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the Authority if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms "covered transaction," "debarred," "suspended," "ineligible," "lower tier covered transaction," "participant," "persons," "lower tier covered transaction," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definitions and Coverage sections of rules implementing Executive Order 12549 [49 CFR Part 29]. The Proposer may contact the Procurement Representative for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized in writing by the Authority.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion - Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the Nonprocurement List issued by U.S. General Service Administration.

8. Nothing contained in the foregoing shall be construed to require establishment of system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under sub-paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to all remedies available to the Federal Government, the Authority may pursue available remedies including suspension and/or debarment.

END OF FTA CONTRACT PROVISIONS

FEMA Requirements

CERTIFICATION REGARDING LOBBYING PURSUANT TO 31 U.S.C. 1352

The undersigned

Steven A. Fangmann, P.E., Executive Vice President

(name of authorized officer)

certifies, to the best of my knowledge and belief, that:

- No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

- If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form LLL, "Disclosure of Lobbying, Activities" in accordance with its instructions.

- The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by, 31, U.S. C. § 1352 (as amended by the Lobbying Disclosure Act of 1995). Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

Note: Pursuant to 31 U.S.C § 1352(c)(I)-(2)(A), any person who makes a prohibited expenditure or fails to file or amend a required certification or disclosure form shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such expenditure or failure.

The Contractor certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Contractor understands and agrees that the provisions of 31 U.S.C. § 3801, et seq., apply to this certification and disclosure, if any.

Executed this day 16 of July, 2013 4

By: _____

Signature of Authorized Official

Steven A. Fangmann, P.E., Executive Vice President

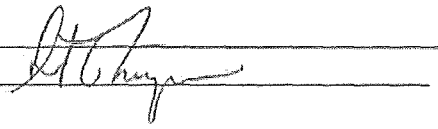
Official Name and Title of Authorized Official

FEMA REQUIREMENTS

STANDARD FORM LLL - DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C. 1352

1. Type of Federal Action:	2. Status of Federal Action:	3. Report Type:
X a. contract	X a. bid/offer/application	X a. initial filing
___ b. grant	___ b. initial award	___ b. material change
___ c. cooperative agreement	___ c. post award	
___ d. loan		**For material change only:**
___ e. loan guarantee		Year _____ quarter _____
___ f. loan insurance		Date of last report _____

4. Name and Address of Reporting Entity:	5. If Reporting Entity in No. 4 is Subawardee, Enter Name and Address of Prime:
D&B Engineers and Architects, P.C. 330 Crossways Park Drive, NY 11797 X Prime ___ Subawardee Tier_____, if Known: **Congressional District,** *if known:*	**Congressional District,** *if known:*
6. Federal Department/Agency: Port Authority of New York and New Jersey	**7. Federal Program Name/Description:** CM and Inspection services for federally funded storm related Resiliency Projects as-needed through 2018 CFDA Number, *if applicable*: _____
8. Federal Action Number, *if known:*	**9. Award Amount,** *if known:* $ Varies - as-neeeded
10. a. Name and Address of Lobbying Registrant *(if individual, last name, first name, MI):* N/A	**b. Individuals Performing Services** *(including address if different from No. 10a) (last name, first name, MI):*
11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.	**Signature:**  **Print Name:** Steven A. Fangmann, P.E. **Title:** Executive Vice President **Telephone No.:** 516-364-9098 **Date:** 7/16/14
Federal Use Only	**Authorized for Local Reproduction** **Standard Form - LLL (Rev. 7-97)**

INSTRUCTIONS FOR COMPLETION OF SF-LLL, DISCLOSURE OF LOBBYING ACTIVITIES

This disclosure form shall be completed by the reporting entity, whether subawardee or prime Federal recipient, at the initiation or receipt of a covered Federal action, or a material change to a previous filing, pursuant to title 31 U.S.C. Section 1352. The filing of a form is required for each payment or agreement to make payment to any lobbying entity for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with a covered Federal action. Complete all items that apply for both the initial filing and material change report. Refer to the implementing guidance published by the Office of Management and Budget for additional information.

1. Identify the type of covered Federal action for which lobbying activity is and/or has been secured to influence the outcome of a covered Federal action.
2. Identify the status of the covered Federal action.
3. Identify the appropriate classification of this report. If this is a followup report caused by a material change to the information previously reported, enter the year and quarter in which the change occurred. Enter the date of the last previously submitted report by this reporting entity for this covered Federal action.
4. Enter the full name, address, city, State and zip code of the reporting entity. Include Congressional District, if known. Check the appropriate classification of the reporting entity that designates if it is, or expects to be, a prime or subaward recipient. Identify the tier of the subawardee, e.g., the first subawardee of the prime is the 1st tier. Subawards include but are not limited to subcontracts, subgrants and contract awards under grants.
5. If the organization filing the report in item 4 checks "Subawardee," then enter the full name, address, city, State and zip code of the prime Federal recipient. Include Congressional District, if known.
6. Enter the name of the federal agency making the award or loan commitment. Include at least one organizational level below agency name, if known. For example, Department of Transportation, United States Coast Guard.
7. Enter the Federal program name or description for the covered Federal action (item 1). If known, enter the full Catalog of Federal Domestic Assistance (CFDA) number for grants, cooperative agreements, loans, and loan commitments.
8. Enter the most appropriate Federal identifying number available for the Federal action identified in item 1 (e.g., Request for Proposal (RFP) number; Invitations for Bid (IFB) number; grant announcement number; the contract, grant, or loan award number; the application/proposal control number assigned by the Federal agency). Included prefixes, e.g., "RFP-DE-90-001."
9. For a covered Federal action where there has been an award or loan commitment by the Federal agency, enter the Federal amount of the award/loan commitment for the prime entity identified in item 4 or 5.
10. (a) Enter the full name, address, city, State and zip code of the lobbying registrant under the Lobbying Disclosure Act of 1995 engaged by the reporting entity identified in item 4 to influence the covered Federal action.

    (b) Enter the full names of the individual(s) performing services, and include full address if different from 10(a). Enter Last Name, First Name, and Middle Initial (MI).
11. The certifying official shall sign and date the form, print his/her name, title, and telephone number.

FEMA REQUIREMENTS

According to the Paperwork Reduction Act, as amended, no persons are required to respond to a collection of information unless it displays a valid OMB control Number. The valid OMB control number for this information collection is OMB No. 0348-0046. Public reporting burden for this collection of information is estimated to average 10 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0046), Washington, DC 20503

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION - LOWER TIER COVERED TRANSACTIONS

1. The prospective lower tier participant,

Steven A. Fangmann, P.E., certifies by submission of this bid or proposal, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

3. The prospective lower tier participant shall provide immediate written notice to the Authority (and the Contractor, if applicable) if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

Executed this day 16 of July, 2013 4.

BY SIGNATURE OF AUTHORIZED OFFICIAL

Steven A. Fangmann, P.E,, Executive Vice President

NAME AND TITLE OF AUTHORIZED OFFICIAL

INSTRUCTIONS FOR COMPLETION OF CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION -LOWER TIER COVERED TRANSACTIONS

1. By signing and submitting this Proposal, the prospective lower tier participant is providing the signed certification set out on the previous page.

2. This certification is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the Authority may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the Authority if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms "covered transaction," "debarred," "suspended," "ineligible," "lower tier covered transaction," "participant," "persons," "lower tier covered transaction," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definitions and Coverage sections of rules implementing Executive Order 12549 [2 C.F.R. Part 3000]. The Proposer may contact the Procurement Representative for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized in writing by the Authority.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion - Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the Nonprocurement List issued by U.S. General Service Administration.

8. Nothing contained in the foregoing shall be construed to require establishment of system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under sub-paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to all remedies available to the Federal Government, the Authority may pursue available remedies including suspension and/or debarment.

THE PORT AUTHORITY OF NY & NJ

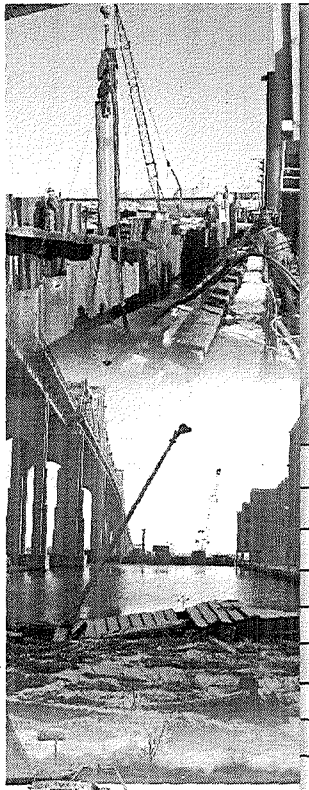
Proposal for:

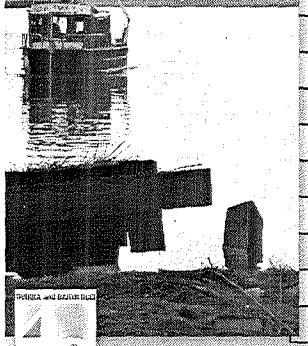
Indefinite Quantity Contracts (IQCs) for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis through 2018

RFP Number 38268

Appendix B

Design & CM Project Experience Featuring On-Call Task Order Assignments





DESIGN & CONSTRUCTION EXPERIENCE
RELATIONG ON-CALL CASE ORDER
ASSIGNMENTS

New York City Department of Environmental Protection (NYCDEP)	Task Order Contracts	Type: WW, WS, CSO, Tunnels, Roadways, Bridges, Buildings	1. Project Management Services: Monthly Progress Reports and Progress Meetings	1. Project Management Services: Monthly Invoices	1. Project Management Services: Public Outreach Coordination	2. Facility Planning Phase Services: Project Management Plan	2. Facility Planning Phase Services: Project Kick-Off Meeting	2. Facility Planning Phase Services: Existing Conditions Assessment	2. Facility Planning Phase Services: Collect Existing Data and As-built Drawings	2. Facility Planning Phase Services: Facility Planning Technical Workshops	2. Facility Planning Phase Services: Facility Plan Alternatives Analysis and Report	2. Facility Planning Phase Services: Basis of Design Report & Workshop	2. Facility Planning Phase Services: Baseline Contract Scope	3. Design Phase Services: ULURP Familiarization	3. Design Phase Services: Technical Investigations and Reports	3. Design Phase Services: Other Technical Reports	3. Design Phase Services: Construction Contract Documents	3. Design Phase Services: Design Coordination Workshops	4. Bid Phase Services: Attend Pre-Bid Conference	4. Bid Phase Services: Bid Evaluation	4. Bid Phase Services: Conformed Drawings	4. Bid Phase Services: Institute and Administer Web-Based Construction Management Information System (CMIS)	4. Bid Phase Services: Prepare Construction Phase Management Plan	5&6. Construction Phase Services and Construction Closeout: Construction Management	5&6. Construction Phase Services and Construction Closeout: Resident Engineering/Inspection	5&6. Construction Phase Services and Construction Closeout: Construction Project Controls	5&6. Construction Phase Services and Construction Closeout: Start-up, Testing and Commissioning	5&6. Construction Phase Services and Construction Closeout: Design Services During Construction	Core Values: Value Engineering	Core Values: EH&S	Core Values: Quality Management	Core Values: Permit Management	Core Values: Communication/Responsiveness	Core Values: Budget & Scope Management	Core Values: Schedule Management	Core Values: Risk Management
Superstorm Sandy PS Evaluation/Repair Emergency On-Call CM Construction Management, Construction Inspection	✓	✓	✓	✓	✓																			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Avenue "V" Pumping Station and Force Main (31,000 ft of 42" & 48" piping)		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	--	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
City Island Temporary Force Main (12,000 ft of pipe)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
EE-DSGN2 - Coney Island, Oakwood Beach, Wards Island	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓		✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
EE-DSGN4 - Newtown Creek, Hunts Point, Ulmer Street, Orchard Beach, Throgs Neck	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓		✓	✓	✓	✓	✓	✓	✓	--	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Watershed Improvements		✓	✓	✓	✓	✓	✓	✓	✓	✓	--	--	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
233rd Street Pumping Station	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
26th Ward Emergency Generator Installation	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
44th Avenue Pumping Station	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Bush Terminal Pumping Station, Regulation & Force Main	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
City Island Permanent Subaqueous Force Main (12,000 ft of pipe)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
City Island Pumping Station	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Conner Street Pumping Station, Regulation and Force Main	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Ely Avenue Pumping Station	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Flushing Bridge Pumping Station	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Gowanus Pumping Station, Regulation & Force Main	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Hart Island Pumping Station	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

-- Not applicable

YEARS OF EXCELLENCE 1965 - 2013
D&B ENGINEERS AND ARCHITECTS, P.C.
7317PH - Design & CM Project Exp Matrix.indd (07/15/14 - 5:13 PM)

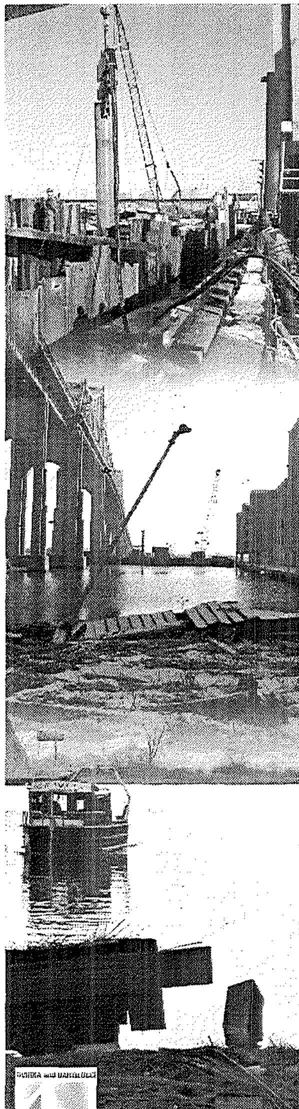
CM PROJECT EXPERIENCE FEATURING ON-CALL TASK ORDER ASSIGNMENTS

	Required Services & Tasks																																			
			1. Project Management Services			2. Facility Planning Phase Services								3. Design Phase Services					4. Bid Phase Services				5&6. Construction Phase Services and Construction Closeout						Core Values							
	Task Order Contracts	Type: WW, WS, CSO, Tunnels, Roadways, Bridges, Buildings	Monthly Progress Reports and Progress Meetings	Monthly Invoices	Public Outreach Coordination	Project Management Plan	Project Kick-Off Meeting	Existing Conditions Assessment	Collect Existing Data and As-built Drawings	Facility Planning Technical Workshops	Facility Plan Alternatives Analysis and Report	Basis of Design Report & Workshop	Baseline Contract Scope	ULURP Familiarization	Technical Investigations and Reports	Other Technical Reports	Construction Contract Documents	Design Coordination Workshops	Attend Pre-Bid Conference	Bid Evaluation	Conformed Drawings	Institute and Administer Web-Based Construction Management Information System (CMIS)	Prepare Construction Phase Management Plan	Construction Management	Resident Engineering/Inspection	Construction Project Controls	Start-up, Testing and Commissioning	Design Services During Construction	Value Engineering	EH&S	Quality Management	Permit Management	Communication/Responsiveness	Budget & Scope Management	Schedule Management	Risk Management
Hollers Avenue Pumping Station	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Hunts Point Water Pollution Control Plant	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Jerome Avenue Pumping Station	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Lawrence and Peck Pumping Station	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Linden Place Pumping Station	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Little Neck Pumping Station	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Marble Hill Pumping Station and Force Main	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Metcalf Avenue Pumping Station	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Neptune Avenue Pumping Station and Force Main	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Port Jervis Water Pollution Control Plant	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CM for Port Richmond Boiler Upgrade	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓
Wards Island Water Pollution Control Plant	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Alley Creek CSO/Outfall	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓
Old Douglaston Pumping Station	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Orchard Beach Pumping Station	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Tallman Island WPCP Upgrade	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓
Throgs Neck Pumping Station	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Triborough Bridge Pumping Station	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

-- Not applicable

	Required Services & Tasks																																			
			1. Project Management Services			2. Facility Planning Phase Services								3. Design Phase Services					4. Bid Phase Services					5&6. Construction Phase Services and Construction Closeout					Core Values							
	Task Order Contracts	Type: WW, WS, CSO, Tunnels, Roadways, Bridges, Buildings	Monthly Progress Reports and Progress Meetings	Monthly Invoices	Public Outreach Coordination	Project Management Plan	Project Kick-Off Meeting	Existing Conditions Assessment	Collect Existing Data and As-built Drawings	Facility Planning Technical Workshops	Facility Plan Alternatives Analysis and Report	Basis of Design Report & Workshop	Baseline Contract Scope	ULURP Familiarization	Technical Investigations and Reports	Other Technical Reports	Construction Contract Documents	Design Coordination Workshops	Attend Pre-Bid Conference	Bid Evaluation	Conformed Drawings	Institute and Administer Web-Based Construction Management Information System (CMIS)	Prepare Construction Phase Management Plan	Construction Management	Resident Engineering/Inspection	Construction Project Controls	Start-up, Testing and Commissioning	Design Services During Construction	Value Engineering	EH&S	Quality Management	Permit Management	Communication/Responsiveness	Budget & Scope Management	Schedule Management	Risk Management
NYCDEP - WSHD-2B CM - Construction Management Services for Miscellaneous Watershed Projects	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	--	--	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CAT-185 - Schoharie Road Rehabilitation	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	--	--	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
DEL-223 - Port Jervis Pump Stations Upgrade	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	--	--	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CAT-224 - Shandaken Tunnel Dredging	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	--	--	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CAT-225 - Catskill Crane Replacement - Environmental sampling program and site inspection services	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	--	--	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CAT-226 - Ashokan Lower Gate House Valve Replacement	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	--	--	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CAT-228R - Grand Gorge Sewer Extension	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	--	--	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CAT-333 - Masonry Restoration	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	--	--	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CAT-359 - Interim CM at Gilboa Dam	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	--	--	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CRO-322A - Kensico Flouride Facility Rehabilitation	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	--	--	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CRO-322C - Dunwoodie Flouride Facility Upgrade	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	--	--	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
DEL-153 - Dunraven Bridge Removal	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	--	--	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
DEL-173 - Delaware District Process & Safety Improvements	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	--	--	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
DEL-174A - Margaretville Wastewater Collection System Rehabilitation	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	--	--	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
DEL-186 - Grahamsville Laboratory & Offices Upgrade	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	--	--	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

-- Not applicable



CM PROJECT EXPERIENCE FEATURING ON-CALL TASK ORDER ASSIGNMENTS

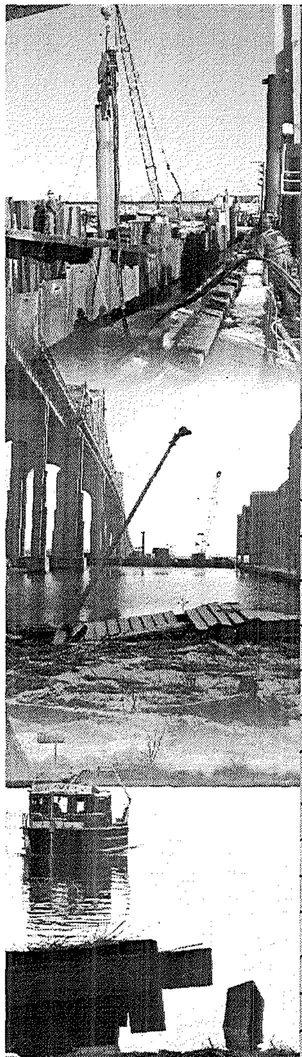
Required Services & Tasks

			1. Project Management Services			2. Facility Planning Phase Services								3. Design Phase Services					4. Bid Phase Services					5&6. Construction Phase Services and Construction Closeout					Core Values							
	Task Order Contracts	Type: WW, WS, CSO, Tunnels, Roadways, Bridges, Buildings	Monthly Progress Reports and Progress Meetings	Monthly Invoices	Public Outreach Coordination	Project Management Plan	Project Kick-Off Meeting	Existing Conditions Assessment	Collect Existing Data and As-built Drawings	Facility Planning Technical Workshops	Facility Plan Alternatives Analysis and Report	Basis of Design Report & Workshop	Baseline Contract Scope	ULURP Familiarization	Technical Investigations and Reports	Other Technical Reports	Construction Contract Documents	Design Coordination Workshops	Attend Pre-Bid Conference	Bid Evaluation	Conformed Drawings	Institute and Administer Web-Based Construction Management Information System (CMIS)	Prepare Construction Phase Management Plan	Construction Management	Resident Engineering/Inspection	Construction Project Controls	Start-up, Testing and Commissioning	Design Services During Construction	Value Engineering	EH&S	Quality Management	Permit Management	Communication/Responsiveness	Budget & Scope Management	Schedule Management	Risk Management
DEL-221 - Port Jervis WWTP Improvements	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	--	--	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
DEL-230 - Ice Fall Protection Delaware District Facilities	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	--	--	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
DEL-332 - Dryden Brook Culvert Emergency Reconstruction	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	--	--	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
DEL-355 - Margaretville Microfilters	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	--	--	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
DEL-98 - Rondout and Neversink Roads	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	--	--	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
NYCDEP - WSHD-1CM - Construction Management Services for Miscellaneous Watershed Projects	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	--	--	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
C-347 - Shaft Riser Valve Assemblies and Facilities Upgrades (11 Sites)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	--	--	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CAT-207 - Tannersville Wastewater Collection System Rehabilitation	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	--	--	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CAT-210C - Catskill Aqueduct Emergency Cholrine Feed Line Replacement	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	--	--	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CAT-218A - Ashokan Maintenance Garage Windows/Doors Replacement	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	--	--	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CRO-305 - Mahopac WWTF Microfiltration and Miscellaneous Improvements	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	--	--	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CRO-324 - Kensico Reservoir Spill/Sedimentation Containment System Installation	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	--	--	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CRO-368 - EOH Surge & Lightning Protection	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	--	--	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CRO-369 - EOH Various Roadway Reconstruction	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	--	--	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CRO-416 - Kensico Laboratory HVAC Upgrade	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	--	--	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
DEL-187 - Turbine Bypass Valves Waste Oil Sampling	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	--	--	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

-- Not applicable

D&B ENGINEERS AND ARCHITECTS, P.C.

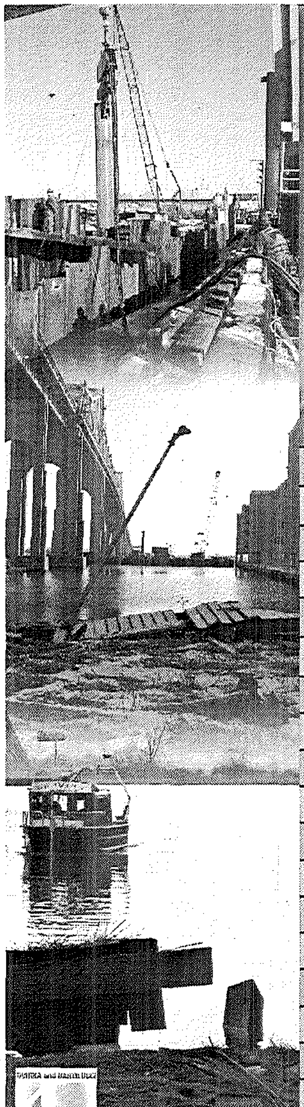
Years of Excellence 1965 - 2013



CM PROJECT EXPERIENCE FEATURING ON-CALL TASK ORDER ASSIGNMENTS

Project			Required Services & Tasks: 1. Project Management Services			2. Facility Planning Phase Services								3. Design Phase Services					4. Bid Phase Services					5&6. Construction Phase Services and Construction Closeout					Core Values							
	Task Order Contracts	Type: WW, WS, CSO, Tunnels, Roadways, Bridges, Buildings	Monthly Progress Reports and Progress Meetings	Monthly Invoices	Public Outreach Coordination	Project Management Plan	Project Kick-Off Meeting	Existing Conditions Assessment	Collect Existing Data and As-built Drawings	Facility Planning Technical Workshops	Facility Plan Alternatives Analysis and Report	Basis of Design Report & Workshop	Baseline Contract Scope	ULURP Familiarization	Technical Investigations and Reports	Other Technical Reports	Construction Contract Documents	Design Coordination Workshops	Attend Pre-Bid Conference	Bid Evaluation	Conformed Drawings	Institute and Administer Web-Based Construction Management Information System (CMIS)	Prepare Construction Phase Management Plan	Construction Management	Resident Engineering/Inspection	Construction Project Controls	Start-up, Testing and Commissioning	Design Services During Construction	Value Engineering	EH&S	Quality Management	Permit Management	Communication/Responsiveness	Budget & Scope Management	Schedule Management	Risk Management
NYCDEP - CRO-288 - Construction Management Services for Miscellaneous Watershed Projects	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	--	--	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CRO-267 - Croton Lake Gate House Mechanical Upgrades	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	--	--	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
DEL-25/27 - Kensico South Effluent Chamber and Catskill Screen Chamber Rehabilitation	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	--	--	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
DEL-148 - Delaware Aqueduct Removal/Replacement of Mercury-Contaminated Valve Actuators	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	--	--	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
DEL-157 - Removal of Mercury-Contaminated Equipment and Facilities Modernization (18 Sites)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	--	--	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
DEL-184 - Margaretville and Grahamsville WWTFs Fire Suppression System	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	--	--	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
DEL-60 - Margaretville WWTF O&M Manual Review	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	--	--	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
NYCDEP - GILDAM-CM01 - Gilboa Dam Emergency Contracts NOTE: All contracts completed ahead of schedule and within budget.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	--	--	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
GIL-01 - Schoharie Reservoir Debris Boom Installation	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	--	--	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CAT-274A - Gilboa Dam Siphon Tubes Installation	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	--	--	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CAT-274B - Gilboa Dam Relief Notch Construction	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	--	--	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CAT-275 - Gilboa Dam Anchors, Instrumentation, and Geotech	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	--	--	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CAT-276 - Esopus Creek Flood Control System Construction	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	--	--	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Nassau County Department of Public Works																																				
Bay Park Sewage Treatment Plant (Enhanced Operations Review and On-Call Operations Assistance)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Bay Park Sewage Treatment Plant (Influent Pump Station Upgrade)	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

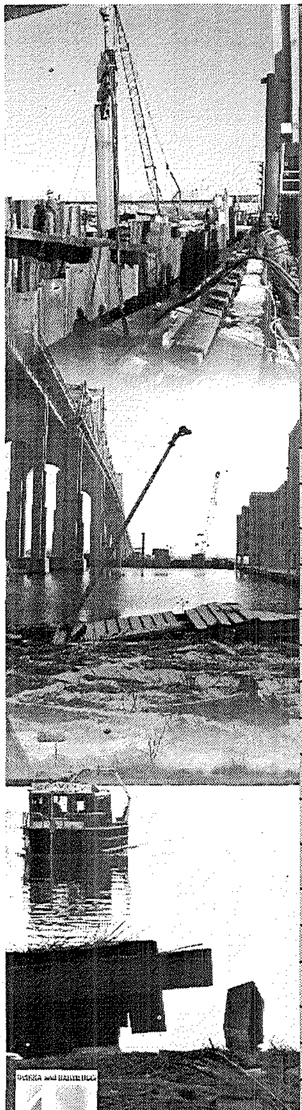
-- Not applicable



CM PROJECT EXPERIENCE FEATURING ON-CALL TASK ORDER ASSIGNMENTS

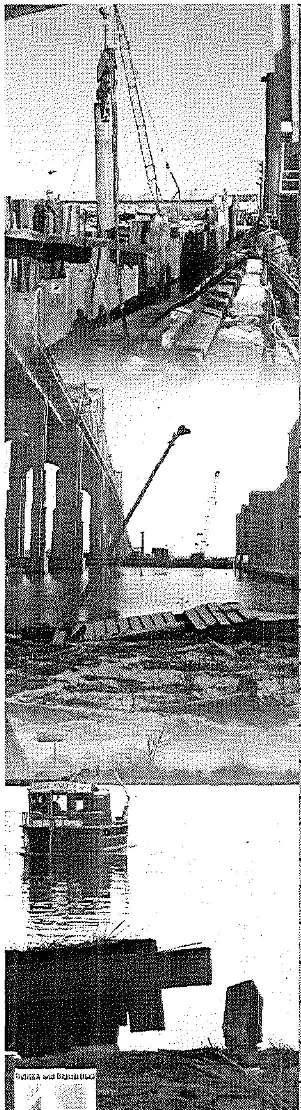
			Required Services & Tasks																																	
			1. Project Management Services			2. Facility Planning Phase Services								3. Design Phase Services				4. Bid Phase Services					5&6. Construction Phase Services and Construction Closeout					Core Values								
	Task Order Contracts	Type: WW, WS, CSO, Tunnels, Roadways, Bridges, Buildings	Monthly Progress Reports and Progress Meetings	Monthly Invoices	Public Outreach Coordination	Project Management Plan	Project Kick-Off Meeting	Existing Conditions Assessment	Collect Existing Data and As-built Drawings	Facility Planning Technical Workshops	Facility Plan Alternatives Analysis and Report	Basis of Design Report & Workshop	Baseline Contract Scope	ULURP Familiarization	Technical Investigations and Reports	Other Technical Reports	Construction Contract Documents	Design Coordination Workshops	Attend Pre-Bid Conference	Bid Evaluation	Conformed Drawings	Institute and Administer Web-Based Construction Management Information System (CMIS)	Prepare Construction Phase Management Plan	Construction Management	Resident Engineering/Inspection	Construction Project Controls	Start-up, Testing and Commissioning	Design Services During Construction[1]	Value Engineering	EH&S	Quality Management	Permit Management	Communication/Responsiveness	Budget & Scope Management	Schedule Management	Risk Management
Bay Park and Cedar Creek WPCP Stormwater Improvement Project	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓
Bay Park STP - Improvements to the Influent Screening Facility	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Bay Park STP - Design of Interim Sludge Thickening Facility	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Cedar Creek WPCP - Grit Removal Facility Improvements	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Cedar Creek Water Pollution Control Plant (Enhanced Operations Review and On-Call Operations Assistance)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Cedar Creek Water Pollution Control Plant (Aeration Tank Covers & Odor Control Facilities)	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Ray Street Pump Station Upgrade	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Locust Valley Pump Station Upgrade	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓
Inwood Sewage Treatment Plant Conversion	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Chemical Storage Improvements at Nassau County Pools	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Great Neck Water Pollution Control District																																				
BNR Upgrade and Expansion	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Wastewater Treatment Plant Improvements	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Wastewater Treatment Plant Upgrades	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Passaic Valley Sewerage Commissioners																																				
Final Clarifier Drives Replacement	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Final Clarifier Sludge Withdrawal Piping	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Sludge Degritting and Screening System	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

-- Not applicable



	Required Services & Tasks																																			
			1. Project Management Services			2. Facility Planning Phase Services								3. Design Phase Services					4. Bid Phase Services					5&6. Construction Phase Services and Construction Closeout					Core Values							
	Task Order Contracts	Type: WW, WS, CSO, Tunnels, Roadways, Bridges, Buildings	Monthly Progress Reports and Progress Meetings	Monthly Invoices	Public Outreach Coordination	Project Management Plan	Project Kick-Off Meeting	Existing Conditions Assessment	Collect Existing Data and As-built Drawings	Facility Planning Technical Workshops	Facility Plan Alternatives Analysis and Report	Basis of Design Report & Workshop	Baseline Contract Scope	ULURP Familiarization	Technical Investigations and Reports	Other Technical Reports	Construction Contract Documents	Design Coordination Workshops	Attend Pre-Bid Conference	Bid Evaluation	Conformed Drawings	Institute and Administer Web-Based Construction Management Information System (CMIS)	Prepare Construction Phase Management Plan	Construction Management	Resident Engineering/Inspection	Construction Project Controls	Start-up, Testing and Commissioning	Design Services During Construction	Value Engineering	EH&S	Quality Management	Permit Management	Communication/Responsiveness	Budget & Scope Management	Schedule Management	Risk Management
Chlorine Contact Tank - Weir Wall Rehabilitation	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Seal Utility Tunnel Leaks Through Crack and Exoansion Joints	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Final Clarifier - Concrete Coating Construction Services	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Camden County Municipal Utilities Authority																																				
Grit Removal Rehabilitation	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Biofilter Odor Control Facility	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Sludge Drying Facilities	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CSO Upgrades - 3 Contracts	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓
Suffolk County Department of Public Works																																				
Expansion of Bergen Point Wastewater Treatment Plant for an Additional 10 MGD		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Stack Gas Monitoring & Recording System at Bergen Point WWTP	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Grit and Scavenger Waste Improvements		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓
Final Clarifiers at Bergen Point Wastewater Treatment Plant		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Upgrading Sludge Storage, Dewatering, & Polymer Systems at Bergen Point Wastewater Treatment Plant		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Influent Force Main at Bergen Point WWTP		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Grit Improvements at Bergen Point WWTP		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Truck Scale at Bergen Point WWTP	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

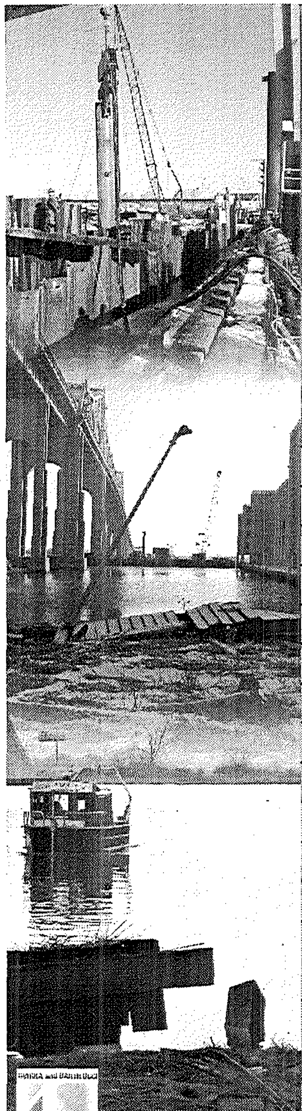
-- Not applicable



CM PROJECT EXPERIENCE FEATURING ON-CALL TASK ORDER ASSIGNMENTS

			Required Services & Tasks																																	
			1. Project Management Services			2. Facility Planning Phase Services								3. Design Phase Services					4. Bid Phase Services					5&6. Construction Phase Services and Construction Closeout					Core Values							
	Task Order Contracts	Type: WW, WS, CSO, Tunnels, Roadways, Bridges, Buildings	Monthly Progress Reports and Progress Meetings	Monthly Invoices	Public Outreach Coordination	Project Management Plan	Project Kick-Off Meeting	Existing Conditions Assessment	Collect Existing Data and As-built Drawings	Facility Planning Technical Workshops	Facility Plan Alternatives Analysis and Report	Basis of Design Report & Workshop	Baseline Contract Scope	ULURP Familiarization	Technical Investigations and Reports	Other Technical Reports	Construction Contract Documents	Design Coordination Workshops	Attend Pre-Bid Conference	Bid Evaluation	Conformed Drawings	Institute and Administer Web-Based Construction Management Information System (CMIS)	Prepare Construction Phase Management Plan	Construction Management	Resident Engineering/Inspection	Construction Project Controls	Start-up, Testing and Commissioning	Design Services During Construction	Value Engineering	EH&S	Quality Management	Permit Management	Communication/Responsiveness	Budget & Scope Management	Schedule Management	Risk Management
Port Washington Water Pollution Control District																																				
Upgrading and Expansion of the Port Washington Wastewater Treatment Plant and Pumping Stations		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Wastewater Treatment Plant Upgrade		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
General Engineering Services	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
BNR Demonstration Project	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
BNR Upgrade	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
City of Long Beach																																				
Treatment Plant Upgrading & Expansion		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Roosevelt Avenue Pumping Station		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
New York Avenue Pumping Station		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
City of Glen Cove																																				
Wastewater Treatment Plant Upgrade		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
New York City School Construction Authority																																				
Sewer Connection & Sewage Treatment Plant Demolition	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Brooklyn Transition Center, P.S. 148 Brooklyn, N.Y.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Manhattan Center for Math & Science, M435 Manhattan, N.Y.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Public School 123 Brooklyn, New York	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Joseph H. Wade I.S. 117 Bronx, New York	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Lillian L. Rashkis P.S. 371 Brooklyn, New York	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

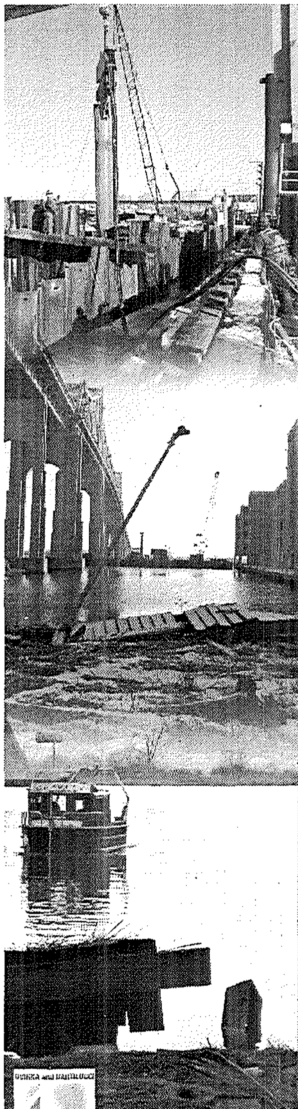
-- Not applicable



CM PROJECT EXPERIENCE FEATURING ON-CALL TASK ORDER ASSIGNMENTS

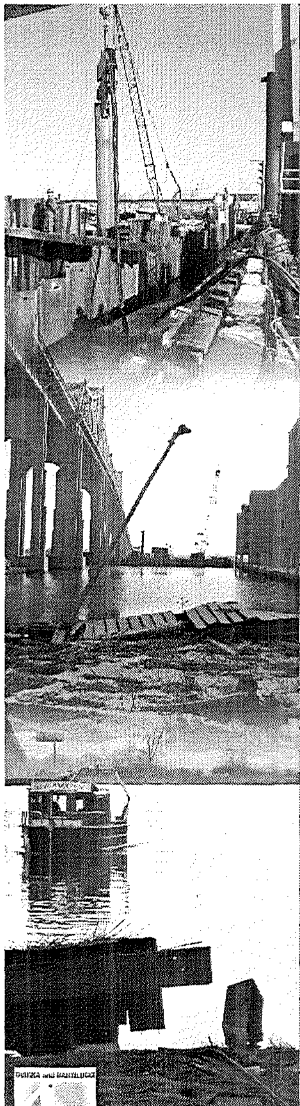
			Required Services & Tasks																																	
			1. Project Management Services			2. Facility Planning Phase Services								3. Design Phase Services					4. Bid Phase Services					5&6. Construction Phase Services and Construction Closeout					Core Values							
	Task Order Contracts	Type: WW, WS, CSO, Tunnels, Roadways, Bridges, Buildings	Monthly Progress Reports and Progress Meetings	Monthly Invoices	Public Outreach Coordination	Project Management Plan	Project Kick-Off Meeting	Existing Conditions Assessment	Collect Existing Data and As-built Drawings	Facility Planning Technical Workshops	Facility Plan Alternatives Analysis and Report	Basis of Design Report & Workshop	Baseline Contract Scope	ULURP Familiarization	Technical Investigations and Reports	Other Technical Reports	Construction Contract Documents	Design Coordination Workshops	Attend Pre-Bid Conference	Bid Evaluation	Conformed Drawings	Institute and Administer Web-Based Construction Management Information System (CMIS)	Prepare Construction Phase Management Plan	Construction Management	Resident Engineering/Inspection	Construction Project Controls	Start-up, Testing and Commissioning	Design Services During Construction	Value Engineering	EH&S	Quality Management	Permit Management	Communication/Responsiveness	Budget & Scope Management	Schedule Management	Risk Management
Mahalia Jackson P.S. 123 Manhattan, New York	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Robert F. Wagner J.H.S. 167 Manhattan, New York	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Roy Wilkins School, P.S. 136 Queens, N.Y.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Andrew Jackson School, P.S. 145 Brooklyn, New York	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
August Martin High School Queens, New York	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Castle Hill Middle School, P.S. 127 Bronx, N.Y.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
John F. Kennedy, Jr. School, P.S. 721 Queens, N.Y.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Joseph R. Drake Elementary School, P.S. 48 Bronx, N.Y.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Dr. Betty Shabazz Elementary School, P.S. 298 Brooklyn, New York	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Marine Park Intermediate School, I.S. 278 Brooklyn, New York	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Metropolitan Diploma Plus Academy, I.S. 275 Brooklyn, New York	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
The New Lots School, P.S. 213 Brooklyn, New York	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Rachel Jean Mitchell School, P.S. 137K Brooklyn, New York	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Talfourd Lawn Elementary School, P.S. 50 Queens, New York	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Joyce Keld Elementary School, P.S. 117 Jamaica, New York	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
The Vincent G. Fowler School, P.S. 108 South Ozone Park, New York	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
George Washington High School Manhattan, New York	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

-- Not applicable



	Task Order Contracts	Type: WW, WS, CSO, Tunnels, Roadways, Bridges, Buildings	1. Project Management Services			2. Facility Planning Phase Services								3. Design Phase Services					4. Bid Phase Services					5&6. Construction Phase Services and Construction Closeout					Core Values							
			Monthly Progress Reports and Progress Meetings	Monthly Invoices	Public Outreach Coordination	Project Management Plan	Project Kick-Off Meeting	Existing Conditions Assessment	Collect Existing Data and As-built Drawings	Facility Planning Technical Workshops	Facility Plan Alternatives Analysis and Report	Basis of Design Report & Workshop	Baseline Contract Scope	ULURP Familiarization	Technical Investigations and Reports	Other Technical Reports	Construction Contract Documents	Design Coordination Workshops	Attend Pre-Bid Conference	Bid Evaluation	Conformed Drawings	Institute and Administer Web-Based Construction Management Information System (CMIS)	Prepare Construction Phase Management Plan	Construction Management	Resident Engineering/Inspection	Construction Project Controls	Start-up, Testing and Commissioning	Design Services During Construction	Value Engineering	EH&S	Quality Management	Permit Management	Communication/Responsiveness	Budget & Scope Management	Schedule Management	Risk Management
John F. Hylan Public School, P.S. 257 Brooklyn, New York	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
The Sal Abbracciamento School, P.S. 108 Brooklyn, New York	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Thaddeus Stevens Public School, PS81 Brooklyn, New York	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Virgil I. Grissom Junior High School, J.H.S. 226 Queens, New York	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Virgil I. Grissom Junior High School, J.H.S. 226 Queens, New York	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
David A Boody Middle School, I.S. 228 Brooklyn, New York	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Elias Bernstein Intermediate School, I.S.7 Staten Island, New York	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Elias Bernstein Intermediate School, I.S.7 Staten Island, New York	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Far Rockaway's Public School, P.S. 43 Queens, New York	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Kosciusko Public School, P.S. 274 Brooklyn, New York	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Westerleigh School, P.S. 30 Staten Island, New York	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
The Bergen Elementary School, P.S. 1 Brooklyn, New York	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Dr. Marjorie H. Dunbar Public School, P.S. 126 Bronx, New York	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Elias Bernstein Intermediate School, I.S.7 Staten Island, New York	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Langston Hughes School, P.S. 134 Queens, New York	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Public School, P.S. 123 Queens, New York	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Steven McSweeney School, P.S. 721 Bronx, New York	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

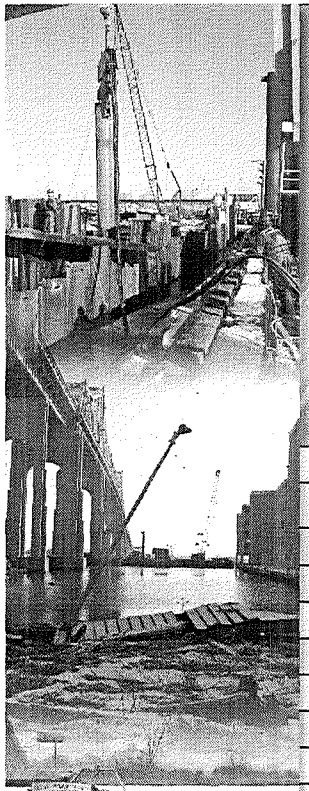
-- Not applicable

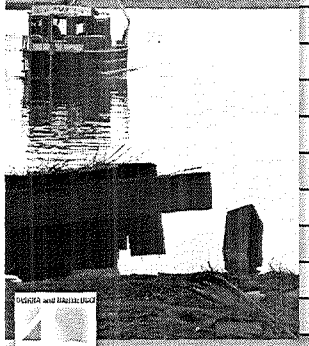


CM PROJECT EXPERIENCE FEATURING ON-CALL TASK ORDER ASSIGNMENTS

			Required Services & Tasks																																	
			1. Project Management Services			2. Facility Planning Phase Services							3. Design Phase Services					4. Bid Phase Services					5&6. Construction Phase Services and Construction Closeout					Core Values								
	Task Order Contracts	Type: WW, WS, CSO, Tunnels, Roadways, Bridges, Buildings	Monthly Progress Reports and Progress Meetings	Monthly Invoices	Public Outreach Coordination	Project Management Plan	Project Kick-Off Meeting	Existing Conditions Assessment	Collect Existing Data and As-built Drawings	Facility Planning Technical Workshops	Facility Plan Alternatives Analysis and Report	Basis of Design Report & Workshop	Baseline Contract Scope	ULURP Familiarization	Technical Investigations and Reports	Other Technical Reports	Construction Contract Documents	Design Coordination Workshops	Attend Pre-Bid Conference	Bid Evaluation	Conformed Drawings	Institute and Administer Web-Based Construction Management Information System (CMIS)	Prepare Construction Phase Management Plan	Construction Management	Resident Engineering/Inspection	Construction Project Controls	Start-up, Testing and Commissioning	Design Services During Construction	Value Engineering	EH&S	Quality Management	Permit Management	Communication/Responsiveness	Budget & Scope Management	Schedule Management	Risk Management
Dr. Ronald McNair Public School, P.S. 5 Brooklyn, New York	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Francis Lewis Public School, P.S. 79 Queens, New York	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Langston Hughes Public School, P.S. 233 Brooklyn, New York	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Thomas Edison Vocational School High School Queens, New York	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Bedford Village School, P.S. 3 Brooklyn, New York	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--								--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Westchester County DPW/DEF																																				
Odor Control and Tank Covers at Yonkers Wastewater Treatment Plant	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Yonkers JWWTP Primary Thickener System Upgrade and Odor Control	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Yonkers JWWTP Sludge Thickening System Improvements (GBTs)	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Yonkers JWWTP Waste Gas System Upgrade	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Highland Pump Station Upgrade	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Yonkers JWWTP Bulkhead Rehabilitation	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Yonkers JWWTP Odor Control Study	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓
Hutchinson Pumping Station Facility Upgrade/Rehabilitation	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Town of Oyster Bay Department of Public Works																																				
Site Development	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓
Electrical Engineering	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓

-- Not applicable





CM PROJECT EXPERIENCE HIGHLIGHTING ON CALL TASK ORDER ASSIGNMENTS

	Task Order Contracts	Type: WW, WS, CSO, Tunnels, Roadways, Bridges, Buildings	1. Project Management Services: Monthly Progress Reports and Progress Meetings	1. Project Management Services: Monthly Invoices	1. Project Management Services: Public Outreach Coordination	2. Facility Planning Phase Services: Project Management Plan	2. Facility Planning Phase Services: Project Kick-Off Meeting	2. Facility Planning Phase Services: Existing Conditions Assessment	2. Facility Planning Phase Services: Collect Existing Data and As-built Drawings	2. Facility Planning Phase Services: Facility Planning Technical Workshops	2. Facility Planning Phase Services: Facility Plan Alternatives Analysis and Report	2. Facility Planning Phase Services: Basis of Design Report & Workshop	2. Facility Planning Phase Services: Baseline Contract Scope	3. Design Phase Services: ULURP Familiarization	3. Design Phase Services: Technical Investigations and Reports	3. Design Phase Services: Other Technical Reports	3. Design Phase Services: Construction Contract Documents	3. Design Phase Services: Design Coordination Workshops	4. Bid Phase Services: Attend Pre-Bid Conference	4. Bid Phase Services: Bid Evaluation	4. Bid Phase Services: Conformed Drawings	4. Bid Phase Services: Institute and Administer Web-Based Construction Management Information System (CMIS)	4. Bid Phase Services: Prepare Construction Phase Management Plan	5&6. Construction Phase Services and Construction Closeout: Construction Management	5&6. Construction Phase Services and Construction Closeout: Resident Engineering/Inspection	5&6. Construction Phase Services and Construction Closeout: Construction Project Controls	5&6. Construction Phase Services and Construction Closeout: Start-up, Testing and Commissioning	5&6. Construction Phase Services and Construction Closeout: Design Services During Construction	Core Values: Value Engineering	Core Values: EH&S	Core Values: Quality Management	Core Values: Permit Management	Core Values: Communication/Responsiveness	Core Values: Budget & Scope Management	Core Values: Schedule Management	Core Values: Risk Management
Construction Management	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓
Oversight of Soil Borings, Groundwater Observation Wells and Water Supply Wells	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓
Belgrave Water Pollution Control District																																					
Wastewater Treatment Plant Upgrade and Nutrient Removal	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	--	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

-- Not applicable

D&B ENGINEERS AND ARCHITECTS, P.C.
YEARS OF EXCELLENCE 1965 - 2013
7317PN - Design & CM Project Exp Matrix.indd (07/15/14 - 5:13 PM)

THE PORT AUTHORITY OF NY & NJ

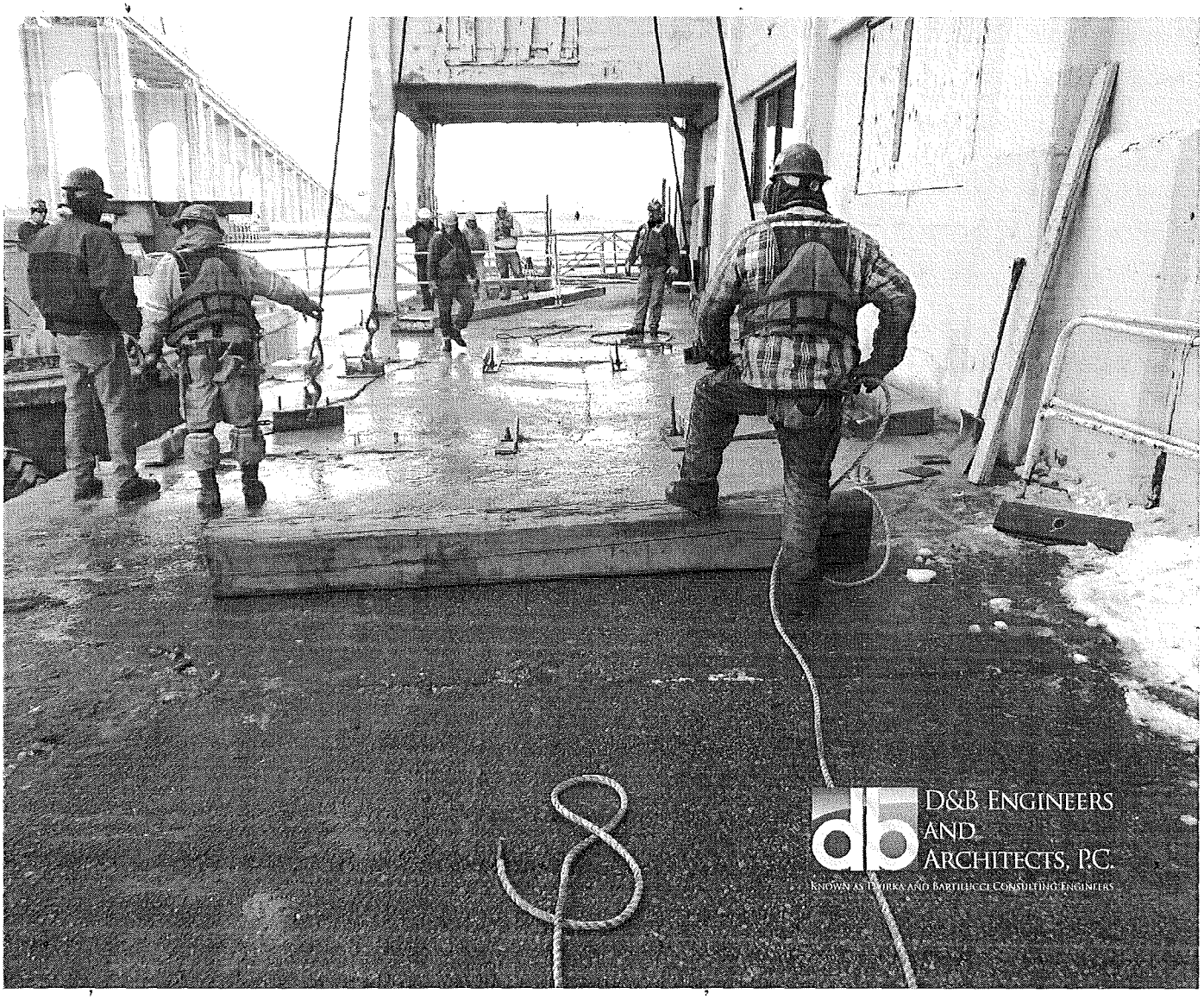
Proposal for:

Indefinite Quantity Contracts (IQCs) for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis through 2018

RFP Number 38268

Appendix C

Résumés



Résumés

D&B Engineers and Architects, P.C.

JOHN SCHRECK, P.E.

Professional Experience

Mr. Schreck has a broad range of design and construction management experience in civil, environmental, solid waste, transportation and highway engineering disciplines. Mr. Schreck has extensive experience in the design of roadway and storm water improvement projects for clients throughout Long Island. Clients include the NYS Department of Transportation; Suffolk and Nassau Counties; Towns of Brookhaven, Hempstead, Islip, North Hempstead, Oyster Bay, Shelter Island, Smithtown, Southampton and Southold; Villages of Brightwaters, Lindenhurst, Port Jefferson, Sea Cliff, Islandia and Lake Grove; Islip Resource Recovery Agency; and the NYS Office of Parks, Recreation & Historic Preservation. His expertise has taken projects from planning through preliminary design approval documents to final plans, specifications, and estimates and construction management. Mr. Schreck is thoroughly familiar with the Locally Administrated Federal Aid procedures and he has assisted numerous clients in obtaining federal and state funds for projects and he ensured that the project remained eligible for these funds throughout its duration. He is also highly experienced in the New York State Department of Environmental Conservation (NYSDEC) SPDES Storm Water Phase II requirements and he has recently assisted clients in complying with these requirements by preparing numerous Storm Water Pollution Prevention Plans, Notice of Intents and construction plans and specifications.

Mr. Schreck's responsibilities included the coordination of engineers, drafters, planners, environmental scientists and subconsultants and overall quality control, allocation of technical manpower and client liaison. A summary of Mr. Schreck's project experience includes:

Fox Meadow Detention Improvements – Westchester County Flood Mitigation Program: Village of Scarsdale ($0.5M)

Project Manager for this storm water improvements project. This project includes developing an engineer's report and contract documents for the construction of "green infrastructure" storm water improvements, including bio-detention basins, stream restoration and infiltration practices within the Bronx River drainage area.

Troublesome Brook Flood Profile Analysis: City of Yonkers

Project Manager for this flood analysis project. The City intends to replace an existing 48-inch diameter RCP culvert with a 7-foot x 4-foot concrete box culvert. D&B is performing a detailed hydrologic and hydraulic analysis of the existing conditions and the effects of the construction of the proposed improvements on the brook and downstream structures and properties. HEC-HMS and HEC-RAS is being utilized to perform the analysis.

Mr. Schreck's experience prior to joining Dvirka and Bartilucci Consulting Engineers (D&B), includes:

County Road 16 (Portion Road) Rehabilitation from Ronkonkoma Avenue to Nicolls Road: Suffolk County DPW ($23M)

Project Manager for construction management services on this federal aid project for the reconstruction of County Road 16 (Portion Road) from Ronkonkoma Avenue to Nicholls Road. The scope includes adding lanes to an existing 2.7-mile stretch of roadway in order to relieve traffic congestion and improve vehicular and pedestrian traffic. Additional work items include traffic signal replacements, continuous concrete curb and sidewalk installation as well as the installation of a new positive drainage system to improve drainage conditions.

Professional Licenses

New York

Certifications

OSHA Flagger

Professional Societies

American Society of Civil Engineers

National Society of Professional Engineers

Years Experience

18 Years

Office Location

Woodbury, NY

Contact

jschreck@db-eng.com

County Road 48 (Middle Road at Cox Neck Raod) Safety Improvements, Town of Southold; Suffolk County DPW ($4M)

Project Manager for this roundabout improvement project. Proposed improvements included reconfiguring the existing intersection of Middle Road and Cox Neck Road into a contemporary roundabout that includes an ingress and egress from the northbound approach at the Sound Avenue Extension and eliminating the existing access road (the eastbound access). A traffic analysis to determine the lane configuration that will best meet the County's objectives was also developed. Additional work items include removal of existing traffic signals once the roundabout or roundabouts are completed.

County Road 67 Improvement Project, Town of Islip; Suffolk County DPW ($4M)

Project Manager for engineering services for this federally aided (ARRA) project. The existing two-lane roadway was rehabilitated with curbing and a flush center median to be used for left turning lanes. Traffic signal installations and pavement marking placement were part of the improvements. Sidewalks were provided along the entire length of the project and a positive drainage system was installed.

County Road 111 (Port Jefferson-Westhampton Road) Preliminary and Final Design Services, Town of Brookhaven; Suffolk County DPW ($5M)

As part of an engineering team, Mr. Schreck was Project Manager for this federal aid road and drainage improvement project. County Road 111 is a heavily traveled north-south arterial roadway that connects the Long Island Expressway (I-495) and Sunrise Highway (State Route 27). It is part of the National Highway System (NHS). Because the existing diamond exchange experiences heavy delays, the County proposed the construction of a two-lane partial cloverleaf to function as an entrance to the westbound portion of the Long Island Expressway.

County Road 39, North Road, Suffolk County DPW ($38M)

Project Manager for preparing the contract documents (drainage and environmental permits) for Phases I thru IV for the Reconstruction of CR 39 from Sunrise Highway to Montauk Highway, which is approximately 6 miles in length.

County Road 95 (Little East Neck Road) Drainage and Road Improvements Project, Babylon, NY, Suffolk County DPW ($1.8M)

Project Manager for this federal aid project involving a traffic safety and infrastructure corridor analysis of a major north-south link for traffic seeking to enter the Long Island Expressway (Eastbound) off of New York State Route 110 - two very heavily trafficked roadways. Two sections of this 4.4-mile corridor were evaluated to establish improvement priorities. Infrastructure elements inventoried included a pavement condition analysis, stormwater management facilities, pedestrian sidewalks, and pavement markings.

Smith Point Park Master Plan – Improved Access and Public Use, Fire Island; Suffolk County DPW ($21M)

Project Manager for the civil and site engineering aspects of the project. Project included preparing a feasibility study, master plan, conceptual design plans and environmental assessment for restoration of this major park on Long Island's South Shore. The park includes ocean beach, pavilions, extensive parking, bike routes, service buildings, trails, boardwalks, playgrounds, camping areas, and natural areas extending from the Smith Point bridge area to Moriches Inlet. The project included development of a new trail system to provide additional access to under-utilized portions of the site and tie into the National Park's trail system in the federal lands to the west of the park. Improvements to the 1200-acre park, included provisions for increasing park usage while at the same time protecting and enhancing natural resources.

Suffolk County Sewer District No.1, Sewage Pump Station Replacement/Improvements, Port Jefferson; Suffolk County DPW ($1.4M)

Project Manager for the civil and highway engineering aspects of the project. Project includes new 110 gpm pump station, 200 linear feet of force main, 600 linear feet of lateral and gravity sanitary main, and associated controls and equipment, and abandonment/removal of existing pump station and sewers. The project is located in a downtown commercial area, requiring careful scheduling and staging of the work to minimize interface with pedestrian and vehicular traffic.

CR 80, Montauk Highway, SCDPW ($4.5M)

Project Manager/Engineer for this road and storm water improvement project. Prepared preliminary design plans for highway improvements including two (2) intersection realignments, drainage collection systems, pavement reconstruction, resurfacing, off-street parking facilities, MPT, lighting traffic signals, public hearings, and preparation of photosimulations.

Nassau County Department of Public Works: Project Manager for:

Highway and Bridge On-Call CM assignments including:

- Franklin Avenue Streetscape Improvements, Hempstead - The project included streetscape work which included installation of concrete curbs, decorative sidewalks, brick pavers, colored concrete crosswalks, bus shelters, street lighting and landscaping.
- Subdivision plan and specifications reviews for the Planning Commission.
- Resurfacing of approximately ten roads maintained by the County, including water valve and manholes adjustments, deteriorated pavement, and new traffic markings.

Site and Civil Engineering On-Call assignments:

- Curb and sidewalk improvements on Wantagh Avenue, Wantagh (Mission 7).

Nassau County EBA Improvements at Willow Pond, Nassau County DPW (Water/Wastewater Division) ($0.4M)

Project Manager for the construct of storm water quality improvements at Willow Pond in Hewlett Harbor and Hewlett Bay Park. This project is being undertaken as part of the Nassau County Environmental Bond Act (EBA) of 2004 and the Nassau County Environmental Bond ACT (EBA) of 2006. Project included studying, analyzing, surveying, developing and preparation of the necessary contract documents and permit applications to construct storm water quality improvements including an in-line storm water treatment device and pond dredging. Portions of the pond have been degraded by excessive siltation, and adverse water quality and aesthetic conditions have developed. The design included a pond restoration plan to correct these problems and restore the pond to a more pristine condition.

Nassau County Storm Water Management Program, Nassau County DPW (Water/Wastewater Division)

Project Manager for the establishment of a uniform procedure for the County and local municipalities to evaluate the impacts of storm water on various watersheds and to develop a strategy to address these impacts to the maximum extent practicable. The project involved performing a watershed vulnerability analysis, classifying watersheds and sub-watersheds, locating and mapping the existing drainage infrastructure to GIS, assessing and recommending sites and treatment devices, and preparing procedures to be used by the County and local municipalities to assist them in complying with their SPDES Storm Water Phase II requirements.

Route 114 Traffic Calming, Sag Harbor/North Haven, NYSDOT ($4.6M)

Project Manager/Engineer for the reconstruction of 4.6 miles of Route 114 in the Villages of Sag Harbor and North Haven, incorporating new sidewalks, bikeways, roundabouts and traffic calming devices. Prepared ROW plans; an assessment of alternatives; environmental assessments; conducted community outreach and public information meetings; prepared final design/contract documents.

Southern State Parkway to Wantagh State Parkway Ramp Improvements, Merrick, NY, NYSDOT ($1M)

Project Manager/Engineer for the pavement replacement and resurfacing of a two-lane entrance ramp a major six-lane state highway. Mr. Schreck prepared the final PS&E package under a NYSDOT Region 10 Design Services Agreement. Work items included replacing concrete pavement, resurfacing the asphalt, installing drainage structures and piping, and preparing a detailed MPT scheme.

Route 25 Reconstruction, Brookhaven, Suffolk County, NYSDOT ($5M)

Project Manager/Engineer for the reconstruction of a 1.5± mile long section of Route 25 between Oak Street and South Howell Avenue, in the Centereach area of the Town of Brookhaven. Prepared preliminary vertical and horizontal alignments, cross sections, cost estimates and construction staging plans for several alternative improvement schemes; developed air quality analyses for the various design alternatives; prepared the project's Design Report/Environmental Assessment; submitted monthly progress reports and budget estimates.

Southern Boulevard Roadway and Stormwater Drainage Improvements, Town of Smithtown, NY ($1.4M)

Project Manager for this federal and state aid project which involved improvements and additions to the drainage systems, curbs, sidewalks, and pavement for 0.6 miles of road so that access to commercial businesses in the area might be improved and traffic on adjacent roads might be alleviated. Project included developing a design report and preliminary and final detailed design plans, specifications, and estimates for those road and drainage improvements in accordance with FHWA and NYSDOT requirements. The project also involved property acquisition via eminent domain.

Brooksite Drive Rehabilitation, Town of Smithtown, NY ($1M)

Project Manager for the design, bid, and construction management phases for this important federal aid project involving improvements between New York State Routes 25 and 347. Work items include improvements to the pavement, curbs, sidewalks, drainage system, guide rail, and possible a traffic signal.

Jamesport State Park, NYS Office of Parks, Recreation & Historic Preservation / Natural Heritage Trust ($4M)

Project Manager for the site and civil engineering aspects of this project. Worked under a term contract agreement to provide civil engineering and environmental planning services for State park improvement programs. Services provided included master plan development, public/stakeholder interface, preparation of environmental review documents, traffic impact analyses, conceptual site plans, cultural/historic resources assessments, ecological and wetland inventories, and building condition assessments.

Sunken Meadow State Park, NYS Office of Parks, Recreation & Historic ($3.0M)

Project Manager for the site and civil engineering aspects of this project. The project involved the preparation of a Feasibility Study/Report for restoration of tidal flow and salt marshes in Sunken Meadow Creek within Sunken Meadow State Park. The goal of the project is to restore tidal flow to major portions of the creek upstream of a restricting dike/culvert system and to restore tidal wetlands and associated habitat. This feasibility study included an analysis of data and information previously collected by project partners and other organizations as well as the collection of new data on bathymetry, basic water quality, flow rates and ecology. Of the several alternatives evaluated in the feasibility study, one involving the removal of the existing dike/pipe culvert and its

replacement by a box culvert system with adjustable weir boards was identified as a preferred alternative for achieving the restoration goals. The box culvert system with weir boards would restore flow sufficient to re-establish tidal conditions in the upper creek, with beneficial impacts to water quality, wetlands, habitats and aesthetics. The feasibility study included analysis of the preferred alternative through hydrologic modeling, which demonstrated projected water levels under the restored tidal conditions as well as potential habitat restoration areas.

Den Lane Sanitary Pump Station Improvements, Connecticut DPW ($0.3M)

Project Engineer for pump station improvements, which entailed removing the existing dry well and replacing it with a submersible pump system. Residential Sanitary Sewer System; +2,000 feet of new force main and pump station.

Lake Shore Road, Town of Brookhaven, NY ($2M)

Project Manager for the design of the contract plans, specifications, estimates, Storm Water Pollution Prevention Plan, NOI and wetland permit application for storm water drainage improvements along Lake Shore Road, which is adjacent to Lake Ronkonkoma. The project objective is to improve the lake's water quality, while meeting the needs of the environment, and the local residents and communities. The project included the construction of a storm water treatment basin, the demolition of existing drainage structures, the installation of new road drainage structures, storm water treatment overflow structures, and a conveyance system from the road drainage structures to the storm water treatment basin to the overflow drainage structures leading to a new drainage outfall pipe, which discharges to the Lake.

Town of Brookhaven Highway Department: Road and Storm Water Improvement Projects:

- Mark Tree Road- installation of curb and sidewalk along the easterly side of Mark Tree Road (between Hawkins Road and School Street) in Centereach ($0.5M)
- Hammond Lane - road and drainage improvement design along Hammond Lane (between Middle Country Road (NYS Rt.25) and Cedar Street) in Centereach (1.5M)
- Main Street (CR 80) - Street Streetscaping/Pedestrian Improvements in Center Moriches ($1.5M)
- Miller Place and Setauket - NYSDOS Water Quality Improvements throughout Miller Place and Setauket ($1.5M)

Wading River Ponds; Storm Water Retention Project, Town of Brookhaven, NY ($1M)

Project Manager for this storm water quality NYSDEC funded improvement project at the Wading River Duck Ponds. Performing a bathymetric survey, and preparing the necessary contract documents and permit applications to construct storm water quality improvements including an in-line storm water treatment device, pond dredging, and possible bulk heading repairs.

Conscience Bay and Setauket Harbor Watershed Plan, Town of Brookhaven, NY

Project Manager for the civil/storm water engineering aspects of the project. Completed analysis of 8.8 sq. miles of watershed area, analyzed storm water systems and provided recommendations for prioritized storm water abatement actions.

Stony Brook Creek Shoreline Habitat Restoration and Stabilization, Town of Brookhaven, NY ($0.8M)

Project Manager for this drainage improvement project near Stony Brook Creek. The project included permitting, completing bid documents, and completing the documentation required to secure and maintain state funding. This project was funded by a grant received under the Water Quality Improvement Project (WQIP) from the New York State Department of Environmental Conservation and is categorized under the Federal Long Island Sound Restoration Act (LISRA). It involves non-point source abatement and control and the aquatic habitat restoration consistent with the Long Island Sound Comprehensive Conservation Management Plan.

Watershed and Storm Water Management Plan from Mt. Sinai to Eastern Town Line, Town of Brookhaven , NY

Project Manager for implementing a storm water management plan that will reduce storm water runoff into the Long Island Sound and advance the efforts to attain water quality standards for dissolved oxygen in the sound. The study area will included the approximately 7.5 mile segment of shoreline east of Mt. Sinai Harbor Watershed to the eastern town line, exclusive of the Village of Shoreham.

Shell Beach Shoreline Restoration Project, Town of Shelter Island, NY ($3M)

Project Manager for engineering services for the design and bid phases for this Federal aid project. This project involves the replacement of four (4) jetties, the possible construction of a new jetty, the construction of a gabion wall, and the possible modification of an existing bulkhead at the end of Shell Beach.

Emergency Relief Project - Shoreline Restoration, Town of Shelter Island, NY ($1.5M)

Project Manager for engineering services for the permitting, design and bid phases for this Federal aid project. Ram Island Drive provides the only road access between Ram Island and Shelter Island, and is of vital importance during an evacuation. The Nor'Easter of April 2007 damaged Ram Island Drive and severely eroded the causeway shoreline. After the April 2007 storm, Suffolk County was declared a disaster area by FEMA and federal funds were allocated for emergency repairs. Temporary repairs have been made on Ram Island Drive and the causeway shoreline but further improvements are necessary to maintain this vital link in the local transit system. The purpose of this project is to restore Ram Island Drive to facilitate access, restore shoreline and enhance shoreline storm protection.

Storm Water Infrastructure Mapping, Town of Shelter Island, NY

Project Manager for this assignment to assist the Town in achieving compliance with the NYSDEC Phase II requirements. Project included field investigation to locate all outfall and illicit discharges, GIS infrastructure mapping necessary to achieve a compliant storm water program.

Town of Shelter Island On-Call Engineering Services
Project Manager for various road and storm water improvement projects and environmental studies throughout the Island.

Millstone Brook Road Culvert Replacement and Drainage Improvements, Town of Southampton, NY ($1M)

Project Manager responsible for improvements to the drainage system and roadway alignment. Responsible for preliminary vertical and horizontal alignments, SWPPP, cross sections, cost estimates and construction staging plans for several alternative improvement schemes. Prepared Design Report/Environmental Assessment; submitted monthly progress reports and budget estimates.

Rehabilitation of Bridge Lane Bridge, Town of Southampton, NY ($2M)

Project Manager for the rehabilitation of the approximately 100 foot long, 80-year old concrete bridge crossing Sagaponack Creek in the Town of Southampton. Phase I of the project included structural inspection of the superstructure for types and locations of damaged areas, preparation of contract documents, development of repair techniques, and preparation of permit applications. Phase II (federally funded) of the project included rehabilitation of the bridge decking and approach roadways.

Jackson Avenue Facilities Master Plan Traffic Study, Town of Southampton, NY

Project Manager for this site redevelopment project. Prepared a traffic study and environmental impact statement in support of a major project being undertaken by the Town of Southampton. The Town is considering relocating various municipal facilities to a single, state-of-the art complex, which will include facilities for Town hall, court house, administrative offices, police department,

maintenance facilities, visitors' center, and recreational facilities. Traffic study's included collection and analysis of data from six critical intersections, trip generation calculations sing Highway Capacity Software for existing and building conditions, and assessment of traffic impacts for use in the EIS.

Split Rock Road Improvements, Town of Oyster Bay, NY ($1.4M)

Project Manager for the design and construction management for the highway and drainage improvements to the 1.2 mile Town roadway.

Violet Street Area Roadway Improvements, Town of Oyster Bay, NY ($3.5M)

Project Manager/Engineer for designing and preparing the contract documents for the proposed road and drainage improvements for the 3± mile Town roadway system.

Willis Avenue/Whitney Avenue Area Roadway Improvements, Town of Oyster Bay, NY ($1.2M)

Project Manager/Engineer for the design and construction management for the road and drainage improvements to the Town roadway system.

North William Street/Anna Place Area Improvements, Town of Hempstead, NY ($1.5M)

Project Manager/Engineer for the design and preparation of the contract documents and NOI for the proposed road and drainage improvements for the Town roadway system.

Hewlett Point Park Master Plan, Town of Hempstead, NY

Project Manager for the civil/stormwater engineering aspects of the project. Development of SWPPP and stormwater drainage improvement alternatives for a 9 acre waterfront park.

Weidner Avenue Area Reconstruction, Hempstead, Oceanside, Town of Hempstead, NY ($1.8M)

Project Manager for the preparation of contract documents for the reconstruction and drainage improvements along several roadways. The project entailed raising the centerline profile of Weidner Avenue as much as 12 inches in some areas.

Prospect Avenue (from Brush Hollow Road to the Wantagh State Parkway in New Cassel, Town of North Hempstead, NY ($6M)

Project Manager for this traffic calming improvement project. Project included construction inspection and management services for this American Recovery and Reinvestment Act (ARRA) funded project. The reconstruction of Prospect Avenue involved streetscape, traffic calming measures, roadway reconstruction and resurfacing, drainage improvements and related infrastructure improvements, including removal/replacement of curbs, sidewalks, street pavement, lighting, landscaping, signage, bicycle lanes, raised medians, sidewalk bulb-outs and other traffic calming measures. The roadwork was constructed in conformance with AASHTO specifications and NYSDOT standard specifications (construction and materials).

Morris Drive Area, Town of North Hempstead, NY ($0.45M)

Project Manager for a storm water drainage report and contract documents, for the Morris Drive area watershed, which is 3,000± acres, which identified and defined deficiencies to the existing drainage system, presented a hydrologic analysis, recommended improvements to the flooding conditions and provided construction cost estimates for proposed improvements.

Storm Water Drainage Improvement Project, Police Activity League, New Hyde Park, Town of North Hempstead ($2M)

Project Manager for this site and building improvement project. Project included assessing flooding conditions at the New Hyde Park Police Activity League Building located at 375 Denton Avenue. There have been two instances of major flooding occurring within the building. Prepared a report which identified and defined deficiencies of the existing drainage system in the project area, presented a hydrologic analysis of the project area, recommended improvements addressing the identified deficiencies and provided a preliminary construction cost estimate for the recommended improvements.

Valley Road Drainage Study, Port Washington, Town of North Hempstead ($0.4M)

Project Manager for this drainage improvement project. Project included assessing flooding conditions at and in the vicinity of a Town storm water recharge basin located west of Valley Road and north of Harbor Road. The project area lies within a large watershed of 700± acres. Prepared a report which identifies and defines deficiencies of the existing drainage system in the project area, presents a hydrologic analysis of the project area, recommends improvements addressing the identified deficiencies and provides a preliminary construction cost estimate for the recommended improvements.

Paff Avenue/Leonard Avenue Area in Uniondale, Town of Hempstead, ($1.4M)

Project Manager for completing contract documents for the reconstruction and drainage improvements along several roadways in Uniondale.

Town of Babylon Storm Water Drainage Improvement Program, Babylon, NY

Project Manager for engineering services for the Town of Babylon for their 2006-2010 Storm Water Drainage Improvement Programs. Services include the evaluation and rehabilitation of the Town of Babylon's entire storm water drainage infrastructure.

New Highway Improvement Project, Town of Babylon, NY ($3M)

Project Manager for completing contract documents for the federally aided reconstruction and drainage improvements along this roadway in Farmingdale. Objectives of this federally funded project include increasing safety and operational efficiency, improving roadway drainage, and meeting the needs of the environment, local residents, and business communities.

Oak Beach Park and Ocean Parkway Interchange Improvements, Town of Babylon, NY ($6M)

As part of a consultant team, Mr. Schreck was Project Manager for the assessment and reconfiguration of the Oak Beach Park / Ocean Parkway Interchange. Work items involve the relocation of Oak Beach Road; the design of underground infrastructure; and design of a storm water management plan, including a storm water wetland. The infrastructure work involves state and federal grant funds and is a critical component for the park to remain distinctive, compatible with the surrounding communities, and enhancing of and protective of the site's natural resources.

West Islip Road to Sampawams Creek Culvert Area - Drainage and Road Improvements, Islip, NY ($0.5M)

Project Manager for completing contract documents for the reconstruction and drainage improvements along this roadway. The project included the preparation of a hydrologic and hydraulic analyses and construction documents for the replacement of a deteriorated culvert pipe along West Islip Road. The project also entailed obtaining permits from and coordination with the NYSDEC, NYS Department of State and the U.S. Army Corps. of Engineers. The culvert system was designed to incorporate storm water mitigation improvements.

Grant Avenue (Moffit Avenue and Commack Road), Islip, NY ($0.5M)

Project Manager for completing contract documents for the reconstruction and drainage improvements along this roadway. The

project included the preparation of NYSDEC permits, SWPPP and construction documents for the reconstruction of this roadway.

Fishers Island Road and Storm Water Improvement Project, Town of Southold ($1.5M)

Project Manager for this road and storm water improvement project. Project included assessing flooding conditions throughout Fishers Island. Prepared a report which identified and defined deficiencies of the existing drainage system in the project area, presented a hydrologic analysis of the project area, recommended improvements addressing the identified deficiencies, and provided a preliminary construction cost estimate for the recommended improvements. In addition, prepared final plans, specification, and estimates of the proposed improvements for bid purposes.

Scudder's Pond Improvement Project, Sea Cliff, Hempstead Harbor Protection Committee (HHPC) ($2.5M)

Project Manager for this storm water and site/pond improvement project. Project included preparation of design and construction documents and to oversee construction of proposed improvements that will take place over two phases. The first phase addressed sedimentation issues as a result of storm water runoff, deteriorated overflow weirs, invasive plant species, and shoreline erosion. The second phase addressed the removal and disposal of sediment at Scudder's Pond. Both phases were funded by the New York State Department of State under the New York State Environmental Protection Fund by Nassau County under two Environmental Bond Acts with additional funding provided by the Village of Sea Cliff. The HHPC is comprised of all the municipalities in the Hempstead Harbor Watershed (Town of North Hempstead, Town of Oyster Bay, City of Glen Cove, and the Villages of Flower Hill, Roslyn, Roslyn Harbor, Sands Point, and Sea Cliff. Ex-officio advisors to the committee include the New York State Department of State, the New York State Department of Environmental Conservation, the New York Sea Grant, the Coalition to Save Hempstead Harbor, and the Glenwood / Glen Head Civic Association.

North Ocean Avenue Roadway and Drainage Improvement Project, Village of Patchogue, NY ($1.8M)

Project Manager for the construction design plans and specifications for this locally administered federal aid project in the Village of Patchogue. The project involved the reconstruction of an asphalt overlayed concrete pavement section on North Ocean Avenue, one of the major entrance routes into the central business district of the Village. Developed a public information / community participation program and prepared the necessary Design Approval Documents to satisfy the NYSDOT requirements to receive federal aid.

East and West Gates Avenue Roadway Reconstruction and Drainage Improvement Project, Village of Lindenhurst, NY ($0.7M)

Project Manager for the design of rehabilitation of East Gates Avenue from South Wellwood Avenue to South Delaware Avenue and West Gates Avenue from Strong Avenue to South Wellwood Avenue. Project objectives include increasing safety and operational efficiency, improving roadway drainage, and meeting the needs of the environment, local residents, and business communities.

East and West John Street Roadway Reconstruction and Drainage Improvement Project, Village of Lindenhurst, NY ($0.6M)

Project Manager for design of improvements to East John Street from North Wellwood Avenue to Grand Avenue and West John Street from New York Avenue to North Wellwood Avenue. Objectives of this federally funded project include increasing safety and operational efficiency, improving roadway drainage, and meeting the needs of the environment, local residents, and business communities.

South 7th Street Improvement Project, Village of Lindenhurst, NY ($0.25M)

Project Manager for the design and construction management for this federal aid road and drainage improvements project. The project area involves a portion of Montauk Highway approximately 1,600 feet south along South7th Street. This southerly limit is the northerly limit of the "new" construction improvements on South 7th Street.

South 6th Street Improvement Project, Village of Lindenhurst, NY ($0.25M)

Project Manager for the design and construction management for the road and drainage improvements to this Village roadway.

North Queens Avenue and Grand Avenue Highway Improvement Project, Village of Lindenhurst, NY ($0.7M)

Project Manager for the design and construction management for the road and drainage improvements to this Village roadway. This federal aid project objective includes increasing safety and operational efficiency and meeting the needs of the environment, local residents, and business communities.

Storm Water Filtering System at Feller's Pond, Village of Lindenhurst, NY

Project Manager for this storm water improvement project. The overall project objective is to decrease, to the maximum extent practicable, the amount pollutant laden storm water runoff discharging from the Neguntatogue Creek Watershed into the Great South Bay (GSB) and South Shore Estuary Reserve while meeting the needs of the surrounding community. Preparing contract documents to construct/install Best Management Practices (BMP's) such as AbTech's Smart Sponges near Feller's Pond.

Village of Lindenhurst Annual Road Improvement Program, NY

Project Manager for the design and construction management for numerous road and stormwater improvement projects under this program including Wellwood Avenue; N. 5th Street (from Hoffman to New York Avenue); N. Broome Avenue (500 Block), and Bangor Street (from Strongs Avenue to dead-end).

Old Nichols Road and Blydenburgh Road Improvement Project, Village of Islandia, NY ($1M)

Project Manager/Engineer for the design and construction management for this federal aid road and drainage improvement project.

Village of Islandia Annual Road Improvement Program, NY

Project Manager for the design and construction management for numerous traffic calming, road, and storm water improvement projects under this program. Program involves prioritizing the existing needs for the roadway networks, obtaining funding, preparing construction documents and estimates, coordinating with contractors, performing construction management. Prepared contract documents and preformed construction management for numerous traffic calming, enhancement, storm water, and road improvement projects.

Village of Islandia Storm Water Program (SPDES MS4 Storm Water Management Program), NY

Project Manager for the Village's Storm Water Program. This project includes including preparing the annual reports, providing education materials, identifying training requirements, and preparing and updating the Storm Water Management Plans required to be available for public inspection in accordance with NYSDEC permit requirements.

Hoffman Lane and Space Court, Village of Islandia ($0.5M)

Project Manager for the design and construction management for the road and drainage improvements to this Village roadway.

Village of Lake Grove Sidewalk Improvement Program, Lake Grove, NY ($0.4M)

Project Manager for this multi-phased, federal-aided sidewalk improvement project which added approximately 8,500 l.f. of sidewalks on collector roadways between two elementary schools and the residential communities they serve. Professional services included engineering, construction inspection, and environmental assistance over two phases. Phase I construction was completed in 2004 and Phase II construction was completed in 2005.

Village of Brightwaters Stormwater Program (SPDES MS4 Stormwater Management Program), NY

Project Manager for the Village's Storm Water Program. This project includes including preparing the annual reports, providing education materials, identifying training requirements, and preparing and updating the Storm Water Management Plans required to be available for public inspection in accordance with NYSDEC permit requirements.

Village of Port Jefferson Storm Water Infrastructure Mitigation Projects, NY ($1.2M)

Project Manager for these New York State Department of Environmental Conservation Water- Quality Improvement Program (WQIP) grant projects. Mill Creek Watershed; These projects include storm water/water quality improvements near Barnum Road and the Village downtown parking lot that have been identified as drainage concerns during the field investigation for the Mill Creek Watershed Management Plan.

SOLID WASTE EXPERIENCE

Mr. Schreck's specific solid waste engineering experience includes: designing landfill cap and liner systems, and leachate and gas collection systems, performing slope stability, retaining wall, settlement, and liquefaction analyses, and preparing numerous closure plans including post-closure documents as per the requirements of New York State Part 360 for numerous landfill closure and expansion projects including:

- Montauk Landfill: Capping and Closure Plan, and Plans, Specifications, and Estimate (PS&E)
- Lincoln Avenue Closure Design, for Town of Islip DPW
- Springs Fireplace Landfill in the Town of East Hampton, NY: Capping and Closure Plan, and PS&E
- Merrick Landfill Capping and Closure Pilot Program: Capping and Closure Plan, and PS&E
- L-5 Town of North Hempstead Landfill: Capping and Closure Plan, and Gas Investigation
- 110 Sand Company Clean Fill Disposal Site in Melville, NY: Phases 7-10 Capping and Closure Plan
- Town of Brookhaven Phase 5; Capping and Closure Plan, and Gas Collection System
- Freshkills Landfill Capping and Closure Plan; QA/QC
- Blydenburgh Sanitary Landfill; Slope Stability Analyses

Chronological History of Employment

Company	Role	Duration
D&B Engineers and Architects, P.C.	Vice President	2011 – Present
Cashin Associates, P.C.	Vice President	2000 – 2011
LKMA Associates	Senior Project Manager/Engineer	1996 – 2000

ROBERT L. RAAB, P.E., BCEE, CCM

Professional License
New York

Professional Societies
American Public Works Association
National Society of Professional Engineers
Water Environment Federation
Chi Epsilon – Engineering Honor Society

Years Experience
35+

Office Location
Woodbury, NY

Contact
rraab@db-engr.com

Professional Experience

Mr. Raab has over 35 years of environment and civil engineering experience on the federal and local government level. His experience in the public sector includes the United States Environmental Protection Agency (EPA) - Region 2, both as a Project Manager with the Environmental Impacts Branch (6 years) and as Section Chief with the Superfund Program (6 years), and later with the City of Long Beach (22 years) where he held the position of Commissioner of Public Works/City Engineer. In all of these assignments, Mr. Raab was instrumental in developing news programs, overseeing complete project development from planning through post-construction and introducing sustainable methodologies.

At Dvirka and Bartilucci Consulting Engineers (D&B), Mr. Raab has been assigned an array of tasks including the development of technical proposals, cost estimates and construction management related to sanitary and storm water rehabilitation and construction projects. Mr. Raab has utilized his extensive project management, construction oversight experience and negotiation skills to provide assistance in managing contractor operations. Currently, he is Project Manager at the Bridgeport Water Pollution Control Authority providing technical expertise to reduce the Combined Sewer Overflow (CSO) discharges. He is currently serving as the firm's construction manager at the Oakwood Beach and Port Richmond WPCPs where he has been providing technical and administrative support to the firm's RE teams. At Oakwood Beach he has worked closely with the contractors and DEP technical and operations staff to address and expedite Con Edison concerns regarding the new switchgear system that have resulted in serious delays. In this capacity Mr. Raab has attained a working knowledge of Con Edison protocols and practices.

Currently Mr. Raab is D&B's Project Executive for the recently initiated NYCDDC Gateway Estates – Phase D roadway and utility installation project, where the firm will be providing resident engineering/inspection services. This comprehensive construction will include new sanitary and storm sewers; water mains, utilities as well as creation of new streets in the proposed residential development.

He has also providing technical support at New York City Department of Environmental Protection's (NYCDEP's) Avenue "V" Pumping Station Rehabilitation and Force Main Construction Project and has been the firm's Project Manager for NYCDEP's Task Order Contract Program (EE-DSGN-4).

Mr. Raab has been working closely with the Bridgeport Water Pollution Control Authority (BWPCA) to develop solutions to eliminate/redirect storm water flows entering the City's aged combined sewer system. The goal is to reduce the frequency of CSO discharges to area waterways. Five of the most problematic sewershed areas have been identified by the BWPCA for evaluation. In each case, two phases of construction are being proposed. The first phase involves the TV inspection, cleaning and CIPP lining of the existing combined sewers to eliminate infiltration from this high ground water area. The focus of Phase B is to remove (separate) storm water from the combined sewer system. The installations of separate storm sewers are being proposed to collect runoff from roadways and other paved surfaces. This should result in the diversion of over 60 % of storm water out of the waste stream. Funding for these projects is from the Clean Water Act which is administered by the Connecticut DEP.

Through his experience at Avenue "V", he has developed a familiarity and understanding of NYCDEP regulations and protocols. In addition, Mr. Raab has been instrumental in

evaluating the construction contractor's operations, troubleshooting and solving problems, and assisting in change order preparation and technical reports relating to ongoing construction. Further, he has personally taken on the initiative of finding ways to streamline the administrative process by taking a pro-active approach, which is "anticipate issues" then "facilitate a response." His experiences with the NYCDEP coincide with his managerial style, which stresses continued communication and coordination.

Mr. Raab has also served as the firm's Project Manager for an Asset Management/Risk Assessment Project undertaken for a major New York municipality. As Manager, he was responsible for working closely with the client to define project goals and to tailor the level of effort of the field assessment and data collection tasks to meet project objectives. Scoring systems were developed to identify "fundable projects" for use in the development of future capital improvement plans.

In addition to construction management services, Mr. Raab has spearheaded the preparation of feasibility studies for potential sewering opportunities, throughout Suffolk County, New York. One particular study prepared in 2013 for the SCDPW, evaluated sewering opportunities for a large, primarily residential area, where capital cost for installation exceeded $1 billion

Mr. Raab's experience prior to D&B includes:

City of Long Beach, New York, Commissioner of Public Works/City Engineer

- Responsible for the planning, design and construction of projects related to the City's infrastructure, including roadways, bridges, wastewater treatment and water purification facilities, water mains, sanitary and storm sewers, hazardous and petroleum spill remediation, parks, playgrounds, beach structures, shore erosion, municipal buildings, recycling and solid waste facilities, bulk-heading, water tanks, sludge management, street lighting maintenance, etc.
- Oversaw consultant activities and coordinated activities with local, state and federal regulatory agencies.
- Oversaw the preparation of in-house design packages for playgrounds, roadway reconstruction projects, etc.
- Prepared procedural and response documents such as Emergency Water Supply Plan, Solid Waste Management Plan, LWRP, Water Conservation Strategy and Recycling Ordinance, etc.
- Coordinated the City's participation in FEMA's National Floor Insurance Program Community Rating System.
- Served as Long Beach's Project Manager for Corps of Engineers, Long Beach Island Storm Damage Reduction Project.
- Developed and implemented a Citywide Roadway Evaluation Plan.
- Oversaw all aspects of construction inspection and utility maintenance contracts.
- Interacted with political representatives and the public on a daily basis.
- Provided technical and operational guidance for City maintenance crews.
- Oversaw in-house surveying crews.
- Supervised an office of professional and clerical personnel.
- Reported directly to City Manager who reported to a five member City Council.
- Conducts technical presentations to community and school organizations.

ROBERT L. RAAB, P.E., BCEE, CCM

United States Environmental Protection Agency (EPA) - Region 2, Section Chief- Superfund Program-New York Remediation

- Assisted in the development of the Superfund Program serving on the initial Agency Task Force.
- Served as project manager for many of the high visibility sites including Love Canal and PCB Cleanup on the Hudson River.
- Supervised staff of professional and clerical personnel.
- Coordinated program activities with other federal, state and local agencies and public groups.

United States Environmental Protection Agency (EPA) - Region 2, Project Manager - Environmental Impacts Branch

- Coordinated the preparation of environmental impact statements for the construction of wastewater treatment facilities in New Jersey, Puerto Rico and the Virgin Islands.
- Assisted in the preparation of 201 and 208 facility and regional planning documents.
- Coordinated project and program activities with governmental, environmental as well as public groups.

Chronological History of Employment

Company	Role	Duration
D&B Engineers & Architects, P.C.	Project Manager, Construction Manager, Vice President	10/2008 – Present
City of Long Beach New York	Commissioner of Public Works/City Engineer	02/1986 – 10/2008
U.S. Environmental Protection Agency	Project Manager, Supervisor	07/1974 – 02/1986

DAVID ZAREMSKY, CIH, CSP

Professional Experience

Mr. Zaremsky is a Certified Industrial Hygienist/Certified Safety Professional with extensive and progressive experience in safety and health, industrial hygiene, consulting, construction and environmental instruction training. Mr. Zaremsky is a specialist in construction EH&S issues.

Mr. Zaremsky's professional experience includes the following:

Corporate Safety and Health Director:

Mr. Zaremsky served as a Contract EHS Officer for NYCDEP construction projects throughout the downstate and watershed areas. His responsibilities included the review of contractor HASPs and other submittals, conducting daily/weekly audits of project worksites and ensuring compliance with all relevant Federal, State, local and NYCDEP requirements and regulations. He created Emergency Action Plans, conducted evacuation drills at project sites and performed SWPPP inspections. Other responsibilities included:

- Creating HASPs and EHS Management Plans for construction projects involving wastewater facilities, bridge reconstruction, road realignment, drainage upgrades and remediation activities.
- Training employees on safety plans and OSHA requirements.
- Establishing Corporate HASP, Respiratory Protection and Hazard Communication Programs.
- Successfully maintaining safety performance of projects as measured on NYCDEP compliance audits.

Senior Consultant/Instructor:

Mr. Zaremsky performed numerous CIH/CSP-related IAQ and safety tasks for a variety of clients. He managed data validation, quality control and assurance on worker exposure studies for lead; performed OSHA compliance audits, encompassing safety and health evaluations and workplace risk assessments associated with noise, non-ionizing radiation, ergonomics, respiratory protection, lead, asbestos, and confined spaces for manufacturing, construction and administrative buildings; and created and conducted training for HAZWOPER and lead/asbestos/PCB awareness.

EHS Consultant/Instructor:

Mr. Zaremsky performed IAQ surveys and respirator fit testing for clients and employees. He developed Confined Space Safety, LOTO and Respiratory/PPE program plans, and reviewed HASPs for construction projects. Mr. Zaremsky's other responsibilities included:

- Creating curricula/exams and conducting instruction for previously untaught subject materials, including welding safety and 24- and 40-Hour HAZWOPER.

- Conducting safety training/instruction for NYCDOB certification (4-hour Supported Scaffold and Site Safety Manager); NYSDOL (Asbestos Project Monitor, Supervisor, Inspector, Allied Trades); OSHA 10- hour lead and asbestos awareness, NIOSH 582, HAZWOPER (24-hour, 40-hour, Supervisor), Confined Spaces, Hazard Communication and Welding Awareness.

Professional Societies

ASSE

AIHA

Hudson Valley Federal Safety & Health Council

Specialized Training

40-Hour OSHA HAZWOPER

8-Hour HAZWOPER Supervisor

4-Hour Supported Scaffold User Training

OSHA 30-Hour Construction Safety

OSHA 500 Trainer Course in Occupational Safety & Health Standards for the Construction Industry

ICS-100, 200, 700 Certification (FEMA)

Lead Safe Work Practices Training

Years Experience

16+

Office Location

Woodbury, NY
White Plains, NY

Contact

dzaremsky@db-eng.com

DAVID ZAREMSKY, CIH, CSP

Technical Manager, On-Site Consulting Services

Mr. Zaremsky performed IH services for Safety and Environmental Management including: IAQ surveys, AED deployment and pandemic preparedness. He supervised contractors performing branch office assessments; initiated chargeback program for services resulting in over $20,000 savings to the department each year; and performed over 800 ergonomic evaluations on client workstations reducing the number of workers' compensation claims related to repetitive strains, as well as reducing the costs per claim. Mr. Zaremsky established a program to monitor air quality during deconstruction of the Deutsche Bank Building, which was contaminated as a result of the September 11, 2001 terrorist attack; collaborated with colleagues to create an SOP Manual for processes essential to facilities management; prepared Risk Management Plans for the sulfuric acid battery rooms in several facilities; and edited and maintained a Disaster Preparedness Guide, providing guidance in preparing for disasters.

Industrial Hygienist

Mr. Zaremsky managed air monitoring projects for the NYC Transit. He assessed damages and performed mold and IAQ sampling for NYC schools and property management companies. He trained employees to allow access to NJ Transit tracks; prepared proposals, reports and project budgets; managed site health and safety operations during exhumation of remains from a potter's field as part of a transportation improvement project; and developed and maintained sampling equipment program, ensuring availability and proper function of company supplies.

Emergency Management Professional

Mr. Zaremsky is a certified FEMA Incident Control System (ICS) and National Incident Management System (NIMS) evaluation and control officer. He has participated in restoring areas stricken by emergencies to safe environments.

Chronological History of Employment

Company	Role	Duration
D&B Engineers and Architects, P.C.	Licensed Environmental Health and Safety Professional	06/2014 – Present
Haider Engineering, P.C.	Corporate Safety and Health Director	2011 – 2014
Field Safety Corp.	Senior Consultant/Instructor	2010
Creative Environment Solutions Corp.	EHS Consultant/Instructor	2009 – 2011
Weston Solutions, Inc.	Technical Manager, On-Site Consulting Services	2004 – 2009
Precision Environmental, Inc.	Manager, Industrial Hygiene Division	2004
The Louis Berger Group, Inc.	Senior Industrial Hygienist	2001 – 2004

Presentations

"New Directions for the Industrial Hygienist," AIHA Annual Northeast Industrial Hygiene Conference, New Brunswick, NJ, December 2005

"Planning for a Pandemic Flu," joint Metro NY AIHA/NY ASSE, February 2008

"OSHA's Proposed Silica Rule," Hudson River Valley ASSE, Orangeburg, NY, October 2013

FREDERICK HAUSMANN

Professional Experience

Mr. Hausmann has experience in the following:

Croton Water Tx. Plant/Off Site Contract CRO-312OS-G: (Value $98,000,000.00)

- Site Safety Representative for NYC Department of Environmental Protection project CRO-312OS-G.
- Regulated procedures for the abatement, storage and disposal of Hazardous/Non-Hazardous materials and Universal Waste.
- Maintained compliance with NYC agencies by obtaining appropriate permits.
- Supervised confined space entries on a daily basis and maintained compliance with OSHA and DEP.
- Developed and Maintained aggressive respiratory protection program.
- Responsible for evaluating, safety and health program and implement improvements where appropriate.
- Handled responsibilities of providing safety guidelines and compliance through health and safety training programs.
- Perform the tasks of identifying and evaluating hazardous materials.
- Responsible for eliminating incidents by implementing Root Cause Corrective Actions.
- Performs evaluation of compliance through on-site reviews on a daily basis.
- Maintained Material Safety Data Sheets (MSDS) on chemicals used in the workplace and evaluated methods of reducing employee exposure.

Avenue V Pumping Station Force Main Contract PS-79: (Value $97,756,000.00)

- Site Safety Representative for NYC Department of Environmental Protection project PS-79 F.
- Ensured company compliance with OSHA, FDNY, DOT, DOB, EPA and DEP policies.
- Identified all hazards associated with work tasks and developed JHAs (Job Hazard Analysis) to eliminate or reduce the workers exposure.
- Maintained compliance and reported monthly for Local Law 77.
- Performed regular audit to maintain compliance with EPA's SWPPP.
- Regulated the storage and handling of all flammables, combustibles and chemicals and maintained appropriate MSDSs.
- Inspected work locations on daily basis and took corrective actions for all environmental and safety related issues.
- Maintained an overall safety rating of 99.0% with ETASC.
- Conducted weekly audits with ETASC.
- Conducted weekly safety meetings.

Specialized Training

- 10 Hour OSHA
- 30 Hour OSHA
- OSHA Confined Space
- OSHA Handling & Excavation
- 4 Hour DEC Erosion & Sediment Control Training
- 4 Hour Scaffold User Training
- 8 Hour Lead Awareness Course
- 8 Hour Asbestos Awareness
- 40 Hour Site Safety Manager Course
- 05 Defeading Industrial Structures
- CPR and First Aid
- FEMA Radiological Emergency Management

Years Experience

5+

Office Location

Woodbury, NY

Contact

fhausmann@db-eng.com

- Ordered and provided training for all PPE and safety equipment required to complete work task safely.
- Issued Hot Work permits and regulated Safe Hot work procedures.
- Maintained and calibrated air monitors.

Manhattan Water Tunnel 538C: (Value $120,000,000.00)

- Responsible for the over sight of 85 employees consisting of Carpenters, Laborers and Sandhogs by ensuring that company procedures and policies are adhered to in addition to DEP policies while maintaining OSHA, FDNY, DOB, DEC and DOT compliance.
- Prepare and review job hazard analysis with crews in order to provide a thorough understanding of the work activity and the potential hazards associated.
- Responsible for Environmental, Health and Safety training of employees.
- Conducted investigations for accidents and documented findings.
- Conducted Environmental and Safety audits.
- Responsible for safety and environmental engineering.
- Conducted weekly safety meetings.

Newtown Creek Contract 32G: (Value $195,000,000.00)

- Site Safety Representative for NYC Department of Environmental Protection project 32G.
- Responsible for the assessment and enforcement of all safety, health and environmental policies.
- Conducted weekly safety meetings.
- Researched FDNY, DOB and OSHA codes/standards to ensure compliance with changing standards and regulations.
- Developed site/job specific safety measurements.
- Wrote daily and monthly safety reports.
- Developed and regulated an aggressive property loss prevention/management program.
- Conduct investigations for accidents and documented findings.

Chronological History of Employment

Company	Role	Duration
D&B Engineers and Architects, P.C.	Site Safety Officer	02/2010 – Present
John P. Picone, Inc.	Safety Supervisor	01/2007 – 02/2010

RONALD C. DELO, P.E., BCEE

Professional Licenses
New York
New Jersey

Certifications
Certified 4A Wastewater Treatment Plant Operator - New York
Certified Diplomate of Environmental Engineering

Years Experience
39+

Office Location
White Plains, NY

Contact
rdelo@db-eng.com

Professional Experience

Mr. Delo's professional experience includes over 39 years in the area of civil and environmental engineering with special expertise in wastewater treatment plant and solid waste management facilities planning, design, construction management and operations. A major part of his duties and responsibilities has included evaluating the efficiency and effectiveness of wastewater equipment and processes and developing plans, designs, administering construction, coordinating startup, testing and training and directing the operation of upgraded wastewater equipment and processes.

Mr. Delo is D&B's head of QA/QC and auditing of CM sites on all NYCDEP projects. His responsibilities include; prepare and continuously improve site specific CM Quality Management Plans (QMPs) including detailed procedures and checklists for the various construction activities for each construction project, provide training of the CM staff on the QMPs, perform QA/QC audits and surveillances of the construction management projects including exit interviews and client satisfaction reports and work with CM staff on corrective actions and preventive actions for deficiencies noted during audits and surveillances.

Mr. Delo's specific experience is summarized below:

- Senior Quality Assurance Director/Project Manager: Mr. Delo is the Project Manager for two projects for Orange County, New York involving evaluation, design and construction administration for new influent screenings equipment and rehabilitation of four existing sand filters. In addition, Mr. Delo has prepared and implemented construction management quality management plans and environmental, health and safety management plans for several NYCDEP construction projects including training of the construction management staff on the plans and on the DEP's Standard Operating Procedures. He provides audits of the construction projects to verify compliance with the plans and to assist the construction management teams in delivering high quality construction projects on time, on budget, safely and environmentally compliant."

- Director, Department of Environmental Management and Engineering, Town of Orangetown: Mr. Delo was responsible for all planning, siting, permitting design, construction, operation and maintenance, administration and financial matters for capital and operating programs of the Town Sewer Department, which includes a 12.75 mgd secondary wastewater treatment plant, 48 pumping stations and approximately 200 miles of sewers. He served as Town's storm water management officer and engineer for drainage and various public works and environmental projects and issues including over $12 million for new soccer and baseball complexes and a major flood mitigation project. Mr. Delo served as professional and technical advisor to the Supervisor and Town Board for major redevelopment projects of recently acquired surplus state psychiatric center property involving development of public and private recreation facilities, remediation of asbestos/lead paint laden structures/site and private development of a portion of the property. He developed a multiyear capital improvement plan to address aging and deteriorating infrastructure for the Sewer Department including over $50 million in current improvements and spearheaded effort to create a Town Sewer District and establish a new rate system for sewer charges which more equitably distributed the cost of sewer service, as well as developed a plan for the establishment of a Town Drainage District in order to address stormwater management issues facing the Town.

- The Executive Director of the Rockland County Sewer District No. 1: Progressed from Engineer II to Engineer III to Assistant Director and became Executive Director in 1989. Mr. Delo was responsible for all planning, siting, permitting, design, construction, operation and maintenance, administration and financial matters for both capital and operating programs of the Sewer District, including over $300 million in capital improvements and expansion of facilities.

  Mr. Delo initiated and led an effort to solve both the public health and environmental problems of failing septic systems in an area of the County previously unsewered and providing a new water source through development of an advanced wastewater treatment plant to serve this unsewered area with the highly treated effluent discharged back to the aquifer as a new water source. In addition, he developed innovative ways of funding and procuring theses new facilities and services including obtaining special State legislation for the first design/build/operate wastewater facility constructed in New York State and obtaining numerous Federal and State grants and low cost financing for same.

  Mr. Delo also put significant emphasis on research and development by conducting numerous research and equipment/system testing programs of innovative and alternative technologies at the Sewer District, many of which were funded by grants from USEPA and NYERDA.

- Engineer for the New York State Department of Transportation - Construction Division: Responsible for engineering and administration of various types of highway construction including roads, bridges, drainages, etc.

- Solid Waste Management Authority: Mr. Delo served as Executive Director of the Rockland County Solid Waste Management Authority from its creation in 1994 until 2004. Mr. Delo was asked to take this additional position because of an impressive track record at the Sewer District and the confidence the various elected officials in the County had in his ability to get difficult jobs done in a professional, efficient and effective manner. In this position, Mr. Delo immediately designed and implemented a budget and a user charge system to fund the Authority.

  Mr. Delo oversaw the siting, permitting, design, construction, operation and maintenance of several local, state, and national award winning solid waste management facilities including a permanent household hazardous waste facility, a biosolids cocomposting facility, a materials recovery facility and a preprocessing facility/transfer station.

  Mr. Delo negotiated inter-municipal agreements with the 24 municipalities and 5 sewer departments in the County to participate in the various programs of the Authority.

  Solid waste management facilities of the Authority now serve as regional facilities providing service to communities outside of the County, thereby serving their solid waste management needs in an efficient and effective manner while providing financial beriefit to the ratepayers in Rockland County.

  Mr. Delo negotiated host community benefits with the host communities of the various facilities and consolidated numerous village/town solid waste management programs into countywide programs thereby achieving economies of scale and providing uniform services across the County. Mr. Delo enhanced these programs through various innovative educational programs including incorporating an interactive museum into the materials recovery facility, implementing a sustainable communities program, acquiring a robot to take on tours and into schools to promote recycling and adding a greenhouse/conference center/outdoor compost demonstration area to the Authority's complex.

  Mr. Delo was instrumental in acquiring over $10 million in grants and $22 million in low interest financing for the Authority's facilities and programs.

RONALD C. DELO, P.E., BCEE

Chronological History of Employment

Company	Role	Duration
D&B Engineers and Architects, P.C.	Senior Project Manager, QA/QC Advisor	07/2010 – Present
Town of Orangetown	Director	09/2004 – 06/2010
Rockland County Sewer District No. 1 / Rockland County Solid Waste Management Authority	Engineer II, Engineer III, Assistant Director, Executive Director	01/1977 – 09/2004
New York State Department of Transportation – Construction Division	Engineer	06/1973 – 01/1977

STEVEN A. FANGMANN, P.E., BCEE

Professional Experience

Mr. Fangmann's professional experience includes over 40 years in the area of civil and environmental engineering with special expertise in wastewater facilities planning, investigations and detailed designs of municipal wastewater treatment plants and sewer systems, water management planning, water and wastewater regulations and project management.

Mr. Fangmann is an active member in a number of professional societies involving water and wastewater management and is presently serving as President of the New York Water Environment Association (NYWEA).

Mr. Fangmann has extensive municipal experience in all aspects of environmental engineering in both private and public practice. He presently is directing the firm's General Engineering work for the Camden County Municipal Utilities Authority (CCMUA). This work involves yearly operational and design improvements to the Delaware No. 1 WPCF, as well as providing plant performance assistance. He is directing a Combined Sewer Overflow (CSO) project for CCMUA and the cities of Camden and Gloucester which involves program management and construction management services to CCMUA.

Mr. Fangmann presently is directing design improvements to the Bay Park STP Influent Screening Facilities and Cedar Creek WPCP Grit Handling Facilities for the Nassau County DPW. He co-directed the Nassau County Master Plan project of the Bay Park STP, Cedar Creek WPCP and 37 pump stations. He directed an Interceptor Corrosion Survey for Nassau County, he assisted Nassau County in recovering Federal Grant Funds for its wastewater projects and he participated in the preparation of the first comprehensive plan to be developed for the County. Mr. Fangmann served as a technical advisor to Nassau County on its long-term sludge management project.

Mr. Fangmann lead the firm's design effort for improvements for the Passaic Valley Sewerage Commissioners' (PVSC's) 330 mgd oxygen activated sludge wastewater facility in Newark, NJ. He directed an evaluation of secondary treatment facilities project and managed the design and construction of secondary grit removal and sludge screening facilities rehabilitation. At PVSC, Mr. Fangmann also directed the design team on final clarifier rehabilitation, including nocardia removal pilot and demonstration projects, concrete surface rehabilitation and drive replacement. Mr. Fangmann assisted PVSC in obtaining grant funding for a Transportation Enhancement Program (TEP) under the federal TEA 21 Program and he directed the preparation of a Capacity Assurance Plan for PVSC.

Mr. Fangmann was the Project Manager on design improvements to the wastewater treatment facilities at Brookhaven National Laboratory, including a new aerobic digester, and improvements to the sand filters and holding ponds. He updated BNL's Sanitary Sewer Master Plan and also served as the Project Manager on the advanced wastewater treatment improvements at BNL involving nitrogen control and ultraviolet disinfection. He recently directed a Quantification and Removal Study for BNL on its wastewater plant and collection system.

Mr. Fangmann directs the firm's work with the Town of Oyster Bay, which includes an annual underground storage tank monitoring and improvements program, oversight of the Old Bethpage Solid Waste Disposal Complex operations, storm water Phase II

Professional Licenses

New York
New Jersey
Michigan
Florida
Pennsylvania
Connecticut
Rhode Island

Professional Societies

President New York Water Environment Association

Past President, Nassau Chapter NYSSPE

National Association of Clean Water Agencies (NACWA) – NYWEA Representative

New Jersey WEA

Eastern Pennsylvania Operators Association

Water Environment Federation

American Water Works Association

American Society of Civil Engineers

American Council of Engineering Companies

Years Experience

40+

Office Location

Woodbury, NY

Contact

sfangmann@db-eng.com

implementation, design of various municipal infrastructure improvements and monitoring of observations wells, along with environmentally sensitive properties. He directed the replacement of six fueling stations with associated controls for the Town.

Mr. Fangmann completed 16 years of municipal service to the Nassau County Department of Public Works which covered all aspects of wastewater and water engineering including planning, design, construction, and operation. As Deputy Commissioner, he was responsible for the overall management of two major water pollution control plants which have a combined design capacity of 142 mgd, more than 3,000 miles of sewer system, and more than 30 pumping stations. This involved a yearly $80 million O&M budget and a $100 million per year capital budget.

As Chief Sanitary Engineer and Project Manager for Nassau County, he was responsible for the management of projects totaling more than $400 million for the Bay Park and Cedar Creek Plants. Consent decree schedules were met at both plants.

As Project Engineer and Manager on the Bay Park project, Mr. Fangmann was directly responsible for the day-to-day management of the rehabilitation of this 60-mgd plant and expansion to 70 mgd ($250 million phased project), while maintaining continued operation to meet state discharge permit limits. The expansion included preliminary treatment facilities fine bubble dome diffusers, odor control facilities, new power generation, sodium hypochlorite disinfection, and primary and final settling tanks.

For Nassau County's sludge management project, as Deputy Commissioner he was the "responsible official" for compliance with a consent decree schedule with the federal and state governments to end ocean disposal of sewage sludge. The project required a $40 million sludge dewatering facility to be constructed in less than a year at the Bay Park Sewage Treatment Plant.

In addition, at the Nassau County DPW, Mr. Fangmann was responsible for directing all water management planning for Nassau County's entire groundwater aquifer system. Programs accomplished included the collection and computerization of data into a single database containing all available pertinent information. He was instrumental in the development of a three-dimensional groundwater model which, for the first time, included saltwater intrusion components on portions of the north and south shores of Long Island. Mr. Fangmann has presented and promoted Nassau County's water management program with both public and technical groups.

Chronological History of Employment

Company	Role	Duration
D&B Engineers & Architects, P.C.	Executive Vice President	09/1996 – Present
Hazen and Sawyer	Senior Associate	04/1992 – 09/1996
Nassau County Department of Public Works	Deputy Commissioner, Project Manager	04/1976 – 04/1992
Consoer Townsend and Associates	Environmental Engineer	09/1975 – 04/1976

Publications

Biofilter Installations for the Control of Odorous Air from Sludge Drying and Composting, NJWEA, Winter Technology Transfer Seminar; March 2013

Comparison of Design, Construction and Operations of Biofilter Installations for Control of Odorous Air from Sludge Drying and Sludge Composting Facilities, NYWEA 84th Annual Meeting, February 2012

CMOM: Will it be Mandated?, NYWEA 83rd Annual Meeting, February 2011

Large Diameter Process Pipe Rehabilitation, NYWEA Spring Technical Conference; June 2007.

Rehabilitation of Large Diameter Process Pipe in Unique Situation, New Jersey WEA, Annual Meeting; May 2007.

Protests Finally Yield a Fragrant Solution, Public Works Magazine; February 2004.

Development of a Wet Weather Operations Manual – A Case Study, NYWEA 76th Annual Meeting; February 2004.

The Blending Controversy: Potential Impact on Your Wet Weather Capital Budget, NYWEA 76th Annual Meeting; February 2004.

A Case for Implementing CMOM (SSO) Now, NYWEA Spring Technical Conference; June 2003.

The Benefits of CMOM: A Look at Several Case Studies, NYWEA Clearwaters Magazine; Summer 2003.

Grants and Low/No-Cost Loans for Municipal Projects, Empire State Report Magazine; August 1999.

Nassau County Sludge Management Multiphased Environmental Assessment, American Society of Civil Engineers Water Forum '92; August 1992.

The Market for Compost and Pellets in Long Island, The Water Environment Federation Specialty Conference; July 1992

Nassau County Department of Public Works - Final Disposal Practices/Markets, American Society of Civil Engineers, NY Met Section - Regional Sludge Conference; April 1992

Developing and Implementing a Water Conservation Program for Nassau County, New York, Conserv. 90, National Conference; August 1990

NIMBY and the Ocean Dumping Ban Act of 1988 (Nassau County, New York's Story", The Water Pollution Control Federation Specialty Conference; December 1990

Application of Innovative Technology at the Bay Park Water Pollution Control Plant, Nassau County, NY, New York Water Pollution Control Association, Inc. Winter Meeting; January 1982

Biological Fluidized Beds - Innovative Secondary Treatment, Regulation, Design and Technology, American Society of Civil Engineers Spring Convention; May 1983

Odor Control at Wastewater Treatment Plants, Public Works Magazine; April 1984

Awards

John Chester Brigham Award (2014) - NYWEA

Service Award (2009) – NYWEA

Hall of Fame (2009) – NYWEA

Engineer of the Year (2008), Nassau Chapter NYSSPE

Chapter Achievement (1991) – Long Island Chapter – NYWEA

President's Award (1999) – Nassau Chapter NYSSPE

Chairman's Award (1998) – Long Island Chapter NYWEA

SSSSS Silver (1996) – NYWEA

JAMIL ANTONIO F. MIRANDA, P.E.

Professional Experience

Mr.Miranda has more than 12 years of experience as a Resident Engineer (RE). During most of this time, he has performed RE and Assistant Resident Engineer (ARE) services at the 26th Ward WWTP.

Mr. Miranda's specific experience is summarized below:

Construction Management Services in Connection with Miscellaneous Projects at Various Bureau of Wastewater Treatment Locations (NYCDEP)New York.

Mr. Miranda is serving as a Resident Engineering for Construction Management Services in connection with the capital program managed by the Bureau of Wastewater Treatment (BWT) consisting of job order contracts (JOCs) ongoing at multiple wastewater pollution control plants, pump stations, and other satellite facilities for CSO storage, in-stream aeration and support. His duties included:

- Supervised and appointed multiple disciplined inspectors, and environmental health and safety officers for providing inspection services at various BWT locations specific to plant civil improvements, pump and piping replacement, chemical system piping upgrades, actuator and sluice gate replacement, and electrical systems.
- Facilitated pre-construction, field, and progress meetings and coordinated on-going work with Plant Operations, contractors, and BWT Engineers to anticipate possible construction issues and minimize any impacts to plant processes.
- Identified and prepared lessons learned documents during construction activities which were geared towards assisting BWT in providing future guidance to mitigate project schedule, change orders, and streamline futuredesign projects.

26th Ward Wastewater Treatment Plant (NYCDEP) Brooklyn, New York (BEDC Projects)

As part of this BWT CM work, Mr. Miranda is performing ARE work at 26th Ward for the following:

- Bar Screen Replacement (26W-136) – The Bar Screen Replacement project calls for the reconstruction of six existing primary mechanical bar screens, two secondary mechanical bar screens and two belt conveyors at 26th Ward.
- Reconstruction of 32 Scum Troughs in 8 Preliminary Tanks (11-2600-DKCGE-012.00) – The 32 existing scum troughs and their supports, operators, and other appurtenances shall be removed from the six preliminary tanks. Each scum trough is approximately 16 feet long. Each tank has four passes, one trough per pass. The work includes the demolition and installation of new scum troughs, bearing assemblies and lever operators.
- Installation of Gas Detection System at 26 Ward WPCP (10-2600-SJEEE-006.00) – The work includes the installation of a gas detection system. The gas detection system consists of various types of detectors warning abnormal conditions throughout the plant and is connected to the control room work station through remote controllers via fiber-optic network.

Education

Professional Licenses
New York

Certifications
Certificate of Erosion and Sediment
OSHA – 40 Hour Training Course
Certificate in Hot Works DEP
NYC DOB 4 Hour Supported Scaffold User Certificate
Certificate i[redacted]
Certificate in Confined Space Entry

Years Experience
12+

Office Location
Woodbury, NY

As Assistant Resident Engineer for the BEDC Construction Management Services of $150 million plant improvements project, including a total Biological Nutrient Removal upgrade, Mr. Miranda was responsible for the following:

- ARE for all CM work under this assignment.
- Met deadline for consent order judgment date mandated by the Department of Environmental Conservation for the first operational Biological Nutrient Removal plant in New York City.
- Represented the resident engineer in client and contractor coordination and correspondence on outstanding project issues.
- Prepared project reports, including annual reports, monthly reports, and public information papers.
- Led coordination drawing meetings and assisted in the coordination of the work among general, electrical, and HVAC contractors.
- Screened contractor Requests for Information (RFIs) and ensured validity based on contract documents to eliminate potential delay claims.
- Prepared correspondence to the contractor, NYCDEP, and construction management staff on key issues of the project to ensure issues are memorialized and accurately depicted for future use.
- Reviewed contractor payments and facilitated field audits with NYCDEP auditors.
- Supervised civil, mechanical, HVAC, electrical, and instrumentation field inspectors.
- Served as the liaison between design engineers, NYCDEP and plant operations.

Wards Island Wastewater Treatment Plant (NYCDEP) New York, New York

Mr. Miranda provided on-site Resident Engineering forConstruction Management Services of a $230 million plant improvements project, including a total Biological Nutrient Removal upgrade. His duties included:

- Supervised construction management staff including assistant resident engineer, lead inspector, multiple disciplined inspectors, schedule engineer, cost and change order engineers, environmental health and safety managers, and administrative assistants at the 65% construction completion stage of the project ensuring pro-activeness and accountability for their work.
- Conducted progress, coordination and scheduling meetings with the contractors on a monthly basis to bring major issues to a head, propose solutions to the issues, and evaluate manpower allocation to increase productivity and meet scheduled work activities.
- Identified possible construction issues and developed Requests for Clarification (RFCs) to the design engineer to proactively anticipate or mitigate issues.
- Coordinated and implemented start-up between contractors, manufacturers and plant operations for major equipment installed on the project, including return activated sludge pumps, waste activated sludge pumps, surface wasting pump stations, and process air blowers to identify major start-up issues that could affect timely and trouble free turnover to Plant Operations.

North River Wastewater Treatment Plant (NYCDEP) New York, New York

Mr. Miranda was directly involved with the emergency efforts following a four-alarm fire in the engine room of the plant that resulted in untreated wastewater being discharged into the Hudson River. His duties included:

- Managed and coordinated the installation of 240 horsepower submersible pumps, 24-inch HDPE piping, control panels and power to provide by-pass pumping from the screening channel to the preliminary settling tanks.
- Conducted a survey of the gas detection system adjacent to the areas affected by the fire and provided assessment to NYCDEP and Plant Operations of the damage.
- Drafted work orders based on NYCDEP and Plant Operations direction and ensured contractors completed work orders in a timely manner.

Bowery Bay Wastewater Treatment Plant (NYCDEP) Astoria, New York

As a resident engineer for construction management of a $200 million plant upgrade project during its closeout phase, Mr. Mirandawas responsible for client and contractor coordination and correspondence on outstanding project closeout issues including Department of Buildings and NYCDEP Bureau of Environmental Compliance deficiency items. Mr. Miranda also pursued, oversaw and inspected punch list work for contractors who have been granted substantial completion.

Catskill Delaware Ultraviolet Water Treatment Plant (NYCDEP) Mount Pleasant, New York

Mr. Miranda served as Construction Civil Inspector/Civil-Site Engineer for the site preparation stage of the world's largest, $1.4 billion, 2billion-gallon-per-day Catskill/Delaware Ultraviolet Disinfection Facility. Mr. Miranda's responsibilities included:

- Inspection of erosion control, dewatering, and security systems on the site.
- Generated daily inspection reports, meeting minutes, punch lists, and reviewed time and material tickets submitted by the contractor.
- Assisted the Resident Engineer in closing out DOT intersection work and document preparation.
- Coordinated training and final testing for the site security system with the contractor, NYCDEP and NYCDEP Police.
- Reviewed final copy working drawings and coordinated the as-built drawing preparation for the project.

Croton Water Treatment Plant (NYCDEP) Bronx, New York and Catskill Delaware Ultraviolet Water Treatment Plant (NYCDEP) Mount Pleasant, New York

Mr. Miranda served as Civil-Site Engineer/CAD Designer from the initial site preparation to final design stage including design services during construction of New York City's $3 billion, 290 million-gallon-per-day Croton Water Filtration Plant. His responsibilities included:

- Reviewed existing drawings and developed demolition plans for contractors' use.
- Analyzed and designed sewer connections into the city's existing main line sewers following NYCDEP codes, regulations and calculations.
- Prepared and designed layout concepts, site contouring and analysis, utilities, erosion control, plan / profile and excavation sections for the project utilizing various software programs.

- Analyzed and designed roadways for the sites access and exit, developed plan and profile for the roadways, including horizontal and vertical alignment design, in accordance with the American Association of State Highway and Transportation Officials.

- Designed and drafted site preparation and final design contract drawings for the NYCDEP.

- Coordinated and resolved design issues with other disciplines and concerned agencies involved in the project.

- Responsible for answering RFI documents and the review of shop drawings during the construction phase of the project including contractor, client, and construction manager coordination.

Briarcliff Manor Pump Station, Catskill Aqueduct Tap,Meter Building, and 19,000 Foot -Transmission Main Briarcliff Manor, New York

As Lead Civil Engineer, Mr. Miranda performed all aspects of civil-site design work and coordinated with the other disciplines involved in the project such as:

- Responsible for site surveying with the use of a Total Station surveying instrument to delineate existing wetlands on the site.

- Analyzed existing site drainage and soil conditions for initial storm water management analysis.

- Designed storm sewers, detention ponds/wetlands , and outlet structures needed to control peak rainfall runoff rates of the proposed pump station site.

- Conceptualized site layout, site grading, and erosion control for the pump station and meter building site.

- Designed and managed the construction of a sanitary sewer holding tank and its sanitary piping.

- Designed plans and profiles of water mains to and from the proposed meter building terminating at the Catskill Aqueduct tap and adjacent existing 30-inch water main.

- Analyzed, designed, and drafted the proposed discharge transmission main from the proposed pump station to an existing water tank 19,000 linear feet away.

- Prepared civil specifications and civil contract drawings for design document submission to government agencies involved in the project.

- Responsible for addressing comments received from the Westchester County Department of Health, NYCDEP, and Department of Transportation.

Con Edison Dunwoodie Substation - 3,800 Foot - 12" Water Main Replacement Yonkers, New York, Town of New Castle - 4000 Foot - 8" Water Main Replacement New Castle, New York, Village of Briarcliff Manor - 10,000 Foot - 8" Water Main Cleaning & Lining Briarcliff Manor, New York and City of Yonkers - 14,800 Foot - 12" 16" and 20" Transmission Main Installation Yonkers, New York

As Civil Inspector/Civil Site Engineer/Surveyor for multiple water systems pipe improvement projects in Westchester County, Mr. Mirandawas responsible for the following:

- Conducted field surveys with the use of a Total Station and drafted existing drawings for preliminary design analysis.

- Designed the water main alignment and drafted the necessary sheets for plan and profile.
- Developed and drafted maintenance and protection of traffic plans using regulatory codes and standards.
- Designed and drafted temporary by-pass piping plans used for construction.
- Reviewed shop drawings as needed by the contractor.
- Served as the inspector for the project implementing design criteria, contract documents, and collecting as-built information with the use of the Total Station.
- Coordinated with the client, contractor, and local Department of Public Works and Highway officials on project issues.
- Developed and submitted all pertinent documents and as-built drawings to the Westchester County Department of Health for review and approval.

Ferry Point Park Golf Course Bronx, New York

- Responsible for layout, site contouring and analysis, cut/fill calculations, drainage design, sewer, water, and plan/profile development.
- Reviewed shop drawings and specifications for storm structures and retaining walls.
- Designed, detailed, and prepared approval plans together with the necessary site documents and exhibits for the architects, contractors, principals, and the NYCDEP.

Trump National Golf Club Briarcliff Manor, New York

- Analyzed and verified the as-built drainage conditions and prepared adequate storm water calculations for the environmental impact statement and the site design.
- Conducted field surveys to verify actual site characteristics such as drainage areas, cover type, and time of concentration and modeled outlet structure details used on various ponds on the golf course.
- Revised and improved as-built plans and reviewed the necessary documents and shop drawings for drainage structures provided onsite.

Chronological History of Employment

Company	Role	Duration
D&B Engineers and Architects, P.C.	Project Manager/Resident Engineer	06/2012 – Present
Cashin Associates, P.C.	Surveyor, CAD Designer, Civil Site Engineer, Civil Inspector, Assistant Resident Engineer, Resident Engineer	11/2003 – 06/2012
Baldwin & Cornelius, P.C.	Civil Site Engineer/CAD Designer	11/2001 – 10/2003

Technical Skills

- AutoCAD Civil 3D
- AutoCAD
- Hydroflow Hydrographs
- Hydroflow Storm Sewer design

JOHNSON UDOYE, P.E.

Professional Experience

Mr. Udoye has more than 25 years of experience in inspection, field engineering, construction inspection and administration related to the inspection, maintenance, repair, construction and rehabilitation of water treatment facilities, infrastructure, bridges and highways, buildings and other facilities.

Mr. Udoye's specific experience is summarized below:

New York City Department of Transportation, Coney Island Avenue Bridge over the Belt Parkway, Brooklyn, New York

As Chief/Senior Inspector, Mr. Udoye performed construction inspection and maintenance of records for complete replacement of Coney Island Bridge over Belt Parkway. The existing three-span bridge was demolished and replaced with a new two-span continuous structure. The two-year, $10 million project was completed using stage construction and required night work over the heavily traveled Belt Parkway.

New York City Department of Transportation, Rehabilitation of Hutchinson River Parkway Bridge over Amtrak Railroad

As Office Engineer/Chief Inspector, Mr. Udoye supervised the construction inspection staff, prepared payment documents, reviewed material documents and maintained daily and monthly record books as per NYCDOT and NYSDOT MURK requirements. He monitored railroad force accounts and reviewed payments for force account reimbursement. Mr. Udoye assisted the Resident Engineer in preparation of monthly reports and change orders.

New York State Department of Transportation, Reconstruction of Two Bridges and Rehabilitation of Three Bridges on I-684/Route 22

As Senior Inspector, Mr. Udoye supervised other inspectors and provided general supervision of construction procedures, including pile driving activities. He also prepared daily reports, schedules, payment authorizations, in-place quantities, workmanship, job safety, etc.

New York City Department of Transportation, Reconstruction of Dereimer Avenue

As Chief Inspector, Mr. Udoye supervised other inspectors and provided general supervision of construction procedures, including pile driving activities. He prepared daily reports, schedules, payment authorizations, in-place quantities, workmanship, and job safety.

New York City Transit Authority, Lincoln Tunnel Bridges, Biennial Inspection

As Senior Inspector, Mr. Udoye supervised other inspectors and provided general supervision of construction procedures, including pile driving activities. He prepared daily reports, schedules, payment authorizations, in-place quantities, workmanship, and job safety.

Professional Licenses

New York

Professional Societies

International Code Council (ICC)

Certifications

ASCE Grade IV

ACI Concrete Field Testing Technician - Grade 1

OSHA - 10 Hour Training Course

Confined Space Entry Training

Hot Work Permit PAI

Years Experience

25+

Office Location

Woodbury, NY

New York City Department of Environmental Protection - CM Services-Reconstruction of Primary Settling Tanks Odor Control Building, Coney Island, WPCP, New York

Mr. Udoye provided on-site Resident Engineering for construction activities, start up and testing, contract administration, inspection, QA/QC, preparation of partial payments, weekly executive/permit log reports, monthly I & T reports, negotiations; preparation of change orders and close out activities.

New York City Department of Environmental Protection – Spring Creek Auxiliary Water Pollution Control Plant Stabilization Upgrade, Brooklyn/Queens, New York

As Resident Engineer/Office Engineer, Mr. Udoye was responsible for construction monitoring, inspection and office engineering for the modernization of the storm water treatment plant.

New York City Department of Environmental Protection – GIS Sewer Mapping Project

As a field engineer, Mr. Udoye supervised the electronic scanning and indexing of the NYCDEP sewer records at Borough offices as a prerequisite to the rectification and digitizing of a GIS sewer mapping of all New York City sewers. Over 180,000 source documents were scanned under this effort and resulted in an interactive data base for 6,000 miles of sewers including 300,000 manholes and structures.

New York City School Construction Authority, PS 47 Prototypical Mini School Addition

As Senior Inspector, Mr. Udoye supervised other inspectors and provided general supervision of construction procedures, including pile driving activities. He prepared daily reports, schedules, payment authorizations, in-place quantities, workmanship, and job safety.

Tri-City Sewer Commission, Hoboken Wastewater Treatment Upgrade

As Senior Inspector, Mr. Udoye supervised other inspectors and provided general supervision of construction procedures, including pile driving activities. He prepared daily reports, schedules, payment authorizations, in-place quantities, workmanship, and job safety.

Yonkers Board of Education, Enrico Fermi School of Performing Arts, Yonkers, New York

As Senior Inspector, Mr. Udoye supervised other inspectors and provided general supervision of construction procedures, including pile driving activities. He prepared daily reports, schedules, payment authorizations, in-place quantities, workmanship, and job safety.

Port Authority of New York and New Jersey, Condition Survey of Signs and Lighting Structures of New York

Mr. Udoye performed condition surveys of Manhattan bridges: Holland Tunnel, Lincoln Tunnel and Port Authority Bus Depot.

Chronological History of Employment

Company	Role	Duration
D&B Engineers and Architects, P.C.	Resident Engineer	01-2012 – Present
Michael Baker Engineering Corp.	Project Engineer	09/1999 – 12/2011
Gandhi Engineering	Project Engineer	08/1995 – 09/1999
Clyde Porter Jr. Consulting Engineers	Project Engineer/ Senior Inspector	05/1987 – 08/1995

PAUL ANTONIO, P.E.

Professional Experience

Mr. Antonio is a Construction Manager/Resident Engineer with a strong background in civil and mechanical engineering. His expertise includes design, construction, cost estimating for NYCDEP water pollution control plants, wastewater treatment plant collection systems, main sewage pumping systems, chemical storage systems, pumping stations, digestion facilities, aeration tanks, clarifiers, primary clarifiers, and gas compression facilities. He also provides specialized services for the design and construction of odor control, heating, plumbing, fire protection, storm drainage, dredging, machine design, and generalized piping systems. In addition, Mr. Antonio also has experience in providing planning, design, cost estimating, and construction administration of HVAC, plumbing, and electrical systems for commercial offices, residential high- and low-rises, hospitals, prisons, parks facilities and a wide variety of transportation facilities.

Mr. Antonio's professional experience includes:

26th Ward WPCP, Brooklyn, NY, NYCDEP: Design DSDC and CM for various plant upgrades, including the hypochlorite chemical disinfection building, chemical distribution systems, natural gas metering and distribution system, temporary and permanent, fuel storage tanks, plumbing systems, plant-wide city water loop including cross-connection control, civil/site and yard piping plans, above ground and underground fuel storage tanks, plant wide heating system, process air system and digester gas collection/storage/ compression system. Additional services included designing operation procedures and control systems for the raw sewage pumping system, fuel tanks, process air, and the plant-wide heating system. Mr. Antonio identified the break and worked on the emergency repair design for the raw sewage header. As a result of all of these assignments, Mr. Antonio is extremely familiar with the 26th Ward process facilities and personnel.

Avenue V Pumping Station, Brooklyn, NY, NYCDEP: Project Manager for the upgrade of this 80-mgd facility. Mr. Antonio developed the plans and provided design and expansion services during construction for the upgrade and renovation of the pump station. Services included negotiating and securing the route of the 18,000 feet of force main pipeline through the borough of Brooklyn through five parks and a US Army Base. Provided design services for facility concept, detailed concept, cranes, plumbing, fire protection, and civil site layout. He also was heavily involved in DSDC and provided assistance to the CM.

Promenade Park, Brooklyn, NY, NYCDEP and NYCDPR: Project Manager, Resident Engineer for Construction Management for the rehabilitation of OH-1 a three barrel CSO outfall and OH-17 a 78" CSO outfall, ten storm outfalls ranging in size from 18" to 48" diameter. The project included the rehabilitation of one mile of the ribbon park, placement of riprap, and the seawall reconstruction. The project involved the total rehabilitation of the two NYCDEP sewer outfalls that were in disrepair. The responsibilities included assessing payment terms, approving payments, negotiating change orders, and ordering additional work. The services also included, concrete inspection, pile inspection; rebar inspection, formwork inspection, placement of concrete, including tremie concrete, underwater construction, paving, and waterfront revitalization work. The project also required the replacement of twelve trees and the protection of twenty trees.

Bay Park WPCP, Nassau County, NY, Nassau County Department of Public Works: Project Manager, Construction Manager and Design Engineer for chemical storage facilities, chemical defoament, hypochlorite and sodium hydroxide pump and tank systems for odor control, process piping, digester compressor system, fire protection, civil/site layout, and

Professional License
New York

Certifications
Architectural Drafting – Island Drafting and Technical Institute

NYCHD Certificate of Fitness to operate a Chemical Laboratory

Years Experience
32+

Office Location
Woodbury, NY

Contact
pantonio@db-eng.com

storage warehouse layout, as part of ongoing upgrade/expansion program. Mr. Antonio designed the aeration tank odor control system design, civil/site plans, yard piping plans, underground fuel storage tanks, and chemical storage and feed systems.

Biological Nutrient Removal Demonstration Project, Mamaroneck, NY: In this project for Westchester County Department of Environmental Facilities, Mr. Antonio was Project Manager and Construction Manager for the construction and operation of the BNR full scale demonstration project. This project included methanol chemical injection system installation, and sodium hydroxide storage system upgrades. This project was winner of the NYACE Diamond Award for Engineering Excellence for 2001.

Croton Water Treatment Plant, Bronx, NY, NYCDEP: Design Engineer for plumbing, gas and fire protection systems.

Briarcliff Pumping Station, Sleepy Hollow, NY: Design Engineer for plumbing and fire protection systems.

University of Connecticut Water Reuse Facilities, CT: Design Engineer for plumbing, and fire protection systems.

Bretton Woods WPCP, Centereach, NY: Resident Engineer for the Construction Management for plant upgrade. This work included the addition of an equalization tank, the rehabilitation of two polishing filters, the installation of an additional blower and the upgrade to a pumping station. Mr. Antonio assessed payment terms, approved payments, negotiated change orders, and ordered additional work. The CM services also included, concrete inspection, rebar inspection, formwork inspection, placement of concrete, and paving.

Peekskill Water Pollution Control Plant, Peekskill, NY: Project Manager, Construction Manager and Design Engineer for hypochlorite storage tank upgrades, and thickener tanks odor control system utilizing carbon adsorbers.

Paerdegat CSO Facilities Project, Brooklyn, NY, NYCDEP: Design Engineer for project, which included upgrade of the Paerdegat Pumping Station, a 55-mgd facility. Mr. Antonio designed a pump-around, which enabled the Pumping Station in operation during construction. He provided design services for facility concept, detailed concept, crew quarters, work shop, plumbing, fire protection, dredging, and civil site layout.

Newtown Creek WPCP, Brooklyn, NY, NYCDEP: Design and DSDC Engineer for major plant upgrade, including digester gas holder, plant-wide fire protection systems, plumbing systems, plant-wide city water loop including cross-connection control, main building service water system, civil/site plan, and natural gas metering/distribution system, and percent for art plant decorative fountain.

Port Jervis WWTP and Pump Stations, Port Jervis, NY, NYCDEP: Design Engineer for total plant upgrading including all process improvements, plumbing systems, HVAC systems, city water loop including cross-connection control, civil/site plan, and natural gas metering and distribution system.

Bowery Bay WPCP, Brooklyn, NY, NYCDEP: Design Engineer for plant upgrade, including natural gas metering and distribution system, plumbing systems, plant-wide city water loop including cross-connection control, civil/site and yard piping plans, and underground fuel storage tanks.

Raw Sewage Booster Pump Stations, Dade County, FL: Served as Design Engineer for the HVAC, generator system piping, and plumbing systems for this project.

Catskill Aqueduct Water Treatment Plant, Cortlandt, NY: Served as Design Engineer for this project for Northern Westchester Joint Water Works. This project work included design of plumbing, backflow prevention, and underground storage tanks.

PAUL ANTONIO, P.E.

Water Pollution Control Plant, Peekskill, NY: For this Westchester County Department of Environmental Facilities project, Mr. Antonio was the Project Manager in charge of design of odor control system for the thickener tanks and various plant upgrades, including sludge pump replacement.

Arlington County Wastewater Treatment Plant, VA: Mr. Antonio served as Design Engineer for the fire protection systems for the sludge centrifuge building, including scale facilities.

Shelter Island Heights Water Pollution Control Plant, Shelter Island, NY: Project Manager and Design Engineer for the Thickener Tanks Odor Control system.

Grahamsville Laboratory Facilities and District Offices, NYCDEP: Design Engineer for the plumbing systems, as well as for city water loop with the cross connection control, and civil site plan.

Confidential Pharmaceuticals Company, NJ: Mr. Antonio designed replacement steam system, including buried double-wall pipelines, for an existing steam-heating system.

Community College of New York Facilities: CM for installation of 1000 feet of underground steam piping for an F&V Mechanical joint venture.

Gun Hill Road Bus Depot Facilities: CM of 300,000-square-foot building fire protection system, plumbing, bus wash facilities, and fueling facilities for F&V Mechanical.

Seventh Avenue Subway Line Facilities: CM for renovation of seven subway pumping stations, including installation of new force mains and relief manholes, four electrical rooms, and two fan chambers, for F&V Mechanical and V&R Electrical.

Victory Memorial Hospital Facilities: CM of new hospital wing fire protection system and medical gas system for F&V Mechanical.

Kings County Hospital Facilities: CM of new hospital underground duct banks for V&R Electrical.

Grand Central Station: CM of facilities installation of subway station dry fire standpipe system and escalator fire protection systems for F&V Mechanical.

Chronological History of Employment

Company	Role	Duration
D&B Engineers and Architects, P.C.	Construction Manager / Resident Engineer	2012 – Present
Hazen and Sawyer	Senior Associate Engineer, Civil Environmental Engineer	1991 – 2012
F&V Mechanical, V&R Electrical, Martin Associates	Estimator, Design Engineer & Draftsman, Project Manager	1988 – 1991
Rael Automatic Sprinkler	Design Draftsman, Fire Protection Systems Specialist	1986 – 1998
Lynbrook Glass	Design Draftsman Glass Facades	1985 – 1985
Cosentini and Associates	Design Draftsman Fire Protection System Specialist	1983 – 1985
Merit Oil Company	Design Draftsman, Fire Protection System Specialist	1979 – 1983

STEPHEN M. DUDAR, P.E.

Professional Experience

Mr. Dudar has over 30 years of experience as a Civil Engineer, including 27+ years of experience working for the New York City Department of Environmental Protection (NYCDEP). He is a Professional Engineer with many years of hands-on experience in field construction and engineering. Mr. Dudar has extensive construction background in all major fields with a proven ability to meet strict court imposed Consent Decree Order deadlines. He effectively manages and communicates, both in writing and verbally, with contractors and City agencies. He has represented the NYCDEP regarding all construction related matters, policy, personnel affairs and budget issues.

While at the NYCDEP, Mr. Dudar held various positions including Executive Construction Manager, Site Project Manager/Resident Engineer, and Chief of the Bureau of Engineering Design and Construction's (BEDC's) Engineering Standard Division. As Chief of Engineering Standards, he was responsible for:

- Developing business practices (or work flows) to improve and document NYCDEP's capital delivery processes.
- The development of all the CM Standard Operating Procedures (SOPs) and converting the BEDC Project Delivery Manual into Design SOPs.
- Working with the BEDC Specification Section to improve contract language prior to bid of contracts.
- In charge of the effort to perform 36 Quality Assurance/Quality Control site audits.
- Performed SOP training.

Specific projects that Mr. Dudar was responsible for included:

- Owls Head Upgrade
- Newtown Creek Upgrade
- Croton Filtration Plant
- Hillview Reservoir Projects
- 26 Ward Upgrade
- Bowery Bay Upgrade
- Avenue V Pump Station and Force Main CSO Project

Prior to working with the NYCDEP, Mr. Dudar has experience as an Equipment and Facilities Engineer where he developed procedures in support of commercial nuclear power plants. He has prepared both onsite and offsite Emergency Planning Procedures for the Zimmer Plant (CG&E), the Marble Hill Plant (PSI), and the Shoreham Plant (LILCO). He has also prepared document control procedures for the Salem (1 & 2) and the Hope Creek Plants (PSE&G).

As a Project Procurement Coordinator, Mr. Dudar's primary duties included coordinating activities of the Traffic, Inspection and Buying Groups in the Purchasing Department to ensure optimum resolutions and decisions during the engineering/construction of a process plant (especially in QA/QC issues).

Education

Professional Licenses
New York
New Jersey

Professional Societies
Construction Management Association of America (CMAA)

Years Experience
30+

Office Locations
White Plains, NY
Woodbury, NY

Contact
sdudar@db-eng.com

As an Application Engineer, Mr. Dudar performed the following engineering tasks:

- On rotary lobe and screw compressors, sized units by calculating discharge temperature, temperature rise, compression ratio, ACFM, BHP, speed noise level, slip displacement, and specific gravity.
- Determined if process gas would be harmful to unit, and, if so, suggested design alternatives.
- Calculated two-stage systems, if required.
- On process centrifugal compressors, chose the type of compressor to fit the process based on specifications, efficiency requirements
- Used the process curve to determine the type of compressor curve to quote; worked with the factory Design Engineer in designing the System.

As a Career Development Trainee, Mr. Dudar performed the following engineering tasks:

- Designed water treatment programs for HVAC systems
- Designed chemical injection systems and chose the type of chemical.
- Subjects covered included: boiler scale control, chemical cleaning of boilers, slime and algae control of cooling towers, and acid cleaning of cooling water systems.
- Visited equipment and boiler rooms to inspect the equipment for water treatment and performed take-offs.

Chronological History of Employment

Company	Role	Duration
D&B Engineers and Architects, P.C.	Resident Engineer	05/2013 – Present
New York City Department of Environmental Protection	CM / Chief Engineer	04/1985 – 5/2013
Stone & Webster	Resident Engineer	04/1981 – 04/1985
Dresser	Engineer	03/1977 – 03/1981
Olin	Engineer	01/1976 – 03/1977

CHARLES J. WACHSMUTH, P.E.

Professional Experience

Mr. Wachsmuth has over 33 years of experience in the construction and rehabilitation of major water supply, water treatment, wastewater transportation and treatment and other large municipal construction projects. Since November 2000, Mr. Wachsmuth has performed as the lead construction manager on five separate Construction Management (CM) contract's held with the New York City Department of Environmental Protection (NYCDEP) in the City's upstate watershed and water supply system including CM contract's WSHD-3BCM, WSHD-2BCM, WSHD-1CM, GILDAM-1CM and CRO-288. As the construction manager, he is responsible for day-to-day management and oversight of a staff of Resident Engineers, inspectors and administrative personnel assigned to various construction projects within the watershed.

In addition to his duties as the Construction Manager on the Miscellaneous Watershed projects, Mr. Wachsmuth is the Deputy Construction Manager on GILDAM-CM02, Construction Management services on the Gilboa Dam Renovation Project. In this capacity, Mr. Wachsmuth works hand-in-hand with the CM Project Management Team in administering construction of the project and providing technical advice regarding construction related matters.

Mr. Wachsmuth recently provided construction management services to NYCDEP on the highly successful emergency construction contracts associated with interim stability improvements to the City's Gilboa Dam. Work performed on the five emergency contracts included installation of a debris boom across the width of the Schoharie Reservoir; installation of four 48 inch x 30 inch siphons over the crest of the dam; construction of a 250 foot long by 5.5 feet deep relief notch along the crest of the dam; installation of 80 high capacity rock anchors through the core of the dam; and installation of temporary flood control devices at the Ashokan Field Campus.

Through the effort of Mr. Wachsmuth and his team of resident engineers, Inspectors and administrative personnel, all five emergency construction contracts were completed on-time and within budget.

Current CM assignments managed by Mr. Wachsmuth under NYCDEP CM contract WSHD-3BCM include:

- CRO 322A: Reconstruction of Kensico Fluoride Facility
- CRO 322C: Reconstruction of Dunwoodie Fluoride Facility
- DEL 173: Safety and process improvements to Delaware District WWTF
- DEL 221: Interim improvements to Port Jervis WWTF and pumping stations
- DEL 223: Upgrade of three sewage pump stations in the Port Jervis collection system
- DEL 186: Construction of new administrative office and laboratory at Grahamsville
- DEL 355: Replacement of Micro-Filtration units at the Margaretville WWTF

Professional License
New York

Specialized Training
OSHA 1910.120 - Hazardous Waste Operations and Emergency Response

OSHA 1910.146 - Permit Required Confined Space

OSHA 1926 (P) - Excavations

OSHA 10-Hour Construction Industry Outreach

Professional Societies
American Water Works Association

Water Environment Federation

Construction Management Association of America

Years Experience
33+

Office Location
Woodbury, NY

Contact
cwachsmuth@db-eng.com

- CAT 226: Replacement of valves at the Ashokan Lower Gate House
- CAT 333: Masonry repairs to Catskill District Facilities
- CAT 225-Replacement of Catskill District Facilities Gantry Cranes

Recent CM assignments managed by Mr. Wachsmuth under NYCDEP CM contract's WSHD-2BCM and WSHD-1CM include:

- CAT 210C: Emergency contract to replace chlorine feed lines to the Catskill Aqueduct at the Kensico Reservoir
- CAT 224: Dredging of inlet channel to Shandaken Intake Chamber
- CRO 367: Miscellaneous structural, electrical and HVAC improvement to Croton Dam Gate House No. 1
- CRO 368: Installation of lighting and surge protection systems at various east of Hudson facilities
- CRO 369: Paving at various water supply facilities
- DEL 332: Emergency reconstruction of Dryden Brook Culvert
- DEL 336: Emergency reconstruction of Chase Brook Road
- CAT 185: Reconstruction of roadway adjacent to Schoharie Reservoir
- DEL 153: Removal of the Dunraven Causeway Bridge
- DEL 98: Repaving of roadways around Rondout and Neversink Reservoir's
- DEL 230: Installation of Ice Fall protection at various west of Hudson water supply facilities

Mr. Wachsmuth is a specialist in project close out and has performed dozens of final close outs on DEP projects.

Mr. Wachsmuth is the firm's Chief Construction Services Division Construction Manager/Resident Engineer (CM/RE). Coupled with Mr. Wachsmuth's Civil Engineering and Construction Management academic background, his over 30 years of active on-site representation offer a comprehensive knowledge of a broad spectrum of construction types. Mr. Wachsmuth's construction experience and knowledge include: wastewater treatment plants; construction of municipal solid waste/hazardous waste landfill closures; hazardous waste remediation, handling, transportation and disposal; storm water collection and interceptor systems; local and road reconstruction; gravity sewers and force mains; marine outfall lines; water mains; wastewater pumping stations; energy recovery facilities; sludge incinerators; chemical treatment systems; odor abatement/treatment systems; and hazardous waste remediation.

Complementing his broad knowledge of varied construction types, Mr. Wachsmuth is intimately knowledgeable with many specific construction aspects, some of which include: hazardous materials (mercury, lead, asbestos, PCBs) removal, remediation and handling; soil mechanics; installation and testing of geosynthetic materials; well drilling; gas extraction; foundations; structural concrete and steel; tunneling utilizing both "jacking" and "liner plate" techniques; architectural systems; electrical distribution and controls; process mechanical systems and controls; pile driving, excavations; and site work.

As CM/RE, Mr. Wachsmuth represents the interest of both the Owner and Engineer. In conjunction with office personnel, it is his responsibility to see that the project is constructed in accordance with the Contract Documents, on time and within budget. In addition to construction administration and inspection duties, it is his responsibility to maintain appropriate logs and files, coordinate project meetings, coordinate the project with governing public agencies and act as liaison between Owner, Engineer, Contractor and local area residents affected by execution of the work.

Other recent construction projects for which Mr. Wachsmuth has served as Construction Manager/Resident Engineer include:

- CRO 288:CM Services on Miscellaneous Watershed Projects – New York City Department of Environmental Protection, New York, NY. The scope of work performed at various water supply facilities included: removal and replacement of mercury containing valve actuators at Shaft 10DA; removal and replacement of mercury containing flow metering equipment at 16 water supply facilities in the Delaware and Croton Water Supply Districts; removal and replacement of traveling screens and unwatering systems at the Croton Lake Gate House; installation of microfiltration system at the Mahopac WWTF; rehabilitation of the Margaretville and Tannersville sanitary collection systems; and installation of fire suppression systems at the Margaretville and Grahamsville WWTFs. Three of the above contracts were subject to the terms of Orders on Consent or Memorandum of Agreement and were all completed by or before the specified completion date. Value of construction contracts totaled over $20 million.

- City Island Temporary Subaqueous Force Main Project - New York City Department of Environmental Protection, New York, NY. Project included installation of 1.7 miles of thermally-fused subaqueous HDPE pipe with crushed stone bedding and cellular concrete mats across Eastchester Bay and construction of land side pipe and valve chambers in the Bronx, NY and on City Island. Mr. Wachsmuth's responsibilities included: liaison between NYCDEP, design support staff and contractors; resolution of field problems; project documentation, supervision of inspection oversight, and resolution of claims and other disputes related to the execution and progress of work or interpretation of performance under the contract documents. The project was under a Declaration of Emergency and was completed in 120 days on schedule. Value of construction contract: $5.5 million.

- City Island Permanent Dual Force Main Project - New York City Department of Environmental Protection, New York, NY. This project was a follow-up to the previously discussed City Island Temporary Subaqueous Force Main project. The permanent force main project consisted of direct burial of 1.7 miles of twin 14-inch diameter thermally-fused HDPE pipe and the removal of the temporary force main. Mr. Wachsmuth's responsibilities were similar to those previously described above. Value of the work was $15 million. As a result of these projects, Mr. Wachsmuth is familiar with NYCDEP procedures and practices.

- Installation of Sodium Bisulfite Dechlorination System for the Bridgeport Water Pollution Control Authority, City of Bridgeport, CT. This fast tracked project, which was subject to a deadline imposed by the Connecticut DEP, was completed on time and within budget. Value of construction contract: $750,000.

- Rehabilitation/expansion project for the Port Washington Water Pollution Control District, Port Washington, New York. Value of contracts: $28,000,000.

- Construction of Sewage Treatment Facility and Sludge/Refuse Codisposal Complex for City of Glen Cove, New York. Value of construction contracts: $25,000,000.

- Rehabilitation to Wastewater Treatment Facility for City of Long Beach, New York. Value of construction contracts: $8,500,000.

- Construction of two 140' diameter final clarifiers, metering chamber, and related improvements at the Bergen Point Wastewater Treatment Plant. Value of construction: $6,000,000.

- Construction of odor abatement facility's air monitoring systems and related improvements at the Yonkers Joint Wastewater Treatment Plant, Westchester County, New York. Value of contracts: $3,800,000.

- USEPA mandated NYSDEC Title 3 funded municipal Solid Waste/Hazardous Waste Landfill Closure Project, North Sea Landfill, Town of Southampton, New York. Value of construction contract: $3,000,000.

- Construction of a new gravity sewer which included "jacking" across the alignment of a New York State DOT highway for the North Hempstead Country Club, Port Washington, New York. Value of construction: $200,000.

- Construction of the Saw Mill Valley Trunk Sewer, Briarcliff Extension - Part II contract for Westchester County Department of Environmental Facilities, White Plains, New York. Value of construction contracts: $2,024,000.

- Construction of the Gravity Sewers, Force Mains, and Pumping Stations - Siphon Area Interceptor System contract for Westchester County Department of Environmental Facilities, White Plains, New York. Value of construction contracts: $3,348,000.

Drawing from his knowledge of physical construction techniques and procedures, Mr. Wachsmuth is also experienced in preparation, processing and updating of CPM Construction Schedules and in analyzing delays associated with slippage in schedules.

Recent projects for which Mr. Wachsmuth has performed construction scheduling and/or review include:

- Review and monitor CPM Construction Schedules for NYCDEP Contract CAT 210C – Emergency replacement of chlorine lines at Kensico Reservoir.

- Review and monitor CPM Construction Schedules for NYCDEP Contract CRO 322A – Replacement of Fluoride Facilities at Kensico.

- Review and monitor CPM Construction Schedules for City of Bridgeport WWTF dechlorination project.

- Develop and maintain CPM Construction Schedule for NYCDEP Contract DEL 148 – Removal and Replacement of Mercury Containing Valve Actuators ($4 million).

- Develop various CPM based schedules as a management tool regarding oversight and administration of the NYCDEP Watershed Improvements program.

- Develop and maintain CPM Construction Schedule for NYCDEP Contract FM-CI-PERM – City Island Permanent Twin Subaqueous Force Main ($15 million).

- Develop and maintain CPM Construction Schedule for NYCDEP Contract FM-CI-TEMP – City Island Temporary Subaqueous Force Main ($5.5 million).

- Develop and maintain CPM Construction Schedule for Nassau County Department of Public Works Project B4106503 – Wantagh Park Pools Modernization.

- Develop and maintain CPM Construction Schedule for Nassau County Department of Public Works Project S3P303 – Upgrade and Rehabilitation of Alhambra Road, Biltmore Boulevard, Wantagh Park and Merrick Road Pumping Stations.

- Preparation of baseline schedule, monthly updates and delay analysis for Nassau County Department of Public Works regarding Contract S3P207, Mott Street Pumping Station.

- Preparation of proposed CPM Construction Schedule for the New York City Department of Environmental Protection long-range land based Sludge Management Plan at Newark Bay.
- Review and monitoring of the CPM Construction Schedule for the Temporary and Permanent City Island Force Mains.
- Review and monitoring CPM Construction Schedule for ten prime contract Rehabilitation/Expansion Project for the Port Washington Wastewater Treatment Plant, Port Washington, NY.

In addition to extensive experience in on-site construction project management, Mr. Wachsmuth has experience and knowledge in preparation and review of contract plans and specifications, value engineering, facilities start-up, equipment testing and turnover, preparation of facility operation and maintenance manuals, the National Pollutant Discharge Elimination System (NPDES), Storm Water Pollution Prevention Plans (SWPPP) and process systems analysis and design.

Chronological History of Employment

Company	Role	Duration
D&B Engineers and Architects, P.C.	Inspector, Resident Engineer, Construction Manager, Vice President	09/1978 – Present

KRISHNAMURTHY GOPALAKRISHNAN, P.E. (GOPAL)

Corporate Title

[illegible]

Education

[illegible]

[illegible]

University of Iowa, M.S. (Hydraulics) – [illegible]

University of Iowa, M.S. (Environmental Engineering) – 1976

Adelphi University, M.B.A. 1984

Professional License

New York

Certifications

Grade IIIA Operator's Certificate – New York

Grade IV NYWEA Collection System Operator Certification (voluntary)

OSHA – 10 Hour Construction Safety

Professional Societies

American Society of Civil Engineers - Fellow

Water Environment Federation – Member

Years Experience

37+

Office Location

Woodbury, NY

Contact

kgopal@db-eng.com

Professional Experience

Mr. Gopalakrishnan's (a.k.a. Gopal's) professional experience includes over 37 years in the area of civil, hydraulic and environmental engineering with special expertise in wastewater treatment plant facilities planning, design, construction management and operations, start up and training.

Gopal has been with Dvirka and Bartilucci Consulting Engineers (D&B) for seven years. During this period, he has worked on the following projects:

- Gopal has been currently working as Project Manager for NYCDEP BWT Construction Inspection Services Contract. In this responsibility, he visits all the plants on a regular basis where BWT's contractor is performing work, reviews the work with the contractor and D&B staff during the inspection.

- Gopal worked as Project Manager on a Risk Assessment, Prioritization and Asset Management (RAPAM) project to evaluate all wastewater, water supply, roads, bridges and other infrastructure of a public agency where the total assets number more than 250,000 and over 1,000 sludge pumps. The size of this project is unusually large in comparison to other clients, where the typical quantity may range from hundreds to thousands of assets. The purpose of this project is to create a comprehensive and sustainable asset management program. The product of this exercise will be the development of a list of fundable projects for inclusion in current Capital Improvement Plans, as well as in future plans. This particular project has required extensive coordination with our client's design and operating bureaus and management departments.

- Passaic Valley Sewerage Commissioners Plant, Newark, NJ
  - Return sludge piping
  - Mixed liquor channel skimmings removal
  - Final tank drive replacement

- New York City Department of Environmental Protection
  - Task Order Contract
  - Wards Island – CBS/PBS Upgrade
  - Coney Island – CBS/PBS Upgrade
  - Oak Beach – CBS/PBS Upgrade
  - Avenue V PS - Construction Management of Pump Station and Force Main
  - Coney Island and North River – TRC Project
  - BWT CM Project
  - OB/PR CM Project
  - Total Residual Chlorine Project – North River and Coney Island
  - BWT Construction Inspection Services

- Nassau County
  - Nassau County Bay Park STP – Main Pump Station Upgrade
  - Nassau County Master Plan – Pump Stations Evaluation

KRISHNAMURTHY GOPALAKRISHNAN, P.E.

Gopal retired from the New York City Department of Environmental Protection (NYCDEP) after 17 years of service. Prior to that time, he spent over 12 years in the private sector. His responsibilities at NYCDEP covered many program areas in several positions, including Director of Facilities Engineering, Chief of Facilities Planning, Bureau Chief Contracting Officer, and Engineering Specialist in the Division of Sludge Engineering and Planning. In the private sector, his responsibilities covered facilities planning, design and construction supervision of wastewater treatment plants.

At the NYCDEP Bureau of Wastewater Treatment, Gopal held various positions. As Director of Facilities Engineering, he was responsible for:

- Operations, start up and training for all wastewater facilities systems, which include process systems, boiler systems, emergency generators and substation equipment.

- All capital and expense construction projects for the bureau that annually amounted to $30 to $40 million in capital contracts and $10 million in expense contracts which covered structural, civil, mechanical, electrical, instrumentation and service contracts.

- Management of all support services such as electrical services, heavy equipment services, instrumentation services, Information System (MIS) and management planning for all of the 14 wastewater treatment plants and pumping stations.

- Coordination of all major capital projects including facilities planning, design and construction in all of the plants, pumping stations and CSO facilities; and preparation of capital budget and evaluation of all new products and equipment.

As Chief of Facilities Planning, he acted as Bureau Chief Contracting Officer. Also, he was responsible for:

- Management of various research projects involving Biological Nutrient Removal in pilot and full-scale; and studies on primary tank and final tank performance.

- Registration, maintenance and upgrade of all CBS/PBS tanks in all plants and pumping stations.

- Testing of various new equipment and products.

- Review of design and construction coordination of all major capital projects, such as:

  - 26TH Ward WPCP
  - Bowery Bay WPCP
  - Jamaica WPCP
  - Hunts Point WPCP
  - Newtown Creek WPCP
  - Tallmans Island WPCP
  - Wards Island WPCP
  - Flushing Bay CSO
  - Paerdeget Basin CSO
  - Avenue "V" Pumping Station
  - Gowanus Pumping Station.

As an engineer in the Division of Sludge Engineering and Planning, he was responsible for:

- Selection and procurement of centrifuges for dewatering.

- Coordinating with consultants in the preparation of Requests for Proposals for Sludge Management Services, selection of contractors and preparation of contracts.
- Review and coordination of complex design of eight dewatering facilities, review of shop drawings, witness shop testing and construction.

In the private sector, some of the projects in which Gopal worked are:

- Detailed design, preparation of specifications and drawings for the North River Wastewater Treatment Plant.
- Construction supervision, start-up and operational assistance of the North River Wastewater Treatment Plant.
- Facilities planning for Owls Head Treatment Plant.
- Sewer construction project in Staten Island.
- Inspection and evaluation of performance of Jones Beach Water and Sewage Treatment Plants.
- 208 Water Quality Planning Studies.

Chronological History of Employment

Company	Role	Duration
D&B Engineers and Architects, P.C.	Senior Engineer	01/2005 – Present
New York City Department of Environmental Protection	Director, Division Chief Engineering Specialist	09/1987 – 01/2005
Gibbs & Hill Inc.	Engineer	04/1981 – 09/1987
Metcalf & Eddy Inc.	Engineer	06/1980 – 04/1981
PRC Harris, Inc.	Engineer	04/1979 – 06/1980
Louis Berger, Inc.	Engineer	08/1978 – 04/1979
Southwest Illinois Metropolitan Planning Commission	Engineer	08/1975 – 08/1978

MICHAEL R. WIZIOR, P.E.

Professional Licenses
New York State

Professional Societies
American Society of Engineers

Years Experience
33

Office Location
Woodbury, NY

Contact
mwizior@db-eng.com

Professional Experience

Mr. Wizior is a Senior Engineer with over 33 years of experience in civil engineering, excelling in analysis, design and construction. His professional experience includes the following:

Report on the Procurement of Services for the Transfer, Haul and Disposal of Solid Wastes from the Town of Oyster Bay Solid Waste Disposal District (SWDD) – Contract No. DPW 09-999

As a member of the Town's Solid Waste Task Force, Mr. Wizior performed detailed technical analyses of proposals received for the disposal of solid wastes from the SWDD. Results of the analyses were utilized in the overall grading of the proposals and in subsequent multiple rounds of contract negotiations with vendors. Mr. Wizior was the primary author of the final report providing complete explanation and documentation of compliance with requirements of New York State General Municipal Law §120-w for this multi-million dollar long-term contract.

Mr. Wizior also completed a similar assignment for the Town of Brookhaven.

Engineering Report for OBSWDC Transfer Station Permit Renewal Application

Mr. Wizior was the primary author of a report on the Old Bethpage Solid Waste Disposal Complex transfer station including complete discussion of facility description, operations, transportation plan, personnel health and safety training program, and emergency action/response plan. The report was written as requested by New York State Department of Environmental Conservation (NYSDEC) in connection with the Town of Oyster Bay's submitted application for renewal of the transfer station permit, since the Engineering Report on file with NYSDEC was in excess of 25 years old and considered to be obsolete.

Additional responsibilities under this assignment included revising the original submission of the Town's permit renewal application package to the NYSDEC.

Town of Oyster Bay Yard Waste Stream Analysis

Mr. Wizior was the lead engineer on the subject study, the objective of which was to develop detailed specific information for the Town's Department of Public Works regarding the classification and quantification of yard waste generated and placed for disposal by the residents of the Town's Solid Waste Collection District. More specifically, this undertaking also sought to identify which communities and sanitation routes were major yard waste generators. Such information was essential at the time of the study with respect to the Town's then-desire to institute a completely separate yard waste collection program as opposed to the pick-up of unseparated yard waste and municipal solid waste then in effect.

Mr. Wizior coordinated multiple teams of survey inspectors covering 88 Town sanitation routes over a 6-month time period. Results of the survey effort were analyzed and utilized in the classification and quantification of the Town's yard waste generation. Mr. Wizior was the primary author of the final report presenting all data, analyses results and associated engineering calculations, and recommendations to the Town, the ultimate outcome of which was the Town's implementation of a separate yard waste collection program.

Upon completion of the first year of operation of the separate yard waste collection program, a follow-up primary-authorship assignment resulted in the development of a report entitled, "Final Yard Waste Program Monitoring Report". This report presented the findings of a 9-month observation period at the Town's OBSWDC transfer station of the separate yard waste collection program including discussions of the daily loading of yard waste into contractors' transfer trailers; the conditions of the transfer area during and after daily operations; traffic patterns during entry and exit of the Town's packer trucks and the contractors' transfer trucks/trailers; direction and velocity of the wind on a daily basis; possibility of odors being generated and migrating off the site; and evaluation of the level of participation of the residents in the second year of the full-scale program.

New York State Building Code Compliance Reviews

Mr. Wizior performed Building Code of New York State compliance reviews and constructability reviews on behalf of the Town of Islip for the Southwest Airlines Concourse Improvement Program at Long Island MacArthur Airport for work on both the land side and air side of the facility. He met with project Architect to resolve code compliance issues. Additional responsibilities under this assignment also included interim on-site monitoring during construction of the project.

Mr. Wizior performed Building Code of New York State compliance reviews and constructability reviews on behalf of the Village of Islandia for construction of a Dave & Buster's Entertainment Complex and a new Walmart store in the Village's main shopping center.

Mr. Wizior assisted Town of Islip forces during a 4-month assignment at the Town's Building Department offices to decrease a continually growing backlog of building permit applications for all types of residential construction projects including extensions, additions and new construction. He reviewed plans submitted by Architects/Engineers for the proposed work, resolved design and code issues with the design professional, and ultimately recommended issuance of building permits to allow the proposed work to proceed.

Mr. Wizior provided expedited plan review services for minor and major projects involving both new construction and renovations at North Shore Long Island Jewish Hospital for the Building Department at the Town of North Hempstead including construction of a rooftop heliport for receipt of emergency cases via helicopter transport.

Highway and Drainage Improvement Projects

Mr. Wizior has served as Lead Designer Engineer, Senior Engineer, or QA/CA Engineer on the preparation of plans, specifications and estimate packages (PS&E) developed for the following sampling of projects:

- Nassau County Environmental Bond Act Improvements at Willow Pond - Nassau County DPW.
- South 6th Street - Village of Lindenhurst.
- County Road 67 / Motor Parkway – Suffolk County DPW.
- Paff Avenue / Leonard Avenue Area – Town of Hempstead.
- Grant Avenue – Town of Islip.
- Southern Boulevard – Town of Smithtown.
- Willis Avenue / Whitney Avenue Area – Town of Oyster Bay.
- Hammond Lane – Town of Brookhaven.
- New Highway – Town of Babylon.

Mr. Wizior has served as Office Engineer on-site for the two-year Rehabilitation of Montauk Highway project in Lindenhurst for the New York State Department of Transportation, responsible for administration of all required NYSDOT project documentation. Mr. Wizior has served as Chief Inspector on Long Island Railroad Station Parking Lot Improvements for the Village of Patchogue. In addition to providing technical inspection services and the associated project documentation on construction projects, construction management responsibilities have included processing of contractors' payment requisitions, preparation of as-built drawings, and review of change orders for appropriate recommendation to the project Owner.

MICHAEL R. WIZIOR, P.E.

Skills/Abilities/Areas of Expertise

- **Strategic Analyst, Planner and Problem Solver** – Mr. Wizior has the ability to organize and analyze large quantities of detailed data for the purpose of determining key trends to be considered in the formation of effective solutions to clients' engineering problems.

- **Superior Communication and Writing Skills** – Mr. Wizior has the ability to create and present well-written engineering reports presenting notable findings resulting from research/analysis efforts, explaining all aspects considered and all calculations performed during design and development of engineering solutions.

- **Technical Analysis and Design Skills** – Mr. Wizior has the ability to design completely integrated street/highway designs including a functional grading plan for drainage, curb and sidewalk replacement/addition, pavement markings, traffic signal system and street lighting system, along with the development of a complete set of corresponding construction contract bid documents [plans, specifications and estimate (PS&E package)] in compliance with all applicable standards.

- **Quality Assurance/Quality Control (QA/QC)** – Mr. Wizior's extreme thoroughness and attention to detail has resulted in numerous assignments involving responsibility for complete QA/QC review of PS&E design packages developed by in-house colleagues in order to minimize/eliminate discrepancies within the construction contract bid documents prior to issuance.

- **Constructability Reviews/Value Engineering Reviews** – The above-mentioned thoroughness and attention to detail has also resulted in many assignments involving constructability review and value engineering review of design packages developed by outside engineering companies. Municipalities request such reviews in an effort to reduce/minimize field-generated issues during construction and to potentially reduce project costs without compromising project quality.

- **Independent Construction Cost Estimating** – Mr. Wizior has extensive construction cost knowledge which has been applied in instances when a municipality has requested a totally independently-generated construction cost estimate for budgetary confirmation purposes on projects developed by outside engineering companies on which budget issues are critical. In other less-critical budgetary instances, municipalities have requested a less intensive review of a previously developed estimate.

- **Plans Examiner for Code Compliance** – Mr. Wizior has extensive knowledge of the Building Code of New York State (BCNYS) and local building codes which has been utilized in reviewing plans for code compliance for various municipalities in connection with approval of building code permit applications.

- **Expert Witness Testimony** – Mr. Wizior has testified under oath as a Professional Engineer in the New York State court system regarding quality of drawings developed for the expansion of a major Long Island airport facility. He has testified under oath as a Professional Engineer at the American Arbitration Association regarding a subcontractor versus general contractor major plumbing claim in connection with a major NYCDOT street reconstruction project. Mr. Wizior has provided dozens of affidavits and several depositions as a Professional Engineer regarding numerous subcontractor versus general contractor claims on various construction projects.

- **Construction Field Experience** – Mr. Wizior has on-site Resident Engineer/Office Engineer experience on NYSDOT, NYCDOT and local Long Island municipality street reconstruction projects, responsible for administration of all required project documentation.

MICHAEL R. WIZIOR, P.E.

Chronological History of Employment

Company	Role	Duration
D&B Engineers and Architects, P.C.	Senior Civil Engineer	02/2014 – Present
Cashin Associates, P.C.	Civil Design Engineer/Construction Claims Analyst/Office Engineer	04/1993 – 02/2014
Baldwin & Cornelius, P.C.	Civil Design Engineer/Office Engineer	03/1991 – 04/1993
Bienstock, Lucchesi & Associates, P.C.	Civil Design Engineer	02/1988 – 03/1991
A. James de Bruin	Construction Inspector	08/1985 – 02/1988
EDS Nuclear / Impell Corporation	Structural Design Engineer	01/1981 – 08/1985

MICHAEL P. SCIARRILLO, AIA, NCARB

Professional Experience

Mr. Sciarrillo's professional experience offers proven performance in coordinating design and construction projects from concept to completion in residential, commercial, and institutional arenas. He is well versed in client relationship management, has a keen ability to listen to client's vision, render architectural sketches and manages all phases of the construction project.

As an Architect at D&B Engineers and Architects P.C., Mr. Sciarrillo has been involved in creating construction documents; processing submittals, shop drawings and change orders; running construction progress meetings; and providing onsite construction inspections. He has been able to successfully handle all phases of Construction Administration for multiple ongoing projects, while meeting deadlines and budgets. The major client has been the New York City School Construction Authority (NYCSCA).

NYCSCA Educational Project experience with the firm includes:

- P.S. 250, Bronx, New York – Masonry/ Roofs/ Parapets - $4.5 million construction cost.
- P.S. 123, Brooklyn, New York – Roofs/ Exterior Masonry/ Flood Elimination/ Corridor Floors/ Paved Areas - $9.4 million construction cost.
- P.S. 148, Brooklyn, New York – Exterior Masonry/Parapets - $7.4 million construction cost.
- P.S. 435, Manhattan, New York – Roofing, Parapets, and Exterior Masonry- $4.5 million construction cost.
- P.S. 50, Queens, New York – Exterior Masonry – $2.1 million construction cost.
- P.S. 108, Queens, New York – Exterior Masonry - $2.8 million construction cost.
- P.S. 226, Queens – Containerization - $400,000 construction cost.
- I.S. 228, Brooklyn, New York – Corroded Steel Stairs - $1.2 million construction cost.
- P.S. 117, Queens, New York – Containerization - $500,000 construction cost.
- P.S. 213, Brooklyn, New York – Exterior Masonry/Roofs/Site work - $7.6 million construction cost.
- P.S. 298, Brooklyn, New York – Exterior Masonry/Roofs/Windows - $7.3 million construction cost.
- I.S. 275, Brooklyn, New York – Accessibility - $3.5 million construction cost - Design and Construction Administration Services for Accessibility Upgrades.
- P.S. 145, Brooklyn, New York – Exterior Masonry/Roofs/Windows - $6 million construction cost – Design and Construction Administration Services for Exterior Masonry, Roofing, and Windows.

Professional Licenses
R.A. – New York

Years Experience
15

Office Location
White Plains, NY

Contact
msciarrillo@db-engr.com

- I.S. 278, Brooklyn, New York – Roofs/Exterior Masonry/Flood Elimination - $7.3 million construction cost.

Additional project experience with the firm includes:

- Town of East Hampton, New York – Solid Waste Management Facility, Administration Building- $1million construction cost.
- Town of Port Washington, New York –Packed Tower Aeration System- $4 million construction cost.
- Albertson Fire District, New York – Interior renovations and Roof Replacement on two-story firehouse building.
- Syosset, New York – Greenhouse design and site layout for a private school.
- Village of Monroe, New York – Designs for rehabilitation of downtown storefronts and streetscapes including the inclusion of green building elements.
- City of New Rochelle, New York – Building condition analysis, LEED feasibility report for historic railroad station, including interior spaces.
- Clarkstown, New York – Architectural design and drawings for two-story administration wing of transfer station, with offices/staff spaces.
- Bergan Point, New York – Architectural design and drawings for new two story building and renovation to existing three story building-$6 million construction cost.
- DASNY: Brooklyn College of Technology, New York – Architectural design and drawings for Namm Hall Loading Dock -$1 million construction cost.

Mr. Sciarrillo's prior experience includes the following:

Brandes Maselli Architects:

- As a Project Architect, Mr. Sciarrillo conceptualized, developed and executed high-end residential projects.

Unlimited Framing & Contracting, Park Ridge, NY:

- As the Foreman, Mr. Sciarrillo directed multi-million dollar custom home projects, provided on-site project management and performed specialized labor. He launched a comprehensive training course for new construction laborers on roofing techniques, presented fundamental geometry concepts behind it and effective application of mathematics to calculate rather than measured.

Trinity Construction, Valley College, NY:

- As the owner of this company, Mr. Sciarrillo conceptualized, developed and executed residential construction and renovation projects. He provided on-site project management, coordinated subcontractors, amassed materials and personally completed segments of construction labor. He developed new techniques with the aid of technology to integrate the architect into the construction process.

MICHAEL P. SCIARRILLO, AIA, NCARB

Chronological History of Employment

Company	Role	Duration
D&B Engineers and Architects; P.C.	Architect / Construction Manager	05/2007 – Present
Warner Meister Architects	Project Architect	09/2006 – 05/2007
Brandes Maselli Architects	Project Architect	2004 – 2006
Walter Lee Construction	Construction Manager	1998 – 2004

CHRISTOPHER LeHANKA

Professional Experience

Mr. LeHanka has over 13 years of experience as an Environmental Engineer working on asset management and wastewater projects. His tasks have included WWTP sanitary system design, data analysis, shop drawing reviews, report preparation, cost estimating, data collection and construction inspection.

His professional experience includes the following:

- Provided Design Services During Construction (DSDC) services including review/ processing of submittals (Shop Drawings and RFI's) attend progress meetings, coordinating with resident engineering/inspection team, addressing/resolving field issues during construction, and review/processing of Change Orders for the Chemical Bulk Storage and Petroleum Bulk Storage system upgrades for NYC DEP Coney Island.

- Provided DSDC services including review/ processing of submittals (Shop Drawings and RFI's) attend progress meetings, coordinating with resident engineering/ inspection team, addressing/resolving field issues during construction, and review/processing of Change Orders for Great Neck Water Pollution Control District Waste Water Treatment Plant improvements and expansion to 5.3 MGD.

- **Evaluated physical conditions of pumping systems, force mains and associated process equipment (assets) for the assets ability of to meet operational requirements now and in the future to provide a cumulative risk rating that can be used to identify priority asset groups for capital project improvements.**

- **Managed a multi-disciplined team (Mechanical, Structural, and Electrical) for cumulative risk assessment for over 60 pumping stations (CFN and CFS) for NYCDEP.**

- **Performed desks top assessments of NYC DEP BWT force mains for CFN and CFS based upon physical condition, performance and criticality to the system.**

- Prepared detailed construction cost estimates for the Integrated SCADA Systems, pumping station, and regulator chamber upgrades for the Tallman Island and Red Hook drainage areas.

- Chemical Bulk Storage and Petroleum Bulk Storage system compliance inspection in accordance with 6 NYCRR PARTS 595-599 and 6 NYCRR PARTS 612-614 for NYC DEP Coney Island, Wards Island and Oakwood Beach Waste Water Treatment Plants.

- Prepared cost estimates, plans and specifications for Chemical Bulk Storage and Petroleum Bulk Storage system upgrades for NYC DEP Coney Island, Wards Island and Oakwood Beach Waste Water Treatment Plants.

Professional Societies

New York Water Environment Association

Years Experience

10+

Office Location

Woodbury, NY

Contact

clehanka@db-eng.com

- Prepared Polymer System design drawings, specifications and cost estimates for the Suffolk County Department of Public Works.

- Prepared drawings, specifications, cost estimates and performed construction inspection for the Great Neck Water Pollution Control District for the following projects:
  - Waste Gas Burner System
  - Primary Digester Mechanical Upgrades
  - Pump Station and Force Main Installation
  - Sludge Hauling Contracts

- Preparing drawings, specifications and construction cost estimates for collection system improvements for the Port Washington Water Pollution Control District.

- Preparing heating and ventilation specifications, drawings and cost estimates for the City of Long Beach and modifications to the City's Bus Garage.

- Prepared liquid waste receiving station design drawings, specifications and cost estimates for the Passaic Valley Water Pollution Control Facilities.

- Inspection of sewer pipe removal, installation, manhole replacement for Entenmann's Bakery/George Weston Bakeries, Inc.

- Collected/analyzed flow meter data and prepared reports for the GNWPCD's inflow study and for the NYC's Coney Island Interceptor Flow Study.

- Prepared cost estimates for NYC DEP's Gowanus wastewater pumping station facilities upgrade, which included structural, mechanical, process, HVAC and plumbing work totaling $55 million.

- Field measuring to prepare as-builts for the Gowanus Pumping Station.

- Involved with all aspects of the Facilities Plan for the Gowanus Facilities Upgrading, including incoming flow monitoring, as-builts and preliminary hydraulics.

- Guest lecturer on ventilation design for wastewater treatment plants for Manhattan College and guest lecturer on aerobic digesters for Brookhaven National Laboratory.

Chronological History of Employment

Company	Role	Duration
D&B Engineers & Architects, P.C.	Engineer, Associate, Senior Associate	10/2000 – Present
RMS Engineering	Engineer	1999 – 09/2000

LISA ANN LAUTATO

Professional Experience

Ms. Lautato's 19 years of experience includes planning, design and construction management services on wastewater treatment facilities, pumping stations and collection systems.

Ms. Lautato's experience includes various wastewater rehabilitation projects for Great Neck Water Pollution Control District, Port Washington Water Pollution Control District and Brookhaven National Laboratory. These projects included facility upgrades and/or improvements, review of televised inspections of the wastewater collection system, recommending methods of repair and/or maintenance, research into various trenchless technologies, on-site inspection of sanitary sewer pipe relining and on-site inspection for the replacement of sanitary sewer pipe.

Ms. Lautato has performed construction management services, including shop drawing review for NYSEFC, Suffolk County Bergen Point Wastewater Treatment Plant Final Clarifier and Appurtenant Facilities/Connections project; and shop drawing review and on-site inspection for Westchester County, Yonkers Joint Wastewater Treatment Plant, Primary Thickener and Dewatering Facility Odor Abatement project and primary and secondary treatment covering system and odor control.

Ms. Lautato's involvement in design projects includes the conversion of Nassau County's Inwood Sewage Treatment Plant to a pumping station and 3-mile force main, miscellaneous improvements at Port Washington Water Pollution Control District pumping stations, treatment plant and their wastewater collection system. Her responsibilities ranged from obtaining as-built information, layout and selection of equipment and processes, and developing and assembling contract specifications and drawings.

Ms. Lautato has prepared applications to Nassau County Health Department and Fire Marshal offices for approval of fuel and chemical storage tank installations for compliance with chemical/fuel bulk storage requirements.

Ms. Lautato's experience in engineering/construction includes on-site inspection of the construction of a new emergency generator facility and new process equipment at the Cedar Creek Water Pollution Control Plant, Nassau County, New York. Specifically, Ms. Lautato's responsibilities included witnessing emergency generator load tests, hydrostatic testing of process piping systems, installation of diffuser systems in new aeration tanks, miscellaneous surveying, shop drawing review and interface with contractors.

Ms. Lautato also conducted on-site inspection on a $2,800,000, three prime contract, modernization project of three Nassau County wastewater pumping facilities and a $1,750,000 three prime contract, modernization of two Nassau County pumping facilities including a major wastewater ejector station.

These projects included excavation work that utilized steel sheeting and deep well and well point dewatering systems, trenchless technologies (slip lining), force main construction,demolition work, structural concrete and steel work, road work and site restoration Ms. Lautato's experience also includes piping installation, sewage pump installation and testing, installation and load bank testing of generators, construction and testing of electrical distribution control systems, installation and balancing of ventilation and odor control systems, and installation and testing of buried fuel storage tank systems.

Professional Societies

American Society of Mechanical Engineers

Water Environment Federation

Years Experience

19

Office Location

Woodbury, NY

Contact

llautato@db-eng.com

LISA ANN LAUTATO

Ms. Lautato has extensive experience in trenchless technologies related to sanitary sewer system upgrades, including system evaluations (SSES), design of cured-in-place/fold-and-form lining systems and bursting replacement utilizing HDPE piping, jacking/boring systems, as well as construction management services for the implementation of these projects.

Chronological History of Employment

Company	Role	Duration
D&B Engineers and Architects, P.C.	Engineer	09/1991 – Present

GUNJAN U. KHANDWALA

Corporate Title

[illegible]

Education

[illegible]

Licenses and Certifications

New York State Professional Engineer (P.E.) (License#0[illegible])

Professional Engineer (P.E.) State of Connecticut (License#[illegible])

International Code Council Certified Mechanical Inspector (License #8057709)

International Code Council Certified Structural Welding Inspector (License#8057709)

International Code Council Certified Structural Steel and Bolting Inspector (License#8057709)

ACI Certified Concrete Construction Special Inspector (License#01179251)

ACI certified Field Technician I (License#01179251)

Emilcott Training Institute Certified# Confined Space Entry Trained

America's OSHA Training & Compliance Experts Certified OSHA 10 (Certificate#2235948)

Certification for Hazard Communication Awareness

Years Experience

6+

Office Location

Woodbury, NY

Professional Experience

Mr. Khandwala has over six years of experience as an Assistant Resident Engineer working on various construction projects for the NYCDEP and NYCDOB residential and commercial construction. Mr. Khandwala assists the Resident Engineers on managing multiple large construction projects simultaneously from procurement through closeout; supervising office and field staff. Tasks include, but are not limited to, design services during construction, data analysis, drawings, specifications, SOPs, change orders, RFIs, shop drawing review, field inspections and report preparations with data collection. Mr. Khandwala is familiar with CPM scheduling, HASP review and implementation, QMPs and PMI. Mr. Khandwala is experienced with all aspects of construction, including expertise with site civil, concrete, mechanical, HVAC and plumbing work.

Mr. Khandwala's project history includes:

<u>Dvirka and Bartilucci Consulting Engineers (D&B)</u>

D&B was awarded a contract to develop and implement a Construction Management Program for the NYCDEP BWT. Mr. Khandwala was chosen to assist the Resident Engineer on this effort. Mr. Khandwala serves as Assistant Resident Engineer for this project, coordinating and supervising large staff of Inspectors, Safety Officers and Engineers addressing/resolving field issues during construction. This unique project requires coordination with multiple engineering sections, as well as operations at all waste water treatment plants and collection facilities located in NYC area. The project includes on-call work requiring overnight and weekend emergency response. He has implemented the system to build a paper-free, electronic inspection program based on Tablet PCs. He is also responsible for training new inspectors, coordinating on all construction documentation, report fillings and maintaining QM/QC of all inspection reports submitted from all inspectors.

<u>NYCDEP - Ave V Force Main Upgrade ($97,756,000) Brooklyn, NY / NYCDEP-Ave V Pump Station Upgrade ($56,000,000) Brooklyn, NY</u>

Mr. Khandwala worked as Senior Inspector/Engineer. His responsibilities included day-to-day field inspections of work performed by mechanical/HVAC contractor, pro-active coordination with the utility companies and regulatory services, preparation of inspection reports, track shop drawings, coordination with contractor, identify and track potential issues, assisting Resident Engineers. Mr. Khandwala was also responsible for the coordination of RFIs, change orders and shop drawing approvals. He worked on processing all payment requests submitted by contractors and prepared as-built drawings as per field conditions.

<u>Impact Testing and Control Inspections, Inc., New York</u>

Mr. Khandwala worked as Field Engineer/Inspector for various NYCDOB residential and commercial projects. He was responsible for inspection of concrete, mechanical, sprinkler and HVAC construction work on various projects. Mr. Khandwala is familiar with NYSECC and various other construction inspections. He observed the contractors workforce to ensure compliance with safety and design requirements, prepared inspection reports for the construction projects from procurement through close-out and submitted to Professional Engineer for final sign-off. He worked on NYCDOB TR-1 and TR-2 inspections and designed concrete mixes for required strength and specifications and submitted as NYCDOB TR-3 for Professional Engineer's sign-off. Mr. Khandwala also worked on NYCDOB TR-8 inspections.

GUNJAN U. KHANDWALA

TWS Contracting Corporation, New York

Mr. Khandwala worked as HVAC Designer and was responsible for the design/drawings of the mechanical and HVAC work for various construction projects at a privately owned engineering company. He prepared mechanical plans and layouts utilizing Auto-CAD and maintained change orders, proposal files, complete change order files with revised field drawings, bulletins and initiating change orders for final review and signature. He was responsible for scheduling and task distributing for various construction projects. He prepared fabrication drawings and submitted for the fabrication of duct work, inspection and quality check for the fabricated duct work and labeling for particular construction projects.

Chronological History of Employment

Company	Role	Duration
D&B Engineers and Architects, P.C.	Senior Inspector/Engineer, Assistant Resident Engineer	11/2011 – Present
Impact Concrete and Control Inspection Inc.	Field Engineer/Engineer	11/2009 – 11/2011
TWS Contracting Corp.	HVAC Designer	06/2008 – 11/2009

Software Knowledge

- Auto-CAD
- MS-OFFICE
- GAMBIT-FLUENT
- PRO-E

ROCHELLE A. LANCEY

Certifications

ACI Concrete Construction Special Inspector

QC Structural Masonry Special Inspector

MTA/LIRR Worker Protection Training

OSHA 10

100 Special Inspector Structural Steel and Bolting

Years Experience

30

Office Location

Woodbury, NY

Professional Experience

Ms. Lancey has 30 years of experience as a Civil Inspector. Ms. Lancey's specific experience is summarized below:

Newtown Creek Water Treatment Plant (NYCDEP) New York, New York

Ms. Lancey served as Inspector of new construction at the NYC Department of Environmental Protection Water Treatment Facility, located in Greenpoint, Brooklyn. Ms. Lancey's duties included daily progress inspections and written reports on Structures and Infrastructure installations including rebar, concrete, concrete surface preparation and coatings, excavation, asphalt roads, and interior finishes. The work at this unique jobsite includes construction of underground tanks and channels, piles, large-scale subsurface piping and specialty building materials.

World Trade Center, New York City, New York

Ms. Lancey was directly involved as Senior Inspector with two projects for the World Trade Center:

- WTC Towers 1, 3 & 4 under the direction of the Port Authority Resident Engineer. Duties include attendance of meetings and inspection during blasting/excavation and foundation phases at Towers 3 & 4. Review payments, shop drawing and Health and Safety submissions as per PANYNJ standards. Inspection of Tower 1 excavation, footings and activities to B3 level. Write daily reports on job progress. Conducted a survey of the gas detection system adjacent to the areas affected by the fire and provided assessment to NYCDEP and Plant Operations of the damage.

- WTC Tower 1 B3-24fl. under the direction of the Port Authority Resident Engineer. Duties include daily progress inspections of civil work including structural steel, concrete, and final approval of architectural finishes including curtain wall, exposed concrete walls & ceilings, woodwork, flooring etc. Write daily reports on job progress and site safety.

New York City Department of Design and Construction (DDC) Long Island City, New York

As Construction Project Manager/Resident Engineer, Ms. Lancey was responsible for the following:

- Project Manager for government projects in a variety of settings, including: firehouses, police and fire facilities, schools and community centers.

- Manage projects and budgets ranging from $1-15M.

- Review design documents, shop drawings and specifications for accuracy and completion.

- Supervise and coordinate all work performed by architects, engineers, contractors, surveyors, and testing services.

- Coordinate and conduct progress meetings, maintain work schedules, review payments, negotiate and authorize change order requests.
- Liaison between client, consultants, and various government agencies.
- Ensure deadlines are met and projects are within budget.
- Generate reports and correspondence for project tracking.

A few projects that Ms. Lancey worked on are listed below:

- NYPD Property Clerk Storehouse-Interior and exterior restoration and security system.
- NYPD CRS-Rooftop parking replacement, skylights.
- Maspeth Town Hall-Historic interior and exterior restoration, windows, underground drainage, landscaping and playgrounds, new electric, HVAC, sprinkler and security system.
- Montessori Learning Center-New roof and rooftop playground, interior upgrade and HVAC.

New York City Department of General Services/Bureau of Construction (DGS/BOC) New York, New York

As Construction Project Manager/Resident Engineer Ms. Lancey worked on a variety of projects in Brooklyn including:

- NY Aquarium-New Discovery Cove-New building.
- Grand Army Plaza Library-New Administrative wing.
- Dept of Transportation Bridge Repair Facility-Demo and rebuild two story occupied structure.
- DOT Flatbush Ave Yards- Roof replacement.
- B 53 Warehouse-Roof replacement, windows, exterior restoration and fence.
- Several packages of firehouses, which included upgrades to 3-10 building per package.
- Coney Island Pump Station-Roof, abatement and removal of interior transformers and piping.

New York City Department of Buildings New York, New York

Ms. Lancey served as Construction Inspector and oversaw inspection of new construction and renovation as per NYC building code as well as inspection of code violations and Site Safety citywide. A variety of projects included:

- Inspection of commercial buildings, hi-rise construction, conversions of commercial lofts to residential apartments, restaurants, and offices.
- Inspection leading to Certificate of Occupancy for newly constructed single family and multiple dwellings.
- BEST Squad-Site safety inspection.

ROCHELLE A. LANCEY

Chronological History of Employment

Company	Role	Duration
D&B Engineers and Architects, P.C.	Inspector	06/2012 – Present
HAKS Engineers and Land Surveyors, P.C.	Civil Inspector	07/2011 – 06/2012
Maitra Associates, P.C.	Senior Inspector	01/2008 – 05/2010
NYC Department of Design and Construction (formerly known as NYC Department of General Services/Bureau of Construction (DGS/BOC)	Construction Project Manager/ Resident Engineer	1986 – 12/2007

JANARTHAN KIRUPANANTHAN

Professional Experience

Mr. Kirupananthan serves as project engineer for the Wastewater Collection and Treatment Division. His experience includes technical engineering reviews and evaluations for project planning, design, specifications and detailed plan reviews.

Mr. Kirupananthan's experience includes the following wastewater collection and treatment projects:

- Assisting with the technical design of plans and specifications, including technical engineering reviews for Port Washington Water Pollution Control District.
- Technical engineering reviews for Great Neck Water Pollution Control District.
- Technical engineering reviews for City of Long Beach, New York Ave Pumping Station.
- Technical engineering reviews for Nassau County, including Bay Park Sewage Treatment Plant and Ray Street Pumping Station.
- Technical engineering reviews for Suffolk County, Bergen Point Wastewater Treatment Plant.
- Creating charts/graphs, excel sheets, pictures, figures, drawings for the technical data and other supporting documents essential for Engineering Reports, Proposals, etc.
- Assisting the field engineers with research, data on materials/equipment and other technical support.
- Assisting office staff with transmittals, RFI's and keeping construction managements logs up to date.

Chronological History of Employment

Company	Role	Duration
D&B Engineers and Architects, P.C.	Engineer I, Engineer II	06/2009 – Present

Professional Societies

New York Water Environment Association

American Society of Civil Engineers

Certifications

OSHA Confined Space Entry Training

Passed Fundamentals of Engineering: 2009

Candidate for Professional Engineer: 2013

Years Experience

2+

Office Location

Woodbury, NY

Contact

jkirupananthan@db-eng.com

MILFORD ALEXANDER

Certifications

NICET Level II (8/16/16)

NYSDEC Erosion and Sediment Control Trainee SWPPP

Years Experience

16

Office Location

Woodbury, NY

Contact

malexander@db-eng.com

Professional Experience

Mr. Alexander is a Construction Inspector with 16 years of experience in Civil/Structural Engineering. His areas of expertise include concrete structures, water main and sewer construction, highways, bridges, buildings, landfills, and water treatment plant construction.

Since joining Dvirka and Bartilucci Consulting Engineers, Mr. Alexander has been responsible for inspecting the reconstruction of existing roadway made of reinforced concrete and asphalt pavement. This work includes: demolition and removal; grading and compaction; shoring and excavation; installation of formwork; placing of reinforce concrete pavement and curb; maintenance and protection of traffic using various traffic control devices; pavement markings; rehabilitation of reinforce concrete weir located below street level; along with this there was the placing, grading and compaction of asphalt pavement to line and grade.

Mr. Alexander inspected the laying and pressure testing of 10" diameter steel pipe in underground tunnel; repairing 4" diameter steel pipe, broken water main; demolition and installation of scum trough and collector drive motors, at various waste water treatment plant, primary settling tanks.

Mr. Alexander monitored the emergency bypass pump/diesel generators at various Department of Environmental Protection Plant Pumping Stations in the aftermath of Hurricane Sandy.

Mr. Alexander is responsible for tracking quantities of various civil/mechanical field construction line items; providing daily upgrades on various emergency work using an electronic communication system; liaison with contractor and client concerning various field construction activities; taking daily progress photograph; ensuring that the contractor was performing field work according to contract drawings and specifications and; generating a computerized daily Inspector's Report.

Mr. Alexander's experience as Construction Inspector includes:

<u>Region 10, Long Island – New York State Dept. of Transportation</u>

Duties included:

- Inspect the cleaning, repairing, rebuilding and replacing of existing drainage structures.
- Restoration of landscape, rigid and flexible pavement.
- Maintenance and protection of traffic.

<u>Upgrade of Road and Bridges on I-95 NYS Thruway</u>

Duties included:

- Inspecting the removal and construction of asphalt and concrete pavement, concrete barriers, culverts, drains, bridge deck repairs, traffic signs, pavement markings, wood and metal fencing, guiderails, landscaping and painting.

NYCDEP - Bowery Bay Water Treatment Plant Upgrade

Duties included:

- Inspecting the demolition and construction of various structures made of reinforce concrete, structural aluminum, structural steel, and fiberglass reinforce plastics.
- Structures such as sub stations buildings, fifty feet high process air tower, baffle walls, wet wells, topping slabs, overhead support of 60"Ø process air pipe and electrical conduits, concrete and asphalt pavements, foundation pad and the driving of 10"Ø hallow steel piles.
- Other duties involved, the tracking of time and material quantities for various change order work, the taking of daily progress photographs, generating a daily report, preparing payment and the reviewing of as built drawings.

Pennsylvania Avenue Landfill Project in Brooklyn, NYC.

Duties included:

- Civil and Electrical Inspection Services.
- Inspect the laying of precast concrete pipes, box culverts, and the pouring of various reinforce concrete structures.
- Excavation and shoring of trenches, erection of steel cofferdams adjacent to beach areas; the construction of revetment, sediment ponds, silt fences; and interceptor trench for leachate system.
- Installation of extraction wells, high-density polyethylene pipes, flare stack, hydrants, geomembrane liner, geotextile fabric, gabions, reno mattresses, telephone and electrical cables.

Other project responsibilities as Construction Inspector for various projects include:

- Site inspection for the upgrade, replacement and remediation of underground storage tanks containing hazardous material at various TBTA facilities.
- Site inspection during the restoration of the Concrete Bridge Deck of the Tappan Zee Bridge.

Chronological History of Employment

Company	Role	Duration
D&B Engineers and Architects, P.C.	Construction Inspector	04/2012 – Present
Savin Engineers, P.C.	Construction Inspector	03/2000 – 12/2011
Staunton Chow Engineers, P.C.	Construction Inspector	11/1998 – 03/2000
Massand Engineers, P.C.	Construction Inspector	08/1997 – 10/1998
Berger Lehman Associates, P.C.	Construction Inspector	05/1996 – 07/1997
Berger Lehman Associates, P.C.	Drafter (Civil/Structural)	11/1989 – 08/1994
Post Tension Structures Ltd	Site Engineer	01/1984 – 01/1989

CHRISTOPHER W. FRANCIS

Professional Experience

Mr. Francis' engineering experience includes both design and construction management inspection in civil, wastewater and water supply projects. Mr. Francis is responsible for multiple water main improvements and water storage tank construction and rehabilitation projects, handling the Project Management, design, field coordination and inspection during construction.

Mr. Francis is the firm's coatings inspection and condition assessment engineer. He is a NACE Level II certified coatings inspector and a ComTrain certified tower climber. He performs Health Department required semi-annual sanitary inspections and pre-bid condition assessments on elevated and ground level tanks for various Water Districts and Authorities on Long Island, as well as inspection during construction during paint and rehabilitation projects. He has extensive experience with identifying corrosion and breakdown of coatings on steel, aluminum, cast iron and concrete structures used in potable, waste and secondary containment applications.

Some current tank rehabilitation projects have included:

- Preparation of plans and specifications for the proposed construction of a new 500,000 gallon elevated water tank in Wantagh, New York, for Aqua New York.
- Project Manager for the construction of a new 600,000-gallon elevated water storage tank in the Village of Sea Cliff, New York for Aqua New York.
- Prepared plans and specifications for the repairs, modifications and painting of the 500,000 Gallon Spring Close Highway elevated water tank in East Hampton, New York for the Suffolk County Water Authority.
- Prepared plans and specifications for the repairs, modifications and painting of the 1.0 MG Lambert Avenue elevated water storage tank in Copiague, New York for the Suffolk County Water Authority.
- Prepared plans and specifications for the repairs, modifications and painting of the 1.0 MG Pleasant Avenue elevated water storage tank in Centereach, New York for the Suffolk County Water Authority.
- Prepared plans and specifications for the repairs, modifications and painting of the .75 MG Astor Avenue elevated water tank in St. James, New York for the Suffolk County Water Authority.
- Prepared plans and specifications for the structural steel and antenna mount modifications and painting of the 1.3 MG Laurel Hill Road elevated water storage tank in East Northport, New York for the Suffolk County Water Authority.
- Prepared plans and specifications for the installation of a vinyl liner at the community pool for the Incorporated Village of Mineola in Nassau County, New York.
- Prepared plans and specifications for the repairs, modifications and painting of Well #4 clearwell and packed tower base for the Albertson Water District in Nassau County, New York.

Certifications

OSHA – 10 Hour Construction Safety and Health

NACE – Coating Inspector Level II

ComTrain Certified – Tower Climbing and Rescue

USCG – Third Assistant Engineer of Steam and Motor Vessels – Unlimited Horsepower

Professional Societies

NACE International (NACE)

Society of Protective Coatings (SSPC)

American Water Works Association

American Welding Society (AWS)

Long Island Water Conference

Years Experience

16

Office Location

Woodbury, NY

Contact

cfrancis@db-eng.com

- Prepared plans and specifications for the repairs to the packed tower base for the Incorporated Village of Williston Park in Nassau County, New York.

Mr. Francis previously was the firm's Project Manager for wireless telecommunication project designs. He has over 13 years' experience in this fast paced industry. His responsibilities included overall project management, site design, structural recommendations, utility coordination and construction management for well over 1,000 telecommunication sites within the tri-state region for the five national wireless service providers. Mr. Francis has appeared before planning, zoning and architectural Review Boards on Long Island and has extensive knowledge of zoning requirements for Long Island's individual townships and villages. He is also familiar with the requirements of New York City's Building Department and Landmarks Preservation Commission. Mr. Francis has created a standard library of approved construction methods for antenna and cable attachment on elevated water storage tanks that maintain the integrity of tank paint coatings, as well as protect the water supply from contamination. He continues to present telecom solutions to water suppliers in Port Washington, Albertson, Sands Point and Suffolk County (Suffolk County Water Authority) for their water tanks during telecom installation upgrade drawing reviews.

Mr. Francis is also responsible for Well Rehabilitation and Well Pump Replacement projects. He has put together plans, specifications, witnessed pumping tests and video inspections of the well, coordinated field activities of inspection staff and made replacement cost recommendations to private and municipal clients in Port Washington, Albertson, Great Neck, Levittown, Mineola and Williston Park. These projects include coordination with the Nassau County Health Department to get the wells approved and back in service after repair. Mr. Francis has personally inspected most of these jobs while also providing project management.

Mr. Francis gained significant construction management experience in the installation of the subaqueous force main at City Island. This $20 million endeavor for the New York City Department of Environmental Protection involved the installation of two 14" HDPE wastewater force mains that connect City Island to the Bronx mainland under Eastchester Bay. Mr. Francis has worked as Field Engineer and Inspector on this project through both temporary and permanent phases of construction. His responsibilities included construction inspection and implementing field recommendations, as well as inspecting the condition of new pipe, accuracy of pipe fusing and the construction of valve chambers on each shoreline.

Mr. Francis has additional experience in the inspection of swimming pool revitalizations. He was Field Engineer for Wantagh Park pool improvement project in Wantagh, NY, and Project Engineer for the Village of Mineola pool liner improvement in Mineola, NY. Such work involved the management of the construction activities by three separate contractors and field investigations for Nassau County Department of Public Works.

Mr. Francis has done field inspections of road improvement projects located at Williston Park and Port Washington, assisting project engineers with surveying and daily inspection.

Mr. Francis has participated in the design/scheduling of the Inwood Pumping Station and Force Main. His responsibilities have included the review of shop drawings and computerized logging and record keeping of contractor submittals.

Mr. Francis has also worked on environmental projects such as the redevelopment of extraction wells for the Islip Resource Recovery Agency at Blydenburgh Landfill. He added chemicals and took segmental samples of the redeveloped wells, as well as supervised operations of surging and Gamma Log Detection.

Chronological History of Employment

Company	Role	Duration
D&B Engineers and Architects, P.C.	Field /Office Engineer Associate/ Project Manager	07/2004 – Present

PETRONILO IBADLIT

Professional Experience

Mr. Ibadlit is a very experienced inspector who brings to the table years of practical experience gained from coordinating and monitoring contractor performance. He has excellent credentials as a project administrator having being responsible for successful completion of many projects in his career. Mr. Ibadlit's professional experience includes:

Electrical Inspector - Project: $150 million Avenue V Pumping Station Upgrade, Including the New Pumping Station and Avenue V Force Main Project, Borough of Brooklyn, NYC

The project consists of upgrading the Avenue V Pump Station and is divided into several stages of work. First installing a temporary submersible pumping system in regulator AVI, Bypass Manhole 2 will encapsulate the 36-inch sanitary line, Bypass Manhole 1 and a wet well extension, removal of the bypass pump system, new wet well extension, new generator fuel tank vault, new generator building, storage building and underground fuel tank, installation of underground utilities, site grading, paving and landscaping. Installation of the bypass channel, Bypass Manhole 3 and a connection to the wet well, shut down the old pump station and construction of the new pump station.

Mr. Ibadlit is responsible for technical review of engineering packages comprised of following systems: power distribution and equipment, illumination, fire alarm and protection, lightning protection and grounding, monitoring and security, data/voice communication and cathodic protection system. Perform engineering and commissioning using PANELBUILDERS 32, QUANTUM, FAUNC, WONDERWARER, MATH CAD, RSVIEW32, CIMPLICITY, PMCS, and VERSAPRO and perform construction inspection for conformance with design and contract specification. Prepare and implement directives for corrective actions. Evaluate modifications, change orders and prepare recommendations for negotiations and approvals. Coordinate and review the CPM schedule and perform all other inspections and evaluations.

Electrical Engineer - Project: DEP Hunts Point Water Pollution Control Plant, Bronx, New York

As an Engineer/Inspector, Mr. Ibadlit was responsible for review and approves electrical and mechanical installation for the sewer treatment facilities; review field changes, assist owner's representative to review invoices and contract change order. He was also responsible for coordinating with owner's representatives, Electrical Consultant and Contractor to ensure quality project closeouts, including timely completion of punch list and resolution of claims. Mr. Ibadlit was responsible for testing and startup of various electrical and mechanical systems during turnover for owner's final acceptance.

Electrical Field Engineer – Various Projects: Metro North Railroad, Croton Station, Westchester County, New York; LIPA Generation Project, Bethpage, NY - 49 Megawatt Gas Turbine Power Plant, New York; NY Power Authority, NYC, Harlem River 100 Megawatt Gas Turbine Power Plant

Mr. Ibadlit was responsible for the installation of 13.2 KV transmission line and switchgears, testing and startup; managing the electrical and mechanical contractors. During bid process, his responsibilities included: takeoff estimates and pricing, review of vendor's bid, presentation of bid to owner representatives, final negotiation upon being named an apparent low bidder. During construction, he reviewed and supervised contractor's performance, reviewed and approved monthly invoices, acted as interface with Engineering Consultants and owner's representative to resolve field condition issues and numerous

Certifications

Confined Space Entry Training Program

Refresher Training in Respiratory Protection

Control of Hazardous Energy (LOTO) Training

Fall Protection and Network Training

OSHA 10-Hour Construction Safety and Health Course

NEC 2011 Review Course

Years Experience

38

Office Location

Woodbury, NY

Contact

pibadlit@db-eng.com

change orders. He was also involved in negotiation of contractor's claims for scope changes.

Field Engineer/Inspector - Project: DEP Newtown Creek Sewer Treatment Plant

As a field Engineer/Inspector, Mr. Ibadlit was responsible for reviewing and approval of electrical and mechanical installation for the sewer treatment facilities and administration and construction management building; reviewing field changes, assisting owner's representative to review invoices and contract change order. He was also responsible for coordinating with owners' representatives, electrical consultant and contractor to ensure quality project closeouts, including timely completion of punch list and resolution of claims. He was also responsible for testing and startup of various electrical and mechanical systems during turnover for owner's final acceptance.

Project Engineer - Project: Department of Sanitation, Freshkill Landfill Gas and Odor Control Project, Staten Island, New York

Mr. Ibadlit was responsible for construction of 13.2 KV transmission line and three 10 MVA substations and three flare stations. During construction, he reviewed and supervised contractor's performance, reviewed and approved monthly invoices, acted as interface with engineering consultants and owner's representative to resolve condition issues and numerous change orders. He was also involved in negotiations for contractor's claim for scope changes.

Electrical Supervisor/ Inspector – Various Projects: Rehabilitation of Three TBTA Bridges, New York City, New York; Construction of Sludge Dewatering Facilities for the DEP, City of New York, Wards Island, New York; Harlem Hospital Center New Ambulatory Care Bldg., New York City, New York; Metropolitan Hospital, State of the Art Neonatal and Delivery Ward, New York City, NY; Reconstruction of Atlantic Terminal, Brooklyn, New York; Street Reconstruction, Merrick, New York; MTA Bus Depot

Mr. Ibadlit was responsible for construction inspection of repairs to substructure and superstructure of the Triborough Bridge, Verrazano Bridge and Marine Parkway Bridge. His responsibilities included supervision of electrical inspectors, overseeing installation of 10 MVA, 13.2 K/4160V and 10,000 KVA, 4160/480V substations, underground high voltage duct bank, MCC's cables and conduits, testing f electrical equipment and start-up engineer. He was responsible for trade contract coordination and installation of three electrical contracts including the tracking of submittal and responses for RFIs; review payment requisitions for work in place. Mr. Ibadlit was responsible for the demolition and construction of the Neonatal Labor and Delivery Suite, Mechanical and Electrical installation. He was also responsible for record keeping and construction inspection of the excavation, sewer, water and drainage system, curbs, sidewalks, concrete and asphalt pavements, and street landscaping. He was responsible for construction inspection during reconstruction of 7,800 LF local residential roadways and supervised all electrical and mechanical installation at various bus garage rehabilitation projects.

Chronological History of Employment

Company	Role	Duration
D&B Consulting Engineer	Senior Electrical/Mechanical Inspector	10/2012 – Present
Techno Consult, Inc	Electrical Engineer/Inspector	02/ 2007– 08/ 2012
Chu & Gassman	Field Electrical Engineer	11/ 2002– 01/ 2007
DMJM Harris	Field Electrical Engineer	06/2001 – 10/ 2002
Hazen & Sawyer	Field Electrical Engineer/Inspector	01/ 2000 – 06/2001
O'Brien Kreitzberg	Project Engineer	04/1998 – 12/ 2000
Shah Associates,PC	Electrical / Mechanical Inspector	04/1986 – 03/1998
Wagner Associates, Rdg. Pa	Electrical Engineer	10/1984 – 04/1986
Solomon Guggenhiem Museum NY	Electrical Maintenance	10/1983 – 09/1984
Sokoto State, Nigeria West Africa	Electrical Enguneer	11/ 1981– 08/1983
National Power Corp.Philppines	Power Switchboard Engineer	05/1978 – 10/1981
Aklan Electric Cooperative Philippines	PowerLine Supervisor	05/1975 – 04/1978

THOMAS M. VOSTINAR

Professional Experience

Mr. Vostinar has 28 years of experience in the design, implementation, commissioning, maintenance and operation of a magnitude of industrial equipment and controls. Mr. Vostinar also has 25 years experience working with the NYC Department of Environmental Protection (NYCDEP) and 3 years as a consultant engineer.

As a Facility/Construction Manager, Mr. Vostinar was responsible for the daily operations and engineering activities of a multi-million dollar wastewater treatment facility. He participated in the design, implementation, operation, and maintenance of 27kv and 5kv power distribution systems, 5kv power generation and emergency generation systems, HVAC and odor control systems, pneumatic and hydraulic systems, fluid distribution systems and electronic monitoring and controls systems was essential to ensure uninterrupted operation of facility. His duties included the preparation and review of the facility's budgetary needs for capital and expense requirements; coordination and supervision of the facility's Environmental, Health and Safety Program and safety training, ensuring compliance with Federal and local regulatory agencies; identification and implementation of improvements to the facility's operational and maintenance procedures by applying new technologies and standards; and directly managing the preventive and corrective maintenance of facility's electrical and mechanical systems.

As a Construction/Commissioning Engineer, Mr. Vostinar performed various construction activities with a primary role in contractual compliance, equipment acceptance and testing, system commissioning and project startup. His responsibilities included working in conjunction with Construction Management and Contractors to assist in the design, planning and scheduling of electrical, mechanical and process control systems.

Mr. Vostinar's professional experience includes:

NYCDEP, North River WPCP - Plant Operations Emergency Restoration Commissioning/Startup Engineer

Mr. Vostinar performed emergency services work and restored operations to the North River WWTP after a fire severely damaged the main sewage pumps, process air blowers, influent screening systems, the associated power, control and auxiliary systems, and the necessary life support systems which included the fire alarm, gas detection and communication systems.

Mr. Vostinar was responsible for system restoration of power distribution, life safety, distributed control and HVAC systems as part of the Incident Commanders organizational assignment structure. The primary objective was to assess, prioritize, direct and coordinate all electrical and instrumentation control contractors during the stabilization of the damaged equipment. The subsequent phase was to execute an assessment of the condition and stability of critical equipment and associated auxiliary systems, and to prepare a determination, defining the scope of temporary electrical work necessary to restore limited operations to the facility and curtail the bypass of raw sewage.

NYCDEP, Hunts Point WPCP - Phase II, Plant Upgrade Commissioning/Startup Engineer

Mr. Vostinar provided design and construction services for wastewater process control and monitoring system. This included plant-wide instrumentation and distributed control (DCS),

medium and low voltage power distribution, power generation, engine/generator instrumentation, synchronization and auxiliary systems. Mr. Vostinar also provided startup and testing technical and engineering support services for electrical, HVAC and process control systems, as well as shop drawing review.

As Project Manager, Mr. Vostinar developed and implemented functionality test procedures utilized to ensure the accuracy and dependability of the SCADA system, without any interruption of plant operations. These procedures resulted in creating a plug and play environment which eliminated the down time of critical process equipment, enhanced the ability to detect and correct control logic issues prior to installation, significantly reduced the installation and commissioning time, and ultimately lead to the recapturing of lost time and the preservation of the project schedule.

NEW YORK CITY DEPARTMENT OF ENVIRONMENTAL PROTECTION - BUREAU OF WASTEWATER TREATMENT

Coney Island Water Pollution Control Plant
Senior Stationary Engineer Electric, Deputy Superintendent

Mr. Vostinar's responsibilities included:

- Preparation and review of the facility's budgetary needs for capital and expense requirements.
- Assisted in the design, planning and scheduling of electrical, mechanical and process control capital project.
- Served as the facility liaison for various construction activities, with a primary role in contractual compliance, equipment acceptance and testing, system commissioning and project startup.
- Coordinated and supervised the facility's Environmental, Health and Safety program and safety training, ensuring compliance with Federal and Local Regulatory Agencies.
- Identified and implemented improvements to the facility's operational and maintenance procedures by applying new technologies and standards.
- Managed the preventive and corrective maintenance of facility's electrical and mechanical systems, utilizing Oracle's Computerized Maintenance Management System.
- Maintained and updated new assets, employee information, and the facility's auto-timesheet within CMMS.
- Responsible for the daily scheduling of a staff of 100+ employees, ensuring adequate staffing for a 24 hour / 7 day operation.

Port Richmond Water Pollution Control Plant
Stationary Engineer Electric, Maintenance Engineer

Mr. Vostinar supervised the electrical and mechanical activities of various trades, 60+ employees, managed the purchasing and procurement system for inventory and equipment needs, and generated of the corrective and preventive maintenance work orders.

26th Ward Water Pollution Control Plant / Jamaica Water Pollution Control Plant
Senior Sewage Treatment Worker

Mr. Vostinar supervised a maintenance staff of 40+ employees and assisted in the implementation of an asset management program (PRIME).

Instrumentation Section, South Shore
Supervisor, Environmental Control Technician

Mr. Vostinar supervised the installation, calibration and maintenance of instrumentation controls at five wastewater treatment facilities, with a staff of 10+ employees, and generated Cost Accounting and Maintenance reports.

THOMAS M. VOSTINAR

Chronological History of Employment

Company	Role	Duration
D&B Engineers & Architects, P.C.	Assistant Resident Engineer	12/2012 – Present
Chu & Gassman, Consulting Engineers	Commissioning Engineer	01/2010 – 12/2012
New York City Department of Environmental Protection	Deputy Superintendent	01/1985 – 01/2010

JOSEPH GARIBALDI

Professional Experience

Mr. Garibaldi has over 32 years of experience in the operation, construction and inspection of wastewater, water treatment plants, water mains, force mains, storm water drains, well stations, sewage lift stations, which included pumps, compressors, blowers, metering equipment, controls and electrical systems. His recent experience includes the following:

- Plant Superintendent – 26th Ward WWTP: Mr. Garibaldi was in responsible charge of all aspects of the 26th Ward WWTP, the 26th Ward Dewatering Facility and the Spring Creek AWWTP. His areas of responsibility included, but were not limited to, operations, maintenance, dewatering, budgeting, safety, labor relations, public relations, construction coordination, administration, process, personnel management and logistics. He established operational and maintenance procedures for all assets while constantly implementing changes necessary to improve efficiencies throughout the facility. Mr. Garibaldi was designated as the responsible individual with regard to all environmental health and safety matters throughout the facility and ensured compliance on various issues with oversight agencies. He worked closely with the agency, engineering consulting companies and construction companies in all facility construction projects and was responsible for a total personnel count of approximately 100 New York City Department of Environmental Protection employees.

  Some of the construction projects that Mr. Garibaldi was heavily involved with encompasses categories such as, but not limited to: new electrical feeders, substations, **electrical switchgear**, circuit breakers, new and re-building of **boilers**, new main sewage pumps, new engine/generators and main plant mechanical upgrade. These projects took place in the three sites that Mr. Garibaldi was responsible for, the 26th Ward Plant, the Dewatering facility at 26th Ward, and the Spring Creek CSO facility. In addition, Mr. Garibaldi operated and was involved in improvements to the sludge digestion systems.

- Deputy Plant Superintendent – 26th Ward WWTP: Under the general direction of the Plant Superintendent, Mr. Garibaldi performed all the functions associated with the position of Deputy Plant Superintendent, including maintenance, operations, logistics, purchasing, budgeting, and public relations. He was in direct charge of the 26th Ward Dewatering Facility for approximately one and one half years. During this assignment, he successfully accomplished some pre-planned goals, such as 5 day operation, maintenance on the watches, implementation of the "prime" computer system and increased productivity and discipline. Mr. Garibaldi was also successful in making some simple modifications to equipment to return necessary units to service thereby avoiding large financial outlays by the agency. He was an "empowered" user of the FISA Purchasing System and was involved with numerous projects, including design of capital improvements and upgrades to various plant systems. He planned and implemented some major "contracting-in" jobs at the plant, including the transferring of the unused Oakwood Beach gas compressors to 26th Ward. He was involved in numerous bureau committees such as re-engineering, automation, electrical training, electric work allocation and defining maintenance.

- Deputy Chief – Collection Facilities South: Under general supervision of the Chief, CFS, Mr. Garibaldi operated Collection Facilities South for the Bureau of Clean

Water. His duties and responsibilities included: preparation and implementation of the CFS budget, scheduling, management of the MRS system, setting priorities and long range plans for modifications to CFS facilities, purchasing to meet CFS needs, public relations, direct supervision of CFS Headquarters and crew chiefs (SEEs). Locations included Paerdegat PS, Gowanus PS, Staten Island Crew Quarters, Avenue V PS, all southern NYC regulators and tide gates, 38 unmanned pumping stations and a total personnel count of approximately 60. Other areas of Mr. Garibaldi's direct involvement included: collaboration with various New York City and other governmental agencies under normal and emergency situations that occurred in the operation of CFS, consultations with various private construction companies to discuss and/or amend design and engineering of various upgrades to CFS facilities, all other duties and responsibilities generally associated with the Deputy Chief position for the Bureau of Clean Water, DEP.

- Maintenance Engineer – Newtown Creek WPCP: As the Maintenance Engineer at the Newtown Creek WPCP, Mr. Garibaldi was in charge of all the maintenance at the plant including setting priorities and establishing procedures for all the maintenance work. His duties included teaching subordinates the "how to" on various maintenance jobs necessary at the facility. Mr. Garibaldi maintained all the PM and CM records, oversaw the cost accounting system and records, handled all equipment status reports including Vehicle Status and Container Surveys, he was responsible for entering data during the initial stages of computerization of the MRS, cost accounting and other systems. He also was responsible for the tool room and all the pertinent data including parts and inventory records. In addition, he worked with engineers and contractors in the installation of new equipment and became familiar with the functions of this equipment with regard to process as well as electro-mechanically. He was very involved with the purchasing of parts and supplies for that facility.

- Stationary Engineer Electric (Newtown Creek WPCP): As the steady day Engineer at the Newtown Creek WPCP, Mr. Garibaldi's duties and responsibilities were widely varied. Being an S.E.E. "on the board" in a power generating plant, he developed an expertise in the concept as well as the practicality of electrical generation and power distribution. He gained the experience of an emergency automatic shutdown and the intricate process of restoration of power, or putting the plant "back on line". In the area of prime movers, Mr. Garibaldi gained a working knowledge of large diesel engines, specifically the Enterprise 2800 HP, 12 cyl. duel fuel engine. He worked closely with the lead machinist in the development of an excellent safety check program. His electrical troubleshooting abilities as well as his knowledge of various circuit breakers, transformers, etc., was sharpened due to his experience at Newtown Creek. In addition, the plant's treatment process was quite unique compared to other plants, and therefore, broadened his concept of troubleshooting various process problems.

- Oiler (Newtown Creek): As an Oiler at the Newtown Creek WPCP, Mr. Garibaldi was responsible for numerous aspects of the facility, in addition to the ordinary responsibilities associated with an Oiler's position, such as lubrication and maintenance of various equipment. He operated and maintained: large 12 cylinder duel fuel diesel engines, auxiliary equipment such as jacket water pumps, fuel oil pumps, starting air compressors, gas compressors, control air compressors, lube oil pumps, waste heat recovery systems, etc. Very importantly, the Oiler in a generating plant is essentially the eyes and the ears of the facility.

- Sewage Treatment Worker: Mr. Garibaldi served as a Sewage Treatment Worker in both Newtown Creek WPCP and Manhattan Pumping Station and gained experience in both operations and maintenance. While on maintenance, he repaired and maintained various equipment such as: large and small pumps, air compressors, tanks, bar screens, valves, etc. In the area of operations, he performed the normal duties and responsibilities associated with a wastewater treatment plant.

Awards

Uhl T. Mann Award (NYWEA)
William D. Hatfield Award (WEF)

JOSEPH GARIBALDI

Chronological History of Employment

Company	Role	Duration
D&B Engineers and Architects, P.C.	Assistant Resident Engineer	12/2011 – Present
New York City Department of Environmental Protection	Plant Chief – 26th Ward WWTP (15 years)	05/1978 – 12/2010

JOSEPH R. MARONE, JR.

Years Experience
45

Office Location
Woodbury, NY

Professional Experience

Mr. Marone has over 45 years of experience as an Electrical Inspector and Licensed Electrician. Throughout his career he has accrued 30 years of experience in Electrical and General Construction Supervision which includes, but is not limited to, accurate take-offs, estimating, budgeting, contracting, purchasing and invoicing. Mr. Marone has experience in full site construction management and land development as well. Customer satisfaction is a high priority for Mr. Marone. He effectively schedules, monitors and inspects all facets of electrical work to ensure quality.

Mr. Marone is able to work in conjunction with architects, engineers, developers, contractors, inspectors, city officials, decorators, agents and home owners effortlessly.

For over 20 years, Mr. Marone owned his own business where he was responsible for all phases of electrical work. He completed wiring for commercial, industrial and residential applications, as well as blue-print reading, schematics of electrical systems, trouble shooting of multi-zone heating and air conditioning systems, control and fire alarm installations.

Mr. Marone's professional experience includes the following:

New York City Department of Environmental Protection – Wards Island Water Pollution Control Plant – Bronx and Manhattan Grit Chambers

Mr. Marone was assigned as Lead Inspector for Heavy Construction. He performed daily inspection for civil, mechanical, HVAC and electrical, construction and contractors for structure and equipment renovation of Bronx and Manhattan Grit Chamber. Mr. Marone was responsible for monitoring all phases of construction in accordance with the contract documents, reviewing the contractor's shop drawings in compliance with the contract, and monitored various installations; tracking the contractor's daily work schedule and preparing daily Resident Reports; and was responsible for estimating installed quantities of materials and equipment for payment purpose. Mr. Marone reviewed and monitored the contractor's CPM schedule for progress.

On Call NYCDEP BWT Electrical Inspection

Mr. Marone is currently performing electrical inspection for the installation of conduits, wiring and control panels at the Red Hook Wastewater Treatment Plant (WWTP). He also is inspecting electrical substation construction at the Oakwood Beach WWTP. At the Richmond Avenue Pumping Station, Mr. Marone is inspecting main pumping station controls and instrumentation.

Specialized Licenses/Certifications/Training

- New York City Master Electrician License
- 40 Hour OSHA
- Confined Space Entry Training
- Supported Scaffold User Certification
- Crane Safety Awareness Training
- Lock-out/Tag-out Training
- Hot Work PAI Electrical Safety Training

JOSEPH R. MARONE, JR.

- Universal and Electronic Waste Training
- Hazardous Communication
- Lead Awareness
- Asbestos Awareness
- PCB Awareness/Mercury Awareness
- Blood Borne Pathogen Training

Chronological History of Employment

Company	Role	Duration
D&B Engineers & Architects, P.C.	Senior Electrical Inspector	06/2012 – Present
Hazen & Sawyer	Electrical Inspector	02/2003 – 06/2012
Marone Electrical Inc.	Electrical Contractor	01/1980 – 02/2003
Staten Island Rapid Transit Operating Authority	Substation Operator, Lead Electrician	01/1973 – 1981

MICHAEL J. SCOLPINO

Professional Experience

Mr. Scolpino is a Construction Inspector with 29 years of experience in civil/mechanical engineering. His areas of expertise include concrete structures, water main and sewer construction, water treatment plant construction and HVAC. Mr. Scolpino's specific experience is summarized below:

CONSTRUCTION INSPECTOR

Construction Management Services for Various BWT Locations

- This contract is to assist BWT in developing and implementing a Construction Management Program. This unique project requires coordination with multiple engineering sections, as well as operations at all wastewater treatment plants and collection facilities located in NYC area. The project includes on-call work requiring overnight and weekend emergency response.

- Mr. Scolpino served as senior inspector on these projects where his responsibilities included day-to-day field inspections of civil and mechanical work performed, preparation of electronic inspection reports, coordination with contractor, identify and track potential issues, and assisting Resident Engineers.

Construction Management Services for Miscellaneous Projects in the Downstate Area (CTYWDCM-3B) - New York City Department of Environmental Protection (NYCDEP)

Assignments include:

- Oakwood Beach Wastewater Treatment Plant (WWTP) 5KV Substation Reconstruction (Contract OB-125) contract in Staten Island ($15 million)

- Port Richmond WWTP Boiler Upgrade (Contract PR-113) contract in Staten Island ($27 million);

- Orchard Beach Pumping Station Replacement in the Bronx ($2.7 million)

- Mr. Scolpino served as senior inspector on these projects where his responsibilities included day-to-day field inspections of work performed by general/mechanical/ electrical contractors, pro-active coordination with the utility companies and regulatory services, preparation of inspection reports, track shop drawings, coordination with contractor, identify and track potential issues, and assisting Resident Engineers. Mr. Scolpino was also responsible for the coordination of RFIs, change orders and shop drawing approvals. He worked on processing all payment requests submitted by contractors and prepared as-built drawings as per field conditions.

Queensbridges Houses – New York City Housing Authority:

- Replacement of 18, 250HP gas fired steam boilers in six plants, consisting of two phases. Each plant included excavation, shoring, cutting of areaway and foundation walls, rigging of boilers, rebuilding of walls and backfilling excavations, scheduling and monitoring the rebar and concrete inspections. Work also included the rebuilding of the entire boiler room steam system and installation of new electrical systems for power, lighting and boiler panels.

Education

[illegible]

Certifications

Plumbing, Design and New York City Code

New York City Construction Superintendent

Specialized Training

10 Hour OSHA Construction Safety Course

7 Hour Site Safety Managers Course

Supported Scaffold Training

EPA, Lead Renovation, Repair and Painting Course

Years Experience

29

Office Location

Woodbury, NY

- Worked on the coordination of all steam and domestic water shutdowns with the development managers and borough heating divisions.

- Responsibilities included conducting weekly toolbox safety talks with the project foreman, performing site safety walkthroughs. Scheduling of rebar, concrete and compaction inspections. Filling out daily reports, contractor sign-in sheets, as well as reviewing contractor's monthly requisition and payroll verification reports.

MEP/GENERAL SUPERINTENDENT

Zinc Building – 21 Condominium Units, Including 3 Duplex Units:

- MEP Superintendent, whose responsibilities included the coordination of mechanical trades for a new eight story building. In addition, completed the second half of project as an assistant general superintendent, including punch list and tenant closeouts.

School of Visual Arts – 36 Unit Dormitory:

- Responsibilities included the inspection of all mechanical work and assurance of all code and specification compliance.

Gansevoort Hotel – 18 Story Hotel:

- Reviewed and expanded the scopes for all MEP trades.

- Managed the MEP coordination meetings, as well as performing mechanical superintendent duties.

International Toy Center and 20 Exchange Place, New York City:

- Supervised disconnects and removal of all existing plumbing, sprinkler, HVAC and electrical systems, as well as general demolition of the commercial tenant spaces for conversion to residential use.

- Coordinated ACM removal and air-monitoring.

- Helped develop and expand scopes and specifications for all MEP trades.

MECHANICAL RESIDENT ENGINEER

Riker's Island Renovation Program for Various Correctional Facility Projects:

- Renovation and addition to a kitchen, including site work, with a $3.5 million HVAC and sprinkler, as well as a $1.2 million Plumbing aspect.

- New Central Storage Facility with site work, including a $2.5 million HVAC and sprinkler, as well as an $800,000 plumbing and fire standpipe aspect.

- Helped complete conversion of day rooms into temporary food servers for the inmates. Work included various upgrades and additions for the HVAC, plumbing, sprinkler and electrical portions of work.

- Responsibilities included review of pre-bid construction documents, submittals, billing of requisitions with contractors, preparation and estimating of change orders and managing coordination meetings.

Westchester County Courthouse:

- Review and summarize the HVAC, plumbing, sprinkler and fire standpipe pre-construction documents.
- Cost estimating and bid analysis.
- General Superintendent overseeing the coordination of all construction on various RCN fast track projects, ranging from $500,000 – 1.5 million.

PLUMBING AND HVAC PROJECT MANAGER/RESIDENT ENGINEER

- Worked on various school, hospital, commercial and office fit-out projects.
- Worked closely with various Construction Managers and General Contractors on the installation of on-site storm and sewer systems.
- Coordinated the layout and piping of DEP designed storm retention tank and pump systems on various public and private sector projects.
- Supervised and inspected the installation, testing and completion of the sludge drying bed piping at the Margaretville DEP waste water treatment facility.

PROFESSIONAL APPRENTICESHIP IN PLUMBING

- Hands-on Foreman who provided direction and installation of heating systems within NYC/HPD buildings.
- Rapidly promoted from Junior Mechanic to working Foreman.
- Exposed to all aspects of new construction and alteration projects, including hospitals and residential facilities.

Chronological History of Employment

Company	Role	Duration
D&B Engineers and Architects, P.C.	Assistant Resident Engineer/Inspector	10/2011 – Present
HAKS Engineers	General Construction Superintendent	09/2009 – 07/2011
Levine Builders	MEP/Construction Superintendent	02/2007 – 09/2009
Newmark Construction Services	MEP/Construction Superintendent	01/2006 – 12/2006
URS Corporation	Mechanical Inspector	08/2000 – 01/2006
Barney /Skanska	Mechanical Inspector	06/1999 – 08/ 2000

FREDERICK W. HOEFFNER

Professional Experience

Mr. Hoeffner has over 25 years of diverse experience in construction management and inspection, emphasizing civil projects. This includes mechanical piping, excavation, sheeting, dewatering, concrete, bridge painting and rehabilitation, roadwork, drainage, sewers, parking lots and recreational/park facilities. He has a multifaceted perspective and broad understanding of all trades and project needs. Mr. Hoeffner has comprehensive knowledge in civil construction techniques and civil engineering, and a proven ability to meet stringent specifications, regulatory factors and deadlines. Mr. Hoeffner has consistently ensured the most productive, cost-efficient and highest quality solutions to heavy construction improvement projects. Mr. Hoeffner is an ACI Certified Special Concrete Inspector.

Mr. Hoeffner's specific experience is summarized below:

- Construction Inspector and Permit/Site Plan Review for Various Capital Projects: Painting of Bridges at Various Locations – Suffolk County Department of Public Works

  Mr. Hoeffner is currently the Resident Engineer for this improvement project that includes the painting/rehabilitation of six bridges at various locations in Suffolk County. The work includes vacuum maintenance cleaning, priming and painting of structural steel, environmental ground protection systems, vacuum blasting containment systems, treatment and disposal of contaminated paint, and coordination with various agencies including the Long Island Rail Road.

- 26th Ward Water Pollution Control Plant: NYCDEP ($40M)

  Mr. Hoeffner assisted in the construction management/inspection of the regulator reconstruction (Contract 14) and the emergency generator upgrade (Contract 13) projects. Contract 13 consists of installing three medium-speed 2.5 MW diesel generators and a 600kw diesel unit. This contract also includes the construction of a new Battery Room Facility. Contract 14 includes the reconstruction of the existing regulator (R-1). The regulator diverts combined sewerage to the plant and in wet weather diverts overflow to Hendrix Creek. The regulator work includes relocation of existing utilities, demolition and reconstruction of portions of the regulator floor slab, walls and weir, and the installation of a temporary dewatering and bypass pumping systems. Mr. Hoeffner is serving as the A. Resident Engineer for this project.

- Skillfully orchestrated the complete spectrum of the Town of Islip's Capital Improvement Program with responsibility for a $12 million annual budget. The work encompassed plumbing and piping improvements for chemical feed systems, culvert/drainage improvements, roadway/bridges improvements, full-depth pavement repairs, micro-resurfacing and concrete contracts, which consistently met or exceeded the DPW's expectations.

- Served as the go-to-person/advisor to the engineering, inspection and planning departments on all public works projects for the Town of Islip. He was a member of the project team tasked with creating and instituting constructive recommendations for roadways, drainage/culvert systems and various facilities.

Education

[redacted]

Certifications

FEMA Classes 100 – 400, Plus 700

10 Hour Construction OSHA / Safety

ACI I – Concrete Special Inspector

NYSDEC Erosion and Sediment Control Trained SWI

Prequalification Categories

Construction Engineering and Inspections (Road, Bridge and Aviation)

Years Experience

20+

Office Location

Woodbury, NY

Contact

fhoeffner@db-eng.com

- Efficiently analyzed and revised new bid proposals with specifications for all roadwork and drainage contracts, and accurately reviewed executed bids for recommendation to Town Supervisors.

- Oversaw highway, engineering and inspection protocols for change orders, RFIs and payment and execution covering all if the Department's roadwork projects. He directed interdepartmental drainage, pavement repairs, along with emergency management of all storm related work.

- Participated in filing for New York State CHIPS Programs and Multi-Modal Grants.

- Reviewed all road opening permits for approval and inspection of restoration of the roadways by utility companies, contractors and homeowners.

- Effectively scheduled and supervised project personnel and office staff, provided close support, motivated strong work teams and ensured consistent work excellence and responsiveness.

- Participated in equipment demonstrations for review to obtain the best quality at the least cost.

Mr. Hoeffner was the owner/operator of Hoeffner Industries, Inc. Mr. Hoeffner:

- Developed and managed this heavy construction business from a zero base to profitability with hands-on P&L control. Scope of work included estimating, bidding and managing the complete spectrum of various new/restoration/renovation projects for roadways, sewers/drainage, parking lots, recreational/athletic parks for school/fire districts, villages, towns and counties, respectively, across Long Island.

- Effectively dealt with project change requests, project tracking, mobilization of resources and the coordination of efforts to ensure completion of each client's objectives. He defined procedures/guidelines that ensured compliance with their goals while working closely with architects, engineers, consultants and regulatory authorities and accurately interpreted project plans/blueprints. He served as an instrumental force in developing and implementing new ideas, ways of thinking and problem solving techniques to project operations and presented viable options that facilitated results.

- Selected, negotiated and purchased materials, services and equipment, obtaining the best quality at the least cost. He prepared, negotiated and interpreted construction contracts and controlled project budgets. Conducted site inspections to determine suitability of potential project sites.

- Adhered to regulatory and environmental agency rules and regulations, and ensured overall project quality control and implemented effective material handling procedures.

- Coordinated work with all trades and utilizing time management skills.

Chronological History of Employment

Company	Role	Duration
D&B Engineers and Architects, P.C.	Senior Inspector	5/2010 – Present
Town Of Islip	Deputy Commissioner DPW-Hwy	4/2008 – 3/2010

ROLAND J. FESEL

Professional Experience

As a Senior Resident Engineer and Inspector, Mr. Fesel has abundant construction management experience. Presently, Mr. Fesel is the Construction Liaison for the Tallman Island WPCP Plant Upgrade. The $400 million upgrade includes modification of the existing aeration tanks from step feed to full BNR capabilities. The upgrade also includes a new return sludge pumping station and blower building, a 27KV Substation, replacement of the MSPs, a new force main from the MSPs to the Primary tanks, replacement of the digester roofs, thickener pumps, process air header, service boilers and numerous miscellaneous items. Mr. Fesel coordinates the contractor's work as it effects plant operations and consults with plant management to avoid plant upsets. In addition he reviews contract drawings and documents for overlooked items and possible safety concerns. Mr. Fesel develops relationships between New York City Department of Environmental Protection (NYCDEP) operations, construction management and the construction contractor to improve the flow of work and communications.

Mr. Fesel has been a Resident Engineer on NYCDEP Kensico fluoride feed installation. His previous assignment was Assistant Resident Engineer on the Inner Harbor Regulator Improvement Project. In addition, he has a thorough knowledge of mechanical, structural and electrical design criteria for wastewater projects. He has provided design recommendations and constructability review on the Neptune Pumping Station, Gowanus Pumping Station and Flushing Tunnel and the Pumping Station Design Guideline document. He prepares and reviews construction cost estimates and manages change order preparation processing.

As a wastewater treatment plant operator and senior stationary engineer, Mr. Fesel has 30 years of experience in many wastewater treatment plants and collection systems. Prior to his association with the firm, he worked for the NYCDEP as Superintendent of Collection Facilities and as an Assistant Plant Chief of the Newtown Creek WPCP. While with the NYCDEP, Mr. Fesel oversaw numerous construction projects as an inspector and an operations advisor. Mr. Fesel understands the NYCDEP operation and start up protocols and has participated in many DEP operator training seminars.

Mr. Fesel also was Acting Supervisor of the Great Neck Water Pollution Control District for nine months where he prepared and reviewed construction cost estimates and managed the operations of the treatment plant, pumping stations and sewer collection system.

Mr. Fesel oversaw various construction projects at the Newtown Creek Water Pollution Control Plant while being Assistant Plant Chief and contributed to the initial phase of the current upgrade. He was also involved with discussions with Senior DEP personnel on flow control options for the Newtown Creek WPCP upgrade.

As Chief of Collection Facilities North, Mr. Fesel's headquarters (for eight years) was located at the Tallmans Island WPCP. He is thoroughly familiar with NYCDEP treatment plant processes, equipment and layout, and the plants personnel. Often Mr. Fesel was called upon to assist the plant in solving some of their emergencies including in-plant operating problems and the failure of their Powell's Cove pump station.

The Tallmans Island drainage area was Mr. Fesel's responsibility for approximately 15 years and Mr. Fesel worked the area for at least 20 years. He oversaw the construction of the Flushing Bay Retention Facility Phase 1 and 2, which pumps CSO to the Tallmans Island Plant.

Education

Professional Societies

New York Water Environment Association – Metropolitan Chapter

Water Environment Federation

Certifications

New York State DEC 4A Plant Operator

New England Water Environment Association – Grade 1

OSHA 10-Hour Construction Safety

Awards

New York Water Environment Golden Manhole Award

Years Experience

30+

ROLAND J. FESEL

Mr. Fesel performed construction inspections of the Inner Harbor project for the last 2 years where he was Resident Engineer and supervised the inspectors, reviewed their reports and performed his own inspections on mechanical, electrical and structural improvements. Mr. Fesel was also involved in monitoring the Contractor's schedule, MOPO and procedures to avoid problems with poor maintenance of traffic and pedestrian safety.

His previous work also included:

- NYCDEP Pump Station Construction Projects
  - Newtown Creek (initial phases)
  - Tallman Island WPCP Process Analysis
  - 108th Street Pump Station
  - Jerome Avenue Pump Station
  - White Plains Pump Station
  - Little Neck Pump Station
  - Commerce Avenue Pump Station
  - City Island Pump Station and Force Main
  - 108th Street Pump Station
  - Zerga Avenue Pump Station
  - Gildersleeve Pump Station
  - Clearview Pump Station
  - Marble Hill Pump Station
  - Hunts Point Food Market Pump Station

- NYCDEP Pump Station SCADA Systems

- NYCDEP Combined Sewer Overflow SCADA System

- NYCDEP Combined Sewer Overflow (CSO) Projects
  - Corona Avenue Vortex Facility Prototype Swirl Concentrators for Combined Sewer Overflow
  - Flushing Bay Retention Facility – Phase 1 and 2

- NYCDEP Construction Constructability Review
  - NYCDEP Alley Creek CSO Storage Facility
  - NYCDEP Inner Harbor CSO Facilities
  - NYCDEP 9A Project
  - NYSDEC Hutchinson River SCO Facility

- NYCDEP Construction Inspection/Assistant Resident
  - NYCDEP Inner Harbor CSO Facilities
  - Newtown Creek
  - Flushing Bay Retention Facility
  - Corona Avenue Vortex Facility
  - All Pumping Stations and CSO Construction
  - Kensico Reservoir Fluoride Facility

Chronological History of Employment

Company	Role	Duration
D&B Engineers and Architects, P.C.	Assistant Resident Engineer/Operations Liaison	04/2003 – Present
New York City Department of Environmental Protection	Facilities Superintendent/Plant Chief, Bureau Wastewater Treatment	1973 - 2002

EDWARD J. REILLY

Professional Experience

Mr. Reilly has over 34 years of experience in the design and construction management of water and wastewater treatment systems, landfill design and construction, and solid waste management. He has performed the duties of a design engineer, project manager and resident engineer throughout his career. Specific experience in wastewater, groundwater remediation, water supply, treatment facilities and soil gas management in the capacity of both office engineer, project manager and construction inspector is provided below. Mr. Reilly has also been involved in the startup of facilities, troubleshooting and instruction of personnel.

New York City Department of Environmental Protection (NYCDEP) – Risk Assessment

Mr. Reilly has performed the mechanical evaluations for the purpose of risk assessment at 13 of the City's 14 water pollution control plants and 7 of 8 dewatering facilities. Mr. Reilly has served as the lead mechanical evaluator for all of the process equipment including, but not limited to, sluice and slide gates, bar screens, main sewage pumps and valves, settling tank collectors and drives, sludge pumps and valves, diffusers, aerators and mixers, grinders, scum management equipment, dewatering facilities, centrifuges, conveyors, chemical feed equipment, effluent water pumps, HVAC, boilers and related facility appurtenances. These duties include mechanical evaluation and extensive record keeping. As a result of this experience, he is familiar with NYCDEP water pollution control facility construction and operation. During many of these site visits, he has observed construction in progress and understands DEP environmental safety and health requirements.

Mr. Reilly has recently performed the mechanical evaluations for the purpose of risk assessment at 52 of the City's 96 pump stations. Mr. Reilly served as the lead mechanical evaluator for all of the main sewage pumps, piping and valves, bar racks, grinders, sluice gates, slide gates, HVAC, plumbing, sump pumps, and related facility appurtenances. These duties included mechanical evaluations and ratings to assess current conditions and future reliability. This experience has made Mr. Reilly very familiar with the NYCDEP facilities, operations and problem areas. Mr. Reilly also performed these evaluation duties at the Hudson River Pump Station (Chelsea).

Mr. Reilly also provided QA/QC review of the field collected data prior to incorporation into the database.

New York City Department of Environmental Protection (NYCDEP) – In-house Design

Pump Stations – Mr. Reilly is a member of a team of D&B engineers providing services to the NYCDEP In-House Design Staff relative to the Department's design for the complete rehabilitation of the pumping station to include constructability and biddability reviews of 30/60/90% designs. These services pertain to all of the disciplines. Mr. Reilly's involvement addresses the civil, mechanical, HVAC and plumbing systems. The services involve design reviews, critiques and commentary, as well as discussion with Department personnel of the pros and cons of various approaches and design options. These services are provided in a collaborative effort with the Department staff to afford the staff the benefits of D&B's insight and experience in pumping station design and construction. These

Years Experience
30

Office Location
Woodbury, NY

Contact
ereilly@db-corp.com

activities have included the Orchard Beach Pumping Station, Throgs Neck, Rikers Island North and Hannah Street pumping stations.

Newtown Creek Dechlorination Facility – Mr. Reilly is a member of a team of D&B engineers providing services to the NYCDEP In-House Design Staff relative to the Department's design for the addition of dechlorination facilities to the Newtown Creek Water Pollution Control Facility. These services pertain to all engineering disciplines, as well as a feasibility analysis to convert a portion of the existing Disinfection Building for the purpose of receiving, storing and applying dechlorination chemicals. Mr. Reilly's involvement addresses the mechanical, HVAC and plumbing systems associated with the control, process and application of the dechlorination chemicals to the downstream end of the chlorination tanks. This involvement will continue through the preparation of the facility design by the In-House Design Staff by means of collaboration, the sharing of design experience and insight, and assistance with design tasks as the need arises. Mr. Reilly has performed constructability reviews for the 30% and the 90% design submittals prepared by In-House design. When necessary, Mr. Reilly has performed portions of the design or prepared conceptual designs as part of the IHD design effort.

Water Supply Facilities

New York City Department of Environmental Protection (NYCDEP) – Gilboa Dam

- Mr. Reilly has performed constructability and bidability reviews for Contract CAT 212B – Gilboa Dam Reconstruction and is currently involved in the constructability review for CAT 212C – Low Level Outlet. Mr. Reilly has performed reviews relative to all civil and mechanical processes, equipment and work. The outcome of the review process has provided for clarification in the bidding documents with its associated savings to the Department. Mr. Reilly has gained excellent insight to the limits of working upstate during these recent reviews.

Wastewater Treatment Facilities

Fairfax County, Virginia

- Preparation of design and contract documents for the dechlorination and discharge to surface waters of cooling tower blowdown waters for a 3,000 tpd resource recovery facility. Dechlorination was required for the protection of aquatic life in the receiving waters. Process included the use of sodium bisulfite, chemical mixing facilities and dosing equipment.

Village of Ossining

- Design and preparation of plans, specifications and managerial duties to divert alum sludge from the sanitary sewer and provide on-site storage for truck loading and off-site disposal.

- Design of two variable speed pumping units to accommodate filter backwash effluent.

Town of Parsippany - Troy Hills, New Jersey

- Performed start-up, testing and commissioning of a 16 mgd advanced wastewater treatment facility. Mr. Reilly served as Resident Engineer during the startup, testing and commissioning period, providing inspection and troubleshooting and instruction of personnel. Duties also included construction administration, attendance at all meetings, preparation of meeting minutes and processing of change orders, reviewing contractor invoices, answering RFC and RFI, shop drawing review, and other office engineer responsibilities.

Bergen Point, Suffolk County, New York

- Performed a mechanical evaluation of the 30 mgd Bergen Point Wastewater Treatment Plant.
- Mr. Reilly prepared a condition assessment report detailing the entire facility.

Cedar Creek WPCP, Nassau County, New York

- Prepared a design for the expansion of the primary settling tanks.
- Mr. Reilly performed as Project Manager in orchestrating all managerial duties including documentation of design information and progress meeting minutes.

Dover, Pennsylvania

- Prepared hydraulic design for all process equipment and the design for aerated grit chambers.

Village of Ocean Beach, New York

- Design and construction observation for removal and replacement of granular activated carbon and rehabilitation of GAC towers.
- Mr. Reilly performed resident engineering/inspection/office engineer duties for this completed project.
- Provided operator training and assistance to facility personnel, process modifications and remedial designs.
- Permitting, design and construction supervision for water supply well.

Gloucester County Utilities Authority, New Jersey

- Design of a hybrid aeration system incorporating the addition of fine bubble diffused aerators to an existing mechanical aeration system.
- Mr. Reilly served as Engineer and performed managerial and administration duties as well.

Brookhaven National Laboratory

- Performed a study of 15 buildings to assess the magnitude and opportunities to manage noncontact cooling water associated with, but not limited to, refrigeration, air conditioning, water treatment, analytical equipment and research projects.
- Supervised the performance of a leak detection survey for 15 miles of water main in a campus setting. Prepared statement of findings and recommendations. Mr. Reilly kept records and meeting minutes recording the progress of the work.

EDWARD J. REILLY

Groundwater Remediation

New York State Department of Environmental Conservation (NYSDEC) – Dewey Loeffel, Nassau, New York

- Mr. Reilly served as the lead designer for a leachate collection and treatment facility for an inactive hazardous waste landfill. The treatment process includes oil/water separation, aeration stripping, microfiltration, tray stripping, activated carbon, steam stripping, reverse osmosis and post aeration. Ancillary processes include sludge dewatering and crystallization for residuals disposal.

Town of Islip, New York

- Design and preparation of plans and specifications for a 350 gpm groundwater treatment facility for the removal of volatile organics by air stripping and inorganics by precipitation and filtration. Treated water to be recharged to the aquifer system. Project Manager for construction, start-up and operator training and assistance.

- Preparation of a Phase II Investigation for a Class 2A Inactive Hazardous Waste Site including design and construction supervision for the installation, sampling and analysis of groundwater monitoring wells.

Town of Smithtown, New York

- Design, preparation of plans and specifications, and construction observation for 25+ groundwater monitoring wells.

- Preparation of a hydrogeologic site investigation for the permitting and construction of a municipal solid waste landfill.

Chronological History of Employment

Company	Role	Duration
D&B Engineers and Architects, P.C.	Design Engineer, Associate	06/1994 – Present
R.E. Pustorino, P.C.	Design Engineer	12/1986 – 06/1994
Charles R. Velzy Associates	Design Engineer	07/1983 – 12/1986
Bowe, Walsh and Associates/Bienstock and Lucchesi, P.C.	Design Engineer/Resident Engineer	07/1979 – 07/1983

ABDELHAMED A. ALI

Professional Experience

Mr. Ali's professional experience includes the following:

NYCDDC - E. Houston Rehabilitation – Senior Inspector

The project included the placement of different size of water main pipes, wet connections, service connection, water trunks, sidewalk construction, concrete and granite curb, concrete placement, electric conduits and traffic signals installations, the construction of new four lane roadway pavement, traffic control MPT. Tasks included office work such as reviewing of change order submittals and reviewing shop drawings, processing contractor's monthly payments and attending contract progress meetings.

NYCDOT Green Point Bridge Rehabilitation -Senior Inspector

The contract involved with the removal of the existing steel grid deck and replacement with a precasted steel grid concrete deck. The work also included steel members repairs and replacements, traffic control MPT. The tasks included office work such as reviewing of change order submittals and reviewing shop drawings, processing contractor's monthly payments and attending contract progress meetings.

NYSDOT LIE Bridges Expansion Joints Replacements - Chief Inspector

The project involved with the removal of the existing steel expansion joints of 32 bridges over the Long Island Expressway (LIE) and replacement with elastomeric joints. The work included construction concrete removal, steel joints removal, structure concrete placement, bridge jacking system ,removal and replacement of bridge bearing, traffic control MPT. The tasks included office work such as reviewing of change order submittals and reviewing shop drawings, processing contractor's monthly payments and attending contract progress meetings.

NYSDOT BQE Roosevelt Avenue Roadway Reconstruction - Senior Inspector

The project involved new roadway concrete and asphalt pavements, concrete full depth roadway repairs, sidewalk construction, concrete curb, concrete placement, electric conduits, traffic signals installations, the installation of the ITS camera system, fiber optic conduits installations drainage and catch basin work, MPT traffic and office work. Tasks included office work including reviewing of change order submittals and reviewing shop drawings, processing contract monthly payments, and attending contract progress meetings.

NYSDOT, Route 9A, Where and When Maintenance Repairs – Chief Inspector

The project involved concrete full depth roadway repairs, sidewalk construction, concrete curb, concrete placement, electric conduits and traffic signals installations, the installation of the ITS camera system, fiber optic conduits installations drainage and catch basin work, MPT traffic and office work. Tasks included supervising the inspection team during execution of the above activities. Office work included reviewing of change order submittals and reviewing shop drawings, processing contract monthly payments, and attending contract progress meetings.

Professional Societies

American Society of Civil Engineers

Certifications

Certified NICET Level IV

A.C.I. - American Concrete Institute

OSHA Construction Site Safety Competent

Lead Competent Personnel Course SSPC

NYSDOT MPT Seminar

NJSDOT TCC

Years Experience

31

Office Location

Woodbury, NY

Contact

abdelhamed@db-eng.com

NYCDOT, Rehabilitation of the Queensboro Bridge - Senior Inspector

Project involved steel member replacement, roadway deck repair; concrete deck foundation placement, expiation joints installations, construction of bridge's new drainage system, manholes, basin, electric and utilities work. Tasks included field inspection, office work included O.O.C. reviews, and monthly payment progress.

NYSDOT, Belt Parkway Sign Structures and Reconstruction, Brooklyn – Chief Inspector

Project involved encompassing the construction of new 14 overhead sign structures. Project also included excavation work, concrete forms, reinforced concrete placement, and steel erection of the proposed sign structures, drainage system installations and electric work. Tasks included field inspection and office work included change order reviewing, shop drawing reviewing, and attending contract progress meetings.

NYC Transit Authority, 240th Street, Subway Yard Rehabilitation, Bronx – Field Design Support

Project involved new steel members erecting, steel repair work ,installation of jacking system, concrete slab removal and reconstruction, retaining wall building and street painting, drainage, water main and utilities work. Duties included field inspection, shop drawing review and change order submittal.

NYCDOT, Williamsburg Bridge, Reconstruction of the Northern Roadways - Team Leader

Project consisted of the demolition and reconstruction of four northern roadway lanes on the bridge approaches and main span and included the removal of the existing structure of excavations, new foundations, concrete placement of columns, pier caps, structural steel erection, the grid deck, new concrete deck placement, the installation of new drainage system and utilities including the inspection of installation of new electric conduits, cables, junction boxes, light poles, the installation of the ITS camera system, fiber optic conduits and steel surface painting. Tasks included field inspection and office work such as changed orders and shop drawing, processing monthly payments, and attending progress meetings.

NYSDOT, Rehabilitation of the Atlantic Bridge, LI, NY- Chief Inspector

Project involved new concrete deck placement, steel members replacement, the installation of jacking system, the installation of the bridge's new drainage system, electric work, bridge steel structure panting. Marine work included the construction of new bulkhead and piers. Tasks included supervision of the inspection team, office work O.O.C., shop drawing review, monthly payments, and progress meetings.

NYSDOT Region 10, Rehabilitation and Painting of Robert Moses Bridge, NY – Chief Inspector

Project involved maintenance and protection of traffic, rigging and scaffolds, bridge's steel structure painting including surface preparation and primary paint coat application, intermediate and finish coats. Led inspection team in performance of painting inspection. Tasks included field inspection for the above contract work, office work, monthly payments, and progress meetings.

NYSDOT Region 8 and Thruway Authority, Maintenance Facility -Senior Inspector

Project included construction of new four lane overpass bridge over I-287 thruway, the placement of new ramps, steel girders, reinforced concrete deck slab, concrete piers and bridge painting, including surface preparation and the application of three coats. Electrical inspection included the installation of new conduits and cable, junction boxes and cable splices, new drainage system and new water main. Duties included field inspection for the above contract work. Office work included shop drawing review and change order submittal reviews.

ABDELHAMED A. ALI

NYSDOT Region 11 Rehabilitation of I-95 Viaduct over Metro North Railroad, Bronx- Inspector

The job included bridge's roadway widening. The work involved existing steel members repair, new steel girder erection, new reinforced concrete deck placement, pavements, (deck scarification and latex overlay placement), the installation of the bridge's new draining system, electric work and steel bridge painting. Duties included field inspection for the above contract items work, inspector reports, and office work.

NYCDEP, Downtown Brooklyn, NY - Superintendent and Estimator

The project included draining of sewers and water main improvements, excavation, pipe installations, embankment and pavement, as well as manhole and basin installations.

Various Projects for Private Engineering Firm, Brooklyn, NY - Design Engineer I/ II

Projects involved the design of different types of structural elements such as steel members, concrete foundations and slabs. Also performed shop drawing review and design analysis.

Chronological History of Employment

Company	Role	Duration
D&B Engineers and Architects, P.C.	Vice President	05/2013 – Present
EnTech Engineers	Senior Inspector/Chief Inspector	04/2008 – 05/2013
KS Engineers, P.C.	Senior Inspector	04/2008 – 09/2008
TRC Consulting	Chief Inspector	08/2006 – 04/2008
Intech Engineers	Senior Inspector	04/2004 – 08/2006
CTE Engineers	Field Design Support/Team Leader	01/2001 – 04/2004
Haider Engineering, P.C.	Chief Inspector	08/1998 – 01/2001
Hamide Engineers, P.C.	Design Engineer I/II	09/1994 – 01/1998
Urbetran Eng	Senior Inspector	06/1991 – 09/1994
Gandhi Eng	Inspector	06/1987 – 06/1991
Egypt	Field Engineer	1982 – 1987

THOMAS SCHAEFER, E.I.T.

Professional Experience

Mr. Schaefer is an Engineer at Dvirka and Bartilucci Consulting Engineers (D&B) where his job duties include performing miscellaneous project design and construction management tasks for civil and wastewater improvement projects. Mr. Schaefer has invaluable experience working on NYCDEP projects and has intimate knowledge of the standard operating procedures (SOPs) and other NYCDEP rules and regulations.

As an Engineer at D&B, Mr. Schaefer has experience in the following:

Construction Management Services for Miscellaneous Projects in the Downstate Area (CTYWDCM-3B) - New York City Department of Environmental Protection (NYCDEP)

Assignments include:

- Oakwood Beach Wastewater Treatment Plant (WWTP) 5KV Substation Reconstruction (Contract OB-125) contract in Staten Island ($15 million)
- Port Richmond WWTP Boiler Upgrade (Contract PR-113) contract in Staten Island ($27 million);
- Orchard Beach Pumping Station Replacement in the Bronx ($2.7 million)

Mr. Schaefer is an Engineer on these projects where he is responsible for assisting with construction management.

Construction Management Services for Various BWT Locations

This contract is to assist BWT in developing and implementing a Construction Management Program. This unique project requires coordination with multiple engineering sections, as well as operations at all wastewater treatment plants and collection facilities located in the New York City area. The project includes on-call work requiring overnight and weekend emergency response.

Mr. Schaefer is responsible for assisting field engineers with research, data and other technical support necessary to continue providing BWT construction management services for various projects at numerous plants and pump stations. Mr. Schaefer was also responsible for assisting with inspection for the installation of new V-Notch Weir gates for the Wards Island WWTP.

Superstorm Sandy Pump Station Recovery (Oct. 2012 – Dec. 2012)

Over 30 NYCDEP Pump Stations providing a necessary service to NYC failed during the Sandy storm. Most were flooded with saltwater and effectively destroyed. Mr. Schaefer assisted with the recovery effort which included performing round the clock inspection, coordination and fueling for the 30 damaged stations. All 30 stations were made operational within 84 hours.

Riverhead Drive Erosion Control Improvements

Mr. Schaefer is an Engineer involved with this project located at Sound Beach, N.Y. Mr.

Education

[redacted]

Professional Licenses

New York State Fundamentals of Engineering

Certifications

Prototype Was Awarded the CEAS Socially Responsible Engineering Design Award

OSHA 10 Hour Construction Industry Outreach Certification

[redacted]

Miller Environmental Group Confined Space Entry Certification

[redacted]

ACI Concrete Field Testing Technician – Grade I

Professional Societies

Long Island Water Environment Association – Academia/Student Chapter Committee Chair

Years Experience

2

Office Location

Woodbury, NY

Contact

tschaefer@db-eng.com

Schaefer was responsible for the assessment of damage from Superstorm Sandy. He was also responsible for the review, development and design of construction specifications and drawings, and contract documents. The major items of work included:

- Repair of bulkhead
- Extending an existing gabion system slope protection

Construction of Pre-Engineered Garage at Allenwood Park ($0.2M)

Mr. Schaefer is the Engineer on this project located in Great Neck, N.Y., where the principal items of work include: pouring concrete foundation, erection of pre-fabricated garage, installation of various electrical and heating appliances and site work. Mr. Schaefer is responsible for assisting the project engineer with design of the project.

Rockland County Transfer Station Improvements ($2M)

Mr. Schaefer is an Engineer involved with this project located in West Nyack, N.Y. Mr. Schaefer was responsible for the review and development of construction specifications and contract documents. The major items of work included:

- Repair and reattachment of geomembrane cap to building and equipment foundations.
- Installation of protective steel plate at tunnel wall.
- Installation of methane gas venting system.
- Demolition of existing building siding and roll-up doors.
- Installation of new building siding and roll-up doors.
- Construction of concrete masonry walls in office building.
- Demolition and removal of existing office building internal walls, locker room fixtures, floor coverings, ceiling tiles, windows and framing, doors and framing and installation of new office internal walls, floor coverings, bathroom fixtures, shower fixtures, locker room fixtures, windows and frames, doors and frames, and ceiling tile systems.

Rockland County Site Grading Improvements, New Scale and Scale House Installation ($2M)

Mr. Schaefer is an Engineer involved with this project located in West Nyack, N.Y. Mr. Schaefer was responsible for the review and development of construction specifications and contract documents. Mr. Schaefer was also responsible for assisting the project engineer with design of the project. The major items of work included:

- Demolition and removal of existing scale and scale house.
- Installation of new scale and scale house.
- Improving the existing site grading conditions.

Bergen Point WWTP Sludge Treatment and Disposal ($28 million)

Mr. Schaefer was an Engineer on this project and was responsible for assisting office staff with tracking and keeping shop drawing submittals and logs up to date. The principal items of work included:

- Constructing a new sludge blend tank and associated subgrade pump room, eight progressive cavity sludge feed pumps, seven mixing/transfer pumps.
- Rehabilitation and concrete coatings on the two existing blend tanks.

- Coatings on sludge blend tank and associated piping, fittings, grinders and valves to transfer sludge from the blend tanks to the belt presses.
- Installation of an integrated belt press and screw conveyor system.
- A complete liquid polymer dilution feed system.
- The relocation and modification to the existing packed tower odor control scrubber and associated chemical storage pumping and system.
- The installation of a new 48-inch diameter force main and associated subgrade concrete metering chamber magnetic flow meters and sump pumps.

Bay Park STP Modifications to Preliminary Treatment Facilities ($15 million)

Mr. Schaefer was responsible for developing a Project Labor Agreement Feasibility Study for the Nassau County Department of Public Works (NCDPW) on this project. The principal items of the work to be performed included:

- Miscellaneous improvements to Influent Screenings Building (mandoors, roll-up doors, roof skylights, roofing system, etc.).
- Demolition.
- Odor control systems.
- Chemical storage system.
- Instrumentation and controls.
- Electrical system upgrades including transformers, substation, and motor control centers.
- HVAC system upgrades, including air handling units, ventilation fans, ductwork, etc.
- Influent sluice gate improvements.
- Influent mechanical bar screens.
- Floor access hatches, trench drains.
- Bridge crane/hoist systems.
- Structure platform at odor scrubbers.

Cedar Creek Grit Removal Facility Improvements ($9 million)

Mr. Schaefer was responsible for developing a Project Labor Agreement Feasibility Study for the NCDPW on this project. The principal items of the work to be performed include:

- Grit tanks structural/mechanical equipment.
- Grit screw conveyors leakage/failures.
- Grit pumps.
- Tank aeration and diffuser systems.
- Baffle Wall replacement and structural improvements.
- Cyclone Degritters.
- Electrical distribution system, including upgrade and improvements to Substation 4 (replacement of existing transformer T4 with double-ended 2 transformers arrangement).

- Existing MCCs replacements (MCCs P3, P9).
- HVAC/odor control, including the installation of two new Air Handling Units (AHVs) and replacement of the existing odor control scrubber blower.
- Interior of building improvement/repair (floors, grating, walls, ductwork, ventilation, demolish and removal of abandoned scum concentrator equipment).

Decorative Street Lighting Installation on Smithtown Blvd., Smithtown, NY

Mr. Schaefer was an Engineer on the project responsible for assisting with the design and development of drawings and specifications necessary for the project.

Suffolk County Water Treatment Plant at Bergin Point:

Lab Technician:

- Responsible for assisting chemists with daily testing of water samples.
- Responsible for calibrating equipment and ensuring values were within error.

Soil Mechanics Drilling Corporation:

Inspector:

- Responsible for testing concrete for temperature, air density, and water saturation.
- Performed rebar inspection and sub-grade inspection as assigned.
- Responsible for writing daily reports with test results and ensuring that all measurements were compliant with ASTM and county standards.

Chronological History of Employment

Company	Role	Duration
D&B Engineers and Architects, P.C.	Engineer	09/2011 – Present

MICHAEL KOKOSZKA, E.I.T.

Professional Experience

Mr. Kokoszka's professional experience centers primarily in construction management, specializing in wastewater, water supply and civil engineering projects. His professional experience includes:

As an office engineer, Mr. Kokoszka performs daily project management tasks in support of the Resident Engineer for the NYC DDC Gateway Estates Phase D project (Contract # HD-161D). Day to day responsibilities include management of field inspection staff, organization of all project related submittals/correspondence/meeting minutes, preparation of cost estimates and processing of monthly contractor payments.

As a Forensic Engineer, Mr. Kokoszka performed integrity monitorship for the following projects:

- New York City Rapid Repairs Program in Broad Channel, Queens – Mr. Kokoszka engaged in day-to-day inspections of residential properties relating to heating, hot water and electrical repairs. He provided engineering audits of prevailing wage documents and invoices.
- Alexander Hamilton Bridge NYSDOT Contract #D261253 – Mr. Kokoszka engaged in oversight of bridge rehabilitation work including compliance, quality assurance and requisition/change order reviews.
- Moynihan Station Civic and Land Use Improvement Project – Phase 1 – Mr. Kokoszka developed engineering oversight protocols in order to monitor contractor's compliance with contract documents and all applicable laws, codes and regulations

As a Civil Engineer Inspector, Mr. Kokoszka performed inspections on capital construction projects relating to sewer mains, water mains, roadway reconstruction and environmental disposal. He ensured compliance with all relevant contract and specification requirements and wrote daily reports with detailed takeoffs and calculations.

As an Assistant Project Manager, Mr. Kokoszka managed multi-million dollar public contracts on a day-to-day basis. He prepared detailed estimates and proposals for painting, specialty coatings, intumescent fireproofing, and hazardous material remediation (Lead, PCB, Mercury) based on specifications for New York City Transit and DEP projects. He implemented company-wide environmental remediation and disposal program in accordance with all applicable local and federal regulations.

Chronological History of Employment

Company	Role	Duration
D&B Engineers and Architects, P.C.	Engineer	11/2013 – Present
Thacher Associates, LLC	Forensic Engineer	12/2012 – 11/2013
New York City Department of Design Construction	Civil Engineer	12/2011 – 12/2012
FCS Group, LLC	Assistant Project Manager	09/2009 – 01/2011

Years Experience

5+

Office Location

Woodbury, NY

Contact

mkokoszka@db-eng.com

ALEXIS SCHLESSINGERMAN, E.I.T.

Professional Experience

Mr. Schlessingerman has over 4 years of experience as a Project Manager and a Construction Inspection for the New York City Department of Environmental Protection (NYCDEP). He is an Engineer in Training (registered to take the Professional Engineer Exam in October, 2013) with many years of hands-on experience in field construction, engineering, and program management. As a NYCDEP Accountable Manager, Mr. Schlessingerman has been responsible for numerous engineering tasks in connection with the delivery of the BEDC's Capital Program ($5 Billion), serving in BEDC Engineering Support Division. The DEP Capital Program requires design framework and construction management support to ensure that projects are being delivered to the highest standards. Mr. Schlessingerman developed Standard Operating Procedures, oversaw consultant program management contracts, conducted Constructability/Bidability Reviews, and led the BEDC CM Quality Assurance Program as the Lead Auditor/Program Manager. Mr. Schlessingerman has a strong background in project management coming from successfully managing projects at DEP Bureau of Engineering Design and Construction. Most recently, Mr. Schlessingerman has been key in BEDC's CMIS initiative for a Department wide CMIS Program.

While at the NYCDEP, Mr. Schlessingerman showed strengths in program management and developing design and construction management framework through policies and procedures. In NYCDEP, Mr. Schlessingerman's organized approach to work and high quality of work has put him working on important initiatives towards the success of NYCDEP.

Mr. Schlessingerman was responsible for providing Engineering Support to the Bureau of Engineering Design & Construction Project Delivery Teams. In this role, Mr. Schlessingerman has worked in depth on many of the Department's major projects including Newtown Creek Upgrade, Croton Water Treatment Plant, CAT/DEL UV Plant and, West Branch Rondout Bypass Tunnel.

Because of Mr. Schlessingerman's hard work ethic as an engineer, he was regularly tasked with critical projects for the BEDC Deputy Commissioner. Such tasks have included the review of the Engineer Estimate for the Hurricane Sandy Contractors for housing assessments and overnight inspection work at the North River Plant during the fire. Specific tasks include:

BEDC Project Delivery System (PDS) - In an effort to standardize the business, engineering, and project delivery for all BEDC's projects, the PDS was developed. The PDS is a series of over 150 Standard Operating Procedures (SOPs). Each SOP serves as framework for how designs and construction are to be performed. To develop these SOPs, research had to be conducted working with project teams and identifying problems that can be mitigated/eliminated with the implementation of an SOP. Under this task, Mr. Schlessingerman has authored many technical SOPs that required knowledge of engineering principles and practices.

BEDC Engineering Support Reviews (Constructability and Bidability) - In this role, Mr. Schlessingerman assisted project teams in the review of designs during their 30/60/90/Final submittals. For these reviews, Mr. Schlessingerman has helped from a Consultant Contract which I manage. Mr. Schlessingerman served as the overall reviewer and project manager. Mr. Schlessingerman developed checklists based on applicable codes, best practices observed, and lessons learned (list derived from the research of change orders) to be used to check design submittals against. Projects successfully reviewed include:

Professional License

New York State Engineer – In Training

Certifications

10-hour OSHA Construction Safety and Health Course

Professional Societies

New York Water Environmental Association Young Professional

Years Experience

6+

Office Location

Woodbury, NY

Contact

aschlessingerman@db-eng.com

- North River (NR) Fire Investigation: After a fire at the NR Water Pollution Control Plant, a forensic engineering review was performed to determine the cause of the fire. We worked with the project team reviewing, specs, drawings, and operations to draft a report stating the reasons.

- CRO-502 Kensico Dam Road Closure Mitigation: Recommendations were given to the Design Engineer preventing major problems in the project's schedule.

- Tallman's Island Wet Weather Maximization: Review of the specs and drawings were performed on the 60% submittal to determine the best dewatering scheme and excavation method to be used.

BEDC CM Quality Assurance Program - BEDC established a new unit for Construction Quality Assurance that reports directly to the BEDC Deputy Commissioner. This unit is part of Engineering Support for which Mr. Schlessingerman served as a Technical Auditor/Accountable Manager and work with other Technical Auditors.

BEDC Program Wide Construction Management Information System - In an effort to standardize the way BEDC does business, streamline reporting, and improve the quality of the information being reported from the field, BEDC has implemented an program wide CMIS. Mr. Schlessingerman has served on the BEDC CMIS panel, selecting the proper vendor. With Mr. Schlessingerman's knowledge of CM SOPs, he knew what it took to select and implement an appropriate vendor with tablet driven inspection reports.

Newtown Creek Project Delivery Team - For two years, Mr. Schlessingerman was part of the Construction Management team responsible for overseeing the delivery of the Newtown Creek Final Upgrade. This plant is the largest water pollution control plant in NYC that is designed to process up to 700 MGD (wet weather flow) of sewage and is one of the largest capital projects under construction in Brooklyn, NYC valued at $3 Billion. As a proactive hands-on engineer, Mr. Schlessingerman wore many hats to move the project along including shop drawing review, hydraulic analysis, inspection of work, load calculations, reporting, equipment testing and calibration, and Constructability Review.

Mr. Schlessingerman served as a part of the DEP Project Delivery Team responsible for the delivery of the Newtown Creek Project. This is a multi-phase project, which at the time had 20 active contracts. He was assigned to the NC-31 Sludge digester complex. This project was for the construction of eight egg shaped tanks each holding 3 million gallons of sludge. This project was valued at $500 Million dollars (including change orders). We were tasked with completing a critical milestone which was to test, fill, and turnover 4 of the 8 tanks. He assisted both with the construction team performing inspections and the Design Team performing DSDC tasks. They were able to successfully turnover the 4 digesters to the operating bureau then move on to testing the remaining 4 digesters. As a member of the DEP Project Delivery team for Newtown, his tasks included working with design consultant and architects, construction management team, and contractors. He was a team member of the engineering team responsible for analyzing the interim and permanent replacement methods; checking design submittals including design calculations, reports and drawings; assuring that cost estimates were accurate and cost-effective; and preparing design and construction schedules.

Chronological History of Employment

Company	Role	Duration
D&B Engineers and Architects, P.C.	Project Manager / Engineer II	05/2013 – Present
NYC Department of Environmental Protection	Accountable Manager/Mechanical Engineer	07/2008 – 05/2013

MICHAEL RODRIGUEZ, AIA, LEED-AP

Professional Experience

Mr. Rodriguez serves as the firm's Director of Architecture. He has extensive architectural design and construction management experience with an exemplary record of performance. His professional experience lies in the planning, design and construction management of new construction, as well as additions, alterations and rehabilitation of projects in public and private sector facilities. He has specialized in school work for the New York City School Construction Authority (NYCSCA) and also other school clients.

Mr. Rodriguez has served as Project Manager for residential high-end high-rise condominiums. His daily duties consisted of interfacing with clients, contractors, and supervision of design team members consisting of in-house and external consultant members. Mr. Rodriguez's responsibilities included initial zoning/code evaluation project management, design development, field inspections, space planning, feasibility studies and the preparation and review of specifications. Mr. Rodriguez blended the efforts of the Design Architect and Architect of Record from design into construction of large scale residential buildings, supervised the staff for the construction administration for a Richard Meier designed building, and started the design and construction integration of an 18 story townhouse building as part of a 5 building new residential development.

Mr. Rodriguez's specific project experience is summarized below:

- Residential - One Prospect Park Brooklyn, NY: Project Manager for 15 story 114 unit residential building. Program consisted of 220 space subsurface garage, 1500 sf recreation space, and rooftop public and private terraces. The building will be structurally one building with the adjacent elevator addition to the Union Temple. Numerous code and zoning special conditions were undertaken and approved. Building will consist of flat plate concrete structure and aluminum glass curtain wall. The building will have 20,000 sf of outdoor space via balconies and terraces.

- Residential - "The Edge" Brooklyn, NY: Project Manager for two buildings in a 5 building complex on is a 17 story 94 unit residential building. Program consisted of 300 space subsurface garage, 3500 sf recreation amenity space, and private terraces. Numerous code and zoning special conditions were undertaken and approved. Building will consist of flat plate concrete structure and aluminum glass and brick window wall. The building will have 20,000 sf of outdoor space via the interior court yards. The second building is a low rise moderate income rental apartment building. The building will be constructed of steel frame concrete plank structural floor and brick and block exterior façade.

- Ports/Piers, Port Newark Container Terminal, New Vehicle Maintenance Building, Newark, New Jersey: Designer responsible for the construction documents and post-design development for the maintenance building in the redevelopment and rehabilitation of the 155-acre container terminal site. Work included the demolition of ten structures totaling more than 300,000 square feet. New construction included an administration building, a maintenance building, and a dispatch/check-in building for International Longshoremen's Association (ILA) personnel. The 33,000-square-foot maintenance building houses the shops necessary to service the straddle carriers and all other vehicles that operate on the site, and contains four bridge cranes, vehicle lifts, a centralized bulk fluids distribution system, spare parts storage, offices, and locker room facilities.

Professional Licenses

New York - Architecture

LEED Accredited Professional

Years Experience

17

Office Location

Woodbury, NY and
White Plains, NY

Contact

mrodriguez@db-eng.com

- Economic Development Corporation, Whitehall Ferry Terminal, New York City, New York: Assisted in the development of contract documents for the new Staten Island Ferry terminal. I worked as part of the architect of record team (TAMS Engineers and Architects). Developed plans, sections and details for the new modern design style ferry terminal. I coordinated the in house staff for drawing production.

- New York City School Construction Authority, Limestone Parapet Restoration of Automotive High School, Brooklyn, New York: Mr. Rodriguez was the Project Manager responsible for the project from scope of work to construction documents, to the restoration of the entire parapet wall, approximately 1400 l.f.

- New York City School Construction Authority, Renovation and Rehabilitation of School PS 134K, Brooklyn, New York: As Project Manager, Mr. Rodriguez was responsible for the project from scope of work to construction documents, including the renovation of the student toilets, installation of wood windows and floor to ceiling gymnasium upgrades. He assembled SCA historic school presentation and managed daily team assignments and the design development and construction documents for the project.

- New York City School Construction Authority, Renovation and Rehabilitation of School PS 10SK, Brooklyn, New York: As Project Manager, Mr. Rodriguez was responsible for the construction documents and assigning daily team tasks. The project scope of work consisted of extensive masonry repair and repainting, concrete repair, parapet wall reconstruction, installation of new railing at roof and interior plaster repair and painting. Mr. Rodriguez conducted site investigations and oversaw progress of construction documents and detail development.

- New York City School Construction Authority, Renovation and Rehabilitation of School PS 142M, Manhattan, New York: Mr. Rodriguez was the Project Manager during construction phase services for masonry repair, lintel replacement, addition of relieving angles, installation of new aluminum windows and curtain wall replacement. He was responsible for meeting management (including construction reports), construction documents compliance, and review of submittals and shop drawings.

- New York City School Construction Authority, Restoration of Newcomers High School, Queens, New York: As Project Manager, Mr. Rodriguez was responsible for the project from scope of work to construction documents for the renovations to the roofing projects, repair to exterior foundation cracking, and construction on new enclosures for three small roofs. Duties also included the coordination of the HVAC upgrades throughout the school. Mr. Rodriguez conducted extensive site investigation work, including site visits, initial drawings of elevations and plans, the development of details from the beginning and from existing details, design development, construction documents, and drawing coordination.

- New Jersey Economic Development Authority, Renovation and Rehabilitation of the Thomas Connors School, Hoboken, New Jersey: Mr. Rodriguez was the Job Captain responsible for the restoration project documents that included modifications to and the replacement of exterior doors, windows, and the addition of a new stair tower. He conducted extensive site investigation work including site visits, initial drawings of elevations and plans, the development of details from the beginning and from existing details, design development, construction documents, and drawing coordination. He was the construction phase services company representative for on-site coordination with contractor and PMF.

- New Jersey Economic Development Authority, Renovation and Rehabilitation of Wallace Elementary School, Hoboken, New Jersey: As Job Captain, Mr. Rodriguez was responsible for any revisions and changes to drawings during the CA period. He was the construction phase services company representative for on-site coordination with contractor and PMF.

- New York City Department of Design and Construction, Renovation and Rehabilitation of School PS 138K, Brooklyn, New York: Mr. Rodriguez was the designer responsible for the restoration project documents that included modifications to and the replacement of exterior doors, windows, window guards and shades. He conducted

extensive site investigation work including site visits, initial drawings of elevations and plans, the development of details from the beginning and from existing details, design development, construction documents, and drawing coordination.

Mr. Rodriguez's professional experience includes the following:

As the former President of a major architectural design and construction management firm in New York City, Mr. Rodriguez developed the company's mission, strategic plan and objectives ensuring to promote revenue, profitability and growth as an organization. He oversaw company operations to ensure production efficiency, quality, service and cost-effective management of resources. He planned, developed and implemented strategies for generating resources and revenue for the company and approved company operational procedures, polices and standards. Mr. Rodriguez utilizes this experience to manage and direct D&B's Architectural Division.

As Construction Manager, Mr. Rodriguez's primary duties included managing all sub-contractors, consultants and development entities. He managed all documentation for projects assigned to, including all subcontractor bids and contracts, project planning and construction administration. Throughout a typical week, attention was given to project scheduling, budgeting, documentation of construction progress, field reports, requisition management and conflict resolution. The conflict resolution centered on design and trade issues. Mr. Rodriguez provided needed onsite expertise allowing for immediate issue mitigation, oversaw the construction from ground up for two new residential buildings and developed necessary operational structure to ensure accomplishment of weekly and monthly construction schedule goals.

Mr. Rodriguez served as Project Architect for various types of projects. His daily responsibilities included interfacing with clients, contractors, and supervision of team members. He performed initial code evaluation, project management, design development, field inspections, space planning, feasibility studies, and the preparation and review of specifications. Project types included commercial, educational, and retail components. Mr. Rodriguez oversaw the staff design and construction of eight public schools in New York and New Jersey, collaborated on several US Army Corp IDIQ projects, designed four buildings and supervised staff for Tallman Island Wastewater Treatment Facility.

Chronological History of Employment

Company	Role	Duration
D&B Engineers and Architects, P.C.	Director of Architecture	2013 – Present
Teomar Group	President	2009 – 2013
Procida Reality and Construction	Construction Manager for Developer/Contractor	2006 – 2008
Steven B Jacobs Group, P.C.	Architectural Project manager	2005 – 2006
Earthtech, Inc.	Project Architect	2001 - 2005
Mancini Duffy Architects	Technical Designer	1999 – 2001
New York Hospital Medical Center of Queens	Architectural Planner/Project Manager	1996 – 1998

MARTHA J. VICTORIA, AIA, NCARB, LEED Green Associate

Professional Experience

Ms. Victoria is a Registered Architect with over fifteen years of experience in design, drafting and construction project management of residential, commercial and institutional buildings. As an Architect at D&B Engineers and Architects, Ms. Victoria has been involved in the preparation of construction documents and estimates for multiple ongoing projects.

Ms. Victoria is well-versed in many areas of architectural design including:

- Project Feasibility Studies include Analysis of Zoning Regulations and Building Codes
- Creates Schematic Designs
- Executes On-Site Inspections, Building Condition Surveys and Detail Drawings
- Prepares, Coordinates and Reviews Drawings and Specifications to ADA standards
- Mechanical Transmittal Analysis and Existing Conditions Assessment
- Designs and Drafts Power and Lighting Plans

D&B project experience for the NYC School Construction Authority includes:

- P.S. 123, Brooklyn, NY - $7.5 million construction cost – Design Services for Removal and Replacement of Entry Stairs, Exterior Masonry, Roof, Dormers and Corridor Floors.
- P.S. 250, Bronx, NY – $4.5 million construction cost – Design Services for Removal and Replacement of Masonry and Facebrick, Roof, Parapet Walls & Coping.
- I.S. 167 Manhattan – $ 5 million construction cost – Design Services for Removal and Replacement of Parapet Walls & Coping, Roof Strip adjacent to Parapet Wall, Facebrick, Masonry Repointing and Windows.

Custom Designing & Engineering

As an Assistant Project Manager, Ms. Victoria worked on projects ranging from 7,000 sf. to 30,000 sf., including renovations and expansions of existing buildings and development of new construction. She participated in the power and lighting design process performing load calculations and electrical riser details.

Bricolage Architecture and Design

As a Junior Architect, Ms. Victoria worked on residential, commercial and institutional buildings ranging from 1,000 sf. to 15,000 sf., including renovations and expansions of existing buildings and development of new construction. She provided architectural services and participated in the schematic design and design development of diverse projects. She also executed on-site inspections, building condition surveys and detail drawings.

Education

[redacted]

Professional Licenses

New York State Registered Architect

New Jersey State Registered Architect

Certifications

NCARB [redacted]

LEED Green Associate

Years Experience

15+

Office Location

White Plains, NY

Contact

mvictoria@db-eng.com

Casey Systems, Inc.

As a CAD Designer, Ms. Victoria participated in the design and layout of Fire Alarm Systems in residential, commercial and institutional buildings. She is familiar with fire safety design and early fire detention systems.

Siaco, Ltd / Invicta, Ltd

As an Architect, Ms. Victoria contributed in the preparation of cost estimates of affordable multi-family housing projects ranging from 645 sf. to 860 sf. per unit. She also verified contractor's compliance with plans and specifications by conducting periodic on-site observation of work and performing evaluation and approval of contractor's payment requisitions. She also prepared progress reports and cost projection verifying adherence to project program and budget.

Chronological History of Employment

Company	Role	Duration
D & B Engineers And Architects, P.C.	Architect	09/2013 – Present
Custom Designing & Engineering	Assistant Project Manager	03/2011– 08/2013
Bricolage Architecture And Design, PLLC	Junior Architect	12/2006 – 01/2010
Casey Systems, Inc	CAD Designer	06/2002 – 11/2006
Siaco LTD	Architect	01/1997 – 02/1999
Invicta LTD	Assistant Architect	01/1995 – 12/1996

Relevant Training

Fundamentals of Construction Estimating/Construction Documents
New York University SCPS, New York, NY

Mastering Advanced Project Management
Polytechnic Institute on New York University, Melville, NY

Revit Architecture 2010 Training
Center For Architecture, Manhattan, NY

Certified Green Professional Certificate
Stony Brook University, Stony Brook, NY

DENNIS F. KOEHLER, P.E.

Professional Experience

As Senior Vice President of the firm with over 40 years of experience, Mr. Koehler has acted as Project Engineer on over 500 mechanical wastewater and water works projects. Prior to his association with our firm, Mr. Koehler worked for the New York State Department of Transportation and was a first Lieutenant in the United States Army Corps of Engineers. Mr. Koehler has devoted most of his career to providing services to New York City agencies where he has planned, designed and provided construction management services.

Mr. Koehler has recently completed as Project Manager, the following New York City Department of Environmental Protection (NYCDEP) pumping station projects listed below that were affected by Superstorm Sandy:

- Mason Avenue Pumping Station
- 49th Street Pumping Station
- Nevins Street Pumping Station
- 2nd Avenue Pumping Station
- South Beach Pumping Station
- Seagirt Pumping Station
- Van Brunt Pumping Station
- Rosedale Pumping Station
- Cannon Avenue Pumping Station
- Bush Terminal Pumping Station
- Nautilus Pumping Station
- Doug Bay Pumping Station
- Roosevelt Island South Pumping Station
- Roosevelt Island North Pumping Station
- Design of the $80 million Gowanus facilities upgrade for the NYCDEP. Mr. Koehler was the prime designer of the upgrading on the ongoing Gowanus pumping station to harden the facilities and assets from future storms. In order to protect the station, the electric controls were raised two feet, a dam-like barricade was installed to protect the generator fuel tank from floating, and automatic rising flood gates were designed and installed to protect the garage bay doors.

Mr. Koehler was selected by the NYCDEP to head the D&B QA/QC Team which involved reviewing much of the design, resilience and flood mitigation work being prepared by the NYCDEP "in-house design" group. To date, this QA/QC has been assigned the following projects:

- Orchard Beach Pumping Station.
- Throgs Neck Pumping Station.
- Newtown Creek Dechlorination System.
- Hannah Street Pumping Station.
- Rikers North Pumping Station.

On all these projects, the basis of design report and the 30%, 60% and 90% plans and specifications were reviewed and a "Quality Review Comment Tracking Log" was submitted by the Team and used during the work sessions that followed each review.

Mr. Koehler has performed as the lead Project Director on five separate Construction Management (CM) contracts held with the New York City Department of Environmental Protection (NYCDEP) in the City's upstate watershed and water supply system including CM contract's WSHD-3BCM, WSHD-2BCM, WSHD-1CM, GILDAM-1CM and CRO-288. As the Project Director, he is responsible for day-to-day management and oversight of a staff of Resident Engineers, inspectors and administrative personnel assigned to various construction projects within the watershed.

Education

Professional Licenses

New York

Professional Societies

New York Society of Professional Engineers

Water Environment Federation

American Society of Military Engineers

Reserve Officers Association

American Water Works Association

Chi Epsilon - National Civil Engineering Honor Society

Years Experience

40+

Office Location

Woodbury, NY

Contact

dkoehler@db-eng.com

DENNIS F. KOEHLER, P.E.

Mr. Koehler was Project Manager on the $20 million City Island Force Main project. This project involved the design and construction management of one temporary and two permanent subaqueous force mains crossing 9,000 lf of Eastchester Bay. All work was performed as an emergency contract to the City of New York Department of Environmental Protection.

Mr. Koehler is the Project Director on GILDAM-CM02, Construction Management Services on the Gilboa Dam Renovation Project. In this capacity, Mr. Koehler works in administering construction of the project and providing technical advice regarding construction related matters.

Mr. Koehler was Project Manager/Engineer on the following projects:

- $6 million upgrading of five New York City sewage/storm water pumping stations. Project involved facilities plans, flow monitoring and extensive bypassing of existing flows.
- Construction management for the $120 million NYCDEP Avenue "V" pumping station and force main.
- Design of the Port Jervis Sewage Treatment Plant and Pumping Station upgrade.
- $5 million Bush Terminal pumping station, regulator, overflow and force main project for the New York City Department of Environmental Protection. This project involved the construction of a new pumping station 40 feet into the ground while being only 20 feet away from the Gowanus Bay. The project involved the design of an extensive sheeting and dewatering operation during construction.
- $11 million upgrading of the Conner Street and Ely Avenue pumping stations for the NYCDEP. Project also included the installation of a new 24" diameter force main and rehabilitation of two internal overflows and a regulator chamber.
- $7.5 million rehabilitation of the Lawrence and Peck and Little Neck Pumping Stations for the NYCDEP.
- $10 million rehabilitation of the City Island and Marble Hill Pumping Stations for the NYCDEP.
- $10 million design of the Neptune Avenue Pumping Station for the NYCDEP.
- DEL 173: Safety and process improvements to Delaware District WWTF.
- DEL 221: Interim improvements to Port Jervis WWTF and pumping stations.
- DEL 223: Upgrade of three sewage pump stations in the Port Jervis collection system.
- $22 million expansion of the 4.0 mgd trickling filter plant for the Port Washington Water Pollution Control District, New York. Project also included trunk sewers, pumping stations and an outfall sewer.
- $3.7 million upgrading of the 1.5 mgd sewage treatment plant for West Long Beach Sewer District, New York. Project also included pumping station upgradings.
- $1 million upgrading of pumping stations, sewage treatment plant, water distribution system and sewers for the Department of the Interior at Floyd Bennett Field.
- DEL 223: Upgrade of three sewage pump stations in the Port Jervis collection system.
- Construction management for the $100 million NYCDEP Alley Creek CSO abatement.
- Construction management for the $25 million NYCDEP Inner Harbor CSO abatement.

- $13 million addition to the sludge handling facilities for Somerset Raritan Valley Sewerage Authority, New Jersey. Project included a new 16 ft. diameter fluidized bed sludge incinerator; rehabilitation of an existing 12 ft. diameter incinerator; liquid sludge and sludge cake receiving stations; sludge pumping station; liquid sludge storage tank; and belt press sludge dewatering facilities.

- $28 million expansion of the 4.0 mgd trickling filter plant for Great Neck Water Pollution Control District, New York. Project also included trunk sewers, pumping stations and an outfall sewer.

- $500,000 extended aeration treatment plant for the Village of Sag Harbor, New York.

- Environmental surveys of seven army bases in New York and New Jersey.

- $10 million project for sewering the Central Chautauqua Lake Sewer District, New York. Project also included six submersible pumping stations.

- Preliminary studies for six sanitary landfills in New York City handling 22,000 tons of refuse per day.

- Design of the Portland-Pomfret-Dunkirk $3 million sanitary sewer and pumping station project. Project included four contracts for the construction of sanitary sewers and one contract for the construction of five submersible pumping stations.

- $26 million dewatering building construction for the Middlesex County Utilities Authority, New Jersey. Project included installation of ten belt presses, sludge storage live bottom bins, automatic dry polymer system and chemical fixation process.

- $3 million upgrading of three pumping stations for the Nassau County Department of Public Works. Project included the complete rehabilitation and long-term bypass pumping of each station to include the conversion of one station from pneumatic ejectors to a wet well/dry well arrangement.

- $8 million upgrading of the Longacre, Ocean, Woodmere, Bayview, Doughty and East Avenue Pumping Stations for the Nassau County Department of Public Works.

- $1 million upgrading of the Mott Street Pumping Station for the Nassau County Department of Public Works.

- $4.6 million upgrading of the Merrick, Wantagh, Alhambra and Biltmore Pumping Station for the Nassau County Department of Public Works.

- $3 million sanitary collection system, pumping station and force main for the Suffolk County Department of Public Works.

- Design of an aerated sludge holding tank for Brookhaven National Laboratory.

- $5 million design of the secondary grit and sludge screening facilities for the Passaic Valley Sewerage Commissioners (PVSC), Newark, NJ.

- Design of the Bergen Point belt press dewatering and sludge chemical stabilization facility.

Mr. Koehler was Project Manager on the $300 million Newark Bay Sludge Composting Facility for the New York City Department of Environmental Protection. The project included the design of a receiving/screening/mixing building, composting building, curing and storage building and a $20 million odor control system.

DENNIS F. KOEHLER, P.E.

Chronological History of Employment

Company	Role	Duration
D&B Engineers and Architects, P.C.	Senior Vice President	11/1970 – Present
New York State Department of Transportation	Inspector	1969 – 1970
United States Army Corps of Engineers	First Lieutenant	1965 – 1970

Special Appointments

President - Chi Epsilon, N.Y.U., 1969
Robert Ridgeway Award, 1969
Lincoln Foundation Award, 1969
U.S. Government Fellowship, 1969

Awards

Chapter Achievement (1984, 1993) – NYWEA
Distinguished Service (2005) – NYWEA
SSSSS Silver (1998) – NYWEA
John Chester Bingham Award (1999) – NYWEA
Lifetime Achievement Award (2013) – NYWEA
Service Award (2009 – 2012) - NYWEA

Publications

"Considerations for Replacing Subaqueous Piping," NYWEA 2nd Annual Collection System Specialty Conference; September 1998.

"City Island Force Main – Design and Construction," NYWEA Spring Conference; June 1999.

"Sea Gate, Optimization of Pump Station Design Through the Elimination of Storm Water Flow," NYWEA Collection Systems Specialty Conference; September 1999.

"City of New York Implements Fast Track Construction of Replacement Marine Force Main," 72nd NYWEA Winter Meeting; February 2000.

"Pump Station Design Hydraulics," Guest Lecturer, Manhattan College Senior Design Class; 2000 to 2004.

"Wastewater Treatment Plant – Ventilation Design," Guest Lecturer, Manhattan College; 2000 to 2004.

GARRETT M. BYRNES, P.E.

Professional Licenses
New York

Professional Societies
New York Water Environment Association

Years Experience
17+

Office Location
Woodbury, NY

Contact
gbyrnes@db-eng.com

Professional Experience

Mr. Byrnes has more than 17 years of experience in the planning and design of wastewater conveyance and treatment facilities for various municipal clients. His detailed experience includes the following:

- New York City Department of Environmental Protection: Gowanus Facilities Upgrade / Brooklyn, NY. Project Engineer for the $60 million upgrade of the Gowanus Wastewater Pumping Station Gowanus Canal Flushing System. The wastewater pumping station upgrade includes expansion to a design capacity of 30 mgd, construction of a 200 mgd CSO screening system, and installation of a 5,500 linear foot force main. The flushing system upgrade includes a screening chamber, hydraulically optimized intake chamber, and three vertical, axial flow, submersible pumps with a design capacity of 300 mgd. Mr. Byrnes' responsibilities included the evaluation of upgrade alternatives, oversight of hydraulic modeling, design of the wastewater and flushing pump systems, modeling of odor emissions, preparation of a facility plan, and the development of contract drawings and specifications.

- Nassau County Department of Public Works: Bay Park WWTP – Modifications to Influent Pumping System / East Rockaway, NY. Project Engineer for the $6 million upgrade and reconstruction of the influent pumping system for a 70 mgd wastewater treatment plant. Mr. Byrnes' responsibilities included flow monitoring, evaluation of upgrade alternatives, preparation of a technical design report, preparation of maintenance of plant operations procedures, and development of contract drawings and specifications.

- New York City Department of Environmental Protection: Reconstruction of Storm Water Pumping Stations, Bronx, NY. Project Manager for the planning and design of the $15 million reconstruction of the Jerome Avenue, Metcalf Avenue, 233rd Street, and White Plains Road storm water pumping stations with design flows ranging from 2 to 20 mgd. Mr. Byrnes' responsibilities included the determination of design flows, evaluation of upgrade alternatives, preparation of facility plans, cost estimating, and development of contract drawings and specifications.

- New York City Department of Environmental Protection: Reconstruction of the Port Jervis Wastewater Treatment Plant and Pumping Stations, Port Jervis, NY. Project Manager for the planning and design of the $25 million upgrade and reconstruction of an existing 2.5 mgd wastewater treatment plant and three sanitary pumping stations. Mr. Byrnes' responsibilities included coordination with regulatory agencies, assessment of existing conditions, evaluation of upgrade alternatives, preparation of a facility plan, cost estimating, and the development of contract drawings and specifications.

- New York City Department of Environmental Protection: Coney Island Water Pollution Control Plant – Chemical and Petroleum Bulk Storage System Upgrades, Brooklyn, NY. Project Engineer for the $8 million upgrade of facility wide chemical and petroleum bulk storage systems to attain compliance with regulatory requirements. Mr. Byrnes' responsibilities included the evaluation of existing conditions and the development of contract drawings and specifications.

- Westchester County Department of Public Works: Yonkers Joint Wastewater Treatment Plant – Sludge Thickening Upgrade Projects, Yonkers, NY. Project Engineer for the planning and design of $4 million in upgrades to existing sludge thickening systems, including the complete upgrade of the existing primary sludge gravity thickening system and the installation of a new secondary sludge gravity belt thickening system. Mr. Byrnes' responsibilities included the preparation of technical design reports, cost estimates, contract drawings and specifications, and construction oversight.

- Bridgeport Water Pollution Control Authority: West Side Wastewater Treatment Plant – Dechlorination Facilities, Bridgeport, CT. Project Manager for the planning and design of a $0.7 million dechlorination system for a 30 mgd wastewater treatment plant to ensure consent order compliance. Mr. Byrnes' responsibilities included the evaluation of dechlorination alternatives, preparation of an engineering report, development of contract drawings and specifications, and construction oversight.

- Suffolk County Department of Public Works: Bergen Point WWTP – Sludge Treatment and Disposal, West Babylon, NY. Project Engineer for the upgrade of existing sludge treatment and disposal systems, including the installation of a new sludge blending system and belt press dewatering system. Mr. Byrnes' responsibilities included the design of sludge pumping and blending systems.

- New York City Department of Environmental Protection: Neptune Avenue Pumping Station, Coney Island, NY. Project Engineer for the planning and design of a 45 mgd sanitary pumping station and dual force mains. Mr. Byrnes' responsibilities included the evaluation of alternative sites, flow monitoring, modeling of odor emissions, and preparation of a facility plan.

- Bridgeport Water Pollution Control Authority: East Side Wastewater Treatment Plant – Odor Abatement Study, Bridgeport, CT. Project Manager for the study of odor emissions from a 12 mgd wastewater treatment plant. Mr. Byrnes' responsibilities included the oversight of a facility wide odor survey, modeling of odor emissions via the USEPA's ISC-ST3 dispersion model, and the evaluation and recommendation of odor containment and treatment systems.

- New York City Department of Environmental Protection: City Island and Marble Hill Pumping Stations, Bronx, NY. Project Engineer for the $10 million upgrade and reconstruction of the 1.5 mgd City Island Pumping Station (sanitary) and the 15 mgd Marble Hill Pumping Station (combined sanitary/storm water). Mr. Byrnes' responsibilities included the evaluation of upgrade alternatives, flow monitoring, cost estimating, preparation of facility plans, development of contract drawings and specifications, and design services during construction.

- New York City Department of Environmental Protection: City Island Force Main, Bronx, NY. Project Engineer for the $20 million installation of a 10,500 linear foot subaqueous wastewater force main performed in two phases as an emergency contract. Mr. Byrnes' responsibilities included the evaluation of the existing force main, determination of cause of failure, investigation of force main installation method alternatives, development of contract drawings and specifications, and construction oversight.

- Village of Sea Cliff: Sanitary Sewer Evaluations, Sea Cliff, NY. Project Engineer for the evaluation of wastewater conveyance alternatives and design of a sanitary sewer extension. Mr. Byrnes' responsibilities included site evaluations, preparation of engineering reports, development of contract drawings and specifications, and construction oversight.

- New York State Department of Health: Pilgrim State Psychiatric Hospital – Closure of Sewage Treatment Plant, Brentwood, NY. Project Manager for the permanent decommissioning and closure of the psychiatric center's on-site wastewater treatment plant. Mr. Byrnes' responsibilities included coordination with regulatory agencies, oversight of hazardous waste sampling, and development of contract drawings and specifications.

- Entenmann's Bakery: Force Main Odor Study, Bay Shore, NY. Project Engineer for the assessment of odors and evaluation of remedial measures. Mr. Byrnes' responsibilities included the coordination and oversight of a series of field tests of odor mitigation alternatives, evaluation of study results, and preparation of an engineering report.

- St. Mary of the Assumption: Wastewater Treatment Plant Upgrade, Katonah, NY. Project Engineer for the design of a 0.01 mgd tertiary wastewater treatment plant within the NYC watershed. Mr. Byrnes' responsibilities included the development of engineering reports and design calculations.

- Great Neck Water Pollution Control District: Various Upgrade Projects, Great Neck, NY. Project Engineer for several upgrade projects, including anaerobic digester repairs, concrete tank repairs, and chemical bulk storage system upgrades.

- Nassau County Department of Public Works: Reconstruction of Wastewater Pumping Stations, Nassau County, NY. Project Engineer for the reconstruction of four wastewater pumping stations. Mr. Byrnes' responsibilities included overall layout and mechanical design, equipment sizing, cost estimating, and design services during construction.

- Brookhaven National Laboratory: Sanitary Master Plan, Brookhaven, NY. Project Engineer for the development of a master plan for the sanitary conveyance and treatment systems on the laboratory campus. Mr. Byrnes' responsibilities included the investigation of the condition, layout and sizing of the sanitary conveyance system and treatment plant, and recommendations for a 10-year period looking forward to meet applicable codes and standards.

- New York City Department of Environmental Protection: Newark Bay Sludge Composting Facility, Staten Island, NY. Project Engineer for the planning and design of a $300 million composting facility. Mr. Byrnes' responsibilities included the layout of a screening / mixing building, composting building, and curing / storage building, as well as an extensive odor control system.

Chronological History of Employment

Company	Role	Duration
D&B Engineers and Architects, P.C.	Engineer, Associate, Senior Associate, Vice President	07/1993 – Present

JOSEPH F. BAADER

Professional Experience

As a member of the firm with over 40 years of experience, Joseph Baader has served as Construction Cost and Change Order Specialist for many NYCDEP and other municipal client wastewater treatment plant and pumping station projects. As a result, Mr. Baader is familiar with all civil, process, structural, architectural, electrical, HVAC and mechanical systems and equipment related to the water and wastewater industry. Other types of projects where Mr. Baader has provided these services include transmission lines, distribution systems, sewage collection systems and storage tanks.

Mr. Baader has performed the following duties related to the construction projects described below:

- Prepared detailed construction cost estimates for the preparation of engineer's estimates prior to bidding.
- Analyzed bidding results.
- Acted as Owner's representative in negotiating change orders and construction costs with contractors.
- Developed a cost control system to allow the resident engineering staff, design engineers, Owners and construction managers to analyze and respond quickly to field conditions reflecting cost changes.
- Assisted other Contract Change Control Engineers in preparing cost analysis.
- Maintained project cost files.
- Designer, Project Engineer and Cost Estimator on the rehabilitation of 20 NYCDEP pumping stations.
- Prepared construction cost estimates for improvements to the Bergen Point WWTP sludge dewatering and storage project.
- Designer and Cost Estimator on the $80 million NYCDEP Gowanus Facility Upgrade which included major process, mechanical, structural and architectural work.
- Project Manager and Construction Administrator on construction of two mile long 10-inch high density polyethylene force main project using open trench and horizontal directional drilling techniques for Entenmann's Bakery, Bayshore, New York.
- Chief Cost Estimator on the NYCDEP SCADA System Design for all pumping stations, regulator and waste water treatment plants.
- Field representative on the construction of the temporary and permanent land based and subaqueous City Island force main for the New York City Department of Environmental Protection.
- Cost Estimator on $20.6 million replacement of the 12,000 lineal foot City Island force

Education

[illegible]

Certification

American Society of Plumbing Engineers, C.I.P.E. – 1996

American Society of Plumbing Engineers, C.I.P.D./CPD – 2000-2008

American Concrete Institute – ACI Certification - 2003

Professional Societies

Water Environment Federation

American Society for Testing and Materials

American Society of Plumbing Engineers

Years Experience

40+

Office Location

Woodbury, NY

Contact

jbaader@db-eng.com

main between City Island and the Bronx mainland. The project involved design of land based piping and valve chambers, the subaqueous installation of temporary and permanent high density polyethylene piping and the retrofitting and replacement of the existing pumping station's main sewage pumps.

- Construction Manager and Cost Engineer on the upgrade of the Merrick Avenue, Wantagh Park, Alhambra Road and Biltmore Boulevard pumping stations representing a total of $6.0 million in construction for the Nassau County Department of Public Works.

- Cost estimating engineer on the $4.5 million upgrading of the Conner Street and Ely Avenue Pumping Stations for New York City Department of Environmental Protection.

- Designer, Inspector and Cost Estimator on upgrade of Entenmann's Wastewater Pumping Stations including the Main Lift Pumping Station, Bakery Wastewater Pumping Station, Cooling Water Pumping Facility and various sanitary wastewater submersible pumping stations.

- Designer, Inspector and Cost Estimator on the upgrade of the Bayview Avenue, Manhasset Valley and Grist Mill Pumping Stations for the Great Neck Water Pollution Control District. Project involved design of a variable speed system and complete rehabilitation of all mechanical equipment.

- Designer and Estimator on the $22 million expansion of the 4.0 mgd Trickling Filter Plant for Port Washington Water Pollution Control District, New York. Project also included interceptor sewers and complete rehabilitation of two existing pumping stations.

- Design Project Manager and Cost Estimator on the $2.2 million City of Long Beach, Modifications to City Garage, project. Work included a feasibility study and preparation of contract documents for both interior and exterior upgrading of this Bus and Vehicle Maintenance Facility with employee areas.

- Designer and Estimator on the $13 million addition to the Sludge Handling Facilities for Somerset Raritan Valley Sewerage Authority, New Jersey, Project including a new incinerator, rehabilitation of pumping stations, new storage tank and belt press sludge dewatering facilities.

- Designer, Inspector and Estimator on the $28 million expansion of the 4.0 mgd Trickling Filter Plant for Great Neck Water Pollution Control District, New York. Project included force mains, pumping stations, interceptor and outfall sewers.

- Designer and Estimator on the $5 million addition to Sludge Handling Facilities for Northwest Bergen County Utilities Authority, New Jersey. Project included a new 13 ft. diameter fluidized bed sludge incinerator, a truck-in sludge receiving station and a sludge storage tank.

- Designer and Estimator on the Portland-Pomfret-Dunkirk $3 million Sanitary Sewer and Pumping Station Project. Project included construction of sanitary sewers and five pumping stations.

- Designer and Estimator on the $10 million project for sewering the Central Chautauqua Lake Sewer District, New York. Project also included six pumping stations.

- Designer, Inspector and Estimator on $3 million rehabilitation of the Great Neck Water Pollution Control District's Digester Project involving the construction of a new digester and rehabilitation of two existing digesters.

- Designer, Inspector and Estimator on rehabilitation of the Port Washington Water Pollution Control District's remote pumping stations. Projects involved the complete rehabilitation of nine pumping stations.

- Designer, Construction Manager and Estimator on the rehabilitation of the Long Beach Road, Lido Boulevard, Royal Avenue, Longacre Avenue, Ocean Avenue, Woodmere Boulevard and Mott Street Pumping Stations and Force Mains, representing a total of 12.5 million in construction for the Nassau County Department of Public Works.

Chronological History of Employment

Company	Role	Duration
D&B Engineers & Architects, P.C.	Senior Engineer	1968 – Present

Professional Awards

Water Environment Federation Award for "Recognition of Outstanding Contributions to the Evaluation, Rehabilitation, Design on Construction of Collection Facilities" – 2002 - NYWEA

Collection System O&M Award - 2003

Chapter Achievement (1987, 1993) – NYWEA

Distinguished Service (2005) – NYWEA

SSSSS Silver (2000) – NYWEA

NILABJA SEN, P.E.

Professional Experience

Mr. Sen is a Civil/Structural Engineer with over 46 years of design, construction and project management experience in wastewater treatment plant and pumping station designs, steel and concrete building structures, highways and bridges, parking garages and marine structures. Mr. Sen is experienced with the following codes, standards and computer programs utilized extensively during his professional career:

- Building Design Codes and Standards: NYC Building Code, Building Code of New York State, Minimum Design Loads for Buildings and Other Structures ASCE 7, Uniform Building Code (UBC), International Building Code (IBC), The BOCA National Building Code, AISC Steel Construction – Allowable Stress Design Manual, Load and Resistance Factor Design Manual, Cold Formed Steel Design Manual, Building Code and Commentary ACI-318, Code Requirements for Environmental Engineering Structures ACI-350, Seismic Design of Liquid Containing Concrete Structures ACI 350.3, Building Code Requirements for Masonry Structures ACI-530, Precast and Prestressed Concrete Design Manual, Aluminum Design Manual, AITC- Timber Construction Manual, Structural Welding Code AWS D1.1, ANSI/TIA-222-G-2005.

- Highways and Bridges: AASHTO- Standard Specifications for Highway Bridges, Pedestrian Bridge Design Manual, Manual for Condition Evaluation of Bridges, NYS DOT-Bridge Manual, Steel Construction Manual, Bridge Welding Code AWS D1.5.

- Structural Computer Programs: STRUDL, G.T. STRUDL, STAAD Pro, ANSYS Finite Element Analysis, Visual Basic, PCA Programs- Column, Beam.

- Mr. Sen has used the above referenced computer programs to perform linear, static, dynamic, and nonlinear finite element analyses of building structures and plate structures. He also has written software programs on composite section properties of structural members. The program was used in existing building renovation work.

Mr. Sen's experience with Dvirka and Bartilucci Consulting Engineers (D&B) includes:

- Transfer Station, Rockland County, New York – Reviewed modular retaining wall design documents; performed design and detailing of tipping floor upgrading including designing of a new grade beam; designed and developed details for the new scale and scale house foundations; designed reconstruction of the existing concrete deterioration of the tipping floor; designed new pile caps and complete replacement of the deteriorated concrete slab and foundation; and performed periodic field visits to observe construction.

- Performed inspection and evaluation of the present chemical pollution storage building PSC Chemical Pollution Control, Inc. located in Bay Shore, New York. The building was found to be in deteriorated condition beyond repair. Currently designing and developing details for a new building structure for the facility.

Professional Licenses

New York

Massachusetts

Years Experience

46

Office Location

Woodbury, NY

Contact

nSen@db-eng.com

- Performed detailed structural finite element design of balcony structures supporting existing and new antennae and coax cables for elevated water tanks in Suffolk County. The balcony structures were reinforced when necessary to carry the additional loads from the antennas and subsequent cables.

- Structural design and review of the Port Washington WPCD BNR upgrade including the reinforced concrete oxidation ditch and numerous process tanks.

- Reviewed vendor supplied calculations and installation drawings on antenna support structures for various water tanks in Nassau and Suffolk Counties.

- Structural design for new reinforced concrete treatment facilities at the Bergen Point WWTP.

- Petroleum Heat and Power Co., NJ – Designed a concrete foundation for a secondary containment dyke system for a 50,000-gallon oil storage tank.

- Verizon Wireless, NY – Designed equipment and shelter supports at several locations in Queens and Long Island, New York.

Prior to joining the firm, Mr. Sen has experience working on the following projects:

- Performed inspection and structural analysis for several office buildings at Brookhaven National Laboratory located in Upton, New York to assess their condition and provide suitable remedial measures as necessary to upgrade the buildings to restore them to sound condition.

- A portion of the teaching facility at City College of New York was converted into an office building. Work involved inspection of the facility, perform structural analysis, develop necessary modifications to convert it into an office area. A new elevator was designed and installed in the new facility. The swimming pool and the bleacher area in the basement of the same building was converted into a storage facility. Work involved designing of several metal platforms, stairs and ramps etc.

- Red Garage Parking Structure, JFK Airport, NY – Prepared and reviewed design computations and contract plans for this five-story 1,900+ car space garage at JFK Airport for Port Authority of NY and NJ. Reviewed shop drawings.

- JFK Expressway Outbound Widening - Designed three overhead sign structures and a retaining wall of about 200 ft length between the inbound and outbound JFK Expressways as a part of the JFK Expressway Widening project for Port Authority of New York and New Jersey.

- LaGuardia Airport Central Substation Renovation - Conducted field inspections and developed contract plans and specifications for the renovation of four pre-fabricated central substation building units at LaGuardia Airport for Port Authority of New York and New Jersey. Extensive concrete slab and foundation design was necessary.

- Rector Street Temporary Pedestrian Bridges - Following 9/11 incident, two temporary pedestrian bridges were constructed over route 9A on an emergency basis. Mr. Sen was involved in developing the layout plans and design of the footings for these bridges. Mabey pre-fabricated bridge segments and towers were used for superstructures to save time. Prepared cost estimates for these bridges.

- Rector Street Permanent Pedestrian Bridge – Mr. Sen was involved in developing a conceptual plan for a permanent pedestrian bridge near the existing temporary bridges. The conceptual plan has been submitted to the Battery Park City Authority and NYS DOT for review and approval. This conceptual design consists of a steel superstructure enclosed in a fiberglass tube supported on wine glass shaped concrete towers.

- Widening and Rehabilitation of CR83 Road Bridge over LIE – The objective was to widen and raise the existing bridge to accommodate additional traffic on route CR83 and provide more headroom clearances over LIE. Performed analyses and design of the bridge deck, stringer beams, pedestals, bearings, piers and footings.

- Bruckner Expressway/Cross Bronx Expressway Interchange – The rehabilitation of this interchange bridge was designed by Hardesty & Hanover, LLP. Mr. Sen was assigned to review the steel fabrication, erection and temporary tower shop drawings.

- Program Accessibility (ADA) Various Schools in Brooklyn, Queens and Staten Island – Provided complete scoping, design, construction documents and construction phase services for 23 schools in three boroughs as part of a citywide program for the New York City School Construction Authority. The scope of work included both exterior and interior modification/renovation to building walls, roofs, floor slabs, auditoriums, playgrounds and handicapped ramps Also designed and developed construction documents for new elevator structures and access corridors for six school buildings.

- Colonial Road Bridge over Long Island Rail Road – Performed feasibility studies for three alternate replacement proposals for this 100-year old bridge located in the Village of Thomaston, Nassau County, NY.

- Pedestrian Bridge, Hofstra University, Nassau County, NY – Scope of work included designing of a new pedestrian bridge over Hempstead Turnpike for Hofstra University.

- Riva Pointe Condominium Proejct – Performed structural analyses and design of a new six story, 125-unit luxury condominium complex on New Jersey side of Hudson River. The condominium complex was designed on an existing pier deck without a traditional building foundation. Mr. Sen was associated with all aspects of design, coordination, shop drawing review, construction support services and financial management for the project.

- Bioshield Wall Removal, Brookhaven National Laboratory, NY – The bioshield wall for the Graphite Research Reactor is a rectangular 65 ft x 38 ft high box structure with 3 ft to 5 ft thick concrete walls sandwiched between two 3-inch thick steel liner plates. Several steel platform structures are supported from the walls on the outside.

  Scope of work was to perform a feasibility study to remove the bioshield wall partially, retaining the outer 3-inch steel plate plus 2-foot thick of concrete wall and the platform structures attached to the wall.

  Performed a 3-D finite element stress and deflection analysis of the walls with reaction loads from the platform structures using STAAD Pro structural computer program. Prepared the engineering report.

- Juvenile Detention Center, Yaphank, Suffolk County – This project is a two-story steel framed structure for 100j occupants with a full size basketball court. Scope of work included proposal writing, analysis of the structure, development of contract plans, preparation of cost estimate and specifications, and financial management.

- Westchester County Laboratories, Westchester, NY – A two-story steel framed building structure with concrete flooring on metal deck. This is an addition to an existing building complex. Scope of work included proposal writing, analysis of the structure, development of contract plans, preparation of cost estimate and specifications, and financial management.

- John J. Burns Park, Massapequa, NY – Scope of the project was to replace a 2,100 ft. long wood bulkhead marine structure with FRP sheet piles. Scope of work included proposal writing, analysis of the bulkhead structure and report writing.

- Calcutta, India – Mr. Sen was stationed overseas in India as a consulting engineer. His work included development of roadways, parks, recreational facilities, and designing of one and two story building structures.

- Bechtel Power Corp., San Francisco, Houston, Maryland – Scope of work included design and analyses of several power plant building structures and piping support systems using G.T. STRUDL, ANSYS finite element structural computer programs.

- Duke Power Co., Charlotte, N.C. – Scope of work included design and analyses of Mcguire Nuclear Power plant, North Carolina building structures and piping systems.

- Stone and Webster Eng. Corp., Coston, MA – Scope of work included designing and analyses of several power plant building structures and piping support systems using STRUDL and company developed structural computer programs.

- Atlanta Engineering Co., Brooklyn, NY – Scope of work included design and analyses of Dhuvaran Fossil Fuel Power Plant in India.

Chronological History of Employment

Company	Role	Duration
D&B Engineers and Architects, P.C.	Senior Structural Engineer	05/2007 – Present
LiRo Engineers, Inc., Syosset, NY	Lead Structural Engineer, Project Manager	07/1997 – 05/2007
Self Employed, India	Consulting Engineer	05/1992 – 07/1997
Bechtel Power Corp. - San Francisco, Houston, Maryland	Structural Engineer, Lead Engineer	12/1982 – 05/1992
Duke Power Corp., Charlotte, NC	Consulting Engineer	05/1979 –12/1982
Stone & Webster Eng. Corp. - Boston, New York	Designer, Senior Designer	07/1972 – 05/1979
Atlanta Engineering Co., Brooklyn, NY	Designer	09/1970 – 07/1972
Bokaro Steel Plant, India	Site Engineer	05/1968 – 09/1970

KHOSROW NAMDAR, P.E. (NORMAN)

Professional Experience

Mr. Namdar is a Structural Engineer with over 42 years of design, construction and project management experience in wastewater treatment plant and pumping station designs, steel and concrete building structures design.

As a Senior Engineer, Mr. Namdar is responsible for managing and directing the structural design of projects and the complete development of plans and specifications for the conceptual, preliminary, and final phases of structural design and rehabilitation for maintenance facilities, municipal and industrial buildings, and water and wastewater facilities. He is also responsible for contract compliance, budgets, schedules and the coordination of project disciplines.

Prior to joining the firm, Mr. Namdar has experience working on the following projects:

New York City Department of Environmental Protection (NYCDEP)

- Gowanus Pumping Station Facility Upgrades, Brooklyn, NY – Structural Engineer responsible for evaluating the existing facilities and planning the demolition of an existing building and existing brick tunnel. Provided detailed analyses and designs for a new building and for the revision and extension of an existing wastewater pumping station and below grade concrete chambers. A system of "jet grouting" was used for dewatering excavated areas.

- Oakwood Beach Wastewater Treatment Plant, Staten Island, NY – Structural Engineer responsible for the design, modifications and additions to an existing concrete chlorine tank at the treatment plant.

- Reconstruction of Delaware Aqueduct Shafts 9,10 and 17, Westchester and Putnam Counties, NY – Structural Engineer responsible for extensive peer review of structural drawings and design calculations for several new structures and additions to existing structures. Also designed a new retaining wall system.

- Reconstruction of Pumping Stations at Cross River Dam and Croton Falls Dam, Westchester and Putnam Counties, NY – Structural Engineer responsible for developing design documents for new platforms and pump support frames in the existing Cross River Shaft 13 building, for a new pump station building at Croton Falls.

Mr. Namdar also has engineering experience with many other agencies, towns and municipalities such as:

- Locust Valley Water District, Locust Valley, NY – Structural Engineer responsible for coordinating design and site inspection services during the construction of a new addition to the existing Locust Valley Water District building.

- Village of Northport, Northport, NY – Structural Engineer responsible for coordinating the design and preparation of foundation drawings for sand and salt storage structure.

- New York City Supreme Court Building, New York, New York – Provided repair and rehabilitation details, including replacement of portions of concrete slabs, repair of cracked and spalled concrete and repair of deteriorated steel framing.

Professional License

New York

Professional Societies

American Society of Civil Engineers – Life Member

Village of Great Neck, New York – Member, Board of Trustees

Years Experience

42+

Office Location

Woodbury, NY

Contact

knamdar@db-eng.com

- Great Neck Water Pollution Plant Control District, Wastewater Treatment Plant, Great Neck, New York – responsible for completing constructability review report for engineering drawings, and proposing revisions and additions to the drawings contents.

- Wastewater Treatment Plant Upgrade, Northport, New York – Structural Engineer responsible for coordinating the design and the preparation of drawings and specifications for a reinforced-concrete equalization tank, supported on pressure-injected auger-cast piles.

- William Gallo Bulkhead, Asharoken, New York – Structural Engineer responsible for evaluating an existing rock wall/bulkhead and designing a new rock wall to protect beachfront property.

- Pulaski Street Parking Garage, Glen Cove, New York – Inspection and assessment of a parking level and physical condition of the floor, loading condition of the floor, loading condition and structural analysis of third floor elements to evaluate their capacity to safely support expected loads, based on New York State Building Codes.

- William Gallo Bulkhead, Asharoken, New York – Structural Engineer responsible for evaluating an existing rock wall/bulkhead and designing a new rock wall to protect beachfront property.

As a Project Structural Engineer, Mr. Namdar was responsible for design services, the preparation of working drawings and specification, and multidisciplinary coordination for the construction of commercial and industrial buildings, telecommunications facilities, office buildings and building additions. While in this role, Mr. Namdar's responsibilities included but are not limited to the following:

- Design of high rise buildings.

- Dynamic analyses of the structures for seismic forces.

- Design of power plants structures, equipment foundations and pipe supports.

- Cast-in-Place Concrete and Structural Steel Framing.

Chronological History of Employment

Company	Role	Duration
D&B Engineers & Architects, P.C.	Senior Structural Engineer	04/2014 – Present
Gannett Fleming	Senior Structural Engineer	03/2002 – 03/2014
EYP Mission Critical Facilities	Project Structural Engineer	1993 – 2002
Weiskopf & Pickworth	Project Structural Engineer/Project Manager	1981 – 1992
COMIRAN/Gilbert Commonwealth	Lead Structural Engineer	1975 – 1980
Rose, Beaton and Rose	Structural Engineer	1972 – 1975

MICHAEL NEUBERGER, P.E.

Professional Experience

Mr. Neuberger has been responsible for design and construction management duties related to power, control, and instrumentation systems for municipal wastewater treatment facilities, sewage pump stations, and water supply facilities. Projects and duties of specific interest are as follows:

- Electrical Project Engineer for the design of the Wards Island Grit and Screenings Facility for the New York City Department of Environmental Protection, including extension of the existing plant 4 kv distribution; an outdoor double-ended 1.5 MVA unit substation; motor control center; and process controls for the odor control system.

- Electrical Project Engineer for the design of secondary grit and sludge screening facilities for the Passaic Valley Sewerage Commissioners (PVSC), Newark, NJ, including process control systems, P&IDs and integration into plant SCADA systems.

- Electrical Project Engineer for design of an odor control facility at the Cedar Creek Water Pollution Control Plant for the Nassau County Department of Public Works, including process controls, ventilation controls, motor control center, fire alarm system, and intercommunication system.

- Electrical Project Engineer for the design of a packed tower aeration system for the Town of Hempstead, NY, at their Levittown Water District for Wells 5A and 6B, including packed tower control system; chemical treatment control system; primary electrical service; diesel engine standby generator set housed in a walk-in enclosure; and reduced voltage solid state motor starters for the well and booster pumps.

- Electrical Resident Engineer for the construction of a sludge dewatering facility at the Middlesex County Utilities Authority, Sayreville, NJ, including coordinating digital and analog alarm and status inputs from the process equipment to the new RTUs (Remote Terminal Units) for the existing plant distributed data acquisition system; verification of conformance of alarm and status indications with contract documents (specifications, drawings, P&ID diagrams); integration of PLC based and analog based process control equipment; and extensive contact with both electrical contractor and instrumentation systems subcontractor.

- Construction management for the implementation of an Allen-Bradley PLC based control system for effluent backwash control at the Somerset Raritan Valley Sewerage Authority, NJ, including shop drawing review of the integrated control system, and electrical construction inspection.

- Energy studies for LIPA as their Technical Advisor for their Year 2000 Energy Conservation Initiative. Supervision of energy study reports for both facility upgrades and new construction, including evaluation of proposed energy conservation improvements and economic analysis.

In addition, his assignments have included:

- Design and construction management for a PLC-based SCADA system for the Port Washington Water Pollution Control District, NY. The system is comprised of RTUs at 15 remote pumping stations communicating with a central station computer.

Professional License

New York
Rhode Island

Professional Societies

Institute of Electrical and Electronics Engineers, Industry Applications Society

Illuminating Engineering Society

International Association of Electrical Inspectors

Years Experience

24+

Office Location

Woodbury, NY

Contact

mneuberger@db-eng.com

- Design of Continuous Emission Monitoring (CEM) systems for sewage sludge incinerators for the Westchester County Department of Public Works, NY, and the Port Washington Water Pollution Control District, NY. Duties included preparation of plans and specifications, design of data acquisition computer systems, and integration with facility process controls.

- Design of an air monitoring system for hydrogen sulfide at the odor threshold level for the Westchester County Department of Public Works, NY, including a meteorological station; data logging equipment; and a data acquisition computer system.

- Electrical power and control systems design of municipal wastewater treatment facilities for the Southwest Sewer District, Suffolk County, NY; and the Westchester County Department of Public Works, NY. He has also participated in field services for municipal wastewater treatment facilities for Long Beach, NY; the Great Neck Water Pollution Control District, NY; the Port Washington Water Pollution Control District, NY; and Somerset Raritan Valley Sewerage Authority, NJ.

- Electrical power and control systems design of municipal sewage pumping facilities for the New York City Department of Environmental Protection and the Nassau County Department of Public Works, NY, including: preparation of plans and specifications for the rehabilitation of existing radio and telephone telemetry systems; and design of constant speed and variable speed sewage pump control systems.

- Electrical power and control systems design of water supply facilities for the City of Long Beach, NY; Port Washington Water District, NY; Town of Hempstead, NY; Village of Albertson, NY; Village of Mineola, NY; and the Village of Williston Park, NY.

- Standby generation facility designs. Duties included preparation of plans and specifications for the installation of new diesel and natural gas generator sets, design of automatic and manual load transfer schemes, and construction management (shop drawing review, witness load tests). Projects included pumping stations for the Port Washington Water Pollution Control District, NY; the Great Neck Water Pollution Control District, NY; Town of Hempstead, NY; the Nassau County Department of Public Works, NY; the Village of Massapequa Park, NY; and the Village of Williston Park, NY.

Mr. Neuberger has experience in high voltage distribution design of overhead and underground facilities up to 138 kv. His responsibilities included the computer and manual modeling of voltage profiles, load flow analyses, fault analysis, field data acquisition and analysis, and cost benefit analyses of engineering alternatives for the replacement and upgrading of distribution and substation equipment. He has also performed detailed design of high voltage overcurrent protection systems, and field construction engineering services.

Chronological History of Employment

Company	Role	Duration
D&B Engineers & Architects, P.C.	Vice President	08/1988 – Present
The Potomac Edison Company	Engineer, Division Planning	07/1986 – 08/1988

MICHAEL CARROLL, P.E., CEM

Professional Experience

Mr. Carroll is experienced in design and construction for wastewater, water supply and hazardous waste projects. His duties have included designing electrical distribution, control and instrumentation, lighting and fire alarm systems, as well as inspection, shop drawing review and on-site project coordination.

Experience and duties of specific interest include:

- Design and construction activities for a GAC Building for the Town of Hempstead Department of Water. Duties included electrical distribution system and heating system design, and shop drawing review..
- Electrical inspection of 4.3 KV substation upgrade and electrical installations in NYCEP wastewater treatment facilities.
- Shop drawing review of 480 volt switchgear, motor control centers and instrumentation systems for the Great Neck Water Pollution Control Plant, Great Neck, New York.
- Electrical inspection and in-field coordination of conduit routing and installation at the NYCEP Avenue "V", Bay 16th Street Pump Station, Brooklyn, New York.
- Performed load calculations, lighting conservation calculations, voltage drop calculations, and AIC rating calculations for a multitude of projects.
- Shop drawing review of municipal swimming pool chlorination systems for Nassau County, New York.
- Shop drawing review of equipment in industrial facilities, including specialized sensors and monitors.
- Oversee megger testing of existing 480 volt feeder cables at the Bay Park Sewage Treatment Plant, Nassau County, New York.
- Design of photovoltaic power generation systems.
- Performed detailed analysis of building power consumption and conducted a NYSERDA energy study for updated high efficiency lighting and equipment, including power generating micro-turbines.
- Participated in design and construction meetings to discuss project milestones and address construction concerns.
- Designed a 3D model in Revit MEP to coordinate the installation of mechanical and electrical equipment and devices.

Education

Professional License

New York

Certifications

Certified Energy Manager (CEM)

Revit MEP Training Certification

Years Experience

7+

Office Location

Woodbury, NY

Contact

mcarroll@db-eng.com

MICHAEL CARROLL, P.E., CEM

Chronological Work History

Company	Role	Duration
D&B Engineers and Architects, P.C.	Electrical Engineer	01/2011 – Present
Laszlo Bodak Engineer, P.C.	Electrical Engineer	03/2006 – 10/2010

KENNETH J. PRITCHARD, P.E.

Professional Experience

As Vice President, Mr. Pritchard is responsible for a wide range of Civil and Municipal Engineering projects, including roadway rehabilitation, water supply, Geographic Information Systems (GIS), storm water drainage, sewer system evaluation and rehabilitation, street lighting, recreational facilities, and Village Engineer services. Mr. Pritchard manages the firm's Municipal Engineering technical personnel and serves as the principal liaison with municipal and private clients in this regard.

Mr. Pritchard has directed numerous roadway evaluation and rehabilitation programs which involve systematic evaluation of road surfaces, curbing, sidewalks, drainage and aesthetics, development of a road condition rating system, construction cost estimates for the required improvements, recommendations, and public presentations. He also has supervised the preparation of detailed plans and specifications for the construction of over 100 miles of road and highway improvements. These improvement projects typically include the preparation of topographic surveys, storm drainage evaluations and designs, pavement improvements, traffic control plans and detailed cost estimates for the work. Mr. Pritchard also directs the firm's roadway construction management services, typically provided on a full-time basis. In terms of storm drainage, he and his team apply a uniquely pragmatic and focused approach to solving complex and recurring flooding problems in both local and regional settings.

Mr. Pritchard directs and coordinates the firm's parks and recreation projects. Comprehensive park rehabilitation projects have included swimming pools, tennis courts, playgrounds, ball fields and recreational lighting improvements. Services have included master planning, conceptual cost estimates, public meeting presentations, preparation of plans and specifications, and construction management.

In the field of Geographic Information Systems (GIS), Mr. Pritchard has managed the preparation of customized electronic database mapping for several municipal districts. Mr. Pritchard has received GIS training from Environmental Systems Research Institute, Inc. (ESRI), and currently directs the firm's GIS operations.

Mr. Pritchard has extensive experience in sewer and water system evaluations, including television inspection, detailed flow measurements for infiltration and inflow, smoke testing, manhole and sewer evaluation, recommendations for repair, and preparation of final plans and specifications. He has also directed the development of plans and specifications for new water supply systems, including the installation of water mains and services, backflow prevention devices, water meters and interconnections to existing mains.

Mr. Pritchard has design experience with the removal and replacement of both underground and above ground storage tanks for Long Island municipalities. He has prepared plans, specifications and bid documents for the removal of existing tanks and replacement with double wall steel and fiberglass tanks. These tank installations involved the design of secondary containment, continuous overfill and leak detection monitoring and alarm systems.

[redacted]

Professional Societies

Water Environment Federation, Long Island Chapter, Former Chairman

American Society of Highway Engineers, Long Island Chapter, Secretary

Guild of American Luthiers

Affiliations

Energeia Partnership at Molloy College, Ambassador Chairman

New York Institute of Technology, Site Design Lecturer

Years Experience

33

Office Location

Woodbury, NY

Contact

kpritchard@db-eng.com

KENNETH J. PRITCHARD, P.E.

Chronological History of Employment

Company	Role	Duration
D&B Engineers and Architects, P.C.	Associate, Senior Associate, Vice President	1995 – Present
Cameron Engineering	Project Manager	1985 – 1995
D&B Engineers and Architects, P.C.	Project Engineer	1979 – 1985

BRIAN M. VEITH, P.E.

Professional Experience

Mr. Veith has approximately 26 years of experience in the environmental engineering field involving remedial investigations, feasibility studies, site assessments, remedial designs and multimedia environmental compliance pursuant to federal, state and local regulatory requirements. As the senior licensed professional engineer (PE) in the Environmental Remediation and Multimedia Compliance Division, Mr. Veith's primary responsibilities include ensuring the technical integrity and quality of all documents that are prepared by the Division that must be sealed by a licensed Professional Engineer pursuant to the New York State Education Law.

As part of the firms work with the Dormitory Authority State of New York (DASNY), Mr. Veith has been providing senior project management support to the Tier 2 Environmental Review Process associated with the New York Rising Program being administered jointly by the Governor's Office of Storm Recovery (GOSR) and the Housing Trust Fund Corporation (HTFC) of New York State Housing and Community Renewal (HCR). In this capacity, Mr. Veith has directed the preparation of the technical scopes of work and cost estimates, coordination of project staffing and schedules, development of standard operating procedures, and final technical review and sign-off of all project deliverables. Mr. Veith's responsibilities encompassed the senior review of the Tier 2 Environmental Review Process which is required under the National Environmental Policy Act (NEPA) and New York State Environmental Quality Review Act (SEQRA). This involved the technical review of the completed Tier 2 checklists and supporting ArcGIS map documentation as well as the preparation of senior closeout forms to ensure that each submitted package conformed to the procedures and protocols of the New York State Rising program and all U.S. Department of Housing and Urban Development regulatory and programmatic requirements.

Remedial Investigation, Feasibility Studies, Site Assessments, and Remedial Design

Mr. Veith has been responsible for the preparation and implementation of work plans, remedial investigation reports and feasibility studies and development of remedial plans for private sector clients as well as projects advanced under the New York State Superfund Program. These programs were typically designed to determine the nature and extent of contamination at a site and evaluate the need for interim or long-term corrective action. Contamination addressed during these programs included halogenated solvents with dense nonaqueous phase liquids (DNAPL), polychlorinated biphenyls (PCBs), heavy metals and petroleum.

Mr. Veith has also been responsible for conducting numerous environmental site assessments at industrial facilities in support of real estate transactions. Assessments typically included detailed site inspections, the installation of groundwater monitoring wells and soil borings to identify potential areas of environmental concern. Many assessments resulted in the development of remedial programs to address areas of concern and involved engineering oversight for implementation of the appropriate remedial measures, including decontamination and decommissioning of process units and excavation activities.

Mr. Veith also has considerable design experience. This experience ranges from the design of an oil/water treatment process for an industrial wastewater treatment facility consisting of

ed air flotation system with a surface water discharge to the design of a commercial hazardous
porated provisions for secondary containment, storm water management and segregation of
as also been responsible for the design and inspection of numerous chemical bulk storage tank

Professional License
New York

Certifications
NYSDOL Certified Asbestos Project Designer

Specialized Training
10-Hour OSHA Construction

40-hour Health and Safety Training for Hazardous Waste Sites, USEPA

8-hour Hazardous Waste Supervisory Training

Confined Space Entry Training in Accordance with 29 CFR 1910.146

Years Experience
26

Office Location
Woodbury, NY
White Plains, NY

Contact
bveith@db-eng.com

installations. These have included the design of a 6,000-gallon ammonium hydroxide tank system at a cogeneration plant to support a catalytic oxidation system to meet the New York State NOx emission standards, as well as the inspection of over 50 chemical storage tanks at a major semiconductor manufacturing facility. Mr. Veith has also been responsible for the preparation of contract documents consisting of engineering plans and specifications as well as cost estimates to enhance chemical bulk storage tanks at New York City Department of Environmental Protection water supply facilities.

Mr. Veith has been responsible for numerous remedial design projects being conducted under the New York State Superfund Program. These design projects have included various remedial approaches ranging from soil excavation with offsite disposal, soil washing, groundwater extraction and treatment, to the design of a dewatering and treatment system for an industrial waste landfill.

Multimedia Environmental Compliance

Mr. Veith has extensive experience in providing multimedia environmental compliance services to a number of major industrial clients in the tri-state area. Several notable clients have included:

- International Business Machines Corporation
- Consolidated Edison Company of New York, Inc.
- Orange and Rockland Utilities, Inc.
- New York City Department of Environmental Protection
- Metropolitan Transportation Authority
  - Metro-North Railroad
  - Long Island Rail Road
  - Long Island Bus
  - Bridges and Tunnels
  - New York City Transit
- Northrop Grumman Corporation
- Petroleum Heat and Power Company
- Hoffmann-La Roche, Inc.

Most of the multimedia environmental compliance assignments for the above clients entailed conducting on-site audits of the facility's operations for the purpose of identifying activities subject to federal, state and/or local environmental regulations and presenting technical/regulatory determinations in order to establish a compliance strategy. Federal environmental regulatory programs typically addressed as part of these assignments included:

- Resource Conservation and Recovery Act and Hazardous and Solid Waste Amendments
- Safe Drinking Water Act (SDWA)
- Clean Water Act (CWA)
- National Pollutant Discharge Elimination System (NPDES)

- Part 280 Underground Storage Tank Regulations
- Superfund Amendments and Reauthorization Act (SARA)
- Underground Injection Control Program (UIC)
- Toxic Substances Control Act (TSCA)
- Clean Air Act (CAA)
- Federal Insecticide, Fungicide and Rodenticide Act (FIFRA)
- Emergency Planning and Community Right-to-Know Act (EPCRA)
- Oil Pollution Act - Facility Response Plan (FRP) and Operations Manual

In addition, many of the assignments included compliance programs associated with local regulatory programs administered by the New York State Department of Environmental Conservation, New Jersey Department of Environmental Protection, Nassau County Department of Health, Nassau County Fire Marshal, Suffolk County Department of Health Services, Westchester County Health Department and the New York City Department of Environmental Protection.

Recently, in response to the USEPA compliance initiatives, Mr. Veith has been providing multimedia compliance support to major university, college and medical institutions. These have included:

- Stony Brook University
- Iona College
- Saint Barnabas Medical Center
- Rochester Regional Healthcare Assoc.
- Mount Sinai Medical Center
- Montefiore Medical Center
- Lenox Hill Hospital
- New York Hospital Queens
- Valley Hospital
- JFK Medical Center
- Columbia University
- Long Island University
  - Brooklyn
  - C.W. Post

- Southampton College

- United States Merchant Marine Academy
- Bard College
- Vassar College

Prior to joining the firm in December 1990, Mr. Veith held the position of Operations Manager for a commercial hazardous waste storage facility. In this position, he was responsible for all aspects of the corporation's operations, including developing project cost estimates, bid documents and proposals, preparing waste profiles and facility specific sampling programs, supervising all on-site waste management activities, and managing the final disposal of RCRA hazardous waste at appropriate treatment and/or disposal facilities in compliance with federal, state and local statutes and regulations. Additional responsibilities included assuring that the corporation was in compliance with all environmental regulations, including facility operations permits, transporter permits, land disposal restriction notifications, manifesting and reporting requirements, as well as all employee health and safety training mandated by federal, state, and local laws.

Chronological History of Employment

Company	Role	Duration
D&B Engineers and Architects, P.C.	Vice President	12/1990 – Present
Chemical Waste Disposal Corporation	Project Manager	09/1987 – 12/1990

Publications

"The AA, BB, CCs of RCRA Air Emissions" by Richard M. Walka and Brian Veith, The Journal of Environmental Regulation, Volume 2, Number 4; Summer 1994

"PCB Cleanup Levels and the 'Mega-Rule' – Clarification or Confusion?" by Richard M. Walka and Brian M. Veith, Environmental Regulation and Permitting; Autumn 1999

"Developing and Implementing a P2 Program," by Brian M. Veith, P.E., Clearwaters; Volume 30; Number 2; Summer 2000

THOMAS P. FOX, P.G.

Professional Experience

Mr. Fox has over 25 years of experience covering a broad range of soil, surface water, and groundwater investigations and remediation projects involving hazardous waste and petroleum contaminated sites. Through his work, Mr. Fox has gained extensive experience in managing complex, multidisciplinary projects. In addition to project management, Mr. Fox's responsibilities include proposal development, client and legal counsel liaison, and contract negotiations. His responsibilities also include negotiations with regulatory agencies and developing cost-effective remediation strategies for sites containing a wide array of contaminants. Mr. Fox is very experienced in development of bid specifications for subcontractor procurement, as well as the management of subcontracts.

Mr. Fox's technical responsibilities include the planning and management of site investigation and remediation assignments including remedial investigation/feasibility studies (RI/FSs) of state and federal Superfund sites. His technical skills include: developing cost-effective studies to assess the impact of a wide range of contaminants on the environment, wildlife and human health; assessing fate and transport of contaminants within complex hydrogeological settings; developing geochemical approaches to better define the nature and extent of groundwater and surface water contamination; and performing aquifer tests needed to design groundwater pump and treat systems. Mr. Fox has extensive experience in dealing directly with federal, state and local level environmental regulatory personnel on a wide range of projects. In addition, Mr. Fox has managed and performed numerous Phase I and II environmental site assessments and underground storage tank (UST) closure programs. He has completed and managed more than 160 environmental assessments and audits for commercial and industrial properties on Long Island, New York; New York City; New York State; Connecticut; Pennsylvania; and New Jersey.

Mr. Fox served as project manager and lead technical specialist on a LIRR project involving the investigation and remediation of mercury contaminated soil at 20 electrical substations under the NYSDEC Voluntary Cleanup Program and included. The soil contamination was associated with the historical use of mercury rectifiers as part of the electrified rail system. The project included the collection of surface soil, subsurface soil and groundwater samples for chemical analysis and an exposure assessment to identify potential human health and environmental exposure pathways. Additionally, the LIRR project included the investigation and remediation of several dry wells and cesspools located a t each of the substations as part of the USEPA Underground Injection Closure (UIC) Program. The project also included the development of a Remedial Action Work Plan (RAWP) for each substation and the development of remedial design specifications and remediation oversight at 6 of 20 substations. As the project progresses, additional substations will be remediated in the future.

Working for a confidential client, Mr. Fox served as project manager and senior hydrogeologist for a groundwater investigation project located in Glenwood Landing, New York, which involved conducting a record review and several phases of field investigations to determine the likely source of groundwater contamination that was discovered on the client's property. The groundwater contamination consisting of chlorinated VOCs, primarily PCE - a common dry cleaning solvent, was not typical of the client's historical and current site operations. Furthermore, extensive on-site investigations conducted by others failed to identify any on-site source of this contamination. Regardless of these facts, the NYSDEC was requiring the client to remediate the contamination. The record search completed by

Prof. Registration

Pennsylvania

Specialized Training

40 Hour OSHA Construction

Fractured Bedrock Assessment and Remediation Course, Burlington, Vermont

Geothermal Training Course, Heat Spring Energy, Elizabeth, NJ

Groundwater Hydrology and Pollution, Princeton, New Jersey

Groundwater Remediation, Orlando, Florida

Hazardous Waste Management, Summit Environmental Inc.

40-hour Health and Safety Training for Hazardous Waste Sites, USEPA

8-hour Hazardous Waste Supervisory Training

Railroad Worker Protection Training

Years Experience

25

Office Location

Woodbury, NY

Contact

tfox@db-eng.com

D&B identified at least four potential sources of the chlorinated VOCs located within a mile and upgradient of the client's site including three dry cleaning businesses. In addition, groundwater sampling performed by D&B as part of the project identified a chlorinated VOC plume at least one-half of a mile in width that could not have originated from the client's property based on regional hydrogeology. Despite this compelling evidence, the NYSDEC would not release the client from the responsibility of remediating the contamination. As a final effort to support our position, a computerized groundwater model was developed for the site and surrounding area that was used to simulate groundwater flow and contaminant migration. The groundwater model clearly supported D&B's position that the observed contamination could not have originated from the client's site but could have come from one or more of the suspected upgradient sources. The results of the modeling effort were provided to the NYSDEC in October 2009. As of January 2010, the NYSDEC has yet to provide the client with a final decision as to remediating the identified groundwater contamination.

Mr. Fox served as project manager for the investigation of an inactive shotgun range located at the Brookhaven National Laboratory in Upton, New York. The objective of the investigation was to define the extent of lead impacts to site soil associated with this use and to develop a remedial strategy to clean up the lead. Utilizing the typical shot fall zone for skeet and trap shooting, Mr. Fox developed a sampling methodology designed to efficiently identify the areas of the range containing the highest concentrations of lead. The investigation was completed in a phased approach starting with the areas likely to contain the highest lead concentrations. Utilizing this approach, the firm was able to quickly and efficiently identify the limits of lead contamination requiring remediation. A remedial strategy was developed that included the treatment of soil containing the highest lead concentrations with a lead stabilization compound followed by the excavation of surficial soil. The remediation of the range is expected to be completed in the spring of 2010.

As part of the New York State Environmental Restoration Program (ERP), Mr. Fox served as project manager and lead hydrogeologist for the investigation of a former MGP site located near the Hudson River in Cold Spring, New York. Working for the Village of Cold Spring, the firm performed a subsurface investigation within and downgradient of the former MGP site. Mr. Fox worked closely with the NYSDEC project manager in the development of the investigation scope which included the collection of 8 surface soil samples, the advancement of 25 soil borings by Geoprobe, and the installation of 5 groundwater monitoring wells also by Geoprobe. Indoor and sub slab air samples were also collected in order to assess the potential for vapor intrusion occurring in a nearby building. The investigation also included the collection of sediment samples from the Hudson River to determine if the river had been impacted. Based on the investigation results, Mr. Fox developed an exposure assessment, which in turn was utilized in the development of site-specific remedial action objectives. A remedial strategy was developed for the former MGP based on the remedial action objectives and an evaluation of remedial technologies. The selected remedy included the excavation and off-site disposal of the most heavily impacted soil in and around the former MGP site along with long term monitoring of downgradient groundwater.

Mr. Fox was the project manager and lead hydrogeologist for the Glenmere Lake property NYSDEC Environmental Restoration Program (ERP) project, located in the Town of Chester, New York. Under contract with the Orange County Department of Parks, the project involved the investigation of a 10-acre parcel located on Glenmere Lake, which also serves as the Village of Florida's drinking water supply. The investigation included an intensive ecological assessment of the property in the spring of 2009 to determine if the property was utilized as habitat by the endangered Northern Cricket Frog. The project included the demolition of a number of dilapidated structures located on the site that contained lead based paint and asbestos containing materials. In addition, the investigation identified lead and arsenic contamination in the vicinity of the dilapidated buildings in shallow soil which also impacted nearby surface water sediments. Based on the investigation results, Mr. Fox developed a remedial alternatives analysis to determine the most appropriate and cost-effective approach to remediate the property and at the same time limiting the disruption of the lake shore line, associated wetlands and habitat for the Northern Cricket Frog.

Mr. Fox served as the project manager for a remediation project located in Astoria, New York that is being completed under the NYSDEC Voluntary Cleanup Program (VCP). The project involved a former metal plating/finishing business, which discharged chlorinated VOCs to an on-site dry well resulting in the contamination of soil and groundwater. The project included the development of a Remedial Action Work Plan (RAWP) with the site remediation being combined with the redevelopment of the property as a new hotel complex. To date, the RAWP has been submitted to the NYSDEC for review and approval. The remediation/site redevelopment will proceed upon approval of the RAWP by the NYSDEC.

Under contract with the Long Island Railroad (LIRR), Mr. Fox served as project manager and lead technical specialist for a Site Investigation/Remedial Alternatives Study conducted at an unregulated landfill located in Yaphank, New York. The project was completed under the NYSDEC Voluntary Cleanup Program and included the completion of 58 soil borings, the collection of surface and subsurface soil samples for chemical analysis and the collection of 12 groundwater samples from existing monitoring wells for chemical analysis. The project included an exposure assessment to identify potential human health and environmental exposure pathways. The project included the completion of an IRM in order to mitigate off-site exposure pathways. As part of the Remedial Alternatives Study, an evaluation of potential remedial alternatives for final site closure was completed. Based on this evaluation, it was determined that capping the site, improving site security and the implementation of land use restrictions would be the most appropriate remedial actions for the permanent closure of the site.

Functioning as the field operations manager and senior hydrogeologist on a large field investigation program of a former MGP site located in Bay Shore, New York, Mr. Fox was responsible for managing field operations which included the use of two Geoprobe field units, two hollow stem auger drilling operations and a groundwater sampling crew working concurrently in order to meet a highly aggressive project schedule. Within a three-month period, a total of 50 soil borings was completed, 40 monitoring wells were installed, 92 groundwater probes were completed and over 80 groundwater monitoring wells were sampled. This project also included an extensive indoor air sampling program of residential, commercial, school and church properties located downgradient of the site.

Mr. Fox was the project manager of an extensive soil and groundwater investigation involving a former MGP site located in Hempstead, New York. The project included the installation of 33 groundwater monitoring wells up to 165 feet deep, completion of 45 soil borings and 66 groundwater probes. The objectives of the investigation included identification of contaminant source areas, defining an off-site groundwater plume and providing sufficient data for the completion of a Baseline Human Health Risk Assessment and a Wildlife Impact Analysis.

As project manager of an Interim Remedial Measure/Investigation (IRM/Investigation) of an MGP related groundwater contaminant plume located in Brightwaters, New York, Mr. Fox was responsible for developing an investigation program designed to refine existing knowledge concerning the extent of the contaminant source area requiring treatment and to obtain additional geochemical data needed to assess existing geochemical/biochemical conditions of impacted groundwater. Based on the completed work, it was determined the area requiring remediation could be reduced by approximately 20 percent over prior estimates.

Mr. Fox served as project manager and senior hydrogeologist for the investigation and remedial design pilot study at the New York City Police Department's (NYPD's) Rodman's Neck Firing Range, located in the Bronx, New York. The Rodman's Neck range is the only NYPD outdoor shooting range, the largest police force in the world. As a result, soil at the facility is heavily impacted with lead due to the thousands of lead rounds that are fired at the 6 site ranges on a daily basis. This project included the assessment of site soil and groundwater to determine the nature and extent of lead. In addition, a pilot study was completed where lead slugs and slug fragments were sifted from approximately 1,000 cubic yards of soil from one on-site range and treated with a lead stabilization reagent. After treatment, the soil was placed back on the range. Post pilot study testing had demonstrated the treatment technology to be highly effective; and as a result, the NYPD is planning on expanding the pilot study to all six on-site ranges. As part of this project, Mr. Fox developed a low-flow sampling protocol that currently is used in the sampling of on-site monitoring wells which significantly improved the accuracy of dissolved-lead measurements in groundwater. This 5-year project includes the monitoring of over 30 groundwater monitoring wells and the collection of 144 soil samples on a biannual basis. To date, over 10,000 cubic yards of soil have been treated and stabilized as part of this project. In addition, over 400 tons of lead has been recovered for recycling. Through D&B's efforts, the NYPD was not required to pay hazardous waste generator taxes associated with the project, saving the Police Department over $80,000.

Under the NYSDEC Voluntary Cleanup Program, Con Edison undertook a Site Characterization Study (SCS) of a former MGP site located on the west side of mid-town Manhattan, New York. Mr. Fox served as project manager and senior hydrogeologist for the project. As part of the project, 26 borings and 9 test pits were completed and six monitoring wells were installed in a highly urbanized area. The project included an exposure assessment to identify potential human health and environmental exposure pathways associated with on-site contamination. The project also included a Remedial Action Work Plan (RAWP) including the

evaluation and selection of remedial alternatives for the cleanup of the site. The project had to be completed on an expedited basis in order to accommodate the property owner's plans for site redevelopment.

Mr. Fox served as project manager and senior hydrogeologist for a RI/FS of titanium sheet metal manufacturer located on Long Island, New York. The project included the use of geophysical techniques, including magnetometer, terrain conductivity and ground penetrating radar (GPR) to identify potential areas of buried drums. Eight 200-foot groundwater monitoring wells were installed to collect groundwater samples.

Mr. Fox served as the project manager and senior hydrogeologist for a groundwater pump and treat remedial design project at an inactive hazardous waste site located in Rockland County, New York. The system consisted of a ultraviolet (UV) oxidation system to treat VOC contaminated groundwater and three groundwater extraction wells. Also serving as the project hydrogeologist, Mr. Fox was responsible for designing and managing the installation of a groundwater monitoring network, and the design and installation of two, 100-foot groundwater extraction wells screened within a fractured sandstone aquifer. He also conducted two, 3-day, constant rate aquifer pump tests.

Serving as project manager, Mr. Fox was responsible for a remedial design project of a commercial dry cleaning operation located in Lindenhurst, New York. The site was contaminated with dry cleaning solvents such as trichloroethene (TCE) and tetrachloroethene (PCE) through storage tank spills and discharges to on-site sanitary systems. The Project entailed the design of a groundwater recovery system including one off-site and one on-site groundwater extraction well, each pumping at 100 gallons per minute (gpm).

Working as project hydrogeologist on a RI/FS of a pesticide contaminated site located in western Nassau County, New York, Mr. Fox was responsible for assessing the fate and transport of a number of pesticides, including: lindane, heptachlor, chlordane and DDT. Based on the literature search and estimated retardation coefficients, and on the organic carbon content of site soils, Mr. Fox developed a fate and transport conceptual model that assisted in selecting an appropriate remedial action, which included: hot spot removal of the most contaminated soil; placement of a impermeable barrier over the remaining portion of the impacted area; and long-term environmental monitoring.

Mr. Fox has completed a number of tidal studies within coastal and estuarine settings to assess the influence of tidal fluctuations on groundwater levels and groundwater flow directions within contaminated sites. Locations where Mr. Fox has completed tidal studies include Staten Island, Rockaway Park, Oyster Bay and Sag Harbor, New York. Mr. Fox is experienced in the use of pressure transducers used to automatically collect water level data from monitoring wells and surface water gauging stations during tidal studies lasting between 48 hours and 7 days. He also is familiar with the operation of on-site weather stations which are used to record barometric pressure and precipitation during tidal studies. As part of the referenced tidal studies, Mr. Fox was responsible for the review and interpretation of water level and weather data, defining the tidal influences on groundwater, and how such tidal influences may impact contaminant fate and transport as well as the selection of remedial strategies.

Serving as a lead technical specialist, Mr. Fox supported and participated in insurance claim negotiations working for a confidential utility/energy provider. The objective of this project was to update prior cost models based on new environmental data and to provide a technical basis for insurance claims. The project included development of graphics supporting likely remediation scenarios for the properties owned by the client, as well as meetings between client legal counsel, insurance carrier counsel and insurance carrier technical experts.

Chronological History of Employment

Company	Role	Duration
D&B Engineers & Architects, P.C.	Senior Hydrogeologist , Vice President	04/1999 – Present
CDM	Project Hydrogeologist	06/1992 – 04/1999
Galli Engineering	Project Manager	01/1989 – 06/1992

MATTHEW R. DeVINNEY, P.E.

Professional Experience

Mr. DeVinney's professional experience includes a variety of multimedia environmental compliance projects for municipal and industrial clients, involving the management of hazardous and nonhazardous waste, air emissions, storm water discharges, spill prevention planning, petroleum and chemical bulk storage and regulatory compliance audits. Mr. DeVinney's experience also includes a variety of environmental design projects, including environmental remediation, wastewater treatment, chemical and petroleum storage tanks and building construction.

Mr. DeVinney's specific experience is summarized below:

- Mr. DeVinney provided technical support for the Dormitory Authority of the State of New York (DASNY) to advance the "New York Rising" Program with coordination and final review of Tier 2 Environmental Reviews that are required under the National Environmental Policy Act (NEPA) and New York State Environmental Quality Review Act (SEQRA). The Tier 2 reviews were conducted by a number of D&B personnel on properties where homeowners had applied for disaster relief funding to repair damage sustained during Hurricane Sandy. The review process included conducting database searches and creation of 15 or more custom maps for each property in ArcGIS Explorer Desktop to document the property's proximity to environmental, aesthetic or historic resources and to identify potential nearby sources of environmental contamination. The D&B Quality Assurance/Quality Control (QA/QC) team provided group/individual training, tracking forms and guidance for use by the D&B personnel completing the initial review process. The resulting completed checklists, associated maps and other documentation for each property were then subjected to an internal review by the D&B QA/QC team to ensure that the client received an accurate and consistent review report. The QA/QC team was also responsible for downloading site inspection files, assigning sites for initial review, tracking the status of each assignment through the preparation and review process, and uploading review report files when completed.

- Serves as Project Manager for an on-going environmental monitoring program at the Staten Island Courthouse construction project for the Dormitory Authority – State of New York. D&B's role in the overall construction project included several different areas of expertise. First, D&B provided the client and its contractors guidance on the management of soil to be excavated from the site as part of the construction of the new courthouse building. This involved reviewing analytical data from current and historical soil samples collected at the site and interpreting the data with respect to the definitions of "historic fill", hazardous waste, hazardous substances, hazardous materials, naturally occurring asbestos, as well as possible disposal or use/reuse scenarios and options. The results of each analysis and data interpretation were presented to the client in a series of "quick turnaround" letter reports prior to initiating and throughout the duration of the excavation work. During construction, D&B reviewed contractor submittals related to off-site transportation and disposal of contaminated soil, including destination facility permits and acceptance criteria. In addition, since Naturally Occurring Asbestos (NOA) was identified on-site, D&B provided technical assistance and guidance related to the excavation and handling of this material. D&B provided on-site monitoring during soil excavation to oversee the excavation operation with respect to use/reuse versus proper off-site transportation and disposal of

Professional License
New York

Certifications
40-Hour Health and Safety Training for Hazardous Waste Sites in Accordance with 29 CFR 1910.120(e)
Confined Space Entry Training in Accordance with 29 CFR
[redacted]
Steel Tank Institute Level 2 AST Tank Inspector
AERMOD/ISC Modeling Computer Laboratory

Years Experience
11+

Office Location
Woodbury, NY

Contact
mdevinney@db-eng.com

excavated soil. Finally, D&B implemented an air monitoring program which involved the installation of four perimeter air monitoring stations at upwind, downwind and crosswind locations to monitor particulate emissions emanating from the construction site during excavation activities. Project specific thresholds were monitored and the client was notified of any exceedances. Monitoring frequency was based upon the activities completed and varied throughout the program, but was generally once per week. Daily field activity reports were generated to summarize and present data obtained from the on-site monitoring and air monitoring activities. A final report summarizing the overall program will be prepared at the completion of the project. Mr. DeVinney's responsibilities during the project involved overall project management, project scoping, oversight of field personnel, review and concurrence regarding all soil management scenarios, and preparation of monthly reports.

- Served as Project Engineer as a member of the design team in support of the remedial design phase of the Former Bouchard Junkyard Project for the New York State Department of Environmental Conservation. Responsibilities during the remedial design phase included the following: evaluation of soil washing remediation technology, including feasibility and implementation, evaluation of the alternate remedial option of excavation and off-site disposal, providing recommendations for implementation of the alternate remedy, preparation of design documents for the excavation and off-site disposal of PCB contaminated soils and sediment, and preparation of detailed construction cost estimates.

- Served as Project Engineer as a member of the design team in support of the remedial design phase of the Dewey Loeffel Site for the New York State Department of Environmental Conservation. This project included the extraction of leachate contaminated groundwater from a former industrial landfill and treatment of the extracted leachate in an industrial waste treatment facility. Responsibilities included evaluation of remedial and pre-design investigation data to develop influent characteristics for the extracted leachate and development of an extensive process flow diagram to treat the extracted leachate to meet NYSDEC imposed effluent criteria. Treatment process operation included using oil/water separation, aeration, equalization, chemical precipitation and membrane filtration, neutralization, air and steam stripping, carbon adsorption, reverse osmosis and post aeration. In addition, the process flow diagram included a regenerative thermal oxidizer with acid gas scrubber, evaporator, sludge thickeners and filter press to manage process waste streams. Mr. DeVinney was responsible for selecting, sizing and specifying process equipment, developing contract drawings for both the treatment plant as well as the leachate extraction system, an on-site landfill for the disposal of soil generated during construction, and the preparation of detailed construction cost estimates.

- Served as Project Engineer during the pre-design investigation phase of the New Cassel Industrial Area project for the New York State Department of Environmental Conservation. The project included the collection of groundwater samples from existing monitoring wells and installation of temporary vertical profile wells to characterize groundwater quality. Mr. DeVinney's responsibilities included assisting with scoping the field program, management of the field program activities, evaluation of environmental data, preparation of the pre-design investigation report, which considered the feasibility of the installation of in-well air stripping technology to remediate site contaminants, and recommending the alternate remedy of groundwater extraction and treatment based upon hydrogeologic and environmental data obtained during the investigation program.

- Served as Project Engineer during the remedial design phase of the Fumex Sanitation Site for the New York State Department of Environmental Conservation. Responsibilities during the remedial design phase included the following: preparation of design documents for the excavation and off-site disposal of pesticide contaminated soil, installation of a asphalt cap, dry well closure, decontamination and epoxy coating of the on-site garage floor, and conveyance of on-site storm water to a municipal sewer system, and preparation of detailed construction cost estimates. In addition, Mr. DeVinney provided pre-award services for the project, including attendance and participation in the pre-bid meeting, preparation of pre-bid meeting minutes and contract addenda.

- Served as Project Engineer during the design phase for Dechlorination Facilities for the Bridgeport Water Pollution Control Authority. This project involved the design of dechlorination facilities for a 10-40 MGD municipal wastewater

treatment plant. Mr. DeVinney's responsibilities included the selection, sizing and specification of process equipment including sodium bisulfite storage and chemical feed equipment, residual chlorine and bisulfite automatic analyzers, plant effluent flow metering equipment, process piping and controls. In addition, Mr. DeVinney was responsible for the development of contract drawings and specifications for the construction project.

- Serves as Project Engineer/Project Manager for an on-going project at a commercial transfer, storage and disposal facility located on Long Island, New York. The project involves the closure of the existing hazardous waste storage facility in accordance with 6 NYCRR Part 373 requirements, demolition and removal of the existing facility, construction of a new facility for the storage of more than 1,000 55-gallon drum equivalents of hazardous and non-hazardous waste, three aboveground storage tanks for the storage of hazardous and non-hazardous waste, and two roll-offs for the storage of non-hazardous waste. Mr. DeVinney's responsibilities include the preparation of contract documents for the demolition of the existing facility and construction of the new facility, obtaining approvals from Town, County and State agencies for the construction project, preparation of a permit application for a 6 NYCRR Part 373 and 360 permit for the operation of the facility, and preparation of a permit application for a Suffolk County Article 12 permit for the operation of the facility. In addition, as part of the project Mr. DeVinney was responsible for presenting project details to the Town Engineering Department, Planning Department and Town Planning Board during public hearings in order to gain the necessary preliminary approvals for the project.

- Served as Project Manager for an approximately 9-month air monitoring program at a large construction project in New York City for the Dormitory Authority – State of New York. The air monitoring program involved the installation of four perimeter air monitoring stations at upwind, downwind and crosswind locations to monitor volatile organic compounds and particulate emissions emanating from the construction site during excavation activities. Project specific thresholds were monitored and the client was notified of any exceedances. Monitoring frequency was based upon the activities completed and varied throughout the program, but was generally once per week. Monthly reports were generated to summarize and present gathered data. Mr. DeVinney's responsibilities during the project involved overall project management, project scoping, oversight of field personnel and preparation of monthly reports.

- Served as Project Manager for the completion of a Short-Term Monitoring Program (STMP), Quantification and Removal (Q&R) Study and Mercury Minimization Program (MMP) at the Brookhaven National Laboratory (BNL) in Upton, New York. These programs were completed as required by the facility's State Pollutant Discharge Elimination System permit. The STMP involved the collection of weekly samples from several facility discharges to verify or deny the presence of specific contaminants within the discharges. The Q&R Study was designed to identify and quantify sources of various metals in the wastewater conveyed to the on-site Sewage Treatment Plant (STP), including copper, iron, lead, nickel and zinc. Finally, the MMP was designed to identify, quantify and reduce mercury effluent levels in the STP. The field program involved the collection of samples from the facility discharges as well as numerous internal facility sources, such as cooling tower blow down, boiler blow down, laboratory operations, sanitary only sources, contributions from the potable water system, and internal STP sources. Both composite sampling using automated composite samplers and grab sampling techniques were utilized during the program. Mercury samples were collected utilizing the "clean hands, dirty hands" procedures in order to achieve low level detection of mercury to less than one part per trillion. Mr. DeVinney's responsibilities included general oversight of the field program, design and selection of field sampling techniques, development and interpretation of data and overall performance of the field program.

- Prepared a Technical Design Report (TDR) for the upgrade of five Nassau County Pool facilities. Project involved inspecting aboveground storage tanks and associated facilities for the storage and injection of sodium hypochlorite for pool chlorination at the various pool facilities. The purpose of the inspections was to assess the compliance of each tank system with applicable Nassau County Article XI and New York State Chemical Bulk Storage regulations. Based upon the findings of the inspections, recommended upgrades were proposed and evaluated, which considered both upgrading the existing tank systems to meet applicable regulations or converting the pools to tablet chlorination. Conceptual plans were developed for the upgrade of each pool system and a preliminary construction cost estimate was developed based upon those conceptual plans. Proposed upgrades included actions such as the replacement of

certain tanks, installation of concrete containment areas for load/unload operations, conversion of certain pools to tablet chlorination and other facility modifications. Mr. DeVinney's responsibilities included overall performance of the inspection program and development of the TDR.

- Conducted multimedia environmental compliance audits as part of a facility audit agreement between the United States Environmental Protection Agency Region 2 office and 14 healthcare facilities. The scope of the audits included assessing compliance with regulations pertaining to air, water, pesticide, solid and hazardous waste, hazardous substance and chemical, environmental response, emergency planning, community right-to-know and toxic substances programs. In general, the audit for each healthcare facility involved conducting a site inspection of the hospital and any ancillary facilities associated with the hospital, identifying corrective actions for each audit finding, and preparing disclosure reports to document the findings of the audit. As part of the facility audit agreement, the disclosure reports were sent to the USEPA-Region 2 office.

- Assisted in preparing training materials and Standard Operating Procedures (SOPs) for a large network of healthcare facilities. The goal of the training program and SOPs was to promote compliance with various environmental regulations included in a facility audit agreement signed between the healthcare facilities and the USEPA. As part of the project, a website was developed that included links to the training materials, SOPs, pertinent environmental websites, and a question and answer page.

- Conducted Spill Prevention, Control and Countermeasure (SPCC) inspections and prepared/updated SPCC plans to ensure compliance with federal regulations. Types of facilities include large electric generating stations, healthcare/hospital facilities, steam generating facilities, a major pharmaceutical facility and a variety of commercial and industrial facilities. In many instances facility upgrades were required to meet federal oil spill prevention regulations. As a result, alternatives to meet applicable regulations were developed, evaluated and recommendations were provided, which included installation of new secondary containment systems, implementation of new procedures or modification of existing oil storage facilities.

- Investigated the environmental vulnerability of a series of electrical transformers and assisted in recommending preventative action for the transformers that presented the greatest environmental risk.

- Conducted an evaluation at 50 electrical substations to determine whether an SPCC Plan was required for each substation as required by federal regulation. Since each facility exceeded applicable planning thresholds for oil storage as a result of dielectric oil stored in electrical transformers, the key factor to determine whether an SPCC Plan was required for each facility was whether each facility could reasonably be expected to discharge oil to navigable waters. As a result, the evaluation included conducting site inspections to gather pertinent data (i.e., size and location of oil storage facilities, surface conditions, location of surface waters, etc.), utilizing an EPA subsurface transport model to predict the "time of travel" for dielectric fluid spilled at a given transformer to reach navigable waters, and report preparation.

- Created an inventory of chemicals and prepared facility inventory forms for the NYCDEP's Community Right-to-Know program for a university located in New York City. This included gathering information on over 4,000 chemicals to identify exceedances of the threshold reporting quantities established by the NYCDEP.

- Prepared Permit to Construct and Certificates to Operate for air emission sources in support of applications to the Westchester County Health Department. This included the preparation of a detailed, comprehensive emissions inventory for the industrial processes operated at the facility, which included two different epoxy potting and curing processes, a dielectric oil potting process, and several support processes such as painting/coating, solvent cleaning and soldering stations. In order to complete the emissions inventory, a detailed site inspection was completed to gather equipment and process data, emission point location information, product usage data, equipment dimensional data and other pertinent information. Since many of the processes operated at the facility were custom, site-specific emission factors were developed. The emissions inventory was utilized to model facility air emissions using the

NYSDEC's DAR-1 computer software. The information gathered from the site inspections, emissions inventory and modeling effort was utilized to prepare Permit to Construct and Permit to Operate application packages.

- Served as Project Engineer for an odor study at a publicly owned treatment works. The goals of the odor study were to identify potential odor sources at the plant, establish emission rates for those odor sources through an air monitoring program and utilize AERMOD, the air dispersion model currently considered to be state of the art by the United States Environmental Protection Agency, to determine off-site impacts. Coordinated/managed a field sampling program including a team of five employees to conduct five separate odor sampling events. Odor sampling included potential odor sources within the plant and within the local wastewater collection system, including manholes, regulators and pump stations. In addition, historical odor complaints, on-site hydrogen sulfide data and off-site hydrogen sulfide data collected by continuous hydrogen sulfide meters were evaluated. Existing odor control measures, including odor control scrubbers, were inspected and their adequacy and operation evaluated. Based upon the results of the air dispersion modeling and field program, the plant odor sources were ranked based upon the contribution of each source to hydrogen sulfide concentrations within the surrounding area. Recommendations were provided to the plant for the implementation of several plant upgrades. The results of the study as well as the recommendations for plant upgrades were presented to the surrounding community during two public meetings.

- Prepared Air Facility Registration applications for the operation of ethylene oxide sterilizers at two healthcare facilities located in New York State. The project involved modeling ethylene oxide emissions utilized the New York State Department of Environmental Conservation's DAR-1 screening model, providing recommendations to the healthcare facilities for reconfiguring the existing exhaust stacks to maintain compliance with air quality standards, and preparation of the application packages.

- Prepared a State Facility Permit application for a manufacturer of sound attenuating materials and a healthcare facility located on Long Island, New York. Projects involved estimating facility emissions utilizing published emission factors, establishing emission caps for those pollutants with a potential to emit greater than the New York State Department of Environmental Conservation's Major Source Thresholds and preparation of the application packages. In addition, the draft permits were reviewed and the permit conditions were negotiated with the permit writers. Assistance was provided to facility operators in order to promote compliance with imposed permit conditions.

- Performed an air compliance audit at two bread baking facilities located in New York State. Project involved a site inspection to identify potential emission sources, preparation of an emissions inventory and an evaluation of applicable regulations. As a result of the audit, Air Facility Registration applications were prepared and submitted to the New York State Department of Environmental Conservation for the two bread baking facilities.

- Completed an air compliance program for a public transportation maintenance facility located in New York State. Project involved responding to a notice of violation issued by the New York State Department of Environmental Conservation, preparation of two annual compliance certifications demonstrating the facility's compliance with existing emission caps, evaluation of existing emission sources and preparation of an emissions inventory, preparation of a State Facility Permit modification application as a result of the emissions inventory and preparation of Standard Operating Procedures to be utilized by facility personnel in order to maintain compliance with air pollution control regulations. As part of the project, Mr. DeVinney developed a program in Microsoft Excel to be used by facility personnel to calculate and track air emissions by entering basic data such as natural gas and product consumption.

- Prepared a Conceptual Storm Water Management Plan for a 50-acre manufacturing facility within the five Boroughs of New York City. In order to complete this assignment, Mr. DeVinney reviewed a detailed topographic map as part of conducting an inspection of the site to identify the approximate location and configuration of the drainage areas within the facility. The existing storm water drainage system was modeled using HydroCad software, which incorporated watershed characteristic factors such as soil type, soil moisture, rainfall data and ground cover type. Flow path characteristics such as the slope of the land, length of the flow path, depth of flow and roughness of the flow surface also were evaluated. Based on the watershed characteristic factors and the flow path characteristics, runoff

coefficient numbers and time of concentrations were estimated and utilized to generate storm water runoff volumes, peak discharge rates and hydrographs for each drainage area. Using this information, improvements to the facility were evaluated in an effort to reduce flooding and treat collected water to meet SPDES discharge limitations. In addition, a Best Management Practices (BMP) for Storm Water Runoff as required by the State Pollutant Discharge Elimination System (SPDES) permit was prepared. The BMP Plan identified potential pollutant sources that could contaminate storm water runoff, provided a risk identification and assessment and outlined specific procedures and operating practices to be utilized by the facility to minimize the contamination of storm water runoff at the facility. Mr. DeVinney continues to oversee monthly discharge sampling and preparation of Discharge Monitoring Reports to comply with the facilities issued SPDES Permit.

- Provided technical support for the Chemical Bulk Storage Tank program for a group of 24 chemical tanks associated with drinking water treatment facilities to ensure compliance with 6 NYCRR Part 595-599 requirements. Specifically, this included conducting annual inspections, providing corrective action recommendations, preparing tank inspection reports and preparing and updating Spill Prevention Reports. In addition, Mr. DeVinney assisted in the preparation of technical specifications and contract drawings for the installation of chemical transfer secondary containment systems, repair of concrete secondary containment dikes and upgrade of tank product level indicators.

- Assisted in the preparation of design drawings for a chemical transfer station associated with a series of underground chemical tanks to meet NYSDEC Chemical Bulk Storage (CBS) requirements. Included in the design was a concrete transfer pad equipped with a sump, fill port assembly and fill piping.

- Evaluated design drawings for a 19% ammonium hydroxide tank for compliance with Town of Islip Fire Marshall, Suffolk County Sanitary Code Article 12 and NYSDEC CBS requirements. As part of the project, design drawings and specifications to bring the tank into compliance with environmental regulatory requirements were prepared. Permit applications were submitted to the Town of Islip Fire Marshall, Suffolk County Department of Health Services and NYSDEC. In addition, a Spill Prevention Report was prepared to fulfill NYSDEC CBS requirements.

- Conducted annual and five-year tank inspections in accordance with NYSDEC CBS requirements for approximately 55 chemical storage tank systems located at a semi-conductor manufacturing facility. As part of the program, Mr. DeVinney conducted tank inspections, prepared inspection reports to document the results of the inspections and provided recommendations to the client to ensure compliance with NYSDEC CBS requirements and to maintain the integrity of the tank systems.

- Conducted annual and five-year tank inspections in accordance with NYSDEC CBS requirements for approximately 13 chemical storage tank systems located at a semi-conductor manufacturing facility. As part of the program, Mr. DeVinney conducted tank inspections, prepared inspection reports to document the results of the inspections and provided recommendations to the client to ensure compliance with NYSDEC CBS requirements and to maintain the integrity of the tank systems.

- Reviewed design drawings for eight chemical storage tank systems for compliance with NYSDEC CBS requirements. As part of the project, Mr. DeVinney prepared compliance status reports for each tank system documenting compliance with pertinent sections of the regulations. Recommendations were provided to the client to ensure compliance with applicable requirements, which were incorporated into revised design documents.

- Conducted initial tank inspections of four chemical storage tanks at a semi-conductor manufacturing facility in accordance with the NYSDEC CBS regulations found at 6 NYCRR Part 599.11(f) and 599.16(e). Based upon the results of the inspections, corrective action items were recommended to the client and the tank systems were re-inspected. The results of the inspections were summarized in a tank inspection report which also provided a certification that the tank systems met NYSDEC CBS requirements.

- Prepared Hazardous Waste Management Plans, Hazardous Waste Contingency Plans and Closure Plans for Large

Quantity, Small Quantity and Conditionally Exempt Small Quantity generators of hazardous waste. These projects included evaluating the type and quantity of hazardous waste generated by each facility, determining the regulations applicable to each generator and developing regulatory documents and Standard Operating Procedures to ensure compliance with hazardous waste regulations. As part of these projects, Mr. DeVinney assisted with RCRA hazardous waste training.

- Provided engineering oversight for the closure of both permitted and non-permitted hazardous waste storage areas in accordance with NYSDEC Part 373 requirements. Drum, tanker truck and roll-off container storage areas were closed during these projects. Verification samples documenting the effectiveness of the decontamination activities, including the collection of wipe, rinse water and soil samples were also conducted. Mr. DeVinney prepared a Closure Report for each project documenting that each area was closed in accordance with the NYSDEC approved Closure Plan for each area.

- Conducted a Phase I Site Assessment and Drainage Discharge Determination for a steam generating facility. The Phase I Site Assessment included evaluating both on-site and off-site current and historical potential environmental areas of concern. Recommendations for Phase II Investigation activities were included as part of the Phase I Site Assessment. The Drainage Discharge Determination included the evaluation of historical construction drawings and conducting flush and dye testing to identify all drainage features and discharge points for the facility. The purpose of the study was to identify any UIC structures at the facility that required closure in accordance with applicable regulations.

- Prepared Remedial Action Reports in accordance with New Jersey's Technical Regulations for three petroleum terminal facilities. These reports documented that areas of petroleum contamination were remediated in accordance with the applicable regulatory requirements and were utilized to obtain no further action letters from the New Jersey Department of Environmental Protection.

- Conducted an evaluation of various alternatives to manage laboratory waste generated at a university located in Suffolk County, New York. Due to the location of the university, the discharge of wastewater to a municipal treatment plant was not an option. Alternatives evaluated included discharging the wastewater to an on-site storage tank for appropriate off-site disposal and modification of the facility's SPDES permit to allow the discharge of laboratory waste to the sanitary septic system. An economic analysis was conducted to determine the appropriate method of disposal for the wastewater stream.

- Evaluated options to recover silver from photochemical waste at a photography lab at a university. Chemical precipitation, electrolysis and metallic replacement processes were evaluated and an economic analysis was conducted. Recommendations were provided to assist the client in choosing the appropriate process, as well as the appropriate equipment to purchase and implement.

Chronological History of Employment

Company	Role	Duration
D&B Engineers & Architects, P.C.	Engineer, Associate, Senior Associate	06/2002 – Present

GABRIEL A. VALENTIN

Professional Experience

Mr. Valentin is a Senior Scheduler with over 17 years of experience in project management and the development of comprehensive CPM scheduling systems for construction projects of various sizes. As a Senior Scheduler, he has extensive experience in business operations and project management systems, as well as expertise in project scheduling with an understanding of construction in New York City municipal projects. During the past 17 years, he has been a Project Manager and Scheduling Consultant of major construction projects and has developed expertise in the use of CPM management systems for project control and forensic analysis. Some of the projects for which he has provided Scheduling Development, CPM Updating, Narrative Preparation, Delay and Claim Analysis, RFI Preparation, Change Order Processing and Negotiation services include the following:

- Bronx Grit Chamber (H Contract – Boilers), NYCDEP
- Manhattan Grit Chamber (H Contract – Boilers), NYCDEP
- Owl's Head – 33G, NYCDEP
- Wards Island – WP285, NYCDEP
- Newtown Creek – WP-283, NYGDEP
- Newtown Creek – 41G, NYCDEP
- Jamaica 2G, NYCDEP
- New Middle/H.S. Suspension Center (X), Lease Conversion, NYCSCA
- John Bowne H.S. (Q), Aircraft Sound Reduction, NYCSCA
- Young Women's Leadership Academy (Q), Lease Conversion Space, NYCSCA
- P.S. 99 (K), Interior Modifications, NYCSCA
- P.S. 66 (M), Interior Modifications, Masonry, Windows, NYCSCA
- Jill Chaifetz H.S. (Q), Lease Conversion, NYCSCA
- P.S. 121 (M), Boiler Conversion, NYCSCA
- P.S. 188 (Q), Exterior Modification, Boiler Conversion, NYCSCA
- John F. Kennedy H.S. (K), Interior Modification, NYCSCA
- Campus Magnet H.S. (X), Interior Modifications, Windows, Exterior Modifications, NYCSCA
- P.S. 165 (K), Interior Modifications, Exterior Modifications, NYCSCA
- Bard H.S. (X), Interior Modifications, Exterior Restoration, Windows, NYCSCA
- Evander Childs H.S. (X), Windows, Interior Modifications, Exterior Restoration, NYCSCA
- Thomas Jefferson H.S. (K), Science Labs, NYCSCA
- Transfiguration H.S. (K), Lease Conversion, NYCSCA
- Walton H.S. (X), Boiler Conversion, Windows, Masonry, NYCSCA
- P.S. 68 (Q), Boiler Conversion, NYCSCA
- Abraham Lincoln H.S. (K), Boiler Conversion, NYCSCA
- Queens Vocational H.S. (Q), Boiler Conversion, NYCSCA
- P.S. 177 (K), Exterior Restoration, NYCSCA
- P.S. 499 (Q), New Building, NYCSCA
- P.S. 22 (R), Boiler Conversion, NYCSCA
- P.S. 5 (R), Boiler Conversion, NYCSCA
- P.S. 177 (Q), New School (Mechanical Installations), NYCSCA
- P.S. 52 (R), Boiler Conversion, NYCSCA
- P.S. 244 (K), New Extension, NYSCA

Years Experience

17

Office Location

Woodbury, NY

Contact

gvalentin@db-eng.com

- P.S. 30 (M), Modernization, NYCSCA
- P.S. 16 (Q), (Building Modernization), NYCSCA
- St. Thomas Aquinas H.S. (K), Lease Conversion, NYCSCA
- Rockaway Beach – 3 Stations & 5 Stations Restoration, MTA
- 100th Street Bus Depot – MTA
- Port Authority Bus Terminal – South Wing HVAC Unit Replacement, PANYNJ

Previous Experience:

Senior Scheduler and Claims Analyst: Review project specifications and drawings in order to prepare and create schedules for construction projects. Maintain and review in conjunction with WDF Project Management staff, regular updates with accompanying narrative. Review, analyze and prepare Claims for delayed projects. Issue RFIs, prepare Change Order and Delay Claim proposals.

Bid Estimator: Review project bid specification, drawings and existing conditions in preparation for bid estimates.

Project Manager/Manager, Change Order Department: Incorporated computerized document management system acquired from the Fourth Avenue Enterprise Piping Corp. acquisition. Initiated and maintained the Change Order Department to organize change orders for the GC and HVAC divisions for over 100 projects. Prepared and negotiated with WDF Project Management, change orders submitted to the owner, primarily School Construction Authority projects.\

4th Avenue Enterprise Piping: Initiated and implemented the computerization of exclusive paper-based project management documentation utilizing Primavera Expedition. Initiated and maintained vendor contract data, purchase orders, material release orders, RFI's and change orders for all HVAC projects. Prepared and negotiated change orders submitted to the owner, primarily School Construction Authority projects.

In June of 2002, the 4th Avenue Enterprise Piping was acquired by WDF, Inc.

AMCC Corp./Anthony Marino Construction Corp.: As Assistant Project Manager, Mr. Valentin performed duties associated with Project Management field work, including but not limited to issuance of RFIs, attend project meetings, prepare change orders, perform field photography, prepare daily reports, maintain time sheets on field personnel and report labor hours to payroll for all field personnel.

Chronological History of Employment

Company	Role	Duration
D&B Engineers & Architects, P.C.	Senior Schedule and Claims Analyst	07/2012 – Present
WDF Inc.	Senior Schedule and Claims Analyst, Senior Project Manager	07/2002 – 05/2012
Fourth Avenue Enterprise Piping Corp.	Senior Project Manager	07/2000 – 07/2002
AMCC Corp.	Assistant Project Manager/Project Manager	02/1995 – 07/2000

Résumés

M&J Engineering, P.C.

Kambiz Riazi, P.E.

Proposed Project Assignment
Resident Engineer

Years of Experience
30+

Employment History
- M&J Engineering, 2013 to Present
- Parsons, 1999 to 2013
- AECOM, 1987 to 1999
- NYCDEP, 1983 to 1986

Education
- BS, Civil Engineering, 1983
- BS, Architectural Engineering, 1981

Professional Registrations
- NYS Bridge Inspection Course
- OSHA 30/10, 2009/2005
- Forensic Engineering, Polytechnic
- Coating Inspector (CIP), NACE, 2000
- Railroad Safety Course, BNSF, 2012
- Railroad Safety Course, AMTRAK, 1997
- Supervisor/Competent Person Training for De-leading of Industrial Structures, SSPC, 1997

Key Qualifications
Mr. Riazi has more than 30 years of experience inspecting and evaluating short and long-span bridges, gantries and supervision of construction for bridge, railroad, and highway projects. *He is also experienced in Safety, Quality Management, Quality Control and Maintenance and Protection of Traffic aspects of construction and railroad projects.* He has extensive experience and knowledge in bridge and gantries condition inspections and has inspected more than 100 sign structures and bridges over roads, and highways. He has worked on a wide range of bridge types and sizes ranging from single span bridges to multi span fixed, movable, and suspension bridges. Among others he has inspected the *Brooklyn Bridge and the George Washington Bridge in New York and the Cooper River Bridges in South Carolina.*

RELEVANT EXPERIENCE

NJ Turnpike Authority, Supervision of Construction Services for Contract A600.277: Guide Sign Improvements on the Turnpike and Parkway; and A600.278: Sign Structures Advance Fabrication Contract; Grover Cleveland 10N Service Building Area. $28 Million - Resident Engineer. Field verifications, coordination with utility companies, sign foundations, new guide signs and sign structures, replacement and or removal of existing guide sign panels, replacement of aluminum structures, removal of existing sign structures, & ITS associated lighting systems. A600.278 consists of advanced fabrication and delivery of 71 cantilever and overhead span guide sign support structures. Grover Cleveland includes installation of a temporary service building and associated electrical and plumbing services as well as permitting issues with DCA.

Caltrans, I-5 Widening, 8th St to Hammer Lane, Stockton, CA. – Assistant Structural Engineer. The project work included building bridges between the existing gap in the North and South bound directions of the existing bridges on some 11 bridges of varying configuration. Mr. Riazi as an ASE provided construction inspection using Caltrans Quality Control techniques on 11 bridges during various stages of construction. Inspected pile driving; cut and fill operations; falsework installation, installation of basin walls, sound walls, and retaining walls; concrete testing; Rebar installation; settlement monitoring; abutment and approach slab installations; temporary culvert diversion installations, CIP/PS concrete box girder construction.

Caltrans, Repainting Sacramento River Bridges – (Isleton to Paintersville), Sacramento, CA. – Assistant Structural Engineer. Repainting three bridges in Sacramento County at various locations from Sacramento River's Isleton Bridge to Paintersville Bridge. Project work included removal of the existing lead based paint and application of a new 3-coat paint system. Mr. Riazi was brought in as an ASE for the night shift operations during the ramp-up repainting operations for the last two Sacramento River Bridges. He was responsible for performing on-site inspection; evaluation of lead removal as per SSPC requirements, monitoring negative air enclosure, evaluating site conditions for painting, determining steel profile, performing intermediate and final acceptance inspection of each coating of paint.

NYCDOT, Willis Ave. Bridge Resident Engineering & Inspection Services; NYC, NY, $612 Million. - Assistant Resident Engineer/Resident Engineer. Mr. Riazi served as one of the Assistant Resident Engineers for the reconstruction of the **$612 million** Willis Avenue Bridge project which involved replacement of the movable bridge located over the Harlem River. The project also included reconstruction of the existing bridge carrying Willis Avenue over the Major Deegan Expressway and the Bronx approach. Mr. Riazi began work at the Willis Ave Bridge as the engineer in charge of keeping the old bridge intact while the new bridge was being erected. Work included inspection of failing elements of the bridge and overseeing the repairs implemented. Keeping track of all the flags on the bridge and removing flags as repairs are implemented. He was also worked as the safety officer at the site which included conducting weekly safety presentations to the staff.

MTA Bridges and Tunnels, Marine Parkway Bridge, Lower Chord Repair; Brooklyn, NY. - Resident Engineer. Mr. Riazi oversaw the repairs for the impact damage to the main span of the bridge. The work includes the replacement of various members that have been damaged by a ship impact. He also oversaw the jacking and final heat straightening of the bottom chord of the west truss on the lift-span.

NYCDOT, Rehabilitation of Macombs Dam Bridge: Bronx. NY. $137 Million. - Assistant Resident Engineer/Night Resident Engineer responsible for the $137 million Rehabilitation of Macombs Dam Bridge. The project scope included replacing various bearings, repairing or replacing the superstructure steel, jacking of elements, including the main span of the swing span, the segmental replacement of the bridge deck over active railroad and highway right-of-ways that had to be accomplished at night. Other duties included handling all flag-related issues, including the final flag removal reports, reviewing the inspector's daily reports, implementing Quality Control activities to comply with project specifications, verification of daily

payment quantities, maintaining and documenting requests for information. Served as the RE for night shift operations and took over the ARE position for day shift operations in the final year of this project, which was during construction of a critical repair to a pier that required temporary jacking of a large section of the bridge located over live railroad tracks. Project Achievements: Kambiz set up numerous quality control forms and adapted various report forms for use by the inspection team. These forms became the standard forms for all subsequent bridge projects by Parsons.

Safety Achievements: The detection and prevention of failure of a main girder over the active railroad tracks. The jack configuration while working for all other locations was causing the bottom flanges of the supporting beam to buckle at this location. Kambiz proposed a solution that resolved the issue by reorienting the jack to increase its bearing surface and reduce point loading at the flanges.

MTA Bridges and Tunnels, Triborough Bridge Rehabilitation: Brooklyn, NY. - Chief Inspector/MPT & Safety Officer. Responsibilities included managing a ten-man team overseeing the project construction and quality control activities, reviewing the inspector's daily reports, and verifying daily payment quantities. MPT duties included daily analysis of setups and traffic patterns, improving the daily traffic flow, implementing improvements, and improving the overall safety of all MPT operations.

MTA Bridges and Tunnels, Replacement of the ventilation system at the Brooklyn-Battery Tunnel, Brooklyn, NY.- Resident Engineer responsible for replacing the ventilation system at the Brooklyn-Battery Tunnel. The project work included lead and asbestos removal, as well as installation of mechanical equipment.

NYCDOT, Painting Eight Bridges at Various Locations; New York County - Resident Engineer responsible for painting eight bridges at various locations between St. Clair Place and Dyckman Street in New York County for NYSDOT. The project work included work at multiple bridges at the same time, construction of containment enclosures, performing lead abatement, sand blasting existing steel to SSPC Standards, painting a three coat system, performing Psychrometer readings, application of zinc based primer, repairing damaged or substandard paint as per repair procedures and finally Community Board involvement.

MTA Bridges and Tunnels, 2003 Biennial Inspection of Marine Parkway Bridge; Brooklyn, NY. – Lead Team Leader. As the field coordinator, Kambiz was responsible for setting up the project from preparation of drawings for use in ADVITAM to scheduling and setting up Maintenance and Protection of Traffic and equipment. As the team leader, responsibilities included performing inspections, overseeing work by all the teams on site, ensuring compliance with Parsons' quality management requirements, and writing the final reports on this and three other bridges. Kambiz discovered serious impact damage to the bottom chord of the main lift span truss from a passing ship that led to its final repair. Ref.: Adrian Moshe (212) 592-2360.

Port Authority of NY & NJ, George Washington Bridge, Special Strand Inspections. - Team Leader. Mr. Riazi was responsible for the selected strand inspection at the George Washington Bridge. Responsibilities included inspection of the main cable selected strands inside the Fort Lee Anchorage where the deterioration had led to broken wires and severe section losses. Duties included preparing all the documentation and writing the final report that included the repair recommendations.

Special Inspection of the Macombs Dam Bridge; Bronx, NY, New York City Department of Transportation.- Structural Engineer. Mr. Riazi was responsible for the special inspection of the Macombs Dam Bridge, which consisted of a deck truss, a camelback truss, two long and completely different viaduct structures, four structurally distinct ramps, a swing span, and a variety of substructure elements. Pre-construction sandblasting and lead removal uncovered additional deteriorated conditions not discovered during previous inspections. Using quality control methodologies performed a special inspection of the bridge with emphasis on finding and pre-empting any structural problems prior to the start of construction. Other duties included directing the staff on a wide range of construction issues such as MPT, painting, safety, concrete, and steel erection.

ALEXANDROS CONSTANTINIDES, P.E.

Proposed Project Assignment
Resident Engineer

Years of Experience
20+

Employment History
- M&J Engineers, P.C., 2009 to Present
- LiRo Engineers, Inc., 2002 to 2009
- Dacon Enterprises, Inc., 1996 to 2002
- Edwards and Kelcey Engineers, Inc., 1992 to 1996
- TEBUILCO, Inc., 1989 to 1991
- EBASCO Services, Inc., 1986 to 1987

Education
- MS, 2002, Civil Engineering/ Construction Management, Polytechnic University
- BE, 1992, Civil Engineering, CUNY

Professional Registrations
- P.E., New York, 1997
- Primavera Expedition 7.0 for Contract Administration
- OSHA Certified
- Confined Space Trained

Key Qualifications

Mr. Constantinides offers extensive technical and project managerial expertise for supervising complex multi-trade projects and provides a complete array of construction management services including *jobsite safety, resources management, estimating, scheduling, project planning and quality control.* His skill sets include: Technical & Project Management; Supervision of Complex, Multi-Trade Projects; Proficient in CI / CM Services; *Review of Baseline Schedules; Cost Loaded & Resource Loaded CPM; Claim Digger Software; Schedule Logic with Activities Linked to Project Milestones; CPM Days Ahead / Behind Schedule; Lead Time for Equipment & Materials; Monthly Schedule Reports for Clients,* Interface with Client, Designer & Contractor. Mr. Constantinides has unique abilities to leverage his excellent communication and interpersonal skills to successfully accomplish the most complex tasks that may ordinarily impede progress.

RELEVANT EXPERIENCE

NJ Turnpike Authority, OPS 3384, CI Services for the Installation of VMS Sign Structures on the Turnpike and Parkway, NJ. $27 Million. Resident Engineer. The project includes the Installation of Variable Message Signs at twenty four (24) new sign structure locations. Major work element include **foundations on H-Piles and Drilled Shafts, constructing concrete piers and pedestal ranging from 6 feet to 70 feet tall, furnishing and installation of overhead sign support structures some of which span over 120 feet in length,** installation and testing of VMS/VSLS, installations of electrical appurtenances, including directional drilling of electric conduits, and ITS work. Most of the new sign structures are located in close proximity to wetlands, requiring meticulous implementation of Soil Erosion and Water Pollution Control plans including turbidity fencing. **Mr. Constantinides' responsibilities includes conducting progress meetings; coordinating lane closures and MPT; enforcing safety protocols, monitoring and overseeing all testing; conducting plant inspections and testing, inspecting all construction materials to be in compliance with plans and specifications; inspecting all constructions activities to assure quality of workmanship; maintaining daily records of the work performed by the contractor** using the Turnpike's CapEx Manager System; preparing and approving monthly payment estimates, ensuring that the Contractor complies with all local, state and federal laws, ordinances, rules, regulations or orders, as provided by the Contract; reviewing Contractor's claims and make recommendations with regard to payment of such claims; and Furnishing accurate "as-built" construction records to the Authority.

NYSDOT, ITS System Preventive Maintenance and Emergency Repairs, NYC. $7 Million. Resident Engineer. The scope of this project is to provide routine maintenance as well as emergency repairs to approximately **$300 million of ITS system assets** along I-278, I-95, and Bruckner Interchange in the Bronx County; the Van Wyck Expressway in Queens County; and the Traffic Command Center in Long Island City, Queens. Mr. Constantinides is providing maintenance services that involves the following ITS items: CCTV Cameras, Portable Variable Message Signs (PVMS); Highway Advisory Radios (HAR) Stations, HAR Beacon Signs, Video Image Detectors, Ranging Radar Detectors, Vehicle Classification Detectors, Variable Message Signs (VMS), **20,000+ meters of Fiber Optic Cable maintenance,** Microwave Transceiver Set Assemblies, Splice Maintenance, and all electronic installations. All maintenance work is coordinated with the central Joint Traffic Operations Center (JTOC).

MTA B&T; Bronx Whitestone Bridge Structural Improvements, NYC; $39 Million. Resident Engineer- The project scope included the **strengthening of the exterior and interior of the bridge towers with the addition of steel plating and internal diaphragms at the roadway level.** The access doors were relocated, and the existing utilities, access platforms and access ladders were removed and relocated. Segmental cable armor was installed along the cables and a split sleeve cylinders were installed on the suspender ropes. Typical work activities for a resident engineer at this project include the following: **Review shop drawings and submittals, and concurred with design firm's disposition or issued comments on items requiring resubmission; Perform Inspection and quality control of the contractor's daily activities; Implement and monitor safety and security procedures; Generate progress reports for the client; Manage inspection personnel; Review the daily inspector's reports; Maintain an engineer's daily diary; Manage the project's correspondence;** Conduct progress meetings and generate meeting minutes; Coordinate the contractor's activities with the facility's operations; Process change orders and estimate and participate in CO negotiations; Conduct monthly **CPM schedule review** and issue schedule progress reports; Process monthly invoices and requisitions and maintain payment justification reports and log.

MTA B&T; Queens Midtown Tunnel - Construction Admin & Inspection Services for QMT Exhaust Fan Replacement (QM-80), and QMT Roadway Drainage System Rehab (QM-10); $26M. Resident Engineer for QM-80, replacement of 23 tunnel ventilation exhaust fans and replacement / repair of related equipment; replacement of 23 exhaust damper doors, 23 damper operators, air-lock doors, steel partition walls, motor foundations, fan bearing pedestal foundations, motor power feeders; floor slab reinforcement and structural repairs. **Resident Engineer for QM-10** for the **rehab of the roadway drainage system at Queens & Manhattan Ventilation Buildings, Queens Plaza, Manhattan Plaza, and the Mid-River Pumping Station; replacement of main drainage pumps and stripper pumps;** Responsibilities included: inspection and Quality Control of contractor's daily activities; safety and security

procedures; monthly progress reports; review inspector's daily reports; project correspondence and submittals; coordination between the contractor and tunnel operations; change orders; monthly CPM schedule; and monthly invoices and requisitions.

MTA LIRR; Dutch Kills Draw Bridge; $2.3 Million. Resident Engineer for the rehabilitation of the Dutch Kills Draw Bridge, **an 1895 cast iron swing bridge, to correct differential settlement at the center pivot pier. The solution was the installation of an independent support system that transferred the load from the center pivot pier.** Work included: Installation of 16 - 16" Dia. x .5" Steel Pipe Piles, concrete filled. Utilized NUMA Super Jaws System / Advanced Drilling System (ADS); Concrete placement for piles and pile caps; Installation of miscellaneous structural steel; Installation of structural steel support beams system, used to support entire weight of bridge; Installation of high strength bars w/ corrosion resistance system; Jacked bridge off the center pivot bearing, and loaded the support beams; Demolition and removal of the existing center pivot bearing; Lead paint removal and disposal. **Mr. Constantinides performed the following functions: Inspection and quality control of contractor's daily activities; generated daily reports; management of correspondence; Coordinated and scheduled flagging required for work near RR tracks; generated and processed change orders; analyzed claims and developed reports; contracted monthly CPM schedule review;** processed monthly invoices and requisitions.

NYSDOT, Reconstruction of Major Deegan Expressway and Rehab of West Fordham Road Bridges; Bronx, NY, $57 Million. Assistant Resident Engineer for the MDE from the Triborough Bridge to the NYC County Line (7+ miles of 6 lane expressway). The construction effort **included asphalt pavement milling, full and partial depth concrete pavement repairs, placement of 60,000+/- tons of asphalt, roadway drainage improvements, new highway lighting, landscaping; day / night time construction operations, and MPT utilizing a movable barrier system.** The rehab of the West Fordham Road Bridges over MDE and Metro-North Railroad Station included the complete removal / replacement of the 240 ft. - 2 span steel bridge, installation of over 100 timber piles (friction and end bearing), installation of steel cofferdams, construction of new piers and wingwalls, installation of a new steel / concrete composite structure, elastomeric bearings, armor joints and safety upgrades. Extensive coordination with Metro-North was required.

NYSDOT,Taconic State Parkway Reconstruction, Segment 3, Westchester, NY; $18 Million. Assistant Resident Engineer / Senior Inspector for the **construction of 2+ miles of a new 6 lane roadway** from Pleasantville to Millwood in Westchester County. The unique features of this project were: a new Parkway constructed on new horizontal & vertical alignments, **extensive rock blasting (over 100,000 CY),** and a new Parkway Bridge over Chappaqua Road (a 110 ft. skewed and concrete / steel composite bridge). The new bridge was founded on rock with new piers, abutments, joints and concrete barriers. Also included was a new roadway drainage system; **construction of a new full depth asphalt pavement section; a new roadway lighting system, extensive landscaping, and a complex MPT Plan to maintain efficient traffic operations.**

Broadway-East New York Station Rehabilitation, New York, NY; $39 Million. Construction Manager- provided construction management services including engineering support, **scheduling and claim preparation.** The project included a $12M of electrical upgrades such as complete EPRs (Electric Power Rooms) Communications, lightings, PA system. Mechanical work was approximately 3 million dollars, and it included drainage system for the L, M, and A&C Line station platforms, in three different levels, **replacement of seven (7) sewer injectors and associated piping, and installation of public and office bathrooms.**

Hudson Bergen Light Rail Transit System (Contract HBSC-82), New Jersey; $2.9 Million. Construction Manager- provided construction management services for the integration of communication and control systems for **sixteen stations.** Work included the installation of the control center and connections with station systems via fiber optic backbone. Station systems included the **installation fiber optic** modems and other complex electronic devises, termination of fiber optic cables and testing, connection of the ticket vending machines, information centers, fire alarm, video cameras and PA systems with the control center via fiber optic system.

KHALID BAKER, N-IV

Proposed Project Assignment
Assistant Resident Engineer

Years of Experience
15+

Employment History
M&J Engineering, P.C., 2006 to Present
TRC engineering, 2002 to Present
Hubbell and Wiegmann Engineering, 1996 to 2002

Education
B.S., Civil Engineering

Professional Registrations
NICET IV
C-3Supervisor/Competent Person Training
Concrete Field Testing Course, Training by NYCDDC

Key Qualifications
Mr. Baker has over 15+ years of varied experience on highway, bridge, and building construction projects and is a highly skilled construction inspector. He has worked on NYSDOT, NYCDDC and NYCDOT CI projects and has performed office engineering services and senior inspector duties including: MPT, preparing and checking inspector's daily reports (IDRs), attending bi-weekly progress meetings with various agencies, preparing minutes of meetings, preparing change orders for project overruns, and time and material change orders. He has been complimented by his supervisors for his excellent communication skills with other Engineers including but not limited to: Resident Engineers, Inspection Staff, and Contractor's personnel. Furthermore, his excellent communication skills lead to a more productive and efficient CI operation.

RELEVANT EXPERIENCE

NYSDOT, Alexander Hamilton Bridge and Highbridge Interchange Reconstruction on the Cross Bronx Expressway, New York and Bronx Counties, NYC. $407Million. Senior Inspector - Mr. Baker provided CI Services for this project involving rehabilitation of the Alexander Hamilton Bridge (concrete deck replacement and steel arch repairs), and 8 bridge structures (6 ramp structures including concrete deck replacements and substructure rehabilitation, and 2 bridge structures involving complete bridge replacement). The segments of on-grade roadways between the bridge structures and the end approach roadways include full reconstruction and resurfacing. The construction effort includes extensive MPT including detours, structure demolition, foundations, bridge pier construction, pile driving, new steel girders, floor beams, diaphragms, stiffeners, bridge bearings, new deck joints, concrete barriers, drainage, electrical utilities, lighting, ITS elements, sign structures, and landscaping. Mr. Baker performed the following elements of work for the Rehabilitation of Bridge and Ramp Structures: Strengthening of Structural Steel and Reinforcement of Deck Slab; Replacement of Floor Beams, Floor Stringers, Diaphragm and Laterals; Removal of Old Bearing Stiffener and Installation of New Bearing Stiffeners; Jacking for Bearing Removal and Replacement; Reinforcing the Pier Caps for Temporary Bolster Location; Reinforcement of Superstructure Slab with Integral Wearing Surface; Drilling and Grouting Dowels for Pedestal Modification; Removal of Bridge Rail, Fascia Beam and Concrete Approach Slab; Installation of New Girder, Existing Girder Splice, New Knee Supports, SIP (Stay in Place) Deck Pans, New Cantilever Brackets, and Scupper Support; Saw Cutting for Preparation of Deck Removal / Structural Slab; Removal of Bituminous Concrete Overlay; Elimination and/or Locking Existing Joints; Concrete for Structures Class HP; Placement of Concrete for New Bridge Deck and for New Bridge Parapet Wall; Unclassified Excavation and Disposal.

NYSDOT Region 8, D030654/D261093, Bridge Repairs for 60 Bridges in Westchester County; Term Agreement for Construction Inspection Services; $12.7 Million. Senior Inspector - Mr. Baker provided Construction Inspection Services for bridge repairs for 60+ Bridges in Westchester County that includes bridge deck repairs, bridge joints, bearings, bridge steel painting and concrete repairs. His duties include: training junior inspectors; reviewing plans, shop drawings, standard sheets and specifications; inspecting the Contractor's operations including MPT and worksite safety, road closures and permits in coordination with Hudson Valley Transportation Management Center; measurement of quantities for payment estimates; as-built plans; attendance at progress meetings with the NYSDOT and Contractor; and field design changes. The project also involves Culverts Repairs along I-684 between Exits 6A to 7.

NYCDDC Contract No. HWX647A, Reconstruction of Paulding Avenue Area, Phase I, Bronx, NY, $39 Million. Senior Inspector – Mr. Baker's responsibilities included: traffic control and MPT, erection of signs and pavement striping (crosswalks, stop bars, etc.); drawing / traffic signal plans and road closures; roadway reconstruction with concrete and asphalt; pavement joints and overlay repairs, full-depth pavement repairs; checking adequate concrete curing to prevent cracks; installation of new sewer lines and off-set water main pipes and valves; pre-inspection of sub-base preparation; checking of roadway alignment; preparation of Inspectors Daily Reports (IDRs); quantity measurements for payment estimates; concrete slump tests and air pressure tests; and coordinating construction activities with various Agencies. Construction Items included the following: Sheeting, excavation, forming of pipe cradle, installing VSP pipe, backfilling, and compaction with temporary asphalt; Installation of 14,500 LF of new 15" and 18" combined sewer pipes on cradle; 260 catch basins and chute connections; 27,000 LF of 8" water mains, 12,000 LF of 12" water mains, and 10,000 LF of HP 20" water mains; 250 new fire hydrants - installation and connection to new water mains, house connections to new water mains; NYC Lab was hired to inspect the backfill compaction using nuclear gage under the inspectors' supervision; Construction of roadway pavement, sidewalks and curbs on new elevation involved 57,000 LF of curb concrete and 18" and 20" deep steel face curbs; Construction of 4" & 7" deep sidewalks, 390,000 SF of un-pigmented concrete, including sidewalk violation assessment, and pedestrian ramps as per NYCDOT specifications; Construction of 6" and 9" concrete road base; Placement of 21,000 C.Y. of asphalt for 3" of binder and top asphalt courses; Roadway striping, new street names and signs, installation of more than 500 street lights and more than 200 traffic signals with underground / overhead wiring;

Landscaping work included seeding and planting as per Parks Department and DOT Specifications.

NYCDDC, Reconstruction of E.149 Street; Reconstruction of 55 Undersidewalk Vaults; and Reconstruction of Whitestone Expressway Service Roads, $65 Million. Senior Inspector - Mr. Baker provided Construction Inspection Services for the following Projects: 1) Reconstruction of East 149 Street including sewers, water mains, sidewalks, curbs, roadway sub-grade preparation, base course and Asphalt / Concrete Pavement; 2) Undersidewalk Vault Reconstruction Inspector for 55 Vaults in the Bronx; traffic signals; MPT in accordance with the Contract Plans and Specifications adjacent to high volume roadways with commercial vehicles; and 3) Whitestone Expressway Service Roads including new sewer lines on lime cement columns with complete reconstruction of the roadway pavement, sidewalks and curbs.

NYCDDC, Construction of Pedestrian Ramps Citywide; 34th Street Water Mains; and Justice Avenue Reconstruction. Office Engineer / Inspector
Mr. Baker provided Construction Inspection Services and Office Engineering Services for the following Projects: 1) Construction of Pedestrian Ramps including Replacements and Modifications for catch basins; 2) Removal of an abandoned and obsolete HP water main system south of 34th Street in Manhattan, and the removal of HP fire hydrants and valve boxes, and 3) Justice Avenue Reconstruction in Queens including installation of a new storm sewer line (precast concrete box sewer) and reconstruction of sidewalks, curbs and roadway pavement.

NYSDOT, Region-8, D259820, Palisades Parkway Bridge Replacement over Route 202, $20 Million. Senior Inspector – Mr. Baker provided Construction Inspection Services on this Bridge Replacement Project that included and new roadway construction and drainage installations. The construction effort consisted of ramp widening, concrete foundations, wing walls, retaining walls, concrete and steel bridge repairs, armored expansion joints, new bridge decks, guide rail, and roadway milling and paving. The project also included milling and grinding of existing asphalt concrete wearing course in preparation of resurfacing. Mr. Baker's responsibilities included interpreting construction plans and specifications, inspecting asphalt pavement operations, temporary pavement markings, backfilling, joint sealing, landscaping and establishment of turf, calculating yields of asphalt for binder course and top course, preparing as-built drawings and final quantities of various items, estimating complex engineering quantities for payment estimates,

Waterside Plaza Rehabilitation; Co-op City Garage Rehabilitation; and United Nations Peace Bell Garden & Curtain Wall. Senior Inspector -
Mr. Baker provided Construction Inspection for the following Projects: 1)Performed inspection services at the Manhattan Plaza - Roof rehabilitation and water proofing system (Kemper System); 2) Performed inspection services at Waterside Plaza in Manhattan - substructure piles and beam repairs; 3) Garage Rehabilitation (Kelmar System) - concrete replacement for reinforced slab; garage condition inspection, sounding concrete (by chain, hammer, pipe) and photos for 6-story garage at Co-op City in the Bronx; and 4) Demolition and replacement of water proofing overlay at the Peace Bell Garden; and Replacement of the supporting angels and beams for the Curtain Wall at the United Nation Building including and sidewalk work.

NYCDOT, Painting of 10 NYC Bridges over Amtrak, NYC. Senior Inspector - Mr. Baker's responsibilities involved the supervision and inspection of the Class-A containment system for paint removal, sandblasting operations for lead-based paint removal, surface preparation and application procedures for prime coat, intermediate coat and finish coat; environmental ground and waterway protection; MPT; Protective coating of 10 Bridges over Amtrak facilities for NYCDOT; rigging/ building containment as per NYCDOT Specifications for lead paint removal; compliance and quality assurance with SSPC I, II, & III specifications for lead paint removal; Real-time aerosol monitoring of emissions with personal data ram; lead abatement and hazardous waste removal; Quality Assurance for spot priming, intermediates coat and finish coat.

HOSAM HAMDI, P.E.

Proposed Project Assignment
Resident Engineer

Years of Experience
20+

Employment History
- M&J Engineering, P.C., 2012 to Present
- CDM Smith, 2012
- HAKS Engineers, 2008 to 2012
- 4/12 to 9/12
- Projacs, 2007
- TRC, 2000 to 2005
- Hayden/Wegman, 1998 to 2000

Education
- MSCE, 2005, City University of NY
- BSCE, 1989, University of Jordan

Professional Registrations
- Professional Engineer, NY #[redacted]
- Professional Engineer, CT#[redacted]
- NHI Safety Inspection of In-Service Bridges #[redacted]/February 2011
- NYSDOT BIPPI Training Course
- NYSDOT Bridge Inspector's Workshop
- ATSSA Traffic Control Supervisor
- OSHA 10 Hour Training
- SSPC
- LARS Course

Key Qualifications

Mr. Hamdi has 20+ years of diversified experience serving as a Resident Engineer, Construction Inspector, Team Leader, and Assistant Team Leader on many of the major heavily travelled bridges / roadways in the NY Metropolitan Area.

He has 7 years of experience serving as a *Resident Engineer on the rehabilitation of complex structures, such as the Waterside Plaza Structure adjacent to the heavily travelled six (6) lane FDR Roadway at the East River in NYC.*

He has served as a Team Leader and Assistant Team Leader for the past 5 years on heavily travelled major Bridge Structures crossing the East River and Hudson River (with narrow lanes / shoulders); on over 245 Culverts; on Overhead Sign Structures; and on Biennial Bridge Inspections for

RELEVANT EXPERIENCE

NYSTA, Biennial & Interim Bridge Inspection in Albany and New York Divisions, and Biennial Bridge Inspection of the Tappan Zee Bridge. Team Leader: A total of 10 Bridges with spans ranging from 1 to 7 spans; fracture critical members; special emphasis details; red, yellow and safety flags as per NYSDOT Bridge Inspection Manual; planning and checking WZTC; & inspection of the Tappan Zee Bridge, the West Approach (166 Spans) and the Concrete Caissons.

PANYNJ, Inspection Stages III & IV of the George Washington Bridge. Team Leader leading a crew of Contractors to perform Traffic Control; coordination with PA personnel; and working under conditions of narrow lanes / shoulders to identify and report deficiencies and "flagging items".

NYS Bridge Authority, Senior Bridge Inspector: Performed In-Depth & Maintenance Inspection of Newburgh-Beacon, Kingston-Rhinecliff, Rip Van Winkle, Mid-Hudson Bridges including leading a crew of Contractors to perform Traffic Control; coordination with NYSBA; and working under conditions of narrow lanes / shoulders to identify and report deficiencies and "flagging items".

NJDOT, Inspection of 247 Culverts in Passaic & Mercer Counties; 11/10 to 12/10, Team Leader: report preparation, plan review & inventory updating.

Construction Inspection of Pedestrian Bridges over FDR Drive and underwater and above water foundation components for the Waterside Plaza New York, NY. $22 Million. Resident Engineer – Complete Structural Inspection of the underwater and above water foundation components for Waterside Plaza Structure adjacent to the FDR Roadway in NYC. Duties included performing a NYSDOT condition rating as per the 1997 Bridge Inspection Manual for each structural member; overseeing the repair of each structural member; each structural member required a different repair procedure, the repair of the pre-stressed pre-tensioned beams consisted of removing the deteriorated concrete, cleaning the steel by sand blasting, forming and pouring concrete under pressure; after the concrete reached the required strength - applying external post tensioning, and applying carbon fiber strips on the side of the beams. For the underwater repair of pre-stressed pre-tensioned concrete piles, the repair consisted of jacketing the pile with a fiberglass jacket and filing the jacket with a Euco Tremie Grout (not subject to washout); monitored the diving inspection of piles and underwater videotaping of piles; conducted job meetings and prepared progress reports, In addition, completed the inspection of the pedestrian bridge over the FDR, and oversaw the repair of the east abutment, the steel beams and the concrete deck of the pedestrian bridge, and prepared daily reports of construction activities.

Co-op City Parking Garage Rehabilitation. $1.4 Million. Resident Engineer – Responsibilities included overseeing the Co-op city parking garage rehabilitation. Duties included inspection of concrete slabs, floors, foundation and columns; work quality and compliances of the contract documents and to applicable codes. Approval of work quantities of contractor's payment requests and approval of payment amounts. Review of Contractor's payment requests, and approval of Contractor payments.

NYCDOT, Rehabilitation and Protective Coating of Ten Bridges in NYC, NY. Sr. Inspector: Performed Steel and Concrete Structure Inspection Services including supervision of Contractor during erection of the Containment System to prepare for lead paint abatement; compliance with OSHA Health & Safety Regulations; MPT, and prepared Change Orders, & daily, weekly, and final reports for eight (8) Bridges as listed below.

149th Street Bridge (Bronx), Leggett Avenue Bridge (Bronx), 174th Street Bridge (Bronx),

31st Street (Manhattan), Pelham Parkway Bridge (Bronx), Hunts Point Bridge (Bronx),

White Plains Road Bridge (Bronx), and Union Port Road Bridge (Bronx).

Duties:

149th Street Bridge: Work included *bridge deck* repairs, steel and concrete structure construction inspection of the 149th street Bridge. Performed complete construction inspection and supervision of the contractor's operations during erection of the containment system around the bridge to prepare for lead paint abatement. Overseeing the contractor to comply with OSHA health safety. Involved with preparing change orders to the contractor. Controlled the maintenance and protection of traffic in accordance with the contract documents and preparation of daily, weekly, and final reports.

Legget Avenue Bridge: Steel and concrete structural inspection of the Legget Avenue Bridge. Work included complete inspection and supervision of the contractor during erection of the containment system around the bridge to prepare for lead paint abatement. Concrete deck repairs, partial depth concrete spall repairs, head block repairs; sidewalk, parapet and curb repairs, armored joint construction, concrete overlays, repair of defective bearings, and other incidental work. Overseeing the contractor to comply with OSHA health safety. Involved with preparing change orders to the contractor. Controlled the maintenance and protection of traffic in accordance with the contract documents and preparation of daily, weekly, and final reports.

174th Street Bridge over Sheridan Expressway: Steel and concrete structure inspection of the 174th Street Bridge over Sheridan Expressway. Work included: deck repairs, partial depth concrete spall repairs, sidewalk, guiderail and curb repairs, concrete overlays, repair of defective bearings and other incidental work. Overseeing the contractor to comply with OSHA health safety. Maintenance and protection of traffic in accordance with the contract documents and preparation of daily, weekly, and final reports. Supervised erection of the containment system around the bridge to prepare for lead paint abatement.

31st Street Bridge in Manhattan: Steel and concrete structure inspection of the 31st Street Bridge in Manhattan. Work included complete inspection and supervision of the contractor during erection of the containment system around the bridge to prepare for led paint abatement. Overseeing the contractor to comply with OSHA health safety. Involved with preparing change orders to the contractor. Controlled the maintenance and protection of traffic in accordance with the contract documents and preparation of daily, weekly, and final reports.

Pelham Parkway Bridge: Construction inspection of 174th Street Bridge over Sheridan Expressway. Work included: deck repairs, partial depth concrete spall repairs, sidewalk, guiderail and curb repairs, concrete overlays, repair of defective bearings and other incidental work. Supervised erection of the containment system around the bridge to prepare for lead paint. Overseeing the contractor to comply with OSHA health safety. Maintenance and protection of traffic in accordance with the contract documents and preparation of daily, weekly, and final reports.

Hunt's Point Bridge: Bridge Rehabilitation of the Hunt's Point Bridge. Work included: deck repairs, partial depth concrete spall repairs, sidewalk, guiderail and curb repairs, concrete overlays, erection of the containment system around the bridge to prepare for lead paint, repair of defective bearings and other incidental work. Supervised Overseeing the contractor to comply with OSHA health safety. Maintenance and protection of traffic in accordance with the contract documents and preparation of daily, weekly, and final reports.

White Plains Road Bridge : Steel and concrete structure inspection of the White Plains Road Bridge. Work included complete inspection and supervision of the contractor during erection of the containment system around the bridge to prepare for lead paint abatement. Overseeing the contractor to comply with OSHA health safety. Involved with preparing change orders to the contractor. Controlled the maintenance and protection of traffic in accordance with the contract documents and preparation of daily, weekly, and final reports.

Union Port Bridge: Steel and concrete structure inspection of the Union Port Bridge. Work included complete inspection and supervision of the contractor during erection of the containment system around the bridge to prepare for lead paint abatement. Overseeing the contractor to comply with OSHA health safety. Involved with preparing change orders to the contractor. Controlled the maintenance and protection of traffic in accordance with the contract documents and preparation of daily, weekly, and final reports.

GARY GUINTA, N-IV

Proposed Project Assignment
Assistant Resident Engineer

Years of Experience
30

Employment History
M&J Engineering, P.C., 2010 to Present
Jacob's Engineering, Group Inc., 2007 to 2010
Edward's And Kelcey, Inc., April, 1981 to October, 2007

Education
- A.A.S., Architecture, Essex County College, NJ, 1976
- Civil Engineer Technology Course from NJIT, NJ

Certifications
- NICET – Level IV
- SAT – NJ Asphalt Technologist
- ACI – Concrete Field Technician, Level-I
- NJ Transit Contractor Safety Training
- NY Scaffold Users Course
- OSHA-10 Hour
- Construction Safety Materials TCC – NJ Traffic Control Coordinator

Key Qualifications
Mr. Guinta has extensive diversified experience in construction management inspection and observation of roadway, scarification of bridge deck slabs, replacement of deck panels, joints, latex overlays, headblock repair, structural repair, electrical, automated traffic management systems/intelligent transportation systems (ATMS/ITS), surveying structural grades, and roadway alignments. He has performed office engineer assignments for the review of, shop drawings, written procedures, catalog cuts, certifications, concrete/latex modified concrete mix design, asphalt mix designs, as-builts, jobs take off analysis, pay estimates. He also has experience with toll plazas, railroad facilities, and Telecommunications systems. He has been involved in numerous highway and transit projects for the New Jersey Turnpike Authority, Transit Authority, Garden State Parkway, Department of Transportation, New York State Department of Transportation, Metro

RELEVANT EXPERIENCE

New Jersey Garden State Parkway Contract, Bridge Deck Repairs and Parapet Improvements from Milepost 0.0 to 150.0; Miscellaneous Structural Repairs from Milepost 28.0 to 158.2, August 2009 To Present – Assistant Resident Engineer responsible for the inspection of bridge deck replacement in the first interior bay, along with the fascia cantilever portion, new parapet, guard rail connection, removal of asphalt surfacing, resurfacing, lip curb, placement of membrane, roadway striping, partial depth concrete spall repair, joint reconstruction, and bridge drainage. Involved in MPT & MPT detours/lane shifts, high intensity construction cycles (HIC). Also office assignments reviewing shop drawings, written procedures, catalog cuts, certifications, concrete mix design, as-built. On the Structural Repairs Contract, the work involved: Sub-structural concrete repairs, spall remediation on horizontal, vertical, and overhead surface, structural steel repair to girder webs and flanges, web and bearing stiffener repair. Replacement of repair of bearing haunches, and rocker style bearing repairs.

Triborough Bridge and Tunnel Authority Contract, BB-80 A6 Repair of the Governors Island Ventilation Building at the Brooklyn Battery Tunnel; March 2008 to August 2009 – Senior Inspector responsible for the rehabilitation of Governors Island Ventilation Building Interior. Restoration of, concrete! gunite walls, brick wall, concrete floors, structural columns, and beams. Repair of gunite/concrete walls in vent shafts-Exhaust! Blowers that tie-in to the tubs of the Brooklyn Battery Tunnel. Coordination with the BBT maintenance supervisors for vent zone, ventilation requirement, along with Lock-Out! Tag-Out for ventilation due to specific air flow. Lead and asbestos abatement through-out entire building. Office engineering assignments reviewing quantities prior to estimates, along with updating as-builts.

New Jersey Turnpike Authority, Contract No. R-1477, R-1502, and T100.011 Bridge Deck and Joint Repair, and Resurfacing, Mile 0 to Mile 83, and Pearl Harbor Memorial Turnpike Extension; March 2004 to March 2008 – Assistant Resident Engineer responsible for the inspection of scarification of bridge deck slabs, replacement of deck panels, partial depth concrete spall repairs, head block repairs, sidewalk, parapet and curb repairs, armored joint construction, latex modified concrete overlays, resurfacing, placement of membrane, repair of defective bearings, roadway striping and other incidental work. Surveying structural grades, and roadway alignments. Office engineering assignments for review of contract, shop drawings, written procedures, catalog cuts, certifications, concrete/latex modified concrete mix designs, cost take off analysis for additional work, as-builts, and assisting with pay estimates .Also coordinated with Turnpike Operations, and State Police during daily, and night time Lane Closings.

Arch Street Yard and Shop Project, Long Island Rail Road Contract QC027; January 2003 to March 2004 – Resident Engineer/Site Quality Manager on a design-built project, Joint Venture with a contractor responsible for quality control assurance of any ongoing field construction. Field structural concrete, steel framing, electrical components, drainage, for construction of new maintenance building. Substation power pack electrical building, site drainage, and all other incidental work. Attended all progress, design issues, safety, weekly meetings, with Long Island Rail Road Management, contractor, Edwards and Kelcey, and miscellaneous attendees.

New Jersey Turnpike Authority Contract R-1389 and R-1416, Bridge Deck Repairs and Resurfacing, MP-O to MP-83, and Pearl Harbor Memorial Turnpike Extension; April 2002 to January 2003– Assistant Resident responsible for the inspection of bridge deck demolition with replacement armored joint construction, spall repair, drainage, and electrical, surveying, and other incidental work. Surveying structural grades, and roadway alignments. Office engineer assignments for review of contract, shop drawings, written procedures, catalog cuts, certifications, concrete / latex modified concrete mix designs, cost take off analysis for additional work, as-builts, and assisting with pay estimates. Also coordinated with Turnpike Operations, State Police daily, and night time lane closings.

Ground Zero World Trade Center Emergency Repairs of Route 9A Interim Roadway, New York County, Contract D257144; February 2002 to April 2002

Chief inspector responsible for temporary bridge roadway construction, fiber optic installation, drainage, electrical, water main, and gas main repairs. Restoring lighting and all other incidental work. Attended progress meeting, and coordinating with other contractors.

Metro North RR - High Bridge Yard, Contract 9458 Bronx, New York City, NY – Resident Engineer on a design-built project, Joint Venture with a contractor responsible for quality control assurance of any ongoing field construction. Field structural concrete, steel framing, drainage, electrical components for construction of a new maintenance building. Substation power pack electrical building, site drainage, and French retaining walls along the Hudson River. Attended all progress, design issues, safety, weekly meetings, with Metro North Railroad Management, contractor, and miscellaneous attendees.

NJDOT 1311-150 Shark River Bridge Replacement, Federal Project No. BRM-AOOS 376lRoute 35, BelmarlNeptune, Monmouth County, NJ – Senior Inspector responsible for inspection of pile driving, steel sheeting cofferdams in channel, structural steel reinforcement, structural concrete work, drainage, retaining walls, new l8-inch water main construction, and electrical component replacement, and other varied elements.

NYSDOT, Route 9A, West Side Highway Reconstruction, Segment 2 Battery to Harrison Place, NY – Chief Inspector responsible for nineteen inspectors and overseeing a $90 million project in southern Manhattan. Work included reconstruction of Rte 9A utilizing new 50 year European concrete pavement roadway, drainage, major utility work, new 48-inch water main construction, tide gates and regulators along the Hudson River Waterfront, pile driving, urban design features, and extensive landscape work, Responsible for checking all inspector reports, quantities, scheduled daily work assignments for inspectors and other varied elements. Also acting safety deputy, with weekly meetings about safety issues. Extensive MPT and coordination with New York City agencies, community boards and building owners.

NYSDOT, Western Queens Subregional ITS System, Queens, NY – Senior Inspector for construction of Automated Traffic Management System Intelligent Transportation System [ATMS/ITS] for the Western Queens I Brooklyn regions of New York City. Project involves instrumentation of the center lane this large scale miles of busy urban expressways including the LIE, BQE, Whitestone and Van Wyck Expressway. Work involved retrofit of new electronics including the installation of 50 new 170-based ramp meter and detector processing cabinets, eighteen surveillance cameras, and installation of state-of-the -art T1 communication mini hubs, and inspection of other varied elements.

NJDOT, Bloomfield Avenue Closed Loop Traffic Signal System and Roadway Improvement Miles 2.75 – Resident Engineer for high profile road including scarification of existing roadway, sidewalk, curb, paving, electrical drainage, telecommunication interconnect, and loop detection systems. Also responsible for pay estimates, checking daily quantities, as-builts, and other office incidental work.

New Jersey Turnpike Authority, Contract No. (R-1294) Bridge Deck and Joint Repairs and Resurfacing, Mile 0-83 – Assistant Resident Engineer/Resident Engineer in absents of manager responsible for inspection of scarification of bridge deck slab, replacement of deck panels, partial depth concrete spall repair, headblock repairs, armored joint construction, latex modified concrete overlay; removal of asphalt surface, resurfacing; placement of membrane; pavement striping and other incidental work. Surveying structural grades, and roadway alignments. Office engineering assignments for pay estimates, checking and approving shop drawings, concrete I asphalt mix designs, as-builts, and work related take-offs for contract work.

Dover Township, Ocean County, NJ, Contract # 2, Bay Avenue Improvements at Six Intersections, Schencks Mill Line Road to Fischer Boulevard – Assistant Resident Engineer/Resident Engineer for night work responsible for roadway construction of curb, drainage, electrical, sidewalk, test pits, surveying roadway alignments, and other incidental site work. Office Engineering of job as-builts, final alignment survey and estimates.

HASAN FAHMI, A-IV

Proposed Project Assignment
Assistant Resident Engineer

Years of Experience
20

Employment History
M&J Engineers, 2013 to Present
Afridi Associates, 2008 to 2013
ELQ Industries, Inc., 2007 to 2008
Seabreeze General Construction, 2005 to 2007
ServiceCorp Canada, 1998 to 2005
Perma Construct Ltd., 1985 to 1998

Education
- B.S., Civil Engineering

Certifications
- ACI, Concrete Field Testing Grade I, 2009
- OSHA 30 Hour, 2011
- Certified Engineering Technologist, Canada, 2002
- Secure Workers Consortium (SWAC), 2012

Key Qualifications
Mr. Fahmi has over 20 years of hands-on experience in Construction, Project Management, Contract Administration, Tendering, Construction Claims, Crisis Management, Negotiations, Field and General Management. He has successfully completed projects worth more than $1 billion. Mr. Fahmi has a high level of pro-activeness with ability to prioritize, multi-task and meet deadlines with thorough knowledge of construction and cost awareness of materials and equipment. He is skilled at planning, budgeting and sound comprehension of financial management. He has a highly professional working manner with a high level of commitment, dedication and self-discipline. He has an exceptional progressive supervisory experience with high organizational capabilities, coordination, and highly developed verbal and written communication skills and adaptability to changing conditions.

RELEVANT EXPERIENCE

NYSDOT, Route 9 and Route 9D Resurfacing, Dutchess County, July 2013 to Present - Senior Inspector Pavement milling; truing and leveling; HMA top course and binder course; roadway pavement, driveways, sidewalks and bike paths; reflectorized pavement markings; altering drainage structures, manholes and valve boxes; conduit excavation, installation of traffic signal conduit, induction loops, wireless vehicle detection systems at intersections; work zone traffic control (WZTC), portable VMS; and nighttime construction. Construction Cost: $11.6 Million.

NYSTA, Project for Major Repairs to the Tappan Zee Bridge, 2012 to 2013 - Senior Inspector responsible for replacing the pre-cast concrete deck end to end. This was a nighttime operation to facilitate the traffic. The existing pre-cast section of the deck was released from the underside by un-bolting and cutting using torches and hauled up by heavy cranes and loaded onto waiting tractor trailers to be shipped out. The new pre-cast concrete section was put in place using cranes over the floor beams and the fixed ends fastened. The replaced sections were opened for the morning traffic. Man-lifts on barges were used to work on the underside of the bridge along with hanging platforms made of corrugated steel sheets for the main span where the height was over 40 feet from the water surface. Bearing pads and bearings were replaced by jacking up an eighth of an inch from the underside of the bridge working on barges and reaching the area using man lifts and from the hanging platforms. Mr. Fahmi checked that the jacking is not being performed beyond the allowable limit and that the pressure applied did not exceed allowable limitations. Removing the 1" and 1.25" rivets completed major structural repairs to the steel members of the bridge and installing high strength bolts, in some places 0.5" special order stiffener plates were installed; the bolts were torqued to the required strength using a torque wrench. The calibration of the torque wrench was checked using the Skidmore Wilhelm's hydraulic tension calibrator. Project consisted of replacing the pre-cast concrete deck, bearing pads, bearings, stringers, diaphragms, structural repairs, removal of lead based paint, painting, electrical and other related works. Specialty work included the installation of new conduit for fiber optic cable; installation of wired and wireless electrical equipment, review and approval of shop drawings including erection/demolition/shielding, paint containment, steel repairs and other submittals; and fabrication inspections for pre-cast concrete deck, structural steel and steel barrier. Construction Cost: $148 Million

NYSDOT, Replacement and Repairs of Overhead Sign Structures, 2009 to 2011 - Senior Inspector provided Construction Inspection Services related to the replacement and repair of over 50 sign structures within the five boroughs of New York City. The work included piling, drilling, concrete foundations, assembling and installing steel trusses for overhead signs, fiber reinforced polymer repairs on existing cracks in truss members, new overhead guide signs, removal/replacement of existing overhead sign structures, installation of guide rail and concrete barrier, fencing, and replacement of traffic signals and street lighting. Intelligent transportation systems (ITS) equipment installation; maintenance & installation of appurtenances such as noise barrier; graffiti removal; landscaping and other related construction works. This project also included traffic management strategies such as construction phasing, lane closure restrictions, night and weekend work. Mr. Fahmi was instrumental in catching contractor errors on site. For instance, he noticed the formwork installed for one of the foundations of the overhead sign was short by three feet. in length, and smaller diameter bolts were placed on one of the foundations being prepared for concrete. Mr. Fahmi checked and monitored the lifting procedure for the overhead signs and the capacity of the crane to be used for these operations. Some of the signs structures were over 40,000 lbs. spanning over six lanes. He inspected and approved contractors' work and prepared reports for the State on MURK (Manual for Uniform Record Keeping) forms, checked all construction work and materials for quality assurance, adherence to design, specifications, building codes and safety issues. Construction Cost: $48 Million

Battery Park City Esplanade and Seawall Repairs, 2008 - Resident Engineer responsible for repair and restoration of underwater concrete piles at the Esplanade behind the World Trade Center and repairing of the sea wall along with installation of rubber fenders. The repair of the underwater concrete piles consisted of removing the deteriorated concrete and jacketing the pile with a fiberglass jacket having a larger diameter than the affected concrete pile and filling it with

special concrete using a concrete pump from a window in the jacket. As the concrete was pumped the water inside the jacket was pushed out. Two-way communication was maintained at all times through a communication line with the tender at his station on the barge. Three teams were used to complete this operation using a barge, which was moved by a tugboat when required. Construction Cost: $8 Million

NYSDOT, Kew Gardens Interchange, I–678, Queens Boulevard and Main Street, 2008 – Mr. Fahmi inspected and approved contractor's work, construction claims and prepared reports for NYSDOT, coordinated with the client and contractor, checked and approved contractor payments and claims, monitored performance of inspectors and contractor, checked all construction work and materials for quality assurance, adherence to design, specifications, building codes and safety issues; and conducted monthly progress meetings.

Eight-Story Juror's Parking Garage, White Plains, NY, and a Mid-rise Commercial Building in Scarsdale, NY & Bronx River Parkway Bridges, February 2007 to June 2008 – Project Manager was involved in major structural repairs to the parking garage, along with, emergency structural repairs at two bridges on the Bronx River Parkway, several paving jobs including underground utilities, water and wastewater works, sidewalks, grading, manholes, and catch basins according to the project plans and specifications. Responsibilities included:
Provided Construction Support Services, Project Management, Supervision and Monthly Reports.

- Conducted regular status meetings with contractors and project staff.
- Managed contract compliance and construction claims.
- Prepared submittals, RFIs, shop drawings, change orders, claims and project closeouts.
- Studied bid documents and construction drawings to assess changes and prepared change orders.
- Resolved various issues including measurements and payment of contract items at the Juror's Parking Garage with the County Engineers and Officials.
- Coordinated with client engineers and officials to establish smooth performance of the project.
- Interviewed supplier representatives regarding specifications, costs and purchases.
- Reviewed supplier quotations and conformance to terms and conditions (pre and post bid).
- Finalized the terms and conditions with suppliers and subcontractors and issued purchase orders.
- Provided guidance to project staff and subcontractors including monitoring performance and workmanship.
- Visited job sites on a daily basis to inspect quality of work, adherence to design, specifications, building codes and safety issues.

Repairs and Renovations to 3 Schools on Long Island, NY, Helen Hays Hospital & Feeney Park Boys and Girls Club, June 2005 to February 2007 – Project Manager is involved in the Structural repairs, roof replacement and major renovations including brickwork, concrete, and waste water works; Great Neck House and Irvington Town Hall, (both are Historical Buildings), construction effort included major restoration work. Responsibilities included:
Provided Project Management, monitored field construction and contract compliance.
Conducted regular meetings with Contractors and project staff for smooth performance of the projects.

- Monitored and supervised subcontractors including asbestos and lead abatement works.
- Monitored/Negotiated with suppliers and vendors
- Awarded contracts to subcontractors, suppliers and vendors.
- Prepared submittals, RFIs, shop drawings, change orders and project closeouts.
- Inspected job sites on a daily basis for quality assurance, adherence to design, specs and safety issues.

BIANCA SKVRIRSKY, EIT

Proposed
Assistant Office Engineer

Years of Experience
2+

Employment History
- MJ& Engineering, 2009 to Present
- Jacobs, 2008-2009 (Intern)

Education
- BS / 2009/Civil Engineering (Magnum Cum Laude)

Professional Registrations
- EIT – Engineer-in-Training
- SAT – NJ Asphalt Technologist
- ACI – NJ Concrete Field Technician
- CCTC – Concrete Const. Tech. Cert
- TTC – Traffic Control Coordinator
- CAD Standards Seminar for Consultants (PANY & NJ)
- NJ Transit Rail Operations Safety Training Course
- NJIT Construction Management Certification
- OSHA 10-Hour Safety Course
- Microsoft Excel Course- Advanced Level

Key Qualifications
Ms. Skvirsky has a BSCE Degree (Magnum Cum Laude) with a strong emphasis in Structural Engineering Studies (Steel and Concrete Design) and office / field experience including structural condition inspections; evacuation studies; creating/ reviewing/checking structural design drawings; reviewing / checking structural shop drawings; and development of a comprehensive asset management database. Her Honors include graduating Magnum Cum Laude; a Scholarship from the Honors Student Organization; Tau Beta Pi; and Chi Epsilon. Ms Skvirsky also served as a Research Assistant at Rutgers University – Material Science where she wrote and edited Operating Procedures for Technical Equipment.

RELEVANT EXPERIENCE

NJDOT, Bridge Deck Replacements for three (3) Bridges Middlesex County, New Jersey, Assistant Office Engineer & Inspector, Cost $5.9 Million, 8/2009 – Present. Ms. Skvirsky is serving as an Office Engineer, Assistant Office Engineer and Construction Inspector for this project for the replacement of concrete bridge decks; bridge repairs; new bridge parapets and bearings; protective shielding; concrete abutments, wing walls and headers; cleaning and painting of steel; traffic control; portable variable message signs; new curbs & side walks; fencing & guide rail; pavement excavation and milling; erosion control; 12" aggregate base course; hot mix asphalt (HMA) courses; new pavement stripping; traffic signs; highway lighting; underdeck lighting; and topsoil and seeding; utilizing NJDOT ACES to carry out office engineering duties. **References: Lynn Middleton (PM) 609-530-3780**

PA NY&NJ, Bayonne Bridge, NY & NJ, Assistant Team Leader; Cost $7 Million, 2009. Ms. Skvirsky performed a structural condition inspection as an Assistant Team Leader for the Bayonne Bridge that connects Staten Island, NY with Bayonne, NJ. This assignment involved the preparation of a Stage 1 Report for the PANYNJ and consisted of the following Tasks: "Hands-On" Bridge Inspection for the NY & NJ Approach Viaducts and the Service Tunnel beneath the Toll Plaza; Condition Inspection Data Collection (Notes & Pictures) for the Viaduct Columns, Pier Caps, and Toll Tunnel; CADD Structural Drawings; and a Stage 1 Report. Ms. Skvirsky's responsibilities included assisting the Team Leader/Project Manager with the "hands-on" inspection effort; compilation of field notes and pictures; development of an Excel Spreadsheet (depicting structural concrete member location, location of deterioration, and type/size/ magnitude of deterioration); development of AutoCAD structural drawings; and preparation of the Draft Stage 1 Report. Typical structural concrete deterioration consisted of cracks, corner and face spalls with and without exposed reinforcement bars, and hollow concrete. Two (2) Bucket Trucks were used to provide "hands-on" access to the structural members, a 35' Bucket Truck and a 135' Bucket Truck. **References: James Taylor (Team Leader) 973-986-2466;**

NYSDOT, Transportation Asset Management System, Bronx NY; GIS Specialist & Field Inspector, 2009. Ms. Skvirsky served as a Field Inspector and Technical Support Engineer for the categorization ITS components/devices along the Cross Bronx Expressway for NYSDOT. Duties included field visits to Cross Bronx Expressway with Project Manager and Inspectors with as-built plans for verification of fiber optic devices and conduit installations, taking photographs for visual representation. Office tasks included entering graphical locations, data and pictures of the ITS components into the TAMS application and uploading weekly into the NYSDOT mainframe. **References: Arnold Rubenstein (PM) 718-974-0112**

NJDOT, Highland Avenue Pedestrian Tunnel, NJ: Assistant Structural Engineer; 2008. Ms. Skvirsky performed a structural condition inspection as an assistant to a senior structural engineer for the Highland Avenue Pedestrian Tunnel inspection. This effort included recording structural deterioration (using the Schmidt Hammer), taking on-site photos depicting representative conditions, and compiling CADD plans and elevations indicating photo locations. As part of this assignment, Ms. Skvirsky completed the NJ Transit Rail OCS Training Course. **References: Maqsood Malik (PM) 917-335-2021**

Monmouth County Evacuation Study NJ, Assistant Civil Engineer; 2008. Ms. Skvirsky was part of a Team that evaluated and documented evacuation routes in Monmouth County for hazards, bottlenecks, and overall traffic conditions. This effort was supported by on-site photos and written documentation. In addition to Ms. Skvirsky, the Evaluation Team included a Design Engineer and a Senior Civil Engineer who directed and managed the Evaluation Study.

NJDOT, Route 7 Wittpenn Bridge over the Hackensack River, NJ; Assistant Civil Engineer: 2008. Ms. Skvirsky reviewed and checked 20 structural Microstation and AutoCad Design Drawings depicting various plan views and elevation views. In addition, she checked and reviewed Shop Drawings for consistency in dimensions. Necessary revisions were coordinated with a Senior Civil Engineer.

Résumés

KS Engineers, P.C.

CARL H. ORTMANN, PE *KS Engineers, P.C.*
Resident Engineer – Structural Engineering

EDUCATION

MS/Civil Engineering, Manhattan College, Bronx, NY, 1985
BS/Civil Engineering, Manhattan College, Bronx, NY, 1980

REGISTRATION AND PROFESSIONAL AFFILIATIONS

Professional Engineer, NY and CT
American Society of Civil Engineers, Member
OSHA 30 Hour Training - Construction Safety & Health, Certificate [redacted]
C3 Supervisor/Competent Person
NYS SPDES Certification

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Resident Engineer	2012 - Present
The Laquila Group, Inc.	Senior Project Manager / Senior Estimator	09/2006 - 2011
Francis A. Lee Company	Project Manager	04/2004 – 09/2006
Nab Construction	Chief Inspector	10/2000 – 04/2004
AECOM	Resident Engineer / Asst. Resident Engineer	09/1995 – 10/2000
Parsons Transportation Group	Resident Engineer / Asst. Resident Engineer	09/1989 – 09/1995

SUMMARY OF EXPERIENCE

Mr. Carl Ortmann has more than 30 years of experience in the successful completion of major bridge and highway projects, building foundations, power plant and transit structures. He has provided on-site administrative and technical supervision on heavy construction projects, directed multi-trade craft work forces and determined methods of construction, manpower levels, material quantities, equipment, temporary facilities and work schedules. In addition, he supervised all construction activities, materials and equipment received for compliance with company directives, contract drawings, specifications, approved submittals and standards of accuracy. Mr. Ortmann has been in charge of monitoring the quality of work completed and provides quality assurance as required, coordinated submittals to owners, overseen work progress and schedule compliance to ensure a completed project within budget and schedule, resolved field and drawing problems, and reviewed and implemented change orders. He coordinated scheduling of subcontractors and suppliers, reviewed project safety manual and monitored compliance with safety procedures. His relevant experience includes:

PANYNJ, George Washington Bridge Lower Level, New York - Team leader for the Priority, Safety and Routine Verification inspection of the lower level including the lower level roadway and framing, the bottom chord of the stiffening truss, the New Jersey abutment and New York anchorage, and the travelers including their support framing and connections. The purpose of this inspection was to determine the overall condition of the lower level structure and to identify structural and non-structural deficiencies. (10/12 – 3/13)

PANYNJ, Center Avenue Bridge over the Upper and Lower Approaches to the George Washington Bridge, NJ – Team leader for the inspection and verification of the existing condition of the bridge elements including the roadway, superstructure, substructure and appurtenances to determine the rehabilitation or replacement design options. (9/12 – 10/12)

NYSDOT, Contract D261292 I-278 Staten Island Expressway Improvements, Staten Island, NY - Senior Project Manager providing on-site project management for the $74.8 million I-278 Staten Island Expressway Improvement Project including 2.78 Km of asphalt and concrete highway reconstruction including the demolition and widening of three (3) bridges with precast concrete deck units and the construction of a new on-ramp using

precast concrete deck units. Maintenance of site storm water run-off and implementing compliance with the environmental protection requirements for Brady's Pond. Installation of new drainage systems, new roadway lighting and ITS installations. Maintenance and protection of traffic included 4 stages of construction. (11/09 - 9/11)

World Trade Center, Tower 1, Manhattan, NY - Project Manager for the $40 million construction of the 120,000 SF foundation for Tower 1 including rock excavation, support of excavation, drilling and grouting of rock anchors, placement of reinforcing steel and concrete for the core, building perimeter footings, slab on grade. Coordination with the PATH and Port Authority Resident Engineer's Office personnel. (2006 - 2009)

NYC Transit, Reconstruction of West 72nd Street Station, NY - Project Manager for the $35 million completion of the renovation and restoration of the existing landmark station house, construction of a new station building including installation of elevators, lengthening of both existing platforms, complete electrical upgrade including new station lighting, floor and wall finishes, and expansion of Verdi Park pedestrian plaza. Coordination of over 40 subcontractors and suppliers. (10/00 - 04/04)

New York Post Port Morris Printing Facility, Bronx, NY - Project Manager for the $22 million demolition and replacement of reinforced concrete 2nd floor inserting area in stages while newspaper production maintained. Erection of structural steel to reinforce existing 80 foot long floor trusses. (2006)

Astoria Energy Power Plant, Phase 1, Astoria, New York - Project Manager for the $9 million installation of structural steel support structure, unloading from barges and erection of 12 modular air cooled condensers weighing 280 tons each, erection of steam duct and riser sections weighing up to 60 tons and miscellaneous mechanical equipment. Reviewed and submittal of crane placement and erection plans. (2005)

PANYNJ, Newark International Airport Parking Structure, Newark, NJ - Project Superintendent for the 485 million construction of a six-level parking structure including erection of steel columns and support beams, erection of prestressed concrete double tee deck units, cast in place double threaded reinforced concrete helix access ramps. Installation of elevator shafts and elevators, site work, electrical work, erection of a prestressed concrete 3 span bridge and approach roadways, parking lot, entry and exit plazas and canopies in Parking Lot E. Coordination of subcontractors and suppliers. (2001)

TBTA, Triborough Bridge Randall's Island Junction Structure and Bronx Truss over the Bronx Kill, New York - Assistant Resident Engineer for this $145 million project including the Bronx Truss that has a main span of 383 feet and a total length of 1,217 feet. Project work included demolition of the existing substructure and superstructure on the Bronx Approach and replacement with new cast in place concrete substructure with precast concrete deck panels. The Bronx Truss reinforced concrete deck was removed and replaced with steel orthotropic deck panels on the Bronx Truss. Inverset deck panels were placed on the Queens-Bronx Mainline, and curved welded plate girders with composite reinforced concrete deck for the Junction Structure ramps. A full length construction shield provided debris collection and fall protection for the workers, mariners and the Bronx Kill. Multiple construction stages with extensive Maintenance and Protection of Traffic (MPT) Plans to maintain vehicular traffic and toll revenue for the facility. Project constructed in accordance with NYSDOT's construction specifications. (06/98 - 10/00)

ConnDOT, Replacement of Bridge Nos. 00343, 04864, 04866, in Guilford, CT - Resident Engineer for the $3 million replacement of Route 1 Bridge over the West River with 104 foot prestressed concrete box beams on new concrete abutments with bituminous concrete approaches. (9/85 - 9/95)

ZORY DERESH *KS Engineers, P.C.*
Construction Inspector

EDUCATION
MS/Civil/Structural Engineering, Polytechnic Institute, Tbilisi, Republic of Georgia

PROFESSIONAL CERTIFICATIONS
ACI Concrete Construction Special Inspector Certification (Exp. 07/27/18)
Concrete Field Testing. ACI certification. City University, NY
Ultrasonic Inspection. Level 1,2, Krautkramer Branson Inc., Hamden, CT
Structural Steel Design Connection. Association of Engineers, NY
Energy Code Compliance. The Cooper Union
10 Hours OSHA
NYC DOB Scaffold User Certificate

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Construction Inspector	7/2014 - Present
Tectonic Engineering & Surveying Consultants	Construction Special Inspector	2012 - 2014
Long Island Materials Testing Lab	Senior Civil-Structural Construction Inspection Engineer	1981 - 2012

EXPERIENCE SUMMARY
Mr. Deresh has more than 30 years of experience in civil and structural engineering, as well as construction inspection and management/oversight. His representative project experience includes:

Tectonic Engineering & Surveying Consultants - Construction Special Inspector. Responsible for comprehensive site inspection, including reinforcing steel, fire stopping, fire resistance rated construction and fireproofing. (2012 – 2014)

Long Island Materials Testing Lab, College Point, NY - Senior Civil-Structural Construction Inspection Engineer. Duties included identification of structural integrity problems in buildings under construction, and working with blueprints and specifications. Responsible for comprehensive site inspection, including reinforcing steel, fire stopping, fireproofing, welding, high strength bolts, decking, roofing, masonry, ultrasonic testing of welding, structural steel fabrication, and inspecting concrete at the batch plant and in the field. Performed follow-up audits of corrective actions. Prepared engineering inspection and weekly progress reports. Experienced in inspection of federal, state, city, and commercial projects. Gained extensive knowledge of construction codes and regulations. (1981 – 2012)

City Construction Corporation, Tbilisi, Republic of Georgia - Civil Construction Engineer-Superintendent. Specialized in residential and commercial construction: apartment and office buildings, schools, hospitals, and industrial plants. Managed all phases of construction from excavation to commissioning of the building. Scheduled and coordinated work with subcontractors. Responsible for the quality and completion of work according to the time schedule.

TD Construction Corp., Tbilisi, Republic of Georgia - Assistant Superintendent. Responsibilities included repair and reconstruction of industrial and civil buildings, and supervision of excavations for building foundations. Estimated materials and labor costs. Controlled and enforced compliance with safety regulations.

DIEGO ALAIMO, PE *KS Engineers, P.C.*
Assistant Project Manager

EDUCATION

Master of Engineering (Civil) City College of New York, 1975
Bachelor of Engineering, City College of New York, 1971
Post Masters Degree Credits, Columbia University
Management Courses- Red Vector

PROFESSIONAL REGISTRATIONS

Professional Engineer - NY [redacted] 1975), NJ ([redacted] 1976), PA (# [redacted] 1979), CT ([redacted] 1988), and FL (# [redacted]

PUBLICATIONS

Design of Wastewater and Stormwater Pumping Stations
Water Environment Federation- Manual of Practice FD-4 1993
Part of Task Force on Design of Wastewater & Storm Pumping Stations

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Resident Engineer – Civil Engineering	2006 - Present
Site-Blauvelt Engineers	Senior Vice President	2000 - 2006
Hayden/Wegman Engineers	Senior Vice President	1987 - 2000
Gannett Fleming	Regional Manager	1986 - 1987
Hayden/Wegman Engineers	Project Manager	1980 - 1983
Metcalf & Eddy	Project Manager	1979 - 1980
Elson T. Killam Associates	Project Engineer	1973 - 1979
Malcolm Pirnie Engineers	Engineer	1971 - 1973

EXPERIENCE SUMMARY

Mr. Alaimo has over 40 years of successful experience in design and construction management of bridges, water main, sewers, and transportation projects. He is a registered professional engineer in New York, New Jersey, Connecticut, Pennsylvania and Florida. He has managed complex engineering projects throughout the Northeast from proposal, to design and construction. These projects have ranged in size from one to eighty five million dollars.

PANYNJ, Construction Quality Assurance (QA) and Construction Engineering and Inspection (CEI) Services for the Goethals Bridge Replacement Project, NY & NJ – KSE's Project Executive responsible for this $973 million Goethals Bridge Replacement project that is the Port Authority's first new major bridge replacement in more than 80 years, and the first surface transportation public-private partnership (PPP) in the Northeast Region. The 40-year, design-build-finance-maintain contract will replace the Goethals Bridge and approach roadways with a new alignment which will consist of the construction of a cable-stayed bridge over the Arthur Kill south of the existing bridge. The new bridge will contain six 12-foot wide travel lanes, three lanes in each direction; a 12-foot wide outer shoulder and a five-foot wide inner shoulder on each roadway; a 10-foot wide sidewalk/bikeway along the northern edge of the New Jersey-bound roadway; and a central area to be maintained between the eastbound and westbound roadway decks, sufficient to accommodate the provision of future transit service. It also will provide state-of-the-art bridge technology, including Roadway Weather Information Systems that will collect environmental data such as wind speed, visibility, and pavement temperature. There will also be a Traffic Detection System that

will use sensors embedded in the roadway to provide alerts on traffic build-up and incident responses. (2013 - Present)

NYCDDC, HWMP116, Reconstruction of Astor Place, Manhattan, NY - Project Executive responsible for the inspection of this $15.7 million REI project that include the removal of abandoned trolley tracks and yokes, water mains, new main line valves and fire hydrants that are part of the water main installations, as well as relocation of a few fire hydrants. The new sewer and drainage facilities require new manholes. New steel faced concrete curbs, and granite curbs will be installed along the sidewalks and roadways. New sidewalks will be either 4" or 7" concrete, and new pedestrian ramps will be constructed at designated intersections. Some of the sidewalk locations are to be pigmented, designating the historic significance of the area. New kiosks are to be installed and they will have water service facilities. A large portion of the project includes reconstruction of Cooper Square where new granite curbs granite benches and granite planters will be installed, along with trees and shrubbery plantings. Responsibilities include preparing and distributing monthly and weekly construction reports DOT and DDC; preparing and processing payments, as-built construction cards; and reviewing, monitoring inspectors reports, quantities and costs. (06/13 - Present)

Battery Park City Authority (BPCA), Contract No. 12-2095, On-Call Engineering Services - 2012 Projects, New York, NY - Project Executive responsible for this contract for providing expert and technical support services including civil, structural, mechanical and electrical engineering services on an on-call basis. Work also includes pre-construction support services in developing RFP's, preparing bid documents and evaluating contractor proposals. We provide engineering services will be required to respond on an as-needed basis within 24 hours of request. Tasks include coordination with the BPCA, BPC Parks Conservancy staff, and with BPCA's outside consultants. Peer review of other projects with the Authority for structural, civil, MEP and geotechnical. There are nine tasks for this contract which include: Task 1 - Pier A; Task 2 - Wagner Park, Sinkhole; Task 3 - Seawall Joint Repairs by South Cove Pedestrian Bridge; Task 4 - Rockerfeller Park Terrace Swing; Task 5 - Ballfield Backstop; Task 6 - Survey for ARUP; Task 7 - Water Line Pier A; Task 8 - NYMEX Terrace, Sinkhole; and Task 9 - Structural Work for Tribeca Bridge. (2012 - Present)

BPCA, Contract No. 08-1895, On-Call Engineering Services - 2008 Projects, New York, NY - Project Executive for this $4 million project assignment. Currently providing on-call engineering services that include civil, structural, mechanical, electrical, landscape architectural, and other related services. Also providing pre-construction support services such as preparing bid documents and evaluating contractor proposals. Additional tasks involve providing drawings, specifications, and construction oversight for curb realignment in the project area on Vesey Street, between North End Avenue and West Street. The south curb of Vesey Street had to be realigned to match the proposed north curb line (to be constructed by Goldman Sachs); following curb realignment and full width of Vesey Street to be repaved. It was necessary to follow the NYC street standards, from curb to curb, and according to the Battery Park City standards. The other ten tasks under this contract include: Task 1: Fire Alarm System Design; Task 2: Site 3 Paving; Task 3: Electrical Roadway Lighting; Task 4: Vault Drainage; Task 5: Utilities at Pier A; Task 6: Pier A Electrical; Task 7: Replacement of Clamshell Barricade with Bollards (Liberty Street) Plus Survey; Task 8: Museum of Jewish Heritage Survey; Task 9: Pier A Civil Engineering / Utility Design; and Task 10: Survey and Civil Engineering for Ferry Slip in WFC. Other work includes coordinating with the BPCA and BPC Parks Conservancy staff.

Scott V. Plant, PE *KS Engineers, P.C.*
Resident Engineer – Structural Engineering

EDUCATION
B.S., Civil Engineering, University of South Florida, 1988

PROFESSIONAL REGISTRATION
Licensed Professional Engineer #[redacted], New Jersey, 1994
Licensed Professional Engineer #[redacted] New York, 1996

CERTIFICATIONS
- PTI Bonded Post-Tensioning Field Specialist, Level 1, November 2013
- ACI Concrete Construction Technology Course Recertification –October 2013
- ACI Concrete Field Testing Technician – Grade 1, 2012
- MTA NYC Transit Track Safety Certification, November 2013
- Amtrak Contractor Orientation Safety, November 2013
- TSC NYCDOB 4-hr Supported Scaffold User Certification, November 2013
- MTA LIRR Roadway Worker Protection Training, September 2013
- Staten Island Railway Roadway Worker Training, November 2013
- Traffic Control Coordinator, 2012
- NJSAT Asphalt Paving Construction Technologist, 2009
- Implementing Complete Streets, TYLI, July 2013
- OSHA 10-hour Construction Safety and Health, Feb. 2011
- Work Zone Safety Awareness Program, Rutgers, June 2008

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Resident Engineer	2014 - Present
TY LIN International	Senior Construction Manager	2013
CTE Engineers/DMJM Harris/AECOM	Construction Manager / Resident Engineer	1990 to 2007 and 2009 to 2013
Jacobs Engineering Corporation	Construction Manager / Resident Engineer	2007 - 2008
Williams & Associates / Adience Corporation	Civil Engineer / Project Engineer	1988 - 1990

EXPERIENCE SUMMARY
Mr. Plant has over 25 years of experience providing Resident Engineering services for many of the local Transportation Agencies in the New York and New Jersey marketplace including: NJ Turnpike, NYSDOT, NYCDOT, MTA-Metro North and MTA-Bridges and Tunnels.

Manhattan West Platform - Brookfield Properties, New York, NY – Project Manager for this project involves the construction of a segmental girder platform over LIRR track to the Hudson Yards and Amtrak's Northeast Corridor. The platform is constructed with 16 segmental girders composed of 33 precast segments which are post-tensioned and grouted together to form one girder. The each girder is placed adjacent to each other on cap beam bearings to create the working platform for high-rise building construction. As Project Manager, Mr. Plant's responsibilities include management and supervision of independent 3rd party post-tensioning and grouting inspection, and secondary inspection of bearing installation, anchorage elastomeric coating, temporary post-tensioning and material

handling.

14th Street Viaduct Construction Management, Hudson County, Harrison, NJ – Resident Engineer for the existing 14th street viaduct is a 30 span, 1459 feet long bridge running east to west from Willow Avenue to Manhattan Avenue in the city of Hoboken, Hudson County, NJ. The viaduct crosses over several local streets such as Madison Street, Jefferson Street, Adams Street, Grand Street, Clinton Street and also NJ Transit rail tracks towards the west end under Span 28. The existing bridge superstructure comprises of multiple steel girders in most of the spans except two truss spans - one over Adams Street and the other over the NJ Transit tracks. The substructure units are steel bents supported on piles. The existing bridge structure has been showing signs of deterioration and has required a few emergency repairs. This contract is for providing construction management service for this project. As **Resident Engineer**, Mr. Plant's duties included being the Owner's direct on-site representative to the contractor, direct supervision of the Construction Project's Field Inspection / Engineering staff, performing quality assurance oversight of major items of work in progress and ensuring that the project is constructed in accordance with the plans and specifications for the owner.

Specific items overseen/inspected by Mr. Plant included:

- MPT on local roads.
- Construction of pedestrian precast concrete tunnel and retaining walls.
- Installation of lighting conduits and wiring.
- Rock excavation for new abutment construction.
- Substructure construction of reinforced concrete footings, pier columns and caps.

Rehabilitation of Dodd St and Clark St Bridges, Essex County, NJ – Resident Engineer for this project involved design engineering and construction inspection services for the Replacement of the Center Street Bridge over Third River in the Township of Nutley, and the Rehabilitation of of Dodd Street Bridge over Second River in East Orange and the Rehabilitation of Clark Street Bridge over Toney's Brook in Glen Ridge. As **Resident Engineer**, Mr. Plant's duties included being the Owner's direct on-site representative to the contractor, direct supervision of the Construction Project's Field Inspection / Engineering staff, performing quality assurance oversight of major items of work in progress and ensuring that the project is constructed in accordance with the plans and specifications for the owner. Specific items overseen/inspected by Mr. Plant included:

- MPT on local roads.
- Complete demolition of a temporary sidewalk bridge over Second River.
- Superstructure construction of elastomeric bearings, precast concrete deck beams and barrier parapets.
- Reconstruction of asphalt driveway aprons

New Jersey Turnpike Authority, New Jersey Turnpike Widening Program Contract 201, Bordentown, NJ – Resident Engineer for this project included the construction of one mile of three northbound and southbound outer travel lanes, seven MSE walls, three steel-framed bridges, narrowing two existing bridges, VMS and static sign structures, tunnel and under-bridge lighting. As Resident Engineer, Mr. Plant was responsible for a constructability review program wide, construction inspection and material testing supervision, field issue resolution, utility and agency coordination, change order/claim resolution, and payment processing.

PANYNJ, World Trade Center Vehicle Security Center, Manhattan, NY – Estimator for this project included all estimation of work involved with the proposed construction of the Vehicle Security Center. As Estimator, Mr. Plant's responsibilities included performing quantity take-offs and developing costs for all building trade work. (2007)

EUGENE MARCIANO, P.E., PhD *KS Engineers, P.C.*
Senior Geotechnical Engineer

EDUCATION

Ph.D/Geotechnical and Earthquake Engineering, Purdue University, 1986
MSCE/Geotechnical Engineering, Purdue University, 1983
BECE/Civil Engineering, City College of New York, 1977

PROFESSIONAL REGISTRATIONS/CERTIFICATIONS

Professional Engineer – NY (# [redacted] Recd. 2001, exp 2015) and MA (# [redacted] Recd. 1994, Exp. 2014)

SELECTED SOFTWARE SKILLS

Plaxis 2D and 3D analyses; SASSI analyses of bridge foundations, site specific response spectra using SHAKE, FLUSH; Unipile, UniSettle, WEAP, LPILE, SHAFT, GROUP, FBPier; Stabl, UTEXAS Slope/W, Sigma/W, Seep/W, Temp/W, FLAC; Company priority software for cantilever and anchored shoring design, and for Newmark Sliding Block Analysis Integration of earthquake time histories. University based seismic hazard analysis (SHA) and Fast Fourier Transform (FFT) analysis of earthquake time histories. PCOL.

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Senior Geotechnical Engineer	2014 - Present
Consultant	Geotechnical, Earthquake & Forensic Engineering	2011 - 2014
Matrix New World Engineering, Inc.	Director of Geotechnical Engineering	2010 - 2011
Arcadis-US, Inc.	Principal Engineer	2008 - 2009
Paulus, Sokolowski and Sartor	Project Manager	2007 - 2008
Hardesty & Hanover, LLP	Geotechnical Project Manager	2004 - 2006
MRCE	Project Manager, Project Engineer & Sr. Geotechnical Engineer	2001 - 2003
Malcolm Pirnie, Inc.	Project Manager, Project Engineer & Sr. Geotechnical Engineer	1998 - 2001
Tectonic Engineering, P.C.	Geotechnical Project Manager & Project Engineering	1994 - 1997
GEI Consultants, Inc.	Geotechnical Project Manager	1991 - 1993
Northeastern University Civil Engineering Department	Assistant Professor	1984 -1990
Purdue University, West Lafayette, IN.	Research Assistant	1981 - 1984
Ehasz Engineering, Frederick R. Harris, Inc.	Structural Engineer	1977 - 1980

EXPERIENCE SUMMARY

Mr. Marciano has over thirty-six years of experience in Project Management as well as the preparation of geotechnical and geotechnical earthquake design recommendations and reports for large to small projects, including buildings, dams, and bridges, nuclear stations, rock cuts, and cut and cover tunnels. He specializes in earthquake engineering and numerical methods applied to practical design. In addition he provides construction observation and inspection services as well as reviewing and responding to Contractor's submittals and RFIs.

Rimkus Consulting Group, Inc., Property Inspections for Hurricane Irene, Sandy, and other storms, New York – Geotechnical Inspector for the inspections and reports for structural, geotechnical, and architectural damages in metropolitan New York City area.

The Waterfront Community Center, Pile Foundation, NJ, Newark Housing Authority – Lead Inspector for 500 timber piles, review Contractor submittals including perform WEAP analyses as part of review, oversight of PDA testing, review CAPWAP results, establish blow count required as part of specified driving criteria, resolve difficult driving conditions due to shallow construction debris.

Fort Calhoun Nuclear Station, Omaha, NE, Seismic Review Class I Structures – Geotechnical Consultant in charge of review of consultants' reports and calculations by Stevenson & Associates and GEI Consultants, prepared Narrative Report for Closure Document, and served as subject matter expert (SME) for Technical Review Board (TRB) presentations, addressing seismic reevaluation of the Class I Containment Structure and Auxiliary Building and the Class II Turbine Building for the potential impact of soils loosened by piping during record 2011 flooding.

NYCDOT, Willis Avenue Swing Bridge Replacement Project, Manhattan & Bronx, NY – As Geotechnical Project Manager, lead design by five geotechnical and structural engineers of foundations, bulkheads, and excavation support, over random fill and deep soft deposits, including the following items. Design the new drilled shaft, drilled pile, and HP pile groups; for the center and rest piers, thirty approach piers, abutments, and wing walls. Perform GROUP and FBPier analyses of pile groups and drilled shaft groups for wind and seismic design loads. Design a new replacement of the Manhattan relieving platform bulkhead for the required scour and seismic load. Design a new anchored sheet pile bulkhead to replace the deteriorated Bronx timber cribbing. Design excavation support and prepare the demolition-and -construction sequences to replace the main span and approach foundations while maintaining the maintenance and protection of traffic (MPT) sequences and protecting the existing buried utilities. Prepare innovative detailing to fit excavation support for a pier in the narrow Harlem River Drive Median. Prepare innovative soldier-pile-and-lagging installation for the First Avenue approach that uses tie-rods to avoid using tiebacks beneath the nearby buildings and streets, and use a perimeter of low sheeting outside the soldier-pile-and-lagging walls to dewater and remove timber platforms and timber piles. Prepare the demolition-and-construction sequence to replace the Manhattan relieving platform bulkhead. Analyze and detail the construction of new footings overlapping the existing platform. Design a temporary anchored HZ pile wall to protect the adjacent Harlem River Drive. Prepare the sequence for the low overhead room beneath the existing bridge span and to maintain the MPT sequences. Design new bulkheads at adjacent properties, needed because of deteriorated bulkheads and design scour depths. Prepare construction sequences for cofferdams to construct the replacement bulkheads and the new bulkheads. Performed stability evaluation for deep seated stability and seismic permanent displacement of Manhattan bulkhead through the underlying organic and varved deposits.

NYSDOT, Roslyn Viaduct Bridge Replacement, NY – Project Manager for design excavation support for piers, retaining walls, abutments. Review Contractor submittals, RFIs. Modify excavation support designs for Contractor's alternative means and methods. Consult to NYSDOT for Contractor's proposed fix for drilled pile group rejected by NYSDOT resident, including perform calculations for asymmetrical arrangement of approved piles.

Second Avenue Subway Project (a joint venture office under direction of GZA)

- **Existing Train Yards and Proposed 126th Street Underground Train Yard Alternative** Geotechnical recommendations to expand two existing train yards including underpinning retaining walls and bridge overpass. Recommend slurry wall cutoff for proposed underground yard to protect buildings and Harlem River Drive above compressible organic soil. Prepare design recommendations for air-rights building.
- **Three Existing 1970s Stations** Lead estimate of seismic loads, lateral earth pressure from buildings, and construction period loads for design to incorporate the existing stations into Second Avenue Subway alignment.
- **Mined Cavern FLAC Analyses** Review FLAC analyses' rock mass properties, loads, and analysis assumptions.

SYED IMRAN ALI *KS Engineers, P.C.*
Construction Inspector

EDUCATION

BS/Mechanical Engineering, University of Taxila, Pakistan, 1985
BS/Physics with Math Major, Gordon College, Pakistan, 1980

PROFESSIONAL REGISTRATIONS/CERTIFICATIONS

NACE CIP Level 1
NACE CIP Level 2
Traffic Control and Safety Seminar, NJDOT, 2001
Work Zone Safety Awareness CAIT Rutgers, 2010
ACI Certification
OSHA 10 hour's course attendance
Track Safety Certification MTA NYC
Installation, Operation, and Maintenance of Nuovo Pignone Gas Turbine PGT10/Centrifugal Compressors, Florence, Italy

SELECTED SOFTWARE SKILLS

AutoCAD 2006, Primavera SureTrak, MS Project, MS Office, Arc GIS 3.2, ProQuote, Borland Visual Data Base, NT 4.0 & Windows 2000 OS

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Construction Inspector	2013 – Present 2009 – 2010 2008 - 2009
GPI	Senior Inspector	2010 - 2012
Infrastructure	Construction Inspector	2006 - 2007
Ram Construction; Paradise Construction; East Coast Construction & Design Inc.; Royal America Inc.	Project Supervisor	7/1995 - 8/1999
Dakhni Petrochemical	Senior Engineer	1985 - 1995

EXPERIENCE SUMMARY

Mr. Ali has 29 years of experience including construction inspection for roadway reconstruction, bridge rehabilitation and bridge painting projects including milling and paving work, existing lead paint removal utilizing class 1A containment systems. Has also performed office engineering duties including for review of all the daily reports, estimates, and calculations. Some of his relevant project experience includes:

NJTA, Professional Construction Services for Driscoll Bridge Repainting and Miscellaneous Improvements, NJ and PA - NACE Inspector for this project that included: existing lead paint removal utilizing class 1A containment systems; steel surface preparation; painting structural steel; performing of tests to confirm compliance with the contract specifications; miscellaneous improvements to the structure. (2013 - 2014)

NJDOT, FHWA Maintenance Bridge Painting Contract 2010-3, Routes 35 and 37, NJ - Inspector on this project that included: existing lead paint removal utilizing class 1A containment systems; steel surface preparation; painting structural steel; performing of tests to confirm compliance with the contract specifications; maintenance and protection of traffic controls. (9/2012 - 12/2012)

NYSDOT, REI Services in connection with the Reconstruction of Manhattan Bridge (Contract #14), Rehabilitation of Cables & Suspenders, Boroughs of Manhattan and Brooklyn - This was a multimillion dollar project involving rehabilitation of main components of the Manhattan bridge, job responsibilities include preload verification of suspenders, removal of old suspender, installation of new suspender box and a new suspender as per approved design and procedures. The suspender loaded as per guideline of Weidlinger Associates. The job responsibilities also include removal of faying surfaces continuity and bearing plates and installation of the same, inspection of surface preparation Anchor profile, WFT, DFT and recording of ambient. Installation of work platform on Main cables TA platform and underdeck platform as per approved drawings and procedures. Services performed included detailed inspection and on-site field tests of all materials and items of work as is customary; field measurement and collection of data necessary to submit monthly and final estimates and progress reports; preparation of record plans showing all changes from the contract plans. A diary describing the progress of the work, specific problems encountered and all other pertinent information relative to the execution of the contract, and all records, shall be kept in accordance with the Manual for Uniform Record Keeping (MURK). (8/2010 - 8/2012)

NJDOT, CI Services for Median Crossover Crash Protection Contract No. 11, Livingston and Morris Townships, NJ - Inspector responsible for the installation of double sided Guide Rail in the median of sections of Rt. 280, 287 and 124. Work included installation of double sided Guide rail, site clearing, installation of non-vegetative fabric and asphalt, bridge parapet modifications, Guide Rail end treatments, topsoil and seeding and maintenance and protection of traffic. (11/2009 - 3/2010)

NJ Transit – Construction Inspection Services for Construction of the Tonnelle Avenue Underpass, a part of the Trans-Hudson Express (THE) Tunnel Project" - Inspector, responsible for construction inspection of a railroad underpass at Tonnelle Avenue in North Bergen. The underpass will be adjacent to where the $8.7 billion project goes underground, allowing the two new rail tracks to begin their descent under Palisades Mountain. In addition to the Tonnelle Avenue underpass, the contract calls for relocation of utilities and construction of a new railroad embankment immediately west of Tonnelle Avenue. Tonnelle Avenue's four traffic lanes will remain open during construction, except for some night-time periods when traffic volumes are low. The underpass project was expected to be completed in 2012. (8/2009 - 11/2009)

NYS Thruway Authority, Roadway Rehabilitation, NY - Field/Office Engineer responsible for review of all the daily reports, estimates, calculations and stored them in CEASE software. Prepared change orders and negotiated settlement with the Contractor. Inspected milling of existing asphalt followed by base and top coat of new asphalt, (Super Pave) concrete from MP16.2 to MP 29.5 (project worth: Multi- Million Dollar). Full and partial depth repairs, core sampling, re-establish ditches, clearing and grubbing, **drainage repair**, new sign structures, bridge deck repairs, bridge joint repairs, concrete noise barrier repair, replacement of inductance loops, axle sensors and temperature sensors, installation of Star's and Pavement striping. Supervised all construction activities as per design parameters laid out in the Contract (E.I.C Richard Falletta). (7/2007- 6/2008)

Ram Construction, Paradise Construction, East Coast Construction & Design Inc., Royal America Inc., General Construction Projects, NY- Project/ Office Engineer responsible for supervising construction projects for different NY State Agencies such as: Departments of Housing, Health, Parks, and Recreation. Preparation cost estimates and bids for building and facilities construction in the NY/NJ area. Prepared and reviewed quantity estimates for all building materials. Inspected building structure in accordance with existing NYC Building Codes, and reviewed beam selection using software. Work also included inspection of fire sprinkler system, HVAC and electrical system. Used software to check selection of HVAC and Air Handling Unit. (07/1995 - 08/1999)

AHMED HUSAIN ZUBAIR *KS ENGINEERS, P.C.*
Construction Inspector

EDUCATION
BS/Civil Engineering, Drexel University, 1997

PROFESSIONAL REGISTRATIONS/CERTIFICATIONS
NACE CIP Level 1
NACE CIP Level 1 w/ Marine Specialty
NACE CIP Level 2
NACE CIP Level 2 w/ Marine Specialty
NACE CIP Level 3 – Peer Review with Marine
OSHA 30 HOURS SAFETY COURSE/ 2005 and 2009
OSHA 500 Trainer Course 2009
Lead Awareness Course at NYSDOT Region 11
SSPC C-3 COURSE FOR LEAD REMOVAL SUPERVISOR/ 2008
National Association of Corrosion Engineers, International
NYC DOT Approved Courses
OSHA Lead Awareness Course
NYC DOT Supervisor's Course for Bridges
NYC Department of Building Approved Courses
40 HR Site Safety Managers Course for NYC Department of Buildings
Suspended Scaffold Safety Challenge Examination approved by NYC Dept of Buildings
REINFORCED STEEL & CONCRETE INSPECTION Certificate
QUALITY ASSURANCE/ QUALITY CONTROL MASTER WORKSHOP Attendance Certificate
LEAD AWARENESS TRAINING Certificate (# 2004-233)
RESPIRATOR TRAINING AND FIT TEST (#2004-253)
CERTIFICATE OF FITNESS TO OPERATE COMPRESSORS

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Senior Construction Inspector/Engineer	2013 - Present
Entech Engineering	Chief Inspector	5/2006 – 1/2009
KS Engineers, P.C.	Chief Inspector	4/2005 – 5/2006
M.A. Angeliades	Quality Engineer	4/2004 – 3/2005
Massans Eng & Urbitran	Office Engineer/Chief Inspector	4/2000 – 12/2002
L.A. Wenger	Construction Inspector	7/1997 – 03/2000

EXPERIENCE SUMMARY
Mr. Zubair has more than 15 years of experience in construction inspection. His experience covers both highway and bridge work, including bridge structural painting and paint removal; scheduling; cost estimation; processing change orders; sanitary sewer and water main installation; air monitoring; maintenance and protection of traffic; surveying monuments; excavation; sub-base concrete and asphalt pavement; erection of electric poles; sidewalk installation; etc. He is proficient in the following programs/systems: SureTrak, Primavera, AutoCAD 2002, MURK, ASTM standards, ACI codes, and AASHTO Specifications for Highway Bridges. Mr. Zubair's relevant experience includes:

DRJTBC, Upper Black Eddy-Milford Toll-Supported Bridge, Contract No. TS-444A, Milford, PA - Painting and

structural inspector for the rehabilitation of the Upper Black Eddy - Milford Toll-Supported Bridge, a three (3) span Warren truss structure with a total length of approximately 700 feet between abutment backwalls. Work included: replacement of entire existing floor system, including 3 1/2" thick concrete filled inverted T-beam deck, steel stringers, steel floorbeams, associated deck joints, and lower chord lateral cross-bracings with new galvanized structural steel members; replacement of the entire length of existing steel plate sidewalk with a new sidewalk while maintaining the existing sidewalk cantilever brackets; installation of new sidewalk support stringers and tension ties; identify areas of steel sectional loss and check for damage and loose rivets and approve locations for rivet replacements; replacement of existing truss fixed and expansion bearings in all spans; cleaning and painting of all structural steel utilizing a Class 1 A Containment System and surface prep std of SSPC SP-10 level of abrasive blast cleaning of steel and application of a three coat zinc system; replacement of entire existing lighting system and CCTV with system; replacement of entire existing pedestrian railing with a new decorative pedestrian railing and replacement of abutment backwalls; repair of deteriorated areas of concrete and stone masonry at all abutments and piers; removal and replacement of existing near and far approach curbs and sidewalks in the immediate vicinity of the bridge; milling and overlaying of both approach roadways; cleaning of existing inlets and pipes; installing traffic stripes within the project limits, and installing new traffic control signs. All construction work performed under a full-time detour. (1/11 - 5/11)

DRPA, Construction Monitoring Services for the Walt Whitman Bridge Steel Painting, NJ & PA - Construction Inspector/Bridge Painting Inspector responsible for the inspection of surface preparation for the coating of steel members that included removal of existing lead-based paint and application of new high-performance coating system to the Philadelphia deck-truss spans, the Philadelphia twin-girder simple spans, and the 2 lower-layer interior cells of the Philadelphia Tower and the Gloucester Tower. The project also included maintenance painting of the Philadelphia girder spans and the approach overpass bridge structures in New Jersey and Pennsylvania. Work included application of 3 coats of paint for the steel members, using Class 1A containment for abrasive blasting. Primer, intermediate, and final coat were applied and reports were prepared for placement in contract document files. (04/05 - 06/06)

NYSDOT Region 11, Nassau Expressway & Interim Nassau Expressway Pavement Rehabilitation & Resurfacing (Including painting of 7 bridges) - Chief Inspector responsible for providing civil engineering expertise to the whole construction project of rehabilitation of 7 bridges and ramps. Responsibilities included protecting client's interest through quality control and mitigation of schedule problems relating to completion deadlines: Monitor CPM schedule and progress of work as per schedule deadlines. Check RFIs, evaluate RFIs feasibility and coordinate with field inspectors and design consultant and contractor. Widening of highway ramps. Installation of new sub base and concrete pavements. Shoring and replacement of bridge decks. Replacement of bridge bearing. Operations involve shoring and hydraulic jacking of bridges. Installation of Calcium Patch to replace deteriorated concrete on approach slabs at abutment locations. Review shop drawings, perform site inspection, ensure all construction proceeds in accordance to contract specifications and approved shop drawings. Oversee MPT setup and sign installations. Check installation of vehicle arresting barrier net. Coordinate and liaise with different City and State agencies to mitigate upcoming problems and conflicts. CALL INFORM traffic communication about all lane closures and openings. Review and sign off Daily Work Records of Construction Inspectors daily reports. Performed office engineering duties also by obtaining work completion information from all inspectors daily reports and tallied the quantities completed with quantities approved for payment and matched the same with CEES quantities data entry. (09/08 - 01/09)

RAYMOND W. CHOLEWKA, PE *KS Engineers, P.C.*
Resident Engineer

EDUCATION

Graduate Geotechnical Studies, Carnegie Mellon University, Pittsburgh PA
BS/Civil Engineering, The Cooper Union, NYC

PROFESSIONAL REGISTRATIONS/CERTIFICATIONS

Professional Engineer: New York, New Jersey, Connecticut
National Society of Professional Engineers
American Society of Civil Engineers

SELECTED SOFTWARE SKILLS

Plaxis 2D and 3D analyses; SASSI analyses of bridge foundations, site specific response spectra using SHAKE, FLUSH; Unipile, UniSettle, WEAP, LPILE, SHAFT, GROUP, FBPier; Stabl, UTEXAS Slope/W, Sigma/W, Seep/W, Temp/W, FLAC; Company priority software for cantilever and anchored shoring design, and for Newmark Sliding Block Analysis Integration of earthquake time histories. University based seismic hazard analysis (SHA) and Fast Fourier Transform (FFT) analysis of earthquake time histories. PCOL.

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Resident Engineer	4/2012 - Present
URS Corporation	CM-Site Safety Officer	2011
TECTONIC Engineering Consultants, P.C.	Resident Engineer	2009 - 2010
AECOM, Inc.	Change Order Manager; Resident Engineer	1998 - 2008
HAKS Engineers, P.C.	Business Manager/Project Manager	1996 - 1998
Berger, Lehman Associates, P.C.	Resident Engineer	1990 - 1995
Hazen & Sawyer	Project Manager	1986 - 1990
Storch Engineers	Resident Engineer	1985 - 1986
Hardesty & Hanover	Resident Engineer	1982 - 1985
Leonard S. Wegman Co., Inc.	Resident Engineer	1981 - 1982
Vollmer Associates	Senior Engineer/Project Manager/Resident Engineer	1979 -1981
Tippetts-Abbett-McCarthy-Stratton	Structural Engineer	1978 - 1979
Mueser, Rutledge	Assistant Resident Engineer	1969 - 1978

EXPERIENCE SUMMARY

Mr. Cholewka has 45 years of experience in construction management of major transportation and wastewater projects, with special emphasis on bridge construction and rehabilitation projects for the NYSDOT, NYCDOT, and ConnDOT Highways and Bridges.

Port Authority of New York & New Jersey (PANYNJ), Bollard Project at Newark-Liberty, John F. Kennedy, and LaGuardia Airports, New York, NY and Newark, NJ - Resident Engineer. Supervised construction of crash barriers on the Port Authority Bollard Project at three major NYC Airports. The work involved constructability reviews and bid package preparations for 12 separate contracts plus construction management of two individual contracts at La Guardia Airport (Terminals C & D).

New York City Department of Transportation (NYCDOT), 15th Avenue Bridge over Sea Beach Line, Brooklyn, NY - Resident Engineer. Supervised repair of cracked deck and sidewalk on 4 span 15th Avenue Bridge over Sea Beach Line (N Train) for the NYCDOT in Brooklyn, NY. Work included installation of micro silica concrete overlay on milled sidewalks and application of epoxy resin sealer to penetrate and fill cracks in precast post-tensioned piers. Attended safety training for MTA-NYC Transit Track Safety Certification. Worked closely with NYC Transit Inspectors & Flagmen at 18th Ave. & New Utrecht Ave. Subway Stations during General Outages.

New York City Department of Environmental Protection (NYCDEP), New Croton Aqueduct (NCA) Rehabilitation Project, New York - CM Site Safety Officer. Successfully reduced the accident rate by promoting compliance by the CM field inspection staff and the Contractor's work force with their respective Health and Safety Plans (HASP) for this $100 Million unique repair project. Updated the CM HASP and reviewed job hazard analyses for all major work activities. Participated in routine safety audits conducted by BEDC EHS representatives and documented all significant safety and environmental incidents with independent reports that identified root causes and recommended corrective actions. (2011)

New York State Department of Transportation (NYSDOT), Interstate 86 Upgrade of Route 17, Orange County, NY - Resident Engineer. Supervised 12 inspectors and field office staff providing construction inspection services for the $65 Million Interstate 86 upgrade of Route 17 in Orange County for the NYSDOT (Region 8). This 9 mile stretch of highway from Exit 116 to Exit 121 at Middletown was successfully rehabilitated on time by using Primavera P6 software for schedule control. Sections of roadway were milled, rubblized, and resurfaced, including a 4 mile section with full depth reconstruction. Three bridges underwent various repairs and upgrades including replacement of concrete deck, back walls, pedestals, and bearings. Also supervised the construction of a new multi-steel girder bridge carrying Route 17 over a future Town of Wallkill connecting road between two shopping centers in Middletown. Environmental considerations mandated the construction of 6 wetland mitigation areas on project. Work involved coordination with Metro North RR personnel for the rehabilitation of an existing bridge carrying Route 17 over the Port Jervis Commuter RR line. (2009 - 2010)

NYCDEP, Bowery Bay Water Pollution Control Plant, New York - Resident Engineer. Supervised a field staff of 12 inspectors during construction for the upgrade of the NYCDEP Bowery Bay Water Pollution Control Plant. This $200 Million project included construction of new process air headers for aeration tanks, installation of 5 new process air blowers, replacement of sluice gates and actuators for the final settling tanks and installation of new influent bar screens. In addition, successfully reconstructed concrete tanks, provided mini-pile foundations for temporary blowers and performed lead paint abatement for the removal of old piping and other hazardous waste material, following OSHA guidelines and procedures. (2006 – 2008)

Connecticut Department of Transportation (ConnDOT), I-95 Rehabilitation, Bridgeport, CT - Resident Engineer. Coordinated and managed 18 inspectors and office staff involved in the supervision of construction for 7 replacement bridges along a mile long section of Interstate I-95 in southern Connecticut. Work included temporary sheet piling with tie-back anchor installations, reinforced-earth retaining walls, 8' diameter drilled shaft caissons, post-tensioned pier cap beams as well as curved steel girder erection, and placement of concrete for new abutments, wingwalls and bridge decks. This $122 Million, six-year ConnDOT project required management of hazardous waste materials and other environmental concerns encountered along this heavily traveled transportation corridor. Work involved extensive coordination with Metro North Railroad flagmen and power division personnel for 4 track outages necessary during existing bridge removal and new steel girder erection over catenary power cables of the New Haven Commuter RR line. (1998 - 2005)

SHELDON WILLIAMS *KS Engineers, P.C.*
Construction Inspector – Painting and Structural

PROFESSIONAL REGISTRATIONS/CERTIFICATIONS
NACE CIP Level 1, Level 2 [redacted]
American Welding Society – Certified Welding Inspector [redacted]

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Construction Inspector/Certified Welding Inspector	5/2014 - Present
HAKS	Senior Construction Inspector	4/2013 – 12/2013
Malcolm Pirnie (Now Arcadis, Inc.)	Construction Inspector/Certified Welding Inspector	1/2009 – 12/2012
S&B Constructors	QA/QC Welding Inspector	4/2008 – 11/2008
Oil States Industries, Inc.	QC Welding Inspector	2/2007 - 3/2008
Borco Oil Refinery	Welding Inspector	3/2006 - 11/2006
Weld Services	Welding Inspector	5/2003 - 10/2005

EXPERIENCE SUMMARY
Mr. Williams has more than 10 years of experience as a welding and painting inspector including inspection for bridge painting for multiple contracts with NYSDOT. His experience includes performing QA/QC oversight for welding operations and conducting review of quality checks for welding and radiographic work. His representative project experience includes:

NYCDOT, Resident Engineering and Inspection Services for Component Rehabilitation of 10 Bridges, Brooklyn, NY - Inspector. Scope of work includes constructability review of the design documents; CPM review of schedule and updates; continuous REI services and material testing; and public outreach. Construction cost - $6.35 million. (4/2013-12/2013)

NYSDOT, Region 10 Term Agreement, Contract D030568 for Bridge Painting, Nassau & Suffolk County, NY - Inspector. Inspected bridge painting for multiple contracts on all of the Region's major highways including: Rte 27, Southern State Parkway, Long Island Expressway, Northern State Parkway, Rte 25, Rte 25A, Meadowbrook Parkway, Rte 135 and more. Much of the work was performed at night with WZTC for lane closures. Work included containment and hazardous waste (lead paint) removal prior to installing primer, and a minimum of two coatings. Construction cost - $20 million. (4/2013-12/2013)

Croton Water Treatment Plant, Bronx, NY - QA General Field Inspector. Supervised all welder qualification tests. Reviewing of weld procedures and welder qualifications. Oversight of all welding operations and NDE requirements. Supervised mapping and tracking of weld, the receiving and installation of equipment (Tanks, pumps, UV units), all QC contractors welding/painting/and mechanical. Walking of packages consisting of pneumatic testing. Pre-hydro and post hydro testing. Supervised all painting and mechanical contract. Piping system restoration. Supervised NDE inspection using the PT and MT process. Construction codes: ASME Section IX, ASME B31.1, ASME Section V, AWS D1.1, and AWS D1.6. (1/2009-12/2012)

Croton Water Treatment Plant Raw and Treated Water Tunnels Connecting UV Plant, Bronx, NY - QA Welding Inspector. Supervised all welder qualification tests. Oversight all welding operations and NDE requirements. Review all welding procedures and qualifications. Supervised mapping and tracking of the weld. Supervised NDE inspections using the PT process. Construction codes are AWS D1.1. (1/2009-12/2012)

S&B Engineers and Constructors, Ltd., Teal/Bimodal, Houston, TX - QA Welding Inspector. Responsible for conducting visual and dimensional examinations. Oversight all welding operations. Walking of packages consisting of pre-hydro, hydro, and post-hydro test. Mapping and tracking weld. Performed NDE inspections using the PT and the MT process. Construction codes are: ASME Section V, ASME Section VIII, ASME Section IX, ASME section B31.1, and AWS D1.1. (10/2008-12/2008).

S&B Engineers and Constructors, Ltd., Meeker II Gas Plant, Meeker, CO - QA/QC Welding Inspector. Conduct visual and dimensional examinations. Oversight all welding operations. Walking of packages consisting of pre-hydro, hydro, and post hydro. Supervised all painting of mechanical contract. Mapping and tracking welds. Supervised NDE inspections using the PT and MT process. Construction codes: ASME Section V, ASME Section VIII, ASME Section IX, ASME Section B31.1. (04/2008-11/2008)

Oil States Industries, Inc. Houston, TX - QC Welding Inspector. Oversight of all welding operations. Dimensional verifications of fabricated structures. Supervised all painting of mechanical contract. Visual acceptance of weld and weld mapping. Supervised NDE inspections using the PT and MT process. Construction codes AWS D1.1 and API 1104. (02/2007-03/2008)

Borco Oil Refinery, Upgrade Project, Freeport, Bahamas - (C.W.I.) Welding Inspector. Conducted/reviewed quality checks of all welding and radiographic. Testing procedures during the upgrade phase of Borco Oil Refinery tanks and associated piping. Construction codes are ASME Section V, ASME Section VIII, ASME Section IX, and ASME B31.3 (03/2006-11/2006)

Weld Services, Trinidad and Tobago - (C.W.I.) Welding Inspector. Welding of piping and structural members in accordance with the American Society of Mechanical Engineers code requirements during the shop fabrication phase of various projects. Responsible for visual acceptance of completed weldments. Construction codes are: ASME Section V, ASME Section VIII, ASME Section IX, and ASME Section B31.3. (05/2003-10/2005)

KWESI AMEGAH *KS Engineers, P.C.*
Construction Inspector – Civil/Structural

EDUCATION

BS / Civil/Structural Engineering, University of Michigan College of Engineering

PROFESSIONAL REGISTRATIONS/CERTIFICATIONS

ACI Concrete Construction Special Inspector (CCSI) – Expires 3/11/15
Bridge Inspection course; New York State Department of Transportation (NYSDOT)
Concrete Field Testing Training course; New York City Department of Design and Construction (NYCDDC)
OSHA Construction Safety Awareness course
ACI Field Testing Technician-Grade I – Expires 8/20/14
AASHTO Trans-port, Transportation Software - Site Manager Inspection Class – Construction (NYSDOT) 8/24/10

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Senior Civil Construction Inspector/Engineer	7/2014 - Present
Gandhi Engineering, Inc.	Senior Inspector	3/2011 - 7/2014
Entech Engineering	Senior Inspector	8/2010 - 12/2010
KS Engineers, P.C.	Senior Inspector	3/2009 - 7/2010
Munoz Engineering	Senior Inspector	8/2006 - 11/2008
STV, Inc.	Senior Inspector	5/2004 - 8/2006
Desimone Consulting Engineers	Structural Engineer	1/2003 - 3/2004
HAKS Engineers	Senior Inspector	1/2001 - 11/2002
Massand Engineering	Inspector	6/1999 - 12/2000
New York City Department of Buildings	Assistant Civil Engineer	3/1988 - 6/1999
NYC Department of Transportation	Assistant Civil Engineer	9/1987 - 3/1988
NYC Department of Transportation	Assistant Team Leader	5/1985 - 7/1987

EXPERIENCE SUMMARY

Mr. Amegah has more than 25 years of multifaceted experience encompassing inspection, civil and structural engineering as a Civil Engineer. His experience in construction inspection and bridge inspections including completion of various in-depth inspection programs in the New York metropolitan area. He also has experience in civil design including roadway replacements involving drainage, sewers, utilities, curbs and sidewalks. In addition, his structural experience includes the removal, replacement and reinforcement of steel and concrete bridge elements.

PANYNJ, Construction Management Services, NY Marine Terminal, Howland Hook & Teterboro Airport, PIDS, NY and NJ – Senior Inspector responsible for inspection of building demolition at Howland Hook, Staten Island contractor oversight as part of work at NYMT. Mr. Amegah is participating in the testing phase and inspection of the perimeter intrusion detection system, fencing sensors and radar system both day and night at PANYNJ Airport. Also supervised the assembly of large erosion mats made of concrete sections encased in geotextile material being fabricated in Bayonne for future relocation and installation. (03/09 – 07/10)

NYSDOT, Route I-495 Mill & Fill Exit 57 to 64, Towns of Brookhaven & Islip & Village of Islandia, Long Island, NY – Senior Inspector provided inspection and other related services for 19.9 million dollar project involving grinding existing asphaltic concrete wearing concourse and repaving. Inspection services also include site maintenance and safety protection. (08/2010 – 2011)

NYCDDC, Resident Engineering Inspection Services for HWCR08B, Citywide Milling Project Involving Grinding Existing Asphaltic Concrete Wearing Course, Manhattan and the Bronx, NY - Inspector responsible for this $7 million project, providing inspection and other related services for projects involving grinding existing asphaltic concrete wearing concourse at various locations on an as-needed basis. Some issues that involve inspection services include site maintenance and safety, protect tree from construction debris, milling two inches of existing asphalt, smaller milling machine was used to grind asphalt in hard to reach places such as around catch basin or corner of a curb and a sweeper was used behind milling machine to clean up the debris. Tasks include all services necessary and required for the inspection, management and administration of this project, for the required construction work to be properly executed, completed on time and conforms to the plans, specifications and requirements of the construction contract. (5/08 – 03/09)

NYCDDC, Resident Engineering Inspection Services for HW2CR08B, Grinding and Milling of Various Streets in the Borough of Manhattan, NY- Senior Inspector responsibilities included inspection of milling of roadway pavement resurfacing in the borough of Manhattan for NYCDDC. Responsible for managing inspection staff, reviewing and approving field changes, resolving any construction problems, claims and disputes, supervision of contractor's work, processing of contractor's monthly payments, coordinated with the various community boards, NYCDDC and other related agencies. (6/07 - 5/08)

Munoz Engineering, New York, NY- Senior Inspector with current responsibilities including inspection of roadway pavement resurfacing in the borough of Manhattan for NYCDDC Previous assignments included inspection of structural retrofit of Verrazano Narrows Bridge and inspection of Port Authority of NY/NJ Newark Airport Parking Garage C for baseline Facility Condition Survey Report. (8/06 – 6/07)

Connecticut DOT, Construction Inspection Services for I-84 Widening between Waterbury and Cheshire, CT- Senior Inspector provided inspection services for the widening of Interstate 84 between Waterbury and Cheshire, CT. Responsible for inspection of reinforced concrete pipes and the inspection of modifications made to existing interstate bridges. Also responsible for the investigation of catch basins. (5/06 – 8/06)

NYCDDC, Resident Engineering Inspection Services for Richmond Road, New York, NY - Senior Inspector provided field inspection and preparation of daily reports for the installation of sewers, water main, and roadway replacement for this roadway in Staten Island, NY. The scope of work included the installation of a new 72-inch trunk main in Richmond Road between Narrows Road and Duzer Street and in Vanderbilt Avenue between Van Duzer Street and Tompkins Avenue. A new 60-inch water main was also installed in Swan Street between Van Duzer Street and Bay Street. (5/04 – 1/06)

Desimone Consulting Engineers - Structural Engineer provided steel and reinforced concrete design and structural inspection services for high rise buildings including the NYU Cancer Institute, 160 E. 34th Street, New York, NY and the Estates of Kew Gardens Hills, 75-25 153rd Street, Queens, NY (1/03 – 3/04)

NYCDDC, Capital Reconstruction Projects - Senior Inspector responsible for NYCDDC capital reconstruction projects, including replacement of major roadways in Brooklyn and Queens and associated drainage, sewer, utilities, curbs, and sidewalks. (12/01 – 11/02)

FRED KOOMSON *KS Engineers, P.C.*
Civil Inspector

EDUCATION
Associates Degree City and Guilds of London Institute - Certificate of Civil Engineering

PROFESSIONAL REGISTRATIONS/CERTIFICATIONS
ACI Concrete Construction Special Inspector (CCSI) – Expires 12/20/16

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Civil Inspector	5/2008 - Present
Site-Blauvelt Engineers	Senior Inspector	1992 - 2008
Port Authority of New York & New Jersey	Quality Control Inspector	6/1983 - 7/1992
Flaherty Giavara Associates	Field Inspector	4/1979 - 6/1983

EXPERIENCE SUMMARY
Mr. Koomson has 35 years of construction inspection experience including performing bridge inspection, milling, roadway paving with concrete and asphalt, roadway reconstruction, drainage, sewer and water main installation. His experience includes providing construction oversight to ensure project schedule and specifications are adhered and keeping daily logs. These services have been provided for various agencies including the PANYNJ, NYCDDC, and NYCDEP. His other relevant project experience is as follows:

PANYNJ, New Jersey Marine Terminal Construction – Civil Inspector monitoring activities at Marine Terminal construction sites. Work includes installation, testing and inspecting Civil works. Provides oversight to ensure construction progresses as scheduled and contract specifications are adhered to. Prioritizes multiple assignments, maintain deadlines, and works in a team environment. Inspects construction site daily and works with contractors to schedule deliveries, follow safety requirements, adhere to quality and code compliance; files daily narratives and progress reports detailing personnel, equipment, materials and work summary. The following is a brief description of tasks that Mr. Koomson has completed for KSE under this assignment:

- **Contract MFP-926.527, New Jersey Marine Terminals Building and Site Work Order** - The work under this contract consists generally of general building construction for miscellaneous facility improvements including repair, rehabilitation, demolition and construction of various interior and exterior building systems such as curtain wall, roof, concrete slab, ceiling, floor tile, interior finish construction and fit up, painting, mechanical, HVAC, electrical, electronics, sprinklers, plumbing, conveying systems, interior landscaping and various utility runs within buildings and site work related, but not limited to repair, rehabilitation, demolition and construction of concrete and or asphalt paving, landscaping, concrete pads, sidewalks, curbs, erosion control, cracks and slurry seals irrigation, pavement striping, lighting, concrete traffic barriers, signage, traffic signals, electrical/communicaions ductbanks and wiring, drainage structures and piping, guide rails, exterior screening, exterior screening, exterior demising walls, fencing, and various utility runs to building lines and maintenance of traffic and work area protection at the New Jersey Marine Terminals of Port Newark, Elizabeth-Port Authority Marine Terminal and Port Jersey [Work Order #'s 1; 2; 5: 180 Heater Installation; 6; 8; 10; 14:Corbin and Tyler Street Sign Work; 17: Portable Guard Booth Installation; 18: Flood Protection at Build 260 and 111 Protective measures]

- **Contract MFP-926.323, Port Newark Rail Repair via Work Order** - The work under this contract consists generally of general repairs to, or replacement of, existing railroad track and turnouts, such as replacement

of cross timers, surface and appurtenances and gauging of track, repair, rehabilitation, demolition and construction of drainage maintenance of traffic and Work area protection, pavement markings.

- **Contract MFP-926.525, New Jersey Marine Terminals Paving and Utility Rehabilitation via Work Order -** The work under this contract consists generally of asphalt milling, paving and installation of underground utilities, at Port Newark, Elizabeth Port Authority Marine Terminal, Port Jersey Marine Terminal North and South [Work Order #'s 1 Port St to Doremus; 4 BMW access road rebuild at Port Jersey; 10 Shoreline Restoration]

- **Contract MFP-926.317, New York and New Jersey Marine Terminal Facilities Railroad Track Rehabilitation via Work Order** - The work under this contract consists generally of performing general repairs to, or replacement of, existing railroad track and turnouts and or components of turnouts, replacement of rails and appurtenances and gauging of track, repair, rehabilitation, demolition and construction of concrete and/or asphalt pavement; concrete pads and walls; guide rails and fencing utilities; drainage; maintenance of at Port Newark, Elizabeth-Port Authority Marine Terminal. [Work Order #2 Berth 15 – 17 – 19; #4 Toyota Shoreline]

- **Contract MFP-926.526, New Jersey Marine Terminals Priority Marine Rehabilitation via Work Order -** The work under this contract consists generally of marine construction above and below deck; marine structure work; timber pile work; structural and concrete work including pile extensions and shortening; pile wrapping; excavation at the mud-line; cleaning of piles; chipping of concrete underwater, replacement of concrete underwater, installation of exterior or interior piles.

- **MFP 926.319, New Jersey Marine Terminals Paving and Utility Rehabilitation via Work Order** - The work under this contract consists generally of asphalt milling, paving, installation of storm drainage structures, piping and related work via Work Orders(s) at Port Newark , Elizabeth Port Authority Marine Terminal and Port Jersey
  Multi Facility Fender System Rehabilitation – Removal, replacement, and disposal of damaged fender system; installation of vertical sheeting; re-securing of fender piles; reinstallation of rubber blocks at Berth 21-25, Berth 1 at Bayonne

- **Contract PN – 652.532, Doremus Avenue Lift Station Replacement -** This work consisted of replacement of the existing lift station, including excavation, structural, mechanical, plumbing, electrical, and related work adjacent to building #377 and building #1900 at Port Newark

- **Contract EP – 684.009, McLester Street Widening and Curve Realignment** – This work consists of roadway realignment, including, paving, utilities, traffic controls, overhead signage, a storm water treatment unit, and related work

In addition, Mr. Koomson has performed construction inspection on the following projects:

- **Multi-Facilities Projects (MFP)** at Port Newark & Port Elizabeth covering change order work covering involving roadway, ports and terminals, etc.
- **Port Elizabeth** – North Ave/McLester St. Curve Realignment – work consisted of roadway realignment, including paving, utilities, traffic controls, overhead signage, caissons, storm water treatment units and related work.
- **Port Elizabeth Expressrail,** Elizabeth Lead Tracks & South Bay Avenue - work consisted of construction of second lead track into Expressrail, reconstruction of existing lead track, construction of rail bridge over McLester St., reconstruction of Bay Ave., construction of new South Bay Ave. roadway, utility and other related work.

ATTEF (AI) Z. FARAG, PE *KS Engineers, P.C.*
Resident Engineer - Civil Engineering

EDUCATION
BS/Civil Engineering, Ain-Shams University, Egypt, 1978

PROFESSIONAL REGISTRATIONS/CERTIFICATIONS
Professional Engineer - NY (# [redacted] Expires: 10/31/14)
ASCE: Transportation Projects - Part One, 4.0 PDH, 2/7/05
ASCE: Transportation Projects - Part Two, 4.0 PDH, 2/8/05
Construction Layout, 15 PDH, 10/7/05
ASCE: Reconstruction of the FDR Drive in NYC, 4/27/04
Evaluation and Repair of Concrete Structures, 10 PDH, 12/11/07
OSHA Hazardous Waste Operations (HAZWOPER), 40 hour Safety, Health & Emergency Response

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Resident Engineer	05/2002 - Present
The RBA Group	Resident Engineer / Office Engineer / Inspector	08/1990 – 05/2002

EXPERIENCE SUMMARY
Mr. Farag has 24 years of experience including work with bridge inspection, milling, roadway paving with concrete and asphalt, roadway reconstruction, curb and sidewalk construction, drainage, sewer and water main installation. Mr. Farag's responsibilities include resident engineering inspection and project management, construction supervision, preparation of reports, project evaluations, clarified DDC policies and procedures, negotiated change orders, clarified technical construction details, processing payments, punchlist and project close-out. He has performed QA/QC functions on various projects, prepared proposals for additional work and worked with inspectors to both upgrade and maintain their skills. Some of his relevant project experience includes:

NYCDDC, SEX20045, Resident Engineering Inspection Services for Storm Sewer in Waterbury Avenue, Borough of the Bronx - Resident Engineer responsible for providing resident engineering services for the construction of storm sewers in Waterbury Avenue and its vicinity in the Bronx. Work includes new storm, sanitary and combined sewers to be installed in several street locations. The project site is bounded by Waterbury Avenue to the north, Stadium Avenue to the east, Layton Avenue to the south and Throgmorton Avenue to the west. Various diameters of 10" ESVP to 36" RCP sewers will be installed. Sewers will be constructed on concrete cradles or encased in concrete. Some sewers will be relined using a DEP approved method of lining existing sewers. The project also includes reconnecting existing house sewer lines to the newly installed sewers. New water mains are also to be installed as part of this project. The new mains will be 8" or 12" diameter restrained joint ductile iron pipe. Water main work will include new fire hydrants, main line valves, valve boxes and any other appurtenances associated with the existing water mains. Trench and/or street restoration will be included in the project. Some streets, depending upon existing conditions, may have to be reconstructed. New curbs and sidewalks that are disturbed during construction, will be replaced as needed. (12/12 - present)

NYCDDC, HWMWTCA7A, Resident Engineering Inspection Services for the Reconstruction of Harrison Street, Borough of Manhattan, NY - Resident Engineer responsible for this $18 million project that of involves the construction of water mains; construction of sewers, catch basins and chute connections; utility construction and relocation. Work include construction of new curbs and sidewalks; roadway reconstruction, installation of street lighting and traffic signals; and landscaping. (08/10 – 03/12)

NYCDDC, MED-595, Installation of Trunk Water Mains in Astor Place and Cooper Square, Manhattan, New York - Resident Engineer responsible for this $11.6 million project that includes the installation of 12" & 20" water distribution mains, new butterfly valves, valve and connection chambers, blowoff valves and chambers, flowmeters with chambers, access manholes with chambers, and modifications within shaft 19. In addition, new 30", 36" and 48" steel trunk water mains to interconnect Shaft 31B from City Tunnel #2 at East 4th Street, to Shaft 19 from City Tunnel #1 at Cooper Square. New 24" DIP will also connect new 24" regulator valves to the new trunk water mains. (08/09 - 07/10)

NYCDDC, REI Services for HW2CR08, REI Services for Citywide Involving Grinding Existing Asphaltic Concrete Wearing Course, Manhattan and The Bronx, NY - Resident Engineer responsible for this $7.5 million project, responsible for resident engineering inspection services of grinding existing asphaltic concrete wearing courses on a task order basis in Manhattan and the Borough of New York City. Inspection services for the project includes: site maintenance and safety; Post "No Parking" signs 48 hours in advance; protection of trees from construction debris; marked out all hardware to avoid any damage during milling operations; saw cutting around the hardware and at intersections; placing plates over catch basins to void any debris from falling into basins; milling 2" of existing asphalt; sweeper used behind milling machine to clean up the debris; ramping of all hardware with temporary asphalt; and adjusted all hardware. (7/08 - 08/09)

NYCDDC, Reconstruction of 10th Avenue from 206th Street to 218th Street, Manhattan, NY - Resident Engineer for this project that won the 2009 ACEC New York GOLD Award for Engineering Excellence. Project entails new sewer construction and rehabilitation of existing sewers using lining method, construction of 36" steel water mains in addition to 20" & 12" water main network. It also includes curb and sidewalk construction, sidewalk assessment, streetlight and traffic work, roadway paving, arboriculture and traffic protection. The work also involves new 45"x29" elliptical RCP sewer lines, catch basins, chute connection, manholes, paving with concrete base and asphalt wearing course and landscaping. All construction activities are done with coordination with TA since train elevated tracks are running along the project location. (07/05 - 10/08)

NYSDOT, D010292, Construction Inspection Services for Reconstruction & Restoration of Brooklyn-Queens Expressway, Queens, NY - Deputy Project Manager responsible for providing construction inspection and technical support services for 8 lane-miles of roadway excavation and reconstruction with horizontal and vertical realignments and drainage installation. This project also included replacement or rehabilitation of 17 vehicular bridges, replacement or rehabilitation of 2 railroad bridges, extensive retaining wall reconstruction and soil stabilization along the right-of-way, extensive utility improvements/relocations for both NYC and privately-owned facilities, TSM/ITS installations, and extensive MPT was involved to ensure that traffic was maintained. (2003)

NYSDOT Region 11, CI Bruckner Expressway Reconstruction (T.N.E.) Pelham Parkway, Bronx County, NY - Deputy Project Manager responsible for providing construction inspection services for this project involving the reconstruction of a 1½ mile section of the Bruckner Expressway from the Throgs Neck Expressway interchange, at the southern end, to Pelham Parkway exit, at the northern end. Work included the replacement of an existing pavement with a new 50-year concrete pavement structure (excavation, placement of subbase, subgrade and new concrete roadway), an addition of new flush full-depth concrete shoulders, replacement of barrier, replacement of guide rails, new drainage, overhead signage, new street lighting, new pavement markers, and landscaping. (2003)

SHELTON RIMPLE *KS Engineers, P.C.*
Electrical Construction Inspector

EDUCATION

Bachelors of Electrical Engineering Technology (BTEE), New York Institute of Technology-Metro Camps, 1996
Associates in Avionics Technology (AOS), College of Aeronautics, LaGuardia Airport; Flushing, New York, 1990

PROFESSIONAL REGISTRATIONS/CERTIFICATIONS

OSHA 10-Hour Construction Safety and Health
4-Hour Scaffold User Certificate

SELECTED SOFTWARE SKILLS

MS Office (Word & Excel)

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Electrical Construction Inspector	7/2014 - Present
High Rise Fire Protection	Fire Alarm Technician	4/2013 - 5/2014
New York State Office of the Attorney General	Junior Engineer	7/2006 - 1/2011
Rotator Staffing Services	Electrical Engineer/Construction Inspector	10/2004 - 7/2006
New York City Board of Education	Fire Alarm Inspector	9/2002 - 8/2003
HAKS Engineers and Surveyors, PC	Electrical Engineer/Construction Inspector	1/1998 - 7/2003
College of Aeronautics	Electronics/Avionics Instructor	9/1994 - 9/1997
United States Navy	Avionics Technician	11/1990 - 9/1991

EXPERIENCE SUMMARY

High Rise Fire Protection, Brooklyn, NY - Electrical Technician and Inspector. Duties included repairing, testing, and inspecting fire alarm systems for residential, commercial, and institutional buildings in New York City area. (04/2013 - 05/2014)

New York State Office of the Attorney General-Investor Protection Bureau, New York, NY - Electrical Engineer and Inspector. Duties included surveying and investigating any violations to condominiums and co-operative apartments for purchase in New York State and City. (07/2006 - 01/2011)

MTA New York City Transit (NYCT), Capital Program Management - Electrical Construction Inspector. On-site Inspector for installation of fiber optic communications system. (11/2004 - 06/2006)

MTA NYCT Capital Programs - Electrical Construction Inspector. On-site Inspector for installation of fire alarm systems. (04/2002 - 05/2003)

Port Authority of New York & New Jersey, PATH - Electrical Construction Inspector. Duties included installation of electrical systems for Port Authority Trans-Hudson subway stations. (01/1998 - 08/2000)

New York Board of Education, Long Island City, NY - Electrical Construction Inspector. Fire Alarm Inspector inspecting and surveying fire alarms for New York City schools. (09/2000 - 07/2001)

College of Aeronautics, LaGuardia Airport, Flushing, NY - Avionics/Electronics Instructor for enrolled students. (09/2000 - 09/1997)

United States Navy - Avionics Technician. Duties included installation, repair, and maintenance of aircraft electronics for fixed wing and rotary aircraft. Upon honorable discharge, awarded the National Defense Ribbon. (11/1990 - 09/1991)

GEORGE R. BROBERG, PE, PP *KS Engineers, P.C.*
Project Manager

EDUCATION

BS/Civil Engineering, Newark College of Engineering/1970
Post Graduate Courses, Newark College of Engineering

PROFESSIONAL REGISTRATIONS/CERTIFICATIONS

Professional Engineer – NJ (#[redacted], NY (#[redacted], and PA (#[redacted], CT (#[redacted]
Professional Planner – NJ (#[redacted]

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Vice President	2010 - Present
CMX	Senior Vice President	1984 - 2010
The RBA Group	Senior Associate	1972 - 1984
Louis Berger and Associates	Vice President	1970 - 1972

EXPERIENCE SUMMARY

Mr. Broberg has 44 years of diversified experience in managing the design and construction inspection of multi-disciplined state, county and municipal public infrastructure projects including roads, bridges, traffic signals, water systems, sewer and drainage systems, and residential and commercial projects. He is hands-on, pro-active, cost-conscious, recognized as a strong leader capable of getting the project/objective complete on time and within/under budget to the satisfaction of the client. Some of his relevant experience includes:

NYC Department of Parks and Recreation (NYCDPR), Survey and Borings for Stormwater Greenstreets – Citywide - Project Director responsible for overseeing an extensive program of soil borings, permeability testing, and survey work to compile design data under New York City's aggressive program to beautify neighborhoods and improve the quality of stormwater runoff throughout the five Boroughs by converting unused impervious areas of street right-of-way into pervious green space that will capture rainfall and percolate it into the existing soil. Under the Queens program, Mr. Broberg is responsible for the drilling of approximately 110 borings and associated laboratory testing, completing permeability testing at 120 locations, and the collecting of survey data and base map preparation for 250 sites. He is overseeing the preparation of a summary data report, and managing the activities of subcontractors who perform the borings and complete laboratory testing of the samples, and KSE's field inspectors and survey crews. (2013 – Present)

NYCDPR, Survey and Borings for Right-of-Way Bioswales and Greenstreets in the Hunts Point Watershed HP-007 in the Bronx - Project Director responsible for overseeing an extensive program of soil borings, permeability testing, and survey work to compile design data under New York City's aggressive program to beautify neighborhoods and improve the quality of stormwater runoff throughout the five Boroughs by converting unused impervious areas of street right-of-way into pervious green space that will capture rainfall and percolate it into the existing soil. Under the Hunts Point program in the Bronx, Mr. Broberg is responsible for the drilling of approximately 50 borings and associated laboratory testing, completing permeability testing at 100 locations, and the collecting of survey data and base map preparation for 120 sites. He is overseeing the preparation of a summary data report, and managing the activities of subcontractors who perform the borings and complete laboratory testing of the samples, and KSE's field inspectors and survey crews. (2013 – Present)

NYCDPR, Professional Services for the Preparation of Designs for the Reconstruction of Sidewalks Damaged by Adjacent City-owned Trees, Citywide - Project Director responsible for overseeing the completion of field investigations and the preparation of construction plans for repairs to sidewalks damaged by the tree roots of adjacent City-owned trees. KSE is responsible for the evaluation and design for several thousand locations in all five Boroughs of New York City. Work involves field inspections of each damaged sidewalk location, the development of appropriate remedial repairs, and the preparation of simple construction plans and quantity take-offs. The work is being completed on an extremely accelerated schedule. (2013 - 2014)

NJ Schools Development Authority, Geotechnical Engineering for the New Halloran Elementary School Building for the Elizabeth Public School District – Project Manager for this project which included provided geotechnical engineering services as part of a feasibility study for a new four-story, 144,900 GSF elementary school building at the Elizabeth Public School's Halloran School. Geotechnical services entailed two separate field investigation programs which included deep soil borings, laboratory testing of the samples collected from the split spoon sampler, and preparation of Geotechnical Investigation Phase I and II Reports that recommended a deep foundation support system for the building. The proximity, to the building's footprint, of a major existing Joint Meeting of Essex and Union Counties (JMEUC) 13.5-foot-wide by 8.5-foot-high interceptor sewer passing through the site was a major consideration in the development of the foundation support system design. KSE worked closely with the JMEUC to develop the design criteria for the allowable soil loading that could be transferred to the new structure. Other major considerations in the development of the geotechnical recommendations were the existence of historic fill on the site, groundwater levels, the existence of relatively shallow bedrock, and an increased flood plain elevation published by the Federal Emergency Management Agency (FEMA), based on the effects of Super Storm Sandy. (2013)

Delaware River Joint Toll Bridge Commission (DRJTBC), I-78 Toll Bridge Parapet Upgrade and PA Approach Paving Improvements -- Project Manager and Design Services Task Leader for the improvements to the Pennsylvania approach roadway to the Interstate 78 Toll Bridge, the Welcome Center, and various parapets on the main river and approach bridge structures. KSE was retained to provide project coordination, a public participation program, design services, and construction administration. As Project Manager, Mr. Broberg was responsible for developing and implementing a Public Participation Program early in the Preliminary Design phase of the project. He was also responsible, as Design Services Task Leader, for the base mapping, a concept study, preliminary and final design, and post-design services. (2011 – 2013)

NJ Turnpike Authority (NJTA), Design and Environmental Permitting for Improvements at Interchange 15W & 16W (OPS T3260) – Project Director responsible for the design of new roadway lighting, survey effort for the establishment of the base mapping to be utilized for the design, utility relocations to accommodate the widening of Interchange 16W Ramp TSW and the geotechnical engineering program for the ramp widening. Lighting analysis performed utilizing Holophane Corporation Visual® computer program. Prepared roadway lighting report that outlined analysis methodology utilized and developed the lighting layout for the new roadway lighting system that meets current standards. Also oversaw the preparation of contract plans and specifications for the selected new lighting system. Illumination levels based upon criteria set forth in the NJTA Design Manual. The utility effort included development of the existing utility base mapping based upon record plans and markouts, determination of potential conflicts with the proposed design concept, development of schemes of accommodation for the relocation of utilities to address the conflicts, preparation of Utility Agreements for utility relocations and preparation of contract plans, specifications and estimates for the utility relocation work to be performed by the contractor. (2013 - 2014)

VITALIY BYKOV *KS Engineers, P.C.*
Electrical Engineer / Construction Inspector

EDUCATION

BS/Electrical Engineering, Kiev Polytechnic Institute, June 1991
BS/Economics, Kiev National Economical Institute, June 1989

PROFESSIONAL REGISTRATIONS/CERTIFICATIONS

MTA NYC Transit Track Safety Certification

SELECTED SOFTWARE SKILLS

MS Office (Word, Excel & PowerPoint)
AutoCAD 2000-2012
Constructware (Certified)
Side Manager (Certified)

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Electrical Engineer / Construction Inspector	7/2014 - Present
Hepco, Inc.	Engineer-Inspector	4/2013 - 4/2014
M&J Engineering, PC	Engineer-Inspector	3/2010 - 7/2012
TRC	Engineer-Inspector	9/2009 - 2/2010
FGI Security Inc.	Security Consultant	12/2001 - 7/2009
Power Line Electric Corp.	Electrician	12/1997 - 10/2001
Olympic	Electrician	12/1994 - 11/1997

EXPERIENCE SUMMARY

Mr. Bykov has 20 years of demonstrated experience in electrical high-voltage and low-voltage systems. He is excellent in identifying and meeting customer needs and building trusting relationships with repeat customers. He has excellent listening and communication skills with an ability to work under pressure and meet deadlines. He has vast knowledge with the installation and inspection of security systems, knowledge of devices, traffic control systems and ITS and TMS Systems.

MTA New York City Transit (NYCT), E-34020, Replace 3 Escalators - A-36116 Renovate Station "Court Square", New York, NY - Engineer-Inspector. Provided inspection on a field. Checked the correct use of safety equipment and devices. Made various tests: soil test, slump test, air test etc. Checked and calculated quantities of operations made by the contractor. Made daily work reports of operations, adding necessary sketches and diagrams. Reported to resident engineer about any violations and wrongly proceeding operations. Checked compliance of work performed by contractor with contract drawings and specifications. (04/2013 - 04/2014)

New York State Department of Transportation (NYSDOT), Region 11, Installation New Fiber Optic Communication Line, CCTV and Intelligent Traffic System, Preventive Maintenance and Installation of New Equipment at "Old Country Road" Long Island, NY - Engineer-Inspector. Provided inspection on a field. Checked the correct use of safety equipment and devices. Provided control and local adjustment to CCTVs: Pelco, American Dynamic, Cohu, etc. Provided control and local adjustment to VMS Controllers MARK4 and Dectronic, to

Radar Systems. Made various tests: soil test, slump test, air test etc. Checked and calculated quantities of operations made by the contractor. Provided payments to contractor for the operations completed. Made daily work reports of operations, adding necessary sketches and diagrams. Reported to the resident inspector about any violations and wrongly proceeding operations. (03/2010 - 07/2012)

Engineer-Inspector (for TRC, Pomona, NY) - Provided inspection on a field. Controlled and adjusted Traffic Light Control Systems. Made various tests: soil test, slump test, air test etc. Checked and calculated quantities of operations made by the contractor. Provided payments to the contractor for the operations completed. Made daily work reports of operations, adding necessary sketches and diagrams. Reported to the resident inspector about any violations and wrongly proceeding operations. Checked the correct use of safety equipment and devices. (9/2009 - 2/2010)

Security Consultant (for FGI Security Inc., Brooklyn, NY) - Provided initial estimates to clients. Chose necessary equipment, ranging from CCTV, DVRs, to observation and monitoring devices and control systems installed on proprietary panels or running on notebooks or desktops. Installed video cameras and devices. Installed fire alarms/burglar alarms with manufacturer's control panels and sensors. Installed intercom systems and door access control systems that integrated with existing door locks. This included Time-in/Time-out for employee personnel for time and attendance. Installed smart home equipment which could run wirelessly or off a network. Ensured that all the wiring was correctly installed and operational. Programmed and troubleshot all equipment. For systems running on computer hardware, programming included devices, networks, and remote administration. Trained users in all operations and emergency measures. Supported installed systems, responded to client inquiries and integrated new devices to existing systems when necessary. (12/2001 - 07/2009)

Power Line Electric Corp., Albany, NY - Installation of traffic signal systems at various intersections in Westchester, Putnam, and Orange Counties, NY. Installation of overhead and underground systems. (12/1997 - 10/2001)

Electrician (Olympic, Brooklyn, NY) - Electrical wiring and installation, including fixtures, receptacles, switches, and distribution panels. Wiring for CCTV, fire and burglar alarms, and intercoms with door access control. (12/1994 – 11/1997)

LISA CANTON *KS Engineers, P.C.*
Contract Specialist

EDUCATION

AA, Business Management, Santa Fe Community College, Gainesville, FL, 1999
Audio Engineering, Basement Recordings, Brooklyn, NY, 1998
WP 5.1/Data Entry/Proofreading, Santa Fe Community College, Gainesville, FL, 1990

SKILLS

Primavera Contract Manager, Expedition
Microsoft Outlook, Word, Excel, PowerPoint and Access
Panagon and Saros
Health & Safety Awareness

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Document Control Specialist	2009 - Present
CH2M HILL, Inc	Document Controls Assistant	1990 - 2008
Shands-Alachua General Hospital	Part-Time File Clerk	1990

EXPERIENCE SUMMARY

Ms. Canton has extensive leadership experience in construction project administration, document controls, document publishing, contract administration, construction specifications, administrative assistance, and strong PC skills.

NYCTA, CM-1256 Construction Management Services for the Fulton Street Transit Center, New York, NY - Document Control Specialist responsible for providing construction management services for this $880 mega million project. The Metropolitan Transportation Authority and MTA Capital Construction are building a new Fulton Street Transit Center in the general vicinity of Fulton Street and Broadway, incorporating six existing Lower Manhattan subway stations which includes: Fulton Street for nos. 2, 3, 4, 5, J, M and Z trains; Broadway-Nassau Street for A and C trains; Chambers Street / World Trade Center for E train; and Cortlandt Street for R and W trains. The FSTC project's goal is improve access to and connections between 12 subway lines for hundreds of thousands of daily commuters and Lower Manhattan residents and visitors, and will link NYC Transit facilities with PATH service and the World Trade Center site. Construction of the Fulton Street Transit Center is underway and parts of the new station have already been opened for commuter use. (02/09 - Present)

CH2M HILL, Inc., Gainesville, FL - Document Controls Assistant responsible for submittals during Construction (SDC) Coordinator. Served as the Southeast Regional (SER) Lead Point-of-Contact for construction services coordination; by providing leadership to peers in administrative communication by training external SER staff on corporate database procedures; and providing the technical skills necessary to coordinate, research, and track construction Submittals, compiling engineer comments on submittals; processing submittals after engineer dispositions; working on fast paced deadlines for Requests for information (RFI's), Clarification/Interpretation Requests, Field Orders, and Operation & Maintenance Manuals for reviewing design engineers, client, field representatives & Project Managers; providing technical assistance and training of SDC coordinators in tracking construction procedures using Expedition (Primavera- Contract Manager); maintaining Project Records during the phase, and archiving at closeout; assisting Operations Leader (OL) with meeting staff utilization goals, communication on project chartering meetings/provide copy of project instructions to OL. Maintained project schedule and submittal reports for all in-house projects, including duration and provide primary project point-of-contact with direct informative technical feedback meetings on a biweekly basis. (8/05 - 7/08)

Document Publishing Specialist, Lead Construction Specifications Coordinator - Responsible for setting up CSI master specifications for projects in Panagon database, tracking specification sections, attending project meetings, processing and proofing specifications and references, communicating with Project Assistants and Engineering team on the project, scheduling, forwarding, and assembling the contract documents for reproduction, distributing the contract documents for internal, Client, Plan Rooms, and Contractor distribution. Bidwork procedures include selling contract documents to bidding contractors, subcontractors, and equipment suppliers; creating, compiling and distributing addenda on project to distribution list; and sending out weekly bidder's list to companies interested in networking with bidders in the event they win bid. Conforming documents which include revising all changes per addenda to specifications; and preparing signed Contract Documents for client and awarded contractor to use in the field during construction. Assisting engineers and other processors to meet their deadlines so that workload and deadlines are compatible. (6/98 - 8/05)

Administrative Assistant - Served as the only administrative assistant for the Environmental Department of 23 engineers. Had independently prepared reports for the Senior Environmental Department Manager and coordinated presentations and production (graphics, editing and reproduction), routinely solved problems and questions for engineers; performed workload leveling for administrative work group; drafted and tracked project and subcontractor invoices; setup and maintained financial and procurement databases and tracking systems; developed new or recommended revised procedures; coordinated conferences, weekly & monthly staff and client professional meetings and organized community events. Collected and compiled data in response to special requests; screened calls, arranged meetings and engineer travel; and maintained the schedule for senior management and other personnel. (11/94 - 6/97)

Document Publishing Specialist, Construction Specifications Processor - Setting up CSI master specifications for a project in Word Perfect & SAROS software, tracking specification sections, attending project meetings, processing and proofing specifications and references, communicating with Project Assistants and Engineering team on the project, scheduling, forwarding, and assembling the Contract Documents for reproduction, distributing the Contract Documents for internal, Client, Plan Rooms, and Contractor distribution. Bidwork procedures include selling Contract Documents to bidding contractors, subcontractors, and equipment suppliers; creating, compiling and distributing addenda on project to distribution list; and sending out weekly bidder's list to companies interested in networking with bidders in the event they win bid. Conforming documents which include revising all changes per addenda to specifications; and preparing signed Contract Documents for client and awarded contractor to use in the field during construction. Assisted engineers and other processors to meet their deadlines so that workload and deadlines are compatible. (9/90 - 11/94)

Shands-Alachua General Hospital, Gainesville, FL - Part-Time File Clerk duties included filing confidential documents and medical records; also billing appropriate patient insurance companies for medical services patients received from hospital. (4/90 - 11/90)

CARYN HART *KS Engineers, P.C.*
Electrical Inspector

EDUCATION
Master in Education (LIU) - Present
Bachelors Electromechanical Engineering, NYC College of Technology – 06/ 1997

CERTIFICATES / TRAINING / LICENSES
NICET II Certification II - 1/2013
NYC Dept. of Buildings Concrete Safety Certificate
LIRR safety (NYS DOT) - Certified
Concrete Inspector (NYS DOT) – Certified
Earthwork Inspector (NYS DOT) – Certified
MTA NYC Transit Track Safety Certification – 3/2012
FDNY Fire Safety Manager Certification – 4/2012
OSHA 30 Hour Construction Safety Training
OSHA 40 Hour Site Safety Manager (Pending) – 5/2012
OSHA 30 Hour Concrete Safety Manager Certification – 8/2012
4 Hour Supported Scaffold Training Certification – 12/2012
8 Hour Asbestos Awareness OSHA 29 CFR 1910 Certification – 4/2013
Certified Adult/Child CPR; Adult/Child AED and Infant CPR/ (NYS DOT)

SKILLS
Microsoft Office
PowerPoint
SiteManager
BackOffice
Proxy Master
MapInfo (AIMS)
Arc View (GIS),
AutoCAD 2000 - Certified

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Electrical Inspector	2014 - Present
Able Safety	Site Safety Supervisor (Consultant)	6/2013 - 5/2014
New Jersey Meadowlands Commission	Resident Inspector (Consultant) for Phase 4 and Phase 5	9/2013 - 4/2014
AeroTech Environmental	Site Safety Supervisor (Consultant)	3/2013 - 5/2013
Con Edison	Site Safety Supervisor	10/2012 - 11/2012
HNTB	Construction Inspector (for NYCDOT)	1/2010 - 10/2012
NYSDOT	Senior Engineering Technician	10/2006 - 12/2009
NYCDOT	Traffic Analyst	9/2002 - 7/2004

EXPERIENCE SUMMARY
Ms. Hart has over 10 years of experience in construction inspection including work as Resident Inspector for electrical work and Site Safety supervisor.

Phase 3 Beachfront Restoration, Reconstruction of Coney Island Steeplechase Pier and the cleaning/ maintenance of the Verrazano Narrows Bridge, Brooklyn NY - Resident Inspector, Electrical & Site Safety Supervisor. Provided QA/QC over site of sub-contractors on Removal of debris including power washing operations of the upper and lower deck on the East and West bound lanes. Served as a technical safety resource. Created

safe zones to allow for other repair crews. Ensured safe transverse of vehicular traffic by creating MPT; restricted zones. Conducted safety meetings and site safety inspections on a daily basis to insure workers are in compliance with federal and state OSHA Standards. Served as Site Safety Supervisor during rehabilitation project at VA hospital in Northport NY. Performed general inspection of all construction. Provided general inspection on all construction labor and subcontracted work. Assured compliance with contract documents and approved submittals. (06/2013 – 05/2014)

Phase 4 and Phase 5, Adaptive Signal System Traffic Region (MASSTR), NJ Meadowlands Commission, Lyndhurst, NJ - Resident Inspector, Electrical. Provided QA/QC over site of contractors and sub-contractors in the installation of an Adaptive Signal System for Traffic Reduction known as The Meadowlands Adaptive Signal System Traffic Region (MASSTR), in the Meadowlands region corridors in Bergen and Hudson counties. Worked closely with project operations management striving for continuous safety culture improvement. Provided oversight of progress of installation of intricate network of adaptive traffic signal controllers, wireless communications, and vehicle detection devices with adjustable signal timers. Provided general inspection on all construction labor and subcontracted work. Assured compliance with contract documents and approved submittals. Conducted weekly safety meetings, site safety inspections on a daily basis to ensure workers were in compliance with federal and state OSHA Standards. Had working knowledge of civil engineering principles and management techniques. Provided report writing, research techniques, administration and implementation of solutions. (09/2013 – 04/2014)

Super Storm Sandy disaster recovery/ clean-up in conjunction with USACE/ FEMA, Fire Island, NY - Site Safety Supervisor. Verified Right-of-Way and Right-of-Entry on private properties. Conducted safety meetings, daily site safety inspections to ensure workers are in compliance with federal and state OSHA Standards. Supervised both civilians and subcontractors to assure proper adherence to guidelines for removal of storm debris. Assured adherence to eligibility of loads accessed by subcontractors per USACE/ FEMA regulations. Responsible for proper certification of all load vehicles per USACE/ FEMA regulations. Identified Best Safe Work Practices to drive continuous loads. Served as a technical safety resource. Created a safe MTP zone, right of way, entry and exits at the 'Atlantique Dump site'. Worked closely with project operations management striving for continuous safety culture improvement. Assured State & Federal environmental compliance standards and protocols for handling storm refuse, traffic control. Conducted sub-contractor inspections with USACE Site Safety Health Officer with QA/QC oversight for sub-contractors in the removal of Storm debris including overseeing the separation of the organics, construction debris (C&D), and 'Whites' refrigerator, electronics, AC units, and washer/dryers with the assistance of the USACE. (03/2013 – 05/2013)

Sandy Debris Removal, Northeast Queens - Con-Edison, Queens, NY - Site Safety Supervisor. Work ensued 7 days per week 12 hours per day. Served as Site Safety Health Officer with QA/QC oversight of sub-contractors in the removal of storm debris, including removal of fallen/damaged trees and high voltage power lines in Northeast Queens, NY area. Served as a technical safety resource. Created safe zones for emergency repair crews for the purpose of restoration of electricity to private homes and businesses. Ensured safe traverse of pedestrian and vehicular traffic by creating MPT; restricted zones. Acted as a liaison between the field sites and the Control Center and various subcontractors, including tree trimming crews. Enforced Con-Edison's safety policies. (10/2012 – 11/2012)

JEANNE E. BRADY *KS Engineers, P.C.*
Senior Inspector

PROFESSIONAL CERTIFICATES/LICENSES
N.I.C.E.T. III Certification [redacted]
ACI, Concrete Construction Special Inspector #[redacted]
ACI, Concrete Laboratory Testing Technician- Grade I
ACI, Concrete Field Testing Technician- Grade I

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Senior Inspector	7/2014 - Present
URS Corporation	Concrete Technologist/Services Supervisor	3/2007 - 7/2014
Dvirka and Bartilucci	Engineering Technician, Level III	7/2006 - 2/2007
Vollmer Associates LLP	Engineering Technician, Level III	10/2002 - 2/2004
Dolph Rotfeld Engineering, P.C.	Engineering Technician, Level III	8/2001 - 10/2002
Vollmer Associates LLP	Engineering Technician, Level III	3/2001 - 8/2001
Urbitran	Engineering Technician, Level II	6/1999 - 3/2001
Gannett Fleming	Engineering Technician, Level II	2/1997 - 6/1999
Clough, Harbour & Associates LLP	Engineering Technician, Level II	9/1995 - 1/1997
Urbitran	Engineering Technician Trainee	5/1994 - 5/1995

EXPERIENCE SUMMARY
Ms. Brady has 20 years of demonstrated experience providing inspection services for a variety of project types. She has supervised the inspection of concrete batch plants and laboratories and holds multiple ACI certifications. Ms. Brady has worked on roadway, bridge and dam projects throughout the region. Her relevant project experience includes:

URS Corporation, Paramus, N.J. - NYCDEP Concrete Quality Assurance Program, New York, NY - Concrete Technologist/Services Supervisor for Inspection of various concrete batch plants and laboratories, Universal Labs, Tectonics Consultants, Futuretech and Fairways. Responsibilities include monitoring of trial batching procedures for newly designed concrete mixes; verifying compliance of plants and laboratories, as per specifications; recording laboratory test results and readings (concrete cylinder breaks, slump tests, air content, unit weights, etc.); Overseeing field testing and performing audits as requested. Training and supervising Assistant Concrete Technologists in Service related inspections and audits. (3/2007 - Present)

Dvirka and Bartilucci, Wood Bury, NY - Engineering Technician, Level III. This consulting engineering firm was responsible for overseeing the interim stability improvements at the Gilboa Dam, Schoharie County. Site Inspector responsible for quality assurance personnel in charge of overseeing the contractor's quality control for the installation of post-tensioned rock anchors. Duties include record keeping of daily construction activities, including installation of pre-production anchors, environmental controls, safety measures, drilling of anchor holes, grouting of anchor holes, and installation of post-tensioned rock anchors. (7/2006 - 2/2007)

Garden State Parkway, Bridge Repairs North (for Vollmer Associates LLP), New York, NY - Engineering Technician, Level III. Worked directly with and responsible for 5(+) person crew. Worked on repairs to 16 bridges along a 15-mile span of the Garden State Parkway. Activities included: substructure concrete repair, concrete deck

repair, and temporary support of stringers, asphalt milling and paving, installation of guide rail, and maintenance and protection of traffic. (10/2002 - 2/2004)

Village of Port Chester, Waterfront Redevelopment (for Dolph Rotfeld Engineering, P.C., Tarrytown, New York) - Engineering Technician, Level III. Worked directly with and responsible for 9(+) person crew. Worked on widening and redevelopment of U.S. Route 1. Activities included: excavation, traffic signals, street lighting, concrete and granite curbs, sidewalks, asphalt overlay and maintenance and protection of traffic. (8/2001 - 10/2002)

Reconstruction of I-287, Stage 2A (for Vollmer Associates LLP, New York, NY) - Engineering Technician, Level III. Worked directly with and responsible for 5(+) person crew. Worked on widening of I-287 and replacement of 3 bridges. Activities included: installation of drainage, installation of guide rail, milling and placement of asphalt, survey of final grades and creation of as-built drawings. (3/2001 - 8/2001)

Reconstruction of the Palisades Interstate Parkway (for Urbitran, New York, NY) - Engineering Technician, Level II. Worked directly with and responsible for 7(+) person crew. Worked on widening and reconstruction of the Palisades Interstate Parkway. Activities included: placement of inlets and drainage pipes, excavation, embankment, grading, silt fence, and maintenance and protection of traffic.

Reconstruction of I-287 over the Saw Mill River Parkway (for Gannett Fleming, New York, NY) - Engineering Technician, Level II. Worked directly with and responsible for 5(+) person crew. Worked on replacement of an existing bridge structure with a structure composed of steel tub girders and pre-cast piers and decks. Activities included: asbestos removal, drainage, excavation, embankment, pile driving, post tensioning and grouting of pier and deck segments, and conducted slump and air tests on concrete. (2/1997 - 6/1999)

Reconstruction of Route 17, Ramapo, NY (for Clough, Harbour & Associates LLP, Albany, NY) - Engineering Technician, Level II. Activities included: excavation, embankment, clearing and grubbing, landscape, guide rail, survey and H-piles.

Reconstruction of Routes 6 and 17 in the Town of Woodbury, NY (for Urbitran, New York, NY) - Engineering Technician Trainee. Worked as a trainee during construction of Route 6 extension. Activities included: excavation, embankment, survey, draining and MP&T. (5/1994 - 5/1995)

EDDIE DIANGCO *KS Engineers, P.C.*
Inspector – Structural

EDUCATION

BS/Electrical Engineering, St. Peter's College, Iligan City, Philippines, 1990

PROFESSIONAL CERTIFICATIONS

ICC (Special Inspector) Structural Steel / Bolting / Masonry
ACI (Special Inspector) Reinforced Concrete (Rebar/Placement)
ACI Concrete Field Technician
ASNT Level II in Magnetic Particle Testing and Penetrant Testing
Registered Electrical Engineer (Philippines) PRC No. [redacted]

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Inspector - Structural	07/2014 - Present
Future Tech Consultant	Construction Special Inspector	05/2011 – 07/2014
Municipal Testing Laboratory	Construction Special Inspector	05/2008 – 05/2011
AL-Hoty Establishment KSA	Sr. Project Inspector	03/2001 – 02/2006
Mitsui Engineering Shipbuilding Arabia Ltd.	Welding / Piping Inspector	11/1999 – 10/2000
Sanko Engineering Corp (Chiyoda Corporation - Main Contractor)	Piping Inspector III	08/1998 – 05/1999
EEI Corporation (Bechtel - Main Contractor)	QC Engineer II	05/1998 – 07/1998
Sanko Engineering Corporation (Chiyoda - Main Contractor)	Piping Inspector III	04/1995 – 01/1998
Chiyoda Nigeria Ltd	Progress Checker (Utilized QC Inspector)	09/1992 – 10/1994
National Power Corporation, Iligan City, Philippines	Laboratory Aide	05/1990 – 12/1991

EXPERIENCE SUMMARY

Mr. Diangco has 24 years of extensive working experience in various engineering practices involving QA/QC and field engineering with an emphasis on inspection and testing during fabrication/erection in refineries, GOSP and well-head platforms (offshore), Industrial and Power station projects and other phases in the Oil/Gas and Petrochemical industry. Involved in piping, welding, painting, structural installation and non-destructive testing. Inspection for Masonry, Concreting, Fire Proofing, Fire Stopping, Structural Steel/Bolting and other related controlled inspection during the construction, restoration and upgrading of different Schools of New York City School Construction Authority, Private Schools, Hospitals, Commercial and Residential Buildings. His relevant project experience includes:

Future Tech Consultant, Multiple Projects, Multiple Clients, Multiple Sites - Construction Special Inspector (Structural Steel/Bolting, Masonry – Reinforced Concrete) for multiple projects including public and private schools, hospitals, residential and commercial buildings. Duties and responsibilities included the review of approved plans, specifications, mock-up panel samples, concrete design mix and submittals for special inspection requirements. Checked and verified specified sizes, type, grade of materials and all embedded ties, reinforcement, inserts, seismic clips and anchoring. Checked and verifed weather-proofing, insulation, wall fire rating, joint sizes profile, plumbness and alignment. Checked and monitored mortar mixing, retempering, handling, placement, and protection

during severe cold and hot weather. Witnessed and verified reinforcement and connector placement, masonry and grout placement, and skidmore test for high strength bolts. Took representative samples for mortar and grout. Checked and verified reinforcing steel spacing, securing, splicing/lapping, minimum cover and form works. Monitored concrete discharge, adding of water/slump, time intervals, placement and consolidation. Verified bolt sizes, length, grade, type, connection type, faying surfaces, bolt holes, torque requirement and tightening method. Notified the Contractor, Architect or Engineer of records and building officials of any deviation and discrepancies by written reports.

Municipal Testing Laboratory, New York City Public Schools, Multiple Sites - Construction Special Inspector (Structural Steel/Bolting, Masonry – Reinforced Concrete) for work on New York City Public Schools. Served as a Special Inspector during the construction, restoration and upgrading of schools. Duties and responsibilities included the review of approved plans, specifications, mock-up panel samples, concrete design mix and submittals for special inspection requirements. Checked and verified specified sizes, type, grade of materials and all embedded ties, reinforcement, inserts, seismic clips and anchoring. Checked and verifed weather-proofing, insulation, wall fire rating, joint sizes profile, plumbness and alignment. Checked and monitored mortar mixing, retempering, handling, placement, and protection during severe cold and hot weather. Witnessed and verified reinforcement and connector placement, masonry and grout placement, and skidmore test for high strength bolts. Took representative samples for mortar and grout. Checked and verified reinforcing steel spacing, securing, splicing/lapping, minimum cover and form works. Monitored concrete discharge, adding of water/slump, time intervals, placement and consolidation. Verified bolt sizes, length, grade, type, connection type, faying surfaces, bolt holes, torque requirement and tightening method. Notified the Contractor, Architect or Engineer of records and building officials of any deviation and discrepancies by written reports.

AL-Hoty Establishment KSA, Saudi Aramco Northern Area Facilities (Onshore/Offshore) - Sr. Project Inspector (Piping / Welding / Painting). On-Shore Scope of Work: JBTETH II, 36"ø (Juaymah to Berri Gas Plant Pipeline), Fire water upgrading at Ras Tanura Refinery. Off-Shore Scope of Work: UMP jacket and deck module installation, Sub sea pipe line installation and testing, well-head hook-up and SCADA integration, multi-phase flow meter installation and testing, scraper facility installation and various platforms upgrading at Safaniya, Zuluf, Marjan Berri and Abu-Safah oil field. Duties and responsibilities included the review, comment and concurrence with Contractor's quality manual, plan, procedures and ITP's in accordance with Saudi Aramco quality standard. Reviewed Contractor's proposed QA/QC organization staffing and evaluated actual performance for acceptance. Attended scheduled QA/QC coordination meetings. Monitored, assessed and performed quality surveillance of the quality management system. Witnessed activities commonly denoted as hold, witness and inspection point. Interfaced with and assisted the Project Management Team in enforcing, recommending and interpreting Saudi Aramco standards and specifications. Performed final punch-listing of the facilities prior to the signing of the Mechanical Completion Certificate.

Mitsui Engineering Shipbuilding Arabia Ltd., Petrokemya Olefins III, Jubail Kingdom of Saudi Arabia - Welding/Piping Inspector involved in QA/QC inspection for OSBL piping that connect existing plant (Olefins I & II) to New Olefins III plant, Product tankage area and various location of tie-in point piping. Duties and responsibilities included witnessing and approving the Contractor's Welders Qualification Testing, implementing project quality manual and specification during fabrication, installation, NDE coverage, hydrotesting, flushing and reinstatement. Monitored daily routine activities during fit-up, preheating, welding, NDE, PWHT, PMI, hardness testing, and welding consumable handling. Attended weekly QA/QC coordination meetings and discussed relevant inspection issues. Conducted line checking and generated punch list items; reviewed the signing of the Mechanical Completion checklist.

REYNALDO M. LIBUNAO, JR *KS Engineers, P.C.*
Electrical Construction Inspector/Engineer

EDUCATION
BS/Electrical Engineering, Mapua Institute of Technology, Manila, Philippines, 11/1995

PROFESSIONAL REGISTRATIONS/CERTIFICATIONS
Registered Electrical Engineer, License No. [redacted] Philippines)
NICET CERTIFIED – Fire Alarm Systems Level 1 (Certification pending with NICET)
ICC Certified Commercial Electrical Inspector (exp)
10 Hour OSHA Construction Safety and Health Training
NYC DOB 4 Hour Supported Scaffold Certificate

SELECTED SOFTWARE SKILLS
MS Office, AutoCAD
AGI Lighting Program
Power Tools for Windows
Primavera – Construction Manager

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Electrical Construction Inspector/Engineer	7/2014 - Present
Michael Baker Engineering, Inc.	Senior Electrical Inspector	12/2009 - 2014
Halcrow Engineers PC	Senior Electrical Engineer	1/2003 - 2009
The Prisco Group	Electrical Design Engineer	6/2001 - 1/2003
Integral Planning and Management, Inc.	Field Engineer	1/2001 - 6/2001
Filinvest Alabang Incorporated	Junior Electrical Engineer	4/1996 - 9/1999

EXPERIENCE SUMMARY
Mr. Libunao has 18 years of international and domestic experience with project management, power, telecommunications and lighting distribution design for residential, commercial, educational, recreational, infrastructure and marine facilities. He is a proven team player with the ability to coordinate with people. In addition he has excellent organization skills and is able to use different tools to streamline the design process and generate accurate calculations.

New York City Department of Environmental Protection (NYCDEP), WP-283 Newtown Creek WPCP Plant Upgrade, Greenpoint, Brooklyn, NY - Senior Electrical Inspector. Oversees the new construction of the Central Residuals Building (NC-41) and the Upgrade of the existing South Battery (NC-47). These projects are Wick's Law contracts, covering four prime contractors (G – Structural, E – Electrical, P - Plumbing and H – HVAC). Contract NC-41 is the construction of the Central Residuals Building, consists of a Secondary Screening, a Grit Disposal, Skimming Systems which segregates and channels this primary treatment residual to dumpster containers for proper disposal. This treatment process has a Consent Order Decree Milestone of $20 million from the state and federal authorities that will be achieved more than one year ahead of schedule for the City of New York.

Contract NC-47 provided the full upgrade of the existing South Battery consisting of a grit removal facility, aeration and settling tanks, and a return activated sludge pumping station, similar to the new North and Central Batteries. All aeration tanks will be covered and provisions made for a process air system including blowers, odor control and

a polymer feed system. Odor equipment and controls will be in the newly constructed South Control Building. Contract NC-47 also includes the wrap-up of miscellaneous items in the North and Central Batteries such as modifications to the spray water nozzles, the spray water system and the seal water system.

- Responsible for enforcing the National Electrical Code; New York Electrical Code and other related codes and regulations, including Department of Environmental Protection Construction Rules and Regulations. Interprets codes in the field. Authorizes acceptable alternative methods of code compliance within limits of authority.
- Works under the guidance of the Project's Resident Engineer.
- Reviews Contract Documents to address possible conflicts in advance. Formulates "Request for Clarifications (RFC)" to the Engineer to resolve conflicts.
- Review "Request for Information (RFI)" from Contractors to make recommendations to the Engineer and shorten review process.
- Maintains close coordination with other trade inspectors to assure nothing is compromised.
- Performs field investigations of electrical activities, assuring all applicable code requirements are satisfied and corrected by the electrical contractor. Activities involved installation of conduit, wires/ cables, enclosures, panel boards, disconnect switches, Motor Control Centers, Susbstations/ Transformers, Automatic Transfer switches, Local Control Panels for Power, Lighting, Fire Alarm, Access control, Public Address, Communications, LV Controls, Gas Monitoring, and HVAC systems.
- Conducted Fire Alarm System Inspection prior to AHJ Inspections to catch any issue that may cause the AHJ to issue a Letter of Defect or a Violation.
- Address and correct issues in the field, if possible, to avoid delays.
- Completes and maintains records of daily report of the electrical contractor's daily activities. Issues correction notices.
- Conducted Equipment Testing for Acceptance.
- Delegate work and provide guidance to electrical inspectors.
- Evaluate Contractor's monthly progress payment requisitions. Reconciled contract changes and claims with the contractor.
- Prepared a detailed punch list of unfinished or non-compliant installations.

(12/2009 - 2014)

New York Fire Department (NYFD), Berths 11 and 12 Rehabilitation- Brooklyn Navy Yard, Brooklyn, NY - Electrical Engineer. Responsible for providing engineering services to the Fire Department of New York for the Rehabilitation and Upgrade of Electrical Service for Berths 11 and 12 at the Brooklyn Navy Yard. The upgrade included the installation of a substation at the dock to provide power for new electrical and mechanical equipment for the new vessels of the Fire Department. (2009)

U.S. Coast Guard, Pier Reconstruction, Cape May, NJ - Electrical Engineer. Responsible for providing engineering services to Arthur Henry Inc and Viteri Construction Management for the design-build of the reconstruction of the 300 ft section of Pier 4 at the U.S. Coast Guard Training Center in Cape May, NJ. The structure was designed with the utility trenches along both sides of the pier to accommodate new electrical and mechanical utilities for the USCG Vessels and the existing floating dock. (2008)

Pier 86 – Intrepid Museum, Manhattan, NY - Electrical Engineer. Responsible for the planning, design and assistance during the construction phase of electrical systems of Pier 86 for Hudson River Park Trust with costs of $30.5 million. The project consists of demolition of the existing pier and detail design of the new pier and design repairs. Participated in the design of the new facilities and landscaping on the proposed Upland Park. (2003-2008)

LAWRENCE T. O'ROURKE, P.E. (ASCE IV) *KS Engineers, P.C.*
Resident Engineer

EDUCATION
BS/Civil Engineering, New Jersey Institute of Technology, Newark, NJ / 1974

PROFESSIONAL REGISTRATIONS/CERTIFICATIONS
Professional Engineer – NJ (#[redacted])

PROFESSIONAL AFFILIATIONS
New Jersey Association of County Engineers, President 2002
American Society of Highway Engineers, President 1994 – 1995
Founding Member Award, 2005

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Resident Engineer	7/2008 - Present
McKeon-Grano Associates, Inc.	Project Manager	2003 - 7/2008
Foster Wheeler Estate Development Corp.	Construction Project Manager	1994 - 2002
Frassetto Construction Co.	Project Manager	1991 - 1994
Middlebury Development Co.	Project Manager	1986 - 1991
Prismatic Development Corp.	Project Manager and Site Superintendent	No Dates Provided
Baker Firestone, Inc.	Project Manager and Site Superintendent	No Dates Provided
Bellemead Development Corp.	Project Manager and Site Superintendent	No Dates Provided
New Jersey Department of Transportation	Resident Engineer	No Dates Provided
Parsippany-Troy Hills, NJ	Assistant Township Engineer	No Dates Provided

EXPERIENCE SUMMARY
Mr. O'Rourke has more than 46 years of Construction Project Management and Resident Engineer experience in all types of construction; including highways and bridges, commercial buildings, research laboratories, educational facilities, healthcare, residential, and other heavy construction.

NJ Transit, Construction Inspection Services for Construction of the Tonnelle Avenue Underpass, a part of the Trans-Hudson Express (THE) Tunnel Project" - Resident Engineer, responsible for construction of a railroad underpass at Tonnelle Avenue in North Bergen. The underpass will be adjacent to where the $8.7 billion project goes underground, allowing the two new rail tracks to begin their descent under Palisades Mountain. In addition to the Tonnelle Avenue underpass, the contract requires demolition of two commercial buildings, construction of new electrical and fire pump rooms, relocation of utilities and construction of a new railroad embankment immediately west of Tonnelle Avenue. Tonnelle Avenue's four traffic lanes will remain open during construction. The underpass project is expected to be completed in 2012. (04/09 – Present)

Essex County, NJ – Construction Inspection Services for Roadway Resurfacing and Incidentals Program – Project Manager and Resident Engineer for several projects to provide survey, inspection and quality assurance staffing for reconstruction of approximately 15 miles of roads at a cost of $15 million throughout Essex County. Work includes construction of new curbs, sidewalks and ADA ramps, milling of existing asphalt pavement and resurfacing with new asphalt, resetting and reconstruction of inlets and manholes, utility relocations and striping. Work also includes installation of new traffic signals and controls. (04/2010 - 04/2011)

Meadowlands Management, LLC. NJSC Roadway and NJTA Ramps Improvements, Meadowlands Agreement with Xanadu, Roadways and Ramp, Secaucus, NJ - Resident Engineer for this relocation and improvements to NJSE Authority roadways in the Meadowlands Sports Complex and improvements to the NJTA ramps into the complex Project was responsible for pile driving, roadway excavation, grading and drainage, soil erosion and sediment control, roadway excavation,, concrete abutments, installation of pre-cast concrete beams, concrete deck placement, drainage headwalls, parapets, highway lighting, line striping, guide rail, Maintenance and Protection of Traffic, and installation of overhead sign structures. (5/08 – 4/09)

Parsippany-Troy Hills, NJ - Assistant Township Engineer

- Managed up to 15 field and office engineers, surveyors, inspectors and secretarial staff.
- Supervised design of plans and specifications, field layout and construction of "in house" road and drainage construction.
- Served as liaison between Township and NJ Department of Transportation officials.
- Assisted Township Engineer in approval of site plans and subdivisions.
- Performed inspections of buildings and homes and issued recommendations for certificates of occupancy and posting maintenance bonds.
- Prepared and presented various reports to Mayor and Township Council at public meetings.

(1977-1980)

New Jersey Department of Transportation - Resident Engineer, Highway Inspector. Served as Resident Engineer on numerous highway and bridge projects. (1963-1977)

- Ensured contractors' work conformed with plans and specifications and was completed within specified time.
- Managed field and office engineers and inspectors.
- Authorized payment to contractors for work performed.
- Reviewed change order requests and authorized action.
- Issued project correspondence and reports.

Some of the Highway Construction Projects that he was the Resident Engineer are:

- Route 1&9 Operational Improvements - Rahway, Linden and Elizabeth, NJ
- Route 280 Construction - Newark, East Orange and Orange, NJ
- Route 280 Construction – West Orange, Hanover and Parsippany, NJ

Work involved site clearing, grading sub-base placement, drainage, concrete paving, milling, HMA paving, pile driving, bridge foundations, abutments, structural steel, reinforcing steel, concrete decks, parapets, curbs, highway lighting, sign foundations, sign structures and lighting, inlets, manholes, striping, guide rail, project safety and maintenance and protection of traffic.

STEVE MAR *KS Engineers, P.C.*
Electrical Inspector

EDUCATION
BS/Electrical Engineering, Pratt Institute, Brooklyn, NY, 1987

PROFESSIONAL REGISTRATIONS/CERTIFICATIONS
University of Massachusetts, Division of Continuing Education: Lead Inspector Training - April 6, 1995
10-Hour OSHA Construction Safety Training
Trench Safety
Maintenance of Traffic and Work Protection
Confine Space
Hazmat Management
Lockout/Tag out
FEMA
Con Edison High Tension Training - 2005
EPA Lead Inspection Training - 1995
New Jersey State Approved (10) Hours Course - 2008 Electrical Code Update/Law Required CE for 2009 Renewal (March 2009).

SELECTED SOFTWARE SKILLS
MS Word & Excel
AutoCAD Certified

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Electrical Inspector	7/2014 - Present
Maitra Associates, P.C.	Field Engineer – Construction Inspector	6/2002 - 7/2013
New York City Department of Design and Construction (NYCDDC)	Construction Project Manager II	1/1998 - 6/2002
New York City Department of Housing Preservation & Development	Assistant Electrical Engineer	12/1987 - 1/1998
David D. Owen Associates	Assistant Draftsman / Blue Print Operator	1980 - 1982

EXPERIENCE SUMMARY
Mr. Mar has experience in high tension electrical engineering, construction technology, contract administration and building operations in a career that spans more than 30 years. He has the ability to work effectively under minimal supervision handling simultaneous projects and meeting deadlines. Mr. Mar has a solid reputation for upholding high standards and realizing organizational goals and objectives. His relevant experience includes:

Port Authority of NY & NJ (PANYNJ), Multiple Contracts, New York & New Jersey - Field Engineer/Construction Inspector. Administrated multiple contracts in New York & New Jersey Port Commerce Department and The Port Authority Trans Hudson Corporation (PATH) train as (CMD / EIC). Worked closely with PA Resident Engineer (RE), PA Assistant Resident Engineer (ARE), PA Project Manager, Engineer of Record (Architect/Engineer), and Contractors to ensuring the projects are delivered on time and within budget. Reviewed scope of work, contract submittal, materials, PACC (Change Orders), Request for Proposal (RFI), and approved contractor progress payments. Performed daily Controlled Inspections and reviews to insure work on construction projects are completed in accordance with contract drawings, specifications, and National / Local Codes and

construction project standard (ANSI, NFPA, NEMA, and UL). Scheduled project kick-off meetings and monthly meetings with main contractor and subcontractor to perform ongoing construction project. Analyze budgets and schedules for contract compliance. Projects included:

- Inspected and supervised installation of 2 units of 1000KVA, 4160/480/277V-3phase substation. Coordinated with local power company (Con-Ed) to bring the main substation in services. (Mr. Mar received Port Authority recognition via a "Team Project Award" in 2004.
- Expansion of 124 acres of Port Ivory in Staten Island, NY. A former shipping port operated by Proctor & Gamble. Demolition of existing office buildings, warehouse, power plant, smoke stacks, and structural steel bridges.
- NYC Container Terminal Berth Strengthening and Wharf Extension in Staten Island, NY. Installed new cathodic corrosion wiring throughout the new 300 feet of wharf extension as well as a new substation, fiber optic cabling, cross over bridges, train tracks, air compressors, high mast electrical light towers, sewage drainage, and fire hydrants.
- At PATH train performed Engineer in Charge (EIC) – Installed new security fence and repaired concrete along existing Summit Avenue Bridge in Jersey City, NJ. While the test was not to disrupt the daily PATH train rush hours operation and people/traffic on the street level.
- Replaced/ Installed new PATH railroad tracks, ties, ballast stones, bridge walkway stringers bolts in the Newark PATH Dock Bridge.
- At PATH's South Street Yard in the elevated McCarter Highway bridge in Newark. Installed new Automatic Train Control System. Along with new electrical bungalow, Train Single, and Fiber–optic communication room.
- At PATH Journal Square Transportation Center – Platforms, Turnstile Area, Moore Tower, Removal of loose concrete over active tracks and underside of John F. Kennedy Blvd. Repaired (2) deteriorated concrete columns. As a EIC's I'm responsible for the safety of workers on working along the active train tracks and the coordination with the Trainmaster for movement of work flat and Hy-rail trains on site.
- Lead inspector for PA. Reactivation of Arthur Kill Vertical Lift Bridge from New York to New Jersey and the national rail network.

New York City Department of Design and Construction (NYCDDC), Multiple Projects, Brooklyn, Queens, New York, NY - Construction Project Manager II for Cultural Department and Library Department worked under Resident Engineer (RE) and Assistant Engineer (ARE) coordinated with architect or other consultants and clients to determine the specific requirement. Participated in initial meetings with clients and makes recommendations regarding project management approach. Performed inspections, ensured compliance with applicable plans and specifications related to ongoing construction projects. Reviewed and approved contractor progress payments, change orders, request for reduction of retainage, and extension of schedules. Evaluated the performance of Project Architects, Engineers, Contractors, and Sub-Contractors. Coordinated project close out procedures with clients, Architects/Engineers and individual Contractors. Projects included:

- Renovation of Coney Island Library in Brooklyn, NY
- Renovation of South Brooklyn Children's Botanic Garden Storage building.
- Additional upgrade of NY Aquarium in Coney Island, Brooklyn – Horseshoe/Turtle pond.
- Renovation of Queens Museum of Art building – Installed new roof system and upgraded roofing drain.

New York City Department of Housing Preservation & Development, Multiple Projects, Citywide, NY - Assistant Electrical Engineer worked under Chief Engineer's direction, to supervise and schedule ongoing rehabilitation of city owned building. Monitored various contractors' progress and quality of work. Prepared cost analysis of extra work orders, RFIs, and change orders.

ROBERT SPRAU, LEED AP BD+C *KS Engineers, P.C.*
Project Manager – Preconstruction

EDUCATION
Bachelor of Science, Architecture, Temple University, 1982

PROFESSIONAL REGISTRATIONS
LEED® AP Certified
American Institute of Architects.
Urban Green Council, (USGBC New York Chapter)

SELECTED SOFTWARE SKILLS
Primavera SureTrak, Primavera Expedition, Prolog, MS Project, MS Office (Word & Excel)

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Project Executive	2009 - Present
Control Equity Group	Vice President / Regional Construction Director	2006 - 2009
El Taller Colaborativo	Design Manager / Project Manager	2001 - 2006
Gilbane Building Company	Senior Project Manager	2001 - 2001
York Hunter	Project Manager	1999 - 2001
The Sprau Corporation	President	1988 -1999
New Jersey DBC	Supervising Architect	1988 - 1992

EXPERIENCE SUMMARY
Mr. Sprau has more than 30 years of design consultation and construction management experience working with firms such as URS, Turner Construction, Gilbane, and York Hunter on programs ranging in value of up to $500 million. His experience has included a variety of clients including: DASNY , NYSOGS, PANYNJ, USCG, Newark Fire Department, New Jersey SDA, Rutgers University, Kean University, and Montclair University, New Jersey State Agencies such as DEP, Parks and Forestry, Health and Human Services and Higher Education. Mr. Sprau has managed trade disciplines that have included all CIS sections. His diverse background includes work with various public agencies and project types, creating a well-rounded construction consultant. His has provided Pre-Construction services such as land acquisition, site assessment, consultant procurement, design management, value engineering, constructability and code reviews, estimating, scheduling and leading to the preparation of bid documents.

SUNY Stony Brook University MART Building, Stony Brook, NY- Project Executive providing Construction Management Inspection Services for the 470,000 sf addition for Stony Brook University Medical Center's new Medical and Research Translation (MART) Building and New Beds Support Tower which is currently under construction to support the medical centers capacity to care for cancer patients and to perform relevant research. The project includes a cancer center, research center, bed tower, and advanced medical education facilities. The 20-story, 170-bed tower will house state-of-the-art inpatient bed accommodations, Stony Brook Children's Hospital, expanded dining and other public facilities. The eight-story MART building will be the University's new headquarters for cancer research, advanced medical imaging, neurosciences, and cancer care. The education center includes a modern 300-seat auditorium for live and distance education and community outreach programs.

New York Rising Community Reconstruction Program, Hurricanes Irene and Sandy Damage Assessment-Structural Evaluation and Feasibility Study, Multiple Sites, NY - Project Manager responsible for providing structural and architectural evaluation and feasibility studies to determine the overall physical condition, analyze

and develop replacement recommendations. The scope of work included studies/investigations, engineering analysis and reports, preparation of scope and estimates. Included firehouses located in the Village of Esperance, Central Bridge, Village of Middleburgh, and Esperance Town Hall.

Roosevelt Island Operating Corporation, Structural Evaluation and Feasibility Study of the Sportspark Recreational Facility, New York, NY - Project Manager responsible for providing structural and site evaluations and feasibility study to determine the overall physical condition and degree of obsolescence. The scope of work included studies and investigations, engineering analysis and reports, preparation of scope and estimates for Structural, Civil, MEP, and Roofing systems.

City of New York Department of Parks and Recreation, Hurricane Sandy Damage Assessment and Reconstruction of Damaged Facilities, Multiple Sites, NY - Structural / Site Assessment Inspector responsible for providing hurricane damage assessment services including the inspection of building foundations, exteriors and interiors, utilities, bulkheads, light poles, fixed and floating piers. The scope of work included studies/investigations, engineering analysis and reports, preparation of scope and schematic plans, topographic survey, construction documents and estimates.

NYCSCA, Hurricane Sandy Damage Permanent Repair Assessment, Queens, Brooklyn & Staten Island, NY - Structural / Site Assessment Inspector responsible for providing hurricane damage assessment services including the inspection of building foundations and all load-bearing structural elements at the exteriors and interiors of seven (7), school buildings in Queens, Brooklyn, and Staten Island. The inventory, assessment and estimate completed were the basis used to determine the scope items to be funded for repair and/or replacement.

DASNY, Bronx Family and Criminal Courthouse, Bronx, NY- Project Executive providing oversight of miscellaneous construction and safety inspection services as part of the STV Construction Management team for interior renovations and roof replacement projects. This $17 million project involved renovation the interior of the existing Supreme Court Building, which is listed on the National Register of historic places.

DASNY, CUNY Brooklyn College PAC, NY- Project Executive providing oversight of Safety inspection services for the selective demolition of existing building sections and construction of a new 30,000 SF performing arts facility at Brooklyn College. Monitored contractor compliance with City of New York construction safety requirements, OSHA safety requirements, the safety requirements of CUNY, Brooklyn College and construction safety requirements of any agency having jurisdiction.

NYSOGS, Department of Labor Building, 250 Schermerhorn Street, Brooklyn, NY – Project Executive providing oversight of Safety Inspectors for this project which involves the complete interior demolition and reconstruction of a five-story office building for the New York State Department of Labor in Brooklyn, NY.

City of East Orange, Senior Center Renovation Project, East Orange, NJ – Project Executive for the renovation of a two story, 20,000 sf building that was converted to a Senior Center for The City of East Orange. KSE served as the City's Representative overseeing all construction, coordinating the general contractor's activities with the City.

Department of Homeland Security, United States Coast Guard, U.S. Coast Guard Academy - Project Manager responsible for the provision of as-built AutoCAD Floor Plans of 13 buildings at the USCGA located in New London, Connecticut The project included a review of existing drawings, interior/exterior measurements and the production of as-built drawings as validation of the Academy's real property inventory.

CHRISTINE STANTON *KS Engineers, P.C.*
Contract Specialist

EDUCATION

New Jersey City University - Currently possess 76 credits towards a BA in Business Administration

TRAINING/ COMPUTER SKILLS

MS Office
Primavera Expedition
DocStar

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Contract Specialist	2009 - Present
Hudson Meridian Construction Group	Project Document Control Administrator	2006 - 2009
Jeffrey M. Brown Associates	Project Document Control Administrator	2000 - 2006
J.D. Edwards & Company	Training Center Coordinator	1998 - 2000

PROFESSIONAL HISTORY

PANYNJ, Construction Management Services on a "Call-In" Basis – Field Position for Contract Specialist for Construction Management Division, Jersey City, NJ – Contract Specialist working out of the Office of the Assistant Chief Engineer – Construction and the Engineer of Construction, Construction Administration, Engineering Department at the Port Authority Tech Center in Jersey City, New Jersey. Responsible for consultant invoices, purchase order budgets, new call-in agreement requests, distribution of bid-tabs, non-disclosure agreements, and the bid log. (2010 – Present)

NJSDA, Construction Management Services for Roberto Clemente School, Paterson, NJ – Document Control Engineer – This project consists of the renovation of an existing 8,200 sq. ft. commercial building into four (4) kindergarten classrooms, one (1) multi-purpose room, a kitchen and administration spaces. The project also includes building a parking lot on a different site adjacent to the building site. Scope of work also includes a new roof and 5 HVAC roof top units. The existing building is one (1) story on grade steel frame structure that has no basement. (08/2009 – 12/2009)

Project Document Control Administrator (*Hudson Meridian Construction Group,* New York, NY)

- Prepare Subcontracts and Vendor Agreements
- Prepare Change Orders for Owner and Subcontractors
- Process request for information and submittals
- Manage and obtain insurance certificates
- Maintain current logs (Change Orders, Contracts, Drawing Lists and Insurance) using Primavera Expedition
- Code all invoices and requisitions
- Set up and maintain files for correspondence and submittals
- Set up and maintain Control Books and PM Binders
- Assist Director of Field Operations/Project Executive (06/2006 – 07/2009)

Project Document Control Administrator (*Jeffrey M. Brown Associates,* New Jersey / New York)

- Prepare Subcontracts and Purchase Orders

- Prepare Change Orders for Owner and Subcontractors
- Process all change management, request for information and submittals utilizing Expedition
- Manage and obtain all insurance certificates
- Maintain current logs Change Orders, Change Proposals, Contracts, Cost Worksheet, Drawing Lists, Insurance and Potential Change Orders) using Primavera Expedition
- Request, gather and process all closeout material
- Review and distribute all faxes and incoming mail using DocStar
- Set and maintain files for correspondence and submittals

Project Secretary

- Managed a field office for a construction site
- Handled all calls for this site
- Scheduled and coordinated meetings between management, owners and subcontractors
- Ordered all supplies needed for the jobsite
- Maintain all filing

(10/2000 – 06/2006)

Training Center Coordinator (*J.D. Edwards and Company,* Rutherford, NJ)

- Provided receptionist service for a training facility housing over 300 students
- Prepare and coordinate training and marketing material for all classes
- Act as corporate "point person", providing clients with assistance on issues ranging from using the software to accessing the Internet

Office Receptionist

- Provided receptionist services for an office housing over 500 employees
- Processed administrative requests utilizing the Microsoft Office
- Managed the appointments for several key company officers, as well as conference rooms, utilizing Microsoft Outlook
- Acted as the "backup" Office Manager, during the Office Manager's vacation periods

(01/1998 – 06/2000)

Résumés

SI Engineering, P.C.

Olujenyo Edward Adesunloro

Proposed Title
Senior Construction Inspector

Years of Experience
16

Education
- MS Transportation Planning and Engineering, Brooklyn Polytechnic Institute, 1987
- BS, Industrial Engineering, New York Institute of Technology, NY, 1981

Professional Registration & Certifications
- NICET III Equivalent
- ACI Certification
- OSHA 30 Hours Construction Safety and Health
- Night and Day Time MPT - NYSDOT Region 11
- NYSDOT Safety Investigation Procedures
- NYSDOT Work Zones Safety and Traffic Control
- Excavation, Trench, Scaffold Safety
- Track Safety - NYCMTA
- Fall Protection Training - NYCDOT

Employment History
- SI Engineering, P.C. – 2014 – Present
- GEB Engineers – 2013 – 2014
- Excelsior Engineering, P.C. – 2013
- Entech Engineers P.C. – 2006 – 2013
- Haider Engineers P.C. – 2003 – 2005
- Savin Engineers P.C. – 2002 – 2003
- CSM Engineers P.C. – 2000 – 2002
- NYSDOT – 1998 – 2000
- GPI, Inc. – 1987

Summary
Mr. Adesunloro has 16 years of construction inspection experience. He worked as a Senior Construction Inspector on various NYCDDC, NYCDEP, and NYSDOT reconstruction projects including sewer and water main installation, sidewalk reconstruction, MPT and safety inspection, and roadway reconstruction. Mr. Adesunloro is also trained and certified with Respiratory Protection Training; NYS Asbestos Project Monitor; and NYS Asbestos Air Sampling Technician

NYCDDC, Reconstruction of West 215th Step Street (HWCRQ02S), Manhattan, NY – Senior Construction Inspector involved with working with the contractor subccontractors and other consultants approved. Responsible for inspecting daily work performed by the contractor; checking for compliance with approved construction plans and incompliance with the specs; measuring completed work for payment; daily inspector report; MPT; and documentation of site activity including instant snapshots to support event.

NYCDDC, Installation of Sidewalks, Adjacent Curbs and Pedestrian Ramps as Necessary in Various Locations (HWS2012M), NY – Senior Construction Inspector responsible for the oversight of the installation of sidewalk, curbs, and pedestrian ramps for various locations in Manhattan. Also performed slump, temperature and air content testing for compliance, sidewalk assessment and construction cards, oversaw MPT, coordinated with various City agencies and other stakeholders.

NYCDDC, Harriet Tubman Park Rehabilitation (HWMM006), Manhattan, NY – Construction Inspector. The project included replacement of water main and sewer lines, relocation of Con Edison gas pipes, reconstruction of concrete sidewalks, asphalt paving and stripping, water fountain installation, lighting, and landscaping/vegetation. The project needed to be coordinated with MTA due to vicinity of the subway Lines A, C, and E. Responsible for daily inspection of construction activities involving trench excavation for water main of different size pipes, house connection, sewers, wet connection, electrical installation, roadways, restoration of asphalt and pavement markers. Prepared cost calculations, prepared payment reports and coordinated MPT in accordance with OCMC Permit and site specific MPT plans.

NYCDEP, Combined Sewer Overflow, New York, NY – Inspector conducted daily inspection of construction activities at the site which included preparation of daily "Activity Report" and conducted work safety programs for workers. Oversaw and monitored concrete placement, inspected construction materials: steel; pre-cast box beams,

planks and forms. Checked and recorded compliance with approved plans and change orders.

NYSDOT, Installation of Guide Rail and Median Barrier (15.5 km) on Heckscher State Parkway and Sagtikos Parkway (D260740), Towns of Smithtown and Islip, Long Island, NY – Senior Construction Inspector coordinated work zone safety, checked MPT equipment and signs, approved colors, sizes and materials. Inspected placement of asphalt pavement to ensure correct temperature, lift's thickness, and compaction in conformance with contract specification. Monitored the test of asphaltic concrete highway. Inspected the removal and installation of catch basins, implemented lane closures, enclosures, openings with proper equipment at designated positions and prepared MPT reports. Conducted nightly site patrol of project limits and reported unsafe, locations, accidents or damages to infrastructure. Inspected restoration and hydro-seed of designated areas disturbed during construction. Inspected removal and installation of catch basins and carried out Supervisor's directive.

NYCDDC, Resident Engineering Inspection Services for Prior Notice Sidewalks (HWS2011Q), Queens, NY – Senior Construction Inspector responsible for the oversight of the installation of sidewalk, curbs, and pedestrian ramps for various locations in Queens. Also performed slump, temperature and air content testing for compliance, sidewalk assessment and construction cards, oversaw MPT, coordinated with various City agencies and other stakeholders, and supervised the inspectors. This was a $4.5 million project.

NYCDDC, Resident Engineering Inspection Services for Prior Notice Sidewalks (HWS2010Q), Queens, NY – Senior Construction Inspector responsible for the oversight of the installation of sidewalk, curbs, and pedestrian ramps for various locations in Queens. Also performed slump, temperature and air content testing for compliance, sidewalk assessment and construction cards, oversaw MPT, coordinated with various City agencies and other stakeholders, and supervised the inspectors. This was a $3.7 million project.

NYCDDC, Emergency Response Sidewalk Damage Survey (HWS2010Q), Queens, Brooklyn and Staten Island, NY – Inspector performed field survey of damaged sidewalks by fallen trees due to the storm in New York. Surveyed, prepared the PIR (Preliminary Inspection Report) and took pre-construction photos of properties in about 18 zones assigned to EnTech. Notified the residents of the upcoming construction of the damaged sidewalks and provided necessary updates as required.

NYCDDC, Resident Engineering Inspection Services for Prior Notice Sidewalks (HWS2009X), Bronx, NY – Senior Construction Inspector responsible for the oversight of the installation of sidewalk, curbs, and pedestrian ramps for various locations in the Bronx. Also performed slump, temperature and air content testing for compliance, sidewalk assessment and construction cards, oversaw MPT, coordinated with various City agencies and other stakeholders, and supervised the inspectors. This was a $3 million project.

NYCDDC, Resident Engineering Inspection Services for Prior Notice Sidewalks (HWS2008X), Bronx, NY – Senior Inspector inspected the installation of sidewalk sub-grade material and placement of concrete. Checked for conformity to stone gradation requirements and checked depth after compaction. Guided soil technician to test locations and monitored test results for conformity. Inspected the construction of concrete curb, steel-faced concrete curb, construction of sidewalk and driveways. Performed slump and air testing for compliance of concrete with specification limits, sidewalk assessment and utility hardware adjustment to new sidewalk grade.

Leonid Sigal

Proposed Title
Construction Inspector

Years of Experience
17

Education
- BS, Civil Engineering, Kiev Institute of Civil Engineering, 1988
- Certificate, Computer Systems, Globe Institute of Technology, 1998

Professional Registration & Certifications
- ACI – Concrete Field Testing Technician Grade I
- NICET II – Highway Construction (#[redacted]

Employment History
- SI Engineering, P.C. – 2014 – Present
- Hirani Group – 2009 –2014
- GPI, Inc. – 2008 – 2009
- Hirani Group – 2006 –2008
- Versatile Consulting and Testing Services, Inc. – 2000 – 2006
- Maitra Associates, P.C. – 1997 – 1999

Summary
Mr. Sigal has 17 years of experience as a construction inspector for numerous agencies, which includes MTA-LIRR, MTA-TBTA, NYSDOT, and NYCDDC.

NYCEDC, West 125th Streetscape Improvements, New York – Construction Inspector responsible for removing existing and installation of new catch basin; saw cut, excavation sidewalk & roadway, removing the existing curb, compaction and installing new steel faced curb; concrete for restoration road; temporary asphalt on sidewalk and road; installation of new 12" Ductile Iron Pipe to connect new catch basin and existing manhole; and installation for tree protection.

MTA-LIRR, Priority Repairs to the Park Avenue Tunnel (Contract #8293), New York – Construction Inspector. Project consists of reappointing, replacing and reinforcing existing brick wall, replacing existing steel columns and beams with the installation of temporary shoring, installation of new Utility Bay Support galvanized channels and steel mesh, and installation of fiberglass panel to support existing brick wall. Duties include inspection of contractor's work, field measurement, quantity computation, and preparation inspector's reports.

Reconstruction of CR57, Bayshore Road from NYS 27, Sunrise Highway to NYS 231, Deer Park Avenue, Town of Babylon, New York – Construction Inspector. Project scope of work included construction of drainage structures such as manholes, catch basins, and concrete drainage pipes; reconstruction of roadway, including resurfacing of the pavement, construction of the pedestrian ramps, curbs, sidewalks, driveways and retaining walls. Duties included inspection of contractor's work, field measurement and quantity computation, preparation inspector's reports, and concrete testing preparation.

MTA-TBTA, Replacement of Bronx-Whitestone Bridge the Bronx Approach (Contract # BW-89/WBM-342), New York – Construction inspector responsible for inspecting erection of the structural steel bridge members for conformance with project drawings and specifications; excavation and backfilling work; installation of drainage system; concrete placement for newly constructing bridge structures; monitoring demolition and removal of the existing bridge structures, median barrier; installation of precast panels; and daily monitoring of Maintenance and Protection of Traffic (MPT).

NYCDOT, Queensboro Bridge Protective Coatings Project (Contract # BRC231P), New York – Structural Inspector for this $170-million project which involved the erection of containment structures, abrasive blasting and lead paint removal for the entire East River Bridge and the application of three-coat painting system. Responsible for cataloging of shop drawings for scaffolding and containment erection; field inspection and documentation of erection of scaffolding and containment

structures; and verification that all materials including pipes, clamps, beams, cables and decking are in accordance with approved structural drawings.

NYSDOT, Rehabilitation of Three Existing Bridges and Ramp Repair over I-95 and Metro-North Railroad (Contract # D259801), Region 8, New Rochelle, NY – Construction Inspector responsible for the inspection of installation of water and gas mains; steel and concrete conduits; drainage system; construction of new sidewalk and curb; resurfacing of existing roadway; bridge demolition and construction of new bridges including excavation; steel reinforcing for concrete and erection of structural steel; concrete work; and field testing.

Various Project, New York and New Jersey – Construction Inspector responsible for following projects:

- Alisa Construction, Conversion of Chocolate Factory into 125 Apartment Building for Condo Complex at 416 Washington Street, New York, NY
- Maiden Lane Realty School, Grand Street Hotel, New York, NY
- Board of Education, Rehabilitation Work at Various Locations in New York and New Jersey
- Rehabilitation of existing buildings, construction of new residential and commercial buildings. Inspected: steel reinforcing for concrete, erection of structural steel, concrete work, pile driving and building framing. Replacement of concrete sidewalks, asphalt roadways and parking lots. Other construction inspections on-call assignments on various locations in NY and NJ.
- Department of Buildings, Preconstruction and LL11 Inspection of Residential, Commercial and Industrial Buildings – Responsible for the inspection condition of structural elements of existing buildings and detection of damages, cracks, leaks, and cracks monitoring.

NYCDDC, Reconstruction of McGuinness Blvd., Brooklyn, NY – Construction Inspector responsible for the inspection of the installation of water main, drainage system; resurfacing of existing roadway; and construction of new sidewalk and curb.

Mohammed K. Haque

Proposed Title
Project Accountant / Bookkeeper

Years of Experience
25

Education
- BS, Chemistry, University of Hyderabad, Pakistan Concentration, 1971

Computer Skills
- Quick Books Pro
- Peachtree
- MAS 90
- Timber Line
- ACCPAC
- Microsoft Office 2010/2003 – Word, Excel, PowerPoint, Outlook, Publisher, Windows 7, Windows Vista

Employment History
- SI Engineering, P.C. – 2012 – Present
- Hill International – 2010 – 2012
- TCC Construction Co. Inc. – 2005 – 2010
- Alice & Trixie, Inc. – 1997 – 2005

Summary
Mr. Haque has nearly 25 years of experience in accounting. He is a highly organized and detail-focused Full-Charge Bookkeeper with track record of accurately and efficiently supporting overall accounting activities. Mr. Haque has comprehensive knowledge of accounting and auditing principles, A/P, A/R, P/R, G/L postings, invoicing, taxation issues and regulatory compliance guidelines. He has the expertise in developing and delivering monthly, quarterly and annual profit and loss statements and balance sheets for management within strict deadlines.

MTA NYCT, Construction Inspection/Auditing Services to Restore "A" Train Service, Far Rockaway, NY under "Contract CM-1353, Indefinite Quantity Architectural/Engineering Design Services for Miscellaneous Construction Projects" – Construction Inspector/Auditor responsible for mmonitoring the contractor's operations for manpower utilized, by category and time expended; and measured quantities placed for time and material billing. Also maintained updated contract cost spread sheet based upon inspector reports and bills of ladening for materials delivered. Specific tasks performed include; Measurement of Quantities for Verification of Contractor Submitted Time & Material Charges; Monitoring of Contractor Labor Utilization, by Classification for Verification of Contractor Submitted Labor Charges; Review of Contractor Submitted Pencil Invoices; Progressing of Contractor Payment Requests; and Maintenance of To-Date Total Contract Amount.

Hill International, New York – Project Accountant responsible for the following:

- Provide accounting leadership and support for Construction Company with more than $95 million revenue in City Hall renovation project. Account billing and invoicing while leading tasks ranging from monthly reporting to project cash disbursements.
- Responsible for managing and developing $5 million in biweekly active project billings and invoices.
- Managed project requisitions for multiple subcontractor worth over $5 million per month, assuring timely payments on all invoices.
- Performed monthly subcontractor invoice payment disbursements, ensuring proper accounting allocations while further increasing standards for appropriate cash disbursements to ensure timely job and project completion with respect to accounts payables.
- Developed job cost reports in coordination with subcontractors' invoices and project engineers for accurate billing, presented for monthly reporting to project director.
- Assisted project director with financial budget preparations for all upcoming projects and jobs.
- Collaborated in internal team meetings to discuss progress on active projects as they mature to accurately issue bi-weekly payments.
- Researched account transactions to identify and resolve discrepancies. Collaborated closely with project managers to assure all changes in project billing costs were properly accounted for as they relate to project contracts.

Résumés

Toll International LLC

ERIKA BROWN

Experience Highlights
Extensive high-level experience in professional engineering project control specialist for owners of large scale capital construction programs.

Relevant Experience
6 Years

Education
M.S., Engineering Management, New Jersey Institute of Technology, 2010

B.S., Civil Engineering, INTEC, Santo Domingo, Dominican Republic, 2004

Software Skills
Oracle Primavera P6 8.3, MS Office (Word, Excel, PowerPoint, Access and Visio), AutoCAD, STAAD Pro Seismic Analysis and Oracle Primavera Contract Manager 13.1

Certifications
- 30-hour OSHA TOXCHEM.

Ms. Brown is scheduler and control specialist with over six (6) years of relevant experience providing project controls, scheduling and budget management services for public owners with large scale capital construction programs. She holds a Bachelor of Science in Civil Engineering from INTEC and a Master of Science in Engineering Management from New Jersey Institute of Technology. In addition to her experience and education as a project control specialist and environmental engineer, Ms. Brown is skilled with engineering design and construction inspections.

Erika is a gifted technical expert in the development of baseline schedules, work breakdown structures, activity networks and project control performance and variance reports. Additionally, she is highly skilled with construction and maintenance of civil projects, supervision of road construction, and wastewater treatment plans. Ms. Brown has developed an excellent reputation when collaborating with client organizations and third party consultants and has gained experience from both engineers and architects in assimilating their project control, scheduling and budget management concerns. Ms. Brown possesses outstanding English writing abilities and is skilled in developing and delivering presentations along with the required data analysis, preparation of tables and graphic materials that will support the finalized documents.

Ms. Brown professional engineering project control experience includes assisting the New York City Department of Environmental Protection (NYCDEP)in creating and managing their critical path method baselines, updating schedules and monitoring their contractors schedule submittals while adhering to industry best practices including the development and maintenance of the electronic version of the project schedule files, documents and spreadsheets. Additionally, she assisted the NYCDEP by auditing their project control processes and developed a gap analysis of current project control practices against the developed standards and guidelines.

Ms. Brown project control experience and skills includes preparing and delivering presentations. She possesses outstanding verbal and written communication and has received high level training in project control, project scheduling, construction management and engineering modeling. She has conducted technical documentation meetings and discussed issues and performance with clients at all levels of management particularly for owners of large scale and complex capital construction programs from regional government agencies. In addition to her impeccable command of English, Ms. Brown is fluent in several foreign languages including written and verbal communications in both Spanish and Italian.

SIMILAR PROJECT EXPERIENCE

NEW YORK CITY DEPARTMENT OF ENVIRONMENTAL PROTECTION (NYCDEP)
Project Control Specialist
May2010 – Present

- Prepare work breakdown structures (WBS) and deliver variance and summary level reports.
- Review contractor schedules, man-power loading and change orders.
- Run milestone reports for management.
- Analyze critical path and explore mitigation opportunities for potential delays.
- Maintains and monitors project schedules with the use of Primavera P6. Manage Documents such as: RFI's, Meeting Minutes, Punch Lists, Transmittal Log, Submittal Log, Change Order Log and Issues Log.
- Generates and maintains schedule records documentation for change orders negotiations and prepares pricing for comparison table utilizing various sources i.e., vendor contacts, supplier quotes, R.S. means, historical data, among others.
- Serves as a liaison between client and Contractor and organized daily construction activities in the schedule.
- Conducted inspection of completed activities to obtain actual dates from the field along with the estimate of remaining durations to provide to client agency and CG to evaluate the facility for a post-occupancy and acceptance of the site.
- Reviews and verify time sheets, contractor partial payments and project submittals on a daily basis.
- Assist in the negotiation of proposed schedule logic changes with the Contractor.
- Tracks the project schedule and assists with compiling recovery schedules and budgets.
- Attends weekly meetings to discuss schedules, budgets and project milestones.
- Ensures schedule submittals are prepared in accordance with contract specification and that approved materials and construction methods meets standards, codes and adequate safety standards.
- Ensures all required permits are current and available on site prior to initiation of the work.

LWM ENGINEERING GROUP
NEW YORK, NY
Schedule Engineer
Feb 2007 – May 2010

- Prepared schedules for underpinning reinforce concrete and masonry construction contracts. Participated on the correction and supervising delays involving structural distress of these structures.
- Obtained actual completion dates and remaining durations during pile driving and other deep foundation installation.
- Reviewed submittal log for lists of shop drawings and design drawings and checked drawings for potential defects and recommended measures with the use of AutoCAD.

Raif S. Ahmad, PMP, PSP

Civil Engineer – Certified Project Manager

Member of ASCE, PMI and AACE International

Toll International LLC
(212) 920-4115

Key Skills

- . 20 years of experience in Project Management and Project Control since 1993.
- Field technical experience with most kinds of construction work such as Schools, Commercials, Residential, Towers, Highways, Airports, Railroads and Infrastructure Works
- .Strong skills of using Primavera Project Planner P3, P6, SureTrak, MS Project, Digger and SAPro (by Ron Winter Consul.) as a tools for scheduling, and Expedition or Contract Manager CM13 by Oracle.
- Capable in using the Microsoft Office (Word, Excel, PowerPoint, Outlook and MS Visio).
- Good experience in the quantity surveying and estimating using screen take-off and Excel sheets.
- Capable of using Earned Value Management calculating all Variances and Indices.
- Has good knowledge doing Risk Register and Risk Analysis with few experience of Pertmaster.
- Fluent in both Arabic and English Languages.

Work Experience

HNTB/ NJ Transit — **June 2008 to Present**

Assistant Program Manager / Program Control

- **HNTB/ NJ Transit, Super Storm Sandy Recovery Program**
  - $1.7 B program of several damaged and resiliency projects that were created by Superstrorm Sandy including building new stations, rails and signal, commuter centers and substations. Leading a group of schedulers to develop and update Resource loaded schedule using Primavera P6 with issuing monthly variance report and executive summary. The duty including
    - Collecting information by communicating with several PMs and agencies that have contribution to the schedule.
    - Attending meetings with the clients.
    - Generating reports and submittals to the federal and state agencies such as USDOT and NJDOT.
    - Assisting of developing project control system and link it to Primavera data base.

Senior Scheduling Engineer / Project Officer II;

- **NYC School Construction Authority/ Scheduling Unit; Long Island City, NYC:**
  Review of Contractors' Baseline schedules and Schedule updates for several school projects in Bronx/Queens, NYC such as Metropolitan and Mott Haven new schools. The duty also includes review Impacted Schedules, Recovery Schedules and Time Impact Analysis (TIA), using Primavera P3, P6, SureTrak, MS Project and Digger. Duties include site visits, meeting attendance, correspondences and recommendation to project officers and senior project officer for any schedule issue. Also involved in review and modify the contract's part that is related to the scheduling and time management. The duty was also including cost estimate for any acceleration schedule and risk analysis (using PertMaster) to provide an objective view of required contingency to account for cost and schedule uncertainty.

PBS&J Company (ATKINS) , Miami, FL, USA — **Sep 2006 to June 2008**

Scheduler / Estimator II,

- **Scheduling Services, Miami Dade County Public Schools (MDCPS), Miami, Florida**
  Responsible for the review and analysis of capital project baseline schedules and schedule updates for various schools. The nature of projects could be for new school buildings such as three prototype middle schools PP1, MM1 and UU1, The effort included the review of the

original project baseline schedule and its compliance with contract documents and scheduling logic, review and analysis of consequent schedule updates and monitoring project progress by site physical observation and project documents reviewing. Also assisting in the review of claims for time extensions and making recommendations to the clients.

- **.Program Management and Control System, School Board of Broward County (SBBC), Fort Lauderdale, Florida**
  The duties included maintenance of the project schedule update system and the development of the project schedule update audit process.
- **Production Scheduling, Florida Department of Transportation (FDOT), District Four, Fort Lauderdale, Florida:**
  Operational support to the periodic update, reporting and maintenance/audit of the District's project schedules. In additional implementation of various retrofits to the project scheduling system, developing the methodology, documenting the implementation process. Duties also were attending meeting with project managers to discuss any delay and how to recover it. The duty also included cost estimate and load it to the schedule.
- **Expansion of Concourse C, Palm Beach International Airport (PBIA), Palm Beach, Florida**
  Monitoring project progress through construction field verification, analyzing project progress through review of schedule submittals and providing the owner with his recommendation regarding schedule accuracy and compliance with contractual requirements. Duties were including site visits and meeting attending to discuss the schedule issue and the time extension request by the GC

Qatar Building Engineering Company, Doha, Qatar	**Mar 1999 to Apr 2006**
Construction Manager / Project Planner:	

- **Al Mergab Twin Tower, Doha, Qatar, $40 million**
  Construction of 2 towers of 26 stories, Post-Tensioning and hollow core slabs system, with all infrastructure work and finishing work, the responsibility was including infrastructure, Landscaping and road and walkways works. Managing team of engineers, foremen, skilled and unskilled labour to execute the work in the field and also coordinating with the client. A/E and the agencies.
- **Qatar Petroleum Central Offices Project, Mseaeed, Qatar, $38 million**
  Construction of 4 Towers, 60-meter height, Tower Cranes erection, Piles work, Earth works, Scaffolding design and erection, Post-tensioning work, Curtain wall, External Work, Electrical Substation and Pumps roams, Also was involved in coordinating with Mseaeed's municipality office.

Project Manager

- ***Dukhan Housing Project phase III, Dukhan, Qatar, $3.5 million***
  Construction of 15 Bachelor Senior Staff Bungalows with their services and Infrastructure, Site Management, Shop Drawing Preparing. Project scheduling and estimating.
- **College of Technology, Doha, Qatar, $18.1 million**
  Infrastructure Execution, Road works, Car parking, Earthwork of 300,000 m2 Levelling. Project scheduling.
- **Dukhan Housing Project phase II, Dukhan, Qatar, $7.5 million**
  Construction of 20 Bachelor and 14 married Senior Staff Bungalows with their services and Infrastructure, Site Management, Shop Drawing Preparing. Project scheduling and estimating.
- **Qatar International School Doha, Qatar, $5.8 million**
  Construction of 11 Schools and Multipurpose Buildings with their services and Infrastructure, Site Management, project scheduling by Primavera, Shop and As-built Drawing Preparing, Subcontractor Agreement, Negotiation with the Consultant and Client for a change orders.

Project Engineer

- **Awqaf Housing project, Doha, Qatar, $22.3 million**
  Site Director of 56 Villas out of 131 Villas with services and infrastructure, managing staff

and labor to construct these villa from footing work to finishing.

- **City Center Shopping Mall, Doha, Qatar, $29.1 million**
  Site Director of 3 pours out of 24 (38,000m2), only structure work; Developing and monitoring the project schedule.

High Institute of Engineering, Benghazi, Libya	**Oct 1996 to Feb 1999**
Lecturer /Trainer	

- **Civil and Architecture Engineering Department**
  Teaching the civil engineering principles with laboratory work, soil, concrete and asphalt testing, Modeling, and Construction Management

Fayez Al-Jundi Establishment For Construction Contracting, Amman – Jordan	**Mar 1995 to Sep 1996**
Project Engineer	

- **Project of Adjustment and lighting the Telecommunication Stores Yards, Amman – Jordan. $150,000**
  1,700 m Boundary wall with Lighting System.
- **Project of Construction the Teachers Housing, Tal Al-Remah, Mafraq – Jordan, $40,000.**
- **Project of Construction of Electronic Typical Annex, Madwar – Al gen-Mafraq, Jordan, $135,000**
  A special and Anti Explosion Building for a Telecommunication Instruments.

Eassa Al Aqaila Company For Construction Contracting, Ma'an – Jordan	**Nov 1993 to Feb 1995**
Site Engineer	

- **Project of construction of Electronic Annex, Al Taiba / Ma'an. Jordan, $140,000**
  A special and Anti Explosion Building for a Telecommunication Instruments.
- **Project of Construction of Al – Jarba and Al – Manshiya School for boys, Ma'an, Jordan. $570,000.**

Education and Certificates

MSc in Civil and Environmental Engineering (Construction Management)
New Jersey Institute of Technology, Newark, NJ

Project Management Professional (PMP) - PMP Number: [redacted]
Project Management Institute PMI, Newtown Square, PA

Planning and Scheduling Professional (PSP)
AACE International, Morgantown, WV

MSc in Civil Engineering (Water Resources Engineering)
Mosul University, Iraq

BSc in Civil Engineering
Mosul University, Iraq

Activities:

- A Member of American Society of Civil Engineers ASCE, ID Number 465562,
- A member with PMI, Project Management Institute.
- A member of AACE International (the Association for the Advancement of Cost Engineering)

SETH JACOBSON, PSP

Experience Highlights:
Extensive experience in CPM Scheduling of infrastructure and building projects.

High level of expertise in Project Management and Project Controls

Total Experience:
18 Years

Education:
Certificate, Construction Total Quality Management, Bovis Lend Lease Leadership Institute

B.S. Industrial Engineering, Shelton State, Tuscaloosa, AL

Certifications
Certified as a Planning and Scheduling Professional (PSP) by the AACEI

Experience as Trainer for Scheduling with P3 and P6
AutoCAD

Membership & Affiliation:
Active Member of PMI and AACEI

Skills:
Primavera P3 and Primavera P6
Primavera Contract Manager/Expedition
Claim Digger and SAPro
AutoCAD
MS Office Suite (Project, Access, Visio, Word, Excel and PowerPoint)

Mr. Jacobson is a self-starter Senior Engineering Scheduler and Project Control Specialist with over 18 years of experience providing project controls services for large scale capital engineering and construction projects. He holds a certificate in Construction Total Quality Management from Bovis Lend Lease Leadership and a degree in Industrial Engineering Institute from Shelton State University. In addition to his professional and academic background, Mr. Jacobson possesses a the highly regarded Project Scheduling Professional (PSP) certification by the Association for the Advancement of Cost Engineering International (AACEI) and is heavily involved with training and membership participation with the Project Management Institute (PMI).

Seth is an expert in the utilization of Oracle Primavera P6, P3, MS Project, AutoCAD and MS Office applications including experience as a trainer and college instructor. His project control experience includes planning, tracking, analyzing and controlling program CPM schedules, preparing all types of cost and schedule reports and monthly, quarterly and ad-hoc cost/schedule reports, performance measurement on schedule variance, cost variance based on critical path analysis and schedule risk analysis.

Mr. Jacobson possesses outstanding written and oral communication skills and is able to interact with professionals at all levels. He serves as adjunct faculty for Construction Project Scheduling with Primavera P6 8.3 and Construction Project Management courses at Bergen Community College.

In addition to his client office experience, Mr. Jacobson has significant field experience having served as Senior Project Control Specialist, Senior Scheduler, Construction Claims Analyst, Project Manager and Scheduling/Construction Management trainer on construction projects.

Seth is experienced in setting priorities and meeting critical time deadlines including managing monthly program schedules, status and ad-hoc reports for program schedule controls and enterprise resource management. Additionally, he is experienced in the administration, configuration, reporting and implementation of Project Scheduling Software, preparation, documentation and enhancement of Project Controls and Scheduling Guidelines as well as the development of cost engineering reporting platforms.

SIMILAR PROJECT EXPERIENCE

Proactive Controls Group
Hackensack, NJ
Senior Project Control Specialist
December 2013-Present

- Evaluate construction schedules for accuracy, reasonableness, and constructability.
- Prepare and update construction/program schedules with input from all stakeholders.
- Serve as a neutral third party on construction projects with problem subcontractors to assist with risk and delay mitigation.
- Prepare and evaluate delay and disruption claims.
- Assist with development of company standards and best practices with regard to project controls.
- Prepare performance measurement reports on schedule variance, cost variance based on critical path analysis and schedule risk analysis

Lovett Silverman Construction Consultants
Mahwah, NJ
Senior Project Controls Analyst
February 2012-November 2013

- Researched and analyzed delay/disruption/loss of productivity reports for construction claims.
- Prepared expert reports regarding construction scheduling issues.
- Prepared, analyzed and updated CPM schedule reports for all sectors of construction including mass transit, transportation, infrastructure, pharmaceutical, commercial, residential, educational, hospitality and stadiums.
- Provide risk assessment reports for construction projects.

Capital Project Management Inc.
Parsippany, NJ
Senior Scheduler / Claims Analyst
December 2008-February 2012

- Researched and analyzed delay/disruption/loss of productivity construction claims.
- Prepared expert reports regarding construction scheduling issues.
- Prepared, analyzed and updated CPM schedules for all sectors of construction including mass transit, transportation, infrastructure, pharmaceutical, commercial, residential, educational, hospitality, sports stadiums, etc.
- Provide risk assessment for construction projects.

DES Consultants Inc.
Elmhurst, NY
Senior Scheduler
May 2005-December 2008

- Provided consulting services to contractors for scheduling related to NYC Department of Buildings, NYC Department of Environmental Protection and Environmental Control Board.

Plaza Construction Corp.
New York, NY
Project Manager
January 2007-June 2008

- Responsibilities include managing the completion of 208 luxury condominium units, assist with design and change order management, tracking completion milestones and directing labor and materials appropriately to meet project goals, interface with local Department of Buildings for inspections and certificate of occupancy acquisition.
- Write scopes of work and compile bid packages for Architectural trades.

Review incoming bids and scope contractors. Review and approve requisitions from contractors.

Bovis Lend Lease
New York, NY
Senior Scheduler
May 2001-May 2005

- Developed, maintained and managed CPM schedules for construction projects including high-rise, mixed use, hospitals, schools, correctional, and residential with budgets between $50M to $260 M.
- Used Primavera P3 extensively to track construction progress, review contractor's delay claims, and project cash flow for a given project.
- Developed 2D and 3D drawings in AutoCAD for the demonstration of site logistics and phasing plans and to track progress during construction.

Project Manager

- Oversaw field and office functions for fire/life safety upgrade for NYC Department of Corrections including change management and serving as a liaison for NYC Department of Corrections and Department of Design and Construction.

Kenneth Park Architects
New York, NY
Project Architect
May 2000-May 2001

- Managed construction drawing production for interior fit-outs of retail stores/boutiques such as ESCADA, Polo, Kinko's and Coach.
- Responsible for delegating responsibilities within a project team.
- Responsible for coordination of architectural, engineering, and design concept drawings to produce and feasible and economic solution.

Watchtower B&T Society
Brooklyn, NY
Project Coordinator
March 1996-May 2000

- Responsibilities included working with owners/users of space and producing corporate and residential layouts to meet the needs of the user and function.
- Responsibilities included meeting with maintenance and construction representatives to resolve field issues raised during coordination of construction documents and actual construction activities.
- Assisted with monitoring space usage (over 2 million sq.ft.) and suggesting efficient, aesthetically pleasing, and sensible master plans for the usage of such space looking ahead 15 to 20 years.

TOLL INTERNATIONAL LLC

JOHN PIODOS *Chief Mechanical Inspector*

Education

• Bachelor of Science in Mechanical Engineering (B.S.M.E.), University of Mindanao, Davao City, Philippines

• Associate in Electrical Engineering, Cebu Institute of Technology, Cebu City, Philippines

Licenses and Certifications

• OSHA Construction Safety & Health, Trench Safety Awareness, Thermal Plant Maintenance Training.

• Scheduler (Equipment Control Engineering Training), Confined Space Entry Program, Industrial Fire Training, Aerial Lift Awareness Training, Hazard Communication Training in compliance with OSHA 29.

• Electrical Safety Training with OSHA 29 CFR & 1926 K. Lock-Out/Tag-out Training.

Industry Skills

Mechanical Inspections
WPCP Facilities
Technical Reports
Project Management
Team Supervision

Computer Skills

Primavera Contract Manager
Microsoft Suite

Summary of Experience

Mr. Piodos has over thirty years of industry experience as a Mechanical Inspector and construction management specialist. He has served as a Chief Mechanical Inspector for a variety of new construction and upgrade NYC DEP projects. John is an accomplished multi faceted Mechanical Engineering Professional with proven ability to plan, administer, execute successful mechanical engineering maintenance programs.

• Proven success in construction management thru supervision and inspection in power plants, building facilities, oil refineries, gas plants, petroleum plant, waste/water treatment facilities, desalination & power plants, steel and piping fabrication & inspection.

• Demonstrated skill in supervision thru inspection of Heating Ventilating Air-Conditioning System (HVAC).

• Able to establish preventive maintenance programs, field service engineering on rotating and stationary equipment, Ability to work well independently to conduct mechanical/electrical inspections, successful in generating technical drawing & address documentation issues. Demonstrated and insured well that compliance with applicable codes, standards, specifications, industrial safety, schedules and planning coordination must be observed.

• Committed to maintaining quality and efficiency in reviewing and approval of As-Built and Red Line drawings. Able to oversee large projects and follow through to completion.

• Committed to excellent service and customer satisfaction with ability to balance and generate proper start-up and commissioning of the project. Successful in recognizing, analyzing, and solving indorsed submittals and if deficiencies occurred an RFI (request for information), or RFC (request for clarification) has to be issued. Skilled in handling the construction and the shop drawing prior to installation. Ability to work creatively and effectively with staff and managers and committed to professionalism & development with experience in clear & effective communication.

• Effective trouble shooter when it comes to preventive maintenance, inspection, installation & operation of pumps (centrifugal, reciprocating, & rotary), compressors (reciprocating, centrifugal), boilers, generators, heat exchangers, chillers, cooling tower, steam turbine, all types of valves, steel & piping fabrication and installation: like stainless steel, carbon steel, ductile and iron, aluminum, copper tubing, CPVC/PVC pipe & Submersible deep well pumps. Proven success in construction management with inspection on simultaneous projects. Dependable and proven record of maintaining pressure, hydro, DPT (dye penne rant test) for piping leakage test. Conduct shaft alignment thru laser procedure or thru reverse shaft alignment by using two magnetic dial gages.

- **Chief Mechanical Inspector / Construction Management Lead Mechanical Inspector NC-WPCP DEP Water Pollution Control Plant in Newtown-Creek, Brooklyn, NY (1.4 Billion Dollar Project) - (11/2008 to Present)**
  - Performed mechanical arena dealing w/ construction management & material issues.
  - Coordinates engineering construction problems in the field.
  - Inspect construction work for compliance with drawings, specifications, & codes.
  - Participates in the facility performance and acceptance testing program.
  - Imposed industrial safety to be followed by any contractors @ the site project.
  - Strict compliance of applicable codes, standards, specifications to every contractor @ site.
  - Performed Testing & commissioning of the Sewage Treatment Plant.
  - Conduct Hydro/pressure test & DPT & magnetic particle testing on piping.
  - Inspect centrifugal pump shaft alignment, air compressor field test performance.
  - Power testing ratings on generators & motors & overload and high temperature test.
  - Reviewed Daily Reports, request for information and request for clarification.
  - Checked and approved FAC submittals.
  - Provide technical assurance support for rotating equipment in the plant.
  - Insured reliability & integrity of rotating equipment thru preventive maintenance schedule.
  - Checked the Daily Reports of the Mechanical Inspectors & Reviewed and Approved As-built drawings.

Construction Engineer - CHU & GASSMAN Consulting Engineering P.C.
July to October-30, 2008 - 559 Union Avenue, Middlesex, NJ 08846

- Prepared documentation, drawings, specifications, codes for NYCHA project released by NYPA.
- Monitored, supervised, and conducted plumbing & mechanical inspection on steam boilers
- Installed in Rutgers Houses under NYCHA (New York City Housing Authority).
- Monitored the implementation of the Building Steam System Upgrade for Rutgers Houses in NY.
- Monitored the installation of the Steam Water & conducted inspection on its mechanical system.
- Performed thorough inspection on Fan Schedule, Steam Boiler Schedule, Boiler Feed Water Systems Schedule, Vacuum Pump Schedule and Sump Pump Schedule.
- Conducted inspection on the installation of pumps and air compressors and its alignment.
- Performed inspection on energy power system (generators), fuel oil piping systems & fuel storage.

Construction Management/Project Superintendent/Sr. Mechanical Inspector Jan/2/06-June 30, 2008
AECOM, 30TH Floor, 49th Street 3rd Avenue, Manhattan, NY; New York City Housing Authority- All Borough of NY under NYPA Project

- Plan, coordinate and supervise all temporary and permanent works design on mechanical and electrical services for the instantaneous hot water steam heater.
- Ensured compliance with relevant engineering requirements and technical commercial contractual obligations.
- Coordinate the QA/QC for M&E installation and the commissioning works.
- Supervised and coordinated the installation, testing & commissioning of the mechanical system such as piping, indoor/outdoor water distribution plumbing, cold/hot water piping, steam piping and hot water & condensate return piping.

- Supervised and coordinated the installation, testing & commissioning of electrical chase panel that monitors the operation of the instantaneous hot water heater.
- Performed inspections of the pipe fabrication installed on the site, installation and operation of the pumps, heat exchangers, valves of different types, power energy system (generators), draft stop, fire stop, fire block system, stand pipe and sprinkler systems, site storm drainage disposal and detention facilities.
- Monitored the installation of the 120, 90, 60 gallons of hot water heater capacity to five projects of more than 60 buildings at 20 to 25 stories each and other developments comprising low and high rise buildings in Manhattan.

Construction Management Project Superintendent/Sr. Mechanical Inspector Jan. 30, 2005- Dec.30,'05
DMJM HARRIS/AECOM , White Hall Ferry Terminal Project- Water Street, NY, NY under DOT

- Performed the supervision and inspection of the mechanical system installed like the standpipe sprinkler systems, fire & draft stop, fire block system, energy power system (generators), fuel oil storage, fuel oil piping system, drainage disposal & detention facilities, electrical services and terminal security cameras renovation.
- Monitor the installation of the (2) units of York Chillers, domestic heaters, cooling towers, HVAC units, variable air valves, pump and motor alignments, air compressors, ACDC generators.
- Adhered streaked coordination and inspection that contractors were in compliance with specifications, schedules and budget.
- Coordinated safety training and enforced safe work practices at all times in conjunction with the supervisor.

Structural Integrity Engineer - Structural Integrity Department Jan. 3, 2000-Dec. 31,
PORT AUTHORITY OF NEW YORK AND NEW JERSEY, JFK Airport, Jamaica, Queens, NY

- Oversee & handled all aspects of electrical & mechanical system deficiencies in the Terminal Buildings, Hangers, Air Train Buildings, Building Facilities, Warehouses, Port Authority Police Building & rented buildings owned by PANYNJ.
- Conducted comprehensive inspections & building surveys for mechanical & electrical issues and coordinated with relevant occupants to advise them on resolution and repair, including boilers, elevators, escalators, passenger loading bridges, fire alarm system, sprinkler system, draft and fire block system, fuel oil storage & fuel oil piping system, pumps, compressors, chillers, cooling tower and substation transformers.
- Submitted quarterly report/analysis on electrical/mechanical about equipment deficiencies and endorsed specifications from technical documents to develop plans and implement immediate repair.
- Conducted equipment inventory & inspection of Air train from Jamaica, Howard Beach, Lefferts Blvd., and Federal Circle & JFK Int'l Airport.
- Proposed preventive maintenance measures to rectify equipment failures.
- Performed cost analysis of any bidder's cost presentation on certain award projects.

Mechanical Engineer ... Oct. 1996 – Dec. 1999 - MARTACK AC CORPORATION, Long Island, NY

- Fulfilled multiple simultaneous duties including charging Freon to AC units and performed system leak test & elect'l troubleshooting panels & attended start-up/commissioning for units.

Pump Technician ... July 1995- August 1996 - GM PUMPS, Brooklyn, NY

- Performed installation, repair, troubleshooting and shaft alignment of industrial pump like deep
- Prepared mechanical & electrical parts prior for assembly and traveled to other states to rectify problems on submersible pumps pertaining mechanical disciplines.

Maintenance Engineer ... June 1994-June1995 - AMPCO METAL MANUFACTURING INC., Milwaukee, Wisconsin

- Developed & implemented preventive maintenance programs addressing all mill equipment.
- Inspected, analyzed, troubleshoot and documented defective equipment while operation to improve operational efficiency and productivity.
- Developed general maintenance program training for all maintenance crews.
- Conducted breakdown analysis to minimize downtime and reduced cost of maintenance.
- Participated in preparing the annual budget & equipment cost recommendation.
- Performed documentation & preventative safety measures for all maintenance staff.

Senior Rotating Mechanical Equipment Engineer ... Jan. 1986- Dec. 1993 SALINE WATER CONVERSION CORPORATION, Al Khobar, Kingdom of Saudi Arabia (Cogeneration Power Plant @ 750 MW): Power & Desalination Plant

- Directed repair, assembly, troubleshooting, maintenance, shaft alignment, configuration and installation of high pressure pumps, multi stage reciprocating compressor, air/gas/water valves, water screen boards. Performed PM on high pressure boiler & steam turbines producing 750MW. Conducted inspection on mechanical and HVAC system at every pumping station.

Sr. Rotating Mechanical Equipment/Piping Supervisor ... Jan. 1983- Sept.1985 Kuwait Oil Company, Safat (KOC), State of Kuwait

- Supervised the mechanical technicians during installation, repair, troubleshooting, shaft alignment and preventive maintenance of the oil refinery equipment like all types of pumps, compressors, static equipment like heat exchangers and pressurized vessels. Performed inspection and repair on Heating Ventilating Air-Conditioning equipment (HVAC).

Mechanical Equipment/Piping Supervisor, 1980-1982 -Taihei Dengyo Kaisha Limited, Tokyo, Japan

- Performed the supervision for the installation of Gas Plant, Bashra, North Rumahila, in the Republic of Iraq. Reviewed the Master Plan for correct piping fabrication and equipment specifications prior to installation. Conducted the start-up & commissioning of gas equipment.

Quality Control & Mechanical Supervisor ... 1977-1979 - SAFAMI, A REZAYAT GROUP OF COMPANY, Al Khobar, Kingdom of Saudi Arabia

- In-charge of pre-fabricated structural steel and pipe fabrication in the main shop. Checked the Construction drawings prior to fabrication and installation.

THE PORT AUTHORITY OF NY & NJ

Proposal for:

Indefinite Quantity Contracts (IQCs) for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis through 2018

RFP Number 38268

Appendix D

Acknowledgement of Addenda

THE PORT AUTHORITY OF NY & NJ

PROCUREMENT DEPARTMENT
2 MONTGOMERY STREET, 3RD FL.
JERSEY CITY, NJ 07302

7/3/2014

ADDENDUM #1

To prospective Proposer(s) on RFP # 38268 - REQUEST FOR PROPOSALS FOR INDEFINITE QUANTITY CONTRACTS (IQCS) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018

Now Due back on 7/14/2014, no later than 2:00PM

Originally due on 7/9/2014, no later than 2:00PM

This communication should be initialed by you and annexed to your Bid upon submission.

In case any Bidder fails to conform to these instructions, its Bid will nevertheless be construed as though this communication had been so physically annexed and initialed.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: D&B Engineers and Architects, P.C.

INITIALED:

DATE: July 14, 2014

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

THE PORT AUTHORITY OF NY & NJ
PROCUREMENT DEPARTMENT
115 BROADWAY, 19TH FLOOR
NEW YORK, NY 10006

July 8, 2014

ADDENDUM #2

TO PROSPECTIVE BIDDER(S) ON **RFP #38268 - REQUEST FOR PROPOSALS FOR INDEFINITE QUANTITY CONTRACTS (IQCs) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018**

Proposal Due Date 7/14/2014 at 2:00PM

The following changes are hereby made in the documents:

I. RFP LETTER

A. In RFP Section I entitled SUBMISSION OF PROPOSALS, make the following changes:

i) In paragraph A, delete the first sentence and substitute the following:

"The Proposal shall be not more than twenty-five (25) pages (double-sided) or fifty pages (single-sided) using 12 point or greater font size, not including resumes and attachments.

ii) In paragraph I.F., delete "July 9, 2014" and substitute "July 14, 2014".

B. Delete Attachment E "Staffing Plan Template" and substitute therefor new Attachment E, which is attached hereto and made a part hereof.

C. In Attachment A, paragraph II, second paragraph, first line, delete "design of" without substitution therefor.

II. PROPOSER QUESTIONS AND ANSWERS

The following information is made available in response to questions submitted by prospective Proposer(s). It should not be deemed to answer all questions that have been submitted by Proposer(s) to the Port Authority. It addresses only those questions which the Port Authority has deemed to require additional information and/or clarification. The fact that information has not been supplied with respect to any questions asked by a Proposer(s) does not mean or imply, nor should it be deemed to mean or imply, any meaning, construction or implication with respect to the terms.

Question #1	Our firm is leading a team for Group 2 - PATH and is a sub on another team (for Group 1) which was selected for INDEFINITE QUANTITY CONTRACT (IQC) FOR EXPERT PROFESSIONAL ARCHITECTURAL AND ENGINEERING SERVICES FOR THE DESIGN OF FEDERALLY FUNDED SUPER STORM SANDY RELATED REPAIR AND RESILIENCY PROJECTS ON AN "AS NEEDED" BASIS DURING 2013 – 2017. As such, would we be precluded from participating in the above-referenced CM contracts?
Answer #1	Refer to Pages 10-12 of the RFP Cover Letter sections I and J respectively entitled "GENERAL CONFLICT OF INTEREST" and "ORGANIZATIONAL CONFLICT OF INTEREST".
Question #2	Can you please send the attachment E for the above-reference proposal? The link in the RFP document does not work.
Answer # 2	Hyperlinks have been corrected in the RFP and a revised Attachment E has been posted and is attached to this addendum.
Question #3	Please confirm that financial information (per page 5 of the RFP) should be submitted separately from the proposal document.
Answer #3	The financial information must be submitted with your proposal. For further clarification please refer to Section III "Financial Information" on Page 5 of the RFP Cover Letter.
Question #4	Please clarify if each sheet of paper, containing content on both sides counts as 1 or 2 pages in the 20 page limit. If each side of the sheet counts in the limit, please advise if sheets only containing content on one side still count toward the overall 20 page limit.
Answer #4	The requirement has been changed. The Proposal shall be not more than twenty-five (25) pages double sided or fifty (50) pages single sided.
Question #5	In the RFP, it refers to submitting 1 reproducible original copy, please clarify if this reproducible copy is to be single sided and unbound.
Answer # 5	Any format of the reproducible original is acceptable.
Question #6	In the instructions for completing the Firm's BQQ, it states that an original must be mailed to specified address and that an electronic copy was also to be sent. Please clarify if we are to include more than a statement of recent completion in our proposal under section H.
Answer # 6	Please complete the Background Qualification Questionnaire (BQQ) as instructed and with your proposal submit a statement indicating when the BQQ was submitted to the Port Authority Office of the Inspector General.

Question #7	Section III of the RFP, page 5 refers to the Financial Information. Please clarify if we are to include certified financial statements, statement of work and required numbers as part of our proposal, if so under which section, or if the information can be provided in a separately sealed package.
Answer #7	Please refer to Section III "Financial Information" on Page 5 of the RFP Cover Letter for clarification on the information that is to be submitted pursuant to this section.
Question #8	Is the NDA Agreement required to be signed and completed with our proposal for the prime firm and all sub consultants? If required, please advise if it should be included in our submission and where, or just sent directly to the referenced office and procurement contact.
Answer #8	NDA Agreements shall be submitted for the prime firm and all key sub consultants.
Question #9	Are consultants who have Federally Funded task order agreements for Sandy design eligible to be on teams who are proposing on the CM and Inspection RFP?
Answer #9	Refer to Pages 10-12 of the RFP Cover Letter sections I and J respectively entitled "GENERAL CONFLICT OF INTEREST" and "ORGANIZATIONAL CONFLICT OF INTEREST".
Question #10	Can you please let me know if RFP 38268 is an additional solicitation to the expected 2015-2018 On-call for CM services? We were anticipating an RFP to replace the current 2011-2014 Construction Management Services contracts (references P410110).
Answer #10	This RFP pertains to federally-funded Storm Resiliency projects and is independent from any other construction management RFP's.
Question #11	Will the PANYNJ recognize the ICC Reinforced Concrete Special Inspector Certification as the equivalent of the ACI Concrete Special Inspector Certification for the purpose of qualified concrete inspectors?
Answer #11	No.
Question #12	In the staffing table (Attachment E) there is no column for names. Does the PANYNJ want the names of staff shown with their company titles?
Answer #12	If known, please include names of staff. Otherwise, the anticipated titles will suffice.
Question #13	In the staffing table (Attachment E) the titles are only shown for Engineers. Some of the qualified staff who hold Certificates such as ACI Special Inspector and ICC Structural Bolting are not graduate engineers, where should we show these titles in the table?

Answer #13	Please see revised Attachment E.
Question #14	In Attachment A, Section II Scope of Work, the last paragraph states that "resiliency projects shall include, but not be limited to, design of mitigation measures to...." Does the Authority intend to utilize this Indefinite Quantity Contract for CM and inspection services, not design services?
Answer #14	There is no design as part of this RFP's scope of work. See revision to the Scope of Work section above.
Question #15	Is there a difference between ACI Level II Concrete Inspector vs. ACI Concrete Special Inspector?
Answer #15	Yes.
Question #16	Just want to confirm that Attachment C-1 and C-2 are both supposed to include project examples. C-2 requires sample projects be listed, so assume they will be called to provide a reference for our staffing resources?
Answer #16	Please include all necessary documentation in support of Attachments C1 and C2.
Question #17	It appears to us that the requirements and requested information in Attachment C-1 (Proposer Prerequisite A) and Attachment C-2 (Proposer Prerequisite B) are very similar for demonstrating a firm's experience in performing construction management and inspection services. Can you please provide further clarification on the requirements and experienced needed in order to satisfy both the Proposer Prerequisite A and Proposer Prerequisite B forms.
Answer #17	Prerequisite A demonstrates the firm having minimum 5 years CM experience. Prerequisite B demonstrates CM/inspection experience of individual staff w/min. $1.5M experience.
Question #18	Does the subconsultant need to submit Attachments C-1 and C-2, or just the Prime Consultant?
Answer #18	These attachments shall be submitted for the prime firm and, if applicable, all sub consultants whose experience and expertise will support the qualifications of the team.
Question #19	Does the subconsultant need to submit the FTA and FEMA forms, or just the Prime Consultant?
Answer #19	No. At this time, only the prime.
Question #20	Will safety staff be needed as part of this contract?
Answer #20	No.

Question #21	Is the form entitled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transactions" required to be submitted by both the Prime and Subconsultants?
Answer #21	Please refer to subsection G: Contractor's Integrity Provisions, under Section V. Proposal Submission Requirements on Page 10 of the RFP cover Letter.
Question #22	Can we modify Attachments C-1 and C-2 to expand the space provided for "Brief description of Scope of Work" for each project listed on the form?
Answer #22	Yes.
Question #23	Are we required to use Attachment "E"(?) for Staff/Title listing and the "standard" titles provided, or can a similar form with additional information beyond just the "category" and "Staffing Title" be submitted?
Answer #23	Please see revised Attachment E, annexed to this Addendum.
Question #24	Are Sections F (List of Firm's Affiliates) and I (General Conflict of Interest) included in the 20 page limitation?
Answer #24	These Sections are part of the Proposal's page limitation, but the page limitation has been changed. See response to question above.
Question #25	The staffing chart on what is believed to be Attachment E (no title provided in RFP document) does not include any categories for the special inspectors required by this RFP. Should we add an "Inspector" category? If not, in which staffing category should we include these inspectors?
Answer #25	Please see revised Attachment E.
Question #26	On Page 2 of the RFP, under Section I.A. – By "attachments", does this include Project Description sheets for the firm's previous experience?
Answer #26	Attachments refers to the Port Authority Attachments included with the RFP.
Question #27	When are the documents & forms in Exhibit 7 – FTA Requirements & FEMA Requirements - to be submitted? I.e.: See page 216 (Adobe page number) which cites a form letter titled, "SUBJECT: INDEFINITE QUANTITY CONTRACTS (IQCs) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018". Two identical forms are provided in the documents, one for FEMA and one for FTA. Are both to be submitted?
Answer #27	Yes, the certifications in the FTA and FEMA provisions are to be included with your proposal.

This communication should be initialed by you and attached to your Proposal.

In case any Bidder fails to conform to these instructions, its submission will nevertheless be construed as though this communication had been so physically attached and initialed.

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: D&B Engineers and Architects, P.C.

INITIALED: _____

DATE: July 14, 2014

THE PORT AUTHORITY OF NY & NJ
PROCUREMENT DEPARTMENT
115 BROADWAY, 19TH FLOOR
NEW YORK, NY 10006

July 9, 2014

ADDENDUM #3

TO PROSPECTIVE BIDDER(S) ON **RFP #38268 - REQUEST FOR PROPOSALS FOR INDEFINITE QUANTITY CONTRACTS (IQCs) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018**

Proposal Due Date 7/14/2014 at 2:00PM

The following changes are hereby made in the documents:

I. RFP LETTER

A. Delete Attachment C-2 "Proposer Prerequisite B" and substitute therefor new Attachment C-2, which is attached hereto and made a part hereof.

II. PROPOSER QUESTIONS AND ANSWERS

The following information is made available in response to questions submitted by prospective Proposer(s). It should not be deemed to answer all questions that have been submitted by Proposer(s) to the Port Authority. It addresses only those questions which the Port Authority has deemed to require additional information and/or clarification. The fact that information has not been supplied with respect to any questions asked by a Proposer(s) does not mean or imply, nor should it be deemed to mean or imply, any meaning, construction or implication with respect to the terms.

Question #28	a. This proposal is an on-call contract without a specific task identified. Would you please confirm if the NDA and Confidentiality Agreements are required to be executed at this time? b. If so, can the Authority provide an editable electronic format that addresses who the original forms should be sent to at the Authority?
Answer #28	a. The NDA and Confidentiality Agreements are to be submitted at this time with your proposal for the Prime Consultant and key members of any subconsultants. b. Please refer to Attachment H – Information Security Handbook and use link provided in RFP document.

Question #29	Do we submit resumes for all proposed staff listed in the staffing plan (Attachment E) and/or the project organization chart, or just the staff identified as Key Personnel? Please identify Key Personnel positions/titles. Are Key Personnel identified as Project Executive, Project Director, and Project Managers; or does this include the Construction Inspection Staff (minimum of 10 engineers/architects, 10 ACI Inspectors, 3 ICC Inspectors, and 1 NACE certified inspector)?
Answer #29	Resumes are required for all Key Personnel and, if known, for all staff members who are being proposed as part of the team. Consultants will have the opportunity to resubmit resumes for proposals on upcoming RFP's for specific task orders.
Question #30	It appears to us that the requirements and requested information in Attachment C-1 (Proposer Prerequisite A) and Attachment C-2 (Proposer Prerequisite B) are very similar for demonstrating a firm's experience in performing construction management and inspection services. Can you please provide further clarification on the requirements and experienced needed in order to satisfy both the Proposer Prerequisite A and Proposer Prerequisite B forms?
Answer #30	Prerequisite A's purpose is to demonstrate that your firm has at least 5 years CM experience. Prerequisite B's purpose is to demonstrate your firm's CM/inspection experience on contracts greater than $1.5M. (Note: Answer revised from Addendum 2)
Question #31	The Authority is requiring the consultant to complete a Staffing Plan (Appendix E) listing names and titles of our proposed staff in several categories as indicated on the Plan. The Plan also states that "If the staffing categories listed below differ from your firm's, list your firm's staffing titles within the categories that best matches." However, since this project calls for construction inspection, scheduling and cost estimating services in addition to construction management services, our inspectors, schedulers and estimators do not fit easily into the engineering categories on the form. Will the Authority consider or can we add categories for these services?
Answer #31	Please see revised Attachment E, issued with Addendum 2.
Question #32	The staffing chart on what is believed to be Attachment E (no title provided in RFP document) does not include any categories for the special inspectors required by this RFP. Should we add an "Inspector" category?
Answer #32	Please see revised Attachment E, issued with Addendum 2.

Question #33	Will Task Orders be issued for individual staff to be integrated with Authority and/or other consultant staff?
Answer #33	The scope of work for each individual task order will provide details on how the CM work will be undertaken. At this time, it is anticipated that some task orders may be integrated, while others may not.
Question #34	Will the Authority open all sealed cost proposals for each Task Order or only the cost proposal of the firm selected for negotiations?
Answer #34	In accordance with Attachment A, Section V (b) – Issuance of Task Order, cost proposals of the most qualified firms will be opened and evaluated.
Question #35	Under Attachment A, Task D. Quality Assurance Inspections; are materials testing services and fabrication plant inspection services contemplated in the scope of services?
Answer #35	No.
Question #36	In the course of this work will vehicles be required to facilitate CM's work and if so who will provide the vehicles? If it is the consultant's responsibility will the cost be reimbursable by the agency along with operational cost and cost associated with the insurance requirement?
Answer #36	Vehicles are not anticipated to be required. Since it is not anticipated that vehicles will be required, if a firm is required to provide a vehicle, they will be compensated for the cost to rent/lease, operational cost and insurance cost required to submit a cost proposal and firms will be compensated in accordance with Section 7(c) of the Master Agreement.
Question #37	Under Financial Information, it is requested that a statement of work be submitted. How comprehensive should this document be? For our firm, as requested on the RFP, this document would be voluminous. Is there a more specific criterion for what is being asked such as dollar amount, specific location, type of work, etc?
Answer #37	List relevant work on hand, with a brief description of the work and the other data requested.
Question #38	Should a firm's relevant project experience be demonstrated only in Attachment C-1 and Attachment C-2? Or, do you also want relevant experience in a narrative form that separately addresses the information in the RFP Section V.-A., Paragraph 2 plus bullets? If so, does this count towards the page count?

Answer #38	Firms must complete Attachments C-1 and C-2 in order to demonstrate that they meet the Pre-requisites. However, in order for firms to demonstrate that they meet the requirements of the Selection Criteria, firms must provide supporting narrative(s) as noted in Section V(A) – Firms' Qualifications and Experience. As per RFP Section I, resumes and attachments do not count towards the page count.
Question #39	The Staff Qualifications and Experience section on page seven of the RFP asks for a "chronological history of employment" for each resume proposed. Please clarify if PANYNJ is seeking a "chronological history of employment" or a "chronological history of projects an individual has worked on" in order to demonstrate Staff Qualifications and Experience.
Answer #39	History of employment, inclusive of projects.
Question #40	Under RFP Section V. PROPOSAL SUBMISSION REQUIREMENTS; Subsection A. Firm's Qualifications and Experience: Bullet 6: "The annual staff hours of full and part time labor expended in the performance of the contract/agreement" - Is an average annual hours across the full duration of the contract/agreement acceptable; since the staffing hours fluctuate across the project/agreement life-cycle predicated on the schedule? Or does the PANYNJ require the "peak" staffing hours of the contract/agreement expended in the life-cycle?
Answer #40	The average annual hours across the full duration of the contract/ agreement is acceptable.
Question #41	Would we be able to submit our project experience in our own format with pictures and description besides the 2 forms (Attachments C-1 and C-2) that are required to be submitted?
Answer #41	Firms must complete Attachments C-1 and C-2 in order to demonstrate that they meet the Pre-requisites. However, in order for firms to demonstrate that they meet the requirements of the Selection Criteria, firms must provide supporting narrative(s) as noted in Section V(A) – Firms' Qualifications and Experience.
Question #42	Will this RFP be used as the replacement contract for the active CM and Related Technical Services "Call-In" that will expire at the end of 2014?
Answer #42	This RFP pertains to federally-funded Storm Resiliency projects and is independent from any other construction management RFP's.
Question #43	Is it expected that all services requested under this contract will be performed at the Authority's facilities and offices?

Answer #43	Yes.
Question #44	In what manner will the sealed cost proposals be returned to unsuccessful proposer?
Answer #44	They will not be returned.
Question #45	a. Can the organization chart be submitted on 11x17 paper? b. Can the font on the organization chart be less than 12 pt.?
Answer #45	Yes.

This communication should be initialed by you and attached to your Proposal.

In case any Bidder fails to conform to these instructions, its submission will nevertheless be construed as though this communication had been so physically attached and initialed.

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: D&B Engineers and Architects, P.C.

INITIALED: _____

DATE: July 14, 2014

THE PORT AUTHORITY OF NY & NJ

PROCUREMENT DEPARTMENT
2 MONTGOMERY STREET, 3rd FL.
JERSEY CITY, NJ 07302

July 10, 2014

ADDENDUM #4

TO PROSPECTIVE BIDDER(S) ON **RFP #38268** - REQUEST FOR PROPOSALS FOR INDEFINITE QUANTITY CONTRACTS (IQCS) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018

Now Due on 7/16/2014, no later than 2:00PM

Originally Due on 7/14/2014, no later than 2:00PM

This communication should be initialed by you and annexed to your proposal to the above-referenced upon submission.

In case any Bidder fails to conform to these instructions, its submission will nevertheless be construed as though this communication had been so physically annexed and initialed.

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: D&B Engineers and Architects, P.C.

INITIALED: _____

DATE: July 14, 2014

THE PORT AUTHORITY OF NY & NJ

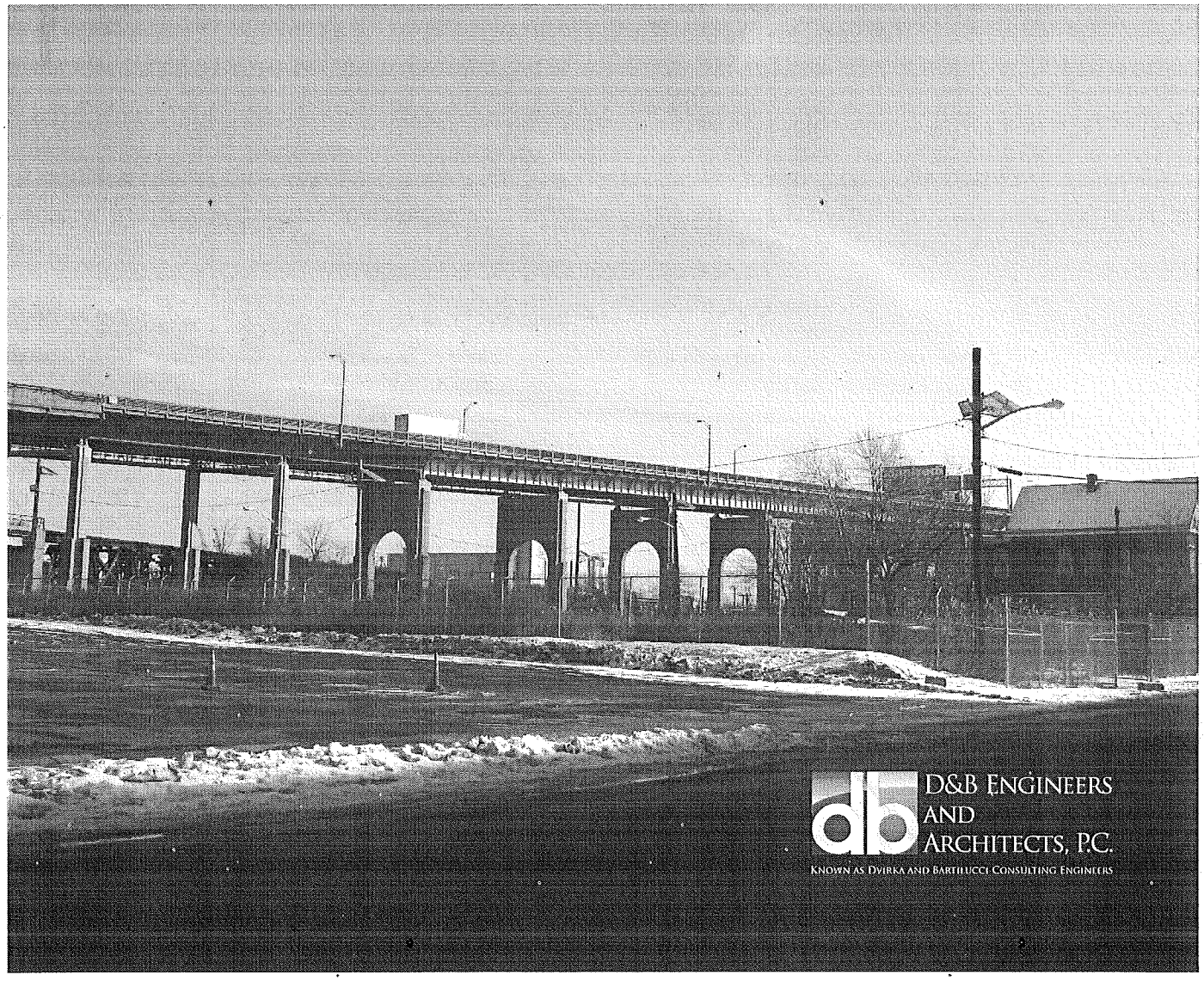
Proposal for:

Indefinite Quantity Contracts (IQCs) for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis through 2018

RFP Number 38268

Appendix E

Financial Information



FINANCIAL INFORMATION

As requested in the RFP, D&B is providing the following financial information as part of this section:

- Certified Financial Statements
- D&B's statement of relevant work, containing a description of the work, the annual dollar value, location, the current percentage of completion, the expected date for completion, and the name of the job's Project Manager.
- **D&B's Federal Identification Number is:**
- **D&B's Dun and Bradstreet Number is:** [redacted]

SUPPLEMENTARY INFORMATION

STATEMENT OF RELEVANT WORK					
Client and Project Name	Annual Dollar Value	Location (City, State)	Current Percentage of Completion	Expected Completion Date	D&B Contact
NYC Department of Environmental Protection - Construction Management and Design Services - Hurricane Sandy Pump Station Evaluations/Repairs Assignment	**$1.5 M**	**New York, NY**	**99%**	**2014**	**John Schreck, P.E.**

Project Description:
The impact of Superstorm Sandy on the NYCDEP collection system was severe. During the storm, fifty seven (57) wastewater pumping stations (out of a total of ninety six (96)) failed. In the aftermath of the storm, thirty (30) of these stations remained non-functional. The resulting environmental impact, imminent risk of disease and the discontinuity of crucial sanitary services required emergency response and immediate action. Many were significantly damaged by flooding, including extensive damage to electrical systems. D&B provided an around the clock effort to provide construction management/inspection and emergency coordination services. D&B immediately mobilized a staff composed of administrators and inspectors that reported to a central operations center situated at NYCDEP's Lefrak facility to coordinate and oversee the contractors' field activities. The thirty 30 stations rendered non-functional by Superstorm Sandy were returned to a minimal level of functionality within 84 hours of the storm's demise. This effort required mobilization of electricians, inspectors and engineers in an environment devoid of cell phone service, electricity, and gasoline. Additionally securing scarce resources (generators, Godwin pumps, miscellaneous equipment and fuel), and coordinated transportation of these materials during this chaotic period, required true dedication and fortitude and many people working in unison. D&B has received many praises from the DEP for this project.

NYC Department of Environmental Protection - Avenue "V" Pumping Station and Force Mains	**$4M**	**New York, NY**	**100%**	**2013**	**Dennis F. Koehler, P.E.**

Project Description:
D&B provided complete construction management and inspection services for this Wicks Law project, including: review, management and monitoring of construction schedules, maintenance of project documentation; resident engineering inspection services; supervision and inspection of work (including the removal of hazardous materials); EH&S monitoring; preparation of field change orders; processing contractor payments; preparation of delay analyses and claim reports; preparation of a fixed assets survey; preparation of final copies of shop and working drawings; preparation of as-built drawings; microfilming of records; project operation services; preparation of an implementation schedule; plan of operation; and corrective action plan.

The project consisted of an upgrade to the Avenue "V" Pumping Station and the installation of two new ductile iron force mains. The 36" and 48" diameter force mains run along the Belt Parkway and through local Brooklyn streets for a total length of ten miles. Reconstruction of roadways was necessary as well as protection, support and relocation of other underground utilities interfering with the new piping. Various construction techniques were used including open cut, jacking and micro tunneling.

NYC Department of Environmental Protection - On-Call Construction Inspection/ Management Services - Bureau of Wastewater Treatment (PW-072)	**$3M**	**New York, NY**	**100%**	**2013**	**John Schreck, P.E.**

Project Description:
D&B provided field inspection services and complete Construction Management Services for the Bureau of Wastewater Treatment. The inspection services were conducted for various job order contract projects in Wards Island, Hunts Point, Bowery Bay and Tallman Island WPCP's. Also, full CM services were being provided for the 245th St. pumping station and for contract PS-223 Richmond Hill Road Pumping Station. Following are some of the projects: Bowery Bay, Tallman Island, Hunts Point, Wards Island, and Collection Facilities.

STATEMENT OF RELEVANT WORK					
Client and Project Name	Annual Dollar Value	Location (City, State)	Current Percentage of Completion	Expected Completion Date	D&B Contact
NYC Department of Environmental Protection - Facility Upgrade – Green Infrastructure Design Gowanus Canal Pumping Station	**$2M**	**New York, NY**	**95%**	**2014**	**Dennis F. Koehler, P.E.**

Project Description:
D&B is leading the Gowanus Facilities Design Team. This multi-million dollar upgrade includes innovations in design and engineering which includes the Flushing Tunnel Pumping System; Flushing Tunnel Pump Building and Gate House, and the Gowanus Pumping Station. D&B is serving the combined sewer system and screening of CSO while creating limited back-ups in the sewer system. D&B is currently planning and designing for bio-retention, storm water best management practices (BMPs) to be used on the pumping station site. The improvements must be completed on a site that is less than two-acres, and be compatible with local historical buildings. The design of the bio-retention storm water BMP utilizes principals of low impact developments and green design.

NYC Department of Environmental Protection - Contract WSHD-2B CM, Construction Management Services - Watershed Miscellaneous Projects	**$3.6M**	**New York, NY**	**90%**	**Ongoing**	**Dennis F. Koehler, P.E.**

Project Description:
D&B is providing Construction Management Services requirements contract services to the Department of Environmental Protection. The construction management services being performed include: project management; resident engineering inspection; administrative and technical assistance to the department and assistance to the client agency, the Bureau of Water supply.

NYC Department of Environmental Protection - Construction Management Oakwood Beach Substation Reconstruction (OB-125)	**$2M**	**New York, NY**	**90%**	**2015**	**John Schreck, P.E.**

Project Description:
D&B Engineers and Architects, P.C. (D&B) was retained by the New York City Department of Environmental Protection (NYCDEP) to provide construction management services for the Oakwood Beach WWTP 5KV Substation Reconstruction (Contract OB-125) contract in Staten Island. This contract is associated with the American Reinvestment and Recovery Act (ARRA).

The principle items of work that D&B will be responsible for under this contract include:

OB-125G

- Construction of a new permanent Primary Electrical Switchgear Building and support systems to house replacement switchgear and auxiliary equipment.
- Providing architectural renovations to the existing Transformer Enclosure that house two existing Con Edison Transformers.
- Providing excavation, backfill, and concrete work for 5KV Feeders and modifications to underground feeder distribution systems.
- All associated instrumentation and controls, mechanical, structural, civil, architectural, HVAC, plumbing, and landscaping work required.

OB-125E

- Demolition of existing Primary Electrical Substation Switchgear.
- Furnish and install new switchgear and support systems, associated appurtenances, fire alarm system and lightning protection system.
- Providing conduit, wiring, and electrical accessories for 5 KV feeders, performing modifications to the underground feeder distribution system.
- Furnish and install a new 2000 KW Portable Diesel Generator.

STATEMENT OF RELEVANT WORK

Client and Project Name	Annual Dollar Value	Location (City, State)	Current Percentage of Completion	Expected Completion Date	D&B Contact
NYC Department of Environmental Protection - Construction Management Port Richmond Boiler Upgrade (PR-113)	**$2M**	**New York, NY**	**100%**	**2013**	**John Schreck, P.E.**

Project Description:
D&B Engineers and Architects, P.C. (D&B) was retained by the New York City Department of Environmental Protection (NYCDEP) to provide construction management services for the Port Richmond WWTP Boiler Upgrade (Contract PR-113) contract in Staten Island. This contract is associated with the American Reinvestment and Recovery Act (ARRA).

The principle items of work that D&B will be responsible for under this contract include:

- Replacement of two existing 900 bhp boilers and one existing 200 bhp boiler with three new 600 bhp fire tube boilers. The existing boilers are fueled by digester gas or fuel oil, and the new boilers will be capable of being fueled by digester gas or natural gas.
- Replacement of all pumps, valves, expansion tanks, piping and appurtenances within the existing Boiler Room.
- Replacement of three existing waste heat exchangers and effluent water pumps.
- Removing existing waste gas burner on the roof of the boiler room and installing new digester waste gas piping and two new waste gas burners on the roof of the Sludge Building.
- Installation of a new natural gas main to fuel the boilers and serve as pilot for the boilers and waste gas burner.
- Replacement of four existing digester gas compressors, associated piping and ancillary equipment.
- Replacement of existing digester gas piping from gas compressor room to boiler room.
- Performing structural and mechanical repairs to an existing 100,000 cu-ft Wiggins gas holding tank. Replacing the existing heating and ventilation in Motor Control Center Room B.
- Removing sludge and cleaning the three digesters.

Nassau County Department of Public Works - Super Storm Sandy - 38 Pump Station Emergency Rehabilitation	**$200K**	**Nassau County, NY**	**100%**	**2014**	**Steven A. Fangmann, P.E., BCEE**

Project Description:
As part of the emergency rehabilitation, when possible, D&B incorporated mitigation improvements into the work including such items as elimination of a floor-mounted MCC and installation of separate wall-mounted pump starter cabinets, main service cabinet and telemetry panel well above the Hurricane Sandy flood elevation. D&B is also assisting Nassau County to develop mitigation alternatives to assist the County in moving forward with the permanent restoration work. To prevent flood damage from future storms, mitigation may include one or a combination of the following measures: elevate first floor superstructure to the new 100-year flood elevation; utilize flood gate systems; utilize watertight access doors; raise critical station components above the new 100-year flood elevation; utilize "immersible" type grinder motors; and relocate electrical control panels, relay panels and related components above grade.

Suffolk County Office of Emergency Management - CM and Inspection Services for the Superstorm Sandy Fire Island Debris Removal Project	**$400K**	**Suffolk County, NY**	**100%**	**2013**	**John Schreck, P.E.**

Project Description:
This project objective was to remove, reduce and dispose of debris caused by Superstorm Sandy in accordance with Federal Emergency Management Agency (FEMA) and New York State's (NYS) assessment and guidelines of health and safety for the public by March 31, 2013. D&B Engineers and Architects, P.C. provided construction management and inspections services to Suffolk County Fire Rescue and Emergency Services (FRES) for this project and received several accolades from Suffolk County upon completion. Work included demolition of single/multiple family homes, garages, sheds, fences, collection of other storm generated debris on private property, and segregation of known or suspected asbestos containing material, white goods, E-waste, and PCB-containing materials. Household hazardous waste is to be segregated and remain for disposal by others. All waste material was accounted for using an automated debris management system.

THE PORT AUTHORITY OF NY & NJ

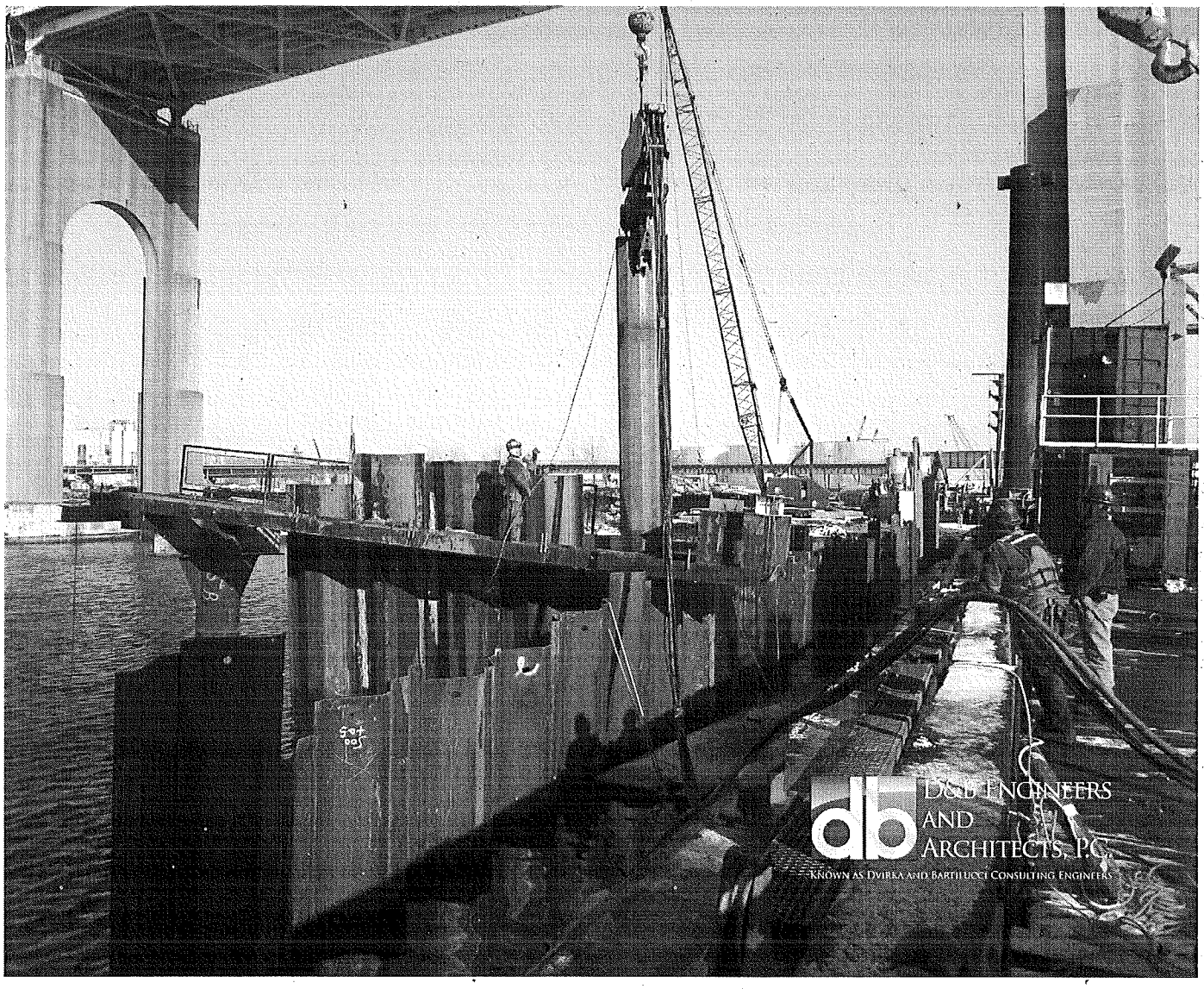
Proposal for:

Indefinite Quantity Contracts (IQCs) for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis through 2018

RFP Number 38268

Appendix F

Certificate of Authorization



THE UNIVERSITY OF THE STATE OF NEW YORK
EDUCATION DEPARTMENT

THIS IS TO CERTIFY THAT HAVING MET THE REQUIREMENTS OF SECTION 7210 OF THE EDUCATION LAW AND IN ACCORDANCE THEREWITH THIS CERTIFICATE OF AUTHORIZATION IS GRANTED WHICH ENTITLES

D & B ENGINEERS AND ARCHITECTS PC
330 CROSSWAYS PARK DRIVE
WOODBURY, NY 11797-0000

TO PROVIDE PROFESSIONAL ENGINEERING SERVICES IN THE STATE OF NEW YORK FOR THE PERIOD 01/01/2012 TO 12/31/2014.

DOUGLAS E LENTIVECH
DEPUTY COMMISSIONER
FOR THE PROFESSIONS

CERTIFICATE NUMBER [redacted]

JOHN B KING JR
PRESIDENT OF THE UNIVERSITY
AND COMMISSIONER OF EDUCATION

Certification 9642

CERTIFICATE OF EMPLOYEE INFORMATION REPORT

RENEWAL

This is to certify that the contractor listed below has submitted an Employee Information Report pursuant to N.J.A.C. 17:27-1.1 et. seq. and the State Treasurer has approved said report. This approval will remain in effect for the period of 15-FEB-2014 to 15-FEB-2017

D&B ENGINEERS AND ARCHIECTS, P.C.
3000 HADLEY ROAD
S. PLAINFIELD NJ 07080

Andrew P. Sidamon-Eristoff
State Treasurer

7317PN - Cover.indd (07/10/14)

Request for Proposals
RFP No.: 38268

July 16, 2014

Indefinite Quantity Contracts (IQCs)

for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis Through 2018

THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY

Submitted by

Baker

Michael Baker Engineering, Inc.

TABLE OF CONTENTS

Attachment B – Agreement on Terms of Discussion
Acknowledgement of Addenda
Letter of Transmittal

Firm Qualifications and Experience ..... Section A

- Attachment C1 – Proposer Prerequisite A
- Attachment C2 – Proposer Prerequisite B

Relevant Project Experience

Staff Qualifications and Experience ..... Section B

Management and Technical Approach ..... Section C

- Attachment E – Staffing Plan
- Organizational Chart

DBE Participation ..... Section D

- Appendix D1 – DBE Goals Statement
- Appendix D2 – DBE Participation Plan and Affirmation Statement
- Appendix D3 – Information on Solicited Firms

Pricing and Compensation ..... Section E

List of Affiliates ..... Section F

Proposers Integrity Provisions ..... Section G

Background Qualification Questionnaire ..... Section H

General Conflict of Interest ..... Section I

Organizational Conflict of Interest ..... Section J

APPENDIX .....

- Resumes
- Financial Information
- Statement of Work
- Subconsultant Forms

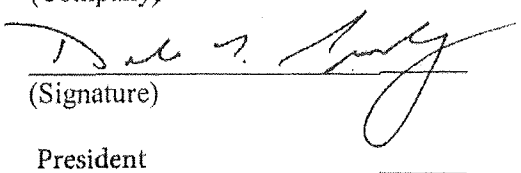
ATTACHMENT B

AGREEMENT ON TERMS OF DISCUSSION

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

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

Michael Baker Engineering, Inc.
(Company)



(Signature)

President
(Title)

July 9, 2014
(Date)

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

ATTACHMENT B

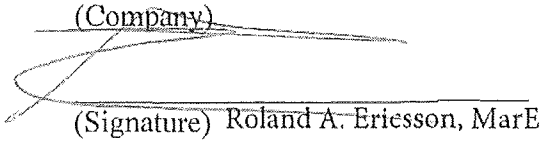
AGREEMENT ON TERMS OF DISCUSSION

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

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

M&J Engineering, P.C.

(Company)



(Signature) Roland A. Eriesson, MarE

Vice President & Branch Manager

(Title)

July 3, 2014

(Date)

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

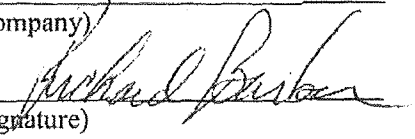
ATTACHMENT B

AGREEMENT ON TERMS OF DISCUSSION

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

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

GRB ENVIRONMENTAL SERVICES, INC.
(Company)


(Signature)

Vice-President
(Title)

July 8, 2014
(Date)

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

THE PORT AUTHORITY OF NY & NJ

PROCUREMENT DEPARTMENT
2 MONTGOMERY STREET, 3RD FL.
JERSEY CITY, NJ 07302

7/3/2014

ADDENDUM #1

To prospective Proposer(s) on RFP # 38268 - REQUEST FOR PROPOSALS FOR INDEFINITE QUANTITY CONTRACTS (IQCS) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018

Now Due back on 7/14/2014, no later than 2:00PM

Originally due on 7/9/2014, no later than 2:00PM

This communication should be initialed by you and annexed to your Bid upon submission.

In case any Bidder fails to conform to these instructions, its Bid will nevertheless be construed as though this communication had been so physically annexed and initialed.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: Michael Baker Engineering, Inc.

INITIALED: (illegible)

DATE: July 14, 2014

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

THE PORT AUTHORITY OF NY & NJ
PROCUREMENT DEPARTMENT
115 BROADWAY, 19TH FLOOR
NEW YORK, NY 10006

July 8, 2014

ADDENDUM #2

TO PROSPECTIVE BIDDER(S) ON **RFP #38268 - REQUEST FOR PROPOSALS FOR INDEFINITE QUANTITY CONTRACTS (IQCs) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018**

Proposal Due Date 7/14/2014 at 2:00PM

The following changes are hereby made in the documents:

I. RFP LETTER

A. In RFP Section I entitled SUBMISSION OF PROPOSALS, make the following changes:

i) In paragraph A, delete the first sentence and substitute the following:

"The Proposal shall be not more than twenty-five (25) pages (double-sided) or fifty pages (single-sided) using 12 point or greater font size, not including resumes and attachments.

ii) In paragraph I.F., delete "July 9, 2014" and substitute "July 14, 2014".

B. Delete Attachment E "Staffing Plan Template" and substitute therefor new Attachment E, which is attached hereto and made a part hereof.

C. In Attachment A, paragraph II, second paragraph, first line, delete "design of" without substitution therefor.

II. PROPOSER QUESTIONS AND ANSWERS

The following information is made available in response to questions submitted by prospective Proposer(s). It should not be deemed to answer all questions that have been submitted by Proposer(s) to the Port Authority. It addresses only those questions which the Port Authority has deemed to require additional information and/or clarification. The fact that information has not been supplied with respect to any questions asked by a Proposer(s) does not mean or imply, nor should it be deemed to mean or imply, any meaning, construction or implication with respect to the terms.

Question #1	Our firm is leading a team for Group 2 - PATH and is a sub on another team (for Group 1) which was selected for INDEFINITE QUANTITY CONTRACT (IQC) FOR EXPERT PROFESSIONAL ARCHITECTURAL AND ENGINEERING SERVICES FOR THE DESIGN OF FEDERALLY FUNDED SUPER STORM SANDY RELATED REPAIR AND RESILIENCY PROJECTS ON AN "AS NEEDED" BASIS DURING 2013 – 2017. As such, would we be precluded from participating in the above-referenced CM contracts?
Answer #1	Refer to Pages 10-12 of the RFP Cover Letter sections I and J respectively entitled "GENERAL CONFLICT OF INTEREST" and "ORGANIZATIONAL CONFLICT OF INTEREST".
Question #2	Can you please send the attachment E for the above-reference proposal? The link in the RFP document does not work.
Answer # 2	Hyperlinks have been corrected in the RFP and a revised Attachment E has been posted and is attached to this addendum.
Question #3	Please confirm that financial information (per page 5 of the RFP) should be submitted separately from the proposal document.
Answer #3	The financial information must be submitted with your proposal. For further clarification please refer to Section III "Financial Information" on Page 5 of the RFP Cover Letter.
Question #4	Please clarify if each sheet of paper, containing content on both sides counts as 1 or 2 pages in the 20 page limit. If each side of the sheet counts in the limit, please advise if sheets only containing content on one side still count toward the overall 20 page limit.
Answer #4	The requirement has been changed. The Proposal shall be not more than twenty-five (25) pages double sided or fifty (50) pages single sided.
Question #5	In the RFP, it refers to submitting 1 reproducible original copy, please clarify if this reproducible copy is to be single sided and unbound.
Answer # 5	Any format of the reproducible original is acceptable.
Question #6	In the instructions for completing the Firm's BQQ, it states that an original must be mailed to specified address and that an electronic copy was also to be sent. Please clarify if we are to include more than a statement of recent completion in our proposal under section H.
Answer # 6	Please complete the Background Qualification Questionnaire (BQQ) as instructed and with your proposal submit a statement indicating when the BQQ was submitted to the Port Authority Office of the Inspector General.

Question #7	Section III of the RFP, page 5 refers to the Financial Information. Please clarify if we are to include certified financial statements, statement of work and required numbers as part of our proposal, if so under which section, or if the information can be provided in a separately sealed package.
Answer #7	Please refer to Section III "Financial Information" on Page 5 of the RFP Cover Letter for clarification on the information that is to be submitted pursuant to this section.
Question #8	Is the NDA Agreement required to be signed and completed with our proposal for the prime firm and all sub consultants? If required, please advise if it should be included in our submission and where, or just sent directly to the referenced office and procurement contact.
Answer #8	NDA Agreements shall be submitted for the prime firm and all key sub consultants.
Question #9	Are consultants who have Federally Funded task order agreements for Sandy design eligible to be on teams who are proposing on the CM and Inspection RFP?
Answer #9	Refer to Pages 10-12 of the RFP Cover Letter sections I and J respectively entitled "GENERAL CONFLICT OF INTEREST" and "ORGANIZATIONAL CONFLICT OF INTEREST".
Question #10	Can you please let me know if RFP 38268 is an additional solicitation to the expected 2015-2018 On-call for CM services? We were anticipating an RFP to replace the current 2011-2014 Construction Management Services contracts (references P410110).
Answer #10	This RFP pertains to federally-funded Storm Resiliency projects and is independent from any other construction management RFP's.
Question #11	Will the PANYNJ recognize the ICC Reinforced Concrete Special Inspector Certification as the equivalent of the ACI Concrete Special Inspector Certification for the purpose of qualified concrete inspectors?
Answer #11	No.
Question #12	In the staffing table (Attachment E) there is no column for names. Does the PANYNJ want the names of staff shown with their company titles?
Answer #12	If known, please include names of staff. Otherwise, the anticipated titles will suffice.
Question #13	In the staffing table (Attachment E) the titles are only shown for Engineers. Some of the qualified staff who hold Certificates such as ACI Special Inspector and ICC Structural Bolting are not graduate engineers, where should we show these titles in the table?

Answer #13	Please see revised Attachment E.
Question #14	In Attachment A, Section II Scope of Work, the last paragraph states that "resiliency projects shall include, but not be limited to, design of mitigation measures to...." Does the Authority intend to utilize this Indefinite Quantity Contract for CM and inspection services, not design services?
Answer #14	There is no design as part of this RFP's scope of work. See revision to the Scope of Work section above.
Question #15	Is there a difference between ACI Level II Concrete Inspector vs. ACI Concrete Special Inspector?
Answer #15	Yes.
Question #16	Just want to confirm that Attachment C-1 and C-2 are both supposed to include project examples. C-2 requires sample projects be listed, so assume they will be called to provide a reference for our staffing resources?
Answer #16	Please include all necessary documentation in support of Attachments C1 and C2.
Question #17	It appears to us that the requirements and requested information in Attachment C-1 (Proposer Prerequisite A) and Attachment C-2 (Proposer Prerequisite B) are very similar for demonstrating a firm's experience in performing construction management and inspection services. Can you please provide further clarification on the requirements and experienced needed in order to satisfy both the Proposer Prerequisite A and Proposer Prerequisite B forms.
Answer #17	Prerequisite A demonstrates the firm having minimum 5 years CM experience. Prerequisite B demonstrates CM/inspection experience of individual staff w/min. $1.5M experience.
Question #18	Does the subconsultant need to submit Attachments C-1 and C-2, or just the Prime Consultant?
Answer #18	These attachments shall be submitted for the prime firm and, if applicable, all sub consultants whose experience and expertise will support the qualifications of the team.
Question #19	Does the subconsultant need to submit the FTA and FEMA forms, or just the Prime Consultant?
Answer #19	No. At this time, only the prime.
Question #20	Will safety staff be needed as part of this contract?
Answer #20	No.

Question #21	Is the form entitled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transactions" required to be submitted by both the Prime and Subconsultants?
Answer #21	Please refer to subsection G. Contractor's Integrity Provisions, under Section V. Proposal Submission Requirements on Page 10 of the RFP cover Letter.
Question #22	Can we modify Attachments C-1 and C-2 to expand the space provided for "Brief description of Scope of Work" for each project listed on the form?
Answer #22	Yes.
Question #23	Are we required to use Attachment "E"(?) for Staff/Title listing and the "standard" titles provided, or can a similar form with additional information beyond just the "category" and "Staffing Title" be submitted?
Answer #23	Please see revised Attachment E, annexed to this Addendum.
Question #24	Are Sections F (List of Firm's Affiliates) and I (General Conflict of Interest) included in the 20 page limitation?
Answer #24	These Sections are part of the Proposal's page limitation, but the page limitation has been changed. See response to question above.
Question #25	The staffing chart on what is believed to be Attachment E (no title provided in RFP document) does not include any categories for the special inspectors required by this RFP. Should we add an "Inspector" category? If not, in which staffing category should we include these inspectors?
Answer #25	Please see revised Attachment E.
Question #26	On Page 2 of the RFP, under Section I.A. – By "attachments", does this include Project Description sheets for the firm's previous experience?
Answer #26	Attachments refers to the Port Authority Attachments included with the RFP.
Question #27	When are the documents & forms in Exhibit 7 – FTA Requirements & FEMA Requirements - to be submitted? I.e.: See page 216 (Adobe page number) which cites a form letter titled, "SUBJECT: INDEFINITE QUANTITY CONTRACTS (IQCs) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018". Two identical forms are provided in the documents, one for FEMA and one for FTA. Are both to be submitted?
Answer #27	Yes, the certifications in the FTA and FEMA provisions are to be included with your proposal.

This communication should be initialed by you and attached to your Proposal.

In case any Bidder fails to conform to these instructions, its submission will nevertheless be construed as though this communication had been so physically attached and initialed.

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: Michael Baker Engineering, Inc.

INITIALED: kmr

DATE: July 9, 2014

THE PORT AUTHORITY OF NY & NJ
PROCUREMENT DEPARTMENT
115 BROADWAY, 19TH FLOOR
NEW YORK, NY 10006

July 9, 2014

ADDENDUM #3

TO PROSPECTIVE BIDDER(S) ON **RFP #38268 - REQUEST FOR PROPOSALS FOR INDEFINITE QUANTITY CONTRACTS (IQCs) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018**

Proposal Due Date 7/14/2014 at 2:00PM

The following changes are hereby made in the documents:

I. RFP LETTER

A. Delete Attachment C-2 "Proposer Prerequisite B" and substitute therefor new Attachment C-2, which is attached hereto and made a part hereof.

II. PROPOSER QUESTIONS AND ANSWERS

The following information is made available in response to questions submitted by prospective Proposer(s). It should not be deemed to answer all questions that have been submitted by Proposer(s) to the Port Authority. It addresses only those questions which the Port Authority has deemed to require additional information and/or clarification. The fact that information has not been supplied with respect to any questions asked by a Proposer(s) does not mean or imply, nor should it be deemed to mean or imply, any meaning, construction or implication with respect to the terms.

Question #28	a. This proposal is an on-call contract without a specific task identified. Would you please confirm if the NDA and Confidentiality Agreements are required to be executed at this time? b. If so, can the Authority provide an editable electronic format that addresses who the original forms should be sent to at the Authority?
Answer #28	a. The NDA and Confidentiality Agreements are to be submitted at this time with your proposal for the Prime Consultant and key members of any subconsultants. b. Please refer to Attachment H – Information Security Handbook and use link provided in RFP document.

Question #29	Do we submit resumes for all proposed staff listed in the staffing plan (Attachment E) and/or the project organization chart, or just the staff identified as Key Personnel? Please identify Key Personnel positions/titles. Are Key Personnel identified as Project Executive, Project Director, and Project Managers; or does this include the Construction Inspection Staff (minimum of 10 engineers/architects, 10 ACI Inspectors, 3 ICC Inspectors, and 1 NACE certified inspector)?
Answer #29	Resumes are required for all Key Personnel and, if known, for all staff members who are being proposed as part of the team. Consultants will have the opportunity to resubmit resumes for proposals on upcoming RFP's for specific task orders.
Question #30	It appears to us that the requirements and requested information in Attachment C-1 (Proposer Prerequisite A) and Attachment C-2 (Proposer Prerequisite B) are very similar for demonstrating a firm's experience in performing construction management and inspection services. Can you please provide further clarification on the requirements and experienced needed in order to satisfy both the Proposer Prerequisite A and Proposer Prerequisite B forms?
Answer #30	Prerequisite A's purpose is to demonstrate that your firm has at least 5 years CM experience. Prerequisite B's purpose is to demonstrate your firm's CM/inspection experience on contracts greater than $1.5M. (Note: Answer revised from Addendum 2)
Question #31	The Authority is requiring the consultant to complete a Staffing Plan (Appendix E) listing names and titles of our proposed staff in several categories as indicated on the Plan. The Plan also states that "If the staffing categories listed below differ from your firm's, list your firm's staffing titles within the categories that best matches." However, since this project calls for construction inspection, scheduling and cost estimating services in addition to construction management services, our inspectors, schedulers and estimators do not fit easily into the engineering categories on the form. Will the Authority consider or can we add categories for these services?
Answer #31	Please see revised Attachment E, issued with Addendum 2.
Question #32	The staffing chart on what is believed to be Attachment E (no title provided in RFP document) does not include any categories for the special inspectors required by this RFP. Should we add an "Inspector" category?
Answer #32	Please see revised Attachment E, issued with Addendum 2.

Question #33	Will Task Orders be issued for individual staff to be integrated with Authority and/or other consultant staff?
Answer #33	The scope of work for each individual task order will provide details on how the CM work will be undertaken. At this time, it is anticipated that some task orders may be integrated, while others may not.
Question #34	Will the Authority open all sealed cost proposals for each Task Order or only the cost proposal of the firm selected for negotiations?
Answer #34	In accordance with Attachment A, Section V (b) – Issuance of Task Order, cost proposals of the most qualified firms will be opened and evaluated.
Question #35	Under Attachment A, Task D. Quality Assurance Inspections; are materials testing services and fabrication plant inspection services contemplated in the scope of services?
Answer #35	No.
Question #36	In the course of this work will vehicles be required to facilitate CM's work and if so who will provide the vehicles? If it is the consultant's responsibility will the cost be reimbursable by the agency along with operational cost and cost associated with the insurance requirement?
Answer #36	Vehicles are not anticipated to be required. Since it is not anticipated that vehicles will be required, if a firm is required to provide a vehicle, they will be compensated for the cost to rent/lease, operational cost and insurance cost required to submit a cost proposal and firms will be compensated in accordance with Section 7(c) of the Master Agreement.
Question #37	Under Financial Information, it is requested that a statement of work be submitted. How comprehensive should this document be? For our firm, as requested on the RFP, this document would be voluminous. Is there a more specific criterion for what is being asked such as dollar amount, specific location, type of work, etc?
Answer #37	List relevant work on hand, with a brief description of the work and the other data requested.
Question #38	Should a firm's relevant project experience be demonstrated only in Attachment C-1 and Attachment C-2? Or, do you also want relevant experience in a narrative form that separately addresses the information in the RFP Section V.-A., Paragraph 2 plus bullets? If so, does this count towards the page count?

Answer #38	Firms must complete Attachments C-1 and C-2 in order to demonstrate that they meet the Pre-requisites. However, in order for firms to demonstrate that they meet the requirements of the Selection Criteria, firms must provide supporting narrative(s) as noted in Section V(A) – Firms' Qualifications and Experience. As per RFP Section I, resumes and attachments do not count towards the page count.
Question #39	The Staff Qualifications and Experience section on page seven of the RFP asks for a "chronological history of employment" for each resume proposed. Please clarify if PANYNJ is seeking a "chronological history of employment" or a "chronological history of projects an individual has worked on" in order to demonstrate Staff Qualifications and Experience.
Answer #39	History of employment, inclusive of projects.
Question #40	Under RFP Section V. PROPOSAL SUBMISSION REQUIREMENTS; Subsection A. Firm's Qualifications and Experience: Bullet 6: "The annual staff hours of full and part time labor expended in the performance of the contract/agreement" - Is an average annual hours across the full duration of the contract/agreement acceptable; since the staffing hours fluctuate across the project/agreement life-cycle predicated on the schedule? Or does the PANYNJ require the "peak" staffing hours of the contract/agreement expended in the life-cycle?
Answer #40	The average annual hours across the full duration of the contract/ agreement is acceptable.
Question #41	Would we be able to submit our project experience in our own format with pictures and description besides the 2 forms (Attachments C-1 and C-2) that are required to be submitted?
Answer #41	Firms must complete Attachments C-1 and C-2 in order to demonstrate that they meet the Pre-requisites. However, in order for firms to demonstrate that they meet the requirements of the Selection Criteria, firms must provide supporting narrative(s) as noted in Section V(A) – Firms' Qualifications and Experience.
Question #42	Will this RFP be used as the replacement contract for the active CM and Related Technical Services "Call-In" that will expire at the end of 2014?
Answer #42	This RFP pertains to federally-funded Storm Resiliency projects and is independent from any other construction management RFP's.
Question #43	Is it expected that all services requested under this contract will be performed at the Authority's facilities and offices?

Answer #43	Yes.
Question #44	In what manner will the sealed cost proposals be returned to unsuccessful proposer?
Answer #44	They will not be returned.
Question #45	a. Can the organization chart be submitted on 11x17 paper? b. Can the font on the organization chart be less than 12 pt.?
Answer #45	Yes.

This communication should be initialed by you and attached to your Proposal.

In case any Bidder fails to conform to these instructions, its submission will nevertheless be construed as though this communication had been so physically attached and initialed.

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: Michael Baker Engineering, Inc.

INITIALED: KMK

DATE: July 9, 2014

Attachment C-2

Proposer Prerequisite B

Firms must have adequate staffing resources and have demonstrated experience performing construction management and/or construction inspection services in the Greater New York/New Jersey Metropolitan Area for construction projects valued, at a minimum, at $1.5 million.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite B.

Client Name/ Contracting Entity	
Contract Start Date	
Contract End Date	
Construction Value	
Brief description of Scope of work	
Client contact Name / Title	
Client Contact Email Address	
Client Contact Phone Number	

Client Name/ Contracting Entity	
ontract Start Date	
Contract End Date	
Construction Value	
Brief description of Scope of work	
Client contact Name / Title	
Client Contact Email Address	
Client Contact Phone Number	

Client Name/ Contracting Entity	
Contract Start Date	
Contract End Date	
Construction Value	
Brief description of Scope of work	
Client contact Name / Title	
Client Contact Email Address	
Client Contact Phone Number	

Note – Client Contact must be employee of Company

THE PORT AUTHORITY OF NY & NJ

PROCUREMENT DEPARTMENT
2 MONTGOMERY STREET, 3rd FL.
JERSEY CITY, NJ 07302

July 10, 2014

ADDENDUM #4

TO PROSPECTIVE BIDDER(S) ON **RFP #38268** - REQUEST FOR PROPOSALS FOR INDEFINITE QUANTITY CONTRACTS (IQCS) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018

Now Due on 7/16/2014, no later than 2:00PM

Originally Due on 7/14/2014, no later than 2:00PM

This communication should be initialed by you and annexed to your proposal to the above-referenced upon submission.

In case any Bidder fails to conform to these instructions, its submission will nevertheless be construed as though this communication had been so physically annexed and initialed.

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: Michael Baker Engineering, Inc.

INITIALED: _____

DATE: July 11, 2014

Baker

11 Martine Avenue | Suite 675 | White Plains, New York 10606
Office: 914.539.4300 | Fax: 914.539.4801

July 16, 2014

The Port Authority of New York and New Jersey
Procurement Department
Two Montgomery Street, 3rd Floor
Jersey City, NJ 07302
Attention: Bid/Proposal Custodian

Subject: RFP No. 38268: Request For Proposals For Indefinite Quantity Contracts (IDQs) For Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As Needed" Basis Through 2018

Dear Bid/Proposal Custodian:

In response to your request for proposal dated June 17, 2014, Michael Baker Engineering, Inc. (Baker) is pleased to submit one (1) reproducible original and six (6) copies along with six (6) compact disc copies of our proposal for the subject services through 2018.

We are pleased to propose an experienced management team that is well known to the Port Authority with the support of over 250 construction services personnel. Lynda Tollner, P.E. will lead this contract as our Project Manager and her Task Leads will include David Schneider, P.E., Michael McAliney, P.E. and James Hanson, P.E. With this team we are providing an in depth knowledge of industry construction practices for all types of infrastructure as well as an extensive understanding of Port Authority facilities and your standards and procedures. As will be demonstrated, Baker's proposed team of resources easily exceeds the requirements of 10 engineers/architects licensed in the states of New York and New Jersey; 10 ACI Concrete Construction Special Inspectors, three (3) ICC Certified Structural Steel and Bolting Inspectors and three (3) NACE Level 1 Coating Certified Inspectors.

Over the years, Baker has provided construction management and inspection services for transportation, facility, infrastructure, and utility projects. Our clients include federal, state, and local government agencies, as well as private sector clients. Our projects range in size and complexity, and include new or rehabilitation construction, traditional design-bid-build and design-build project deliveries. Baker's construction services experience includes transit facilities, airports, highways, tunnels, bridges, infrastructure rehabilitation, freight and passenger railroads, and utilities, just to name a few. Our construction managers have expertise in a wide variety of project types, both domestically and internationally. Baker's professionals have the training, certifications, and support to manage the full spectrum of construction services to assure each client of a successful delivery. With experience in managing throughout the life cycle of the project, Baker understands the importance of all aspects involved to successfully complete and deliver safely, on time, on budget, and with the quality you demand.

Baker

11 Martine Avenue | Suite 675 | White Plains, New York 10606
Office: 914.539.4300 | Fax: 914.539.4801

As requested in the RFP, please submit any written correspondence to:

Dale R. Spaulding, P.E., President
Michael Baker Engineering, Inc.
11 Martine Avenue, Suite 675
White Plains, New York 10606
914.539.4800 - Dale.Spaulding@mbakerintl.com

We are confident that we can provide the capacity of staff, range of experience and quality assurance to the Port Authority and are excited for the opportunity to continue our working relationship with you.

Very truly yours,

Dale R. Spaulding, PE
President / Project Principal

Attachment C-1 Proposer Prerequisite A

Firms must have Certificates of Authorization to practice Professional Engineering in the states of New York and/or New Jersey and minimum of five (5) years experience, from the date of proposal submission, which includes performing construction management services as outlined in Attachment A for major transportation facilities.

*Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites

If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite A.

Client Name/ Contracting Entity	Amtrak
Contract Start Date	7/1/2013
Contract End Date	6/30/2017
Construction Value	$130,000,000
Brief description of Scope of work	**Empire High-Speed Rail Corridor Improvements, Schenectady, New York.** Services provided include program management and engineering professional services in furtherance of the improvements including but not limited to stations, facilities, civil, track, signal and communication systems.
Client contact Name / Title	Hank Concha
Client Contact Email Address	N/A
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	Shaw/Baker/Gannett Fleming JV
Contract Start Date	April 2008
Contract End Date	December 2018
Construction Value	$3,000,000,000
Brief description of Scope of work	**Construction Management Services for Upgrade of Newtown Creek Water Pollution Control Plant** Baker is providing construction management services as part of a tri-venture team for the $3 billion, 10-year upgrade of the Newtown Creek Water Pollution Control Plant. Construction management services to be furnished by the team include providing project management; performing resident engineering inspection; processing contractor payments; monitoring project operations and subcontracted expert services; preparing and reviewing the master Critical Path Method schedule, shop and working drawings, and as-built contract drawings; preparing change orders and contract modifications, an occupancy schedule, and delay analysis and claims reports; maintaining records; conducting a project constructability review; and providing select supplemental services, as required.
Client contact Name / Title	Ken Moriarty
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Note – Client Contact must be employee of Company

Attachment C-1 Proposer Prerequisite A

Firms must have Certificates of Authorization to practice Professional Engineering in the states of New York and/or New Jersey and minimum of five (5) years experience, from the date of proposal submission, which includes performing construction management services as outlined in Attachment A for major transportation facilities.

*Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites

If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite A.

Client Name/ Contracting Entity	Amtrak
Contract Start Date	August 2008
Contract End Date	January 2013
Construction Value	$ 31,200,000
Brief description of Scope of work	**Wilmington Station Renovation and Restoration Construction Management and Inspection** Baker provided construction management and inspection services for the restoration and renovation of the historic Wilmington Station. Baker's services included preconstruction design reviews; risk analyses; constructability reviews; review of value engineering proposals; construction scheduling, quality assurance and quality control reviews; monitoring the construction budget and minimizing change orders; and construction inspection. All construction work was performed without disruptions to train service.
Client contact Name / Title	Hank Concha / Director of Capital Construction
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	Malcom Pirnie, Inc.
Contract Start Date	February 2007
Contract End Date	September 2015
Construction Value	$ 75,000,000
Brief description of Scope of work	**Engineering and Construction Management Services for Upgrade of the Tallman Island Water Pollution Control Plant** In a joint venture with another firm that is serving as resident engineer, Baker is providing assistant resident engineering services, electrical inspection, mechanical inspection, civil inspection, and construction management services for the upgrade of the Tallman Island Water Pollution Control Plant. The current stage of the upgrade program consists of the removal and replacement of the main sewage pumps, their associated engine drive units, and the force mains to the preliminary tanks, and the on-site installation of a new 27-kilovolt electrical substation to power the new equipment. Construction management services include joint-venture coordination, staffing, field inspections, periodic reviews of building permits, negotiation of change orders, coordination of contractors, supervision of the inspectors, project review meetings, and monitoring of schedules.
Client contact Name / Title	Dennis Rizzo / Project Manager (New York City Department of Environmental Protection)
Client Contact Email Address	N/A
Client Contact Phone Number	[redacted]

Note – Client Contact must be employee of Company

Attachment C-1 Proposer Prerequisite A

Firms must have Certificates of Authorization to practice Professional Engineering in the states of New York and/or New Jersey and minimum of five (5) years experience, from the date of proposal submission, which includes performing construction management services as outlined in Attachment A for major transportation facilities.

*Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites

If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite A.

Client Name/ Contracting Entity	New Jersey Turnpike Authority
Contract Start Date	August 2009
Contract End Date	March 2014
Construction Value	$ 2,525,000
Brief description of Scope of work	**New Jersey Turnpike Interchange 7A Widening Construction Management** Baker provided construction management/construction inspection services (Resident Engineer and Chief Inspector) for the first of two contracts as part of the overall Turnpike 6-9 Widening program at Interchange 7A. The first contract, Contract 401 at interchange 7A, included the construction of four bridges: two local roadway bridges over the Turnpike, one bridge over Route I-195, and one bridge over a ramp from the toll plaza to the Turnpike Northbound Ramp. Construction activities included utility relocations and installations, embankment and settlement monitoring, concrete filled steel piles, pile driving, building demolitions, concrete footings and abutments, staged construction of Robbinsville Road over the Turnpike, construction of Edgebrook Road over the Turnpike, and construction of Ramp TN over Interstate I-195. Work required close coordination of construction activities adjacent to active traffic on the Turnpike, I-195, and Robbinsville Road.
Client contact Name / Title	Roger Payne
Client Contact Email Address	N/A
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	Jacobs Engineering Group, Inc. (formerly Edwards & Kelcey, Inc.)
Contract Start Date	October 2011
Contract End Date	May 2014
Construction Value	$47,000,000
Brief description of Scope of work	**Garden State Parkway Widening Construction Management and Inspection** Baker, as a subconsultant, is a member of the construction management team providing Resident Engineering and inspection services. Project includes widening of the Parkway mainline to add a third travel lane in each direction from MP 52.4 to 57.8, including the construction of 4 new pile supported bridges, the removal of 4 existing bridges, the construction of 2 new culverts, and the extension of existing culverts; and construction of regulated activities within areas included in the permits for the widening portion of the Parkway from MP 30 to 48.
Client contact Name / Title	Joseph Johnson, P.E., Project Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Note – Client Contact must be employee of Company

Attachment C-1 Proposer Prerequisite A

Firms must have Certificates of Authorization to practice Professional Engineering in the states of New York and/or New Jersey and minimum of five (5) years experience, from the date of proposal submission, which includes performing construction management services as outlined in Attachment A for major transportation facilities.

*Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites

If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite A.

Client Name/ Contracting Entity	New York City Department of Transportation
Contract Start Date	February 2008
Contract End Date	January 2012
Construction Value	$ 6,000,000
Brief description of Scope of work	**Annadale Road Bridge Reconstruction** Baker provided construction management and construction inspection services for the replacement of the Annadale Road Bridge over the Staten Island Rapid Transit (SIRT) railway. Baker's construction phase services consisted of the checking of all plans and specifications, tracking of quantities, review of project charges and expenditures, issuing of payments, oversight of all project tasks for quality assurance, and monitoring of the construction schedule. The project involved replacement of the existing two-span, steel-encased multi-girder bridge with a single-span, multi-girder, 55-foot-long steel structure.
Client contact Name / Title	Mansoor Khan, P.E.
Client Contact Email Address	N/A
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	NY City Department of Environmental Protection
Contract Start Date	July 2005
Contract End Date	December 2014
Construction Value	$ 70,000,000
Brief description of Scope of work	**North River Wastewater Pollution Central Plant.** Electrical inspection and home office support services for the electrical installation of odor control and plant main substation.
Client contact Name / Title	J. Lauria/Andrew Ng
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Note – Client Contact must be employee of Company

Attachment C-1 Proposer Prerequisite A

Firms must have Certificates of Authorization to practice Professional Engineering in the states of New York and/or New Jersey and minimum of five (5) years experience, from the date of proposal submission, which includes performing construction management services as outlined in Attachment A for major transportation facilities.

*Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites

If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite A.

Client Name/ Contracting Entity	New Jersey Transit Corporation
Contract Start Date	May 2004
Contract End Date	December 2009
Construction Value	$ 53,200,000
Brief description of Scope of work	**Trenton Train Station Rehabilitation Construction Management Services** Baker provided 24-hour on-site construction management and construction inspection for the rehabilitation of the 9,400-square-foot Trenton Train Station. Baker's services included overall construction management, including inspection, constructability reviews, change order reviews, cost estimating, schedule reviews, and site-specific work plan reviews.
Client contact Name / Title	Michael Tomasetti / Senior Construction Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	Techno-Baker JV
Contract Start Date	April 2012
Contract End Date	October 2014
Construction Value	$ 10,000,000
Brief description of Scope of work	**Construction Management for Water Pollution Control Plant Carbon-Addition Facility** As part of a joint-venture team, Baker is providing construction management and inspection services and site safety coordination for a new $8 million carbon-addition facility, including all structure and equipment installations, within the Hunts Point 24-7 operational water pollution control plant (WPCP). The purpose of the facility is to add a supplemental carbon source, glycerol, to the waste water flow to enhance de-nitrification, as required under the BNR Consent Order. Baker will provide full construction management and inspection services, including reviewing material certifications and submittals; reviewing and responding to contractor requests for information; reviewing weekly certified payrolls and contractor pay requests; and performing project and grant closeout. Baker's full-time, on-site construction observation services will include conducting site safety inspections, reviewing shop drawings, determining as-built quantities, and preparing daily construction reports.
Client contact Name / Title	Jerry Dinkels / General Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Note – Client Contact must be employee of Company

Attachment C-1 Proposer Prerequisite A

Firms must have Certificates of Authorization to practice Professional Engineering in the states of New York and/or New Jersey and minimum of five (5) years experience, from the date of proposal submission, which includes performing construction management services as outlined in Attachment A for major transportation facilities.

*Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites

If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite A.

Client Name/ Contracting Entity	South Jersey Transportation Authority
Contract Start Date	December 2008
Contract End Date	December 2010
Construction Value	$ 11,459,837
Brief description of Scope of work	**Phase IA Apron Expansion Construction Management** Baker provided construction management services for the Phase IA apron expansion project at Atlantic City International Airport. Baker provided overall project coordination between the construction contractor and airport operations management. Through weekly progress meetings with the client, owner, and contractor and daily monitoring of site activities, the construction manager ensured that construction activities minimally affected airport operations. The phasing plan enabled much of the work to be performed in non-AOA areas that had little impact on active airside operations, thereby reducing client costs and minimizing tenant and passenger inconvenience.
Client contact Name / Title	Shawn Carpenter / Project Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	New York State Thruway Authority
Contract Start Date	2001
Contract End Date	2009
Construction Value	$ 180,000,000
Brief description of Scope of work	**Construction Management Services for the I-87-I-287 Interchange 8 Project Tarrytown, New York.** Baker was part of the team that provided Construction Management Services for Reconstruction of New York State Thruway I-87 and Cross Westchester Expressway I-287 Interchange 8 Project. This project was the largest single reconstruction project in Thruway history. The 3-plus mile project, spanning from the Tappan Zee Bridge Toll Plaza to the Saw Mill River Parkway added significant improvements to mobility, safety and access in one of the busiest commuter corridors in the Mid-Hudson region.
Client contact Name / Title	Charles Johnson, Engineer-in-Charge
Client Contact Email Address	N/A
Client Contact Phone Number	[redacted]

Note – Client Contact must be employee of Company

Attachment C-1 Proposer Prerequisite A

Firms must have Certificates of Authorization to practice Professional Engineering in the states of New York and/or New Jersey and minimum of five (5) years experience, from the date of proposal submission, which includes performing construction management services as outlined in Attachment A for major transportation facilities.

*Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites

If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite A.

Client Name/ Contracting Entity	NYC Department of Environmental Protection
Contract Start Date	2012
Contract End Date	Ongoing
Construction Value	$ 4,500,000
Brief description of Scope of work	**Design Services for the Reconstruction of 12 Upstate Bridges Catskill System (CAT140).** Baker inspected, evaluated and provided bridge reconstruction/ replacement plans for 12 bridges over New York City watershed/ reservoirs. Nine of the twelve bridges are concrete rigid frames or arches having spans of up to 300 feet. The bridges are an average of 80 years old, and in various states of disrepair. State-of-the-art repair methods and coatings were investigated due to the sensitive nature of the waterways, and an extensive non-destructive testing program was used to evaluate the concrete, including the foundations. From CAT-140 resulted in the development of two construction contract packages, plus one emergency repair contract. The individual packages are described below.
Client contact Name / Title	Jeff Busses, P.E.
Client Contact Email Address	N/A
Client Contact Phone Number	[redacted]

Note – Client Contact must be employee of Company

Attachment C-2

Proposer Prerequisite B

Firms must have adequate staffing resources and have demonstrated experience performing construction management and/or construction inspection services in the Greater New York/New Jersey Metropolitan Area for construction inspection projects valued, at a minimum, at $1.5 million.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite B.

Client Name/ Contracting Entity	Amtrak
Contract Start Date	7/1/2013
Contract End Date	6/30/2017
Construction Value	$130,000,000
Brief description of Scope of work	**Empire High-Speed Rail Corridor Improvements, Schenectady, New York.** Services provided include program management and engineering professional services in furtherance of the improvements including but not limited to stations, facilities, civil, track, signal and communication systems.
Client contact Name / Title	Hank Concha
Client Contact Email Address	N/A
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	Shaw/Baker/Gannett Fleming JV
Contract Start Date	April 2008
Contract End Date	December 2018
Construction Value	$3,000,000,000
Brief description of Scope of work	**Construction Management Services for Upgrade of Newtown Creek Water Pollution Control Plant** Baker is providing construction management services as part of a tri-venture team for the $3 billion, 10-year upgrade of the Newtown Creek Water Pollution Control Plant. Construction management services to be furnished by the team include providing project management; performing resident engineering inspection; processing contractor payments; monitoring project operations and subcontracted expert services; preparing and reviewing the master Critical Path Method schedule, shop and working drawings, and as-built contract drawings; preparing change orders and contract modifications, an occupancy schedule, and delay analysis and claims reports; maintaining records; conducting a project constructability review; and providing select supplemental services, as required.
Client contact Name / Title	Ken Moriarty
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Note – Client Contact must be employee of Company

Attachment C-2

Proposer Prerequisite B

Firms must have adequate staffing resources and have demonstrated experience performing construction management and/or construction inspection services in the Greater New York/New Jersey Metropolitan Area for construction inspection projects valued, at a minimum, at $1.5 million.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites

If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite B.

Client Name/ Contracting Entity	Amtrak
Contract Start Date	August 2008
Contract End Date	January 2013
Construction Value	$ 31,200,000
Brief description of Scope of work	**Wilmington Station Renovation and Restoration Construction Management and Inspection** Baker provided construction management and inspection services for the restoration and renovation of the historic Wilmington Station. Baker's services included preconstruction design reviews; risk analyses; constructability reviews; review of value engineering proposals; construction scheduling, quality assurance and quality control reviews; monitoring the construction budget and minimizing change orders; and construction inspection. All construction work was performed without disruptions to train service.
Client contact Name / Title	Hank Concha / Director of Capital Construction
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	Malcom Pirnie, Inc.
Contract Start Date	February 2007
Contract End Date	September 2015
Construction Value	$ 75,000,000
Brief description of Scope of work	**Engineering and Construction Management Services for Upgrade of the Tallman Island Water Pollution Control Plant** In a joint venture with another firm that is serving as resident engineer, Baker is providing assistant resident engineering services, electrical inspection, mechanical inspection, civil inspection, and construction management services for the upgrade of the Tallman Island Water Pollution Control Plant. The current stage of the upgrade program consists of the removal and replacement of the main sewage pumps, their associated engine drive units, and the force mains to the preliminary tanks, and the on-site installation of a new 27-kilovolt electrical substation to power the new equipment. Construction management services include joint-venture coordination, staffing, field inspections, periodic reviews of building permits, negotiation of change orders, coordination of contractors, supervision of the inspectors, project review meetings, and monitoring of schedules.
Client contact Name / Title	Dennis Rizzo / Project Manager (New York City Department of Environmental Protection)
Client Contact Email Address	N/A
Client Contact Phone Number	[redacted]

Note – Client Contact must be employee of Company

Attachment C-2

Proposer Prerequisite B

Firms must have adequate staffing resources and have demonstrated experience performing construction management and/or construction inspection services in the Greater New York/New Jersey Metropolitan Area for construction inspection projects valued, at a minimum, at $1.5 million.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite B.

Client Name/ Contracting Entity	New Jersey Turnpike Authority
Contract Start Date	August 2009
Contract End Date	March 2014
Construction Value	$ 2,525,000
Brief description of Scope of work	**New Jersey Turnpike Interchange 7A Widening Construction Management** Baker provided construction management/construction inspection services (Resident Engineer and Chief Inspector) for the first of two contracts as part of the overall Turnpike 6-9 Widening program at Interchange 7A. The first contract, Contract 401 at interchange 7A, included the construction of four bridges: two local roadway bridges over the Turnpike, one bridge over Route I-195, and one bridge over a ramp from the toll plaza to the Turnpike Northbound Ramp. Construction activities included utility relocations and installations, embankment and settlement monitoring, concrete filled steel piles, pile driving, building demolitions, concrete footings and abutments, staged construction of Robbinsville Road over the Turnpike, construction of Edgebrook Road over the Turnpike, and construction of Ramp TN over Interstate I-195. Work required close coordination of construction activities adjacent to active traffic on the Turnpike, I-195, and Robbinsville Road.
Client contact Name / Title	Roger Payne
Client Contact Email Address	N/A
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	Jacobs Engineering Group, Inc. (formerly Edwards & Kelcey, Inc.)
Contract Start Date	October 2011
Contract End Date	May 2014
Construction Value	$47,000,000
Brief description of Scope of work	**Garden State Parkway Widening Construction Management and Inspection** Baker, as a subconsultant, is a member of the construction management team providing Resident Engineering and inspection services. Project includes widening of the Parkway mainline to add a third travel lane in each direction from MP 52.4 to 57.8, including the construction of 4 new pile supported bridges, the removal of 4 existing bridges, the construction of 2 new culverts, and the extension of existing culverts; and construction of regulated activities within areas included in the permits for the widening portion of the Parkway from MP 30 to 48.
Client contact Name / Title	Joseph Johnson, P.E., Project Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Note – Client Contact must be employee of Company

Attachment C-2

Proposer Prerequisite B

Firms must have adequate staffing resources and have demonstrated experience performing construction management and/or construction inspection services in the Greater New York/New Jersey Metropolitan Area for construction inspection projects valued, at a minimum, at $1.5 million.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite B.

Client Name/ Contracting Entity	New York City Department of Transportation
Contract Start Date	February 2008
Contract End Date	January 2012
Construction Value	$ 6,000,000
Brief description of Scope of work	**Annadale Road Bridge Reconstruction** Baker provided construction management and construction inspection services for the replacement of the Annadale Road Bridge over the Staten Island Rapid Transit (SIRT) railway. Baker's construction phase services consisted of the checking of all plans and specifications, tracking of quantities, review of project charges and expenditures, issuing of payments, oversight of all project tasks for quality assurance, and monitoring of the construction schedule. The project involved replacement of the existing two-span, steel-encased multi-girder bridge with a single-span, multi-girder, 55-foot-long steel structure.
Client contact Name / Title	Mansoor Khan, P.E.
Client Contact Email Address	N/A
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	NY City Department of Environmental Protection
Contract Start Date	July 2005
Contract End Date	December 2014
Construction Value	$ 70,000,000
Brief description of Scope of work	**North River Wastewater Pollution Central Plant.** Electrical inspection and home office support services for the electrical installation of odor control and plant main substation.
Client contact Name / Title	J. Lauria/Andrew Ng
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Note – Client Contact must be employee of Company

Attachment C-2

Proposer Prerequisite B

Firms must have adequate staffing resources and have demonstrated experience performing construction management and/or construction inspection services in the Greater New York/New Jersey Metropolitan Area for construction inspection projects valued, at a minimum, at $1.5 million.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite B.

Client Name/ Contracting Entity	New Jersey Transit Corporation
Contract Start Date	May 2004
Contract End Date	December 2009
Construction Value	$ 53,200,000
Brief description of Scope of work	**Trenton Train Station Rehabilitation Construction Management Services** Baker provided 24-hour on-site construction management and construction inspection for the rehabilitation of the 9,400-square-foot Trenton Train Station. Baker's services included overall construction management, including inspection, constructability reviews, change order reviews, cost estimating, schedule reviews, and site-specific work plan reviews.
Client contact Name / Title	Michael Tomasetti / Senior Construction Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	Techno-Baker JV
Contract Start Date	April 2012
Contract End Date	October 2014
Construction Value	$ 10,000,000
Brief description of Scope of work	**Construction Management for Water Pollution Control Plant Carbon-Addition Facility** As part of a joint-venture team, Baker is providing construction management and inspection services and site safety coordination for a new $8 million carbon-addition facility, including all structure and equipment installations, within the Hunts Point 24-7 operational water pollution control plant (WPCP). The purpose of the facility is to add a supplemental carbon source, glycerol, to the waste water flow to enhance de-nitrification, as required under the BNR Consent Order. Baker will provide full construction management and inspection services, including reviewing material certifications and submittals; reviewing and responding to contractor requests for information; reviewing weekly certified payrolls and contractor pay requests; and performing project and grant closeout. Baker's full-time, on-site construction observation services will include conducting site safety inspections, reviewing shop drawings, determining as-built quantities, and preparing daily construction reports.
Client contact Name / Title	Jerry Dinkels / General Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Note – Client Contact must be employee of Company

Attachment C-2

Proposer Prerequisite B

Firms must have adequate staffing resources and have demonstrated experience performing construction management and/or construction inspection services in the Greater New York/New Jersey Metropolitan Area for construction inspection projects valued, at a minimum, at $1.5 million.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite B.

Client Name/ Contracting Entity	South Jersey Transportation Authority
Contract Start Date	December 2008
Contract End Date	December 2010
Construction Value	$ 11,459,837
Brief description of Scope of work	**Phase IA Apron Expansion Construction Management** Baker provided construction management services for the Phase IA apron expansion project at Atlantic City International Airport. Baker provided overall project coordination between the construction contractor and airport operations management. Through weekly progress meetings with the client, owner, and contractor and daily monitoring of site activities, the construction manager ensured that construction activities minimally affected airport operations. The phasing plan enabled much of the work to be performed in non-AOA areas that had little impact on active airside operations, thereby reducing client costs and minimizing tenant and passenger inconvenience.
Client contact Name / Title	Shawn Carpenter / Project Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	New York State Thruway Authority
Contract Start Date	2001
Contract End Date	2009
Construction Value	$ 180,000,000
Brief description of Scope of work	**Construction Management Services for the I-87-I-287 Interchange 8 Project Tarrytown, New York.** Baker was part of the team that provided Construction Management Services for Reconstruction of New York State Thruway I-87 and Cross Westchester Expressway I-287 Interchange 8 Project. This project was the largest single reconstruction project in Thruway history. The 3-plus mile project, spanning from the Tappan Zee Bridge Toll Plaza to the Saw Mill River Parkway added significant improvements to mobility, safety and access in one of the busiest commuter corridors in the Mid-Hudson region.
Client contact Name / Title	Charles Johnson, Engineer-in-Charge
Client Contact Email Address	N/A
Client Contact Phone Number	[redacted]

Note – Client Contact must be employee of Company

Attachment C-2

Proposer Prerequisite B

Firms must have adequate staffing resources and have demonstrated experience performing construction management and/or construction inspection services in the Greater New York/New Jersey Metropolitan Area for construction inspection projects valued, at a minimum, at $1.5 million.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite B.

Client Name/ Contracting Entity	NYC Department of Environmental Protection
Contract Start Date	2012
Contract End Date	Ongoing
Construction Value	$ 4,500,000
Brief description of Scope of work	**Design Services for the Reconstruction of 12 Upstate Bridges Catskill System (CAT140).** Baker inspected, evaluated and provided bridge reconstruction/ replacement plans for 12 bridges over New York City watershed/ reservoirs. Nine of the twelve bridges are concrete rigid frames or arches having spans of up to 300 feet. The bridges are an average of 80 years old, and in various states of disrepair. State-of-the-art repair methods and coatings were investigated due to the sensitive nature of the waterways, and an extensive non-destructive testing program was used to evaluate the concrete, including the foundations. From CAT-140 resulted in the development of two construction contract packages, plus one emergency repair contract. The individual packages are described below.
Client contact Name / Title	Jeff Busses, P.E.
Client Contact Email Address	N/A
Client Contact Phone Number	[redacted]

Note – Client Contact must be employee of Company

SECTION A: Firm Qualifications and Experience

- Attachment C1 – Proposer Prerequisite A
- Attachment C2 – Proposer Prerequisite B

Michael Baker Engineering, Inc. (Baker), a subsidiary of the Michael Baker Corporation and founded in 1940, provides professional engineering and consulting services for its clients worldwide. With nearly 3,000 employees in over 100 U.S. offices, Engineering News-Record consistently ranks Baker in the top 8 percent of the 500 largest U.S. engineering design firms and in the top 25 of numerous individual markets. The firm's primary business areas are architecture, aviation, defense, environmental, geospatial, homeland security, municipal & civil, oil & gas, rail & transit, telecommunications & utilities, transportation, urban development and water. Baker's headquarters is located in Moon Township, Pennsylvania, near Pittsburgh. Baker recently became part of Michael Baker International, LLC, a leading provider of end-to-end engineering, development, intelligence and technology solutions with global reach and mobility.

Baker is involved annual Planning, Surveying, Mapping, Architectural, Design Engineering, Construction Support and Construction Management Service contracts totaling over $4.5 billion in construction costs for transit facilities, freight and passenger railroads, highways, bridge structures, tunnels, ports and airports, and infrastructure rehabilitation. These projects vary in size and complexity and include new or rehabilitation construction, traditional Design-Bid-Construct, and Design-Build Project Delivery. Locally for the past 30 years Baker has been providing Professional Engineering and Construction Management Inspection Services for public agencies both in New York and New Jersey such as the NYCDEP, NYCDOT, NYSDOT, NYSTA, NYCDDC, MTA NJDOT, NJTA and of course ***the Port Authority of New York and New Jersey (PANYNJ)***.

Subconsultants

Baker has carefully selected the following Subconsultants firms based on past working relationships, ample and qualified/ certified staff, proven track records for delivering their services on time and most of all a thorough understanding of the Construction Management and Inspection requirements for the Storm Related Resiliency Projects under this contract.

KSE **KS Engineers, P.C. (KSE)** is a top-ranked, highly regarded professional engineering, survey, and construction management firm. They provide services throughout New York, New Jersey and Pennsylvania. Founded in 1991, the corporate headquarters of the firm is located in the Renaissance City, Newark, New Jersey. The firm has regional offices in New York City, Philadelphia, PA, and Southern New Jersey. KSE serves clients in both public and private sectors. Our comprehensive engineering and surveying services include civil, structural, geotechnical, traffic and transportation engineering, complete survey and right-of-way mapping, resident engineering, construction inspection and construction management, site safety, and structural integrity/condition inspections.

GRB Environmental Services, Inc. (GRB) is a certified **WBE/DBE** firm established in 1985. We have been providing environmental consulting and professional management services to governmental and private organizations since our inception. Services provided focus on four major market sectors: environmental consulting, document, administrative, and librarian management support services information technology (IT) and records management, accelerated remedial technologies.

M&J Engineering, P.C. (M&J) a certified **DBE/MBE,** has a robust construction inspection (CI) division. Their clients include NYSDOT, NJDOT, NYCDCC, Nassau County, MTA Bridges and Tunnels, and others. Their principals are highly experienced former resident engineers who understand the needs of the client and the needs of their staff. M&J's inspection staff has experience with major highway and bridge projects, ITS construction, water and sewer, technology, geographic information systems, communications, fiber optics, reverse engineering, project and construction management, and bridge inspection.

Municipal Testing Laboratory, Inc. (MTL) was established in 1960 and provides construction inspection and testing services to owners, architects, engineers, public agencies, construction managers and contractors. These services are provided at the job site, material supplier's plant, or in their laboratory.

They have offices in Hauppauge, New York and Queens, New York; in addition to Miami, Florida. MTL's service area includes the entire east coast and the Caribbean region. MTL makes the utmost effort to provide high quality, professional and dependent services to its clients. They are accredited by AASHTO (American Association of State Highway and Transportation Officials); inspected by the Cement and Concrete Reference Laboratory of the National Institute of Standards and Technology (formerly the National Bureau of Standards); and participate in the CCRL and AMRL (AASHTO) proficiency sample programs. They are licensed in the city of New York, and approved by all the jurisdictions in which they offer their services.

Summary

The entire Baker CM Team views each Port Authority CM Task Order as an opportunity to apply our expertise, innovative thinking, and commitment to successfully complete an assignment and also exceed your agency's expectations. ***Our combined Baker CM Team's expertise and experience will aid PANYNJ*** in developing the most effective ideas to control cost, maintain schedules, and minimize impacts to the surrounding public during construction.

In summary our entire Baker CM Team brings to the Port Authority:

Familiarity with Port Authority Protocols and Procedures
A proven Project Manager with extensive Port Authority and On-Call CM contract experience.
Seasoned / knowledgeable Construction Managers with extensive project experience
Varied technical expertise to address all complexities of any issued CM Task Order
The depth of qualified / certified staff necessary to perform all required Task Orders
Commitment to the highest level of Safe and Quality Service to the Port Authority's satisfaction.

World Trade Center Flood Resiliency, New York, New York. Baker is currently developing a comprehensive Flood Resiliency Design and Water Intrusion Protection Plan for the World Trade Center campus in New York City for the Port Authority of New York and New Jersey.

Baker is acting as Engineer of Record for the design of four separate contracts that utilize the existing bollard protection system as an attachment for a modular flood wall system. Project work also includes oversight of independent prototype testing for several critical wall conditions.

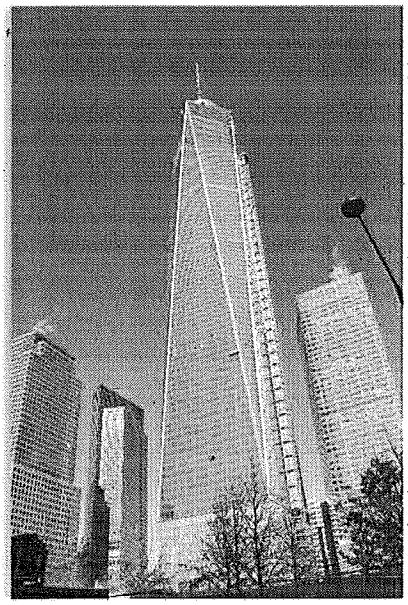
Client
Port Authority of New York and New Jersey
Two Montgomery Street, 3rd Floor
Jersey City, New Jersey 07302
Reference: Doug Blais, 212-435-5523

Est. Completion Date: 2015

Est. Project Cost
$18,000,000

Annual Personnel Hours
Part Time: 6,150 hours

The flood wall system design was predicated on conceptual coastal/surface flood hydraulics studies that were advanced during final design using a refined coastal model, a localized urban hydraulics model. A subsurface intrusion model was developed under severe exposure conditions for all completed World Trade Center facilities listed below: One World Trade Center and Towers 2, 3 & 4, 9/11 Memorial, Pavilion and Museum, and the Vehicular Security Center (VSC).



The plan is based on a complete **flood risk assessment and analysis**, including thorough evaluations of site-wide and project-specific **vulnerabilities, hazard mitigation strategies** and improvement alternatives to provide a level of protection that permits the complex to maintain operations following a storm surge event and subsequent flooding as witnessed during Hurricane Sandy in 2012.

Despite the accuracy reflected within FEMA's newly drafted coastal flood elevations, there is no assessment of future conditions, including sea level rise, within these analyses. Water levels measured at The Battery, NY indicate that **sea level** has risen at a rate of one inch per decade. Many studies of future conditions note this rate as a minimum and forecast accelerations in this rate in the future. Baker's expertise in understanding these scenarios and advising on mitigation actions to combat these rising water levels will be vital as part of the risk assessment. This incorporation of sea level rise scenarios will provide the Port Authority with a clear understanding of the range of possible flooding risks over the coming decades. Quantifying these future scenarios also will allow the Port Authority to make a proactive choice about the proper level of protection.

The plan will contain project-specific and site-wide achievable hazard mitigation implementation strategies and recommendations with an estimated order-of-magnitude cost for each recommendation. The plan will also take into account and provides for an evaluation of the economic feasibility of each proposed mitigation strategy, identify cost-effective mitigation strategies, and actionable steps to achieve their implementation.

Construction Management Services for Upgrade of Newtown Creek Water Pollution Control Plant, New York City, New York

Baker is providing construction management services as part of a tri-venture team for the $3 billion, 10-year upgrade of the Newtown Creek Water Pollution Control Plant.

Client
New York City Department of Environmental Protection
59-17 Junction Boulevard
Flushing, New York 11368
Reference: Ken Moriarty, [redacted]

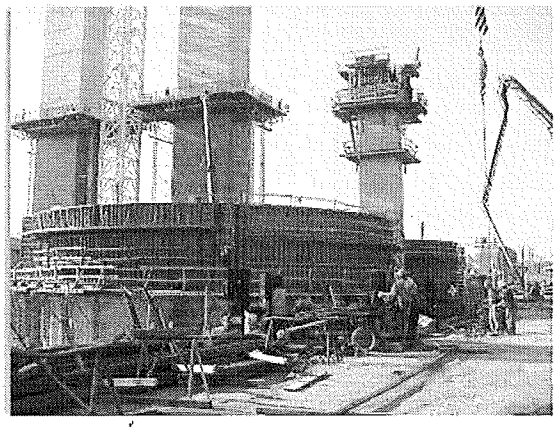
Completion Date: 2018

Project Costs
$3,000,000 (Construction)
$16,160,739 (Fee)

Annual Personnel Hours
Full Time: 21,720 Part Time: 2,064

The upgrade is part of a multi-year, multi-million dollar capital improvement program for the wastewater treatment plant that is intended to increase the plant's current operating capacity by 50 percent and ensure that the facility complies with Clean Water Act treatment standards.

The plant is located on a 53-acre site and is the largest of the 14 wastewater treatment facilities within New York City. It processes approximately 310 million gallons of wastewater per day from the boroughs of Manhattan and Brooklyn. Construction includes the erection of eight 3-million-gallon carbon steel egg-shaped digesters and two 2.4-million-gallon steel sludge storage tanks. The three-phase upgrade encompasses a total of 15 construction contracts, many of which are being performed concurrently.

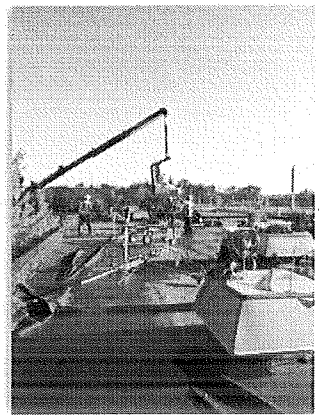


Construction management services to be furnished by the team include providing project management; performing resident engineering inspection; processing contractor payments; monitoring project operations and subcontracted expert services; preparing and reviewing the master Critical Path Method schedule, shop and working drawings, and as-built contract drawings; preparing change orders and contract modifications, an occupancy schedule, and delay analysis and claims reports; maintaining records; conducting a project constructability review; and providing select supplemental services, as required. Coordinating the services of multiple contractors is challenging and requires in-depth management expertise. The task is even more difficult when many contracts must be performed simultaneously. The team will leverage its knowledge and experience in managing multiphase projects to ensure that there are no interruptions to plant operations during building construction and system startup.

Because of the size and complexity of the Newtown Creek plant upgrade, scheduling is critically important. In addition, consent decree schedule compliance is essential to ensure that the plant meets secondary wastewater treatment standards.

Community outreach is integral to the successful execution of the project. The team is developing and will implement a communications plan that addresses potential construction-related issues, such as air pollution, odor control, noise, and truck traffic volume.

Rehabilitation of the NJ Turnpike's Toll Utility Buildings and Tunnels. Baker was contracted to provide resident engineers and inspection staff, daily coordination and negotiations with contractors, electronic document control, change order review and analysis, safety and incident management, conduct meetings, and claims avoidance/resolution for the rehabilitation of toll utility buildings and tunnels at various sites along the NJ Turnpike.



The scope of work will address the toll plazas immediate needs for functionality such as stand-by power (utility building & ETC huts), public health (water, sewer, etc.), improved working conditions for the employee (HVAC-AC/heat/positive air), electrical/lighting, waterproofing, avoidance of mold, security upgrades (doors windows, lighting, etc.), and structural repairs (slab replacements/repairs, tunnel repairs, roofs, etc.). The scope includes conducting roof core tensile strength testing.

Client
New Jersey Turnpike Authority
581 Main Street
Woodbridge, New Jersey 07095
Reference: David DeConde
[redacted]

Completion Date: 2014

Project Costs
$1,750,000 (Fee)

Annual Personnel Hours
Full Time: 5,070

Replacement of the NJ Turnpike's District 6 Maintenance Facility and (3) State Police Stations. Baker has been contracted to provide supervision of construction services for Contract No. T500.192, Replacement of Maintenance Building at Turnpike District 6 Yard; Contract No. T500.272, Construction of Troop "D" Newark Station; and Contract No. A500.274, Construction of Troop "D" Moorestown Station and Galloway Station.

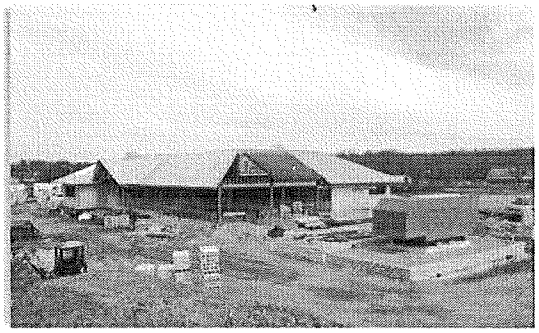
Scope of work includes provide inspection staff, daily coordination and negotiations with contractors, electronic document control, change order review and analysis, safety and incident management, conduct meetings, and claims avoidance/resolution. The State Police Stations will be brought up to contemporary law enforcement agency standards to meet today's requirements and future needs, including a fitness room and locker room facilities for female troopers. In addition, the upgrades will include expansion of parking, new underground motor fuel tanks, new utility services including emergency generators, and a helipad at Moorestown. The new District 6 Maintenance Yard will provide updated equipment, expanded capabilities, and contemporary amenities for Turnpike Maintenance personnel to replace the overcrowded and obsolete facility.

Client
New Jersey Turnpike Authority
581 Main Street
Woodbridge, New Jersey 07095
Reference: David DeConde
[redacted]

Completion Date: 2014

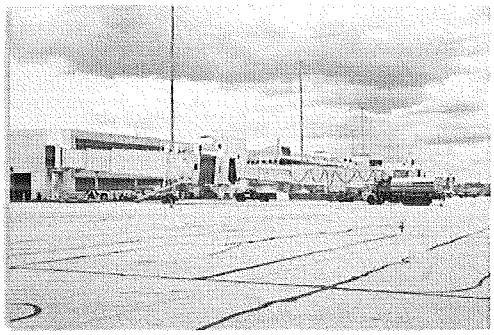
Project Costs
$6,500,000 (Fee)

Annual Personnel Hours
Full Time: 15,256



ACY Apron Expansion Phase I & II, Atlantic City International Airport (ACY), Egg Harbor Township, New Jersey

Baker was selected to design Phase 1 and Phase 2 Apron Expansions. Construction items include stormwater system, earthwork, concrete and asphalt pavement, reconstruction of parking areas and landside facilities, taxiway and site lighting, airfield signage, and pavement marking. The Phase 1 design will provide an airside apron area to allow remote overnight (RON) parking, while considering and preparing for the future development of a finger terminal extension. The stormwater system is designed to accommodate the future Phase 2 build-out. The deicing operations of the facility must also be reviewed to prepare for both short-term needs and the long-term intent to construct a new deicing apron adjacent to the Phase 1 apron. Baker developed an intricate phasing plan to allow much of the work to be performed in non-AOA areas, and also to expedite the AOA work that impacts active airside operations. The stormwater design reflected current Pinelands and NJDEP criteria that emphasize infiltration, while also complying with the mitigation measures mandated by the EIS.



Client
South Jersey Transportation Authority Farley Service Plaza
P.O. Box 351
Hammonton, New Jersey 08037
Reference: Jeffrey Sabla, [redacted]

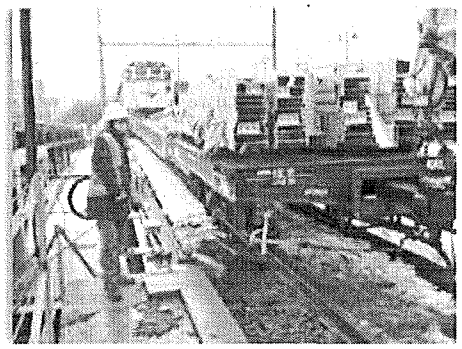
Completion Date: 2012

Project Costs
$19,997,835 (Construction)
$1,253,583 (Fee)

Annual Personnel Hours
Full Time: 20,230

Construction Management and Inspection Services for the Renovation and Restoration of Wilmington Station, Wilmington, Delaware

Baker is providing construction management and inspection services for the restoration and renovation of Amtrak's historic Wilmington Station. Baker's services include preconstruction design reviews and risk analyses to evaluate potential constructability issues and value engineering opportunities; developing and maintaining a master construction schedule, using Primavera software; monitoring and documenting the work of the general contractor and subcontractors; performing quality assurance and quality control reviews; monitoring the construction budget and minimizing change orders; and performing construction inspection. All construction work is to be performed without disruptions to train service.



Client
Amtrak
30th Street Station
2955 Market Street
Philadelphia, PA 19104
Reference: Joseph Gallucio, [redacted]

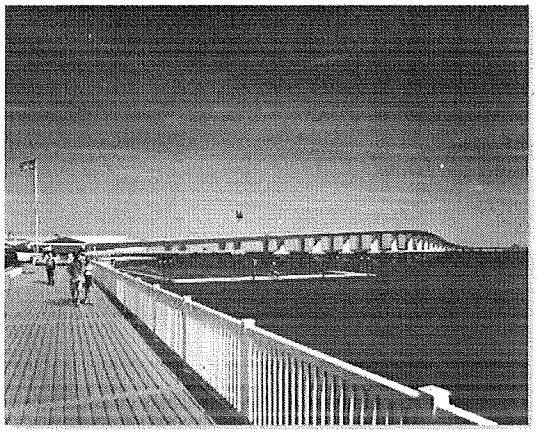
Completion Date: 2011

Project Costs
$25,432,150 (Est. Construction)
$2,945,772 (Fee)

Annual Personnel Hours
Full Time: 8,000 Part Time: 4,000

Route 52 Causeway Replacement Project, Ocean City and Somers Point, New Jersey

Baker provided construction management and construction inspection for Contracts A and B. Baker's services included quality reviews to verify that all work performed by the contractor was in conformance with the contract drawings and job specifications and management of all construction schedules, updates, and baselines, using Primavera Project Planner.



Construction inspection services included daily inspection and reporting for all structural work, including marine construction, precast concrete piles, pier footings, pier columns, pier caps, concrete diaphragms, deck slabs, reinforcing steel, structural steel, installation of prestressed pretensioned concrete beams, and various roadway items, such as hot-mix asphalt paving, roadway embankments, traffic control, drainage, concrete columns, retaining walls, channel dredging, and highway lighting.

Client
New Jersey Department of Transportation
1035 Parkway Avenue
Trenton, New Jersey 08625-0617
Reference: Frank Inverso, [redacted]

Completion Date: 2014

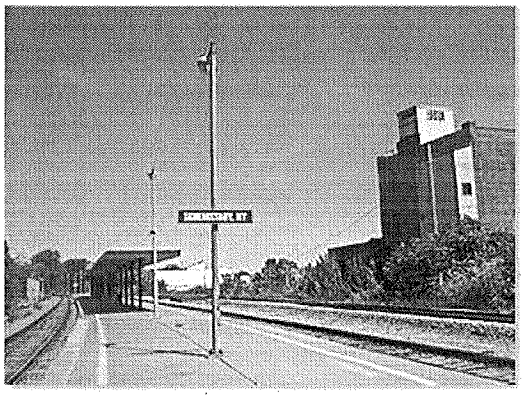
Project Costs
$400,000,000 (Construction)
$64,666,715 (Fee)

Annual Personnel Hours
Full Time: 24,553

One of the largest projects ever undertaken by the client, the Route 52 Causeway Replacement included approximately 7,000 feet of new and widened roadway construction and a new 3,500-square-foot Visitor Center with associated utilities. Baker was an integral part of the construction management team that delivered the first phase contract eight months ahead of schedule. *The Route 52 Contract A was the recipient of an American Council of Engineering Companies-New Jersey Honor Award in 2010.*

Empire High-Speed Rail Corridor Improvements, Schenectady, New York

The National Passenger Railroad Corporation (Amtrak) and the New York State Department of Transportation proposed to provide for the preservation and improvement of certain rail facilities and upgrade the rail service (increasing track speeds and operational frequencies) by Implementing a State High Speed Intercity Passenger Rail Program (NYSDOT–HSIPR) for the Empire Corridor in the State of New York.



The upgraded Empire Corridor requires the construction of new track, station platforms, and related infrastructure improvements in order to accommodate the increase in railway traffic.

Client
Amtrak
30th Street Station
2955 Market Street
Philadelphia, Pennsylvania 19104
Reference: Hank Concha
[redacted]

Completion Date: 2017

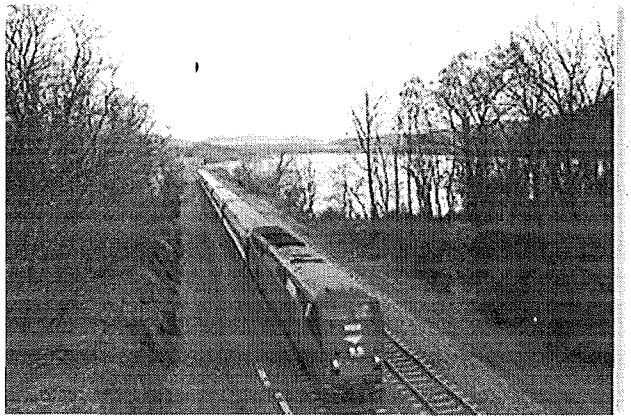
Project Costs
$130,000,000 (Construction)
$4,208,032 (Fee)

Annual Personnel Hours
Full Time: 10,400 Part Time: 500

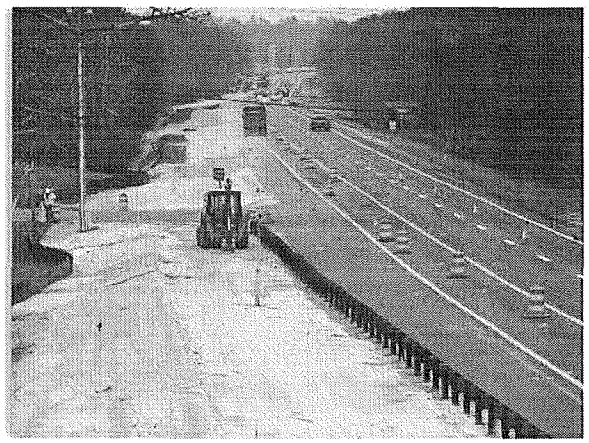
Services provided include program management and engineering professional services in furtherance of the improvements including but not limited to stations, facilities, civil, track, signal and communication systems.

Construction of all infrastructure improvements within the railroad right of way, to include, but not limited to The Albany – Schenectady 2nd Main Track, Rensselaer 4th Station Track, Schenectady Station Track & Platform, Hudson Line Signal Improvements Phase I & II and Hudson Line Grade Crossing Improvement Projects.

Baker is currently providing professional construction management services associated with the construction work to be performed on the Empire Corridor.



Garden State Parkway OPS No. 3364, Widening, Milepost 48 to 63. Baker is providing Construction Inspection services on the $47 million Contract No. P200.135, MP 52.4 to 57. The scope of work includes widening of the mainline to add a third travel lane per direction, including the construction of 4 new bridges, the removal of 4 existing bridges, the construction of 2 new culverts, and the extension of existing culverts; and construction of regulated activities within areas included in the permits for the widening portion of the Parkway from MP 30 to 48. Responsibilities include direction of inspection staff, daily coordination and negotiations with contractor, electronic document control, change order review and analysis, safety, incident management, conducting meetings, and claims avoidance/resolution. All of these activities are similar to the required work expected on OPS No. T3449.



Client
New Jersey Turnpike Authority
581 Main Street
Woodbridge, New Jersey 07095
Reference: Joseph Johnson, P.E.
[redacted]

Completion Date: 2011-Present

Project Costs
$47,000,000 (Construction)
$2,500,000 (Fee)

Annual Personnel Hours
Full Time: 18,957

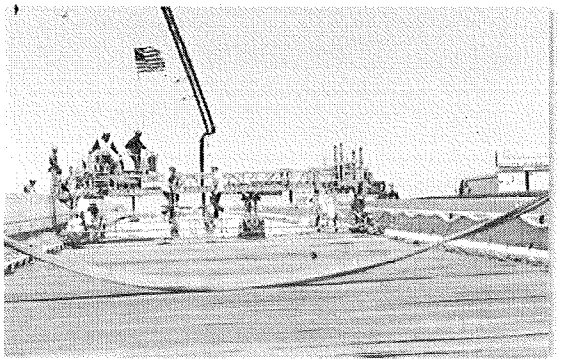
Client
New Jersey Turnpike Authority
581 Main Street
Woodbridge, New Jersey 07095
Reference: Roger Payne
[redacted]

Completion Date: 2009-2013

Project Costs
$31,000,000 (Construction)
$2,400,000 (Fee)

Annual Personnel Hours
Full Time: 78,355

New Jersey Turnpike Widening Program, Interchange 7A. Baker, as a member of the team for CM/CI services for the $31 million Contract No. T869.120.401, provided Construction Inspection services for the construction of 4 bridges: 2 local roadway bridges over the Turnpike, 1 bridge over Route I-195 and 1 bridge over a ramp from the toll plaza to the Turnpike NB (Ramp TN). Responsibilities included direction of inspection staff, daily coordination and negotiations with contractor, electronic document control, change order review and analysis, safety, incident management, conducting meetings, and claims avoidance/resolution. Construction activities included utility relocations and installations (including jack and bore across the NJ Turnpike), embankment & settlement monitoring, concrete filled steel piles, pile driving, building demolitions, concrete footings and abutments, staged construction of Robbinsville Road Bridge over the NJ Turnpike, and close coordination of construction activities adjacent to active traffic on the Turnpike, I-195 and Robbinsville Road.



Garden State Parkway Shoulder Restoration and Improvements MP 88.5 to MP 93.5, Contract Nos. P300.198 & P200.200. Baker provided final design services for this $80M project involving the upgrading of substandard roadway features of a 5 mile section (Northbound and Southbound for a total of 10 miles) of the Garden State Parkway (GSP). Structural design included the widening of 2 bridges, reconstruction of 8 bridges, MSE retaining walls, multiple culvert extensions, 12 sign structures and pile supported foundations. Additional tasks included stormwater management; drainage pipe video inspection; correction of geometric features, preparation of Design Element Exception Requests; CMP video inspection and rehabilitation/replacements; geotechnical engineering; signing and striping; 3 utility order relocations; coordination of advanced fiber optic relocation; and environmental permitting and modifications (FWIP, SESC, FHAP). Electrical redevelopments were provided at the Lakewood-Brick Toll Plaza including lighting facilities and relocated electric transmission lines. Baker's innovative and complex MPT approach eliminated the need for temporary bridge structures and overbuilds by developing a staging scheme using temporary crossovers at 2 locations within the project corridor. At one major crossover location, this allowed for the concurrent widening and construction of 8 bridges within a one-half mile mainline section. The optimized staging scheme resulted in $8M in project savings, minimized impacts in an environmentally sensitive area, and provided for an accelerated construction schedule.

Client
New Jersey Turnpike Authority
581 Main Street
Woodbridge, New Jersey 07095
Reference: Maynard Abuan, P.E.
[redacted]

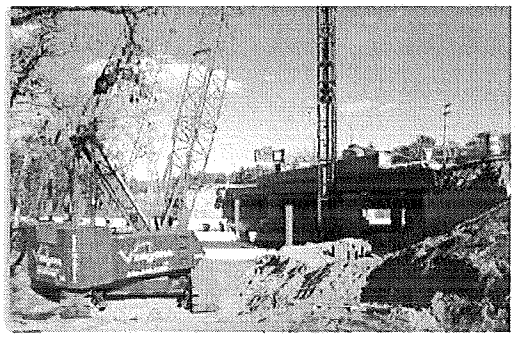
Completion Date: 2010-2012

Project Costs
$80,000,000 (Construction)
$8,800,000 (Fee)

Annual Personnel Hours
Full Time: 55,726

Garden State Parkway Widening MP 58 to MP 64.5, Contract No. P200.136

Baker provided roadway and interchange design to widen a 6.5-mile section (Northbound & Southbound for a total of 13 miles) of the Garden State Parkway (GSP) including the widening of 4 existing mainline bridges, replacement of 2 bridges over the GSP, extension of 2 major culverts, and design of 7 new sign structures. This $60M project included geometric and highway design; upgrading substandard roadway features; preparation of Design Element Exception Requests; drainage and stormwater management; CMP replacements; utility and fiber optic relocations; pile supported foundations; signing and striping; geotechnical engineering; pavement analysis utilizing Ground Penetrating Radar; MSE retaining walls; sign structures and highway lighting. Traffic engineering included the design of 2 permanent traffic signals and 1 temporary signal location. Traffic analysis simulations were presented to the NJTA, Ocean County, and at public information hearings. Environmental permitting included Soil Erosion and Sediment Control, Pinelands Permit, Freshwater Individual Wetland Permits, and compliance with NJDEP stormwater management regulations. Construction staging was designed to maintain flow and minimize congestion.



Client
New Jersey Turnpike Authority
581 Main Street
Woodbridge, New Jersey 07095
Reference: Lamis Malak, P.E.
[redacted]

Completion Date: 2009-2011

Project Costs
$60,000,000 (Construction)
$8,400,000 (Fee)

Annual Personnel Hours
Full Time: 38,450

Residential Damage Assessments for New York City Rapid Repairs Program Staten Island, New York

As part of a contractor team, Baker scheduled and conducted more than 2,000 Staten Island residential home damage assessments and developed respective work orders as part of the New York City Rapid Repairs Program implemented by the New York City Mayor's Office in response to Superstorm Sandy.

A first in New York City's history, a special task force consisting of New York City Department of Environmental Protection and New York City Department of Design and Construction employees was assembled to solicit and manage six construction contractors to provide free emergency repair assistance to residential property owners who were affected by the massive storm on October 29, 2012.

Client
New York City Department of Environmental Protection
59-17 Junction Boulevard
Flushing, New York 11368
Reference: Anthony Labato, Conti Enterprises, [redacted]

Completion Date: 2013

Project Costs
$1,000,000 (Fee)

Annual Personnel Hours
Full Time: 6,000

The emergency repairs allowed New York City residents to return to and stay in their homes so that they can then complete more permanent repairs and finishes. Emergency repairs included permanent or temporary exterior and interior restoration of heat, electrical power, and hot water and other limited repairs to protect a home from any further significant damage.

Over twenty employees from Baker's offices in White Plains, New York; Hamilton and Newark, New Jersey; Rocky Hill, Connecticut; and Norwood, Massachusetts, were immediately mobilized and deployed the day after Thanksgiving to the

borough of Staten Island for a 14-hour- per-day, seven-day-per-week field operation, which lasted throughout the entire holiday season and ended in mid-February.

Baker's primary duties included coordinating, scheduling, and leading three-person teams of experienced electrical' and mechanical-plumbing assessors in performing visual residential damage assessments, including high-priority assessments; quickly developing respective construction work orders with substantial material quantity estimates for each affected home after the inspections; reviewing damage assessments and work order quality; monitoring the budget; coordinating staffing and time reporting; preparing invoices and daily progress reports; and coordinating with contractors.

Additional responsibilities included adding work order status updates to the contractor's cloud-based project management database and verifying assessment status; developing supporting documents, including checklists, assessment scope definitions, and maps, for use by residential damage assessment crews; and developing a prototype electronic damage assessment application for tablet computer use.

Construction Management and Inspection Services for the I-95 Bridge Rehabilitation Project, Henrico County, Virginia

Baker provided construction management and construction inspection services for the rehabilitation of 11 bridges along I-95. The bridge rehabilitations were performed using accelerated bridge construction (ABC) techniques. Baker's construction management services included development and management of project control and document control systems, schedule monitoring, shop drawing review, responses to contractor requests for information, change-order review, claims avoidance, utility coordination, health and safety plans, partnering, and public involvement. Baker's construction inspection services included quality assurance oversight, materials inspection, testing, pay request reviews and payroll audits, punch-list development, and review of as-built drawings.

Client
Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219
Reference: Scott Fisher, [redacted]

Completion Date: 2014

Project Costs
$68,000,000 (Construction)
$14,887,902 (Fee)

Annual Personnel Hours
Full Time: 29,120 Part Time: 120

I-95 is a north-south, six-lane, divided, interstate highway that crosses through Richmond and Henrico County, Virginia. It is a major thoroughfare for Richmond metropolitan area commuters and a primary artery for travelers and commercial traffic on the east coast extending from Maine to Florida. Of the 11 bridges restored, nine were built in 1958, and two were built in 1962. Four of the bridges were classified functionally obsolete and five are structurally deficient.

Baker served as an extension of the client's staff to provide construction management services for the bridge restorations, which required multiple lane and ramp closures. Construction phasing, maintenance and protection of traffic, work zone safety, stakeholder coordination, and public outreach were critical project elements as most of the work was performed at night and on weekends.

Baker's construction inspection services also included assistance with contract document interpretation, precast unit construction oversight, materials certifications review and documentation, material testing and quality control process review, construction meeting facilitation and review of minutes, and contractor payroll and monthly utilization report review. Baker also coordinated all traffic detours and closures, performed work zone safety checks, monitored environmental compliance, and evaluated the contractor's performance. This project was challenging due to the traffic flow along the corridor, communication with numerous stakeholders, and the need to minimize impacts to the traveling public. Baker's proven project approach, reputation for safety, and coordination with the client were critical factors in successfully completing the project three months ahead of schedule and $16 million below budget.

VDOT: I-95 bridge project finished early, under budget

Richmond-area bridge restorations also come in $16M under budget

Story Comments Image (3) Print Font Size

Recommend 193 Tweet 18 +1 0 Pinit 0 Share 4

Previous Next

Posted Friday, June 27, 2014 10:30 pm

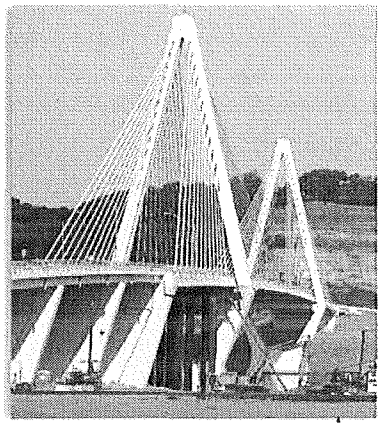
BY MICHAEL MARTZ Richmond Times-Dispatch

JOE MAHONEY/RICHMOND TIMES-DISPATCH

Three months early and $16 million under budget — that's the bottom line for Virginia transportation officials who declared mission accomplished this week in restoring 11 bridges on Interstate 95 in Richmond and Henrico County.

Pomeroy-Mason Bridge Replacement, Construction Support Services
Pomeroy, Ohio and Mason, West Virginia

Baker provided construction support services for the Pomeroy Mason Bridge over the Ohio River. Baker's services included contract administration assistance, construction inspection and documentation, constructability reviews, schedule management and monitoring, bid tabulation reviews, submittal reviews, and project closeout support.



The Pomeroy-Mason Bridge is a concrete, cast-in-place, cable-stayed, segmental bridge with distinctive delta-shaped towers that replaced a through steel truss structure carrying U.S. 33 over the Ohio River. The new signature bridge provides a link between two growing cities, Pomeroy, Ohio, and Mason, West Virginia.

Client
Ohio Department of Transportation, District 10
338 Muskingum Drive
Marietta, Ohio 45750
Reference: Gary Angles, PE, [redacted]

Completion Date: 2010

Project Costs
$65,000,000 (Construction)
$1,571,474 (Fee)

Annual Personnel Hours
Full Time: 2,496 Part Time: 1,040

The bridge is 1,163 feet long, with a 675-foot main span and two 244-foot back spans. The superstructure is post-tensioned concrete with five-foot, six-inch-deep edge girders with a floor beam and 11-inch-thick slab system. The bridge features four 12-foot-wide lanes with two four-foot-wide shoulders; the roadway is 56 feet wide curb to curb.

The A-shaped cast-in-place concrete bridge towers each have two lines of cable stays connecting to the edge girders, and are founded on six drilled shafts socketed into rock, each eight-feet, six-inches in diameter. The tower footings are 21 feet deep, and the towers are approximately 222 feet high above the footings; 177 feet above deck level. The bridge has 17-foot, 10-inch side span segments and 26-foot, six-inch main span segments. Geometric control of the cantilevered main span segments, cast with form traveler, posed challenges during construction.

Baker served as an extension of the district's construction staff, providing contract administration support, schedule monitoring, constructability reviews, submittal reviews, project documentation, and construction inspection. Baker staff included a project engineer, scheduling manager, two construction inspectors, and a technical advisory committee for engineering support.

Project challenges included two major floods, a significant slope stability issue, complicated falsework, unique form traveler design and fabrication, rock slope remediation, and foundation element redesign. During one of the floods, Baker worked with the contractor to ensure that all equipment was moved to higher ground. Several circumstances evolved during construction that required extensive redesign, including altering deep foundation elements from piles to drilled shafts, a complicated falsework system, a slide on the Ohio side of the bridge, and defective form traveler system. In addition, it was necessary to rebuild the West Virginia tower after significant voids were discovered in the concrete.

Dominion Boulevard Improvements Construction Engineering and Inspection, Chesapeake, Virginia. Baker is providing construction engineering and inspection services for a 3.8-mile-long urban project to replace a draw bridge and add approaches and modifications to at - grade intersections to provide a new four-lane limited access highway and a new open-road toll collection facility.

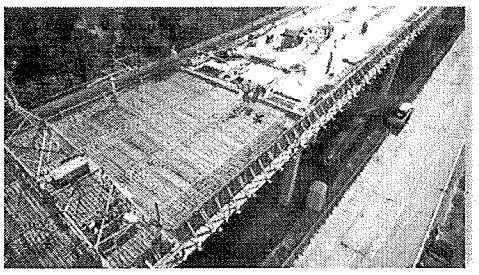
Client
City of Chesapeake, Virginia
Department of Public Utilities
P.O. Box 15225
Chesapeake, Virginia 23320
Reference: Kevin Lundgren, PE, [redacted]

Completion Date: 2017

Project Costs
$360,000,000 (Construction)
$7,545,645 (Fee)

Annual Personnel Hours
Full Time: 12,060 Part Time: 1,250

The project includes nine bridge structures (four spliced girder units) including 1,532 driven concrete piles, 16 mechanically stabilized earth (MSE) walls (14 wraparound abutment walls), four soil nail walls, four gravity retaining walls, and two sound barrier walls. With a 95-foot vertical clearance for navigation, the two larger bridge structures (northbound/southbound) over the Southern Branch of the Elizabeth River have the largest spliced, haunched girder unit with spans of 222.5, 285.0, and 222.5 feet with one fender system consisting of 96 driven steel piles and a 10-foot, four-inch shared use path. The twin bridges over Cedar Road have a three-span spliced girder unit with spans of 151.42, 200.0, and 151.42 feet with a single point urban interchange (SPUI) diamond configuration. The Ramp K over Ramp L bridge structure has a two-span spliced girder unit with spans of 108.42 and 108.42 feet, including an integral post tensioned straddle bent cap. Ground improvements include 637 driven concrete piles.



Baker will verify compliance with the Federal Highway Administration (FHWA) and Virginia Department of Transportation (VDOT) Locally Administered Project (LAP) Manual. Baker will review shop drawings and other submittals, provide schedule review analysis and notice of intent and claims analysis, develop and implement a quality assurance quality control (QA/QC) plan, and provide material acceptance and assurance sampling and testing. Baker will also ensure maintenance of traffic and environmental compliance and provide public relations graphic and media support

SECTION B: Staff Qualifications and Experience

The Baker Team is comprised of hand-picked, dedicated individuals who are innovative, versatile and deliver broad construction management and inspection experience, strong project controls capabilities, and a clear understanding of the project while emphasizing quality control and accountability to PANYNJ. Our team will provide PANYNJ with a construction staff experienced in all types of facilities. Baker fully understands the requirements of Indefinite Quantity Contracts (IQCs), and the construction processes of multi-facility agencies. Brief experience statements follow for our key individuals that will be responsible for the successful completion of the proposed projects. The Baker Team has specifically managed our workload to make the proposed individuals available for the entire duration of this contract. If any person should become unavailable during the progress of the work, we will supply equal or better qualified personnel to fulfill the role. We have established a strong record of commitment, responsiveness, and reliability working throughout the NY and NJ areas for various agencies and the Port Authority. Our local personnel are highly qualified and motivated to be on this specific project. Following this section, you will find our proposed a staffing matrix indicating experience and certifications of all staff proposed, and organizational chart and Attachment E with proposed staff names and titles.

The individuals proposed for the project are available and are ready to perform the services outlined in the RFP. The Baker Team is 110% committed to this objective to fulfill assigned positions from the very start of the project.

KEY PROJECT PERSONNEL

Project Manager

Lynda Tollner, PE, PMP - Ms. Tollner has over 30 years of extensive Program and Construction Management experience to include high-profile and large-scale infrastructure construction projects. Lynda will be the contact point for routine communication with the PANYNJ and will work under the direction of the PANYNJ project manager. She brings outstanding credentials required for this contract and possesses both the technical and managerial skills to effectively communicate and coordinate projects that involve numerous stakeholders and project participants. She is able to successfully manage a project from its initial design conception, through construction and to final operational turnover and has a history of satisfied clients.

Prior to working at Baker, Ms. Tollner worked for the Port Authority for 10 years managing design and construction projects at LaGuardia and Newark Airports and the World Trade Center. Ms. Tollner served as Program Director of One World Trade Center for 3.5 years. Ms. Tollner is currently finishing work as Construction Manager on a $1B upgrade of Newtown Creek Wastewater Treatment Plant located in Brooklyn, NY.

Construction Management Task Leader

David Schneider, PE - Mr. Schneider's has almost 30 years of diversified management and technical experience in the design, maintenance & construction of rail facilities, bridges, airports, streets and highways. He has had full administrative and managerial duties and responsibilities for planning and coordination, and construction quality oversight of projects for the following agencies: PANY/NJ, NYSDOT, NYCDDC, NYCEDC, NYSTA, NYCDOT, and NYCMTA. Dave has extensive Port Authority experience on construction projects at LaGuardia, Newark and JFK Airports as well as the George Washington Bridge.

Working for a large heavy civil contractor, Dave has successfully managed the daily operations of multiple simultaneous construction contracts, coordinated and reviewed CPM schedules, estimated and negotiated change orders and RFQ's with agencies. He also prepared scheduling with project superintendents and construction staff, developed project controls, quantity takeoffs, manpower requirements. Maintained daily project records and tracked costs and coordinated construction phasing. Conduct and attend regular project review sessions and project meetings with agencies. Managed

Asphalt Plant sales and asphalt mix designs. Dave was ultimately responsible for overall construction quality and project delivery.

Construction Engineering Task Leader

Michael McAliney, PE, PMP - Mr. McAliney is an accomplished professional with 36 years of experience that has supervised, designed, led and facilitated large-scale projects and programs in government and private business environments. Mike is a former Port Authority employee with extensive construction experience at JFK Airport, project manager experience in quality assurance and construction experience at various Port Authority facilities.

As a program manager of construction operations, he was responsible for the coordination of all contractors working on JFK Airport property. Mike also led the design for tenant projects involving Port Authority interface including pedestrian, vehicular and Air Train traffic. He designed temporary roads and sidewalks to permit pile foundations for roadways and Air Train foundations; coordinated tunnel construction with airplane movements, work valued at over $5 Billion. He developed and designed a Construction Coordination Program to be used throughout the airport project. His construction engineering hand-on skills are second to none in the local industry, specifically to PANYNJ projects.

Construction Inspection Task Leader

James Hanson, PE – Mr. Hanson has 40 years of progressive experience in construction management and quality assurance responsibilities associated with the construction of major bridge, highway and building projects. He was a member of the Engineering Department of the Port Authority of NY & NJ for a period of 28 years and with the New Jersey Turnpike Authority for 8 years. His experience at the Port Authority includes the management of a multiple of structural and mechanical contracts for the construction of the World Trade Center Transportation Hub. Responsibilities included the supervision of technical and administrative staff to support the capital construction program. He provided Construction Management and Quality Assurance services for oversight of field construction activities and participated in progress meetings to resolve issues pertaining to schedule, quality control, cost and safety. He successfully interfaced with outside agencies to coordinate the work and address concerns.

He served as Resident Engineer for the Port Authority's joint venture with New Jersey Transit for construction of a $350M one mile extension of Newark International Airport's Monorail System to a new Air Train Station on the Northeast Rail Corridor. James is currently providing construction management services to the New Jersey Turnpike Authority's capital program, which includes the construction of new building facilities for support staff and the Maintenance Department.

QA/QC Manager

Mike Sidani, PE – Mr. Sidani has 35 years of overall experience in project management, engineering design, and construction support within the transportation industry. He has more than 20 years as Project Manager for some of the largest multi-discipline projects in New Jersey and New York. His experience in managing transportation projects across agencies in a variety of states demonstrates an ability to deliver projects for multiple stakeholders with aggressive and complex schedules. His engineering background and experience also extends into the design and design management of hotel and office buildings, and metro-rail stations.

In past years, Mike has served as Director of Project Management and Quality Assurance for Baker, where he oversaw the implementation of the Quality Assurance program throughout the Northeast region. Recently, Mike has assumed the role of Chief Engineer for the region, where he can best leverage his unique skills and making him more widely available to all of Baker's more complex and challenging projects for our clients. This leadership position gives him responsibilities which include: overall quality assurance for production work, project risk management, and production planning assistance as needed. Mike is clearly an excellent fit to implement and control the Quality Assurance of this project.

Other Key Personnel

The following personnel highlight a cross section of our talented staff that will assist in the delivery of such tasks as constructability, biddability and general engineering review, construction staging, schedule development and monitoring, contract administration and cost engineering/estimating.

Robert Gallup, PE has experience in all aspects of highway and bridge design, street design, traffic engineering, drainage system design, utility design, and site work design. He has worked on the design and management of projects from the scoping and planning phases, through preliminary and final design, and construction support services. He has also served as a resident engineer on highway, bridge, and parking facility/garage projects.

Bob is currently working on the PANYNJ World Trade Center Water Intrusion Protection Plan as the contract manager responsible for engineer staffing, technical design oversight and QA/QC of all project deliverables. He is fixture in the local engineering community in the tri-state area and his intimate knowledge of the consultants, agencies, and contractors in the area allow him to deliver outstanding quality and knowledge to the PANYNJ contract team.

Jorge M. Suarez, PE has more than 36 years of structural experience with a solid understanding of design requirements and extensive on-site construction experience. His experience includes all aspects of bridge type studies, preliminary and final bridge designs, construction management, cost and value engineering, design & constructability reviews, shop drawings, and developing specifications. Jorge's technical skills are well complimented by his management, organizational and communication skills, having managed Baker's largest bridge department with more than 60 engineers and the firm's complex bridge design staff. He will also be a key part of our risk management program where his expertise will be instrumental with identifying potential issues and developing solutions to avoid impacts to the project. Jorge has the exact skills that will be necessary to make this project successful. His strong construction management combined with his engineering experience makes him an ideal candidate to be on this exciting project.

Gary Chodkowski, PE is an experienced construction engineer who has been involved in numerous bridge, highway construction, and rehabilitation projects in Ohio, New Jersey and Pennsylvania. He has managed inspection staffs, performed inspection and design work, prepared construction CPM schedules and cost estimates, performed constructability reviews, and managed contractor operations.

Gary has over 30 years of diversified design and construction experience when coupled with his intimate knowledge of building and staging operations, makes him an ideal team member to deliver constructability reviews, CPM baseline and monthly schedule reviews, overall general engineering reviews and a sounding board for potential out of scope project issues that may arise during construction. He will be able to anticipate future construction time lag concerns and also help mitigate their impact by formulating innovative work-around solutions to keep the project on schedule and within budget.

Juan Carlos Uribe is a Construction Scheduler with extensive experience and strong skills to organize, operate and execute schedules for large scale projects using project management methodologies, project management tools and data bases required for scheduling and planning. He has extensive experience in Baseline and update schedules, work break down structures, cost analysis, claim mitigation and claim analysis for different projects including, railroads, rail stations, airports, highways, bridges, oil and gas pipelines, production facilities, pump stations, production plants and environmental projects.

Iris Gargonnu has almost 10 years of experience in architecture and construction project management. Her experience includes project management and construction material testing quality assurance/control on various government facilities including but not limited to wastewater treatment plants, schools, commercial buildings and hospitals throughout New York City with agencies such as PANY/NJ, NYCDEP, NYSDOT, NYCSCA, DASNY, and NYCMTA. Ms. Gargonnu has Port Authority experience on construction projects at One World Trade Center, the vehicle security center, and the WTC Memorial. Ms. Gargonnu is currently closing out a complicated job as Resident Engineering that is a part of a $1B upgrade of NYCDEP Newtown Creek Wastewater Treatment Plant. She brings extensive administrative and construction related knowledge to the various projects she's worked on.

Key Personnel	Years Experience	Professional Engineer	Certifications	ACI Concrete Construction Special Inspector	NACE	ICC Structural/Bolting Inspector	Constructability/Biddability and General Engineering Review	Construction Staging	Schedule Development & Monitoring	Contract Administration	Cost Engineering/Estimating	Cable Stay Construction	Rail / Track	Aviation Facilities	Tunnels	Structural Engineering / Inspection	Electrical Engineering / Inspection	Mechanical Engineering / Inspection	Civil Engineering / Inspection
Dale R. Spaulding	28	X					X	X	X	X	X		X	X		X			X
Lynda Tollner	30	X	PMP				X	X	X	X	X			X		X			X
David Schneider	28	X					X	X	X	X	X			X		X			X
Michael McAliney	37	X					X	X	X	X	X								
James Hanson	40	X					X	X	X	X	X		X	X		X			X
Maher (Mike) Sidani	35	X					X	X	X	X	X		X	X		X			X
Robert Gallup	28	X					X	X	X	X	X		X	X		X			X
Ghassan Ziab	31	X					X	X		X	X		X	X		X			
Joseph Romano	21	X					X	X		X	X		X	X		X			
David Warren	23	X					X	X		X	X								X
Gary Chodkowski	30	X					X	X	X	X	X		X	X		X			
Jorge Suarez	36	X						X				X							
Joseph Danyo	35	X					X	X	X	X	X	X				X			X
Richard Dunne	32	X					X	X	X	X	X		X			X			X
Ilyas Ali Khan	10		EIT						X				X			X			
Joshua Grosso	6								X										
Juan Carlos Uribe	22								X										
Winchester Falbe	19	X					X	X	X	X	X	X				X			
Iris Gargonnu	11					X										X			X
Ana Crespo	27									X									
Jeff Weiss	9		CQMC				X	X			X								
Lindsay Kosan	5		EIT				X	X			X								
Richard Crimm	48						X	X	X	X	X		X	X	X	X			X
Jim Washabaugh	10		LEED AP BD+C				X	X			X								
Robert Henry	26		PTI				X	X	X	X	X	X		X		X			X
Edward LaGuardia	35	X					X	X	X	X	X		X		X	X			X
Martin Portik	30	X					X	X	X	X	X		X		X	X			X
Michael Martinez	15						X	X	X	X	X		X			X			X
Michael Checket	26		LEED AP				X	X	X	X	X		X			X			X
Stuart Horner	12															X			X
Travis Slocum	9		NICET III					X		X					X			X	
Bamitale Olatunbosum	29							X				X	X					X	
Neil Brouder	13						X	X		X		X		X	X				
Marc Preston	17							X		X		X	X	X	X	X	X		
Thomas Wagner	41									X				X		X	X		X
John Archibald	32		OSHA/ TROX							X						X			X
Timothy Hayes	23									X				X		X			X
Brian Welch	24		NICET IV							X				X		X			X
Aaron Pickering	14	X					X	X	X	X	X				X	X			X
Michael Milne	4		NICET II							X					X	X			X
Maurice Roberts	6	X				X	X	X		X	X		X			X			X
David Tudryn	27		AIA				X		X	X	X		X	X					
Rich Giandrea	16		NICET IV							X			X			X			X
Nagaraj Ramanan	44	X					X	X		X	X				X		X		
Mizanur Choudhury	13	X	LEED							X							X		
Jon Farrugia	14		OSHA							X							X		
Reynaldo Libuano	19		NICET I							X							X		
Edwin Caban	37									X							X		
Robert Lindaberry	42	X								X								X	
M. Philip Brown	43		NICET II							X								X	
Jason Hahn	23	X					X	X	X	X	X			X	X				X

Key Personnel	Years Experience	Professional Engineer	Certifications	ACI Concrete Construction Special Inspector	NACE	ICE Structural/Bolting Inspector	Constructability/Biddability and General Engineering Review	Construction Staging	Schedule Development & Monitoring	Contract Administration	Cost Engineering/Estimating	Cable Stay Construction	Rail / Track	Aviation Facilities	Tunnels	Structural Engineering / Inspection	Electrical Engineering / Inspection	Mechanical Engineering / Inspection	Civil Engineering / Inspection
			NICET IV/		X														X
Tigran Grigoryan	26		OSHA							X						X			
			OSHA		X														X
Syed Imran Ali	29									X						X			
Joseph Steele	20				X					X					X	X			X
			OSHA																X
Aderemi Oyedijo	17				X					X						X			
Fred Koomson	35			X						X						X			X
Zory Deresh	33		OSHA	X						X						X			X
Kwesi Amegah	29			X						X				X		X			X
Danilo Guilas	7		OSHA	X						X						X			X
Rodrigo Maramba	6		OSHA	X						X						X			X
Mark Pantke	13			X						X						X			X
			OSHA/	X															X
Mircea Petrescu	14		CMT							X						X			
			MTA/	X															
Nicholas Bailey	9		OSHA							X						X			
Nikhil Chintanippu	9		OSHA	X						X						X			X
Stanford Pereira	11		OSHA	X						X						X			X
William Castaneda	9		OSHA	X						X						X			
Wilmar Giraldo-Jaramillo	7		OSHA	X						X						X			
Rochelle Lancey	28		OSHA			X				X						X			X

SECTION C: Management and Technical Approach

THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY

Project Principal
Dale Spaulding, PE

QA/QC Manager
Maher "Mike" Sidani, PE

Project Manager
Lynda Tollner, PE, PMP

Construction Management Task Leader
David Schneider, PE

Construction Engineering Task Leader
Michael McAliney, PE

Construction Inspection Task Leader
James Hanson, PE

Construction Management / Engineering / Inspection Support Staff

Constructability/Biddability and General Engineering Review
*Robert Gallup, PE
Ghassan Ziab, PE
Joseph Romano, PE
Daniel Warren, PE
Gary Chodkowski, PE
David Tudryn, AIA
Stephen Flickenschild, RA
Adam Anzzolin, AIA

Construction Staging
*Jorge Suarez, PE
Joseph Danyo, PE
Richard Dunne, PE

Schedule Development & Monitoring
*Juan Carlos Uribe
Gary Chodkowski, PE
Ilyas Ali Khan, EIT
Joshua Grosso

Contract Administration
*Iris Gargonnu
Winchester Falbe, PE
Neil Brouder
Ana Crespo

Cost Engineering/Estimating
*Gary Chodkowski, PE
Jeff Weiss
Lindsay Kosan, EIT
Richard Crimm
Jim Washabaugh, LEED AP BD+C

Cable Stay Construction
Jorge Suarez, PE
Winchester Falbe, PE
Robert Henry

Rail / Track
Edward LaGuardia, PE
Martin Portik, PE
Michael Martinez, PE
Michael Checket, LEED AP
Stuart Horner

Aviation Facilities
David Schneider, PE
Thomas Wagner
John Archibald
Timothy Hayes
Brian Welch (NICET IV)

Tunnels
Aaron Pickering, PE
Stephen Hovick
Michael Milne

Structural
Maurice Roberts, PE
Rich Giandrea (NICET IV)
Travis Slocum (NICET III)
Iris Gargonnu

Electrical
Nagaraj Ramanan, PE
Mizanur Choudhury, PE
Jon Farrugia
Reynaldo Libuano
Edwin Caban

Mechanical
Robert Lindaberry, PE
M. Phillip Brown
Brian Welch (NICET IV)

Civil
Jason Hahn, PE
Tigran Grigoryan (NICET IV)
Marc Preston
Neil Brouder

NACE Level I Coatings Inspectors
KS Engineers, P.C.
Syed Imran Ali
GRB Environmental Services Inc.
Joseph Steele
Aderemi Oyedijo

ACI Concrete Construction Special Inspectors
KS Engineers, P.C.
Fred Koomson
Zory Deresh
Kwesi Amegah
Municipal Testing Laboratory, Inc.
Danilo Guilas
Rodrigo Maramba
Mark Pantke
Mircea Petrescu
Nicholas Bailey
Nikhil Chintanippu
Olusola Olatunbosun
Stanford Pereira
William Castaneda
Wilmar Giraldo-Jaramillo

ICC Structural Steel / Bolting Inspectors
Maurice Roberts, PE
Iris Gargonnu
KS Engineers, P.C.
Rochelle Lancey

*Other Key Personnel Highlighted in Section B of our Proposal.

Attachment E

Staffing Plan Template

RFP NO. 38268

IF THE STAFFING CATEGORIES LISTED BELOW DIFFER FROM YOUR FIRM'S, LIST YOUR FIRM'S STAFFING TITLES WITHIN THE CATEGORY THAT BEST MATCHES.

Staffing Category		PROPOSER'S STAFFING TITLES
ENGINEERING & INSPECTION SUPPORT STAFF	1	Syed Imran Ali, NACE Level I and 2 Coatings Inspector
	2	Joseph Steele, NACE Level 2 Coatings Inspector
	3	Aderemi Oyediji, NACE Level I and 2 Coatings Inspector
	4	Fred Koomson, ACI Concrete Construction Special Inspector
	5	Zory Deresh, ACI Concrete Construction Special Inspector
	6	Kwesi Amegah, ACI Concrete Construction Special Inspector
	7	Danilo Guilas, ACI Concrete Construction Special Inspector
	8	Rodrigo Maramba, ACI Concrete Construction Special Inspector
	9	Mark Pantke, ACI Concrete Construction Special Inspector
	10	Mircea Petrescu, ACI Concrete Construction Special Inspector
	11	Nicholas Bailey, ACI Concrete Construction Special Inspector
	12	Nikhil Chintanippu, ACI Concrete Construction Special Inspector
	13	Clusola Olatunbosun, ACI Concrete Construction Special Inspector
	14	Stanford Pereira, ACI Concrete Construction Special Inspector
	15	William Castaneda, ACI Concrete Construction Special Inspector
	16	Wilmar Giraldo-Jaramillo, ACI Concrete Construction Special Inspector
	17	Maurice Roberts, PE, ICC Structural Steel/Bolting Inspector & Structural Inspector
	18	Iris Gargonnu, ICC Structural Steel/Bolting Inspector & Contract Administrator
	19	Julito Solis, Structural Inspector
	20	Rochelle Lancey, ICC Structural Steel/Bolting Inspector
	21	Jason Hahn, PE, Resident Engineer/Civil
	22	Tigran Grigoryan (NICET IV), Civil Inspector
	23	Marc Preston, Civil Inspector
	24	Neil Brouder, Civil/Environmental Inspector & Contract Adminstrator
	25	Rich Giandrea (NICET IV), Structural Inspector
	26	Travis Slocum (NICET III), Structural Inspector
	27	Nagaraj Ramanan, PE, Resident Engineer/Electrical
	28	Mizanur Choudhury, PE, Electrical Engineer/Inspector
	29	Jon Famugia, Electrical Inspector
	30	Reynaldo Libuano, Electrical Inspector
	31	Edwin Caban, Electrical Inspector
	32	Robert Lindaberry, PE, Resident Engineer/Mechanical
	33	M. Phillip Brown, Mechanical Inspector
	34	Brian Welch (NICET IV), Mechanical and Aviation Facility Inspector
	35	Jorge Suarez, PE, Director, Structural Engineering & Cable Stay Expert
	36	Winchester Falbe, PE, Contract Administrator & Cable Stay Expert
	37	Robert Henry, (NICET IV) Cable Stay Structural Inspector
	38	Edward LaGuardia, PE, Chief Rail & Transit Engineer
	39	Martin Portik, PE, Resident Engineer/Rail & Track
	40	Michael Martinez, Resident Engineer/Rail & Track
	41	Michael Checket, LEED AP, Rail/Track Inspector
	42	Stuart Horner, Rail/Track Inspector
	43	Thomas Wagner, Aviation Facilities Inspector
	44	John Archibald, Aviation Facilities Inspector
	45	Timothy Hayes, Aviation Facilities Inspector
	46	Aaron Pickering, PE, Resident Engineer/Tunnel Inspector
	47	Stephen Hovick, Tunnel Inspector
	48	Michael Milne, (NICET II)Tunnel Inspector
CONSTRUCTABILITY, STAGING AND ENGINEERING REVIEW	1	Robert Gallup, PE, Director, Civil Engineering
	2	Ghassan Ziab, PE, Senior Structural Engineer
	3	Joseph Romano, PE, Senior Structural Engineer
	4	Daniel Warren, PE, Senior Civil Engineer
	5	Gary Chodkowski, PE, Senior Civil Engineer
	6	Jorge Suarez, PE, Director, Structural Engineering & Cable Stay Expert
	7	Joseph Danyo, PE, Director, Civil Engineering
	8	Richard Dunne, PE, Director, Structural Engineering
	9	David Tudryn, AIA, Director, Architecture
	10	Stephen Flickenschild, RA, Senior Architect
	11	Adam Anzzolin, AIA, Senior Architect
CONTRACT ADMIN	1	Dale Spaulding, PE, Project Principal
	2	Lynda Tollner, PE, Project Manager
	3	Maher (Mike) Sidani, PE, QA/QC Manager
	4	David Schneider, PE, Construction Management Task Leader
	5	Michael McAliney, PE, Construction Engineering Task Leader
	6	James Hanson, PE, Construction Inspection Task Leader
	7	Winchester Falbe, PE, Contract Administrator
	8	Neil Brouder, Civil/Environmental Inspector & Contract Adminstrator
	9	Iris Gargonnu, ICC Structural Steel/Bolting Inspector & Contract Administrator
	10	Ana Crespo, Document Control Specialist
COST ENGINEERING & ESTIMATING	1	Gary Chodkowski, PE, Senior Scheduler/Cost Engineer
	2	Jeff Weiss, Senior Cost Engineer
	3	Lindsay Kosan, EIT, Cost Engineer
	4	Richard Cramm, Senior Cost Engineer
	5	Jim Washabaugh, LEED AP BD+C, Senior Cost Engineer
CONSTRUCTION SCHEDULES	1	Gary Chodkowski, PE, Senior Scheduler/Cost Engineer
	2	Ilyas Ali Khan EIT, Scheduler
	3	Joshua Grosso, Senior Scheduler
	4	Juan Carlos Uribe, Senior Scheduler

Management Approach

Introduction

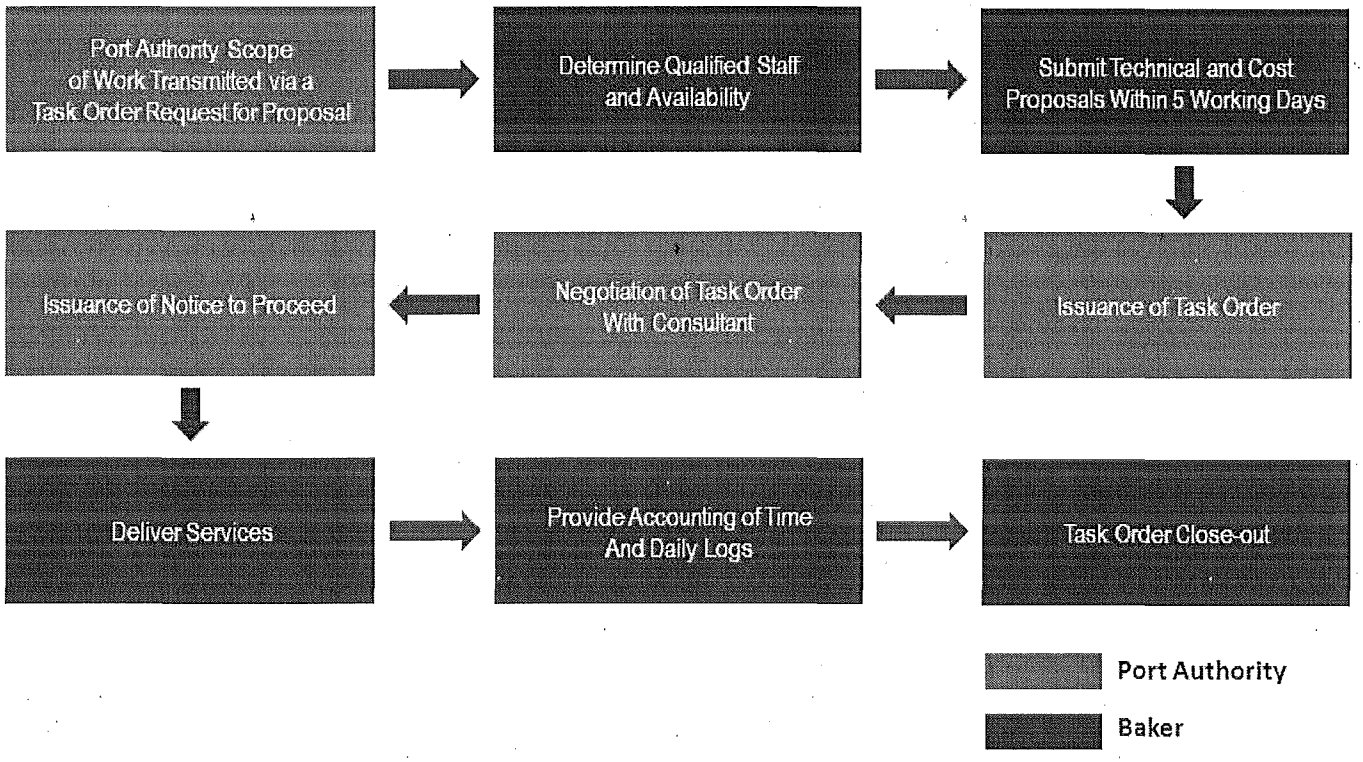
Our management approach is to provide a customized work plan that will efficiently complete the assignments within budget and on schedule including complete coordination with Port Authority Staff. The Baker team has experience in successfully managing and completing contracts similar to the Port Authority's Construction Management and Inspection Services IQC contract. All the key members of our staff have Port Authority experience as indicated previously in the short bios and resumes in Section B. The members of the Baker Team have all worked together extensively in the past, so the working relationships of a strong and well-functioning project Team are already in place.

Call-In contracts can be challenging as they involve the simultaneous execution and quality performance of multiple assignments or tasks on a timely basis. Each assignment is expected to involve a variety of project management expertise, each with its own schedule, deadlines and budgets. Baker will rapidly assemble and efficiently and effectively manage resources to accomplish each assignment. As indicated previously in the Baker Staffing Matrix located in Section B, we have significant redundancy within our staff to respond to and perform multiple work assignments simultaneously.

Definition of Scope, Schedule and Budget

Our approach starts with providing a reliable single point of contact, ***Lynda Tollner, PE***, Baker's Project Manager. Lynda will coordinate each work order with the Port Authority Contract Manager. Upon receipt of an RFP and/or verbal direction, she will mobilize the appropriate members of our team to respond to the Port Authority's request.

Our team's understanding of key procedural steps used to approach specific Port Authority RFP work order requests include:



Should there be any questions regarding the task RFP, Ms. Tollner will seek clarification and maintain dialogue with the Port Authority designated personnel. Assigned staff will review documents and schedules, visit the site (if allowed), and provide confirmation of our project understanding to the Port Authority with our comprehensive task proposals that will detail scope, schedule, and budget.

Tasks may include but are not limited to constructability, bid-ability, construction staging, schedule development and monitoring, quality assurance inspections, contract administration, cost engineering and estimating services, and other expert professional services as required.

We understand that certain contract tasks may require fast-tracking to expeditiously issue a work order agreement. The Baker Team fully commits to supporting fast-track efforts to meet the Port Authority's goals for each project and the overall program.

Advocacy

The Baker Team will approach all work orders as an extension of Port Authority staff, acting as Owner's Representative and advocating for the Port Authority in the field. We understand our role in providing construction management and construction inspection support to the Port Authority's in achieving its goals for the overall upgrade of its facilities and systems. As General Engineering Consultant in Construction Management and Inspection, the Baker Team will share this goal and perform our work with the attitude of ownership and responsibility that the Port Authority expects from its own in-house staff.

Responsiveness

The Baker Team is located within close proximity to Port Authority facilities and will manage this program from our New York offices. All key team members are located in the NYC area, allowing the Baker Team to be exceptionally responsive to Port Authority's requests at all times during the term of this Agreement.

Capacity

Baker is able to draw from a pool of more than 700 dedicated construction services staff nationwide, with most of them residing in the NY/NJ/CT/PA area. This staff includes many specialists in the areas of bridges (long-span, ABC, etc.), aviation facilities, asphalt, concrete, tunnels, and building construction:

- ✓ Project Managers
- ✓ Resident Engineers
- ✓ Assistant Resident Engineers
- ✓ Construction Inspectors
- ✓ Safety Specialists
- ✓ QA/QC Managers
- ✓ Cost Estimators
- ✓ Value Engineers
- ✓ Schedulers
- ✓ Constructability Reviewers
- ✓ Claims Specialists
- ✓ Expert Witnesses

Staff On-Boarding

Baker's staff on-boarding process will follow simple steps. After a detailed technical review of project information and development of our project approach, Baker will determine the level of staff required for the project. Our staffing levels will be scalable to each task order.

Project Manager, Lynda Tollner, P.E.:

- Determines potential work order assignments.
- Develops staffing plan/schedule
- Assembles pool of Construction Administration, Construction Inspection, and Engineering Support staff

from internal candidates and subconsultant firms
- Reviews internal candidate qualifications
- Reviews and vets external candidate resumes from active recruiting database
- Compiles, reviews, vets subconsultant staff resumes
- Ascertains task order leader qualifications and availability
- Assigns & commits appropriate task order leader

Task Order Leaders, David Schneider, PE, Michael McAliney, PE, and James Hanson, PE:
- Develops detailed and thorough task order understanding and approach
- Determines task order assignment staffing
- Engages Construction Administration and Project Controls staff as needed
- Ascertains Construction Inspection qualifications and availability
- Assigns & commits appropriate Construction Inspection personnel
- Responsible for managing the On-Boarding Process for all Construction Administration, Project Controls
- and Inspection staff

Construction Administration and Inspection Staff:
- Develops detailed and thorough task order understanding and approach
- Mobilizes to project site
- Performs Delivery of Services
- Engages Construction Support Staff for technical expertise and consultation on an as-needed basis

Construction Support Services:
- Provides technical expertise on an as-needed basis to support task orders.

For engagement of Construction Inspection personnel to staff this contract, Baker's Project Manager will utilize a matrix of staff qualifications as a tool to identify the most qualified staff for each potential work order. For your perusal, our Baker Team Matrix is located in Section B behind the Team Organization Chart.

Project Communications

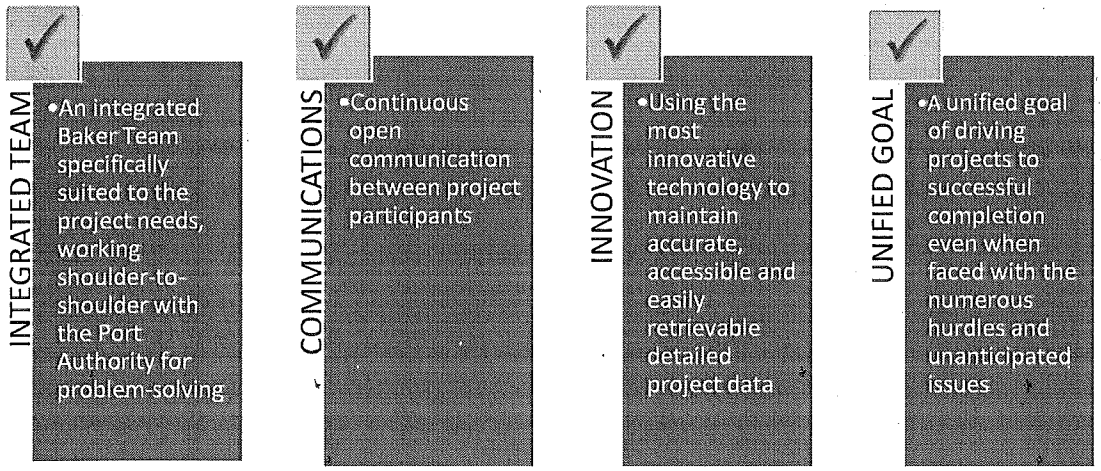
Our Project Manager is the "point person" for project communication and we have an excellent one in ***Lynda Tollner, PE***, PMP.Ms. Tollner is our administrator, communicator, facilitator, troubleshooter and expeditor for this contract. She represents the Team but, moreover, is responsible for maintaining project working relationships between the Team, Port Authority and the contractor. She develops the project "road map" ,monitors the Team's direction at all times, and provides direction accordingly.

Ms. Tollner will be supported by a tier of Task Leaders categorized under the lines of Construction Management, Construction Engineering, and Construction Inspection. Depending on the assignment size, complexity and need, a Task Leader will be assigned having the capability to inspect multiple disciplines, enabling maximum flexibility of our staff.

Throughout the entire project, the Project Manager remains immersed in all aspects of the project. One of the major responsibilities of the Project Manager is identifying and documenting the expectations, or objectives, for each assignment. In addition to the wide range of management responsibilities, it is also incumbent on the Project Manager to guard against surprises and unanticipated deviations. To accomplish this, the Baker Project Manager will keep the Port Authority Project Manager abreast of the project's performance. This involves proactively informing the Port Authority of key developments that may arise and may impact the performance of the assignment.

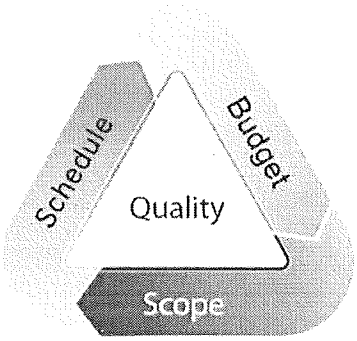
Open, honest, communication is key to a successful project. Such communication includes regular progress meetings and informal meetings and coordination between the project managers, Task Leader, Contractor, Construction Manager, etc. where the combined knowledge of the CM team, the Port Authority and the contractor is used to identify potential problems before they impact the project. The Progress Meeting participants then collectively determine an acceptable solution. Baker will provide the leadership for these meetings in assigning responsibility for action to address any issues. At these meetings, accountability for action items from previous meetings will be updated, the progress of the previous period will be discussed and the schedule status reviewed and most importantly there will be an open discussion about upstream potential problems and how to head them off. Prior to each meeting, Baker will prepare an agenda including a project status summary and after the meeting will prepare Meeting Minutes for distribution. In addition, throughout the assignment, the Baker Team will provide tools to encourage a free flow of information between all those involved in the project including:

- "Review–to-approval" flowchart for submittals and shop drawings that confirming the review process for all submittals and shop drawings
- Project Logs (submittals, correspondence, RFIs, change orders, material sources of supply, and certifications).
- Email, fax, and U.S. mail of documents, reports, letter, sketches, or other information
- Cell phones with email capability, to allow and encourage the quick dissemination of project information



Work Quality & Safety

Our Project Manager will work together with the Port Authority Contract Manager and Port Authority Facility Manager/Engineer to verify all project activities are performed in accordance with a high standard of work quality. The Baker Team will prioritize these items with measures such as implementation of project management plans for safety and quality assurance, with every effort to:



- Deliver a project with no accidents and no environmental harm. Safety is everyone's responsibility. Our Newtown Creek project is consistently well below industry average rates for safety incidents.
- Deliver a project of the highest quality. Quality is everyone's responsibility.

- Meet and exceed the project schedules.
- Keep projects within budget.
- Minimize impact to the Port Authority's customers and the traveling public.
- Develop, implement and comply with our Quality Assurance Plan, and confirm that each contractor complies with its Quality Management Plan (QMP) requirements.
- Oversee the CM/CI team's internal quality control procedures to ensure all internal procedures are being followed, including proper project documentation and administration.
- Provide assistance for all construction inspection quality issues as they arise.

Commitment to Quality Management and Quality Assurance/Quality Control

Baker understands that project quality, including that of our subconsultants, is **our responsibility**. Our philosophy is simple: **Quality is Non-Negotiable.** Baker is fully committed to Quality Management and Quality Assurance/Quality Control (QA/QC) and has a strong history of delivering quality products to the Authority. We are committed to completing projects that meet the Authority's requirements with respect to scope, schedule, budget, and technical quality, always working by the following quality goals:

- Satisfy specific criteria and requirements in all phases of a project
- Recognize, learn, and practice standards applicable to each type of project, providing constructive input towards the improvement of practices
- Involve all project staff in delivery of quality products
- Recognize productive employee contributions towards establishing a professional, interactive work environment that fosters teamwork, achievement, and quality awareness
- Maintain and support Project-Specific Quality Management Plans (PSQMPs) for use by all project team members, including the client and subconsultants
- Continually improve the effectiveness of the quality management system

Baker's Quality Management Program

Baker has a well-established and standardized company-wide Project and Quality Management Program called *Project Management - The Baker Way*. *Project Management - The Baker Way* serves to clearly define the process for which all projects are managed throughout Baker. The ultimate objective is to improve project performance and product delivery excellence through better organization, tools and methods to monitor budgets, an emphasis on communication, and a structured approach to delivering quality. *Project Management - The Baker Way* provides considerable value to our clients, company, and staff. The key features of *Project Management - The Baker Way* include:

- Improving project performance through consistency, organization, and efficiency throughout the entire organization
- Defining project management processes for every project that are consistent yet scalable to appropriately fit the scope and size of any project by developing a *Project Management Plan*
- Serving as a one-stop reference for forms, policies, references, and procedures required to properly manage a project
- Leveraging existing best practices throughout Baker, as well as referencing accepted and established practices from outside sources
- Providing management tools, procedures, and references at the fingertips of project managers through a user-friendly, intuitive site

A key component to the PMP is a *Project-Specific Quality Management Plan (PSQMP)*. For the Port Authority IQC, The PSQMP may include the following key items related to quality on the project:

- Reference Port Authority documents and standards
- Deliverables and due dates
- Available project information and reference data
- Procedures for managing scope change on within task orders
- Quality Control procedures for checking deliverables such as logs and inspection reports
- Task Order audit frequency and procedures

This process includes a newly developed, database-driven quality management system, which is a paperless tool for providing Baker's project managers the ability to track their project's quality control and review process in real time.

Development of a Sound Work Plan

Success for Port Authority's upcoming projects will require Construction Management experience, efficient planning, skillful execution, and strong communication between all of the parties affected by the construction. The Baker Team cannot overestimate the importance of proper planning for Construction Management. While safety is always paramount, completing highest quality work on-time and within-budget are also Baker's priorities and are additional marks of a successful project. Failures to achieve these marks of success can often be traced back to deficiencies in the planning process which took place prior to beginning work.

Baker's planning process for such challenges is made up of three major components:

1. Collaboration with the designer, contractor, the Port Authority, and those who will execute the work to clearly define activities and duration
2. Preparation of a Work Plan with the contractor to accomplish each activity
3. Confirmation of work plan execution through rigorous project management procedures

1. Collaboration

In the early task order phase, Baker's Team will initiate learning and collaboration period, when a series of activities are developed which are meant to implement the design intent, yet consider the construction methodologies, time constraints, and access constraints. This period will determine what needs to take place to perform construction at the Port Authority's facilities in a smoothly integrated and organized way, to minimize schedule or budget impact to the project.

2. Project Work Plan Preparation

Concurrent with the learning and collaboration period, the Baker Team will be developing a Project Work Plan that will be used as the basis for work being performed. It will also confirm that work is performed accurately, and efficiently. The Work Plan will address safety, quality, schedule, communications, document control and cost control.

Once the project has been planned sufficiently, and the contractor is fully prepared, execution of the work can begin. Since we will already have the collaboration completed, the Work Plan and project management procedures in place, the only challenge remaining will be to execute the plans and processes correctly. Often, a project does not proceed entirely as it was estimated and planned. The challenge is having the rigor and discipline to apply our project management skills correctly and proactively. This comes back to the leadership of the Project Manager and the Task Leaders, and in the case of the team proposed for this assignment, there are none more experienced in successfully leading contractors through projects.

3. Managing the Work Plan

Each task order project will have a project-specific work plan which will vary with the size and scope of the task. The project work plan is a collaborative team discussion that will minimize technical conflicts, help to understand each technical need, and identify recommendations for clarifying the scope to achieve the desired outcome.

Our team will use the work task information as a foundation for the project-specific schedule and cost proposal. If directed by the Port Authority, staff members experienced in Microsoft Project and/or Primavera P-6, will develop a schedule for each task. The schedule will reflect the logic of the work flow diagram and duration of the work tasks.

If the task involves a scheduling effort, Baker will work with the contractor to develop a work plan detailing the work to be accomplished, the sequence in which the individual activities will be performed, where equipment and materials will be staged, how the materials will be brought to the work area, and all the other details of the work and the contractor's means and methods. Each activity will have a planned duration and a planned completion. Throughout the work, Task Leader Staff will monitor the contractor's progress in executing the plan.

To maintain the plan value, Baker will perform a monthly project review on each Task Order assignment, focusing on maintaining high-project performance. During the monthly meeting, Baker's assigned task leader will review the project with our project manager. The group will review the project status. Project status discussions include topics such as project solutions, project milestones and scope changes. In addition, the project manager will review the project budget by comparing the remaining budget and project work tasks. The remaining project tasks will be used to project the labor commitments needed to maintain timely responses to the Port Authority and the project. At the conclusion of the project review, action items will be documented for accountability and completion. Application of the PMP and project review SOPs (Standard Operating Procedures) will provide our team the additional focus on project performance.

Project Meetings

The Baker Team will conduct and/or participate in regularly schedule project meetings with Contractors and Port Authority staff and other appropriate parties. Project concerns from Port Authority's perspective will be discussed, and action plans formulated to achieve project goals. Prior to the project meeting Baker will prepare an agenda including a project summary status. The Baker Team representative will lead the meeting and keep the meeting focused on the agenda while allowing free discussion of project issues. At these meetings, action items from previous meetings will be updated, the progress of the previous period will be discussed and the schedule status reviewed and most importantly there will be an open discussion about upstream potential problems that might impact the schedule. When needed, the Baker Team will schedule and conduct or participate in meetings other than the regularly scheduled Project Progress meeting. Such meetings could involve utilities, other government regulatory agencies, railroads or local community leaders.

Managing Risk

During the early Collaboration phase, the project team will collaborate with the Port Authority and its contractors to identify and note potential risks for delay or disruption of the planned work. For each risk, they will also determine the probability that the risk event will occur, as well as the potential impact to the project. Those events identified as high-risk will have specific plans put into place to eliminate them or mitigate them. Medium risks will be evaluated, as well, to see if they need to be proactively managed. Low-level risks may be identified as assumptions and we will "assume" that the positive outcome is much more probable.

If a task order requires nighttime work or full outages, additional risks can be present. One operational risk is that of impacting operations thus impacting the traveling public who rely on Port Authority facilities. This risk also needs to be rigorously managed, and prior to work beginning, where this risk exists, the Baker Team, as directed by Port Authority staff, will prepare a risk assessment plan and a contingency plan for the work. The assessment will consider what

unplanned occurrence might occur and what can be done in advance to eliminate or lessen the probability they could occur. The plan will consider the specific task and might contain items such as:

- Unexpected structural issues
- Greater than expected MEP adjustments
- Train envelope clearance confirmation
- Equipment failures
- Lost or misplaced materials
- Un-forecast inclement weather

The contingency plan will have potential problems identified in advance, and pre-engineered solutions ready for implementation. The plan will also contain the level of authority within the construction management team at which the decision to implement the pre-engineered solution will be made.

Delivery of Services

The following tasks are anticipated (but not limited to) services under the Port Authority IQC:

Task A. - Constructability/Bid-ability and General Engineering Review: The Baker Team will assemble a Constructability Design Review team based on the requirements of the Call-In task order. The review will be initiated during Stage II Design Development or the Stage III Contract Documents phase as the task warrants. Baker will participate in design coordination meetings with the design consultant and Contractor, as directed by the Port Authority, and provide an open assessment and recommendations on the further development of the Design or Contract Documents. The project will be reviewed by design disciplines suited to the task and also monitored for coordination between other disciplines to verify consistency of the design package. Baker will assess the designs with recommendations of practical methods of construction during the design stages. The reviews will include, but not be limited to, qualitative and quantitative analysis of the documents at the specific design stage including review of calculations, unclassified and classified item quantities, quantity and cost estimates, and design plans and specifications. Baker's extensive experience in transportation projects enables us to look at the project from different angles to help put out a complete, unambiguous, and above all, buildable design. The Constructability Team will look for:

- Consistency between the design disciplines in the plan set in terms of dimension, details, and compatibility
- Cross-referencing Plan Sheets for accurate references to other sections of the plans
- Component and subsystem testing
- Interaction and consistency of design execution within Port Authority guidelines
- Accurate quantity takeoffs on the tabulation sheets
- Overall assessment of the construction staging plans and sequence

The reviews will also address site related construction issues, including feasibility of access routes and any required restrictions, proper location of staging areas, haul routes and temporary offices, and most importantly, for maintaining vehicular traffic and pedestrian mobility through the construction area.

For projects at the beginning of the Stage IV level, Baker will mobilize a constructability team quickly once the Contractor is selected to complete a timely and thorough evaluation of the documents. Our on-site team will be supplemented by our office staff in our organization for the pre-construction phases. These individuals will bring targeted expertise to the review to support the core team. The Baker Team will perform follow up reviews and participate in design coordination meetings with the design consultant and Contractor, as needed.

Baker understands the brief window in which the Constructability Review must be performed. Baker will work collaboratively with the Design Professionals and Port Authority staff to conduct a thorough review in the time allotted. Baker's review will additionally consider whether the contract documents:

- Meets Port Authority's requirements
- Are complete, accurate and constructible
- Are unambiguous and presentable
- Can be administered under the proposed contracting mechanisms

Task B.- Construction Staging: During the Stage II and Stage III Design and Construction Documents phases, and prior to construction at Stage IV, Baker will provide design review of the construction staging proposals and offer options or alternatives for consideration to improve on a design concept. These recommendations will be offered with the mutual goal of maintaining facility operations through maintained safe access for patrons, employees, the general public and the construction work staff. A complete, logical and well-presented Maintenance of Traffic (MPT) and Work Area Protection Plan is the key to maintaining safe and efficient access and minimizing disruption in and through the construction zones.

For the many varied facilities owned and operated by the Port Authority, the Construction Staging Plans will be geared toward the type of facility under construction or in need of protection. Bridge and roadway plans will require MPT plans, facilities and buildings will require access and work area protection, and rail and passenger facilities will require work area closures, and vehicular and pedestrian rerouting and detours. Baker has conducted reviews in all these environments, and will consider the particular needs of the specific transportation facility. The various factors affecting traffic operations will be evaluated as follows:

- **Maintenance and Protection of Vehicular Traffic (MPT)** – Proper and logical MPT plans will provide safe and efficient vehicular access through the project. Baker will review the prepared plans in conformance with Port Authority Traffic guidelines and in accordance with the specific state Manual on Uniform Traffic Control Devices (MUTCD). Areas of review may include verification of required lane taper lengths, temporary lane widths, and proper placement of construction devices, temporary signage, and detour logic.
- **Construction Sequencing and Staging** – Opportunities exist to adjust sequencing or task breakdowns to better interface with normal operations and planned outages to operations. Contractor's staging methods will be evaluated to determine if they efficiently address the tasks. Baker will review the plans and sequences to specifically recommend improved staging methods.
- **Maintenance of Pedestrian Traffic during construction** – Pedestrian flow through a rail station, airport terminal or bus terminal, for example, is what matters most to passengers and carriers. As patterns are revised to accommodate construction, Baker will assess the plans each shift to see that proper access for and protection of passengers is maintained.
- **Incident Avoidance** – Potential problem areas will be identified and mitigation measures developed to avoid them from occurring during construction.

It is critical that the construction staging work program establish, from the onset, an environmentally responsive approach to protecting on-site staff and the public. The reviews and implementation of the construction staging sequence will consider alternatives both during the design and construction documents stages, and throughout the duration of the project.

During the construction phase, The Baker Team's inspectors will review the Construction Staging and Maintenance of Traffic Plans looking beyond what is shown on plans to confirm that the construction sequence or devices do not conflict with other on-going construction projects. Special attention will be paid to the reaction of the travelling and pedestrian

public, especially when night time construction is being performed. After dark, construction activities can be a distraction to the traveling public and cause inefficiency, confusion and slowdown. In addition, on a routine basis our inspection staff will:

- Evaluate the interim conditions that might cause impact to travel through the construction area
- Meet as needed with police and emergency responders to get their feedback on local issues
- Closely monitor and evaluate flow through the construction site for a minimum of two weeks after implementation of any change to confirm that motorists and pedestrians acclimate to the new patterns
- Evaluate the adequacy of street and sidewalk lighting; minimize the locations of construction blind areas
- Evaluate the adequacy of pedestrian and traffic signage and the location of barricades

Construction staging does not only apply to roadways and traffic. In many cases, staging for facilities is as intricate and more sensitive to the patrons needs, particularly for mass transit stations. The Baker Team has extensive experience with staging of construction, as evidenced with ***Jorge Suarez, PE's'*** experience on the I-95 Bridge Rehabilitation Project, which involved complex staging to rehabilitate 11 bridges on a six lane highway.

Task C. - Schedule Development and Monitoring: Completing a project on schedule is a key measure of the success of every construction project - be it large or small. Well thought out planning and scheduling efforts are critical to achieving this key measure of success. The Baker Team takes pride in offering its experience and scheduling expertise which has helped deliver projects of all sizes successfully on time. When reviewing the contractor's schedule, the Baker Team will analyze the Baseline Schedule to assess conformance with the contract documents and reasonableness in the work approach. Specifically, we will review the scope of work reflected in the schedule; reasonableness of activity durations; schedule logic; interim milestones and project completion date; construction sequence and staging; coordination with third parties; and project critical path schedules will be continuously updated, beginning with the receipt of bids.

Review of proposed revisions and updates to the CPM Schedule of Record, including the written narrative, will be performed in a similar manner as described above for the Baseline Schedule. More specifically, we will evaluate the project schedule updates and revisions to assess potential problems/delays to project completion. We will review the following areas: progress including completed activities; out-of-sequence work; project interferences; facility operational constraints; revised construction sequence/staging; revised activity durations; revised schedule logic, revised calendars; status of third-party work; implementation of extra work orders; project completion date; and project critical path. We will detail our findings in a written report and will provide an assessment concerning project delays and an overall assessment of project risk. Our evaluation and recommendations for corrections and adjustments to the schedule will be based on the comments developed during the review of the Baseline and Progress CPM Schedules. Our recommendations will also consider potential impacts to project completion for the purpose of disputes avoidance/mitigation.

When conflicts or problems arise that could impact the schedule, the Baker Team will recommend alternatives to minimize or negate further impacts. Where possible, Baker will recommend options for accelerating the contractors work by offering improvements in the sequence of the work or by considering simultaneous completion of inter-dependent tasks.

In monitoring the schedules, the approved Baseline Schedule will be regularly monitored, providing six-week look-ahead schedules to align the Contractors need with Port Authority support availability. Conversely, unexpected events which may limit or preclude support from the Port Authority will be fed back into the schedule updates to develop workaround plans, keeping the project on schedule.

Schedule updates issued by the Contractor, can be incorporated into the Master CPM Schedule, including manpower and equipment reports, schedule deviations, and critical path updates.

The following summarizes Baker's approach to Schedule oversight:

- Reviewing and providing comment to the Baseline Schedule Submission
- Reviewing and providing comments to the required monthly Schedule updates including a comparative screening of the previous update to memorialize potential delay issues
- Preparing a short term look-ahead from the Contract CPM schedule for Port Authority's use in identifying responsibility for critical construction and utility activities to be performed by the Contractor, utility companies, Port Authority, and other agencies involved with the project
- Reviewing Extra Work proposals prepared by the Contractor as required
- Meeting with the Contractor's scheduling personnel as needed in advance of the regular Progress Meetings to provide ample time for discussion and incorporation of schedule issues into the monthly updates
- Evaluating potential staging alternatives proposed by the Contractor in terms of impact or benefit to significant milestone dates
- Comparing Baker's record of project progress with that reported by the Contractor.

Task D. - Quality Assurance Inspection: The Baker Team's Quality Assurance/Quality Control Inspectors will monitor daily progress on the particular task order and prepare Daily Inspection Reports. Standard reporting format will include weather conditions, work force information including manpower and equipment descriptions, and a description of work performed that day, including plan sheet reference, location of work, and a summary of work accomplished that day.

The Baker Team includes a number of experienced, knowledgeable inspectors to observe and document project activities. Each inspector will verify that the work is being completed in conformance with approved project work plans, safety plans, contract drawings, specifications, permit conditions, and other applicable requirements. Each inspector will keep thorough, accurate, and objective records in daily inspection reports for review prior to incorporation into the project record. The lead inspector will verify that the reports serve to bring closure to project issues and provide an accurate snapshot of that day's activities.

Results from required testing will be monitored for conformance with applicable standards and specification requirements. Test results will be recorded and included as part of the Inspector's daily report. The Contract Administrator will coordinate with the design professional in providing copies of test reports as required or as requested.

It will be Baker's responsibility to verify that the work is in compliance with contract requirements. This is done through communication and foresight, not just on the management level but with every member of the staff. Each inspector will develop a professional relationship with his respective contractor contact and work to head off potential non-compliance before it happens. Should non-compliance occur, the inspector will escalate the issue with the lead inspector, who will work to correct the problem with his Contractor counterpart. Only if all reasonable means of corrective and preventative action are unsuccessful will the Contractor be directed to stop work, with the knowledge and concurrence of the Resident Engineer and Port Authority Project Manager.

Prior to start of construction activities, Baker will verify those applicable permits, licenses, training and other requirements are in place. Outside agencies will be kept informed of project developments impacting their interests. A project contact list will be maintained for such purposes and will be updated as needed.

These procedures will be incorporated in the project inspection plan, which will be included by reference in the Project Specific Quality Assurance/Quality Control Plan and understood by the members of the Baker Team.

Task E. - Contract Administration: The Baker Team will provide a qualified team to administer each call-in task order project received. Baker will administer the construction project requirements from project initiation through closeout as required by the task order. The Baker Team has the experienced construction personnel on staff to support the Construction Management and Inspection efforts. Several of the administrative work tasks typically conducted by our Construction staff include:

- Provide full-time construction manager and on-site construction inspection services as directed by the Port Authority.
- Chair and prepare minutes of the pre-construction conference and coordination meetings.
- Coordinate with other ongoing Port Authority projects as well as other agencies having involvement with portions of the work including permitting agencies, and adjacent property owners.
- Maintain job files on-site for correspondence, field inspection records, reports, forms, job diary, photographs, etc. At the end of the project, package project records and deliver them to the Port Authority.
- Establish procedures to monitor the expediting and review of shop drawings.
- Coordinate/implement project controls for monitoring project cost and schedule. In the event of a change order, the Baker Team will analyze the potential change make recommendations to the Port Authority Project Manager.
- Coordinate material testing (quality control) with laboratories for on and off-site testing and review material certifications for acceptance.
- Immediately bring to the attention of the Port Authority any unusual condition, operation, or result that may adversely affect the quality of the project.
- Prepare daily, weekly, and monthly job reports indicating materials, equipment and personnel used.
- Review and make initial recommendations regarding settlement of any claims brought by the Contractor. Prepare and provide recommendation for any supplemental contract change orders.
- Check contractor's monthly estimate of work performed, review invoices, and make recommendations for payment.
- Administer project closeout documentation.

When the Contractor provides notice to Baker that the project is substantially complete and provides the required documents, notifications and final inspection, Baker will initiate project closeout procedures in accordance with Port Authority policies.

Task F. - Cost Engineering/Estimating Services: The Baker Team will provide ongoing cost estimating support throughout the contract to fulfill task order assignments. Cost estimating may be conducted to verify design-to costs and costs during constructability reviews for projects in the design and construction documents phases, and during construction to verify change order estimates, contract change estimates, and additional costs from schedule changes.

Baker will prepare construction cost estimates required for all phases of the project, (design development through the construction phase) in accordance with the Port Authority's Construction Cost Estimating guide. Baker will review the contract documents and conduct an independent review of the Design Professional's and Contractors estimates. While most of the items of construction on Port Authority projects are non-classified (lump sum) items, several items mayalso identified as classified (unit cost) items on Port Authority projects. Baker will work with the Port Authority in providing justification for unit price item changes and corroborate the Contractors estimates for the work. Baker will also conduct independent quantity estimates for major items of construction to confirm designs and prevent possible costly overruns on lump sum quantities.

The cost estimating is tied to the construction schedule, and both will be updated accordingly throughout the project period. Estimates of time required to complete construction and cost, and the time implications on cost will be factored into the reviews.

During construction, quarterly cost-to-complete forecasts will be performed by the Baker Team and added to current costs-to-date in order to develop a Forecast Cost for project completion. This will assist the Port Authority Project Manager in making informed decisions regarding extra work and available funds.

Task G. - Expert Professional Resources: Baker and its subconsultants have a large pool of talent to provide expert professional services related to construction management and inspection services for this contract. Highlighted in our Organization Chart and the submitted resumes are staff knowledgeable in the areas of tunnels, aviation facilities, rail and station facilities, and cable stay bridge construction.

The Baker construction staff will coordinate with the Port Authority's own Materials Division, as appropriate or other outside testing agencies as required, for verification testing of the Contractors field investigations and materials of construction. General materials testing will be the responsibility of the Contractor, and Baker will verify that required testing, certification, and inspection of materials has been done prior to acceptance into the work.

Baker will review testing requirements per applicable specifications and standards and evaluate the Contractor's proposed materials and equipment testing methods for conformance with contract requirements, including the qualifications of the Contractor's proposed third-party testing agencies. Reports received by testing agencies during the course of the project will be reviewed and evaluated for completeness and forwarded to the Port Authority Project Manager with comments or recommendations for further action as warranted.

SECTION D: DBE Participation

- Appendix D1 – DBE Goals Statement
- Appendix D2 – DBE Participation Plan and Affirmation Statement
- Appendix D3 – Information on Solicited Firms

ATTACHMENT D-1

DBE GOALS STATEMENT

The undersigned Bidder has satisfied the requirements of the Contract in the following manner (Complete the appropriate spaces):

The Bidder is committed to meeting the DBE utilization goal set forth in this Contract.

or

The Bidder is unable to meet the DBE utilization goal set forth in this Contract, but is committed to a minimum of 17% DBE utilization on this Contract and submits the attached narrative and documentation demonstrating good faith efforts consistent with Appendix A of 49 CFR 26 to meet the DBE utilization goal set forth in this Contract.

Attach as many pages as necessary to provide a full and complete narrative and supporting documentation of good faith efforts made. This narrative shall be submitted on company letterhead and signed.

It is the present intent of the Bidder to utilize the specific DBE firms identified in Appendix A2 in the performance of the Work of this Contract. If for any reason, one or more of the DBE firms identified in Appendix A2 are unable or unwilling to participate, the Bidder will make good faith efforts to replace the DBE firm with another DBE firm in accordance with Part II clause entitled "DBE Program".

Bidder Name: Michael Baker Engineering, Inc.

Federal Tax ID No.: _____

By: _____ President

Signature and Title

APPENDIX D2
THE PORT AUTHORITY OF NY & NJ – OFFICE OF BUSINESS DIVERSITY AND CIVIL RIGHTS
DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT

Instructions: Submit one DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT form for each DBE firm used on this Contract.

CONTRACT NUMBER AND TITLE: RFP #38268 Indefinite Quantity Contracts (IQCs) for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an As-Needed Basis Through 2018

PROPOSER:
Name of Firm: Michael Baker Corporation
Address: 11 Martine Avenue, Suite 675, White Plains, NY 10606 Telephone: 914.539.4800
Email Address: robert.gallup@mbakerintl.com

DBE:
Name of Firm: KS Engineers, P.C.
Address: 494 Broad Street, 4th Floor, Newark, NJ 07102 Telephone: 973.623.2999
Description of work to be performed by DBE: Construction Management and Inspection Support Services

Calculation (supply only): NA

The Proposer is committed to utilizing the above-named DBE for the work described above. The estimated dollar value of this work is $ TBD or TBD% of the total contract amount of $ 25 Million. The anticipated start date is 2014 and the anticipated completion date is 2018.

AFFIRMATION

The above-named DBE affirms that it will perform the portion of the Contract for the estimated dollar value as stated above.

By: _____ President Date: July 2, 2014
Signature of DBE and Title

If the Proposer does not receive award of the Contract, any and all representations in this DBE Participation Plan and Affirmation Statement shall be null and void.

By: _____ Date: _____
Signature of Proposer and Title

FOR OBDCR USE ONLY

Contract Goals: ☐ Approved ☐ Rejected ☐ Preliminary Plan Approved
Reviewed By: _____
OBDCR Business Development Representative
Signature: _____ Date: _____

APPENDIX D2
THE PORT AUTHORITY OF NY & NJ – OFFICE OF BUSINESS DIVERSITY AND CIVIL RIGHTS
DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT

Instructions: Submit one DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT form for each DBE firm used on this Contract.

CONTRACT NUMBER AND TITLE: _____

PROPOSER:
Name of Firm: GRB Environmental Services, Inc.

Address: One Penn Plaza, Suite 2509, New York, NY 10119 Telephone: 212-564-8640

Email Address: rbarbour@grbenv.com

DBE:
Name of Firm: SAME

Address: _____ Telephone: _____

Description of work to be performed by DBE: Environmental Consulting

_____

Calculation (supply only): _____

The Proposer is committed to utilizing the above-named DBE for the work described above. The estimated dollar value of this work is $_____ or ____% of the total contract amount of $_____. The anticipated start date is _____ and the anticipated completion date is _____.

AFFIRMATION

The above-named DBE affirms that it will perform the portion of the Contract for the estimated dollar value as stated above.

By: Richard Barbour, V.P. Date: July 8, 2014
Signature of DBE and Title

If the Proposer does not receive award of the Contract, any and all representations in this DBE Participation Plan and Affirmation Statement shall be null and void.

By: _____ Date: _____
Signature of Proposer and Title

FOR OBDCR USE ONLY

Contract Goals: ☐ Approved ☐ Rejected ☐ Preliminary Plan Approved
Reviewed By: _____
OBDCR Business Development Representative
Signature: _____ Date: _____

APPEI D2

THE PORT AUTHORITY OF NY & NJ – OFFICE OF BUSINESS DIVERSITY AND CIVIL RIGHTS
DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT

Instructions: Submit one DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT form for each DBE firm used on this Contract.

CONTRACT NUMBER AND TITLE: 38268 - Indefinite Quantity Contracts (IQC's) for Performanace of Expert Professional Construction Management and Inspection Services for Storm Related Resiliency Projects As-Needed through 2018

PROPOSER:
Name of Firm: Michael Baker Engineering, Inc.
Address: 11 Maritine Avenue, Suite 675, White Plains, NY 10606 Telephone: (914) 539-4800
Email Address: krista.kenney@mbakerintl.com

DBE:
Name of Firm: M&J Enginering, P.C.
Address: One Cross Island Plaza, Jamaica, NY 11422 Telephone: (718) 525-5500
Description of work to be performed by DBE: Construction Management & Inspection Services

Calculation (supply only): _____

The Proposer is committed to utilizing the above-named DBE for the work described above. The estimated dollar value of this work is $ N/A or N/A % of the total contract amount of $ TBD. The anticipated start date is 2014 and the anticipated completion date is 2018.

AFFIRMATION

The above-named DBE affirms that it will perform the portion of the Contract for the estimated dollar value as stated above.

By: _____ Roland A. Ericsson, MarE Date: 7/3/14
Signature of DBE and Title

If the Proposer does not receive award of the Contract, any and all representations in this DBE Participation Plan and Affirmation Statement shall be null and void.

By: _____ Date: _____
Signature of Proposer and Title

*The dollar value of work and percentage of work that will be allotted to the DBE Firm will be determined upon award.

FOR OBDCR USE ONLY

Contract Goals: ☐ Approved ☐ Rejected ☐ Preliminary Plan Approved
Reviewed By: _____
OBDCR Business Development Representative
Signature: _____ Date: _____

ATTACHMENT D-3

INFORMATION ON SOLICITED FIRMS

The bidder must complete this form for itself and for all firms which gave the bidder a quotation for any work planned to be subcontracted regardless of whether they are ultimately chosen to participate in the Contract. Provide the information required below for every firm that provided a bid or a quote for a subcontract – even if the bid or quote from the firm is not used in the preparation of the final Proposal.

Name of Firm	Address of Firm	Phone Number	Contact Person	Firm Age	Annual Gross Revenue Range Note: See Footnote Below	DBE Certified (Yes or No)
Michael Baker Engineering, Inc.	11 Martine Avenue, Suite 675 White Plains, NY 10606	914-539-4800	Dale R. Spaulding, PE	74	Over $5 Million	No
Municipal Testing Laboratory, Inc.	375 Rabro Drive, Hauppauge, NY 11788	631-761-5555	John Hicks	53	Over $5 Million	No
M&J Engineering, P.C.	One Cross Island Plaza, Suite 213, Rosedale, NY 11422	718-525-5500	Roland A. Ericsson	10	Over $5 Million	Yes
GRB Environmental Services, Inc.	One Penn Plaza, Suite 2509, New York, NY 10119	212-564-8640	Richard Barbour	29	$2-$5 Million	Yes
KS Engineers, P.C.	494 Broad Street, 4th Floor, Newark, NJ 07102	973-623-2999	Brian Anglin	23	Over $5 Million	Yes

Footnote: Annual Gross Revenue Ranges: Less than $500,000; $500,000 - $1 Million; $1 - $2 Million; $2 - $5 Million; Over $5 Million - Select the category that best identifies the annual gross revenue of the solicited firm.

SECTION E: Pricing and Compensation

PER PAGE 10 OF RFP, THIS SECTION IS NOT NEEDED AT THIS TIME.

SECTION F: List of Affiliates

AFFILIATE NAME	EIN/TYPE OF BUSINESS
Michael Baker Jr., Inc. Airside Business Park, 100 Airside Drive, Moon Township, PA 15108	Professional Consulting Firm
Baker and Associates Airside Business Park, 100 Airside Drive, Moon Township, PA 15108	NA Professional Consulting Firm
JMA Nevada Architects, P.C. 10150 Covington Cross Drive, Las Vegas, NV 89144	Architecture
JMA Architects, Inc. Airside Business Park, 100 Airside Drive, Moon Township, PA 15108	Architecture
Vermont General Insurance Company 7 Burlington Square, 6th Floor, Burlington, VT	Insurance Company
Baker Holding Corporation Two Greenville Crossing, 4005 Kennett Pike, Ste. 220, Greenville, DE 19807	Holding Company
Baker AECOM, LLC 3601 Eisenhower Avenue, Alexandria, VA 22304	Professional Consulting Firm
Michael Baker International, Inc. Airside Business Park, 100 Airside Drive, Moon Township, PA 15108	Professional Consulting Firm
The LPA Group Incorporated 700 Huger Street, Columbia, SC 29201	Professional Consulting Firm
The LPA Design Group, Inc. 700 Huger Street, Columbia, SC 29201	Professional Consulting Firm
Baker LPA Architects, P.C. 700 Huger Street, Columbia, SC 29201	Architecture
Baker LPA Group, LLP 700 Huger Street, Columbia, SC 29201	Architecture
RBF Consulting 14725 Alton Parkway, Irvine, CA 92618	Professional Consulting FOrm
Michael Baker do Brasil S/C Ltda. Al. Araguaia, 933 -Cj. 56, Alphaville – Barueri, 55	Operations and technical services to major International oil and gas producers
Baker Engineering International, Ltd. c/o Trident Trust Company (Cayman) Limited One Capital Place, PO Box 847, Grand Cayman, Cayman Islands, British W.I.	Oil and gas operations and maintenance

SECTION G: Proposer's Integrity Provisions

If selected for performance of the subject services, **Michael Baker Engineering, Inc. (Baker)** understands that as part of the agreement we will be asked to sign will include clauses entitled "Certification of No Investigation (Criminal Or Civil Anti-Trust), Indictment, Conviction, Debarment, Suspension, Disqualification and Disclosure Of Other Information" and "Non-Collusive Proposing, and Code Of Ethics Certification; Certification of No Solicitation Based On Commission, Percentage, Brokerage, Contingent or Other Fees".

By submission of this proposal, Baker shall be deemed to have made the certifications contained therein.

SECTION H: Background Qualification Questionnaire

- Michael Baker Engineering, Inc.
- Subconsultants

mailed 7/9/14

PORT AUTHORITY OF NEW YORK AND NEW JERSEY

Certification of No Change **CONFIDENTIAL**

Instructions: *Please complete and execute one original. Forward directly to:*
The Port Authority of NY & NJ / Office of Inspector General
Attn: Fraud Prevention Unit
5 Marine View Plaza, Suite 502, Hoboken, NJ 07030

1. a. Michael Baker Engineering, Inc. ("Company") b. _____ (EIN or Tax ID)

2. What project is the Company bidding, proposing, or intending to work on?

RFP No.: 38268
(Provide Port Authority contract number if known.)

3. Prime Contractor: Michael Baker Engineering, Inc.
(The firm that the Company will be contracting with.)

4. Description of Work: Professional Construction Management and Inspection Services

5. What is the estimated range of the contract value or value of work?
☐ $0 to $99,999 ☐ $100,000 to $999,999 ☒ $1,000,000 to $9,999,999 ☐ $10,000,000 or more

A materially false statement willfully or fraudulently made in connection with this Certification, and/or failure to conduct appropriate due diligence in verifying the information that is the subject matter of this Certification may prevent the Company and/or the undersigned from being found to be responsible bidders/proposers in connection with future agreements. In addition, a materially false statement willfully or fraudulently made in connection with this Certification may subject the Company and/or the undersigned to criminal charges, including charges for violation of New York State Penal Law Sections 175.35 (Offering a False Statement for Filing) and 210.40 (Sworn False Statement), New Jersey Code of Criminal Justice Title 2C:28-3 (Unsworn Falsification to Authorities), and/or Title 18 U.S.C. Sections 1001 (False or Fraudulent Statement) and 1341 (Mail Fraud).

I, Dale R. Spaulding, PE (Print Name), being duly sworn, state that I am President (Title), an officer of the Company, and that I have read and understood all the items set forth above and the questions contained in the previously completed Background Qualification Questionnaire, dated 10-21-2013.

I certify that to the best of my knowledge the answers contained in the above-referenced Background Qualification Questionnaire are full, complete and accurate; and, that to the best of my knowledge that information continues to be full, complete, and accurate.

I recognize that all the information submitted in connection with this Certification is for the express purpose of inducing the Port Authority to enter into a contract with, or to approve the award of a contract or subcontract to, or otherwise approve some other relationship with, the Company.

Dale R. Spaulding, PE
(Print Name)

Dale R. Spaulding
(Signature)

Sworn to before me
This 17th day of July 2014

Notary Public

LISA MARIE POMPEI
Notary Public, State of New York
No. 01PO6256155
Qualified in Rockland County
Commission Expires February 21 2016

Revised: September 2011

KSE Engineers Surveyors Construction Managers
KS Engineers, P.C. 99 Broad Street, 9th Floor, Newark, NJ 07102 T 973 623 2999 F 973 242 2955 www.ksepc.com

July 10, 2014

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

Re: RFP Indefinite Quantity Contracts (IQCs) for Performance of Expert Professional Construction Management and Inspection Services For Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis Through 2018

BACKGROUND QUALIFICATION QUESTIONNAIRE

To Whom it May Concern

KS Engineers, P.C., hereby states a Certification of No Change for or background qualification questionnaire was mailed to The Port Authority of NY & NJ, Office of Inspector General on July 9, 2014.

Very truly yours,
KS Engineers, P.C.

Harry Baker
Vice President

PORT AUTHORITY OF NEW YORK AND NEW JERSEY
Background Qualification Questionnaire **CONFIDENTIAL**

General Identification

1. Employer Identification Number (EIN or Tax ID#) _____

Business Entity Name (the "Company") GRB Environmental Services, Inc.

D/B/A ("Doing Business As"), if any _____

Street Address One Penn Plaza, Suite 2509

City/State/Zip New York, NY 10119

Phone No. 212-564-8640 Fax No. 212-564-8651

2. a. What project is the Company bidding, proposing, or intending to work on?

RFP No.: HWCRQ03L
(Provide Port Authority contract number if known.)

b. Prime Contractor (the "Prime") Michael Baker Engineering, Inc.
(The firm that the Company will be contracting with.)

c. Description of Work Construction Management and Inspection Services

d. What is the estimated range of the contract value or value of work?
☐ $0 to $99,999 ☐ $100,000 to $999,999 ☒ $1,000,000 to $9,999,999 ☐ $10,000,000 or above

Business Organization and History

3. Type of Entity: ☒ Corporation ☐ Partnership ☐ Sole Proprietorship ☐ Joint Venture*
☐ Limited Liability Company ☐ Other (Specify) _____

* If the Company is a Joint Venture, provide a list of all partner firms and/or parties to the Joint Venture below. All partners and/or parties listed are also required to individually complete a separate BQQ.

Partner / Party Name	EIN or Tax ID#	% of Ownership

4. a. Date the Company was formed or incorporated 1985

b. State in which the Company was formed or incorporated New York

5. Was the Company purchased as an existing business by its present owner(s)?
☒ No ☐ Yes (if 'yes,' provide information below)

Previous Owner(s) Name(s): _____ Date purchased _____

6. a. Has the Company changed address(es) in the past five (5) years?
☒ No ☐ Yes

b. Has the Company operated under any other name(s), including trade names, in the past five years?
☒ No ☐ Yes

c. Does the Company have offices, plants or warehouses at other addresses?
☒ No ☐ Yes

If 'yes' to any portion of Question 6, provide details below:

Specify (6a-c)	Name	Address	From (Date)	To (Date)

7. Does the Company Own, Rent, or Lease its office facilities?
☐ Own ☒ Rent / Lease (if 'Rent / Lease,' provide details below)

Owner Name	Address	Phone No.
Vornado Realty	One Penn Plaza, NY, NY	212-239-7405

8. Does the Company share any office space, staff, or equipment (including telephone exchanges) with any other business or organization?
☒ No ☐ Yes (if 'yes,' provide details below)

EIN or Tax ID#	Firm Name	Address	Space	Staff	Equip
			☐	☐	☐
			☐	☐	☐
			☐	☐	☐

9. At present or during the past five (5) years:

a. Has the Company been a subsidiary of any other firm?
☒ No ☐ Yes

b. Has any other firm owned 5% or more of the Company?
☒ No ☐ Yes

c. Has the Company consisted of a partnership in which one or more partners are other firms?
☒ No ☐ Yes

d. Has the Company been a joint venture partner with any other firms?
☒ No ☐ Yes

If 'yes' to any portion of Question 9, provide details below.

	FIRM #1	FIRM #2
Specify (9a-d)		
EIN or Tax ID#		
Firm Name		
Address		
Relationship To The Company (Co. Owner, Partner, Etc.)		
% of the Company Owned		
From – To (Date)	–	–
Representative Name / Title		

10. At present or during the past five (5) years:

a. Has the Company had any subsidiaries?
☒ No ☐ Yes

b. Has the Company owned 5% or more of any other firm?
☒ No ☐ Yes

If 'yes' to any portion of Question 10, provide details below.

Specify (10a,b)	EIN or Tax Id#	Firm Name and Address	% Owned By The Company	Dates of Ownership From/To

11. Is the Company a union company or non-union company?
☐ Union ☒ Non-Union

If 'Union,' provide details below.

Union Local #	Union Name or Trade	Exp. Date

12. Does the Company currently participate in, or have any applications pending for, any business or job opportunity certification programs with The Port Authority of New York and New Jersey or any other government agency? (i.e. MBE, WBE, SBE, DBE, LBE, etc.)
☐ No ☐ Yes (if 'yes,' provide details below)

Certification Type	Certifying Agency	Certification #	Exp. Date
WBE	NYC Small Business Services	[redacted]	10/31/14
DBE	MTA		3/31/15
DBE	NJ Transit		
WBE	Port Authority of NY & NJ		

Key People

13. For the present and for the past five (5) years, identify all KEY PEOPLE, whether or not they are currently with the Company. Complete all blank areas. Copy this page if more space is required.

KEY PEOPLE include:

- Principals, directors, officers;
- Shareholders* of 5% or more of the Company's issued and outstanding stock;
- Any manager or individual who participates in overall policy-making or financial decisions for the Company;
- Project managers and project executives for the project for which this Questionnaire is being submitted;
- Any person in a position to control and direct the Company's overall operations; and,
- Authorized signatories to bank accounts and any debt instruments, whether or not otherwise considered KEY PEOPLE.

*Shareholders are owners of stock or other securities that can be converted to stock that, if converted, would constitute 5% of the Company's issued and outstanding stock. Other securities include stock options, secured or unsecured bonds, warrants and rights.

	PERSON #1	PERSON #2	PERSON #3
NAME AND HOME ADDRESS*	Rose Russo-Barbour	Richard Barbour	
Date of Birth			
SS # (Last 4 Digits Only)			XXX-XX-
Current Title	President	Vice-President	
From – To (Date)	1985 – Present	1985 – Present	–
% of Ownership	100%	0	
	PERSON #4	PERSON #5	PERSON #6
NAME AND HOME ADDRESS*			
Date of Birth			
SS # (Last 4 Digits Only)	XXX-XX-	XXX-XX-	XXX-XX-
Current Title			
From – To (Date)	–	–	–
% of Ownership			
	PERSON #7	PERSON #8	PERSON #9
NAME AND HOME ADDRESS*			
Date of Birth			
SS # (Last 4 Digits Only)	XXX-XX-	XXX-XX-	XXX-XX-
Current Title			
From – To (Date)	–	–	–
% of Ownership			

*Provide current proper legal name and specify any name change, including maiden or married names or aliases.

14. At present or during the past five (5) years have any of the KEY PEOPLE of the Company served as a KEY PERSON or owned 5% or more of any other firm (including firms that are inactive or have been dissolved)?
☒ No ☐ Yes (if 'yes,' provide details below)

	FIRM #1	FIRM #2	FIRM #3
Firm Name			
EIN or Tax ID			
Address			
KEY PERSON			
Position Held			
% Owned			
From – To (Date)			
Remainder Owned By			

15. Are any KEY PEOPLE of the Company:

a. present or past employees of the Port Authority or the Prime (see Question 2b)?
☒ No ☐ Yes

b. related by kinship or marriage to any present or past employee of the Port Authority or the Prime?
☒ No ☐ Yes

If 'yes' to any portion of Question 15, provide names of such individual(s) and indicate relationship to the current / former employee. _____

Compliance Information

The Company must attach an explanation for each response of 'yes' to any Question in this section.

All firms listed in Questions 9, 10 and 14 will be referred to in the following questions as: "AFFILIATE FIRMS"

16. Has the Company or any of its AFFILIATE FIRMS ever been the subject of any of the following actions by any government agency: (Note: Matters under appeal must be disclosed.)

Government agencies include city, state, federal public agencies, quasi-public agencies, authorities and corporations, public development corporations, public benefit corporations and local development corporations.

a. been suspended, debarred, disqualified, declared non-responsible, or had its prequalification revoked?
☒ No ☐ Yes

b. been prevented, or barred, or agreed to a voluntary exclusion, from bidding/contracting for any integrity related reason?
☒ No ☐ Yes

c. been barred from bidding or denied a contract as a result of refusal of KEY PEOPLE to testify before a grand jury or administrative board?
☒ No ☐ Yes

d. been denied a contract despite being the low bidder for any integrity related reason?
☒ No ☐ Yes

e. had a contract terminated for "cause"?
☒ No ☐ Yes

17. In the past ten (10) years has the Company or any of its current or past KEY PEOPLE or AFFILIATE FIRMS:

a. engaged the services of an Integrity Monitor, independent private sector inspector general, or integrity compliance consultant in connection with the performance of any public contract?
☒ No ☐ Yes (Been Required) ☐ Yes (Voluntarily)

b. been required to submit a Certification or agree to special terms or conditions beyond the ordinary scope of a contract, in connection with the award of, or in order to complete on, any public contract?
☒ No ☐ Yes

18. In the past five (5) years, has the Company had a lien imposed in excess of $10,000 based upon taxes owed or fines or penalties assessed by any federal, state or local governmental agency that have not been paid as of the date of the execution of this Questionnaire?
☒ No ☐ Yes

19. In the past five (5) years, has the Company or any of its KEY PEOPLE had any business related or professional licenses, certificates or certifications revoked or suspended?
☒ No ☐ Yes

20. Has the Company or any of its KEY PEOPLE had any sanctions imposed or entered into a consent decree as a result of a judicial or administrative proceeding with respect to any professional license held or with respect to any violation of any federal, state or local government agency.
☒ No ☐ Yes

21. Has the Company or any of its current or past KEY PEOPLE or AFFILIATE FIRMS ever:

a. been under investigation involving any alleged violation of criminal law relating to business activities?
☒ No ☐ Yes

> INVESTIGATION includes an appearance before a grand jury by representatives of a business entity, any oral or written inquiry or review of the entity's documents by a government agency, including, but not limited to, subpoenas, search warrants, questioning of employees concerning the general operations or specific activities of such business entity, whether or not such entity is notified, is in-fact, or otherwise believed to be, the subject or target of any such investigation.

b. had records in its or his/her control, custody or ownership subpoenaed or seized by a search warrant by any law enforcement or government agency?
☒ No ☐ Yes

c. been questioned by any officer or agent of a law enforcement or investigative agency regarding any practices or conduct relating to the Company's business?
☒ No ☐ Yes

d. been advised of being the target, subject, or person of interest of an investigation involving any violation of criminal law?
☒ No ☐ Yes

e. been notified of being the subject of court ordered electronic surveillance?
☒ No ☐ Yes

f. been arrested or indicted or otherwise named as an unindicted co-conspirator in any indictment or other accusatory instrument?
☒ No ☐ Yes

g. been convicted, after trial or by plea, of any felony under state or federal law?
☒ No ☐ Yes

h. been convicted of any misdemeanor involving business-related crimes?
☒ No ☐ Yes

i. entered a plea of nolo contendere to any felony and/or business-related misdemeanor?
☒ No ☐ Yes

j. entered into a consent decree, deferred prosecution agreement, or non-prosecution agreement?
☒ No ☐ Yes

k. been granted immunity from prosecution for any business-related conduct constituting a crime under state or federal law?
☒ No ☐ Yes

l. exercised the Fifth Amendment right against self-incrimination in testimony regarding a business related crime?
☒ No ☐ Yes

m. been the subject of a civil anti-trust investigation by any federal, state or local prosecuting or investigative agency?
☒ No ☐ Yes

n. been accused as a defendant in any lawsuit, or subject to an administrative action or proceeding, alleging any business or integrity related misconduct, including, but not limited to, a false claims act violation, willful failure to pay prevailing wages or benefits, or ERISA or other labor law violation?
☒ No ☐ Yes

22. Do any KEY PEOPLE have any felony or misdemeanor charges pending against them?
☒ No ☐ Yes

23. Has the Company or any of its current or past KEY PEOPLE or AFFILIATE FIRMS ever engaged in any of the following practices:

a. filed with a government agency or submitted to a government employee a written instrument which the Company or any of its KEY PEOPLE or affiliate firms knew contained a false statement or false information?
☒ No ☐ Yes

b. falsified business records?
☒ No ☐ Yes

c. given, or offered to give, money, gifts or anything of value or any other benefit to a labor official or public servant with intent to influence that labor official or public servant with respect to any of his or her official acts, duties or decisions as a labor official or public servant?
☒ No ☐ Yes

d. given, or offered to give, money or other benefit to an official or employee of a private business with intent to induce that official or employee to engage in unethical or illegal business practices?
☒ No ☐ Yes

24. Has the Company ever changed its EIN or Tax ID following any of the events described in Questions 16 through 23?
☒ No ☐ Yes

25. This document was prepared by (This person must be a KEY PERSON listed in response to Question 13):

Rose Russo-Barbour
(Name)

President
(Title)

(Signature)

July 7, 2014
(Date)

CONFIDENTIAL *EIN or Tax ID#*

Certification

A materially false statement willfully or fraudulently made in connection with this Certification, and/or failure to conduct appropriate due diligence in verifying the information that is the subject matter of this Certification may prevent the Company and/or the undersigned from being found to be responsible bidders/proposers in connection with future agreements. In addition, a materially false statement willfully or fraudulently made in connection with this Certification may subject the Company and/or the undersigned to criminal charges, including charges for violation of New York State Penal Law Sections 175.35 (Offering a False Statement for Filing) and 210.40 (Sworn False Statement), New Jersey Code of Criminal Justice Title 2C:28-3 (Unsworn Falsification to Authorities), and/or Title 18 U.S.C. Sections 1001 (False or Fraudulent Statement) and 1341 (Mail Fraud).

Certifications must be notarized when signed.

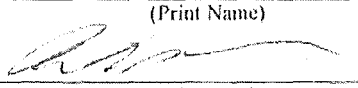
I Rose Russo-Barbour (Print Name), being duly sworn, state that I am President (Title), an officer of the Company, and that I have read and understood the questions contained in the attached questionnaire.

I certify that to the best of my knowledge the information given in response to each question, whether prepared by me, or by the Key Person identified in Question 25, is full, complete and truthful as of this date hereof. I agree and warrant that truthfully answering the questions is an event entirely within my control.

I recognize that all the information submitted in connection with this Questionnaire is for the express purpose of inducing the Port Authority to enter into a contract with, or to approve the award of a contract or subcontract to, or otherwise approve some other relationship with, the Company.

I acknowledge that the Port Authority, may by means it deems appropriate, determine the accuracy, truth and completeness of the answers to the questions in the questionnaire. I authorize the Port Authority or its designee to contact any person or entity for purposes of verifying the information supplied by the Company.

Rose Russo-Barbour
(Print Name)


(Signature)

Sworn to before me
this 7 day of July 20 14

Notary Public

SALVATORE M. SALERNO
Notary Public, State of New York
No. 01SA6082719
Qualified in Nassau County
Commission Expires 1/19/2015

ATTACHMENT ___ of ___

Response to Question _____:

Response to Question _____:

Response to Question _____:

Response to Question _____:

Response to Question _____:

Response to Question _____:

Please copy this page if more space is required.

M&J ENGIN RING P.C.
INN N E OF THE ART SOLUTIONS

July 3, 2014

The Port Authority of New York & New Jersey
Office of Inspector General
5 Marine View Plaza, Suite 502
Hoboken, NJ 07030

Attention: Fraud Prevention Unit

Re: Background Qualification Questionnaire (BQQ) Form
Indefinite Quantity Contracts (IQCs) for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Project on an "As-Needed" Basis through 2018

Dear Sir/Madam:

In accordance with the Port Authority of N w York & New Jersey requirement n submitting the ckground Qualification Questionnaire Package, we he e :h forward a completed form for M&J Ei gineering, . for the subject proposal.

If any additional information is required, please feel free to contact me directly at (718) 525-5500, cell or via email at rericsson@mjengineers.com.

Very truly yours,
M&J Engineering, PC

R irE
Vice President – Branch Manager

Cc: Krista Kenney, Michael Baker Engineering

PORT AUTHORITY OF NEW YORK AND NEW JERSEY
Background Qualification Questionnaire **CONFIDENTIAL**

General Identification

1. Employer Identification Number (EIN or Tax ID# _____

Business Entity Name (the "Company") M&J Engineering, P.C.

D/B/A ("Doing Business As"), if any N/A

Street Address One Cross Island Plaza

City/State/Zip Rosedale, NY 11422

Phone No. (718) 525-5500 Fax No. (718) 228-8411

2. a. What project is the Company bidding, proposing, or intending to work on?
38268 IQC Contract for Construciton Management & Inspection Services for Storm Related Resiliency Projects on an "As-Needed" Basis through 2018
(Provide Port Authority contract number if known.)

b. Prime Contractor (the "Prime") MICHAEL BAKER ENGINEERING
(The firm that the Company will be contracting with.)

c. Description of Work Construction Management & Inspection Services

d. What is the estimated range of the contract value or value of work?
☐ $0 to $99,999 ☒ $100,000 to $999,999 ☐ $1,000,000 to $9,999,999 ☐ $10,000,000 or above

Business Organization and History

3. Type of Entity: ☒ Corporation ☐ Partnership ☐ Sole Proprietorship ☐ Joint Venture*
☐ Limited Liability Company ☐ Other (Specify) _____

* If the Company is a Joint Venture, provide a list of all partner firms and/or parties to the Joint Venture below. All partners and/or parties listed are also required to individually complete a separate BQQ.

Partner / Party Name	EIN or Tax ID#	% of Ownership

4. a. Date the Company was formed or incorporated 2004

b. State in which the Company was formed or incorporated NY

5. Was the Company purchased as an existing business by its present owner(s)?
☒ No ☐ Yes (if 'yes,' provide information below)

Previous Owner(s) Name(s): _____ Date purchased _____

6. a. Has the Company changed address(es) in the past five (5) years?
☒ No ☐ Yes

b. Has the Company operated under any other name(s), including trade names, in the past five years?
☒ No ☐ Yes

c. Does the Company have offices, plants or warehouses at other addresses?
☒ No ☐ Yes

If 'yes' to any portion of Question 6, provide details below:

Specify (6a-c)	Name	Address	From (Date)	To (Date)

7. Does the Company Own, Rent, or Lease its office facilities?
☐ Own ☒ Rent / Lease (if 'Rent / Lease,' provide details below)

Owner Name	Address	Phone No.
Ivy Cross Island Plaza, LLC	1 Paragon Drive, Suite 125, Montvale, NJ 07645	(201) 573-5424

8. Does the Company share any office space, staff, or equipment (including telephone exchanges) with any other business or organization?
☒ No ☐ Yes (if 'yes,' provide details below)

EIN or Tax ID#	Firm Name	Address	Space	Staff	Equip
			☐	☐	☐
			☐	☐	☐
			☐	☐	☐

9. At present or during the past five (5) years:

a. Has the Company been a subsidiary of any other firm?
☒ No ☐ Yes

b. Has any other firm owned 5% or more of the Company?
☒ No ☐ Yes

c. Has the Company consisted of a partnership in which one or more partners are other firms?
☒ No ☐ Yes

d. Has the Company been a joint venture partner with any other firms?
☒ No ☐ Yes

If 'yes' to any portion of Question 9, provide details below.

	FIRM #1	FIRM #2
Specify (9a-d)		
EIN or Tax ID#		
Firm Name		
Address		
Relationship To The Company (Co. Owner, Partner, Etc.)		
% of the Company Owned		
From – To (Date)	–	–
Representative Name / Title		

10. At present or during the past five (5) years:

a. Has the Company had any subsidiaries?
☒ No ☐ Yes

b. Has the Company owned 5% or more of any other firm?
☒ No ☐ Yes

If 'yes' to any portion of Question 10, provide details below.

Specify (10a,b)	EIN or Tax Id#	Firm Name and Address	% Owned By The Company	Dates of Ownership From/To

11. Is the Company a union company or non-union company?
☐ Union ☒ Non-Union

If 'Union,' provide details below.

Union Local #	Union Name or Trade	Exp. Date

12. Does the Company currently participate in, or have any applications pending for, any business or job opportunity certification programs with The Port Authority of New York and New Jersey or any other government agency? (i.e. MBE, WBE, SBE, DBE, LBE, etc.)
☒ No ☐ Yes (if 'yes,' provide details below)

Certification Type	Certifying Agency	Certification #	Exp. Date
	M&I Engineering is a NYS Certified M/DBE firm		
	and no applications are currently pending		

Key People

13. For the present and for the past five (5) years, identify all **KEY PEOPLE**, whether or not they are currently with the Company. Complete all blank areas. Copy this page if more space is required.

KEY PEOPLE include:

- Principals, directors, officers;
- Shareholders* of 5% or more of the Company's issued and outstanding stock;
- Any manager or individual who participates in overall policy-making or financial decisions for the Company;
- Project managers and project executives for the project for which this Questionnaire is being submitted;
- Any person in a position to control and direct the Company's overall operations; and,
- Authorized signatories to bank accounts and any debt instruments, whether or not otherwise considered KEY PEOPLE.

*Shareholders are owners of stock or other securities that can be converted to stock that, if converted, would constitute 5% of the Company's issued and outstanding stock. Other securities include stock options, secured or unsecured bonds, warrants and rights.

	PERSON #1	PERSON #2	PERSON #3
NAME AND HOME ADDRESS*	Maqsood Malik	Albert Pozotrigo	
Date of Birth			
SS # (Last 4 Digits Only)			XXX-XX-
Current Title	President	Executive Vice President	
From – To (Date)	11/23/04 – Present	05/07/07 – Present	–
% of Ownership	91%	9%	
	PERSON #4	PERSON #5	PERSON #6
NAME AND HOME ADDRESS*			
Date of Birth			
SS # (Last 4 Digits Only)	XXX-XX-	XXX-XX-	XXX-XX-
Current Title			
From – To (Date)	–	–	–
% of Ownership			
	PERSON #7	PERSON #8	PERSON #9
NAME AND HOME ADDRESS*			
Date of Birth			
SS # (Last 4 Digits Only)	XXX-XX-	XXX-XX-	XXX-XX-
Current Title			
From – To (Date)	–	–	–
% of Ownership			

Provide current proper legal name and specify any name change, including maiden or married names or aliases.

14. At present or during the past five (5) years have any of the KEY PEOPLE of the Company served as a KEY PERSON or owned 5% or more of any other firm (including firms that are inactive or have been dissolved)?
☒ No ☐ Yes (if 'yes,' provide details below)

	FIRM #1	FIRM #2	FIRM #3
Firm Name			
EIN or Tax ID			
Address			
KEY PERSON			
Position Held			
% Owned			
From – To (Date)	–	–	–
Remainder Owned By			

15. Are any KEY PEOPLE of the Company:

a. present or past employees of the Port Authority or the Prime (see Question 2b)?
☒ No ☐ Yes

b. related by kinship or marriage to any present or past employee of the Port Authority or the Prime?
☒ No ☐ Yes

If 'yes' to any portion of Question 15, provide names of such individual(s) and indicate relationship to the current / former employee. _____

Compliance Information

The Company must attach an explanation for each response of 'yes' to any Question in this section.

All firms listed in Questions 9, 10 and 14 will be referred to in the following questions as: "AFFILIATE FIRMS"

16. Has the Company or any of its AFFILIATE FIRMS ever been the subject of any of the following actions by any government agency: (Note: Matters under appeal must be disclosed.)

Government agencies include city, state, federal public agencies, quasi-public agencies, authorities and corporations, public development corporations, public benefit corporations and local development corporations.

a. been suspended, debarred, disqualified, declared non-responsible, or had its prequalification revoked?
☒ No ☐ Yes

b. been prevented, or barred, or agreed to a voluntary exclusion, from bidding/contracting for any integrity related reason?
☒ No ☐ Yes

c. been barred from bidding or denied a contract as a result of refusal of KEY PEOPLE to testify before a grand jury or administrative board?
☒ No ☐ Yes

d. been denied a contract despite being the low bidder for any integrity related reason?
☒ No ☐ Yes

e. had a contract terminated for "cause"?
☒ No ☐ Yes

17. In the past ten (10) years has the Company or any of its current or past KEY PEOPLE or AFFILIATE FIRMS:

a. engaged the services of an Integrity Monitor, independent private sector inspector general, or integrity compliance consultant in connection with the performance of any public contract?
☒ No ☐ Yes (Been Required) ☐ Yes (Voluntarily)

b. been required to submit a Certification or agree to special terms or conditions beyond the ordinary scope of a contract, in connection with the award of, or in order to complete on, any public contract?
☒ No ☐ Yes

18. In the past five (5) years, has the Company had a lien imposed in excess of $10,000 based upon taxes owed or fines or penalties assessed by any federal, state or local governmental agency that have not been paid as of the date of the execution of this Questionnaire?
☒ No ☐ Yes

19. In the past five (5) years, has the Company or any of its KEY PEOPLE had any business related or professional licenses, certificates or certifications revoked or suspended?
☒ No ☐ Yes

20. Has the Company or any of its KEY PEOPLE had any sanctions imposed or entered into a consent decree as a result of a judicial or administrative proceeding with respect to any professional license held or with respect to any violation of any federal, state or local government agency.
☒ No ☐ Yes

21. Has the Company or any of its current or past KEY PEOPLE or AFFILIATE FIRMS ever:

a. been under investigation involving any alleged violation of criminal law relating to business activities?
☒ No ☐ Yes

> INVESTIGATION includes an appearance before a grand jury by representatives of a business entity, any oral or written inquiry or review of the entity's documents by a government agency, including, but not limited to, subpoenas, search warrants, questioning of employees concerning the general operations or specific activities of such business entity, whether or not such entity is notified, is in-fact, or otherwise believed to be, the subject or target of any such investigation.

b. had records in its or his/her control, custody or ownership subpoenaed or seized by a search warrant by any law enforcement or government agency?
☒ No ☐ Yes

c. been questioned by any officer or agent of a law enforcement or investigative agency regarding any practices or conduct relating to the Company's business?
☒ No ☐ Yes

d. been advised of being the target, subject, or person of interest of an investigation involving any violation of criminal law?
☒ No ☐ Yes

e. been notified of being the subject of court ordered electronic surveillance?
☒ No ☐ Yes

f. been arrested or indicted or otherwise named as an unindicted co-conspirator in any indictment or other accusatory instrument?
☒ No ☐ Yes

g. been convicted, after trial or by plea, of any felony under state or federal law?
☒ No ☐ Yes

been convicted of any misdemeanor involving business-related crimes?
☒ No ☐ Yes

entered a plea of nolo contendere to any felony and/or business-related misdemeanor?
☒ No ☐ Y s

entered into a consent decree, deferred prosecution agreement, or no prosecution agreement?
☒ No ☐ Yes

been granted immunity from prosecution for any business-related conduct constituting a crime under state or federal law?
☒ No ☐ Yes

l. exercised the Fifth Amendment right against self-incrimination in testimony regarding a business related crime?
☒ No ☐ Yes

m. been the subject of a civil anti-trust investigation by any federal, state or local prosecuting or investigative agency?
☒ No ☐ Yes

n. been accused as a defendant in any lawsuit, or subject to an administrative action or proceeding, alleging any business or integrity related misconduct, including, but not limited to, a false claims act violation, willful failure to pay prevailing wages or benefits, or ERISA or other labor law violation?
☐ No ☐ Yes

22. Do any KEY PEOPLE have any felony or misdemeanor charges pending against them?
☒ No ☐ Yes

23. Has the Company or any of its current or past KEY PEOPLE or AFFILIATE FIRMS ever engaged in any of the following practices:

a. filed with a government agency or submitted to a government employee a written instrument which the Company or any of its KEY PEOPLE or affiliate firms knew contained a false statement or false information?
☒ No ☐ Yes

b. falsified business records?
☒ No ☐ Yes

c. given, or offered to give, money, gifts or anything of value or any other benefit to a labor official or public servant with intent to influence that labor official or public servant with respect to any of his or her official acts, duties or decisions as a labor official or public servant?
☒ No ☐ Yes

d. given, or offered to give, money or other benefit to an official or employee of a private business with intent to induce that official or employee to engage in unethical or illegal business practices?
☐ No ☐ Yes

24. Has the Company ever changed its EIN or Tax ID following any of the events described in Questions 16 through 23?
☒ No ☐ Yes

25. This document was prepared by (This person must be a KEY PERSON listed in response to Question 13):

Vice President & Branch Manager
(Title)

7/3 14
(Date)

CONFIDENTIAL *EIN or Tax ID#* _____

Certification

A materially false statement willfully or fraudulently made in connection with this Certification, and/or failure to conduct appropriate due diligence in verifying the information that is the subject matter of this Certification may prevent the Company and/or the undersigned from being found to be responsible bidders/proposers in connection with future agreements. In addition, a materially false statement willfully or fraudulently made in connection with this Certification may subject the Company and/or the undersigned to criminal charges, including charges for violation of New York State Penal Law Sections 175.35 (Offering a False Statement for Filing) and 210.40 (Sworn False Statement), New Jersey Code of Criminal Justice Title 2C:28-3 (Unsworn Falsification to Authorities), and/or Title 18 U.S.C. Sections 1001 (False or Fraudulent Statement) and 1341 (Mail Fraud).

ertificatio t en tari h n i e .

I Roland A. Ericsson (Print Name), being duly sworn, state that I am Vice President (Title), an officer of the Company, and that I have read and understood the questions contained in the attached questionnaire.

I certify that to the best of my knowledge the information given in response to each question, whether prepared by me, or by the Key Person identified in Question 25, is full, complete and truthful as of this date hereof. I agree and warrant that truthfully answering the questions is an event entirely within my control.

I recognize at all the information submitted in connection with this Questionnaire is for the express purpose of inducing the Port Authority to enter into a contract with, or to approve the award of a contract or subcontract to, or otherwise approve some other relationship with, the Company.

I acknowledge that the Port Authority, may by means it deems appropriate, determine the accuracy, truth and completeness of the answers to the questions in the questionnaire. I authorize the Port Authority or its designee to contact any person or entity for purposes of verifying the information supplied by the Company.

Mar
ame

re)

Sworn to before me
this 3rd day of July 20 14

Notary Public

PORT AUTHORITY OF NEW YORK AND NEW JERSEY

Certification of No Change **CONFIDENTIAL**

Instructions: *Please complete and execute one original. Forward directly to:*
The Port Authority of NY & NJ / Office of Inspector General
Attn: Fraud Prevention Unit
5 Marine View Plaza, Suite 502, Hoboken, NJ 07030

1. a. MUNICIPAL TESTING LAB., INC. ("Company") b. _____ (EIN or Tax ID)

2. What project is the Company bidding, proposing, or intending to work on?

_____
(Provide Port Authority contract number if known.)

3. Prime Contractor: _____
(The firm that the Company will be contracting with.)

4. Description of Work: SPECIAL INSPECTION AND MATERIALS TESTING

5. What is the estimated range of the contract value or value of work?
☐ $0 to $99,999 ☐ $100,000 to $999,999 ☐ $1,000,000 to $9,999,999 ☐ $10,000,000 or more

A materially false statement willfully or fraudulently made in connection with this Certification, and/or failure to conduct appropriate due diligence in verifying the information that is the subject matter of this Certification may prevent the Company and/or the undersigned from being found to be responsible bidders/proposers in connection with future agreements. In addition, a materially false statement willfully or fraudulently made in connection with this Certification may subject the Company and/or the undersigned to criminal charges, including charges for violation of New York State Penal Law Sections 175.35 (Offering a False Statement for Filing) and 210.40 (Sworn False Statement), New Jersey Code of Criminal Justice Title 2C:28-3 (Unsworn Falsification to Authorities), and/or Title 18 U.S.C. Sections 1001 (False or Fraudulent Statement) and 1341 (Mail Fraud).

I, JOHN ZUCCHI (Print Name), being duly sworn, state that I am OVP (Title), an officer of the Company, and that I have read and understood all the items set forth above and the questions contained in the previously completed Background Qualification Questionnaire, dated _____.

I certify that to the best of my knowledge the answers contained in the above-referenced Background Qualification Questionnaire are full, complete and accurate; and, that to the best of my knowledge that information continues to be full, complete, and accurate.

I recognize that all the information submitted in connection with this Certification is for the express purpose of inducing the Port Authority to enter into a contract with, or to approve the award of a contract or subcontract to, or otherwise approve some other relationship with, the Company.

JOHN ZUCCHI
(Print Name)

(Signature)

Sworn to before me
This 2 day of July 20 12

Kathleen K. Neri
Notary Public

KATHLEEN K. NERI
#01NE5087243
MY COMMISSION EXPIRES 10/27/17

Revised: September 2011

PORT AUTHORITY OF NEW YORK AND NEW JERSEY
Background Qualification Questionnaire **CONFIDENTIAL**

General Identification

1. Employer Identification Number (EIN or Tax ID#) _____

   Business Entity Name (the "Company") MUNICIPAL TESTING LAB., INC.

   D/B/A ("Doing Business As"), if any _____

   Street Address 375 RABRO DRIVE

   City/State/Zip HAUPPAUGE, NY 11788

   Phone No. (631)761-5555 Fax No. (631)761-5560

2. a. What project is the Company bidding, proposing, or intending to work on?

   _____
   (Provide Port Authority contract number if known.)

   b. Prime Contractor (the "Prime") _____
   (The firm that the Company will be contracting with.)

   c. Description of Work SPECIAL INSPECTIONS AND MATERIALS TESTING

   d. What is the estimated range of the contract value or value of work?
   ☐ $0 to $99,999 ☐ $100,000 to $999,999 ☐ $1,000,000 to $9,999,999 ☐ $10,000,000 or above

Business Organization and History

3. Type of Entity: ☒ Corporation ☐ Partnership ☐ Sole Proprietorship ☐ Joint Venture*
   ☐ Limited Liability Company ☐ Other (Specify) _____

   * If the Company is a Joint Venture, provide a list of all partner firms and/or parties to the Joint Venture below. All partners and/or parties listed are also required to individually complete a separate BOQ.

Partner / Party Name	EIN or Tax ID#	% of Ownership

4. a. Date the Company was formed or incorporated OCT. 1961

   b. State in which the Company was formed or incorporated NEW YORK

5. Was the Company purchased as an existing business by its present owner(s)?
   ☒ No ☐ Yes (if 'yes,' provide information below)

   Previous Owner(s) Name(s): _____ Date purchased _____

6. a. Has the Company changed address(es) in the past five (5) years?
   ☒ No ☐ Yes

   b. Has the Company operated under any other name(s), including trade names, in the past five years?
   ☒ No ☐ Yes

   c. Does the Company have offices, plants or warehouses at other addresses?
   ☐ No ☒ Yes

If 'yes' to any portion of Question 6, provide details below:

Specify (6a-c)	Name	Address	From (Date)	To (Date)
6C	MTL OF FLORIDA	7520 NW 82ND ST., MIAMI, FL 33166	1978	PRESENT

7. Does the Company Own, Rent, or Lease its office facilities?
☒ Own ☐ Rent / Lease (if 'Rent / Lease,' provide details below)

Owner Name	Address	Phone No.

8. Does the Company share any office space, staff, or equipment (including telephone exchanges) with any other business or organization?
☒ No ☐ Yes (if 'yes,' provide details below)

EIN or Tax ID#	Firm Name	Address	Space	Staff	Equip
			☐	☐	☐
			☐	☐	☐
			☐	☐	☐

9. At present or during the past five (5) years:

a. Has the Company been a subsidiary of any other firm?
☒ No ☐ Yes

b. Has any other firm owned 5% or more of the Company?
☒ No ☐ Yes

c. Has the Company consisted of a partnership in which one or more partners are other firms?
☒ No ☐ Yes

d. Has the Company been a joint venture partner with any other firms?
☒ No ☐ Yes

If 'yes' to any portion of Question 9, provide details below.

	FIRM #1	FIRM #2
Specify (9a-d)		
EIN or Tax ID#		
Firm Name		
Address		
Relationship To The Company (Co. Owner, Partner, Etc.)		
% of the Company Owned		
From – To (Date)	–	–
Representative Name / Title		

10. At present or during the past five (5) years:

a. Has the Company had any subsidiaries?
☒ No ☐ Yes

b. Has the Company owned 5% or more of any other firm?
☒ No ☐ Yes

If 'yes' to any portion of Question 10, provide details below.

Specify (10a,b)	EIN or Tax Id#	Firm Name and Address	% Owned By The Company	Dates of Ownership From/To

11. Is the Company a union company or non-union company?
☐ Union ☒ Non-Union

If 'Union,' provide details below.

Union Local #	Union Name or Trade	Exp. Date

12. Does the Company currently participate in, or have any applications pending for, any business or job opportunity certification programs with The Port Authority of New York and New Jersey or any other government agency? (i.e. MBE, WBE, SBE, DBE, LBE, etc.)
☒ No ☐ Yes (if 'yes,' provide details below)

Certification Type	Certifying Agency	Certification #	Exp. Date

Key People

13. For the present and for the past five (5) years, identify all KEY PEOPLE, whether or not they are currently with the Company. Complete all blank areas. Copy this page if more space is required.

KEY PEOPLE include:

- Principals, directors, officers;
- Shareholders* of 5% or more of the Company's issued and outstanding stock;
- Any manager or individual who participates in overall policy-making or financial decisions for the Company;
- Project managers and project executives for the project for which this Questionnaire is being submitted;
- Any person in a position to control and direct the Company's overall operations; and,
- Authorized signatories to bank accounts and any debt instruments, whether or not otherwise considered KEY PEOPLE.

*Shareholders are owners of stock or other securities that can be converted to stock that, if converted, would constitute 5% of the Company's issued and outstanding stock. Other securities include stock options, secured or unsecured bonds, warrants and rights.

	PERSON #1	PERSON #2	PERSON #3
NAME AND HOME ADDRESS†	JOHN ZUCCHI	STEPHEN LATUS	ROLANDO PAULINO
Date of Birth			
SS # (Last 4 Digits Only)	XXX-XX-	XXX-XX-	XXX-XX-
Current Title	OVP	DIR OF ENGINEERING	OPER MANAGER
From – To (Date)	2001 – PRESENT	2008 – PRESENT	2005 – PRESENT
% of Ownership	0%	0%	0%
	PERSON #4	PERSON #5	PERSON #6
NAME AND HOME ADDRESS†			
Date of Birth			
SS # (Last 4 Digits Only)	XXX-XX-	XXX-XX-	XXX-XX-
Current Title			
From – To (Date)	–	–	–
% of Ownership			
	PERSON #7	PERSON #8	PERSON #9
NAME AND HOME ADDRESS†			
Date of Birth			
SS # (Last 4 Digits Only)	XXX-XX-	XXX-XX-	XXX-XX-
Current Title			
From – To (Date)	–	–	–
% of Ownership			

†Provide current proper legal name and specify any name change, including maiden or married names or aliases.

14. At present or during the past five (5) years have any of the KEY PEOPLE of the Company served as a KEY PERSON or owned 5% or more of any other firm (including firms that are inactive or have been dissolved)?
☒ No ☐ Yes (if 'yes,' provide details below)

	FIRM #1	FIRM #2	FIRM #3
Firm Name			
EIN or Tax ID			
Address			
KEY PERSON			
Position Held			
% Owned			
From – To (Date)	–	–	–
Remainder Owned By			

15. Are any KEY PEOPLE of the Company:

a. present or past employees of the Port Authority or the Prime (see Question 2b)?
☒ No ☐ Yes

b. related by kinship or marriage to any present or past employee of the Port Authority or the Prime?
☒ No ☐ Yes

If 'yes' to any portion of Question 15, provide names of such individual(s) and indicate relationship to the current / former employee. _____

Compliance Information

The Company must attach an explanation for each response of 'yes' to any Question in this section.

All firms listed in Questions 9, 10 and 14 will be referred to in the following questions as: "AFFILIATE FIRMS"

16. Has the Company or any of its AFFILIATE FIRMS ever been the subject of any of the following actions by any government agency: (Note: Matters under appeal must be disclosed.)

Government agencies include city, state, federal public agencies, quasi-public agencies, authorities and corporations, public development corporations, public benefit corporations and local development corporations.

a. been suspended, debarred, disqualified, declared non-responsible, or had its prequalification revoked?
☒ No ☐ Yes

b. been prevented, or barred, or agreed to a voluntary exclusion, from bidding/contracting for any integrity related reason?
☒ No ☐ Yes

c. been barred from bidding or denied a contract as a result of refusal of KEY PEOPLE to testify before a grand jury or administrative board?
☒ No ☐ Yes

d. been denied a contract despite being the low bidder for any integrity related reason?
☒ No ☐ Yes

e. had a contract terminated for "cause"?
☒ No ☐ Yes

17. In the past ten (10) years has the Company or any of its current or past KEY PEOPLE or AFFILIATE FIRMS:

a. engaged the services of an Integrity Monitor, independent private sector inspector general, or integrity compliance consultant in connection with the performance of any public contract?
☒ No ☐ Yes (Been Required) ☐ Yes (Voluntarily)

b. been required to submit a Certification or agree to special terms or conditions beyond the ordinary scope of a contract, in connection with the award of, or in order to complete on, any public contract?
☒ No ☐ Yes

18. In the past five (5) years, has the Company had a lien imposed in excess of $10,000 based upon taxes owed or fines or penalties assessed by any federal, state or local governmental agency that have not been paid as of the date of the execution of this Questionnaire?
☒ No ☐ Yes

19. In the past five (5) years, has the Company or any of its KEY PEOPLE had any business related or professional licenses, certificates or certifications revoked or suspended?
☒ No ☐ Yes

20. Has the Company or any of its KEY PEOPLE had any sanctions imposed or entered into a consent decree as a result of a judicial or administrative proceeding with respect to any professional license held or with respect to any violation of any federal, state or local government agency.
☒ No ☐ Yes

21. Has the Company or any of its current or past KEY PEOPLE or AFFILIATE FIRMS ever:

a. been under investigation involving any alleged violation of criminal law relating to business activities?
☒ No ☐ Yes

> INVESTIGATION includes an appearance before a grand jury by representatives of a business entity, any oral or written inquiry or review of the entity's documents by a government agency, including, but not limited to, subpoenas, search warrants, questioning of employees concerning the general operations or specific activities of such business entity, whether or not such entity is notified, is in-fact, or otherwise believed to be, the subject or target of any such investigation.

b. had records in its or his/her control, custody or ownership subpoenaed or seized by a search warrant by any law enforcement or government agency?
☒ No ☐ Yes

c. been questioned by any officer or agent of a law enforcement or investigative agency regarding any practices or conduct relating to the Company's business?
☒ No ☐ Yes

d. been advised of being the target, subject, or person of interest of an investigation involving any violation of criminal law?
☒ No ☐ Yes

e. been notified of being the subject of court ordered electronic surveillance?
☒ No ☐ Yes

f. been arrested or indicted or otherwise named as an unindicted co-conspirator in any indictment or other accusatory instrument?
☒ No ☐ Yes

g. been convicted, after trial or by plea, of any felony under state or federal law?
☒ No ☐ Yes

h. been convicted of any misdemeanor involving business-related crimes?
☒ No ☐ Yes

i. entered a plea of nolo contendere to any felony and/or business-related misdemeanor?
☒ No ☐ Yes

j. entered into a consent decree, deferred prosecution agreement, or non-prosecution agreement?
☒ No ☐ Yes

k. been granted immunity from prosecution for any business-related conduct constituting a crime under state or federal law?
☒ No ☐ Yes

l. exercised the Fifth Amendment right against self-incrimination in testimony regarding a business related crime?
☒ No ☐ Yes

m. been the subject of a civil anti-trust investigation by any federal, state or local prosecuting or investigative agency?
☒ No ☐ Yes

n. been accused as a defendant in any lawsuit, or subject to an administrative action or proceeding, alleging any business or integrity related misconduct, including, but not limited to, a false claims act violation, willful failure to pay prevailing wages or benefits, or ERISA or other labor law violation?
☒ No ☐ Yes

22. Do any KEY PEOPLE have any felony or misdemeanor charges pending against them?
☒ No ☐ Yes

23. Has the Company or any of its current or past KEY PEOPLE or AFFILIATE FIRMS ever engaged in any of the following practices:

a. filed with a government agency or submitted to a government employee a written instrument which the Company or any of its KEY PEOPLE or affiliate firms knew contained a false statement or false information?
☒ No ☐ Yes

b. falsified business records?
☒ No ☐ Yes

c. given, or offered to give, money, gifts or anything of value or any other benefit to a labor official or public servant with intent to influence that labor official or public servant with respect to any of his or her official acts, duties or decisions as a labor official or public servant?
☒ No ☐ Yes

d. given, or offered to give, money or other benefit to an official or employee of a private business with intent to induce that official or employee to engage in unethical or illegal business practices?
☒ No ☐ Yes

24. Has the Company ever changed its EIN or Tax ID following any of the events described in Questions 16 through 23?
☒ No ☐ Yes

25. This document was prepared by (This person must be a KEY PERSON listed in response to Question 13):

JOHN ZUCCHI (Name) OVP (Title)

(Signature) 07/01/2014 (Date)

CONFIDENTIAL *EIN or Tax ID#*

Certification

A materially false statement willfully or fraudulently made in connection with this Certification, and/or failure to conduct appropriate due diligence in verifying the information that is the subject matter of this Certification may prevent the Company and/or the undersigned from being found to be responsible bidders/proposers in connection with future agreements. In addition, a materially false statement willfully or fraudulently made in connection with this Certification may subject the Company and/or the undersigned to criminal charges, including charges for violation of New York State Penal Law Sections 175.35 (Offering a False Statement for Filing) and 210.40 (Sworn False Statement), New Jersey Code of Criminal Justice Title 2C:28-3 (Unsworn Falsification to Authorities), and/or Title 18 U.S.C. Sections 1001 (False or Fraudulent Statement) and 1341 (Mail Fraud).

Certifications must be notarized when signed.

I JOHN ZUCCHI (Print Name), being duly sworn, state that I am OVP (Title), an officer of the Company, and that I have read and understood the questions contained in the attached questionnaire.

I certify that to the best of my knowledge the information given in response to each question, whether prepared by me, or by the Key Person identified in Question 25, is full, complete and truthful as of this date hereof. I agree and warrant that truthfully answering the questions is an event entirely within my control.

I recognize that all the information submitted in connection with this Questionnaire is for the express purpose of inducing the Port Authority to enter into a contract with, or to approve the award of a contract or subcontract to, or otherwise approve some other relationship with, the Company.

I acknowledge that the Port Authority, may by means it deems appropriate, determine the accuracy, truth and completeness of the answers to the questions in the questionnaire. I authorize the Port Authority or its designee to contact any person or entity for purposes of verifying the information supplied by the Company.

JOHN ZUCCHI
(Print Name)

(Signature)

Sworn to before me
this 2 day of July 2014

Kathleen K. Neri
Notary Public

KATHLEEN K. NERI
#01NE5037243
MY COMMISSION EXPIRES 10/27/17

CONFIDENTIAL *EIN or Tax ID#* _____

ATTACHMENT ___ of ___

Response to Question _____:

Response to Question _____:

Response to Question _____:

Response to Question _____:

Response to Question _____:

Response to Question _____:

Please copy this page if more space is required.

SECTION I: General Conflict of Interest

Dale R. Spaulding is duly qualified and authorized to make this affidavit for and on behalf of Michael Baker Engineering, Inc.

Please be advised that as of July 16, 2014, **Michael Baker Engineering, Inc. (Baker)** has no real or perceived conflict of interest as it relates to RFP No. 38268 – Indefinite Quantity Contracts (IQCs) for Performance of Expert Professional Construction Management Services for Federally Funded Storm Related Projects On An "As-Needed" Basis through 2018 for the Port Authority of New York and New Jersey.

By signature of this document, Baker acknowledges to The Port Authority of New York and New Jersey that Baker has made full disclosure of any known conflicts of interest and that Baker will disclose conflicts of interest, if any develop after signature of the contract and prior to completion of the contract.

Signature

Dale R. Spaulding, P.E.
Printed Name

President
Title

July 16, 2014
Date

SECTION J: Organizational Conflict of Interest Statement

Dale R. Spaulding is duly qualified and authorized to make this affidavit for and on behalf of Michael Baker Engineering, Inc.

Please be advised that as of July 16, 2014, **Michael Baker Engineering, Inc. (Baker)** has no organizational conflict of interest as it relates to RFP No. 38268 – Indefinite Quantity Contracts (IQCs) for Performance of Expert Professional Construction Management Services for Federally Funded Storm Related Projects On An "As-Needed" Basis through 2018 for the Port Authority of New York and New Jersey.

By submission of this proposal and signature of this document, **Baker** acknowledges to The Port Authority of New York and New Jersey that **Baker** agrees to the stated conditions and terms on page 12 of the above mentioned RFP, and agrees to perform all duties under the Contract and, in doing so, agrees not to enter into contractual agreements with Authority Prime contractors and first tier subcontractors in such a way as to create an organization conflict of interest.

Signature

Dale R. Spaulding, P.E.
Printed Name

President
Title

July 16, 2014
Date

Dale R. Spaulding, P.E.

Project Principal

Years with Baker: 3

Years with Other Firms: 25

Education
M.B.A., 2004, Business Administration, University of New Hampshire

B.S., 1985, Civil Engineering, University of Vermont

Licenses/Certifications
Professional Engineer: New York ([redacted] Exp. 5/17), New Hampshire, Maine, Vermont

General Qualifications

Mr. Spaulding is a Professional Engineer with experience in Civil and Transportation Engineering. He is responsible for the daily operation and development of the statewide New York engineering and construction management practice. His responsibilities include quality oversight, client management, project execution, strategic planning, business development and marketing, and resource management.

Mr. Spaulding's experience includes preliminary and final design of civil infrastructure projects ranging in size from $5M to $350M. His collective experience includes design, right-of-way, utility coordination, public participation, local/state/federal permitting and construction management.

Experience

Authority-Wide Travel Time Systems Improvements, George Washington, Goethals, and Bayonne Bridges and Lincoln and Holland Tunnels. *Port Authority of New York and New Jersey.* Principal-In-Charge. Responsible for providing oversight, resources, and quality compliance. Baker is preparing final engineering plans, technical specs, and engineer's quantity and cost estimates to upgrade twenty TTS systems and install ten new TTS systems at various locations in the vicinity of five major bridges and tunnels connecting New York City to northern New Jersey. The existing communications medium (56k digital telephone) will also be upgraded to wireless router communications to connect directly to TRANSCOM's TRANSMIT system.

George Washington Bridge Replacements of Variable Message Signs. *Port Authority of New York and New Jersey.* Principal-In-Charge. Responsible for providing oversight, resources, and quality compliance. Baker prepared final engineering drawings, technical specifications, and engineer's quantity and cost estimates to upgrade VMS systems, TTS systems, and overhead sign panels at four locations in the vicinity of the George Washington Bridge. A total of eight VMS systems will be upgraded at three sign structures and one overpass structure.

Construction Management for Water Pollution Control Plant Carbon-Addition Facility, Hunts Point, New York. *New York City Department of Environmental Protection.* Principal-In-Charge. Responsible for providing oversight, resources, and quality compliance. As part of a joint-venture team, Baker is providing construction management and inspection services and site safety coordination for a new $8 million carbon-addition facility, including all structure and equipment installations, within the Hunts Point 24-7 operational water pollution control plant (WPCP). The purpose of the facility is to add a supplemental carbon source, glycerol, to the waste water flow to enhance de-nitrification, as required under the BNR Consent Order.

Lincoln Tunnel Variable Message Sign Replacement, New York & New Jersey. *Port Authority of New York and New Jersey.* Principal-In-Charge. Responsible for providing oversight, resources, and quality compliance. Baker prepared final engineering plans, technical specifications, and engineer's quantity and cost estimates to upgrade two variable message sign (VMS) systems, two lane control systems (LCS) and various static sign panels at the New Jersey Lincoln Tunnel Portal. The VMS systems upgrades included VMS panels, NEMA 3R rated cabinets with controllers, Ethernet switches, patch panels, related power and communications equipment, and power (copper) and communications (fiber) cabling. The VMS systems connect via fiber optic cable to the Lincoln Tunnel Administration Building traffic operations room.

Reconstruction of Tillary Street Area, Brooklyn, New York. *New York City, Department of Design and Construction.* Principal-In-Charge. Responsible for providing oversight, resources, and quality compliance. Baker is providing preliminary and final design services for the reconstruction of approximately 8,100 feet of roadway in the Tillary Street area to create a safe, welcoming entrance to Downtown Brooklyn. Baker's tasks include developing the design alternatives for the project and preparing the design report in accordance with New York State Department of Transportation procedures for locally administered federal-aid projects; developing design plans for pavement, drainage, sidewalks and curbs, pavement markings, and signs; overseeing ground surveying, base mapping development, traffic studies and traffic analysis, maintenance and protection of traffic plans preparation, landscaping, and urban design; coordinating with utility companies; devising and implementing a community outreach program; coordinating with local and state agencies; developing cost estimates; and preparing preliminary and final contract plans.

183rd Street Bridge Over Metro North-Shore Road Circle Bridge Over Amtrak, New York, New York. *City of New York Department of Transportation.* Principal-In-Charge. Responsible for providing oversight, resources, and quality compliance. Baker was responsible for the design and construction support services for the replacement of the 183rd Street Bridge over Metro-North and the Orchard Street Bridge over Amtrak. Services included in-depth inspection, preparation of a bridge rehabilitation project report, preliminary plans, and final construction documents, and construction support services.

Traffic Safety Mitigation Services. Port Authority of New York and New Jersey. *Port Authority of New York and New Jersey.* Principal-In-Charge. Responsible for providing oversight, resources, and quality compliance. The scope of work includes field investigations, traffic analysis, conceptual plan development, and possibly final design services.

Tunnels A&B Strngh/Duct Bank. *Port Authority of New York and New Jersey.* Principal-In-Charge. Responsible for providing oversight, resources, and quality compliance.

Construction Management Services for East-of-Hudson Watershed Projects, Various Locations, New York. *New York City Department of Environmental Protection.* Principal-In-Charge. Responsible for providing oversight, resources, and quality compliance. As a joint-venture team member, Baker is providing construction management services for facility and transportation projects in the client's 1,969-square-mile New York watershed area, east of the Hudson River, under an on-call contract for engineering services. The 6,000-mile New York City water supply system provides more than 1 billion gallons of high-quality drinking water every day to nearly 9 million New Yorkers and millions of visitors from three independent systems and a network of 19 reservoirs. Baker's tasks include resident engineering inspection and management, project scheduling, budgeting, technical

assistance, constructability review, shop drawing review, fixed assets survey, health and safety monitoring, quality assurance and quality control, and overall construction supervision.

Inspection, Evaluation, and Reconstruction of 12 Upstate Reservoir Bridges, Ashokan & Schoharie Reservoirs, New York. *New York City Department of Environmental Protection.* Principal-In-Charge. Responsible for providing oversight, resources, and quality compliance. Baker inspected, evaluated, and provided bridge rehabilitation or replacement plans for 12 bridges over watersheds or reservoirs. Baker performed supplemental work involving the reconstruction of more than 12 miles of roadway around Schoharie Reservoir.

Total Design of 3 Bridges, Bronx, New York. *City of New York Department of Transportation.* Principal-In-Charge. Responsible for providing oversight, resources, and quality compliance. Baker provided in-depth inspection, BRPR, and preliminary plans for the replacement of the Woodlawn Road Bridge over Metro-North Railroad, rehabilitation of Grand Concourse, the Bridge over 174th Street and the rehabilitation of the Grand Concourse Bridge over Metro North Railroad. Baker also provided final construction documents along with construction support services. Construction cost for the project totaled $20,000,000.

Wastewater Treatment Plant Upgrades, New York City, New York. *New York City Department of Environmental Protection.* Principal-In-Charge. Responsible for providing oversight, resources, and quality compliance. Baker has provided program management, structural design, facility design, architecture, construction management, and resident engineering inspection services on a continuous basis to New York City since 1979. The city manages 14 water pollution control plants and related infrastructure that treat more than 1.3 billion gallons of sewage per day.

Residential Damage Assessments for New York City Rapid Repairs Program, Staten Island, New York. *New York City Department of Environmental Protection.* Principal-In-Charge. Responsible for providing oversight, resources, and quality compliance. As part of a consultant team, Baker scheduled and conducted more than 2,000 Staten Island residential home damage assessments and developed respective work orders as part of the New York City Rapid Repairs Program implemented by the New York City Mayor's Office in response to Superstorm Sandy. The emergency repairs allowed New York City residents to return to and stay in their homes so that they can then complete more permanent repairs and finishes. Baker's duties included coordinating, scheduling, and leading three-person teams of experienced electrical and mechanical-plumbing assessors in performing visual residential damage assessments; developing respective construction work orders with material quantity estimates for each affected home; reviewing damage assessments and work orders; monitoring the budget; developing invoices and progress reports; and coordinating with contractors.

Previous Work History

Senior Vice President and Division Manager for the New England Operation of an international consulting engineering firm. October 1997 to December 2010.

Director of Transportation and Project Manager for a New Hampshire based engineering firm. The multi-disciplinary firm provided surveying, photogrammetric, civil, transportation, and structural engineering, and environmental services. October 1988 to October 1997.

Lynda C. Tollner, P.E., PMP

Project Manager

Years with Baker: 2

Years with Other Firms: 28

Education
B.S., 1984, Architectural Engineering, The Pennsylvania State University

Licenses/Certifications
Project Management Professional (PMP), 2006

Professional Engineer: New York (#[redacted] – Exp. 2/17), New Jersey (#[redacted] – Exp. 4/16)

General Qualifications

Ms. Tollner has 30 years of extensive Program and Construction Management experience to include high-profile and large-scale infrastructure construction projects. She possesses both the technical and managerial skills to effectively communicate and coordinate projects that involve numerous stakeholders and project participants. She is able to successfully manage a project from its initial design conception, through construction and to final operational turnover and has a history of satisfied clients. Prior to working at Baker, Ms. Tollner worked for the Port Authority for ten years managing design and construction projects at LaGuardia and Newark Airports and the World Trade Center. Ms. Tollner served as Program Director of One World Trade Center for 3.5 years. Ms. Tollner is currently completing work as Construction Manager on a $1B upgrade of Newtown Creek Wastewater Treatment Plant.

Experience

Construction Management Services for Newtown Creek Water Pollution Control Plant Upgrade, Brooklyn, New York. *New York City Department of Environmental Protection.* Construction Manager. Baker is providing Construction Management Services as part of a joint venture, including Project Management and Resident Engineering Inspection services, in connection with NYCDEP Construction Contracts totaling over $1.2 Billion in construction costs. NYC's Newtown Creek Water Pollution Control Plant (WPCP), is the largest of its 14 wastewater treatment plants. The plant is undergoing a major capital improvement and upgrade program to expand its intended capacity by 50% increase. Process improvements will result in dramatic reductions of biochemical oxygen demand (BOD), and will help bring NYC into compliance with the secondary treatment standards required under the Clean Water Act. Baker is performing construction management services including Resident Engineering and inspection.

Previous Work History

The Port Authority of New York and New Jersey, 2002 – 2012:

One World Trade Center (The Freedom Tower), New York, New York. *The Port Authority of New York and New Jersey.* Program Director. Providing project executive direction for the construction of the $3.1 billion tower standing 105 stories with 2.6 million square feet of office space. Reporting to the Director of World Trade Center Construction and providing oversight to construction management staff, Port Authority and consultant program management staff, design consultant firms, and trade contracts with over a thousand subcontractors and vendors. Responsible for all aspects of delivery of the project on schedule, scope and budget. Provide direction to project control staff for analysis and reporting of project risks, budgets and schedules. Interface with The Durst Organization, a part owner and future operator of One World Trade Center, to implement their

requested design changes to various elements of the building as well as tenant change requests. Coordinate with other program directors, the teams of other World Trade Center programs and with numerous stakeholders including PATH, Con Ed, NYC Planning, FDNY, NYSDOT, Audubon Society and adjacent land owners.

World Trade Center Construction – Site Infrastructure, New York, New York. *The Port Authority of New York and New Jersey.* Deputy Program Director. Providing oversight and direction to project managers with responsibility for $700 million Vehicle Security Center (VSC) and $254 million Streets, Utilities and Infrastructure programs. Key activities for design stages include management of in-house program management staff and Liberty Security Partners design consultant, management of budgets and project deliverables. Coordinate the VSC design with all users across the site to meet needs of all stakeholders while maintaining security design concepts and specifications. Provide documentation and presentations for authorization of design and construction contracts to the Port Authority Board. Interface with large number of stakeholders for other WTC projects including Silverstein Properties and the Greek Orthodox Church and various agencies including LMCCC, LMDC, NYC Planning, NYSDOT, BPCA, NYC OEM, NYCDEP, and MTA.

Project Management Department - New Jersey Airports, New Jersey. *The Port Authority of New York and New Jersey.* Program Manager. Providing oversight and direction to project managers with responsibility for projects at Newark Liberty International and Teterboro Airports. Project construction values range from $50,000 to $13 million. Responsible for the Newark and Teterboro Capital Major Works Programs valued at $18 million annually. Key activities entail development and management of staffing and construction budgets, interfacing with staff and clients during project cycle, meeting project milestones and delivery dates, providing accurate reporting to client and upper management staff, and supervision and mentoring of 6 project managers. Worked with facility management to prioritize financial and management resources.

Executive Assistant to the Chief Engineer – Engineering. *The Port Authority of New York and New Jersey.* Primary contact within the Engineering Department for the Board authorization process. Accountable for the preparation of documents for the authorization of construction and professional service contracts working closely with the Chief Engineer and the Deputy Chief Engineer. Responsibilities include reviewing and editing all necessary documentation, preparation of the Chief Engineer's monthly PowerPoint presentations to the Board of Commissioners, preparation of various monthly and quarterly reports to the Office of the Secretary, training project managers in the authorization process, and supervision and motivation of support staff.

Project Manager, Engineering – New York Airports. *The Port Authority of New York and New Jersey.* Responsible for various projects at LaGuardia Airport including a new Aircraft Rescue and Firefighting Facility, roadway modifications, bridge rehabilitation and various building modifications. Provided service to line department for assessment of needs, identification and resolution of problems and delivery of projects within budget and schedule. Maintained client relationships, managed in-house and consultant design staff and coordinated with other city and state agencies. Created five year paving plan for west side of LaGuardia to coordinate between all utility and other construction projects planned for the area.

Major Projects as Project Manager:

- Port Authority LGA Aircraft Rescue and Firefighting Facility
- Port Authority LGA East End Roadways 102nd Street Bridge

- Port Authority Executive Offices 225/233 Park Ave South
- Port Authority, Waldo Yard Coin Room Building
- US Postal Service West Palm Beach Processing and Distribution Center.
- US Postal Service On Call Services for Facility Renovation (Long Island, New York).
- Newark Airport United Airlines Cargo Facility - Project Manager / Senior Engineer
- Triborough Bridge and Tunnel Authority, Misc. Design Services on an As-needed Basis

Maitra Associates, PC, Bridgewater, New Jersey, Project Manager, 1992 – 1999 Project manager responsible for various multi-discipline projects running concurrently. Port Authority projects include new executive offices, new office space at the Lincoln Tunnel, Manager and Construction Office space at the Bus Terminal, steel repairs at the Outerbridge Crossing, various PATH repairs, a new vault building for PATH, and structural renovations at Newark Terminal B.

Ammann And Whitney Consulting Engineers, P.C. , New York, New York, Project Manager/Senior Engineer, 1997 – 1999 Project manager in the facilities group responsible for management and design of various projects simultaneously. Projects include design-build postal facilities, various school renovation construction projects, a 55,000 square foot cargo facility at Newark International Airport, and a three month assignment with the Port Authority providing services as a project liaison between the Newark Redevelopment Office and Engineering Design.

Edwards And Kelcey, Inc. , Morristown, New Jersey and New York, New York, Senior Engineer/Project Manager, 1993 – 1997 Started with primary responsibility for all structural design within the Morristown facilities and telecommunications groups and later took responsibility for facilities work in the New York office. Responsible for project management of TBTA projects including proposal preparation, cost estimating, invoicing, client contact as well as supervising design document production.

URS/Greiner, Inc., Hunt Valley, Maryland, Project Engineer/Project Manager, 1990 – 1993 Multi-faceted position with responsibility for the design of multi-use steel and concrete structures for various corporate, institutional, municipal and government clients throughout the Eastern U.S. Concurrent responsibility for a variety of project administration/project management functions including, cost estimating, project manpower estimating, proposal development/presentation, project scheduling and project administration.

Rtkl Associates , Baltimore, Maryland, Project Engineer, 1986 – 1990 Primary responsibility for the design of multi-use steel buildings and the assignment and supervision of engineering and design team members. Prepared 2- and 3-dimensional frame and truss analyses and designs. Prepared detailed steel connection designs and layouts.

Reviewed and verified the accuracy of shop drawings, and coordinated the preparation of structural drawings with other engineering personnel. Conducted field visits to identify, evaluate and resolve construction problems. Worked closely with construction manager and subcontractors.

Stv/Seelye, Stevenson, Value, And Knecht Consulting Engineers, New York, NY, Structural Engineer, 1984 – 1986 Designed new structures, additions and extensive renovations to existing facilities. Prepared project cost estimates. Conducted on-site visits to evaluate existing conditions and determine necessity of structural repairs and design modifications. Provided design and computer modeling of a stainless steel cavitation channel (water tunnel) for the U.S. Navy.

Maher (Mike) Sidani, P.E., PMP

QA/QC Manager

Years with Baker: 21

Years with Other Firms: 14

Education

M.S., 1980, Civil Engineering, University of Wisconsin at Madison

B.S., 1979, Civil Engineering, University of Wisconsin at Madison

Licenses/Certifications

Professional Engineer: New Jersey (# [redacted] – Exp. 4/16), New York (# [redacted] – Exp. 5/15)

Project Management Professional (PMP), 2009

General Qualifications

Mr. Sidani is a structural engineer with years of extensive experience in managing the planning and design of major and complex multi-disciplinary transportation projects from bridges, causeways and highway interchanges. His engineering background and experience also extends into the design and design management of hotel and office buildings, and metro-rail stations. In past years, Mike has served as Director of Project Management and Quality Assurance for Baker, where he oversaw the implementation of the Quality Assurance program throughout the office. Later, Mike assumed the role of Director of Engineering, where he worked on enhancing the coordination and production capabilities of the various engineering disciplines in order to meet the rising challenges of multi-disciplinary complex projects.

Experience

Route 1 and 9 at Haynes Avenue Bridge Replacement and Interchange Reconfiguration, Newark, New Jersey. *New Jersey Department of Transportation (NJDOT).* Project Manager. Responsible for project management of final scope development for the reconfiguration of the interchange of Haynes Avenue at Route 1 & 9 Southbound, associated ramp structures and the replacement of the existing Haynes Avenue Viaduct over Amtrak's electrified northeast corridor with a new viaduct. Baker managed the reconfiguration of Route 1 and 9 interchange at Haynes Avenue and the replacement of bridge on Haynes Avenue over Waverly Yards. Baker's services included roadway design, geotechnical design, structure design, highway lighting design, intelligent transportation system (ITS) design, and right-of-way plan development.

Route 21 Viaduct Replacement Intelligent Transportation System Facility Design, Newark, New Jersey. *New Jersey Department of Transportation (NJDOT).* Principal-In-Charge. Responsible for preliminary design, final design and construction support services of Contract B, one of three contracts of the Route 21 Viaduct, worth $103 million in construction cost. The project also included alternatives evaluation and feasibility assessment of a number of interchange solutions at the southern terminus of the project, culminating in selecting the preferred alternative. Work included Jurisdiction Agreements and Maps related to work and preparation of As Built Plans. Directed the complex bridge design of curved steel girders of spans up to 50 meters; seismic design for Category B; post tensioned bent caps; and retaining walls using the LFD method, which required experience with NJDOT Bridges and Structures Design Manual and NJDOT Standard Specifications for Road and Bridge Construction. This project included the construction of approximately 18,740 feet of new bridge. Managed a complex geotechnical design including a foundation subsoil exploration program and the development of foundation reports inclusive of preloading plans and a monitoring program. Supervised Traffic Engineering including: development of traffic signal plans and MPT schemes requiring over 90 Traffic Control Plans; Construction

Route 36 Highlands Bridge, Highlands, New Jersey. *New Jersey Department of Transportation (NJDOT).* Project Manager. Responsible for providing oversight of plan review and constructability review. The New Jersey Department of Transportation was progressing with the development of final plans, specifications, and estimate for the proposed Route 36 Highlands Bridge. Final Design plans and contract documents have been submitted for the project, and was going through a review process. The Department has requested that Baker perform an independent cursory review of the contract documents. Baker reviewed the project plans, specifications, and construction schedule for the proposed improvements.

Construction Management and Construction Inspection Services for the Reconstruction of Route 52 and the Route 52 Causeway, Somers Point to Ocean City, New Jersey. *New Jersey Department of Transportation (NJDOT).* Project Manager. Responsible for providing administrative and staffing support. Baker is providing construction management and construction inspection for the reconstruction of approximately three miles of New Jersey Route 52 from Route 9 in Somers Point to Bay Avenue in Ocean City. The reconstruction includes the replacement of the Route 52 Causeway, which consists of four low-level concrete bridges, including two bascule spans, with two main bridges. 3,300 feet and 5,500 and in length, that are separated by 2,000 feet of roadway section on one of the islands. Construction management services include quality reviews and monitoring construction schedules.

Avalon Boulevard Bridge, Avalon, New Jersey. *Cape May County.* Project Manager. Responsible for providing oversight final design documents that involved bridge design, highway design, traffic control and staging, and traffic signal design. Baker provided a cost effective design solution for the rehabilitation and widening of Structure No. 0500-008 in the Borough of Avalon, Cape May County. The existing two-lane, four span, prestressed concrete box beam bridge carrying Avalon Boulevard over Avalon Canal had been identified for rehabilitation and widening because the existing bridge deck exhibited numerous cracks and spalls, the width of the existing structure could not accommodate a dedicated left turn lane, and the steel sheet pile bulkhead was in disrepair. Scope included development of final design plans, Maintenance and Protection of Traffic plans (that addressed seasonal traffic), roadway/bridge lighting, and drainage design, as well as preparation of construction plans, project specifications and cost estimates for bridge widening.

Route 52 Bridge and Causeway Replacement, Somers Point and Ocean City, New Jersey. *New Jersey Department of Transportation (NJDOT).* Project Manager. Responsible for the final design of the middle 1.1 miles portion of the replacement of the Route 52 Causeway (connecting Ocean City, NJ to Somers Point, NJ) and the elimination of the Somers Point traffic circle, as Project Manager of Contract A. Responsible for overseeing bridge design of two alternative designs – a Segmental Concrete Box and Prestressed I Girders for a 6000 ft long and 88 foot wide structure that will replace two of the four concrete bridges. Responsible for highway design for the reconstruction and widening of 1.1 miles of Route 52 to include a center turn lane. Oversight of Right of Way Tasks including preparation of ROW mapping and deed writing. Supervision of final design of utility relocation and agreement plans for water facilities, sanitary sewer facilities, electric facilities, cable TV and gas facilities. Directed an extensive Community Involvement Program that involved Context Sensitive Design elements.

Previous Work History
Post Buckley Schuh & Jernigan, Project Engineer/Project Manager, 1988-1993
University Of Maryland, Research Associate, 1986-1987
Dar Al Handasah Consultants (Shair & Partners), Structural Engineer/Project Engineer, 1981-1985

David Schneider, P.E.

Construction Management Task Leader

General Qualifications

Mr. Schneider is a registered Professional Engineer with diversified management and technical experience in the design, maintenance & construction of Bridges, Airports, Rail Facilities, Streets and Highways. Full administrative & managerial duties and responsibilities for planning and coordination, and construction quality oversight of projects for the following agencies: PANY/NJ, NYSDOT, NYCDDC, NYCEDC, NYSTA, NYCDOT, and NYCMTA.

Years with Baker: <1

Years with Other Firms: 28

Education
B.S.C.E., 1986, Civil Engineering, California State University at Long Beach

M.B.A., 1994, Finance/Management, Fordham University

Licenses/Certifications
Professional Engineer: New York (# [redacted] - Exp. 4/15), California

Experience

Critical Bridges over Water, Hudson Valley, New York. *New York State Department of Transportation.* As part of the Regional Design Services Agreement, Baker is assisting the Region in preparing Design Approval Documents and Design-Build packages for the reconstruction of 31 bridges throughout Region 8. Baker is responsible for traffic engineering, highway and bridge design. Traffic engineering entails performing speed studies, obtaining traffic counts, capacity analysis of detour routes and accident analysis. Highway design includes the development of preliminary plans, profiles and typical sections for the approach roadway sections.

Prior Relevant Experience:

Weidlinger Associates, Inc.

E. 8th Street Access on Ramp to WB Belt Parkway, Brooklyn, New York. *New York City Department of Transportation.* Resident Engineer on a multi-span bridge demolition and replacement project, including new approach roadways, drainage, lighting and traffic control. Included all aspects of Construction project management for the client agency, such as responding to RFI's, reviewing and approving contract payments, reviewed and negotiated change orders, making field changes to plans. Reviewed claims, prepared time extensions, supervised office staff, inspectors and community liaisons. (2009-2013)

Redecking and Repair of the Tappan Zee Bridge, Westchester/Rockland Counties, New York. *New York State Thruway Authority.* Assistant Resident Engineer (Night Resident Engineer). Replacement of 900+ deck panels on the existing Tappan Zee Bridge, miscellaneous structural steel, deck, lighting and other repairs. Responsible for all aspects of the work. Supervised construction inspection staff, tracked/approved extra work, coordinated work with Thruway Authority and day staff. All deck panel replacement work was performed at night. (2012-2013)

Rehabilitation and Replacement of Bridges-Van Wyck Expressway, Queens, New York. *New York State Department of Transportation.* Construction Manager. Demolition and replacement of 5 bridges over the Van Wyck Expressway. Phased construction and detour while maintaining existing travelled way of major expressway within New York City. Installation of drainage improvements,

lighting, traffic, landscaping and other improvements. Coordination of work with on-going contracts performed by others adjacent to this contract. (2003-2007)

Replacement of Ave H Bridge, Brooklyn, New York. *New York City Department of Transportation.* Removal and complete replacement of existing roadway bridge over LI railroad tracks. Coordination of work with railroad. $8M

Construction of Melrose Ave Bridge, Bronx, New York. *New York City Department of Transportation.* Demolition of existing roadway bridge and replacement with a new bridge over Metro North Railroad and various streets. High degree of coordination of work with railroad due to rail yard operations. $7.5M

George Washington Bridge-Repairs/Rehabilitation, New York / New Jersey. *Port Authority of New York and New Jersey.* Component repairs, Deck repairs, repaving and extensive traffic control in rehabilitation of George Washington Bridge. Installation of new lighting and safety feature. Installation of drainage facilities. $22M (2002-2007)

John F. Kennedy International Airport Taxiway & Runway rehabilitation- Several Projects, Queens, New York. *Port Authority of New York and New Jersey.* Removal and replacement of existing taxiway (full depth repairs), installation of taxiway lights and safety improvements to adjacent areas. Installation of drainage. Removed existing underground tanks and performed environmental remediation. . Negotiated and wrote subcontracts and purchase orders, negotiated and prepared subcontracts. Prepared closeout paperwork of contracts. $35M (Various projects) (2001-2007)

LaGuardia Airport Delta Airlines Airside Improvement, Queens, New York. *Port Authority of New York and New Jersey.* Project manager for construction and rehabilitation of existing airside terminal facilities for Delta Airlines. Work included taxiway and apron partial depth and full depth removals and repaving, improving apron and taxiway lighting and signage. Work was performed in an active terminal apron area requiring staging and coordination of work to permit airline operations by Delta Airlines and subtenants during active operations. Work also performed at common taxiway with US Airways, coordinated with airline/tower operations to minimize disruptions. Installed additional drainage structures. Negotiated subcontracts and purchase orders, hired and coordinated subcontractors and suppliers. Prepared payment requisitions. Negotiated change orders. Coordinated schedule. Held meetings with Client (Delta), PANY/NJ and design team. Prepared closeout paperwork of contracts.$3.5M (2004)

Newark International Airport Fuel Farm Expansion, New Jersey. *Port Authority of New York and New Jersey.* Project Manager for the construction of 3 x 2.5million gallon jet fuel tanks with floating roofs, work performed directly for the Port Authority. Coordination of work and phasing with Ogden/Allied/Buckeye Pipeline for testing of new facilities and bringing new facilities into service. Connection of tanks and 3 new fuel control manifolds with the existing Tank farm. Removal and disposal of hazardous and contaminated excess soil from the site. Coordination of 11 subcontractors, including sitework, concrete, environmental, electrical, mechanical, and CBI (tank erector), installation of drainage and water utilities. Prepared CPM schedule, submittals listing, coordinated and scheduled long lead items such as specialty valves. Prepared payment requisitions, negotiated subcontracts, purchase orders, change orders. Prepared RFI's, responded to claims. $16M (2000-2003)

Michael J. McAliney P.E., PMP

Construction Engineering Task Leader

Years with Baker: 0

Years with Other Firms: 36

Education
M.S., 1983, Engineering, Brooklyn Polytechnic, New York

B.S., 1978, Engineering, Brooklyn Polytechnic, New York

Licenses/Certifications
Professional Engineer: New York

Project Management Professional, 2006

General Qualifications

Mr. McAliney serves the roles as construction engineer, project/program management and superintendent. He is an accomplished professional that has supervised, designed, led and facilitated large-scale projects and programs in government and private business environments. He is self-motivated with strong quantitative analytical and problem-solving skills.

Experience

Construction Engineer; Project\Program Manager; Superintendent:

- Developed and managed a Construction Coordination Program used to install the JFK Air Train System ($2 Billion) & Airline Terminals ($3 Billion) at JFK Airport.
- Developed an entire Environmental Program ($250 Million) to mitigate NYSDEC regulations at JFK Airport. Gathered stakeholder's requirements, directed the design, supervised and managed the construction, tested the treatment plant equipment, and commissioned the plant and well de-watering operation.
- Supervised and directed the Final Acceptance of a $300 Million Capitol Construction Program. Staff consisted of civil, mechanical and electrical professionals.
- Field supervised several roadway and bridge (new & renovated) projects, all requiring staging to permit continuous use by the public. ($50 Million)
- Directed the design, contract document preparation, construction, testing and commissioning of the first phase of a Supervised Emergency Telephone System ($3 Million) with mass notification features.

Port Authority New York & New Jersey June 1986 to January 2012:

- **Program Manager – Manager of Construction Operations.** Responsible for the coordination of all contractors working on JFK Airport property. Led the design for tenant projects involving Port Authority interface including pedestrian, vehicular and Air Train traffic. Designed temporary roads and sidewalks to permit pile foundations for roadways and Air Train foundations. Coordinated tunnel construction with airplane movements. Work valued at over $5 Billion

- **Senior Project Manager – NY Airports – JFK.** Led project teams of designers; end users; estimators; software developers; schedulers; contractors; and electrical, mechanical, civil and construction engineers for asset enhancements. Bridges, roadways, utility duct banks, waterlines, roofs, Emergency Telephone Systems, Air Train System Repairs, Environmental remediation, and Fuel Distribution System Upgrades were successfully accomplished. Responsible for the total project budget, schedule and scope. Work valued at over $50 Million.

- **Project Manager Quality Assurance – Port Authority New York/New Jersey (PANYNJ).** Led, trained staff as necessary and conducted ongoing inspections of the $300 million Capital Construction Program (+\- 300 Projects) at all PA Facilities. Provided Certificates of Occupancy, and verified all contracts were completed as designed.

- **Construction Engineer: Port Authority New York/New Jersey (PANYNJ).** Supervised the contractor and coordinated all design changes on building and heavy construction projects. Tunneling, pile driving, de-watering, sheeting, mass concrete, parking structure repairs, roadways, wharfs (new & rehabilitated), paving in reclaimed land, roofing, water mains, fire-alarms, fire suppression, HVAC, electrical, plumbing and cathodic protection were all parts of the projects located at various Port Facilities in New York & New Jersey. Responsible for inspecting, testing, commissioning, making contractor payments and granting Final Acceptance of the work.

NYS Department of Transportation – Engineer-In-Charge January 1985 June 1986
Supervised and directed the contractors for a $50 million expressway project in New York City. The heavy construction work involved pile foundations, underpinning, structural steel, road closures, mass concrete structures, asphalt roadways, concrete roadways, soil compaction and density testing, storm and combined sewers, water mains, retaining walls and safety barriers.

NYC Department of Transportation – Project Manager May 1981 to December 1985
Supervised and led a staff of engineers reconstructing concrete and steel bridges in NYC. Responsible for the initiation of the Ten-year reconstruction of the Williamsburg Bridge; after the alternative options were eliminated. Utilized the ULURP process; produced contract documents; wrote specialized specifications for unique requirements; and designed and implemented temporary structural steel repairs for train tracks on bridges.

James G. Hanson, P.E.

Construction Inspection Task Leader

Years with Baker: 2

Years with Other Firms: 38

Education
B.S., 1972, Civil Engineering,
Polytechnic Institute of Brooklyn

Licenses/Certifications
Professional Engineer: New Jersey
(# [redacted] – Exp. 4/16)

General Qualifications

Mr. Hanson has progressive experience in construction management and inspection of major bridge, highway, and building projects. He is heavily experienced in Construction Quality Assurance, including developing and implementing QA/QC procedures for public agencies, and has managed complex $100+ Million projects.

Experience

I-280/Route 21 Interchange Improvements, Newark, New Jersey. *New Jersey Department of Transportation (NJDOT).* Engineer. Responsible for geotechnical data collection. Baker will incorporate integral/jointless construction techniques on this $100 million dollar complex interchange project. Includes the use of temporary walls in order to maintain all of I-280 traffic during construction. Includes coordination with the City of Newark and rail agencies.

Guide Sign Replacement. *New Jersey Turnpike Authority.* Engineer. Supervised a field team responsible for the collection of soil borings to support the design of foundations for overhead sign structures. Baker was retained as the subconsultant for the installation and upgrade of guide signage to bring the client into substantial conformance with 2009 MUTCD guidelines. This $100M project involves replacement of 1,000 existing guide sign panels on existing structures, installation of 250 new sign structures, and replacement of 150 existing aluminum sign structures.

Replacement of (Secaucus) Maintenance Facility and (3) State Police Stations. *New Jersey Turnpike Authority.* Resident Engineer. Responsible for the construction of a 15,000-square-foot state police station, including site work and roadway construction. The State Police Barracks will be brought up to contemporary law enforcement agency standards to meet today's requirements and future needs, including a fitness room and locker room facilities for female troopers. In addition, the upgrades will include expansion of parking, new underground motor fuel tanks, new utility services including emergency generators, and a helipad at Moorestown. The new District 6 Maintenance Yard will provide updated equipment, expanded capabilities, and contemporary amenities for Turnpike Maintenance personnel to replace the overcrowded and obsolete facility. The new District 8 (Secaucus) Maintenance Yard will provide updated equipment, expanded capabilities, and contemporary amenities for Turnpike Maintenance personnel to replace the overcrowded and obsolete facility. A combination of buildings include installing standing seam metal roofs along with EPDM (ethylene propylene diene monomer) roof systems.

Non-Baker Project Experience

World Trade Center Construction, New York. *Port Authority of NY & NJ.* Resident Engineer. Managed the Construction Management Contracts for multiple projects associated with the redevelopment of the World Trade Center site and construction of the Transportation Hub; supervised a construction management team and contractor personnel required to support the

capital construction. Also served as the Construction Quality Assurance Manager with the FTA's Project Management Oversight Consultants and contractor, and developed a Non Conformance Procedure for the construction that was adapted by the Port Authority Construction Management Division. Reviewed and approved QC Plans submitted by contractors and conducted audits of documentation and field work by the contractor and subcontractors. Reviewed and approved the Contract Management Plan for the Transportation Hub submitted by the Construction Manager.

As Resident Engineer, administered the following contracts as part of the World Trade Center (WTC) Construction Management Team:

PATH Harrison Yard Expansion. $6 million contract for the expansion of the PATH Harrison Yard. Scope included the installation of track bed and 3,000 of linear running rail, access road, 2,500 linear feet of a precast retaining wall, subdrainage and electrical contact rail for train operations.

Newark International Airport Monorail System, Newark. *Port Authority of NY & NJ.* Resident Engineer. Supervised the construction of the airport monorail system under multiple separate construction contracts, including approximately 3 miles of elevated guide way, 3 terminal stations, 4 parking area stations, and a new station on the Northeast Corridor.

Previous Work History

Port Authority of NY & NJ Engineering Department, World Trade Center, Project Manager, Quality Assurance Division, 1984-1994. Developed and implemented the structural integrity Condition Survey Program for various Line Departments including PATH, Port Commerce and Aviation, managed the preparation of base line and cyclical structural integrity reports including recommendations for repair, assured that all immediate structural integrity problems were resolved in an expedient manner in accordance with procedures of the Quality Assurance Division, supervised the inspection and managed the implementation of emergency repairs for immediate actions, including the PATH Wall's Avenue Bridge, Journal Square Transportation Center, following 1993 bombing of the WTC.

New Jersey Turnpike Authority, New Brunswick, Construction Supervisor, 1978-1984. Responsible for the construction of major highway, bridge and building projects, including replacement and repair of concrete bridge decks, asphalt resurfacing of roadways and expansion of Service Area and Maintenance facilities. The work was coordinated with Traffic Operations and the Facility to maintain public access during all phases of the construction and required strict adherence to approved maintenance and protection of traffic plans as well as coordination with NJ State Police for lane closures and other traffic impacts. Also prepared contract documents for new construction and for the expansion of existing facilities and coordinated the prequalification and bidding procedures for administration of contracts.

New York Environmental Protection Administration, Associate Civil Engineer, 1974-1978. Supervised the inspection and steel erection associated with the expansion of the Wards Island Water Treatment plant. The work included the construction of additional settling tanks, new secondary digestion tanks, asphalt concrete roadways, a new concrete pier supported by drilled caissons a and outfall.

Robert C. Gallup, P.E.

Civil Engineering

General Qualifications

Mr. Gallup has experience in all aspects of highway and bridge design, street design, traffic engineering, drainage system design, utility design, and site work design. He has worked on the design and management of projects from the scoping and planning phases, through preliminary and final design, and construction support services. He has also served as a resident engineer on highway, bridge, and parking facility/garage projects.

Years with Baker: 1

Years with Other Firms: 27

Education
M.B.A., 2006, Management and Finance, New York University

M.S., 2004, Civil Engineering, University of Connecticut

B.S., 1986, Civil Engineering, Lehigh University

Licenses/Certifications
Professional Engineer: New York (# [redacted] - 2/16), Connecticut, Massachusetts

Experience

World Trade Center Water Intrusion Protection Plan, New York, New York. *Port Authority of New York and New Jersey.* Contract Manager. Responsible for contract staffing, technical design oversight, and quality assurance of project deliverables for preliminary and final design. Baker developed a comprehensive water intrusion protection plan for the new World Trade Center. Baker's services included a complete flood risk assessment and analysis, the development of hazard mitigation strategies, order-of-magnitude cost estimates, and stakeholder coordination. (2013-Present)

Rehabilitation of Eight Railroad Stations, MTA Metro-North Railroad New Haven Line, Westchester County, New York. *MTA Metro North Railroad.* Project Manager. Responsible for technical design oversight and quality assurance of project deliverables for design tasks during construction. Baker conducted inspections and prepared contract documents and bid sheets for a project to restore eight commuter rail stations to a state of good repair. Repairs are being performed as necessary to restore approximately 2,200 feet of inbound and outbound precast concrete high level platforms at each station. (2013-Present)

Reconstruction of Tillary Street Area, Brooklyn, New York. *New York City, Department of Design and Construction.* Contract Manager. Responsible for contract staffing, technical design oversight, and quality assurance of project deliverables for preliminary and final design. Baker is providing preliminary and final design services for the reconstruction of approximately 8,100 feet of roadway in the Tillary Street area to create a safe, welcoming entrance to Downtown Brooklyn. Baker's tasks include developing the design alternatives for the project and preparing the design report in accordance with New York State Department of Transportation procedures for locally administered federal-aid projects; developing design plans for pavement, drainage, sidewalks and curbs, pavement markings, and signs; overseeing ground surveying, base mapping development, traffic studies and traffic analysis, maintenance and protection of traffic plans preparation, landscaping, and urban design; coordinating with utility companies; devising and implementing a community outreach program; coordinating with local and state agencies; developing cost estimates; and preparing preliminary and final contract plans. (2013-Present)

Prior Relevant Experience

Reconstruction of the Internal Parking Lot Toll Booths at Newark Airport. *PANYNJ.* Senior Civil Engineer. Project work included the reconstruction of the existing plaza and design for EZ Pass lanes for revenue collection. (2001)

Rehabilitation of Runway Safety Areas at John F. Kennedy International Airport, Queens, New York. *PANYNJ.* Senior Civil Engineer. Project work included drainage study, drainage design, development of typical sections, and re-grading the infield areas between runways and taxiways. Removal of unnecessary pavement was maximized to aid in greening the airport. (2000)

Continental Parking Garage at Newark Airport. Senior Design Engineer. *PANYNJ.* Project design included stage construction of the garage with emphasis on maintaining the maximum number of parking spaces and access to the terminal during garage and roadway construction. Work included reconfiguration of the exiting parking to accommodate four phases of the garage construction. Mr. Gallup prepared maintenance of traffic plans of the existing roadways and drive aisles throughout the area, including placement of signs, pavement striping and barricades. (1999)

Emergency Replacement for Electrical Duct Bank Servicing Buildings 86 and 174 at John F. Kennedy International Airport, Queens, New York. *PANYNJ.* Senior Civil Engineer. Project work involved development of plans, profiles sections details specifications and cost estimate for a new electrical duct bank. (1998)

Final Design of Miscellaneous Leak Repairs at the Port Authority Bus Terminal. *PANYNJ.* Senior Civil Engineer.. Project work included performing a detailed pavement condition survey that documented the location, quantity and type of pavement distress for the entire third and fourth floor of the bus terminal. Project work also included preparation of contract documents, plans, specifications, cost estimates, and construction support services. (1999)

Installation of a New Electrical Duct Bank for Van Wyck Service Road Lighting at John F. Kennedy International Airport, Queens, New York. *PANYNJ.* Senior Civil Engineer. Project work included the rehabilitation of lighting along several service roads involving the development of both plans, sections profiles details specifications, and cost estimate for a new duct bank to service the lighting system. Conflict avoidance with existing utilities was a major consideration of the design. (1998)

Parking Lot Upgrade and Swing Gates at LaGuardia Airport. *PANYNJ.* Senior Civil Engineer. An alternative study was performed and plans for the realignment of the temporary exit to Parking Lot 4 were designed. Project work included preparation of contract documents, plans, specifications, cost estimates, and construction support services. (1999)

Previous Work History

HAKS, Vice President Civil Engineering Engineering Department Manager, 2009-2013
Daniel Frankfurt, PC (HDR), Vice President Asst. Department Manager Civil Engineering, 2004-2009
CTE Engineers (AECOM), Senior Project Manager, 1997-2004
Vollmer Associates (Stantec), Project Manager, 1987-1997
Baldwin & Cornelius, PC, Project Engineer, 1986-1987

Ghassan N. Ziab, P.E.

Senior Structural Engineer

Years with Baker: 21

Years with Other Firms: 10

Education
M.S., 1986, Civil Engineering, Drexel University

B.S., 1983, Civil Engineering, Drexel University

Licenses/Certifications
Professional Engineer: New York (# [redacted] – Exp. 11/15), New Jersey (# [redacted] – Exp. 4/16), Pennsylvania

General Qualifications

Mr. Ziab's professional experience includes bridge design, bridge construction, construction management as well as a few years of experience in the geotechnical engineering field. Design experience includes design of reinforced and prestressed concrete and steel bridge structures; Construction experience includes the construction management of a major post-tensioned concrete structure as well as construction support for two major viaducts. Mr. Ziab has been involved in the design, rehabilitation, specifications and drawings preparation for several projects for the NJDOT, the NJ Turnpike and Garden State Parkway Authorities. In addition, he has inspected, performed rating analysis and produced reports for over 400 bridges throughout New Jersey and Pennsylvania.

Experience

Route 52 Causeway Replacement Project, Ocean City and Somers Point, New Jersey. *New Jersey Department of Transportation (NJDOT).* Structural Engineer. Lead Structural Engineer for preliminary and final design to replace the Rte. 52 Causeway and Somers Point Circle on an accelerated schedule. Baker provided comprehensive engineering services for the replacement of the Route 52 Causeway and the reconstruction of approximately 2.8 miles of Route 52 from Route 9 in Somers Point to Bay Avenue in Ocean City crossing Great Egg Harbor Bay. Baker's services include bridge and roadway design, environmental permitting, lighting design, traffic and intelligent transportation system design, utility relocation, community outreach, and construction management and inspection. One of the largest projects ever undertaken by the client, the Route 52 Causeway Replacement included approximately 7,000 feet of new and widened roadway construction and a 3,500-square-foot new Visitor Center with associated utilities. Baker was an integral part of the construction management team that delivered the first phase contract eight months ahead of schedule. Scope of work included design and testing of a completed and operational ITS System, and the development of complex construction staging plans and Maintenance of Traffic (MOT) plans to develop realignment and widening of Route 52 and elimination of the Somers Point Circle. MOT plans involved the full design of four temporary traffic signals during seven construction stages including the development of signal timing directives through the use of software such as SYNCHRO and HCM based on the results of a Level of Service Analysis (LOS) using Highway Capacity Manual methodology.

Route 33 Bypass, Powell, New Jersey. *McCormick, Taylor & Associates, Inc.* Senior Structural Engineer. Responsibilities included checking the design calculations and plans for the pier of a 2-span structure that was performed in accordance with AASHTO LRFD specifications. Project involved the design of three bridges as part of the Route 33 Bypass route. Baker performed the design of the substructure and superstructure for three steel girder highway bridges within this contract using AASHTO LRFD Metric Bridge Design Specifications.

Complex Bridge Inspections 1999-2000, Statewide, Connecticut. *Connecticut Department of Transportation.* Senior Structural Engineer. Assisted in the review of the Ratings Analysis that was performed for the bridges. Baker was responsible for the in-depth and routine inspections for 525 bridges and the load rating of 287 bridges throughout the state of Connecticut. Baker produced computerized bridge reports that included maintenance memorandums, digital photos, and load ratings.

Route 21 Viaduct Replacement Intelligent Transportation System Facility Design, Newark, New Jersey. *New Jersey Department of Transportation (NJDOT).* Senior Structural Engineer. Involved in the design of Rt. 21 viaduct bridge replacement. As a Task Manager, main duties included complete substructure design of the piers during the design phase of the project. This involved developing pier models, analysis and design of the pier cap, columns and foundation. The piers ranged from hammerheads to multi column bents. Combined footings on piles were used due to the high seismic lateral loads that had to be fully resisted with pile batter Baker prepared design plans for the installation of intelligent transportation system (ITS) facilities as part of the Route 21 viaduct replacement to expedite area traffic flow and to manage regional traffic mobility. ITS facility design involved engineering the location and staged construction of a new regional ITS communications hub building and connecting fiber-optic communication cables.

General Engineering Services for the Delaware River Port Authority, Camden County, New Jersey. *Delaware River Port Authority.* Senior Structural Engineer. Team Leader for the structural field inspection of 20 major Delaware River bridge crossings. The bridges are mainly multi-span steel trusses, built up steel girders and cable suspension structures. Responsibilities included preparation of the final annual report Under this contract, Baker provided General Engineering Services on a task order basis. Services primarily involved Construction Management and Bridge Inspection.

Route 36 Highlands Bridge, Highlands, New Jersey. *New Jersey Department of Transportation (NJDOT).* Structural Engineer. Performed review of the contract documents including the structural plans, specifications, and construction schedule for the proposed bridge replacement. The task also involved constructability review of the plans. The New Jersey Department of Transportation was progressing with the development of final plans, specifications, and estimate for the proposed Route 36 Highlands Bridge. Final Design plans and contract documents have been submitted for the project, and was going through a review process. The Department has requested that Baker perform an independent cursory review of the contract documents. Baker reviewed the project plans, specifications, and construction schedule for the proposed improvements.

Previous Work History

Cooperative Education Experience
AL - NASR Construction Est., Saudi Arabia, 6/81 to 1/82
Inspected concrete work; Developed construction schedule for a 90 unit housing project.

Delaware Valley Regional Planning Commission, Phila., PA., 6/80 to 1/81
Assisted in Performing traffic studies on highways and major roads.

Ambric Testing & Engineering Associates, Phila., PA., 6/79 to 1/80
Tested soil and concrete; Inspected earthwork at the commuter tunnel in central Philadelphia.

Joseph J. Romano, P.E.

Senior Structural Engineer

Years with Baker: 10

Years with Other Firms: 11

Education
M.S.C.E., 1997, Lehigh University

B.S.C.E., 1992, Lehigh University

Licenses/Certifications
Professional Engineer: New Jersey (#[redacted] – Exp. 4/16),
New York (#[redacted] – Exp. 2/15)

General Qualifications

Mr. Romano has several years of bridge design experience for major and complex highway grade separated interchanges and railroad bridges. He is thoroughly conversant with the AASHTO and NJDOT Bridge design manuals. His design experience includes structural steel, prestressed concrete and segmental construction.

Experience

Garden State Parkway Shoulder Restoration and Improvements MP 88.5 to MP 93.5. *New Jersey Turnpike Authority.* Team Leader. Structures design leader responsible for management of the development of innovative staging schemes to accelerate construction and minimize congestion. Responsibilities include Bridge Condition Assessments to support environmental permitting, constructability reviews of bridges, bridge rehabilitation, new bridge design, complex MPT/staging, and LRFR rating of structures. Baker is providing the final design for the widening of the NJ Garden State Parkway from MP 88.5 to MP 93.5 to include three (3) 12 foot lanes and 12 foot shoulders to bring this section up to current standards. As part of this $80M project, non-compliant geometric features were corrected to improve safety. This project includes the widening/replacement of 10 bridges, culvert extensions, 12 sign structures, pile supported foundations, stormwater management, utility/fiber relocations, CMP replacements, Pipe Cleaning and Video Inspection Contract, geotechnical engineering, permit modifications (NJDEP), SESC applications, and complex MPT. Innovative MPT includes a temporary crossover to accelerate construction. Additionally, this project includes design of the GSP mainline through the Int. 88/89 and Int. 91 projects.

Garden State Parkway Widening, New Jersey. *New Jersey Turnpike Authority.* QA/QC. Provided structures QA/QC review of roadway and interchange design to widen 4 existing mainline bridges, replace 2 bridges over the GSP, lengthen 3 major culverts, and provide 10 new sign structures. Scope of work included Bridge Condition Assessments to support environmental permitting, constructability reviews of bridges, accelerated bridge construction methods, bridge rehabilitation, new bridge design, complex MPT/staging, and LRFR rating of structures. Incorporated integral/jointless construction techniques on project. This section of the Parkway is vital to the needs of the communities along the Jersey Shore, as well as being the primary coastal evacuation route, which includes critical interchange links that could not be affected during construction. Construction staging was designed to maintain flow and minimize congestion.

I-280/Route 21 Interchange Improvements, Newark, New Jersey. *New Jersey Department of Transportation (NJDOT).* Team Leader. Responsibilities include Bridge Condition Assessments to support environmental permitting, constructability reviews of bridges, accelerated bridge construction methods, rehabilitation of 2 bridges, design of 3 new bridges, pedestrian accommodations, exceptionally complex MPT/staging, and LRFR rating of structures. Baker will incorporate integral/jointless construction techniques on this $100 million dollar complex

interchange project. Includes the use of temporary walls in order to maintain all of I-280 traffic during construction. Includes coordination with the City of Newark and rail agencies.

I-295 / Route 38 CED Improvement Project, Townships of Mount Laurel and Moorestown, New Jersey. *New Jersey Department of Transportation (NJDOT).* Project Manager. Responsible for the preliminary design of the project that involves roadway improvements for about 1.5 miles along Route 38 as well as about 1.5 miles along I-295. Supervised the following: roadway improvements, which include profile adjustments, roadway resurfacing, lane additions and reconfigurations, geometric improvements, as well as the associated lighting and drainage improvements. Responsible for overseeing the Technical Environmental Studies and Environmental tasks through the preparation of the CED document. Baker was responsible for roadway improvements for about 1.5 miles along Route 38 as well as about 1.5 miles along I-295. The roadway improvements include profile adjustments, roadway resurfacing, lane additions and reconfigurations, geometric improvements, as well as the associated lighting and drainage improvements.

Route 52 Causeway Replacement Project, Ocean City and Somers Point, New Jersey. *New Jersey Department of Transportation (NJDOT).* Team Leader. Deputy Project Manager responsibilities for Bridge Condition Assessments to support environmental permitting, constructability reviews of bridges, accelerated bridge construction methods (precast deck and pier elements), bridge rehabilitation, new bridge design, pedestrian accommodations, complex MPT/staging, and LRFR rating of structures. Directly responsible for work coordination, staff assignments, budgets, and schedule for delivery of the final design of the project. Also responsible for the design of over 20 retaining walls and managed the complex boring program and geotech design. Baker provided comprehensive engineering services for the replacement of the Route 52 Causeway and the reconstruction of approximately 2.8 miles of Route 52 from Route 9 in Somers Point to Bay Avenue in Ocean City crossing Great Egg Harbor Bay. Baker's services include bridge and roadway design, environmental permitting, lighting design, traffic and intelligent transportation system design, utility relocation, community outreach, and construction management and inspection.

Trenton Train Station Rehabilitation Construction Management Services, Trenton, New Jersey. *New Jersey Transit Corporation.* Project Manager. Responsible for providing construction reviews of contractors designs. Provided technical services for the field engineers on site. Baker provided 24-hour on-site construction management and construction inspection for the rehabilitation of the 9,400-square-foot Trenton Train Station. Baker's services included overall construction management, including inspection, constructability reviews, change order reviews, cost estimating, schedule reviews, and site-specific work plan reviews.

Previous Work History

Arora and Associates, Project Manager/Task Manager/Project Engineer, 1992-2004

Daniel L. Warren, P.E.

Senior Civil Engineer

Years with Baker: 17

Years with Other Firms: 6

Education
B.S., 1992, Civil Engineering, The State University of New York at Buffalo

Licenses/Certifications
Professional Engineer: New York (# [redacted], Exp. 3/15)

General Qualifications

Mr. Warren is experienced in all aspects of highway and street design, traffic engineering, drainage system design, utility design, and site work design. He has worked on the design and management of projects from the scoping and planning phases, through preliminary and final design, and construction support services. In addition, he is skilled in the use of MicroStation, AutoCADD, and InRoads for the development of highway designs, plans, and details; Highway Capacity Manual Software for the analysis of signalized intersections; and hydrain for the design of drainage systems. He has completed an Introduction to ArcView GIS (Geographic Information Systems) class. He also has experience as a construction inspector of concrete/steel bridges.

Experience

183rd Street Bridge Over Metro North-Shore Road Circle Bridge Over Amtrak, New York, New York. *City of New York Department of Transportation.* Project Manager. Responsible for the management of the project including communicating with the client and all affected agencies, and overseeing the finances and schedule. Assisted in the development of horizontal and vertical alignments, cost estimates, contract proposal book and specifications, water main plans and details, utility coordination and plans, traffic signal plans, signing and striping plans, maintenance and protection of traffic plans, and construction staging for the rehabilitation of the East 183rd Street Bridge over Metro-North Railroad. Assisted in the development of horizontal and vertical alignments, maintenance and protection of traffic plans, and construction staging for the rehabilitation of the Orchard Beach Road Bridge over Amtrak. (2000-2013)

Reconstruction of Tillary Street Area, Brooklyn, New York. *New York City, Department of Design and Construction.* Project Manager. Responsible for the administration and design of this project which includes full-depth pavement reconstruction, pavement design, drainage design, rehabilitation and replacement of sewers, water main design, sidewalks, curbing, traffic signals, pavement markings, signs, street lighting, utility coordination, landscape and urban design, community participation, coordination among numerous New York City and New York State agencies, traffic studies/accident analysis, specifications, cost estimates, preparation of a Design Report, and preparation of preliminary and final contract plans. Design duties included preparing Design Report, Pavement Design Letter Report, Level I Vault Program Report, and overseeing all work of the design engineers and subconsultants. Management duties included communicating with the client and all affected agencies, attending meetings including with the local Community Board, and overseeing the finances and schedule of the project. (2011-Present)

I-295 / Route 38 CED Improvement Project, Townships of Mount Laurel and Moorestown, New Jersey. *New Jersey Department of Transportation (NJDOT).* Highway Engineer. Responsible for developing preliminary Maintenance and Protection of Traffic Plan. Involved with traffic staging, which included seven stages for roadway and bridge construction and the development of detour

plans. Baker was responsible for roadway improvements for about 1.5 miles along Route 38 as well as about 1.5 miles along I-295. The roadway improvements include profile adjustments, roadway resurfacing, lane additions and reconfigurations, geometric improvements, as well as the associated lighting and drainage improvements. (2009)

Program Management for New Haven Rail Yard Facilities Improvement, New Haven, Connecticut. *Connecticut Department of Transportation.* Civil Engineer. Responsible for reviewing and commenting on civil-site plans, highway plans, and drainage and utility plans for several buildings being constructed as part of the upgrade to the New Haven Rail Yard. Baker is providing program and construction management services to transform the existing New Haven Rail Yard into a state-of-the-art coordinated campus to serve the expanding Metro-North rail car fleet, enhancing Metro-North commuter rail service to New York City and supporting Connecticut's vision of improved rail and transit service into the 21st century. Baker's tasks include developing federally mandated management plans; performing reviews of designer and contractor plans; providing support for project and program-wide schedule reviews and constructability reviews; and performing interagency and railroad coordination, public outreach, and website development. Maintenance, administrative, and transportation facilities total 220,000 square-feet. (2008-2009)

Rehabilitation of Eight Railroad Stations, MTA Metro-North Railroad New Haven Line, Westchester County, New York. *MTA Metro North Railroad.* Department Manager. Oversaw the development of civil/site drawings, engineer's estimate, and specifications. Baker conducted inspections and prepared contract documents and bid sheets for a project to restore eight commuter rail stations to a state of good repair. Repairs are being performed as necessary to restore approximately 2,200 feet of inbound and outbound precast concrete high level platforms at each station. (2007-2013)

Restricted Service Road Bridge Relocation Design, John F. Kennedy International Airport (JFK), New York, New York. *Port Authority of New York and New Jersey.* Department Manager. Provided QA/QC review of Highway alignments, profiles, and plans. Baker is providing engineering and construction-phase services for the relocation of three restricted vehicle service road (RVSR) bridges that carry the RVSR over the two main expressways entering and exiting the airport and the AirTrain. Baker's tasks include developing the project schedule, performing field reconnaissance, developing design plans for bridge demolition, developing alternate designs for replacing the three bridges with two bridges, developing construction staging plans, reviewing shop drawings, and responding to contractor requests for information. (2010-2011)

Shore Line East Railroad Station Rehabilitations, Branford, Guilford, Madison, Clinton, and Westbrook, Connecticut. *Connecticut Department of Transportation.* Civil Engineer. Responsible for site work improvements at three existing railroad stations (Guilford, Madison and Clinton) and complete site design at two new railroad stations (Branford and Westbrook). Designed new layouts for parking spaces, pavement improvements, drainage modifications, grading, retaining walls, pavement markings, curbing, sidewalks, stairways, and handicap ramps to ensure compliance with ADA requirements. Prepared flood management permits, coastal consistency review forms, construction cost estimates, and specifications. (1999-2008)

Previous Work History
NYSDOT, Various Engineering, 1990-1997
Hatch Associates Consultants, Civil Engineering Intern, 1991

Gary R. Chodkowski, P.E.

Senior Civil Engineer

Years with Baker: 20

Years with Other Firms: 10

Education
B.S., 1989, Civil Engineering, University of Pittsburgh

Licenses/Certifications
FDOT Advanced Traffic Control Certification, 2014

OSHA 10-Hour Construction Program, 2013

Professional Engineer: Pennsylvania, Florida, Ohio

General Qualifications

Mr. Chodkowski is an experienced construction engineer who has been involved in numerous bridge, highway construction, and rehabilitation projects in New Jersey, Ohio and Pennsylvania. He has managed inspection staffs, performed inspection and design work, prepared construction CPM schedules and cost estimates, performed constructability reviews, and managed contractor operations.

Experience

Route 52 Causeway Replacement Project, Ocean City and Somers Point, New Jersey. *New Jersey Department of Transportation (NJDOT).* Construction Engineer/Cost Estimator. Assisted in establishing cost estimating methods and constructability concerns for the Route 52 Bridge into Ocean City, NJ. Conducted Field and plan review. Baker provided comprehensive engineering services for the replacement of the Route 52 Causeway and the reconstruction of approximately 2.8 miles of Route 52 from Route 9 in Somers Point to Bay Avenue in Ocean City crossing Great Egg Harbor Bay. Baker's services include bridge and roadway design, environmental permitting, lighting design, traffic and intelligent transportation system design, utility relocation, community outreach, and construction management and inspection. One of the largest projects ever undertaken by the client, the Route 52 Causeway Replacement included approximately 7,000 feet of new and widened roadway construction and a 3,500-square-foot new Visitor Center with associated utilities. Baker was an integral part of the construction management team that delivered the first phase contract eight months ahead of schedule. Scope of work included design and testing of a completed and operational ITS System, and the development of complex construction staging plans and Maintenance of Traffic (MOT) plans to develop realignment and widening of Route 52 and elimination of the Somers Point Circle. MOT plans involved the full design of four temporary traffic signals during seven construction stages including the development of signal timing directives through the use of software such as SYNCHRO and HCM based on the results of a Level of Service Analysis (LOS) using Highway Capacity Manual methodology. Developed the traffic signing and traffic striping plans in accordance with MUTCD manual guidelines. Synchro traffic software was used to perform a queuing analysis and to assess travel time/delay and vehicle speed for the Route 52 corridor. Data compiled through this analysis was then directly used to develop proposed traffic signal offsets to optimize directional traffic flow by reducing travel time, delay and vehicle queues. Developed permanent traffic signal design plans including electrical plans and signal timing.

Secaucus Transfer Program Cost Confidence Study, Newark, New Jersey. *New Jersey Transit Corporation.* Scheduler/Cost Estimator. Responsibilities included performing CPM and construction cost estimates for the Amtrak and New Jersey Transit rail rehabilitation and transfer station building. New Jersey Transit Corporation (NJT), as part of its Secaucus Transfer Project, contracted with Baker to undertake a cost confidence study. Using information provided by NJT, an audit of the

previously prepared construction cost estimate for the Secaucus Transfer program was conducted to determine its accuracy and completeness so that NJT could enter into a full-funding agreement with the Federal Transit Administration (FTA).

Walt Whitman Bridge Construction Management Services, Section 2, Gloucester City, New Jersey. *Delaware River Port Authority.* Assistant Resident Engineer. Responsibilities included evaluation of project changes, performing the duties of the Construction Manager (CM), and supervising the staff of inspectors for the project. Tasks included constructing, maintaining, and managing cost curves for CM personal and for the construction of the project. Produced weekly and monthly summary reports. Coordinated staff assignments and reviewed daily operations. Developed filing and routing procedures for all documents on the project. Modified project changes within budgetary constraints ($50,000.00 limit for change orders and contract modifications). Baker provided construction management and inspection services for the rehabilitation of the Walt Whitman Bridge and 900 linear feet of approach roadway. Construction included substructure repairs, bearing replacements, superstructure member replacement, steel painting, redecking, extensive maintenance of traffic including moveable barrier, expansion joint replacement, pavement reconstruction, and drainage.

Route 21 Viaduct Replacement Intelligent Transportation System Facility Design, Newark, New Jersey. *New Jersey Department of Transportation (NJDOT).* Scheduler. Responsibilities included schedule development and constructability reviews. Baker prepared design plans for the installation of intelligent transportation system (ITS) facilities as part of the Route 21 viaduct replacement to expedite area traffic flow and to manage regional traffic mobility. ITS facility design involved engineering the location and staged construction of a new regional ITS communications hub building and connecting fiber-optic communication cables. Baker's tasks included preparing the ITS hub facility site and architecture and designing a redundant fiber-optic trunk cable alignment and staged cut-over interface to prevent service interruptions, a fiber-optic cable system for use in underground and bridge installations, a closed-circuit television camera with controller, and a hard-wire interconnect traffic signal system with an overhead dynamic warning sign.

Pomeroy-Mason Bridge Replacement, Construction Support Services, Pomeroy, Ohio and Mason, West Virginia. *Ohio Department of Transportation, District 10.* Construction Engineer. Responsibilities included reviewing project site, reviewing project status, scheduling, and offering broad recommendations for construction management. Baker provided construction support services for the Pomeroy Mason Bridge over the Ohio River. Baker's services included contract administration assistance, construction inspection and documentation, constructability reviews, schedule management and monitoring, bid tabulation reviews, submittal reviews, and project closeout support.

Previous Work History

Independent Ent, Inc., Operation Manager, 1991-1993
Mellon Stuart, Project Engineer, 1989-1991
Kozel Engineering, Construction Engineer, 1984-1989

David B. Tudryn, A.I.A.

Director, Architecture

Years with Baker: 17

Years with Other Firms: 10

Education
Master's Certificate, 2008, Project Management, Drexel University

M.Arch., 2008, Architecture, University of Maryland

B.S., 1991, Architecture, Northeastern University

Licenses/Certifications
Amtrak On-track Safety Cert. for Contractors, 2009

NCARB, 2010

Registered Architect: New York, New Jersey, Connecticut, Massachusetts, Maryland, Michigan, Rhode Island

General Qualifications

With years of experience in the field of architecture, David Tudryn currently represents Baker as Assistant Vice-President, Department Manager for the northeast regions' architectural practice and as one of the principals of Baker and Associates, Baker's national architectural practice. David's recent focus has been toward rail and transit architecture, with new projects and renovations that set the standard for modern mass transit.

Experience

World Trade Center Water Intrusion Protection Plan, New York, New York. *Port Authority of New York and New Jersey.* Senior Architect. Led the architectural design team in assessing existing project conditions, developing strategies for flood control and flood mitigation, and providing the client with recommendations. Baker developed a comprehensive water intrusion protection plan for the new World Trade Center. Baker's services included a complete flood risk assessment and analysis, the development of hazard mitigation strategies, order-of-magnitude cost estimates, and stakeholder coordination.

Rehabilitation of Eight Railroad Stations, MTA Metro-North Railroad New Haven Line, Westchester County, New York. *MTA Metro North Railroad.* Architect. Managed the architectural staff, completed code reviews and prepared architectural specifications for inclusion into the bid documents. Also drafted the contract Scope of Work Statement and the sustainable design language for the contract. Baker conducted inspections and prepared contract documents and bid sheets for a project to restore eight commuter rail stations to a state of good repair. Repairs are being performed as necessary to restore approximately 2,200 feet of inbound and outbound precast concrete high level platforms at each station.

Airport Security Master Plan, Perimeter Intrusion, and Antiterrorism Force Protection (ATFP) Security Improvements, Westchester County Airport (HPN), White Plains, New York. *Westchester County Airport.* Task Manager. Responsible for meeting with airport administrators, TSA, CBP, and other airport stakeholders to coordinate architectural renovations needed to accommodate new perimeter security components. Baker conducted a comprehensive threat and vulnerability study of the Westchester County Airport's existing security infrastructure and operations. Based on this analysis, Baker developed a comprehensive security master plan for the airport with prioritized recommendations for improvements. Baker performed conceptual and preliminary design, prepared contract documents, and provided bid phase and construction support services for discrete elements of the master plan. In addition, Baker provided on-site construction inspection services for the construction of Perimeter Intrusion and Antiterrorism Force Protection measures to protect the main terminal.

Fort Totten Existing Conditions Assessment and Feasibility Study, Fort Totten, Queens, New York. *U.S. Coast Guard, CEU Providence.* Technical Advisor. Responsible for the visual condition and ADA, building code compliance, and condition assessment reporting of four U.S. Coast Guard facilities. Reported on building conditions and made recommendation to the USCG for the renovation/adaptive reuse of the facilities for future personnel needs. Baker conducted an evaluation of four buildings on Fort Totten, completed a code assessment, and developed a list of recommendations with an associated cost estimate. Additionally, Baker utilized an established Basic Facilities Requirements document and developed a conceptual spatial layout for the space assuming establishment of a Coast Guard Multi-Mission Station on Fort Totten. As a result of Baker's work, the Coast Guard was able to make a decision as to the feasibility in terms of facility functional ability and cost in selecting an option to provide additional space for the Coast Guard Multi-Mission Station in Queens, NY.

IDIQ - Planning, Architectural & Engineering Services, Fort Drum, New York. *U.S. Army Corps of Engineers, New York District.* Task Manager. Responsible for code analysis, schematic building layouts, and conceptual renderings. Also assisted in stakeholder interviews, program verification, preliminary LEED® tasks, and project out-brief presentations. Under the terms of Baker's three-year Indefinite Delivery Indefinite Quantity (IDIQ), $3,000,000 contract, Baker is providing a variety of planning and design services that cover military installations within the district. Planning delivery orders to date include the following: Planning Charrettes for Transformation Projects and Full DD Form 1391s, Fort Drum, New York; Planning Charrettes for Emergency Modularity 3 Full DD Form 1391, Fort Drum, New York; and Independent Technical Review for Aviation Facilities II Design-Build RFP, Fort Drum, New York.

DD Form 1391 Planning Charrette for Community Activity Center Renovation and BRAC Veterinary Command Northeast District Veterinary Command Headquarters, West Point, New York. *U.S. Army Corps of Engineers, New York District.* Architect. Responsible for code analysis, schematic building layouts, and conceptual renderings. Also assisted in stakeholder interviews, program verification, preliminary LEED® tasks, and project out-brief presentations. Baker conducted a Planning Charrette and developed the final DD1391s for a CAC/CAF Complex, BRAC VETCOM addition, and VETCOM facility renovation projects at the United Stated Military Academy (USMA), West Point, NY.

Mount Joy Station Platform, Canopy, Elevator, and Electrical Design, Mount Joy, Pennsylvania. *Pennsylvania Department of Transportation, Central Office.* Architect. Also served as Design Team Lead. Responsible for architectural and engineering tasks pertaining to train station components. Baker provided architecture and engineering design services for new train platforms, canopies, elevators, stairs, electrical power and communications, security systems, accessible signage, and landscaping for the new Mount Joy Amtrak Station. Baker's services included preliminary and final design, civil design, cost estimates, and construction scheduling.

Multimodal Public Transportation Open-End Agreement, Statewide, Pennsylvania. *Pennsylvania Department of Transportation, Central Office.* Architect. Served as the Architect-of-Record. Baker provided services for public transportation planning throughout the state under an open-end agreement for multimodal public transportation planning. Services included planning, architecture and engineering design, design management, financial assessments, quality assurance and quality control, policy development, construction management and inspection, agency coordination, budget and schedule monitoring, and grant administration services.

New Britain-Hartford Bus Rapid Transit Facility Program Management, Engineering, and Design Review Services, CTfastrak (Formerly, New Britain and Hartford), Connecticut. *Connecticut Department of Transportation.* Task Manager. Responsible for coordinating all architectural issues related to the design of the busway, including design consultation for the station site development and assisting in the development and execution of a national design competition for design of the busway stations. The New Britain-Hartford Busway will be a bus rapid transit facility connecting New Britain, Newington, West Hartford, and Hartford, Connecticut. The 9.4-mile-long busway, which includes 16 new or rehabilitated bridges, will run along inactive and active railroad corridors, and will consist of a two-lane, bus-only roadway and 10 stations that will include sheltered platforms and other amenities.

Program Management for New Haven Rail Yard Facilities Improvement, New Haven, Connecticut. *Connecticut Department of Transportation.* Project Manager. Responsible for task management. Baker is providing program and construction management services to transform the existing New Haven Rail Yard into a state-of-the-art coordinated campus to serve the expanding Metro-North rail car fleet, enhancing Metro-North commuter rail service to New York City and supporting Connecticut's vision of improved rail and transit service into the 21st century. Baker's tasks include developing federally mandated management plans; performing reviews of designer and contractor plans; providing support for project and program-wide schedule reviews and constructability reviews; and performing interagency and railroad coordination, public outreach, and website development.

Transit Planning and Finance Consulting Services, Statewide, Pennsylvania. *Pennsylvania Department of Transportation, Central Office.* Senior Architect. Served as architect-of-record for all phases assigned by the client which were related to railroad station projects. Baker is providing on-call consulting services to assist with technical planning and finance initiatives for Pennsylvania's public transportation urban and rural agencies, and efforts to facilitate improvements to the Amtrak Keystone Corridor. Baker's services include transit development planning, transit agency performance reviews, facility feasibility studies, preliminary design, financial analyses, transit agency consolidations, public outreach and stakeholder coordination, Federal Transit studies to support the client's overall mission.

FDR Drive Promenade Deck Preservation/Rehabilitation, New York, New York. *New York State Department of Transportation.* Task Manager. Provided architectural design. Baker was responsible for the inspection and design for preserving/restoring the FDR Promenade deck, located on the top of the Franklin D. Roosevelt Drive (East River Drive) between East 81st Street and East 90th Street, in New York City. Baker also provided landscape design that included layout of the paving pattern, green areas, railing, pedestrian bridge and access walks from adjacent streets, buildings and mini-parks.

Previous Work History
3D/International, Designer, 1995-1997
Ellenzweig Associates, Cambridge 1989-90

Stephen C. Flickenschild, R.A., A.I.A.

Senior Architect

Years with Baker: 3

Years with Other Firms: 12

Education
B.Arch., 2000, Architecture, University of Arkansas at Fayetteville

A.A.S., 1993, Architecture and Engineering Technology, State University of New York at Alfred

Licenses/Certifications
Registered Architect: New York, New Jersey, Connecticut, Pennsylvania, Massachusetts

NCARB, 2009

Amtrak On-track Safety Cert. for Contractors, 2011

General Qualifications

Mr. Flickenschild is a project architect and project manager with experience in the design and construction industry, ranging from work as a residential framer, project coordinator of numerous residential and commercial projects, to design and project management services of multiple Department of Defense facilities. He has a broad understanding of both the technical aspects of design as well as the visual role that design plays in the built environment. He currently represents Baker as project architect and client contact for many of Baker's rail/transit facility projects as well as provides support through the review and coordination of ADA compliance issues, condition assessment reporting, specification writing, and construction services support.

Experience

Berlin Train Station Restoration, Berlin, Connecticut. *Town of Berlin.* Project Architect. Responsible for overseeing architectural design for station renovation/preservation and coordination between the condition assessment inspection and construction documentation. Also responsible for subconsultant coordination, architectural specifications and construction administration leading to the rehabilitation of the station. Baker is providing engineering services for the rehabilitation and restoration of the historic Berlin Train Station. Baker's services include project management, a condition assessment and code analysis; site design; conceptual, preliminary, and final station design development; structural, mechanical, and electrical engineering; preliminary and final cost estimates; signage plans; bid-phase support; construction services; public involvement; and stakeholder coordination.

Coatesville Station Platforms Conceptual Design. *Pennsylvania Department of Transportation, Central Office.* Project Architect. Responsible for overseeing and providing the architectural design and aesthetics for the new Amtrak station, including platform canopy and entry canopy designs, and elevator/stair tower design with an interconnected pedestrian bridge design. Also responsible for code compliance analysis, development of design documents, structural and MEP discipline coordination, and preliminary architectural specifications.

Facilities Improvement Program Final Design Services. *New Jersey Turnpike Authority.* Project Architect. Responsible for overseeing and providing the architectural design and construction document development for the new client multi-use facilities, material storage sheds, and salt sheds at Elizabeth, Jersey City and Hightstown Maintenance Districts along the New Jersey Turnpike. Also responsible for code compliance analysis, managing the development of construction documents and architectural specifications, structural and MEP discipline coordination, client

programming and architectural presentations during client meetings. Baker provided full service environmental services for final design including NJDEP Freshwater Wetlands Permits, Flood Hazard Area Permits, Meadowlands Commission coordination, and Delaware and Raritan Canal Commission coordination. Environmental Studies included wetland investigations, hazardous waste screening, air quality and noise impact studies, cultural resources, and threatened and endangered species habitat.

Mount Joy Station Platform, Canopy, Elevator, and Electrical Design, Mount Joy, Pennsylvania. *Pennsylvania Department of Transportation, Central Office.* Project Architect. Responsible for overseeing and providing the architectural design and aesthetics for the new Amtrak station, including platform canopy and entry canopy designs, and elevator/stair tower designs. Also responsible for code compliance analysis, sub-consultant coordination, development of construction documents, structural and MEP discipline coordination, architectural specifications, local government design presentations, and design services during construction.

New Haven–Hartford–Springfield Rail Station Design, New Haven, Connecticut, to Springfield, Massachusetts. *Connecticut Department of Transportation.* Architect. Responsibilities included providing architectural support for design and code compliance analysis. Baker is developing the design for 13 new or upgraded high-speed passenger rail stations from New Haven, Connecticut, to Springfield, Massachusetts. The New Haven-Hartford-Springfield (NHHS) rail project represents a broad partnership among the state of Connecticut, Amtrak, and the Federal Railroad Administration, along with the states of Massachusetts and Vermont. Baker's tasks include preparing erosion and sedimentation, site, station, pedestrian bridge, and parking facility designs; ensuring Americans with Disabilities Act compliance; preparing permit applications; performing right-of-way and utility coordination; performing constructability reviews; overseeing landscape design; and performing construction management.

Program Management for New Haven Rail Yard Facilities Improvement, New Haven, Connecticut. *Connecticut Department of Transportation.* Reviewer. Responsible for design review of architectural documents produced for the renovation and addition to the New Haven Rail Yard Running Repair Shop. Baker is providing program and construction management services to transform the existing New Haven Rail Yard into a state-of-the-art coordinated campus to serve the expanding Metro-North rail car fleet, enhancing Metro-North commuter rail service to New York City and supporting Connecticut's vision of improved rail and transit service into the 21st century.

Shore Line East Railroad Station Rehabilitations, Branford, Guilford, Madison, Clinton, and Westbrook, Connecticut. *Connecticut Department of Transportation.* Architect. Responsible for overseeing architectural design for the stations and covered walkway canopies. Also responsible for subconsultant coordination, architectural specifications, construction administration and client correspondence. Tasks include project management for Branford, Guilford, Madison, Clinton, and Westbrook stations which are all at various stages of design and construction.

World Trade Center Water Intrusion Protection Plan, New York, New York. *Port Authority of New York and New Jersey.* Project Architect. Responsible for overseeing the architectural identification of potential flood inundation entry points through a review of existing site conditions, contract drawings and specifications, as-built documentation and working drawings for all facilities that make up the World Trade Center site. Also responsible for preparing a report identifying each potentially vulnerable entry point; describing, recommending and designing flood mitigation strategies to protect each of the facilities from expected present day and future storm surge events

to the year 2113; and presenting those recommended strategies to the Director of the Port Authority of New York & New Jersey. Baker developed a comprehensive water intrusion protection plan for the new World Trade Center. Baker's services included a complete flood risk assessment and analysis, the development of hazard mitigation strategies, order-of-magnitude cost estimates, and stakeholder coordination.

Mason Corridor Bus Rapid Transit Final Design, Fort Collins, Colorado. *City of Fort Collins.* Reviewer. Responsible for design review of architectural documents produced for the construction of the Mason Corridor Bus Rapid Transit system. Baker provided final design for a five-mile mixed use and dedicated guideway bus rapid transit corridor running through the historic downtown and Colorado State University.

Mount Joy Amtrak Station and Streetscape Design, Mount Joy, Pennsylvania. *Pennsylvania Department of Transportation, Central Office.* Project Architect. Responsible for review and approval of shop drawings, submittals, RFIs, color selections, and construction administration coordination with Baker's Construction Management team during Phase I. Baker provided preliminary and final design for the Mount Joy Amtrak Station, three parking lots, streetscaping, and covered walkways. Baker's services include site design, landscape design, architecture, engineering, utility coordination, permitting, stakeholder coordination, public involvement, bidding-phase support, and construction management and inspection. The new station will provide modern, efficient, safer, and more accessible passenger facilities along the Keystone High-Speed Rail Corridor.

Keystone Corridor Improvement Program, Harrisburg to Philadelphia, Pennsylvania. *Pennsylvania Department of Transportation, Central Office.* Architect. Responsible for overseeing and providing the architectural design and aesthetics for the new rail stations/passenger facilities, including platform canopy and entry canopy designs, and elevator/stair tower designs. Also responsible for field investigations, code compliance analysis, subconsultant coordination, design development documents, structural and MEP discipline coordination, and architectural specifications. Baker provided program management; agency and stakeholder coordination; public involvement; environmental services; train station rehabilitation and improvement design; and construction management to support the Keystone Corridor Improvement Program, the high-speed rail corridor between Harrisburg and Philadelphia.

Keystone Corridor Improvement Program, Planning, Engineering, and Construction Management Services, Harrisburg to Philadelphia, Pennsylvania. *Pennsylvania Department of Transportation, Central Office.* Architect. Responsible for overseeing and providing the architectural design and aesthetics for the new rail stations/passenger facilities, including platform canopy and entry canopy designs, and elevator/stair tower designs. Also responsible for field investigations, code compliance analysis, subconsultant coordination, design development documents, structural and MEP discipline coordination, and architectural specifications.

Previous Work History
Stephen C. Flickenschild, Architect, Principal, 2009 - 2011
Vasquez Marshall Architect, Project Manager / Project Coordinator, 2003 - 2008
RQ Construction, Design Project Manager, 2007 - 2007
Meyer and Meyer Architects, Project Coordinator, 2002 - 2003
Tinkelman Architecture, PLLC, Project Coordinator, 1999 - 2001

Adam Anzzolin, AIA

Senior Architect

Years with Baker: <1

Years with Other Firms: 15

Education
Master of Architecture, The Catholic University of American, 2000

Bachelor of Science, Architecture, The Catholic University of America, 1998

Licenses/Certifications
Registered Architect: New York, New Jersey

General Qualifications

Mr. Anzzolin is a Senior Project Architect in HNTB's New York office. He has over fourteen years of experience in his field focusing on the design of transportation architecture facilities. Mr. Anzzolin has worked on many high-profile projects for both public and private sectors. He has extensive experience with toll plaza facilities and toll technology that is associated with their operations. He has supervised the production of design tasks, and has coordinated with team members, engineering disciplines and with consultants. He has successfully completed planning and feasibility studies, and is well versed with building code issues.

Experience

Facilities Improvement Program Final Design Services. *New Jersey Turnpike Authority.* Project Architect. Responsible for providing the architectural design and construction document development for the new client multi-use facilities, material storage sheds, and salt sheds at Elizabeth, Jersey City and Hightstown Maintenance Districts along the New Jersey Turnpike. Also responsible for code compliance analysis, managing the development of construction documents and architectural specifications, structural and MEP discipline coordination, client programming and architectural presentations during client meetings. Baker provided full service environmental services for final design including NJDEP Freshwater Wetlands Permits, Flood Hazard Area Permits, Meadowlands Commission coordination, and Delaware and Raritan Canal Commission coordination. Environmental Studies included wetland investigations, hazardous waste screening, air quality and noise impact studies, cultural resources, and threatened and endangered species habitat.

Port Authority of New York & New Jersey (PANYNJ) On-Call Security Services - New York and New Jersey. Project Designer responsible for providing security services on an on-call/task order basis for a variety of PANYNJ facilities. Facilities include the PAPD Special Operations Division, PATH Police Locker and K-9, PATH Security Operations Center and Network Operations Center, and SEA LINK®. These projects included command and communications center design, asset strengthening, the integration of CCTV with access control/alarm monitoring systems, and perimeter protection.

- *PSD Firing Range Facility:* Project Architect for programming and conceptual Pre-Stage I design for proposed 68,000 square foot Firing Range Facility. Facility includes 38 short and long range firing lanes, Simulation Classroom for firing arms training, support spaces, classrooms, locker areas and administrative spaces. Services included throughput analysis provided by in-house facilities specialist and coordination with firing range systems providers to determine ventilation, equipment and finish requirements for secure and efficient facility.

- *Port Newark SeaLink Facility*- Project Architect for Stage I and Stage III design for proposed 3,000 SF SEA LINK® facility. The facility provided a location for certification and licensing of all Port Newark maritime drivers. The facility is operated by approximately three staff personnel and included a public, private and customer service zone. Services provided included a Stage I report and documentation for Stage III.
- *PSD Police Academy Relocation Study*: Team member for programming and conceptual Pre-Stage I design for proposed 44,000 square foot PSD Police Academy to provide administrative, training and classroom facilities for 200 recruits and instructors.

New York State Thruway Authority (NYSTA), AET Conversion and Toll Plaza, Harriman, New York. Senior Project Architect for the design of a new two lane toll plaza in Harriman, NY. The project was in conjunction with new All-Electronic Tolling system gantries. The toll plaza included a new canopy structure, reuse of existing toll booths provided by the authority and coordination of a new prefabricated toll building.

New Jersey Turnpike Authority, Toll Plaza Tunnel Assessment Report, Statewide, New Jersey. Project Architect for the assessment of the New Jersey Turnpike twenty-eight individual toll plaza tunnels. The existing toll tunnels were built as early as the 1950's and were in need of rehabilitation. The report documented the existing conditions of each of the components within the tunnels and develop and overall assessment of their conditions.

New Jersey Turnpike Authority, ADA Assessment Report, Statewide, New Jersey. Senior Project Architect for the assessing 11 of the 12 service plaza along the New Jersey Turnpike. The existing facilities were analyzed to determine the common deficiencies in relation to the most applicable ADA requirements. The report documented the existing conditions of each of the service areas and provided general solutions for correcting the problems.

AMTRAK, Chicago Yard Facilities Improvements, Chicago, Illinois. Project Architect for the design and development of construction documents to bring the over 250,000 SF of maintenance facilities including Service & Inspection, Locomotive Repair, Wheel Truing, Commissary and Administrative buildings into a state of good repair. The project was delivered to Amtrak via design-build with Kiewit Construction and HNTB was the architect of record for the improvements. Provided onsite design direction based on RFIs throughout the construction duration.

Philadelphia International Airport – Philadelphia, Pennsylvania. Project Architect for the $120M airport Terminal F Expansion and Renovation Project. The project includes a new 20,000 SF baggage claim building, a new 12,500 SF airside baggage make-up building, and a new In-line Baggage Screening System that will be located at the mezzanine level of the baggage make-up building. The project also includes interior renovation for a new security screening checkpoint, and renovation of the existing concourse concessions hub. The new stand-alone baggage claim building is seeking LEED Silver certification with a green roof, 100 percent day lighting, and dynamic sun control.

Jorge M. Suarez, P.E.

Director, Structural Engineering & Cable Stay Expert

Years with Baker: 24

Years with Other Firms: 13

Education
B.E., 1977, Civil Engineering, Manhattan College

Licenses/Certifications
NCEES Certified, 2006

Professional Engineer: New York (# [redacted] – Exp. 3/16), Pennsylvania, Iowa, Indiana, Kentucky, Michigan, Minnesota, Mississippi, Ohio, Virginia, Washington, Wisconsin

General Qualifications

Mr. Suarez is a structural engineer with experience in design of steel and concrete highway bridges, bridge rehabilitation, and retaining walls. He is also experienced in specialized prestressed concrete structures including segmental and cable stayed bridges. Also experienced in accelerated bridge construction techniques, permanently anchored tieback walls, pavements, culverts, airport terminals, buildings, FAA control towers, garages, and nuclear containment vessels. Mr. Suarez has also been involved with the design and construction of major river bridge projects. He is also experienced with construction management, design build projects, cost estimating, scheduling, proposal preparation, and specification writing.

Experience

Route 52 Causeway Replacement Project, Ocean City and Somers Point, New Jersey. *New Jersey Department of Transportation (NJDOT).* Project Manager. Responsibilities included managing staff for portions of the superstructure and substructure design, providing QA/QC and design overview for the overall superstructure and substructure design effort, performing administrative tasks, coordinating multiple production offices, and attending project technical progress meetings. Baker provided comprehensive engineering services for the replacement of the Route 52 Causeway and the reconstruction of approximately 2.8 miles of Route 52 from Route 9 in Somers Point to Bay Avenue in Ocean City crossing Great Egg Harbor Bay. Baker's services include bridge and roadway design, environmental permitting, lighting design, traffic and intelligent transportation system design, utility relocation, community outreach, and construction management and inspection.

Total Design of 3 Bridges, Bronx, New York. *City of New York Department of Transportation.* Engineering Manager. Responsible for QA/QC design review and constructability reviews of bridge contract plans. Baker provided in-depth inspection, BRPR, and preliminary plans for the replacement of the Woodlawn Road Bridge over Metro-North Railroad, rehabilitation of Grand Concourse, the Bridge over 174th Street and the rehabilitation of the Grand Concourse Bridge over Metro North Railroad. Baker also provided final construction documents along with construction support services.

Route 21 Viaduct Replacement - Post Design, Newark, New Jersey. *New Jersey Department of Transportation (NJDOT).* Task Manager. Responsibilities included design of several simple and multi-span curved steel plate girder bridges for a complex interchange. Coordinated production drawings and designs with satellite offices in Harrisburg, Pennsylvania and Princeton, New Jersey. Duties included assignment of tasks to engineers and draftsman, designs of girders, slabs,

diaphragms, field splices, bearings, and substructure elements. Baker is responsible for replacing the existing viaduct, the main crossing over the corridor, which consists of a three-span (210 feet, 270 feet, and 210 feet), curved plate girder continuous unit.

Construction Management and Inspection Services for the I-95 Bridge Rehabilitation Project, Henrico County, Virginia. *Virginia Department of Transportation.* Department Manager. Responsible for project management of construction engineering and inspection project, design and RFI reviews, field inspections, supervision of inspectors, public involvement, client meetings, progress reports, scheduling, staff training. Baker is providing construction management and construction inspection services for the rehabilitation of 11 bridges along I-95. Construction management services include development and management of project control and document control systems, schedule monitoring, shop-drawing review, responses to contractor requests for information, change-order review, claims avoidance, utility coordination, health and safety plans, partnering, and public involvement.

East River Drive, F.D.R. Drive, New York, New York. *New York State Department of Transportation.* Project Engineer. This structure consisted of in-depth rehabilitation of a 2,800 feet long concrete deck slab supported on concrete encased piers and wall support system in Manhattan. Permanent post-tensioned tie-downs and tiebacks were used to increase the rating of the waterfront bulkheads and concrete bents to an acceptable level. Responsible for design calculations, detailing, analysis, and cost estimating.

Pomeroy-Mason Bridge Replacement, Construction Support Services, Pomeroy, Ohio and Mason, West Virginia. *Ohio Department of Transportation, District 10.* Project Manager. Responsibilities included assisting with contract administration and management, construction inspection and documentation, cable-stayed bridge expertise, problem solving during construction, schedule monitoring, and submittal reviews. Baker provided construction support services for the Pomeroy Mason Bridge over the Ohio River. Baker's services included contract administration assistance, construction inspection and documentation, constructability reviews, schedule management and monitoring, bid tabulation reviews, submittal reviews, and project closeout support.

Bagley Street Cable Stayed Pedestrian Bridge - Construction Support Services, Detroit, Michigan. *Michigan Departmeht of Transportation.* Project Manager. Responsibilities included, performing construction support services to MDOT as cable stay bridge expert. Reviewed shop drawings, erection procedures and all submittals related to the cable stay and post-tensioning systems. Baker provided construction engineering support services as part of a consultant team for the construction of the cable-stayed Bagley Street Pedestrian Bridge in Detroit, Michigan. The project was performed for the Michigan Department of Transportation (MDOT). The 413-foot-long, $7 million structure connects Mexican Town on the west side of I-96 and I-75 with a new Welcome Center on the east side.

Previous Work History

Mellon Stuart H & H, Project Engineer/Manager/Estimator, 1990-1994
Lang Tendons, Inc., Senior Engineer, 1988-1990
DSI International, Project Engineer, 1986-1988
Schupack Suarez Engineers, Inc., Project Engineer, 1980-1986
Blauvelt Engineers, Assistant Engineer, 1977-1979
Stressteel Corporation, QA/QC Inspector, Summers 1975 & 1976

Joseph A. Danyo, P.E., P.P.

Director, Civil Engineering

Years with Baker: 10

Years with Other Firms: 25

Education
B.S.C.E., 1979, Civil Engineering, College of Engineering, Rutgers University

Licenses/Certifications
Professional Engineer: New Jersey (#[redacted] – Exp. 4/16)

General Qualifications

Mr. Danyo brings extensive professional experience and currently serves as the Director of Engineering for the Princeton, NJ office. He has experience in the design, construction inspection and construction management of bridge and highway projects for several transportation agencies in New Jersey.

Experience

Route 130 and Adams Lane Redesign, North Brunswick, New Jersey. *New Jersey Department of Transportation (NJDOT).* Project Manager. Responsible for the reconstruction of the existing signalized intersection to address operational deficiencies. Baker's objective with the Route 130 and Adams Lane project was to improve traffic operations and safety by providing three through lanes and single left turn lanes along Route 130 northbound and southbound. The project also includes improvements to the Adams Lane approaches to Route 130 and the Wood Avenue, Maple Meade and Dillon Court Intersections with Route 130.

2002 Southern Deck Design, Southern Portion of the New Jersey Turnpike, New Jersey. *New Jersey Turnpike Authority.* Project Manager. Responsibilities include review and coordination of bridge inspections, rehabilitation options/evaluations, and prioritizing repairs for the development of construction plans, MPT schemes, shoulder pavement evaluation program, electrical modifications, ice sensor modifications, specifications and cost estimates. Construction Documents included the implementation of the new 2004 NJTA construction specifications and coordination with the Authority's Northern Deck consultant in order to further enhance the standardization of the two projects.

Flemington Circle Elimination, Flemington, New Jersey. *New Jersey Department of Transportation (NJDOT).* Project Manager. Responsible for the bridge design and right-of way documents. The goal of this project was to create an alternate route that would bypass the congestion of the Flemington Circle. Baker was responsible for bridge design and right-of-way plans.

Kelly Sawmill Bridge Replacement, Commission Pike, New Jersey. *Salem County, NJ.* Project Manager. Responsible for construction support services. Baker has been selected by Salem County to perform preliminary and final design and construction inspection services for the replacement of the Kelly Saw Mill Bridge over Alloway Creek. This project was completed in less than 9 months.

Southern Bridge Deck Repairs, Contract R-1502, Salem, Gloucester, Camden, Burlington, Counties, New Jersey. *New Jersey Turnpike Authority.* Project Manager. Responsibilities include review and coordination of bridge inspections, rehabilitation options/evaluations, and prioritizing repairs for the development of construction plans, MPT schemes, shoulder pavement

evaluation program, electrical modifications, ice sensor modifications, specifications and cost estimates.

Route 18 Alternative MPT Study, New Brunswick, New Jersey. *New Jersey Department of Transportation (NJDOT).* Project Manager. Responsible for the value engineering and alternative MPT schemes. Baker provided widening and reconstruction of Route 18 in an urban environment with 4 grade separations. This project included roadway widening, drainage improvements, resurfacing, and signal modifications at the intersection of Route 18 and Ferry Road to upgrade an operationally unsafe intersection.

Tuckerton Road & Old Marlton Pike Intersection Improvements, Burlington County, New Jersey. *Burlington County.* Project Manager. Responsible for the intersection improvements, including minor widening, new lane configurations, traffic signals, striping and signs, right-of-way and grading. Baker provided intersection improvements, including minor widening, new lane configurations, traffic signals, striping and signs, right-of-way, and grading at the intersection of Tuckerton Road and Old Marlton Pike.

2008 Southern Deck Bridge - Contract # T100.055. *New Jersey Turnpike Authority.* Project Director. Responsibilities include review and coordination of bridge inspections, rehabilitation options/evaluations, and prioritizing repairs for the development of construction plans, MPT schemes, shoulder pavement evaluation program, electrical modifications, ice sensor modifications, specifications and cost estimates. Construction Documents included the implementation of the new 2004 NJTA construction specifications and coordination with the Authority's Northern Deck consultant in order to further enhance the standardization of the two projects.

9th Street Drainage Improvements, Ocean City, New Jersey. *City of Ocean City, New Jersey.* Project Manager. Responsible for the preliminary design for roadway reconstruction and drainage improvements. Work included field surveys, drainage design, access evaluations and roadway/streetscape design. Baker performed extensive drainage improvements and site analysis of Ocean City's 9th Street, which included archaeological and historical research and surveys, as part of detailed design work on Route 52.

Design Services for Contract No 1493, Bridge Deck Reconstruction, New Jersey Turnpike, Milepost 39.96, New Jersey. *New Jersey Turnpike Authority.* Project Manager. Responsible for the oversight of bridge inspection, development of innovative MPT schemes, structural analysis and design, constructability reviews, structural repairs, bearing replacements and repairs, roadway approach work, utilities, drainage design, and environmental compliance. Baker provided design for a complete deck reconstruction, deck joint elimination/replacement, and improvements to the riding surface. Work associated with this $16 million project includes oversight of bridge inspection, development of innovative MPT schemes, structural analysis and design, constructability reviews, structural repairs, bearing replacements and repairs, roadway approach work, utilities, drainage design, and environmental compliance.

Route 202 Case Boulevard Schedule Review, Flemington, New Jersey. *New Jersey Department of Transportation (NJDOT).* Project Manager. Responsible for the review of contractors Primavera construction schedule for conformance and subsequent approval by the resident engineer. Baker provided review of contractors' Primavera construction schedule for conformance and subsequent approval by the resident engineer.

Richard W. Dunne, P.E.

Director, Structural Engineering

Years with Baker: 3

Years with Other Firms: 29

Education
B.S.C.E., 1980, Civil Engineering, Structures, Lehigh University

Licenses/Certifications
Professional Engineer: New Jersey (#[redacted]– Exp. 4/16), New York (#[redacted]– Exp. 7/15)

General Qualifications

Prior to joining Baker in January of 2011, Mr. Dunne was the State Bridge Engineer for the New Jersey Department of Transportation (NJDOT) for seven years. As an active member of the AASHTO Subcommittee on Bridges and Structures, he served on Technical Committees for Movable Bridge, Bridge Preservation, Construction and Loads and Load Distribution. During this time he was also a member of the TRB Committee on General Structures and the TRB Committee on Construction of Bridges and Structures as well as a Friend of the TRB Committee on Asset Management and the Joint TRB/AASHTO Bridge Preservation Committee. As the State Bridge Engineer, his duties with NJDOT entailed directing and supervising the activities of the Structural Evaluation (Inspection & Rating), Geotechnical Engineering and Structural Design units. Additionally, he was responsible for utilizing their structural asset management plan to develop the bridge portion of the Capital Program, including formulating alternative delivery recommendations for various bridge needs from maintenance projects to large hundred million dollar bridge replacement projects. He also provides technical support to construction, operations and maintenance as required.

Experience

Garden State Parkway Shoulder Restoration and Improvements MP 88.5 to MP 93.5. *New Jersey Turnpike Authority.* Technical Manager. Responsible for the QA/QC during final design and construction. Baker is providing the final design for the widening of the NJ Garden State Parkway from MP 88.5 to MP 93.5 to include three (3) 12 foot lanes and 12 foot shoulders to bring this section up to current standards. As part of this $80M project, non-compliant geometric features were corrected to improve safety. This project includes the widening/replacement of 10 bridges, culvert extensions, 12 sign structures, pile supported foundations, stormwater management, utility/fiber relocations, CMP replacements, Pipe Cleaning and Video Inspection Contract, geotechnical engineering, permit modifications (NJDEP), SESC applications, and complex MPT. Innovative MPT includes a temporary crossover to accelerate construction. Additionally, this project includes design of the GSP mainline through the Int. 88/89 and Int. 91 projects.

Garden State Parkway Widening, New Jersey. *New Jersey Turnpike Authority.* Technical Manager. Responsible for QA/QC. Scope of work included Bridge Condition Assessments to support environmental permitting, constructability reviews of bridges, accelerated bridge construction methods, bridge rehabilitation, new bridge design, complex MPT/staging, and LRFR rating of structures. Incorporated integral/jointless construction techniques on project. This section of the Parkway is vital to the needs of the communities along the Jersey Shore, as well as being the primary coastal evacuation route, which includes critical interchange links that could not be affected during construction. Construction staging was designed to maintain flow and minimize congestion.

Replacement of Garden State Parkway Bridge Nos. 28.0S & 28.5S over Great Egg Harbor Bay. *New Jersey Turnpike Authority.* Project Coordinator. Responsible for coordinating the various technical and environmental studies undertaken to develop a preliminary design report & preliminary plans for the replacement of the Garden State Parkway Southbound (GSP SB)over Great Egg Harbor Bay and the GSP SB over Drag Chanel bridges. Primary author and editor of the Preliminary Design Report and provided QA/QC on the Preliminary Plans. Baker's services include engineering (wetland delineations, etc.) required for the preliminary design and preparation of permits for a new parallel structure supported on deep foundations which will replace the existing southbound structures and provide for the future lane configuration of three 12-foot lanes with a seven-foot inside shoulder and 12-foot outside shoulder at the GSP Great Egg Harbor Bay and Drag Channel crossings. The new 2,800+ foot structure(s) is to be located west of the existing southbound bridges and shall also be designed to carry the northbound traffic during the future rehabilitation of the northbound Great Egg Harbor Bay and Drag Channel Structures. The preliminary design includes all roadway improvements, geotechnical boring program, structural design, lighting design, utilities, and scour analysis.

Route 52 Causeway Replacement Project, Ocean City and Somers Point, New Jersey. *New Jersey Department of Transportation (NJDOT).* Technical Manager. Responsible for the QA/QC during the Construction Services portion of this project. Baker provided comprehensive engineering services for the replacement of the Route 52 Causeway and the reconstruction of approximately 2.8 miles of Route 52 from Route 9 in Somers Point to Bay Avenue in Ocean City crossing Great Egg Harbor Bay. Baker's services include bridge and roadway design, environmental permitting, lighting design, traffic and intelligent transportation system design, utility relocation, community outreach, and construction management and inspection. One of the largest projects ever undertaken by the client, the Route 52 Causeway Replacement included approximately 7,000 feet of new and widened roadway construction and a 3,500-square-foot new Visitor Center with associated utilities. Baker was an integral part of the construction management team that delivered the first phase contract eight months ahead of schedule. Scope of work included design and testing of a completed and operational ITS System, and the development of complex construction staging plans and Maintenance of Traffic (MOT) plans to develop realignment and widening of Route 52 and elimination of the Somers Point Circle. MOT plans involved the full design of four temporary traffic signals during seven construction stages including the development of signal timing directives through the use of software such as SYNCHRO and HCM based on the results of a Level of Service Analysis (LOS) using Highway Capacity Manual methodology. Developed the traffic signing and traffic striping plans in accordance with MUTCD manual guidelines. Synchro traffic software was used to perform a queuing analysis and to assess travel time/delay and vehicle speed for the Route 52 corridor. Data compiled through this analysis was then directly used to develop proposed traffic signal offsets to optimize directional traffic flow by reducing travel time, delay and vehicle queues. Developed permanent traffic signal design plans including electrical plans and signal timing.

Juan Carlos Uribe

Senior Scheduler

Years with Baker: 11

Years with Other Firms: 11

Education
B.S., 1993, Petroleum Engineering, Universidad Industrial de Santander, Colombia

General Qualifications

Mr. Uribe is a Construction Scheduler with extensive experience and strong skills to organize, operate and execute schedules for large scale projects using project management methodologies, project management tools and data bases required for scheduling and planning. He has extensive experience in Baseline and update schedules, work break down structures, cost analysis, claim mitigation and claim analysis for different projects including, railroads, rail stations, airports, highways, bridges, oil and gas pipelines, production facilities, pump stations, production plants and environmental projects.

Experience

Garden State Parkway Widening Construction Management and Inspection, Little Egg Harbor Township, New Jersey. *Jacobs Engineering Group, Inc. (formerly Edwards & Kelcey, Inc.).* Scheduler. Responsible for developing the contractor construction schedule baseline including the resources, cost loading, QCS coding, and the SDEF schedule conversion using primavera P6. Baker, as a subconsultant, is a member of the construction management team providing Resident Engineering and inspection services. Project includes widening of the Parkway mainline to add a third travel lane in each direction from MP 52.4 to 57.8, including the construction of 4 new pile supported bridges, the removal of 4 existing bridges, the construction of 2 new culverts, and the extension of existing culverts; and construction of regulated activities within areas included in the permits for the widening portion of the Parkway from MP 30 to 48.

Construction Management and Construction Inspection Services for the Reconstruction of Route 52 and the Route 52 Causeway, Somers Point to Ocean City, New Jersey. *New Jersey Department of Transportation (NJDOT).* Scheduler. Responsible for developing, updating, tracking and managing all construction schedules, updates, baselines. Monitored and reported due dates, critical path progress, milestones and accomplishments using Primavera Project Planner. Baker is providing construction management and construction inspection for the reconstruction of approximately three miles of New Jersey Route 52 from Route 9 in Somers Point to Bay Avenue in Ocean City. The reconstruction includes the replacement of the Route 52 Causeway, which consists of four low-level concrete bridges, including two bascule spans, with two main bridges. 3,300 feet and 5,500 and in length, that are separated by 2,000 feet of roadway section on one of the islands. Construction management services include quality reviews and monitoring construction schedules. Construction inspection services include daily inspection of all structural work, paving, and drainage. The full project scope included approximately 7,000 ft. of new and widened roadway construction and the construction of a 3,500 sf new Visitor Center with associated utilities.

Route 52 Causeway Replacement Intelligent Transportation System Engineering Services, Somers Point and Ocean City, New Jersey. *New Jersey Department of Transportation (NJDOT).* Scheduler. Responsible for updating, tracking, and managing all Schedule updates and baselines. Monitored and reported due dates, critical path progress, milestones accomplishments using Primavera Project Planner. Coordinated Scheduling meetings and field visits. Advised client on

possible deviations of the Milestrone dates. Monitored possible claims and extensions of time. Baker performed intelligent transportation system (ITS) engineering as part of the firm's comprehensive design services (under successive contracts) for the 2.8-mile reconstruction of NJ Route 52, including the replacement of the Route 52 Causeway, and in support of multijurisdictional travel management initiatives to be implemented in the project region. Baker's tasks included design of ITS facilities for dynamic message signs, video monitoring (closed-circuit television), weather monitoring, video detection, highway advisory radio, and travel volume recording systems. Post-design tasks were performed to support ITS integration, testing, and acceptance. Scope of work included design and testing of a completed and operational ITS System, and the development of complex construction staging plans and Maintenance of Traffic (MOT) plans to develop realignment and widening of Route 52 and elimination of the Somers Point Circle. MOT plans involved the full design of four temporary traffic signals during seven construction stages including the development of signal timing directives through the use of software such as SYNCHRO and HCM based on the results of a Level of Service Analysis (LOS) using Highway Capacity Manual methodology. Developed the traffic signing and traffic striping plans in accordance with MUTCD manual guidelines. Synchro traffic software was used to perform a queuing analysis and to assess travel time/delay and vehicle speed for the Route 52 corridor. Data compiled through this analysis was then directly used to develop proposed traffic signal offsets to optimize directional traffic flow by reducing travel time, delay and vehicle queues. Developed permanent traffic signal design plans including electrical plans and signal timing.

Garden State Parkway Shoulder Restoration and Improvements MP 88.5 to MP 93.5. *New Jersey Turnpike Authority.* Scheduler. Scheduler preparing and Update design schedules using Primavera Project Planner. Baker is providing the final design for the widening of the NJ Garden State Parkway from MP 88.5 to MP 93.5 to include three (3) 12 foot lanes and 12 foot shoulders to bring this section up to current standards. As part of this $80M project, non-compliant geometric features were corrected to improve safety. This project includes the widening/replacement of 10 bridges, culvert extensions, 12 sign structures, pile supported foundations, stormwater management, utility/fiber relocations, CMP replacements, Pipe Cleaning and Video Inspection Contract, geotechnical engineering, permit modifications (NJDEP), SESC applications, and complex MPT. Innovative MPT includes a temporary crossover to accelerate construction. Additionally, this project includes design of the GSP mainline through the Int. 88/89 and Int. 91 projects.

I-280/Route 21 Interchange Improvements, Newark, New Jersey. *New Jersey Department of Transportation (NJDOT).* Scheduler. Responsible for preparing the construction schedule. Baker will incorporate integral/jointless construction techniques on this $100 million dollar complex interchange project. Includes the use of temporary walls in order to maintain all of I-280 traffic during construction. Includes coordination with the City of Newark and rail agencies.

Inspection, Evaluation, and Reconstruction of 12 Upstate Reservoir Bridges, Ashokan & Schoharie Reservoirs, New York. *New York City Department of Environmental Protection.* Scheduler. Responsible for the preparation of the baseline construction schedule. Baker inspected, evaluated, and provided bridge rehabilitation or replacement plans for 12 bridges over watersheds or reservoirs. Baker performed supplemental work involving the reconstruction of more than 12 miles of roadway around Schoharie Reservoir.

Ilyas Ali Khan, E.I.T.

Scheduler

Years with Baker: 7

Years with Other Firms: 3

Education
M.S., 2004, Construction Management, Illinois Institute of Technology

B.E., 2002, Civil Engineering, Osmania University, India

Licenses/Certifications
Engineer-In-Training, Maryland, 2008

General Qualifications

Mr. Khan has several years of experience in Railroad Construction and State Facilities projects specializing in the area of construction and program management.

Experience

Comprehensive Construction Management and Inspection Services, Baltimore/Washington International, Thurgood Marshall Airport (BWI), Maryland. *Maryland Aviation Administration.* Scheduler. Reviewed project baseline and progress schedule updates in accordance with project documents. Baker is providing comprehensive construction services for a variety of projects in the airport's capital improvement program under a five-year on-call agreement. Baker's services include project management, construction management and daily inspections, constructability reviews, materials and quality assurance testing, project controls, project documentation, final inspections, start-up and commissioning, as-built review documentation, project closeout support, and agency coordination.

Empire High-Speed Rail Corridor Improvements, Schenectady, New York. *Amtrak.* Project Coordinator. Responsibilities included project setup, training project staff and client on Primavera Contract Manager.

Garden State Parkway Shoulder Restoration and Improvements MP 88.5 to MP 93.5. *New Jersey Turnpike Authority.* Scheduler. Responsible for developing construction schedule consisting of more than 2,000 activities. Baker is providing the final design for the widening of the NJ Garden State Parkway from MP 88.5 to MP 93.5 to include three (3) 12 foot lanes and 12 foot shoulders to bring this section up to current standards. As part of this $80M project, non-compliant geometric features were corrected to improve safety. This project includes the widening/replacement of 10 bridges, culvert extensions, 12 sign structures, pile supported foundations, stormwater management, utility/fiber relocations, CMP replacements, Pipe Cleaning and Video Inspection Contract, geotechnical engineering, permit modifications (NJDEP), SESC applications, and complex MPT.

Garden State Parkway Widening Construction Management and Inspection, Little Egg Harbor Township, New Jersey. *Jacobs Engineering Group, Inc. (formerly Edwards & Kelcey, Inc.).* Scheduler. Responsible for reviewing update schedule from the Contractor and compiling review letter. Baker, as a subconsultant, is a member of the construction management team providing Resident Engineering and inspection services. Project includes widening of the Parkway mainline to add a third travel lane in each direction from MP 52.4 to 57.8, including the construction of 4 new pile supported bridges, the removal of 4 existing bridges, the construction of 2 new culverts, and the extension of existing culverts; and construction of regulated activities within areas included in the permits for the widening portion of the Parkway from MP 30 to 48.

Limited Services Contract for Design, Statewide, Virginia. *Virginia Department of Transportation.* Scheduler. Responsible for development of construction schedule. Baker is responsible for professional engineering services for various interstate, primary, urban and secondary road projects throughout the state. Projects involve all stages of development, from preliminary and final engineering design to engineering support during construction.

Replacement of (Secaucus) Maintenance Facility and (3) State Police Stations. *New Jersey Turnpike Authority.* Building Inspector. Responsibilities included Office Engineering & Building Inspection. The Office Engineering responsibilities included: RFIs and Submittal Coordination, General Document Control. Building Inspection responsibilities include: Architectural and Sitework inspection of the NJTA's Moorestown Police Barracks Project. The State Police Barracks will be brought up to contemporary law enforcement agency standards to meet today's requirements and future needs, including a fitness room and locker room facilities for female troopers. In addition, the upgrades will include expansion of parking, new underground motor fuel tanks, new utility services including emergency generators, and a helipad at Moorestown.

Open-End Construction Management and Construction Inspection Services, Various Counties, Pennsylvania. *Pennsylvania Department of Transportation, Central Office.* Scheduler. Reviewed Project Progress Schedule Updates in accordance with Project Documents. Baker is one of the Pennsylvania Department of Transportation's (PennDOT) preferred construction management and construction inspection providers on roadway and bridge projects through the state, including specialty railroad-railroad crossing projects administered through the PennDOT Bureau of Public Transportation. Under numerous open-end contracts, Baker is providing construction management and construction inspection services for highway, roadway, and bridge projects; small and mid-sized projects for erosion and sedimentation control; and environmental projects, on an as-needed basis.

Passenger Information Display System Installation Construction Management, Northeastern United States. *Amtrak.* Project Coordinator. Responsibilities included project setup in Primavera contract manager, document control, schedule reviews, and project closeout. Baker is providing construction management services for the upgrade or replacement of the passenger information display system at five Amtrak stations in the northeastern United States: Albany, New York; Baltimore, Maryland; Harrisburg, Pennsylvania; Providence, Rhode Island; and Route 128, south of Boston, Massachusetts. Baker will coordinate work and oversee installation of the systems at the five stations concurrently over a six-month period.

Program Management and Construction Management Services for the Reconstruction of the Market Street Elevated, Philadelphia, Pennsylvania. *Southeastern Pennsylvania Transportation Authority (SEPTA).* Project Coordinator. Responsible for supervising document control staff, technical and engineering help to the resident engineers, change management control, quality control, claims analysis and Primavera Expedition administration. As a member of a five-firm program management team, Baker provided program management support, construction management, and construction inspection services for the reconstruction of the Market Street Elevated, consisting of the replacement of the aging elevated structure centered at Market Street, where it emerges from a subway portal near 45th Street, to a point west of the Millbourne Station in the suburban Borough of Millbourne, a distance of more than 20 city blocks. The work included the replacement of six outdated passenger stations along the elevated structure, with new station buildings adjacent and connected to the new elevated structure.

Wilmington Station Renovation and Restoration Construction Management and Inspection, Wilmington, Delaware. *Amtrak.* Project Coordinator. Responsible for document control, estimating, change order management, technical help to the RE, project management and project closeout. Baker provided construction management and inspection services for the restoration and renovation of the historic Wilmington Station. Baker's services included preconstruction design reviews; risk analyses; constructability reviews; review of value engineering proposals; construction scheduling, quality assurance and quality control reviews; monitoring the construction budget and minimizing change orders; and construction inspection. All construction work was performed without disruptions to train service.

Franklin Street Station Design Management and Construction Services, Reading, Pennsylvania. *Berks Area Reading Transit Authority (BARTA).* Project Coordinator. Responsible for schedule update review, reviewing change orders, compiling monthly reports and meeting minutes. Baker provided construction management services for the design and construction of a new bus terminal through the rehabilitation of a historic train station. Baker's services included design proposal refinement, proposal procurement support, design management, community outreach, preconstruction services, construction management and inspection, and post-construction services.

Previous Work History

Delta Engineering Inc., Chicago, Illinois, Office Engineer, November 2006 - March 2007

Worked as an Office Engineer for McDonough Associates Inc., Chicago on Tri-State Toll Way Widening. Primary responsibilities included assisting project manager on reviewing and revising drawings per addendums, maintaining log of all the drawings, updating drawings per addendums, document control management, meeting minutes, and assisting with review of RFI's and Submittals.

Delta Engineering Inc., Chicago, Illinois, Field Engineer, February 2005 - November 2006

Worked as a Field Engineer and also as a document control manager on $100 Million METRA Southwest Service Expansion Project. Primary responsibilities included checking contractor's work per drawings and specifications and reporting any inconsistencies or non- compliance to the Resident Engineer, inspecting field quantities and performing surveys to check the grades, computing and verifying change orders, logging daily reports into *Primavera Expedition 9.1,* creating, answering and managing RFI's from contractors.

Delta Engineering Inc., Chicago, Illinois, Bridge Inspector, November 2004 - January 2005

Worked as a bridge inspector on Skyway under the truss structure, main responsibilities included overseeing the bridge inspection done by URS both under the bridge and over the bridge.

Deccan Constructions Ltd, Hyderabad, India, Site Engineer, May 2001 - June 2002

Worked as an intern and the primary responsibilities included taking quantity measurements, supervising site operations, checking the drawings, reporting any inconsistencies to the supervisor, making a daily report of all the operations and then log it into the System, taking care of the local safety standards, and verifying calculations.

Joshua M. Grosso

Senior Scheduler

Years with Baker: 6

Years with Other Firms: 0

Education

B.A., 2007, Youth Ministries, Cedarville University

B.A., 2007, Christian Education, Cedarville University

General Qualifications

Mr. Grosso currently leads project scheduling and utilization forecasting for Baker's Architecture Department. Previous responsibilities included project scheduling and QA/QC of subconsultant invoices while serving on Baker's Department of Homeland Security contract with the United States Visitor and Immigrant Status Indicator Technology (US-VISIT) Program as well as assisting Project Managers in Baker's Construction Services Department with the organization and review of project submittals, RFIs, change orders, invoices, and schedules.

Experience

Office Building Design, West Mifflin, Pennsylvania. *Confidential Client.* Scheduler. Responsible for scheduling assistance. Baker is serving as the lead designer for the design-build delivery of two 40,000-square-foot Office Buildings on a previously developed research laboratory campus. The project includes two identical, mirrored-surface, three-story buildings and conjoining courtyard constructed on the existing parking area, with significant utility infrastructure clearance requirements. Each building will achieve LEED® Gold certification.

Alternatives Evaluation and Feasibility Study for Renovation of the Long Bridge, Washington, D.C. *District Department of Transportation (DDOT).* Scheduler. Responsible for scheduling assistance. Baker evaluated the cost effectiveness and feasibility of options, including multimodal and intermodal alternatives, to rehabilitate or replace the CSX Long Bridge, which carries freight and passenger rail across the Potomac River.

Design and Construction of Armed Forces Reserve Center, Danbury, Connecticut. *U.S. Army Corps of Engineers, Louisville District.* Scheduler. Responsible for scheduling assistance. Baker was the designer of record for the design-build delivery of a new 1,000-member Armed Forces Reserve Center (AFRC) for the U.S. Army Reserve and the Connecticut National Guard on an approximately 17-acre site located near Danbury and Newtown, Connecticut.

Army Reserve Center Design, Orangeburg, South Carolina. *U.S. Army Corps of Engineers, Louisville District.* Scheduler. Responsible for scheduling assistance. Baker is the designer of record for the design-build delivery of a new 300-member Army Reserve Center in Orangeburg, South Carolina. Primary facilities include a 37,992 SF Training Center, a 6,409 SF Organization Maintenance Shop and a 1,975 SF Unheated Storage Building. This project is designed to achieve LEED Silver Certification from the USGBC.

Design of Tactical Equipment Maintenance Facility and Equipment Concentration Site Warehouse, Fort McCoy, Wisconsin. *U.S. Army Corps of Engineers, Louisville District.* Scheduler. Responsible for scheduling assistance. Baker was the designer of record for the design-build delivery of an approximately 58,000-square-foot, two-story modified large Tactical Equipment Maintenance Facility and an approximately 44,000-square-foot, one-story Equipment Concentration

Site Warehouse, along with 30 acres of gravel hardstand designated for organizational parking. Tasks were performed under an indefinite quantity-indefinite delivery engineering agreement. Baker designed both structures to meet LEED® Silver certification.

Franklin County Regional Intermodal Facility Engineering, Design, and Permitting Services, Confidential Location, Pennsylvania. *Norfolk Southern Corporation.* Scheduler. Responsible for scheduling. Baker provided engineering and design services, permitting, and coordination with another environmental consultant to prepare the environmental clearance document, for a new intermodal freight facility to serve the mid-Atlantic region, as part of an initiative to establish a high-speed intermodal freight rail route between the Gulf of Mexico and the Northeast. Baker's responsibilities included site investigation, geotechnical and civil engineering, design of five facilities and an overpass, drainage design, erosion and sediment control, and utility coordination.

Engineering and Permitting Services for Rutherford Intermodal Facility Expansion, Harrisburg, Pennsylvania. *Norfolk Southern Corporation.* Scheduler. Responsible for scheduling assistance. Baker provided fast-track engineering and permitting services and coordinated with the environmental consultant responsible for preparing the environmental clearance document to expand the Rutherford intermodal freight facility, a critically important mid-Atlantic intermodal hub and part of the railroad's 2,500-mile Crescent Corridor initiative to establish a high-speed freight rail route between the Gulf of Mexico and the United States.

Mount Joy Station Platform, Canopy, Elevator, and Electrical Design, Mount Joy, Pennsylvania. *Pennsylvania Department of Transportation, Central Office.* Scheduler. Responsible for scheduling assistance. Baker provided architecture and engineering design services for new train platforms, canopies, elevators, stairs, electrical power and communications, security systems, accessible signage, and landscaping for the new Mount Joy Amtrak Station. Baker's services included preliminary and final design, civil design, cost estimates, and construction scheduling.

New Haven–Hartford–Springfield Rail Station Design, New Haven, Connecticut, to Springfield, Massachusetts. *Connecticut Department of Transportation.* Scheduler. Responsible for scheduling. Baker is developing the design for 13 new or upgraded high-speed passenger rail stations from New Haven, Connecticut, to Springfield, Massachusetts. The New Haven-Hartford-Springfield (NHHS) rail project represents a broad partnership among the state of Connecticut, Amtrak, and the Federal Railroad Administration, along with the states of Massachusetts and Vermont.

Program Management for New Haven Rail Yard Facilities Improvement, New Haven, Connecticut. *Connecticut Department of Transportation.* Scheduler. Responsible for scheduling assistance. Baker is providing program and construction management services to transform the existing New Haven Rail Yard into a state-of-the-art coordinated campus to serve the expanding Metro-North rail car fleet, enhancing Metro-North commuter rail service to New York City and supporting Connecticut's vision of improved rail and transit service into the 21st century.

East Liberty Transit Center and Transit-Oriented Development, Pittsburgh, Pennsylvania. *Eastside Limited Partnership III.* Scheduler. Responsible for scheduling and document control. Baker provided comprehensive on site construction management services for the new East Liberty Transit Center and the first phase of associated transit-oriented development.

Iris Gargonnu

ICC Structural Steel/Bolting Inspector & Contract Administrator

Years with Baker: 4

Years with Other Firms: 7

Education
B.S., 2002, Architecture and Construction Management, New York Institute of Technology New York City Campus

Licenses/Certifications
ICC Structural Steel and Bolting Special Inspector

ICC Spray-applied Fireproofing Special Inspector

ACI Concrete Field Testing Technician – Grade I

OSHA 10-Hour Safety Training, New York, 2009

OSHA Confined Space Awareness Training, New York, 2009

OSHA ArcFlash and Lock-Out/Tag-Out Training, 2011

OSHA Electrical Safety Training, 2011

OSHA Hazard Communication, 2011

NYC DOB 4-Hour Supported Scaffold User Certificate, New York, 2009

OSHA Construction Safety & Health Certification, 2009

General Qualifications

Ms. Gargonnu has more than 11 years of experience in Architecture and Project/Construction Management. Her experience includes assignments on various government facilities including but not limited to wastewater treatment plants, schools and hospitals throughout New York City. In the private sector, she has served as project manager on several residential and commercial buildings. She brings extensive architectural and construction related knowledge to the various projects she has worked on.

Experience

Construction Management Services for Upgrade of Newtown Creek Water Pollution Control Plant, Brooklyn, New York. *New York City Department of Environmental Protection.* Resident Engineer. Responsibilities include supervising field inspection staff, maintaining contract drawings, processing RFIs/RFCs, contractor payments, and subcontractor approvals. Additional responsibilities include maintaining and monitoring all project related permits, and documentation for contract closeout including requirements for special inspections, occupation or use prior to completion. Also maintains a log of issues and disputed work claims for the client. Baker is providing construction management services as part of a tri-venture team for the 10-year upgrade of the Newtown Creek Water Pollution Control Plant.

2006 and 2012 Building Assessments of Con Edison's Forest Hills Tower, Forest Hills, Queens, New York. *Consolidated Edison of New York (Con Ed).* Architectural Inspector. Baker was hired to conduct an Independent Building Assessment Survey Report to identify possible operational and maintenance deficiencies in selected building architectural and structural components and mechanical and electrical systems by non-intrusive means as part of Con Edison's Facility Lease Agreement which required partial reimbursement for the operation and maintenance of these leased building systems. For the Building Assessment Survey Reports, Baker expeditiously provided a team of Building Specialists (Architects, Civil, Mechanical, Fire Protection and Electrical Engineers and Inspectors) which toured and visually inspected this facility. A detailed Building Assessment Report was prepared and submitted to Con Edison for their final review and acceptance.

NYC School Construction Authority. The three largest schools in the term contract was the Mott Haven Campus, construction cost totaling over 160 million. Attended meetings, site visits for compliance issues and developing conformance solutions with the facility inspection division. Other responsibilities included key team leader in time sensitive school openings and performing all cost estimates, and bill reviews.

Dormitory Authority of the State of New York. Revamped program from minimal and under-serviced contract to over $3.4 million in work orders for various projects residing in all four boroughs. Developed ongoing DASNY relationships with representative construction managers, key development role in compliance resolution through issuing nonconformance list, field report submittals, and residing over critical project completion site meetings, site analysis and resolution. Other responsibilities performing all cost estimates, and bill reviews. Projects including universities, hospitals, judicial, institutional and health services.

Contract C-34590, Concrete Batch Plant Inspections, Various Locations. *NYC Transit Authority.* Responsibilities include performing technical inspection and plant/equipment evaluation services for concrete plants and related materials; Check for quality assurance conditions of concrete mixing trucks, moisture content (ASTM-94) scale calibration and perform field sieve analysis.

Concrete Quality Assurance Services, Various Locations in the Boroughs of Manhattan, Queens, Brooklyn, Bronx, Staten Island and Upstate New York. *URS/NYCDEP.* Construction Inspector. Concrete batch plant inspection and quality assurance testing of concrete at various batch plant locations throughout the five (5) boroughs.

Previous Work History

HAKS Engineers, Project Manager, 2009 - 2010 Ran training and certification programs to ensure that the inspection personnel consisted of multidisciplinary individuals. Wrote proposals, and managing agreements with clients, prepared Bid documents and priced jobs.

Tectonic Engineering, Project Manager, 2008 – 2009 Responsibilities included filing Technical Reports with the building department, supervising over 70 Inspectors assigned to projects all over New York City and attending meetings with the owner.

Tectonic Engineering, Construction Inspector, 2007 - 2008 Responsibilities include performing technical inspection and plant/equipment evaluation services for concrete plants and related materials; Check for quality assurance conditions of concrete mixing trucks, moisture content (ASTM-94) scale calibration and perform field sieve analysis.

Structure Tone, Assistant Project Manager, 2006 - 2007 Assisted the Project Manager in daily site activities on the construction of Tower 7; maintained client interaction through meetings, site visits and memos; prepared invoices, permit tracking, approvals and change orders and scheduled over 100 employees and generated work schedules on Microsoft Project. (2006-2007)

Port Authority of NY & NJ, Intern, 2005 – 2006 Responsibilities included general bookkeeping, payroll and scheduling, providing staff development, preparing invoices, change orders and managing RFI's.

Winchester Falbe, P.E., C.C.M.

Contract Administrator / Cable Stay Expert

General Qualifications

Mr. Falbe has structural engineering experience with railroad and highway bridges including design, construction, and inspection. Throughout his career, he has been involved with the design and/or construction of more than 120 bridges in more than 20 states, including a -stayed structure over the Mississippi River, a design-build structure in the Gulf of Mexico, six bridges over the Arkansas River, a large design-build project in Texas, a movable bascule railroad structure, 20 railroad structures, two pedestrian structures, a value engineering study of a vertical lift highway bridge, 50 new highway bridges in Mississippi, and 35 highway bridge seismic retrofits in Tennessee.

Years with Baker: 2

Years with Other Firms: 17

Education

M.S., 2011, Operations Management, University of Arkansas

M.S., 1999, Civil Engineering, University of Arkansas

B.S., 1995, Civil Engineering, University of Missouri at Rolla

Licenses/Certifications

Professional Engineer: New York (#[redacted] – Exp. 3/16), Missouri, Arkansas, Mississippi, Illinois, Louisiana, Florida, Tennessee, Alabama, Oklahoma, Kentucky, Virginia

Certified Construction Manager, 2014

SSPC Level 1 Bridge Coatings Inspector, 2012

OSHA 10-Hour Safety Training, 2012

NCEES Certified, 2009

Safety Inspection In-Service Bridge, 2012

DCR Cert. Erosion & Sediment Control Inspection, Virginia, 2013

ACI Concrete Field Testing Technician - Grade 1, Virginia, 2013

Experience

U.S. 82 Greenville Cable Stayed Bridge over the Mississippi River, Greenville, Mississippi. *Mississippi Department of Transportation.* Senior Field Engineer. Provided construction engineering and inspection services for this $111 million, 2,562 feet (592-foot back span, 1378-foot main span, 592-foot back span) structural steel, composite, cable-stayed signature bridge, using the balanced cantilever method of segmental bridge construction.

Dominion Boulevard Improvements Construction Engineering and Inspection, Chesapeake, Virginia. *City of Chesapeake, Virginia.* Resident Engineer. Responsible for overseeing a staff of inspectors for this $188 million project. With a 95-foot vertical clearance for navigation, the two larger bridge structures (northbound/southbound) over the South Branch of the Elizabeth River have the largest spliced, haunched girder unit with spans of 222.5, 285.0, and 222.5 feet with one fender system consisting of 96 driven steel piles and a 10-foot, four-inch shared use path. The twin bridges over Cedar Road have a three-span spliced girder unit with spans of 151.42, 200.0, and 151.42 feet. The Ramp K over Ramp L bridge structure has a two-span spliced girder unit with spans of 108.42 and 108.42 feet, including an integral post tensioned straddle bent cap.

North Boulevard Bridge over Kansas City Southern Railroad, Baton Rouge, Louisiana. *City of Baton Rouge.* Senior Field Engineer. Responsible for the construction engineering and inspection of this urban bridge project. The bridge included nine 120-foot-long spans for a total bridge length of 1,080 feet supported by 42-inch diameter drilled shafts, which utilized the wet slurry construction method.

U.S. 90 St. Louis Bay Bridge Design-Build Replacement, Pass Christian to Bay St. Louis, Mississippi. *Mississippi Department of Transportation.* Resident Engineer/Construction QC Manager. Provided oversight of staff of 12 inspectors and two sub-consultants while managing a $5 million budget for 20 months for on-site construction quality control services. The new $266.8 million project replaced the previous bascule bridge, which lost all of its superstructure and 40 percent of its piers in the storm surge caused by Hurricane Katrina. This segment is a critical component of the Gulf Coast transportation network with a total project length of 13,000 feet across St. Louis Bay. The new four-lane bridge spans 11,200 feet, with a main spliced girder span of 250 feet and an 85-foot clearance for navigation. Bridge enhancements include a higher profile, a 12-foot bicycle/pedestrian path on the bay side, 8-foot inside shoulders, and 10-foot outside shoulders. A total of 1,033 precast concrete piles (137 24-inch piles, 433 30-inch piles, and 463 36-inch piles) were driven from June 15, 2006 to March 13, 2007. Contractor was awarded a $5 million incentive bonus for achieved the May 16, 2007 milestone deadline for the eastbound bridge and lanes.

Previous Work History

Garver, LLC, Franklin, Tennessee, Construction Manager/Structural Engineer, 2010 - 2012.
Responsible for various temporary design and construction opportunities including aviation, transportation and construction services inspections.

Buro Happold, New York, New York, Resident Structural Engineer, August 2007 - 2009.
Responsible for the on-site construction administration services of the foundations at the new Crystal Bridges Museum of American Art in Bentonville, Arkansas.

HNTB Corp., Pass Christian, Mississippi, Resident Engineer/Construction QC Manager, March 2006 - August 2007.
Responsible for the replacement of the US 90 Bridge over St. Louis Bay, overseeing a staff of 12 inspectors and two sub-consultants while managing a $5 million budget for 20 months for the on-site Construction QC services during the duration of this project.
HNTB Corp., Greenville, Mississippi, Senior Field Engineer, February 2002 - February 2006.
Provided on-site construction engineering and inspection services for the New US 82 cable-stayed bridge over the Mississippi River.

HNTB Corp., Kansas City, Missouri, Bridge Engineer, May 2000 - January 2002.
Responsible for the design of 20 railroad bridge structures including the plans, designs and specifications.

Garver Engineers, Little Rock, Arkansas, Bridge Designer, January 1996 - May 2000.
Responsible for the design of more than 50 new highway bridges in Mississippi and 30 bridge rehabilitations in Tennessee.

Illinois Department of Transportation, District 8, Engineer Intern, Summer 1995.
Responsible for asphalt inspection of the new four-lane divided widening of US 51 highway south of Centralia in Washington County near Irvington.

Arch of Illinois, Percy, Illinois, Engineer Intern, Summer 1994.
Responsible for reclamation work at the Captain Coal Mine.

Neil J. Brouder

Civil/Environmental Inspector/Contract Administrator

Years with Baker: 2

Years with Other Firms: 0

Education
Environmental Engineering, Manhattan College

Environmental Management, Harvard University

Law, Western New England College

Licenses/Certifications
OSHA 10-Hour Safety Training

General Qualifications

Mr. Neil Brouder has a degree in Environmental Engineering and worked on numerous Construction Management Projects as an Office Engineer/ Construction Inspector. He prepared contractor's payment, reviewed change-order work, checked material certifications, maintained documents folder, attended progress meetings, generated various reports, and is familiar with methods and construction procedures of the industry.

Experience

Construction Management Services for East-of-Hudson Watershed Projects. New York City Department of Environmental Protection. Senior Inspector. As a joint-venture team member, Baker is providing construction management services for facility and transportation projects in the client's 1,969-square-mile New York watershed area, east of the Hudson River, under an on-call contract for engineering services. Rehabilitation and maintenance of the client's numerous facilities, which include dams, chlorine generators, roadways, and bridges, is necessary to address aging infrastructure and capacity expansion needs.

The 6,000-mile New York City water supply system provides more than 1 billion gallons of high-quality drinking water every day to nearly 9 million New Yorkers and millions of visitors from three independent systems and a network of 19 reservoirs. Baker's tasks include resident engineering inspection and management, project scheduling, budgeting, technical assistance, constructability review, shop drawing review, fixed assets survey, health and safety monitoring, quality assurance and quality control, and overall construction supervision. Assignments require close coordination with the client, the design engineer, the contractor, utility companies, and regulatory agencies.

Representative task-order assignments for which Baker has provided services are highlighted below.

- **CRO-391, Constructability and Biddability Review for Replacement of Crane and Chlorine Process Area at Delaware Aqueduct Shaft 18.** Baker's team of subject matter experts reviewed the contract plans and specifications for the installation of a new crane and hoist and removal of the existing crane and hoist in the chlorine process area.
- **CRO-518, Wetland and Open-Water Mitigation Site, Armonk, New York.** Baker reviewed plans, specifications, and cost estimates and provided constructability and biddability review comments for a four-acre wetland mitigation site at the former Armonk Bowling Alley.
- **CRO-497, Catskill Aqueduct Erosion Restoration.** This undertaking involved two separate stream stabilization project sites at Millwood and Lake Street. Baker reviewed

plans, specifications, and cost estimates and provided constructability and biddability review comments.

- **On-Site Safety Inspection for Multiple Construction Contracts.** Baker provided an on-site safety inspector for multiple construction contracts, including CRO-366R, EOH Door Replacement; CRO-421, EOH Stormwater Retrofits; CRO-321, Mahopac BWSO UV; CRO-497, Catskill Aqueduct Erosion Restoration, Lake and Millwood Streets; CRO-498, Kensico Watershed Stormwater–Best Management Facilities; CRO-480, Chlorine Lines at Kensico Shaft 18; and DEL-57, Environmental Remediation at Shaft 18.
- **CRO-502; Kensico Road Closure Traffic Improvement Measures.** Baker's team of subject matter experts reviewed contract plans and specifications. The project included modifying existing intersections and signals to increase efficiency and safety; widening local roads; adding new traffic signals and appurtenances; constructing new sidewalks and crosswalks; providing new drainage ditches, swales, inlets and outlets, catch basins, piping, and erosion and sediment control features; and erecting new guide rail.
- **Miscellaneous Staff Support Services.** Baker provides a variety of support services to meet client needs. Baker's personnel often perform multiple project assignments, thereby reducing project costs, while adhering to quality management plans and systems, as outlined by ISO 9000 and SOP 128.

Previous Work History

Haider Engineering PC, Yorktown Heights, New York, Office Engineer, 2010 - 2013
Construction management and Design Review for 33 projects at various stages of design and in construction, Jobs range from roadway improvements to new turbidity curtain at Croton Reservoir.

Jacobs/Greeley & Hansen, JV, Hillview Reservoir, Yonkers, New York, Office Engineer, 2007 - 2010
Review/ Prepare payments and change orders with all appropriate backup, Monitor and review RFI and submittal process, bi-weekly progress meetings, produce meeting minutes and agendas, Communicate frequently with design team, client (DEP -various bureaus), contractors, township, inspectors, resident engineer, office manager,
B.E.I. Inc, Bronx, New York, Foreman, 2006 – 2007 Foreman for crews of five, on average, for general construction work. Projects included full scale renovation, residential, and commercial projects.

HDR Inc, Pearl, New York, Engineer, 2005 – 2006 Site inspection for construction sites, Field engineer for work being done on housing complex, water main extension, baseball fields' complex, soccer fields' complex, GAA sports complex, and detention basin construction and Weekly inspections and reports for pollution prevention.

B.E.I. Inc, Bronx, New York, Carpenter/Laborer, 2004 – 2005 Worked on various general construction projects during the summers of 2004 and 2005.

City of New York, Riverdale, New York, Intern Engineer, 2003 – 2004 Maintained legal files for projects for the City of New York, Projects include: new school construction, retaining walls, rehabilitation of overpasses.

Poggenpohl Kitchens, New York, New York, 2003 Assisted with filing, answering phone to clients and manufacturers, generating purchase order, general office duties, and design logistics

Ana Crespo

Document Controls Specialist

Years with Baker: 4

Years with Other Firms: 23

Education: Commercial Diploma, Central Commercial HS, New York

General Qualifications

Ms. Crespo has over 27 years of experience in diversified document control and office management positions.

Experience

Construction Management Services for Upgrade of Newtown Creek Water Pollution Control Plant, New York City, New York. *New York City Department of Environmental Protection.* Documentation Coordinator. Responsible for Administrative duties including review, document/scan, and distributing mail. Responsible for all document filing; Daily Inspection Report, Contractor Report, Special Daily Project Report; scanning and inputting into Primavera. - Letters, submittals, reports, drawings, lab test reports, all correspondence project related; Monthly Safety and Health Report; Review and format all outgoing correspondence to the DEP to ensure accuracy, attachments; Familiar with the policies and procedures of the Department of Environmental Protection; Commissioners, Deputy Commissioners, portfolio manager letters; Training DEP Administrative staff in learning and following DEP policies and procedures; Liaison between the DEP Personnel and CM staff on site; and responsible for producing and distribution of the monthly agenda for I&T meeting. Baker is providing construction management services as part of a tri-venture team for the 10-year upgrade of the Newtown Creek Water Pollution Control Plant.

Previous Work History
NYC Department of Environmental Protection,
Administrative Assistant, March 1987 - September 2010

Worked directly for the Director of Heavy Construction and the four Division Chiefs of a $4 Billion program. Administrative duties included:

- Maintaining Meeting calendar for Director and Division Chiefs
- Typing and distributing all construction related monthly meeting Agendas, memos for the Director of Heavy Construction and the Division chiefs.
- Typing Request of Proposals, Award Recommendations for the Procurement Officer
- Maintaining tracking logs for Division's correspondence, Commissioner's Log, etc.
- Maintaining office files and all correspondence for Division
- Training new employees

The Continental Insurance Company, Supervisor, November 1972 - September 1985

- Served as Supervisor for "Policy Service Unit" overseeing 30 people
- Coordinated workflow for Multi State Accounts
- Typed and Review complex Large Line Accounts under the Special Risk
- Responsible for all State filings/Board & Bureau/Workmen's Compensation Law

Jeffrey P. Weiss

Senior Cost Engineer

Years with Baker: 4

Years with Other Firms: 5

Education
B.S., 2004, Civil Engineering/Construction Management, University of Pittsburgh

Licenses/Certifications
Construction Quality Management for Contractors, 2012

General Qualifications

Mr. Weiss is a construction associate actively involved in preparing cost estimates, construction schedules, and providing construction management services for various clients while utilizing the latest software and industry technologies. Having managed projects for both general contractors and construction managers, while working with both union and open shop contractors, Jeff possesses the unique ability to relate to and work with a client from concept through design and construction to commissioning.

Experience

Downingtown Station Conceptual Design, Downingtown, Pennsylvania. *Pennsylvania Department of Transportation, Central Office.* Cost Estimator. Provided construction cost estimates. Baker is developing conceptual designs for improvements to the Downingtown passenger rail (Amtrak) Station. Recommended improvements include Americans with Disabilities Act (ADA)-accessible, 500-foot-long platforms with a lighted canopy and covered seating; passenger information; security systems; and designation of passenger car and taxi pick-up/drop-off areas. Pedestrian access and area considerations include ADA-compliant tunnels under the tracks, stairways and elevators, a pedestrian overpass, retaining walls along the outside of the platforms, and parking lots. Baker will perform surveys and complete conceptual design and a basis of design report.

New Haven–Hartford–Springfield Rail Station Design, New Haven, Connecticut, to Springfield, Massachusetts. *Connecticut Department of Transportation.* Cost Estimator. Provided construction cost estimates. Baker is developing the design for 13 new or upgraded high-speed passenger rail stations from New Haven, Connecticut, to Springfield, Massachusetts. The New Haven-Hartford-Springfield (NHHS) rail project represents a broad partnership among the state of Connecticut, Amtrak, and the Federal Railroad Administration, along with the states of Massachusetts and Vermont. Baker's tasks include preparing erosion and sedimentation, site, station, pedestrian bridge, and parking facility designs; ensuring Americans with Disabilities Act compliance; preparing permit applications; performing right-of-way and utility coordination; performing constructability reviews; overseeing landscape design; and performing construction management.

Shore Line East Railroad Station Rehabilitations, Branford, Guilford, Madison, Clinton, and Westbrook, Connecticut. *Connecticut Department of Transportation.* Cost Estimator. Responsible for quantifying and pricing general trades scopes as well as document control for the overall cost estimate. Baker is providing planning, civil engineering, electrical engineering, architecture, and construction phase services for the upgrade of five passenger stations along the Shore Line East Railroad Line, a high-speed commuter and intercity passenger rail system serving portions of southeast Connecticut and providing connecting service to New York. The Shore Line East connects Old Saybrook to New Haven's Union Station and locations south toward Stamford and New York City.

Transit Planning and Finance Consulting Services, Statewide, Pennsylvania. *Pennsylvania Department of Transportation, Central Office.* Cost Estimator. Provided construction cost estimates. Baker is providing on-call consulting services to assist with technical planning and finance initiatives for Pennsylvania's public transportation urban and rural agencies, and efforts to facilitate improvements to the Amtrak Keystone Corridor. Baker's services include transit development planning, transit agency performance reviews, facility feasibility studies, preliminary design, financial analyses, transit agency consolidations, public outreach and stakeholder coordination, Federal Transit Administration funding analysis, specialized public transportation studies, and other specialized studies to support the client's overall mission.

Municipal Engineering Services, 1950 to 2013, Beaver Falls, Pennsylvania. *Beaver Falls Municipal Authority.* Cost Estimator. Responsible for quantity take-off, estimate development, and pricing. Baker was the retained authority engineer for the municipal authority, and had maintained a relationship with the authority since 1950. The authority owns and operates a potable water system serving more than 18,000 accounts throughout 22 municipalities in Western Pennsylvania. The authority's water system consisted of: two surface water treatment plants, with a capacity of 10 million gallons per day and six million gallons per day, seven distribution system pumping facilities, 14 water storage tanks, and more than 300 miles of distribution and transmission lines. As consulting engineer, Baker performed various services for the authority on an annual basis.

Five-Year Engineering Services Agreement, Moon Township, Pennsylvania. *Moon Township.* Cost Estimator. Responsibilities included identifying and verifying scope, along with providing a cost estimate for renovations to the Moon Township Police station. Baker is performing all professional engineering, surveying, and other consulting services as requested by the board or township management under a five-year agreement. These services include review of private developer's submittals on behalf of the planning commission, design of new facilities for the public works department, an extensive road resurfacing program, and comprehensive park improvements.

Lindsey Kosan, E.I.T.

Cost Engineer

Years with Baker: 4

Years with Other Firms: 1

Education
B.S., 2009, Civil Engineering, The Pennsylvania State University

Licenses/Certifications
ACI Concrete Field Testing Technician - Grade 1

OSHA 10-Hour Construction Safety Training, 2013

PENNDOT Concrete Field Testing Technician, Pennsylvania, 2011

PENNDOT Concrete Field Testing Techn-In-Training, 2010

General Qualifications

Ms. Kosan is a Construction with comprehensive experience in transportation and building projects. She has developed a strong balance of field work and office support for various roadway and bridge projects, including construction inspection for structure demolition and rehabilitation, roadway, drainage, ADA ramps, and culvert construction. Her responsibilities include estimating, contractor payment/invoice approval and distribution, processing contractor payments through approved systems, auditing payments and office documents, preparing daily reports, and quality assurance tests. Ms. Kosan develops construction cost estimates for projects including bridges, roadways, aviation facilities, buildings, and wastewater treatment plants. Ms. Kosan works daily with various project stakeholders to ensure successful completion of project tasks within schedule, budget, and quality standards.

Experience

S.R. 0028, Sections A09 and A10, Final Design (East Ohio Street Improvement Project), Pittsburgh, Pennsylvania. *Pennsylvania Department of Transportation, District 11-0.* Civil Associate. Provided estimator comparison estimate, also provided cost estimate checks/verifications on several special provision items, and assisted with estimate checks. Baker provided environmental and engineering services to rehabilitate a two-mile, four-lane section of S.R. 0028 within the City of Pittsburgh characterized by narrow lanes, proximity of fixed objects, lack of a median barrier, heavy traffic congestion, and insufficient sight distances. The project challenges included minimizing hillside impacts, maintaining current railroad capacity, constructing within a tight corridor, and accommodating historic structures, while enhancing safety, improving traffic flow, and providing pleasing aesthetics. The project includes the addition of median barrier on S.R. 0028, a grade-separated interchange at 31st Street, and new southbound on and off ramps at 40th Street to allow continuous mainline flow. The elimination of mainline traffic signals contributes to the goal of promoting uninterrupted flow along the corridor. The design team worked closely with the project stakeholders and the public to develop a design alternative that meets the project's purpose and needs, addresses challenges, meets stakeholder and public desires, is constructible, and is affordable.

Service Center Replacement Design and Construction Management, McKeesport, Pennsylvania. *Duquesne Light Company.* Construction Associate. Assisted with the cost construction estimate. Baker is serving as architect/engineer of record and owner's representative for all phases of work in connection with design and construction management for a 27,000-square-foot service center to be used for equipment servicing, truck servicing and repairs, and other vehicle deployment needs. The site is an "improved brownfield site, ready for development." Baker is preparing complete and comprehensive design documents and supporting all site requirements,

including agency permitting, due diligence, and other administrative services, to secure the site location. Baker will also provide procurement services, negotiation support, bid support, and construction management and inspection.

S.R. 28 Utility Investigations, Pittsburgh, Pennsylvania. *Pennsylvania Department of Transportation, Central Office.* Construction Associate. Assisted with estimate review for utility modifications estimate. Baker conducted utility investigations for the preliminary and final design of the reconstruction of S.R. 28 (East Ohio Street) from the downtown area to Millvale. Baker's services included field investigations, surveys, oversight of geotechnical investigations, in-depth sewer inspections, utility mapping, three-dimensional modeling, and utility coordination.

Construction Inspection for S.R. 79, Section A55 Improvements, Allegheny County, Pennsylvania. *Pennsylvania Department of Transportation, District 11-0.* Civil Associate. Provided 'greenlining' audit services for project closeout. Baker provided supplementary construction inspection services for S.R. 79, Section A55 roadway and bridge improvements. Work included diamond grinding, transverse and longitudinal joint sealing, shoulder repair, minor guide rail updates, signing updates, pavement markings and delineators, latex bridge overlay, minor substructure repair, and other miscellaneous construction elements. The project area encompassed 3.73 miles through Collier and South Fayette townships and Bridgeville Borough.

East Liberty Transit Center and Transit-Oriented Development, Pittsburgh, Pennsylvania. *Eastside Limited Partnership III.* Construction Associate. Provided bid services. Baker provided comprehensive on site construction management services for the new East Liberty Transit Center and the first phase of associated transit-oriented development. Baker's services included constructability reviews, bid- and award-phase services, on-site construction management, construction inspection, utility and stakeholder coordination, review of contractor submittals, program integrated master scheduling, contract schedule analysis and monitoring, specification writing, contract document development, budget monitoring, project documentation, claim prevention and support services, third-party agreements reviews and impact assessments, problem resolution, coordination and communications controls, and project closeout support.

S.R. 68 over Muntz Run Realignment and Bridge Replacement, Borough of Zelienople, Pennsylvania. *Pennsylvania Department of Transportation, District 10-0.* Civil Associate. Responsible for providing a 'clearing and grubbing' scratch estimate for the client. Baker provided the final design for the realignment of S.R. 68 and the replacement of a bridge carrying S.R. 68 over Muntz Run. Baker's services included project management; final culvert, roadway, and drainage design; traffic engineering; utility coordination; geotechnical engineering and foundation design; pavement design; permitting; field surveys; and bid- and construction-phase services. The purpose of the project was to improve the horizontal geometry along S.R. 68 and enhance motorist safety.

Five-Year Engineering Services Agreement, Moon Township, Pennsylvania. *Moon Township.* Civil Associate. Provided various field inspections (paving, storm sewers, waterline) for local projects including: DCA Commissary, Cimmaron, and Foxwood Knolls. Baker is performing all professional engineering, surveying, and other consulting services as requested by the board or township management under a five-year agreement. These services include review of private developer's submittals on behalf of the planning commission, design of new facilities for the public works department, an extensive road resurfacing program, and comprehensive park improvements.

Richard E. Crimm

Senior Cost Engineer

Years with Baker: 47

Years with Other Firms: 1

Education
A.D., 1970, Architectural Drafting, West Penn Technical College

Licenses/Certifications
Safety Regulatory Commission

General Qualifications

Mr. Crimm has construction experience in a variety of roles from tradesman to general superintendent, senior estimator, and project manager. Over the years, he has supervised or managed various types of contracts such as general contractor, construction manager, design-build, along with hybrid agreements with real estate and investment developers. His contributions to the project team include constructability review, project scheduling, value engineering, cost estimating and cost control, claims analyses, litigation support, safety, and QA/QC with both document production and installation or construction of the finished product. In his role as Project Manager, from project inception, Mr. Crimm is involved with the owner's in-depth budgets and cost estimating activities that include creating and updating cost models of various disciplines and structure types, life-cycle-cost, value engineering, risk assessment, establishing contractor scopes, means and methods, and construction sequencing. Mr. Crimm also adds significant value to the Baker Team with his litigation support knowledgeable and practical participation in this process.

Experience

Right-of-Way Appraisal Report for Routes 1, 9, and Haynes Avenue, City of Newark, New Jersey. *New Jersey Department of Transportation (NJDOT).* Cost Estimator. Responsibilities included providing constructability reviews, along with a detailed cost estimate and a milestone schedule. This project involved replacement of the Haynes Avenue Viaduct and extensive reconstruction of the surrounding roadways. Pavement tasks included: Review of Soil Mechanics – Resilient Modulus & and Subsurface Drainage, review of Back Calculation of FWD deflection data, determination of average weighted prices of pavement items, and Pavement Design.

Consulting Engineering Services for the Pennsylvania Turnpike, Statewide, Pennsylvania. *Pennsylvania Turnpike Commission.* Cost Estimator. Responsibilities included providing various cost estimates with associate construction schedules. On various occasions, participated in value engineering exercises for the client to make budget. Baker has served as the consulting engineer for the Pennsylvania Turnpike continuously since 1956. The turnpike is a limited-access toll highway consisting of 545 miles of roadway; 62 toll facilities with 461 toll lanes; five tunnels, each with two tubes; 1,325 bridges, and 18 service plazas.

Renovation of Pitt Tower, Pittsburgh, Pennsylvania. *Port Authority of Allegheny County.* Cost Estimator. Responsibilities included providing constructability reviews, along with a detailed cost estimate and a milestone schedule. Also provided assistance as a scheduler and a value engineering analyst. Baker provided architectural and building engineering design services for the renovation of a 5,000-square-foot building to house the Port Authority's video security monitoring system. The renovation consisted of new office space, HVAC, lighting, and basic infrastructure for the monitoring system for the Authority's busways and light rail stations.

On-Call Architecture/Engineering Services, Various Locations throughout Western Pennsylvania. *Verizon Wireless.* Cost Estimator. Responsibilities included constructability reviews, along with a detailed cost estimate and a milestone schedule. Mr. Crimm also provided assistance as a scheduler and value analyst. Baker provided architectural, engineering, and construction management services for various Verizon Wireless locations throughout Western Pennsylvania, including engineered facility solutions unique to the telecommunications industry and to Verizon Wireless. Baker's design solutions have proven to be innovative, by solving issues such as heat load gains from equipment that has climbed from 40 to 100 watts-per-square-foot in the last five years.

Construction Management and Inspection Services for the Reconstruction of I-79, Crafton to Bridgeville, Pennsylvania. *Pennsylvania Department of Transportation, District 11-0.* Health & Safety Administrator. Responsible for reviewing scope and contractors requirements. Developed a project specific Baker Safety Manual to guide the onsite employees safety working practices. Baker provided construction management and construction inspection services for the reconstruction of 5.8 miles of I-79. Construction management services included a project control system; a document control system; cost estimation, shop drawing monitoring and review; critical path method scheduling review and monitoring; change-order review and analysis; incident management; progress meetings; partnering; public relations; constructability reviews; and claims avoidance. Construction inspection services included coatings inspection, materials testing, quality assurance and quality control, assurance of compliance with plans and specifications, and maintenance and protection of traffic.

Program Management and Construction Management Services for the Reconstruction of the Market Street Elevated, Philadelphia, Pennsylvania. *Southeastern Pennsylvania Transportation Authority (SEPTA).* Construction Manager. Responsibilities included providing constructability scheduling, cost estimating, value engineering and change order analysis for the on-site management team. Also responsible for developing a project safety program and reviewing all prime contractor's safety programs for the client.

Pittsburgh Area Construction Management Support and Construction Inspection Services on Four Projects (SR 0885, 3069, 0028, 0008), Pittsburgh, Pennsylvania. *Pennsylvania Department of Transportation, District 11-0.* Health & Safety Administrator. Responsibilities included the project scope of work, sequence of work, schedule, and paralleling Baker's contract responsibilities to develop a job specific safety manual and program, which involved discussing Baker's duties and the project risk with the Project Manager and any of his supervising personnel.

New Haven Bus Maintenance Facility, Hamden, Connecticut. *Connecticut Department of Transportation.* Cost Estimator. Responsibilities included providing constructability reviews, along with a detailed cost estimate and a milestone schedule. Baker designed a 290,000-square-foot bus maintenance, storage, and administrative facility, which will incorporate state-of-the art equipment for the repair and maintenance of a 150-bus fleet and 20 support vehicles. The new facility includes an EPDM roof, with roof vents, roof top air handling equipment and over one mile of roof curbs and cants, money-handling security; controlled room access; an energy-efficient exhaust system for a high level of diesel operation; vehicle wash bays; detail and fueling bays; vehicle maintenance and body repair bays; and parts storage. Baker's services included architecture and structural; heating, ventilation, and air conditioning; electrical; plumbing; fire protection; and industrial equipment engineering.

James Washabaugh, LEED AP BD+C

Senior Cost Engineer

Years with Baker: 5

Years with Other Firms: 5

Education
B.Arch., 2009, Architecture, Carnegie Mellon University

M.S., 2009, Architecture Engineering Construction Management, Carnegie Mellon University

Licenses/Certifications
LEED Accredited Professional, 2009

General Qualifications

Mr. Washabaugh specializes in Building Information Modeling in both the design and construction phases. Experience on BIM projects includes developing the design standards for BIM implementation for numerous clients. James has strong computing skills in a wide range of applications other than BIM, including CAD, GIS, 3D design and rendering, graphic design, and spreadsheet design and analysis. He has applied his extensive education in sustainable design to several projects. James' understanding of building components and attention to detail ensure a high-quality outcome whether he is designing, analyzing, estimating, or reviewing a project.

Experience

Architectural and Engineering Design Services for the Army Reserve 1222nd Engineer Company Readiness Center, Mechanicsburg, Pennsylvania. *U.S. Army Corps of Engineers, Louisville District.* Documentation Coordinator. Coordinated and verified LEED® documentation between project team members. Baker is providing architectural and engineering services for a 100-member, 26,855-square-foot U.S. Army Reserve Center. The new 23.8-acre site includes two structures: readiness training center, and organizational maintenance shop with an integral unheated storage area. Baker is providing sustainable design and development and Energy Policy Act of 2005 features to meet the Silver LEED® level. Designed to maximize energy efficiency, the readiness center exceeds current energy standards by as much as 30 percent. Featuring water-efficient landscaping that maximizes open space, this structure is designed to reduce its ecological footprint. In addition, many recycled, low-emitting materials and finishes help keep the interior healthy for occupants and the planet.

Penn Hills Service Center Laydown Lot and Pole Yard Paving, Penn Hills, Pennsylvania. *Duquesne Light Company.* Preconstruction Manager. Responsible for permit support, public meeting presentation support, and coordination between owner, planning department, and design team.

Renovation and Upgrade Support for Facilities and Basewide Systems, Joint Base Balad, Balad, Iraq. *U.S. Air Force, Air Force District of Washington.* Preconstruction Manager. Conducted architectural assessment of 15 buildings during a two-week site assessment trip to Balad, Iraq in February 2014. Documented existing conditions, required rehabilitation, field measured structures, and developed reports. Developed design/build RFP pricing packages (BIM) for architectural scopes. Coordinated with other disciplines to manage project requirements, field data, and output formatting.

Woods Run Complex Building 5 Elevator Installation, Pittsburgh, Pennsylvania. *Duquesne Light Company.* Preconstruction Manager. Responsible for cost estimating and permit support. This project was to renovate an existing space and to install an elevator for ADA purposes as well as renovating office spaces that were affected by the new construction.

Construction Management and Data Management for Afghanistan Engineer Districts (TO 0026), Various Locations, Afghanistan. *U.S. Army Corps of Engineers, Middle East District (formerly TAC).* Assistant Construction Manager. Spent 16 months as database analyst and construction program manager for USACE Transatlantic District North in Kabul, Afghanistan. Oversaw the organization, management, and performance of over 400 construction contracts worth over $4 billion. Duties included analyzing construction placement, staffing requirements, and S&A performance, drafting guidance and district construction management policies, RMS (similar to prolog) administration, data management, data analysis, generating custom reports, coordinating with project managers, organizing and coordinating district level Line-Item Review meetings and Program Review Boards. From 2008 to 2013, Baker continuously provided construction management and data management services under various task orders. To quickly address project needs, Baker construction managers, construction schedulers, and data managers were stationed at the client's many sites. Baker personnel coordinated with the client, contractor personnel, and local commanders and government leaders to expedite construction projects. Baker's embedded data analyst team oversaw data collection and database maintenance and verified proper project management, using the client's management system. In addition, Baker provided schedule development training and database training, as needed.

Construction Management Support for Afghanistan Engineer Districts, Afghanistan. *U.S. Army Corps of Engineers, Middle East District (formerly TAC).* Assistant Construction Manager. Spent 16 months as database analyst and construction program manager for USACE Transatlantic District North in Kabul, Afghanistan. Oversaw the organization, management, and performance of over 400 construction contracts worth over $4 billion. Duties included analyzing construction placement, staffing requirements, and S&A performance, drafting guidance and district construction management policies, RMS (similar to prolog) administration, data management, data analysis, generating custom reports, coordinating with project managers, organizing and coordinating district level Line-Item Review meetings and Program Review Boards. Through a series of follow-on task-order assignments under an architectural and engineering services indefinite delivery contract, Baker personnel are performing in-country construction management support services for the client's office locations at airbases, camps, and forward-operating bases throughout Afghanistan. Tasks include construction management and scheduling, data processing, and report development.

Arch-Span Insulation Systems Review. *U.S. Army Corps of Engineers, Middle East District (formerly TAC).* Preconstruction Manager. Responsible for contract and specification review for 60 mission critical contracts in Afghanistan related to spray polyurethane foam insulation constructability issues. Conducted a three-week on-site analysis at MED office in Winchester, VA.

Robert J. Henry

Cable Stay Structural Inspector

Years with Baker: 16

Years with Other Firms: 10

Education

Diploma, 1981, General Studies, Rochester High School

Coursework, Civil Engineering, University of Pittsburgh

Coursework, Civil Engineering, The Pennsylvania State University

Coursework, Civil Engineering, Ohio University

Licenses/Certifications

NICET IV Transportation-Highway Construction, 2005

ACI Concrete Field Testing Technician - Grade 1, USA and Canada, 2012

PENNDOT Construction Documentation System (CDS), Pennsylvania, 1998

Troxler Nuclear Gauge Certification, 1994

PTI Cert. Level 1 Unbonded PT-Field Installation

PTI Certified Level 2 Unbonded PT Inspector

General Qualifications

Mr. Henry is experienced in both new and rehabilitation work on roadway and bridge projects. He has performed as a construction manager on a variety of construction project types and as a project lead inspector on some large and complicated projects. His experience covers all aspects of construction management and inspection services including the following: Oversight of all aspects of bridge and highway construction projects including new cable-stay bridge construction, post tensioning installation, steel repairs, complete rehabilitation of concrete pavement, major traffic signalization changes, management of construction inspection staffs, construction schedule review, change-order preparation and review, project close out, pre-inspection of concrete placement and concrete testing; sounding and repair of deteriorated concrete; installation of reinforcing bars; asphalt paving and milling; painting of steel structures; drainage; and structure lighting and installation of highway lighting. Mr. Henry recently served as a lead inspector in charge on one of the largest mine remediation projects for highway construction in the country (the abandoned mine remediation costs amounted to $30M).

Experience

Pomeroy-Mason Bridge Replacement, Construction Support Services, Pomeroy, Ohio and Mason, West Virginia. *Ohio Department of Transportation, District 10.* Lead Inspector. Responsibilities included the inspection and documentation of the following; all cable stay installation and stressing, all PT installation and stressing, structural foundations, substructure work. Modern testing techniques utilized on this project include: Lateral Load Testing, Cross-Hole Sonic Logging and Osterberg Load testing of two test shafts. Responsible for the preparation for the project meeting minutes. Also responsible for maintaining a current project website that details the construction and testing methods. Baker provided construction support services for the Pomeroy Mason Bridge over the Ohio River. Baker's services included contract administration assistance, construction inspection and documentation, constructability reviews, schedule management and monitoring, bid tabulation reviews, submittal reviews, and project closeout support.

Downtown Louisville I-65 Bridge over the Ohio River Bridge Type Selection and Final Design, Louisville, Kentucky and, Jeffersonville, Indiana. *Kentucky Transportation Cabinet.* Construction Manager. Responsibilities included constructability review and baseline schedule review on some of the cable stayed bridge activities. Also responsible for document management and tracking review status of all design and ready for construction submittals from the DBT. Baker performed a bridge

type study and prepared the preliminary and final engineering design for a new bridge over the Ohio River. Baker's services included project management, public involvement, report preparation, and design for the 3,300-foot-long bridge over the Ohio River. Baker prepared a final bridge type selection report that detailed all aspects of the selection process and incorporated comprehensive data on the three recommended alternatives, including single- and three-tower cable stays and a three-span through-arch bridge.

Fort Duquesne Boulevard Construction Management and Construction Inspection Services, Pittsburgh, Pennsylvania. *City of Pittsburgh, Pennsylvania.* TCM-1. Responsibilities included supervising all of the project documentation, preparing the contract change orders, progress estimates and the preparation of the project meeting minutes. Also responsible for overseeing the inspection of all project electrical systems. Baker performed construction management and construction inspection for the reconstruction of the 2,390-foot downtown-Pittsburgh section of Fort Duquesne Boulevard. Other tasks included providing engineering support; coordinating public relations, including developing the project web site; coordinating project delivery; and performing incident management.

Sixteenth Street Bridge Rehabilitation Construction Management/Construction Inspection Services, Pittsburgh, Pennsylvania. *Allegheny County Department of Public Works.* Applications Developer. Responsibilities included developing an Excel-based VBA Application Construction Documentation System for Allegheny County. This application is a database which incorporates the inspector's FID's, processes master diaries, prepares estimates, processes work orders, and prints reports. Baker's CM/CIS services for the $10 million restoration of the historic 16th Street Bridge included creation of a computerized documentation system to track project progress and ensure timely completion of work on this landmark structure and key transportation link.

Pennsylvania Turnpike Construction Services, Statewide, Pennsylvania. *Pennsylvania Turnpike Commission.* Construction Manager. Responsible for some constructability review, document tracking and assisted with some time estimates. Baker has served as the consulting engineer for the Pennsylvania Turnpike continuously since 1956. The turnpike is a limited-access toll highway consisting of 545 miles of roadway; 62 toll facilities with 461 toll lanes; five tunnels, each with two tubes; 1,325 bridges, and 18 service plazas. Baker's construction services include construction management, construction inspection, and overview for highway and bridge replacement and rehabilitation projects and the renovation of toll plazas, maintenance facilities, state police barracks, and service plaza rest-stop facilities along the turnpike.

Previous Work History

LMD Engineering, Inc., Transportation Construction Inspector, 1996-1998
Frederick R. Harris Engineering, Inc., Transportation Construction Inspector, 1995-1996
Monaloh Basin Engineers, Transportation Construction Inspector, 1992-1995
Kozel Engineers, Transportation Construction Inspector, 1989-1992
Genstar Stone Products Company, Survey Crew Party Chief and Assistant Cost Estimator, 1987-1988

Edward La Guardia, P.E.

Chief Rail & Transit Engineer

Years with Baker: 1

Years with Other Firms: 34

Education
B.S.E.T., 2003, Civil/Structural Engineering, Temple University

Licenses/Certifications
Professional Engineer: New Jersey (# [redacted] – Exp. 4/16), Pennsylvania

General Qualifications

With several years in the railroad industry covering operations, engineering and construction management, Mr. La Guardia is a seasoned professional with extensive senior level experience and leadership skills. In his current role as Chief Engineer Rail and Transit, Mr. La Guardia assists in the development of all types of design, construction management and program management projects. He brings his many years of experience in railroad operations and railroad physical plant/structures maintenance and construction to the project design and delivery process.

Experience

Multimodal Public Transportation Open-End Agreement. Pennsylvania Department of Transportation, Central Office. Baker is providing services for public transportation planning throughout the state under an open-end agreement for multimodal public transportation planning. Services include planning, architecture and engineering design, design management, financial assessments, quality assurance and quality control, policy development, construction management and inspection, agency coordination, budget and schedule monitoring, and grant administration services. Mr. La Guardia is currently assisting with the development and design of a flip-up edge for high level platforms. His efforts include coordination with a manufacturer and PennDOT regarding the requirements and function of the flip up edge.

Alternatives Evaluation and Feasibility Study for Renovation of the Long Bridge. District Department of Transportation (DDOT). Baker evaluated the cost effectiveness and feasibility of options, including multimodal and intermodal alternatives, to rehabilitate or replace the CSX Long Bridge, which carries freight and passenger rail across the Potomac River. Baker's tasks included inspecting the structure to evaluate existing conditions, collecting and evaluating operational data, and developing short- and long-term repair or replacement concepts, followed by environmental recommendations for the next phase of the project. Interagency coordination and public meetings significantly guided development of the project recommendations. Mr. La Guardia has assisted in the review of the rail bridge options and helped with the development of the rail tunnel alignment.

Systemwide Rail Engineering Services. Norfolk Southern Corporation. Baker is providing rail system engineering services to support the client's design and construction department via an ongoing, non-project-specific service contract. Engineering services may support projects anywhere within the client's operating system, which extends throughout the eastern and midwestern United States. Baker has provided technical services for all phases of project development, including preliminary engineering and environmental studies, final design, permitting, and construction. Services are furnished on a project-specific basis, as requested by the client, to support the development of individual projects.

Martin K. Portik, P.E.

Resident Engineer – Rail & Track

Years with Baker: 19

Years with Other Firms: 11

Education
B.S., 2002, Civil Engineering, Drexel University

B.S., 1982, Geology, The Pennsylvania State University

Licenses/Certifications
Professional Engineer: New York ([redacted] – Exp. 12/15), Pennsylvania, Delaware

General Qualifications

Mr. Portik has years of experience in construction and inspection on major highway, bridge, and public works projects. He has extensive construction management experience on multi-million dollar transportation projects, including NJ Turnpike Authority Troop D State Police Station Moorestown, Amtrak PIDS (Passenger Information Display Systems), Amtrak's Wilmington Delaware Train Station, New Jersey Transit's Trenton Transit Center, Route 29 Tunnel and Landscape Deck Park in Trenton, New Jersey, Walt Whitman Bridge Corridor rehabilitation in Philadelphia, and the Schuylkill Expressway rehabilitation and the Blue Route construction in Pennsylvania. He has experience in all construction management operations, including oversight of actual construction activities as well as contract administration, staff supervision and training, and managerial and administrative functions including change order management, constructability reviews, claims avoidance, claims mitigation, and CPM schedule analysis.

Experience

County Route 530 (Southampton Township), Southampton Township, New Jersey. *Burlington County.* Technical Advisor. Performed constructability review of traffic control staging, including coordination between scope of project and traffic control requirements. Baker performed full depth roadway reconstruction and widening of 3.5 miles of urban arterial roadway in Burlington County, New Jersey, including realignment of existing signalized intersection with Magnolia Road (CR 644) and extension of CR 644 north of its current terminus with CR 530. This project included oversight of all geometric and roadway design, design exceptions, maintenance and protection of traffic, design of three new culverts (H&H design), over 120 Right-of-Way impacts (15 full acquisitions), utility relocations, and three new traffic signals.

Replacement of (Secaucus) Maintenance Facility and (3) State Police Stations. *New Jersey Turnpike Authority.* Resident Engineer. Responsible for oversight/construction management for construction of a new police station on the New Jersey Turnpike. Responsibilities include oversight of site CM/CI staff, managing day-to-day construction operations, facilitating all project meetings, submittal coordination, change order management, and general record keeping of the project via NJTA's CapEx system.

Passenger Information Display System Installation Construction Management, Northeastern United States. *Amtrak.* Project Manager. Responsible for management of all Construction Management activities and serving as Resident Engineer for the project. Duties include coordination of construction activities between General Contractor, Amtrak Communications/Signals personnel, and Signage installation vendor at five separate rail station facilities. Baker is providing construction management services for the upgrade or replacement of the passenger information display system at five Amtrak stations in the northeastern United States:

Albany, New York; Baltimore, Maryland; Harrisburg, Pennsylvania; Providence, Rhode Island; and Route 128, south of Boston, Massachusetts. Baker will coordinate work and oversee installation of the systems at the five stations concurrently over a six-month period. A major component will be coordination of work at each station among the general contractor, who is responsible for installation of power supply and conduits for communications wiring; Amtrak Communications and Signals personnel, who are responsible for installation of low-voltage data lines connecting signage to the central control equipment; and the electronic signage vendor, who is responsible for installation, testing, and activation of the new systems.

Trenton Train Station Rehabilitation Construction Management Services, Trenton, New Jersey. *New Jersey Transit Corporation.* Construction Manager. Responsible for overall management of CM/CI services for the renovation/reconstruction of an existing rail and bus station facility. Acted as facilitator for all project submittals, RFIs, payment applications, and general correspondence between General Contractor and client. Reviewed CPM schedule submissions by General Contractor. Coordinated railroad protection services for all construction work within Amtrak property, including NE Corridor train movements, track department work, electric traction work, and general Amtrak facility maintenance. Performed general administration of the construction contract. Baker provided 24-hour on-site construction management and construction inspection for the rehabilitation of the 9,400-square-foot Trenton Train Station. Baker's services included overall construction management, including inspection, constructability reviews, change order reviews, cost estimating, schedule reviews, and site-specific work plan reviews.

Wilmington Station Renovation and Restoration Construction Management and Inspection, Wilmington, Delaware. *Amtrak.* Project Manager. Responsible for overall management of CM/CI services for the renovation/reconstruction of a historic rail station facility, including serving as Resident Engineer. Acted as facilitator for all project submittals, RFIs, payment applications, and general correspondence between General Contractor and client. Reviewed CPM schedule submissions by General Contractor. Coordinated railroad protection services for all construction work within Amtrak property, including NE Corridor train movements, track department work, electric traction work, and general Amtrak facility maintenance. Provided regular updates to Amtrak media relations representatives, Delaware DOT, local and state government agencies, and the Federal Railroad Administration. Evaluated and negotiated potential change orders, value engineering proposals, and made recommendations on entitlement and value to client. Performed general administration of the construction contract and reporting requirements of the ARRA.

Keystone Corridor IP Planning, Engineering, and Construction Management Services, Harrisburg to Philadelphia, Pennsylvania. *Pennsylvania Department of Transportation, Central Office.* Construction Manager. Responsible for performing analysis, constructability review, and verification of engineer's estimate based on 45 percent design documents, including new passenger rail station and parking garage. Responsible for overall project review of Lancaster, Pennsylvania station reconstruction during late stages off the project. Made recommendations to project stakeholders for functional and aesthetic improvements. Under a five-year open-end agreement, Baker is providing program management, engineering services, planning analysis and reporting, and construction management to support the Keystone Corridor Improvement Program, to improve the high-speed rail corridor between Harrisburg and Philadelphia. Tasks have included construction management for the rehabilitation of Elizabethtown Station; planning and design for Mount Joy, Middletown Station, and Coatesville Stations; signage master plan for the 30th Street Station, and planning and prioritization for funding applications.

Michael A. Martinez

Resident Engineer - Rail & Track

Years with Baker: <1

Years with Other Firms: 14

Education
B.S., 1999, Architectural Studies, University of Illinois at Urbana-Champaign

Licenses/Certifications
Asbestos Inspector, Illinois, 2011, 100-[redacted]

Lead-Based Paint Inspector, Illinois, 2011, [redacted]

OSHA 30 HR Certificate, 01/2014

Railroad Safety Training, Expired

Construction Documents Technologist, 2007

IDP Certificate – National Council of Architectural Registration, 2005

General Qualifications

Mr. Martinez has many years of experience as a construction manager and project architect, and is responsible for providing technical direction and oversight for construction management services. He has worked on mass transit rail construction projects for the Chicago Transit Authority. His experience has also included industrial hygiene project management for clients including Chicago Public Schools, Chicago Transit Authority, Public Building Commission of Chicago, Chicago Housing Authority, and the Illinois Capital Development Board. Mr. Martinez also spent several years as a Project Architect, and has managed various design teams in the production of construction documents and construction administration phases of Residential and Commercial projects.

Mr. Martinez has focused on Capital Development project and initiatives for the Chicago Transit Authority under the Construction Management Consultants Services contracts. Mr. Martinez has worked on all major CTA rail lines, rail yards, bus garages, station rebuilding and renovation projects.

Experience

Amtrak Hudson Line Improvements Program – Albany/Schenectady Second Main Track, Empire Corridor Capacity Improvements, 4th Track Construction – Albany Rensselaer Station, Hudson Line Signal Improvements – Phase 1 & 2, Empire Corridor South – Grade Crossing Improvements, Albany, New York. *Amtrak (National Railroad Passenger Corporation) in conjunction with NYSDOT (New York State Department of Transportation Implementing State High Speed Intercity Passenger Rail Projects).* Resident Engineer. Tasked with providing program management / construction management of five separate infrastructure improvement projects within the railroad right of way. Projects include stations, facilities, civil, track, and signal and communication system improvements. Assist in establishing Project Management Plan, Health and Safety Plan (as well as enforcing and maintaining plan), Quality Management Plan (as well as enforcing and maintaining plan), establishing Primavera Contract Manager as program web-based project management system. Provide direct interface between General Contractor and Amtrak / NYSDOT related to all construction activities. Review and provide technical feedback on cost, schedule, and Amtrak Force Account / Roadway Worker Protection. Monitor General Contactor's Safety and Quality Management Programs. Pre-review all technical submittals, RFI's, Change Orders, and field sketches. Review and approve Schedule of Values, Submittal Schedules, and GC invoice pencil drafts.

Traction Power System Upgrades and Improvements – Farwell, Armitage, and Hill Substations, Chicago, Illinois. *Chicago Transit t Authority (CTA).* Lead Field Engineer. Responsible for overseeing the General Contractor and Sub-Contractor daily work. Reviewing of all specifications and construction documents. Prepared Construction Manager Independent Cost Estimates, verified contractor's Time and Material invoices. Conducted Receive and Inspection of contractor's material deliveries approvals. Project scope in consist of the construction of three new masonry buildings including the installation of AC/DC conversion equipment, getaway cables, negative relay rail, switches, enclosures and section gaps. Modifications to Orleans Switch Room, Weed Street Switch Room, and Sedgwick, and associated systems consisting of replacement and installation of existing power systems.

Red Line Howard Station Rehabilitation Project, Chicago, Illinois. *Chicago Transit Authority (CTA).* Lead Construction Inspector. Responsible for overseeing the General Contractor and Sub-Contractor daily work. Reviewing of all specifications and construction documents. Review and approval of all Pay Request, submittals, project milestones, and RFI's. Assisted Quality Control Manager. Responsible for Staff Scheduling. Project scope in consisted of the rehabilitation and construction of a new and old station house, as well as the historic restoration of an existing retail space. New tracks were installed, new precast platforms were installed, and associated Electrical, Plumbing, HVAC, signals and communication were installed. The restoration of an existing viaduct was also performed.

System Wide –Security Camera Initiative, Chicago, IL. *Chicago Transit Authority (CTA).* Resident Engineer. Responsible for assuring the General Contractor adheres to the project scope, monitoring and responding to RFI's, Submittals, reviewing and approval of GC's work plan and schedules. Reviewing and approval of GC's schedule of values and Pay Request. Responsible for project close out. Project scope consisted of installation of approx. 20 security cameras on two line of the CTA, along with the installation of Face Recognition cameras at all 175 stations within the CTA rail system.

Various Tasks/JOC, Chicago, Illinois. *Chicago Transit Authority (CTA).* Lead Field Engineer. Responsible for providing oversight of bridge renovations, substation upgrades, L-structure renovations and column widening/ replacement, bridge painting, sewer boring tunnels, and other construction activities adjacent to CTA lines. Responsible for maintaining continuous rail operation and coordination construction and rail operations as well as coordination of flaggers, electricians, towermen, and maintainers. Mr. Martinez is also responsible for enforcing rail procedures and guidelines to ensure compliance of adjacent contractors.

North Park Garage Oil Water Separator/Grit Tank, Chicago, IL. *Chicago Transit Authority (CTA).* Lead Construction Inspector. Responsible for assuring the General Contractor adheres to the project scope, monitoring RFI's, Submittals, reviewing and approval of GC's work plan and schedules. Project scope consisted of installation of a new Oil Water Separator and Grit Tank and associated waste lines. Work conducted under a fully operating bus garage.

Scattered Sites ADA Modernization Project, Chicago, Illinois. *Chicago Housing Authority (CHA).* Project Manager. Environmental Inspection and Remediation Oversight of existing Scattered Site Public Housing consisting of 120+ residential units for ADA modernization project. Responsibilities included client coordination, program scope development, remediation design and oversight, oversight of staff consisting of three Licensed Asbestos Inspectors, three Licensed Lead Inspectors and six Environmental Technicians.

Michael A. Checket, LEED AP

Rail & Track Inspector

Years with Baker: 5

Years with Other Firms: 21

Education
B.S., 2001, Mechanical Engineering Technology, The Pennsylvania State University

Licenses/Certifications
LEED Accredited Professional, 2008

General Qualifications

Mr. Checket is a results-oriented commercial construction management professional with over 11 years expertise in the rail, transit, healthcare, senior living, higher education, office building, and retail industries. He has consistently exceeded the anticipated gross margin and accelerated schedules as needed to complete 100 percent of all projects on time. His natural problem-solving skills create practical and agreeable solutions and maintain positive relations with subcontractors and owners alike.

Experience

Empire High-Speed Rail Corridor Improvements, Schenectady, New York. *AMTRAK.* Project Manager. Baker is providing construction management and construction inspection services for improvements along the Empire Corridor, a federally designated high-speed rail corridor. Baker's services include program management, construction oversight, and quality assurance and quality control.

Franklin County Regional Intermodal Facility Construction Management and Inspection, Greencastle, Pennsylvania. *Norfolk Southern Corporation.* Construction Manager. Mike was responsible for providing construction management and construction inspection services, reporting directly to the NS Project Manager. Services included progress meetings and reporting; daily construction activity and quantity reporting; verification of change orders and pay applications; survey control; soils, concrete and asphalt materials testing; all for the purpose of monitoring and certifying compliance that the construction conforms to the engineering design and the work is completed within specified schedule, cost, quality and safety objectives.

Elizabethtown Train Station Rehabilitation, Elizabethtown, Pennsylvania. *Pennsylvania Department of Transportation, Central Office.* Construction Manager. Provided Preconstruction, Construction & Post Construction services to the Owner and serve as construction manager/project manager to the general contractor. Baker provided a scope of work, budget, and schedule to manage the construction and rehabilitation of the Elizabethtown Station, one of four stations along Amtrak's Keystone Corridor between Harrisburg and Philadelphia.

Keystone Corridor Improvement Program, Harrisburg to Philadelphia, Pennsylvania. *Pennsylvania Department of Transportation, Central Office.* Contract Manager. Managed the rehabilitation of the Elizabethtown Train Station. Baker provided program management; agency and stakeholder coordination; public involvement; environmental services; train station rehabilitation and improvement design; and construction management to support the Keystone Corridor Improvement Program, the high-speed rail corridor between Harrisburg and Philadelphia.

Systemwide Rail Engineering Services, Eastern and Midwestern United States. *Norfolk Southern Corporation.* Construction Manager. Provided all aspects of construction management.

Baker is providing rail system engineering services to support the client's design and construction department via an ongoing, non-project-specific service contract. Engineering services may support projects anywhere within the client's operating system, which extends throughout the eastern and Midwestern United States.

Middletown Station Relocation Analysis, Middletown, Pennsylvania. *Pennsylvania Department of Transportation, Central Office.* Construction Manager. Responsible for potential construction management. Baker is performing an alternatives analysis of potential new locations for the Middletown Station and identifying the program and preferred alternatives for design development and construction. The feasibility study and alternatives analysis include efforts to identify opportunities to maximize the benefits of these investments through land-use and development strategies in the surrounding community.

Multimodal Public Transportation Open-End Agreement, Statewide, Pennsylvania. *Pennsylvania Department of Transportation, Central Office.* Construction Manager. Provided construction management services. Baker provided services for public transportation planning throughout the state under an open-end agreement for multimodal public transportation planning. Services included planning, architecture and engineering design, design management, financial assessments, quality assurance and quality control, policy development, construction management and inspection, agency coordination, budget and schedule monitoring, and grant administration services.

Technical Assistance and Information Management for American Recovery and Reinvestment Act-Funded Projects, Statewide, Pennsylvania. *Pennsylvania Department of Transportation, Central Office.* Construction Manager. Provided preconstruction, construction, and post-construction management services to the owner for a boiler replacement project at the Harrisburg Transportation Center, Harrisburg, Pennsylvania. Under a public transportation and multimodal open-end agreement, Baker provided technical assistance and information management services for public transportation projects funded by the American Recovery and Reinvestment Act (ARRA).

Indiantown Gap Park-and-Ride Categorical Exclusion Evaluation, Fort Indiantown Gap and Harrisburg, Pennsylvania. *Pennsylvania Department of Transportation, Central Office.* Project Manager. Conducted pre-design and preconstruction services to the owner. Under an open-end agreement to provide engineering and environmental services, Baker performed a categorical exclusion evaluation and managed a survey of the Fort Indian Gap park-and-ride. Baker also provided project management.

N-358R03, KCIP Planning, Engineering, and Construction Management Services, Harrisburg to Philadelphia, Pennsylvania. *Pennsylvania Department of Transportation, Central Office.* Contract Manager. Provided Pre Design and Preconstruction services to the Owner.

Previous Work History
Warfel Construction Company, Commercial Construction Project Manager, 2006-2009
The Whiting-Turner Contracting Company, Commercial Construction Assistant Project Manager, 2004-2006
The Whiting-Turner Contracting Company, Commercial Construction Project Engineer, 2001-2004
Hershey Foods Corporation, Manufacturing Engineering/Project Manager, 1989-2000

Stuart K. Horner

Rail & Track Inspector

Years with Baker: <1

Years with Other Firms: 11

Education
B.S., Civil Engineering, University of New Mexico, Albuquerque, New Mexico

General Qualifications

Mr. Horner has over eleven years' experience as an inspector on transportation infrastructure projects. His projects include railroad projects, bridges, platform work for railroad stations and general civil inspection work.

Experience

Parsons Brinkerhoff - April 2011-May 2014

Portsmouth Kittery Lift Span Bridge Portsmouth, New Hampshire. *New Hampshire Department of Transportation.* Senior Inspector. Total construction value of $81.4 million. Project involves removal of existing structure and using a design/build contract to develop a replacement structure. Responsibilities included daily work records, the maintenance of document control and complete site inspection when required.

Brunswick Freeport Passenger Rail Platform Construction. *Maine Department of Transportation.* Senior Inspector. Total construction value of $1.6 million. Elements included construction of two passenger platforms using both cast in place and pre cast concrete and a snow melt system. Responsibilities included daily work records and site inspections.

Windham-Westbrook Mountain Division Track Upgrade Project. *Maine Department of Transportation.* Senior Inspector. Total construction value of $2.2 million. Elements included installation of continuous welded rail, replacement of ballast and cross ties, installation of storm drains and almost 3.5 miles of timber ballasted rail reconstruction, including "at grade" railroad crossings. Responsibilities included daily work records and site inspections.

Brunswick Track and Drainage Improvements. *Maine Department of Transportation.* Senior Inspector. Total construction value of $2.7 million. Elements included installation of continuous welded rail, replacement of ballast and cross ties, installation of storm drains and "at grade" railroad crossings. Responsibilities included daily work records, the maintenance of document control and site inspection.

Precast Plant Inspection. *Maine Department of Transportation.* Senior Inspector. Part of passenger rail platform work that involved inspection of pre cast concrete and a snow melt system installation in plant. Responsibilities included daily work records, the maintenance of document control and complete site inspection when required.

Prior Work History

EJM Engineering, Inc. – December 2006-November 2010
Stirling 1838 LLC Agency – September 2005-June 2006
Balfour Beatty Civil Engineering Limited – September 2003 – September 2005

Thomas Melvin Wagner

Aviation Facilities Inspector

Years with Baker: 1

Years with Other Firms: 40

Education
1969, General Studies, Perry Hall High School

General Qualifications

Mr. Wagner has a proven track record of success in construction management and inspection. His experience includes a 12 year, 1.8 billion dollar airport facilities and airfield expansion project at BWI Marshall Airport. As an experienced Senior Electrical Inspector, Mr. Wagner has regularly performed numerous electrical plan reviews for NEC compliance necessary for Building Permits and has documented electrical inspections for contract and NFPA compliances. He is also highly experienced with comprehensive electrical inspections of airport fire protection systems and has worked with R. Clemins, Curtis and T. Rogers on many past projects. In the past MAA Construction Manager, Emory Carrigan, utilized Tom's expertise and negotiating skills to bring to resolution, contract and code compliance issues between contractors and the MAA. Mr. Wagner holds active BWI Marshall Airport, GSA, and HSPD-12 clearances.

Experience

Comprehensive Construction Management and Inspection Services, Baltimore/Washington International, Thurgood Marshall Airport (BWI), Maryland. *Maryland Aviation Administration.* Electrical Inspector. Performing quality assurance inspections and documentation for various task assignments. Oversees Contractor compliance to their Quality Control and Safety Plans as well as contract drawings, specifications, and NFPA codes. Baker is providing comprehensive construction services for a variety of projects in the airport's capital improvement program under a five-year on-call agreement. Perform all quality assurance electrical inspections for tasks assigned to me as well as attend Contractor progress meetings. Oversee Contractor compliance to their Quality Control and Safety Plans. Review Contractor activities with adherence to the baseline task schedule. Communicate and coordinate activities with client and facility "users". Ensure materials and quality assurance testing, as required, and perform final quality assurance inspections, commissioning, and task close-out. Baker is providing comprehensive construction services for a variety of projects in the airport's capital improvement program under a five-year on-call agreement.

Previous Relevant Experience

Construction Management and Inspection Services for Terminal A/B Expansion at BWI Marshall Airport (BWI), Linthicum, Maryland. *Maryland Aviation Administration.* Assistant Resident Engineer. Project consisted of the demolition and rebuilding of existing Pier A and the rehabilitation of Pier B. It established a new security line for passengers with new screening equipment/techniques that were new to commercial airports. It also provided passengers with an expansive window wall allowing views of the airfield and full concessions while awaiting flight departures. The piers contained the first passenger moving walkways behind the security checkpoint at BWI Marshall Airport. Responsibilities included assisting Resident Engineer with the day-to-day contract administration as it pertained to electrical, security, building management system (BMS), power, lighting, IT systems, and fire protection systems. Inspected all of the building power and lighting installations including wireways, wiring, devices, and fixtures. Inspected the baggage handling system (BHS) and coordinated work with the integrated automated security

system (IASS) card readers. Assisted while inspecting the installation of the building management system (BMS) with the mechanical systems. Coordinated with the airline tenants for security and IT requirements necessary at the ticketing and gate counters.

Central Utility Plant Upgrades, BWI Marshall Airport, Linthicum, Maryland. *Maryland Aviation Administration.* Senior Electrical Inspector . Project consisted of numerous upgrades to the central Utility Plant including a new high voltage chiller w/breaker and new heating pumps with variable speed drives. Additional chillers and piping were added along with additional BMS controls. My responsibilities were to daily inspect the electrical installations both the hardware (conduit and wireways) and the software (IT, and touchscreens) to insure compliance with the contract drawings and specs, submittals and the NEC. Also helped to coordinate the final commissioning of the systems as they were brought on-line.

Construction Management and Inspection Services for Armed Forces Retirement Home, Washington, DC. *General Services Administration (GSA).* Senior Electrical Inspector. Project consisted of the safe and successful demolition of a seven-story building and erection of a four story building on site, with utility power, new info-technology, controlled lighting, energy management, fire alarm and security systems. Completed the project when the disabled veterans occupied the building. Duties included the daily inspection of electrical installation of equipment and devices along with conduits for power and lighting. It added two new power feeders and established a new high voltage substation with networking protection and low voltage distribution. The facility provided GSA with advanced IT, audio, and video capabilities for the disabled veterans that live at the facility. The building was a LEED "Green" Building with the goal to achieve a platinum rating.

Construction Management and Inspection Services for Complex Energy and Roof Replacement and Photovoltaic System for Centers for Medicare and Medicaid, Washington, DC. *General Services Administration (GSA).* Electrical Construction Inspector. Retained to inspect multiple projects concurrently such as CMS chiller and boiler replacements, power upgrades, roof replacements, and a large photovoltaic system. Successful replacement of both chillers and boilers in occupied government buildings along with energy and lighting upgrades. The project also included a new roof with lightning protection and installed a large photovoltaic system capable of recouping up to 18% of the total electric utility bill. Duties included the daily inspection of electrical installation and review of submittals and RFIs as well as the enforcement of drawings, specifications, and codes.

Previous Work History

Jacobs Project Management Co., Arlington, Virginia. Electrical Construction Inspector, (March 2010 to 2013). Retained to inspect multiple projects concurrently such as chiller and boiler replacements, power upgrades, roof replacements, and a large photovoltaic system. Currently, involved with the Armed Forces Retirement Home in Washington, D.C.

Parsons Constructors, Inc., Walnut Grove, California. Senior Inspector, Project Engineer, Asst. Resident Engineer. Promoted three times in nine years during the twelve year 1.8 billion dollar airport expansion at BWI Thurogood Marshall Airport. Managed an office of seven inspectors as a senior inspector. Also assisted the resident engineer as a project engineer in the handling of multiple construction contracts valued over 50 million dollars. Finally, helped administrate to a successful closure as an Assistant Resident Engineer a new facility valued over 150 million.

John Archibald

Aviation Facilities Inspector

Years with Baker: 7

Years with Other Firms: 25

Education
Diploma, 1978, General Studies, Chichester High School

Licenses/Certifications
OSHA 10-Hour Safety Training, 2005

Troxler Nuclear Gauge Certification, 1996

First Aid/CPR Training, 2004

General Qualifications

Mr. Archibald has experience in construction management and inspection services, including a significant amount of experience in civil disciplines. His recent experience includes the Philadelphia International Airport Runway and Taxiway Rehabilitation projects and Atlantic City Airport Apron Expansion project, serving as senior aviation inspector, and the southwest Florida International Airport project, Ft. Myers, Florida, serving first as lead inspection and then as the resident project representative.

Experience

On Call PM/CM Contract for the City of Philadelphia. *City of Philadelphia, Pennsylvania.* Senior Construction Inspector. Responsible for QA and Civil Inspections to FAA specifications. Baker is providing project management and construction management services on an on-call basis for improvements to increase airfield capacity at Philadelphia International Airport (PHL) and to develop an improvement program for Northeast Philadelphia Airport (PNE), the city's general aviation airport. To date, Baker has provided project management, construction management, and construction inspection services for the Taxiway S rehabilitation, the reconstruction of Runway 9R- 27L, the reconstruction of Runway 9L-27R, and the reconstruction of the Cargo City apron at PHL.

PHL Runway 9L Rehab. *City of Philadelphia, Pennsylvania.* Senior Construction Inspector. Responsible for QA and Civil Inspections to FAA specifications. Baker is providing project management and construction management services on an on-call basis for improvements to increase airfield capacity at Philadelphia International Airport (PHL) and to develop an improvement program for Northeast Philadelphia Airport (PNE), the city's general aviation airport. To date, Baker has provided project management, construction management, and construction inspection services for the Taxiway S rehabilitation, the reconstruction of Runway 9R- 27L, the reconstruction of Runway 9L-27R, and the reconstruction of the Cargo City apron at PHL.

RW 27R High Speed Exit. *City of Philadelphia, Pennsylvania.* Senior Construction Inspector. Responsible for QA and Civil Inspections to FAA specifications. Baker provided project management and construction management services for PHL New Exit Taxiway K5 construction. The construction of a new High-Speed Taxiway Exit on 27R will provide PHL added arrivals capacity by shortening the duration landing aircraft spend on the runway. The project utilized lightweight aggregate subbase in lieu of traditional surcharge methods to expedite construction and maintain FAA safety area grade requirements.

Phase IA Apron Expansion Construction Management, Atlantic City International Airport (ACY), Egg Harbor Township, New Jersey. *South Jersey Transportation Authority.* Senior Construction Inspector. Responsible for QA and civil inspection to FAA specifications. Baker provided construction management services for the Phase IA apron expansion project at the airport.

ACY Apron Expansion Phase I & II, Atlantic City International Airport (ACY), Egg Harbor Township, New Jersey. *South Jersey Transportation Authority.* Senior Construction Inspector. Responsible for QA and civil inspection to FAA specifications. Baker was selected to design Phase 1 and Phase 2 Apron Expansions. Construction items include stormwater system, earthwork, concrete and asphalt pavement, reconstruction of parking areas and landside facilities, taxiway and site lighting, airfield signage, and pavement marking. Baker developed an intricate phasing plan to allow much of the work to be performed in non-AOA areas, and also to expedite the AOA work that impacts active airside operations.

On-Call Roofing Consultant Services, Philadelphia International Airport (PHL), and Northeast Philadelphia Airports (PNE), Philadelphia, Pennsylvania. *City of Philadelphia, Pennsylvania.* Inspector. Responsible for roof existing conditions analysis and photos. Baker provided on-call services for the study, assessment, maintenance, design, construction administration, and inspection of roofing systems for all city-owned structures at the airports. Services included research and field surveys to assess the need for repairs, development of an inventory report, prioritization of needed repairs, sampling and testing, design, construction administration, and inspection.

On-Call Project Management and Construction Management Services, Philadelphia International (PHL), and Northeast Philadelphia Airports (PNE), Philadelphia, Pennsylvania. *City of Philadelphia, Pennsylvania, Division of Aviation.* Senior Construction Inspector. Responsible for QA and civil inspections to FAA code specifications. Baker provided project management and construction management services on an on-call basis for improvements to increase airfield capacity at Philadelphia International Airport (PHL) and to develop an improvement program for Northeast Philadelphia Airport (PNE), the city's general aviation airport. Baker's services included project management, construction management, and construction inspection services for the Taxiway S rehabilitation, the reconstruction of Runway 9R- 27L, and the reconstruction of the Cargo City apron at PHL, and permit inspections and surveys for 14 other task orders at the airports.

On-Call Project Management and Construction Management Services, Philadelphia International Airport (PHL), and Northeast Philadelphia Airport (PNE). *City of Philadelphia, Pennsylvania.* Senior Construction Inspector. Responsible for QA and civil inspections to FAA code specification. Baker provided project management and construction management services on an on-call basis for improvements to increase airfield capacity at Philadelphia International Airport (PHL) and to develop an improvement program for Northeast Philadelphia Airport (PNE), the city's general aviation airport. Assignments included project management, construction management, and construction inspection services for the rehabilitation of Taxiway S, the reconstruction of Runway 9R-27L, and the reconstruction of the Cargo City apron at PHL.

Previous Work History

Lodge Construction, Inc. (2005-2007)
DMJM Aviation, Inc. (2002-2005)
Philadelphia International Airport (1999-2002)
Urban Engineers, Inc. (1999-2002)
New Castle County, Delaware (1998-1999)

Timothy J. Hayes

Aviation Facilities Inspector

Years with Baker: 3

Years with Other Firms: 20

Education
B.S., 1989, Business Administration, University of Delaware

General Qualifications

Mr. Hayes has experience in the construction industry. He is experienced in a broad base of projects providing comprehensive information and analysis of technical trades. Mr. Hayes is able to capitalize on superintendent and project management experience to bring field experience to his position.

Experience

On Call PM/CM Contract for the City of Philadelphia. *City of Philadelphia, Pennsylvania.* Resident Inspector. Responsible for the inspection and documentation of all construction activities from pre-construction, through construction to close-out. Responsibilities included ensuring product quality, file management (submittal management, daily reports, quantity reports, payment applications, Primavera, QA reports), and coordination of all construction activities with Airport Operations personnel. Baker is providing project management and construction management services on an on-call basis for improvements to increase airfield capacity at Philadelphia International Airport (PHL) and to develop an improvement program for Northeast Philadelphia Airport (PNE), the city's general aviation airport.

PHL Runway 9L Rehab. *City of Philadelphia, Pennsylvania.* Resident Inspector. Responsibilities include daily oversight for the PHL Runway 9L Rehab Project. This involves watching the practices of the tradesmen for quality as well as compliance with the Division of Aviation's rules, regulations and norms. Job meetings as well as project review meetings are attended on a weekly or as required basis. Baker is providing project management and construction management services on an on-call basis for improvements to increase airfield capacity at Philadelphia International Airport (PHL) and to develop an improvement program for Northeast Philadelphia Airport (PNE), the city's general aviation airport.

RW 27R High Speed Exit. *City of Philadelphia, Pennsylvania.* Resident Inspector. Responsible for the inspection and documentation of all construction activities from pre-construction, through construction to close-out. Responsibilities included ensuring product quality, file management (submittal management, daily reports, quantity reports, payment applications, Primavera, QA reports), and coordination of all construction activities with Airport Operations personnel. Baker provided project management and construction management services for PHL New Exit Taxiway K5 construction.

On-Call Project Management and Construction Management Services, Philadelphia International (PHL), and Northeast Philadelphia Airports (PNE), Philadelphia, Pennsylvania. *City of Philadelphia, Pennsylvania, Division of Aviation.* Senior Construction Inspector. Responsibilities include daily oversight for the Terminal F Project. This involves watching the practices of the tradesmen for quality as well as compliance with the Division of Aviation's rules, regulations and norms. Job meetings as well as project review meetings are attended on a weekly or as required basis. Baker provided project management and construction management services on an on-call basis for improvements to increase airfield capacity at Philadelphia International

Airport (PHL) and to develop an improvement program for Northeast Philadelphia Airport (PNE), the city's general aviation airport.

On-Call Project Management and Construction Management Services, Philadelphia International Airport (PHL), and Northeast Philadelphia Airport (PNE). *City of Philadelphia, Pennsylvania.* Resident Inspector. Responsible for the inspection and documentation of all construction activities from pre-construction, through construction to close-out. Responsibilities included ensuring product quality, file management (submittal management, daily reports, quantity reports, payment applications, Primavera, QA reports), and coordination of all construction activities with Airport Operations personnel. Assignments included project management, construction management, and construction inspection services for the rehabilitation of Taxiway S, the reconstruction of Runway 9R- 27L, and the reconstruction of the Cargo City apron at PHL.

Previous Work History

Alfred J Fry III Inc. January 2009 – Present. Project Manager. Hired originally as an estimator. Company needs required me to become a PM. Continued to contribute when not working as a PM, brought in several projects including another Philadelphia Airport Project. Staffed and managed electrical projects during the transition from a family owned smaller non-union company to a subsidiary of a large union company.

INTECH Construction Inc. April 2006 – November 2008. MEP Coordinator / Project Manager. Focused on the management of mechanical, electrical and plumbing trades on several projects including estimating, scheduling, billing review, commissioning, and change order evaluation and processing. Also covered fire suppression, telecommunication and security as well on most projects.

Hunt Construction Group, Princeton, New Jersey. June 2002 – February 2006. Electrical Estimator. Sole Electrical Estimator for Hunt Construction Group. Developed electrical estimates for any phase of development. Hunt's focus has been on commercial work, but have worked on schools, pharmaceutical, and stadiums.

Hunt Construction Group, Princeton, New Jersey. October 1999 – June 2002. Project Manager. Project Manager at the Merrill Lynch Southfields Project (Eight office buildings totaling 1,598,400 SF, plus 4 assembly buildings). Estimated and managed all trades with a primary focus on electrical and telecommunications work.

Harry F. Ortlip, Bryn Mawr, Pennsylvania. July 1999 – October 1999. Project Manager. Planned and managed telephone and data communications installation and maintenance projects.

RNCS Swedesboro, New Jersey. October 1997 – July 1999. Project Manager. Managed telephone and data communications installation and maintenance projects as an on-site foreman or technician.

Fiber Spec Eddystone Pennsylvania. December 1990-1997. Project Manager. Planned, staffed, and managed telephone and data communications installation and maintenance projects.

Brian M. Welch

Mechanical & Aviation Facilities Inspector

General Qualifications

Mr. Welch has experience in the construction industry including construction management and engineering design. Currently, he is the Lead Inspector for the SJTA's AC International Airport Expansion responsible for inspection staff oversight, contractor payment application review, extra work cost estimating, change order preparation, and site coordination.

Experience

Phase IA Apron Expansion Construction Management, Atlantic City International Airport (ACY), Egg Harbor Township, New Jersey. *South Jersey Transportation Authority.* Lead Inspector. Responsible for oversight, coordination, and quality assurance for timely completion of the airfield pavement expansion and associated drainage, lighting, communications, and markings systems. Baker provided construction management services for the Phase IA apron expansion project at the airport.

Haven Avenue Sidewalk and Bike Path Improvements, Ocean City, New Jersey. *City of Ocean City, New Jersey.* Construction Manager. Responsible for oversight of field construction operations, including daily inspection, field reporting, cost management, and local municipality coordination. Baker reviewed the proposed construction and grading plans developed by the City Engineer for sidewalk and bike path improvements along Haven Avenue from 29th Street to 30th Street. Baker reviewed existing site conditions and provided design revisions and recommendations for the proposed work. Baker also assisted in developing responses to residents' comments and concerns. Baker provided construction inspection staff for the sidewalk and curb reconstruction and landscape restoration activities.

Years with Baker: 5

Years with Other Firms: 19

Education

Vocational/Technical, 1987, Engineering Technology, United States Air Force

Vocational/Technical, 1987, Engineering Drafting Technology, United States Air Force

Vocational/Technical, 1987, Engineering Surveying, United States Air Force

Vocational/Technical, 1990, Airport Pavement Design, United States Air Force

Vocational/Technical, 1992, Construction Cost Estimating, Air Force Institute of Technology

Vocational/Technical, 1993, Construction Management, United States Air Force

Vocational/Technical, 1995, Materials Engineering Technology, United States Air Force

Vocational/Technical, 1997, IT Networking and Security Management, United States Air Force

Certificate, 2003, Military and Strategic Studies, United States Air Force

Licenses/Certifications

NICET IV ([redacted] Exp. 10/15) Highway Construction

NJ Society of Asphalt Technologists (NJSAT), New Jersey, 2010

ACI Concrete Construction Technology, New Jersey, 2010

ACY Apron Expansion Phase I & II, Atlantic City International Airport (ACY), Egg Harbor Township, New Jersey. *South Jersey Transportation Authority.* Lead Inspector. Responsible for inspection staff oversight, contractor payment application review, extra work cost estimating, change order preparation, site coordination, and general quality assurance. Baker was selected to design Phase 1 and Phase 2 Apron Expansions. Construction items include stormwater system, earthwork, concrete and asphalt pavement, reconstruction of parking areas and landside facilities,

taxiway and site lighting, airfield signage, and pavement marking. Baker developed an intricate phasing plan to allow much of the work to be performed in non-AOA areas, and also to expedite the AOA work that impacts active airside operations.

ACY Apron Expansion - Phase 1B. *South Jersey Transportation Authority.* Lead Inspector. Responsible for oversight, coordination, and quality assurance for timely completion of the airfield pavement expansion and associated drainage, lighting, communications, and markings systems. Baker was selected to design Phase 1 and Phase 1B Apron Expansions. Construction items include stormwater system, earthwork, concrete and asphalt pavement, reconstruction of parking areas and landside facilities, taxiway and site lighting, airfield signage, and pavement marking. Baker developed an intricate phasing plan to allow much of the work to be performed in non-AOA areas, and also to expedite the AOA work that impacts active airside operations.

Previous Work History

McGuire AFB, Wrightstown, New Jersey, United States Air Force, Superintendent, Engineering Flight, March 2002-March 2007
Responsible for project management and inspection of facility and infrastructure projects for a $35M construction program supervising 14 personnel. He coordinated change order requirements between project engineer and contracting officer. He ensured daily inspections and material testing was performed, properly documented and took action to correct work not in compliance with design specifications.

While deployed to Camp Speicher, Iraq, he supervised two lab technicians and operation of asphalt and concrete batch plants. The operation supported the supply of proper mixes for a 10,000 foot runway resurfacing and 1000' full-depth concrete taxiway repair.

While deployed to Al Dahfra AB, UAE, he lead 6 survey personnel and 15 equipment operators supporting the design and construction of a 1 million gallon fuel storage farm and access roads. He was responsible for cross sectional surveys utilizing GPS equipment and computation of earthwork to create a balanced cut/fill over a 15 acre site.

Charleston AFB, Charleston, South Carolina, United States Air Force, Non-Commissioned Officer in Charge, Engineering Support, June 1995-March 2001
Design Technician/Project Manager: While deployed to Kuwait, he performed design technician duties for the construction of a tower housing 16 communications devices. He designed the structural steel components including tower web columns, catwalks, and mounting brackets.

Construction Inspector/Project Manager: Performed as primary inspector and project manager for a $3M runway repair project. The project included demolition, remediation of soils, installation of sub-surface drains and installation of concrete pavement.

Griffiss AFB, Rome, New York, United States Air Force, January 1990-June 1995
Construction Inspector/Project Manager: performed in lead role on various pavement and facility construction/renovation projects. Projects included: construction of a $4M all steel construction ash collection facility at the central heat plant including storage silos, conveyor system, and controls, $1.5M of mill and overlay of asphalt roadway pavements and $3.5M replacement and repair of concrete airfield pavements. He monitored conformance to specifications, drawings, and schedule, coordinated contract documents, processed closeout documentation, and as-builts.

Aaron J. Pickering, P.E.

Resident Engineer/Tunnel Inspector

Years with Baker: 13

Years with Other Firms: 1

Education
B.E., 2000, Civil Engineering, Youngstown State University

Diploma, 1995, General Studies, East Liverpool High School

Licenses/Certifications
ACI Concrete Field Testing Technician - Grade 1, 2004

PENNDOT Concrete Field Testing Technician, Pennsylvania, 2008

NECEPT Bituminous Field Technician, Pennsylvania, 2005

OSHA 10-Hour Safety Training, Pennsylvania, 2009

NICET I Transportation-Highway Construction, Pennsylvania, 2009

Professional Engineer, Pennsylvania, 2010

General Qualifications

Mr. Pickering has construction experience ranging from all phases of roadway and bridge construction. Additional experience includes field and inspection reviews, letter preparation, facilitating project control meetings and preparing minutes, cost negotiations, managing project budgets (construction and oversight), tracking of action items throughout the project, assisting in preparation of work orders, and additional office management duties on various projects.

Experience

Squirrel Hill Tunnel Construction Management. *Pennsylvania Department of Transportation, Central Office.* Construction Engineer. Responsibilities include facilitating project meetings, administrating project related web page, assigning duties for administrative personnel, assisting the project manager with various duties such as researching RFI's, writing letters, assisting in negotiations between the department and the contractor, field reviews of all major construction operations, and interaction with inspection staff while reviewing construction operations in the field.

S.R. 0885-A08, A11, A12, A13, & A19 Boulevard of the Allies, Pittsburgh, Pennsylvania. *Pennsylvania Department of Transportation, District 11-0.* CMS Technician. Responsibilities included tracking of submissions, administrating project related web pages, responsible for electronic document management system, assisting the construction coordinator with various duties such as reviewing RFI's and writing meeting minutes, reviewing major construction operations in the field such as asphalt placement, moment slab construction, rock anchors, concrete deck pours, and concrete beam erections. Baker provided both construction inspection and construction management. The project was constructed on an accelerated schedule so that the Boulevard would be reopened in time for the Fort Pitt Bridge and Tunnel closures. The Boulevard was part of the detour.

S.R. 0028, Sections A26, A27, A28, Allegheny County, Pennsylvania. *Pennsylvania Department of Transportation, District 11-0.* CMS Technician. Responsibilities included keeping track of submissions, administrating project related web pages, responsible for electronic document management system, assisting the construction coordinator with various duties, such as reviewing RFI's, writing meeting minutes, and the compilation of project data for claims review, reviewing major construction operations in the field such as asphalt placement, bridge demolition, concrete beam erections, and concrete deck pours. Baker provided construction management support services for the reconstruction of bridges over Kittanning Street and Scouts Reservation Road. Route 0028 is a highly traveled artery to and from the City of Pittsburgh.

Construction Management and Inspection Services for the Rehabilitation of the Fort Pitt Bridge and Tunnel, Pittsburgh, Pennsylvania. *Pennsylvania Department of Transportation, District 11-0.* CMS Technician. Responsibilities included tracking of submissions; administrating project related web page, responsible for electronic document management system, responsible for assigning duties for administrative personnel, assisting the Assistant Project Managers and Construction Engineer with various duties such as researching RFI's and work orders, performing engineering analysis to assist in negotiations between the Department and the contractor, field reviews of all major construction operations such as concrete deck pours, asphalt placement, steel and concrete beam erection, grooving and grinding, and interaction with inspection staff while reviewing construction operations in the field. As a subconsultant to one of the design firms, Baker provided construction management support services for the rehabilitation of the Fort Pitt Bridge and Fort Pitt Tunnel. Baker's construction management support services included development and management of a project control system and a document control system; shop drawing monitoring and review; critical path method scheduling review and monitoring; change-order review and analysis; incident management; chairing all project meetings and preparing minutes for each; partnering sessions with key stakeholders; public relations; design constructability reviews; and claims avoidance research and documentation. The Fort Pitt Bridge is a steel, double-deck, bowstring arch bridge constructed in 1959 that spans the Monongahela River near its confluence with the Allegheny River. It has a 750-foot main span, a total length of approximately 1,217 feet, and is a 47 feet high at its northern pier.

Construction Inspection for Penn Avenue Phase I Reconstruction, Mathilda Street to Evaline Street, Pittsburgh, Pennsylvania. *City of Pittsburgh, Pennsylvania.* Project Manager. Managed the inspection agreement by overseeing the inspection staff and coordinating with the client to ensure the agreement was being utilized to their satisfaction. Also, monitored the inspection costs to ensure the services were performed on budget. Baker is performing construction inspection and contract administration for the Phase I reconstruction of a 1,900-foot segment of Penn Avenue, from Mathilda Street to Evaline Street, in the city's Garfield neighborhood, as part of a multimillion-dollar, seven-mile corridor revitalization effort. Baker's tasks include conducting and coordinating daily inspections to ensure compliance with contract documents; generating daily logs and tracking quantities; documenting material quantities and final payments; generating periodic and final contractor pay estimates; monitoring traffic control measures; coordinating material inspection; monitoring concrete, asphalt, and compaction testing; and providing public involvement program support.

Construction Management Open End, WO1 SR 0008 A12. *Pennsylvania Department of Transportation, Central Office.* Scheduler. Responsibilities include reviewing contractor's baseline schedule for compliance with contract documents; monitoring schedule against progress in the field; analyzing schedule for time extension/delay/additional costs proposed by contractor.

Previous Work History

GAI Consultants: August 2000-January 2001
Pennsylvania Department of Transportation, District 10-0: June 1998-August 1998

Stephen R. Hovick, E.I.T.

Tunnel Inspector

Years with Baker: 3

Years with Other Firms: 2

Education
B.S., 2010, Civil Engineering, University of Pittsburgh, Pittsburgh Campus

Licenses/Certifications
Engineer-In-Training, Pennsylvania, 2011

ACI Concrete Field Testing Technician - Grade 1, Worldwide, 2011

NICET III Transportation-Highway Construction, Pennsylvania, 2011

NECEPT Bituminous Field Technician, Pennsylvania, 2012

PENNDOT Concrete Field Testing Technician, Pennsylvania, 2012

General Qualifications

Mr. Hovick is a transportation construction inspector. He started in this field as an intern for the Pennsylvania Department of Transportation (PennDOT) in the summer of 2008. After obtaining his degree, he joined Baker to work on projects that had already begun. As a result of his prior experience, Mr. Hovick is familiar with PennDOT's system of operations and uses that knowledge to efficiently complete a variety of work tasks.

Mr. Hovick is skilled in performing a range of construction inspection services, including inspecting and documenting concrete pavement placement with a bituminous overlay, bituminous paving, milling, excavation, guide rail placement, saw cutting and sealing, line painting, pavement marking application, ADA sidewalk construction, traffic signal work, testing of concrete, permanent and temporary impact attenuators, and maintenance and protection of traffic. He has also performed many office tasks, including: organizing field work onto spreadsheets used for payment, monitoring material certifications, conducting wage rate interviews, performing weekly checks of payroll, checking calculations performed by others, and tracking project records.

Experience

Squirrel Hill Tunnel Construction Inspection. *Pennsylvania Department of Transportation, Central Office.* TCI-3. Structures inspection responsibilities include bridge demolition, footing construction, caisson construction, deck repairs, deck repairs, deck replacement, expansion dams, placement of rebar, setting of beams, substructure and superstructure concrete placement, substructure repairs, structural steel, spall repair, crack injection, concrete repairs, metal roof, tunnel ceiling removal, and full-depth slab replacement. This work requires climbing. Roadway inspection responsibilities include subbase placement, asphalt and concrete pavement patching, asphalt paving, milling bituminous roadway, pavement markings, trenching, saw and sealing, and tunnel work. Miscellaneous inspection duties include drainage, excavation, curbs and sidewalks, intelligent transportation systems and electrical, lighting, signage, signalization, utility relocation, concrete gutter, water line installation, maintenance and protection of traffic, signage, repointing of brick, metal roof work, gas line installation, generator pad construction, brick and masonry repair, stone work, geotechnical borings, sewer with oil-water separator installation, and ventilation system installation, including fans, pumps, and duct work. Office duties include personal site assessments, material testing, spreadsheets, force account, and punch lists.

Squirrel Hill Tunnel Rehabilitation, Pittsburgh, Pennsylvania. *Pennsylvania Department of Transportation, District 11-0.* TCI-3. Structures inspection responsibilities include bridge demolition, footing construction, caisson construction, deck repairs, deck repairs, deck replacement, expansion dams, placement of rebar, setting of beams, substructure and superstructure concrete placement, substructure repairs, structural steel, spall repair, crack injection, concrete repairs, metal roof, tunnel ceiling removal, and full-depth slab replacement. This work requires climbing. Roadway inspection responsibilities include subbase placement, asphalt and concrete pavement patching, asphalt paving, milling bituminous roadway, pavement markings, trenching, saw and sealing, and tunnel work. Miscellaneous inspection duties include drainage, excavation, curbs and sidewalks, intelligent transportation systems and electrical, lighting, signage, signalization, utility relocation, concrete gutter, water line installation, maintenance and protection of traffic, signage, repointing of brick, metal roof work, gas line installation, generator pad construction, brick and masonry repair, stone work, geotechnical borings, sewer with oil-water separator installation, and ventilation system installation, including fans, pumps, and duct work. Office duties include personal site assessments, material testing, spreadsheets, force account, and punch lists. Baker provided construction management and inspection services for the rehabilitation of the Squirrel Hill Tunnel; S.R. 376, Segment A35. Baker's services included preparation and monitoring of the master critical-path method schedule, review of shop drawings and other contractor submittals, construction contract administration, cost negotiations, document control system development and maintenance, quality assurance, implementation of public outreach efforts, coordination of extensive traffic control measures, field investigations, and utility coordination.

Open-End Construction Inspection Agreement, Southwestern, Pennsylvania. *Pennsylvania Department of Transportation, Central Office.* TCI-2. Performed night-shift inspection of saw cutting and sealing of bridge approach slab transitions, line painting, pavement markings, and raised pavement markings. Also responsible for maintenance and protection of traffic.

S.R. 376, Section A45 Improvements, Allegheny County, Pennsylvania. *Pennsylvania Department of Transportation, Central Office.* TCI-2. Performed night-shift inspection of saw cutting and sealing of bridge approach slab transitions, line painting, pavement markings, and raised pavement markings. Also responsible for maintenance and protection of traffic.

Construction Inspection and Documentation SR 65-A37, SR 3069-A18. *Pennsylvania Department of Transportation, Central Office.* TCI-2. Was responsible for day-shift and night-shift inspection on center lane reconstruction. Paving inspection responsibilities included concrete and asphalt paving, concrete pavement patching, milling existing bituminous roadway, pavement markings, subbase placement, concrete placement, accelerated concrete, and bituminous paving. Office duties included material files, preparation of punch list, preparation of spreadsheets, wage rate interviews, and Americans with Disabilities Act documentation. Miscellaneous inspection duties included drainage, maintenance and protection of traffic, lighting, signalization, guiderail installation, signage, utility relocation and manhole adjustments, excavation, sidewalk wheelchair ramps, curb construction, and attenuator installation.

Previous Work History

Pennsylvania Department of Transportation (PennDOT), Engineering Scientific & Technical Intern (ESTI), 2008 - 2010

Michael A. Milne

Tunnel Inspector

Years with Baker: 4

Education
B.S., 2009, Mechanical Engineering, The Pennsylvania State University Erie, the Behrend College

Licenses/Certifications
ACI Concrete Field Testing Technician - Grade 1, Pennsylvania, 2010

PENNDOT Construction Documentation System (CDS) NeXtGen, Pennsylvania, 2010

NECEPT Bituminous Field Technician, Pennsylvania, 2011

NICET II Transportation-Highway Construction, 2013

PENNDOT Concrete Field Testing Technician, Pennsylvania, 2011

General Qualifications

Mr. Milne has a Bachelor of Science Degree in Mechanical Engineering, is ACI Technician Level 1 certified, and is a Certified PennDOT NextGen Operator.

Mr. Milne performs repetitive and routine dimensional and structural inspection of standard parts, units, equipment, structures, or materials; measures distances to verify accuracy of dimensions of structural installations and layouts; examines existing structures for structural integrity and reports variances from accepted standards; verifies levels, alignment, and evaluation of installations and structures; observes work in progress to ensure that procedures followed and materials used conform to specifications; examines workmanship of finished projects for conformity to standard and approves installation; interprets blueprints and specifications and discusses deviations from specified construction procedures to ensure compliance with regulations governing construction; maintains daily log of construction and inspection activities and compares progress reports; computes monthly estimates of work completed and submits estimates for payment; prepares sketches of construction installations that deviate from blueprints and reports such as changes for incorporation on master blueprints; and other duties as assigned.

Experience

Squirrel Hill Tunnel Construction Inspection. *Pennsylvania Department of Transportation, Central Office.* TCI-3; TCI-2. Structure inspection responsibilities include approach slabs and approach work, caisson construction, expansion dams, hydrodemolition, placement of rebar, setting beams, substructure repairs, structural steel, Type III concrete repair, pumped-in-place concrete repair, and wall drains. Other structure work includes inspecting the measurement and other work done to expansion dams and inspecting the installation of sheet metal ductwork ventilation systems. Roadway inspection responsibilities include asphalt paving, concrete shoulders, and pavement markings. Other roadway work includes inspecting the demolition and replace of a concrete barrier in the tunnel and witnessing the application of pavement markings. Miscellaneous inspection responsibilities include crack and seat, drainage, excavation, intelligent transportation systems and electrical, lighting, maintenance and protection of traffic, night-shift operations, signage, and signalization. Office duties include personal site assessments, updating and tracking quantities and work history activity nightly in personal site assessments, and tile-removal drawings.

Construction Inspection for the Southern Allegheny County Group of Projects. *Pennsylvania Department of Transportation, Central Office.* TCI-2. Structure inspection responsibilities include expansion dams. Other structure work includes inspecting the measurement and other work done

to expansion dams and inspecting the installation of sheet metal ductwork ventilation systems. Roadway inspection responsibilities include concrete shoulders and pavement markings. Other roadway work includes inspecting the demolition and replacement of a concrete barrier in the tunnel and witnessing the application of pavement markings. Miscellaneous inspection responsibilities include drainage, excavation, intelligent transportation systems, and electrical, lighting, maintenance and protection of traffic, night-shift operations, signage, and signalization. Other miscellaneous duties include inspecting work on wall drains and identifying leaking joints in the tunnels, and inspection of excavation for conduit trenching and junction boxes for the over-height truck detection system.

Squirrel Hill Tunnel Rehabilitation, Pittsburgh, Pennsylvania. *Pennsylvania Department of Transportation, District 11-0.* TCI-3, TCI-2. Structure inspection responsibilities include approach slabs and approach work, caisson construction, expansion dams, hydrodemolition, placement of rebar, setting beams, substructure repairs, structural steel, Type III concrete repair, pumped-in-place concrete repair, and wall drains. Other structure work includes inspecting the measurement and other work done to expansion dams and inspecting the installation of sheet metal ductwork ventilation systems. Roadway inspection responsibilities include asphalt paving, concrete shoulders, and pavement markings. Other roadway work includes inspecting the demolition and replace of a concrete barrier in the tunnel and witnessing the application of pavement markings. Miscellaneous inspection responsibilities include crack and seat, drainage, excavation, intelligent transportation systems and electrical, lighting, maintenance and protection of traffic, night-shift operations, signage, and signalization.

Construction Inspection for S.R. 79, Section A55 Improvements, Allegheny County, Pennsylvania. *Pennsylvania Department of Transportation, District 11-0.* TCI-2. Paving inspection responsibilities included asphalt paving, concrete and asphalt pavement patching, milling existing bituminous roadway, pavement markings, asphalt-treated permeable basecourse, subbase placement. Has ACI certification. Office duties included ECMS exposure, using PSAs, CDS NeXtGen entry, and setting up project records. Miscellaneous duties included drainage, maintenance and protection of traffic, lighting, signalization, signage, utility relocation, and excavation. Baker provided supplementary construction inspection services for S.R. 79, Section A55 roadway and bridge improvements.

Previous Work History

Castle Mold & Tool, New Castle, Pennsylvania. (Oct. 2009- July 2010). Utilized multiple engineering concepts including Drafting, 3D Modeling, Machining, tooling and calibration in order to design new and alter existing molds and tools.

Intern, Rehrig Pacific Company, Erie, Pennsylvania. (May 2008 – Nov. 2008). Undertook multiple projects consisting of research and development of new equipment utilized in senior design project .

Intern, JE – Jacobs Engineering, Goose Creek, South Carolina. (June 2007 –Aug 2007). Project controls for two module projects as well as, a Project Estimator program to give adequate graphical data including cost's and revenue's in comparison with labor hours, for several module projects.

Maurice V. Roberts, P.E.

ICC Structural Steel/Bolting Inspector & Structural Inspector

Years with Baker: 1

Years with Other Firms: 5

Education
B.E., 2008, Civil Engineering - Structural, City College of New York of the City University of New York

M.S.E., 2011, Civil Engineering/Structural, Polytechnic University, Brooklyn, New York

Licenses/Certifications
Professional Engineer: New York (# [redacted] – Exp. 12/16), California

ICC Structural Steel and Bolting Special Inspector

General Qualifications

Mr. Roberts has experience in performing structural and hydraulic engineering design and analysis, construction management, and inspections for numerous bridge repair and rehabilitation projects. He has also performed constructability studies and site surveys, analyzed field data, provided calculations for structural and hydraulic designs, compiled change orders, and completed cost estimates to evaluate contractor claims. In addition, Mr. Roberts has assisted with project management responsibilities for roadway, justice, healthcare, and recreational facility projects.

Experience

Tappan Zee Bridge West Approach Redecking REI. *NYSTA.* Bridge Inspector. Responsible for construction inspection for the rehabilitation of the main span of the 3-mile-long, four-span Tappan Zee Bridge in Rockland and Westchester counties, NY, for the New York State Thruway Authority (NYSTA). Mr. Roberts supervised the installation of new panels and steel plates; stringer seats and bearing assemblies; precast panels; grouting; and welds to make sure they were free of cracks and voids. He also calibrated and performed torque tests on bolted connections, and recorded and maintained a daily log of all activities for this $173.5 million rehabilitation project. Additional work involved fine-tuning panel placements, securing new decking to the existing superstructure, and the removal and replacement of each of the two outermost lanes of traffic with precast concrete roadway decks. Because the Tappan Zee Bridge is a major thoroughfare, all lane removals and paneling installations needed to be conducted at night, requiring extensive maintenance and protection of traffic.

Robert F. Kennedy Bridge On-Call Construction Inspection Services. *TBTA.* Construction Inspector. Supervising rehabilitation of reinforced concrete beams and columns of the off-ramp to the Manhattan lift span of the Robert F. Kennedy Triboro Bridge in Manhattan for the Triboro Bridge and Tunnel Authority (TBTA). Mr. Roberts monitored the contractor's work on demolition and repairs of the damaged sections of the load-bearing elements as traffic continued to use the ramp supported above. He also assisted TBTA's supervising project engineers in tracking expenses and keeping the project within the original scope of work.

New Tappan Zee Bridge Design Proposal. *NYSTA.* Structural Designer. Designed abutments for the proposed Tappan Zee Bridge replacement for the New York State Thruway Authority (NYSTA). Assisted in the design of the proposed precast, post-tensioned concrete box-girder superstructure in the approach spans. Mr. Roberts developed the bridge design loads to be used in the model analysis of the proposed structure, including; vessel impact forces on the piers, ice loads, braking forces and centrifugal forces. He also assisted with drawings for the design-build proposal.

River Line Bridge Rehabilitation. *NJ Transit.* Structural Designer. Performed an inspection of a River Line light rail bridge superstructure for NJ Transit. Mr. Roberts compared information obtained from a site investigation to that of previous surveys to determine the movement of an abutment wall and losses of steel plate girder sections. He calculated the bridge load rating according to the American Railway Engineering and Maintenance-of-Way Association railway design manual and developed a final condition report.

Scour Monitoring Program Miscellaneous Monitoring and Design Services. *NYSDOT.* Hydraulic Designer. Overseeing routine and emergency maintenance, repairs, and refurbishing of scour monitoring systems as part of this 3-year, on-call contract with the New York State Department of Transportation (NYSDOT) for miscellaneous hydraulic design work and scour monitoring services in Nassau and Suffolk counties, NY. Mr. Roberts is updating the Scour Monitoring Manual, reviewing the scour monitoring data, bridge diving and fathometer surveys, and scour countermeasure designs.

Hiram Bridge. *MaineDOT.* Hydraulic Designer. Provided support in building the HEC-RAS hydraulic model of the waterway at this Maine Department of Transportation (MaineDOT) project site in Hiram, ME. Mr. Roberts overlaid contour maps from prior surveys and correlated data points to establish site topography. He was also responsible for checking the validity of the hydraulic model once it was completed.

University Avenue Bridge Replacement. *MassDOT.* Hydraulic Designer. Analyzed the scour effects of a 500-year super flood for the proposed University Avenue Bridge replacement in Lowell, MA. In addition to evaluating the stability of the existing bridge structure for the Massachusetts Department of Transportation (MassDOT), Mr. Roberts was responsible for confirming parameters to be used in constructing a HEC-RAS hydraulic model of the Merrimack River.

Lemon Creek Culvert Erosion Control Design and Environmental Permitting. *NYCT.* Hydraulic Designer. Responsible for revising a federal hydraulic model to reflect new survey data as part of the New York City Transit (NYCT) rehabilitation of the culvert over Lemon Creek, an 80-foot-long, reinforced concrete arch located on the Staten Island Rapid Transit Line in Staten Island, NY. Mr. Roberts performed a hydraulic analysis of the creek and its impact on the culvert with the new data points. Mr. Roberts was also involved with construction cost estimation and drafting specifications custom tailored to the project site.

Moodna and Woodbury Viaducts Rehabilitation. *MNRR.* Structural/ Hydraulic Designer. Performed field investigations of structural components at the Moodna and Woodbury viaducts in Salisbury Mills, NY, including sounding concrete pedestals and measuring section losses at steel connections. Mr. Roberts calculated allowable load ratings of the railroad structures. He performed the field inspection of the bridge for scour and stream stability issues and prepared the follow-up reports and design of scour countermeasures. Mr. Roberts also provided design for pier scour protection systems for undermined piers at both bridges.

Travis Slocum, E.I.T.

Structural Inspector

General Qualifications

Mr. Slocum has experience including roadway and bridge projects for the New Jersey Turnpike Authority and the Pennsylvania Department of Transportation. His responsibilities on these projects have included supervision and construction inspection of earthwork, pipe, paving, guide rail, sign structure, and building construction operations. Mr. Slocum has also performed office engineer duties on these types of projects.

Years with Baker: 6

Years with Other Firms: 3

Education

M.B.A., 2011, Project Management, DeSales University

B.S., 2005, Mechanical Engineering, State University of New York at Binghamton

Licenses/Certifications

Engineer-In-Training: New York

OSHA 10-Hour Construction Program, 2009

NICET III Transportation-Highway Construction (#[redacted] – Exp. 10/15)

PENNDOT Constr Documentation System (CDS) NeXtGen, 2007

ACI Concrete Field Testing Technician - Grade 1, New Jersey, 2011

ACI Concrete Construction Technology, New Jersey, 2011

Traffic Control Training, New Jersey, 2011

NJ Society of Asphalt Technologists (NJSAT), New Jersey, 2012

OSHA 30-Hour Construction Outreach Training, New Jersey, 2013

Experience

Garden State Parkway Widening, New Jersey. *New Jersey Turnpike Authority.* Civil Associate. Assisted with post design services, RFI, and submittal management. Scope of work included Bridge Condition Assessments to support environmental permitting, constructability reviews of bridges, accelerated bridge construction methods, bridge rehabilitation, new bridge design, complex MPT/staging, and LRFR rating of structures. Incorporated integral/jointless construction techniques on project. This section of the Parkway is vital to the needs of the communities along the Jersey Shore, as well as being the primary coastal evacuation route, which includes critical interchange links that could not be affected during construction. Construction staging was designed to maintain flow and minimize congestion.

Garden State Parkway Widening Construction Management and Inspection, Little Egg Harbor Township, New Jersey. *Jacobs Engineering Group, Inc. (formerly Edwards & Kelcey, Inc.).* Inspector. Provided inspection for all aspects of construction including piles, embankment, drainage, and drainage swales. Baker, as a subconsultant, is a member of the construction management team providing Resident Engineering and inspection services. Project includes widening of the Parkway mainline to add a third travel lane in each direction from MP 52.4 to 57.8, including the construction of 4 new pile supported bridges, the removal of 4 existing bridges, the construction of 2 new culverts, and the extension of existing culverts; and construction of regulated activities within areas included in the permits for the widening portion of the Parkway from MP 30 to 48.

Construction Management/Construction Inspection Pavement Restoration. *New Jersey Turnpike Authority.* Inspector. Responsible for pavement inspection on all service areas on the New Jersey Turnpike. Significant coordination was required with the contractor, NJTA Patron Services, and NJTA Traffic Operations. Each service area was milled and paved while still in operation. The project entails significant field engineering of staging and traffic control for nightly construction

operations while maintaining full access to all service plaza areas, including gas station and main service area buildings. Heavy coordination with Patron Services, State Police, the client's operations and maintenance, and local service area managers.

Trexlertown Bypass Construction Management Support Services, Upper and Lower Macungie Townships, Pennsylvania. *Pennsylvania Department of Transportation, District 5-0.* Technician. Responsible for document control, routing and distribution of project correspondence, as well as working closely with the project manager and assistant project manager to resolve issues that arose. Baker provided construction management support services for the Trexlertown Bypass, which included a new, six-mile, four-lane boulevard-style highway with nine bridges, eight box culverts, four sound walls, multiple retaining structures, and approximately four miles of secondary roadway construction, and relocation of utilities owned by 14 companies. The project relieves increasing truck traffic congestion in Trexlertown and surrounding boroughs by offering on-grade access to I-78, S.R. 100, and S.R. 222 to the numerous transportation terminals in the area.

Route 202 Case Boulevard Schedule Review, Flemington, New Jersey. *New Jersey Department of Transportation (NJDOT).* Technician. Responsible for schedule quality control, quantity measurement. Baker provided review of contractors' Primavera construction schedule for conformance and subsequent approval by the resident engineer. Baker provided review of contractors' Primavera construction schedule for conformance and subsequent approval by the resident engineer.

Construction Inspection Services for Garden State Parkway Guiderail Improvements. *Churchill Consulting Engineers.* Construction Inspector. Responsible for inspection, measurement, and payment of guide rail along the Garden State Parkway. Also inspected and oversaw all lane closures and pickups. NJTA Traffic Operations was notified of all lane closures.

Project Management Services for the Construction of the U.S. Route 202, Section 700 Parkway, Montgomery and Bucks Counties, Pennsylvania. *Pennsylvania Department of Transportation, District 6-0.* Technician. Responsible for schedule quality control, quantity measurement. Baker provided review of contractors' Primavera construction schedule for conformance and subsequent approval by the resident engineer. Baker is providing project management, agency coordination, construction management, public involvement support, traffic management, website updates, and environmental monitoring for the construction of the U.S. Route 202, Section 700 Parkway, a nine-mile-long parkway on a new alignment between Route 63 and the Route 611 interchange.

Previous Work History

New York State Department of Transportation. TCI-3 (5/04 to 8/04), TCI-2 (5/03 to 8/03), and TCI-1 (5/02 to 8/02). Responsibilities as the night work supervisor included design of crossovers on highways, tested class D concrete and elastomeric concrete for bridges and other structures, documented work performed on interstate construction projects, and documented materials and quantities used during the projects. (Summers 2002, 2003, and 2004)

Off Campus College Transport, Inc., Binghamton, New York. Maintenance Coordinator. Duties included management and regulation of maintenance for a fleet of 10 busses and a wheelchair lift vehicle, daily supervision of 30 employees and bus driving operations, weekly inspection of OCC Transport vehicles, and compiling bus maintenance records and passenger statistics. (2004 - 2005)

Richard Giandrea

Structural Inspector

Years with Baker: 8

Years with Other Firms: 8

Education
B.S., 1993, Business Management, Rowan College

Licenses/Certifications
NICET IV ([redacted] Exp. 9/15), Highway Construction

General Qualifications

Mr. Giandrea experience in the inspection and construction management of roadway and bridge projects for the New Jersey Turnpike Authority, the South Jersey Transportation Authority, New Jersey Transit, Southeastern Pennsylvania Transportation Authority, and the New Jersey Department of Transportation. Currently, Mr. Giandrea is a Senior Bridge Inspector for Contract B of the NJDOTs $400M Route 52 Causeway Replacement Project. His project background involves the inspection of a design build cut and cover tunnel, track work, new bridge construction, movable bridge construction, bridge rehabilitation, structural buildings, paving and various roadway items.

Experience

Garden State Parkway Widening Construction Management and Inspection, Little Egg Harbor Township, New Jersey. *Jacobs Engineering Group, Inc. (formerly Edwards & Kelcey, Inc.).* Bridge Inspector. Responsible for daily inspection and reporting for all structural work, including foundations, substructure, and superstructure work on Contract No. P200.135. Baker, as a subconsultant, is a member of the construction management team providing Resident Engineering and inspection services. Project includes widening of the Parkway mainline to add a third travel lane in each direction from MP 52.4 to 57.8, including the construction of 4 new pile supported bridges, the removal of 4 existing bridges, the construction of 2 new culverts, and the extension of existing culverts; and construction of regulated activities within areas included in the permits for the widening portion of the Parkway from MP 30 to 48.

Route 52 Causeway Replacement Project, Ocean City and Somers Point, New Jersey. *New Jersey Department of Transportation (NJDOT).* Bridge Inspector. Responsible for inspecting the construction to ensure that all work performed by the contractor is in conformance with the contract drawings and job specifications. Primary duties include daily inspection and reporting for all structural work such as pier footings, pier columns, pier caps, concrete diaphragms, deck slabs, reinforcing steel, structural steel, the installation of prestressed pretensioned concrete beams and various roadway items such as HMA paving, drainage, vibro concrete columns, vertical wick drains, retaining walls and highway lighting. Baker provided comprehensive engineering services for the replacement of the Route 52 Causeway and the reconstruction of approximately 2.8 miles of Route 52 from Route 9 in Somers Point to Bay Avenue in Ocean City crossing Great Egg Harbor Bay. Baker's services include bridge and roadway design, environmental permitting, lighting design, traffic and intelligent transportation system design, utility relocation, community outreach, and construction management and inspection. One of the largest projects ever undertaken by the client, the Route 52 Causeway Replacement included approximately 7,000 feet of new and widened roadway construction and a 3,500-square-foot new Visitor Center with associated utilities. Baker was an integral part of the construction management team that delivered the first phase contract eight months ahead of schedule. Scope of work included design and testing of a completed and operational ITS System, and the development of complex construction staging plans and Maintenance of Traffic (MOT) plans

to develop realignment and widening of Route 52 and elimination of the Somers Point Circle. MOT plans involved the full design of four temporary traffic signals during seven construction stages including the development of signal timing directives through the use of software such as SYNCHRO and HCM based on the results of a Level of Service Analysis (LOS) using Highway Capacity Manual methodology. Developed the traffic signing and traffic striping plans in accordance with MUTCD manual guidelines. Synchro traffic software was used to perform a queuing analysis and to assess travel time/delay and vehicle speed for the Route 52 corridor. Data compiled through this analysis was then directly used to develop proposed traffic signal offsets to optimize directional traffic flow by reducing travel time, delay and vehicle queues. Developed permanent traffic signal design plans including electrical plans and signal timing.

Construction Management and Construction Inspection Services for the Reconstruction of Route 52 and the Route 52 Causeway, Somers Point to Ocean City, New Jersey. *New Jersey Department of Transportation (NJDOT).* Senior Construction Inspector. Responsible for managing the construction to ensure that all work performed by the contractor is in conformance with the contract drawings and job specifications. Primary duties include daily inspection and reporting for all structural work such as pier footings, pier columns, pier caps, concrete diaphragms, deck slabs, reinforcing steel, structural steel, the installation of prestressed pretensioned concrete beams and various roadway items such as HMA paving, drainage, vibro concrete columns, vertical wick drains, retaining walls and highway lighting. Baker is providing construction management and construction inspection for the reconstruction of approximately three miles of New Jersey Route 52 from Route 9 in Somers Point to Bay Avenue in Ocean City. The reconstruction includes the replacement of the Route 52 Causeway, which consists of four low-level concrete bridges, including two bascule spans, with two main bridges. 3,300 feet and 5,500 and in length, that are separated by 2,000 feet of roadway section on one of the islands. Construction management services include quality reviews and monitoring construction schedules. Construction inspection services include daily inspection of all structural work, paving, and drainage. The full project scope included approximately 7,000 ft. of new and widened roadway construction and the construction of a 3,500 sf new Visitor Center with associated utilities.

Non-Baker Project Experience

Market Street Elevated Reconstruction Project, Philadelphia, Pennsylvania. *Southeastern Pennsylvania Transportation Authority (SEPTA).* Senior Construction Inspector for a Program Management Team on this 500 + million dollar reconstruction project that consisted of 3 miles of elevated train structure and four new station buildings. Responsible for the quality assurance and documentation of contracted items to ensure that the construction of the stations, platforms, guide way deck and structural steel were in conformance with the contract drawings and job specifications. (June 2005 – October 2006)

Tacony-Palmyra (Rolling Bascule Span) Bridge: Track Plates and Rack Frame Repairs, Tacony, PA/Palmyra, New Jersey. *Burlington County Bridge Commission.* Senior Inspector and Assistant Resident Engineer on this 3.5 million dollar project that involved the removal of the existing track plates, provision and installation of new track plates, milling of the top surfaces of the existing track girders and structural repairs at the rack frames and the pier concrete. Marine and vehicular traffic closures were generated during certain stages of construction. (February 2004 - July 2004)

U-Turn Ramp over Huron Avenue, Atlantic City, New Jersey. *South Jersey Transportation Authority.* Assistant Resident Engineer and Lead Construction Inspector on this 7.5 million dollar project consisting of two multi span bridge structures, two stage MSE Walls, segmental retaining walls, and various roadway items including drainage, soil aggregates, concrete barrier, vertical curb, HMA paving, beam guide rail, highway lighting and traffic impact attenuators. (August 2003 - February 2004)

Interchange 89 Ramp Improvements, Lakewood, New Jersey. *Garden State Parkway.* Construction Inspector on this 15 million dollar major highway interchange that involved the construction of entrance and exit ramps, demolition and reconstruction of a multi span bridge, two tunnels, two administration buildings, retaining walls, earthwork and various roadway items including drainage, soil aggregates, concrete barrier, vertical curb, beam guide rail, highway lighting and HMA paving. (February 2002 - August 2003)

Atlantic City/Brigantine Connector, Atlantic City, New Jersey. *South Jersey Transportation Authority.* Construction Inspector on this 200 million dollar four lane 2 mile Design-Build project with nine new bridge structures, a 2900' cut and cover tunnel, retaining walls, intersection modifications, new traffic signal and new/relocated utilities. Responsibilities included the daily inspection and documentation of contract items for conformity with the plans and specifications. (May 1999 - February 2002)

SEPTA Market Street Elevated Reconstruction, Philadelphia, Pennsylvania. Senior Construction Inspector. Responsible the daily inspection and documentation of contract items for conformity with the plans and specifications for a Program Management Team on this $500+ million reconstruction project that consisted of three miles of elevated train structure and four new station buildings. Responsible for the quality assurance and documentation of contracted items to ensure that the construction of the stations, platforms, guide way deck and structural steel were in conformance with the contract drawings and job specifications.

New Jersey Transit, Newark Elizabeth Rail Link. Senior Construction Inspector. Responsible the daily inspection and documentation of contract items for conformity with the plans and specifications. The $217 million subway/light rail system project included a tunnel, track work, five station platforms, retaining walls, structural concrete, HMA paving, electrical ductbank, drainage and various roadway items.

Burlington County Bridge Commission, Tacony-Palmyra (Rolling Bascule Span) Bridge: Track Plates and Rack Frame Repairs. Senior Inspector and Assistant Resident Engineer. The $3.5 million project that involved the removal of the existing track plates, provision and installation of new track plates, milling of the top surfaces of the existing track girders and structural repairs at the rack frames and the pier concrete. Marine and vehicular traffic closures were generated during certain stages of construction.

Previous Work History

Jacobs Civil, Inc., Senior Construction Inspector, June 2005 – October 2006
DMJM + Harris, Senior Construction Inspector, May 1999 – June 2005

Iris Gargonnu

ICC Structural Steel/Bolting Inspector & Contract Administrator

Years with Baker: 4

Years with Other Firms: 7

Education
B.S., 2002, Architecture and Construction Management, New York Institute of Technology New York City Campus

Licenses/Certifications
ICC Structural Steel and Bolting Special Inspector (Exp. 7/17)

ICC Spray-applied Fireproofing Special Inspector (Exp. 12/15)

ACI Concrete Field Testing Technician – Grade I

OSHA 10-Hour Safety Training, New York, 2009

OSHA Confined Space Awareness Training, New York, 2009

OSHA ArcFlash and Lock-Out/Tag-Out Training, 2011

OSHA Electrical Safety Training, 2011

OSHA Hazard Communication, 2011

NYC DOB 4-Hour Supported Scaffold User Certificate, New York, 2009

OSHA Construction Safety & Health Certification, 2009

General Qualifications

Ms. Gargonnu has more than 11 years of experience in Architecture and Project/Construction Management. Her experience includes assignments on various government facilities including but not limited to wastewater treatment plants, schools and hospitals throughout New York City. In the private sector, she has served as project manager on several residential and commercial buildings. She brings extensive architectural and construction related knowledge to the various projects she has worked on.

Experience

Construction Management Services for Upgrade of Newtown Creek Water Pollution Control Plant, Brooklyn, New York. *New York City Department of Environmental Protection.* Resident Engineer. Responsibilities include supervising field inspection staff, maintaining contract drawings, processing RFIs/RFCs, contractor payments, and subcontractor approvals. Additional responsibilities include maintaining and monitoring all project related permits, and documentation for contract closeout including requirements for special inspections, occupation or use prior to completion. Also maintains a log of issues and disputed work claims for the client. Baker is providing construction management services as part of a tri-venture team for the 10-year upgrade of the Newtown Creek Water Pollution Control Plant.

2006 and 2012 Building Assessments of Con Edison's Forest Hills Tower, Forest Hills, Queens, New York. *Consolidated Edison of New York (Con Ed).* Architectural Inspector. Baker was hired to conduct an Independent Building Assessment Survey Report to identify possible operational and maintenance deficiencies in selected building architectural and structural components and mechanical and electrical systems by non-intrusive means as part of Con Edison's Facility Lease Agreement which required partial reimbursement for the operation and maintenance of these leased building systems. For the Building Assessment Survey Reports, Baker expeditiously provided a team of Building Specialists (Architects, Civil, Mechanical, Fire Protection and Electrical Engineers and Inspectors) which toured and visually inspected this facility. A detailed Building Assessment Report was prepared and submitted to Con Edison for their final review and acceptance.

NYC School Construction Authority. The three largest schools in the term contract was the Mott Haven Campus, construction cost totaling over 160 million. Attended meetings, site visits for compliance issues and developing conformance solutions with the facility inspection division. Other responsibilities included key team leader in time sensitive school openings and performing all cost estimates, and bill reviews.

Dormitory Authority of the State of New York. Revamped program from minimal and under-serviced contract to over $3.4 million in work orders for various projects residing in all four boroughs. Developed ongoing DASNY relationships with representative construction managers, key development role in compliance resolution through issuing nonconformance list, field report submittals, and residing over critical project completion site meetings, site analysis and resolution. Other responsibilities performing all cost estimates, and bill reviews.

Contract C-34590, Concrete Batch Plant Inspections, Various Locations. *NYC Transit Authority.* Responsibilities include performing technical inspection and plant/equipment evaluation services for concrete plants and related materials; Check for quality assurance conditions of concrete mixing trucks, moisture content (ASTM-94) scale calibration and perform field sieve analysis.

Concrete Quality Assurance Services, Various Locations in the Boroughs of Manhattan, Queens, Brooklyn, Bronx, Staten Island and Upstate New York. *URS/NYCDEP.* Construction Inspector. Concrete batch plant inspection and quality assurance testing of concrete at various batch plant locations throughout the five (5) boroughs.

Previous Work History

HAKS Engineers, Project Manager, 2009 - 2010 Ran training and certification programs to ensure that the inspection personnel consisted of multidisciplinary individuals. Wrote proposals, and managing agreements with clients, prepared Bid documents and priced jobs.

Tectonic Engineering, Project Manager, 2008 – 2009 Responsibilities included filing Technical Reports with the building department, supervising over 70 Inspectors assigned to projects all over New York City and attending meetings with the owner.

Tectonic Engineering, Construction Inspector, 2007 - 2008 Responsibilities include performing technical inspection and plant/equipment evaluation services for concrete plants and related materials; Check for quality assurance conditions of concrete mixing trucks, moisture content (ASTM-94) scale calibration and perform field sieve analysis.

Structure Tone, Assistant Project Manager, 2006 - 2007 Assisted the Project Manager in daily site activities on the construction of Tower 7; maintained client interaction through meetings, site visits and memos; prepared invoices, permit tracking, approvals and change orders and scheduled over 100 employees and generated work schedules on Microsoft Project. (2006-2007)

Port Authority of NY & NJ, Intern, 2005 – 2006 Responsibilities included general bookkeeping, payroll and scheduling, providing staff development, preparing invoices, change orders and managing RFI's.

Nagarajan Ramanan, P.E.

Resident Engineer - Electrical

Years with Baker: 24

Years with Other Firms: 20

Education
M.S., 1972, Electrical Engineering, Rutgers University

D.M.I.T., 1968, Instrument Technology, Madras University, India

Licenses/Certifications
Professional Engineer: New York (#[redacted]– Exp. 10/17)

General Qualifications

Mr. Ramanan is the manager of the Electrical Engineering section of the Facilities Planning and Design Group. He has several years of experience and has held key responsibilities in all phases of electrical engineering and instrumentation designs, specification preparation, construction and project management.

Experience

Brooklyn Bus Maintenance Facility, Southeast Brooklyn, New York. *City of New York Department of Transportation.* Project Manager. Responsible for the Construction Inspection of $27 million bus maintenance and storage facility. Responsible for electrical and mechanical, civil/structural and specialized bus equipment inspection functions of the project. Baker performed construction inspection services for electrical, mechanical and structural steel fabrication and erection as subconsultant to Deleuw Cather.

Triborough Bridge Inspection and Deck Replacement, Randall's Island, New York, New York. *Triborough Bridge & Tunnel Authority.* Task Manager. Responsible for the design of a new MH lighting system for the Queens, Wards Island, Manhattan and Bronx legs, relocation of the conduits to the side from Median, selection of light sources and fixtures. Baker, with joint venture partner Ammann and Whitney, performed the 1994 Biennial Bridge Inspection, evaluated existing roadway decks, assessed alternative deck types and developed contract plans for replacement of roadway decks for the Triborough Bridge and Tunnel Authority.

On-Call Design and Construction Inspection, Battery Park City, New York. *Battery Park City Authority.* Project Manager. Responsible for design of the street power from Con Edison to the building vaults. Designed the ductbanks and manholes for locating the Con Edison transformers. Also responsible for developing contract documents for bidding the street work, coordinating the work with the developer, and preparing a contract for rodding and cleaning the existing underground conduits between manholes. Baker assisted with various incidental projects associated with the construction of four high-rise residential developments.

Tappan Zee Bridge Caisson Dewatering, Rockland County, New York. *New York State Thruway Authority.* Electrical Engineer. Responsible for a condition survey of the existing system consisting of GE Fanuc PLCs, communication equipment, and PCs to determine existing problems with the design and operation of the system. Developed recommendations and completed design documents for replacement of the communication system with GE Genius/Simplicity System and fiber optic cabling. Baker performed a condition survey of the Caisson Dewatering Computer Control System (which was not functional) and associated communications hardware, software. The system was made partially functional by Baker by replacement of communications cards.

New Haven Line Railroad Stations, Darien and Milford, Connecticut. *Connecticut Department of Transportation.* Electrical Engineer. Responsible for design of platform lighting system, CCTV, and UPS Systems. Baker was responsible for renovation of two historic rail stations. For Milford Station, Baker designed structural and architectural repairs that limited negative impacts yet adhered to the State Historic Preservation Office's "Determination of No Effect." For Darien Station, Baker renovated the station while restoring the look of the station's past.

Traffic Engineering and ITS Technical Support, JFK Airport, Various Facilities in, New York and New Jersey. *Port Authority of New York and New Jersey.* Electrical Engineer. Responsible for the design of the lighting, controls and cabling. Services included technical support in traffic signal operations, troubleshooting, signal safety evaluation, signal inspection and signal timing. Supported PANYNJ Signals, ITS & Safety group in using different central systems in addition to various field controllers software. This included the review of signal design plans and signal equipment catalogue cuts and review of signal programming and signal equipment troubleshooting. Assisted PANYNJ in developing standard traffic signal design guidelines, traffic signal inspection report and traffic signal standard details.

New Haven Bus Maintenance Facility, Hamden, Connecticut. *Connecticut Department of Transportation.* Electrical Engineer. Responsible for the design of the electrical power distribution, lighting, controls, paging, telephones, intrusion detection and security, clock systems, and emergency back-up power generator system for the approximately 260,000 square-foot, 150 busses storage facility at an estimated construction cost of approximately 25M. Baker designed a 290,000-square-foot bus maintenance, storage, and administrative facility, which will incorporate state-of-the art equipment for the repair and maintenance of a 150-bus fleet and 20 support vehicles. The new facility includes an EPDM roof, with roof vents, roof top air handling equipment and over one mile of roof curbs and cants, money-handling security; controlled room access; an energy-efficient exhaust system for a high level of diesel operation; vehicle wash bays; detail and fueling bays; vehicle maintenance and body repair bays; and parts storage. Baker's services included architecture and structural; heating, ventilation, and air conditioning; electrical; plumbing; fire protection; and industrial equipment engineering. Baker also performed preliminary engineering studies, prepared environmental documents, and provided remediation design for contaminants from the abandoned steel mill that had previously occupied the site.

Reconstruction of City Tunnel Number 1 Shaft 23, Brooklyn, New York. *New York City Department of Environmental Protection.* Project Manager. Provided electrical and mechanical design services to upgrade the valve chambers that process drinking water to Brooklyn from underground shafts. Responsible for electrical design for the demolition of existing, and design of upgraded electrical power incoming service, lighting, and controls. Coordinated the new service with Con Edison. Served as liaison for the HVAC design.

Previous Work History

Gibbs & Hill, Project Engineer, Resident Engineer, Electrical,1979-1990
Sanderson & Porter Inc., Project Engineer, Instrumentation & General Project Engineering, 1972-1979

Mizanur R. Choudhury, P.E., LEED AP BD+C

Electrical Inspector

Years with Baker: 1

Years with Other Firms: 12

Education
B.S., 1989, Electrical Electronic Engineering, Rajshahi University of Engineering and Technology

Licenses/Certifications
Professional Engineer: New York (# [redacted] – Exp. 7/15), Delaware

LEED Accredited Professional BD+C

General Qualifications

Mizan Choudhury has several years of experience in all aspects of electrical engineering, Including coordination with clients, exterior design, roadway lighting design, power for ITS and traffic signals, power distribution system design, cost estimates, and contract plan preparation

Experience

George Washington Bridge Replacements of Variable Message Signs. *Port Authority of New York and New Jersey.* Electrical Engineer. Responsible for designing the power distribution and load center for VMS, CCTV cameras, microwave detectors, RWIS, lane use control signals, and weigh-in-motion detector. Baker prepared final engineering drawings, technical specifications, and engineer's quantity and cost estimates to upgrade VMS systems, TTS systems, and overhead sign panels at four locations in the vicinity of the George Washington Bridge. A total of eight VMS systems will be upgraded at three sign structures and one overpass structure.

I-280/Route 21 Interchange Improvements, Newark, New Jersey. *New Jersey Department of Transportation (NJDOT).* Electrical Designer. Responsible for the review of the Utility Construction Plans, details of the medium voltage switchgear, transformer and power layout, and specifications. Baker will incorporate integral/jointless construction techniques on this $100 million dollar complex interchange project. Includes the use of temporary walls in order to maintain all of I-280 traffic during construction. Includes coordination with the City of Newark and rail agencies.

Smart Moves 2013 - North. *New Jersey Department of Transportation (NJDOT).* Electrical Designer. Responsible for the power distribution and load center for VMS and CCTV cameras, field assessment of existing electrical load, listing and categorizing the critical and non-critical load, determining and selecting generator and ATS size and interconnection to the main distribution panel based on the demand load of the ITS HUB.

Transportation Systems (ITS) Management Task Order Agreement. *New Jersey Department of Transportation (NJDOT).* Electrical Designer. Responsible for the power distribution and load center for VMS and CCTV cameras, field assessment of existing electrical load, listing and categorizing the critical and non-critical load, determining and selecting generator and ATS size and interconnection to the main distribution panel based on the demand load of the ITS HUB.

Jon Farrugia

Electrical Inspector

Years with Baker: 4

Years with Other Firms: 10

Education
Coursework, 1996, Electrical Engineering, The Pennsylvania State University

Licenses/Certifications
OSHA ArcFlash and Lock-Out/Tag-Out Training, New York, 2009

Confined Space Entry Certification, New York, 2009

OSHA Construction Safety & Health Certification, New York, 2011

CPR Certified, New York, 2010

General Qualifications

Mr. Farrugia has high-end residential, commercial, retail, industrial, and municipal electrical experience. He also has knowledge of complex building, facilities systems and their associated interdependency. Mr. Farrugia also is experienced in project management, safety construction codes, construction methods, and industry standards. He also has a working knowledge of construction accounting, budgeting, and job costing.

Experience

Engineering and Construction Management Services for Upgrade of the Tallman Island Water Pollution Control Plant, College Point, New York. *New York City Department of Environmental Protection.* Electrical Inspector. As the senior electrical inspector responsibilities included verifying man power and inspecting materials and equipment installed in relation to the project specification; tracking change order work such as time and material; tracking progress of completion for billing purposed; reviewing contract drawings and approved submittals to compare with the actual finished product installed; creating and issuing punchlist items to work towards final completion and close out; identifying coordination and lay out issues and conflicts; verifying if installations and materials used meet NYC & NEC codes; and producing a report on a daily basis containing man power, materials and other descriptive items. In a joint venture with another firm that is serving as resident engineer, Baker is providing assistant resident engineering services, electrical inspection, mechanical inspection, civil inspection, and construction management services for the upgrade of the Tallman Island Water Pollution Control Plant. The current stage of the upgrade program consists of the removal and replacement of the main sewage pumps, their associated engine drive units, and the force mains to the preliminary tanks, and the on-site installation of a new 27-kilovolt electrical substation to power the new equipment. Construction management services include joint-venture coordination, staffing, field inspections, periodic reviews of building permits, negotiation of change orders, coordination of contractors, supervision of the inspectors, project review meetings, and monitoring of schedules.

Wastewater Treatment Plant Upgrades, New York City, New York. *New York City Department of Environmental Protection.* Inspector. As the senior electrical inspector my responsibilities included verifying man power, inspecting materials and equipment installed in relation to the project specification; tracking change order work such as time and material; tracking progress of completion for billing purposed; reviewing contract drawings and approved submittals to compare with the actual finished product installed; creating and issuing punchlist items to work towards final completion and close out; identifying coordination and lay out issues and conflicts; verifying if installations and materials used meet NYC & NEC codes; and producing a report on a daily basis containing man power, materials and other descriptive items. Baker has provided program management, structural design, facility design, architecture, construction management, and resident engineering inspection

services on a continuous basis to New York City since 1979. The city manages 14 water pollution control plants and related infrastructure that treat more than 1.3 billion gallons of sewage per day.

Previous Work History

New York City Department of Environmental Protection, Bronx, New York, Electrical Inspector, 1/2009 - 12/2009

- Onsite electrical inspector for the Croton Water Treatment Plant Contract 312E1 &E2 valued at $180 Million located in the Bronx, New York.
- Inspected multiple slabs and installation of electrical systems as per contract drawings, specifications and approved submissions.
- Electrical inspector at JPR project site contract E315 which is affiliated with the Croton Water Treatment Plant's design and completion.
- Performed change order value engineering, review, and negotiations with the electrical contractor on site at the JPR gatehouse 15 & 312OS for URS/Malcolm Pirnie resident engineer.
- Final inspections and punch list sign offs on Contract E313 infrastructure and substation work.

Plaza Construction, Bronx, New York, Project Manager, 05/2008 – 12/2008

- Managing the electrical portion of a $660 million dollar project for large construction management firm in NYC.
- Overseeing and supervising 9 Local 3 electrical contractors to completion of their contract on the project.
- Conduction on site meeting to resolve conflicts and coordination with vendors, subs, architects and engineers.
- Reviewing and negotiating change orders with contractors and owner.
- Preparing minor lay out drawing for work not shown on contract drawings.
- Addressing RFI's through designated engineers or through on site, infield improvising.
- Writing RFA's for additional work or materials needed to proceed and complete task necessary for project completion.
- Coordination of electrical system, primary service, fire alarm, & security with respective subcontractors.
- Accomplishing goals such as permanent power with Con Ed in all three buildings on or before dates required for completion, FDNY inspection & approval in order to obtain a building CO on or before the required dates, completion of work as per each subs contract including punch list in relation to the time frame provide under the schedule.

Campbell & Dawes, Queens, New York, Project Manager, 8/2007 - 5/2008

- Managed multiple projects simultaneously from start to close to close out phases for clients such as Deloitte & Touche, Merrill Lynch, Goldman & Saks, Metrotech.
- Made labor related decisions and evaluated labor work force demands as projects progressed.
- Prepared and presented clients with Contract Change Order Proposals.
- Prepared and presented RFI's to Clients, Architects and Engineers on questionable items shown on drawings.
- Prepared monthly progress billing on multiple projects.
- Reviewed bid documents, specifications, contract drawings, contract documents and proposed means and methods.
- Performed specific project systems RFP's, buyouts, Submittals and Releases upon approvals.
- Coordinated work with other trades to avoid conflicts that will hurt progress during a project.

- Attended kick off meetings, progress meetings, job issue related meetings and walk throughs.
- Prepared and implemented, construction schedules with field personal, supervisor, building management and client to meet required deadlines.

Roland's Electric, Deer Park, New York, Project Manager/Supervisor, 12/2006 - 08/2007

- Managed multiple projects simultaneously from start to close to close out phases for clients such as School Construction Authority, NYDEP, North Shore LI Jewish Hospitals, Simon Properties.
- Made labor related decisions and evaluated labor work force demands as projects progress.
- Prepared and presented clients with Contract Change Order Proposals.
- Prepared and presented RFI's to Clients, Architects and Engineers on questionable items shown on drawings.
- Reviewed bid documents, specifications, contract drawings and documents and proposed means/methods.
- Performed specific project systems RFP's, buyouts, Submittals and Releases upon approvals.
- Coordinated work with other trades to avoid conflicts that will hurt progress during a project.
- Attended Kick Off meetings, Progress meetings, Job Issue related meetings and Walk Throughs.
- Prepared and implemented, construction schedules with field personal, supervisor, building management and client.
- Supervised, scheduled, relocated, and adjusted manpower accordingly for specific projects.

Gordon L Seaman, Bohemia, New York, Project Manager/Estimator, 10/2003 - 12/2006

- Managed multiple projects simultaneously from start to close to close out phases for clients such as North Shore LI Jewish Hospitals, Nassau Boces, Nassau County, Suffolk County Community College, Southside Hospital, Mercy Medical Center, Various Union Free School Districts.
- Used computerized estimating, scheduling, and budgeting software to construct and manage projects/ bids.
- Performed project layout and analyzed design to value-engineer the job for more profitable results.
- Attended project meetings, Walk Through meetings, leveling meetings and contract negotiations.
- Attended Witness tests for EM Power Generators with H.O. Penn's factory in Wisconsin.
- Responsible for adherence to CPM schedule, budget, and overall client satisfaction.

Reynaldo M. Libunao, Jr.

Electrical Inspector

Years with Baker: 5

Years with Other Firms: 14

Education
B.S., 1995, Electrical Engineering, Mapua Institute of Technology, Manila, Philippines

Registrations

NICET Certified – Fire Alarm Systems Level 1

General Qualifications

Mr. Libunao has international and domestic experience with project management, power, communications and lighting distribution design for residential, commercial, education, recreational, infrastructure, and marine facilities.

Experience

Construction Management Services for Newtown Creek Water Pollution Control Plant Upgrade, Brooklyn, New York. *New York City Department of Environmental Protection.* Construction Inspector. Baker is providing Construction Management Services as part of a joint venture, including Project Management and Resident Engineering Inspection services, in connection with NYCDEP Construction Contracts totaling over $1.2 Billion in construction costs. NYC's Newtown Creek Water Pollution Control Plant (WPCP), is the largest of its 14 wastewater treatment plants. The plant is undergoing a major capital improvement and upgrade program to expand its intended capacity by 50% increase. Process improvements will result in dramatic reductions of biochemical oxygen demand (BOD), and will help bring NYC into compliance with the secondary treatment standards required under the Clean Water Act. Baker is performing construction management services including Resident Engineering and inspection.

Mr. Libunao oversees the new construction of the Central Residuals Building (NC-41) and the Upgrade of the existing South Battery (NC-47). These projects are Wick's Law contracts, covering four prime contractors (G – Structural, E – Electrical, P- Plumbing and H – HVAC).

Contract NC-41, is the construction of the Central Residuals Building, consists of a Secondary Screening, a Grit Disposal, Skimming Systems which segregates and channels this primary treatment residual to dumpster containers for proper disposal. This treatment process has a Consent Order Decree Milestone of $20 million from the state and federal authorities that will be achieved more than one year ahead of schedule for the City of New York.

Contract NC-47 provided the full upgrade of the existing South Battery consisting of a grit removal facility, aeration and settling tanks, and a return activated sludge pumping station, similar to the new North and Central Batteries. All aeration tanks will be covered and provisions made for a process air system including blowers, odor control and a polymer feed system. Odor equipment and controls will be in the newly constructed South Control Building. Contract NC-47 also includes the wrap-up of miscellaneous items in the North and Central Batteries such as modifications to the spray water nozzles, the spray water system and the seal water system.

Mr. Libunao is responsible for enforcing the National Electrical Code, New York Electrical Code and other related codes and regulations, including Department of Environmental Protection Construction Rules and Regulations. Interprets codes in the field. Authorizes acceptable alternative methods of code compliance within limits of authority.

Previous Work History

Halcrow Engineers PC, Senior Electrical Engineer, 5/08 - 12/09

- Provided design, cost estimates, and project management for facility planning projects, including power, lighting, fire alarm, security, and telecommunications systems.
- Served as company representative on construction projects to ensure design specifications were met.
- Assisted with on-site work, including construction administration, shop drawing submittal reviews and electrical engineering consultation to respond to Request for Information (RFI).
- Ensure compliance with client and applicable codes. Execute corrective actions as required
- Conducted Audit Inspections of Marine Oil Terminals in California with reference to MOTEMS (Marine Oil Terminal Engineering and Maintenance Standards) to the California State's Land Commission.
- Prepared project specifications for projects
- Conducted site visits and inspections of existing site conditions before and during the design development stages of a project.
- Participated in project team meetings to effectively contribute to the successful completion of work.
- Provided work directions and technical guidance to CAD draftsperson.

The Prisco Group, Electrical Design Engineer, 6/01 - 1/03

- Interpreted electrical design requirements and developed original layouts, detailed drawings, schematics, and sketches.
- Prepared sketches and assisted in the drafting effort by applying accepted drafting principles so that the drawing process was efficient and resulted in a high quality work product suitable for internal and external distribution
- Prepared detailed cost estimates for proposals and project budgets.

Integral Planning and Management, Inc., Field Engineer, 1/01 - 6/01

- Conducted on-site inspections of Node Management Areas, verifying possible fiber optic routes.
- Prepared a detailed distribution site plan showing and describing the proposed routes for fiber optic runs feeding residential and commercial establishments.

Filinvest Alabang Inc., Junior Electrical Engineer, 4/96 - 9/99

- Prepared cost estimates and electrical and auxiliary systems.
- Evaluated and analyzed plans and specifications to ensure system completeness and to avoid additional cost prior to finalization and awarding of contract with emphasis on conflicts with other trade system design.
- Reconciled contract changes and claims with the contractor.

Secured and evaluated contractor's as-built plans and other standard requirements such as equipment operating and maintenance manuals and training programs in compliance to the issuance of the final acceptance certificate prior to the turning over of the facility.

Edwin Caban

Electrical Inspector

Years with Baker: 23

Years with Other Firms: 14

Education

B.S., 1984, Sacred Literature, Logos Bible College

A.A.S., 1981, Computer Science, Manhattan Community College

Electrical Engineering, Union County Tech School

Certificate, 2000, Construction, Union County Tech School

General Qualifications

Mr. Caban has experience in the application of instrumentation, controls and electrical systems. His activities include computer DCS system loop checks, field installation supervision, systems start-up and acceptance testing of various plant electrical and HVAC equipment for wastewater treatment plants and utility sites.

Experience

Construction Management Services for Upgrade of Newtown Creek Water Pollution Control Plant, New York City, New York. *New York City Department of Environmental Protection.* Inspector. Baker is providing construction management services as part of a tri-venture team for the $3 billion, 10-year upgrade of the Newtown Creek Water Pollution Control Plant. The upgrade is part of a multi-year, multi-million dollar capital improvement program for the wastewater treatment plant that is intended to increase the plant's current operating capacity by 50 percent and ensure that the facility complies with Clean Water Act treatment standards.

North River - Construction Management of the Upgrading of the North and South Primary Settling Tank Odor Control System, Manhattan, New York. *New York City Department of Environmental Protection.* Inspector. Responsible for inspecting all electrical construction and reviewed for conformity to shop drawings, specifications and NEC.

New Haven Bus Maintenance Facility, Hamden, Connecticut. *Connecticut Department of Transportation.* Electrical Engineer. Responsible for design of telephone, paging and fire alarm systems riser diagrams. Baker designed a 290,000-square-foot bus maintenance, storage, and administrative facility, which will incorporate state-of-the art equipment for the repair and maintenance of a 150-bus fleet and 20 support vehicles. The new facility includes an EPDM roof, with roof vents, roof top air handling equipment and over one mile of roof curbs and cants, money-handling security; controlled room access; an energy-efficient exhaust system for a high level of diesel operation; vehicle wash bays; detail and fueling bays; vehicle maintenance and body repair bays; and parts storage. Baker's services included architecture and structural; heating, ventilation, and air conditioning; electrical; plumbing; fire protection; and industrial equipment engineering. Baker also performed preliminary engineering studies, prepared environmental documents, and provided remediation design for contaminants from the abandoned steel mill that had previously occupied the site.

Manhattan Bridge over East River, New York City, New York. *New York City Department of Transportation.* Electrical Design Engineer. Designed and specified closed circuits TV (CCTV) systems. Bridge and street lighting, third rail and signals, traffic loops, and traffic signals.

Coney Island Water Pollution Project, Brooklyn, New York. *New York City Department of Environmental Protection.* Electrical Inspector. Inspected construction and review installation for conformity to shop drawings, specifications and NEC. Participated in construction renovations in plant electrical systems such as generator governor system, 1,000 HP blower soft start system, main sewage pumps, modifications of 5 KV switchgear and 480V MCC start-up, troubleshooting and acceptance testing of various plant electrical and HVAC equipment. Responsible for coordinating all electrical activities at the Coney Island site.

Flushing Bay Corona Avenue Vortex Facility, Queens, New York. *New York City Department of Environmental Protection.* Electrical Inspector. Inspected electrical construction and reviewed for conformity to shop drawings, specifications and NEC. Assisted contractors in trouble-shooting field problems, plant start-up, and acceptance testing of various plant electrical equipment. Implemented field modifications when required.

Previous Work History

Gibbs & Hill Inc., Junior Instrument Engineer, 1977-1991

Robert L. Lindaberry, Jr., P.E.

Resident Engineer - Mechanical

Years with Baker: 7

Years with Other Firms: 35

Education
Mechanical Engineering, The Pennsylvania State University

Licenses/Certifications
Professional Engineer: New Jersey (#[redacted] - Exp. 4/16), Pennsylvania, Northern Mariana Islands

General Qualifications

Mr. Lindaberry has more than 42 years of total experience in facilities engineering and construction services in all areas of HVAC, plumbing and fire protection as engineering manager, project manager, principal engineer, architectural-engineering coordinator, and lead mechanical engineer. His project responsibility has encompassed new facilities as well as renovations to existing facilities. Mr. Lindaberry's representative projects include administration buildings, banks, churches, department stores, educational buildings, vehicle garages, hospitals, housing, industrial and institutional facilities, libraries, laboratories, malls, pharmaceutical clean rooms, potable water and waste water treatment facilities, and solid waste handling buildings.

Experience

Wastewater Treatment Plant Upgrades, New York City, New York. *New York City Department of Environmental Protection.* Mechanical Engineer. Responsibilities include review of project design drawings for construction and operational function. Daily tasks include ensuring protection against construction safety hazards, review of refurbishing of pumping equipment, review of buoyancy calculations, support, installation and testing of piping and equipment systems. Also responsible for keeping track of milestone deadlines for mechanical equipment and operation, and contractor cost requisitions. Baker has provided program management, structural design, facility design, architecture, construction management, and resident engineering inspection services on a continuous basis to New York City since 1979. The city manages 14 water pollution control plants and related infrastructure that treat more than 1.3 billion gallons of sewage per day.

Previous Work History
Paul Yeomans, Inc., Design Engineer, 1961 -1966
Thalheimer & Weitz, Chief Mechanical Engineer, 1966 - 1969
Collins Uhl Hoisington Anderson, Chief Mechanical Engineer, 1969 - 1972
T. J. Franchelle, Inc., President, 1972 - 1976
Day & Zimmerman, Project Manager, 1976 - 1978
Furlow Associates, Chief Mechanical Engineer, 1978 - 1983
Wagner Associates, Chief Mechanical Engineer, 1983 - 1984
Greeley and Hansen, Chief Facility Engineer, 1984 - 1993
GSGSB/H, Mechanical Engineer, 1993 - 1997
J. E. Biro & Associates, Mechanical Engineer, 1997 - 1998
Burkavage Design Associates, Mechanical Engineer, 1998 - 2000
Greeley and Hansen, Mechanical Engineer, 2000 - 2009

Michael Phillip Brown

Mechanical Inspector

Years with Baker: 4

Years with Other Firms: 39

Education
B.S., 1971, General, North Carolina State University

Licenses and Certifications
NICET Level II Fire Protection and Testing of Water Based Systems

General Qualifications

Mr. Brown's construction experience reflects a wide career of progressive assignments from Inventory Control clerk in the largest piping fabrication plant in the country to Site Project Manager on large utility and industrial projects. His career includes the construction of power plants, transmission lines, waste water treatment facilities and pumping stations and water storage facilities, industrial projects including breweries, paper mills and chemical plants, institutional and commercial facilities. Mr. Brown's project assignments included design, procurement, construction, contract management, estimating, reporting, negotiating, claims resolution, commissioning and start-up.

Experience

Wastewater Treatment Plant Upgrades, New York City, New York. *New York City Department of Environmental Protection.* Construction Inspector. Responsible for monitoring the progress of work performed by contractor, ensuring specifications are met as they perform equipment and pipe support installations. Assisting in review of contractor submittals and coordination efforts of existing various contractors. Other tasks include review of monthly invoices, overseeing equipment overhaul and refurbishing of pumps. Baker has provided program management, structural design, facility design, architecture, construction management, and resident engineering inspection services on a continuous basis to New York City since 1979.

Central Residuals Building expansion for the NYCDEP. Representing the SBG-CM3 construction management team, provided plumbing, mechanical, and HVAC inspection services. These services include modifications to pipe hanger support structures in the Sludge Storage Tank No. 2 area, the addition of a new test lab in the Centrifuge Building, and overhaul of 32 Grit Pumps in the existing North and Central Control Buildings. Inspection includes submittal reviews for specification compliance by the prime and subcontractors.

Non-Baker Project Experience

Renovation of a 54 Floor Office Building. Responsible for the day to day operations and scheduling for the prime mechanical contractor for the infrastructure renovation in a 54 floor office building. Provided coordination with electrical, plumbing, and fit out contracts from demolition of existing equipment and services through to the installation, testing, and commissioning of new HVAC pumps, steam and electric chillers, air handling units, heat exchangers, fan coil units and all associated interconnecting duct, and piping. Additionally, provided coordination, scheduling and installation of new BMS controls network. in an occupied building, which required detailed scheduled activities mandating work in multiple stages to avoid tenant interruption in daily operations and data processing of a major international financial institution.

Mechanical and Plumbing System Installations in the New Terminal 9. Served as the lead Site MEP Superintendent coordinating engineering, construction and inspection activities for mechanical and plumbing system installations in the new terminal 9. This included fire protection and HVAC system piping and equipment installation and plumbing drainage throughout the new terminal building, tunnels and equipment rooms.

Holtsville Site of Three 22MW Portable GE LM2500 Units on Greenfield site. Served as the site Superintendent coordinating engineering and installation at Holtsville site of three 22MW Portable GE LM2500 units on Greenfield site. Provided oversight to two-month emergency project from site clearing and grubbing to operation to meet the expected emergency power needs for the summer 2002 peak. Responsibilities included equipment layout and coordination for access of tanker truck during operation. This was a green field site.

Long Island Power Authority, Power Generation Project. Site superintendent responsible for Program Management of the construction of two 47 Mega Watt Gas Turbine Generators providing Power to the LIPA transmission grid. Work involved providing day to day technical guidance, inspection of concrete equipment and building foundations, scheduling, and general oversight to ensure this fast paced project was designed, constructed, commissioned and started up to meet the 2002 peak summer power loads required to prevent brown-outs throughout Long Island.

East River Repowering Project (ERRP) ConEd 14th Street Station. Participated on the design team composed of Washington Group International, ConEd and DMJM Harris in the development and assembly of the Mechanical Specifications with Washington Group for the Combined Cycle Steam Generating Station for the project bid.

NYPA Vernon Boulevard In-City Project, Long Island City, New York. Senior Project Officer for the boiler replacement program for the Borough of Queens. Duties included the supervision of project superintendents at various schools to ensure proper execution of the contract and work scopes. This work included the supervision of the structural modifications required to remove the existing boilers and foundations for the new boilers, pumps and auxiliary equipment.

Waste Water Pumping Station. Construction/Engineering liaison and inspector. Construction manager, coordinating architectural, civil, mechanical and electrical interfaces and for two pumping station projects which included the construction of a new Waste Water Pumping Station and associated gravity sewer and force main installed for the increase waste requirements for combined facilities of the Dover Raceway and new Dover Downs Casino.

Previous Work History
JDP Mechanical, Inc., 11/07 - 1/10
DMJM Harris, An AECOM Company, 2/01 - 11/07
Burns and Roe, Inc., 4/00 - 2/01
City of Dover, 4/92 - 4/00
Stone and Webster Engineering Corporation, 5/90 - 4/92
Process Industries, Inc., 4/87 - 5/89
J.A. Jones, Inc., 12/86 - 4/87
Mercury Controls, Inc., 9/95 - 12/86
ITT Grinnell Industrial Piping, Inc., 3/72 - 9/85

Jason Hahn, P.E.

Resident Engineer - Civil

Years with Baker: 13

Years with Other Firms: 10

Education
B.S., 1991, Civil Engineering, The Pennsylvania State University

Licenses/Certifications
Professional Engineer: New Jersey (# [redacted] – Exp. 4/16)

NJ Society of Asphalt Technologists

General Qualifications

Mr. Hahn has experience in the transportation industry, with extensive experience in construction management controls and scheduling for roadway and bridge projects. Currently, Mr. Hahn serves as Baker's Construction Services Manager responsible for all construction management, inspection, scheduling, and constructability projects in New Jersey. Prior to joining Baker, Mr. Hahn was a manager with the NJDOT where he was responsible for constructability reviews, construction time determination reviews, post construction evaluations and schedule analysis. Mr. Hahn's philosophy of keeping all project stakeholders informed and staying ahead of the contractor was evident in the NJTA's Service Area Pavement Restoration project and SJTA's Atlantic City International Airport Taxiway Expansion project. Both projects required heavy end user coordination and outside-the-box thinking which resulted in minimal impacts to the ultimate customers (the motoring public and air travelers) while still getting the projects completed and opened on time.

Experience

New Jersey Turnpike Interchange 7A Widening Construction Management, Mercer County, New Jersey. *New Jersey Turnpike Authority.* Project Manager. Responsible for direction of inspection staff, daily coordination and negotiations with contractor, electronic document control, change order review and analysis, safety, incident management, conducting meetings, and claims avoidance/resolution. Baker provided construction management/construction inspection services (Resident Engineer and Chief Inspector) for the first of two contracts as part of the overall Turnpike 6-9 Widening program at Interchange 7A. The first contract, Contract 401 at interchange 7A, included the construction of four bridges: two local roadway bridges over the Turnpike, one bridge over Route I-195, and one bridge over a ramp from the toll plaza to the Turnpike Northbound Ramp. Construction activities included utility relocations and installations, embankment and settlement monitoring, concrete filled steel piles, pile driving, building demolitions, concrete footings and abutments, staged construction of Robbinsville Road over the Turnpike, construction of Edgebrook Road over the Turnpike, and construction of Ramp TN over Interstate I-195. Work required close coordination of construction activities adjacent to active traffic on the Turnpike, I-195, and Robbinsville Road.

Construction Management/Construction Inspection Pavement Restoration. *New Jersey Turnpike Authority.* Project Manager. Responsible for construction management, construction scheduling oversight, and construction inspection services for pavement restoration, resurfacing, and miscellaneous improvements at eight service areas. The project entails significant field engineering of staging and traffic control for nightly construction operations while maintaining full access to all service plaza areas, including gas station and main service area buildings. Heavy coordination with Patron Services, State Police, the client's operations and maintenance, and local service area managers.

Rehabilitation of the Turnpike Toll Utility Building and Tunnels. *New Jersey Turnpike Authority.* Project Manager. Responsible for direction of resident engineers and inspection staff, daily coordination and negotiations with contractors, electronic document control, change order review and analysis, safety and incident management, conducting meetings, and claims avoidance/resolution. The rehabilitation of 25 Toll Utility Buildings spread across 3 contracts South, Central and North on the NJ Turnpike would address the toll plaza immediate needs for functionality such as stand-by power (utility building & ETC huts), public health (water, sewer, etc.), improved working conditions for the employee (HVAC-AC/heat/positive air), electrical/lighting, waterproofing, avoidance of mold, security upgrades (doors windows, lighting, etc.), and structural repairs (slab replacements/repairs, tunnel repairs, roofs, etc.). Scope includes conducting roof core tensile strength testing on several roofs to determine repair severity.

Replacement of (Secaucus) Maintenance Facility and (3) State Police Stations. *New Jersey Turnpike Authority.* Project Manager. Responsible for direction of inspection staff, daily coordination and negotiations with contractors, electronic document control, change order review and analysis, safety and incident management, conducting meetings, and claims avoidance/resolution. The State Police Barracks will be brought up to contemporary law enforcement agency standards to meet today's requirements and future needs, including a fitness room and locker room facilities for female troopers. In addition, the upgrades will include expansion of parking, new underground motor fuel tanks, new utility services including emergency generators, and a helipad at Moorestown. The new District 6 Maintenance Yard will provide updated equipment, expanded capabilities, and contemporary amenities for Turnpike Maintenance personnel to replace the overcrowded and obsolete facility. The new District 8 (Secaucus) Maintenance Yard will provide updated equipment, expanded capabilities, and contemporary amenities for Turnpike Maintenance personnel to replace the overcrowded and obsolete facility. A combination of buildings include installing standing seam metal roofs along with EPDM (ethylene propylene diene monomer) roof systems.

Construction Management, Engineering, and Environmental Services for the Route 29 Tunnel and Highway Project, Trenton, New Jersey. *New Jersey Department of Transportation (NJDOT).* Systems Analyst. Responsible for developing a client-server application for tracking Construction Orders between the NJDOT and private contractors contracts with the Department. Created a series of categories to catalog changes within a Construction Order. Migrated all coding and table structure to a Visual Basic and SQL Server two-tier tracking and reporting system. Added on-line Bid Price Report item search in which users could query across an item description and output current or archived projects which had similar construction items. Bid Price Report feature calculates average weighted price of items in result set. Created/enhanced a series of reports, utilizing Seagate Crystal Reports to track time intervals involved in the Construction Order review process and Construction Order cost against the various categories. Performed user training, installations, and support of the system. Baker provided construction management and inspection services, environmental analysis and remediation, permitting support, and stakeholder and public outreach for the Route 29 tunnel and highway design-build project, which had been halted for three years. Baker's construction management services included project control and documentation control systems; scheduling; change order review and analysis; incident management, claims analysis, and dispute mitigation; contractor payment reviews; utility coordination; and agency coordination. Baker's environmental services included hazardous and contaminated materials mitigation and permitting support and oversight.

Maintenance of NJDOT Transportation Data Network, Statewide, New Jersey. *New Jersey Department of Transportation (NJDOT).* Project Manager. Responsible for maintenance of previously collected SLD attributes and feature database. The New Jersey Department of Transportation (NJDOT) Bureau of Transportation Data Development (BTDD) has collected inventory data and mapped all public roads in New Jersey under several different projects including the Automated Straight Line Diagrams Program, Local Road Inventory, Local Road Mapping, and the Urban Boundary / Functional Class project. NJDOT recognized the need to maintain this database to provide decision makers with the correct and latest data upon which to base strategic transportation investment decisions. BTDD selected Baker to perform services to maintain the data under the "Data Warehouse and Maintenance" project.

Straight-Line Diagrams Software Enhancement Program, Statewide, New Jersey. *New Jersey Department of Transportation (NJDOT).* Systems Analyst. Responsible for the refinement of an application to automatically generate straight line diagrams. Baker developed enhancements to the agency's straight line diagrams (SLD) software application to enable users to dynamically access and display high-quality roadway schematics, high-quality photos from multiple perspectives, aerial and street maps, and highway attributes for more than 12,000 miles of highway.

Maintenance Management System Inventory, Trenton, New Jersey. *New Jersey Department of Transportation (NJDOT).* Project Manager. Responsible for development of new data validation programs and loading routines for the Maintenance Management specific features. Created SQL Server scripts to extract/summarize and output MMS feature data for the HMMS system. Developed several Visual Basic applications to automate database maintenance and data transfer. Baker collected roadway asset data to support the client's highway maintenance management system and GASB-34 compliance reporting. Baker applied digital image technology to extract the field feature data from stereoscopic digital images of approximately 7,400 miles of state main line roadways and connecting ramps. Baker's tasks included data collection and processing and data integration into the client's Straight Line Diagram system.

Local Road Inventory, Trenton, New Jersey. *New Jersey Department of Transportation (NJDOT).* Project Manager. Responsible for the project utilizing GeoLink to collect roadway inventory data. Responsible for database management, system administration, processing road way inventory data into a GIS format, validation of data ranges, data management of incoming and outgoing files, quality control of raw and processed data. Baker performed field inventory of all local roads in New Jersey, as well as data processing/administration and municipal mapping for 566 municipalities. The Contract length was originally 24 months but was extended to 34 months.

Construction Management and Inspection Services for I-295 Rubblization. *IH Engineers, PC,.* Project Manager. Responsible for providing a Risk Identification and Mitigation Assessment for 11 miles of I-295, a 6-lane urban highway with reinforced concrete travel lanes and bituminous asphalt shoulders.

Tigran Grigoryan

Civil Inspector

Years with Baker: 6

Years with Other Firms: 20

Education
M.A., 1986, Civil Engineering, Polytechnic Institute of New York

Licenses/Certifications
NICET IV Transportation-Highway Construction ([redacted] – Exp. 6/16), New York, 2000

NICET II Underground Utility Construction-Water & Sewer Lines (#[redacted] – Exp. 6/16), New York, 2010

OSHA 10-Hour Safety Training, New York, 2008

OSHA 10-Hour Construction Program, 2013

OSHA Confined Space Entry Certification, New York, 2008

OSHA Confined Space Awareness Training, New York, 2011

General Qualifications

Mr. Grigoryan has over 23 years of experience in all phases of construction with a significant experience working as Office Engineer and Senior Inspector on projects ranging from $2.5 Million to over $25 Million for various agencies for the City of New York. He has extensive experience with the Departments of Design and Construction and Department of Environmental Protection, he is extremely familiar with their policies and procedures.

Experience

Inspection, Evaluation, and Reconstruction of 12 Upstate Reservoir Bridges, Ashokan & Schoharie Reservoirs, New York. *New York City Department of Environmental Protection.* Cost Estimator. Responsibilities included the inspection of bridge decks, prestressed concrete, abutments, walls and exposed rebars of the Ashokan Bridge. Also performed a structural integrity inspection. Baker inspected, evaluated, and provided bridge rehabilitation or replacement plans for 12 bridges over watersheds or reservoirs. Baker performed supplemental work involving the reconstruction of more than 12 miles of roadway around Schoharie Reservoir.

Wastewater Treatment Plant Upgrades, New York City, New York. *New York City Department of Environmental Protection.* Cost Estimator. Responsible for reviewing and approval of the detailed estimate breakdown provided by contractor, preparation of change orders, negotiation of the costs requested by contractor, checking a daily Inspector's reports, reviewing RFI/RFC-s, shop drawings, preparing and processing of the partial payments, change order payments, discussing of various construction and management issues in progress meetings, using a contract management program primavera to create and enter all kind of the construction management documents, monitoring of all the records entered to a Primavera, and participating to a change order negotiation and payment issues meetings with the contractor. Baker has provided program management, structural design, facility design, architecture, construction management, and resident engineering inspection services on a continuous basis to New York City since 1979. The city manages 14 water pollution control plants and related infrastructure that treat more than 1.3 billion gallons of sewage per day.

Non-Baker Project Experience

Installation of Water Mains, Sanitary & Storm Sewers in 167th Street Area (Queens), *New York City Department of Design and Construction.* Office Engineer. Project involves installation of 20", 8" Ductile iron Water Mains (400.00 L.F.); Various Type Of Storm Sewers such as 4'W X 5'H, 5'W X 5'H, 6'W X 2.5'H Single Barrel flat top Rectangular RCP; 48"& 30" R.C.P. Class III Incased In

Concrete & 24" D.I.P. Class 56 Incased In Concrete; Also Various Type Of Chambers & Standard Manholes; Catch Basins, 6,000.00 L.F. of Catch Basin Connections; Installation of 24" R.C.P. Class IV & 10" E.S.V.P. Sanitary Sewers On Concrete Cradle; Various Type Of Standard Manholes, 6" & 8" C.I.S.P. House Connection Drain On Concrete Cradle; 6" E.S.V.P. House Connection Drain On Concrete Cradle1 (Apr. 900.00 L.F.). Project also involves Water Main & Sewer Trench Restoration, street reconstruction; sidewalk & curb replacement. Responsibilities include: work scope explanation and clarification to inspectors; verification & approval of calculations in daily inspectors' reports, verifications of material certifications used by contractor on construction site, processing of partial, substantial & final payments; change orders Request, overrun request & justification; preparing and submitting weekly & monthly construction progress reports to DDC; liaison between the contractor & City, preparing as-built drawings, water main field cards, tap cards, in-service sheets using AutoCAD & M.S. Visio computer programs, calculating & preparing WM & Sewers fixed asset summary for DEP records, drawing & calculating sidewalk cards, calculating sidewalk assessment; preparing substantial completion & final completion letters etc. $5M

Inspection of New York Thruway Bridge for Installation/Utility Bridge Cross I-95 in New Rochelle, Westchester County. *New York State Thruway Authority.* Office Engineer. Responsibilities included partial and final payments by using of the NYS *DOT CEES Program,* checking certifications of material used on project, preparing letters and sending for approval to NYSTA for all subcontractors, concrete plant and concrete mix design approvals, discussing of contract issues and reaching of solutions in Progress Meetings, review and verification of as–built plans, inventory and structural integrity evaluation, checking inspection reports including summary of condition of the bridge, inspection findings, recommendation, primary member element rating and comparisons with previous findings, change orders and overruns preparations, preconstruction and progress meetings, meetings with utility companies related with relocations and reconnections of utility lines, such as Con Edison and Keyspan. Review and verification of as – built plans, inventory and structural integrity evaluation. Project involved installation of truss bridge Including utility conduits, I-95 Thruway's Lane Closure, and Shoulder Closure using Temporary Concrete Barriers and Temporary Impact Attenuators, Scaffolding, Drilling of Retaining Walls, Installation of Rock Anchors. ($2.5M)

Reconstruction of Reads Lane area in Queens. *New York City Department of Design and Construction.* Senior Inspector/Deputy Resident Engineer. Project involves installation of water mains, sanitary & storm sewers, catch basins, sidewalks, curbs, pedestrian ramps, lining of sanitary & storm sewers, roadway reconstruction (most of Pay Items were in Metric Units).

Previous Work History
The RBA Group, Assistant Resident Engineer/Office Engineer, 3/04 - 9/08
Site Blauvelt Engineers a TRC Company, Construction Inspector, 7/01 - 3/04
Twin Peaks Inc., Material Testing and Inspector, 1998 - 2001
Stroyinvest Construction Company, Technology and QC Engineer, 1992 - 1998
Kirstroy Construction Company, Resident, Technology, and QA Engineer, 1987 - 1992
Military Service, 1986 - 1987

Marc T. Preston

Civil Inspector

Years with Baker: 14

Years with Other Firms: 3

Education
Coursework, 0, Civil Engineering, Westchester Community College

Certificate, 1998, Blueprint Reading, Farmingdale University

Licenses/Certifications
Confined Space Entry Certification

OSHA Construction Safety & Health Certification, New York, 2012

General Qualifications

Mr. Preston is a construction inspector with experience on bridges, highways, and facilities in the United States and internationally.

Experience

Construction Management for Water Pollution Control Plant Carbon-Addition Facility, Hunts Point, New York. *New York City Department of Environmental Protection.* Senior Construction Inspector. Responsible for performing site safety inspections, reviewing shop drawings, determining as-built quantities, and preparing daily construction reports. As part of a joint-venture team, Baker is providing construction management and inspection services and site safety coordination for a new $8 million carbon-addition facility, including all structure and equipment installations, within the Hunts Point 24-7 operational water pollution control plant (WPCP).

Engineering and Construction Management Services for Upgrade of the Tallman Island Water Pollution Control Plant, College Point, New York. *New York City Department of Environmental Protection.* Construction Inspector. Responsibilities include field verification, measurements, and site inspection. Also assisted the resident in processing the contractor's payment. In a joint venture with another firm that is serving as resident engineer, Baker is providing assistant resident engineering services, electrical inspection, mechanical inspection, civil inspection, and construction management services for the upgrade of the Tallman Island Water Pollution Control Plant.

Rehabilitation of Eight Railroad Stations, MTA Metro-North Railroad New Haven Line, Westchester County, New York. *MTA Metro North Railroad.* Construction Inspector. Responsible for concrete inspection for the project. Baker conducted inspections and prepared contract documents and bid sheets for a project to restore eight commuter rail stations to a state of good repair. Repairs are being performed as necessary to restore approximately 2,200 feet of inbound and outbound precast concrete high level platforms at each station.

Wastewater Treatment Plant Upgrades, New York City, New York. *New York City Department of Environmental Protection.* Construction Inspector. Responsibilities included inspection of all civil work on Contract TI-3G. Responsible for the structural steel, reinforcing steel, concrete formwork, concrete placements, installation of precast panels, and installation of stainless steel siding. Baker has provided program management, structural design, facility design, architecture, construction management, and resident engineering inspection services on a continuous basis to New York City since 1979. The city manages 14 water pollution control plants and related infrastructure that treat more than 1.3 billion gallons of sewage per day.

Concrete Quality Assurance Program - Contract 2, New York City and Upstate Watershed Area, New York. *New York City Department of Environmental Protection.* Civil Associate. Responsibilities include concrete inspection, asphalt inspection, data entry, filing, and scheduling. The DEP has contracted a Quality Assurance Consultant (QAC), Baker in Joint Venture with another consultant, to undertake concrete and asphalt quality control testing and quality assurance services for all of DEP's construction projects. The scope of these services involved over 100 projects, including water and wastewater treatment plants, combined sewer overflow tanks, pump stations, dams, bridges, access shafts and tunnels.

Taconic State Parkway Construction Inspection, Westchester County, New York. *New York State Department of Transportation.* Construction Inspector. Responsible for inspection services for reconstruction of Taconic State Parkway. Baker was retained by the New York State Department of Transportation to provide resident engineering services for the reconstruction of 2.5 kilometers of the heavily traveled Taconic Parkway. This $30 million project was an A + B contract with significant incentives centered around a 13-month milestone date. The project included the replacement of several ridges, reconstruction of the Bear Mountain Parkway and Route 202-35 interchanges, and relocation of much of the travel way to produce a safer roadway geometry, both vertically and horizontally.

Concrete Quality Assurance Program, New York City and Upstate Watershed Area, New York. *New York City Department of Environmental Protection.* Civil Associate. Responsibilities include concrete inspection, asphalt inspection, data entry, filing, and scheduling. Baker provided engineering services for concrete and asphalt quality control testing and quality assurance for all of the department's construction projects for eight years, under three consecutive contracts. The scope of these services involved more than 100 projects, including water and wastewater treatment plants, combined sewer overflow tanks, pump stations, dams, bridges, access shafts and tunnels.

Reconstruction of Everett Road, Town of Colonie, Albany, New York. *New York State Department of Transportation, Region 1.* Inspector. Responsible for quantity calculations for Engineer's Estimate. Baker provided preliminary and Final design services (Phases I-VI) for the reconstruction of 2.1 km of Everett Road in the Town of Colonie, Albany County. The project begins at the intersection with Exchange Street, continues northward through Sand Creek Road intersection and ends at Albany Shaker Road. The project also includes the reconstruction and realignment of intersections, road widening, addition of turning and travel lanes, drainage improvements and accommodations for pedestrians and bicycles, design of street lighting, signal design, MP&T, ROW survey and mapping, and utility relocation.

Afghanistan-Tajikistan Bridge Design Review and Quality Assurance Inspection, Afghanistan and Tajikistan, Afghanistan / Tajikistan. *U.S. Army Corps of Engineers, Middle East District (formerly TAC).* Inspector. Responsible for inspection of all aspects of the bridge. Baker provided design and shop drawing submittal review and is providing quality assurance inspection services for the Afghanistan-Tajikistan bridge project. 12-span, 2,200' plate girder bridge. The bridge will serve as a vital economic link between the countries of Afghanistan and Tajikistan with funding provided by United States government reconstruction efforts.

Existing Conditions Survey and Report, Various Residential Properties, White Plains, New York. *RMR Residential Realty.* Inspector. Responsible for field verification. Baker conducted existing conditions surveys to evaluate the structural integrity of several apartment buildings in White Plains, New York.

Enterprise GIS Development for Sewer System Mapping, New York, New York. *New York City Department of Environmental Protection.* Inspector. Responsibilities included field verification and measurements. Baker designed an enterprise GIS for the client's entire five-borough combined sanitary and stormwater sewer system in New York City, New York, and developed supporting software applications. The extensive GIS database was designed to support large-scale mapping that entailed scanning and digitizing hundreds of thousands of features into a seamless, city-wide geodatabase and field verifying attributes for thousands of manholes.

Clove Road Facilities Upgrade, Staten Island, New York. *New York City Department of Environmental Protection.* Team Member. Responsible for boring and drilling operation to obtain fields material samples for the new foundation calculations and drawings. Baker provided full architectural and engineering services and design services in connection with the construction of the department's newest full-service vehicle facility. Baker's responsibilities under this multidisciplined project included site analysis; conceptual, preliminary, and final design; contamination removal; and community outreach.

Annadale Road Bridge Reconstruction, Staten Island, New York. *City of New York Department of Transportation.* Team Member. Responsible for setting up the field office. Baker provided construction management and construction inspection services for the replacement of the Annadale Road Bridge over the Staten Island Rapid Transit (SIRT) railway. Baker's construction phase services consisted of the checking of all plans and specifications, tracking of quantities, review of project charges and expenditures, issuing of payments, oversight of all project tasks for quality assurance, and monitoring of the construction schedule. The project involved replacement of the existing two-span, steel-encased multigirder bridge with a single-span, multigirder, 55-foot-long steel structure.

Construction Management for Putnam and Westchester Watershed Bridges, Putnam & Westchester Counties, New York. *New York City Department of Environmental Protection.* Inspector. Responsibilities include field verification, measurements, and site inspection. Also assisted the Resident in processing the contractor's payment. Baker provided resident engineering and construction inspection services for the reconstruction/rehabilitation of six bridges in Putnam County. The second phase of this contract consists of construction management services for five bridges in Westchester County.

Previous Work History

Welding Metallurgy, Incorporate. Quality Control Inspector. The duties performed are cutting fabric and trim, ship and pack wallpaper, operated fork-lifts and hi-lows. Other responsibilities are unloading and loading delivery trucks. June 1999 to August 2000

Brunschwig & fils Incorporated. Quality Control Inspector. Work directly with clients, retailing aircraft parts and assisted vendors, processing parts. Managed inventory, and interpreted aircraft blueprints. Packaged, shipped and received aircraft parts. Handled department mailing, filing, inspection reports and purchasing of parts. Skilled to operate fork-lifts and electric scales. April 1998 to May 1999.

SYED IMRAN ALI *KS Engineers, P.C.*
Construction Inspector

EDUCATION

BS/Mechanical Engineering, University of Taxila, Pakistan, 1985
BS/Physics with Math Major, Gordon College, Pakistan, 1980

PROFESSIONAL REGISTRATIONS/CERTIFICATIONS

Traffic Control and Safety Seminar, NJDOT, 2001
Work Zone Safety Awareness CAIT Rutgers, 2010
ACI Certification
NACE CIP (Level 1)
NACE Certification [redacted]2009)
NACE Certificatio[redacted](2012)
NACE Peer Review (prep)
OSHA 10 hour's course attendance
Track Safety Certification MTA NYC
Installation, Operation, and Maintenance of Nuovo Pignone Gas Turbine PGT10/Centrifugal Compressors, Florence, Italy

SELECTED SOFTWARE SKILLS

AutoCAD 2006, Primavera SureTrak, MS Project, MS Office, Arc GIS 3.2, ProQuote, Borland Visual Data Base, NT 4.0 & Windows 2000 OS

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Construction Inspector	2013 – Present 2009 – 2010 2008 - 2009
GPI	Senior Inspector	2010 - 2012
Infrastructure	Construction Inspector	2006 - 2007
Ram Construction; Paradise Construction; East Coast Construction & Design Inc.; Royal America Inc.	Project Supervisor	7/1995 - 8/1999
Dakhni Petrochemical	Senior Engineer	1985 - 1995

EXPERIENCE SUMMARY

NJTA, Professional Construction Services for Driscoll Bridge Repainting and Miscellaneous Improvements, NJ and PA - NACE Inspector for this project that included: existing lead paint removal utilizing class 1A containment systems; steel surface preparation; painting structural steel; performing of tests to confirm compliance with the contract specifications; miscellaneous improvements to the structure. (Through 5/2014)

NJDOT, FHWA Maintenance Bridge Painting Contract 2010-3, Routes 35 and 37, NJ - Inspector on this project that included: existing lead paint removal utilizing class 1A containment systems; steel surface preparation; painting structural steel; performing of tests to confirm compliance with the contract specifications; maintenance and protection of traffic controls. (9/2012 - 12/2012)

REI Services in connection with the Reconstruction of Manhattan Bridge (Contract #14), Rehabilitation of Cables & Suspenders, Boroughs of Manhattan and Brooklyn - This is a multimillion dollar project involving rehabilitation of main components of the Manhattan bridge, job responsibilities include preload verification of suspenders, removal of old suspender, installation of new suspender box and a new suspender as per approved design and procedures. The suspender loaded as per guideline of Weidlinger Associates. The job responsibilities also include removal of faying surfaces continuity and bearing plates and installation of the same, inspection of surface preparation Anchor profile, WFT, DFT and recording of ambient. Installation of work platform on Main cables TA platform and underdeck platform as per approved drawings and procedures. Services to be performed include detailed inspection and on-site field tests of all materials and items of work as is customary; field measurement and collection of data necessary to submit monthly and final estimates and progress reports; preparation of record plans showing all changes from the contract plans. A diary describing the progress of the work, specific problems encountered and all other pertinent information relative to the execution of the contract, and all records, shall be kept in accordance with the Manual for Uniform Record Keeping (MURK). (8/2010 - 8/2012)

NJDOT, CI Services for Median Crossover Crash Protection Contract No. 11, Livingston and Morris Townships, NJ - Inspector responsible for the installation of double sided Guide Rail in the median of sections of Rt. 280, 287 and 124. Work included installation of double sided Guide rail, site clearing, installation of non-vegetative fabric and asphalt, bridge parapet modifications, Guide Rail end treatments, topsoil and seeding and maintenance and protection of traffic. (11/2009 - 3/2010)

NJ Transit – Construction Inspection Services for Construction of the Tonnelle Avenue Underpass, a part of the Trans-Hudson Express (THE) Tunnel Project" - Inspector, responsible for construction inspection of a railroad underpass at Tonnelle Avenue in North Bergen. The underpass will be adjacent to where the $8.7 billion project goes underground, allowing the two new rail tracks to begin their descent under Palisades Mountain. In addition to the Tonnelle Avenue underpass, the contract calls for relocation of utilities and construction of a new railroad embankment immediately west of Tonnelle Avenue. Tonnelle Avenue's four traffic lanes will remain open during construction, except for some night-time periods when traffic volumes are low. The underpass project was expected to be completed in 2012. (8/2009 - 11/2009)

NYS Thruway Authority, Roadway Rehabilitation, NY - Field/Office Engineer responsible for review of all the daily reports, estimates, calculations and stored them in CEASE software. Prepared change orders and negotiated settlement with the Contractor. Inspected milling of existing asphalt followed by base and top coat of new asphalt, (Super Pave) concrete from MP16.2 to MP 29.5 (project worth: Multi- Million Dollar). Full and partial depth repairs, core sampling, re-establish ditches, clearing and grubbing, **drainage repair**, new sign structures, bridge deck repairs, bridge joint repairs, concrete noise barrier repair, replacement of inductance loops, axle sensors and temperature sensors, installation of Star's and Pavement striping. Supervised all construction activities as per design parameters laid out in the Contract (E.I.C Richard Falletta). (7/2007- 6/2008)

Ram Construction, Paradise Construction, East Coast Construction & Design Inc., Royal America Inc., General Construction Projects, NY- Project/ Office Engineer responsible for supervising construction projects for different NY State Agencies such as: Departments of Housing, Health, Parks, and Recreation. Preparation cost estimates and bids for building and facilities construction in the NY/NJ area. Prepared and reviewed quantity estimates for all building materials. Inspected building structure in accordance with existing NYC Building Codes, and reviewed beam selection using software. Work also included inspection of fire sprinkler system, HVAC and electrical system. Used software to check selection of HVAC and Air Handling Unit. (07/1995 - 08/1999)

FRED KOOMSON *KS Engineers, P.C.*
Civil Inspector

EDUCATION
Associates Degree City and Guilds of London Institute - Certificate of Civil Engineering

PROFESSIONAL REGISTRATIONS/CERTIFICATIONS
ACI Concrete Construction Special Inspector (CCSI) – Expires 12/20/16

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Civil Inspector	5/2008 - Present
Site-Blauvelt Engineers	Senior Inspector	1992 - 2008
Port Authority of New York & New Jersey	Quality Control Inspector	6/1983 - 7/1992
Flaherty Giavara Associates	Field Inspector	4/1979 - 6/1983

EXPERIENCE SUMMARY
Mr. Koomson is presently a Senior Inspector for the **Reconstruction of Frederick Douglas Circle Project**, in the Borough of Manhattan for the NYCDDC. The project involves reconstruction of this circle to include the erection of Figure monument in tribute to Frederick Douglas, fountain and constellation wall and quilt pattern design. The project also includes installation of 48", 20" and 12" sewers, heritage and standard traffic signal and street lighting, along with complete granite curb, sidewalk and roadway construction, and tree planting. He also attended all critical phase meetings. His other relevant project experience is as follows:

NYCDDC, HWK614B1, Reconstruction of Bergen Avenue Area in Brooklyn - A $27.7 million project for NYC DDC. The work includes the installation of sidewalks, roadway, center mall, storm and sanitary sewers and the complete street and sidewalk reconstruction within approximately 16 residential blocks just west of Paerdegat Basin. The storm sewers were built on piles while most of the sanitary sewers were placed on the same lane as the existing sewers that was removed.

NYC DDC, Contract MED-579/Abandonment of Existing High Pressure Fire System in Lower Manhattan – responsible for the inspection of the removal of hydrants, hydrant valve boxes and main line valve boxes. Inspection of concrete and asphalt restoration, surveys and does the preparation of Punch list for the final inspection. Also, he does testing and inspection of the concrete (Slump test, Air test, Temperature), plus the inspection, and MPT.

NYCDEP, Installation of Sewers in Linwood Avenue, Staten Island, NY, Project No. SE-247A/SER002155. This project involved installation of 12" ESVP gravity sewers and 5'6" x4" concrete box culvert sewers. His duties include record keeping, project status/completion reports, documentation supporting contract payments, balance of materials, fixed assets reports, field cards, in-service notification and change orders.

New Jersey Turnpike between Interchange 8 and 13 Linden City, Union County. Senior Construction Inspector for the widening project.

Victory Boulevard Sewer Project in Staten Island (SE208A/362A). This project included installation of gravity sewers, utility crossing and pavements and sidewalk restoration.

Staten Island Water Main Project (RED-328) (8/92-5/97) for the NYC Department of Environmental Protection, Bureau of Water Supply and Wastewater collection. The Contract includes the installation of 26,000 linear feet of 48 inch truck water main and 10 inch and 12 inch sanitary and storm sewers, pipe jacking, utility crossings, valve and regulator chambers, blow-off and air release manholes, and large scale MPT.

Other civil and environmental engineering inspection responsibilities have included:

- Reconstruction sanitary sewage and storm drainage systems. Overseeing workmanship from start of work.
- Trench alignment, shoring, sheeting, grading protection of all existing utilities, compacting sub grade, laying pipe and properly backfilling.
- Field measurements of actual work and record keeping.
- Inspection of trench less construction: several drives totaling 1750 feet in sand, clay and gravel and water level of 3 feet below ground level. Jacking of 72 inch diameter steel casing under interstate 95, local streets and railroads in Bridgeport, CT.
- Oversight of asbestos abatement work from code compliance, plan approval, and workmanship, clientele safety, final acceptance of pipe lagging surface coatings, flame proof acoustical boilers and floor/ceiling tiles.
- Assigned to various school contract assignments of the NYC Board of Education (School Construction Authority)

KWESI AMEGAH, PE, PhD *KS Engineers, P.C.*
Senior Civil Construction Inspector/Engineer

EDUCATION

BS / Civil/Structural Engineering, University of Michigan College of Engineering

PROFESSIONAL REGISTRATIONS/CERTIFICATIONS

Bridge Inspection course; New York State Department of Transportation (NYSDOT)
Concrete Field Testing Training course; New York City Department of Design and Construction (NYCDDC)
OSHA Construction Safety Awareness course
ACI Field Testing Technician-Grade I – Expires 8/20/14
ACI Concrete Construction Special Inspector (CCSI) – Expires 3/11/15
AASHTO Trns-port, Transportation Software - Site Manager Inspection Class – Construction (NYSDOT) 8/24/10

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Senior Civil Construction Inspector/Engineer	7/2014 - Present
Gandhi Engineering, Inc.	Senior Inspector	2/2012 - 7/2014
Gandhi Engineering, Inc.	Senior Inspector	3/2011 - 12/2011
Entech Engineering	Senior Inspector	8/2010 - 12/2010
KS Engineers, P.C.	Senior Inspector	3/2009 - 7/2010
Munoz Engineering	Senior Inspector	8/2006 - 11/2008
STV, Inc.	Senior Inspector	5/2004 - 8/2006
Desimone Consulting Engineers	Structural Engineer	1/2003 - 3/2004
HAKS Engineers	Senior Inspector	1/2001 - 11/2002
Massand Engineering	Inspector	6/1999 - 12/2000
New York City Department of Buildings	Assistant Civil Engineer	3/1988 - 6/1999
New York City Department of Transportation	Assistant Civil Engineer	9/1987 - 3/1988
New York City Department of Transportation	Assistant Team Leader	5/1985 - 7/1987

EXPERIENCE SUMMARY

Mr. Amegah has more than 20 years of multifaceted experience encompassing inspection, civil and structural engineering as a Civil Engineer. His experience in construction inspection and bridge inspections including completion of various in-depth inspection programs in the New York metropolitan area. He also has experience in civil design including roadway replacements involving drainage, sewers, utilities, curbs and sidewalks. In addition, his structural experience includes the removal, replacement and reinforcement of steel and concrete bridge elements.

PANY&NJ, Construction Management Services, NY Marine Terminal, Howland Hook & Teterboro Airport, PIDS – Senior Inspector responsible for building demolition at Howland Hook, Staten Island contractor oversight as part of work at NYMT. Mr. Amegah is participating in the testing phase and inspection of the perimeter intrusion detection system, fencing sensors and radar system both day and night at PANYNJ Airport. Also supervised the assembly of

large erosion mats made of concrete sections encased in geotextile material being fabricated in Bayonne for future relocation and installation. (03/09 – 07/10)

NYSDOT, Route I-495 Mill & Fill Exit 57 to 64, Towns of Brookhaven & Islip & Village of Islandia, Long Island, NY – Senior Inspector providing inspection and other related services for 19.9 million dollar project involving grinding existing asphaltic concrete wearing concourse and repaving. Inspection services also include site maintenance and safety protection. (08/2010 – 2011)

NYCDDC, REI Services for HWCR08B, Citywide Milling Project Involving Grinding Existing Asphaltic Concrete Wearing Course, Manhattan and the Bronx - Inspector responsible for this $7 million project, providing inspection and other related services for projects involving grinding existing asphaltic concrete wearing concourse at various locations on an as-needed basis. Some issues that involve inspection services include site maintenance and safety, protect tree from construction debris, milling two inches of existing asphalt, smaller milling machine was used to grind asphalt in hard to reach places such as around catch basin or corner of a curb and a sweeper was used behind milling machine to clean up the debris. Tasks include all services necessary and required for the inspection, management and administration of this project, for the required construction work to be properly executed, completed on time and conforms to the plans, specifications and requirements of the construction contract. (5/08 – 03/09)

NYCDDC, (HW2CR08B), Grinding and Milling of Various Streets in the Borough of Manhattan, NY- Senior Inspector responsibilities included inspection of milling of roadway pavement resurfacing in the borough of Manhattan for NYCDDC. Responsible for managing inspection staff, reviewing and approving field changes, resolving any construction problems, claims and disputes, supervision of contractor's work, processing of contractor's monthly payments, coordinated with the various community boards, NYCDDC and other related agencies. (6/07 - 5/08)

Munoz Engineering, New York, NY- Senior Inspector with current responsibilities including inspection of roadway pavement resurfacing in the borough of Manhattan for NYCDDC Previous assignments included inspection of structural retrofit of Verrazano Narrows Bridge and inspection of Port Authority of NY/NJ Newark Airport Parking Garage C for baseline Facility Condition Survey Report. (8/06 – 6/07)

Connecticut DOT, I-84 Widening - Senior Inspector provided inspection services for the widening of Interstate 84 between Waterbury and Cheshire, CT. Responsible for inspection of reinforced concrete pipes and the inspection of modifications made to existing interstate bridges. Also responsible for the investigation of catch basins. (5/06 – 8/06)

NYCDDC, Richmond Road REI - Senior Inspector provided field inspection and preparation of daily reports for the installation of sewers, water main, and roadway replacement for this roadway in Staten Island, NY. The scope of work included the installation of a new 72-inch trunk main in Richmond Road between Narrows Road and Duzer Street and in Vanderbilt Avenue between Van Duzer Street and Tompkins Avenue. A new 60-inch water main was also installed in Swan Street between Van Duzer Street and Bay Street. (5/04 – 1/06)

Desimone Consulting Engineers - Structural Engineer provided steel and reinforced concrete design and structural inspection services for high rise buildings including the NYU Cancer Institute, 160 E. 34th Street, New York, NY and the Estates of Kew Gardens Hills, 75-25 153rd Street, Queens, NY (1/03 – 3/04)

NYCDDC, Capital Reconstruction Projects - Senior Inspector responsible for NYCDDC capital reconstruction projects, including replacement of major roadways in Brooklyn and Queens and associated drainage, sewer, utilities, curbs, and sidewalks. (12/01 – 11/02)

ROCHELLE LANCEY *KS Engineers, P.C.*
Construction Inspector – Structural Engineering

EDUCATION

City College School of Architecture, New York, NY (143 Credits)
Hunter College, New York, NY (transferred 1st year credits to City College)

PROFESSIONAL CERTIFICATIONS

ICC Structural Steel & Bolting Inspector (# [redacted] exp. 2/21/2016)
EIC Path Railway System
Scaffold Safety
OSHA 10 Hour Construction Safety

SELECTED SOFTWARE SKILLS

MS Word & Excel
Outlook

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Construction Inspector	7/2014 - Present
D&B Engineers and Architects PC	Inspector	6/2012 - 7/2014
HAKS Engineers and Land Surveyors, P.C.	Civil Inspector	7/2011 - 6/2012
Maitra Associates P.C.	Senior Inspector	1/2008 - 5/2010
New York City Department of Design and Construction (NYCDDC)	Construction Project Manager/Resident Engineer	1996 - 12/2007
New York City Department of General Services/Bureau of Construction (DGS/BOC)	Construction Project Manager/Resident Engineer	1986 - 1996

EXPERIENCE SUMMARY

Ms. Lancey has about 29 years of experience in engineering. Her experience ranges from heavy/highway construction inspection to subdivision/land development construction surveillance and escrow contract monitoring. Project experience includes engineering design, inspection, field surveying, quantity computations, bidding and contract ratification, construction surveillance, construction materials testing, review of subdivision and land development plans, developing specifications of municipal projects for local government clients as well as private clients. Her representative project experience includes:

Port Authority of New York & New Jersey (PANYNJ), WTC Towers 1, 3 & 4 (for Maitra Associates Inc, Somerset, NJ) - Senior Inspector. From Jan 2, 2008 to March 31, 2008, she was assigned to WTC Tower 1:

- Foundation, footings and concrete columns were being completed, and the work in basement levels Zone B, B3, and elevator core had begun. Observed the excavation into rock, rebar and concrete installation of footings, foundations and slurry liner wall. Discussed current issues with the contractors, consulting engineers MRCE and Cantor, and PA surveyors, and prepared a Daily Narrative for the PA records reporting the progress of the work with reference to contract drawings and specifications.
- Ms. Lancey also attended pre-construction meetings for Tower 3 and general WTC coordination meetings. I reviewed and made comments on submittals, and payments as requested.

From April 1, 2008 to Dec 2008, assigned to WTC Towers 3, 4, 7

- In the field, the contract for the construction was just commencing on Towers 3 & 4. She observed and reported on blasting operations, excavation to grade, and subsequent concrete and rebar installations for footings, slabs and shear walls. She also monitored rock anchor and caisson drilling, installation and testing. She represented the RE on incidents of an environmental nature, such as fuel spills, and coordinated with PA staff to improve site safety.
- At Tower 7, the office was performing final sign-off for Certificate of Occupancy for mechanical and electrical installations. Ms. Lancey participated in routine progress inspections, and punch list walk-through of completed work.
- In the office, continued duties in reviewing of shop drawings, including crane and stair towers, as directed. Also reviewed Tishman's daily reports for accuracy. Participated in meetings prior to and during blasting operations.

From 12/09 to 5/10-Inspector on WTC Tower 1 under the direction of Port Authority RE Christopher Hart.

- Field duties included observation and reporting on contract work. Initially, reported on civil, mechanical and electrical progress. As staff increased, she concentrated on the civil work. Daily Reports included details of concrete installations for the core and slabs, masonry walls, and steel structure. Worked in cooperation with PA Materials inspectors, PA Safety personnel, Cantor Structural Engineers, Tishman, and various contractors on behalf of the RE.

Prepared a daily report on Safety Observations, which was forwarded to Tishman and Hart. Coordinated inspection of architectural finishes with Tishman, prepared punch list and sign-off. This included exposed concrete wall finishes, curtain wall, woodwork, and flooring. (01/2008 - 05/2010)

New York City Department of Design & Construction (NYCDDC) – Construction Project Manager/Resident Engineer.

- Project Manager for government projects in a variety of settings, including: firehouses, police and fire facilities, schools and community centers.
- Manage projects and budgets ranging from $1-15M
- Review design documents, shop drawings and specifications for accuracy and completion.
- Coordinate all work performed by Agency and Consultant architects, engineers, surveyors, and testing services.
- Supervised field installations for mechanical, electrical, and plumbing in addition to general construction for prime and sub-contracts.
- Coordinate and conduct progress meetings, maintain work schedules, approved detailed estimates and payments.
- Drafted, negotiate and authorize change order requests. Prepared punch list.
- Liaison between client, consultants, and various government agencies
- Ensure deadlines are met and projects are within budget
- Generate reports and correspondence for project tracking
- Experience in Lump Sum, Unit Price, Job Order Contracting, and Time and Material contracts.

A few of her projects included NYPD Property Clerk Storehouse-Interior and exterior restoration, auxiliary power, lighting and security system; NYPD CRS-Rooftop parking replacement, skylights; Maspeth Town Hall-Historic interior and exterior restoration, windows, underground drainage, landscaping and playgrounds, new electric service, lighting, HVAC, sprinkler and security system; Montessori Learning Center-New roof and rooftop playground, interior upgrade and HVAC; and Kingsbay Senior Center-New kitchen, new electric service and lighting, interior upgrade, HVAC. (1996 – 12/2007)

ZORY DERESH *KS Engineers, P.C.*
Construction Inspector

EDUCATION
MS/Civil/Structural Engineering, Polytechnic Institute, Tbilisi, Republic of Georgia

PROFESSIONAL CERTIFICATIONS
ACI Concrete Construction Special Inspector Certification (Exp. 07/27/18)
Concrete Field Testing. ACI certification. City University, NY
Ultrasonic Inspection. Level 1,2, Krautkramer Branson Inc., Hamden, CT
Structural Steel Design Connection. Association of Engineers, NY
Energy Code Compliance. The Cooper Union
10 Hours OSHA
NYC DOB Scaffold User Certificate

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Construction Inspector	7/2014 - Present
Tectonic Engineering & Surveying Consultants	Construction Special Inspector	2012 - 2014
Long Island Materials Testing Lab	Senior Civil-Structural Construction Inspection Engineer	1981 - 2012

EXPERIENCE SUMMARY
Mr. Deresh has more than 30 years of experience in civil and structural engineering, as well as construction inspection and management/oversight. His representative project experience includes:

Tectonic Engineering & Surveying Consultants - Construction Special Inspector. Responsible for comprehensive site inspection, including reinforcing steel, fire stopping, fire resistance rated construction and fireproofing. (2012 – 2014)

Long Island Materials Testing Lab, College Point, NY - Senior Civil-Structural Construction Inspection Engineer. Duties included identification of structural integrity problems in buildings under construction, and working with blueprints and specifications. Responsible for comprehensive site inspection, including reinforcing steel, fire stopping, fireproofing, welding, high strength bolts, decking, roofing, masonry, ultrasonic testing of welding, structural steel fabrication, and inspecting concrete at the batch plant and in the field. Performed follow-up audits of corrective actions. Prepared engineering inspection and weekly progress reports. Experienced in inspection of federal, state, city, and commercial projects. Gained extensive knowledge of construction codes and regulations. (1981 – 2012)

City Construction Corporation, Tbilisi, Republic of Georgia - Civil Construction Engineer-Superintendent. Specialized in residential and commercial construction: apartment and office buildings, schools, hospitals, and industrial plants. Managed all phases of construction from excavation to commissioning of the building. Scheduled and coordinated work with subcontractors. Responsible for the quality and completion of work according to the time schedule.

TD Construction Corp., Tbilisi, Republic of Georgia - Assistant Superintendent. Responsibilities included repair and reconstruction of industrial and civil buildings, and supervision of excavations for building foundations. Estimated materials and labor costs. Controlled and enforced compliance with safety regulations.

GRB Environmental Services, Inc.

Joseph Steele
Consulting Chief Paint Inspector

Education

B.S. Civil Engineering – Carnegie-Mellon University, Pittsburgh, PA

Experience Summary

Mr. Steele, GRB's consulting chief paint inspector, is a civil engineer with 24 years' experience as a NACE paint inspector. He has worked on a wide range of projects including work for TBTA, PANYNJ, NYCDOT, NYC Transit Authority, EDC and the Suffolk Water Authority.

KTA-Tator Inc., Pittsburgh, PA

Chief Inspector (5/13 to 2014)
Responsibilities include day-to-day oversight of all coatings related operations a bridge rehabilitation project. Also responsible for training new inspectors in quality control procedures and coordinating work efforts for the field staff.

Ahern Painting Contractors, Woodside, NY

Project Manager/QC Manager (12/04 to 5/13)
As a supervisor and Competent Person, Joe Steele was responsible for independently planning, coordinating and managing the day-to-day operations, QC inspections and work activities on lead abatement projects. His responsibilities included monitoring the workers' compliance with and enforcing the Lead Health & Safety Plan as well as Ahern's compliance with the project Specifications. Mr. Steele has also been called in for consultation regarding industrial coatings having worked on a wide range of projects including work for TBTA, PANYNJ, NYCDOT, NYC Transit Authority, EDC and the Suffolk Water Authority.

KTA-Tator Inc., Pittsburgh, PA

Chief Inspector (8/01 to 11/04)
As an acting project manager, was responsible for managing all day-to-day operations on several construction projects. Also trained new inspectors in quality control procedures.

Office Engineer (6/97 to 8/01)
Managed all files for the KTA field office while also acting as a liaison between the Owner, Consultant and the Contractors for several Triborough Bridge and Tunnel projects. Developed the method and associated spreadsheets designed to track project progress and payments. Also performed quality control inspections as needed.

Field Inspector (5/94 to 6/97)
Performed quality control and daily site safety surveys for a wide variety of projects including various bridges, water tanks and recycling facilities. Also performed coatings assessment surveys and evaluations on various structures.

GRB Environmental Services, Inc.

Joseph Steele
Consulting Chief Paint Inspector

Certifications

- NACE Level III Certified Coatings Inspector (NACE #[redacted]
- SSPC C-3 Certification - Supervisor/Competent Person training for Deleading of Industrial Structures
- Passed the NJDOH Supervisory Exam for Deleading Commercial Bldgs and Superstructures

Aderemi (Remi) Oyedijo
NACE Paint Inspector
Lead Paint/Asbestos Investigator

Education:

City and Guilds of London Institute, UK- 1983-1987
B. Tech Mechanical Engineering

Experience Summary

Mr. Oyedijo has 17 years experience in paint inspection, asbestos and lead paint abatement, construction safety officer, and construction inspection. Details of his experience are as follows:

NACE Inspection Experience

For the NYS DOT, Mr. Oyedijo provided coating inspection for the bridge over Swift Creek on Loop Parkway, Nassau County and for the NYCDOT the Fresh Creek Bridge and the East 8th Street Bridge over the Belt Parkway. For the NYC Department of Housing, he inspected steel structures painting associated with high rise buildings, stair ways, balconies, fire escapes, etc.

Construction Safety Manager

- Developed and/or implement contractor safety programs to ensure compliance with all required Federal, State and Local safety standards.
- Coordinating with superintendents to ensure a safe worksite.
- Held weekly safety meetings and toolbox talks as well as conducting accident investigations.
- Prepared daily and weekly reports.

Lead and Asbestos Abatement Oversight

- Supervised abatement (sand blasting) of lead paint on bridges, water towers and collection of soil and dirt samples.
- Conduct all exposure air monitoring for workers' exposure to potentially hazardous materials such as lead dust, asbestos, silica dust and paint solvent vapors which OSHA had established permissible exposure limits. (PEL).
- Lead paint risk assessment and inspections for possible lead-based hazards.
- Design of appropriate lead paint abatement methods in compliance with city, state and federal rules and regulations.
- Inspection of properties, prepared and reviewed abatement cost estimates, and reviewed and comment on abatement plans consistent with the Department of Housing Preservation requirements.

- Development Policies and all applicable City, State and Federal rules and regulations governing the abatement of lead hazards.
- Inspection of properties to determine logistical and abatement requirements; coordinated contractor activities with city agencies.
- Performed lead paint survey using RMD device (x-ray) Fluorescence to detect lead content.
- Performed over 50 asbestos surveys, air monitoring, and abatement oversight projects.

Senior Engineering Technician

- Inspected highway construction, drainage, concrete and paving.
- Inspected contractors to make sure that they work with the plans, specifications, regulations, safety and health rules for reconstruction of bridge over Swift Creek on Loop Parkway, Nassau County.
- Oversaw reconstruction of New York Route 25 and New Hyde Park intersection.
- Performed all standard field concrete test and safety inspections as per New York City Building code and project specifications.
- Inspected building construction from foundation to the finish level.
- Field inspection experience also included: earthwork, concrete, masonry, miscellaneous steel and iron, carpentry and joinery, lathing and plastering, tile work, flooring, glazing, electrical and plumbing.

Certifications

- NACE Certified Coating Inspector Level II [redacted] CIP Level 1 / CIP Level 2
- Earthwork Inspector Certificate
- Certificate in RMD-LPA-1 Paint Inspection
- Licensed Risk Assessor
- OSHA 30 hour
- Certified SSPC C3 Lead Supervisor
- NYSDOL Project Monitor
- 40 Hour Hazwoper
- Certified Coating Inspector (NACE)
- 40 Hour Site Safety Manager Certificate
- Confined Space Entry

Danilo Guilas

Professional Experience:
Municipal Testing Lab., Inc. - Hicksville, NY - Special Inspector 2007 – Present

Education/Training/Certifications

- Bachelor of Science in Civil Engineering
- American Concrete Institute (ACI):
  - Concrete Field Testing Technician Grade I
  - Concrete Special Inspector – Expires May 18, 2018
- 4-Hour User Scaffold Safety Training
- 10 Hour OSHA - Occupational Safety & Health Training

Inspection experience as follows:

- ✓ Wall Panels, Curtain Walls & Veneers
- ✓ Ext Insulation Finish Systems (EIFS)
- ✓ Chimneys
- ✓ Photoluminiscent Exit Path Markings
- ✓ Sprayed Fire-resistant Materials
- ✓ Firestop, Draftstop & Fireblock Systems
- ✓ Emergency Power Systems (Generators)
- ✓ Fuel-Oil Storage & Fuel-Oil Piping Systems
- ✓ Site Storm Drainage Disposal & Detention Facilities
- ✓ Structural Cold-formed Steel
- ✓ Non-Destructive Testing Technician (all fields)
- ✓ Concrete - Cast-in-place & Precast
- ✓ Concrete Batch Plant Technician
- ✓ Concrete Field Technician (ACI I)
- ✓ Concrete NDT Technician
- ✓ Soils - Fill Placement, In-place Density
- ✓ Soils Investigations
- ✓ Pile Foundations & Drilled Pier Installation
- ✓ Pier Foundations
- ✓ Underpinning
- ✓ Structural Safety - Stability & Mechanical Demolition
- ✓ Seismic Isolation Systems

Rodrigo Maramba

Professional Experience:
Municipal Testing Lab., Inc. - Hauppage, NY - Special Inspector 2008 – Present

Education/Training/Certifications

- Bachelor of Science in Civil Engineering
- American Concrete Institute (ACI):
  - Concrete Field Testing Technician Grade I
  - Concrete Special Inspector – Expires September 19, 2014
- International Code Council (ICC):
  - Spray-Applied Fireproofing Special Inspector
  - Structural Masonry Special Inspector
  - Structural Steel & Bolting Special Inspector
- 4-Hour User Scaffold Safety Training
- 10 Hour OSHA - Occupational Safety & Health Training

Inspection experience as follows:

- ✓ Wall Panels, Curtain Walls & Veneers
- ✓ Ext Insulation Finish Systems (EIFS)
- ✓ Chimneys
- ✓ Photoluminiscent Exit Path Markings
- ✓ Sprayed Fire-resistant Materials
- ✓ Firestop, Draftstop & Fireblock Systems
- ✓ Emergency Power Systems (Generators)
- ✓ Fuel-Oil Storage & Fuel-Oil Piping Systems
- ✓ Site Storm Drainage Disposal/Detention Facilities
- ✓ Steel - Erection & High Strength Bolting
- ✓ Structural Cold-formed Steel
- ✓ Non-Destructive Testing Technician (all fields)
- ✓ Concrete - Cast-in-place & Precast
- ✓ Concrete Batch Plant Technician
- ✓ Concrete Field Technician (ACI I)
- ✓ Concrete NDT Technician
- ✓ Masonry
- ✓ Soils - Fill Placement, In-place Density
- ✓ Soils Investigations
- ✓ Pile Foundations & Drilled Pier Installation
- ✓ Pier Foundations
- ✓ Underpinning
- ✓ Structural Safety - Stability & Mechanical Demolition
- ✓ Seismic Isolation Systems

Mark Pantke

Professional Experience:

Municipal Testing Lab., Inc. - Hauppauge, NY - Special Inspector 2009 – Present

Atlantic Testing Lab. – Syracuse, NY – Lab Manager 2001 - 2008

Education/Training/Certifications

- Bachelor of Science in Meteorology
- American Concrete Institute (ACI):
  - Concrete Field Testing Technician Grade I
  - Concrete Special Inspector – Expires April 6, 2018
  - Concrete Lab Testing Tech Grade I & II
  - Aggregate Field Testing Technician
  - Aggregate Lab Testing Technician
- MTA Track Safety Trained – 09/19/13

Inspection experience as follows:

- ✓ Wall Panels, Curtain Walls & Veneers
- ✓ Ext Insulation Finish Systems (EIFS)
- ✓ Photoluminiscent Exit Path Markings
- ✓ Firestop, Draftstop & Fireblock Systems
- ✓ Emergency Power Systems (Generators)
- ✓ Non-Destructive Testing Technician (all fields)
- ✓ Concrete Batch Plant Technician
- ✓ Concrete Field Technician (ACI I)
- ✓ Concrete NDT Technician
- ✓ Soils - Fill Placement, In-place Density
- ✓ Soils Investigations

Mircea Petrescu

Professional Experience:
Municipal Testing Lab., Inc. - Hauppauge, NY - Special Inspector 2000 – Present

Education/Training/Certifications

- Masters in Structural Engineering
- American Concrete Institute (ACI):
  - Concrete Field Testing Technician Grade I
  - Concrete Special Inspector – Expires May 14, 2019
- National Institute for Certification for Engineering Technologies
  - CMT Soil Level II
  - CMT Asphalt Level II
  - CMT Concrete Level II
- 4-Hour User Scaffold Safety Training
- 10 Hour OSHA - Occupational Safety & Health Training

Inspection experience as follows:

- ✓ Wall Panels, Curtain Walls & Veneers
- ✓ Ext Insulation Finish Systems (EIFS)
- ✓ Chimneys
- ✓ Photoluminiscent Exit Path Markings
- ✓ Sprayed Fire-resistant Materials
- ✓ Firestop, Draftstop & Fireblock Systems
- ✓ Emergency Power Systems (Generators)
- ✓ Fuel-Oil Storage & Fuel-Oil Piping Systems
- ✓ Site Storm Drainage Disposal & Detention Facilities
- ✓ Structural Cold-formed Steel
- ✓ Non-Destructive Testing Technician (all fields)
- ✓ Concrete - Cast-in-place & Precast
- ✓ Concrete Batch Plant Technician
- ✓ Concrete Field Technician (ACI I)
- ✓ Concrete NDT Technician
- ✓ Soils - Fill Placement, In-place Density
- ✓ Soils Investigations
- ✓ Pile Foundations & Drilled Pier Installation
- ✓ Pier Foundations
- ✓ Underpinning
- ✓ Structural Safety - Stability & Mechanical Demolition
- ✓ Seismic Isolation Systems

Nicholas Bailey

Professional Experience:

Municipal Testing Lab., Inc. - Hauppauge, NY - Special Inspector 2007 – Present

CTI Consultants, Inc. – Ashland, VA – Quality Control Inspector 2005 - 2007

Education/Training/Certifications

- American Concrete Institute (ACI):
  - Concrete Field Testing Technician Grade I
  - Concrete Construction Special Inspector – Expires May 14, 2019
- International Code Council (ICC):
  - Spray-Applied Fireproofing Special Inspector
  - Structural Masonry Special Inspector
- 10 Hour OSHA
- MTA Track Safety Trained – 09/19/13
- Wagner Rapid RH Moisture and Relative Humidity Testing

Inspection experience as follows:

- ✓ Wall Panels, Curtain Walls & Veneers
- ✓ Ext Insulation Finish Systems (EIFS)
- ✓ Photoluminiscent Exit Path Markings
- ✓ Sprayed Fire-resistant Materials
- ✓ Firestop, Draftstop & Fireblock Systems
- ✓ Emergency Power Systems (Generators)
- ✓ Non-Destructive Testing Technician (all fields)
- ✓ Concrete - Cast-in-place & Precast
- ✓ Concrete Batch Plant Technician
- ✓ Concrete Field Technician (ACI I)
- ✓ Concrete NDT Technician
- ✓ Masonry

Nikhil Chintanippu

Professional Experience:

Municipal Testing Lab., Inc. - Hauppauge, NY - Special Inspector 2008 – Present

ITD Cementation India Limited – Silchar, India – Concrete Inspector 2005 - 2007

Education/Training/Certifications

- Masters in Civil Engineering – CCNY (05/2009)
- BS in Civil Engineering, NIT – Silchar, India (2005)
- American Concrete Institute (ACI):
  - Concrete Field Testing Technician Grade I
  - Concrete Construction Special Inspector – Expires November 21, 2014
- International Code Council (ICC):
  - Structural Masonry Special Inspector
- 4-Hour User Scaffold Safety Training
- 10-Hour OSHA

Inspection experience as follows:

- ✓ Wall Panels, Curtain Walls & Veneers
- ✓ Ext Insulation Finish Systems (EIFS)
- ✓ Chimneys
- ✓ Photoluminiscent Exit Path Markings
- ✓ Sprayed Fire-resistant Materials
- ✓ Firestop, Draftstop & Fireblock Systems
- ✓ Non-Destructive Testing Technician (all fields)
- ✓ Concrete - Cast-in-place & Precast
- ✓ Concrete Field Technician (ACI I)
- ✓ Concrete NDT Technician
- ✓ Prestressed Concrete
- ✓ Wood Construction
- ✓ Soils Investigations
- ✓ Pile Foundations & Drilled Pier Installation

Olusola "Shola" Olatunbosun

Professional Experience:
Municipal Testing Lab., Inc. - Hauppauge, NY - Special Inspector 2001 – Present

Education/Training/Certifications

- American Concrete Institute (ACI):
  - Concrete Field Testing Technician Grade I
  - Concrete Special Inspector – Expires May 14, 2016
- National Institute for Certification for Engineering Technologies
  - CMT Soil Level II
  - CMT Asphalt Level II
  - CMT Concrete Level II
- 4-Hour User Scaffold Safety Training
- 10 Hour OSHA - Occupational Safety & Health Training

Inspection experience as follows:

- ✓ Wall Panels, Curtain Walls & Veneers
- ✓ Ext Insulation Finish Systems (EIFS)
- ✓ Photoluminiscent Exit Path Markings
- ✓ Firestop, Draftstop & Fireblock Systems
- ✓ Emergency Power Systems (Generators)
- ✓ Non-Destructive Testing Technician (all fields)
- ✓ Concrete - Cast-in-place & Precast
- ✓ Concrete Batch Plant Technician
- ✓ Concrete Field Technician (ACI I)
- ✓ Concrete NDT Technician

Stanford Pereira

Professional Experience:
Municipal Testing Lab., Inc. - Hauppauge, NY - Special Inspector 2003 – Present

Education/Training/Certifications

- Bachelor of Science in Civil Engineering
- American Concrete Institute (ACI):
  - Concrete Field Testing Technician Grade I
  - Concrete Special Inspector – Expires May 19, 2017
- 4-Hour User Scaffold Safety Training
- 10 Hour OSHA - Occupational Safety & Health Training

Inspection experience as follows:

- ✓ Wall Panels, Curtain Walls & Veneers
- ✓ Ext Insulation Finish Systems (EIFS)
- ✓ Chimneys
- ✓ Photoluminiscent Exit Path Markings
- ✓ Sprayed Fire-resistant Materials
- ✓ Firestop, Draftstop & Fireblock Systems
- ✓ Emergency Power Systems (Generators)
- ✓ Fuel-Oil Storage & Fuel-Oil Piping Systems
- ✓ Site Storm Drainage Disposal & Detention Facilities
- ✓ Structural Cold-formed Steel
- ✓ Non-Destructive Testing Technician (all fields)
- ✓ Concrete - Cast-in-place & Precast
- ✓ Concrete Batch Plant Technician
- ✓ Concrete Field Technician (ACI I)
- ✓ Concrete NDT Technician
- ✓ Soils - Fill Placement, In-place Density
- ✓ Soils Investigations
- ✓ Pile Foundations & Drilled Pier Installation
- ✓ Pier Foundations
- ✓ Underpinning
- ✓ Structural Safety - Stability & Mechanical Demolition
- ✓ Seismic Isolation Systems

William Castaneda

Professional Experience:

Municipal Testing Lab., Inc. - Hicksville, NY - Special Inspector	2010 – Present
Tectonic Engineering – Long Island City, NY – Inspector	2007 - 2010
Citywide Testing – Maspeth, NY – Inspector	2005 - 2007

Education/Training/Certifications

- American Concrete Institute (ACI):
  - Concrete Field Testing Technician Grade I
  - Concrete Construction Special Inspector – Expires December 20, 2016
- International Code Council (ICC):
  - Structural Masonry Special Inspector, Issued: 12/29/09
- 4-Hour User Scaffold Safety Training
- 10 Hour OSHA - Occupational Safety & Health Training

Inspection experience as follows:

- ✓ Wall Panels, Curtain Walls & Veneers
- ✓ Ext Insulation Finish Systems (EIFS)
- ✓ Photoluminiscent Exit Path Markings
- ✓ Firestop, Draftstop & Fireblock Systems
- ✓ Emergency Power Systems (Generators)
- ✓ Non-Destructive Testing Technician (all fields)
- ✓ Concrete Batch Plant Technician
- ✓ Concrete Field Technician (ACI I)
- ✓ Concrete NDT Technician
- ✓ Masonry

Wilmar Giraldo-Jaramillo

Professional Experience:

Municipal Testing Lab., Inc. - Hauppauge, NY - Special Inspector 2011 – Present

Tectonic Engineering – Long Island City, NY – Inspector 2007 - 2010

Education/Training/Certifications

- American Concrete Institute (ACI):
  - Concrete Field Testing Technician Grade I
  - Concrete Construction Special Inspector – Expires December 10, 2018
- International Code Council (ICC):
  - Structural Masonry Special Inspector
- 4-Hour User Scaffold Safety Training
- 10 Hour OSHA - Occupational Safety & Health Training

Inspection experience as follows:

- ✓ Wall Panels, Curtain Walls & Veneers
- ✓ Ext Insulation Finish Systems (EIFS)
- ✓ Photoluminiscent Exit Path Markings
- ✓ Firestop, Draftstop & Fireblock Systems
- ✓ Emergency Power Systems (Generators)
- ✓ Non-Destructive Testing Technician (all fields)
- ✓ Concrete Batch Plant Technician
- ✓ Concrete Field Technician (ACI I)
- ✓ Concrete NDT Technician
- ✓ Masonry

347 Madison Avenue
New York, NY 10017-3739
212 878-7000 Tel

Metropolitan Transportation Authority
State of New York

March 21, 2014

Ms. Rose Barbour, President
GRB Environmental Services, Inc.
One Penn Plaza
New York, NY 10001

Re: **DBE CERTIFICATION ANNUAL REVIEW NOTICE**

Dear Ms. Barbour:

The Metropolitan Transportation Authority (MTA), a Certifying Partner in the New York State Unified Certification Program (NYSUCP), has completed its review of the Affidavit of No Change and supporting documentation submitted on behalf of your firm, GRB Environmental Services, Inc., in fulfillment of its annual submission requirement. We are pleased to advise you that your firm continues to meet the eligibility criteria established by the U.S. Department of Transportation Disadvantaged Business Enterprises regulation, codified at 49 CFR, Part 26, and remains CERTIFIED as a Disadvantaged Business Enterprise (DBE) with MTA and the NYSUCP providing the services below:

ENVIRONMENTAL CONSULTING SERVICES

Your firm's certification status with the NYSUCP will remain effective for as long as your firm continues to meet all DBE certification eligibility requirements and the ownership and control of the firm, upon which DBE certification was granted, has not changed. However, your firm's compliance with DBE certification eligibility criteria will be reviewed on an annual basis.

You are required to submit, annually, a sworn affidavit affirming that there have been no changes in your firm's economic disadvantaged status, ownership or control. In the event that there are changes, you must notify the MTA, within 30 days, of any changes in your business' ownership, control and/or operations including address, telephone number, business services and capabilities. Failure to adhere to these requirements may result in the removal of your firm's DBE certification status. Your firm's next annual submission will be due on or before March 31, 2015.

Your firm will continue to be included in the NYSUCP Directory (http://biznet.nysucp.net) which will indicate the type of work that your firm has been certified to perform.

Please note that any of the Certifying Partners of the NYSUCP reserve the right to review your firm's certification eligibility prior to your firm's participation on a federally assisted project for their agency or at any time that it is determined that such reevaluation is warranted.

We are pleased to have you as a continued participant in the NYSUCP and wish you much success.

Should you have any questions, please contact me at cgreene@mtahq.org or call me at (646) 252-1378.

Sincerely,

Carolyn E. Greene
Assistant Director, Certification Programs
Department of Diversity and Civil Rights

cc: M. Garner
N. Din
L. Warren, MTA
Chrono – File

Michael Baker Engineering, Inc.

Required Forms

NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT
BETWEEN

MICHAEL BAKER ENGINEERING, INC.

AND

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

THIS NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT (this "**Agreement**") is made as of this 9th day of July, 2014, by and between **THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY** (the "**Port Authority**") a body corporate and politic created by Compact between the States of New York and New Jersey, with the consent of the Congress of the United States, and having an office and place of business at 225 Park Avenue South, New York, New York, 10003, and MICHAEL BAKER ENGINEERING, INC. having an office and place of business at 11 Martine Avenue, Suite 675, White Plains, New York, 10606 ("**Recipient**").

WHEREAS, the Port Authority desires, subject to the terms and conditions set forth below, to disclose to Recipient Protected Information (as defined below) in connection with **Indefinite Quantity Contracts (IDQs) For Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis Through 2018 – RFP No. 38268** (collectively, the "Project(s)", or "Proposed Project(s)"); and

WHEREAS, the Recipient acknowledges that the Port Authority, in furtherance of its performance of essential and critical governmental functions relating to the Project, has existing and significant interests and obligations in establishing, maintaining and protecting the security and safety of the Project site and surrounding areas and related public welfare matters; and

WHEREAS, in furtherance of critical governmental interests regarding public welfare, safety and security at the Project site, the Port Authority has collected information, and undertaken the development of certain plans and recommendations regarding the security, safety and protection of the Project site, including the physical construction and current and future operations; and

WHEREAS, the Port Authority and Recipient (collectively, the "**Parties**") acknowledge that in order for Recipient to undertake its duties and/or obligations with regard to its involvement in the Project, the Port Authority may provide Recipient or certain of its Related Parties (as defined below) certain information in the possession of the Port Authority, which may contain or include protected, confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, relating to the Project or its occupants or other matters, the unauthorized disclosure of which could result in significant public safety, financial and other damage to the Port Authority, the Project, its occupants, and the surrounding communities; and

WHEREAS, Recipient recognizes and acknowledges that providing unauthorized access to, or disclosing such information to third parties in violation of the terms of this Agreement could compromise or undermine the existing or future guidelines, techniques and procedures implemented for the protection, against terrorist acts or for law enforcement, investigation and prosecutorial purposes, and accordingly could result in significant irreparable harm and injury; and

WHEREAS, in order to protect and preserve the privilege attaching to and the confidentiality of the aforementioned information as well as to limit access to such information to a strict need to know basis, the Port Authority requires, as a condition of its sharing or providing access to such protected, confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, that the Recipient enter into this Agreement and that its Related Parties thereafter acknowledge and agree that they will be required to treat as strictly confidential and/or privileged any of such information so provided, as well as the work product and conclusions of any assessments and evaluations or any recommendations relating thereto, and to also fully comply with applicable federal rules and regulations with respect thereto; and

WHEREAS, as a condition to the provision of such information to Recipient and certain Related Parties, the Recipient has agreed to enter into this Agreement with respect to the handling and use of such information and to cause Related Parties to join in and be bound by the terms and conditions of this Agreement.

NOW, THEREFORE, in consideration of the provision by Port Authority of Information for Project Purposes (as each such term is defined below) and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged by the Recipient and each Related Party that receives such Information, the Recipient and each such Related Party agrees, as follows:

1. **Defined Terms**. In addition to the terms defined in the Recitals above, the following terms shall have the meanings set forth below:

(a) **"Authorized Disclosure"** means the disclosure of Protected Information strictly in accordance with the Confidentiality Control Procedures applicable thereto: (i) as to all Protected Information, only to a Related Party that has a need to know such Protected Information strictly for Project Purposes and that has agreed in writing to be bound by the terms of this Agreement by executing a form of Acknowledgment as set forth in Exhibit A or Exhibit B, as applicable; and (ii) as to Confidential Privileged Information, only to the extent expressly approved in writing and in advance by the Port Authority, and then only the particular Confidential Privileged Information that is required to accomplish an essential element of the Project.

(b) **"Information"** means, collectively, all information, documents, data, reports, notes, studies, projections, records, manuals, graphs, electronic files, computer generated data or information, drawings, charts, tables, diagrams, photographs, and other media or renderings containing or otherwise incorporating information that may be provided or made accessible at any time, whether in writing, orally, visually, photographically, electronically or in any other form or medium, including, without limitation, any and all copies, duplicates or extracts of the foregoing.

(c) "**Protected Information**" means and includes collectively, Confidential Information, Confidential Privileged Information, Sensitive Security Information (SSI), Critical Infrastructure Information (CII) or Health Insurance Portability and Accountability Act (HIPPA) Information and Information that is labeled, marked or otherwise identified by or on behalf of the Port Authority so as to reasonably connote that such information is confidential, privileged, sensitive or proprietary in nature. The term Protected Information shall also include all work product that contains or is derived from any of the foregoing, whether in whole or in part, regardless of whether prepared by the Recipient, the Port Authority or others, or when the Port Authority receives such information from others and agrees to treat such information as Protected. The following Information shall not constitute Protected Information for the purpose of this Agreement:

(i) Particular Information, other than Confidential Privileged Information, that is provided to the Recipient by a source other than the Port Authority, provided that such source is not subject to a confidentiality agreement, or similar obligation, or understanding with or for the benefit of the Port Authority, with respect to such Information and that the identity of such source is not itself part of such Protected Information.

(ii) Information that is or becomes generally available to the public other than as a result of a disclosure by the Recipient or a Related Party in violation of this Agreement.

(iii) Information that is known to or was in the possession of the Recipient or a Related Party on a non-confidential basis prior to the disclosure of such Information by the Port Authority.

(d) "**Confidential Information**" means and includes collectively, any and all Information, documents and materials entitled to protection as a public interest privilege under New York State law and as may be deemed to be afforded or entitled to the protection of any other privilege recognized under New York and/or New Jersey state laws or Federal laws. It also includes information that contains sensitive financial, commercial or other proprietary business information concerning or relating to the Port Authority, its projects, operations or facilities that would be exempt from release under the Port Authority Freedom of Information Code.

(e) "**Confidential Privileged Information**" means and includes collectively, (i) Information that reveals security risks, threats, vulnerabilities, documentation that identifies specific physical security vulnerabilities or revealing specific security vulnerabilities details related to emergency response protocols, egress plans, flow paths, egress capacities, (diagrams, codes, standards) etc., which is not publicly available." and any and all Information, documents and materials entitled to protection as a public interest privilege under New York State law and as may be deemed to be afforded or entitled to the protection of any other privilege recognized under New York and/or New Jersey state laws or Federal laws, and (ii) certain Critical Infrastructure Information.

(f) "**Confidentiality Control Procedures**" means procedures, safeguards and requirements for the identification, processing, protection, handling, care, tracking and storage of Protected Information that are required under applicable federal or state law, the Port Authority Handbook, or by the terms of this Agreement.

(g) "**Critical Infrastructure Information**" (CII) has the meaning set forth in the Homeland Security Act of 2002, under the subtitle Critical Infrastructure Information Act of 2002 (6 U.S.C. §131-134), and any rules or regulations enacted pursuant thereto, including, without limitation, the Office of the Secretary, Department of Homeland Security Rules and Regulations, 6 C.F.R. Part 29 and any amendments thereto. CII may also be referred to as "Protected Critical Infrastructure Information" or "PCII", as provided for in the referenced rules and regulations and any amendments thereto.

(h) "**Sensitive Security Information**" (SSI) has the definition and requirements set forth in the Transportation Security Administrative Rules & Regulations, 49 CFR 1520, (49 U.S.C. §114) and in the Office of the Secretary of Transportation Rules & Regulations, 49 CFR 15, (49 U.S.C. §40119).

(i) "**Health Insurance Portability and Accountability Act**" (HIPAA) Information Employees, associates or other contract personnel who have access to Protected Health Information (PHI) must refer to, and comply with, the Privacy Policies and Procedures to Protect Personal Health Information. Privacy regulations issued under the Health Insurance Portability and Accountability Act of 1996 ("HIPAA" or "Privacy Laws") place restrictions on the Group Health Plans of the Port Authority and PATH (the "Plans") ability to use and disclose Protected Health Information ("PHI").

(j) "**Port Authority Handbook**" means The Port Authority of New York and New Jersey. Information Security Handbook, as may be amended by the Port Authority, from time to time.

(k) "**Project Purposes**" means the use of Protected Information strictly and only for purposes related to Recipient's and its Related Parties' participation and involvement in the Project, and only for such period of time during which Recipient and its Related Parties are involved in Project related activities.

(l) "**Related Party**" and "**Related Parties**" means the directors, employees, officers, partners or members of the Recipient, as applicable, and the Recipient's outside consultants, attorneys, advisors, accountants, architects, engineers or subcontractors or sub-consultants (and their respective directors, employees, officers, partners or members) to whom any Protected Information is disclosed or made available.

2. **Use of Protected Information**. All Protected Information shall be used by the Recipient in accordance with the following requirements:

(a) All Protected Information shall be held in confidence and shall be processed, treated, disclosed and used by the Recipient and its Related Parties only for Project Purposes and in accordance with the Confidentiality Control Procedures established pursuant to Paragraph

2 (c), below, including, without limitation, the Port Authority Handbook, receipt of which is acknowledged by Recipient and shall be acknowledged in writing by each Related Party by signing the Acknowledgment attached hereto as Exhibit A or Exhibit B, as applicable, and applicable legal requirements. Protected Information may be disclosed, only if and to the extent that such disclosure is an Authorized Disclosure.

(b) Recipient and each Related Party acknowledges and agrees that (i) any violation by the Recipient or any of its Related Parties of the terms, conditions or restrictions of this Agreement relating to Protected Information may result in penalties and other enforcement or corrective action as set forth in such statutes and regulations, including, without limitation, the issuance of orders requiring retrieval of Sensitive Security Information and Critical Infrastructure Information to remedy unauthorized disclosure and to cease future unauthorized disclosure and (ii) pursuant to the aforementioned Federal Regulations, including, without limitation, 49 C.F.R. §§ 15.17 and 1520.17, any such violation thereof or mishandling of information therein defined may constitute grounds for a civil penalty and other enforcement or corrective action by the United States Department of Transportation and the United States Department of Homeland Security, and appropriate personnel actions for Federal employees.

(c) Recipient and each Related Party covenants to the Port Authority that it has established, promulgated and implemented Confidentiality Control Procedures for identification, handling, receipt, care, and storage of Protected Information to control and safeguard against any violation of the requirements of this Agreement and against any unauthorized access, disclosure, modification, loss or misuse of Protected Information. Recipient and each Related Party shall undertake reasonable steps consistent with such Confidentiality Control Procedures to assure that disclosure of Protected Information is compartmentalized, such that all Protected Information shall be disclosed only to those persons and entities authorized to receive such Information as an Authorized Disclosure under this Agreement and applicable Confidentiality Control Procedures. The Confidentiality Control Procedures shall, at a minimum, adhere to, and shall not be inconsistent with, the procedures and practices established in the Port Authority Handbook.

(d) The Port Authority reserves the right to audit Recipient's Confidentiality Control Procedures, and those of each Related Party, as applicable, to ensure that it is in compliance with the terms of this Agreement.

(e) The Port Authority may request in writing that the Recipient or any Related Parties apply different or more stringent controls on the handling, care, storage and disclosure of particular items of Protected Information as a precondition for its disclosure. The Port Authority may decline any request by the Recipient or any of its Related Parties to provide such item of Protected Information if the Recipient or any of the Related Parties do not agree in writing to apply such controls.

(f) Nothing in this Agreement shall require the Port Authority to tender or provide access to or possession of any Protected Information to the Recipient or its Related Parties, whether or not the requirements of this Agreement are otherwise satisfied. However, if such Protected Information is provided and accepted, the Recipient and its Related Parties shall abide by the terms, conditions and requirements of this Agreement.

(g) The Recipient and each Related Party agrees to be responsible for enforcing the provisions of this Agreement with respect to its Related Parties, in accordance with the Confidentiality Control Procedures. Except as required by law pursuant to written advice of competent legal counsel, or with the Port Authority's prior written consent, neither the Recipient, nor any of the Related Parties shall disclose to any third party, person or entity: (i) any Protected Information under circumstances where the Recipient is not fully satisfied that the person or entity to whom such disclosure is about to be made shall act in accordance with the Confidentiality Control Procedures whether or not such person or entity has agreed in writing to be bound by the terms of this Agreement or any "Acknowledgement" of its terms or (ii) the fact that Protected Information has been made available to the Recipient or such Related Parties, or the content or import of such Protected Information. The Recipient is responsible for collecting and managing the Acknowledgments signed by Related Parties pursuant to this Agreement. Recipient shall, at the Port Authority's request, provide the Port Authority a list of all Related Parties who have signed an Acknowledgment, and copies of such Acknowledgments.

(h) As to all Protected Information provided by or on behalf of the Port Authority, nothing in this Agreement shall constitute or be construed as a waiver of any public interest privilege or other protections established under applicable state or federal law.

3. **Disclosures and Discovery Requests**. If a subpoena, discovery request, Court Order, Freedom of Information Request, or any other request or demand authorized by law seeking disclosure of the Protected Information is received by the Recipient or any Related Party, Recipient shall notify the Port Authority thereof, to the extent permitted by law, with sufficient promptness so as to enable the Port Authority to investigate the circumstances, prepare any appropriate documentation and seek to quash the subpoena, to seek a protective order, or to take such other action regarding the request as it deems appropriate. In the absence of a protective order, disclosure shall be made, in consultation with the Port Authority, of only that part of the Protected Information as is legally required to be disclosed. If at any time Protected Information is disclosed in violation of this Agreement, the Recipient shall immediately give the Port Authority written notice of that fact and a detailed account of the circumstances regarding such disclosure to the Port Authority.

4. **Retention Limitations; Return of Protected Information**. Upon the earlier occurrence of either the Port Authority's written request or completion of Recipient's need for any or all Protected Information, such Protected Information, all writings and material describing, analyzing or containing any part of such Protected Information, including any and all portions of Protected Information that may be stored, depicted or contained in electronic or other media and all copies of the foregoing shall be promptly delivered to the Port Authority at Recipient's expense. In addition, as to Protected Information that may be stored in electronic or similar form, such Protected Information shall be deleted and completely removed so that such Protected Information is incapable of being recovered from all computer databases of the Recipient and all Related Parties. The Recipient may request in writing that the Port Authority consent to destruction of Protected Information, writings and materials in lieu of delivery thereof to the Port Authority. The Port Authority shall not unreasonably withhold its consent to such request. If the Port Authority consents to such destruction, the Recipient and each Related Party shall deliver to the Port Authority a written certification by Recipient and such Related Party that such Protected Information, writings and materials have been so destroyed within such period as may be imposed by the Port Authority. Notwithstanding the foregoing, to the extent required for legal or

compliance purposes, the Recipient may retain copies of Protected Information (in any format), provided that (a) the Port Authority is notified in writing of such retention, and (b) Recipient continues to abide by the requirements of this Agreement with respect to the protection of such Protected Information.

5. **Duration and Survival of Confidentiality Obligations**. The obligations under this Agreement shall be perpetual (unless otherwise provided in this Agreement) or until such time as the Protected Information is no longer considered protected, confidential and/or privileged by the Port Authority.

6. **Severability**. Each provision of this Agreement is severable and if a court should find any provision of this Agreement to be unenforceable, all other provisions of this Agreement shall remain in full force and effect.

7. **Injunctive and Other Relief**. Recipient and each Related Party acknowledges that the unauthorized disclosure and handling of Protected Information is likely to have a material adverse and detrimental impact on public safety and security and could significantly endanger the Port Authority, its facilities (including, without limitation, the Project site), its patrons and, the general public and that damages at law are an inadequate remedy for any breach, or threatened breach, of this Agreement by Recipient or its Related Parties. The Port Authority shall be entitled, in addition to all other rights or remedies, to seek such restraining orders and injunctions as it may deem appropriate for any breach of this Agreement, without being required to show any actual damage or to post any bond or other security.

8. **Governing Law**. This Agreement shall be governed by and construed in accordance with the laws of the State of New York, without regard to conflict of laws principles. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient specifically and irrevocably consent to the exclusive jurisdiction of any federal or state court in the County of New York and State of New York with respect to all matters concerning this Agreement and its enforcement. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient agree that the execution and performance of this Agreement shall have a New York situs and, accordingly, they each consent (and solely with respect to the Port Authority, subject to the terms of the Port Authority Legislation (as defined below)) to personal jurisdiction in the State of New York for all purposes and proceedings arising from this Agreement. "**Port Authority Legislation**" shall mean the concurrent legislation of the State of New York and State of New Jersey set forth at Chapter 301 of the Laws of New York of 1950, as amended by Chapter 938 of the Laws of New York of 1974 (McKinney's Unconsolidated Laws §§7101-7112) and Chapter 204 of the Laws of New Jersey of 1951 (N.J.S.A. 32:1-157 to 32:1-168).

9. **Notices**. Any notice, demand or other communication (each, a "**notice**") that is given or rendered pursuant to this Agreement by either party to the other party, shall be: (i) given or rendered, in writing, (ii) addressed to the other party at its required address(es) for notices delivered to it as set forth below, and (iii) delivered by either (x) hand delivery, or (y) nationally recognized courier service (e.g., Federal Express, Express Mail). Any such notice shall be deemed given or rendered, and effective for purposes of this Agreement, as of the date actually delivered to the other party at such address(es) (whether or not the same is then received by other party due to a change of address of which no notice was given, or any rejection or refusal to accept delivery). Notices from either party (to the other) may be given by its counsel.

The required address(es) of each party for notices delivered to it is (are) as set forth below. Each party, however, may, from time to time, designate an additional or substitute required address(es) for notices delivered to it, provided that such designation must be made by notice given in accordance with this Paragraph 9.

Original to the Port Authority:

Bid/Proposal Custodian
The Port Authority of New York and New Jersey
Procurement Department
Two Montgomery Street, 3rd Floor
Jersey City, NJ 07302

with a copy to:

The Port Authority of New York and New Jersey
225 Park Avenue South - 14th Floor
New York, NY 10003
Attn: General Counsel's Office c/o Caroline Ioannou, Law DISO

If to the Recipient: _____

_____

_____

with a copy to: _____

_____

_____

10. **Entire Agreement**. This Agreement contains the complete statement of all the agreements among the parties hereto with respect to the subject matter thereof, and all prior agreements among the parties hereto respecting the subject matter hereof, whether written or oral, are merged herein and shall be of no further force or effect. This Agreement may not be changed, modified, discharged, or terminated, except by an instrument in writing signed by all of the parties hereto.

11. **Counterparts**. This Agreement may be executed in one or more counterparts, each of which shall be deemed to be an original, but all of which shall be one and the same document.

12. **Parties Bound**. This Agreement shall be binding upon the Recipient and its respective successors. The foregoing shall not be affected by the failure of any Related Party to join in this Agreement or to execute and deliver an Acknowledgement hereof.

13. **Authority**. The undersigned individual(s) executing this Agreement on behalf of the Recipient below represent(s) that they are authorized to execute this Agreement on behalf of the Recipient and to legally bind such party.

14. **Disclosure of Ownership Rights or License.** Nothing contained herein shall be construed as the granting or conferring by the Port Authority of any rights by ownership, license or otherwise in any Information.

15. **No Liability.** Neither the Commissioners of the Port Authority, nor any of them, nor any officer, agent or employee thereof, shall be charged personally by the Recipient with any liability, or held liable to the Recipient under any term or provision of this Agreement, or because of its execution or attempted execution or because of any breach, or attempted or alleged breach thereof.

16. **Construction.** This Agreement is the joint product of the parties hereto and each provision of this Agreement has been subject to the mutual consultation, negotiation, and agreement of the parties hereto, and shall not be construed for or against any party hereto. The captions of the various sections in this Agreement are for convenience only and do not, and shall not be deemed to, define, limit or construe the contents of such Sections.

RECIPIENT:

Signature: _____

Print Name: Dale R. Spaulding, P.E.

Title: President

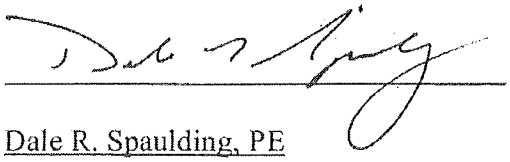
Date: July 9, 2014

EXHIBIT A

ACKNOWLEDGMENT BY RELATED PARTY INDIVIDUAL

I, Dale R. Spaulding, PE ("**Related Party**"), am employed as a(n) President by Michael Baker Engineering, Inc. I have been provided with and have read the Non Disclosure and Confidentiality Agreement between MICHAEL BAKER ENGINEERING, INC. (the "**Recipient**") and The Port Authority of New York and New Jersey (the "**Port Authority**") dated July 9, 2014 (hereinafter the "**Agreement**"), and the Port Authority Handbook attached to the Agreement. I understand that because of my employer's relationship with Port Authority, both my employer and I may be provided with access to, and/or copies of, sensitive security materials, protected or confidential information. If it is required for me to review or receive Protected Information, as it is defined in the aforementioned Agreement, I acknowledge that I will be bound by each and every term and provision contained therein, and that failure to do so may include, but is not limited to, the imposition of disciplinary action and sanctions, and/or the institution of legal action seeking injunctive relief, monetary and/or criminal penalties for violation of law and/or Port Authority policies and procedures, as well as for violation of federal and/or state regulations.

To the extent that I am currently in the possession of, or have previously come into contact with, marked information as it relates to the aforementioned Agreement, I agree to conform my handling procedures for Protected Information to the practices and procedures set forth and defined herein, or risk loss of access to said Information, removal from said Project and/or subjecting myself to the aforementioned disciplinary actions and/or civil and criminal penalties.

Signature: 

Print Name: Dale R. Spaulding, PE

Date: July 9, 2014

EXHIBIT A

ACKNOWLEDGMENT BY RELATED PARTY INDIVIDUAL

I, Lynda C. Tollner, PE, PMP ("**Related Party**"), am employed as a(n) Project Manager by Michael Baker Engineering, Inc. I have been provided with and have read the Non Disclosure and Confidentiality Agreement between MICHAEL BAKER ENGINEERING, INC. (the "**Recipient**") and The Port Authority of New York and New Jersey (the "**Port Authority**") dated July 9, 2014 (hereinafter the "**Agreement**"), and the Port Authority Handbook attached to the Agreement. I understand that because of my employer's relationship with Port Authority, both my employer and I may be provided with access to, and/or copies of, sensitive security materials, protected or confidential information. If it is required for me to review or receive Protected Information, as it is defined in the aforementioned Agreement, I acknowledge that I will be bound by each and every term and provision contained therein, and that failure to do so may include, but is not limited to, the imposition of disciplinary action and sanctions, and/or the institution of legal action seeking injunctive relief, monetary and/or criminal penalties for violation of law and/or Port Authority policies and procedures, as well as for violation of federal and/or state regulations.

To the extent that I am currently in the possession of, or have previously come into contact with, marked information as it relates to the aforementioned Agreement, I agree to conform my handling procedures for Protected Information to the practices and procedures set forth and defined herein, or risk loss of access to said Information, removal from said Project and/or subjecting myself to the aforementioned disciplinary actions and/or civil and criminal penalties.

Signature: Lynda C. Tollner

Print Name: Lynda C. Tollner, PE, PMP

Date: July 9, 2014

ATTACHMENT D-1

DBE GOALS STATEMENT

The undersigned Bidder has satisfied the requirements of the Contract in the following manner (Complete the appropriate spaces):

The Bidder is committed to meeting the DBE utilization goal set forth in this Contract.

or

The Bidder is unable to meet the DBE utilization goal set forth in this Contract, but is committed to a minimum of 17% DBE utilization on this Contract and submits the attached narrative and documentation demonstrating good faith efforts consistent with Appendix A of 49 CFR 26 to meet the DBE utilization goal set forth in this Contract.

Attach as many pages as necessary to provide a full and complete narrative and supporting documentation of good faith efforts made. This narrative shall be submitted on company letterhead and signed.

It is the present intent of the Bidder to utilize the specific DBE firms identified in Appendix A2 in the performance of the Work of this Contract. If for any reason, one or more of the DBE firms identified in Appendix A2 are unable or unwilling to participate, the Bidder will make good faith efforts to replace the DBE firm with another DBE firm in accordance with Part II clause entitled "DBE Program".

Bidder Name: Michael Baker Engineering, Inc.

Federal Tax ID No. _____

By: _____ President

Signature and Title

Michael Baker Engineering, Inc.

Statement of Work

Michael Baker Engineering, Inc. - Statement of Work

Project Number	Project Name	Description of Work	Project Manager	Annual $ Value	Location	% Complete	Exp. Date of Completion
125468	NJDOT Route 280/21 Interchange Imp	HWY Design of Interchange Improvements	Luis Barragan	4,920,015	Newark, NJ	90%	Dec-16
114477	Newtown Creek CM	CM and Inspection of $1.2B Upgrade of Wastewater Treatment Plant	Lynda Tollner	2,404,395	Brooklyn, NY	90%	Jun-15
127281	NJTA Guide Side Replacement	HWY Design Guide Sign Replacement on NJ Turnpike & GSP	Darren Riegler	1,799,142	Statewide, NJ	80%	Dec-16
133646	NJTA TRP D Moorestown & Galloway State Police Stations	CM/CI Two New State Police Station	Jason Hahn	1,702,638	Moorestown & Galloway, NJ	60%	Dec-14
136949	NJTA Maintenance Facilities Improvements	HWY Design of New Buildings & Rehab for Turnpike Maintenace Facilities	Joe Danyo	1,272,761	NJ Turnpike Statewide, NJ	25%	Dec-17
122526	NJDOT Data Warehouse & Maintenance	GIT Services Statewide NJ	Kirk Weaver	1,000,083	Statewide, NJ	80%	Dec-14
137411	NJDOT Pulaski Skyway Contract #5	STR Design Bridge Deck & Substructure Rehabilation	Richard Dunne	914,078	Newark & Jersey City, NJ	80%	Dec-14
135725	NJTA Toll Plaza Building Updgrades	CM/CI Renovate Existing Toll Plaza Bldgs & Tunnels	Jason Hahn	710,172	NJ Turnpike Statewide, NJ	25%	Jun-15
138989	Critical Bridges Over Water	Prelim. bridge design for design build contract.	Daniel Warren	659,365	Lower Hudson Valley, NY	95%	Aug-14
121231	NJTA GSP Shoulder Restoration	HWY Design Roadway Widening, MP 88 - 93.5	Joe Danyo	614,926	Ocean County, NJ	80%	Jun-15
126016	NJTA GSP Widening MP 52 - 58	CM/CI Garden State Parkway Widening	Jason Hahn	614,006	Little Egg Harbor, NJ	99%	Dec-14
125539	Tillary Street	Street reconstruction, bike lane improvements and urban/landscape design.	Daniel Warren	555,143	Brooklyn, NY	59%	Jun-15
113076	NJTA Interchange 6-9 Widening	HWY Design NJ Turnpike Widening Project, MP 53-59	Darren Riegler	525,930	Mercer County, NJ	95%	Dec-14
136405	Hudson Line Improvements	CM/CI services for Rensselaer 4th track, Albany-Schnectady double track.	Michael Checket	482,065	Albany, NY	15%	Dec-15
136816	NJDOT Route 3 Over Ramp A	HWY Design Bridge Superstructure Repalcement	Magdy Hagag	466,113	North Bergen Township, NJ	95%	Aug-14
133731	NJTA Bridge Deck Rehab	STR Design for Bridge Deck & Substructure Rehab	Mike Hnat	458,010	NJ Turnpike Statewide, NJ	85%	Dec-14
139579	WTC Flood Resiliancy	Design of flood wall around WTC and hydrolic studies.	Robert Gallup	400,455	New York, NY	25%	Jun-15
137286	NJDOT Route 22 Bloy Street to Lib Ave	HWY Bridge Rehabilitation	Magdy Hagag	388,049	Newark, NJ	99%	Aug-14
139334	NJDOT Rt. 50 Tuckahoe River Bridge	STR Design Bridge Replacement	Joe Romano	369,933	Cape May County, NJ	90%	Aug-14
135296	Climate Change Aviation	Hydrolic modeling and studies for NY area airports for flood resiliency	Quintin Watkins	305,620	LGA, JFK, NEW, Teterboro	30%	Dec-14
111055	Tallman Island	CM Services for Tallman Island plant upgrade	Lynda Tollner	288,714	Queens, NY	88%	Dec-15
127955	Hunts Point WPCP Ph 4 Upgrade	CM and Inspection services for Hunt Point WWTP and Carbon Addition Facilities	Lynda Tollner	280,967	Bronx, NY	90%	Jun-15
RB22016	RECONSTR 12 UPSTATE BR	Design and DSDC for bridge and roadway reconstruction and drainage improvements.	Daniel Warren	251,447	Catskills, NY	95%	Jan-18
137786	SJTA Atlantic City Airport De-Icing Pad	CM/CI - Design & CM/CI New Airport De-Icing Pad	Jason Hahn	220,179	Atlantic City, NJ	20%	Dec-15
137179	DVRPC Gloucester County Signs	GIT Services Sign Inventory Project	Tom Tiner	213,118	Gloucester County, NJ	90%	Sep-14
137911	Ocean City Merion Park Reconstruction	HWY Drainage Design & CM Services	Sylvester Fryc	210,385	Ocean City, NJ	80%	Oct-14
107750	DVRPC County Route 530 PD & FD	HWY Design Widening & Intersection Improvements	Gilberto Bosque	189,987	Burlington County, NJ	75%	Dec-16
129080	Upstate CM East of Hudson TO#8	Upstate CM Services on specific Task Orders.	Margot Breuer	189,285	Yorktown, NY	92%	Sep-14
137659	PANYNJ Port Newark-Elizabeth ITS and Signals	HWY Intelligent Transportation System	Darren Riegler	183,272	Port Newark-Elizabeth Terminal, N	70%	Dec-14
118025	NJTA Int. 7A Improvements	CM/CI NJ Turnpike Highway Interchange	Jason Hahn	181,805	Robbinsville, NJ	99%	Dec-14
140116	NJDOT Inspection of 67 State Bridges	STR Bridge Inspections	Kashfia Billah	174,087	Statewide, NJ	50%	Mar-15
B245790000000	BRIDGE/CULVERT REHAB- DELAWARE	Reconstruction of 9 culverts and 2 bridges located in Upstate watershed	Ghassan Ziab	159,859	Upstate, NY	85%	May-18
112982	New Haven Line (NYS) Stations	Design of 8 stations for state of good repair	Robert Gallup	153,633	Westchester County, NY	97%	Dec-14
140720	SJTA Atlantic City Airport Taxiway Rehab	CM/CI - Design & CM/CI Rehab of Airport Taxiway	Gilberto Bosque	135,346	Atlantic City, NJ	50%	May-15
127435	NJDEP-CTP	ENV Services Statewide NJ	Craig Wenger	124,628	Statewide, NJ	95%	Aug-14
118612	NJTA GSP Widening MP 58 - 64	HWY Design GSP Widening Project MP 58 -64	Joe Danyo	118,464	Ocean County, NJ	95%	Dec-14
136336	Ohio DOT IMAT Applications	GIT Services VAR/STW/IMAT System	Justin Furch	109,166	ODOT Office, Columbus, OH	90%	Sep-14

Michael Baker Engineering, Inc. - Pending Proposals

Client Name	Project Name	Status
Amtrak	NJ High Speed Rail Project (L&S*)	Qualifications Submitted
Cape May County	Commission Bridge Engineering On Call FY 2014	Proposal Submitted
Conti Enterprises	Value Engineering - I-295 / 42 / 76 Direct Connect	Proposal Submitted
Delaware River Joint Toll Bridge Commission	Construction Inspection Task Order Agreement - NJ Assignment	Proposal Submitted
Delaware River Joint Toll Bridge Commission	Construction Management Task Order Agreement - NJ Assignment	Proposal Submitted
Monmouth County	Intersection Improvements @ County Route 8A & 8B	Qualifications Submitted
NYSTA	NY Division Design Term Agreement D214496	Proposal Submitted
New Jersey DOT	TP 952 Route 40 Atlantic County Drainage	Proposal Submitted
New Jersey DOT	TP 987 Route 27 ADA Curb Ramps Compliance	Proposal Submitted
New Jersey DOT	TP 981 Hydrology & Hydraulics Services Term Agreement	Proposal Submitted
New Jersey DOT	TP 960 Rt 47/347 & Rt 49/50 Corridor Enhancements, ITS & Operational Improvements	Proposal Submitted
New Jersey Transit Corp.	14-051 Undergrade Bridge Inspections	Proposal Pending
New Jersey Turnpike Authority	OPS No. T3506 NBHCE Zone 3 EB Deck Reconstruction (sub to GPI)	Proposal Pending
New York City - Dept of Design & Constr	REI Reconstruction of Albert Road	Proposal Submitted
New York City D.E.P.	Pump Station On Call (Sub to Hazen & Sawyer)	Proposal Submitted
New York City D.E.P.	CM Westchester Creek CSO Regulator Modifications in connection with CSO-WC-29 (JV w Techno)	Proposal Submitted
New York City Economic Development Corporation (NYCEDC)	REI Services South Street Reconstruction	Proposal Submitted
New York-New Jersey Port Auth.	Port Commerce - Traffic Engineering Operations Oversight and Support	Proposal Submitted
Ocean County, NJ	On Call Environmental Engineering	Proposal Submitted
Rhode Island DOT	Pavement / MIRE Collection (as sub to DTS)	Proposal Submitted
U. S. Small Business Administration	HUBZone Geographical Information System	Proposal Pending
Westchester County Dept. of Public Works	HPN Terminus Ramp Reconstruction	Proposal Submitted
Westchester County Dept. of Public Works	HPN Rehabilitation of Runway 16-34	Proposal Submitted
County of Atlantic, NJ	Bridge & Dam Engineering On Call Services	Selected For Negotiations
County of Atlantic, NJ	2014 Construction Engineering and Inspection Services	Selected For Negotiations
New Jersey DOT	TP875 Routine Bridge Inspections-Cape May County Phase 2	Selected For Negotiations
New Jersey DOT	South State Construction - Route 50 Tuckahoe River Bridge Value Engineering	Selected For Negotiations
New Jersey DOT	TP 933 ITS Construction Inspection Services as a sub	Selected For Negotiations
New Jersey DOT	Rail Service Application Development	Selected For Negotiations
New Jersey DOT	Dredging Management System (sub to AppGeo)	Selected For Negotiations
New Jersey DOT	Waterway Linear Segmentation System (WLS)	Selected For Negotiations
New Jersey DOT	TP 966 Data Warehouse & Maintenance III Statewide	Selected For Negotiations
New Jersey DOT	Route 130 Pavement Reconstruction	Selected For Negotiations
New Jersey Turnpike Authority	A3549 On-Call Traffic Engineering Consultant Services	Selected For Negotiations
New York City - Dept of Design & Constr	Design Requirements Contract for Large Infrastructure Projects (10 contracts HWDRCW02)	Selected For Negotiations
Ocean County, NJ	On Call Traffic Engineering	Selected For Negotiations

Subconsultant Forms

APPENDIX D2

THE PORT AUTHORITY OF NY & NJ – OFFICE OF BUSINESS DIVERSITY AND CIVIL RIGHTS

DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT

Instructions: Submit one DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT form for each DBE firm used on this Contract.

CONTRACT NUMBER AND TITLE: RFP #38268 Indefinite Quantity Contracts (IQCs) for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an As-Needed Basis Through 2018

PROPOSER:

Name of Firm: Michael Baker Corporation

Address: 11 Martine Avenue, Suite 675, White Plains, NY 10606 Telephone: 914.539.4800

Email Address: robert.gallup@mbakerintl.com

DBE:

Name of Firm: KS Engineers, P.C.

Address: 494 Broad Street, 4th Floor, Newark, NJ 07102 Telephone: 973.623.2999

Description of work to be performed by DBE: Construction Management and Inspection Support Services

Calculation (supply only): NA

The Proposer is committed to utilizing the above-named DBE for the work described above. The estimated dollar value of this work is $ TBD or TBD% of the total contract amount of $ 25 Million. The anticipated start date is 2014 and the anticipated completion date is 2018.

AFFIRMATION

The above-named DBE affirms that it will perform the portion of the Contract for the estimated dollar value as stated above.

By: _____ President Date: July 2, 2014

Signature of DBE and Title

If the Proposer does not receive award of the Contract, any and all representations in this DBE Participation Plan and Affirmation Statement shall be null and void.

By: _____ Date: _____

Signature of Proposer and Title

FOR OBDCR USE ONLY

Contract Goals: ☐ Approved ☐ Rejected ☐ Preliminary Plan Approved

Reviewed By: _____

OBDCR Business Development Representative

Signature: _____ Date: _____

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION - LOWER TIER COVERED TRANSACTIONS

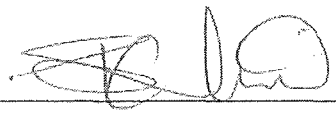
1. The prospective lower tier participant,

KS Engineers, P.C., certifies by submission of this bid or proposal, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

3. The prospective lower tier participant shall provide immediate written notice to the Authority (and the Contractor, if applicable) if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

Executed this day 1st of July, XXX 2014.



BY SIGNATURE OF AUTHORIZED OFFICIAL

Kamal Shahid, PE, President

NAME AND TITLE OF AUTHORIZED OFFICIAL

INSTRUCTIONS FOR COMPLETION OF CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION -LOWER TIER COVERED TRANSACTIONS

1. By signing and submitting this Proposal, the prospective lower tier participant is providing the signed certification set out on the previous page.

2. This certification is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the Authority may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the Authority if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms "covered transaction," "debarred," "suspended," "ineligible," "lower tier covered transaction," "participant," "persons," "lower tier covered transaction," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definitions and Coverage sections of rules implementing Executive Order 12549 [49 CFR Part 29]. The Proposer may contact the Procurement Representative for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized in writing by the Authority.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion - Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the Nonprocurement List issued by U.S. General Service Administration.

8. Nothing contained in the foregoing shall be construed to require establishment of system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under sub-paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to all remedies available to the Federal Government, the Authority may pursue available remedies including suspension and/or debarment.

END OF FTA CONTRACT PROVISIONS

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION - LOWER TIER COVERED TRANSACTIONS

1. The prospective lower tier participant,

KS Engineers, P.C., certifies by submission of this bid or proposal, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

3. The prospective lower tier participant shall provide immediate written notice to the Authority (and the Contractor, if applicable) if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

Executed this day 1st of July, 2014.

BY SIGNATURE OF AUTHORIZED OFFICIAL

Kamal Shahid, PE, President

NAME AND TITLE OF AUTHORIZED OFFICIAL

INSTRUCTIONS FOR COMPLETION OF CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION -LOWER TIER COVERED TRANSACTIONS

1. By signing and submitting this Proposal, the prospective lower tier participant is providing the signed certification set out on the previous page.

2. This certification is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the Authority may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the Authority if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms "covered transaction," "debarred," "suspended," "ineligible," "lower tier covered transaction," "participant," "persons," "lower tier covered transaction," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definitions and Coverage sections of rules implementing Executive Order 12549 [2 C.F.R. Part 3000]. The Proposer may contact the Procurement Representative for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized in writing by the Authority.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion - Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the Nonprocurement List issued by U.S. General Service Administration.

8. Nothing contained in the foregoing shall be construed to require establishment of system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under sub-paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to all remedies available to the Federal Government, the Authority may pursue available remedies including suspension and/or debarment.

EXHIBIT B

ACKNOWLEDGMENT BY RELATED PARTY ENTITY

The undersigned, [Harry Baker], is the [Vice President] of KS Engineers, P.C., a [Sub Chapter S Corporation] ("**Related Party**"), located at 494 Broad Street, 4th Floor, Newark, NJ 07102, and is duly authorized to execute this Acknowledgment on behalf of the above Related Party. The above Related Party is involved with the functions of Construction Inspection in connection with RFP No. 38268 for The Port Authority of New York and New Jersey (the "**Port Authority**"). I acknowledge and confirm that the above named Related Party has been provided with a copy of and shall be bound and shall abide by all of the terms, requirements and conditions set forth in the Non Disclosure and Confidentiality Agreement dated [July] [9], [2014], between [Michael Baker Engineering, Inc.] (the "**Recipient**") and the Port Authority (hereinafter the "**Agreement**"), and by the Port Authority Handbook described in the Agreement. Appropriate and responsible officers and employees of the Related Party have carefully read and understand the terms and conditions of the Agreement. The Related Party has notice and acknowledges that any breach or violation of such terms, requirements and conditions may result in the imposition of remedies or sanctions as set forth or otherwise described therein against such Related Party.

Signature: _____

Print Name: Harry Baker]

Date: July 11, 2014

EXHIBIT A

ACKNOWLEDGMENT BY RELATED PARTY INDIVIDUAL

I, Harry Baker ("**Related Party**"), am employed as a(n) [Vice President] by [KS Engineers, P.C.]. I have been provided with and have read the Non Disclosure and Confidentiality Agreement between [Michael Baker Engineering, Inc.] (the "**Recipient**") and The Port Authority of New York and New Jersey (the "**Port Authority**") dated [July] [9], [2014] (hereinafter the "**Agreement**"), and the Port Authority Handbook attached to the Agreement. I understand that because of my employer's relationship with [Michael Baker Engineering, Inc.], both my employer and I may be provided with access to, and/or copies of, sensitive security materials, protected or confidential information. If it is required for me to review or receive Protected Information, as it is defined in the aforementioned Agreement, I acknowledge that I will be bound by each and every term and provision contained therein, and that failure to do so may include, but is not limited to, the imposition of disciplinary action and sanctions, and/or the institution of legal action seeking injunctive relief, monetary and/or criminal penalties for violation of law and/or Port Authority policies and procedures, as well as for violation of federal and/or state regulations.

To the extent that I am currently in the possession of, or have previously come into contact with, marked information as it relates to the aforementioned Agreement, I agree to conform my handling procedures for Protected Information to the practices and procedures set forth and defined herein, or risk loss of access to said Information, removal from said Project and/or subjecting myself to the aforementioned disciplinary actions and/or civil and criminal penalties.

Signature: _____

Print Name: Harry Baker

Date: [July 11, 2014]

NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT
BETWEEN

[KS Engineers, P.C.]

AND

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

THIS NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT (this "**Agreement**") is made as of this [9th] day of [July], 2014, by and between **THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY** (the "**Port Authority**") a body corporate and politic created by Compact between the States of New York and New Jersey, with the consent of the Congress of the United States, and having an office and place of business at 225 Park Avenue South, New York, New York, 10003, and [KS Engineers, P.C.] having an office and place of business at [494 Broad Street, 4th Floor, Newark, NJ 07102] ("**Recipient**").

WHEREAS, the Port Authority desires, subject to the terms and conditions set forth below, to disclose to Recipient Protected Information (as defined below) in connection with [RFP NO.: 38268, INDEFINITE QUANTITY CONTRACTS (IQCs) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018] (collectively, the "Project(s)", or "Proposed Project(s)"); and

WHEREAS, the Recipient acknowledges that the Port Authority, in furtherance of its performance of essential and critical governmental functions relating to the Project, has existing and significant interests and obligations in establishing, maintaining and protecting the security and safety of the Project site and surrounding areas and related public welfare matters; and

WHEREAS, in furtherance of critical governmental interests regarding public welfare, safety and security at the Project site, the Port Authority has collected information and undertaken the development of certain plans and recommendations regarding the security, safety and protection of the Project site, including the physical construction and current and future operations; and

WHEREAS, the Port Authority and Recipient (collectively, the "**Parties**") acknowledge that in order for Recipient to undertake its duties and/or obligations with regard to its involvement in the Project, the Port Authority may provide Recipient or certain of its Related Parties (as defined below) certain information in the possession of the Port Authority, which may contain or include protected, confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, relating to the Project or its occupants or other matters, the unauthorized disclosure of which could result in significant public safety, financial and other damage to the Port Authority, the Project, its occupants, and the surrounding communities; and

WHEREAS, Recipient recognizes and acknowledges that providing unauthorized access to, or disclosing such information to third parties in violation of the terms of this Agreement could compromise or undermine the existing or future guidelines, techniques and procedures implemented for the protection against terrorist acts or for law enforcement, investigation and prosecutorial purposes, and accordingly could result in significant irreparable harm and injury; and

WHEREAS, in order to protect and preserve the privilege attaching to and the confidentiality of the aforementioned information as well as to limit access to such information to a strict need to know basis, the Port Authority requires, as a condition of its sharing or providing access to such protected, confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, that the Recipient enter into this Agreement and that its Related Parties thereafter acknowledge and agree that they will be required to treat as strictly confidential and/or privileged any of such information so provided, as well as the work product and conclusions of any assessments and evaluations or any recommendations relating thereto, and to also fully comply with applicable federal rules and regulations with respect thereto; and

WHEREAS, as a condition to the provision of such information to Recipient and certain Related Parties, the Recipient has agreed to enter into this Agreement with respect to the handling and use of such information and to cause Related Parties to join in and be bound by the terms and conditions of this Agreement.

NOW, THEREFORE, in consideration of the provision by Port Authority of Information for Project Purposes (as each such term is defined below) and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged by the Recipient and each Related Party that receives such Information, the Recipient and each such Related Party agrees, as follows:

1. **Defined Terms**. In addition to the terms defined in the Recitals above, the following terms shall have the meanings set forth below:

(a) "**Authorized Disclosure**" means the disclosure of Protected Information strictly in accordance with the Confidentiality Control Procedures applicable thereto: (i) as to all Protected Information, only to a Related Party that has a need to know such Protected Information strictly for Project Purposes and that has agreed in writing to be bound by the terms of this Agreement by executing a form of Acknowledgment as set forth in Exhibit A or Exhibit B, as applicable; and (ii) as to Confidential Privileged Information, only to the extent expressly approved in writing and in advance by the Port Authority, and then only the particular Confidential Privileged Information that is required to accomplish an essential element of the Project.

(b) "**Information**" means, collectively, all information, documents, data, reports, notes, studies, projections, records, manuals, graphs, electronic files, computer generated data or information, drawings, charts, tables, diagrams, photographs, and other media or renderings containing or otherwise incorporating information that may be provided or made accessible at any time, whether in writing, orally, visually, photographically, electronically or in any other

form or medium, including, without limitation, any and all copies, duplicates or extracts of the foregoing.

(c) "**Protected Information**" means and includes collectively, Confidential Information, Confidential Privileged Information, Sensitive Security Information (SSI), Critical Infrastructure Information (CII) or Health Insurance Portability and Accountability Act (HIPPA) Information and Information that is labeled, marked or otherwise identified by or on behalf of the Port Authority so as to reasonably connote that such information is confidential, privileged, sensitive or proprietary in nature. The term Protected Information shall also include all work product that contains or is derived from any of the foregoing, whether in whole or in part, regardless of whether prepared by the Recipient, the Port Authority or others, or when the Port Authority receives such information from others and agrees to treat such information as Protected. The following Information shall not constitute Protected Information for the purpose of this Agreement:

(i) Particular Information, other than Confidential Privileged Information, that is provided to the Recipient by a source other than the Port Authority, provided that such source is not subject to a confidentiality agreement, or similar obligation, or understanding with or for the benefit of the Port Authority, with respect to such Information and that the identity of such source is not itself part of such Protected Information.

(ii) Information that is or becomes generally available to the public other than as a result of a disclosure by the Recipient or a Related Party in violation of this Agreement.

(iii) Information that is known to or was in the possession of the Recipient or a Related Party on a non-confidential basis prior to the disclosure of such Information by the Port Authority.

(d) "**Confidential Information**" means and includes collectively, any and all Information, documents and materials entitled to protection as a public interest privilege under New York State law and as may be deemed to be afforded or entitled to the protection of any other privilege recognized under New York and/or New Jersey state laws or Federal laws. It also includes information that contains sensitive financial, commercial or other proprietary business information concerning or relating to the Port Authority, its projects, operations or facilities that would be exempt from release under the Port Authority Freedom of Information Code.

(e) "**Confidential Privileged Information**" means and includes collectively, (i) Information that reveals security risks, threats, vulnerabilities, documentation that identifies specific physical security vulnerabilities or revealing specific security vulnerabilities details related to emergency response protocols, egress plans, flow paths, egress capacities, (diagrams, codes, standards) etc., which is not publicly available." and any and all Information, documents and materials entitled to protection as a public interest privilege under New York State law and as may be deemed to be afforded or entitled to the protection of any other privilege recognized

under New York and/or New Jersey state laws or Federal laws, and (ii) certain Critical Infrastructure Information.

(f) "**Confidentiality Control Procedures**" means procedures, safeguards and requirements for the identification, processing, protection, handling, care, tracking and storage of Protected Information that are required under applicable federal or state law, the Port Authority Handbook, or by the terms of this Agreement.

(g) "**Critical Infrastructure Information**" (CII) has the meaning set forth in the Homeland Security Act of 2002, under the subtitle Critical Infrastructure Information Act of 2002 (6 U.S.C. §131-134), and any rules or regulations enacted pursuant thereto, including, without limitation, the Office of the Secretary, Department of Homeland Security Rules and Regulations, 6 C.F.R. Part 29 and any amendments thereto. CII may also be referred to as "Protected Critical Infrastructure Information" or "PCII", as provided for in the referenced rules and regulations and any amendments thereto.

(h) "**Sensitive Security Information**" (SSI) has the definition and requirements set forth in the Transportation Security Administrative Rules & Regulations, 49 CFR 1520, (49 U.S.C. §114) and in the Office of the Secretary of Transportation Rules & Regulations, 49 CFR 15, (49 U.S.C. §40119).

(i) "**Health Insurance Portability and Accountability Act**" (HIPAA) Information Employees, associates or other contract personnel who have access to Protected Health Information (PHI) must refer to, and comply with, the Privacy Policies and Procedures to Protect Personal Health Information. Privacy regulations issued under the Health Insurance Portability and Accountability Act of 1996 ("HIPAA" or "Privacy Laws") place restrictions on the Group Health Plans of the Port Authority and PATH (the "Plans") ability to use and disclose Protected Health Information ("PHI").

(j) "**Port Authority Handbook**" means The Port Authority of New York and New Jersey. Information Security Handbook, as may be amended by the Port Authority, from time to time.

(k) "**Project Purposes**" means the use of Protected Information strictly and only for purposes related to Recipient's and its Related Parties' participation and involvement in the Project, and only for such period of time during which Recipient and its Related Parties are involved in Project related activities.

(l) "**Related Party**" and "**Related Parties**" means the directors, employees, officers, partners or members of the Recipient, as applicable, and the Recipient's outside consultants, attorneys, advisors, accountants, architects, engineers or subcontractors or sub-consultants (and their respective directors, employees, officers, partners or members) to whom any Protected Information is disclosed or made available.

2. **Use of Protected Information**. All Protected Information shall be used by the Recipient in accordance with the following requirements:

(a) All Protected Information shall be held in confidence and shall be processed, treated, disclosed and used by the Recipient and its Related Parties only for Project Purposes and in accordance with the Confidentiality Control Procedures established pursuant to Paragraph 2(c), below, including, without limitation, the Port Authority Handbook, receipt of which is acknowledged by Recipient and shall be acknowledged in writing by each Related Party by signing the Acknowledgment attached hereto as Exhibit A or Exhibit B, as applicable, and applicable legal requirements. Protected Information may be disclosed, only if and to the extent that such disclosure is an Authorized Disclosure.

(b) Recipient and each Related Party acknowledges and agrees that (i) any violation by the Recipient or any of its Related Parties of the terms, conditions or restrictions of this Agreement relating to Protected Information may result in penalties and other enforcement or corrective action as set forth in such statutes and regulations, including, without limitation, the issuance of orders requiring retrieval of Sensitive Security Information and Critical Infrastructure Information to remedy unauthorized disclosure and to cease future unauthorized disclosure and (ii) pursuant to the aforementioned Federal Regulations, including, without limitation, 49 C.F.R. §§ 15.17 and 1520.17, any such violation thereof or mishandling of information therein defined may constitute grounds for a civil penalty and other enforcement or corrective action by the United States Department of Transportation and the United States Department of Homeland Security, and appropriate personnel actions for Federal employees.

(c) Recipient and each Related Party covenants to the Port Authority that it has established, promulgated and implemented Confidentiality Control Procedures for identification, handling, receipt, care, and storage of Protected Information to control and safeguard against any violation of the requirements of this Agreement and against any unauthorized access, disclosure, modification, loss or misuse of Protected Information. Recipient and each Related Party shall undertake reasonable steps consistent with such Confidentiality Control Procedures to assure that disclosure of Protected Information is compartmentalized, such that all Protected Information shall be disclosed only to those persons and entities authorized to receive such Information as an Authorized Disclosure under this Agreement and applicable Confidentiality Control Procedures. The Confidentiality Control Procedures shall, at a minimum, adhere to, and shall not be inconsistent with, the procedures and practices established in the Port Authority Handbook.

(d) The Port Authority reserves the right to audit Recipient's Confidentiality Control Procedures, and those of each Related Party, as applicable, to ensure that it is in compliance with the terms of this Agreement.

(e) The Port Authority may request in writing that the Recipient or any Related Parties apply different or more stringent controls on the handling, care, storage and disclosure of particular items of Protected Information as a precondition for its disclosure. The Port Authority may decline any request by the Recipient or any of its Related Parties to provide such item of Protected Information if the Recipient or any of the Related Parties do not agree in writing to apply such controls.

(f) Nothing in this Agreement shall require the Port Authority to tender or provide access to or possession of any Protected Information to the Recipient or its Related Parties, whether or not the requirements of this Agreement are otherwise satisfied. However, if such

Protected Information is provided and accepted, the Recipient and its Related Parties shall abide by the terms, conditions and requirements of this Agreement.

(g) The Recipient and each Related Party agrees to be responsible for enforcing the provisions of this Agreement with respect to its Related Parties, in accordance with the Confidentiality Control Procedures. Except as required by law pursuant to written advice of competent legal counsel, or with the Port Authority's prior written consent, neither the Recipient, nor any of the Related Parties shall disclose to any third party, person or entity: (i) any Protected Information under circumstances where the Recipient is not fully satisfied that the person or entity to whom such disclosure is about to be made shall act in accordance with the Confidentiality Control Procedures whether or not such person or entity has agreed in writing to be bound by the terms of this Agreement or any "Acknowledgement" of its terms or (ii) the fact that Protected Information has been made available to the Recipient or such Related Parties, or the content or import of such Protected Information. The Recipient is responsible for collecting and managing the Acknowledgments signed by Related Parties pursuant to this Agreement. Recipient shall, at the Port Authority's request, provide the Port Authority a list of all Related Parties who have signed an Acknowledgment, and copies of such Acknowledgments.

(h) As to all Protected Information provided by or on behalf of the Port Authority, nothing in this Agreement shall constitute or be construed as a waiver of any public interest privilege or other protections established under applicable state or federal law.

3. **Disclosures and Discovery Requests.** If a subpoena, discovery request, Court Order, Freedom of Information Request, or any other request or demand authorized by law seeking disclosure of the Protected Information is received by the Recipient or any Related Party, Recipient shall notify the Port Authority thereof, to the extent permitted by law, with sufficient promptness so as to enable the Port Authority to investigate the circumstances, prepare any appropriate documentation and seek to quash the subpoena, to seek a protective order, or to take such other action regarding the request as it deems appropriate. In the absence of a protective order, disclosure shall be made, in consultation with the Port Authority, of only that part of the Protected Information as is legally required to be disclosed. If at any time Protected Information is disclosed in violation of this Agreement, the Recipient shall immediately give the Port Authority written notice of that fact and a detailed account of the circumstances regarding such disclosure to the Port Authority.

4. **Retention Limitations; Return of Protected Information.** Upon the earlier occurrence of either the Port Authority's written request or completion of Recipient's need for any or all Protected Information, such Protected Information, all writings and material describing, analyzing or containing any part of such Protected Information, including any and all portions of Protected Information that may be stored, depicted or contained in electronic or other media and all copies of the foregoing shall be promptly delivered to the Port Authority at Recipient's expense. In addition, as to Protected Information that may be stored in electronic or similar form, such Protected Information shall be deleted and completely removed so that such Protected Information is incapable of being recovered from all computer databases of the Recipient and all Related Parties. The Recipient may request in writing that the Port Authority consent to destruction of Protected Information, writings and materials in lieu of delivery thereof to the Port Authority. The Port Authority shall not unreasonably withhold its consent to such request. If the

Port Authority consents to such destruction, the Recipient and each Related Party shall deliver to the Port Authority a written certification by Recipient and such Related Party that such Protected Information, writings and materials have been so destroyed within such period as may be imposed by the Port Authority. Notwithstanding the foregoing, to the extent required for legal or compliance purposes, the Recipient may retain copies of Protected Information (in any format), provided that (a) the Port Authority is notified in writing of such retention, and (b) Recipient continues to abide by the requirements of this Agreement with respect to the protection of such Protected Information.

5. **Duration and Survival of Confidentiality Obligations**. The obligations under this Agreement shall be perpetual (unless otherwise provided in this Agreement) or until such time as the Protected Information is no longer considered protected, confidential and/or privileged by the Port Authority.

6. **Severability**. Each provision of this Agreement is severable and if a court should find any provision of this Agreement to be unenforceable, all other provisions of this Agreement shall remain in full force and effect.

7. **Injunctive and Other Relief**. Recipient and each Related Party acknowledges that the unauthorized disclosure and handling of Protected Information is likely to have a material adverse and detrimental impact on public safety and security and could significantly endanger the Port Authority, its facilities (including, without limitation, the Project site), its patrons and the general public and that damages at law are an inadequate remedy for any breach, or threatened breach, of this Agreement by Recipient or its Related Parties. The Port Authority shall be entitled, in addition to all other rights or remedies, to seek such restraining orders and injunctions as it may deem appropriate for any breach of this Agreement, without being required to show any actual damage or to post any bond or other security.

8. **Governing Law**. This Agreement shall be governed by and construed in accordance with the laws of the State of New York, without regard to conflict of laws principles. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient specifically and irrevocably consent to the exclusive jurisdiction of any federal or state court in the County of New York and State of New York with respect to all matters concerning this Agreement and its enforcement. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient agree that the execution and performance of this Agreement shall have a New York situs and, accordingly, they each consent (and solely with respect to the Port Authority, subject to the terms of the Port Authority Legislation (as defined below)) to personal jurisdiction in the State of New York for all purposes and proceedings arising from this Agreement. "**Port Authority Legislation**" shall mean the concurrent legislation of the State of New York and State of New Jersey set forth at Chapter 301 of the Laws of New York of 1950, as amended by Chapter 938 of the Laws of New York of 1974 (McKinney's Unconsolidated Laws §§7101-7112) and Chapter 204 of the Laws of New Jersey of 1951 (N.J.S.A. 32:1-157 to 32:1-168).

9. **Notices**. Any notice, demand or other communication (each, a "**notice**") that is given or rendered pursuant to this Agreement by either party to the other party, shall be: (i) given or rendered, in writing, (ii) addressed to the other party at its required address(es) for notices

delivered to it as set forth below, and (iii) delivered by either (x) hand delivery, or (y) nationally recognized courier service (e.g., Federal Express, Express Mail). Any such notice shall be deemed given or rendered, and effective for purposes of this Agreement, as of the date actually delivered to the other party at such address(es) (whether or not the same is then received by other party due to a change of address of which no notice was given, or any rejection or refusal to accept delivery). Notices from either party (to the other) may be given by its counsel.

The required address(es) of each party for notices delivered to it is (are) as set forth below. Each party, however, may, from time to time, designate an additional or substitute required address(es) for notices delivered to it, provided that such designation must be made by notice given in accordance with this Paragraph 9.

Original to the Port Authority:	[Cory Mermer] The Port Authority of New York and New Jersey 2 Mongomery Street, 3rd floor [Jersey City, NJ 07302]
with a copy to:	The Port Authority of New York and New Jersey 225 Park Avenue South - 14th Floor New York, NY 10003 Attn: General Counsel's Office c/o Caroline Ioannou, Law DISO
If to the Recipient:	_____ _____ _____
with a copy to:	_____ _____ _____

10. **Entire Agreement.** This Agreement contains the complete statement of all the agreements among the parties hereto with respect to the subject matter thereof, and all prior agreements among the parties hereto respecting the subject matter hereof, whether written or oral, are merged herein and shall be of no further force or effect. This Agreement may not be changed, modified, discharged, or terminated, except by an instrument in writing signed by all of the parties hereto.

11. **Counterparts.** This Agreement may be executed in one or more counterparts, each of which shall be deemed to be an original, but all of which shall be one and the same document.

12. **Parties Bound.** This Agreement shall be binding upon the Recipient and its respective successors. The foregoing shall not be affected by the failure of any Related Party to join in this Agreement or to execute and deliver an Acknowledgement hereof.

13. **Authority.** The undersigned individual(s) executing this Agreement on behalf of the Recipient below represent(s) that they are authorized to execute this Agreement on behalf of the Recipient and to legally bind such party.

14. **Disclosure of Ownership Rights or License.** Nothing contained herein shall be construed as the granting or conferring by the Port Authority of any rights by ownership, license or otherwise in any Information.

15. **No Liability.** Neither the Commissioners of the Port Authority, nor any of them, nor any officer, agent or employee thereof, shall be charged personally by the Recipient with any liability, or held liable to the Recipient under any term or provision of this Agreement, or because of its execution or attempted execution or because of any breach, or attempted or alleged breach thereof.

16. **Construction.** This Agreement is the joint product of the parties hereto and each provision of this Agreement has been subject to the mutual consultation, negotiation, and agreement of the parties hereto, and shall not be construed for or against any party hereto. The captions of the various sections in this Agreement are for convenience only and do not, and shall not be deemed to, define, limit or construe the contents of such Sections.

RECIPIENT:

Signature: Harry Baker

Print Name: Harry Baker

Title: [Vice President]

Date: [July 9, 2014]

KSE Engineers Surveyors Planners for Municipalities
KS Engineers, P.C. 434 Broad Street 4th Floor, Newark, NJ 07102 P 973 623 2999 F 973 242 2955 www.ksengr.com

July 10, 2014

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

Re: **RFP Indefinite Quantity Contracts (IQCs) for Performance of Expert Professional Construction Management and Inspection Services For Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis Through 2018**

CONFLICT OF INTEREST STATEMENT

To Whom it May Concern

KS Engineers, P.C., hereby states that we do not currently have a possible conflict of interest or the appearance of a possible conflict of interest in regards to the referenced contract.

Very truly yours,
KS Engineers, P.C.

Harry Baker
Vice President

APPENDIX D2
THE PORT AUTHORITY OF NY & NJ – OFFICE OF BUSINESS DIVERSITY AND CIVIL RIGHTS
DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT

Instructions: Submit one DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT form for each DBE firm used on this Contract.

CONTRACT NUMBER AND TITLE: _____

PROPOSER:
Name of Firm: GRB Environmental Services, Inc.
Address: One Penn Plaza, Suite 2509, New York, NY 10119 Telephone: 212-564-8640
Email Address: rbarbour@grbenv.com

DBE:
Name of Firm: SAME
Address: _____ Telephone: _____
Description of work to be performed by DBE: Environmental Consulting

Calculation (supply only): _____

The Proposer is committed to utilizing the above-named DBE for the work described above. The estimated dollar value of this work is $_____ or ____% of the total contract amount of $_____. The anticipated start date is _____ and the anticipated completion date is _____.

AFFIRMATION

The above-named DBE affirms that it will perform the portion of the Contract for the estimated dollar value as stated above.

By: Richard Barbour, V.P. Date: July 8, 2014
Signature of DBE and Title

If the Proposer does not receive award of the Contract, any and all representations in this DBE Participation Plan and Affirmation Statement shall be null and void.

By: _____ Date: _____
Signature of Proposer and Title

FOR OBDCR USE ONLY

Contract Goals: ☐ Approved ☐ Rejected ☐ Preliminary Plan Approved
Reviewed By: _____
OBDCR Business Development Representative
Signature: _____ Date: _____

NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT
BETWEEN

GRB ENVIRONMENTAL SERVICES, INC.
AND

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

THIS NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT (this "**Agreement**") is made as of this 8th day of July 2014, by and between **THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY** (the "**Port Authority**") a body corporate and politic created by Compact between the States of New York and New Jersey, with the consent of the Congress of the United States, and having an office and place of business at 225 Park Avenue South, New York, New York, 10003, and **GRB ENVIRONMENTAL SERVICES, INC.** having an office and place of business at One Penn Plaza, Suite 2509, New York, NY 10119 ("**Recipient**").

WHEREAS, the Port Authority desires, subject to the terms and conditions set forth below, to disclose to Recipient Protected Information (as defined below) in connection with **Indefinite Quantity Contracts (IDQs) For Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis Through 2018 – RFP No. 38268** (collectively, the "Project(s)", or "Proposed Project(s)"); and

WHEREAS, the Recipient acknowledges that the Port Authority, in furtherance of its performance of essential and critical governmental functions relating to the Project, has existing and significant interests and obligations in establishing, maintaining and protecting the security and safety of the Project site and surrounding areas and related public welfare matters; and

WHEREAS, in furtherance of critical governmental interests regarding public welfare, safety and security at the Project site, the Port Authority has collected information and undertaken the development of certain plans and recommendations regarding the security, safety and protection of the Project site, including the physical construction and current and future operations; and

WHEREAS, the Port Authority and Recipient (collectively, the "**Parties**") acknowledge that in order for Recipient to undertake its duties and/or obligations with regard to its involvement in the Project, the Port Authority may provide Recipient or certain of its Related Parties (as defined below) certain information in the possession of the Port Authority, which may contain or include protected, confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, relating to the Project or its occupants or other matters, the unauthorized disclosure of which could result in significant public safety, financial and other damage to the Port Authority, the Project, its occupants, and the surrounding communities; and

WHEREAS, Recipient recognizes and acknowledges that providing unauthorized access to, or disclosing such information to third parties in violation of the terms of this Agreement

could compromise or undermine the existing or future guidelines, techniques and procedures implemented for the protection against terrorist acts or for law enforcement, investigation and

prosecutorial purposes, and accordingly could result in significant irreparable harm and injury; and

WHEREAS, in order to protect and preserve the privilege attaching to and the confidentiality of the aforementioned information as well as to limit access to such information to a strict need to know basis, the Port Authority requires, as a condition of its sharing or providing access to such protected, confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, that the Recipient enter into this Agreement and that its Related Parties thereafter acknowledge and agree that they will be required to treat as strictly confidential and/or privileged any of such information so provided, as well as the work product and conclusions of any assessments and evaluations or any recommendations relating thereto, and to also fully comply with applicable federal rules and regulations with respect thereto; and

WHEREAS, as a condition to the provision of such information to Recipient and certain Related Parties, the Recipient has agreed to enter into this Agreement with respect to the handling and use of such information and to cause Related Parties to join in and be bound by the terms and conditions of this Agreement.

NOW, THEREFORE, in consideration of the provision by Port Authority of Information for Project Purposes (as each such term is defined below) and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged by the Recipient and each Related Party that receives such Information, the Recipient and each such Related Party agrees, as follows:

1. **Defined Terms.** In addition to the terms defined in the Recitals above, the following terms shall have the meanings set forth below:

(a) **"Authorized Disclosure"** means the disclosure of Protected Information strictly in accordance with the Confidentiality Control Procedures applicable thereto: (i) as to all Protected Information, only to a Related Party that has a need to know such Protected Information strictly for Project Purposes and that has agreed in writing to be bound by the terms of this Agreement by executing a form of Acknowledgment as set forth in Exhibit A or Exhibit B, as applicable; and (ii) as to Confidential Privileged Information, only to the extent expressly approved in writing and in advance by the Port Authority, and then only the particular Confidential Privileged Information that is required to accomplish an essential element of the Project.

(b) **"Information"** means, collectively, all information, documents, data, reports, notes, studies, projections, records, manuals, graphs, electronic files, computer generated data or information, drawings, charts, tables, diagrams, photographs, and other media or renderings containing or otherwise incorporating information that may be provided or made accessible at any time, whether in writing, orally, visually, photographically, electronically or in any other form or medium, including, without limitation, any and all copies, duplicates or extracts of the foregoing.

(c) "**Protected Information**" means and includes collectively, Confidential Information, Confidential Privileged Information, Sensitive Security Information (SSI), Critical Infrastructure Information (CII) or Health Insurance Portability and Accountability Act (HIPPA) Information and Information that is labeled, marked or otherwise identified by or on behalf of the Port Authority so as to reasonably connote that such information is confidential, privileged, sensitive or proprietary in nature. The term Protected Information shall also include all work product that contains or is derived from any of the foregoing, whether in whole or in part, regardless of whether prepared by the Recipient, the Port Authority or others, or when the Port Authority receives such information from others and agrees to treat such information as Protected. The following Information shall not constitute Protected Information for the purpose of this Agreement:

(i) Particular Information, other than Confidential Privileged Information, that is provided to the Recipient by a source other than the Port Authority, provided that such source is not subject to a confidentiality agreement, or similar obligation, or understanding with or for the benefit of the Port Authority, with respect to such Information and that the identity of such source is not itself part of such Protected Information.

(ii) Information that is or becomes generally available to the public other than as a result of a disclosure by the Recipient or a Related Party in violation of this Agreement.

(iii) Information that is known to or was in the possession of the Recipient or a Related Party on a non-confidential basis prior to the disclosure of such Information by the Port Authority.

(d) "**Confidential Information**" means and includes collectively, any and all Information, documents and materials entitled to protection as a public interest privilege under New York State law and as may be deemed to be afforded or entitled to the protection of any other privilege recognized under New York and/or New Jersey state laws or Federal laws. It also includes information that contains sensitive financial, commercial or other proprietary business information concerning or relating to the Port Authority, its projects, operations or facilities that would be exempt from release under the Port Authority Freedom of Information Code.

(e) "**Confidential Privileged Information**" means and includes collectively, (i) Information that reveals security risks, threats, vulnerabilities, documentation that identifies specific physical security vulnerabilities or revealing specific security vulnerabilities details related to emergency response protocols, egress plans, flow paths, egress capacities, (diagrams, codes, standards) etc., which is not publicly available." and any and all Information, documents and materials entitled to protection as a public interest privilege under New York State law and as may be deemed to be afforded or entitled to the protection of any other privilege recognized under New York and/or New Jersey state laws or Federal laws, and (ii) certain Critical Infrastructure Information.

(f) "**Confidentiality Control Procedures**" means procedures, safeguards and requirements for the identification, processing, protection, handling, care, tracking and storage of

Protected Information that are required under applicable federal or state law, the Port Authority Handbook, or by the terms of this Agreement.

(g) **"Critical Infrastructure Information"** (CII) has the meaning set forth in the Homeland Security Act of 2002, under the subtitle Critical Infrastructure Information Act of 2002 (6 U.S.C. §131-134), and any rules or regulations enacted pursuant thereto, including, without limitation, the Office of the Secretary, Department of Homeland Security Rules and Regulations, 6 C.F.R. Part 29 and any amendments thereto. CII may also be referred to as "Protected Critical Infrastructure Information" or "PCII", as provided for in the referenced rules and regulations and any amendments thereto.

(h) **"Sensitive Security Information"** (SSI) has the definition and requirements set forth in the Transportation Security Administrative Rules & Regulations, 49 CFR 1520, (49 U.S.C. §114) and in the Office of the Secretary of Transportation Rules & Regulations, 49 CFR 15, (49 U.S.C. §40119).

(i) **"Health Insurance Portability and Accountability Act"** (HIPAA) Information Employees, associates or other contract personnel who have access to Protected Health Information (PHI) must refer to, and comply with, the Privacy Policies and Procedures to Protect Personal Health Information. Privacy regulations issued under the Health Insurance Portability and Accountability Act of 1996 ("HIPAA" or "Privacy Laws") place restrictions on the Group Health Plans of the Port Authority and PATH (the "Plans") ability to use and disclose Protected Health Information ("PHI").

(j) **"Port Authority Handbook"** means The Port Authority of New York and New Jersey. Information Security Handbook, as may be amended by the Port Authority, from time to time.

(k) **"Project Purposes"** means the use of Protected Information strictly and only for purposes related to Recipient's and its Related Parties' participation and involvement in the Project, and only for such period of time during which Recipient and its Related Parties are involved in Project related activities.

(l) **"Related Party"** and **"Related Parties"** means the directors, employees, officers, partners or members of the Recipient, as applicable, and the Recipient's outside consultants, attorneys, advisors, accountants, architects, engineers or subcontractors or sub-consultants (and their respective directors, employees, officers, partners or members) to whom any Protected Information is disclosed or made available.

2. **Use of Protected Information.** All Protected Information shall be used by the Recipient in accordance with the following requirements:

(a) All Protected Information shall be held in confidence and shall be processed, treated, disclosed and used by the Recipient and its Related Parties only for Project Purposes and in accordance with the Confidentiality Control Procedures established pursuant to Paragraph 2(c), below, including, without limitation, the Port Authority Handbook, receipt of which is acknowledged by Recipient and shall be acknowledged in writing by each Related Party by signing the Acknowledgment attached hereto as Exhibit A or Exhibit B, as applicable, and

applicable legal requirements. Protected Information may be disclosed, only if and to the extent that such disclosure is an Authorized Disclosure.

(b) Recipient and each Related Party acknowledges and agrees that (i) any violation by the Recipient or any of its Related Parties of the terms, conditions or restrictions of this Agreement relating to Protected Information may result in penalties and other enforcement or corrective action as set forth in such statutes and regulations, including, without limitation, the issuance of orders requiring retrieval of Sensitive Security Information and Critical Infrastructure Information to remedy unauthorized disclosure and to cease future unauthorized disclosure and (ii) pursuant to the aforementioned Federal Regulations, including, without limitation, 49 C.F.R. §§ 15.17 and 1520.17, any such violation thereof or mishandling of information therein defined may constitute grounds for a civil penalty and other enforcement or corrective action by the United States Department of Transportation and the United States Department of Homeland Security, and appropriate personnel actions for Federal employees.

(c) Recipient and each Related Party covenants to the Port Authority that it has established, promulgated and implemented Confidentiality Control Procedures for identification, handling, receipt, care, and storage of Protected Information to control and safeguard against any violation of the requirements of this Agreement and against any unauthorized access, disclosure, modification, loss or misuse of Protected Information. Recipient and each Related Party shall undertake reasonable steps consistent with such Confidentiality Control Procedures to assure that disclosure of Protected Information is compartmentalized, such that all Protected Information shall be disclosed only to those persons and entities authorized to receive such Information as an Authorized Disclosure under this Agreement and applicable Confidentiality Control Procedures. The Confidentiality Control Procedures shall, at a minimum, adhere to, and shall not be inconsistent with, the procedures and practices established in the Port Authority Handbook.

(d) The Port Authority reserves the right to audit Recipient's Confidentiality Control Procedures, and those of each Related Party, as applicable, to ensure that it is in compliance with the terms of this Agreement.

(e) The Port Authority may request in writing that the Recipient or any Related Parties apply different or more stringent controls on the handling, care, storage and disclosure of particular items of Protected Information as a precondition for its disclosure. The Port Authority may decline any request by the Recipient or any of its Related Parties to provide such item of Protected Information if the Recipient or any of the Related Parties do not agree in writing to apply such controls.

(f) Nothing in this Agreement shall require the Port Authority to tender or provide access to or possession of any Protected Information to the Recipient or its Related Parties, whether or not the requirements of this Agreement are otherwise satisfied. However, if such Protected Information is provided and accepted, the Recipient and its Related Parties shall abide by the terms, conditions and requirements of this Agreement.

(g) The Recipient and each Related Party agrees to be responsible for enforcing the provisions of this Agreement with respect to its Related Parties, in accordance with the Confidentiality Control Procedures. Except as required by law pursuant to written advice of

competent legal counsel, or with the Port Authority's prior written consent, neither the Recipient, nor any of the Related Parties shall disclose to any third party, person or entity: (i) any Protected Information under circumstances where the Recipient is not fully satisfied that the person or entity to whom such disclosure is about to be made shall act in accordance with the Confidentiality Control Procedures whether or not such person or entity has agreed in writing to be bound by the terms of this Agreement or any "Acknowledgement" of its terms or (ii) the fact that Protected Information has been made available to the Recipient or such Related Parties, or the content or import of such Protected Information. The Recipient is responsible for collecting and managing the Acknowledgments signed by Related Parties pursuant to this Agreement. Recipient shall, at the Port Authority's request, provide the Port Authority a list of all Related Parties who have signed an Acknowledgment, and copies of such Acknowledgments.

(h) As to all Protected Information provided by or on behalf of the Port Authority, nothing in this Agreement shall constitute or be construed as a waiver of any public interest privilege or other protections established under applicable state or federal law.

3. **Disclosures and Discovery Requests.** If a subpoena, discovery request, Court Order, Freedom of Information Request, or any other request or demand authorized by law seeking disclosure of the Protected Information is received by the Recipient or any Related Party, Recipient shall notify the Port Authority thereof, to the extent permitted by law, with sufficient promptness so as to enable the Port Authority to investigate the circumstances, prepare any appropriate documentation and seek to quash the subpoena, to seek a protective order, or to take such other action regarding the request as it deems appropriate. In the absence of a protective order, disclosure shall be made, in consultation with the Port Authority, of only that part of the Protected Information as is legally required to be disclosed. If at any time Protected Information is disclosed in violation of this Agreement, the Recipient shall immediately give the Port Authority written notice of that fact and a detailed account of the circumstances regarding such disclosure to the Port Authority.

4. **Retention Limitations; Return of Protected Information.** Upon the earlier occurrence of either the Port Authority's written request or completion of Recipient's need for any or all Protected Information, such Protected Information, all writings and material describing, analyzing or containing any part of such Protected Information, including any and all portions of Protected Information that may be stored, depicted or contained in electronic or other media and all copies of the foregoing shall be promptly delivered to the Port Authority at Recipient's expense. In addition, as to Protected Information that may be stored in electronic or similar form, such Protected Information shall be deleted and completely removed so that such Protected Information is incapable of being recovered from all computer databases of the Recipient and all Related Parties. The Recipient may request in writing that the Port Authority consent to destruction of Protected Information, writings and materials in lieu of delivery thereof to the Port Authority. The Port Authority shall not unreasonably withhold its consent to such request. If the Port Authority consents to such destruction, the Recipient and each Related Party shall deliver to the Port Authority a written certification by Recipient and such Related Party that such Protected Information, writings and materials have been so destroyed within such period as may be imposed by the Port Authority. Notwithstanding the foregoing, to the extent required for legal or compliance purposes, the Recipient may retain copies of Protected Information (in any format), provided that (a) the Port Authority is notified in writing of such retention, and (b) Recipient

continues to abide by the requirements of this Agreement with respect to the protection of such Protected Information.

5. **Duration and Survival of Confidentiality Obligations.** The obligations under this Agreement shall be perpetual (unless otherwise provided in this Agreement) or until such time as the Protected Information is no longer considered protected, confidential and/or privileged by the Port Authority.

6. **Severability.** Each provision of this Agreement is severable and if a court should find any provision of this Agreement to be unenforceable, all other provisions of this Agreement shall remain in full force and effect.

7. **Injunctive and Other Relief.** Recipient and each Related Party acknowledges that the unauthorized disclosure and handling of Protected Information is likely to have a material adverse and detrimental impact on public safety and security and could significantly endanger the Port Authority, its facilities (including, without limitation, the Project site), its patrons and the general public and that damages at law are an inadequate remedy for any breach, or threatened breach, of this Agreement by Recipient or its Related Parties. The Port Authority shall be entitled, in addition to all other rights or remedies, to seek such restraining orders and injunctions as it may deem appropriate for any breach of this Agreement, without being required to show any actual damage or to post any bond or other security.

8. **Governing Law.** This Agreement shall be governed by and construed in accordance with the laws of the State of New York, without regard to conflict of laws principles. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient specifically and irrevocably consent to the exclusive jurisdiction of any federal or state court in the County of New York and State of New York with respect to all matters concerning this Agreement and its enforcement. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient agree that the execution and performance of this Agreement shall have a New York situs and, accordingly, they each consent (and solely with respect to the Port Authority, subject to the terms of the Port Authority Legislation (as defined below)) to personal jurisdiction in the State of New York for all purposes and proceedings arising from this Agreement. "**Port Authority Legislation**" shall mean the concurrent legislation of the State of New York and State of New Jersey set forth at Chapter 301 of the Laws of New York of 1950, as amended by Chapter 938 of the Laws of New York of 1974 (McKinney's Unconsolidated Laws §§7101-7112) and Chapter 204 of the Laws of New Jersey of 1951 (N.J.S.A. 32:1-157 to 32:1-168).

9. **Notices.** Any notice, demand or other communication (each, a "**notice**") that is given or rendered pursuant to this Agreement by either party to the other party, shall be: (i) given or rendered, in writing, (ii) addressed to the other party at its required address(es) for notices delivered to it as set forth below, and (iii) delivered by either (x) hand delivery, or (y) nationally recognized courier service (e.g., Federal Express, Express Mail). Any such notice shall be deemed given or rendered, and effective for purposes of this Agreement, as of the date actually delivered to the other party at such address(es) (whether or not the same is then received by other party due to a change of address of which no notice was given, or any rejection or refusal to accept delivery). Notices from either party (to the other) may be given by its counsel.

The required address(es) of each party for notices delivered to it is (are) as set forth below. Each party, however, may, from time to time, designate an additional or substitute required address(es) for notices delivered to it, provided that such designation must be made by notice given in accordance with this Paragraph 9.

Original to the Port Authority:
[8a]
The Port Authority of New York and New Jersey
[8b]
[8c]

with a copy to:
The Port Authority of New York and New Jersey
225 Park Avenue South - 14th Floor
New York, NY 10003
Attn: General Counsel's Office c/o Caroline Ioannou, Law DISO

If to the Recipient: _____

_____

_____

with a copy to: _____

_____

_____

10. **Entire Agreement**. This Agreement contains the complete statement of all the agreements among the parties hereto with respect to the subject matter thereof, and all prior agreements among the parties hereto respecting the subject matter hereof, whether written or oral, are merged herein and shall be of no further force or effect. This Agreement may not be changed, modified, discharged, or terminated, except by an instrument in writing signed by all of the parties hereto.

11. **Counterparts**. This Agreement may be executed in one or more counterparts, each of which shall be deemed to be an original, but all of which shall be one and the same document.

12. **Parties Bound**. This Agreement shall be binding upon the Recipient and its respective successors. The foregoing shall not be affected by the failure of any Related Party to join in this Agreement or to execute and deliver an Acknowledgement hereof.

13. **Authority**. The undersigned individual(s) executing this Agreement on behalf of the Recipient below represent(s) that they are authorized to execute this Agreement on behalf of the Recipient and to legally bind such party.

14. **Disclosure of Ownership Rights or License.** Nothing contained herein shall be construed as the granting or conferring by the Port Authority of any rights by ownership, license or otherwise in any Information.

15. **No Liability.** Neither the Commissioners of the Port Authority, nor any of them, nor any officer, agent or employee thereof, shall be charged personally by the Recipient with any liability, or held liable to the Recipient under any term or provision of this Agreement, or because of its execution or attempted execution or because of any breach, or attempted or alleged breach thereof.

16. **Construction.** This Agreement is the joint product of the parties hereto and each provision of this Agreement has been subject to the mutual consultation, negotiation, and agreement of the parties hereto, and shall not be construed for or against any party hereto. The captions of the various sections in this Agreement are for convenience only and do not, and shall not be deemed to, define, limit or construe the contents of such Sections.

RECIPIENT:

Signature: _____

Print Name: Richard Barbour

Title: Vice-President

Date: July 8, 2014

NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT
BETWEEN

[M&J ENGINEERING, P.C.]

AND

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

THIS NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT (this "**Agreement**") is made as of this [3rd] day of [July], [2014], by and between **THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY** (the "**Port Authority**") a body corporate and politic created by Compact between the States of New York and New Jersey, with the consent of the Congress of the United States, and having an office and place of business at 225 Park Avenue South, New York, New York, 10003, and [M&J ENGINEERING, P.C.] having an office and place of business at [One Cross Island Plaza, Rosedale, NY 11422] ("**Recipient**").

WHEREAS, the Port Authority desires, subject to the terms and conditions set forth below, to disclose to Recipient Protected Information (as defined below) in connection with [38268, 2014-2018, Indefinite Quantity Contracts (IQCs) for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "as-Needed" Basis through 2018] (collectively, the "Project(s)", or "Proposed Project(s)"); and

WHEREAS, the Recipient acknowledges that the Port Authority, in furtherance of its performance of essential and critical governmental functions relating to the Project, has existing and significant interests and obligations in establishing, maintaining and protecting the security and safety of the Project site and surrounding areas and related public welfare matters; and

WHEREAS, in furtherance of critical governmental interests regarding public welfare, safety and security at the Project site, the Port Authority has collected information and undertaken the development of certain plans and recommendations regarding the security, safety and protection of the Project site, including the physical construction and current and future operations; and

WHEREAS, the Port Authority and Recipient (collectively, the "**Parties**") acknowledge that in order for Recipient to undertake its duties and/or obligations with regard to its involvement in the Project, the Port Authority may provide Recipient or certain of its Related Parties (as defined below) certain information in the possession of the Port Authority, which may contain or include protected, confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, relating to the Project or its occupants or other matters, the unauthorized disclosure of which could result in significant public safety, financial and other damage to the Port Authority, the Project, its occupants, and the surrounding communities; and

WHEREAS, Recipient recognizes and acknowledges that providing unauthorized access to, or disclosing such information to third parties in violation of the terms of this Agreement

could compromise or undermine the existing or future guidelines, techniques and procedures implemented for the protection against terrorist acts or for law enforcement, investigation and

prosecutorial purposes, and accordingly could result in significant irreparable harm and injury; and

WHEREAS, in order to protect and preserve the privilege attaching to and the confidentiality of the aforementioned information as well as to limit access to such information to a strict need to know basis, the Port Authority requires, as a condition of its sharing or providing access to such protected, confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, that the Recipient enter into this Agreement and that its Related Parties thereafter acknowledge and agree that they will be required to treat as strictly confidential and/or privileged any of such information so provided, as well as the work product and conclusions of any assessments and evaluations or any recommendations relating thereto, and to also fully comply with applicable federal rules and regulations with respect thereto; and

WHEREAS, as a condition to the provision of such information to Recipient and certain Related Parties, the Recipient has agreed to enter into this Agreement with respect to the handling and use of such information and to cause Related Parties to join in and be bound by the terms and conditions of this Agreement.

NOW, THEREFORE, in consideration of the provision by Port Authority of Information for Project Purposes (as each such term is defined below) and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged by the Recipient and each Related Party that receives such Information, the Recipient and each such Related Party agrees, as follows:

1. **Defined Terms**. In addition to the terms defined in the Recitals above, the following terms shall have the meanings set forth below:

(a) "**Authorized Disclosure**" means the disclosure of Protected Information strictly in accordance with the Confidentiality Control Procedures applicable thereto: (i) as to all Protected Information, only to a Related Party that has a need to know such Protected Information strictly for Project Purposes and that has agreed in writing to be bound by the terms of this Agreement by executing a form of Acknowledgment as set forth in Exhibit A or Exhibit B, as applicable; and (ii) as to Confidential Privileged Information, only to the extent expressly approved in writing and in advance by the Port Authority, and then only the particular Confidential Privileged Information that is required to accomplish an essential element of the Project.

(b) "**Information**" means, collectively, all information, documents, data, reports, notes, studies, projections, records, manuals, graphs, electronic files, computer generated data or information, drawings, charts, tables, diagrams, photographs, and other media or renderings containing or otherwise incorporating information that may be provided or made accessible at any time, whether in writing, orally, visually, photographically, electronically or in any other form or medium, including, without limitation, any and all copies, duplicates or extracts of the foregoing.

(c) "**Protected Information**" means and includes collectively, Confidential Information, Confidential Privileged Information, Sensitive Security Information (SSI), Critical Infrastructure Information (CII) or Health Insurance Portability and Accountability Act (HIPPA) Information and Information that is labeled, marked or otherwise identified by or on behalf of the Port Authority so as to reasonably connote that such information is confidential, privileged, sensitive or proprietary in nature. The term Protected Information shall also include all work product that contains or is derived from any of the foregoing, whether in whole or in part, regardless of whether prepared by the Recipient, the Port Authority or others, or when the Port Authority receives such information from others and agrees to treat such information as Protected. The following Information shall not constitute Protected Information for the purpose of this Agreement:

(i) Particular Information, other than Confidential Privileged Information, that is provided to the Recipient by a source other than the Port Authority, provided that such source is not subject to a confidentiality agreement, or similar obligation, or understanding with or for the benefit of the Port Authority, with respect to such Information and that the identity of such source is not itself part of such Protected Information.

(ii) Information that is or becomes generally available to the public other than as a result of a disclosure by the Recipient or a Related Party in violation of this Agreement.

(iii) Information that is known to or was in the possession of the Recipient or a Related Party on a non-confidential basis prior to the disclosure of such Information by the Port Authority.

(d) "**Confidential Information**" means and includes collectively, any and all Information, documents and materials entitled to protection as a public interest privilege under New York State law and as may be deemed to be afforded or entitled to the protection of any other privilege recognized under New York and/or New Jersey state laws or Federal laws. It also includes information that contains sensitive financial, commercial or other proprietary business information concerning or relating to the Port Authority, its projects, operations or facilities that would be exempt from release under the Port Authority Freedom of Information Code.

(e) "**Confidential Privileged Information**" means and includes collectively, (i) Information that reveals security risks, threats, vulnerabilities, documentation that identifies specific physical security vulnerabilities or revealing specific security vulnerabilities details related to emergency response protocols, egress plans, flow paths, egress capacities, (diagrams, codes, standards) etc., which is not publicly available." and any and all Information, documents and materials entitled to protection as a public interest privilege under New York State law and as may be deemed to be afforded or entitled to the protection of any other privilege recognized under New York and/or New Jersey state laws or Federal laws, and (ii) certain Critical Infrastructure Information.

(f) "**Confidentiality Control Procedures**" means procedures, safeguards and requirements for the identification, processing, protection, handling, care, tracking and storage of

Protected Information that are required under applicable federal or state law, the Port Authority Handbook, or by the terms of this Agreement.

(g) **"Critical Infrastructure Information"** (CII) has the meaning set forth in the Homeland Security Act of 2002, under the subtitle Critical Infrastructure Information Act of 2002 (6 U.S.C. §131-134), and any rules or regulations enacted pursuant thereto, including, without limitation, the Office of the Secretary, Department of Homeland Security Rules and Regulations, 6 C.F.R. Part 29 and any amendments thereto. CII may also be referred to as "Protected Critical Infrastructure Information" or "PCII", as provided for in the referenced rules and regulations and any amendments thereto.

(h) **"Sensitive Security Information"** (SSI) has the definition and requirements set forth in the Transportation Security Administrative Rules & Regulations, 49 CFR 1520, (49 U.S.C. §114) and in the Office of the Secretary of Transportation Rules & Regulations, 49 CFR 15, (49 U.S.C. §40119).

(i) **"Health Insurance Portability and Accountability Act"** (HIPAA) Information Employees, associates or other contract personnel who have access to Protected Health Information (PHI) must refer to, and comply with, the Privacy Policies and Procedures to Protect Personal Health Information. Privacy regulations issued under the Health Insurance Portability and Accountability Act of 1996 ("HIPAA" or "Privacy Laws") place restrictions on the Group Health Plans of the Port Authority and PATH (the "Plans") ability to use and disclose Protected Health Information ("PHI").

(j) **"Port Authority Handbook"** means The Port Authority of New York and New Jersey. Information Security Handbook, as may be amended by the Port Authority, from time to time.

(k) **"Project Purposes"** means the use of Protected Information strictly and only for purposes related to Recipient's and its Related Parties' participation and involvement in the Project, and only for such period of time during which Recipient and its Related Parties are involved in Project related activities.

(l) **"Related Party"** and **"Related Parties"** means the directors, employees, officers, partners or members of the Recipient, as applicable, and the Recipient's outside consultants, attorneys, advisors, accountants, architects, engineers or subcontractors or sub-consultants (and their respective directors, employees, officers, partners or members) to whom any Protected Information is disclosed or made available.

2. **Use of Protected Information**. All Protected Information shall be used by the Recipient in accordance with the following requirements:

(a) All Protected Information shall be held in confidence and shall be processed, treated, disclosed and used by the Recipient and its Related Parties only for Project Purposes and in accordance with the Confidentiality Control Procedures established pursuant to Paragraph 2(c), below, including, without limitation, the Port Authority Handbook, receipt of which is acknowledged by Recipient and shall be acknowledged in writing by each Related Party by signing the Acknowledgment attached hereto as Exhibit A or Exhibit B, as applicable, and

applicable legal requirements. Protected Information may be disclosed, only if and to the extent that such disclosure is an Authorized Disclosure.

(b) Recipient and each Related Party acknowledges and agrees that (i) any violation by the Recipient or any of its Related Parties of the terms, conditions or restrictions of this Agreement relating to Protected Information may result in penalties and other enforcement or corrective action as set forth in such statutes and regulations, including, without limitation, the issuance of orders requiring retrieval of Sensitive Security Information and Critical Infrastructure Information to remedy unauthorized disclosure and to cease future unauthorized disclosure and (ii) pursuant to the aforementioned Federal Regulations, including, without limitation, 49 C.F.R. §§ 15.17 and 1520.17, any such violation thereof or mishandling of information therein defined may constitute grounds for a civil penalty and other enforcement or corrective action by the United States Department of Transportation and the United States Department of Homeland Security, and appropriate personnel actions for Federal employees.

(c) Recipient and each Related Party covenants to the Port Authority that it has established, promulgated and implemented Confidentiality Control Procedures for identification, handling, receipt, care, and storage of Protected Information to control and safeguard against any violation of the requirements of this Agreement and against any unauthorized access, disclosure, modification, loss or misuse of Protected Information. Recipient and each Related Party shall undertake reasonable steps consistent with such Confidentiality Control Procedures to assure that disclosure of Protected Information is compartmentalized, such that all Protected Information shall be disclosed only to those persons and entities authorized to receive such Information as an Authorized Disclosure under this Agreement and applicable Confidentiality Control Procedures. The Confidentiality Control Procedures shall, at a minimum, adhere to, and shall not be inconsistent with, the procedures and practices established in the Port Authority Handbook.

(d) The Port Authority reserves the right to audit Recipient's Confidentiality Control Procedures, and those of each Related Party, as applicable, to ensure that it is in compliance with the terms of this Agreement.

(e) The Port Authority may request in writing that the Recipient or any Related Parties apply different or more stringent controls on the handling, care, storage and disclosure of particular items of Protected Information as a precondition for its disclosure. The Port Authority may decline any request by the Recipient or any of its Related Parties to provide such item of Protected Information if the Recipient or any of the Related Parties do not agree in writing to apply such controls.

(f) Nothing in this Agreement shall require the Port Authority to tender or provide access to or possession of any Protected Information to the Recipient or its Related Parties, whether or not the requirements of this Agreement are otherwise satisfied. However, if such Protected Information is provided and accepted, the Recipient and its Related Parties shall abide by the terms, conditions and requirements of this Agreement.

(g) The Recipient and each Related Party agrees to be responsible for enforcing the provisions of this Agreement with respect to its Related Parties, in accordance with the Confidentiality Control Procedures. Except as required by law pursuant to written advice of

competent legal counsel, or with the Port Authority's prior written consent, neither the Recipient, nor any of the Related Parties shall disclose to any third party, person or entity: (i) any Protected Information under circumstances where the Recipient is not fully satisfied that the person or entity to whom such disclosure is about to be made shall act in accordance with the Confidentiality Control Procedures whether or not such person or entity has agreed in writing to be bound by the terms of this Agreement or any "Acknowledgement" of its terms or (ii) the fact that Protected Information has been made available to the Recipient or such Related Parties, or the content or import of such Protected Information. The Recipient is responsible for collecting and managing the Acknowledgments signed by Related Parties pursuant to this Agreement. Recipient shall, at the Port Authority's request, provide the Port Authority a list of all Related Parties who have signed an Acknowledgment, and copies of such Acknowledgments.

(h) As to all Protected Information provided by or on behalf of the Port Authority, nothing in this Agreement shall constitute or be construed as a waiver of any public interest privilege or other protections established under applicable state or federal law.

3. **Disclosures and Discovery Requests.** If a subpoena, discovery request, Court Order, Freedom of Information Request, or any other request or demand authorized by law seeking disclosure of the Protected Information is received by the Recipient or any Related Party, Recipient shall notify the Port Authority thereof, to the extent permitted by law, with sufficient promptness so as to enable the Port Authority to investigate the circumstances, prepare any appropriate documentation and seek to quash the subpoena, to seek a protective order, or to take such other action regarding the request as it deems appropriate. In the absence of a protective order, disclosure shall be made, in consultation with the Port Authority, of only that part of the Protected Information as is legally required to be disclosed. If at any time Protected Information is disclosed in violation of this Agreement, the Recipient shall immediately give the Port Authority written notice of that fact and a detailed account of the circumstances regarding such disclosure to the Port Authority.

4. **Retention Limitations; Return of Protected Information.** Upon the earlier occurrence of either the Port Authority's written request or completion of Recipient's need for any or all Protected Information, such Protected Information, all writings and material describing, analyzing or containing any part of such Protected Information, including any and all portions of Protected Information that may be stored, depicted or contained in electronic or other media and all copies of the foregoing shall be promptly delivered to the Port Authority at Recipient's expense. In addition, as to Protected Information that may be stored in electronic or similar form, such Protected Information shall be deleted and completely removed so that such Protected Information is incapable of being recovered from all computer databases of the Recipient and all Related Parties. The Recipient may request in writing that the Port Authority consent to destruction of Protected Information, writings and materials in lieu of delivery thereof to the Port Authority. The Port Authority shall not unreasonably withhold its consent to such request. If the Port Authority consents to such destruction, the Recipient and each Related Party shall deliver to the Port Authority a written certification by Recipient and such Related Party that such Protected Information, writings and materials have been so destroyed within such period as may be imposed by the Port Authority. Notwithstanding the foregoing, to the extent required for legal or compliance purposes, the Recipient may retain copies of Protected Information (in any format), provided that (a) the Port Authority is notified in writing of such retention, and (b) Recipient

continues to abide by the requirements of this Agreement with respect to the protection of such Protected Information.

5. **Duration and Survival of Confidentiality Obligations**. The obligations under this Agreement shall be perpetual (unless otherwise provided in this Agreement) or until such time as the Protected Information is no longer considered protected, confidential and/or privileged by the Port Authority.

6. **Severability**. Each provision of this Agreement is severable and if a court should find any provision of this Agreement to be unenforceable, all other provisions of this Agreement shall remain in full force and effect.

7. **Injunctive and Other Relief**. Recipient and each Related Party acknowledges that the unauthorized disclosure and handling of Protected Information is likely to have a material adverse and detrimental impact on public safety and security and could significantly endanger the Port Authority, its facilities (including, without limitation, the Project site), its patrons and the general public and that damages at law are an inadequate remedy for any breach, or threatened breach, of this Agreement by Recipient or its Related Parties. The Port Authority shall be entitled, in addition to all other rights or remedies, to seek such restraining orders and injunctions as it may deem appropriate for any breach of this Agreement, without being required to show any actual damage or to post any bond or other security.

8. **Governing Law**. This Agreement shall be governed by and construed in accordance with the laws of the State of New York, without regard to conflict of laws principles. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient specifically and irrevocably consent to the exclusive jurisdiction of any federal or state court in the County of New York and State of New York with respect to all matters concerning this Agreement and its enforcement. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient agree that the execution and performance of this Agreement shall have a New York situs and, accordingly, they each consent (and solely with respect to the Port Authority, subject to the terms of the Port Authority Legislation (as defined below)) to personal jurisdiction in the State of New York for all purposes and proceedings arising from this Agreement. "**Port Authority Legislation**" shall mean the concurrent legislation of the State of New York and State of New Jersey set forth at Chapter 301 of the Laws of New York of 1950, as amended by Chapter 938 of the Laws of New York of 1974 (McKinney's Unconsolidated Laws §§7101-7112) and Chapter 204 of the Laws of New Jersey of 1951 (N.J.S.A. 32:1-157 to 32:1-168).

9. **Notices**. Any notice, demand or other communication (each, a "**notice**") that is given or rendered pursuant to this Agreement by either party to the other party, shall be: (i) given or rendered, in writing, (ii) addressed to the other party at its required address(es) for notices delivered to it as set forth below, and (iii) delivered by either (x) hand delivery, or (y) nationally recognized courier service (e.g., Federal Express, Express Mail). Any such notice shall be deemed given or rendered, and effective for purposes of this Agreement, as of the date actually delivered to the other party at such address(es) (whether or not the same is then received by other party due to a change of address of which no notice was given, or any rejection or refusal to accept delivery). Notices from either party (to the other) may be given by its counsel.

The required address(es) of each party for notices delivered to it is (are) as set forth below. Each party, however, may, from time to time, designate an additional or substitute required address(es) for notices delivered to it, provided that such designation must be made by notice given in accordance with this Paragraph 9.

Original to the Port Authority:
[Cory Mermer]
The Port Authority of New York and New Jersey
[2 Montgomery Street, 3rd Floor]
[Jersey City, NY 07302]

with a copy to:
The Port Authority of New York and New Jersey
225 Park Avenue South - 14th Floor
New York, NY 10003
Attn: General Counsel's Office c/o Caroline Ioannou, Law DISO

If to the Recipient: _____

_____

_____

with a copy to: _____

_____

_____

10. **Entire Agreement**. This Agreement contains the complete statement of all the agreements among the parties hereto with respect to the subject matter thereof, and all prior agreements among the parties hereto respecting the subject matter hereof, whether written or oral, are merged herein and shall be of no further force or effect. This Agreement may not be changed, modified, discharged, or terminated, except by an instrument in writing signed by all of the parties hereto.

11. **Counterparts**. This Agreement may be executed in one or more counterparts, each of which shall be deemed to be an original, but all of which shall be one and the same document.

12. **Parties Bound**. This Agreement shall be binding upon the Recipient and its respective successors. The foregoing shall not be affected by the failure of any Related Party to join in this Agreement or to execute and deliver an Acknowledgement hereof.

13. **Authority**. The undersigned individual(s) executing this Agreement on behalf of the Recipient below represent(s) that they are authorized to execute this Agreement on behalf of the Recipient and to legally bind such party.

14. **Disclosure of Ownership Rights or License**. Nothing contained herein shall be construed as the granting or conferring by the Port Authority of any rights by ownership, license or otherwise in any Information.

15. **No Liability**. Neither the Commissioners of the Port Authority, nor any of them, nor any officer, agent or employee thereof, shall be charged personally by the Recipient with any liability, or held liable to the Recipient under any term or provision of this Agreement, or because of its execution or attempted execution or because of any breach, or attempted or alleged breach thereof.

16. **Construction**. This Agreement is the joint product of the parties hereto and each provision of this Agreement has been subject to the mutual consultation, negotiation, and agreement of the parties hereto, and shall not be construed for or against any party hereto. The captions of the various sections in this Agreement are for convenience only and do not, and shall not be deemed to, define, limit or construe the contents of such Sections.

RECIPIENT:

Signature: _____

Print Name: [Roland A. Ericsson, MarE]

Title: [Vice President & Branch Manager]

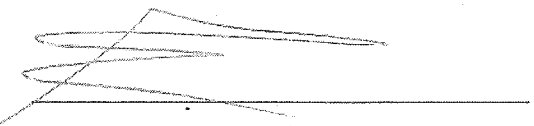
Date: [July 3, 2014]

EXHIBIT A

ACKNOWLEDGMENT BY RELATED PARTY INDIVIDUAL

I, [Roland A. Ericsson, MarE] ("**Related Party**"), am employed as a(Senior Vice President) by [M&J Engineering, P.C.]. I have been provided with and have read the Non Disclosure and Confidentiality Agreement between [Michael Baker Engineering, Inc] (the "**Recipient**") and The Port Authority of New York and New Jersey (the "**Port Authority**") dated [July] [9], [2014] (hereinafter the "**Agreement**"), and the Port Authority Handbook attached to the Agreement. I understand that because of my employer's relationship with [Michael Baker Engineering], both my employer and I may be provided with access to, and/or copies of, sensitive security materials, protected or confidential information. If it is required for me to review or receive Protected Information, as it is defined in the aforementioned Agreement, I acknowledge that I will be bound by each and every term and provision contained therein, and that failure to do so may include, but is not limited to, the imposition of disciplinary action and sanctions, and/or the institution of legal action seeking injunctive relief, monetary and/or criminal penalties for violation of law and/or Port Authority policies and procedures, as well as for violation of federal and/or state regulations.

To the extent that I am currently in the possession of, or have previously come into contact with, marked information as it relates to the aforementioned Agreement, I agree to conform my handling procedures for Protected Information to the practices and procedures set forth and defined herein, or risk loss of access to said Information, removal from said Project and/or subjecting myself to the aforementioned disciplinary actions and/or civil and criminal penalties.

Signature: 

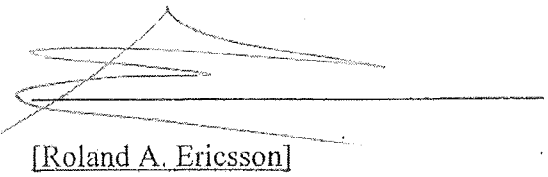
Print Name: [Roland A. Ericsson, MarE]

Date: [July 3, 2014]

EXHIBIT B

ACKNOWLEDGMENT BY RELATED PARTY ENTITY

The undersigned, [Roland A. Ericsson, MarE], is the [Vice President] of [M&J Engineering, P.C.3], a [corporation in NYS] ("**Related Party**"), located at [One Cross Island Plaza, Rosedale, NY 11422], and is duly authorized to execute this Acknowledgment on behalf of the above Related Party. The above Related Party is involved with the functions of [construction management and inspection] in connection with [38268, 2014-2018, Indefinite Quantity Contracts (IQCs) for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "as-Needed" Basis through 2018] for The Port Authority of New York and New Jersey (the "**Port Authority**"). I acknowledge and confirm that the above named Related Party has been provided with a copy of and shall be bound and shall abide by all of the terms, requirements and conditions set forth in the Non Disclosure and Confidentiality Agreement dated [July] [9th], [2014c], between [Michael Baker Engineering] (the "**Recipient**") and the Port Authority (hereinafter the "**Agreement**"), and by the Port Authority Handbook described in the Agreement. Appropriate and responsible officers and employees of the Related Party have carefully read and understand the terms and conditions of the Agreement. The Related Party has notice and acknowledges that any breach or violation of such terms, requirements and conditions may result in the imposition of remedies or sanctions as set forth or otherwise described therein against such Related Party.

Signature: 

Print Name: [Roland A. Ericsson]

Date: [July 3, 2014]

APPEN D2

THE PORT AUTHORITY OF NY & NJ – OFFICE OF BUSINESS DIVERSITY AND CIVIL RIGHTS
DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT

Instructions: Submit one DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT form for each DBE firm used on this Contract.

CONTRACT NUMBER AND TITLE: 38268 - Indefinite Quantity Contracts (IQC's) for Performanace of Expert Professional Construction Management and Inspection Services for Storm Related Resiliency Projects As-Needed through 2018

PROPOSER:
Name of Firm: Michael Baker Engineering, Inc.
Address: 11 Maritime Avenue, Suite 675, White Plains, NY 10606 Telephone: (914) 539-4800
Email Address: krista.kenney@mbakerintl.com

DBE:
Name of Firm: M&J Enginering, P.C.
Address: One Cross Island Plaza, Jamaica, NY 11422 Telephone: (718) 525-5500
Description of work to be performed by DBE: Construction Management & Inspection Services

Calculation (supply only): _____

The Proposer is committed to utilizing the above-named DBE for the work described above. The estimated dollar value of this work is $ N/A or N/A % of the total contract amount of $ TBD. The anticipated start date is 2014 and the anticipated completion date is 2018.

AFFIRMATION

The above-named DBE affirms that it will perform the portion of the Contract for the estimated dollar value as stated above.

By: _____ Roland A. Ericsson, MarE Date: 7/3/14
Signature of DBE and Title

If the Proposer does not receive award of the Contract, any and all representations in this DBE Participation Plan and Affirmation Statement shall be null and void.

By: _____ Date: _____
Signature of Proposer and Title

*The dollar value of work and percentage of work that will be allotted to the DBE Firm will be determined upon award.

FOR OBDCR USE ONLY

Contract Goals: ☐ Approved ☐ Rejected ☐ Preliminary Plan Approved
Reviewed By: _____
OBDCR Business Development Representative
Signature: _____ Date: _____

Attachment C-1

Proposer Prerequisite A

Firms must have Certificates of Authorization to practice Professional Engineering in the states of New York and/or New Jersey and minimum of five (5) years experience, from the date of proposal submission, which includes performing construction management services as outlined in Attachment A for major transportation facilities.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite A.

Client Name/ Contracting Entity	NYC Dept. of Design & Construction
Contract Start Date	2007
Contract End Date	2009
Brief description of Scope of work	Reconstruction of Paulding Avenue Area - Construction Inspection Services and Community Liaison Services for the reconstruction of water mains, combined sewers, catch basins, roadway pavement, sidewalks, curbs, traffic lights, street lighting, and MPT provisions.
Client Contact Name / Title	John Pavlik, PE, Engineer-in-Charge
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	NYC Dept. of Design & Construction
Contract Start Date	2009
Contract End Date	2011
Brief description of Scope of work	Reconstruction of Pratt Ave Area, Bronx, NY Construction inspection services for the reconstruction of water mains, combined sewers, catch basins, roadway pavement, sidewalks, curbs, traffic lights, street lighting, Maintenance and Protection of Traffic.
Client Contact Name / Title	John Pavlik, PE, Engineer-in-Charge
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	NYS Department of Transportation, Region 11
Contract Start Date	2009
Contract End Date	2014
Brief description of Scope of work	Alexander Hamilton Bridge, Bronx & New York Counties, NY - Resident Engineering and Construction Inspection Services for Alexander Hamilton Bridge and Highbridge Interchange Ramps; Rehabilitation of I-95 Corridor between Amsterdam Avenue and Undercliff Avenue in New York and Bronx Counties, NY
Client Contact Name / Title	Manuel Silva, Regional Construction Director
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Note – Client Contact must be employee of Company

Attachment C-2

Proposer Prerequisite B

Firms must have adequate staffing resources who have demonstrated experience performing construction management and/or construction inspection services in the Greater New York/New Jersey Metropolitan Area for construction projects valued, at a minimum, at $1.5 million.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite B.

Client Name/ Contracting Entity	NYS Department of Transportation
Contract Start Date	2009
Contract End Date	2014
Construction Value	$407 Million
Brief description of Scope of work	Alexander Hamilton Bridge, Bronx & New York Counties, NY - Resident Engineering and Construction Inspection Services for Alexander Hamilton Bridge and Highbridge Interchange Ramps; Rehabilitation of I-95 Corridor between Amsterdam Avenue and Undercliff Avenue in New York and Bronx Counties, NY.
Client contact Name / Title	Manuel Silva, Regional Construction Director
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	NYC Dept. of Design & Construction
Contract Start Date	2007
Contract End Date	2009
Construction Value	$39 Million
Brief description of Scope of work	Reconstruction of Paulding Ave. Area, PH-I, Bronx, NY Construction Inspection Services and Community Liaison Services for the reconstruction of water mains, combined sewers, catch basins, roadway pavement, sidewalks, curbs, traffic lights, street lighting, and MPT provisions
Client contact Name / Title	John Pavlik, PE., Engineer-in-Charge
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

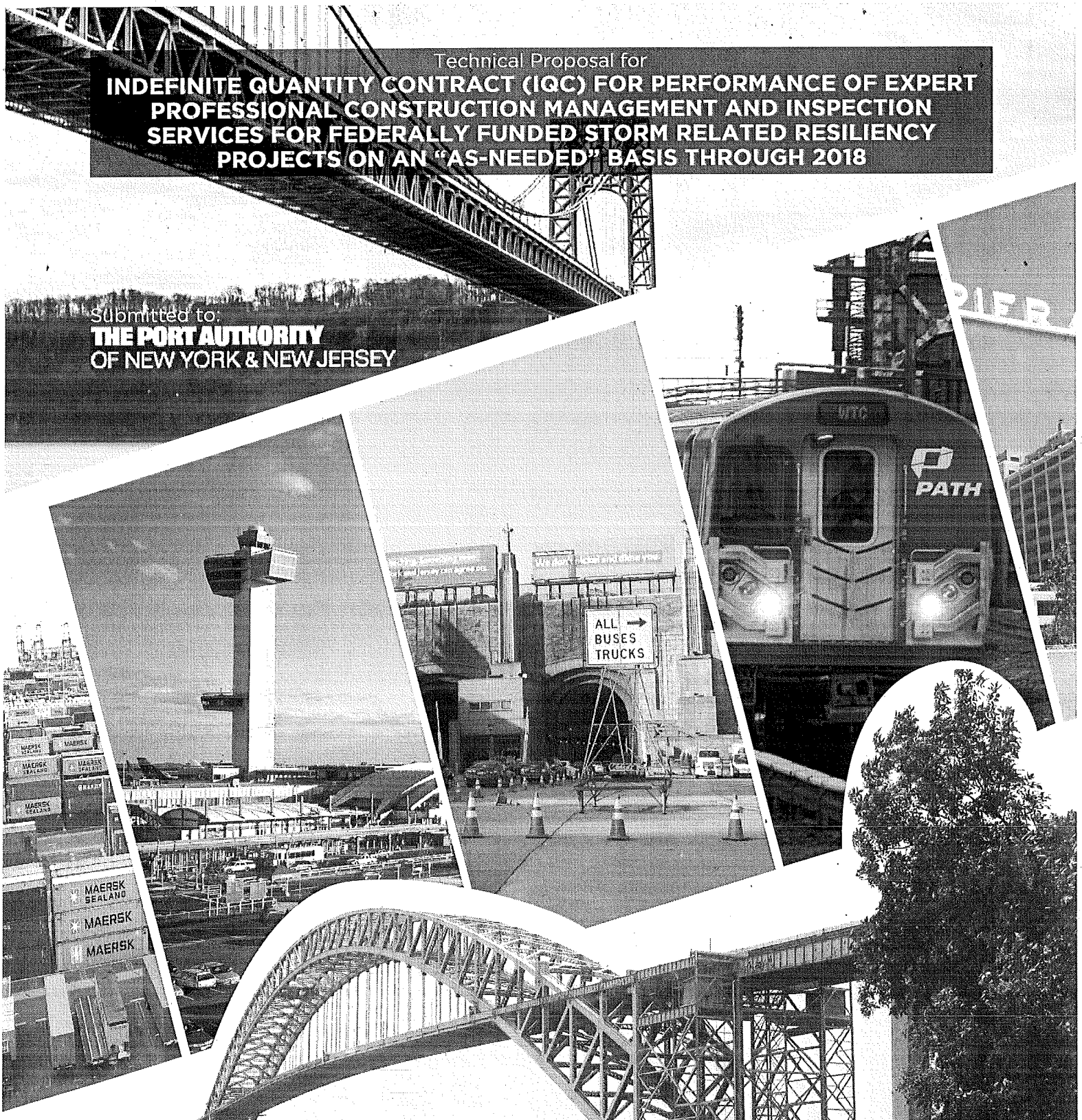
Client Name/ Contracting Entity	NYC Dept. of Design & Construction
Contract Start Date	2009
Contract End Date	2011
Construction Value	12 Million
Brief description of Scope of work	Reconstruction of Pratt Ave Area, Bronx, NY Construction inspection services for the reconstruction of water mains, combined sewers, catch basins, roadway pavement, sidewalks, curbs, traffic lights, street lighting, Maintenance and Protection of Traffic.
Client contact Name / Title	John Pavlik, PE, Engineer-in-Charge
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Note – Client Contact must be employee of Company

Technical Proposal for

INDEFINITE QUANTITY CONTRACT (IQC) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018

Submitted to:
THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY



Submitted by:

GPI Greenman-Pedersen, Inc.
Engineering and Construction Services

July 16, 2014

With subconsultants:
KS Engineers, P.C.
PACO Group, Inc.

GPI Greenman - Pedersen, Inc.

Engineering and Construction Services

July 15, 2014

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

Attn: Bid/Proposal Custodian

RE: Request for Proposals for Indefinite Quantity Contracts (IQCs) for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis Through 2018

To Whom It May Concern:

The Port Authority of New York & New Jersey (Port Authority) is seeking experienced consultants that can provide expert professional construction management and inspection services, on an "as-needed" basis for federally funded storm related resiliency projects at various Port Authority facilities. The Greenman-Pedersen, Inc. (GPI) team is fully staffed and qualified, and completely capable of providing the required services for this contract. GPI and its subconsultants—KS Engineers, P.C. and PACO Group, Inc.—have experience working with the Port Authority, we have collectively and separately worked on construction management projects with similar scope requirements, and we have the Port Authority-skilled personnel available for assignment to this contract.

GPI is one of the top rated engineering and construction management firms in the New York/New Jersey metropolitan area. The firm is highly qualified to undertake this contract by virtue of the fact that we have successfully conducted hundreds of assignments, with similar project requirements, under on-call type contracts for the Port Authority, NYSDOT, NYCDOT, NJDOT, and NJTA. GPI has successfully demonstrated and continues to prove our ability to provide construction management and inspection services on a long-term basis during our previous 2002-2006 and 2006-2010 and present 2010-2014 "call-in" basis assignments and our current Bayonne Bridge Navigational Clearance Program (BBNCP) construction management and inspection efforts. Facilities at which GPI staff members are working include the Bayonne, George Washington and Staten Island Bridges, JFK and Stewart Airports, Holland and Lincoln Tunnels, PATH Stations, the Port Authority Bus Terminal, and Port Authority office facilities. The new "As-Needed" Storm Related Resiliency Projects agreement will provide the perfect opportunity for GPI and the Port Authority to continue this successful relationship. GPI understands Port Authority standards, requirements, and procedures and has the depth of resources to be able to respond quickly with the right personnel to assign to a project.

For this "As-Needed" Storm Related Resiliency Project, the GPI team is offering our top construction management staff and inspection team. **Gregory Zenk, P.E.,** GPI's Director of Construction Inspection Services, will serve as project manager. Mr. Zenk has served as project manager on a wide variety of construction projects throughout the New York City area. For the last 11+ years, during three consecutive indefinite quantity, on-call agreements, Mr. Zenk has been performing in this very capacity; first under our 2002 – 2006 TB&T services agreement and then under the general 2006–2010 and our current 2011-2014 agreements. He has been instrumental in working with the Authority on addressing technical issues and directing resources to Authority needs, and he clearly understands the delicate balance and unique relationship that must be maintained between facility operations and engineering and construction rehabilitation projects to keep things running smoothly. Most importantly, Mr. Zenk has been working closely with the Authority's Engineer of Construction for more than a decade, assisting with staffing and providing other critical resources needed for construction management of rehabilitation work totaling more than $350 million.

GPI appreciates the opportunity to submit our proposal for this contract. We hope it clearly reflects our team's ability and enthusiasm to perform this work for the Port Authority of New York & New Jersey. Thank you for your consideration.

Sincerely,
GREENMAN-PEDERSEN, INC.

M. Denise Carter, P.E.
Senior Vice President/Branch Manager

325 West Main Street, Babylon, NY 11702 Tel: (631) 587-5060 Fax: (631) 422-3479
www.gpinet.com

Proposal for:

Indefinite Quantity Contracts (IQCs) for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis through 2018 – RFP No. 38268

Presented to:

THE PORT AUTHORITY OF NY & NJ

Presented by:

GPI Greenman-Pedersen, Inc.

Table of Contents

Letter of Interest ..... Page 1
Table of Contents ..... Page 2
Attachment B - Agreement on Terms of Discussion

Section

A. **Firm Qualifications and Experience**
- Attachments C-1 and C-2
- Firm Qualifications and Experience ..... Page 3
- Certificates of Authorization

B. **Staff Qualifications and Experience** ..... Page 22
- Staffing Plan (Attachment E)
- Resumes

C. **Management/Technical Approach** ..... Page 27
- Staffing Plan (Attachment E)
- Organizational Chart ..... Page 43

D. **DBE Participation** ..... Page 44
- Attachments D-1, D-2 and D-3
- DBE Certifications

E. **Pricing and Compensation** ..... Page 45

F. **List of Firm Affiliates** ..... Page 46

G. **Proposer's Integrity Provisions** ..... Page 47

H. **Background Qualifications Questionnaire** ..... Page 48

I. **General Conflict of Interest Statement** ..... Page 49

J. **Organizational Conflict of Interest Statement** ..... Page 50

K. **Miscellaneous**
- Acknowledgement of Addenda
- Financial Information
  - Certified Financial Statement
  - Statement of Work
  - Proposer's Federal ID and Dun & Bradstreet Numbers
- Non-Disclosure and Confidentiality Agreement
- Buy America Certifications Form
- FTA and FEMA Required Forms

ATTACHMENT B

AGREEMENT ON TERMS OF DISCUSSION

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

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

Greenman-Pedersen, Inc.
(Company)

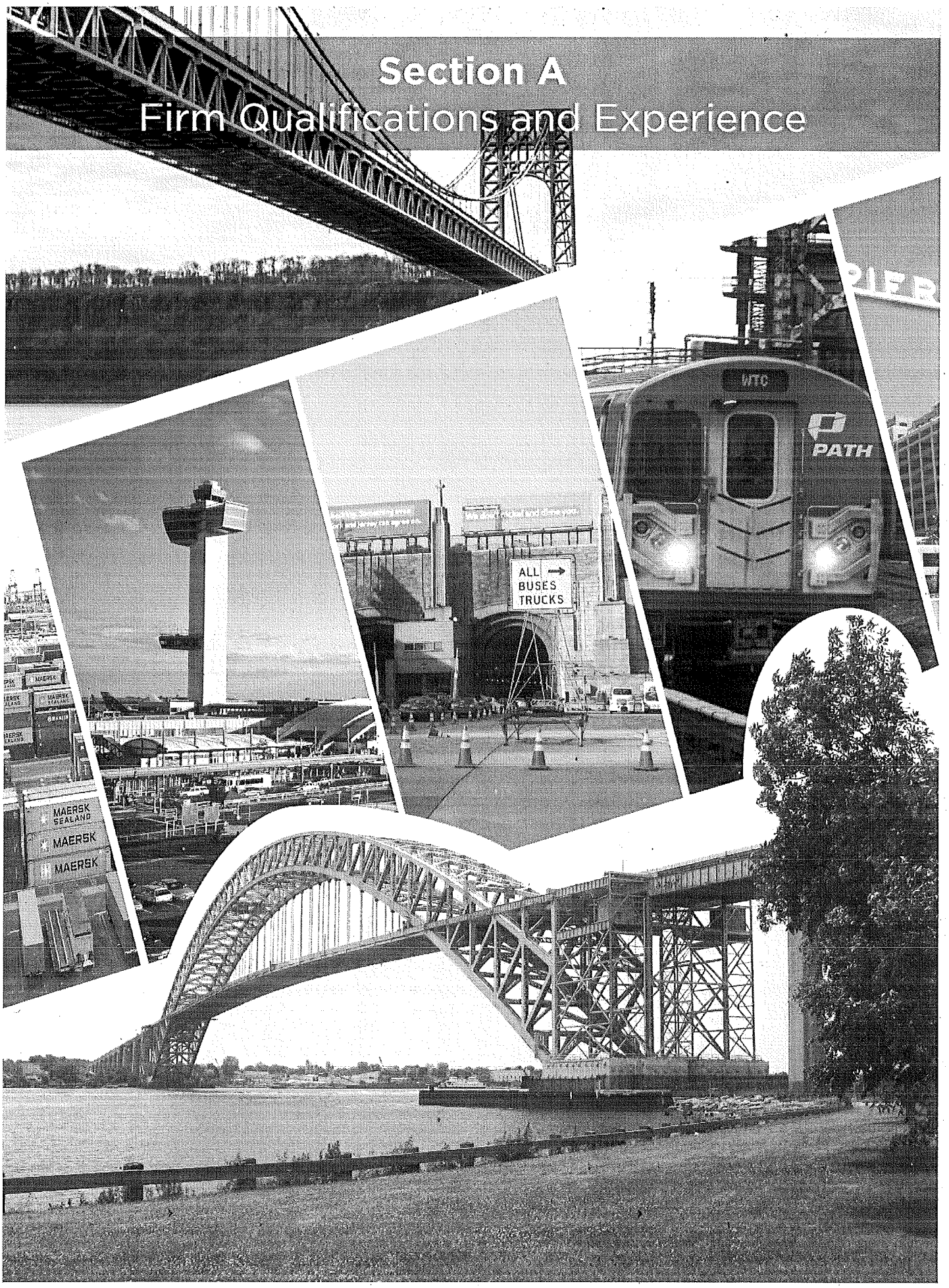
M. Denise Carter, P.E.
(Signature)

Senior Vice President
(Title)

July 1 ,2014
(Date)

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

Section A
Firm Qualifications and Experience



Section A
Indefinite Quantity Contracts (IQCs) for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis Through 2018

INTRODUCTION

Greenman-Pedersen, Inc. (GPI) has handcrafted an outstanding team that has the experience and depth of resources to more than amply address all the services outlined in Port Authority of New York & New Jersey Indefinite Quantity Services Contract for the Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis through 2018. GPI will serve as the prime consultant and the main point of contact for this contract. The GPI team is comprised of the following firms:

- Greenman-Pedersen, Inc.
- KS Engineers, P.C.
- PACO Group, Inc.

Greenman-Pedersen, Inc. (GPI) is a transportation engineering firm with more than 1,100 personnel in branch offices throughout the eastern United States. We have provided our services for nearly 50 years, and are recognized as the ***leading firm*** for comprehensive engineering design and construction inspection in the eastern United States. Specifically in the New York metropolitan area, these services have been provided to the PANY/NJ, TBTA, LIRR, Metro-North, NYCDOT, NYCDDC, NYSDOT, NYSTA, NJDOT, NJTA, and ConnDOT. GPI has provided on-call services to many of the above agencies and has earned an excellent reputation for being responsive to the client's needs and producing quality consulting engineering services.

GPI offers a unique combination of expertise as well as knowledge of acceptable state and federal guidelines in all disciplines required by Port Authority of New York & New Jersey (Authority). Our technical engineering expertise has provided opportunities for the firm to participate on a vast array of projects, from high profile projects to smaller, yet important, contracts. GPI's clients continue to extend existing on-call contracts and select the firm for new call-in work. For example, GPI has been providing on-call construction management services for the Authority's 2002-2006, 2006-2010 and 2011-2014 Programs. Also, for more than 25 years, the Authority has selected GPI to provide call-in traffic engineering services. The Authority has credited GPI with its ability to be responsive and provide the right staff for the job. In addition, GPI has successfully led on-call contracts for NYSDOT, NYCDOT, NJDOT and NJTA.

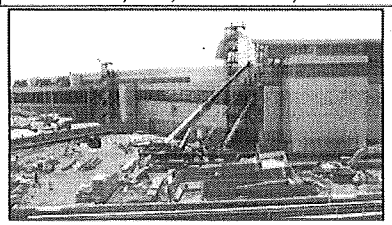
KS Engineers, P.C. (KSE) is a certified disadvantaged business enterprise, multidisciplinary engineering firm providing construction management/monitoring and inspection, civil engineering, structural engineering, geotechnical engineering, landscape architecture, aerial mapping ground control, boundary survey, topographic survey, right-of-way, and GPS mapping services to various governmental clients at the state, federal, and local level, as well as to private clients. KSE has a longstanding working relationship with the Port Authority of NY and NJ. Aside from various project-specific contracts, KSE has several active Prime Call-In Agreements with the Port Authority in the following areas: Call-In Construction Management Services; Call-In Condition Inspection Services; Call-In Structural Engineering Services; Call-In Civil Engineering Services; Call-In Traffic Engineering Services; and Call-In Survey and Mapping Services.

PACO Group, Inc. (PACO), a certified disadvantaged business enterprise, is a national consulting firm that provides program, project and construction management services including: engineering support, cost estimating, value engineering, claims management, change management, quality assurance, design/ constructability review, construction inspection, scheduling, document management, configuration management, and staff augmentation services to clients involved in major construction projects. PACO has successfully worked on major capital improvement programs for some of the largest aviation and transportation agencies across the country.

The following are projects for which GPI has provided construction management services within the last five years that are comparable to the services that will be required under this contract. Attachments C-1 and C-2 are also provided for GPI, KSE and PACO in this section.

2011-2014 Port Authority On-Call Construction Management Services			GPI
Contracting Party:	Port Authority of New York & New Jersey, 241 Erie Street, Jersey City, NJ 07310 **Point of Contact/Reference:** Paul Salvatore, Engineer of Construction, 201-216-2070, psalvato@panynj.gov		
Contract Duration:	4 Years	**Date(s) of Services:**	2011 – Present
Contract Amount:	$7,240,649	**Annual Staff Hours Expended:**	2011—5,456; 2012—3,028; 2013—27,366; 2014—14,606

Location of Work: Various Locations, NY



Summary of Work Performed: Construction management and inspection services on an on-call basis. PA NY & NJ supplements their own staff with consultant-provided personnel to manage and administer construction contracts at their owned and operated facilities. Assignments include:

Port Authority Tenant Supervision, Jersey City, NJ – Assisting the Port Authority's manager with supervising and coordinating the development and delivery of the Real Estate Services Department's program, which includes renovations and construction enhancements; expansions of the Port Authority leased properties and facilities; supervising the development of construction and operational requirement for projects; and supervising the project manager and contractor staff in the implementation of Port Authority and tenant construction program.

Staten Island Bridges, Newark, NJ – Construction inspection for structural, civil, mechanical, electrical, and bridge painting services for three Staten Island Bridges operated by the Port Authority of New York & New Jersey. Also includes maintenance and protection of traffic.

George Washington Bridge, Fort Lee, NJ – Joint replacement of the upper level deck. The project also involves the replacement of orthotropic deck, scupper and pipe run replacement, expansion finger joint repairs, main/secondary floorbeam repairs, stringer and stringer bearing repairs, deck rib connections, barrier repairs, paving, and coordination of maintenance of traffic.

Port Authority Bus Terminal, Various Contracts, New York, NY –

- ***Bus Ramps Deck Replacement Phase II, Contract #LT-234-174.*** Replacement of the existing deteriorated concrete roadway deck and embedded snow melting system at the Lincoln Tunnel bus ramps in order to maintain a state of good repair, preserve the structural integrity of the bus ramps and provide a safe riding surface during the winter months.
- ***Contract #LT-234.054, New York, NY.*** Consists of replacement of the existing concrete sump ceiling slab with pre-cast concrete panels, replacement of adjacent pavement, catch basin and man hole structures and patching in the adjacent pump room at the Lincoln Tunnel Center Tube.
- ***Contract #BT-254.220, New York, NY.*** Providing the required strengthening to maintain structural integrity of the Port Authority Bus Terminal (PABT) in New York City during a seismic event. The structural modifications (seismic retrofit) consist of shear walls, bracing and truss members to resist seismic loads and expansion joint bracing. It also requires relocation of existing electrical, electronic communication, HVAC, plumbing and fire protection systems.
- ***Contract #LT-525, New York, NY.*** This project consisted of installing pavement markings, signage, drop-in-delineators and Dura-curb at the New York Galvin Plaza Entrance, New Jersey Toll Plaza Approach and Departure Roadway and New Jersey Westbound Helix and Exit ramps.

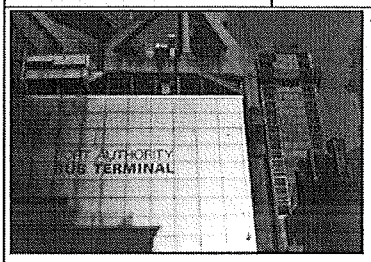
Lincoln/Holland Tunnel, New York, NY – Rehabilitation of the concrete catwalk at the Holland Tunnel and maintenance pavement repairs and bus ramps deck replacement at the Lincoln Tunnel. The project involves inspection of maintenance and protection of traffic, installation of CCTV and video analytics system in Lincoln Tunnel, demolition of existing car railing, sounding and repairing spalled concrete for rehabilitation of concrete catwalk at the Holland Tunnel, emergency concrete repairs in Holland Tunnel vent buildings, sounding and repairing spalled concrete on under deck roadways in Lincoln Tunnel.

John F. Kennedy International Airport, Queens, NY – Inspection services at John F. Kennedy International Airport including inspecting installation of new electrical equipment for compliance with contract, Port Authority standards and NYC codes.
Replacement and Upgrade of the Christopher Street Substation for PATH, New York, NY – Replace and upgrade electrical traction power substation equipment at the Christopher Street Substation.
Journal Square Transportation Center, Various Locations, NY and NJ. Work under this project included direct inspection and monitoring of multiple contractors performing wide ranging rehabilitation and renovation work at the Police Command Center at Journal Square. Once this work was completed, construction management services moved to the inspection of work to rehabilitate PATH stations, track, maintenance yards, and support buildings.
Holland Tunnel, New York/New Jersey. Rehabilitation of the existing ventilation fan system.

2006-2010 Port Authority On-Call Construction Management Services

GPI

Contracting Party:	Port Authority of New York & New Jersey, 241 Erie Street, Jersey City, NJ 07310 **Point of Contact/Reference:** Paul Salvatore, Engineer of Construction, 201-216-2070, psalvato@panynj.gov		
Contract Duration:	6 Years	**Date(s) of Services:**	2006 – 2012
Contract Amount:	$4,992,200	**Annual Staff Hours Expended:**	2006—1,927; 2007—30,511; 2008—30,277; 2009—26,997; 2010—22,799; 2011—14,279



Location of Work: Various Locations, NY
Summary of Work Performed: Construction management and inspection services on an on-call basis. PA NY & NJ supplemented their staff with consultant-provided personnel to manage and administer construction contracts at their owned and operated facilities. Projects included:

John F. Kennedy International Airport – Project involved inspection services at John F. Kennedy International Airport. The Port Authority supplemented their own staff with consultant-provided personnel to manage and administer construction contracts at their owned and operated facilities. GPI's responsibilities at these facilities included inspecting installation of new electrical equipment for compliance with contract, Port Authority standards and NYC codes; documenting and maintaining daily narratives on contract projects; reviewing plans, specifications and shop drawings, processing and reviewing contractor submittals, change orders and estimates; interacting with architects, engineers, contractors and Port Authority officials; and coordinating scheduled electrical shutdowns with Port Authority Electrical Shop and various departments.
Jamaica Station – Inspection of a new, five-story pre-cast concrete on structural steel frame parking structure.
Staten Island Bridges – Construction inspection for structural, civil, mechanical, electrical, and bridge painting services for the three Staten Island Bridges operated by the PANYNJ.
George Washington Bridge Painting – Involved Class 1A containment of both towers of this structure involving the removal of existing lead paint and the application of a new three-coat system to approximately 2.1 million sq ft of steel. Project included the coordination and inspection of field contractors' activities on various contracts and managing construction contract payments, contract changes, schedules, fieldwork and subcontractors.
Port Authority Bus Terminal Structural Modifications – This $50-million project provided the required strengthening to maintain structural integrity of the Port Authority Bus Terminal in New York City during a seismic event. Structural modifications (seismic retrofit) strengthened the bus terminal building structures with shear walls, bracing, and truss members to resist moderate seismic loads in the north south and the east west directions for the south wing and expansion joint bracing for the north wing of the Port Authority Bus Terminal. It

also required relocation of the existing electrical, electronic communication, HVAC, plumbing and fire protection system in order to perform the work.

Port Authority Technical Center – Work at each building included the construction management of various trades which included demolition, general construction, HVAC, plumbing, electrical, furniture, telecommunications, and relocation of personnel upon completion.

EWR Newark Airport – Field inspection and construction supervision, coordination with materials division of Port Authority operations and contract and shop drawings review for different projects.

John F. Kennedy International Airport Jet Blue Parking Structure – Inspection services of the new, five-story parking structure at John F. Kennedy International Airport's Jet Blue Terminal. This structure is pre-cast concrete on a structural steel frame.

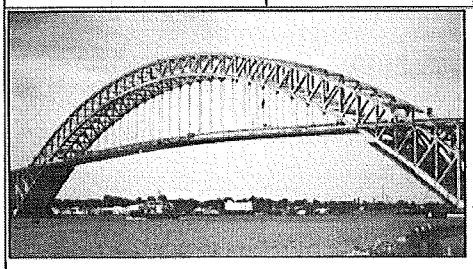
Battery Park City Ferry Terminal at the 39th Street Pier – Construction of a barge as a support to canopy structure of this terry terminal. The barge was placed between two anchor towers and a steel canopy structure and windscreen framing was connected on top of this barge.

PATH Station–Installation and integration of the 27KV, 15KV, 480V, DC traction power, SCADA and multiple communication systems at the temporary PATH station at the WTC. Provided system startup on electrical/ communication sub-systems, contractor compliance with federal and state construction safetyrequirements.

Bayonne Bridge Navigational Clearance Program (BBNCP) Construction Management

GPI

Contracting Party:	Port Authority of New York & New Jersey, 241 Erie Street, Jersey City, NJ 07310 **Point of Contact/Reference:** Ronald Gumann, Engineer of Construction, 201-595-4887, rgumann@panynj.gov		
Contract Duration:	5 Years	**Date(s) of Services:**	2012 – Present
Contract Amount:	$760,000	**Annual Staff Hours Expended:**	2012—494.50; 2013—14,190; 2014—24,803



Location of Work: NY/NJ

Summary of Work Performed: GPI is providing construction management services for the $743-million Bayonne Bridge Navigational Clearance Program (BBNCP). This extraordinarily complex project will replace over 5,000 feet of viaduct with cast-in-place and precast structural elements and re-frame the existing steel arch structure to accommodate a new roadway 65 feet above the existing roadway. The project is being implemented to accommodate a new breed of Panamax ships passing through the widened Panama Canal which, due to their size, cannot physically pass beneath the existing 151-ft-high main span roadway. The Kill Van Kull is the only waterway into and out of the Ports of Newark, Howland Hook, and Elizabeth, and the current restrictive clearance of the bridge will stagnate continued economic growth and could possibly threaten the very existence of the Ports. Not raising the bridge roadway could cripple the local New York and New Jersey economies during a time of strained economic growth. A preliminary benefits estimate recognizes that 12% of all U.S. international containers pass under the bridge. According to recent studies, the ports are an economic engine for the region, generating over 269,900 direct and indirect jobs and nearly $11 billion in annual wages. The BBNCP will allow the Ports to remain a viable commerce and cargo destination well into the 21st century.

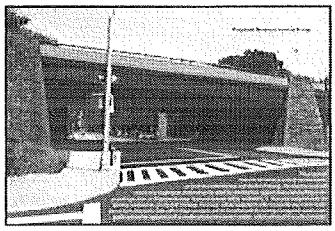
All work will be completed while maintaining one lane of traffic in the northbound and southbound direction by utilizing staged demolition and construction sequencing. The new Staten Island and Bayonne approaches will be supported by drilled shaft foundations; CIP and pre-cast/post-tensioned piers; pre-cast post-tensioned segmental box girders. Major ancillary work will include the installation of new bridge power, ITS and fire standpipe systems.

Belt Parkway Bridges REI Services - Gerritsen Inlet Bridge

GPI

Contracting Party:	New York City Dept. of Transportation, 55 Water Street, New York City, NY 10041 **Point of Contact/Reference:** Robert Collver, Deputy Chief Engineer; Capital Design/Construction, [redacted]		
Contract Duration:	4 Years	**Date(s) of Services:**	2013 – Present
Contract Amount:	$4,945,794	**Annual Staff Hours Expended:**	2013—5,177; 2014—4,469

Location of Work: Brooklyn, NY



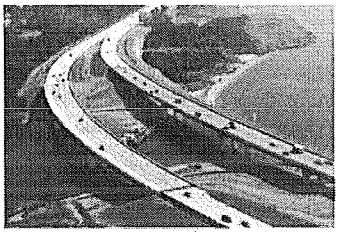
Summary of Work Performed: This $104.5-million project involves total replacement of Gerritsen Inlet Bridge on the Belt Parkway in the Borough of Brooklyn. The major work includes removal and disposal of main spans including concrete deck, steel girders, floor beams and stringers, approaches, concrete superstructure, closure walls, timber piles, concrete piers, pier caps, columns, abutments, wingwalls, street lighting, transformer room, transit ducts, steel conduits, navigation lights, and trees and vegetation. The project also involves construction of cofferdams, installation of new cast-in-place concrete piles at piers and abutments, construction of new reinforced concrete piers including pier columns and plinth, reinforced concrete abutments and wingwalls, installation of new multi rotational (MR) bridge bearings, construction of haunch steel girders, diaphragms, bracing, concrete deck, installation of inspection platform at each pier, concrete barrier at fascia and bike path, sidewalk bridge railing and protective screening, median concrete barrier, construction of approach roadway, pavements including embankment, regrading with grass, construction of new bike path connecting existing bike path, construction of new drainage system including drainage and outfall structures, installation of new fender system, navigation lighting, new street lighting, traffic signs, etc.

Belt Parkway Bridges REI Services - Paerdegat Bridge

GPI

Contracting Party:	New York City Dept. of Transportation, 55 Water Street, New York City, NY 10041 **Point of Contact/Reference:** Robert Collver, Deputy Chief Engineer, Capital Design/Construction, [redacted]		
Contract Duration:	5 Years	**Date(s) of Services:**	2009 – Present
Contract Amount:	$4,229,400	**Annual Staff Hours Expended:**	2009—697; 2010—5,627; 2011—8,879; 2012—8,564; 2013—7,317; 2014—1,447

Location of Work: Brooklyn, NY



Summary of Work Performed: Project involves the demolition of the entire, 13-span, multi-stringer bridge superstructure and substructure, including abutments, wingwalls, and the piers consisting of concrete pile columns to a minimum of 600 mm below the mud line. The replacement structures are new three-span (Westbound) and five-span (Eastbound) bridges consisting of a Class HP reinforced concrete superstructure slab supported by high performance steel box girders and substructures including reinforced concrete abutments, wingwalls, and multi column piers on new pile foundation.

The new bridge will have three 3.6-meter wide travel lanes, a 1.2-meter wide (eastbound) or a 3.6-meter wide (westbound) inside shoulder and 3.6-meter wide outside shoulders. A 3.6-meter wide pedestrian / bicycle path will be located on the south side of the eastbound structure only.

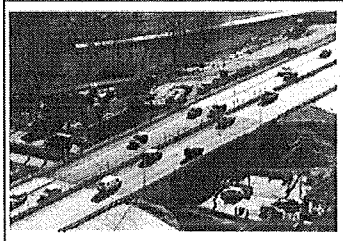
The proposed bridge will have 8.6 m minimum vertical clearance over the mean high water and a stopping sight distance for a design speed of 100 km/h. Also included is a new approach roadway and pedestrian/ bicycle path

which are approximately 475 m on the west side of the bridge and 740 m on the east side of the bridge. The approach roadways will be typically widened to accommodate three 3.6-meter wide travel lanes, a 1.2-meter and 3.0 meter wide inside and outside shoulders respectively, and a 3.0-meter wide grass buffer area between the roadway and the 3.6-meter wide pedestrian / bicycle path on the south side of the eastbound only. The profiles of the approach roadways accommodate stopping sight distances for a design speed of 100 km/h (60 MPH). In multiple stages, construction of new reinforced concrete abutments and wing walls founded on 0.6 m diameter concrete filled steel pipe piles. In multiple stages, construction of new reinforced concrete piers founded on 0.6 m diameter concrete filled steel pipe piles and reinforced concrete pile cap. In multiple stages, installation of isolation bearings conforming to seismic requirements. In multiple stages, installation of new High Performance Steel GIPS) Grade 485W box girders and diaphragms, reinforced concrete deck and approach slabs including pressure relief joints at the ends of approach slabs. Installation of new modular type bridge expansion joints.

Belt Parkway Bridges REI Services - Rockaway Parkway Bridge

GPI

Contracting Party:	New York City Dept. of Transportation, 55 Water Street, New York City, NY 10041 **Point of Contact/Reference:** Robert Collyer, Deputy Chief Engineer, Capital Design/Construction, [redacted]		
Contract Duration:	5 Years	**Date(s) of Services:**	2009 - Present
Contract Amount:	$3,283,077	**Annual Staff Hours Expended:**	2009—1,117; 2010— 5,324; 2011—5,338; 2012—7,312; 2013—7,027; 2014—436

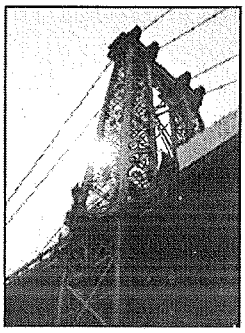


Location of Work: Brooklyn, NY
Summary of Work Performed: This $60-million project involves REI including demolition of the entire existing, four-span, multi-stringer bridge superstructure with existing steel cap beams and substructures, including the abutments, wing walls, and pier columns and footings; installation of a new single span replacement bridge consisting of a steel multi-stringer superstructure with reinforced concrete deck and substructures, including reinforced concrete abutments and wing walls on new piled footings, and mechanically stabilized earth retaining walls; recon-struction of approach roadways and four entrance and exit ramps within the project limits; and installation of new concrete barrier, new bridge and guide railing, new lighting standards, new drainage systems including catch basins and drainage pipes, new overhead sign structures, and new swale BMP grading, drainage and planting.

Williamsburg Bridge Reconstruction of Miscellaneous Rehabilitation of the Main Bridge Contract 8

GPI

Contracting Party:	New York City Dept. of Transportation, 55 Water Street, New York, NY 10041 **Point of Contact/Reference:** Robert Collyer, Deputy Chief Engineer, Capital Design/Construction [redacted]		
Contract Duration:	9 Years	**Date(s) of Services:**	2003 – 2014
Contract Amount:	$7,499,239	**Annual Staff Hours Expended:**	2004—25,965; 2005—29,050; 2006—30,991; 2007—29,025; 2008—28,449; 2009—25,540; 2010—24,767; 2011 - 20,374; 2012—14,175; 2013—1,409; 2014—504

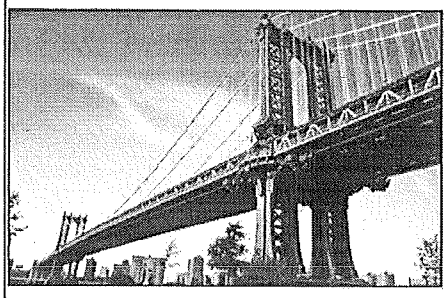


Location of Work: New York, NY
Summary of Work Performed: REI for the $280-million reconstruction of miscellaneous rehabilitation of the main bridge. This project is touted as the final major construction contract to rehabilitate this iconic NYC structure. Several major items of work that went unresolved in Contracts 4 through 7 were addressed during Contract 8, including: strengthening of the main towers (replacement of deteriorated lacing bars, splice, gusset and batten plates and diagonal braces; bearing and support replacement at PP 30; lead paint abatement by abrasive blasting and new coatings application for the north and south truss and top chord; and suspender replacement and adjustment. Additional tasks include seismic retrofit of the intermediate towers, tower saddle repairs; wind tongue replacement at PP 30; intermediate tower rehabilitation; bearing replacement at PP 0, 10, 15, and 31; north and south top and bottom chord rehabilitation; installation of end span inspection platforms; rehabilitation (surface cleaning, repointing and epoxy injection for crack repair) and structural reinforcement of the anchorage rooms; installation of the traveling maintenance platforms; restoration of electrolier light fixtures and installation of new period lighting at the Manhattan portal and promenade areas and inside both bridge anchorage structures; and completion of the installation of ITS equipment with computer-based control of south inner roadway contraflow. As in contracts 4 through 7, GPI is providing the resident engineer, office administrator, lead field inspectors, supporting office and field staff. The NYCDOT chose GPI because of our breadth and depth of knowledge, and our major work item and partnering experience.

Manhattan Bridge Rehabilitation of Cables and Suspenders, Contract 14

GPI

Contracting Party:	New York City Dept. of Transportation, 55 Water Street, New York City, NY 10041 **Point of Contact/Reference:** Brian Gill, Engineer-in-Charge, [redacted]		
Contract Duration:	4 Years	**Date(s) of Services:**	2010 - 2014
Contract Amount:	$8,424,048	**Annual Staff Hours Expended:**	2010—14,683; 2011—22,547; 2012—23,062; 2013—16,041; 2014—1,457



Location of Work: New York, NY
Summary of Work Performed: This $149-million project involved unwrapping and rewrapping of cables; replacement of suspenders; replacement of necklace lighting messenger cables and cable hand ropes; installation of new access platforms to existing tower platforms; reversal of lower roadway and operation of HOV lane and replacement of multi-rotational bearings at the Towers; replacement of light poles and luminaries on South upper roadway; replacement of lane control radar on South upper roadway; and retrofit of track stringers and diaphragm connections and other miscellaneous work. The unwrapping and rewrapping of cables was performed in the following sequence:

1. Remove existing cable wrapping wires
2. Clean existing main cable wires and remove all red lead paste
3. Apply grease to existing main cable wires: "SYNCAN" grease manufactured by Grignard Co
4. Rewrap main cable wires with new galvanized wrapping wire
5. Install Cableguard Elastomeric Wrap system manufactured by D.S. Brown. After the wrap is applied it is heated with an electric blanket which fuses the overlapped seams and shrinks the wrap to the underlying wrapping wire.

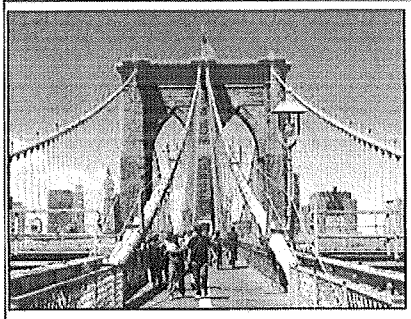
The existing cable bands were not replaced but were cleaned and painted with a three-coat moisture cured

urethane system by Sherwin-Williams. The new galvanized suspenders were not overcoated. Existing truss steel at the anchor points for the suspenders, miscellaneous steel and all new steel elements were painted.

Brooklyn Bridge Rehabilitation of the Approach Spans and Ramps and Painting of the Entire Bridge, Contract 6

GPI

Contracting Party:	New York City Dept. of Transportation **Point of Contact/Reference:** Ohene Duodu, Engineer In Charge, [redacted]		
Contract Duration:	5 Years	**Date(s) of Services:**	2010 - Present
Contract Amount:	$20,605,926	**Annual Staff Hours Expended:**	2010—31,994; 2011 - 48,095; 2012—49,493.75; 2013—52,498; 2014—25,017



Location of Work: New York, NY

Summary of Work Performed: GPI is providing construction management and inspection services for this $509-million rehabilitation project. GPI, acting in support of NYCDOT, will be responsible for coordination of all project activities, quality assurance inspection of all rehabilitation work, and cost control and payment distribution. Activities involve several distinct areas of work including: rehabilitation of the approach roadway pavement above the masonry structures; rehabilitation of the Manhattan side ramp structures; painting of the ramp structures and main span; rehabilitation of the approach steel structures; and full replacement of the York and Main Street Structures. GPI will provide on-site construction administration and inspection of the following tasks:CPM schedule review, coordination, and monitoring Evaluation of MPT activities for the project Evaluation of contractor's Health and Safety Plans Public outreach and communication efforts Monitoring of environmental protection Coordinate with other contracts in the area Other agency coordination services Tracking of the contractor's EEO efforts Monitoring of MPT activities Evaluation of changed conditions and contractual disputes Preparation of change orders Preparation of partial payment documentation in support of the contractor's monthly requests Quality control of construction materials (on site and off site)Tracking of project documents Inspection of all contractor field activities.

This project also involves designing a CCTV system on bridge and in the area surrounding with communications to NYCDOT's Traffic Management Center. This system will assist with the monitoring of detour routes caused by the closures due to the bridge construction. This includes 11 new camera sites located throughout lower Manhattan and Brooklyn, wireless communications from the cameras to one of five fiber optic hub located in the area, a 10/100/1000 base Ethernet fiber optic network to the TMC and a IP based CCTV Central System. The system shall include all equipment, hardware, mountings software and design necessary to install, integrate, operate and maintain the operation and use of the System.

Reconstruction of Willis Avenue Bridge

GPI

Contracting Party:	New York City Dept. of Transportation, 55 Water Street, New York City, NY 10041 **Point of Contact/Reference:** Hani Faouri, Deputy Director - Movable Bridges, [redacted]		
Contract Duration:	7 Years	**Date(s) of Services:**	2007 - Present
Contract Amount:	$3,024,663	**Annual Staff Hours Expended:**	2007—296; 2008—3,800; 2009—5,860; 2010—6,555; 2011—5,813; 2012—4,256; 2013—1,493

Location of Work: New York, NY
Summary of Work Performed: The NYCDOT is replacing the Willis Avenue Bridge over the Harlem River between Manhattan and the Bronx. The purpose of the project was to improve lane width and geometry of the bridge and its approach ramps, reduce the rate of accidents, increase the bridge's load carrying capacity, improve the bridge's bicycle and pedestrian facilities, and to address all structural and seismic deficiencies.

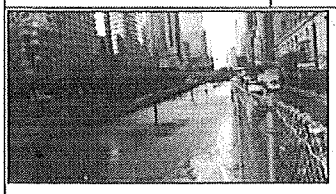
Involves complete replacement of this river crossing with a new swing span and flanking girder spans on each side, on a new alignment immediately south of and slightly skewed to the existing bridge alignment. Like the existing bridge, the new swing span can be opened to allow tall ships to pass. The new bridge will continue to provide four traffic lanes on the bridge mainline as with the existing bridge. All new steel approaches and ramps will transition back to the existing connections with the street and arterial highway networks. The First Avenue approach and FDR Drive ramp will be replaced on new alignments with standard radius curves.

The Willis Avenue approach will be replaced on an alignment similar to its existing alignment which will provide a standard radius curve, and eliminate all columns in Willis Avenue and Bruckner Boulevard below the approach. The Bruckner Boulevard ramp will be replaced on a new alignment and brought up to standard. The bridge also passes over the Harlem River Yard (HRY) in the Bronx. New construction is being coordinated with ongoing operations in the railyard including the waste transfer station.

Traffic will be maintained on the bridge using staged off-line construction where most of the new bridge is built before demolishing the exiting one. Tie-ins at each end will be made using conventional staging where half of the bridge will be built at a time and traffic will be maintained on the remaining half. A temporary loop ramp will be built at East 127th Street to maintain traffic from the Northbound FDR Drive to the bridge while a new ramp is built at the present alignment.

At the Bronx end of the project, New York State Dept. of Transportation plans to replace the Willis Avenue Bridge over the Major Deegan Expressway and provide an improved connector ramp to the Northbound Major Deegan Expressway. While the design and funding of this State project is independent of the City Willis Avenue Bridge replacement project, the projects are being let under this combined project. The combined letting will minimize traffic impacts and reduce overall project costs.

Battery Park Underpass/West Street Emergency Contract			GPI
Contracting Party:	New York City Dept. of Transportation, 55 Water Street, New York City, NY 10041 **Point of Contact/Reference:** Bhaskar Gusani, Project Manager, [redacted]		
Contract Duration:	3 Years	**Date(s) of Services:**	2012 – Est. 2016
Contract Amount:	$1,099,826	**Annual Staff Hours Expended:**	2012—15; 2013—104; 2014—69



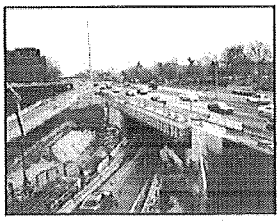
Location of Work: New York, NY
Summary of Work Performed: REI for this $20-million rehabilitation project. On 10/29/2012, the Battery Park and West Street underpasses were inundated with salt water from the storm surge associated with Superstorm Sandy. The salt water caused significant damage to mechanical, electrical, ventilation, and lighting systems. NYCDOT will engage the services of a responsible low bid contractor to rehabilitate the underpass systems per their design specifications and drawings. This project has been in design and construction will begin in the latter part of 2014.

Rehabilitation of Kew Gardens Interchange/Van Wyck Expressway

GPI

Contracting Party:	New York State Dept. of Transportation, 50 Wolf Road, Albany, NY 14843 **Point of Contact/Reference:** Craig Ruyle, Construction Manager, CE4; [redacted]		
Contract Duration:	5 Years	**Date(s) of Services:**	2010 – Est. 2015
Contract Amount:	$3,871,153	**Annual Staff Hours Expended:**	2010—3,031; 2011—10,156; 2012—11,860; 2013—10,422; 2014—4,980

Location of Work: Queens, NY



Summary of Work Performed: Construction inspection for the reconstruction of the Van Wyck Expressway (I-678), between 86th Ave. and the Grand Central Parkway. Work includes complete removal and replacement of the 82nd Ave. pedestrian bridge, the Hoover Ave. Bridge over the Van Wyck Expressway, the ramp from the Van Wyck Expressway NB to Queens Blvd. WB, and the Queens Blvd. Bridge over the Van Wyck Expressway; removal/replacement of superstructure, repair wing walls and abutments at the Van Wyck Expressway over Main St. SB and Queens Blvd. over Main St.; reconstruction of the MTA subway pedestrian tunnel under the Van Wyck Expressway in the vicinity of Main St.; widening the at-grade Van Wyck Expressway by constructing a new concrete pavement lane in both directions; repair and new paving of road surfaces; and reconstruction of the median barrier, drainage system, and retaining walls, roadside landscaping and other environmental enhancement work are included within the project limits.

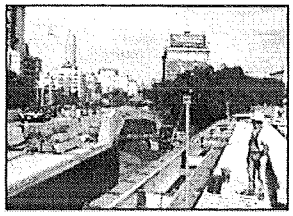
A major initial component of the reconstruction work is the relocation of existing water mains over the Queens Boulevard over Van Wyck Expressway, Queens Boulevard over Main Street and Hoover Avenue over the Van Wyck Expressway bridges. This work includes removal of approximately 1,000 lin ft of 12 in. existing water main, associated valves, valve box and hydrant. In addition, 82 drainage structures, and more than 4,200 lin ft of reinforced concrete pipe (ranging from 12 in.–36 in.) and 1,200 lin ft of 12 in. and 18 in. ductile iron pipe will be installed below grade on a bed of crushed stone.

The work also includes relocation of several utility components, including fire alarms, pull boxes and conduit; Time Warner and ITS system fiber optic cables; overhead street lighting; traffic signals; National Grid gas main at Hoover Avenue and Queens Boulevard over Main Street and Van Wyck Expressway; and the installation of multiple cameras and radar detectors for remote traffic control operations.

Rehabilitation of the Brooklyn-Queens Expressway I-278 Park Avenue Viaduct

GPI

Contracting Party:	New York State Dept. of Transportation, 50 Wolf Road, Albany, NY 14843 **Point of Contact/Reference:** Sokwon Im, Civil Engineer II, [redacted]		
Contract Duration:	5 Years	**Date(s) of Services:**	2005 – 2010
Contract Amount:	$2,143,617	**Annual Staff Hours Expended:**	2005—2,918; 2006—9,170; 2007—12,168; 2008—17,603; 2009—19,969; 2010—5,544



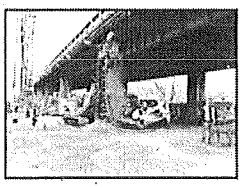
Location of Work: Brooklyn, NY
Summary of Work Performed: REI services for the $138-million reconstruction project. This project's major construction goals were to re-deck the viaduct while maintaining six lanes of traffic, and perform a major steel rehabilitation or replacement and re-painting at street level along the length of the viaduct in the proximity of the Fort Greene neighborhood and business districts. Included in the deck work was the replacement of all expansion joints, replacement of steel railing with single slope concrete barrier, and drainage improvements for both viaduct structures. The Park Avenue viaduct was widened by about 0.6 m on each side, and required seismic improvements, fatigue upgrades and bearing replacements. In addition, work was done on approaches and ramps, new lighting, lead abatement/painting of the steel structures and ITS work.

MPT operations were complex and included issues such as construction phasing, lane closure restrictions, lane rentals, night work, and weekend work. MPT needs were addressed both at the Viaduct level and at street (Park Avenue) level, as well as complex traffic shifts at the entrance and exit ramps. There were provisions for Critical Path Method (CPM) scheduling, and a project schedule that integrated a "block-by-block" street level substructure construction effort with that of a linear "slice-by-slice" effort at deck level. Extensive involvement with local communities and their representatives was required on a constant basis, and there was continual coordination with many New York City agencies.

Replacement of the Queens Approach at the Bronx-Whitestone Bridge, BW-89C

GPI

Contracting Party:	Triborough Bridge & Tunnel Authority, Bronx Whitestone Bridge, Bronx, NY 10465 **Point of Contact/Reference:** Andie Yee, Project Manager, [redacted]		
Contract Duration:	4 Years	**Date(s) of Services:**	2011 – Est. 2016
Contract Amount:	$4,949,107	**Annual Staff Hours Expended:**	2011—3,325; 2012—9,319; 2013—11,299; 2014—5,444

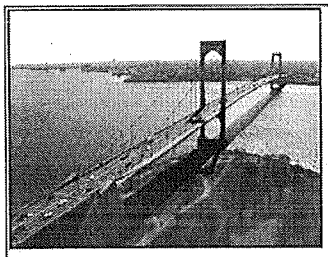


Location of Work: Queens/Bronx, NY
Summary of Work Performed: The $110-million project involves construction management and inspection services required to support the construction work of Project BW-89C, Replacement of the Queens Approach at the Bronx-Whitestone Bridge. The replacement work includes installation of mini-pile foundations, temporary support structures, temporary and permanent traffic barrier systems, fire stand pipe system, new lighting and communications; maintenance and protection of traffic; incidental lead abatement; and coordination with the community and other public agencies in this densely populated traffic corridor. The project also included the relocation of the children's play area within Francis Lewis Park. Both the client and the community were extremely pleased with the play area relocation.

Bronx-Whitestone Bridge Replacement of the Bronx Approach and Miscellaneous Repairs to the Queens Approach, BW-89

GPI

Contracting Party:	Triborough Bridge & Tunnel Authority, Bronx Whitestone Bridge, Bronx, NY 10465 **Point of Contact/Reference:** Christopher Saladino, Facility Engineer, [redacted]		
Contract Duration:	5 Years 6 Mos.	**Date(s) of Services:**	2007 - 2013
Contract Amount:	$214,552	**Annual Staff Hours Expended:**	2007—15; 2008—2,667; 2009—14,422; 2010—15,055; 2011—9,397; 2012—5,798; 2013—184

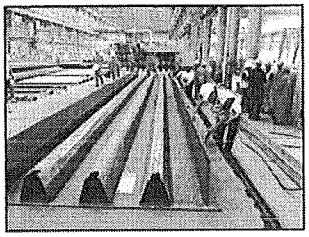


Location of Work: Bronx, NY
Summary of Work Performed: This $204-million project involved the staged removal and replacement of the Bronx Approach superstructure and substructure from the Bronx Toll Plaza to the Bronx Anchorage. Work included the installation of excavation support systems, mini-pile foundations and temporary steel support systems to support the existing structure during the staged construction. During the construction of the substructure, massive concrete placements were used for concrete footings and piers. Traffic on the bridge was maintained with five lanes open to traffic for the duration of the project. During the staged construction, work included staged demolition of the existing roadway, installation of multiple continuous steel girders, placement of a staged composite concrete deck, installation of permanent concrete barrier and installation of permanent street lighting. Other work items on the project included new utility systems at the Bronx Toll Plaza, installation of new salt storage dome building and miscellaneous steel and concrete deck repair on the Queens Approach structure.

Replacement of the Upper Level Deck of the Suspended Span of the Verrazano-Narrows Bridge, VN-80B, Staten Island, NY

GPI

Contracting Party:	Triborough Bridge & Tunnel Authority, Bronx Whitestone Bridge, Bronx, NY 10465 **Point of Contact/Reference:** David Riggs, Facility Engineer, [redacted]		
Contract Duration:	4 Years 6 Mos.	**Date(s) of Services:**	2012 – Est. 2018
Contract Amount:	$7,419,891	**Annual Staff Hours Expended:**	2012—2,050.50; 2013—13,961; 2014—5,729



Location of Work: Staten Island, NY
Summary of Work Performed: The TBTA has recently decided to implement a comprehensive reconstruction project to replace the upper level roadway superstructure of the bridge during Project VN-80B – Upper Level Deck Replacement of the Verrazano-Narrows Bridge. The work on this $236-million project will include the following major work elements to be performed: staged demolition; maintenance and protection of traffic (MPT); removal of existing concrete and steel upper level road deck and supporting elements; retrofit and/or repairs to select steel components; fabrication, erection and fit-up of new steel orthotropic deck panels; structural steel welding; waterproofing system application and asphalt overlay placement; lighting installation, paint removal and new coatings application; and lead abatement. This comprehensive re-decking project will take place over a 60-month construction schedule starting in 2012 and ending in 2017. Due to the immense size of the Verrazano-Narrows structure and the underlying complexity of the work, Project VN-80B will require tremendous expertise and substantial relevant experience in all areas of the rehabilitation processes for the work to be performed successfully.

The GPI team has provided CMI services for previous and current contracts at the Verrazano-Narrows facility and at other bridges and tunnels within the TBTA system - utilizing TBTA protocols, specifications, quality assurance requirements, health and safety and recordkeeping guidelines to successfully complete several projects of similar scope and complexity. GPI is the preeminent orthotropic deck installation CMI specialist in New York City, having successfully completed five major deck removal and replacement projects at three different suspension bridges, including two TBTA facilities (RFK, Bronx-Whitestone) and the Williamsburg Bridge. In addition, GPI performed CMI during a prototype structural retrofit of orthotropic deck longitudinal shear connectors (Throgs Neck), and is currently providing inspection and quality assurance oversight during orthotropic panel fabrication for the Franklin Square Arch at the Brooklyn Bridge.

Construction Administration and Inspection for Project QM-40S, Super Storm Sandy Restoration and Mitigation and Project QM-40/QM-18, Rehabilitation of the Tunnel Walls, Roadway and Manhattan Exit Plaza at the Queens Midtown Tunnel

GPI

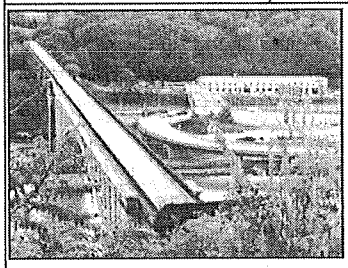
Contracting Party:	Triborough Bridge & Tunnel Authority, Bronx Whitestone Bridge, Bronx, NY 10465 **Point of Contact/Reference:** Andie Yee, Project Manager [redacted]		
Contract Duration:	5 Years 4 Mos.	**Date(s) of Services:**	2014 – Est. 2019
Contract Amount:	$0	**Annual Staff Hours Expended:**	2014—40

Location of Work: Queens/Manhattan, NY
Summary of Work Performed: GPI will perform facility-wide repair, replacement, modification and/or upgrade of all tunnel major operating systems. The projects are comprehensive in scope and complexity, including concurrent work tasks to be performed in the main tunnel tubes, pump rooms, ventilation and service buildings, and at the entrance plazas. For the purposes of this assignment, all these work elements have been combined into one major rehabilitation effort, whereby the contractor will be tasked with completing the following major work tasks: ventilation system reconstruction; mechanical equipment and structural elements repairs and replacement; replacement of electrical systems; concrete base slab and expansion joint replacement; maintenance and protection of traffic controls; and lead and asbestos abatement.

REI for the Rehabilitation of High Bridge

GPI

Contracting Party:	New York City Dept. of Design & Construction, 30-30 Thomson Avenue, Long Island City, NY 11101 **Point of Contact/Reference:** Kalpesh Patel, Engineer in Charge, [redacted]		
Contract Duration:	3 Years	**Date(s) of Services:**	2012 – Est. 2015
Contract Amount:	$1,452,972	**Annual Staff Hours Expended:**	2012—605; 2013—2,286; 2014—1,951

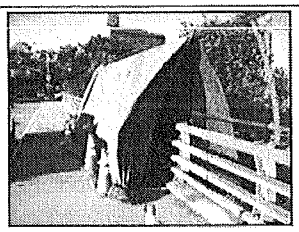


Location of Work: Boroughs of Manhattan & Bronx, NY
Summary of Work Performed: This project involves the rehabilitation of more than 1,400 ft of this historic structure, consisting of a single-span steel arch and ten masonry arch spans. The work scope includes: rehabilitation of the stone arches and the steel arch; stabilization and conservation of the aqueduct pipes; de-leading and painting of the bridge; restoration and lighting of the brick walkway; installation of lighting underneath the arch spans; installation of benches and barrier-free access ramps; and installation of a visitor information system. When completed, the bridge, which was originally the main water supply conduit for NYC and is the oldest active bridge structure in New York City – dating to 1848 – will allow pedestrians, strollers and bicyclists to travel across the bridge and enjoy the scenic view of the Harlem River from the Bronx and Manhattan – similar to the elevated High Line in Manhattan's meatpacking district.

Protective Coating of Grand Central Parkway over BQE Bridges

GPI

Contracting Party:	New York City Dept. of Transportation **Point of Contact/Reference:** Mark Lenkovskiy, Deputy Director, [redacted]		
Contract Duration:	2 Years	**Date(s) of Services:**	2008 - 2010
Contract Amount:	$1,082,424	**Annual Staff Hours Expended:**	2008—3,528; 2009—6,008; 2010—528

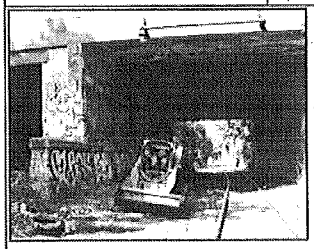


Location of Work: Queens, NY
Summary of Work Performed: REI, environmental monitoring/hazardous waste management and CSS for protective coating of five bridges. Included monitoring contractor operations of cleaning, surface preparation, and application of protective coating; monitoring erection of scaffolding and containment system; monitoring of ambient and steel surface condition for proper painting; and processing of payments.

Also required field measurement and collection of data necessary to submit monthly/final estimates and progress reports; preparation of record plans, indexing and microfilming. CSS included review of contractor's containment drawings, design calculations, manufacturer's data sheets, proposed MPT plans and permits, point samples, etc. Environmental services included air quality monitoring; monitoring/maintaining records; monitoring containment and work site equipment performance via instrument and visual methods.

Ocean Avenue Bridge over LIRR — GPI

Contracting Party:	New York City Dept. of Transportation, 55 Water Street, New York City, NY 10041 **Point of Contact/Reference:** Margie Banka, [redacted]		
Contract Duration:	1 Year 6 Mos.	**Date(s) of Services:**	2012 – Est. 2014
Contract Amount:	$570,302	**Annual Staff Hours Expended:**	2013—1,590; 2014—1,937



Location of Project: Brooklyn, NY
Summary of Work Performed: GPI is providing REI services to NYCDOT for the component rehabilitation of the Ocean Avenue Bridge over the LIRR in the Borough of Brooklyn, NY. The work scope includes the removal of the existing concrete parapets on both sides of the bridge which are being replaced with new steel bridge railing and protective fencing; replacement of deteriorated sections of the bridge superstructure including girders and steel diaphragms; relocation and temporary rerouting of ConEd and Cablevision utility conduits; rehabilitation of bridge abutment concrete components and removal and replacement of new bearings; and installation of new armorless joints. Several other miscellaneous tasks will be completed including the demolition of an existing building under the bridge; removal and replacement of an existing water main with a new steel water main; removal of graffiti and application of new anti-graffiti coating; and resurfacing the existing asphalt pavement. Long-term and daily maintenance and protection of traffic operations are being implemented and maintained during two distinct and separate construction stages throughout the rehabilitation of the various bridge components.

NJDOT Route 35 Sandy Restoration, MP 0 to 4 — GPI

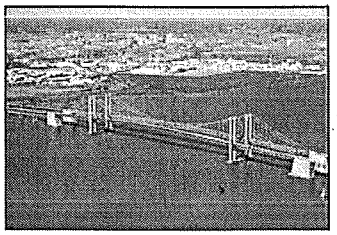
Contracting Party:	New Jersey Dept. of Transportation, 1035 Parkway Ave., Trenton, NJ 08625 **Point of Contact/Reference:** George Carroll, Central Region Construction Consultant Coordinator [redacted]		
Contract Duration:	2 Years	**Date(s) of Services:**	2013 – Est. 2015
Contract Amount:	$4.78 million	**Annual Staff Hours Expended:**	2013—4118; 2014—6,400

Location of Work: Berkeley Township to Toms River Township, Ocean County, NJ
Summary of Work Performed: GPI is providing construction management and inspection services for this $81M restoration project. Route 35, a coastal emergency evacuation route, serving the barrier peninsula between Barnegat Bay and the Atlantic Ocean, was severely damaged during Superstorm Sandy, entire sections of the highway were carried away and the drainage system was completely destroyed. This major multidiscipline project provides for the complete reconstruction of 4 miles of this roadway.

NJDOT Route 35 Sandy Restoration, MP 4 to 9.07			GPI
Contracting Party:	New Jersey Dept. of Transportation, 1035 Parkway Ave., Trenton, NJ 08625 *GPI is a subconsultant to IH Engineers, PC, Princeton, NJ* **Point of Contact/Reference:** George Carroll, Central Region Construction Consultant Coordinator, [redacted]		
Contract Duration:	2 Years	**Date(s) of Services:**	2013 – Est. Dec. 2015
Contract Amount:	$444,652 (GPI portion)	**Annual Staff Hours Expended:**	2013—111; 2014—707
Location of Project: Toms River Township, Lavallette and Mantoloking Boroughs, Ocean County, NJ **Summary of Work Performed:** As a subconsultant to IH Engineers, PC, GPI is performing construction inspection services for this $100M FEMA project which consists of: excavation of the existing roadway box; repair of sinkholes with select material; new drainage systems, replacement of underground and aerial utilities; construction of a new pavement box; curb and sidewalk; repair or replacement of highway lighting and traffic signals; and ITS interconnect systems form Milepost 4 to Milepost 9.07 in Ocean County.			

NJDOT Route 35 Sandy Restoration, MP 9 to 12.5			GPI
Contracting Party:	New Jersey Dept. of Transportation, 1035 Parkway Ave., Trenton, NJ 08625 *GPI is a subconsultant to Ammann & Whitney/Maitra Joint Venture* **Point of Contact/Reference:** George Carroll, Central Region Construction Consultant Coordinator, [redacted]		
Contract Duration:	1 Year	**Date(s) of Services:**	2013 – 2014
Contract Amount:	$176,903 (GPI portion)	**Annual Staff Hours Expended:**	2013—109; 2014—901
Location of Work: New Castle, DE **Summary of Work Performed:** As a subconsultant to Ammann & Whitney, GPI is performing construction inspection for the first stage of the Route 35 construction. Through this 3.5 mile section of the project, one lane exists in each direction. In July 2013, contractors initiated work on drainage and pump systems along side streets. Major roadwork along Route 35 began after Labor Day 2013. Reconstruction work will be performed in 1/4-mile segments with alternating traffic patterns within the work zones. Work on the 3.5 miles of Route 35 in Mantoloking and Bay Head is expected to be completed in 2015. The reconstruction of Route 35 will include Complete Streets features such as sidewalks, bicycle compatible roadway shoulders and Americans with Disabilities Act-compliant (ADA) ramps. These features will be built where there is sufficient NJDOT right of way.			

Delaware River & Bay Authority Construction Inspection Services Term Agreement			GPI
Contracting Party:	Delaware River & Bay Authority, I-295 & Route 9, New Castle, DE 19720 **Point of Contact/Reference:** Gary Mascelli / Sr. Project Manager, 302-571-6375, gary.mascelli@drba.net		
Contract Duration:	1 Year	**Date(s) of Services:**	2004 – 2014 (Current Term Agreement: 2010)
Contract Amount:	$176,903 (GPI portion)	**Annual Staff Hours Expended:**	2011—322; 2012—1,139; 2013—1,617; 2014—1,463



Location of Work: New Castle, DE
Summary of Work Performed: Since 2004, GPI has been providing construction inspection/management services on a task order basis, for various projects on any of the DRBA facilities. GPI is responsible for all aspects of the construction inspection including: establish lines of communication with the owner, contractor and designer; schedule, coordinate, attend and document all progress meetings; coordinate any meetings with outside agencies, officials or community representatives; process shop drawings and RFIs; request and approve material certifications; review and approve catalog cuts and methods of work and equipment; assure compliance with the contract plans and specifications; document daily inspection reports; evaluate and approve the quality and workmanship of all contract work; maintain as-builts; maintain orderly records of project progress, quantities and costs; process contractor Pay Certificates; review Contractor's claims/requests for change orders and make recommendations to the DRBA. Maintenance and protection of traffic will be the major critical issue on the heavily traveled parkway.

NJ Transit Contract #13-1010E, CM Services for Task Order — GPI

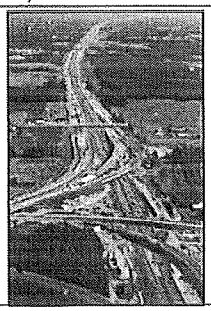
Contracting Party:	NJ Transit, One Penn Plaza East, Newark, NJ **Point of Contact/Reference:** Kerry Donovan, Sr. Program Manager, [redacted]		
Contract Duration:	3 Years	**Date(s) of Services:**	2013 - Present
Contract Amount:	$176,903 (GPI portion)	**Annual Staff Hours Expended:**	2014—31 (Ongoing Task)

Location of Work: Newark, Essex County, NJ
Summary of Work Performed: GPI was selected by NJ TRANSIT to provide CM services on a task order basis. This contract has a maximum value of $3.5M and duration of 3 years. Task assignments are on track to be completed on-time and within budget.

Interchange 6 to 9 Widening Program — GPI

Contracting Party:	New Jersey Turnpike Authority, 581 W Main St., Woodbridge, NJ 07095 **Point of Contact/Reference:** Frank Corso / Sr. Project Engineer, [redacted]		
Contract Duration:	5 Years	**Date(s) of Services:**	2009 - Present
Contract Amount:	$40 million	**Annual Staff Hours Expended:**	2009 – 6,515; 2010 – 49,277; 2011 – 89,053; 2012 – 90,277; 2013 – 77,653; 2014 – 32,804

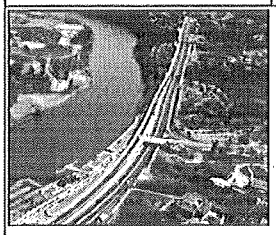
Location of Work: Burlington to Middlesex Counties, NJ
Summary of Work Performed: Construction Management services for the NJTA's Interchange 6 to 9 Widening Program (The Program). The Program is the Turnpike's most significant construction project in the 58-year history of the Authority, and is currently estimated at $3B. In Joint Venture with AECOM and PB Americas, The GPI Team's $164M contract requires us to provide construction management, scheduling, change order management, cost control, resident engineering, inspection and material testing services.



Construction Management & Inspection, Route 18, Section 2F, 7E, 11H

GPI

Contracting Party:	New Jersey Department of Transportation, 1035 Parkway Avenue, Trenton, NJ 08625 **Point of Contact/Reference:** Sean Shehee / Consultant Coordinator, [redacted]		
Contract Duration:	5 Years	**Date(s) of Services:**	2005 - 2010
Contract Amount:	$9.5 million	**Annual Staff Hours Expended:**	2005 – 5,607; 2006 – 11,965; 2007 – 14,037; 2008 – 13,877; 2009 – 9,929; 2010 – 3,439

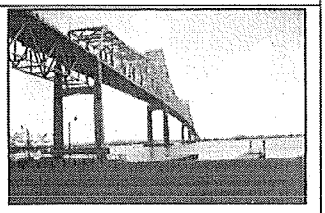


Location of Work: New Brunswick, NJ
Summary of Work Performed: GPI provided construction management and inspection services for the $154 million widening and reconstruction of more than 2 miles of Route 18 through New Brunswick along the Raritan River. This was a highly visible project on a heavily traveled roadway through the heart of historic New Brunswick, NJ. Project work was completed in 8 major traffic stages, and included construction of four new bridges, 27 retaining walls- including MSE walls, Soil Nail walls, Concrete Modular Unit walls, and Cast-in-Place walls, eight noise barriers, MSE abutments; HPC deck slabs, two major culverts; nine sign bridges; and five cantilever sign structures. The project also included highway lighting, 6 new traffic signals, state of the art ITS communications, and innovative architectural features. GPI provided project management, community outreach, construction inspection, scheduling, and claims management services on this project.

Commodore Barry Bridge Miscellaneous Structural Repairs, CM Services

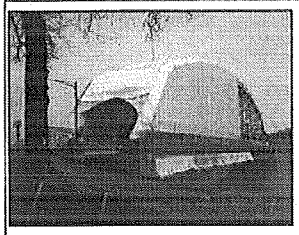
GPI

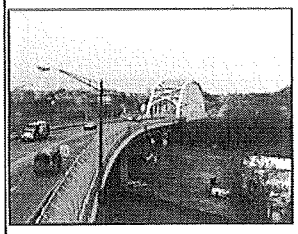
Contracting Party:	Delaware River Port Authority, One Port Ctr., 2 Riverside Dr., Camden, NJ 08101 **Point of Contact/Reference:** A. Timothy Salvatore / Project Manager, [redacted]		
Contract Duration:	2.5 Years	**Date(s) of Services:**	2011 - 2013
Contract Amount:	$1.5 million	**Annual Staff Hours Expended:**	2011 – 3,850; 2012 – 6,810; 2013 - 77



Location of Work: Bridgeport, NJ/Chester, PA
Summary of Work Performed: GPI performed construction management services for the Commodore Barry Bridge Miscellaneous Structural Repairs project. The work included the rehabilitation and/or replacement of bearings, gusset planes, steel barrier, below deck walkway modifications plus miscellaneous concrete and steel repairs for the Commodore Barry Bridge and one approach bridge at US Route 322 over US Route 130. Duties included being the Owner's direct on-site representative to the contractor, direct supervision of a Construction Project's Field Inspection/Engineering staff, performing quality assurance oversight of major items of work in progress and/or ensuring that the project is constructed in accordance with the plans and specifications for the owner, checking accuracy of inspection reports, monitoring progress schedule and progress, resolving conflicts between inspection staff and contractor, preparing change orders, preparing monthly pay estimates and project close-out.

Construction Management and Construction Inspection Services, Easton-Phillipsburg Bridge Rehabilitation, Contract CM-437A			GPI
Contracting Party:	Delaware River Joint Toll Bridge Commission, 110 Wood and Groves St., Morrisville, PA 19067 **Point of Contact/Reference:** Christopher Harney / Project Manager, [redacted]		
Contract Duration:	2 Years	**Date(s) of Services:**	2013 - Present
Contract Amount:	$2.7 million	**Annual Staff Hours Expended:**	2013—4,824; 2014—4,099





Location of Work: Easton, PA/Phillipsburg, NJ
Summary of Work Performed: Multi-faceted rehabilitation of the Easton-Phillipsburg (Route 22) Toll Bridge and related facilities. Project elements include bridge painting, pavement repairs, deck replacement and repair, sub structure repairs, bearing replacement, electrical upgrades and toll plaza upgrades. Project includes multiple bridge structures: Main River Bridge, Broad Street Viaduct, Route 22 over SR 611, Route 22 over Bank Street, Route 22 over 3rd Street and the pedestrian tunnel at Bushkill Street. The rehabilitation project elements include: pavement repairs and reconstruction throughout the facility; Main River Bridge and Broad Street Viaduct (deck removal and replacement, cleaning and painting of all structural steel, rehabilitation/replacement of deck drainage system, structural steel and substructure repairs as defined per inspection, and rehabilitate pedestrian railing); remove and replace superstructure of the Route 22 Bridge over SR 611; construct an ADA compliant ramp to the existing pedestrian tunnel under Route 22 at Bushkill Street; replace roadway and bridge lighting throughout the facility – lighting on Snyder Street to match Easton streetscape lighting; Bank Street and 3rd Street bridges (replace bridge bearings, mill and resurface bridge deck, clean and paint stringer ends and fascia beam, miscellaneous repairs); electrical upgrades to toll facility load center in Administration Building; and minor repairs and painting to toll booth facilities.

I-78 Roadway Rehabilitation			GPI
Contracting Party:	Delaware River Joint Toll Bridge Commission, 110 Wood and Groves St., Morrisville, PA 19067 **Point of Contact/Reference:** Chris Rood / Project Manager [redacted]		
Contract Duration:	5 Years	**Date(s) of Services:**	2007 - 2011
Contract Amount:	$3.7 million	**Annual Staff Hours Expended:**	2007—2,387; 2008—20,157; 2009—9,010; 2010—623; 2011—17

Location of Work: Phillipsburg, NJ
Summary of Work Performed: Project consisted of work on the Main River Bridge and NJ approach roadway portions of the I-78 toll bridge facility. The Main River Bridge is a twin, continuous span structure with an overall length of 1,222 ft supported on reinforced concrete piers and abutments. Inspection responsibilities included: voids/anomalies/sinkhole remediation - low mobility displacement (compaction) grouting and filling voids; concrete Pavement Restoration – slab jacking, partial/full depth repairs, dowel bar retrofitting, and crack stitching; Superpave Hot Mix Asphalt (HMA) Overlay with sections of full depth HMA pavement; structure rehabilitation (misc. substructure & superstructure) - spall repair, abutment joint repair, reset bearings, spot steel painting; MPT/staging; and incidental construction – guide rail, drainage, lighting and landscaping.

Region Central Maintenance Bridge Painting, Contract 2013-3			GPI
Contracting Party:	New Jersey Department of Transportation, 1035 Parkway Avenue, Trenton, NJ 08625 **Point of Contact/Reference:** George Carroll / Consultant Coordinator, Region Central [redacted]		
Contract Duration:	2 Years	**Date(s) of Services:**	2013 - Present
Contract Amount:	$800,000	**Annual Staff Hours Expended:**	2013—1,321; 2014—24
Location of Work: Monmouth and Ocean Counties, NJ **Summary of Work Performed:** Construction Inspection Services for 12 Bridges on Routes 18, 34 and 7; Wall, Neptune, Colts Neck & Stafford Townships & Sea Girt, Belmar & Ship Bottom Boroughs; Monmouth & Ocean Counties. Project involved monitoring 100% containment operations, MPT, quality of coating materials, proper storage, mixing, application, inspect coating application for compliance with contract specification, surface preparation (SSPC-SP10), environmental compliance, also managing and training the inspection force.			

Region North Maintenance Construction Inspection Term Agreement, NJ			GPI
Contracting Party:	New Jersey Department of Transportation, 1035 Parkway Avenue, Trenton, NJ 08625 **Point of Contact/Reference:** George Carroll / Consultant Coordinator, Region Central [redacted]		
Contract Duration:	3 Years	**Date(s) of Services:**	2011 - Present
Contract Amount:	$513,000 ($2.4M allocated ceiling)	**Annual Staff Hours Expended:**	2011—1,736; 2012—10,779; 2013—2,825; 2014—2,825
Location of Work: Bergen, Essex, Hudson, Morris, Passaic, Sussex, Union, and Warren Counties, NJ **Summary of Work Performed:** GPI is providing Maintenance Construction Inspection Services for a 3-yr Term Agreement for various 100% State Funded Contracts and Permit Projects in Region North. The majority of the maintenance work is located in the counties of Bergen, Essex, Hudson, Morris, Passaic, Sussex, Union, and Warren. Various task orders for work that includes construction inspection for maintenance drainage, paving, bridge concrete repair and moveable bridge repair contracts. Includes both roadway and bridge work, both day and nighttime operations, MPT.			

ATTACHMENTS C1 AND C2

GREENMAN-PEDERSEN, INC.

Attachment C-1

Proposer Prerequisite A

Firms must have Certificates of Authorization to practice Professional Engineering in the states of New York and/or New Jersey and minimum of five (5) years experience from the date of proposal submission, which includes performing construction management services as outlined in Attachment A for major transportation facilities.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites

If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite A.

Client Name/ Contracting Entity	**PORT AUTHORITY OF NEW YORK AND NEW JERSEY**, 241 Erie St., Rm. 236, Tech. Ctr., Jersey City, NJ 07310
Contract Start Date	2011
Contract End Date	2014
Brief description of Scope of Work	**2011-2014 Port Authority On-Call Construction Management Services, Various Locations.** GPI is providing construction management and inspection services on an on-call basis. Assignments received to date include the following: • **Port Authority Tenant Supervision, Jersey City, NJ** – Assisting the Port Authority's manager with supervising and coordinating the development and delivery of the Real Estate Services Department's program, which includes renovations and construction enhancements; expansions of the Port Autho rity leased properties and facilities; supervising the development of construction and operational requirement for projects; and supervising the project manager and contractor staff in the implementation of Port Authority and tenant construction program. • **Staten Island Bridges, Newark, NJ** – Construction inspection for structural, civil, mechanical, electrical, and bridge painting services for three Staten Island Bridges operated by the Port Authority of New York & New Jersey. Also includes maintenance and protection of traffic. • **George Washington Bridge, Fort Lee, NJ** – Joint replacement of the upper level deck. The project also involves the replacement of orthotropic deck, scupper and pipe run replacement, expansion finger joint repairs, main/secondary floorbeam repairs, stringer and stringer bearing repairs, deck rib connections, barrier repairs, paving, and coordination of maintenance of traffic. • **Port Authority Bus Terminal, Various Contracts, New York, NY –** ▪ ***Bus Ramps Deck Replacement Phase II, Contract #LT-234-174.*** Replacement of the existing deteriorated concrete roadway deck and embedded snow melting system at the Lincoln Tunnel bus ramps in order to maintain a state of good repair, preserve the structural integrity of the bus ramps and provide a safe riding surface during the winter months.

Note – Client Contact must be employee of Company

Brief description of Scope of work *(Continued)*	▪ ***Contract #LT-234.054, New York, NY.*** Consists of replacement of the existing concrete sump ceiling slab with pre-cast concrete panels, replacement of adjacent pavement, catch basin and man hole structures and patching in the adjacent pump room at the Lincoln Tunnel Center Tube. ▪ ***Contract #BT-254.220, New York, NY.*** Providing the required strengthening to maintain structural integrity of the Port Authority Bus Terminal (PABT) in New York City during a seismic event. The structural modifications (seismic retrofit) consist of shear walls, bracing and truss members to resist seismic loads and expansion joint bracing. It also requires relocation of existing electrical, electronic communication, HVAC, plumbing and fire protection systems. ▪ ***Contract #LT-525, New York, NY.*** This project consisted of installing pavement markings, signage, drop-in-delineators and Dura-curb at the New York Galvin Plaza Entrance, New Jersey Toll Plaza Approach and Departure Roadway and New Jersey Westbound Helix and Exit ramps. • **Lincoln/Holland Tunnel, New York, NY** – Rehabilitation of the concrete catwalk at the Holland Tunnel and maintenance pavement repairs and bus ramps deck replacement at the Lincoln Tunnel. The project involves inspection of maintenance and protection of traffic, installation of CCTV and video analytics system in Lincoln Tunnel, demolition of existing car railing, sounding and repairing spalled concrete for rehabilitation of concrete catwalk at the Holland Tunnel, emergency concrete repairs in Holland Tunnel vent buildings, sounding and repairing spalled concrete on under deck roadways in Lincoln Tunnel. • **John F. Kennedy International Airport, Queens, NY** – Inspection services at John F. Kennedy International Airport including inspecting installation of new electrical equipment for compliance with contract, Port Authority standards and NYC codes. • **Replacement and Upgrade of the Christopher Street Substation for PATH, New York, NY** – The focus of the project is to replace and upgrade electrical traction power substation equipment at the Christopher Street Substation. • **Journal Square Transportation Center, Various Locations, NY and NJ.** Work under this project included direct inspection and monitoring of multiple contractors performing wide ranging rehabilitation and renovation work at the Police Command Center at Journal Square. Once this work was completed, construction management services moved to the inspection of work to rehabilitate PATH stations, track, maintenance yards, and support buildings. • **Holland Tunnel, New York/New Jersey.** Rehabilitation of the existing ventilation fan system for the Holland Tunnel.
Client Contact Name / Title	Paul Salvatore, P.E. / Engineer of Construction ***(Professional Reference)***
Client Contact Email Address	psalvato@panynj.gov
Client Contact Phone Number	201-216-2070

Note – Client Contact must be employee of Company

Client Name/ Contracting Entity	**PORT AUTHORITY OF NEW YORK AND NEW JERSEY**, 241 Erie St., Rm. 236, Tech. Ctr., Jersey City, NJ 07310
Contract Start Date	2006
Contract End Date	2012
Brief description of Scope of Work	**2006-2010 Port Authority On-Call Construction Management Services, Various Locations, NY.** GPI provided construction management and inspection services on an on-call basis. GPI received assignments at JFK International Airport, Newark Airport, PA Bus Terminal, and the Battery Park Ferry Terminal. GPI was also involved with the PANYNJ's Security Capital Program, hardening all of the PANYNJ facilities. Projects included: • **John F. Kennedy International Airport** – Project involved inspection services at John F. Kennedy International Airport. The Port Authority supplemented their own staff with consultant-provided personnel to manage and administer construction contracts at their owned and operated facilities. GPI's responsibilities at these facilities included inspecting installation of new electrical equipment for compliance with contract, Port Authority standards and NYC codes; documenting and maintaining daily narratives on contract projects; reviewing plans, specifications and shop drawings, processing and reviewing contractor submittals, change orders and estimates; interacting with architects, engineers, contractors and Port Authority officials; and coordinating scheduled electrical shutdowns with Port Authority Electrical Shop and various departments. • **Jamaica Station** – Inspection of new, five-story parking structure made of pre-cast concrete on structural steel frame. • **Staten Island Bridges** – Construction inspection for structural, civil, mechanical, electrical, and bridge painting services for the three Staten Island Bridges operated by the PANYNJ. • **George Washington Bridge Painting** – Involved Class 1A containment of both towers of this structure over the Hudson River involving the removal of existing lead paint and the application of a new three-coat system to approximately 2.1 million sq ft of steel. Project included the coordination and inspection of field contractors' activities on various contracts and managing construction contract payments, contract changes, schedules, fieldwork and subcontractors. • **Port Authority Bus Terminal Structural Modifications** – This $50-million project provided the required strengthening to maintain structural integrity of the Port Authority Bus Terminal in New York City during a seismic event. Structural modifications (seismic retrofit) strengthened the bus terminal building structures with shear walls, bracing, and truss members to resist moderate seismic loads in the north south and the east west directions for the south wing and expansion joint bracing for the north wing of the Port Authority Bus Terminal. It also required relocation of the existing electrical, electronic communication, HVAC, plumbing and fire protection system in order to perform the work. • **Port Authority Technical Center** – Work at each building included the construction management of various trades which included demolition, general construction, HVAC, plumbing, electrical, furniture, telecommunications, and relocation of personnel upon completion. • **EWR Newark Airport** – Inspection services at Newark Airport included field inspection and construction supervision, coordination with materials division of Port Authority operations and contract and shop drawings review for different projects.

Note – Client Contact must be employee of Company

Brief description of Scope of Work *(Continued)*	• **John F. Kennedy International Airport Jet Blue Parking Structure** – Inspection services of the new, five-story parking structure at John F. Kennedy International Airport's Jet Blue Terminal. This structure is pre-cast concrete on a structural steel frame. • **Battery Park City Ferry Terminal at the 39th Street Pier** – Construction of a barge as a support to canopy structure. The barge was placed between two anchor towers and a steel canopy structure and windscreen framing was connected on top of this barge. • **PATH Station** – Installation and integration of the 27KV, 15KV, 480V, DC Traction Power, SCADA and multiple communication systems at the temporary PATH station at the WTC site. Provided system startup on various electrical/communication sub-systems, contractor compliance with federal and state construction safety requirements.
Client contact Name / Title	Paul Salvatore, P.E. / Engineer of Construction ***(Professional Reference)***
Client Contact Email Address	psalvato@panynj.gov
Client Contact Phone Number	201-216-2070

Client Name/ Contracting Entity	**PORT AUTHORITY OF NEW YORK AND NEW JERSEY**, 241 Erie St., Rm. 236 Tech. Ctr., Jersey City, NJ 07310
Contract Start Date	2012
Contract End Date	Est. 2017
Brief description of Scope of work	**Bayonne Bridge Navigational Clearance Program (BBNCP) Construction Management, New York, NY.** GPI is providing construction management services for the $743-million Bayonne Bridge Navigational Clearance Program (BBNCP). This extraordinarily complex, once-in-a-lifetime project will replace over 5,000 feet of viaduct with cast-in-place and precast structural elements and re-frame the existing steel arch structure to accommodate a new roadway 65 feet above the existing roadway. The project is being implemented to accommodate a new breed of Panamax ships passing through the widened Panama Canal which, due to their size, cannot physically pass beneath the existing 151-ft-high main span roadway. The Kill Van Kull is the only waterway into and out of the Ports of Newark, Howland Hook, and Elizabeth, and the current restrictive clearance of the bridge will stagnate continued economic growth and could possibly threaten the very existence of the Ports. Not raising the bridge roadway could cripple the local New York and New Jersey economies during a time of strained economic growth. A preliminary benefits estimate recognizes that 12% of all U.S. international containers pass under the bridge. According to recent studies, the ports are an economic engine for the region, generating over 269,900 direct and indirect jobs and nearly $11 billion in annual wages. The BBNCP will allow the ports to remain a viable commerce and cargo destination well into the 21st century. All work will be completed while maintaining one lane of traffic in the northbound and southbound direction by utilizing staged demolition and construction sequencing. The new Staten Island and Bayonne approaches will be supported by drilled shaft foundations; CIP and pre-cast/post-tensioned piers; pre-cast post-tensioned segmental box girders. Major ancillary work will include the installation of new bridge power, ITS and fire standpipe systems.
Client Contact Name / Title	Ronald Gumann, P.E. / Engineer of Construction ***(Professional Reference)***
Client Contact Email Address	rgumann@panynj.gov
Client Contact Phone Number	201-595-4887

Note – Client Contact must be employee of Company

Client Name/ Contracting Entity	**NEW YORK CITY DEPARTMENT OF TRANSPORTATION**, Capital Design/Construction, 55 Water St., 5th Fl., New York, NY 10041
Contract Start Date	2013
Contract End Date	Est. 2017
Brief description of Scope of Work	**Belt Parkway Bridges REI Services - Gerritsen Inlet Bridge, Brooklyn, NY.** Total replacement of Gerritsen Inlet Bridge on the Belt Parkway. Major work includes removal and disposal of main spans including concrete deck, steel girders, floor beams and stringers, approaches, concrete superstructure, closure walls, timber piles, concrete piers, pier caps, columns, abutments, wingwalls, street lighting, transformer room, transit ducts, steel conduits, navigation lights, and trees and vegetation. The project also involves construction of cofferdams, installation of new cast-in-place concrete piles at piers and abutments, construction of new reinforced concrete piers including pier columns and plinth, reinforced concrete abutments and wingwalls, installation of new multi rotational (MR) bridge bearings, construction of haunch steel girders, diaphragms, bracing, concrete deck, installation of inspection platform at each pier, concrete barrier at fascia and bike path, sidewalk bridge railing and protective screening, median concrete barrier, construction of approach roadway, pavements including embankment, regrading with grass, construction of new bike path connecting existing bike path, construction of new drainage system including drainage and outfall structures, installation of new fender system, navigation lighting, new street lighting, traffic signs, etc.
Client Contact Name / Title	Robert Collyer / Deputy Chief Engineer ***(Professional Reference)***
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	**NEW YORK CITY DEPARTMENT OF TRANSPORTATION**, Capital Design/Construction, 241 Erie St., Rm. 236 Tech. Ctr., Jersey City, NJ 07310
Contract Start Date	2006
Contract End Date	Est. 2015
Brief description of Scope of Work	**Belt Parkway Bridges REI Services - Paerdegat Bridge, Brooklyn, NY.** Project involves the demolition of the entire, 13-span, multi-stringer bridge superstructure and substructure, including abutments, wingwalls, and the piers consisting of concrete pile columns to a minimum of 600 mm below the mud line. The replacement structures are new three-span (Westbound) and five-span (Eastbound) bridges consisting of a Class HP reinforced concrete superstructure slab supported by high performance steel box girders and substructures including reinforced concrete abutments, wingwalls, and multi column piers on new pile foundation. The new bridge will have three 3.6-meter wide travel lanes, a 1.2-meter wide (eastbound) or a 3.6-meter wide (westbound) inside shoulder and 3.6-meter wide outside shoulders. A 3.6-meter wide pedestrian / bicycle path will be located on the south side of the eastbound structure only. The proposed bridge will have 8.6 m minimum vertical clearance over the mean high water and a stopping sight distance for a design speed of 100 km/h. Also included is a new approach roadway and pedestrian/bicycle path which are approximately 475 m on the west side of the bridge and 740 m on the east side of the bridge. The approach roadways will be typically widened to accommodate three 3.6-meter wide travel lanes, a 1.2-meter and 3.0 meter wide inside and outside shoulders respectively, and a 3.0-meter wide grass buffer

Note – Client Contact must be employee of Company

Brief description of Scope of Work *(Continued)*	area between the roadway and the 3.6-meter wide pedestrian / bicycle path on the south side of the eastbound only. The profiles of the approach roadways accommodate stopping sight distances for a design speed of 100 km/h (60 MPH). In multiple stages, construction of new reinforced concrete abutments and wingwalls founded on 0.6 m diameter concrete filled steel pipe piles. In multiple stages, construction of new reinforced concrete piers founded on 0.6 m diameter concrete filled steel pipe piles and reinforced concrete pile cap. In multiple stages, installation of isolation bearings conforming to seismic requirements. In multiple stages, installation of new High Performance Steel GIPS) Grade 485W box girders and diaphragms, reinforced concrete deck and approach slabs including pressure relief joints at the ends of approach slabs. Installation of new modular type bridge expansion joints.
Client Contact Name / Title	Robert Collyer / Deputy Chief Engineer ***(Professional Reference)***
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	**NEW YORK CITY DEPARTMENT OF TRANSPORTATION**, Capital Design/Construction, 241 Erie St., Rm. 236 Tech. Ctr., Jersey City, NJ 07310
Contract Start Date	2009
Contract End Date	2014
Brief description of Scope of Work	**Belt Parkway Bridges REI Services - Rockaway Parkway Bridge, Brooklyn, NY.** This $60-million project involves resident engineering inspection of all aspects, which includes the demolition of the entire existing, four-span, multi-stringer bridge superstructure with existing steel cap beams and substructures, including the abutments, wingwalls, and pier columns and footings; installation of a new single span replacement bridge consisting of a steel multi-stringer superstructure with reinforced concrete deck and substructures, including reinforced concrete abutments and wingwalls on new piled footings, and mechanically stabilized earth retaining walls; reconstruction of approach roadways and four entrance and exit ramps within the project limits; and installation of new concrete barrier, new bridge and guide railing, new lighting standards, new drainage systems including catch basins and drainage pipes, new overhead sign structures, and new swale BMP grading, drainage and planting.
Client Contact Name / Title	Robert Collyer / Deputy Chief Engineer ***(Professional Reference)***
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	**NEW YORK CITY DEPARTMENT OF TRANSPORTATION**, Capital Design/Construction, 55 Water St., 5th Fl., New York, NY 10041
Contract Start Date	2004
Contract End Date	2014
Brief description of Scope of Work	**Williamsburg Bridge Reconstruction of Misc. Rehab of Main Bridge, Contract 8, New York, Ny.** This project was touted as the final major construction contract to rehabilitate this iconic NYC structure. Several major items of work that went unresolved in Contracts 4 through 7 were addressed in this contract including strengthening main towers (replacement of deteriorated lacing bars, splice, gusset and batten plates and diagonal braces; bearing and support replacement at PP 30; lead paint abatement by abrasive blasting and new coatings application for the north and south truss and top chord; and suspender replacement and adjustment. Additional tasks include seismic retrofit of the intermediate towers, tower saddle repairs; wind tongue replacement at PP 30; intermediate tower rehabilitation; bearing replacement at PP 0, 10, 15, and 31; north and south top and bottom chord rehabilitation; installation of end span inspection platforms; rehab (surface cleaning, repointing and epoxy

Note – Client Contact must be employee of Company

Brief description of Scope of Work *(Continued)*	injection for crack repair) and structural reinforcement of the anchorage rooms; installation of the traveling maintenance platforms; restoration of electrolier light fixtures and installation of new period lighting at the Manhattan portal and promenade areas and inside both bridge anchorage structures; and completion of the installation of ITS equipment with computer-based control of south inner roadway contraflow. NYCDOT chose GPI due to our breadth and depth of knowledge and major work item and partnering experience.
Client Contact Name / Title	Robert Collyer / Deputy Chief Engineer ***(Professional Reference)***
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	**NEW YORK CITY DEPARTMENT OF TRANSPORTATION,** 55 Water St., 4th Fl., New York, NY 10041
Contract Start Date	2010
Contract End Date	2014
Brief description of Scope of work	**Manhattan Bridge Rehabilitation of Cables and Suspenders, Contract 14, New York, NY.** This $149-million project involved unwrapping and rewrapping of cables; replacement of suspenders; replacement of necklace lighting messenger cables and cable hand ropes; installation of new access platforms to existing tower platforms; reversal of lower roadway and operation of HOV lane and replacement of multi-rotational bearings at the Towers; replacement of light poles and luminaries on South upper roadway; replacement of lane control radar on South upper roadway; and retrofit of track stringers and diaphragm connections and other miscellaneous work. The unwrapping and rewrapping of cables was performed in the following sequence: 1. Remove existing cable wrapping wires 2. Clean existing main cable wires and remove all red lead paste 3. Apply grease to existing main cable wires: "SYNCAN" grease manufactured by Grignard Co 4. Rewrap main cable wires with new galvanized wrapping wire 5. Install Cableguard Elastomeric Wrap system manufactured by D.S. Brown. After the wrap is applied it is heated with an electric blanket which fuses the overlapped seams and shrinks the wrap to the underlying wrapping wire. The existing cable bands were not replaced but were cleaned and painted with a three-coat moisture cured urethane system by Sherwin-Williams. The new galvanized suspenders were not overcoated. Existing truss steel at the anchor points for the suspenders, miscellaneous steel and all new steel elements were painted.
Client contact Name / Title	Brian Gill, P.E. / Engineer In Charge ***(Professional Reference)***
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Note – Client Contact must be employee of Company

Client Name/ Contracting Entity	**NEW YORK CITY DEPARTMENT OF TRANSPORTATION,** 55 Water St., New York, NY 10041
Contract Start Date	2010
Contract End Date	Est. 2015
Brief description of Scope of Work *FEDERALLY FUNDED*	**Brooklyn Bridge Rehabilitation of the Approach Spans and Ramps and Painting of the Entire Bridge, Contract 6, New York, NY.** GPI is providing construction management and inspection services for this $509-million rehabilitation project. GPI, acting in support of NYCDOT, is responsible for coordination of all project activities, quality assurance inspection of all rehabilitation work, and cost control and payment distribution. Activities involve several distinct areas of work including: rehabilitation of the approach roadway pavement above the masonry structures; rehabilitation of the Manhattan side ramp structures; painting of the ramp structures and main span; rehabilitation of the approach steel structures; and full replacement of the York and Main Street Structures. The project also involves designing a CCTV system on bridge and in the area surrounding with communications to NYCDOT's Traffic Management Center. GPI is providing on-site construction administration and inspection of the following tasks: CPM schedule review, coordination, and monitoring; evaluation of MPT activities for the project; evaluation of contractor's health and safety plans; public outreach and communication efforts; monitoring of environmental protection; coordinate with other contracts in the area; other agency coordination services; tracking of the contractor's EEO efforts; monitoring of MPT activities; evaluation of changed conditions and contractual disputes; preparation of change orders; preparation of partial payment documentation in support of the contractor's monthly requests; quality control of construction materials (on site and off site); tracking of project documents; and inspection of all contractor field activities.
Client Contact Name / Title	Ohene Duodu / Engineer-in-Charge ***(Professional Reference)***
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	**NEW YORK CITY DEPARTMENT OF TRANSPORTATION,** 59 Maiden Lane, 35th Fl., New York, NY 10038
Contract Start Date	2007
Contract End Date	2014
Brief description of Scope of Work	**Reconstruction of Willis Avenue Bridge, New York, NY.** The project involves the complete replacement of this river crossing with a new swing span and flanking girder spans on each side, on a new alignment immediately south of and slightly skewed to the existing bridge alignment. Like the existing bridge, the new swing span can be opened to allow tall ships to pass. The new bridge will continue to provide four traffic lanes on thebridge mainline as with the existing bridge. All new steel approaches and ramps will transition back to the existing connections with the street and arterial highway networks. The First Avenue approach and FDR Drive ramp will be replaced on new alignments with standard radius curves. The Willis Avenue approach will be replaced on an alignment similar to its existing alignment which will provide a standard radius curve, and eliminate all columns in Willis Avenue and Bruckner Boulevard below the approach. The Bruckner Boulevard ramp will be replaced on a new alignment and brought up to standard. The bridge also passes over the Harlem River Yard (HRY) in the Bronx. New construction is being coordinated with ongoing operations in the railyard including the waste transfer station.

Note – Client Contact must be employee of Company

Brief description of Scope of Work *(Continued)*	Traffic will be maintained on the bridge using staged off-line construction where most of the new bridge is built before demolishing the exiting one. Tie-ins at each end will be made using conventional staging where half of the bridge will be built at a time and traffic will be maintained on the remaining half. A temporary loop ramp will be built at East 127th Street to maintain traffic from the Northbound FDR Drive to the bridge while a new ramp is built at the present alignment. At the Bronx end of the project, NYSDOT plans to replace the Willis Avenue Bridge over the Major Deegan Expressway and provide an improved connector ramp to the Northbound Major Deegan Expressway. While the design and funding of this State project is independent of the City Willis Avenue Bridge replacement project, the projects are being let under this combined project. The combined letting will minimize traffic impacts and reduce overall project costs. GPI was a major subconsultant to Parsons/STV J/V.
Client Contact Name / Title	Hani Faouri, P.E. / Deputy Director – Movable Bridges ***(Professional Reference)***
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	**NEW YORK CITY DEPARTMENT OF TRANSPORTATION**, 55 Water St., New York, NY 10041
Contract Start Date	2012
Contract End Date	Est. 2016
Brief description of Scope of work *NYC AND FEMA FUNDED*	**Battery Park Underpass/West Street Emergency Contract, New York, NY.** GPI will provide resident engineering and inspection services for this $20-million rehabilitation project. On October 29, 2012, the Battery Park and West Street underpasses were inundated with salt water from the storm surge associated with Superstorm Sandy. The salt water caused significant damage to mechanical, electrical, ventilation, and lighting systems. The New York City Dept. of Transportation will engage the services of a responsible low bid contractor to rehabilitate the underpass systems per their design specifications and drawings. GPI will act as the owner's representative to oversee the rehabilitation effort during a 12-month construction period.
Client Contact Name / Title	Bhaskar Gusani, P.E. / Project Manager ***(Professional Reference)***
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	**NEW YORK STATE DEPARTMENT OF TRANSPORTATION**, Hunters Point Plaza, 47-40 21st St., Long Island City, NY 11101
Contract Start Date	2010
Contract End Date	Est. 2015
Brief description of Scope of Work *FEDERALLY FUNDED*	**Rehabilitation of Kew Gardens Interchange/Van Wyck Expressway, Queens, NY.** CI for reconstruction of the Van Wyck Expressway (I-678), between 86th Avenue and the Grand Central Parkway. The work includes the complete removal and replacement of the 82nd Avenue pedestrian bridge, the Hoover Avenue Bridge over the Van Wyck Expressway, the ramp from the Van Wyck Expressway NB to Queens Boulevard WB, and the Queens Boulevard Bridge over the Van Wyck Expressway; removal and replacement of superstructure, repair wing walls and abutments at the Van Wyck Expressway over Main Street SB and Queens Boulevard over Main Street; reconstruction of the MTA subway pedestrian tunnel under the Van Wyck Expressway in the vicinity of Main Street; widening

Note – Client Contact must be employee of Company

Brief description of Scope of Work *(Continued)*	the at-grade Van Wyck Expressway by constructing a new concrete pavement lane in both directions; repair and new paving of road surfaces; and reconstruction of the median barrier, drainage system, and retaining walls, roadside landscaping and other environmental enhancement work are included within the project limits. A major initial component of the reconstruction work is the relocation of existing water mains over the Queens Boulevard over Van Wyck Expressway, Queens Boulevard over Main Street and Hoover Avenue over the Van Wyck Expressway bridges. This work includes removal of approximately 1,000 lin ft of 12 in. existing water main, associated valves, valve box and hydrant. In addition, 82 drainage structures, and more than 4,200 lin ft of reinforced concrete pipe (ranging from 12 in. – 36 in.) and 1,200 lin ft of 12 in. and 18 in. ductile iron pipe will be installed below grade on a bed of crushed stone. The work also includes relocation of several utility components, including fire alarms, pull boxes and conduit; Time Warner and ITS system fiber optic cables; overhead street lighting; traffic signals; National Grid gas main at Hoover Avenue and Queens Boulevard over Main Street and Van Wyck Expressway; and the installation of multiple cameras and radar detectors for remote traffic control operations.
Client Contact Name / Title	Craig Ruyle / Construction Manager ***(Professional Reference)***
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	**NEW YORK STATE DEPARTMENT OF TRANSPORTATION**, Hunters Point Plaza, 47-40 21st St., Long Island City, NY 11101
Contract Start Date	2005
Contract End Date	2010
Brief description of Scope of work *FEDERALLY FUNDED*	**Rehabilitation of the Brooklyn-Queens Expressway I-278, Park Avenue Viaduct, Brooklyn, NY.** GPI provided resident engineering and inspection services for the $138-million reconstruction project. This project's major construction goals were to re-deck the viaduct while maintaining six lanes of traffic, and perform a major steel rehabilitation or replacement and re-painting at street level along the length of the viaduct in the proximity of the Fort Greene neighborhood and business districts. Included in the deck work was the replacement of all expansion joints, replacement of steel railing with single slope concrete barrier, and drainage improvements for both viaduct structures. The Park Avenue viaduct was widened by about 0.6 m on each side, and required seismic improvements, fatigue upgrades and bearing replacements. In addition, work was done on approaches and ramps, new lighting, lead abatement/painting of the steel structures and ITS work. MPT operations for this project were complex and included issues such as construction phasing, lane closure restrictions, lane rentals, night work, and weekend work. MPT needs were addressed both at the Viaduct level and at street (Park Avenue) level, as well as complex traffic shifts at the entrance and exit ramps. There were provisions for Critical Path Method (CPM) scheduling, and a project schedule that integrated a "block-by-block" street level substructure construction effort with that of a linear "slice-by-slice" effort at deck level. Extensive involvement with local communities and their representatives was required on a constant basis, and there was continual coordination with many New York City agencies.
Client Contact Name / Title	Sokwon Im, P.E., Civil Engineer II ***(Professional Reference)***
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Note – Client Contact must be employee of Company

Client Name/ Contracting Entity	**TRIBOROUGH BRIDGE & TUNNEL AUTHORITY**, Bronx-Whitestone Svc Bldg., Ferry Pt. Park, New York, NY 10035
Contract Start Date	2011
Contract End Date	Est. 2016
Brief description of Scope of Work	**Replacement of the Queens Approach at the Bronx-Whitestone Bridge, BW-89C, Queens/Bronx, NY.** Construction management and inspection services. Replacement work includes installation of mini-pile foundations, temporary support structures, temporary and permanent traffic barrier systems, fire stand pipe system, new lighting and communications; maintenance and protection of traffic; incidental lead abatement; and coordination with the community and other public agencies in this densely populated traffic corridor. The project also included the relocation of the children's play area within Francis Lewis Park. Both the client and the community were extremely pleased with the play area relocation.
Client Contact Name / Title	Manny Gallego / Project Manager ***(Professional Reference)***
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	**TRIBOROUGH BRIDGE & TUNNEL AUTHORITY**, Bronx-Whitestone Svc Bldg., Ferry Pt. Park, New York, NY 10035
Contract Start Date	2007
Contract End Date	2013
Brief description of Scope of Work	**Bronx-Whitestone Bridge Replacement of the Bronx Approach and Miscellaneous Repairs to the Queens Approach, BW-89, Bronx, NY.** Staged removal and replacement of the Bronx Approach superstructure and substructure from the Bronx Toll Plaza to the Bronx Anchorage. Included the installation of excavation support systems, mini-pile foundations and temporary steel support systems to support the existing structure during the staged construction. During construction of the substructure, massive concrete placements were used for concrete footings and piers. Traffic on the bridge was maintained with five lanes open to traffic for the duration of the project. During the staged construction, work included staged demolition of the existing roadway, installation of multiple continuous steel girders, placement of a staged composite concrete deck, installation of permanent concrete barrier and installation of permanent street lighting. Other work items included new utility systems at the Bronx Toll Plaza, installation of new salt storage dome building and miscellaneous steel and concrete deck repair on the Queens Approach structure.
Client Contact Name / Title	Christopher Saladino, P.E. / Facility Engineer ***(Professional Reference)***
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Note – Client Contact must be employee of Company

Client Name/ Contracting Entity	**TRIBOROUGH BRIDGE & TUNNEL AUTHORITY**, Staten Island Expy. And Lily Pond Ave., Staten Island, NY 10305
Contract Start Date	2012
Contract End Date	Est. 2018
Brief description of Scope of Work	**Replacement of the Upper Level Deck of the Suspended Span of the Verrazano-Narrows Bridge, VN-80B, Staten Island, NY.** The TBTA has recently decided to implement a comprehensive reconstruction project to replace the upper level roadway superstructure of the bridge during Project VN-80B – Upper Level Deck Replacement of the Verrazano-Narrows Bridge. The work on this $236-million project will include the following major work elements to be performed: staged demolition; maintenance and protection of traffic (MPT); removal of existing concrete and steel upper level road deck and supporting elements; retrofit and/or repairs to select steel components; fabrication, erection and fit-up of new steel orthotropic deck panels; structural steel welding; waterproofing system application and asphalt overlay placement; lighting installation, paint removal and new coatings application; and lead abatement. This comprehensive re-decking project will take place over a 60-month construction schedule starting in 2012 and ending in 2017. Due to the immense size of the Verrazano-Narrows structure and the underlying complexity of the work, Project VN-80B will require tremendous expertise and substantial relevant experience in all areas of the rehabilitation processes for the work to be performed successfully. The GPI team has provided construction management and inspection (CMI) services for previous and current contracts at the Verrazano-Narrows facility and at other bridges and tunnels within the TBTA system - utilizing TBTA protocols, specifications, quality assurance requirements, health and safety and recordkeeping guidelines to successfully complete several projects of similar scope and complexity. GPI is the preeminent orthotropic deck installation CMI specialist in New York City, having successfully completed five major deck removal and replacement projects at three different suspension bridges, including two TBTA facilities (RFK, Bronx-Whitestone) and the Williamsburg Bridge. In addition, GPI performed CMI during a prototype structural retrofit of orthotropic deck longitudinal shear connectors (Throgs Neck), and is currently providing inspection and quality assurance oversight during orthotropic panel fabrication for the Franklin Square Arch at the Brooklyn Bridge.
Client Contact Name / Title	David Riggs, P.E. / Facility Engineer ***(Professional Reference)***
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	**MTA / TRIBOROUGH BRIDGE & TUNNEL AUTHORITY**, Bronx-Whitestone Svc Bldg., Ferry Pt. Park, New York, NY 10035
Contract Start Date	2014
Contract End Date	Est. 2019
Brief description of Scope of work *TBTA AND FEMA FUNDED*	**Construction Administration and Inspection for Project QM-40S, Super Storm Sandy Restoration and Mitigation and Project QM-40/QM-18, Rehabilitation of the Tunnel Walls, Roadway and Manhattan Exit Plaza at the Queens Midtown Tunnel, Queens/Manhattan, NY.** The TBTA will perform facility-wide repair, replacement, modification and/or upgrade of all tunnel major operating systems. The projects are comprehensive in scope and complexity, including concurrent work tasks to be performed in the main tunnel tubes, pump rooms, ventilation and service buildings, and at the

Note – Client Contact must be employee of Company

Brief description of Scope of Work *(Continued)*	entrance plazas. For the purposes of this assignment, all these work elements have been combined into one major rehabilitation effort, whereby the contractor will be tasked with completing the following major work tasks: ventilation system reconstruction; mechanical equipment and structural elements repairs and replacement; replacement of electrical systems; concrete base slab and expansion joint replacement; maintenance and protection of traffic controls; and lead and asbestos abatement.
Client Contact Name / Title	Andie Yee / Project Manager ***(Professional Reference)***
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	**MTA / LONG ISLAND RAIL ROAD**, 90-27 Sutphin Blvd., 3rd Fl., Jamaica, NY 11435
Contract Start Date	2012
Contract End Date	2013
Brief description of Scope of work *FEDERALLY FUNDED*	**CI Services for the Rehabilitation of Three Bridges, Contract 6052-B1-11 Release 'A', Hampton Bays, NY.** GPI was awarded a contract to supply inspection services to the LIRR for rehabilitation of three bridges in Hampton Bays. Our inspector worked directly with, and as a supplement to, the CM staff of the LIRR. One of these bridges was a three-span structure over the Shinnecock Canal. The center span was a steel truss, which had repairs throughout the members as required, new bearings, abutment repairs and the entire structure was lead paint abated and repainted to SSP Level 6. The other two bridges were single-span through girder bridges which also had miscellaneous steel repairs, and new bearings that increased the vertical clearance to vehicular traffic below. Abutment wall also had numerous repairs and tie backs installed.
Client Contact Name / Title	John Sucharski / Project Manager ***(Professional Reference)***
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	**NEW YORK CITY DEPARTMENT OF DESIGN & CONSTRUCTION**, 30-30 Thomson Ave., Long Island City, NY 11102
Contract Start Date	2012
Contract End Date	Est. 2015
Brief description of Scope of work *FEDERALLY FUNDED*	**REI for the Rehabilitation of High Bridge, Manhattan & Bronx, NY.** Rehabilitation of more than 1,400 ft of this historic structure, consisting of a single-span steel arch and ten masonry arch spans. GPI is performing construction inspection as part of a joint venture to ensure the work is performed in accordance with contract drawings and specifications, safely, on time and within budget. The work scope includes: rehabilitation of the stone arches and the steel arch; stabilization and conservation of the aqueduct pipes; de-leading and painting of the bridge; restoration and lighting of the brick walkway; installation of lighting underneath the arch spans; installation of benches and barrier-free access ramps; and installation of a visitor information system. When completed, the bridge, which was originally the main water supply conduit for NYC and is the oldest active bridge structure in New York City – dating to 1848 – will allow pedestrians, strollers and bicyclists to travel across the bridge and enjoy the scenic view of the Harlem River from the Bronx and Manhattan – similar to the elevated High Line in Manhattan's meatpacking district.
Client Contact Name / Title	Kalpesh Patel, Engineer-in-Charge ***(Professional Reference)***
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Note – Client Contact must be employee of Company

Client Name/ Contracting Entity	**NEW YORK CITY DEPARTMENT OF DESIGN & CONSTRUCTION**, Capital Design/Construction, 55 Water St., 5th Fl., New York, NY 10041
Contract Start Date	2006
Contract End Date	2010
Brief description of Scope of Work	**Replacement of Brooklyn Bridge Travelers, New York, NY.** Replacement of four movable maintenance platforms (travelers) with a state-of-the-art mechanical driven traveler system, the replacement of the traveler rails, hangers and connections, localized lead paint removal using a Class 3P containment system, and the installation of new electrical power service system and power distribution for the new travelers. The surface of the new steel for the traveler, rails and supports were cleaned in accordance with SSPC SP-10 and a three coat shop applied painting system of Organic Epoxy Zinc / Epoxy Intermediate / Urethane Finish is applied. In the field, the steel was cleaned to SSPC SP-11 with the same coating system applied. The project also involved installation of a temporary under deck work platform system along the entire length of both track beams (approx. 5,000 ft in length). Also involved a value engineering proposal that was reviewed and accepted and saved the City over $150,000 and will provide a better traveler.
Client Contact Name / Title	Robert Collyer / Deputy Chief Engineer ***(Professional Reference)***
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	**NEW YORK CITY DEPARTMENT OF TRANSPORTATION**, 55 Water St., New York, NY 10041
Contract Start Date	2008
Contract End Date	2010
Brief description of Scope of Work	**Protective Coating of Parkway over BQE Bridges, Queens, NY.** GPI provided resident engineering inspection, environmental monitoring/hazardous waste management and construction support services for the protective coating of five Grand Central Parkway/BQE Bridges. The resident engineering inspection services included monitoring contractor operations of cleaning, surface preparation, and application of protective coating; monitoring erection of scaffolding and containment system; monitoring of ambient and steel surface condition for proper painting; and processing of contractor's payments. Work also required field measurement and collection of data necessary to submit monthly and final estimates and progress reports; preparation of record plans, indexing and microfilming. The construction support services portion of the project included review of contractor's containment drawings, design calculations, manufacturer's data sheets, proposed MPT plans and permits, point samples, etc. Environmental services included providing air quality monitoring; monitoring and maintaining records for hazardous waste; monitoring containment and work site equipment performance via instrument and visual methods; and compliance with OSHA.
Client Contact Name / Title	Mark Lenkovskiy / Deputy Director ***(Professional Reference)***
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Note – Client Contact must be employee of Company

Client Name/ Contracting Entity	**NEW YORK CITY DEPARTMENT OF TRANSPORTATION**, 55 Water St., New York, NY 10041
Contract Start Date	2012
Contract End Date	Est. 2014
Brief description of Scope of Work	**Ocean Avenue Bridge over LIRR, Brooklyn, NY.** REI services for the component rehabilitation of the Ocean Avenue Bridge over the LIRR in the Borough of Brooklyn, NY. The work scope includes the removal of the existing concrete parapets on both sides of the bridge which are being replaced with new steel bridge railing and protective fencing; replacement of deteriorated sections of the bridge superstructure including girders and steel diaphragms; relocation and temporary rerouting of ConEd and Cablevision utility conduits; rehabilitation of bridge abutment concrete components and removal and replacement of new bearings; and installation of new armorless joints. Several other miscellaneous tasks will be completed including the demolition of an existing building under the bridge; removal and replacement of an existing watermain with a new steel watermain; removal of graffiti and application of new anti-graffiti coating; and resurfacing the existing asphalt pavement. Long-term and daily maintenance and protection of traffic operations are being implemented and maintained during two distinct and separate construction stages throughout the rehabilitation of the various bridge components.
Client Contact Name / Title	Margie Banka ***(Professional Reference)***
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	**NEW JERSEY DEPARTMENT OF TRANSPORTATION**, 1035 Parkway Avenue, Trenton, NJ 08625
Contract Start Date	2013
Contract End Date	Est. 2015
Brief description of Scope of Work *FEDERALLY AND FEMA FUNDED*	**Route 35 Sandy Restoration, MP 0 to 4, Berkeley to Toms River Township, Ocean County, NJ.** GPI is providing construction management and inspection services for this $81M restoration project. Route 35, a coastal emergency evacuation route, serving the barrier peninsula between Barnegat Bay and the Atlantic Ocean, was severely damaged during Superstorm Sandy, entire sections of the highway were carried away and the drainage system was completely destroyed. This major multidiscipline project provides for the complete reconstruction of 4 miles of this roadway.
Client Contact Name / Title	George Carroll / Central Region Construction Consultant Coordinator ***(Professional Reference)***
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Note – Client Contact must be employee of Company

Client Name/ Contracting Entity	**NEW JERSEY DEPARTMENT OF TRANSPORTATION**, 1035 Parkway Avenue, Trenton, NJ 08625
Contract Start Date	2013
Contract End Date	Est. 2015
Brief description of Scope of Work *FEDERALLY AND FEMA FUNDED*	**Route 35 Sandy Restoration, MP 4 to 9.07, Toms River Township, Lavallette and Mantoloking Boroughs, Ocean County, NJ.** As a subconsultant to IH Engineers, PC, GPI is performing construction inspection services for this $100M FEMA project which consists of: excavation of the existing roadway box; repair of sinkholes with select material; new drainage systems, replacement of underground and aerial utilities; construction of a new pavement box; curb and sidewalk; repair or replacement of highway lighting and traffic signals; and ITS interconnect systems form Milepost 4 to Milepost 9.07 in Ocean County.
Client Contact Name / Title	George Carroll / Central Region Construction Consultant Coordinator ***(Professional Reference)***
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	**NEW JERSEY DEPARTMENT OF TRANSPORTATION**, 1035 Parkway Avenue, Trenton, NJ 08625
Contract Start Date	2013
Contract End Date	2014
Brief description of Scope of Work *FEDERALLY AND FEMA FUNDED*	**Route 35 Sandy Restoration, MP 9-12.5, Mantoloking to Point Pleasant, Ocean County, NJ.** As a subconsultant to Ammann & Whitney, GPI is performing construction inspection for the first stage of the Route 35 construction. Through this 3.5 mile section of the project, one lane exists in each direction. In July 2013, contractors initiated work on drainage and pump systems along side streets. Major roadwork along Route 35 began after Labor Day 2013. Reconstruction work will be performed in 1/4-mile segments with alternating traffic patterns within the work zones. Work on the 3.5 miles of Route 35 in Mantoloking and Bay Head is expected to be completed in 2015. The reconstruction of Route 35 will include Complete Streets features such as sidewalks, bicycle compatible roadway shoulders and Americans with Disabilities Act-compliant (ADA) ramps. These features will be built where there is sufficient NJDOT right of way.
Client Contact Name / Title	George Carroll / Central Region Construction Consultant Coordinator ***(Professional Reference)***
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Note – Client Contact must be employee of Company

Client Name/ Contracting Entity	**DELAWARE RIVER & BAY AUTHORITY**, I-295 & Route 9, New Castle, DE 19720
Contract Start Date	2004 (Current Term Agreement: 2010)
Contract End Date	2014
Brief description of Scope of work	**Delaware River & Bay Authority Construction Inspection Term Agreement, Various Locations, DE.** Since 2004, GPI has been providing construction inspection/management services on a task order basis, for various projects on many of the DRBA facilities. GPI is responsible for all aspects of the construction.
Client Contact Name / Title	Gary Mascelli / Sr. Project Manager ***(Professional Reference)***
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	**NEW JERSEY TRANSIT**, One Penn Plaza East, Newark, NJ
Contract Start Date	2013
Contract End Date	Est. 2016
Brief description of Scope of Work *FEDERALLY FUNDED*	**NJ Transit Contract #13-1010E, CM Services Task Order, Various Locations, NJ.** GPI was selected by NJ TRANSIT to provide CM services on a task order basis. This contract has a maximum value of $3.5M and duration of 3 years. Task assignments are on track to be completed on-time and within budget.
Client Contact Name / Title	Kerry Donovan / Sr. Program Manager ***(Professional Reference)***
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	**NEW JERSEY TURNPIKE AUTHORITY**, 581 West Main Street, Woodbridge, NJ 07095
Contract Start Date	2009
Contract End Date	Est. 12/2014
Brief description of Scope of work	**Interchange 6 to 9 Widening Program, NJ.** GPI's Lebanon, NJ office is providing Construction Management services for the NJTA's Interchange 6 to 9 Widening Program (The Program). The Program is the Turnpike's most significant construction project in the 58-year history of the Authority, and is currently estimated at $3B. In Joint Venture with AECOM and PB Americas, The GPI Team's $164M contract requires us to provide construction management, scheduling, change order management, cost control, resident engineering, inspection and material testing services.
Client Contact Name / Title	Frank Corso / Sr. Project Engineer
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	**DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**, 110 Wood and Grove Streets, Morrisville, PA 19067
Contract Start Date	2013
Contract End Date	Est. 2015
Brief description of Scope of Work	**Construction Management and Construction Inspection Services, Easton-Phillipsburg Bridge Rehabilitation, Contract CM-437A, DE.** This project is a multi-faceted rehabilitation of the Easton-Phillipsburg (Route 22) Toll Bridge and related facilities. Rehabilitation project elements include bridge painting, pavement repairs, deck replacement and repair, substructure repairs, bearing replacement, electrical upgrades and

Note – Client Contact must be employee of Company

Brief description of Scope of Work *(Continued)*	toll plaza upgrades. Project includes multiple bridge structures: Main River Bridge, Broad Street Viaduct, Route 22 over SR 611, Route 22 over Bank Street, Route 22 over 3rd Street and the pedestrian tunnel at Bushkill Street. The rehabilitation project elements include: pavement repairs and reconstruction throughout the facility; Main River Bridge and Broad Street Viaduct (deck removal and replacement, cleaning and painting of all structural steel, rehabilitation/replacement of deck drainage system, structural steel and substructure repairs as defined per inspection, and rehabilitate pedestrian railing); remove and replace superstructure of the Route 22 Bridge over SR 611; construct an ADA compliant ramp to the existing pedestrian tunnel under Route 22 at Bushkill Street; replace roadway and bridge lighting throughout the facility – lighting on Snyder Street to match Easton streetscape lighting; Bank Street and 3rd Street bridges (replace bridge bearings, mill and resurface bridge deck, clean and paint stringer ends and fascia beam, miscellaneous repairs); electrical upgrades to toll facility load center in Administration Building; and minor repairs and painting to toll booth facilities.
Client Contact Name / Title	Christopher Harney / Project Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	**NEW JERSEY DEPARTMENT OF TRANSPORTATION**, 1035 Parkway Avenue, Trenton, NJ 08625
Contract Start Date	2005
Contract End Date	2010
Brief description of Scope of Work *FEDERALLY FUNDED*	**Construction Management & Inspection, Route 18, Section 2F, 7E, 11H, NJ.** GPI provided construction management and inspection services for the $154 million widening and reconstruction of more than 2 miles of Route 18 through New Brunswick along the Raritan River. This was a highly visible project on a heavily traveled roadway through the heart of historic New Brunswick, NJ. Project work was completed in 8 major traffic stages, and included construction of four new bridges, 27 retaining walls- including MSE walls, Soil Nail walls, Concrete Modular Unit walls, and Cast-in-Place walls, eight noise barriers, MSE abutments; HPC deck slabs, two major culverts; nine sign bridges; and five cantilever sign structures. The project also included highway lighting, 6 new traffic signals, state of the art ITS communications, and innovative architectural features. GPI provided project management, community outreach, construction inspection, scheduling, and claims management services on this project.
Client contact Name / Title	Sean Shehee / Consultant Coordinator
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Note – Client Contact must be employee of Company

Client Name/ Contracting Entity	**DELAWARE RIVER PORT AUTHORITY,** One Port Center, 2 Riverside Drive, Camden, NJ 08101
Contract Start Date	2011
Contract End Date	2013
Brief description of Scope of work	**Commodore Barry Bridge Miscellaneous Structural Repairs, CM Services, DE.** GPI performed construction management services for the Commodore Barry Bridge Miscellaneous Structural Repairs project. The work included the rehabilitation and/or replacement of bearings, gusset planes, steel barrier, below deck walkway modifications plus miscellaneous concrete and steel repairs for the Commodore Barry Bridge and one approach bridge at US Route 322 over US Route 130.
Client contact Name / Title	A. Timothy Salvatore / Project Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	**DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION,** 110 Wood and Grove Streets, Morrisville, PA 19067
Contract Start Date	2007
Contract End Date	2009
Brief description of Scope of work	**I-78 Roadway Rehabilitation, Philipsburg, NJ.** Project consisted of work on the Main River Bridge and NJ approach roadway portions of the I-78 toll bridge facility. The Main River Bridge is a twin, continuous span structure with an overall length of 1,222 feet supported on reinforced concrete piers and abutments. Inspection responsibilities included: voids/anomalies/sinkhole remediation - low mobility displacement (compaction) grouting and filling voids; concrete Pavement Restoration – slab jacking, partial/full depth repairs, dowel bar retrofitting, and crack stitching; Superpave Hot Mix Asphalt (HMA) Overlay with sections of full depth HMA pavement; structure rehabilitation (miscellaneous substructure and superstructure) - spall repair, abutment joint repair, reset bearings, spot steel painting; MPT/staging; and incidental construction – guide rail, drainage, lighting and landscaping.
Client contact Name / Title	Chris Rood / Project Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	**NEW JERSEY DEPARTMENT OF TRANSPORTATION,** 1035 Parkway Avenue, Trenton, NJ 08625
Contract Start Date	2013
Contract End Date	Ongoing
Brief description of Scope of work	**Region Central Maintenance Bridge Painting, Contract 2013-3, NJ.** Construction Inspection Services for 12 Bridges on Routes 18, 34 and 7; Wall, Neptune, Colts Neck & Stafford Townships & Sea Girt, Belmar & Ship Bottom Boroughs; Monmouth & Ocean Counties. Project involved monitoring 100% containment operations, MPT, quality of coating materials, proper storage, mixing, application, inspect coating application for compliance with contract specification, surface preparation (SSPC-SP10), environmental compliance, also managing and training the inspection force.
Client contact Name / Title	George Carroll / Consultant Coordinator, Region Central
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Note – Client Contact must be employee of Company

Client Name/ Contracting Entity	**NEW JERSEY DEPARTMENT OF TRANSPORTATION**, 1035 Parkway Avenue, Trenton, NJ 08625
Contract Start Date	2011
Contract End Date	Ongoing
Brief description of Scope of work	**Region North Maintenance Construction Inspection Term Agreement, NJ.** GPI is providing Maintenance Construction Inspection Services for Maintenance Construction Inspection for a 3-yr Term Agreement for various 100% State Funded Contracts and Permit Projects in Region North. The majority of the maintenance work is located in the counties of Bergen, Essex, Hudson, Morris, Passaic, Sussex, Union, and Warren. Various task orders for work that includes construction inspection for maintenance drainage, paving, bridge concrete repair and moveable bridge repair contracts. Includes both roadway and bridge work, both day and nighttime operations, MPT.
Client contact Name / Title	Lynn Bartleson, Consultant Coordinator, Region North
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Note – Client Contact must be employee of Company

Attachment C-2

Proposer Prerequisite B

Firms must have adequate staffing resources and have demonstrated experience performing construction management and/or construction inspection services in the Greater New York/New Jersey Metropolitan Area for construction projects valued, at a minimum, at $1.5 million.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites

If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite B.

Client Name/ Contracting Entity	**PORT AUTHORITY OF NEW YORK AND NEW JERSEY**, 241 Erie St., Rm. 236, Tech. Ctr., Jersey City, NJ 07310
Contract Start Date	2011
Contract End Date	2014
Construction Value	$100 million
Brief description of Scope of Work	**2011-2014 Port Authority On-Call Construction Management Services, Various Locations.** GPI is providing construction management and inspection services on an on-call basis. Assignments received to date include the following: • **Port Authority Tenant Supervision, Jersey City, NJ** – Assisting the Port Authority's manager with supervising and coordinating the development and delivery of the Real Estate Services Department's program, which includes renovations and construction enhancements; expansions of the Port Autho rity leased properties and facilities; supervising the development of construction and operational requirement for projects; and supervising the project manager and contractor staff in the implementation of Port Authority and tenant construction program. • **Staten Island Bridges, Newark, NJ** – Construction inspection for structural, civil, mechanical, electrical, and bridge painting services for three Staten Island Bridges operated by the Port Authority of New York & New Jersey. Also includes maintenance and protection of traffic. • **George Washington Bridge, Fort Lee, NJ** – Joint replacement of the upper level deck. The project also involves the replacement of orthotropic deck, scupper and pipe run replacement, expansion finger joint repairs, main/secondary floorbeam repairs, stringer and stringer bearing repairs, deck rib connections, barrier repairs, paving, and coordination of maintenance of traffic. • **Port Authority Bus Terminal, Various Contracts, New York, NY –** ▪ ***Bus Ramps Deck Replacement Phase II, Contract #LT-234-174.*** Replacement of the existing deteriorated concrete roadway deck and embedded snow melting system at the Lincoln Tunnel bus ramps in order to maintain a state of good repair, preserve the structural integrity of the bus ramps and provide a safe riding surface during the winter months.

Note – Client Contact must be employee of Company

Brief description of Scope of work *(Continued)*	▪ ***Contract #LT-234.054, New York, NY.*** Consists of replacement of the existing concrete sump ceiling slab with pre-cast concrete panels, replacement of adjacent pavement, catch basin and man hole structures and patching in the adjacent pump room at the Lincoln Tunnel Center Tube. ▪ ***Contract #BT-254.220, New York, NY.*** Providing the required strengthening to maintain structural integrity of the Port Authority Bus Terminal (PABT) in New York City during a seismic event. The structural modifications (seismic retrofit) consist of shear walls, bracing and truss members to resist seismic loads and expansion joint bracing. It also requires relocation of existing electrical, electronic communication, HVAC, plumbing and fire protection systems. ▪ ***Contract #LT-525, New York, NY.*** This project consisted of installing pavement markings, signage, drop-in-delineators and Dura-curb at the New York Galvin Plaza Entrance, New Jersey Toll Plaza Approach and Departure Roadway and New Jersey Westbound Helix and Exit ramps. • **Lincoln/Holland Tunnel, New York, NY** – Rehabilitation of the concrete catwalk at the Holland Tunnel and maintenance pavement repairs and bus ramps deck replacement at the Lincoln Tunnel. The project involves inspection of maintenance and protection of traffic, installation of CCTV and video analytics system in Lincoln Tunnel, demolition of existing car railing, sounding and repairing spalled concrete for rehabilitation of concrete catwalk at the Holland Tunnel, emergency concrete repairs in Holland Tunnel vent buildings, sounding and repairing spalled concrete on under deck roadways in Lincoln Tunnel. • **John F. Kennedy International Airport, Queens, NY** – Inspection services at John F. Kennedy International Airport including inspecting installation of new electrical equipment for compliance with contract, Port Authority standards and NYC codes. • **Replacement and Upgrade of the Christopher Street Substation for PATH, New York, NY** – The focus of the project is to replace and upgrade electrical traction power substation equipment at the Christopher Street Substation. • **Journal Square Transportation Center, Various Locations, NY and NJ.** Work under this project included direct inspection and monitoring of multiple contractors performing wide ranging rehabilitation and renovation work at the Police Command Center at Journal Square. Once this work was completed, construction management services moved to the inspection of work to rehabilitate PATH stations, track, maintenance yards, and support buildings. • **Holland Tunnel, New York/New Jersey.** Rehabilitation of the existing ventilation fan system for the Holland Tunnel.
Client Contact Name / Title	Paul Salvatore, P.E. / Engineer of Construction ***(Professional Reference)***
Client Contact Email Address	psalvato@panynj.gov
Client Contact Phone Number	201-216-2070

Note – Client Contact must be employee of Company

Client Name/ Contracting Entity	**PORT AUTHORITY OF NEW YORK AND NEW JERSEY,** 241 Erie St., Rm. 236, Tech. Ctr., Jersey City, NJ 07310
Contract Start Date	2006
Contract End Date	2012
Construction Value	$400 million
Brief description of Scope of Work	**2006-2010 Port Authority On-Call Construction Management Services, Various Locations, NY.** GPI provided construction management and inspection services on an on-call basis. GPI received assignments at JFK International Airport, Newark Airport, PA Bus Terminal, and the Battery Park Ferry Terminal. GPI was also involved with the PANYNJ's Security Capital Program, hardening all of the PANYNJ facilities. Projects included: • **John F. Kennedy International Airport** – Project involved inspection services at John F. Kennedy International Airport. The Port Authority supplemented their own staff with consultant-provided personnel to manage and administer construction contracts at their owned and operated facilities. GPI's responsibilities at these facilities included inspecting installation of new electrical equipment for compliance with contract, Port Authority standards and NYC codes; documenting and maintaining daily narratives on contract projects; reviewing plans, specifications and shop drawings, processing and reviewing contractor submittals, change orders and estimates; interacting with architects, engineers, contractors and Port Authority officials; and coordinating scheduled electrical shutdowns with Port Authority Electrical Shop and various departments. • **Jamaica Station** – Inspection of new, five-story parking structure made of pre-cast concrete on structural steel frame. • **Staten Island Bridges** – Construction inspection for structural, civil, mechanical, electrical, and bridge painting services for the three Staten Island Bridges operated by the PANYNJ. • **George Washington Bridge Painting** – Involved Class 1A containment of both towers of this structure over the Hudson River involving the removal of existing lead paint and the application of a new three-coat system to approximately 2.1 million sq ft of steel. Project included the coordination and inspection of field contractors' activities on various contracts and managing construction contract payments, contract changes, schedules, fieldwork and subcontractors. • **Port Authority Bus Terminal Structural Modifications** – This $50-million project provided the required strengthening to maintain structural integrity of the Port Authority Bus Terminal in New York City during a seismic event. Structural modifications (seismic retrofit) strengthened the bus terminal building structures with shear walls, bracing, and truss members to resist moderate seismic loads in the north south and the east west directions for the south wing and expansion joint bracing for the north wing of the Port Authority Bus Terminal. It also required relocation of the existing electrical, electronic communication, HVAC, plumbing and fire protection system in order to perform the work. • **Port Authority Technical Center** – Work at each building included the construction management of various trades which included demolition, general construction, HVAC, plumbing, electrical, furniture, telecommunications, and relocation of personnel upon completion. • **EWR Newark Airport** – Inspection services at Newark Airport included field inspection and construction supervision, coordination with materials division of Port Authority operations and contract and shop drawings review for different projects.

Note – Client Contact must be employee of Company

Brief description of Scope of Work *(Continued)*	• **John F. Kennedy International Airport Jet Blue Parking Structure** – Inspection services of the new, five-story parking structure at John F. Kennedy International Airport's Jet Blue Terminal. This structure is pre-cast concrete on a structural steel frame. • **Battery Park City Ferry Terminal at the 39th Street Pier** – Construction of a barge as a support to canopy structure. The barge was placed between two anchor towers and a steel canopy structure and windscreen framing was connected on top of this barge. • **PATH Station** – Installation and integration of the 27KV, 15KV, 480V, DC Traction Power, SCADA and multiple communication systems at the temporary PATH station at the WTC site. Provided system startup on various electrical/communication sub-systems, contractor compliance with federal and state construction safety requirements.
Client contact Name / Title	Paul Salvatore, P.E. / Engineer of Construction ***(Professional Reference)***
Client Contact Email Address	psalvato@panynj.gov
Client Contact Phone Number	201-216-2070

Client Name/ Contracting Entity	**PORT AUTHORITY OF NEW YORK AND NEW JERSEY**, 241 Erie St., Rm. 236 Tech. Ctr., Jersey City, NJ 07310
Contract Start Date	2012
Contract End Date	Est. 2017
Construction Value	$743 million
Brief description of Scope of work	**Bayonne Bridge Navigational Clearance Program (BBNCP) Construction Management, New York, NY.** GPI is providing construction management services for the $743-million Bayonne Bridge Navigational Clearance Program (BBNCP). This extraordinarily complex, once-in-a-lifetime project will replace over 5,000 feet of viaduct with cast-in-place and precast structural elements and re-frame the existing steel arch structure to accommodate a new roadway 65 feet above the existing roadway. The project is being implemented to accommodate a new breed of Panamax ships passing through the widened Panama Canal which, due to their size, cannot physically pass beneath the existing 151-ft-high main span roadway. The Kill Van Kull is the only waterway into and out of the Ports of Newark, Howland Hook, and Elizabeth, and the current restrictive clearance of the bridge will stagnate continued economic growth and could possibly threaten the very existence of the Ports. Not raising the bridge roadway could cripple the local New York and New Jersey economies during a time of strained economic growth. A preliminary benefits estimate recognizes that 12% of all U.S. international containers pass under the bridge. According to recent studies, the ports are an economic engine for the region, generating over 269,900 direct and indirect jobs and nearly $11 billion in annual wages. The BBNCP will allow the ports to remain a viable commerce and cargo destination well into the 21st century. All work will be completed while maintaining one lane of traffic in the northbound and southbound direction by utilizing staged demolition and construction sequencing. The new Staten Island and Bayonne approaches will be supported by drilled shaft foundations; CIP and pre-cast/post-tensioned piers; pre-cast post-tensioned segmental box girders. Major ancillary work will include the installation of new bridge power, ITS and fire standpipe systems.
Client Contact Name / Title	Ronald Gumann, P.E. / Engineer of Construction ***(Professional Reference)***
Client Contact Email Address	rgumann@panynj.gov
Client Contact Phone Number	201-595-4887

Note – Client Contact must be employee of Company

Client Name/ Contracting Entity	**NEW YORK CITY DEPARTMENT OF TRANSPORTATION**, Capital Design/Construction, 55 Water St., 5th Fl., New York, NY 10041
Contract Start Date	2013
Contract End Date	Est. 2017
Construction Value	$104.5 million
Brief description of Scope of Work	**Belt Parkway Bridges REI Services - Gerritsen Inlet Bridge, Brooklyn, NY.** Total replacement of Gerritsen Inlet Bridge on the Belt Parkway. Major work includes removal and disposal of main spans including concrete deck, steel girders, floor beams and stringers, approaches, concrete superstructure, closure walls, timber piles, concrete piers, pier caps, columns, abutments, wingwalls, street lighting, transformer room, transit ducts, steel conduits, navigation lights, and trees and vegetation. The project also involves construction of cofferdams, installation of new cast-in-place concrete piles at piers and abutments, construction of new reinforced concrete piers including pier columns and plinth, reinforced concrete abutments and wingwalls, installation of new multi rotational (MR) bridge bearings, construction of haunch steel girders, diaphragms, bracing, concrete deck, installation of inspection platform at each pier, concrete barrier at fascia and bike path, sidewalk bridge railing and protective screening, median concrete barrier, construction of approach roadway, pavements including embankment, regrading with grass, construction of new bike path connecting existing bike path, construction of new drainage system including drainage and outfall structures, installation of new fender system, navigation lighting, new street lighting, traffic signs, etc.
Client Contact Name / Title	Robert Collyer / Deputy Chief Engineer ***(Professional Reference)***
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	**NEW YORK CITY DEPARTMENT OF TRANSPORTATION**, Capital Design/Construction, 241 Erie St., Rm. 236 Tech. Ctr., Jersey City, NJ 07310
Contract Start Date	2006
Contract End Date	Est. 2015
Construction Value	$193.3 million
Brief description of Scope of Work	**Belt Parkway Bridges REI Services - Paerdegat Bridge, Brooklyn, NY.** Project involves the demolition of the entire, 13-span, multi-stringer bridge superstructure and substructure, including abutments, wingwalls, and the piers consisting of concrete pile columns to a minimum of 600 mm below the mud line. The replacement structures are new three-span (Westbound) and five-span (Eastbound) bridges consisting of a Class HP reinforced concrete superstructure slab supported by high performance steel box girders and substructures including reinforced concrete abutments, wingwalls, and multi column piers on new pile foundation. The new bridge will have three 3.6-meter wide travel lanes, a 1.2-meter wide (eastbound) or a 3.6-meter wide (westbound) inside shoulder and 3.6-meter wide outside shoulders. A 3.6-meter wide pedestrian / bicycle path will be located on the south side of the eastbound structure only. The proposed bridge will have 8.6 m minimum vertical clearance over the mean high water and a stopping sight distance for a design speed of 100 km/h. Also included is a new approach roadway and pedestrian/bicycle path which are approximately 475 m on the west side of the bridge and 740 m on the east side of the bridge. The approach roadways will be typically widened to accommodate three 3.6-meter wide travel lanes, a 1.2-meter and 3.0 meter wide inside and outside shoulders respectively, and a 3.0-meter wide grass buffer

Note – Client Contact must be employee of Company

Brief description of Scope of Work *(Continued)*	area between the roadway and the 3.6-meter wide pedestrian / bicycle path on the south side of the eastbound only. The profiles of the approach roadways accommodate stopping sight distances for a design speed of 100 km/h (60 MPH). In multiple stages, construction of new reinforced concrete abutments and wingwalls founded on 0.6 m diameter concrete filled steel pipe piles. In multiple stages, construction of new reinforced concrete piers founded on 0.6 m diameter concrete filled steel pipe piles and reinforced concrete pile cap. In multiple stages, installation of isolation bearings conforming to seismic requirements. In multiple stages, installation of new High Performance Steel GIPS) Grade 485W box girders and diaphragms, reinforced concrete deck and approach slabs including pressure relief joints at the ends of approach slabs. Installation of new modular type bridge expansion joints.
Client Contact Name / Title	Robert Collyer / Deputy Chief Engineer ***(Professional Reference)***
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	**NEW YORK CITY DEPARTMENT OF TRANSPORTATION**, Capital Design/Construction, 241 Erie St., Rm. 236 Tech. Ctr., Jersey City, NJ 07310
Contract Start Date	2009
Contract End Date	2014
Construction Value	$60 million
Brief description of Scope of Work	**Belt Parkway Bridges REI Services - Rockaway Parkway Bridge, Brooklyn, NY.** This $60-million project involves resident engineering inspection of all aspects, which includes the demolition of the entire existing, four-span, multi-stringer bridge superstructure with existing steel cap beams and substructures, including the abutments, wingwalls, and pier columns and footings; installation of a new single span replacement bridge consisting of a steel multi-stringer superstructure with reinforced concrete deck and substructures, including reinforced concrete abutments and wingwalls on new piled footings, and mechanically stabilized earth retaining walls; reconstruction of approach roadways and four entrance and exit ramps within the project limits; and installation of new concrete barrier, new bridge and guide railing, new lighting standards, new drainage systems including catch basins and drainage pipes, new overhead sign structures, and new swale BMP grading, drainage and planting.
Client Contact Name / Title	Robert Collyer / Deputy Chief Engineer ***(Professional Reference)***
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	**NEW YORK CITY DEPARTMENT OF TRANSPORTATION**, Capital Design/Construction, 55 Water St., 5th Fl., New York, NY 10041
Contract Start Date	2004
Contract End Date	2014
Construction Value	$280 million
Brief description of Scope of Work	**Williamsburg Bridge Reconstruction of Misc. Rehab of Main Bridge, Contract 8, New York, NY.** This project was touted as the final major construction contract to rehabilitate this iconic NYC structure. Several major items of work that went unresolved in Contracts 4 through 7 were addressed in this contract including strengthening main towers (replacement of deteriorated lacing bars, splice, gusset and batten plates and diagonal braces; bearing and support replacement at PP 30; lead paint abatement by abrasive blasting and new coatings application for the north and south truss and top chord; and suspender replacement and adjustment. Additional tasks include seismic retrofit of the intermediate towers, tower saddle

Note – Client Contact must be employee of Company

Brief description of Scope of Work *(Continued)*	repairs; wind tongue replacement at PP 30; intermediate tower rehabilitation; bearing replacement at PP 0, 10, 15, and 31; north and south top and bottom chord rehabilitation; installation of end span inspection platforms; rehab (surface cleaning, repointing and epoxy injection for crack repair) and structural reinforcement of the anchorage rooms; installation of the traveling maintenance platforms; restoration of electrolier light fixtures and installation of new period lighting at the Manhattan portal and promenade areas and inside both bridge anchorage structures; and completion of the installation of ITS equipment with computer-based control of south inner roadway contraflow. NYCDOT chose GPI due to our breadth and depth of knowledge and major work item and partnering experience.
Client Contact Name / Title	Robert Collyer / Deputy Chief Engineer ***(Professional Reference)***
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	**NEW YORK CITY DEPARTMENT OF TRANSPORTATION,** 55 Water St., 4th Fl., New York, NY 10041
Contract Start Date	2010
Contract End Date	2014
Construction Value	$149 million
Brief description of Scope of work	**Manhattan Bridge Rehabilitation of Cables and Suspenders, Contract 14, New York, NY.** This $149-million project involved unwrapping and rewrapping of cables; replacement of suspenders; replacement of necklace lighting messenger cables and cable hand ropes; installation of new access platforms to existing tower platforms; reversal of lower roadway and operation of HOV lane and replacement of multi-rotational bearings at the Towers; replacement of light poles and luminaries on South upper roadway; replacement of lane control radar on South upper roadway; and retrofit of track stringers and diaphragm connections and other miscellaneous work. The unwrapping and rewrapping of cables was performed in the following sequence: 1. Remove existing cable wrapping wires 2. Clean existing main cable wires and remove all red lead paste 3. Apply grease to existing main cable wires: "SYNCAN" grease manufactured by Grignard Co 4. Rewrap main cable wires with new galvanized wrapping wire 5. Install Cableguard Elastomeric Wrap system manufactured by D.S. Brown. After the wrap is applied it is heated with an electric blanket which fuses the overlapped seams and shrinks the wrap to the underlying wrapping wire. The existing cable bands were not replaced but were cleaned and painted with a three-coat moisture cured urethane system by Sherwin-Williams. The new galvanized suspenders were not overcoated. Existing truss steel at the anchor points for the suspenders, miscellaneous steel and all new steel elements were painted.
Client contact Name / Title	Brian Gill, P.E. / Engineer In Charge ***(Professional Reference)***
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Note – Client Contact must be employee of Company

Client Name/ Contracting Entity	**NEW YORK CITY DEPARTMENT OF TRANSPORTATION**, 55 Water St., New York, NY 10041
Contract Start Date	2010
Contract End Date	Est. 2015
Construction Value	$509 million
Brief description of Scope of Work *FEDERALLY FUNDED*	**Brooklyn Bridge Rehabilitation of the Approach Spans and Ramps and Painting of the Entire Bridge, Contract 6, New York, NY.** GPI is providing construction management and inspection services for this $509-million rehabilitation project. GPI, acting in support of NYCDOT, is responsible for coordination of all project activities, quality assurance inspection of all rehabilitation work, and cost control and payment distribution. Activities involve several distinct areas of work including: rehabilitation of the approach roadway pavement above the masonry structures; rehabilitation of the Manhattan side ramp structures; painting of the ramp structures and main span; rehabilitation of the approach steel structures; and full replacement of the York and Main Street Structures. The project also involves designing a CCTV system on bridge and in the area surrounding with communications to NYCDOT's Traffic Management Center. GPI is providing on-site construction administration and inspection of the following tasks: CPM schedule review, coordination, and monitoring; evaluation of MPT activities for the project; evaluation of contractor's health and safety plans; public outreach and communication efforts; monitoring of environmental protection; coordinate with other contracts in the area; other agency coordination services; tracking of the contractor's EEO efforts; monitoring of MPT activities; evaluation of changed conditions and contractual disputes; preparation of change orders; preparation of partial payment documentation in support of the contractor's monthly requests; quality control of construction materials (on site and off site); tracking of project documents; and inspection of all contractor field activities.
Client Contact Name / Title	Ohene Duodu / Engineer-in-Charge (***Professional Reference)***
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	**NEW YORK CITY DEPARTMENT OF TRANSPORTATION**, 59 Maiden Lane, 35th Fl., New York, NY 10038
Contract Start Date	2007
Contract End Date	2014
Construction Value	$600 million
Brief description of Scope of Work	**Reconstruction of Willis Avenue Bridge, New York, NY.** The project involves the complete replacement of this river crossing with a new swing span and flanking girder spans on each side, on a new alignment immediately south of and slightly skewed to the existing bridge alignment. Like the existing bridge, the new swing span can be opened to allow tall ships to pass. The new bridge will continue to provide four traffic lanes on thebridge mainline as with the existing bridge. All new steel approaches and ramps will transition back to the existing connections with the street and arterial highway networks. The First Avenue approach and FDR Drive ramp will be replaced on new alignments with standard radius curves.

Note – Client Contact must be employee of Company

Brief description of Scope of Work *(Continued)*	The Willis Avenue approach will be replaced on an alignment similar to its existing alignment which will provide a standard radius curve, and eliminate all columns in Willis Avenue and Bruckner Boulevard below the approach. The Bruckner Boulevard ramp will be replaced on a new alignment and brought up to standard. The bridge also passes over the Harlem River Yard (HRY) in the Bronx. New construction is being coordinated with ongoing operations in the railyard including the waste transfer station. Traffic will be maintained on the bridge using staged off-line construction where most of the new bridge is built before demolishing the exiting one. Tie-ins at each end will be made using conventional staging where half of the bridge will be built at a time and traffic will be maintained on the remaining half. A temporary loop ramp will be built at East 127th Street to maintain traffic from the Northbound FDR Drive to the bridge while a new ramp is built at the present alignment. At the Bronx end of the project, NYSDOT plans to replace the Willis Avenue Bridge over the Major Deegan Expressway and provide an improved connector ramp to the Northbound Major Deegan Expressway. While the design and funding of this State project is independent of the City Willis Avenue Bridge replacement project, the projects are being let under this combined project. The combined letting will minimize traffic impacts and reduce overall project costs. GPI was a major subconsultant to Parsons/STV J/V.
Client Contact Name / Title	Hani Faouri, P.E. / Deputy Director – Movable Bridges ***(Professional Reference)***
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	**NEW YORK CITY DEPARTMENT OF TRANSPORTATION**, 55 Water St., New York, NY 10041
Contract Start Date	2012
Contract End Date	Est. 2016
Construction Value	$20 million
Brief description of Scope of work *NYC AND FEMA FUNDED*	**Battery Park Underpass/West Street Emergency Contract, New York, NY.** GPI will provide resident engineering and inspection services for this $20-million rehabilitation project. On October 29, 2012, the Battery Park and West Street underpasses were inundated with salt water from the storm surge associated with Superstorm Sandy. The salt water caused significant damage to mechanical, electrical, ventilation, and lighting systems. The New York City Dept. of Transportation will engage the services of a responsible low bid contractor to rehabilitate the underpass systems per their design specifications and drawings. GPI will act as the owner's representative to oversee the rehabilitation effort during a 12-month construction period.
Client Contact Name / Title	Bhaskar Gusani, P.E. / Project Manager ***(Professional Reference)***
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Note – Client Contact must be employee of Company

Client Name/ Contracting Entity	**NEW YORK STATE DEPARTMENT OF TRANSPORTATION**, Hunters Point Plaza, 47-40 21st St., Long Island City, NY 11101
Contract Start Date	2010
Contract End Date	Est. 2015
Construction Value	$150 million
Brief description of Scope of Work *FEDERALLY FUNDED*	**Rehabilitation of Kew Gardens Interchange/Van Wyck Expressway, Queens, NY.** CI for reconstruction of the Van Wyck Expressway (I-678), between 86th Avenue and the Grand Central Parkway. The work includes the complete removal and replacement of the 82nd Avenue pedestrian bridge, the Hoover Avenue Bridge over the Van Wyck Expressway, the ramp from the Van Wyck Expressway NB to Queens Boulevard WB, and the Queens Boulevard Bridge over the Van Wyck Expressway; removal and replacement of superstructure, repair wing walls and abutments at the Van Wyck Expressway over Main Street SB and Queens Boulevard over Main Street; reconstruction of the MTA subway pedestrian tunnel under the Van Wyck Expressway in the vicinity of Main Street; widening the at-grade Van Wyck Expressway by constructing a new concrete pavement lane in both directions; repair and new paving of road surfaces; and reconstruction of the median barrier, drainage system, and retaining walls, roadside landscaping and other environmental enhancement work are included within the project limits. A major initial component of the reconstruction work is the relocation of existing water mains over the Queens Boulevard over Van Wyck Expressway, Queens Boulevard over Main Street and Hoover Avenue over the Van Wyck Expressway bridges. This work includes removal of approximately 1,000 lin ft of 12 in. existing water main, associated valves, valve box and hydrant. In addition, 82 drainage structures, and more than 4,200 lin ft of reinforced concrete pipe (ranging from 12 in. – 36 in.) and 1,200 lin ft of 12 in. and 18 in. ductile iron pipe will be installed below grade on a bed of crushed stone. The work also includes relocation of several utility components, including fire alarms, pull boxes and conduit; Time Warner and ITS system fiber optic cables; overhead street lighting; traffic signals; National Grid gas main at Hoover Avenue and Queens Boulevard over Main Street and Van Wyck Expressway; and the installation of multiple cameras and radar detectors for remote traffic control operations.
Client Contact Name / Title	Craig Ruyle / Construction Manager ***(Professional Reference)***
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Note – Client Contact must be employee of Company

Client Name/ Contracting Entity	**NEW YORK STATE DEPARTMENT OF TRANSPORTATION**, Hunters Point Plaza, 47-40 21st St., Long Island City, NY 11101
Contract Start Date	2005
Contract End Date	2010
Construction Value	$138 million
Brief description of Scope of work *FEDERALLY FUNDED*	**Rehabilitation of the Brooklyn-Queens Expressway I-278, Park Avenue Viaduct, Brooklyn, NY.** GPI provided resident engineering and inspection services for the $138-million reconstruction project. This project's major construction goals were to re-deck the viaduct while maintaining six lanes of traffic, and perform a major steel rehabilitation or replacement and re-painting at street level along the length of the viaduct in the proximity of the Fort Greene neighborhood and business districts. Included in the deck work was the replacement of all expansion joints, replacement of steel railing with single slope concrete barrier, and drainage improvements for both viaduct structures. The Park Avenue viaduct was widened by about 0.6 m on each side, and required seismic improvements, fatigue upgrades and bearing replacements. In addition, work was done on approaches and ramps, new lighting, lead abatement/painting of the steel structures and ITS work. MPT operations for this project were complex and included issues such as construction phasing, lane closure restrictions, lane rentals, night work, and weekend work. MPT needs were addressed both at the Viaduct level and at street (Park Avenue) level, as well as complex traffic shifts at the entrance and exit ramps. There were provisions for Critical Path Method (CPM) scheduling, and a project schedule that integrated a "block-by-block" street level substructure construction effort with that of a linear "slice-by-slice" effort at deck level. Extensive involvement with local communities and their representatives was required on a constant basis, and there was continual coordination with many New York City agencies.
Client Contact Name / Title	Sokwon Im, P.E., Civil Engineer II ***(Professional Reference)***
Client Contact Email Address	[redacted]
Client Contact Phone Number	
Client Name/ Contracting Entity	**TRIBOROUGH BRIDGE & TUNNEL AUTHORITY**, Bronx-Whitestone Svc Bldg., Ferry Pt. Park, New York, NY 10035
Contract Start Date	2011
Contract End Date	Est. 2016
Construction Value	$110 million
Brief description of Scope of Work	**Replacement of the Queens Approach at the Bronx-Whitestone Bridge, BW-89C, Queens/Bronx, NY.** Construction management and inspection services. Replacement work includes installation of mini-pile foundations, temporary support structures, temporary and permanent traffic barrier systems, fire stand pipe system, new lighting and communications; maintenance and protection of traffic; incidental lead abatement; and coordination with the community and other public agencies in this densely populated traffic corridor. The project also included the relocation of the children's play area within Francis Lewis Park. Both the client and the community were extremely pleased with the play area relocation.
Client Contact Name / Title	Manny Gallego / Project Manager ***(Professional Reference)***
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Note – Client Contact must be employee of Company

Client Name/ Contracting Entity	**TRIBOROUGH BRIDGE & TUNNEL AUTHORITY**, Bronx-Whitestone Svc Bldg., Ferry Pt. Park, New York, NY 10035
Contract Start Date	2007
Contract End Date	2013
Construction Value	$204 million
Brief description of Scope of Work	**Bronx-Whitestone Bridge Replacement of the Bronx Approach and Miscellaneous Repairs to the Queens Approach, BW-89, Bronx, NY.** Staged removal and replacement of the Bronx Approach superstructure and substructure from the Bronx Toll Plaza to the Bronx Anchorage. Included the installation of excavation support systems, mini-pile foundations and temporary steel support systems to support the existing structure during the staged construction. During construction of the substructure, massive concrete placements were used for concrete footings and piers. Traffic on the bridge was maintained with five lanes open to traffic for the duration of the project. During the staged construction, work included staged demolition of the existing roadway, installation of multiple continuous steel girders, placement of a staged composite concrete deck, installation of permanent concrete barrier and installation of permanent street lighting. Other work items included new utility systems at the Bronx Toll Plaza, installation of new salt storage dome building and miscellaneous steel and concrete deck repair on the Queens Approach structure.
Client Contact Name / Title	Christopher Saladino, P.E. / Facility Engineer ***(Professional Reference)***
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	**TRIBOROUGH BRIDGE & TUNNEL AUTHORITY**, Staten Island Expy. And Lily Pond Ave., Staten Island, NY 10305
Contract Start Date	2012
Contract End Date	Est. 2018
Construction Value	$236 million
Brief description of Scope of Work	**Replacement of the Upper Level Deck of the Suspended Span of the Verrazano-Narrows Bridge, VN-80B, Staten Island, NY.** The TBTA has recently decided to implement a comprehensive reconstruction project to replace the upper level roadway superstructure of the bridge during Project VN-80B – Upper Level Deck Replacement of the Verrazano-Narrows Bridge. The work on this $236-million project will include the following major work elements to be performed: staged demolition; maintenance and protection of traffic (MPT); removal of existing concrete and steel upper level road deck and supporting elements; retrofit and/or repairs to select steel components; fabrication, erection and fit-up of new steel orthotropic deck panels; structural steel welding; waterproofing system application and asphalt overlay placement; lighting installation, paint removal and new coatings application; and lead abatement. This comprehensive re-decking project will take place over a 60-month construction schedule starting in 2012 and ending in 2017. Due to the immense size of the Verrazano-Narrows structure and the underlying complexity of the work, Project VN-80B will require tremendous expertise and substantial relevant experience in all areas of the rehabilitation processes for the work to be performed successfully.

Note – Client Contact must be employee of Company

Brief description of Scope of Work *(Continued)*	The GPI team has provided construction management and inspection (CMI) services for previous and current contracts at the Verrazano-Narrows facility and at other bridges and tunnels within the TBTA system - utilizing TBTA protocols, specifications, quality assurance requirements, health and safety and recordkeeping guidelines to successfully complete several projects of similar scope and complexity. GPI is the preeminent orthotropic deck installation CMI specialist in New York City, having successfully completed five major deck removal and replacement projects at three different suspension bridges, including two TBTA facilities (RFK, Bronx-Whitestone) and the Williamsburg Bridge. In addition, GPI performed CMI during a prototype structural retrofit of orthotropic deck longitudinal shear connectors (Throgs Neck), and is currently providing inspection and quality assurance oversight during orthotropic panel fabrication for the Franklin Square Arch at the Brooklyn Bridge.
Client Contact Name / Title	David Riggs, P.E. / Facility Engineer ***(Professional Reference)***
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	**MTA / TRIBOROUGH BRIDGE & TUNNEL AUTHORITY**, Bronx-Whitestone Svc Bldg., Ferry Pt. Park, New York, NY 10035
Contract Start Date	2014
Contract End Date	Est. 2019
Construction Value	$210 million
Brief description of Scope of work *TBTA AND FEMA FUNDED*	**Construction Administration and Inspection for Project QM-40S, Super Storm Sandy Restoration and Mitigation and Project QM-40/QM-18, Rehabilitation of the Tunnel Walls, Roadway and Manhattan Exit Plaza at the Queens Midtown Tunnel, Queens/Manhattan, NY.** The TBTA will perform facility-wide repair, replacement, modification and/or upgrade of all tunnel major operating systems. The projects are comprehensive in scope and complexity, including concurrent work tasks to be performed in the main tunnel tubes, pump rooms, ventilation and service buildings, and at the entrance plazas. For the purposes of this assignment, all these work elements have been combined into one major rehabilitation effort, whereby the contractor will be tasked with completing the following major work tasks: ventilation system reconstruction; mechanical equipment and structural elements repairs and replacement; replacement of electrical systems; concrete base slab and expansion joint replacement; maintenance and protection of traffic controls; and lead and asbestos abatement.
Client Contact Name / Title	Andie Yee / Project Manager ***(Professional Reference)***
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Note – Client Contact must be employee of Company

Client Name/ Contracting Entity	**MTA / LONG ISLAND RAIL ROAD**, 90-27 Sutphin Blvd., 3rd Fl., Jamaica, NY 11435
Contract Start Date	2012
Contract End Date	2013
Construction Value	$22.4 million
Brief description of Scope of work *FEDERALLY FUNDED*	**CI Services for the Rehabilitation of Three Bridges, Contract 6052-B1-11 Release 'A', Hampton Bays, NY.** GPI was awarded a contract to supply inspection services to the LIRR for rehabilitation of three bridges in Hampton Bays. Our inspector worked directly with, and as a supplement to, the CM staff of the LIRR. One of these bridges was a three-span structure over the Shinnecock Canal. The center span was a steel truss, which had repairs throughout the members as required, new bearings, abutment repairs and the entire structure was lead paint abated and repainted to SSP Level 6. The other two bridges were single-span through girder bridges which also had miscellaneous steel repairs, and new bearings that increased the vertical clearance to vehicular traffic below. Abutment wall also had numerous repairs and tie backs installed.
Client Contact Name / Title	John Sucharski / Project Manager ***(Professional Reference)***
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	**NEW YORK CITY DEPARTMENT OF DESIGN & CONSTRUCTION**, 30-30 Thomson Ave., Long Island City, NY 11102
Contract Start Date	2012
Contract End Date	Est. 2015
Construction Value	$50 million
Brief description of Scope of work *FEDERALLY FUNDED*	**REI for the Rehabilitation of High Bridge, Manhattan & Bronx, NY.** Rehabilitation of more than 1,400 ft of this historic structure, consisting of a single-span steel arch and ten masonry arch spans. GPI is performing construction inspection as part of a joint venture to ensure the work is performed in accordance with contract drawings and specifications, safely, on time and within budget. The work scope includes: rehabilitation of the stone arches and the steel arch; stabilization and conservation of the aqueduct pipes; de-leading and painting of the bridge; restoration and lighting of the brick walkway; installation of lighting underneath the arch spans; installation of benches and barrier-free access ramps; and installation of a visitor information system. When completed, the bridge, which was originally the main water supply conduit for NYC and is the oldest active bridge structure in New York City – dating to 1848 – will allow pedestrians, strollers and bicyclists to travel across the bridge and enjoy the scenic view of the Harlem River from the Bronx and Manhattan – similar to the elevated High Line in Manhattan's meatpacking district.
Client Contact Name / Title	Kalpesh Patel, Engineer-in-Charge ***(Professional Reference)***
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Note – Client Contact must be employee of Company

Client Name/ Contracting Entity	**NEW YORK CITY DEPARTMENT OF DESIGN & CONSTRUCTION**, Capital Design/Construction, 55 Water St., 5th Fl., New York, NY 10041
Contract Start Date	2006
Contract End Date	2010
Construction Value	$ 20.5 million
Brief description of Scope of Work	**Replacement of Brooklyn Bridge Travelers, New York, NY.** Replacement of four movable maintenance platforms (travelers) with a state-of-the-art mechanical driven traveler system, the replacement of the traveler rails, hangers and connections, localized lead paint removal using a Class 3P containment system, and the installation of new electrical power service system and power distribution for the new travelers. The surface of the new steel for the traveler, rails and supports were cleaned in accordance with SSPC SP-10 and a three coat shop applied painting system of Organic Epoxy Zinc / Epoxy Intermediate / Urethane Finish is applied. In the field, the steel was cleaned to SSPC SP-11 with the same coating system applied. The project also involved installation of a temporary under deck work platform system along the entire length of both track beams (approx. 5,000 ft in length). Also involved a value engineering proposal that was reviewed and accepted and saved the City over $150,000 and will provide a better traveler.
Client Contact Name / Title	Robert Collyer / Deputy Chief Engineer ***(Professional Reference)***
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	**NEW YORK CITY DEPARTMENT OF TRANSPORTATION**, 55 Water St., New York, NY 10041
Contract Start Date	2008
Contract End Date	2010
Construction Value	$5 million
Brief description of Scope of Work	**Protective Coating of Grand Central Parkway over BQE Bridges, Queens, NY.** GPI provided resident engineering inspection, environmental monitoring/hazardous waste management and construction support services for the protective coating of five Grand Central Parkway/BQE Bridges. The resident engineering inspection services included monitoring contractor operations of cleaning, surface preparation, and application of protective coating; monitoring erection of scaffolding and containment system; monitoring of ambient and steel surface condition for proper painting; and processing of contractor's payments. Work also required field measurement and collection of data necessary to submit monthly and final estimates and progress reports; preparation of record plans, indexing and microfilming. The construction support services portion of the project included review of contractor's containment drawings, design calculations, manufacturer's data sheets, proposed MPT plans and permits, point samples, etc. Environmental services included providing air quality monitoring; monitoring and maintaining records for hazardous waste; monitoring containment and work site equipment performance via instrument and visual methods; and compliance with OSHA.
Client Contact Name / Title	Mark Lenkovskiy / Deputy Director ***(Professional Reference)***
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Note – Client Contact must be employee of Company

Client Name/ Contracting Entity	**NEW YORK CITY DEPARTMENT OF TRANSPORTATION**, 55 Water St., New York, NY 10041
Contract Start Date	2012
Contract End Date	Est. 2014
Construction Value	$3.6 million
Brief description of Scope of Work	**Ocean Avenue Bridge over LIRR, Brooklyn, NY.** REI services for the component rehabilitation of the Ocean Avenue Bridge over the LIRR in the Borough of Brooklyn, NY. The work scope includes the removal of the existing concrete parapets on both sides of the bridge which are being replaced with new steel bridge railing and protective fencing; replacement of deteriorated sections of the bridge superstructure including girders and steel diaphragms; relocation and temporary rerouting of ConEd and Cablevision utility conduits; rehabilitation of bridge abutment concrete components and removal and replacement of new bearings; and installation of new armorless joints. Several other miscellaneous tasks will be completed including the demolition of an existing building under the bridge; removal and replacement of an existing watermain with a new steel watermain; removal of graffiti and application of new anti-graffiti coating; and resurfacing the existing asphalt pavement. Long-term and daily maintenance and protection of traffic operations are being implemented and maintained during two distinct and separate construction stages throughout the rehabilitation of the various bridge components.
Client Contact Name / Title	Margie Banka ***(Professional Reference)***
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	**NEW JERSEY DEPARTMENT OF TRANSPORTATION**, 1035 Parkway Avenue, Trenton, NJ 08625
Contract Start Date	2013
Contract End Date	Est. 2015
Construction Value	$81 million
Brief description of Scope of Work *FEDERALLY AND FEMA FUNDED*	**Route 35 Sandy Restoration, MP 0 to 4, Berkeley to Toms River Township, Ocean County, NJ** . GPI is providing construction management and inspection services for this $81M restoration project. Route 35, a coastal emergency evacuation route, serving the barrier peninsula between Barnegat Bay and the Atlantic Ocean, was severely damaged during Superstorm Sandy, entire sections of the highway were carried away and the drainage system was completely destroyed. This major multidiscipline project provides for the complete reconstruction of 4 miles of this roadway.
Client Contact Name / Title	George Carroll / Central Region Construction Consultant Coordinator ***(Professional Reference)***
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Note – Client Contact must be employee of Company

Client Name/ Contracting Entity	**NEW JERSEY DEPARTMENT OF TRANSPORTATION**, 1035 Parkway Avenue, Trenton, NJ 08625
Contract Start Date	2013
Contract End Date	Est. 2015
Construction Value	$100 million
Brief description of Scope of Work *FEDERALLY AND FEMA FUNDED*	**Route 35 Sandy Restoration, MP 4 to 9.07, Toms River Township, Lavallette and Mantoloking Boroughs, Ocean County, NJ.** As a subconsultant to IH Engineers, PC, GPI is performing construction inspection services for this $100M FEMA project which consists of: excavation of the existing roadway box; repair of sinkholes with select material; new drainage systems, replacement of underground and aerial utilities; construction of a new pavement box; curb and sidewalk; repair or replacement of highway lighting and traffic signals; and ITS interconnect systems form Milepost 4 to Milepost 9.07 in Ocean County.
Client Contact Name / Title	George Carroll / Central Region Construction Consultant Coordinator ***(Professional Reference)***
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	**NEW JERSEY DEPARTMENT OF TRANSPORTATION**, 1035 Parkway Avenue, Trenton, NJ 08625
Contract Start Date	2013
Contract End Date	2014
Construction Value	$35.9 million
Brief description of Scope of Work *FEDERALLY AND FEMA FUNDED*	**Route 35 Sandy Restoration, MP 9-12.5, Mantoloking to Point Pleasant, Ocean County, NJ.** As a subconsultant to Ammann & Whitney, GPI is performing construction inspection for the first stage of the Route 35 construction. Through this 3.5 mile section of the project, one lane exists in each direction. In July 2013, contractors initiated work on drainage and pump systems along side streets. Major roadwork along Route 35 began after Labor Day 2013. Reconstruction work will be performed in 1/4-mile segments with alternating traffic patterns within the work zones. Work on the 3.5 miles of Route 35 in Mantoloking and Bay Head is expected to be completed in 2015. The reconstruction of Route 35 will include Complete Streets features such as sidewalks, bicycle compatible roadway shoulders and Americans with Disabilities Act-compliant (ADA) ramps. These features will be built where there is sufficient NJDOT right of way.
Client Contact Name / Title	George Carroll / Central Region Construction Consultant Coordinator ***(Professional Reference)***
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Note – Client Contact must be employee of Company

Client Name/ Contracting Entity	**DELAWARE RIVER & BAY AUTHORITY,** I-295 & Route 9, New Castle, DE 19720
Contract Start Date	2004 (Current Term Agreement: 2010)
Contract End Date	2014
Construction Value	$80 million
Brief description of Scope of work	**Delaware River & Bay Authority Construction Inspection Term Agreement, Various Locations, DE.** Since 2004, GPI has been providing construction inspection/management services on a task order basis, for various projects on many of the DRBA facilities. GPI is responsible for all aspects of the construction.
Client Contact Name / Title	Gary Mascelli / Sr. Project Manager ***(Professional Reference)***
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	**NEW JERSEY TURNPIKE AUTHORITY,** 581 West Main Street, Woodbridge, NJ 07095
Contract Start Date	2009
Contract End Date	Est. 12/2014
Construction Value	$2 billion
Brief description of Scope of work	**Interchange 6 to 9 Widening Program, NJ.** GPI's Lebanon, NJ office is providing Construction Management services for the NJTA's Interchange 6 to 9 Widening Program (The Program). The Program is the Turnpike's most significant construction project in the 58-year history of the Authority, and is currently estimated at $3B. In Joint Venture with AECOM and PB Americas, The GPI Team's $164M contract requires us to provide construction management, scheduling, change order management, cost control, resident engineering, inspection and material testing services.
Client Contact Name / Title	Frank Corso / Sr. Project Engineer
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	**DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION,** 110 Wood and Grove Streets, Morrisville, PA 19067
Contract Start Date	2013
Contract End Date	Est. 2015
Construction Value	$29.6 million
Brief description of Scope of Work	**Construction Management and Construction Inspection Services, Easton-Phillipsburg Bridge Rehabilitation, Contract CM-437A, DE.** This project is a multi-faceted rehabilitation of the Easton-Phillipsburg (Route 22) Toll Bridge and related facilities. Rehabilitation project elements include bridge painting, pavement repairs, deck replacement and repair, substructure repairs, bearing replacement, electrical upgrades and

Note – Client Contact must be employee of Company

Brief description of Scope of Work *(Continued)*	toll plaza upgrades. Project includes multiple bridge structures: Main River Bridge, Broad Street Viaduct, Route 22 over SR 611, Route 22 over Bank Street, Route 22 over 3rd Street and the pedestrian tunnel at Bushkill Street. The rehabilitation project elements include: pavement repairs and reconstruction throughout the facility; Main River Bridge and Broad Street Viaduct (deck removal and replacement, cleaning and painting of all structural steel, rehabilitation/replacement of deck drainage system, structural steel and substructure repairs as defined per inspection, and rehabilitate pedestrian railing); remove and replace superstructure of the Route 22 Bridge over SR 611; construct an ADA compliant ramp to the existing pedestrian tunnel under Route 22 at Bushkill Street; replace roadway and bridge lighting throughout the facility – lighting on Snyder Street to match Easton streetscape lighting; Bank Street and 3rd Street bridges (replace bridge bearings, mill and resurface bridge deck, clean and paint stringer ends and fascia beam, miscellaneous repairs); electrical upgrades to toll facility load center in Administration Building; and minor repairs and painting to toll booth facilities.
Client Contact Name / Title	Christopher Harney / Project Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	**NEW JERSEY DEPARTMENT OF TRANSPORTATION**, 1035 Parkway Avenue, Trenton, NJ 08625
Contract Start Date	2005
Contract End Date	2010
Construction Value	$54 million
Brief description of Scope of Work *FEDERALLY FUNDED*	**Construction Management & Inspection, Route 18, Section 2F, 7E, 11H, NJ.** GPI provided construction management and inspection services for the $154 million widening and reconstruction of more than 2 miles of Route 18 through New Brunswick along the Raritan River. This was a highly visible project on a heavily traveled roadway through the heart of historic New Brunswick, NJ. Project work was completed in 8 major traffic stages, and included construction of four new bridges, 27 retaining walls- including MSE walls, Soil Nail walls, Concrete Modular Unit walls, and Cast-in-Place walls, eight noise barriers, MSE abutments; HPC deck slabs, two major culverts; nine sign bridges; and five cantilever sign structures. The project also included highway lighting, 6 new traffic signals, state of the art ITS communications, and innovative architectural features. GPI provided project management, community outreach, construction inspection, scheduling, and claims management services on this project.
Client contact Name / Title	Sean Shehee / Consultant Coordinator
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Note – Client Contact must be employee of Company

Client Name/ Contracting Entity	**DELAWARE RIVER PORT AUTHORITY,** One Port Center, 2 Riverside Drive, Camden, NJ 08101
Contract Start Date	2011
Contract End Date	2013
Construction Value	$20 million
Brief description of Scope of work	**Commodore Barry Bridge Miscellaneous Structural Repairs, CM Services, DE.** Construction management services. The work included the rehabilitation and/or replacement of bearings, gusset planes, steel barrier, below deck walkway modifications plus miscellaneous concrete and steel repairs for the Commodore Barry Bridge and one approach bridge at US Route 322 over US Route 130.
Client contact Name / Title	A. Timothy Salvatore / Project Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	**DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION,** 110 Wood and Grove Streets, Morrisville, PA 19067
Contract Start Date	2007
Contract End Date	2009
Construction Value	$44 million
Brief description of Scope of work	**I-78 Roadway Rehabilitation, Phillipsburg, NJ.** Project consisted of work on the Main River Bridge and NJ approach roadway portions of the I-78 toll bridge facility. The Main River Bridge is a twin, continuous span structure with an overall length of 1,222 feet supported on reinforced concrete piers and abutments. Inspection responsibilities included: voids/anomalies/sinkhole remediation - low mobility displacement (compaction) grouting and filling voids; concrete Pavement Restoration – slab jacking, partial/full depth repairs, dowel bar retrofitting, and crack stitching; Superpave Hot Mix Asphalt (HMA) Overlay with sections of full depth HMA pavement; structure rehabilitation (miscellaneous substructure and superstructure) - spall repair, abutment joint repair, reset bearings, spot steel painting; MPT/staging; and incidental construction – guide rail, drainage, lighting and landscaping.
Client contact Name / Title	Chris Rood / Project Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	**NEW JERSEY DEPARTMENT OF TRANSPORTATION,** 1035 Parkway Avenue, Trenton, NJ 08625
Contract Start Date	2013
Contract End Date	Ongoing
Construction Value	$3.2 million
Brief description of Scope of work	**Region Central Maintenance Bridge Painting, Contract 2013-3, NJ.** Construction Inspection Services for 12 Bridges on Routes 18, 34 and 7; Wall, Neptune, Colts Neck & Stafford Townships & Sea Girt, Belmar & Ship Bottom Boroughs; Monmouth & Ocean Counties. Project involved monitoring 100% containment operations, MPT, quality of coating materials, proper storage, mixing, application, inspect coating application for compliance with contract specification, surface preparation (SSPC-SP10), environmental compliance, also managing and training the inspection force.
Client contact Name / Title	George Carroll / Consultant Coordinator. Region Central
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Note – Client Contact must be employee of Company

Client Name/ Contracting Entity	**NEW JERSEY DEPARTMENT OF TRANSPORTATION,** 1035 Parkway Avenue, Trenton, NJ 08625
Contract Start Date	2011
Contract End Date	Ongoing
Construction Value	$3 million
Brief description of Scope of work	**Region North Maintenance Construction Inspection Term Agreement, NJ.** GPI is providing Maintenance Construction Inspection Services for Maintenance Construction Inspection for a 3-yr Term Agreement for various 100% State Funded Contracts and Permit Projects in Region North. The majority of the maintenance work is located in the counties of Bergen, Essex, Hudson, Morris, Passaic, Sussex, Union, and Warren. Various task orders for work that includes construction inspection for maintenance drainage, paving, bridge concrete repair and moveable bridge repair contracts. Includes both roadway and bridge work, both day and nighttime operations, MPT.
Client contact Name / Title	Lynn Bartleson, Consultant Coordinator, Region North
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Note – Client Contact must be employee of Company

ATTACHMENTS C1 AND C2

KS ENGINEERS, P.C.

Attachment C-1

Proposer Prerequisite A

Firms must have Certificates of Authorization to practice Professional Engineering in the states of New York and/or New Jersey and minimum of five (5) years experience, from the date of proposal submission, which includes performing construction management services as outlined in Attachment A for major transportation facilities.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite A.

Client Name/ Contracting Entity	Port Authority of New York & New Jersey
Contract Start Date	2007
Contract End Date	2009
Brief description of Scope of work	Performance of Expert Professional Construction Management Services (MBE/WBE) on a "Call-In" Basis 2007, 2008 and 2009 - Services provided under this contract generally consisted of performing construction management and inspection services including construction contract administration, constructability review, construction scheduling, and cost estimating.
Client Contact Name / Title	James Starace, Deputy Director of Engineering
Client Contact Email Address	jstarace@panynj.gov
Client Contact Phone Number	212.435.7449

Client Name/ Contracting Entity	NJ Transit Corporation
Contract Start Date	2009
Contract End Date	2012
Brief description of Scope of work	Task Order Contract – Construction Management Services including: Constructability Review of Plans, Project Scheduling and Schedule Analysis, Cost Estimating and Review, Construction Administration & Site Inspection, Shop Drawing Review, Change Order Analysis, Claims Assistance, Construction Value Engineering, Site Safety Inspection, Construction Survey
Client Contact Name / Title	Joseph Marcello, Director of Passenger Facilities
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	NYNJ Link Developer LLC / Port Authority of New York & New Jersey
Contract Start Date	2013
Contract End Date	2018 (Expected)
Brief description of Scope of work	Goethals Bridge Replacement Project - KSE was retained as the lead consultant by the Developer (NYNJ Link Developer LLC) of this PPP project, to provide independent Construction Quality Assurance (QA) and Construction Engineering and Inspection (CEI) services.
Client Contact Name / Title	Luke Chenery
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Note – Client Contact must be employee of Company

Attachment C-2

Proposer Prerequisite B

Firms must have adequate staffing resources and have demonstrated experience performing construction management and/or construction inspection services in the Greater New York/New Jersey Metropolitan Area for construction projects valued, at a minimum, at $1.5 million.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite B.

Client Name/ Contracting Entity	Hill/LiRo/Lemley/HDR JV / MTA Capital Construction
Contract Start Date	12/2007
Contract End Date	2014 (Expected)
Construction Value	$4,057,000 (KSE Contract) $1.5 Billion Estimated Construction Cost)
Brief description of Scope of work	Construction Management for No. 7 Subway Line Extension Project – CM-1311
Client contact Name / Title	Peter Turton, Project Director
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	NYNJ Link Developer LLC / Port Authority of New York & New Jersey
Contract Start Date	2013
Contract End Date	2018 (Expected)
Construction Value	$11,826,000 (KSE Contract) / $973 Million (Construction Cost Estimate)
Brief description of Scope of work	Goethals Bridge Replacement Project - KSE was retained as the lead consultant by the Developer (NYNJ Link Developer LLC) of this PPP project, to provide independent Construction Quality Assurance (QA) and Construction Engineering and Inspection (CEI) services.
Client contact Name / Title	Luke Chenery, Project Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	NYC Department of Design & Construction
Contract Start Date	2010
Contract End Date	2012
Construction Value	$2,645,987 (KSE Contract) / $15.7 million (Construction Cost)
Brief description of Scope of work	Resident Engineering and Inspection Services for Reconstruction of Pratt Avenue, Borough of the Bronx, NY (HWXP093A)
Client contact Name / Title	John Pavlik, Engineer-in-Charge
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Note – Client Contact must be employee of Company

ATTACHMENTS C1 AND C2

PACO GROUP

Attachment C-1

Proposer Prerequisite A

Firms must have Certificates of Authorization to practice Professional Engineering in the states of New York and/or New Jersey and minimum of five (5) years experience, from the date of proposal submission, which includes performing construction management services as outlined in Attachment A for major transportation facilities.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites

If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite A.

Client Name/ Contracting Entity	STV Construction, Inc. 225 Park Ave. S. New York, NY 10003 919-454-5957
Contract Start Date	2014
Contract End Date	2018
Brief description of Scope of work	PACO is providing Construction Management services that include Scheduling, Estimating, Cost Control, Field Engineering, Construction Inspection and Office Engineering.
Client Contact Name / Title	Joe Cenzaoprono, LEED AP – Project Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	URS Corporation One Penn Plaza, Suite 600 New York, NY 1011 212-736-4444
Contract Start Date	2002
Contract End Date	2019
Brief description of Scope of work	PACO is providing Contract Administration, Program Controls, Value Engineering (VE) Studies, Construction Management, Right-Of-Way (ROW) and Real Estate Support.
Client Contact Name / Title	Louis Tucciarone, PE
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Note – Client Contact must be employee of Company

Attachment C-2

Proposer Prerequisite B

Firms must have adequate staffing resources and have demonstrated experience performing construction management and/or construction inspection services in the Greater New York/New Jersey Metropolitan Area for construction projects valued, at a minimum, at $1.5 million.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite B.

Client Name/ Contracting Entity	STV Construction, Inc. 225 Park Ave. S. New York, NY 10003
Contract Start Date	2014
Contract End Date	2018
Construction Value	$2.5 B
Brief description of Scope of work	PACO is providing Construction Management services that include Scheduling, Estimating, Cost Control, Field Engineering, Construction Inspection and Office Engineering.
Client contact Name / Title	Joe Cenzoprano, LEED AP – Project Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	URS Corporation One Penn Plaza, Suite 600 New York, NY 10119
Contract Start Date	2002
Contract End Date	2019
Construction Value	$10.8 B
Brief description of Scope of work	PACO is providing Contract Administration, Program Controls, Value Engineering (VE) Studies, Construction Management, Right-Of-Way (ROW) and Real Estate Support.
Client contact Name / Title	Louis Tucciarone, PE – Project Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Note – Client Contact must be employee of Company

CERTIFICATES OF AUTHORIZATION

THE UNIVERSITY OF THE STATE OF NEW YORK
EDUCATION DEPARTMENT

THIS IS TO CERTIFY THAT HAVING MET THE REQUIREMENTS OF SECTION 7210 OF THE EDUCATION LAW AND IN ACCORDANCE THEREWITH THIS CERTIFICATE OF AUTHORIZATION IS GRANTED WHICH ENTITLES

GREENMAN PEDERSEN INC
325 WEST MAIN STREET
ATTN MICHELE BOBICH
BABYLON, NY 11702-0000

TO PROVIDE PROFESSIONAL ENGINEERING SERVICES IN THE STATE OF NEW YORK FOR THE PERIOD 01/01/2012 TO 12/31/2014.

DOUGLAS E LENTIVECH
DEPUTY COMMISSIONER
FOR THE PROFESSIONS

CERTIFICATE NUMBER
0008526

JOHN B KING JR
PRESIDENT OF THE UNIVERSITY
AND COMMISSIONER OF EDUCATION

State of New Jersey

Division of Consumer Affairs

State Board of Professional Engineers and Land Surveyors

THIS CERTIFIES THAT

GREENMAN-PEDERSEN, INC.
325 WEST MAIN STREET
Babylon NY 11702

Has met the requirements of the State Board of Professional Engineers and Land Surveyors and is hereby issued a

CERTIFICATE OF AUTHORIZATION

to offer the following services

Eng,Land Surv & Building Design Svc 07/09/2002

Person in Responsible Charge GARY T ETTER

For the names of other Responsible Charge Licensees, go to: http://www.njconsumeraffairs.com/pels/certrpt.pdf

Date: September 13, 2012
Certificate No. [redacted]
Expiration Date: 08/31/2014

Acting Executive Director

THE UNIVERSITY OF THE STATE OF NEW YORK
EDUCATION DEPARTMENT

THIS IS TO CERTIFY THAT HAVING MET THE REQUIREMENTS OF SECTION 7210 OF THE EDUCATION LAW AND IN ACCORDANCE THEREWITH THIS CERTIFICATE OF AUTHORIZATION IS GRANTED WHICH ENTITLES

KS ENGINEERS PC
494 BROAD STREET
4TH FLOOR
NEWARK, NJ 07102-0000

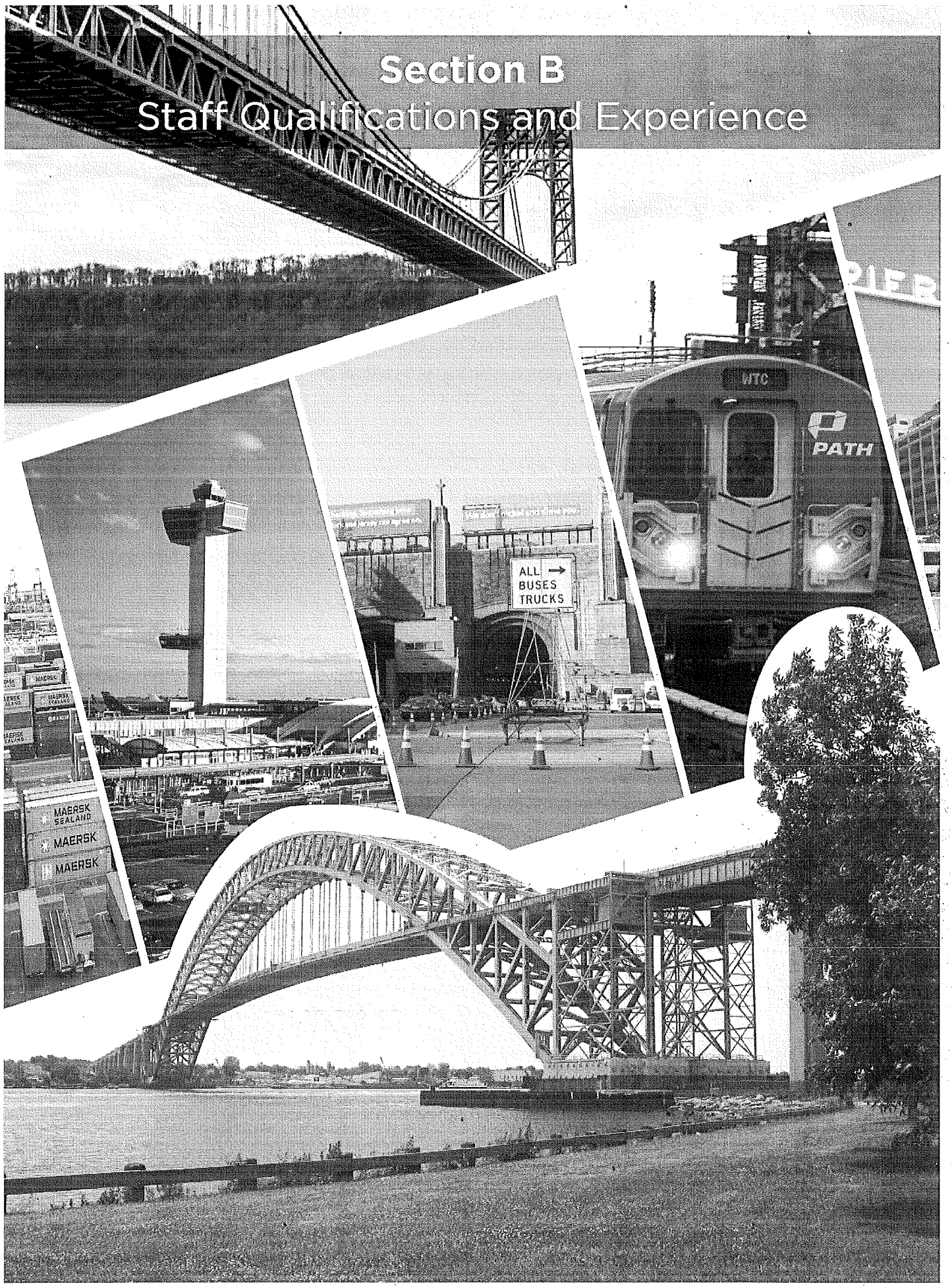
TO PROVIDE PROFESSIONAL ENGINEERING SERVICES IN THE STATE OF NEW YORK FOR THE PERIOD 03/01/2012 TO 02/28/2015.

DOUGLAS E LENTIVECH
DEPUTY COMMISSIONER
FOR THE PROFESSIONS

CERTIFICATE NUMBER
0008987

JOHN B KING JR
PRESIDENT OF THE UNIVERSITY
AND COMMISSIONER OF EDUCATION

Section B
Staff Qualifications and Experience



Section B
Indefinite Quantity Contracts (IQCs) for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis Through 2018

INTRODUCTION

Greenman-Pedersen, Inc. will staff this project with well-qualified, experienced and skilled construction managers, resident/assistant resident engineers, chief inspectors, office engineers, technical advisors, construction inspectors (including civil/structural inspectors, mechanical/electrical inspectors, and coatings inspectors), cost estimators, schedulers and others that will be needed to provide the required services, and to assure successful completion of assignments under this on-call agreement. As is evidenced in our comprehensive personnel experience matrix provided in this section and project organization included in Section C-Management/ Technical Approach, GPI maintains a large contingent of formally trained staff (PE, NICET, ACI, ICC and NACE), which provides us the versatility to commit key and/or equally qualified personnel for the duration of all potential IQC assignments. Our field staff has previous experience working on Port Authority facilities and completely understands Authority procedures and requirements.

We attribute much of our success to the talented engineers, resident engineers, construction managers, and inspectors we employ, many of whom are long-term tenured with GPI. To keep these talented individuals in the forefront of industry standards and technology, GPI provides rigorous training programs for its staff. We have adopted certification programs for our field personnel (NICET, ACI, ICC, NACE, SSPC, CWI, among others). In addition, many of our inspectors have attended traffic safety programs sponsored by New York State and New Jersey transportation agencies. We routinely hold seminars for all our management and inspection staff, which provide forums to share the latest construction techniques, project experiences and case studies. GPI has instilled a corporate culture that demands the best of our inspection personnel, and we have trained our staff to meet these criteria. Our construction inspection and management techniques are practical and proven. We assign seasoned professionals to each and every assignment. Our experienced construction specialists know how to identify potential problem—and deal with them pro-actively—before they impact project budgets and schedules.

PROPOSED SUBCONSULTANTS

GPI is thoroughly committed to using qualified and experienced disadvantaged business enterprise (DBE) firms that are in compliance with the Port Authority's guidelines As such, we have joined forces with relevantly experienced, local DBE firms to form a supremely qualified and dedicated construction management and inspection team, capable of delivering the necessary comprehensive quality assurance services that the "As-Needed" Storm Related Resiliency Project deserves. For this project, GPI will meet the specified requirements for DBE firms. These DBE subconsultants are:

- **KS Engineers, P.C.**, located in Newark, NJ, and Manhattan, NY, will provide electrical/mechanical and structural inspectors as needed for the assignments. GPI has successfully worked with KS on many projects. In fact, KS is currently serving as a subconsultant to GPI on the Bayonne Bridge (BBNCP) project, for which they are performing construction inspection. KSE has several active Prime Call-In Agreements with the Port Authority in the following areas: Construction Management Services; Condition Inspection Services; Structural Engineering Services; Civil Engineering Services; Traffic Engineering Services; and Survey and Mapping Services.
- **PACO Group, Inc.**, of Manhattan, NY, will provide cost estimating and scheduling services and supplement our team with inspectors as needed. PACO has been a subconsultant on GPI's previous construction management contracts for the Port Authority.

Subconsultant Contract Terms and Conditions

GPI and the subconsultants agree to the following: GPI shall pay the subconsultants for the work described on the following basis: direct technical salaries times the Port Authority of NY & NJ approved overhead and profit, plus approved out-of-pocket costs, which will be subject to post audit. Payment to the subconsultants will be made within ten days after payment is made to GPI.

Resumes of GPI team staff, as well as the Staffing Plan (Attachment E) listing the names and titles of personnel, are provided on the following pages.

GPI TEAM PERSONNEL EXPERIENCE MATRIX

GPI - Greenman-Pedersen, Inc.
KSE - KS Engineers, P.C.
PACO - PACO Group, Inc.

NAME	FIRM	YRS. EXP.	NY/NJ Licensed	PANY/NJ Experience	Experienced on Federally Funded Projects	ACI Concrete Construction Special Inspector	ICC Certified Structural Steel and Bolting Inspector	NA CE Level 1	Greater NY/NJ Experience	Other Qualifications
PROJECT MANAGEMENT										
Gregory Zenk, P.E.	GPI	29	✓	✓	✓			✓	✓	OSHA 10-Hr. Safety Course
M. Denise Carter, P.E.	GPI	32	✓	✓	✓				✓	OSHA 10-Hr. Safety Course
James Valenti, P.E.	GPI	27	✓		✓			✓	✓	OSHA 30-Hr. Health & Safety
CONSTRUCTABILITY REVIEWS / TECHNICAL SPECIALISTS										
Diego Alaimo, P.E.	KSE	40	✓	✓	✓				✓	
George Broberg, P.E., PP	KSE	44	✓		✓				✓	
Frank Gallo, P.E.	GPI	56	✓	✓	✓				✓	OSHA 10-Hr. Safety Course
Anthony Grosso, P.E.	GPI	37	✓		✓				✓	OSHA 10-Hr., SSPC C-5
Christopher Farschon, P.E.	GPI	22	✓					✓	✓	SSPC C-3 Competent Person
William Ferdinandsen, P.E.	GPI	26	✓		✓				✓	OSHA 10-Hr. Safety Course
Eugene Marciano, P.E., Ph.D	KSE	36	✓		✓				✓	
Thomas Napolitano, P.E.	GPI	28	✓		✓			✓	✓	OSHA 30-Hr. Health & Safety
James Tarpey, P.E.	GPI	41	✓		✓				✓	OSHA 10-Hr. Safety Course
CONSTRUCTION MANAGERS / ASSISTANT CONSTRUCTION MANAGERS										
Jeffrey Brugge, P.E.	GPI	17	✓		✓			✓	✓	OSHA 30-Hr. Safety & Health
Daniel Chasse, P.E.	GPI	20	✓		✓			✓	✓	OSHA 10-Hr. Safety Course
Raymond Cholewka, P.E.	KSE	45	✓		✓				✓	
Ilya Gologorskiy, P.E.	GPI	28	✓					✓	✓	OSHA 10-Hr. Safety Course
Robert Leo, P.E.	GPI	19	✓		✓			✓	✓	OSHA 10-Hr. Safety Course
Marc Matalon, P.E.	GPI	27	✓	✓	✓			✓	✓	OSHA 10-Hr. Safety Course
Jimmy Moorey, P.E.	GPI	7	✓	✓	✓				✓	OSHA 10-Hr. Safety Course
Neophytos Neophytou, P.E.	GPI	24	✓		✓			✓	✓	OSHA 10-Hr. Safety Course
Carl Ortmann, P.E.	KSE	39	✓	✓	✓				✓	OSHA 30-Hr. Safety & Health
Douglas Reese, P.E.	GPI	30	✓		✓			✓	✓	OSHA 10-Hr. Safety Course
Brendan Scahill, P.E.	GPI	30	✓		✓			✓	✓	OSHA 10-Hr. Safety Course
Richard Seamon, P.E.	GPI	28	✓	✓	✓				✓	NJSAT
Jayendra Shah, P.E.	GPI	31	✓		✓				✓	OSHA 10-Hr. Safety Course
Philip Trapani, P.E.	GPI	29	✓		✓			✓	✓	OSHA 10-Hr., NETTCP
Guerman Vainblat, P.E.	GPI	33	✓		✓		✓	✓	✓	OSHA 10-Hr. Safety Course
FIELD ENGINEERS – Civil/Structural, Mechanical/Electrical										
Muhammad Ansari, P.E.	GPI	24	✓							SSPC C-6, NHI Bridge Insp.
John Chiang, P.E.	GPI	7	✓	✓	✓		✓			OSHA 10-Hr. Safety Course
George Davis, P.E.	GPI	39	✓		✓				✓	OSHA 10-Hr. Safety Course
Manthan Desai, ASCE III	GPI	6								OSHA 10-Hr. Safety Course
Attef Farag, P.E.	KSE	23	✓						✓	OSHA 40-Hr. Safety/Health/Emerg.
John Goon, ASCE III	GPI	28		✓	✓					OSHA 10-Hr. Safety Course
Brian Gormley, EIT	GPI	4		✓	✓		✓		✓	OSHA 10-Hr. Safety Course
Joseph Greenman, EIT	GPI	34		✓				✓	✓	OSHA 10-Hr. Safety Course

GPI TEAM PERSONNEL EXPERIENCE MATRIX

GPI - Greenman-Pedersen, Inc.
KSE - KS Engineers, P.C.
PACO - PACO Group, Inc.

AME	FIRM	YRS EXP.	NY/NJ Licensed	PANY/NJ Experience	Experienced on Federally Funded Projects	ACI Concrete Construction Special Inspector	ICC Certified Structural Steel and Bolting Inspector	NA CE Level 1	Greater NY/NJ Experience	Other Qualifications
Gregory Lau, ASCE III	GPI	22			✓				✓	OSHA 10-Hr. Safety Course
Barry Matarangas, P.E.	GPI	32	✓		✓				✓	OSHA 10-Hr. Safety Course
Thomas Moen, EIT	GPI	21		✓				✓	✓	OSHA 10-Hr. Safety Course
Harvey Moutal, P.E., BCEE	KSE	40	✓		✓				✓	
Lawrence O'Rourke, P.E.	KSE	46	✓						✓	ACI Field Testing Tech Grade 1
Ignacio Ortega, ASCE III	GPI	26		✓					✓	OSHA 10-Hr. Safety Course
Scott Plant, P.E.	KSE	25	✓	✓					✓	OSHA 10-Hr. Safety & Health
Edward Roche, P.E.	GPI	22	✓		✓			✓	✓	NJSAT
Saif Salahuddin, P.E.	GPI	20	✓						✓	NJSAT, ACI-CCTC
Jeffrey Schramm, P.E.	GPI	17	✓	✓					✓	OSHA 10-Hr. Safety Course
Phenol Zamor, ASCE III	GPI	20		✓	✓				✓	OSHA 10-Hr. Safety Course
INSPECTORS – Civil/Structural, Mechanical/Electrical, NACE										
Peter Alley	GPI	29		✓					✓	
Kwesi Amegah	KSE	20		✓	✓	✓			✓	ACI Field Testing Tech Grade 1
Syed Imran Ali	KSE	29						✓	✓	OSHA 10-Hr. Safety Course
Alyson Aulet-Valentine, NIV	GPI	17		✓	✓		✓		✓	OSHA 10-Hr. Safety Course
Lynnette Baptiste, NII	GPI	9			✓				✓	OSHA 30-Hr. Safety & Health
Kenneth Boykin	GPI	44		✓					✓	
Jeanne Brady, NIII	KSE	30				✓				ACI Field Testing Tech Grade 1
Vitaliy Bykov	KSE	20							✓	
Wesley Campbell, EIT	GPI	13		✓					✓	OSHA 10-Hr. Safety Course
Garfield Cardinez, NIV	GPI	38							✓	
Mhed Charles, NIV	GPI	42			✓			✓	✓	OSHA 10-Hr. Safety Course
Christopher Colon, NII	GPI	6			✓				✓	OSHA 10-Hr. Safety Course
Luz Coy	GPI	7			✓				✓	OSHA 10-Hr. Safety Course
Gary Crozier, NIV	GPI	37		✓	✓			✓	✓	OSHA 30-Hr. Health & Safety
Camilo Cruz	GPI	7		✓		✓	✓		✓	OSHA 10-Hr. Safety Course
David Cunningham, NIII	GPI	13		✓		✓			✓	OSHA 10-Hr. Safety Course
Zory Deresh	KSE	30				✓			✓	OSHA 10-Hr. Safety Course
Eddie Diangco	KSE	24				✓	✓		✓	
Majdi El-Taher, NIV	GPI	26							✓	NJSAT
Fernando Flores, NIV	GPI	16			✓			✓	✓	OSHA 10-Hr. Safety Course
Dawn Garcia, EIT	GPI	2			✓				✓	OSHA 10-Hr. Safety Course
Nelson Garcia	GPI	15		✓				✓	✓	OSHA 10-Hr. Safety Course
William Godfrey, NIV	GPI	36			✓				✓	OSHA 10-Hr. Safety Course
Washner Guerrier	GPI	9		✓					✓	
Anthony Haran	GPI	2			✓				✓	OSHA 10-Hr. Safety Course
Caryn Hart, NII	KSE	10			✓				✓	OSHA 30-Hr. Safety Course
Steven Jones, NIV	GPI	29			✓				✓	OSHA 30-Hr. Safety & Health
Darryl Kemp, NIV	GPI	27		✓	✓				✓	OSHA 10-Hr. Safety Course

GPI TEAM PERSONNEL EXPERIENCE MATRIX

GPI - Greenman-Pedersen, Inc.
KSE - KS Engineers, P.C.
PACO - PACO Group, Inc.

NAME	FIRM	YRS. EXP.	NY/NJ Licensed	PANY/NJ Experience	Experienced on Federally Funded Projects	ACI Concrete Construction Special Inspector	ICC Certified Structural Steel and Bolting Inspector	NA CE Level 1	Greater NY/NJ Experience	Other Qualifications
Fred Koomson	KSE	35		✓		✓			✓	
Gabriel Lageyre, NIV	GPI	16		✓					✓	OSHA 30-Hr. Safety & Health
Rochelle Lancey	KSE	29		✓			✓		✓	OSHA 10-Hr. Safety Course
Ken Leo, NIII	GPI	16		✓		✓			✓	OSHA 10-Hr. Safety Course
William Leong, NIII	GPI	12			✓				✓	OSHA 10-Hr. Safety Course
Reynaldo Libunao	KSE	18			✓				✓	OSHA 10-Hr. Safety Course
Ian MacKenzie, EIT	GPI	21			✓				✓	OSHA 10-Hr. Safety Course
Keith Major, NIII	GPI	7			✓		✓	✓	✓	OSHA 10-Hr. Safety Course
Andrea Malenich	GPI	21		✓					✓	OSHA 30-Hr. Safety & Health
Igor Malkovskiy, P.E.	GPI	22		✓					✓	OSHA 30-Hr. Safety & Health
Jeffrey Mando	GPI	17		✓		✓			✓	OSHA 10-Hr. Safety Course
Steve Mar	KSE	30		✓					✓	OSHA 10-Hr. Safety Course
John Marcel, NIV	GPI	25		✓				✓	✓	OSHA 10-Hr. Safety Course
Edward McManus	KSE	20							✓	ACI Field Testing Tech. Grade I
Amit Mukheja	GPI	4						✓	✓	OSHA 30-Hr. Safety & Health
Nico Napoleoni	GPI	1			✓				✓	OSHA 10-Hr. Safety Course
Luis Nina, NIII	GPI	10			✓				✓	
Christopher O'Donnell	GPI	26							✓	NJSAT
John O'Har	GPI	46		✓					✓	OSHA 10-Hr. Safety Course
Marcus Olivo, NIII	GPI	8		✓				✓	✓	OSHA 10-Hr. Safety Course
Nzinga Porter	GPI	9			✓				✓	OSHA 10-Hr. Safety Course
Richard Procaccio, NIV	GPI	14						✓	✓	OSHA 30-Hr. Safety Course
Maria Reiher	GPI	10						✓	✓	NJ Lead Abatement, SSPC QCS
Kenneth Reese, NIV	GPI	34							✓	OSHA 10-Hr. Safety Course
Jonathan Reynolds, EIT	GPI	5		✓		✓	✓		✓	OSHA 10-Hr. Safety Course
Shelton Rimple	KSE	16		✓					✓	OSHA 10-Hr. Safety Course
Sylvain Rodrigue	GPI	19			✓		✓	✓	✓	NACE Bridge Specialty Course
William Rossiter, NII	GPI	9		✓			✓		✓	OSHA 10-Hr. Safety Course
Reza Saba, NIV	GPI	30		✓		✓	✓		✓	OSHA 10-Hr. Safety Course
Thomas Shepherd, NIV	GPI	29			✓		✓	✓	✓	OSHA 10-Hr. Safety Course
Omar Soriano, EIT	GPI	11			✓		✓	✓	✓	
Evan Steele	GPI	12		✓				✓	✓	OSHA 10-Hr. Safety Course
Charles Stives, NIV	PACO	17		✓					✓	
Elliott Strika, NIII	GPI	21		✓			✓	✓	✓	OSHA 10-Hr. Safety Course
Ronald Takla	GPI	50		✓					✓	OSHA 10-Hr. Safety Course
Anthony Tiliakos	GPI	23						✓	✓	SSPC C-3/C-5 Supervisor/C.P.
Guy Toussaint, NIV	GPI	29			✓				✓	OSHA 10-Hr. Safety Course
Robert Trapani, NIV	GPI	35			✓			✓	✓	OSHA 10-Hr. Safety Course
Natanael Vasquez, NI	GPI	10		✓					✓	OSHA 10-Hr. Safety Course
Charles Viveiros	GPI	6			✓			✓	✓	OSHA 30-Hr. Safety & Health
Sheldon Williams	KSE	10						✓	✓	AWS-Certified Welding Inspector

GPI TEAM PERSONNEL EXPERIENCE MATRIX

GPI - Greenman-Pedersen, Inc.
KSE - KS Engineers, P.C.
PACO - PACO Group, Inc.

NAME	FIRM	YRS. EXP.	NY/NJ Licensed	PANY/NJ Experience	Experienced on Federally Funded Projects	ACI Concrete Construction Special Inspector	ICC Certified Structural Steel and Bolting Inspector	NA CE Level 1	Greater NY/NJ Experience	Other Qualifications
Gregory Yuzuk	GPI	14						✓	✓	OSHA 10-Hr. Safety Course
Ahmed Zubair	KSE	15						✓	✓	OSHA 30-Hr. Safety & Health
CONSTRUCTION ADMINISTRATORS										
Jerry Amoah, EIT, NIII	GPI	8				✓			✓	OSHA 10-Hr. Safety Course
Edward Arrabito	GPI	9		✓					✓	
Gina Caceres, NIII	GPI	11			✓				✓	OSHA 10-Hr. Safety Course
Lisa Canton	KSE	24							✓	
Henry Chiang	GPI	7		✓	✓				✓	OSHA 10-Hr. Safety Course
Jason Chuc, NIV	GPI	20			✓				✓	OSHA 10-Hr. Safety Course
Elaine Dean, EIT	GPI	16			✓				✓	OSHA 40-Hr. Training
Victor DiFinizio, NI	GPI	14			✓				✓	OSHA 10-Hr. & ACI 1 Trained
Laith Faouri	GPI	5		✓					✓	OSHA 10-Hr. Safety Course
Anthony Fusaro	GPI	15		✓	✓				✓	OSHA 30-Hr. Safety & Health
Thomas Henderson, P.E.	GPI	22			✓				✓	OSHA 10-Hr. Safety Course
Anita Johnson-Davis	GPI	12		✓					✓	E-Builder, Livelink, Spescom,
Vitaliy Khinchin, NIV	GPI	38			✓				✓	OSHA 10-Hr. Safety Course
Richard Khoury, NIV	GPI	30							✓	CPESC, OSHA 30-Hr. Safety
Kenny Loh, LEED AP BD&C	GPI	8							✓	OSHA 10-Hr. Safety Course
Nancy Martinez	GPI	17		✓					✓	OSHA 10-Hr. Safety Course
Zhong Wen Pan, EIT	GPI	11			✓				✓	OSHA 10-Hr. Safety Course
Gopesh Pandya, NIV	GPI	23							✓	OSHA 10-Hr. Safety Course
Louis Perry, EIT	GPI	3		✓	✓				✓	OSHA Lockout/Tagout & 10-Hr.
Edgar Rafol, NIII	GPI	37			✓				✓	OSHA 10-Hr. Safety Course
Lesly Remy	GPI	7							✓	OSHA 10-Hr. Safety Course
Christine Stanton	KSE	16		✓					✓	
Scott Templeton	GPI	11		✓					✓	
James Weber, ASCE III, NIV	GPI	32			✓				✓	OSHA 10-Hr. Safety Course
SCHEDULERS/COST ESTIMATORS/PROJECT MANAGEMENT SUPPORT										
Robert Baranowski, P.E.	GPI	28	✓	✓						
Thomas English, P.E.	GPI	8	✓							Primavera P6
Leonard Holland	GPI	31		✓						OSHA 10-Hr. Safety Course
David Kirk, AIA CCC CCS CVS-LIFE, LEED AP BD+C	PACO	26	✓	✓	✓				✓	Certified Cost Consultant Certified Construction Specifier
Dawn Lopez	PACO	13							✓	Primavera Contract Manager
Alexander Macaroff, P.E.	GPI	18	✓							
Carlos Sanchez, P.E.	PACO	20	✓	✓					✓	
TOTAL NUMBER OF STAFF MEETING MINIMUM REQUIREMENTS:			**44**			**11**	**15**	**24**		

STAFFING PLAN

ATTACHMENT E

Attachment E

Staffing Plan Template

RFP NO. 38268

IF THE STAFFING CATEGORIES LISTED BELOW DIFFER FROM YOUR FIRM'S, LIST YOUR FIRM'S STAFFING TITLES WITHIN THE CATEGORY THAT BEST MATCHES.

Staffing Category		PROPOSER'S STAFFING TITLES	
INSPECTORS	1	Diego Alaimo, P. E.	Project Manager
	2	Syed Imran Ali	Construction Inspector- Painting & Structural Engineering
	3	Peter Alley	Assistant Resident Engineer Civil/Structural Engineering
	4	Kwesi Amegah, P. E., Ph.D	Civil/Structural Construction Inspector/Engineer
	5	Muhammad Ansari, P. E.	Resident Engineer/Project Manager
	6	Alyson Aulet-Valentine	Sr Inspector
	7	Lynnette Baptiste	Inspector
	8	Kenneth Boykin	Inspector
	9	Jeanne Brady	Sr. Inspector
	10	George Broberg, P. E., PP	Project Manager
	11	Vitaliy Bykov	Electrical Engineer/Construction Inspector
	12	Wayne Cagglano P.E.	Resident Engineer
	13	Wesley Campbell E.I.T.	Sr Electrical Inspector
	14	Garfield Cardinez	Sr Inspector
	15	Mhed Charles	Sr Inspector
	16	John Chiang P.E.	Sr Inspector
	17	Raymond Cholewka, P. E.	Resident Engineer - Structural Engineering
	18	Christopher Colon	Inspector
	19	Luz Coy	Inspector
	20	Gary Crozier	Sr Inspector
	21	Camilo Cruz	Inspector
	22	David Cunningham	Inspector
	23	George Davis, P. E.	Resident Engineer/Project Manager
	24	Zorey Deresh	Construction Inspector- Structural Engineering
	25	Manthan Desai E.I.T.	Sr Inspector
	26	Eddie Diangco	Structural Inspector
	27	Majdi El-Taher	Sr Inspector
	28	Attef Farag, P. .E.	Resident Engineer Civil Engineering
	29	Fernando Flores	Inspector

Staffing Category		PROPOSER'S STAFFING TITLES	
INSPECTORS	30	Dawn Garcia E.I.T.	Inspector
	31	Nelson Garcia	Coatings Inspector
	32	William Godfrey	Sr Inspector
	33	Ilya Gologorskiy P.E.	Resident Engineer
	34	John Goon	Sr Electrical Inspector
	35	Brian Gormley E.I.T.	Inspector
	36	Joseph Greenman E.I.T.	Sr Inspector
	37	Washner Guerrier	Sr Inspector
	38	Anthony Haran	Inspector
	39	Caryn Hart	Electrical Inspector
	40	Steven Jones	Sr Inspector
	41	Darryl Kemp	Sr Inspector
	42	Fred Koomson	Civil/Structural Construction Inspector
	43	Gabriel Lageyre	Inspector
	44	Rochelle Lancy	Inspector
	45	Gregory Lau	Electrical Inspector
	46	Ken Leo	Inspector
	47	William Leong	Inspector
	48	Reynaldo Libunao, Jr.	Electrical Construction Inspector/Engineer
	49	Ian MacKenzie E.I.T.	Sr Inspector
	50	Keith Major	Inspector
	51	Andrea Malenich	Safety Inspector
	52	Igor Malkovskiy, P. E.	Sr Inspector
	53	Jeffrey Mando	Inspector
	54	Steve Mar	Electrical Inspector
	55	John Marcel	Coatings Inspector
	56	Eugene Marciano, P. E. Ph.D.	Resident Engineer - Geotechnical Engineering
	57	Barry Matarangas, P. E.	Resident Engineer
	58	Edward McManus	Electrical Construction Inspector
	59	Thomas Moen, E.I.T.	Resident Eng/Sr Inspector
	60	Harvey Moutal, P. E., BCEE	Project Management
	61	Amit Mukheja	Coatings Inspector
	62	Nico Napoleoni	Inspector
	63	Luis Nina	Inspector
	64	Christopher O'Donnell	Assistant Resident Engineer/Sr Inspector
	65	John O'Har	Sr Inspector

Staffing Category		PROPOSER'S STAFFING TITLES	
INSPECTORS	66	Marcus Olivo	Sr Inspector
	67	Lawrence O'Rourke, P. E.	Resident Engineer
	68	Ignacio Ortega	Sr Mech/Elec Inspector
	69	Carl Ortmann, P. E.	Resident Engineer Structural Engineering
	70	Scott Plant, P. E.	Resident Engineer - Structural Engineering
	71	Nzinga Porter	Inspector
	72	Richard Procaccio	Sr Inspector
	73	Reese	Assistant Resident Engineer/Sr Inspector
	74	Maria Reiher	Coatings Inspector
	75	Jonathan Reynolds E.I.T.	Inspector
	76	Sheldon Rimipel	Construction Inspector- Painting & Structural Engineering
	77	Edward Roche, P. E.	Resident Engineer
	78	Sylvain Rodrigue	Sr Coatings Inspector
	79	William Rossiter	Inspector
	80	Reza Saba	Sr Inspector
	81	Saif Salahuddin, P. E.	Resident Engineer/Project Manager
	82	Jeffrey Schramm, P. E.	Sr. Inspector
	83	Thomas Shepherd	Sr Inspector
	84	Omar Soriano E.I.T.	Inspector
	85	Evan Steele	Coatings Inspector
	86	Charles Stives	Sr. Inspector
	87	Elliot Strika	Coatings Inspector
	88	Ronald Takla	Assistant Resident Engineer
	89	Anthony Tiliakos	Coatings Inspector
	90	Guy Toussaint	Sr Inspector
	91	Robert T. Trapani	Sr Inspector
	92	Natanael Vasquez	Inspector
	93	Charles Viveiros	Coatings Inspector
	94	Sheldon Williams	Construction Inspector Paint/Structural
	95	Gregory Yuzuk	Coatings Inspector
	96	Phenol Zamor	Sr Electrical Inspector
	97	Ahmed Zubair	Construction Inspector- Painting & Structural Engineering

Staffing Category		PROPOSER'S STAFFING TITLES	
CONSTRUCTABILITY REVIEW	1	Jeffrey Brugge P.E.	Resident Engineer
	2	Daniel Chasse P.E.	Resident Engineer
	3	Christopher Farschon, P. E.	Resident Engineer
	4	William Ferdinandsen, P. E.	Resident Engineer/Project Manager
	5	Frank Gallo, P. E.	Project Manager
	6	Ilya Gologorskiy P.E.	Resident Engineer
	7	Anthony Grosso, P. E.	Resident Engineer
	8	Robert Leo, P. E.	Resident Engineer
	9	Marc Matalon P.E.	Resident Engineer
	10	Jimmy Moorey P.E.	Resident Engineer
	11	Thomas Napolitano, P. E.	Project Director/Project Manager
	12	Neophytos Neophytou, P. E.	Resident Engineer
	13	Douglas Reese P.E.	Resident Engineer
	14	Brendan Scahill P.E.	Resident Engineer
	15	Richard Seamon, P. E.	Project Manager
	16	Jayendra Shah P.E.	Resident Engineer
	17	James G. Tarpey P.E.	Resident Engineer
	18	Phillp Trapani P.E.	Resident Engineer
	19	Guerman Vainblat, P.E.	Resident Engineer
	20	James Valenti P.E.	Resident Engineer
	21	Gregory Zenk, P. E.	Project Manager
CONTRACT ADMIN	1	Jerry Amoah E.I.T.	Office Engineer
	2	Edward Arrabito	Office Engineer
	3	Gina Caceres	Assistant Office Engineer
	4	Lisa Canton	Contract Specialist
	5	Henry Chiang	Office Engineer
	6	Jason Chuc	Office Engineer
	7	Elaine Dean E.I.T.	Office Engineer
	8	Victor DiFinzio	Assistant Office Engineer
	9	Laith Faouri	Assistant Office Engineer
	10	Anthony Fusaro	Office Engineer
	11	Thomas Henderson P.E.	Office Engineer
	12	Anita Johnson-Davis	Assistant Office Engineer
	13	Vitaliy Khinchin	Office Engineer
	14	Richard G. Khoury	Office Engineer

Staffing Category		PROPOSER'S STAFFING TITLES	
CONTRACT ADMIN	15	Kenny Loh	Office Engineer
	16	Nancy Martinez	Office Engineer
	17	Zhong Wen Pan E.I.T.	Office Engineer
	18	Gopesh Pandya	Office Engineer
	19	Louis Perry E.I.T.	Office Engineer
	20	Edgar Rafol	Office Engineer
	21	Lesly Remy	Assistant Office Engineer
	22	Christine Stanton	Contract Specialist
	23	Scott Templeton	Office Engineer
	24	James F. Weber	Office Engineer
COST ESTIMATES	1	Robert Baranowski, P. E.	Senior Engineer
	2	Leonard Holland	Estimator/Inspector
	3	David Kirk, AIA	Chief Estimator/Senior Scheduler
	4	Dawn Lopez	Contract Specialist
	5	Alexander Macaroff, P. E.	Engineer
	6	Carlos Sanchez, P. E.	Senior Scheduler/Cost Estimator
CONSTRUCTION SCHEDULES	1	Thomas English, P. .E.	Engineer/Junior Scheduler
	2	David Kirk, AIA	Chief Estimator/Senior Scheduler
	3	Carlos Sanchez, P. E.	Senior Scheduler/Cost Estimator
	4	Philip Trapani P.E.	Resident Engineer/Scheduler
	5	James F. Weber	Office Engineer/Scheduler
	6		
	7		

RESUMES

PROJECT MANAGEMENT

Gregory Zenk, P.E.
Director of Construction Services

Professional Profile

Mr. Zenk is the Director of Construction Services for GPI's New York office. He has spent the majority of his career managing various construction projects. These projects include major long and short span bridge and highway rehabilitation; historic building restoration; water treatment plants; park improvement and rehabilitation; and pier and bulkhead installation, among others.

Mr. Zenk is responsible for construction management and inspection services undertaken by GPI's New York office and serves as project manager on our New York area construction projects. In this position, he is directly involved with the project representatives/resident engineers, inspectors, office engineers, schedulers, and estimators. He is responsible for overall quality control of GPI's construction management and inspection program to ensure that the needs of the client are met, and that the project is in conformance with the requirements of GPI's established quality assurance program.

Mr. Zenk works with staff to select appropriate training and certification programs necessary to ensure that individuals and the department staff stay apprised and up to date on industry practices and procedures. These programs have been associated with organizations such as NACE International, the American Welding Society, the International Code Council, and the American Concrete Institute.

Proposed Project Assignment
Project Manager

Registration/Certifications
1995/Professional Engineer/NY
1999/NACE Certified Coating Inspector Level 3
2000/AWS Certified Welding Inspector

Education
BS/1985/Civil Engineering

Course Work
2009 - 10-Hour OSHA Training Course
Bridge Rehabilitation and Construction, University of Wisconsin
SSPC C-5 Supervisor Competent Person Refresher Training
C-3 Supervisor/Competent Person Training for Deleading of Industrial Structures
ACI Concrete Field Testing Technician Grade Level I Trained

Professional Affiliations
American Society of Civil Engineers (ASCE)
National Association of Corrosion Engineers (NACE)
Society of Protective Coatings (SSPC)
Member of Tau Beta Pi

Total Years Experience 29

Project Experience

Projects on which Mr. Zenk has served as project director/manager include:

- 2006-2010 Port Authority On-Call Construction Management Services, Various Locations, NY, PA NY & NJ
- 2011-2014 Port Authority On-Call Construction Management Services, Various Locations, NY, PA NY & NJ
- On-Call Construction Management Services, 2002-2006, Various Port Authority NY&NJ Facilities, Jersey City, NJ, PA NY & NJ
- REI for the Rehabilitation of High Bridge, Boroughs of Manhattan & Bronx, NY, NYCDDC
  Bayonne Bridge Navigational Clearance Program (BBNCP), NY/NJ, PA NY & NJ
- Engineering Services Agreement (ESA) for Resident Engineering and Inspection Services, New York, NY, NYCDOT
- Brooklyn Bridge Rehabilitation of the Approach Spans and Ramps and Painting of the Entire Bridge, Contract 6, New York, NY, NYCDOT
- Manhattan Bridge Rehabilitation of Cables and Suspenders, Contract 14, New York, NY, NYCDOT
- Williamsburg Bridge North Roadways Reconstruction, Contract 7, New York, NY, NYCDOT
- Williamsburg Bridge Reconstruction of Miscellaneous Rehabilitation of the Main Bridge, Contract 8, New York, NY, NYCDOT
- Queensboro Bridge Lead Paint Removal and Protective Coating, Contract BRC231P, New York, NY, NYCDOT
- Staten Island Railroad Bridges, Staten Island, NY, NYCDOT
- Ocean Avenue Bridge over LIRR, Brooklyn, NY, NYCDOT
- Battery Park Underpass/West Street Emergency Contract, New York, NY, NYCDOT
- Belt Parkway Bridges Program Management Services, Brooklyn, NY, NYCDOT
- Belt Parkway Bridges REI Services – Gerritsen Inlet Bridge, Brooklyn, NY, NYCDOT

Gregory Zenk, P.E.
Director of Construction Services

- Belt Parkway Bridges REI Services - Paerdegat Bridge, Brooklyn, NY, NYCDOT
- Belt Parkway Bridges REI Services - Rockaway Parkway Bridge, Brooklyn, NY, NYCDOT
- Belt Parkway Tidal Wetlands Mitigation, Brooklyn, NY, NYCDOT
- Construction Administration and Inspection for Project QM-40S, Super Storm Sandy Restoration and Mitigation and Project QM-40/QM-18, Rehabilitation of the Tunnel Walls, Roadway and Manhattan Exit Plaza at the Queens Midtown Tunnel , TBTA
- Marine Parkway Bridge Resident Engineering and Inspection, MP-01, New York, NY, TBTA
- Bronx-Whitestone Bridge Bronx/Queens Approach, BW-89/WBM-342, Bronx, NY, TBTA
- Bronx-Whitestone Bridge Deck Replacement - BW-82, Bronx, NY, TBTA
- Bronx-Whitestone Bridge Cable/Suspender Rope Rehabilitation, BW-85/86/WBM-339, Bronx, NY, TBTA
- Bronx-Whitestone Bridge, Miscellaneous Painting, Suspended Rope Collar Replacement and Flag Repairs, and Pin Replacement, Projects WBM 319X and BW 87A & C, New York, NY, TBTA
- Replacement of the Queens Approach at the Bronx-Whitestone Bridge, BW-89C, Queens/Bronx, NY, TBTA
- Rehabilitation of the 2nd Avenue and 36th Street Overpass Bridges at the Queens Midtown Tunnel, QM-82, New York, NY, TBTA
- Robert F. Kennedy (Triborough) Bridge Deck Replacement on Suspended Spans and Queens Viaduct - TB-64A, Queens, NY, TBTA
- Robert F. Kennedy (Triborough) Bridge Deck Replacement of the Randall's Island Junction Structure - TB-63, New York, NY, TBTA
- Throgs Neck Bridge Orthotropic Deck, TN-82A, Bronx, NY, TBTA
- Replacement of the Upper Level Deck of the Suspended Span of the Verrazano-Narrows Bridge, VN-80B, Staten Island, NY, TBTA
- Verrazano-Narrows Bridge Rehabilitation of Structural Steel Repairs, VN-32, Staten Island, NY, TBTA
- Verrazano-Narrows Bridge Rehabilitation of the Lower Level Approaches, VN-17A, Staten Island, NY, TBTA
- CI Services for the Rehabilitation of Three Bridges, Contract 6052-B1-11 Release 'A', Hampton Bays, NY, LIRR
- Rockville Centre Bridge Painting, Rockville Centre, NY, NCDPW
- Replacement of County Road 67, Motor Parkway Bridge at the LIE, Exit 55, Town of Islip, NY, SCDPW
- Improvements to County Road 39, North Road from the Vicinity of County Road 38, North Sea Road to the Vicinity of NY 27, Montauk Highway, Southampton, NY SCDPW
- Construction Supervision and Inspection Services, Harlem Line Drainage Improvements, Phase II, Metro North Railroad

Prior to his project manager assignments, Mr. Zenk worked extensively in the field on projects throughout the New York metropolitan area. These projects include:

Bronx-Whitestone Bridge, Projects WBM 319X and BW 87A & C, Miscellaneous Painting and Suspended Rope Collar Replacement & Flag Repairs and Pin Replacement, New York, NY; 10/00-12/02. Resident Engineer. The two concurrent projects totaling $4 million involved the cleaning and painting of several thousand feet of bridge median barrier, several thousand square feet of tower interior, and critical sections of the bridge suspender cables, the installation of specialized elastomeric collars at the suspender penetrations through the main fascia girders. Also, over 1,000 critical structural steel flag repairs were completed by the contractor. Included in the repairs were the removal and replacement of several steel rocker bearings and pin removal and replacement. The repairs required the installation of complex jacking systems for lifting of the structure during rehabilitation. Mr. Zenk's responsibilities included the supervision of five inspectors and coordination with facility administrative personnel and the contractor. Client: Triborough Bridge and Tunnel Authority

M. Denise Carter, P.E.
Senior Vice President/Branch Manager

Professional Profile
Ms. Carter is a professional engineer with many years of experience in the management of transportation design and construction inspection projects throughout the New York metropolitan area. In her current position as branch manager, Ms. Carter is responsible for overseeing scheduling, staffing, invoicing, quality assurance, constructibility, compliance to contractual obligations, and that the clients' needs and requirements were satisfied for all design and construction engineering inspection projects conducted from GPI's Babylon Branch office. In this position, she is directly involved with all project personnel in all phases of the project. She is responsible for overall quality control of GPI's construction management and inspection program and that project schedule and budget are monitored and reported. Ms. Carter has the authority to commit the resources from within the GPI organization to meet schedules and provide specialized services to all branch clients.

Project Experience
Projects on which Ms. Carter has served or is serving as principal-in-charge include:

- Bayonne Bridge Navigational Clearance Program (BBNCP), NY/NJ, PA NY & NJ
- 2011-2014 Port Authority On-Call Construction Management Services, PA NY & NJ
- 2006-2010 Port Authority On-Call Construction Management Services, PA NY & NJ
- 2002-2006 Port Authority On-Call Construction Management Services, Various Facilities, PA NY & NJ
- Staten Island Bridges, PA NY & NJ
- Journal Square Transportation Center, PA NY & NJ
- Battery Park City Ferry Terminal at the 39th Street Pier, PA NY & NJ
- John F. Kennedy International Airport – Jet Blue Parking Structure, PA NY & NJ
- John F. Kennedy International Airport, PA NY & NJ
- EWR Newark Airport, PA NY & NJ
- Port Authority Bus Terminal – Structural Modifications, PA NY & NJ
- Port Authority Technical Center, PA NY & NJ
- LaGuardia Airport, PA NY & NJ
- Jamaica Station, PA NY & NJ
- George Washington Bridge Painting, PA NY & NJ
- Williamsburg Bridge North Roadways Reconstruction, Contract 7, NYCDOT
- Williamsburg Bridge Reconstruction of Miscellaneous Rehabilitation of the Main Bridge, Contract 8, NYCDOT
- Manhattan Bridge Painting and Interim Rehabilitation, Contract 8C, NYCDOT
- Manhattan Bridge Rehabilitation of North Spans over East River, Contract 10, NYCDOT
- Manhattan Bridge Rehabilitation of Lower Roadways, Contract 11, NYCDOT
- Manhattan Bridge Rehabilitation of Cables and Suspenders, Contract 14, NYCDOT

Proposed Project Assignment
Principal-in-Charge

Registration/Certifications
1990/Professional Engineer/NY
2004/Professional Engineer/CT
2004/Professional Engineer/NJ

Education
MS/1994/Civil Engineering
BS/1983/Civil Engineering

Course Work
2012 - 10-Hour OSHA Training Course
2004 - Practicing Institute of Engineering, Inc.- PS[redacted]
Work Zone Safety
2000 - Traffic Work Zone Safety Training Course - GPI

Professional Affiliations
American Council of Engineering Companies, Long Island Board Secretary (ACEC)
American Society of Civil Engineers (ASCE) (formerly President, Long Island Branch)

Total Years Experience 32

M. Denise Carter, P.E.
Senior Vice President/Branch Manager

- Belt Parkway Bridges Program Management Services, NYCDOT
- Gerritsen Inlet Bridge, NYCDOT
- Paerdegat Bridge, NYCDOT
- Rockaway Parkway Bridge, NYCDOT
- Macombs Dam Bridge over the Harlem River Rehabilitation, NYCDOT
- Replacement of Brooklyn Bridge Travelers, NYCDOT
- Church and Caton Avenue Bridges – Reconstruction over NYC Transit, NYCDOT
- Protective Coating of Grand Central Parkway over BQE Bridges, NYCDOT
- Queensboro Bridge Lead Paint Removal and Protective Coating, NYCDOT
- Ocean Avenue Bridge over LIRR, Brooklyn, NY, NYCDOT
- Reconstruction of Willis Avenue Bridge, NYCDOT
- Brooklyn Bridge Approaches and Ramp Structures Improvements, Contract 6, NYCDOT
- Office Engineer Positions for Various Superstorm Sandy Reconstruction Projects, NYCDOT
- Staten Island Railroad Bridges, Staten Island, NY, NYCDOT
- Reconstruction of Houston Street from West Street to Bowery, NYCDDC
- REI For the Rehabilitation of High Bridge, NYCDDC
- Construction Administration and Inspection for Project QM-40S, Super Storm Sandy Restoration and Mitigation and Project QM-40/QM-18, Rehabilitation of the Tunnel Walls, Roadway and Manhattan Exit Plaza at the Queens Midtown Tunnel , TBTA
- Throgs Neck Bridge Orthotropic Deck, TN-82, TBTA
- Bronx-Whitestone Bridge Cable/Suspender Rope Rehabilitation – BW-85/86/WBM-339, TBTA
- Bronx-Whitestone Bridge Bronx/Queens Approach, BW-89/WBM-342, TBTA
- Bronx-Whitestone Bridge Deck Replacement - BW-82, TBTA
- Bronx-Whitestone Bridge Replacement of the Bronx Approach and Miscellaneous Repairs to the Queens Approach, TBTA
- Bronx-Whitestone Bridge Warranty Coatings Inspection, BW-85/86/WMB-339, TBTA
- Robert F. Kennedy (Triborough) Bridge Rehabilitation of Suspension Cables - TB-17, TBTA
- Robert F. Kennedy (Triborough) Bridge Deck Replacement of the Randall's Island Junction Structure, Phase I - TB-63, TBTA
- Marine Parkway Bridge Resident Engineering and Inspection, MP-01, TBTA
- Cross Bay Boulevard Bridge, CB 08/09, TBTA
- Replacement of the Upper Level Deck of the Suspended Span of the Verrazano-Narrows Bridge, VN-80B, TBTA
- Verrazano-Narrows Bridge Rehabilitation of Structural Steel Repairs, VN-32, TBTA
- Verrazano-Narrows Bridge Rehabilitation of the Lower Level Approaches, VN-17A, TBTA
- Long Island Expressway/Cross Island Parkway Interchange, Exits 29-32, NYSDOT
- Rehabilitation of the Brooklyn-Queens Expressway (I-278), Park Avenue Viaduct, NYSDOT
- Rehabilitation of Kew Gardens Interchange/Van Wyck Expressway, NYSDOT
- Northern State Parkway INFORM/ITS, CEI, NYSDOT
- Construction Supervision and Inspection Services, Harlem Line Drainage Improvements, Phase II, Metro North Railroad
- Rehabilitation of Bridge No. 02295, Route 136, ConnDOT
- Consolidated Edison Tank Inspections, Consolidated Edison of New York

James Valenti, P.E.
Senior Construction Engineer

Professional Profile
Mr. Valenti provides comprehensive resident engineering services and project management for bridge rehabilitation/reconstruction projects. In addition to his project management responsibilities, he serves as a certified quality assurance representative (CQAR) and health and safety officer (HASO) for construction projects and participates in constructability reviews for major project assignments. Mr. Valenti has extensive experience in environmental compliance enforcement and environmental investigations.

Mr. Valenti currently provides CQAR services for major REI projects at the Verrazano-Narrows and Bronx-Whitestone bridges. In addition to preparing the Quality Management System Manuals (QMSM) for these and other projects, he performs interim internal and full-system quality assurance audits to ensure that the GPI team is adhering to all requirements of the QMSM. He prepares summary reports for client review and performs root cause analysis as necessary to minimize potential for recurrence of quality assurance breaches of protocol. He also serves as a technical quality manager (TQM) for GPI's QP-5 coatings inspection services program.

Project Experience
Bayonne Bridge Navigational Clearance Program (BBNCP) Construction Management, NY/NJ; 2013. Technical Advisor. GPI is providing construction management services for the $743-million Bayonne Bridge Navigational Clearance Program (BBNCP). This extraordinarily complex, once-in-a-lifetime project will replace more than 5,000 feet of viaduct and re-frame the existing steel arch structure to accommodate a new roadway 65 feet above the existing roadway. Mr. Valenti reviewed 90% design drawings and specifications as part of the constructability review team process. Provided comments on alternative strategies for construction scenarios and processes to improve project efficiency and effectiveness.

Replacement of the Upper Level Deck of the Suspended Span of the Verrazano-Narrows Bridge, VN-80B, Staten Island, NY; 7/12-Present. This $236-million project involves reconstruction to replace the upper level roadway superstructure of the Verrazano-Narrows Bridge. The work includes removal of existing upper level roadway deck and barrier, installation of new upper level orthotropic deck, overlay, drainage systems, sign structures, lighting, barrier, painting and miscellaneous utility work. Mr. Valenti is serving as the Certified Quality Assurance Representative (CQAR) for this project. Client: Triborough Bridge & Tunnel Authority

Bronx-Whitestone Bridge Replacement of the Bronx Approach and Miscellaneous Repairs to the Queens Approach, BW-89, Bronx, NY; 5/12-Present. This $204-million project involves the staged removal and replacement of the Bronx Approach superstructure and substructure from the Bronx Toll Plaza to the Bronx Anchorage. Mr. Valenti is serving as the Certified Quality Assurance Representative (CQAR) for this project. Client: Triborough Bridge & Tunnel Authority

Proposed Project Assignment
Quality Assurance/Quality Control

Registration/Certifications
1993/Professional Engineer/NY
2011/Professional Engineer/CT
2013/NACE Certified Coating Inspector Level 3
2001/AWS Certified Welding Inspector
2011/NYCT Track Safety Certified
1994/NYS DOH Project Monitor Refresher Asbestos Handling
2000/SSPC - C-5 Supervisor/Competent Person
1999/SSPC - C3 Supervisor/Competent Person-Deleading
2014/SSPC WS-4 Confined Space Safety Training

Education
BE/1985/Mechanical Engineering

Course Work
2014 - SSPC WS-4 Confined Space Safety Training
2013 – MTA NYC Transit Track Safety Certification
2012 - OSHA #502 Update for Construction Industry Outreach Trainers
2011 - Staten Island Railway Roadway Worker – Basic Certification
2008 - OSHA #500 Trainer Course in Occupational Safety & Health Standards for the Construction Industry
2000 - SSPC C-3 & C-5 Supervisor/Competent Person for Deleading/NY
1994 - NYSDOH Project Monitor Refresher Training Course
1994 - 8-Hour Health and Safety Operations at Hazardous Materials Sites Refresher Training Course
1994 - 8-Hour Health and Safety Operations at Hazardous Waste Sites Refresher Training Course
1990 - 8-Hour OSHA HAZWOPR Supervisor Training Course
1989 - 40-Hour OSHA HAZWOPR Training Course

Professional Affiliations
Society of Protective Coatings (SSPC)
National Association of Corrosion Engineers (NACE)
American Welding Society (AWS)

Total Years Experience 27

James Valenti, P.E.
Senior Construction Engineer

Replacement of the Queens Approach at the Bronx-Whitestone Bridge, BW-89C, Queens/Bronx, NY; 3/11-5/12. This project involved construction management and inspection services required to support construction work of Project BW-89C, Replacement of the Queens Approach at the Bronx-Whitestone Bridge. Mr. Valenti served as the Certified Quality Assurance Representative (CQAR) for this project. Client: Triborough Bridge & Tunnel Authority

Bronx-Whitestone Bridge Cable/Suspender Rope Rehabilitation, BW-85/86/WBM-339, Bronx, NY; 1/08-3/08. Resident Engineer. This project involved construction management and inspection services for coating removal and application and cable/suspender rehabilitation for Project BW-85/86/WBM-339, Select Cable Panel Opening/Suspender Rope Removal and Replacement and Painting at the Bronx-Whitestone Bridge. Mr. Valenti provided comprehensive resident engineer services during the start-up period of Project BW-85-86/WBM-339, including establishing the consultant field office: development of all project related inspection protocols and work plans (QMSM, HASP, Field Inspection Program); establishment of a project-specific filing system; processing of project submittals, schedules and payments; coordination of start-up activities, progress meetings and security controls with the Contractor and the TBTA; and day-to-day project management duties. Client: Triborough Bridge and Tunnel Authority

Rehabilitation of the 2nd Avenue and 36th Street Overpass Bridges at the Queens Midtown Tunnel, QM-82, Queens, NY; 11/05-1/08. Resident Engineer. This project involved providing professional construction management services for the rehabilitation of the 2nd Avenue and 36th Street Overpasses. Work included a variety of different tasks including concrete repairs, cleaning and painting of structural steel, installing new underdeck lighting, new netting, lead and asbestos abatement. Mr. Valenti's responsibilities included on-site project management and oversight during concrete crack and spall repair, rehabilitation and forming; removal of column concrete encasements and installation of curtain walls; repointing of masonry facades; lead-based paint and asbestos removal; installation of vertical access staircase and relocation of electrical components at D Post; roadway striping and coordination of maintenance and protection of traffic operations during multiple construction stages at the Manhattan approach spans to the tunnel. He developed a Quality Assurance Plan and a Health and Safety Plan for consultant staff and supervised a staff of five inspectors during this $2.7-million project. Client: Triborough Bridge and Tunnel Authority

Throgs Neck Bridge, Orthotropic Deck Rehabilitation, TN-82 Phase A, Bronx, NY; 1/04-11/05. Resident Engineer. This project involved the testing of the constructibility, serviceability and performance of the design consultant's solution to the chronic structural problems that have plagued the retrofitted spans since 1989. Mr. Valenti was responsible for day-to-day on-site project management during this $5.4-million project. Specific construction activities included installation of longitudinal shear connectors; removal of and replacement of end and intermediate sub-floorbeams; structural steel repairs; dye penetrant testing and crack arrest hole drilling; shimming of orthotropic deck spans; installation and removal of 60,000 sq ft of suspended work platform system; welding procedure and welder qualification demonstration phase; day- and night-time maintenance and protection of traffic (MPT) coordination. He reviewed contract submittals and shop drawings; negotiated change orders; developed the Quality Assurance Plan and Health and Safety Plan for consultant staff, prepared Constructibility Review Report for project; and supervised a staff of five inspectors. Client: Triborough Bridge and Tunnel Authority

REI for the Rehabilitation of High Bridge, Boroughs of Manhattan and Bronx, NY; 9/13-Present. Project Manager. This $50-million project involves resident engineering and inspection services for comprehensive rehabilitation, service upgrades, and historical restoration of this 1,400lin ft aqueduct structure, the oldest existing bridge in NYC. Mr. Valenti is responsible for addressing staffing needs and providing inspection equipment and other resources as required; attending and participating in progress, schedule, and technical meetings; maintaining construction inspection budgets and manpower requirements; providing supervisory support for technical and logistical issues of concern; conducting regular site visits to review work progress; and serving as liaison between consultant and client representatives. Client: New York City Dept. of Design & Construction

RESUMES

CONSTRUCTABILITY REVIEWS / TECHNICAL SPECIALISTS

DIEGO ALAIMO, PE *KS Engineers, P.C.*
Project Manager

EDUCATION

Master of Engineering (Civil) City College of New York, 1975
Bachelor of Engineering, City College of New York, 1971
Post Masters Degree Credits, Columbia University
Management Courses- Red Vector

PROFESSIONAL REGISTRATIONS

Professional Engineer - NY (# 1975), NJ (# 1976), PA (# 1979), CT (# 1988), and FL (#

PUBLICATIONS

Design of Wastewater and Stormwater Pumping Stations
Water Environment Federation- Manual of Practice FD-4 1993
Part of Task Force on Design of Wastewater & Storm Pumping Stations

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Resident Engineer – Civil Engineering	2006 - Present
Site-Blauvelt Engineers	Senior Vice President	2000 - 2006
Hayden/Wegman Engineers	Senior Vice President	1987 - 2000
Gannett Fleming	Regional Manager	1986 - 1987
Hayden/Wegman Engineers	Project Manager	1980 - 1983
Metcalf & Eddy	Project Manager	1979 - 1980
Elson T. Killam Associates	Project Engineer	1973 - 1979
Malcolm Pirnie Engineers	Engineer	1971 - 1973

EXPERIENCE SUMMARY

Mr. Alaimo has over 40 years of successful experience in design and construction management of bridges, water main, sewers, and transportation projects. He is a registered professional engineer in New York, New Jersey, Connecticut, Pennsylvania and Florida. He has managed complex engineering projects throughout the Northeast from proposal, to design and construction. These projects have ranged in size from one to eighty five million dollars.

PANYNJ, Construction Quality Assurance (QA) and Construction Engineering and Inspection (CEI) Services for the Goethals Bridge Replacement Project, NY & NJ – KSE's Project Executive responsible for this $973 million Goethals Bridge Replacement project that is the Port Authority's first new major bridge replacement in more than 80 years, and the first surface transportation public-private partnership (PPP) in the Northeast Region. The 40-year, design-build-finance-maintain contract will replace the Goethals Bridge and approach roadways with a new alignment which will consist of the construction of a cable-stayed bridge over the Arthur Kill south of the existing bridge. The new bridge will contain six 12-foot wide travel lanes, three lanes in each direction; a 12-foot wide outer shoulder and a five-foot wide inner shoulder on each roadway; a 10-foot wide sidewalk/bikeway along the northern edge of the New Jersey-bound roadway; and a central area to be maintained between the eastbound and westbound roadway decks, sufficient to accommodate the provision of future transit service. It also will provide state-of-the-art bridge technology, including Roadway Weather Information Systems that will collect environmental data such as wind speed, visibility, and pavement temperature. There will also be a Traffic Detection System that

will use sensors embedded in the roadway to provide alerts on traffic build-up and incident responses. (2013 - Present)

NYCDDC, HWMP116, Reconstruction of Astor Place, Manhattan, NY - Project Executive responsible for the inspection of this $15.7 million REI project that include the removal of abandoned trolley tracks and yokes, water mains, new main line valves and fire hydrants that are part of the water main installations, as well as relocation of a few fire hydrants. The new sewer and drainage facilities require new manholes. New steel faced concrete curbs, and granite curbs will be installed along the sidewalks and roadways. New sidewalks will be either 4" or 7" concrete, and new pedestrian ramps will be constructed at designated intersections. Some of the sidewalk locations are to be pigmented, designating the historic significance of the area. New kiosks are to be installed and they will have water service facilities. A large portion of the project includes reconstruction of Cooper Square where new granite curbs granite benches and granite planters will be installed, along with trees and shrubbery plantings. Responsibilities include preparing and distributing monthly and weekly construction reports DOT and DDC; preparing and processing payments, as-built construction cards; and reviewing, monitoring inspectors reports, quantities and costs. (06/13 - Present)

Battery Park City Authority (BPCA), Contract No. 12-2095, On-Call Engineering Services - 2012 Projects, New York, NY - Project Executive responsible for this contract for providing expert and technical support services including civil, structural, mechanical and electrical engineering services on an on-call basis. Work also includes pre-construction support services in developing RFP's, preparing bid documents and evaluating contractor proposals. We provide engineering services will be required to respond on an as-needed basis within 24 hours of request. Tasks include coordination with the BPCA, BPC Parks Conservancy staff, and with BPCA's outside consultants. Peer review of other projects with the Authority for structural, civil, MEP and geotechnical. There are nine tasks for this contract which include: Task 1 - Pier A; Task 2 - Wagner Park, Sinkhole; Task 3 - Seawall Joint Repairs by South Cove Pedestrian Bridge; Task 4 - Rockerfeller Park Terrace Swing; Task 5 - Ballfield Backstop; Task 6 - Survey for ARUP; Task 7 - Water Line Pier A; Task 8 - NYMEX Terrace, Sinkhole; and Task 9 - Structural Work for Tribeca Bridge. (2012 - Present)

BPCA, Contract No. 08-1895, On-Call Engineering Services - 2008 Projects, New York, NY - Project Executive for this $4 million project assignment. Currently providing on-call engineering services that include civil, structural, mechanical, electrical, landscape architectural, and other related services. Also providing pre-construction support services such as preparing bid documents and evaluating contractor proposals. Additional tasks involve providing drawings, specifications, and construction oversight for curb realignment in the project area on Vesey Street, between North End Avenue and West Street. The south curb of Vesey Street had to be realigned to match the proposed north curb line (to be constructed by Goldman Sachs); following curb realignment and full width of Vesey Street to be repaved. It was necessary to follow the NYC street standards, from curb to curb, and according to the Battery Park City standards. The other ten tasks under this contract include: Task 1: Fire Alarm System Design; Task 2: Site 3 Paving; Task 3: Electrical Roadway Lighting; Task 4: Vault Drainage; Task 5: Utilities at Pier A; Task 6: Pier A Electrical; Task 7: Replacement of Clamshell Barricade with Bollards (Liberty Street) Plus Survey; Task 8: Museum of Jewish Heritage Survey; Task 9: Pier A Civil Engineering / Utility Design; and Task 10: Survey and Civil Engineering for Ferry Slip in WFC. Other work includes coordinating with the BPCA and BPC Parks Conservancy staff.

GEORGE R. BROBERG, PE, PP *KS Engineers, P.C.*
Project Manager

EDUCATION
BS/Civil Engineering, Newark College of Engineering/1970
Post Graduate Courses, Newark College of Engineering

PROFESSIONAL REGISTRATIONS/CERTIFICATIONS
Professional Engineer – NJ (#[redacted], NY (#[redacted]), and PA (#[redacted], CT (#[redacted]
Professional Planner – NJ (#[redacted])

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Vice President	2010 - Present
CMX	Senior Vice President	1984 - 2010
The RBA Group	Senior Associate	1972 - 1984
Louis Berger and Associates	Vice President	1970 - 1972

EXPERIENCE SUMMARY
Mr. Broberg has 44 years of diversified experience in managing the design and construction inspection of multi-disciplined state, county and municipal public infrastructure projects including roads, bridges, traffic signals, water systems, sewer and drainage systems, and residential and commercial projects. He is hands-on, pro-active, cost-conscious, recognized as a strong leader capable of getting the project/objective complete on time and within/under budget to the satisfaction of the client. Some of his relevant experience includes:

NYC Department of Parks and Recreation (NYCDPR), Survey and Borings for Stormwater Greenstreets – Citywide - Project Director responsible for overseeing an extensive program of soil borings, permeability testing, and survey work to compile design data under New York City's aggressive program to beautify neighborhoods and improve the quality of stormwater runoff throughout the five Boroughs by converting unused impervious areas of street right-of-way into pervious green space that will capture rainfall and percolate it into the existing soil. Under the Queens program, Mr. Broberg is responsible for the drilling of approximately 110 borings and associated laboratory testing, completing permeability testing at 120 locations, and the collecting of survey data and base map preparation for 250 sites. He is overseeing the preparation of a summary data report, and managing the activities of subcontractors who perform the borings and complete laboratory testing of the samples, and KSE's field inspectors and survey crews. (2013 – Present)

NYCDPR, Survey and Borings for Right-of-Way Bioswales and Greenstreets in the Hunts Point Watershed HP-007 in the Bronx - Project Director responsible for overseeing an extensive program of soil borings, permeability testing, and survey work to compile design data under New York City's aggressive program to beautify neighborhoods and improve the quality of stormwater runoff throughout the five Boroughs by converting unused impervious areas of street right-of-way into pervious green space that will capture rainfall and percolate it into the existing soil. Under the Hunts Point program in the Bronx, Mr. Broberg is responsible for the drilling of approximately 50 borings and associated laboratory testing, completing permeability testing at 100 locations, and the collecting of survey data and base map preparation for 120 sites. He is overseeing the preparation of a summary data report, and managing the activities of subcontractors who perform the borings and complete laboratory testing of the samples, and KSE's field inspectors and survey crews. (2013 – Present)

NYCDPR, Professional Services for the Preparation of Designs for the Reconstruction of Sidewalks Damaged by Adjacent City-owned Trees, Citywide - Project Director responsible for overseeing the completion of field investigations and the preparation of construction plans for repairs to sidewalks damaged by the tree roots of adjacent City-owned trees. KSE is responsible for the evaluation and design for several thousand locations in all five Boroughs of New York City. Work involves field inspections of each damaged sidewalk location, the development of appropriate remedial repairs, and the preparation of simple construction plans and quantity take-offs. The work is being completed on an extremely accelerated schedule. (2013 - 2014)

NJ Schools Development Authority, Geotechnical Engineering for the New Halloran Elementary School Building for the Elizabeth Public School District – Project Manager for this project which included provided geotechnical engineering services as part of a feasibility study for a new four-story, 144,900 GSF elementary school building at the Elizabeth Public School's Halloran School. Geotechnical services entailed two separate field investigation programs which included deep soil borings, laboratory testing of the samples collected from the split spoon sampler, and preparation of Geotechnical Investigation Phase I and II Reports that recommended a deep foundation support system for the building. The proximity, to the building's footprint, of a major existing Joint Meeting of Essex and Union Counties (JMEUC) 13.5-foot-wide by 8.5-foot-high interceptor sewer passing through the site was a major consideration in the development of the foundation support system design. KSE worked closely with the JMEUC to develop the design criteria for the allowable soil loading that could be transferred to the new structure. Other major considerations in the development of the geotechnical recommendations were the existence of historic fill on the site, groundwater levels, the existence of relatively shallow bedrock, and an increased flood plain elevation published by the Federal Emergency Management Agency (FEMA), based on the effects of Super Storm Sandy. (2013)

Delaware River Joint Toll Bridge Commission (DRJTBC), I-78 Toll Bridge Parapet Upgrade and PA Approach Paving Improvements -- Project Manager and Design Services Task Leader for the improvements to the Pennsylvania approach roadway to the Interstate 78 Toll Bridge, the Welcome Center, and various parapets on the main river and approach bridge structures. KSE was retained to provide project coordination, a public participation program, design services, and construction administration. As Project Manager, Mr. Broberg was responsible for developing and implementing a Public Participation Program early in the Preliminary Design phase of the project. He was also responsible, as Design Services Task Leader, for the base mapping, a concept study, preliminary and final design, and post-design services. (2011 – 2013)

NJ Turnpike Authority (NJTA), Design and Environmental Permitting for Improvements at Interchange 15W & 16W (OPS T3260) – Project Director responsible for the design of new roadway lighting, survey effort for the establishment of the base mapping to be utilized for the design, utility relocations to accommodate the widening of Interchange 16W Ramp TSW and the geotechnical engineering program for the ramp widening. Lighting analysis performed utilizing Holophane Corporation Visual® computer program. Prepared roadway lighting report that outlined analysis methodology utilized and developed the lighting layout for the new roadway lighting system that meets current standards. Also oversaw the preparation of contract plans and specifications for the selected new lighting system. Illumination levels based upon criteria set forth in the NJTA Design Manual. The utility effort included development of the existing utility base mapping based upon record plans and markouts, determination of potential conflicts with the proposed design concept, development of schemes of accommodation for the relocation of utilities to address the conflicts, preparation of Utility Agreements for utility relocations and preparation of contract plans, specifications and estimates for the utility relocation work to be performed by the contractor. (2013 - 2014)

Frank Gallo, P.E.
Assistant Program Manager

Professional Profile
Mr. Gallo is a professional engineer with extensive experience in bridge and highway reconstruction and rehabilitation projects. In previous years, Mr. Gallo served as Assistant Commissioner for NYCDOT-Bureau of Bridges and supervisor of design and construction and engineer-in-charge for NYSDOT. His responsibilities included management of engineering staff involved on major transportation projects throughout New York City.

Mr. Gallo served as director of construction services responsible for construction management and inspection services undertaken by GPI's Babylon office. In this position, he was directly involved with the project representatives/resident engineers, inspectors, office engineers, schedulers, and estimators. He was responsible for overall quality control of GPI's construction management and inspection program to ensure that the needs of the client are met, and that the project is in conformance with NYSDOT Manual for Uniform Record Keeping (MURK). Mr. Gallo's ability to progress projects on a timely basis, within budget, and his familiarity with the construction industry in the New York metropolitan area, and the many local contractors and unions has been extremely beneficial towards the successful completion of projects undertaken by the firm.

Proposed Project Assignment
Constructability Reviews / Technical Specialist

Registration/Certifications
1962/Professional Engineer/NY
1967/Professional Engineer/NJ

Education
MCE/1963/Civil Engineering
BCE/1958/Civil Engineering

Course Work
2011 - 10-Hour OSHA Training Course
2001 - MTA NYCT Track Safety Course
1988 - NYS Bridge Inspection Course
NACE Certified Coatings Inspector Level 3 Trained

Total Years Experience 56

Project Experience
Belt Parkway Bridges Program Management Services, Brooklyn, NY; 5/06-Present. Assistant Program Manager. This project involves program management and resident engineering and inspection services for the rehabilitation/replacement of seven bridges along a 7.5-mile section of the Belt Parkway. Mr. Gallo's responsibilities include the organization of a Program Management Team composed of several subconsultants with the ability to take bridge projects through the design phase to final bid ready documents. This includes coordinating among several designers, the State and City DOTs, and City, State and Federal agencies to obtain final approvals. This is achieved by scheduling meetings, preparing an agenda and producing final minutes. Monthly detailed reports are provided to describe status and to keep the projects on schedule. A community outreach program was created which gives the NYCDOT the ability to identify and meet with the stakeholders to describe the project and to create positive dialogue. The PM team takes the project through the procurement process to final bid. After bids are received and analyzed, and a Notice to Proceed is given, the PM team will provide Resident Engineering inspection, which will include submittal of monthly construction reports for the entire program; reviewing the changes proposed by one (or more) contractor(s) and evaluating the impacts on other projects; approving Contractor(s) Construction Schedules and CPM's of an individual Shore Parkway Bridge; preparing a combined Construction Schedule and CPM for all of the Belt Parkway Bridges construction; conducting bi-weekly coordination meetings with the entire staff including Resident Engineers of an individual Bridge Project including NYCDOT Roadway Bridges Engineer-in-Charge; conducting interim meetings with the staff, Resident Engineers and other involved Agencies on an as-needed basis; making necessary presentations to Community Boards, other involved agencies. Client: New York City Dept. of Transportation

As director of construction services, Mr. Gallo has served as project manager or QA/QC advisor on the following major bridge, roadway and structural rehabilitation projects throughout the metropolitan area:

Frank Gallo, P.E.
Assistant Program Manager

- 2002 On-Call Engineering and Construction Management Services Contract, $25 M, (PA NY & NJ)
- Goethals Bridge Cleaning, Painting and Steel Repairs, $12 M, #AKG-274.022 (PA NY & NJ)
- Williamsburg Bridge South Roadways Reconstruction, Contract 5, $310M, #BRC253BAA (NYCDOT)
- Williamsburg Bridge BMT Structure Rehabilitation, Contract 6, $176M, #BRC253BBA (NYCDOT)
- Williamsburg Bridge North Roadways Reconstruction, Contract 7, $248M, #BRC253CA (NYCDOT)
- Williamsburg Bridge Reconstruction of Miscellaneous Rehabilitation of the Main Bridge, Contract 8, $280M, #BRC253CCA (NYCDOT)
- Manhattan Bridge Painting and Interim Rehabilitation, Contract 8C, $8.9M, #BRC1568CA (NYCDOT)
- Manhattan Bridge Rehabilitation of the North Spans over the East River, Contract 10, $175M, #BRC156CA (NYCDOT)
- Manhattan Bridge Rehabilitation of Lower Roadways, Contract 11, $140M, #BRC156A (NYCDOT)
- Component Rehabilitation of New York City Bridges, $5M, #HBCREPL95D (NYCDOT)
- Jerome Avenue Bridge over Moshulu Parkway Rehabilitation, $3.2M, #HBX1105 (NYCDOT)
- Park Lane South Bridge over the LIRR Demolition and Replacement, $2.7M, #HBQ1005 (NYCDOT)
- Northern Boulevard over Cross Island Parkway, $5.5M, #HBQ1073 (NYCDOT)
- Macombs Dam Bridge over Harlem River Rehabilitation, $3.6M, #BRX-287-R (NYCDOT)
- Queensboro Bridge Lead Paint Removal and Protective Coating, $107M, #BRC231P (NYCDOT)
- Rehabilitation of the Brooklyn-Queens Expressway (I-278), Park Avenue Viaduct, $138M, #D259766 (NYSDOT)
- Long Island Expressway-Grand Central Parkway to Van Dam Street Rehabilitation, $88M, #D257842 (NYSDOT)
- Long Island Expressway/Cross Island Parkway Interchange Reconstruction, $47M, #D258437 (NYSDOT) Brooklyn-Queens Expressway, I-278, Park Avenue Viaduct Paint Inspection, $2.3M, #D257563 (NYSDOT)
- Roslyn Viaduct Underdeck Netting, Route 25A, $1.3M, #D257571 (NYSDOT)
- Rehabilitation of the Brooklyn Queens Expressway and the Park Avenue Viaduct, $138M, #D015524 (NYSDOT)
- Robert F. Kennedy (Triborough) Bridge Queens Approach Concrete Structure Deck Replacement - TB-13, $15.9M, #TB-13 (TBTA)
- Robert F. Kennedy (Triborough) Bridge Rehabilitation of Suspension Cables - TB-17, $9.5M, #TB-17 (TBTA)
- Robert F. Kennedy (Triborough) Bridge Deck Replacement of the Randall's Island Junction Structure, Phase I - TB-63, $62.5M, #TB-63 (QA/QC Manager) (TBTA)
- Robert F. Kennedy (Triborough) Bridge Deck Replacement on Suspended Spans and Queens Viaduct, #TB-64A, $165M (TBTA)
- Bronx-Whitestone Bridge Deck Replacement, $150M, #BW-82 (TBTA)
- Bronx-Whitestone Bridge Painting and Cable Rehabilitation, $12.6M, #BW-10 (TBTA)
- Bronx-Whitestone Bridge Miscellaneous Painting, Suspended Rope Collar Replacement and Flag Repairs and Pin Replacement, $4M, #WBM 319X and BW-87A & C (TBTA)
- Verrazano-Narrows Bridge Inspection, Painting and Structural Repairs, $16M, #VN-29 (TBTA)
- Marine Parkway Bridge, $30M, #MP-01 (TBTA)
- Throgs Neck Bridge Orthotropic Deck, $5.2M, #TN-82 (TBTA)
- Rehabilitation of the 2nd Avenue and 36th Street Overpass Bridges at the Queens Midtown Tunnel, $2.5M, #QM-82 (TBTA)

Anthony Grosso, P.E.
Chief Resident Engineer

Professional Profile
Mr. Grosso has over 20 years of experience in the management of large-scale transportation construction projects. He joined GPI after serving in various capacities with the New York City Dept. of Transportation and earlier New York State Dept. of Transportation. At the end of his tenure with the New York City Dept. of Transportation, Mr. Grosso was the maintenance director, Bureau of Bridges. Prior to this assignment, he served as engineer-in-charge for the New York State Dept. of Transportation and supervised field inspections and rehabilitation and reconstruction of some of the largest structures in the New York Metropolitan area. Mr. Grosso possesses first-hand knowledge of the construction, maintenance, repair and painting of major highway and suspension bridges.

Proposed Project Assignment
Constructability Reviews / Technical Specialist

Registration/Certifications
1982/Professional Engineer/NY
1997/NACE Coating Inspector Level 1 - Certified

Education
MS/1977/Transportation Planning and Engineering
BS/1976/Civil Engineering

Course Work
2008 - 10-Hour OSHA Training Course
2008 - 1-Hour Lead Awareness Training
2002 - MTA NYCT Track Safety
2000 - SSPC C-5 Deleading Supervisor/Competent Person
2000 - Confined Space Training
1999 - NYCDOT Supervisor Course
2000 - ATSSA Registered Flagger

Total Years Experience 37

Project Experience
Brooklyn Bridge Rehabilitation of the Approach Spans and Ramps and Painting of the Entire Bridge, Contract 6, New York, NY; 6/10-Present. Chief Resident Engineer. This project involves construction management and inspection services for the $509-million rehabilitation of this Iconic National Landmark. The scope of work for the project includes replacement of approach roadway in Manhattan and Brooklyn over the arch blocks; rehabilitation of the Manhattan side ramp structures with widening and deck and bearing replacements; rehabilitation of the approach steel structures with full superstructure replacement of the York and Main Street structures and orthotropic deck installation at Franklin Square; seismic retrofitting of the main bridge, Franklin Square and ramp structures; painting of the ramp structures and suspended spans in their entirety; restoration of historic features. Mr. Grosso's responsibilities include supervising a staff of over 25 engineers and technicians who provide resident engineering services for the project. He is also involved in the review and acceptance of submittals, shop drawings and field change sheets. Coordination of the contractor's work activities are performed by his staff with NYCDOT, NYSDOT and FHWA representatives. Client: New York City Dept. of Transportation

Rehabilitation of the Brooklyn-Queens Expressway (I-278), Park Avenue Viaduct, D259766, Kings County, NY; 8/05-6/10. Resident Engineer. This $138-million project involved construction engineering and inspection for the widening, redecking and repainting of this 850,000 sq ft viaduct with complex MPT on and below this heavily traveled structure. Rehabilitation of this high-volume, major interstate urban highway/bridge included replacement of more than 400 bearings and 1,500 meters of bridge expansion joints. The structure has seismic reinforcement installed which included retainers and plates at the top of columns and additional stiffeners and plates at the base. Also included is extensive coordination with agencies and local communities. Mr. Grosso's responsibilities included the direct daily supervision of a team of engineers, technicians and support staff; the day-to-day coordination with the construction contractor; and the maintenance of positive community relations in a dense urban area. Client: New York State Dept. of Transportation

Williamsburg Bridge Reconstruction of Miscellaneous Rehabilitation of the Main Bridge, Contract 8, #BRC253CCA, New York, NY; 4/03-8/05. Resident Engineer. This $280-million project involved the construction engineering and inspection for the rehabilitation of the main bridge. The scope of work for the project included abrasive blasting and painting of main bridge stiffening trusses, rehabilitation and strengthening of the main towers, rehabilitation of the intermediate towers and installation of seismic shear keys, main cable saddle repair and restraint, rehabilitation of wind tongue and wind chord, main tower and intermediate tower bearing installation, main tower leg removal and replacement, stiffening truss top and bottom chord rehabilitation, traveling maintenance platform installation, re-profiling of main span vertical curve by incrementally adjusting suspender cables, modification of orthotropic footwalk deck expansion joints, waterproofing and surfacing of orthotropic roadway deck, installation of

ornamental balconies and electroliers, integration of intelligent transportation operating system, seismic retrofit of the intermediate towers, installation of contraflow barrier and erection of barrier transfer machine facility, including augured concrete piles. Client: New York City Dept. of Transportation

Williamsburg Bridge North Roadways Reconstruction, Contract 7, #BRC253CA, New York, NY; 4/99-8/03. Resident Engineer. This $248-million project involved the construction engineering and inspection for the reconstruction of the north inner and outer roadways. The scope of work for this project included: the removal of the north inner and outer roadways; installation of bored-in-piles; construction of new reinforced concrete footings, plinths, columns, pier caps, pedestals, retaining walls and abutments; the installation of roadway superstructure including lighting and drainage; replacement of bridge roadway with orthotropic deck and steel barrier; replacement of truss bearings; and painting of underdeck and installation of IVH system. Client: New York City Dept. of Transportation

Williamsburg Bridge BMT Structure Rehabilitation, Contract 6, #BRC253BBA, New York, NY; 6/97-7/01. Resident Engineer. This $176-million project involved the construction inspection for the replacement of the entire mid-section of the bridge that supports the New York City transit tracks (BMT Line). Work included replacement of approaches and abutments, BMT tracks, structures and stringers, repairs to BMT floorbeams, construction of a new signal instrument room, installation and testing of signal, communications and traction-power systems, replacement of stringers on main bridge main span and painting of overhead truss, north transit hanger and anchorage steel. Mr. Grosso's responsibilities included the supervision of a staff of over 35 engineers and administrative personnel and coordinating with a community relations consultant. Client: New York City Dept. of Transportation

Williamsburg Bridge South Roadways Reconstruction, Contract 5, #BRC253BAA, New York NY; 1996-10/98. Resident Engineer. This $310-million project involved the construction engineering and inspection for the reconstruction of the south inner and outer roadways. Mr. Grosso's responsibilities included the supervision of a staff of over 35 engineers and administrative personnel. Mr. Grosso also coordinated community relations issues to address the local community's concerns and to keep the traveling public apprised of the construction work and resultant road closings on the bridge. The work included the reconstruction of the south roadways; interim bracing of the north roadway and the subsequent demolition of the south roadway framing; construction of a new approach structure, including installation of bored-in-piles; construction of new reinforced concrete pile caps, piers, retaining walls and abutments; and a new superstructure. Client: New York City Dept. of Transportation

Bronx-Whitestone Bridge Painting and Cable Rehabilitation, BW-10, New York, NY; 1994-1996. Mr. Grosso performed resident engineering duties for the first stage of this $21-million project which included surface preparation of the steel superstructure in a Class 1 containment and the application of a three-coat high performing epoxy paint. Client: Triborough Bridge and Tunnel Authority

Brooklyn Bridge Anchorage Rehabilitation, New York, NY; 1983-1988. Engineer-in-Charge. At the time, the largest project let by NYSDOT, Mr. Grosso supervised field inspections in repairing deficient elements of both anchorages of this historic New York City landmark. Work on this $53-million project involved reconstruction of the approach promenades; enlargement and reconstruction of the main cable anchorage pits; spreading of cable strands at the anchorage and removal and replacement of suspender components. He was also responsible for reviewing and approving field changes designed by the support service consultant. Client: New York State Dept. of Transportation

FDR-South Street Viaduct, Manhattan, NY; 1982-1983. Engineer-in-Charge. Mr. Grosso supervised the construction inspection consultant responsible for the removal and replacement of the concrete roadway deck and repairs to deficient structural members of this important interchange. Client: New York State Dept. of Transportation

While serving as maintenance director for the New York City Dept. of Transportation, Bureau of Bridges, 1988-1994, Mr. Grosso directed a group of over 20 people whose duties included designing repair details for structurally deficient elements of bridges throughout the New York Metropolitan area. He also managed a multi-million-dollar bridge painting program where he was responsible for determining schedules, type of surface preparation and protective coating system as part of an overall maintenance program.

Christopher Farschon, P.E.
Project Director

Professional Profile
Mr. Farschon is an Expert Consultant with the Greenman-Pedersen, Inc. Coatings Group (GPI) specializing in marine and atmospheric coatings and corrosion. He began his career designing and managing corrosion engineering projects. This experience provided him with a solid technical foundation for corrosion and coatings related field assignments, contract research studies, consulting, and teaching. Chris has directed consulting and quality assurance inspection work for various transportation departments, fabrication facilities, local municipalities, and federal government facilities. His experiences have been concentrated in the bridge and heavy highway industry where he has worked as a field inspector, resident engineer, project manager, and has helped complete over $2M in research for the Federal Highway Administration. The following is a sample of his work history beginning with his current position at GPI.

Proposed Project Assignment
Constructability Review

Registration/Certifications
2006/Professional Engineer/NY/NJ/KY
SSPC Protective Coating Specialist
NACE Certified Coating Inspector
SSPC -C-3 Competent Person/Deleading of Industrial Structure

Education
BS/1993/Mechanical Engineering

Total Years Experience 22

Project Experience

Manhattan Bridge Rehabilitation of Cables and Suspenders, Contract 14, New York, NY; 2010-2011. Technical Advisor. This $149-million project involves the unwrapping and rewrapping of cables; replacement of suspenders; replacement of necklace lighting messenger cables and cable hand ropes; installation of new access platforms to existing tower platforms; reversal of lower roadway and operation of HOV lane and replacement of multi-rotational bearings at the Towers; replacement of light poles and luminaries on South upper roadway; replacement of lane control radar on South upper roadway; and retrofit of track stringers and diaphragm connections and other miscellaneous work. Mr. Farschon provided analysis of material testing results and as-needed QA visits for atypical cleaning and painting activities. Client: New York City Dept. of Transportation

Brooklyn Bridge Rehabilitation of the Approach Spans and Ramps and Painting of the Entire Bridge, Contract 6, New York, NY; 2011–Present. Technical Advisor. This project involves construction management and inspection services for this $509-million rehabilitation project. The project also involves coordination of all project activities, quality assurance inspection of all rehabilitation work, and cost control and payment distribution. Activities involve several distinct areas of work including rehabilitation of the approach roadway pavement above the masonry structures; rehabilitation of the Manhattan side ramp structures; painting of the ramp structures and main span; rehabilitation of the approach steel structures; and full replacement of the York and Main Street Structures. Mr. Farschon was responsible for reviewing materials testing information and providing as-needed QA oversight for painting work. Client: New York City Dept. of Transportation

Project Manager and Lead Consultant to the Triborough Bridge and Tunnel Authority's (TBTA) Paint Group; 1998-Present. The TBTA operates and maintains nine major toll facilities in New York City with a combined structural steel square footage of over 26 million square feet. Mr. Farschon provides consulting services related to technical coatings issues at the TBTA, paint program planning, oversight audits for Authority painting contracts, and specification enhancements for Authority contracts.

Throgs Neck Bridge, Project TN-50, and Bronx-Whitestone, Project BW-84B; 1/06-5/08. Served as design engineer providing lead abatement and coatings design services under TBTA projects TN-50 and BW-84B. Mr. Farschon surveyed portions of the Throgs Neck Bridge and the Bronx-Whitestone Bridge for these projects that incorporated over $50M in corrosion control work. He was responsible for all coatings design services under subcontracts to Modjeski and Masters, Inc.

Christopher Farschon, P.E.
Project Director

Marine Parkway Bridge, Project MP-01, New York, NY; 1997-2003. Served as project manager for REI services under Triborough Bridge and Tunnel Authority (TBTA) Project MP-01, the Deck Replacement and Widening of the Marine Parkway Bridge. Mr. Farschon was responsible for project staffing, all reporting, conflict resolution, budget tracking and budget forecasting. Mr. Farschon was formerly the chief coatings inspector for this project. This project incorporated the use of a computerized document control system for all correspondence tracking.

NYCDOT Quality Assurance Oversight, Various Locations, New York, NY; 4/04-8/08. Served as project manager and lead consultant for a quality assurance oversight contract with the New York City Department of Transportation. Mr. Farschon was responsible for inspection and audit process development and implementation on this unique quality assurance project. Field auditors completed Q/A audits on multiple major painting projects in New York City. Included were the Williamsburg Bridge, Queensborough Bridge, Martha Washington Bridge, East 241st Street Bridge, Manhattan Bridge, Brooklyn Bridge, and multiple smaller bridges throughout the city. This project incorporated traffic control, staging, and environmental constrains unique to repainting on major urban bridges.

Consultant for a dispute involving the cleaning and painting of 9 lock gates for an Army Corps of Engineers facility; 10/08-12/08. Mr. Farschon reviewed the project specifications, surveyed all completed work, provided recommendations for improved contractor work procedures, and provided a report of all findings and analysis. This project involved a multi-coat vinyl coating system for immersion service.

Corson's Inlet Bridge Emergency Repair, Ocean City, NJ and Sea Isle City, NJ; 3/07-10/07. Served as design engineer for corrosion and coatings aspects for the Corson's Inlet Bridge Emergency Repair Contract. This bascule span bridge is located between Ocean City, NJ and Sea Isle City, NJ. Mr. Farschon provided painting specifications via special provision edits to the 2001 NJDOT standard specifications, developed painting cost estimates, and provided construction support services.

Stickle Memorial Bridge, Newark, NJ; 12/05-6/07. Served as design engineer for painting design support for the rehabilitation of the New Jersey DOT's Stickle Memorial Bridge in Newark, NJ. Services included a survey of the coatings and corrosion conditions of the structure, a detailed estimate of time and cost of proposed painting methods, sequencing of the painting work with the mechanical and deck replacement work, and development of NJDOT specification special provisions for field re-painting of the bridge superstructure.

Great Channel Bridge, Stone Harbor, NJ; 6/03-7/05. Served as design engineer for the rehabilitation of the Great Channel Bridge near Stone Harbor, NJ. Mr. Farschon provided detailed paint/corrosion condition surveys, provided the painting specifications via special provision edits to the NJDOT standard specifications, developed construction schedules and cost estimates of the paint work, provided construction inspection, and provided design support services. Services were for the Cape May County Public Works Department under two subcontracts.

Roosevelt Boulevard and Sea Isle Boulevard Bridges; 4/01-6/04. Served as design engineer for the repainting of the main spans of the Roosevelt Boulevard and Sea Isle Boulevard Bridges. Under contract with the Cape May County Department of Public Works, Mr. Farschon provided detailed condition surveys, provided the painting specifications via special provision edits to the NJDOT standard specifications, developed construction schedules and cost estimates of the paint work, and provided construction inspection and design support services.

Hurricane Arch Bridge, UT; 8/01-1/02. Served as design engineer for the rehabilitation of the Hurricane Arch Bridge in Utah. Mr. Farschon provided detailed condition surveys, provided the painting specifications via special provision edits to the State standard specifications, and developed construction schedules and cost estimates of the paint work.

William Ferdinandsen, Jr., P.E.
Program Manager

Professional Profile
Mr. Ferdinandsen is an engineer with extensive experience in the management and inspection of highway and bridge reconstruction projects.

Proposed Project Assignment
Constructability Reviews / Technical Specialist

Registration/Certifications
1996/Professional Engineer/NY
1997/NYSDOT Maintenance & Protection of Traffic Certified
1997/NYSDOT Traffic Control Seminar/NY

Education
MS/1995/Transportation Management
BS/1989/Civil Engineering
MBA/2002/Management

Course Work
2011 - 10-Hour OSHA Training Course

Professional Affiliations
Institute of Transportation Engineers (ITE)
American Society of Civil Engineers (ASCE)
American Society of Highway Engineers (ASHE)

Total Years Experience 26

Project Experience

Belt Parkway Bridges Program Management Services, Brooklyn, NY; 8/06-Present. Program Manager. This project involves program management and resident engineering and inspection services for the rehabilitation/replacement of seven bridges along a 7.5-mile section of the Belt Parkway. Mr. Ferdinandsen's responsibilities include providing overall construction management leadership and oversight of the Program Management Team from the advanced design phase of construction through final bid ready status and implementation of construction operations. This involves behind-the-scenes coordination efforts and meeting with designers, the State and City DOTs, and City, State and Federal agencies to obtain final approvals, preparation of monthly detailed reports summarizing the program status and monitoring of each project within the program to ensure they meet schedule and budget goals. Mr. Ferdinandsen provides assistance for the community outreach program which was created to allow the NYCDOT to identify and inform the multiple stakeholders of project progress and to create positive dialogue.

Mr. Ferdinandsen's daily responsibilities include coordination, review and resolution of: all pre-construction and construction related issues, the overall master corridor reconstruction schedule, prime and subconsultant analysis of traffic engineering and maintenance and protection of traffic (MPT) plans and schemes, landscape architecture and arborist requirements, environmental permitting requirements and enforcement; and community relations presentations and distributions. Mr. Ferdinandsen conducts comprehensive constructability reviews of the individual bridge plans and specifications to establish the most efficient means of work progression for each bridge reconstruction contract in relation to overall program requirements.

During construction, as leader of the Project Management Team, Mr. Ferdinandsen provides management oversight for Resident Engineering inspection services, including: submittal of monthly construction reports for the entire program; review of changes proposed by one (or more) contractor(s) and evaluating the impacts on other projects; approving individual Contractor's construction schedules for each Shore Parkway Bridge; preparing and reviewing a combined construction schedule for all Belt Parkway Bridges under construction; conducting bi-weekly coordination meetings with the entire staff including individual Resident Engineers and the NYCDOT Roadway Bridges Engineer-in-Charge; conducting interim meetings with the staff, Resident Engineers and other involved Agencies on an as-needed basis; and making necessary presentations to Community Boards and other involved agencies. Client: New York City Dept. of Transportation

Williamsburg Bridge Reconstruction of Miscellaneous Rehabilitation of the Main Bridge, Contract 8, #BRC253CCA, New York, NY; 5/03-6/07. Assistant Resident Engineer. This $280-million project involved the construction engineering and inspection for the rehabilitation of the main bridge. The scope of work for the project included abrasive blasting and painting of main bridge stiffening trusses, rehabilitation and strengthening of the main towers, rehabilitation of the intermediate towers and installation of seismic shear keys, main cable saddle repair and restraint, rehabilitation of wind tongue and wind chord, main tower and intermediate tower bearing installation, main tower leg removal and replacement, stiffening truss top and bottom chord rehabilitation, traveling maintenance platform installation, re-profiling of main span vertical curve by incrementally adjusting suspender cables, modification of orthotropic footwalk deck expansion joints, waterproofing and surfacing of orthotropic

roadway deck, installation of ornamental balconies and electroliers, integration of intelligent transportation operating system, seismic retrofit of the intermediate towers, installation of contraflow barrier and erection of barrier transfer machine facility, including augured concrete piles. Mr. Ferdinandsen's responsibilities included the supervision of the steel reinforcement of the main tower columns, the replacement of steel and bearings on the main and intermediate towers and trusses, the abrasive blasting and recoating of the north and south trusses and the interiors of the main tower column legs, the replacement and installation of CCTV cameras and other ITS equipment, and the rehabilitation of the anchorages, suspension system, cables and cable saddles. Client: New York City Dept. of Transportation

Williamsburg Bridge North Roadways Reconstruction, Contract 7, #BRC253CA, New York, NY; 12/00-5/03. Assistant Resident Engineer. This $248-million project involved the construction engineering and inspection for the reconstruction of the north inner and outer roadways. Mr. Ferdinandsen's responsibilities included the supervision of the placement of the orthotropic roadway and walkway decks on the main bridge, the demolition of existing steel and concrete roadways and walkways, and the erection of new support steel. Client: New York City Dept. of Transportation

Williamsburg Bridge BMT Structure Rehabilitation, Contract 6, #BRC253BBA, New York, NY; 3/98-12/00. Office Engineer. This $176-million project involved the construction engineering and inspection for the reconstruction of the BMT structure. Mr. Ferdinandsen's responsibilities on this project included establishment of an extensive computer database system for the tracking of all project correspondence, submittals and approval requests. Mr. Ferdinandsen also reviewed and logged all correspondence and contractor's submittals, and aided in the resolution of project technical issues in concert with the resident engineer. Client: New York City Dept. of Transportation

Williamsburg Bridge South Roadways Reconstruction, Contract 5, #BRC253BAA, New York NY; 1996-2/98. Senior Inspector. This $310-million project involved the construction engineering and inspection for the reconstruction of the south inner and outer roadways. Mr. Ferdinandsen's responsibilities included resolution of project technical issues in concert with the resident engineer, preparation of construction change orders, and as-built drawing coordination. As this project was funded and administered by the NYCDOT, Mr. Ferdinandsen was able to draw significantly from his considerable experience working for NYCDOT in several divisions and capacities. Client: New York City Dept. of Transportation

New York City Dept. of Transportation - Traffic Engineering & Safety; 1995-1996. Technical Assistant to First Assistant Commissioner/Chief Traffic Officer. Mr. Ferdinandsen's responsibilities included aiding in the executive direction of all policy development and operations in the following offices of NYCDOT: Street Lighting; Traffic Signals; Central Traffic Engineering; Geometric Design and Construction; Maspeth Central Sign Shop; and Office of Safety Programs; developing transportation engineering policies and programs governing all roadway networks in New York City.

New York City Dept. of Transportation - Division of Bridges/Roadways; 1992-1995. Assistant Civil Engineer - Flags Repair Unit. As borough engineer for Manhattan and Staten Island, Mr. Ferdinandsen was responsible for reviewing, routing, and tracking all hazardous and potentially hazardous safety and structural bridge conditions ("flags"), as identified by State and City bridge inspectors and weekly field investigations.

Williamsburg Bridge, New York, NY; 1993-1995. Mr. Ferdinandsen served as project manager for all flag conditions on the main span of this bridge. He worked extensively on flag conditions on the Brooklyn, Manhattan and Queensboro Bridges as well as in the Boroughs of Queens and Brooklyn.

Mr. Ferdinandsen created and coordinated a $36-million (annual) Capital Painting Program for a ten-year period that ensured full lead abatement as well as complete protective coating on all of the larger steel bridges in the NYCDOT bridge inventory. He successfully bid nine capital painting contracts in Fiscal Year 1995.

EUGENE MARCIANO, P.E., PhD *KS Engineers, P.C.*
Senior Geotechnical Engineer

EDUCATION

Ph.D/Geotechnical and Earthquake Engineering, Purdue University, 1986
MSCE/Geotechnical Engineering, Purdue University, 1983
BECE/Civil Engineering, City College of New York, 1977

PROFESSIONAL REGISTRATIONS/CERTIFICATIONS

Professional Engineer – NY (# [redacted] Recd. 2001, exp 2015) and MA (# [redacted] Recd. 1994, Exp. 2014)

SELECTED SOFTWARE SKILLS

Plaxis 2D and 3D analyses; SASSI analyses of bridge foundations, site specific response spectra using SHAKE, FLUSH; Unipile, UniSettle, WEAP, LPILE, SHAFT, GROUP, FBPier; Stabl, UTEXAS Slope/W, Sigma/W, Seep/W, Temp/W, FLAC; Company priority software for cantilever and anchored shoring design, and for Newmark Sliding Block Analysis Integration of earthquake time histories. University based seismic hazard analysis (SHA) and Fast Fourier Transform (FFT) analysis of earthquake time histories. PCOL.

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Senior Geotechnical Engineer	2014 - Present
Consultant	Geotechnical, Earthquake & Forensic Engineering	2011 - 2014
Matrix New World Engineering, Inc.	Director of Geotechnical Engineering	2010 - 2011
Arcadis-US, Inc.	Principal Engineer	2008 - 2009
Paulus, Sokolowski and Sartor	Project Manager	2007 - 2008
Hardesty & Hanover, LLP	Geotechnical Project Manager	2004 - 2006
MRCE	Project Manager, Project Engineer & Sr. Geotechnical Engineer	2001 - 2003
Malcolm Pirnie, Inc.	Project Manager, Project Engineer & Sr. Geotechnical Engineer	1998 - 2001
Tectonic Engineering, P.C.	Geotechnical Project Manager & Project Engineering	1994 - 1997
GEI Consultants, Inc.	Geotechnical Project Manager	1991 - 1993
Northeastern University Civil Engineering Department	Assistant Professor	1984 -1990
Purdue University, West Lafayette, IN.	Research Assistant	1981 - 1984
Ehasz Engineering, Frederick R. Harris, Inc.	Structural Engineer	1977 - 1980

EXPERIENCE SUMMARY

Mr. Marciano has over thirty-six years of experience in Project Management as well as the preparation of geotechnical and geotechnical earthquake design recommendations and reports for large to small projects, including buildings, dams, and bridges, nuclear stations, rock cuts, and cut and cover tunnels. He specializes in earthquake engineering and numerical methods applied to practical design. In addition he provides construction observation and inspection services as well as reviewing and responding to Contractor's submittals and RFIs.

Rimkus Consulting Group, Inc., Property Inspections for Hurricane Irene, Sandy, and other storms, New York – Geotechnical Inspector for the inspections and reports for structural, geotechnical, and architectural damages in metropolitan New York City area.

The Waterfront Community Center, Pile Foundation, NJ, Newark Housing Authority – Lead Inspector for 500 timber piles, review Contractor submittals including perform WEAP analyses as part of review, oversight of PDA testing, review CAPWAP results, establish blow count required as part of specified driving criteria, resolve difficult driving conditions due to shallow construction debris.

Fort Calhoun Nuclear Station, Omaha, NE, Seismic Review Class I Structures – Geotechnical Consultant in charge of review of consultants' reports and calculations by Stevenson & Associates and GEI Consultants, prepared Narrative Report for Closure Document, and served as subject matter expert (SME) for Technical Review Board (TRB) presentations, addressing seismic reevaluation of the Class I Containment Structure and Auxiliary Building and the Class II Turbine Building for the potential impact of soils loosened by piping during record 2011 flooding.

NYCDOT, Willis Avenue Swing Bridge Replacement Project, Manhattan & Bronx, NY – As Geotechnical Project Manager, lead design by five geotechnical and structural engineers of foundations, bulkheads, and excavation support, over random fill and deep soft deposits, including the following items. Design the new drilled shaft, drilled pile, and HP pile groups; for the center and rest piers, thirty approach piers, abutments, and wing walls. Perform GROUP and FBPier analyses of pile groups and drilled shaft groups for wind and seismic design loads. Design a new replacement of the Manhattan relieving platform bulkhead for the required scour and seismic load. Design a new anchored sheet pile bulkhead to replace the deteriorated Bronx timber cribbing. Design excavation support and prepare the demolition-and -construction sequences to replace the main span and approach foundations while maintaining the maintenance and protection of traffic (MPT) sequences and protecting the existing buried utilities. Prepare innovative detailing to fit excavation support for a pier in the narrow Harlem River Drive Median. Prepare innovative soldier-pile-and-lagging installation for the First Avenue approach that uses tie-rods to avoid using tiebacks beneath the nearby buildings and streets, and use a perimeter of low sheeting outside the soldier-pile-and-lagging walls to dewater and remove timber platforms and timber piles. Prepare the demolition-and-construction sequence to replace the Manhattan relieving platform bulkhead. Analyze and detail the construction of new footings overlapping the existing platform. Design a temporary anchored HZ pile wall to protect the adjacent Harlem River Drive. Prepare the sequence for the low overhead room beneath the existing bridge span and to maintain the MPT sequences. Design new bulkheads at adjacent properties, needed because of deteriorated bulkheads and design scour depths. Prepare construction sequences for cofferdams to construct the replacement bulkheads and the new bulkheads. Performed stability evaluation for deep seated stability and seismic permanent displacement of Manhattan bulkhead through the underlying organic and varved deposits.

NYSDOT, Roslyn Viaduct Bridge Replacement, NY – Project Manager for design excavation support for piers, retaining walls, abutments. Review Contractor submittals, RFIs. Modify excavation support designs for Contractor's alternative means and methods. Consult to NYSDOT for Contractor's proposed fix for drilled pile group rejected by NYSDOT resident, including perform calculations for asymmetrical arrangement of approved piles.

Second Avenue Subway Project (a joint venture office under direction of GZA)

- **Existing Train Yards and Proposed 126th Street Underground Train Yard Alternative** Geotechnical recommendations to expand two existing train yards including underpinning retaining walls and bridge overpass. Recommend slurry wall cutoff for proposed underground yard to protect buildings and Harlem River Drive above compressible organic soil. Prepare design recommendations for air-rights building.
- **Three Existing 1970s Stations** Lead estimate of seismic loads, lateral earth pressure from buildings, and construction period loads for design to incorporate the existing stations into Second Avenue Subway alignment.
- **Mined Cavern FLAC Analyses** Review FLAC analyses' rock mass properties, loads, and analysis assumptions.

Thomas A. Napolitano, PE
Director of Construction Services

Professional Profile
Mr. Napolitano is an extremely motivated, highly qualified engineer with over 28 years of experience in the supervision of major transportation reconstruction projects, many of which were federally funded. He has held a variety of positions, of increasingly higher responsibility, including inspector, project engineer, assistant resident engineer, resident engineer, and project manager. He has extensive experience on large-scale urban projects that required complex staging, and maintenance and protection of traffic to successfully complete.

Proposed Project Assignment
Constructability Review / Technical Specialist

Registration/Certifications
Professional Engineer: NJ # [redacted] also NY, PA, CT and FL
NACE Certified Coatings Inspector; SSPC C-3; Hazwoper

Education
BS/1990/Civil Engineering; MS/2005/Transportation

Total Years Experience 28

Project Experience

NJTA Interchange 6 to 9 Widening Program; 2009-Present, $3B. Managing Principal. GPI is providing construction management, scheduling, change order management, cost control, resident engineering, inspection and material testing services. The construction involves the addition of 170 lane miles to the New Jersey Turnpike between Interchange 6 in Burlington County, and Interchange 9 in Middlesex County. The project also includes the construction of a new toll plaza at Interchange 8 in East Windsor, Mercer County. Work occurs along approximately 34 miles of the busy highway adding three lanes in each direction between Interchanges 6 and 8A and one lane in each direction between Interchanges 8A and 9. Client: NJTA.

NJ TRANSIT Construction Management Services Task Order Contract; 2013-Present. Project Executive. GPI was selected for a three year task order contract to provide NJ TRANSIT with construction management services including constructability reviews, project scheduling and analysis, cost estimating, construction administration and document control, site inspection, vehicle inspection, shop drawing review, change order analysis, claim assistance and construction value engineering. Task Order to date is to provide Resident Engineer services for the management of construction activity of a third party contractor and NJ Transit Force Account. The assignment has a duration of 18 months and consists of the restoration of the tunnel ventilation system on the Newark City Subway.

NJDOT Route 18, Section 2F, 7E, 11H, New Brunswick, NJ; 2005-2010, $154M. Project Manager on this widening and reconstruction of more than 2 miles of this heavily traveled roadway. Project work was completed in 8 major traffic stages, and includes construction of four new bridges, 27 retaining walls, eight noise barriers, MSE abutments; HPC deck slabs, two major culverts; nine sign bridges; and five cantilever sign structures. GPI provided project management, community outreach, construction inspection, scheduling, and claims management services on this project – which is one of the largest transportation projects the NJDOT has undertaken and winner of 2010 NY Construction Transportation Project of Year! Client: NJDOT

Route 36 Highlands Bridge, Highlands and Sea Bright Boroughs, Monmouth County, NJ; 2007-2011, $125M. Project Manager. GPI provided construction inspection services on this project to replace the existing double leaf bascule bridge over the Shrewsbury River with a new high level fixed structure. The new bridge is precast concrete segmental construction - the second such bridge being built in New Jersey. The new bridge is a high-level fixed structure constructed with a slight shift in the alignment to the south at the channel while meeting the existing alignment at the east and west abutments. The project includes bridge deck widening to provide for a center median and shoulders. In addition, there are two over-head Pedestrian Bridges, one crosses over Rt/36 the other, crosses over the access road to the Gateway National Park, "Sandy Hook". The project also includes New Toll Plaza, ITS, message boards, ramps and roadways, as well as replacing all the adjacent and associated infrastructure, water, sewer, drainage and utilities; installing new highway lighting, temporary and permanent Traffic Signals, and required traffic control and highway safety items. ASCE 2011 Project of the Year. Client: NJDOT

NJTA Driscoll Bridge Rehabilitation, Middlesex County, NJ; 2006-2008, $100M. Project Manager. As a partner with PB Americas, GPI provided construction supervision services for the rehabilitation of the Driscoll Bridge over the Raritan River. The work included replacement of the existing deck with HPC, replacement of existing main girder bearings with electromeric or isolation bearings; and installation of new bolsters between existing stringers and floorbeams. Approach roadway drainage and paving and new overhead signage completed the work. GPI provided

resident engineering and construction inspection on this project - which was the single largest construction contract ever for the New Jersey Turnpike Authority. Client: NJTA

Delaware River & Bay Authority – Task Order Inspection Services; 2005-Present, $75M. Project Manager. GPI is providing construction inspection/management services on a task order basis, for various projects on any of the DRBA facilities. GPI is responsible for all aspects of the construction inspection including: establish lines of communication with the owner, contractor and designer; schedule, coordinate, attend and document all progress meetings; coordinate any meetings with outside agencies, officials or community representatives; process shop drawings and RFIs; request and approve material certifications; review and approve catalog cuts and methods of work and equipment; assure compliance with the contract plans and specifications; document daily inspection reports; evaluate and approve the quality and workmanship of all contract work; maintain as-builts; maintain orderly records of project progress, quantities and costs; process contractor Pay Certificates; review Contractor's claims/requests for change orders and make recommendations to the DRBA. Client: DRBA

Route 1&9 Rahway River Bridge, Construction Inspection; 2004-2009, $20M. Project Manager. Project involves replacement of the Rahway River Bridge carrying Route 1&9. Includes construction of 2 new 1,000'+ long, continuous span, deck placement, curved girder bridge structures (separate NB and SB structures) on new alignment alongside the existing structure; construction of realigned approach roadways; and after transitioning traffic onto the new structure, demolition of the original bridge. Passes through a very congested industrial area, with extensive local traffic, and crosses over local roadways and the Rahway River. As a result of the new alignment, private property will be taken, which will necessitate the demolition of existing buildings that contain asbestos. In addition, due to the industrial nature of the area, there are extensive areas of contaminated soils within the project limits that will require excavating and off-site management as regulated waste. Included work to side streets, rebuilding of roadway along Lawrence Ave. as well as other adjacent roadways, curb, sidewalk, driveways, street lighting, utilities, drainage, extensive traffic control. Client: NJDOT

NJDOT Route 1 & 9 Section 1K & 3M, Construction Inspection; 2006-2009, $40M. Project Manager. Project allowed for realignment of Route 1&9 to connect the existing roadway to the new Rahway River Bridge that was built during the previous contract. There was a tremendous amount of utility relocation, ROW issues, sign structures, fiber optics, electrical work, traffic signals, elaborate MPT, night work, drainage, hmac paving and roadway construction. Client: NJDOT

NJDOT Alexander Road Bridge Construction Services, West Windsor, NJ; 2006-2009, $12M. Project Manager. This $12M project consists of the replacement of the existing Alexander Road Bridge over AMTRAK's Northeast Corridor. The work includes construction of the new bridge, demolition of the existing structure, and staged construction for the replacement of the existing T intersection at North Post and Alexander Road with a roundabout. The project in very near to an NJ Transit Station and includes a detour. Client: NJDOT

NJDOT I-80 Widening, Bergen County, NJ; 2001-2003, $85M. Resident Engineer. GPI provided construction inspection services for this widening of I-80 between the Garden State Parkway and Route 17. The project included widening of several bridges over local roads, streams and railroad tracks, seismic retrofit of several bridges, retaining walls, noise walls, Intelligent Transportation System (ITS) improvements, and drainage improvements. GPI provided full services including inspection, community outreach, scheduling, and claims management. Client: NJDOT

DRPA Ben Franklin Bridge, Camden County, NJ; 1998-2000, $20M. Resident Engineer. GPI provided construction management services for this project to rehabilitate the main cables of this long span bridge. The construction work included structural repairs, painting, and opening up the main cables, repairing broken strands, applying protective oil, and rewrapping the cables to extend the service life of this regionally significant bridge. GPI provided construction inspection, scheduling, community outreach, and claims management services. Client: DRPA

Verrazano-Narrows Bridge Inspection, Structural Repairs and Painting, Staten Island, NY; 9/94-1/98, $17M. Resident Engineer. This project included performing over 600 structural steel flag repairs and painting of over 1.2 million sq ft of structural steel. Mr. Napolitano was also responsible for simultaneous management of a $3M Miscellaneous Repairs project that involved drainage, asphalt and concrete work. Mr. Napolitano's responsibilities included complete project oversight including, supervision of the contractor's operations, supervision of his own staff, coordination with other agencies and with other projects. He was also responsible for the complete oversight of the lead abatement program including; all air monitoring, and erection of two 100-ton work platforms. Client: TBTA

James Tarpey, P.E.
Resident Engineer

Professional Profile
Mr. Tarpey is an experienced resident engineer on major highway and bridge rehabilitation projects. He has been the resident engineer on the Manhattan Bridge for the past 24 years, and is held in high regard by NYCDOT for his efforts. Mr. Tarpey's experience includes aggressive schedules, extensive maintenance and protection of traffic coordination, and working with a multitude of utilities and outside agencies. He is consistently commended for his outstanding professional management and his ability to meet schedules on large, complicated projects.

Proposed Project Assignment
Constructability Reviews / Technical Specialist

Registration/Certifications
1979/Professional Engineer/NY

Education
BS/1973/Civil Engineering

Course Work
2012 - 10-Hour OSHA Training Course
2000 - OSHA Best Safety Scaffolding Task Training
1997 - 8-Hours Quality Construction of Structural Concrete
USDOT Federal Highway Administration
NYSDOT Maintenance & Protection of Traffic Trained

Professional Affiliations
American Society of Civil Engineers (ASCE)
National Association of Corrosion Engineers (NACE)

Total Years Experience 41

Project Experience
Manhattan Bridge Rehabilitation of Cables and Suspenders, Contract 14, #BRC156R, New York, NY; 9/09-Present. Resident Engineer. This $149-million project involves the unwrapping and rewrapping of cables; replacement of suspenders; replacement of necklace lighting messenger cables and cable hand ropes; installation of new access platforms to existing tower platforms; reversal of lower roadway and operation of HOV lane and replacement of multi-rotational bearings at the Towers; replacement of light poles and luminaries on South upper roadway; replacement of lane control radar on South upper roadway; and retrofit of track stringers and diaphragm connections and other miscellaneous work. Mr. Tarpey is responsible for the communication and coordination of activities with the contractor ensuring that work is performed in accordance with the contract documents. Working closely with his assistant resident engineer, chief inspectors, project specialists, and NYCDOT EIC and other staff, he is responsible for mediating and/or negotiating extra work resulting from changes in the project scope, coordinating with all agencies, monitoring the Project Team's DBE goals, coordinating with the support consultants, and devoting every effort to ensuring that the job is accomplished on schedule. Client: New York City Dept. of Transportation

Manhattan Bridge Rehabilitation of Lower Roadways, Contract 11, #BRC156A, New York, NY; 2/04-8/09. Mr. Tarpey served as resident engineer on this $150-million project that involved the reconstruction of lower roadway; removal and replacement of floorbeams, stringers, bearings and deck in main span and side spans; rehabilitation of anchorage chambers; installation of new lighting and traffic signs on lower roadway; rehabilitation of travelers in suspended spans; replacement of maintenance platforms at towers; and repair of flagged conditions. He was responsible for the communication and coordination of activities with the contractor ensuring that work was performed in accordance with the contract documents. Working closely with his assistant resident engineer, chief inspectors, project specialists, and NYCDOT EIC and other staff, he was responsible for mediating and/or negotiating extra work resulting from changes in the project scope, coordinating with all agencies, monitoring the Project Team's DBE goals, coordinating with the support consultants, and devoting every effort to ensuring that the job was accomplished on schedule. Client: New York City Dept. of Transportation

Manhattan Bridge Rehabilitation of North Spans over East River, Contract 10, #BRC156C, New York; NY; 2/01-2/05. Mr. Tarpey served as resident engineer for this $175-million project that involved rehabilitation of the north upper roadway approach and suspended spans; installation of a new north side bikeway; replacement of the north side truss bearings on the approaches; repainting of the north half of the bridge including the cables and trusses; and installation of an Intelligent Traffic System (ITS) including CCTV's. He was responsible for the communication and coordination of activities with the contractor ensuring that work was performed in accordance with the contract documents. Working closely with his assistant resident engineer, chief inspectors, project specialists, and NYCDOT EIC and other staff, he was responsible for mediating and/or negotiating extra work resulting from changes in the project scope, coordinating with all agencies, monitoring the project team's DBE goals, coordinating with the support consultants, and devoting every effort to ensure that the job was accomplished on schedule. Client: New York City Dept. of Transportation

James Tarpey, P.E.
Resident Engineer

Manhattan Bridge Painting and Interim Rehabilitation, Contract 8C, #BRC1568C, New York, NY; 8/97-10/01. Mr. Tarpey served as resident engineer for this $124-million project which involved the rehabilitation of the Manhattan plaza area, Manhattan Arch and Colonnade; replacement of the structural steel stringer and floorbeam support system for the west side subway tracks; replacement of truss bearings on top of the piers of both approach spans; rehabilitation of eyebars anchoring one of the main suspension cables; and removal of existing paint from the entire west side, both towers and two main cables, and replacing with new coating. He was responsible for planning, staffing and supervising all aspects of project, as well as coordination with outside agencies, NYCDOT specifications and record keeping procedures. Client: New York City Dept. of Transportation

Rehabilitation of the Manhattan Bridge South Side Approach and Suspended Spans, Contract #BRC156E, New York, NY; 12/92-7/97. Mr. Tarpey served as resident engineer on this $96-million project for the repair of the approaches to the bridge leading from Flatbush Avenue in Brooklyn and Canal Street in Manhattan. This project involved the replacement of reinforced concrete-filled grid deck and structural steel stringers and diaphragms, installation of new steel expansion joints and replacement of downspout drainage system for the two west side approach spans, installation of a truss stiffening system for both west side spans and completion of the stiffening system for the east side spans, and completion of rehabilitation of pedestrian west walkway including new extension ramp in Manhattan. He was responsible for planning, staffing and supervising all aspects of project, as well as coordination with outside agencies; NYCDOT specifications and record keeping procedures. Client: New York City Dept. of Transportation

Manhattan Bridge Modification of Traveler System and Lower Level Interim Rehabilitation, Contract #D253248, New York, NY; 1990-1992. Mr. Tarpey served as resident engineer for the removal and replacement of existing track beams, removal and replacement of existing hangers including modification of partially fabricated hangers and providing new system of yokes, mechanical drive, electrical control, skew correction system and electrical feed system. Also included was the removal and disposal of existing conduits, conductor rails, pull boxes, junction boxes, mechanical machinery and electrical equipment. The project also involved interim rehabilitation to the structural steel support members for the lower roadway of the bridge, rehabilitation of floorbeams, crossbeams and ends of stringers. He was responsible for planning, staffing and supervising all aspects of project, as well as coordination with outside agencies, NYCDOT specifications and record keeping procedures. Client: New York State Dept. of Transportation

Marine Parkway Rehabilitation, New York, NY; 1990. Mr. Tarpey served as resident engineer for the rehabilitation of one of the longest vertical lift bridges in the world. The work included replacement of all wire ropes for the lift span, rehabilitation of the air buffers, rehabilitation of all mechanical elements, drainage upgrade at the toll plaza, complete replacement of deck and supporting steel for the walkway. He was responsible for planning, staffing and supervising all aspects of project, as well as coordination with outside agencies; NYCDOT specifications and record keeping procedures. Client: Triborough Bridge and Tunnel Authority

Brooklyn Bridge Rehabilitation of Main Cable, Contract #D251686, New York, NY; 1985-1990. Mr. Tarpey served as resident engineer for this project that involved replacement of suspenders, stays and cables; rehabilitation of main cable; replacement of cable wrapping wire; new timber and concrete promenades; new roadway and necklace lighting; new bearings on approaches; and complete painting of bridge and approaches including disposal of hazardous waste. He was responsible for planning, staffing and supervising all aspects of project, as well as coordination with outside agencies; NYSDOT specifications and record keeping procedures. Client: New York State Dept. of Transportation

Brooklyn Bridge Rehabilitation of Promenade and Approaches, Contract #D250383, New York, NY; 1983-1985. As office engineer, Mr. Tarpey was responsible for maintaining project office records, preparing contractor estimates and reviewing inspector's reports for completeness, accuracy and format. Client: New York State Dept. of Transportation

RESUMES

CONSTRUCTION MANAGERS / ASSISTANT CONSTRUCTION MANAGERS

Jeffrey Brugge, P.E.
Assistant Resident Engineer

Professional Profile
Mr. Brugge has 17 years of experience on construction projects in the New York metropolitan area. He served as a resident engineer, an assistant resident engineer, office engineer, community liaison, and construction inspector on a variety of projects.

Proposed Project Assignment
Construction Manager

Registration/Certifications
2007/Professional Engineer/NY
2011/AWS Certified Welding Inspector
2000/ACI Concrete Field Technician,Grade 1
2002/NACE Coating Inspector Level 1 - Certified

Education
BS/2000/Civil Engineering

Course Work
2011 – AWS Certified Welding Inspector Seminar
2011 - 30-Hour OSHA Construction Safety and Health Training Course
2009 - 10-Hour OSHA Training Course
2005 - Keys to Durable Concrete Course – Exterior Flatwork
2000 - NYCT Track Safety Training
1999 - NYCDOT Supervisor's Course, NYCDOT99-153

Professional Affiliation
American Society of Civil Engineers (ASCE)

Total Years Experience 17

Project Experience

Replacement of the Upper Level Deck of the Suspended Span of the Verrazano-Narrows Bridge, VN-80B, Staten Island, NY; 7/13-Present. Resident Engineer. This $236-million project involves reconstruction to replace the upper level roadway superstructure of the Verrazano-Narrows Bridge. The work includes removal of existing upper level roadway deck and barrier, installation of new upper level orthotropic deck, overlay, drainage systems, sign structures, lighting, barrier, painting and miscellaneous utility work. Mr. Brugge is responsible for overseeing and managing the entire construction management/inspection team, including various subconsultants and technical advisors. Client: Triborough Bridge and Tunnel Authority

Replacement of the Queens Approach at the Bronx-Whitestone Bridge, BW-89C, Queens/Bronx, NY; 4/11-7/13. Assistant Resident Engineer. The $110-million project involved construction management and inspection services required to support the construction work of Project BW-89C, Replacement of the Queens Approach at the Bronx-Whitestone Bridge. The replacement work included installation of mini-pile foundations, temporary support structures, temporary and permanent traffic barrier systems, fire stand pipe system, new lighting and communications; maintenance and protection of traffic; incidental lead abatement; and coordination with the community and other public agencies in this densely populated traffic corridor. Mr. Brugge's responsibilities included performing various pre-construction tasks by providing a constructability review and independent quantity take-off used during the qualification process of the prospective low-bid contractor. He was also responsible for assembling and implementing a job-specific Quality Management System Manual and Project Health & Safety Plan for the project. He also managed a team of inspectors through the construction supervision and documentation of 384 Auger-pressure-grouted (APG) piles followed by the placement of concrete pile caps combining for over 2000 yd3. He was involved with the implementation of various MPT schemes across the bridge; attended and assisted the client at multiple community meetings with presentations and Q&A sessions; and he also interacted with the public in their homes and businesses, addressing a variety of questions and concerns they have over the construction in their neighborhood. Client: Triborough Bridge and Tunnel Authority

Bronx-Whitestone Bridge Bronx/Queens Approach, BW-89/WBM-342, Bronx, NY; 9/09-4/11. Assistant Resident Engineer. This $192-million project involved the staged removal and replacement of the Bronx Approach superstructure and substructure from the Bronx Toll Plaza to the Bronx Anchorage. Work included the installation of excavation support systems, mini-pile foundations and temporary steel support systems to support the existing structure during the staged construction. There were massive concrete placements for new concrete footings and piers. Mr. Brugge's responsibilities on the project included providing inspection supervision for the emergency underdeck concrete repairs on the Bronx Approach, coordination of MPT throughout the various stages of permanent lane closure on the Bridge, and inspection supervision of all on-grade roadway construction. Mr. Brugge also developed Engineer's Estimate for the negotiation of extra work items on the project, issued meeting minutes and worked with the client in coordinating other large scale projects on the Bridge. Client: Triborough Bridge and Tunnel Authority

Bronx-Whitestone Bridge Cable/Suspender Rope Rehabilitation, BW-85/86/WBM-339, Bronx, NY; 3/08-9/09. Assistant Resident Engineer/Office Engineer. Provided construction management and inspection services for coating removal and application and cable/suspender rehabilitation for Project BW-85/86/WBM-339, Select Cable Panel

Jeffrey Brugge, P.E.
Assistant Resident Engineer

Opening/Suspender Rope Removal and Replacement and Painting at the Bronx-Whitestone Bridge. Mr. Brugge's responsibilities included supervising a team of inspectors ensuring proper inspection and documentation of suspender rope replacement, unwrapping/wedging/rewrapping of the Main Cable, removal and replacement of select main cable wires for sampling purposes as per the BTC method and the NCHRP, tensioning of cable band bolts, testing and documentation of the surface preparation and painting of all suspender ropes, main cables, the exteriors of the Bronx and Queens towers, and select area inside the towers. The work included various types of containments, methods of surface preparation, and paint application. Mr. Brugge maintained all documents related to the project using a filing system and method approved by the client, created and maintained various correspondence logs using database programs and reviewed scheduling updates via Primavera Project Planner. Mr. Brugge coordinated lane closures and construction with various contractors working within the facility. Mr. Brugge attended project meetings where he recorded and issued minutes. Client: Triborough Bridge and Tunnel Authority

Manhattan Bridge Rehabilitation of Lower Roadways, Contract 11, #BRC156A, New York, NY; 2/05-3/08. Senior inspector on this $150-million project that involved the reconstruction of lower roadway; removal and replacement of floorbeams, stringers, bearings and deck in approaches and suspended spans; rehabilitation of anchorage chambers; installation of new lighting and traffic signs on lower roadway; rehabilitation of travelers in suspended spans; replacement of maintenance platforms at towers; and repair of flagged conditions. He was responsible for inspection of removal/replacement of lower roadway including deck, stringers and floorbeams and maintenance and protection of traffic (MPT). He was also involved with the inspection of anchorage rehabilitation including replacement of 7 in., 9 in. and 18 in. thick floors; vertical and overhead concrete spall repairs to walls and ceiling; crack sealing by epoxy injection and chemical grouting; re-routing of output ducts for the dehumidification system; security upgrades to the anchorage including the installation of new windows and gratings; and rehabilitation of the Brooklyn Bridge Plaza Park including planting of new trees, placement of architectural concrete (lithocrete), installation of new drainage system and lighting. Client: New York City Dept. of Transportation

Manhattan Bridge Rehabilitation of North Spans over East River, Contract 10, #BRC156C, New York; NY; 7/01-2/05. Senior inspector for this $175-million project that involved rehabilitation of the north upper roadway approach and suspended spans. He inspected the removal/replacement of north upper roadway including deck, stringers and floorbeams, MPT, rehabilitation of the colonnade arch which included complete renovation of the five floors of interior, new stairs, walls, elevator, HVAC, fire and intrusion alarms. Client: New York City Dept. of Transportation

Manhattan Bridge Painting and Interim Rehabilitation, Contract 8C, #BRC1568C, New York, NY; 2/01-7/01. Inspector. This $124-million project involved the rehabilitation of the Manhattan plaza area, Manhattan Arch and Colonnade; replacement of the structural steel stringer and floorbeam support system for the west side subway tracks; replacement of truss bearings on top of the piers of both approach spans; rehabilitation of eyebars anchoring one of the main suspension cables; and removal of existing paint from the entire west side, both towers and two main cables, and replacing with new coating. His responsibilities included inspection of the erection of structural steel and MPT. Client: New York City Dept. of Transportation

Williamsburg Bridge North Roadways Reconstruction, Contract 7, New York, NY; 5/00-2/01. Construction Inspector. This project involved REI services to replace the entire approach structure and the framing/deck areas on the main bridge. This involved the reconstruction of the north inner and outer roadways. Mr. Brugge's responsibilities included preparation for demolition and removal of bridge deck, and installation of orthotropic bridge deck. He also verified measurement and force accounts. Client: New York City Dept. of Transportation

Williamsburg Bridge BMT Structure Rehabilitation, Contract 6, #BRC253BB, New York, NY; 6/99-8/99. Construction Inspector. Operations covered included modification of bracing struts at the Manhattan/Brooklyn towers, repair of south truss bottom chord, and removal and replacement of bearing grease pan covers at various locations on the main bridge. Responsibilities involved inspections at Manhattan/Brooklyn approach pier caps; preload Manhattan/Brooklyn pier cap anchor bolts; lateral brace and web reinforcement repairs main span; demolition of Manhattan/Brooklyn approach BMT structure; pre-assembly of TA track girders; at Brooklyn approach TA track girders; and installation of Brooklyn approach debris shield. Construction cost: $176 million. Client: New York City Dept. of Transportation

Daniel Chasse, P.E.
Assistant Resident Engineer

Professional Profile
Mr. Chasse is a qualified construction inspector with experience in the inspection of major suspension bridge rehabilitation projects in the New York City area.

Project Experience
Replacement of the Queens Approach at the Bronx-Whitestone Bridge, BW-89C, Queens/Bronx, NY; 11/13-Present. Chief Inspector. The $110-million project involves construction management and inspection services required to support the construction work of Project BW-89C, Replacement of the Queens Approach at the Bronx-Whitestone Bridge. The replacement work includes installation of mini-pile foundations, temporary support structures, temporary and permanent traffic barrier systems, fire stand pipe system, new lighting and communications; maintenance and protection of traffic; incidental lead abatement; and coordination with the community and other public agencies in this densely populated traffic corridor. Mr. Chasse's responsibilities include supervision of the Contractors daily field work activities. These activities include demolition of existing superstructure (concrete deck, girders, floorbeams and bracing); installation of new steel (girders, bearings, and bracing); placement of new concrete deck (haunches, studs, rebar and concrete); longitudinal grooving and sealing of new deck; and MPT stage switches. Mr. Chasse's office duties include reviewing Inspectors daily reports; reviewing shop drawings; preparing change order estimates; communicate with Client and Contractor on a daily basis; and attend/hold construction meetings. Client: Triborough Bridge and Tunnel Authority

Manhattan Bridge Rehabilitation of Cables and Suspenders, Contract 14, #BRC156R, New York, NY; 3/10-11/13. Assistant Resident Engineer. This $149-million project involved the unwrapping and rewrapping of cables; replacement of suspenders; replacement of necklace lighting messenger cables and cable hand ropes; installation of new access platforms to existing tower platforms; reversal of lower roadway and operation of HOV lane and replacement of multi-rotational bearings at the Towers; replacement of light poles and luminaries on South upper roadway; replacement of lane control radar on South upper roadway; and retrofit of track stringers and diaphragm connections and other miscellaneous work. Mr. Chasse was responsible for supervision of daily work activities out on the job site which includes rehabilitation to the suspended spans main cable, installation of new access platforms at towers, retro-fit of subway track stringers, replacement of tower bearings, replacement of south upper roadway lighting system, daily maintenance and protection of traffic (MPT) operations and seeing that the Contractor is adhering to their Health and Safety Plan. Office duties include reviewing Inspectors daily reports, preparing Engineers daily diary, reviewing Contractors monthly pay estimates, Time and Material work, preparing and reviewing Contractors change orders, reviewing Transit Authority monthly payments and communicating with the Client and other agencies on a daily basis as needed. Client: New York City Dept. of Transportation

Verrazano-Narrows Bridge Rehabilitation of Structural Steel Repairs, VN-32, New York, NY; 1/09-3/10. Resident Engineer. This project involved construction administration, on-site inspection, and testing and support services. Included repair of deteriorated subfloorbeams, stringers, stiffener/connection plates, cracked/broken missing welded connection plates, reinforce deteriorated stringer top flange and remove and replace deteriorated bolts, rivets, and drainage piping. Mr. Chasse's responsibilities included preparing Engineer's daily project diary and monthly progress reports; preparing agenda, conducting job meetings and distributing minutes from job meetings; ensuring that contract administration, quality control, schedule control and safety are properly adhered to; holding weekly safety meetings with field staff; answering questions directed by TBTA and contractor; touring jobsite on a daily basis to inspect work activities; reviewing contractor's submittals such as Health and Safety Plan, QA Plan,

Proposed Project Assignment
Construction Manager

Registration/Certifications
2004/Professional Engineer/NY
2000/AWS Certified Welding Inspector
1997/NACE Coating Inspector Level 1 - Certified
1997/NYSDOT Maintenance & Protection of Traffic Certified

Education
BS/1994/Civil Engineering

Course Work
2009 - 10-Hour OSHA Training Course
ACI Concrete Field Testing Technician Grade Level I Trained

Professional Affiliations
American Society of Civil Engineers (ASCE)
American Welding Society (AWS)
National Association of Corrosion Engineers (NACE)

Total Years Experience 20

Daniel Chasse, P.E.
Assistant Resident Engineer

RFI's along with others and providing comments to TBTA and contractor; visiting off site fabrication plants to witness fabrication of steel, coating applications and shop assembly; reviewing and commenting on contractor's test reports; reviewing inspectors daily reports (IDR'S); and communicating and working with outside agencies such as United States Coast Guard and with other consultants at the facility where there is interference between jobs. Client: Triborough Bridge and Tunnel Authority

Verrazano-Narrows Bridge Rehabilitation of the Lower Level Approaches, VN-17A, New York, NY; 4/07-1/09. Assistant Resident Engineer. This project involved the administration and quality assurance inspection of all work associated with the rehabilitation of the lower level approaches of the Verrazano-Narrows Bridge. Mr. Chasse's responsibilities included assigning inspectors their daily work operations, overseeing inspectors out in the field and providing any assistance they might need regarding field inspection, performing field inspections for removal and installation of new approach span deck, attending progress meetings along with other various type meetings and providing assistance to the resident engineer on a daily basis. Client: Triborough Bridge and Tunnel Authority

Bronx-Whitestone Bridge Deck Replacement - BW-82, Bronx, NY; 7/04-4/07. Senior Inspector. This $150-million project involved the reconstruction of the suspended spans deck with an orthotropic steel deck. The project also involved the installation of new maintenance travelers, electrical and communications systems, fire protection system and inspection platforms. Mr. Chasse's responsibilities included inspection of demolition of existing deck elements and installation of approximately 260,000 sq ft of orthotropic deck. Client: Triborough Bridge and Tunnel Authority

Manhattan Bridge Rehabilitation of North Spans over East River, Contract 10, #BRC156C, New York; NY; 12/03-7/04. Senior Inspector. This $175-million project involved rehabilitation of the north upper roadway approach and suspended spans; installation of a new north side bikeway; replacement of the north side truss bearings on the approaches; repainting of the north half of the bridge including the cables and trusses; and installation of an Intelligent Traffic System (ITS) including CCTV's. Mr. Chasse's responsibilities included reviewing contract records and analysis of time and material reports for possible claim by contractor. He also met with the resident engineer and contractor staff to verify MURK forms. Client: New York City Dept. of Transportation

Robert F. Kennedy (Triborough) Bridge Deck Replacement of the Randall's Island Junction Structure, Phase I - TB-63, New York, NY; 11/00-11/03. Senior Inspector. The $125-million project was actually comprised of two major reconstruction efforts: the complete replacement of the Randall's Island Junction Structure, and the redecking of the Bronx Approach. Mr. Chasse's responsibilities included structural steel erection; concrete placement of footings, columns and piers; and installation of multi-rotational seismic bearings. Client: Triborough Bridge and Tunnel Authority

Manhattan Bridge Painting and Interim Rehabilitation, Contract 8C, #BRC1568C, New York, NY; 9/97-10/00. Mr. Chasse served as senior inspector on this $124-million construction project, which involved the rehabilitation of the historical Manhattan plaza, arch and colonnade; replacement of the structural steel stringer and floorbeam support system for the south side subway tracks; replacement of the truss bearings on the piers of the approach spans; and recoating of the south side of bridge including both towers and two main cables. His responsibilities included inspection of subway floorbeams, stringers and track removal, lead paint containment, bridge jacking, and concrete testing. Client: New York City Dept. of Transportation

Williamsburg Bridge BMT Structure Rehabilitation, Contract 6, #BRC253BBA, New York, NY; 4/99-5/99. Inspector. This $176-million project consisted of the demolition and reconstruction of the entire BMT transit structure on the Williamsburg Bridge. Mr. Chasse was responsible for organizing and leading the quality assurance inspections and quantity reporting for all structural steel and reinforced concrete demolition and construction on this project. Client: New York City Dept. of Transportation

Manhattan Bridge West Side Approach and Suspended Spans Rehabilitation, Contract #BRC156E, New York, NY; 7/94-4/97. Inspector. Mr. Chasse's responsibilities on this $96-million project included inspection of reconstruction of west walkway - replacement of steel supported concrete grid deck and fencing across entire bridge; reconstruction of west upper roadway approach and suspended spans; replacement of roadway stringer beams and new concrete deck with waterproofing system and micro surfacing overlay; rehabilitation of trusses - replace/reinforce corroded truss components, lacing bars, batten plates, truss diagonals and truss chords; stiffening of trusses and new upper/lower lateral end frames; rehabilitation of walkway and replacement of deteriorated wires of the main cable; east maintenance walkway - new open grating across entire bridge; and monitoring MPT. Client: New York City Dept. of Transportation

RAYMOND W. CHOLEWKA, PE *KS Engineers, P.C.*
Resident Engineer

EDUCATION

Graduate Geotechnical Studies, Carnegie Mellon University, Pittsburgh PA
BS/Civil Engineering, The Cooper Union, NYC

PROFESSIONAL REGISTRATIONS/CERTIFICATIONS

Professional Engineer: New York, New Jersey, Connecticut
National Society of Professional Engineers
American Society of Civil Engineers

SELECTED SOFTWARE SKILLS

Plaxis 2D and 3D analyses; SASSI analyses of bridge foundations, site specific response spectra using SHAKE, FLUSH; Unipile, UniSettle, WEAP, LPILE, SHAFT, GROUP, FBPier; Stabl, UTEXAS Slope/W, Sigma/W, Seep/W, Temp/W, FLAC; Company priority software for cantilever and anchored shoring design, and for Newmark Sliding Block Analysis Integration of earthquake time histories. University based seismic hazard analysis (SHA) and Fast Fourier Transform (FFT) analysis of earthquake time histories. PCOL.

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Resident Engineer	4/2012 - Present
URS Corporation	CM-Site Safety Officer	2011
TECTONIC Engineering Consultants, P.C.	Resident Engineer	2009 - 2010
AECOM, Inc.	Change Order Manager; Resident Engineer	1998 - 2008
HAKS Engineers, P.C.	Business Manager/Project Manager	1996 - 1998
Berger, Lehman Associates, P.C.	Resident Engineer	1990 - 1995
Hazen & Sawyer	Project Manager	1986 - 1990
Storch Engineers	Resident Engineer	1985 - 1986
Hardesty & Hanover	Resident Engineer	1982 - 1985
Leonard S. Wegman Co., Inc.	Resident Engineer	1981 - 1982
Vollmer Associates	Senior Engineer/Project Manager/Resident Engineer	1979 -1981
Tippetts-Abbett-McCarthy-Stratton	Structural Engineer	1978 - 1979
Mueser, Rutledge	Assistant Resident Engineer	1969 - 1978

EXPERIENCE SUMMARY

Mr. Cholewka has 45 years of experience in construction management of major transportation and wastewater projects, with special emphasis on bridge construction and rehabilitation projects for the NYSDOT, NYCDOT, and ConnDOT Highways and Bridges.

Port Authority of New York & New Jersey (PANYNJ), Bollard Project at Newark-Liberty, John F. Kennedy, and LaGuardia Airports, New York, NY and Newark, NJ - Resident Engineer. Supervised construction of crash barriers on the Port Authority Bollard Project at three major NYC Airports. The work involved constructability reviews and bid package preparations for 12 separate contracts plus construction management of two individual contracts at La Guardia Airport (Terminals C & D).

New York City Department of Transportation (NYCDOT), 15th Avenue Bridge over Sea Beach Line, Brooklyn, NY - Resident Engineer. Supervised repair of cracked deck and sidewalk on 4 span 15th Avenue Bridge over Sea Beach Line (N Train) for the NYCDOT in Brooklyn, NY. Work included installation of micro silica concrete overlay on milled sidewalks and application of epoxy resin sealer to penetrate and fill cracks in precast post-tensioned piers. Attended safety training for MTA-NYC Transit Track Safety Certification. Worked closely with NYC Transit Inspectors & Flagmen at 18th Ave. & New Utrecht Ave. Subway Stations during General Outages.

New York City Department of Environmental Protection (NYCDEP), New Croton Aqueduct (NCA) Rehabilitation Project, New York - CM Site Safety Officer. Successfully reduced the accident rate by promoting compliance by the CM field inspection staff and the Contractor's work force with their respective Health and Safety Plans (HASP) for this $100 Million unique repair project. Updated the CM HASP and reviewed job hazard analyses for all major work activities. Participated in routine safety audits conducted by BEDC EHS representatives and documented all significant safety and environmental incidents with independent reports that identified root causes and recommended corrective actions. (2011)

New York State Department of Transportation (NYSDOT), Interstate 86 Upgrade of Route 17, Orange County, NY - Resident Engineer. Supervised 12 inspectors and field office staff providing construction inspection services for the $65 Million Interstate 86 upgrade of Route 17 in Orange County for the NYSDOT (Region 8). This 9 mile stretch of highway from Exit 116 to Exit 121 at Middletown was successfully rehabilitated on time by using Primavera P6 software for schedule control. Sections of roadway were milled, rubblized, and resurfaced, including a 4 mile section with full depth reconstruction. Three bridges underwent various repairs and upgrades including replacement of concrete deck, back walls, pedestals, and bearings. Also supervised the construction of a new multi-steel girder bridge carrying Route 17 over a future Town of Wallkill connecting road between two shopping centers in Middletown. Environmental considerations mandated the construction of 6 wetland mitigation areas on project. Work involved coordination with Metro North RR personnel for the rehabilitation of an existing bridge carrying Route 17 over the Port Jervis Commuter RR line. (2009 - 2010)

NYCDEP, Bowery Bay Water Pollution Control Plant, New York - Resident Engineer. Supervised a field staff of 12 inspectors during construction for the upgrade of the NYCDEP Bowery Bay Water Pollution Control Plant. This $200 Million project included construction of new process air headers for aeration tanks, installation of 5 new process air blowers, replacement of sluice gates and actuators for the final settling tanks and installation of new influent bar screens. In addition, successfully reconstructed concrete tanks, provided mini-pile foundations for temporary blowers and performed lead paint abatement for the removal of old piping and other hazardous waste material, following OSHA guidelines and procedures. (2006 – 2008)

Connecticut Department of Transportation (ConnDOT), I-95 Rehabilitation, Bridgeport, CT - Resident Engineer. Coordinated and managed 18 inspectors and office staff involved in the supervision of construction for 7 replacement bridges along a mile long section of Interstate I-95 in southern Connecticut. Work included temporary sheet piling with tie-back anchor installations, reinforced-earth retaining walls, 8' diameter drilled shaft caissons, post-tensioned pier cap beams as well as curved steel girder erection, and placement of concrete for new abutments, wingwalls and bridge decks. This $122 Million, six-year ConnDOT project required management of hazardous waste materials and other environmental concerns encountered along this heavily traveled transportation corridor. Work involved extensive coordination with Metro North Railroad flagmen and power division personnel for 4 track outages necessary during existing bridge removal and new steel girder erection over catenary power cables of the New Haven Commuter RR line. (1998 - 2005)

Ilya Gologorskiy, P.E.
Resident Engineer

Professional Profile
Mr. Gologorskiy is a resident engineer with over 25 years of highway/roadway bridge construction engineering and inspection experience in urban infrastructure construction projects.

Project Experience

Bayonne Bridge Navigational Clearance Program (BBNCP) Construction Management, NY/NJ; 11/13-3/14. Resident Engineer. This project involved construction management services for the $743-million Bayonne Bridge Navigational Clearance Program (BBNCP). This extraordinarily complex, once-in-a-lifetime project replaced more than 5,000 feet of viaduct and re-frame the existing steel arch structure to accommodate a new roadway 65 feet above the existing roadway. Mr. Gologorskiy was responsible for evaluation of the proposed project change orders; quantity and price estimate of the project changes; and price negotiation with the contractor. Client: Port Authority of NY & NJ

REI Services in Connection with the Protective Coating of Various Bridges in the Bronx, Bronx, NY; 3/14-Present. Resident Engineer. This project involves resident engineering and coatings inspection during repainting of various bridges in Bronx, NY. Mr. Gologorskiy is responsible for reviewing contractor's submittals, including maintenance and protection of traffic (MPT) plans, shop drawings, design calculations, catalog cuts; providing engineering clarification; verifying compliance of installation and removal of Class 1A, Class 3P and rapid deployment containments with approved plans, details and specifications (SSPC); reviewing contractor's schedules and implementing necessary adjustments; reviewing contractor's payment requisitions and providing client with the engineer's estimate for the payments and generating all related documentation; resolving all environmental issues related to containment, lead abatement and waste management; and overseeing and coordinating all MPT related operations during day and night shifts. Client: New York City Dept. of Transportation

Staten Island Railroad Bridges, Staten Island, NY; 6/11-11/13. Resident Engineer. This project involved resident engineering and inspection services in connection with protective coating of Staten Island Railroad (SIRR) Bridges. Mr. Gologorskiy was responsible for reviewing contractor's submittals, which included but was not limited to, maintenance and protection of traffic (MPT) plans, shop drawings, design calculations, catalog cuts; providing engineering clarification; verifying compliance of installation and removal of Class 1A, Class 3P and rapid deployment containments with approved plans, details and specifications (SSPC); reviewing contractor's schedules and implementing necessary adjustments; reviewing contractor's payment requisition and providing client with the engineer's estimate for the payments and generating all related documentation; resolving all environmental issues related to containment, lead abatement and waste management; and overseeing and coordinating all MPT related operations during day and night shifts. Mr. Gologorskiy coordinated the project operations with SIRTOA and MTA. Client: New York City Dept. of Transportation

Recoating of Six Belt/Shore Parkway Bridges, Brooklyn, NY; 3/10-6/11. Resident Engineer. This $5-million project included old paint removal and new paint application at six bridge locations over the Belt/Shore Parkway in Brooklyn, NY. Mr. Gologorskiy was responsible for reviewing contractor's submittals, which includes but is not limited to, maintenance and protection of traffic (MPT) plans, shop drawings, design calculations, catalog cuts; providing engineering clarification; verifying compliance of installation and removal of Class 1A, Class 3P and rapid deployment containments with approved plans, details and specifications (SSPC); reviewing contractor's schedules and implementing necessary adjustments; reviewing contractor's payment requisition and providing client with the engineer's estimate for the payments and generating all related documentation; resolving all environmental issues related to containment, lead abatement and waste management; and overseeing and coordinating all MPT related operations during day and night shifts. Client: New York City Dept. of Transportation

Proposed Project Assignment
Construction Manager

Registration/Certifications
2008/Professional Engineer/NY
2013/NACE Certified Coating Inspector Level 3

Education
BS/1986/Civil Engineering

Course Work
2011 - Practicing Institute of Engineering, Inc.- PS[redacted]
10-Hour OSHA Training Course
1995-1996 Advance Computer Courses for Economical Professionals
1989-1990 Computer Courses in Kiev State University
NYCDDC Concrete Field Testing Certified
ACI Concrete Field Testing Technician Grade Level I Trained

Total Years Experience 28

Ilya Gologorskiy, P.E.
Resident Engineer

Reconstruction of Sands Street, Brooklyn, NY; 2008-2010. Mr. Gologorskiy served as resident engineer on this $4-million project which included the installation of a new bike lane and reconstruction of the street drainage system; concrete curbs and sidewalks; concrete base and asphalt pavement; 12-in. combined sewer; 20-in. distribution water main; and street lighting, traffic control and fire alarm systems. Client: New York City Dept. of Design and Construction

Reconstruction of Flushing Avenue, Brooklyn, NY; 2004-2010. Resident/Office Engineer. This $44-million project included reconstruction of 30-in. to 72-in. trunk water main; 8-in. to 20-in. distribution water main; 15-in to 54-in. combined sewer; street drainage system; concrete curbs and sidewalks; concrete road base and asphalt pavement; and street lighting, traffic control and fire alarm systems. This project involved New York State funding. Mr. Gologorskiy reviewed the contractor's schedule (prepared with MS Project); requested and/or implemented necessary adjustments during project duration; maintained and kept all contract documentation; computerized contractor's payment and quantity record system; as-built drawing and support documentation; reviewed and approved trunk main geometry and fabrication drawings, road design drawings, sheeting design, etc.; requesting all documents necessary for contract change orders from the contractor and/or utility companies; negotiating with contractor regarding technical procedures and price for the work and materials under the change orders; estimating new items price and time and material needed; producing, submitting and getting approval of four overruns and 26 change orders for pier/plate protection system, restoration of 32-in. sewer with DEP approved lining method, curb design and layout; additional distribution water main, building underpinning, etc.; renegotiating with the contractor prices for the existing contract items; working with NYCDOT, NYCDEP and NYSDOT; and coordinating with utility companies, subconsultants and community. Client: New York City Dept. of Design and Construction

Installation of Pedestrian Ramps, Brooklyn, NY; 2002-2004. Resident Engineer. This $4-million project included reconstruction of more than 2,000 corners in the Borough of Brooklyn. He was responsible for a crew of five inspectors and office engineers. Mr. Gologorskiy worked closely with New York City Dept. of Design and Construction and the New York City Dept. of Transportation. Client: New York City Dept. of Design and Construction

Installation of Pedestrian Ramps, Citywide, NY; 2000-2002. As office engineer, Mr. Gologorskiy was responsible for maintenance of all project documents per NYCDOT Manual of Uniform Record Keeping (MURK) including inspector's daily reports, payment items, and monthly payment requisitions; keeping all invoice and project documentation (correspondence, data sheets, QA and DDC reports, approvals, etc.); maintaining computerized engineer's estimate system; and maintaining computerized contractor's payment and quantity record system using Microsoft Access database and Microsoft Excel spreadsheets. Client: New York City Dept. of Design and Construction

Citywide Resurfacing Contract, NY; 1999-2000. Office Engineer. Mr. Gologorskiy was responsible for maintenance of all project documents per NYCDOT MURK including inspector's daily reports, payment items, monthly payment requisitions; maintenance of computerized engineer's estimate; and maintenance of computerized contractor's payment and quantity record system using Microsoft Access database and Microsoft Excel spreadsheets. Client: New York City Dept. of Design and Construction

Reconstruction of 16th Avenue Bridge, Brooklyn, NY. Assistant Office Engineer. Mr. Gologorskiy assisted the office engineer with recordkeeping in accordance with MURK; assisted with revision of the inspector's daily reports; and kept records of safety and project meeting minutes. Client: New York City Dept. of Transportation

Route 9A Reconstruction, New York, NY. Inspector. Mr. Gologorskiy was involved the inspection of water main replacement, installation of electrical lines for Con Edison, installation of new and adjustment o the old electrical boxes. The project also involved performing field tests, calculations and maintenance.

Citywide Resurfacing Contract, NY; 1998-1999. Inspector. Mr. Gologorskiy supervised the excavation, compaction of the subgrade, form preparation and pouring the concrete for the concrete curbs and sidewalks; supervised installation of the new concrete base for pavement, adjustment and modification of the existing utility structures, grinding of existing asphaltic concrete wearing course paving of the new asphaltic concrete wearing course; performed field concrete tests including slump test, air content test and preparation of the cylinders for laboratory tests; performed MPT during the construction; performed the field measurements and calculation of the estimating of the work quantities; and performed elevation measurements. Client: New York City Dept. of Design and Construction

Robert Leo, P.E.
Assistant Resident Engineer

Professional Profile
Mr. Leo is an assistant resident engineer with extensive construction experience on reconstruction projects within the New York area.

Project Experience
Replacement of the Upper Level Deck of the Suspended Span of the Verrazano-Narrows Bridge, VN-80B, Staten Island, NY; 12/12-Present. Assistant Resident Engineer. This $236-million project involves reconstruction to replace the upper level roadway superstructure of the Verrazano-Narrows Bridge. The work includes removal of existing upper level roadway deck and barrier, installation of new upper level orthotropic deck, overlay, drainage systems, sign structures, lighting, barrier, painting and miscellaneous utility work. Mr. Leo is currently responsible for providing supervision and oversight during the abrasive blasting/painting of main bridge north/south/median truss cells and joint locations, relocation of existing upper level luminaires, removal of existing upper level light poles, removal of upper level junction boxes, water main installation along service road, installation of Safespan shielding underneath the entire upper roadway from anchorage to anchorage, installation and removal of Safespan cell and joint work platforms underneath the lower roadway, installation of temporary construction signs and daily MPT operations. He reviewed the Contractor's Health and Safety Plan, Lead Health and Safety Plan, Emergency Demobilization Plan, Emergency Contingency Plan, Confined Space Plan, Fire Protection Plan, Maintenance and Protection Drawings, Underdeck Shield Installation Plans and Waste Management Plan. Mr. Leo is also responsible for performing quantity take offs for various electrical, painting, and structural steel and concrete items. Client: Triborough Bridge and Tunnel Authority

Brooklyn Bridge Rehabilitation of the Approach Spans and Ramps and Painting of the Entire Bridge, Contract 6, New York, NY; 9/12-12/12. Assistant Resident Engineer. This project involved construction management and inspection services for the $509-million rehabilitation of this Iconic National Landmark. The scope of work for the project included replacement of approach roadway in Manhattan and Brooklyn over the arch blocks; rehabilitation of the Manhattan side ramp structures with widening and deck and bearing replacements; rehabilitation of the approach steel structures with full superstructure replacement of the York and Main Street structures and orthotropic deck installation at Franklin Square; seismic retrofitting of the main bridge, Franklin Square and ramp structures; painting of the ramp structures and suspended spans in their entirety; restoration of historic features. Mr. Leo provided supervision and oversight during the installation, alignment, shielded metal arc welding, carbon arc gouging and submerged arc welding of the Franklin Square Arch Orthotropic Deck panels. He was also involved with orthotropic deck panel measurements being taken which includes diaphragm/floorbeam offsets, root openings, vertical alignment, warpage and shrinkage; checking and monitoring welding parameters per approved WPS such as filler metals, electrode size, amperage, voltage, travel speed, preheat, interpass temperature, post heat and post cool are checked and monitored; checking and monitoring SMAW and SAW welding electrodes and submerged arc welding flux handling and storage requirements; and observing and properly documenting magnetic particle testing and ultrasonic testing for welds. Client: New York City Dept. of Transportation

Williamsburg Bridge Reconstruction of Miscellaneous Rehabilitation of the Main Bridge, Contract 8, #BRC253CCA, New York, NY; 12/04-3/10 as Chief Inspector; 3/10-9/12. Assistant Resident Engineer. This $280-million project involved the construction engineering and inspection for the rehabilitation of the main bridge. The scope of work for the project included abrasive blasting and painting of main bridge stiffening trusses, rehabilitation and strengthening of the main towers, rehabilitation of the intermediate towers and installation of seismic shear keys, main cable saddle repair and restraint, rehabilitation of wind tongue and wind chord, main tower and intermediate tower bearing installation, main tower leg removal and replacement, stiffening truss top and bottom chord rehabilitation, traveling maintenance platform installation, re-profiling of main span vertical curve by incrementally adjusting suspender cables, modification of orthotropic

Proposed Project Assignment
Construction Manager

Registration/Certifications
1999/ACI Concrete Field Technician Grade 1/NY
1999/AWS Certified Welding Inspector
1998/NACE Coating Inspector Level 1 - Certified
2006/Professional Engineer/NY

Education
BS/1995/Civil Engineering
MS/2001/Civil Engineering-Construction Management

Course Work
2009 - SSPC Lead Paint Removal (C-3)
2008 - 10-Hour OSHA Training Course, #001872364
1998 - NYCT Track Safety

Total Years Experience 19

footwalk deck expansion joints, waterproofing and surfacing of orthotropic roadway deck, installation of ornamental balconies and electroliers, integration of intelligent transportation operating system, seismic retrofit of the intermediate towers, installation of contraflow barrier and erection of barrier transfer machine facility, including augured concrete piles. Mr. Leo's responsibilities included supervision and oversight during Manhattan/Brooklyn tower wind tongue system replacement, seismic retrofit of intermediate towers, main cable neoprene wrapping, suspender rope adjustments, removal/replacement of existing traveler system, rehabilitation of existing north Brooklyn/Manhattan anchorage comfort station, replacement of Manhattan/Brooklyn tower bracing members for panel point 30 bearing replacement, boring for pin installation, and the replacement of PP 10/15 roller bearings, modular joint rehabilitation and Kent Avenue bulkhead restoration. Client: New York City Dept. of Transportation

Robert F. Kennedy (Triborough) Bridge Deck Replacement on Suspended Spans and Queens Viaduct - TB-64A, Queens, NY; 5/02-12/04. Team Leader. This project involved REI services to replace the Queens Approach span deck with pre-cast panels, and replace the suspension bridge roadway with a new orthotropic deck panel system. Mr. Leo's responsibilities on this $165-million project included inspection and oversight during road deck saw-cutting, road deck removal; installation, fit-up and SMAW/SAW welding of new orthotropic deck section; fit-up and electroslag welding of Queens anchorage and Wards Island/Queens tower modular expansion joint separation beams; checking/verifying east and west main cable band bolt tension; the inspection and oversight during replacement of Wards Island anchorage upper/lower truss pins and wind pin; T48 bonded surface aggregate application; stud welding of side barriers and installation; survey of orthotropic panel locations; relocation and re-setting of existing side barriers; inspection of welding procedure and welder qualification test plates for conformance with AWS standards; and quality assurance and documentation of all work operations for compliance with contract specifications and applicable regulations, codes and standards. Client: Triborough Bridge and Tunnel Authority

Williamsburg Bridge North Roadways Reconstruction, Contract 7, #BRC253CA, New York, NY; 9/00-5/02. Team Leader. This $248-million project involved the construction engineering and inspection for the reconstruction of the north inner and outer roadways. Mr. Leo's responsibilities included the inspection of the north wind chord repairs; north truss bottom chord repairs; demolition of north roadway floorbeams, stringers, railing and grating; the fit-up of orthotropic deck; submerged arc welding of orthotropic deck, floorbeam, lateral brace and orthotropic deck installation, barrier installation, north footwalk demolition and shear connector installation; inspection of rock and soil piles with the Tubex method on the Manhattan and Brooklyn approach; abrasive blast paint removal and painting of existing floorbeams and bottom chords on main span; inspecting existing floorbeam and lateral brace repairs; monitoring shrinkage and warpage at submerged arc welded orthotropic deck joints; inspection of north outer roadway orthotropic deck shot blasting; and Stirling Lloyd waterproofing membrane application and Trinidad asphalt paving. Client: New York City Dept. of Transportation

Williamsburg Bridge BMT Structure Rehabilitation, Contract 6, #BRC253BBA, New York, NY; 7/98-9/00. Inspector. Operations covered included modification of bracing struts at the Manhattan/Brooklyn towers, repair of south truss bottom chord, and removal and replacement of bearing grease pan covers at various locations on the main bridge, and finalizing structural steel items. His responsibilities on this $176-million project involved inspection of Manhattan/Brooklyn approach pier caps; preload Manhattan/Brooklyn pier cap anchor bolts; lateral brace and web reinforcement repairs main span; demolition of Manhattan/Brooklyn approach BMT structure; pre-assembly of TA track girders; set Brooklyn approach TA track girders; installation of Brooklyn approach debris shield; inspection of abrasive blast paint removal and painting of existing overhead truss above BMT structure on main span; inspection of south inner/outer orthotropic deck shot blasting; Stirling Lloyd waterproofing membrane application and Trinidad asphalt paving. Client: New York City Dept. of Transportation

Williamsburg Bridge South Roadways Reconstruction, Contract 5, #BRC253BAA, New York NY; 9/96-7/98. Inspector/Field Engineer. This $310-million project involved the construction engineering and inspection for the reconstruction of the south inner and outer roadways. Mr. Leo's responsibilities included field measurements, inspection of contractor's conformance to contract plans and specifications, and preparation of inspector's daily reports. Mr. Leo was responsible for preparing daily MURK II forms for American Bridge on the Williamsburg Bridge. Client: New York City Dept. of Transportation

Marc Matalon, P.E.
Resident Engineer

Professional Profile
Mr. Matalon is an experienced engineer in all areas of bridge, highway, and site construction and rehabilitation. He has been in charge of engineering duties on large bridge and tunnel rehabilitation projects, and has been commended by clients for his exceptional organization skills.

Project Experience
Bayonne Bridge Navigational Clearance Program (BBNCP) Construction Management, NY/NJ; 9/13-Present. Assistant Resident Engineer. This project involves construction management services for the $743-million Bayonne Bridge Navigational Clearance Program (BBNCP). This extraordinarily complex, once-in-a-lifetime project will replace more than 5,000 feet of viaduct and re-frame the existing steel arch structure to accommodate a new roadway 65 feet above the existing roadway. Mr. Matalon is the lead GPI full-time field representative on the project. He works directly with Port Authority project staff in coordinating work operations between the contractor and the Bayonne Bridge operations staff. Mr. Matalon's duties include the organization of technical meetings, progress meetings and schedule meetings. He also coordinates construction inspection staff on a daily basis by matching contractor activities with GPI QA inspection staff. Client: Port Authority of NY & NJ

Proposed Project Assignment
Construction Manager

Registration/Certifications
1996/Professional Engineer/NY

Education
BS/1987/Civil Engineering

Course Work
2014 - NYC DOB 4-Hour Supported Scaffold (2018)
2014 - NYC DOB Confined Space Awareness
2009 - Practicing Institute of Engineering, Inc.- PS[redacted]
2008 - 10-Hour OSHA Training Course
2004 - Practicing Institute of Engineering, Inc.- PS[redacted] Work Zone Safety PDH
2004 - Maintenance & Protection of Traffic Work Zone Safety
2004 - MTA NYCT Track Safety
2000 - OSHA Best Safety Scaffolding Task Training Course
SSPC C-3 Deleading Supervisor/Competent Person
NACE Coatings Inspector Level I Trained

Professional Affiliations
American Society of Civil Engineers (ASCE)
National Association of Corrosion Engineers (NACE)

Total Years Experience 27

Belt Parkway Bridges REI Services - Rockaway Parkway Bridge, Contract #HBK1091, Brooklyn, NY; 9/09-8/13. Resident Engineer. The project involved demolition of entire existing, four-span, multi-stringer bridge superstructure with existing steel cap beams, and substructures, including abutments, wingwalls, and pier columns and footings; installation of a new single span replacement bridge consisting of a steel multi-stringer superstructure with reinforced concrete deck and substructures, including reinforced concrete abutments and wingwalls on new piled footings, and mechanically stabilized earth retaining walls; reconstruction of approach roadways and four entrance and exit ramps within the project limits; and installation of new concrete barrier, new bridge and guide railing, new lighting standards, new drainage systems including catch basins and drainage pipes, new overhead sign structures, and new swale BMP grading, drainage and planting. Mr. Matalon was responsible for the resident engineering inspection of all aspects of this $60-million project. Client: New York City Dept. of Transportation

Manhattan Bridge Rehabilitation of Lower Roadways, Contract 11, #BRC156A, New York, NY; 2/05-8/09. Assistant Resident Engineer. This $150-million project involved the reconstruction of lower roadway; removal and replacement of floorbeams, stringers, bearings and deck in main span and side spans; rehabilitation of anchorage chambers; installation of new lighting and traffic signs on lower roadway; rehabilitation of travelers in suspended spans; replacement of maintenance platforms at towers; painting of bridge in suspended and approach spans; and repair of flagged conditions. Mr. Matalon was responsible for supervision of office staff and directly assisted resident engineer in supervision of all daily activities. He was also responsible for overseeing the maintenance of the project records in conformance with the Manual of Uniform Record Keeping (MURK) and for processing contractor monthly payments, and for monitoring contractor EEO compliance. Client: New York City Dept. of Transportation

Manhattan Bridge Rehabilitation of North Spans over East River, Contract 10, #BRC156C, New York, NY; 2/01-2/05. Assistant Resident Engineer/Office Administrator. This $175-million project involved rehabilitation of the north upper roadway approach and suspended spans; installation of a new north side bikeway; replacement of the north side truss bearings on the approaches; repainting of the north half of the bridge including the cables and trusses; and installation of an Intelligent Traffic System (ITS) including CCTV's. Mr. Matalon was responsible for supervision of office staff and assistant to resident engineer for all daily activities. He was also responsible for

change orders and processing daily time and material records in conformance with NYSDOT Manual of Uniform Record Keeping (MURK). Client: New York City Dept. of Transportation

Manhattan Bridge Painting and Interim Rehabilitation, Contract 8C, #BRC1568C, New York, NY; 1997-10/01. Assistant Resident Engineer/Office Administrator. This $124-million project involved the rehabilitation of the Manhattan plaza area, Manhattan Arch and Colonnade; replacement of the structural steel stringer and floorbeam support system for the west side subway tracks; replacement of truss bearings on top of the piers of both approach spans; rehabilitation of eyebars anchoring one of the main suspension cables; and removal of existing paint from the entire west side, both towers and two main cables, and replacing with new coating. Mr. Matalon was responsible for supervising an office staff of six, including an office engineer and assistant office engineer in the performance of all field office administrative duties for this construction project. Client: New York City Dept. of Transportation

Rehabilitation of Ventilation, Mechanical, Electrical and Drainage of Three Vehicular Tunnels, Battery Park Underpass, First Avenue Tunnel, Park Avenue Tunnel, Contract #HBMC023, New York, NY; 1999. Resident Engineer. Mr. Matalon was responsible for the supervision of all aspects of this $17-million project, including coordination with various agencies affected by this work such as NYSDOT, NYC Parks Dept., United Nations, and local community associations. A vital part of the interaction with these agencies involved coordinating the maintenance and protection of traffic (MPT) for the three tunnels as they are all located in heavily populated areas of Manhattan with high traffic volumes that can be directly affected by the installation of motorized fan motors and rehabilitation of fan housings bearings, fan supports and dampers at Battery Park Underpass; installation of new CO monitoring systems at all three tunnels; installation of new electrical systems in all three tunnels including new motor control centers and programmable logic controllers; installation of new lighting controls, new traffic controls and signals for all three tunnels; complete replacement of the roadway lighting systems at Park Avenue Tunnel and refurbishing the existing roadway lighting at First Avenue Tunnel and Battery Park Underpass; cleaning, repairing and relining the existing drainage systems in all three tunnels and installation of a new standpipe system in the Battery Park Underpass. Client: New York City Dept. of Transportation

Manhattan Bridge South Side Approach and Suspended Spans Rehabilitation, Contract 5, #BRC156E, New York, NY; 1992-1997. Assistant Resident Engineer. This $96-million project involved CEI for the rehabilitation of south side Manhattan and Brooklyn approaches extending from Flatbush Avenue in Brooklyn to Canal Street in Manhattan. Work involved the replacement of reinforced concrete-filled grid deck and structural steel stringers and diaphragms, installation of new steel expansion joints and replacement of downspout drainage system for the two west side approach spans, installation of a truss stiffening system for both west side spans and completion of the stiffening system for the east side spans, and completion of rehabilitation of pedestrian west walkway including new extension ramp in Manhattan. Mr. Matalon was responsible for supervising an office staff of five, in the performance of all construction field office administrative duties for this rehabilitation project. Client: New York City Dept. of Transportation

Manhattan Bridge Traveler System and Lower Level Interim Rehabilitation, #D253248, New York, NY; 1990-1992. Office Engineer. Mr. Matalon was responsible for analyzing contractor's cost proposals and derived independent engineer's cost estimates for extra work, field inspected change order requests, drafted order-on-contracts, wrote contract specifications, created and maintained automated filing system using microcomputers for shop drawings, correspondence, change orders, etc. He acted as liaison between contractor, engineer-in-charge and resident engineer and worked directly with the EIC and NYSDOT Region 11 personnel on contract termination, including the review of claims, negotiation of legitimate payment to the contractor, and finalization of the D500040 contract. Client: New York State Dept. of Transportation

Manhattan Bridge New Maintenance - Reconstruction of Westerly Walkway, #D500040, New York, NY; 1987-1990. Assistant Office Engineer. Mr. Matalon was responsible for computation of the monthly estimate for payment to the contractor, review and log of inspector's daily reports and shop drawings, performed independent cost estimates for extra work, performed field inspection for quality control, assisted office engineer and resident engineer with all administrative duties. Client: New York State Dept. of Transportation

Jimmy Moorey, P.E.

Assistant Resident Engineer

Professional Profile
Mr. Moorey possesses the following experience.

Proposed Project Assignment
Construction Manager

Registration/Certifications
2012/Professional Engineer/NY

Course Work
2014 - NYC DOB 4-Hour Supported Scaffold (2018)
2014 - NYC DOB Confined Space Awareness
10-Hour OSHA Training Course

Professional Affiliations
American Society of Civil Engineers (ASCE)
DFI

Total Years Experience10

Project Experience

Bayonne Bridge Navigational Clearance Program (BBNCP) Construction Management, NY/NJ; 5/13-Present. Chief Inspector. This project involves construction management services for the $743-million Bayonne Bridge Navigational Clearance Program (BBNCP). This extraordinarily complex, once-in-a-lifetime project will replace more than 5,000 feet of viaduct and re-frame the existing steel arch structure to accommodate a new roadway 65 feet above the existing roadway. Mr. Moorey is the lead geotechnical inspector on the project. He is responsible for ensuring that over 200 six-ft-diameter drilled shafts are constructed in accordance with the project plans and specifications. He is overseeing the drilled shafts test program including O-cell load test and production shafts installation; integrity checks including rock socket sidewall video camera inspection to ensure quality of rock socket and to confirm permanent casing tip is properly seated into competent rock; and mini-SID inspections to ensure the proper cleanout of the base of the shaft. Also, crosshole sonic testing is used to confirm the integrity of the concrete inside the drilled shafts. Additionally, he is providing oversight for the H-pile and open-end pipes driving program including PDA (Pile Driving Analyzer) tests, sub-surface investigations, support of excavation, rock anchors including pull test, mechanically stabilized earth wall, bridge demolition, bridge segmental, geotechnical instrumentation and monitoring. Client: Port Authority of NY & NJ

World Trade Center, New York, NY; 4/08-1/09; 7/10-3/11. At Tower 2 and the Port Authority Vehicle Security Center, Mr. Moorey served as lead resident geotechnical engineer/inspector for excavation support systems, depth and shallow foundations, rock anchors and tie-back. At the FREEDOM Tower and Tower 3 and Tower 4, Mr. Moorey served as resident engineer/inspector working under a New York State registered engineer/supervisor for excavation support systems, drilled shaft depth and shallow foundations.

2nd Avenue Subway, New York, NY; 1/09-4/09. Mr. Moorey served as resident engineer/inspector for excavation support systems.

CUNY/BMCC - Fitterman Hall, New York, NY; 1/10-7/10. Resident engineer/inspector for depth foundations.

CUNY/City College - Advanced Science Research Center, New York, NY; 1/09-1/10. Mr. Moorey served as resident engineer/inspector for shallow foundations.

The Edge of Williamsburg, New York, NY; 10/07-4/08. Mr. Moorey served as resident engineer/inspector working under a New York State registered geotechnical supervisor for depth foundations.

Newark Airport Traffic Operations Services (On-Site), Newark, NJ; 2006. Junior Technician. This project involved performing day-to-day on-site traffic operational services as well as various field studies, traffic engineering analyses and CADD drafting services under the direct supervision of the Port Authority traffic engineering staff. Various engineering and operational assignments under the 2002/2003/2004 Technical Support Service agreement for this facility have been successfully completed. Mr. Moorey's responsibilities on this project included sign inspection and cost estimate. Client: Port Authority of NY & NJ

Town of Hempstead Sign Management System: Design & Implementation, Merrick, NY; 2006. Junior Technician. This project involved performing inventory on 25,000 traffic signs on Town roadways and developing

a digital sign management system for Town employees' use. The project also involved developing contract drawings and providing construction inspection. Mr. Moorey was responsible for ball banking; signs inspection; and field investigation. Client: Town of Hempstead

Re-routing Vehicles for Cypress Hills Cemetery Bridges over the Jackie Robinson Parkway, Queens, NY; 1/06-3/06. Junior Technician. This fast-paced project involved the development of alternative detours for re-routing traffic during the closure of the Jackie Robinson Parkway, and the design of the Maintenance and Protection of Traffic (MPT) scheme, including all signs, control devices and VMS's required within the project limits for the approved detours. Mr. Moorey's responsibilities included field visit to conduct detour route inventory; review of traffic analysis (Synchro and HCS spreadsheet); quantity estimation; preparation of presentation materials for various DOT meetings; traffic signs design to accommodate traffic during demolition; and CADD drafting. Owner: New York City Dept. of Transportation

Other experience Mr. Moorey possesses includes:

Depth Foundations
Resident engineer with numerous responsibilities including: performance of control inspection of various types of drilled piles including rock socket drilling, rock socket video inspection in accordance with NYC Building Code; monitoring pile driving operations including H-piles, titan piles, closed-end taper tube piles, pre-stress concrete piles, timber piles, and closed end pipe piles; preparation and generation of pile driving records, checking and confirming pile integrity; overseeing load testing of piles including PDA (Pile Driving Analyzer), vertical and lateral.

Shallow Foundations
Inspected and indentified rock classifications in accordance with NYC Building Code. Mr. Moorey determined embedment length for footings and rock sockets for shear walls with bearing capacity over 60 tsf.

Excavation Support Systems
Secant walls and steel sheet piles installation including setting of rebar cages/core beams, tieback, pulled test, pressure grout, and rock nailing.

Other Related Field Experience
Subsurface investigation including test pits, STP, Shelby tube, rock core consisting core recovery and RQD, installation of piezometer, and cross holes seismic testing. Control inspection of water proofing, under slab drainage system and soil backfill including SSDS (Sub-slab drainage system).
Control inspection of rock anchors installation including pull tests, graph result for each test.
Monitored noise and vibrations caused by rock blasting, downloaded and interpreted data from seismograph.

Laboratory Experience
Performed laboratories soil tests including gradation and hydrometer, sieves analysis, standard and modern Proctor, Atterberg limits, specific gravity, direct shear, and water content.

As a geotechnical engineer, Mr. Moorey obtained the following design experience.

- Designed Retaining walls, drilled shaft, steel sheet pile walls including cantilever and anchored walls.
- Calculated bearing capacity and settlement analysis for various types of footings.
- Performed slope stability analysis and ran various finite element analysis models simulating future construction and predicting possible failure wedges.
- Prepared final boring logs and soil profiles, indentified soil and rock strata including water table and location of piezometer. Developed soil design parameters based on STP and available lab reports. Prepared geotechnical reports and provided foundation recommendations.
- Quantity estimates of cuts and fills.

Neophytos Neophytou, P.E.
Deputy Resident Engineer

Professional Profile
Mr. Neophytou is a deputy resident engineer with diverse experience on the rehabilitation of transportation facilities. He has been involved with asphalt placement operations, structural rehabilitation, earthwork (cut/fill), surveying, bridge painting and drainage installation. Previously, he has performed the duties of office engineer on several projects, handling the preparation of payments to the contractor, preparing change orders, and maintaining all job files including correspondence, certifications, as-builts, RFIs and ECMs.

Proposed Project Assignment
Construction Manager

Registration/Certifications
2000/Professional Engineer/NY
1999/NACE Coating Inspector Level 1 - Certified

Education
BE/1992/Civil Engineering

Course Work
2014 - 10-Hour OSHA Construction Safety & Health Training Course
2014 - Hazard Communication Safety Course
2010 - 30-Hour OSHA Construction Safety & Health Training Course
2000 - Certified Associate Welding Inspector Course

Professional Affiliation
National Association of Corrosion Engineers (NACE)

Total Years Experience 24

Project Experience
Reconstruction of Willis Avenue Bridge, New York, NY; 3/08-Present. Deputy Resident Engineer. This project involves replacement of the existing movable bridge and approaches with a new structure, built offline from the existing structure. Mr. Neophytou's responsibilities include supervision of senior inspectors; supervision of environmental issues regarding river/land operations; demolition of the river piers via conventional and blasting/explosive demolition methods; construction of new piers/foundations in the river including caisson installation, pier box installation, large volume concrete placement for the foundations, and the arch piers; installation of a new movable bridge (swing span) which was built off site and delivered on a specially-made barge system; removal of the existing swing span and camelback structures over the Harlem River structures. These structures were removed in their entirety as complete units onto the barge system and transferred to scrap yards, offsite; structural steel installation and construction of new approaches to the swing span; complex concrete deck replacements; installation of new fender system of the piers in the river which consisted of a large number of FRP piles (Fiberglass Reinforced Plastic – solid) with concrete wale beam and FRP composite lumber and panels (solid); overseeing and monitoring a state-of-the-art scour monitoring system for the existing piers and bulkheads while constructing the new structure; and overseeing electrical/mechanical operations of the swing span. Client: New York City Dept. of Transportation

Macombs Dam Bridge over the Harlem River Rehabilitation, Contract #BRX287R, New York, NY; 8/99-3/08. Acting Resident Engineer. This $145-million rehabilitation project included structural steel replacement and reinforcement for ±3,000 ft total length of viaducts, a camelback, a swing span, ramps over Metro-North Railroad, structures over Harlem River Drive and Major Deegan Expressway. Mr. Neophytou was in responsible charge of 12 senior structural steel inspectors overseeing operations such as structural steel welding of concrete filled steel grid (±100,000 sq ft section of ±10 ft x 8 ft) ensuring proper welding procedures and requirements; complex jacking operations for bearing replacement; concrete deck replacement (±200,000 sq ft) ensuring proper mix designs, preparatory work and requirements; asphalt overlays on the approaches; lead abatement and painting; electrical work; heat straightening of existing eye bars; installation of new eye bars at swing span and camelback; ±1 million lbs of new structural steel joist system; installation of new cross and longitudinal trusses (+0.5 million lbs); submarine cables installation and extensive MPT on Major Deegan Expressway and Harlem River Drive for full deck replacement with framing; and mechanical installations of machinery. Mr. Neophytou prepared reports and computations for the monthly estimates for payments to the contractor, compiling all necessary information for preparation of change orders; he reviewed records of material certifications and prepared as-built drawings for submission. The replacement of the decks was executed within three time limited/restricted milestones of six winter months each and was completed on time and under budget. From November 2006 to March 2008, Mr. Neophytou filled the position of resident engineer and was in responsible charge of overseeing all operations related to the mechanical and electrical operations at the swing span until its final acceptance by the city; project close out process which includes quantities closeouts, final submissions for as-builts and shop drawings, finalization reviews of monthly

estimates and extra work payments; and has acted as liaison to daily activities and arrangements until the final inspection from all participating agencies. Client: New York City Dept. of Transportation

Roslyn Viaduct Underdeck Netting, Route 25A, Contract #D-257251, Roslyn, NY; 1/99-7/99. Mr. Neophytou served as office engineer/senior inspector for the construction inspection of this $1.4-million bridge joint repair painting and underdeck safety netting installation project. The project included commercial blast cleaning for 16 expansion joints and installation of approximately 1,000 galvanized wire safety nets utilizing various scaffolding systems. Client: New York State Dept. of Transportation

Nassau County Paving Inspection, Nassau County, NY; 7/97-11/97 and 7/98-1/99. As an inspector, Mr. Neophytou provided daily inspection of asphalt milling and placement for the resurfacing of various Nassau County area roads. Other duties included oversight of the contractor's daily maintenance and protection of traffic (MPT), and consult with the County's resident engineer on payment quantities. Client: Nassau County Dept. of Public Works

Rehabilitation of Various Parks (Newbridge, Oceanside Park), Bellmore/Oceanside, NY; 11/97-7/98. Mr. Neophytou served as resident engineer/inspector on this project, which involved in demolition and reconstruction of existing basketball courts, tennis courts, roller hockey rink (cut/fill, paving, accessories); rehabilitation of existing handball walls; demolition and reconstruction of playground areas; installation of new insurance safety playground structures; installation of safety surface; gazebo structures; curbs; paving; planting of trees and shrubs; landscaping; and drainage improvements including installation of new drainage and modifications of existing drainage. Client: Town of Hempstead, Dept. of Parks and Rec.

Contract Closeout for NYCDOT Bureau of Bridges, Engineering Service Agreement, New York, NY; 4/97-7/97. As an office engineer, Mr. Neophytou performed contract finalization and closeout of approximately 40 NYC Bureau of Bridges contracts, with and without federal and state aid. Work included review of project records to determine which documents were required for closeout procedure. Missing documents were obtained or generated in order to process a final estimate package. These packages were monitored throughout the processing route to its completion point. Client: New York City Dept. of Transportation, Bureau of Bridges

Woodfield Road Inspection, West Hempstead, NY; 9/96-4/97. Chief Inspector/Office Engineer. This project involved construction inspection services for this roadway rehabilitation project consisting of street reconstruction, curb and sidewalk replacement, modification of the existing drainage system, traffic intersection and street lighting modifications. Client: Nassau County Dept. of Public Works

Doxey Brook Improvement, Project #H60130M, Lynbrook, NY; 11/94-8/96. Mr. Neophytou served as engineer of construction for construction inspection of drainage improvements to Doxey Brook located in a residential section of Lynbrook, NY. The $9.5-million project entailed installation of 3,800 ft of pre-cast concrete box culvert up to 8 ft x 14 ft, weighing 20 tons each, placed in excavations up to 11 ft in depth utilizing vibratory steel sheet piling and well point systems. Large and complex turning chambers and headwalls were poured in place. Reinforced concrete pipe 5 ft in diameter was jacked under heavily traveled Peninsula Boulevard. The project also required major utility relocations including 138 kv oil-o-static electric lines and 2 ft x 60 ft welded water main offsets. Traffic signals, street lighting and related conduit, sidewalk, curb, driveway, sanitary sewers, and highway drainage were installed. Asphalt pavement and shoulder reconstruction was also performed. Client: Nassau County Dept. of Public Works

Routes 35 and 100, and the Rehabilitation of the Pines Bridge over the Muscoot Reservoir, Contract #D254062, Westchester County, NY; 5/93-5/94. Mr. Neophytou served as an inspector on this $10-million project which included major rock removal, excavation and embankment construction, major drainage improvements, bridge deck, approach slab and bearing replacement, modification of abutments and wingwalls, installation of three armored joints, cribwall construction, major soil erosion and water pollution control along the NYC reservoir system, local, state and federal wetlands. Complex multi-phase construction detours and maintenance and protection of traffic (MPT) were required for these heavily traveled routes prior to and during asphalt paving operations. His specific responsibilities included inspection of asphalt placement operations, placement of the subbase, concrete curb installation, earthwork as well as excavation and embankment construction. Client: New York State Dept. of Transportation

CARL H. ORTMANN, PE *KS Engineers, P.C.*
Resident Engineer – Structural Engineering

EDUCATION

MS/Civil Engineering, Manhattan College, Bronx, NY, 1985
BS/Civil Engineering, Manhattan College, Bronx, NY, 1980

REGISTRATION AND PROFESSIONAL AFFILIATIONS

Professional Engineer, NY and CT
American Society of Civil Engineers, Member
OSHA 30 Hour Training - Construction Safety & Health, Certificate 600034771
C3 Supervisor/Competent Person
NYS SPDES Certification

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Resident Engineer	2012 - Present
The Laquila Group, Inc.	Senior Project Manager / Senior Estimator	09/2006 - 2011
Francis A. Lee Company	Project Manager	04/2004 – 09/2006
Nab Construction	Chief Inspector	10/2000 – 04/2004
AECOM	Resident Engineer / Asst. Resident Engineer	09/1995 – 10/2000
Parsons Transportation Group	Resident Engineer / Asst. Resident Engineer	09/1989 – 09/1995

SUMMARY OF EXPERIENCE

Mr. Carl Ortmann has more than 30 years of experience in the successful completion of major bridge and highway projects, building foundations, power plant and transit structures. He has provided on-site administrative and technical supervision on heavy construction projects, directed multi-trade craft work forces and determined methods of construction, manpower levels, material quantities, equipment, temporary facilities and work schedules. In addition, he supervised all construction activities, materials and equipment received for compliance with company directives, contract drawings, specifications, approved submittals and standards of accuracy. Mr. Ortmann has been in charge of monitoring the quality of work completed and provides quality assurance as required, coordinated submittals to owners, overseen work progress and schedule compliance to ensure a completed project within budget and schedule, resolved field and drawing problems, and reviewed and implemented change orders. He coordinated scheduling of subcontractors and suppliers, reviewed project safety manual and monitored compliance with safety procedures. His relevant experience includes:

PANYNJ, George Washington Bridge Lower Level, New York - Team leader for the Priority, Safety and Routine Verification inspection of the lower level including the lower level roadway and framing, the bottom chord of the stiffening truss, the New Jersey abutment and New York anchorage, and the travelers including their support framing and connections. The purpose of this inspection was to determine the overall condition of the lower level structure and to identify structural and non-structural deficiencies. (10/12 – 3/13)

PANYNJ, Center Avenue Bridge over the Upper and Lower Approaches to the George Washington Bridge, NJ – Team leader for the inspection and verification of the existing condition of the bridge elements including the roadway, superstructure, substructure and appurtenances to determine the rehabilitation or replacement design options. (9/12 – 10/12)

NYSDOT, Contract D261292 I-278 Staten Island Expressway Improvements, Staten Island, NY - Senior Project Manager providing on-site project management for the $74.8 million I-278 Staten Island Expressway Improvement Project including 2.78 Km of asphalt and concrete highway reconstruction including the demolition and widening of three (3) bridges with precast concrete deck units and the construction of a new on-ramp using

precast concrete deck units. Maintenance of site storm water run-off and implementing compliance with the environmental protection requirements for Brady's Pond. Installation of new drainage systems, new roadway lighting and ITS installations. Maintenance and protection of traffic included 4 stages of construction. (11/09 - 9/11)

World Trade Center, Tower 1, Manhattan, NY - Project Manager for the $40 million construction of the 120,000 SF foundation for Tower 1 including rock excavation, support of excavation, drilling and grouting of rock anchors, placement of reinforcing steel and concrete for the core, building perimeter footings, slab on grade. Coordination with the PATH and Port Authority Resident Engineer's Office personnel. (2006 - 2009)

NYC Transit, Reconstruction of West 72nd Street Station, NY - Project Manager for the $35 million completion of the renovation and restoration of the existing landmark station house, construction of a new station building including installation of elevators, lengthening of both existing platforms, complete electrical upgrade including new station lighting, floor and wall finishes, and expansion of Verdi Park pedestrian plaza. Coordination of over 40 subcontractors and suppliers. (10/00 - 04/04)

New York Post Port Morris Printing Facility, Bronx, NY - Project Manager for the $22 million demolition and replacement of reinforced concrete 2nd floor inserting area in stages while newspaper production maintained. Erection of structural steel to reinforce existing 80 foot long floor trusses. (2006)

Astoria Energy Power Plant, Phase 1, Astoria, New York - Project Manager for the $9 million installation of structural steel support structure, unloading from barges and erection of 12 modular air cooled condensers weighing 280 tons each, erection of steam duct and riser sections weighing up to 60 tons and miscellaneous mechanical equipment. Reviewed and submittal of crane placement and erection plans. (2005)

PANYNJ, Newark International Airport Parking Structure, Newark, NJ - Project Superintendent for the 485 million construction of a six-level parking structure including erection of steel columns and support beams, erection of prestressed concrete double tee deck units, cast in place double threaded reinforced concrete helix access ramps. Installation of elevator shafts and elevators, site work, electrical work, erection of a prestressed concrete 3 span bridge and approach roadways, parking lot, entry and exit plazas and canopies in Parking Lot E. Coordination of subcontractors and suppliers. (2001)

TBTA, Triborough Bridge Randall's Island Junction Structure and Bronx Truss over the Bronx Kill, New York - Assistant Resident Engineer for this $145 million project including the Bronx Truss that has a main span of 383 feet and a total length of 1,217 feet. Project work included demolition of the existing substructure and superstructure on the Bronx Approach and replacement with new cast in place concrete substructure with precast concrete deck panels. The Bronx Truss reinforced concrete deck was removed and replaced with steel orthotropic deck panels on the Bronx Truss. Inverset deck panels were placed on the Queens-Bronx Mainline, and curved welded plate girders with composite reinforced concrete deck for the Junction Structure ramps. A full length construction shield provided debris collection and fall protection for the workers, mariners and the Bronx Kill. Multiple construction stages with extensive Maintenance and Protection of Traffic (MPT) Plans to maintain vehicular traffic and toll revenue for the facility. Project constructed in accordance with NYSDOT's construction specifications. (06/98 - 10/00)

ConnDOT, Replacement of Bridge Nos. 00343, 04864, 04866, in Guilford, CT - Resident Engineer for the $3 million replacement of Route 1 Bridge over the West River with 104 foot prestressed concrete box beams on new concrete abutments with bituminous concrete approaches. (9/85 - 9/95)

Douglas Reese, P.E.
Resident Engineer

Professional Profile
Mr. Reese is a resident engineer with in-depth experience in the design and construction of bridges, highways, buildings, drainage and sewage facilities, site work and utility installation. He has been responsible for the inspection of demolition and construction of structural steel and reinforced concrete bridge elements, steel flag repairs, rehabilitation of suspension bridge main cables, removal and replacement of bridge suspender cables, and lead-based paint removal and coating applications in accordance with SSPC standards and New York City Dept. of Transportation protocol. Mr. Reese's design experience includes buildings, retaining walls, piles, box culverts, bridge abutments, composite girders, computer-aided design and analysis. He is also familiar with AASHTO, NYSDOT, ASTM, NFPA, AISC, and ACI specifications, as well as the NYSDOT bridge inspection rating system.

Project Experience
Brooklyn Bridge Rehabilitation of the Approach Spans and Ramps and Painting of the Entire Bridge, Contract 6, New York, NY; 3/10-Present. Resident Engineer. This project involves construction management and inspection services for the $509-million rehabilitation of this Iconic National Landmark. The scope of work for the project includes replacement of approach roadway in Manhattan and Brooklyn over the arch blocks; rehabilitation of the Manhattan side ramp structures with widening and deck and bearing replacements; rehabilitation of the approach steel structures with full superstructure replacement of the York and Main Street structures and orthotropic deck installation at Franklin Square; seismic retrofitting of the main bridge, Franklin Square and ramp structures; painting of the ramp structures and suspended spans in their entirety; restoration of historic features. Mr. Reese's responsibilities include direct daily supervision of a team of engineers, technicians and support staff; daily coordination with the construction contractor, the New York City Dept. of Transportation, the engineer-in-charge and various city and state agencies. The resident engineer is a key participant at technical meetings held with the contractor and bridge designers and works closely with the project outreach staff. Client: New York City Dept. of Transportation

Williamsburg Bridge Reconstruction of Miscellaneous Rehabilitation of the Main Bridge, Contract 8, #BRC253CCA, New York, NY; 8/05-3/10. Resident Engineer. This $280-million project involved the construction engineering and inspection for the rehabilitation of the main bridge. The scope of work for the project included abrasive blasting and painting of main bridge stiffening trusses, rehabilitation and strengthening of the main towers, rehabilitation of the intermediate towers and installation of seismic shear keys, main cable saddle repair and restraint, rehabilitation of wind tongue and wind chord, main tower and intermediate tower bearing installation, main tower leg removal and replacement, stiffening truss top and bottom chord rehabilitation, traveling maintenance platform installation, re-profiling of main span vertical curve by incrementally adjusting suspender cables, modification of orthotropic footwalk deck expansion joints, waterproofing and surfacing of orthotropic roadway deck, installation of ornamental balconies and electroliers, integration of intelligent transportation operating system, seismic retrofit of the intermediate towers, installation of contraflow barrier and erection of barrier transfer machine facility, including augured concrete piles. Mr. Reese's responsibilities included the direct daily supervision of a team of engineers, technicians and support staff; and the daily coordination with the construction contractor, the New York City Dept. of Transportation, the engineer-in-charge and various city and state agencies. The resident engineer is a key participant at technical meetings held with the contractor and bridge designers and works closely with the project outreach staff. Client: New York City Dept. of Transportation

Proposed Project Assignment
Construction Manager

Registration/Certifications
2005/Professional Engineer/NY
1996/NACE Coating Inspector Level 1 - Certified
1994/AWS Certified Welding Inspector
2009/SSPC - C3 Supervisor/Competent Person-Deleading/NY
1988/NYSDOT Bridge Inspector
2007/ACI Concrete Field Technician Grade 1

Education
BS/1985/Civil Engineering Technology
AAS/1982/Civil Engineering Technology

Course Work
2012 - ACI Concrete Field Testing Technician - Grade I
2011 - Confined Space Training
2008 - 10-Hour OSHA Training Course, #001872356
2007 - NYCTA Track Safety Course
2003 - FHWA, Maintenance & Protection of Traffic Seminar
1998 - LIRR Track Safety
1994 - NICET Senior Engineering Technician Trained

Professional Affiliations
American Welding Society (AWS)
National Association of Corrosion Engineers (NACE)
American Society of Civil Engineers (ASCE)
American Engineering Alliance (AEA)

Total Years Experience 30

Douglas Reese, P.E.
Resident Engineer

Williamsburg Bridge Reconstruction of Miscellaneous Rehabilitation of the Main Bridge, Contract 8, #BRC253CCA, New York, NY; 6/03-8/05. Chief Inspector. This $195-million project involved the construction engineering and inspection for the rehabilitation of the main bridge. Mr. Reese's responsibilities included directing the daily field inspection efforts of several crews of engineers and technicians and performing quality assurance for the inspection crews and their reporting effort on the project. His responsibilities also included the creation of inspection report specialty forms; inspection staff supervision and training; assignment of inspector's daily responsibilities; database tracking of punch listed work; review of daily inspection reports; anchorage security coordination with the New York City Police Dept. and the client; and project progress appraisals. Client: New York City Dept. of Transportation

Williamsburg Bridge North Roadways Reconstruction, Contract 7, #BRC253CA, New York, NY; 1/01-6/03. Chief Inspector. This $248-million project involved the construction engineering and inspection for the reconstruction of the north inner and outer roadways. Mr. Reese was responsible for leading quality assurance inspections for all main bridge operations. Main bridge operations included removal of existing structural roadway deck systems and pedestrian promenade deck systems, and installation of orthotropic roadway and pedestrian promenade deck systems, concrete filled steel grid deck, drainage system, fire department dry standpipe system, and Trinidad and latex modified asphalt wearing courses applied over a special three-coat Stirling Lloyd waterproofing membrane system. The orthotropic deck is delivered to the project as 20 ft by 40 ft panels. They are joined, in the field, at 20 ft transverse splices using submerged arc welding. The quality assurance inspections of the orthotropic deck installation required full-time visual inspections and documentation. Job-specific forms were created to track the joint fit-up, weld quality and adherence to welding specifications, distortion of base metals, and weld defect repairs required following 100% ultrasonic inspection. Client: New York City Dept. of Transportation

Williamsburg Bridge BMT Structure Rehabilitation, Contract 6, #BRC253BBA, New York, NY; 12/97-6/01. Chief Inspector. This $176-million project consisted of the demolition and reconstruction of the entire BMT transit structure on the Williamsburg Bridge. Mr. Reese was responsible for organizing and leading the quality assurance inspections and quantity reporting for all structural steel and reinforced concrete demolition and construction on this project. Client: New York City Dept. of Transportation

Williamsburg Bridge South Roadways Reconstruction, Contract 5, #BRC253BAA, New York NY; 1/95-12/97. Senior Inspector. This $310-million project involved the construction engineering and inspection for the reconstruction of the south inner and outer roadways. Mr. Reese served as a senior level inspector responsible for the detailed inspections required for the proper installation of the new orthotropic deck panels to the demanding horizontal and vertical tolerances of $\pm$ 1/4 in. over the panel's 40-ft length. As the project's lead AWS certified welding inspector, Mr. Reese performed the welding inspections required to install the orthotropic deck panels. As team leader, Mr. Reese also headed up one of the inspection teams responsible for erecting the flexible work platforms to be used for containment operations and bridge paint removal along the Williamsburg Bridge approaches. He also acted as team leader during the lead paint removal operations, which were conducted on a day and night shift basis. Over 300,000-sq-ft of paint removal was required on this contract for structural connection faying surfaces and for demolition "cut lines." Client: New York City Dept. of Transportation

Williamsburg Bridge Main Cable Rehabilitation, Contract 4, #BRC253A, New York, NY; 4/93-1/95. Senior inspector directly responsible for inspection of emergency steel flag repairs which involved monitoring and reporting work on a force account basis, and coordinating work efforts with contractor's field engineers with a focus towards increasing cost efficiency; removal and replacement of suspender cable and truss connectors which required that existing tensile forces be measured, released and retensioned; the application of the Neoprene Cable Wrap System where he held a team leader position. The neoprene application proved to be highly sensitive to environmental conditions and workmanship, which necessitated keen observation, and a proactive approach to inspection. Mr. Reese helped the inspection team by organizing and gathering data from the plans/specifications for inputting into computer databases which proved indispensable to the tracking of Contract No. 5 (BRC-253B), Reconstruction of Williamsburg Bridge South Roadways. Client: New York City Dept. of Transportation

Brendan Scahill, P.E.
Resident Engineer

Professional Profile
Mr. Scahill is a professional engineer with many years of diversified design and inspection experience. During his career, Mr. Scahill has worked extensively on East River Bridge Crossings, including the Brooklyn, Williamsburg, Queensboro, Robert F. Kennedy (Triborough), and Bronx-Whitestone Bridges. His experience includes orthotropic deck installation, cable rehabilitation, and structural steel fabrication.

Project Experience
Replacement of the Upper Level Deck of the Suspended Span of the Verrazano-Narrows Bridge, VN-80B, Staten Island, NY; 2/13-Present. Resident Engineer. This $236-million project involves reconstruction to replace the upper level roadway superstructure of the Verrazano-Narrows Bridge. The work includes removal of existing upper level roadway deck and barrier, installation of new upper level orthotropic deck, overlay, drainage systems, sign structures, lighting, barrier, painting and miscellaneous utility work. Mr. Scahill's responsibilities on this project will be divided into two phases. The first phase will be the quality assurance oversight during the fabrication of the orthotropic deck panels in China; and the second phase will be to provide quality assurance during the field installation of the orthotropic deck panels on the jobsite. Mr. Scahill will be an active participant in the Authority's quality assurance program ensuring that the contractor's quality control program is effectively being implemented. He will witness the fabrication welding, testing processes and will evaluate the destructive sample results. He will develop and maintain quality assurance tracking systems for better documentation of the fabrication process and to minimize fabrication issues from the moment of discovery. Upon completion of the fabrication process and the delivery of the orthotropic deck panels to the jobsite, his focus will turn to the field installation. He has provided supervisory oversight on the field installation on four large-scale New York City orthotropic deck projects. He has extensive knowledge and understanding of AWS D1.5 and NYSSCM welding codes. Client: Triborough Bridge and Tunnel Authority

Bronx-Whitestone Bridge Replacement of the Bronx Approach and Miscellaneous Repairs to the Queens Approach, BW-89, Bronx, NY; 11/08-2/13. Resident Engineer. This $192-million project involved the staged removal and replacement of the Bronx Approach superstructure and substructure from the Bronx Toll Plaza to the Bronx Anchorage. Work included the installation of excavation support systems, mini-pile foundations and temporary steel support systems to support the existing structure during the staged construction. During the construction of the substructure, there were massive concrete placements for concrete footings and piers. For the duration of the project, traffic on the bridge was maintained with five lanes open to traffic. During the staged construction, work was staged demolition of the existing roadway, installation of multiple continuous steel girders, placement of a staged composite concrete deck, installation of permanent concrete barrier and installation of permanent street lighting. Other work items on the project included new utility systems at the Bronx Toll Plaza, installation of new salt storage dome building and miscellaneous steel and concrete deck repair on the Queens Approach structure. Mr. Scahill's responsibilities on the project included construction management and inspection of the major steel components on the jobsite. He provided quality assurance for the Authority during the fabrication of steel girders and other steel components. He oversaw the fabrication and installation of the temporary steel support systems for the existing roadway structure. Mr. Scahill supervised field inspectors during the structure demolition and steel erection stages of the construction. He provided oversight to ensure that all work was performed in accordance to the contract documents. Client: Triborough Bridge and Tunnel Authority

Proposed Project Assignment
Construction Manager

Registration/Certifications
1994/Professional Engineer/NY
1996/AWS Certified Welding Inspector

Education
BS/1984/Civil Engineering

Course Work
2011 - 30-Hour OSHA Construction Safety & Health Training Course
2011 - First Aid CPR Aid Course
2009 - 10-Hour OSHA Training Course
2000 - Traffic Work Zone Safety Training Course - GPI
1998 - Night Time Bridge Work Safety - Institute of Safety & Health
SSPC C-3 Supervisor/Competent Person for Deleading/NY
NACE Coatings Inspector Level 1 Trained

Professional Affiliations
American Welding Society (AWS)

Total Years Experience 30

Brendan Scahill, P.E.
Resident Engineer

Bronx-Whitestone Bridge Deck Replacement - BW-82, Bronx, NY; 1/05-11/08. Assistant Resident Engineer. This $150-million project involved replacing the roadway deck at the suspended spans of this major suspension bridge with orthotropic deck panels installed in a lane-by-lane sequence. Daily realignment of temporary moveable barriers allowed an additional lane to be utilized for north bound or south bound traffic during morning and evening rush hours, as appropriate. The work included replacement of median and side barriers, deck finger joints, stiffening girder pins, lateral bracing, and roadway, tower and navigation lights. Also included in the project scope is painting of structural steel, construction of a new underdeck moveable traveler system, replacement of electrical feeders and substations, and installation of a new fiber optic control and communication system. All of these operations were carried on while maintaining traffic on this high-volume toll facility. Mr. Scahill's responsibilities included the performance of constructibility reviews, cost estimates and claim evaluations; supervision of all field inspection work for the installation of new orthotropic deck panels; and monitoring the Contractor's performance and compliance for work performed in accordance to the Contract Documents. Client: Triborough Bridge and Tunnel Authority

Robert F. Kennedy (Triborough) Bridge Deck Replacement on Suspended Spans and Queens Viaduct - TB-64A, Queens, NY; 1/01-12/04. Resident Engineer. This $144-million project involved replacing the existing concrete deck roadway (eight traffic lanes) with a new orthotropic deck system (252,000 sq ft) while maintaining seven traffic lanes in an urban environment. REI services included the replacement of the Queens approach span deck with pre-cast panels, replace the suspension bridge suspender ropes and installation of a new roadway lighting system on the bridge structure. As resident engineer, Mr. Scahill was responsible for the field inspection effort and also involve in the fabrication process of the 392 orthotropic deck panels which require coordination between all parties. Client: Triborough Bridge and Tunnel Authority

Williamsburg Bridge North Roadways Reconstruction, Contract 7, #BRC253CA, New York, NY; 1/00-12/00. Assistant Resident Engineer. This $248-million project involved the construction engineering and inspection for the reconstruction of the north inner and outer roadways. Responsibilities included the inspection of the north wind chord repairs; north truss bottom chord repairs; demolition of north roadway floorbeams, stringers, railing and grating; the fit-up of orthotropic deck; submerged arc welding of orthotropic deck, floorbeam, lateral brace and orthotropic deck installation, barrier installation, north footwalk demolition and shear connector installation; inspection of rock and soil piles with the Tubex method on the Manhattan and Brooklyn approach; abrasive blast paint removal and painting of existing floorbeams and bottom chords on main span; inspecting existing floorbeam and lateral brace repairs; monitoring shrinkage and warpage at submerged arc welded orthotropic deck joints; inspection of north outer roadway orthotropic deck shot blasting; and Stirling Lloyd waterproofing membrane application and Trinidad asphalt paving. Client: New York City Dept. of Transportation

Williamsburg Bridge BMT Structure Rehabilitation, Contract 6, #BRC253BBA, New York, NY; 1/99-1/00. Assistant Resident Engineer. This $176-million project involved the construction engineering and inspection for the reconstruction of the BMT structure. Mr. Scahill's responsibilities included the supervision of the demolition of the existing structure and the steel erection of the new structure. Client: New York City Dept. of Transportation

Williamsburg Bridge South Roadways Reconstruction, Contract 5, #BRC253BAA, New York NY; 2/96-1/99. Assistant Resident Engineer. This $310-million project involved the construction engineering and inspection for the reconstruction of the south inner and outer roadways. Mr. Scahill's responsibilities included the supervision of the placement of the orthotropic deck on the main bridge. Mr. Scahill was in charge of field supervision for the $9-million emergency repair work to the north roadways. Client: New York City Dept. of Transportation

Williamsburg Bridge Main Cable Rehabilitation, Contract 4, #BRC253A, New York, NY; 10/95-2/96. Assistant Resident Engineer. For this $88-million project, Mr. Scahill was responsible for coordinating strand removal and replacement of Main Cable A at the Manhattan Anchorage. Supervised field personnel in the completion of the remaining cable work including wire wrapping, neoprene wrapping and footwalk erection. Client: New York City Dept. of Transportation

Williamsburg Bridge Main Cable, Contract 4, #BRC253A, New York, NY; 5/92-10/95. Senior Inspector. Instruction of contractor personnel in the procedures of the wire rope suspender removal and replacement. Monitored the application of linseed oil and compaction to the main cables. Client: New York City Dept. of Transportation

Richard Seamon, P.E.
Project Manager

Professional Profile
Mr. Seamon is a proven leader with over 28 years of experience in construction project and program management. He is highly skilled at managing all aspects of the construction process from the notice to proceed to final closeout on programs/projects up to $500M. Mr. Seamon has successfully managed projects across numerous industry sectors including K-12 schools, airports, light rail and surface transportation. He productively managed staffs of up to 40 full time engineers, designers, inspectors, project controls and administrative staff. He also has extensive experience both as an Owners Representative and as a Contractor, which provides for the unique ability to understand construction issues from both sides. Mr. Seamon's specific experience includes management of over 50 school construction projects during the design, construction and/or closeout phases; the reconstruction of Harrisburg International Airport; a one-mile extension of the Newark International Airport monorail; implementation of E-ZPass technology, and the construction and rehabilitation of bridges and reconstruction of highways throughout New Jersey.

Proposed Project Assignment
Construction Manager

Registration/Certifications
1997/Professional Engineer/NJ
2013/NJSAT

Education
BS/1986/Civil Engineering Technology

Total Years Experience 28

Project Experience

E-ZPass Implementation, JFK Airport, Newark Liberty International Airport and LaGuardia Airport, NY & NJ; 2001-2002, $30M. As project manager for the design-build contractor, supervised the scheduling, design, installation, testing and commissioning of the E-ZPass technology at all three major area airports. Since this was a new program implementation, the coordination included working together with other PA contracts to bring all aspects of the E-ZPass system online. This coordination was paramount given that all installations were made in active toll plazas, requiring a seamless transition from work area to revenue collection on a daily basis. Client: Xerox (formerly ASCOM Transport Services)

Rehabilitation of Newark International Airport Monorail, Newark, NJ; 2000-2001, 45M. Resident Engineer. Upon completion of the monorail extension, the original portion of the monorail was closed for major renovations. Developed the quality assurance plan for this program including compressive strength (grout), welding, painting and MP and UT testing as detailed in AWS D1.5 section 12 Fracture Control Program. Also, managed the procurement of QA inspection and testing, ensured the daily implementation of the QA program which ran on 3 shifts per day, 6 days per week for 7 months. Created pre-construction cost estimate for rehabilitation program that, in the end, was within 1% of the actual costs incurred. Client: Bombardier

Newark International Airport Monorail Extension, Newark, NJ; 1998-2000, $140M. Resident Engineer. Managed the redesign, fabrication and erection of the mile long monorail extension at Newark Airport. This included managing the day-to-day construction activities of the client's general contractor, as well as the interaction with the PANYNJ and its numerous capital projects and contractors. Managed the steel fabrication QA program, which included the requirements of AWS D1.5, Fracture Critical Program. Managed the steel coatings QA program, which included painting of the exterior of the guideway and thermal spray coating the interior. Coordinated all erection activities, including having to insert individual girders into and through the new rail-link train station. Defended client against $10M worth of claims predominately due to a major design change with the clients' final responsibility being less than 80% of the submitted value. Managed the submission and approval of more than 1,200 individual pages of structural steel shop drawings including the development of a database with reports tailored for reporting status to both the client and the project owner. Created repair procedure for replacement of damaged conduit inside of 96' long steel box beam. Managed confined space training and implementation of entry permit requirements. Managed all aspects of the construction of a 3,500 square foot substation for the monorail. Client: Bombardier.

Harrisburg International Airport Improvements, Susquehanna Area Regional Airport Authority, Harrisburg, PA; 2003-2004, $240M. Promoted in March 2003 to serve as Construction Manager for this program. Managed the bidding process for 24 separate contracts, worth approximately $110M, over a 5-month period. Managing staff of 25 persons including field managers and inspectors, cost and schedule engineers and administrative staff. This fast-track project opened for revenue service, on schedule, on August 29, 2004. The program consisted of a new 340,000 square-foot

terminal building with twelve multiple-use jet gates; a 1M square-foot multi-modal transportation center capable of handling charter, commercial and public transportation buses, hotel shuttle vans, limousines, rental cars, taxis and 2,700 public parking spaces all connected by climate-controlled moving walkways; a 10,000-foot-long parallel taxiway; a 40-acre airport apron; reconstruction of the airport loop road and a CAT III Instrument Landing System. Within the new 12-gate terminal, a new out-bound baggage handling system was designed and constructed with "in-line" threat detection. Coordination of this installation included integration of the conveyor system with three L3 baggage-screening machines and achievement of TSA certification of the new system. **This fast-track project opened for revenue service, on schedule, on August 29, 2004.** Client: Susquehanna Area Regional Airport Authority

Harrisburg International Airport Improvements, Harrisburg, PA; 9/02-3/03, $240M. As Assessment Team Leader, successfully analyzed the overall program for cost, quality, schedule and interface concerns. Drafted the PMP and Responsibility Matrix for the revised CM team and redeveloped the scope and procurement plan for the Terminal Apron demolition, remediation and reconstruction saving three months of construction time. This encompasses +/-15% of the entire cost of the project. This change in the procurement of these projects allowed the demolition, abatement and remediation to begin up to three months earlier than originally anticipated. Client: Susquehanna Area Regional Airport Authority.

DRJTBC Easton Phillipsburg Bridge CM-437A; 6/13-Present, $29.6M. Project Manager. This project is a multi-faceted rehabilitation of the Easton-Phillipsburg (Route 22) Toll Bridge and related facilities. Rehabilitation project elements include bridge painting, pavement repairs, deck replacement and repair, substructure repairs, bearing replacement, electrical upgrades and toll plaza upgrades. Project includes multiple bridge structures: Main River Bridge, Broad Street Viaduct, Route 22 over SR 611, Route 22 over Bank Street, Route 22 over 3rd Street and the pedestrian tunnel at Bushkill Street. As project manager, Mr. Seamon' duties include being the liaison to the Owner; overseeing CM/CI Field Inspection/Engineering staff; performing quality assurance oversight of procedures required by GPI' contract; managing invoices for work performed; overseeing subconsultants; providing engineering and public outreach support to the DRJTBC. Client: DRJTBC

NJTA P3448 GSP Widening MP 90.5 to 93.5 (Contract P200.200, $75M) & MP 93.5 to 99.5 (Contract No. P200.201, $101M); 9/12-Present. Project Manager. These contracts involve the restoration of shoulders and other safety improvements by widening the GSP mainline to provide for 12-foot-wide left and right shoulders and 12-foot- wide travel lanes and incorporating current NJTA standards for pavement super-elevation and transitions, roadside treatments, and roadside clear zones. Contract P200.200 includes the replacement of seven bridges, the widening and redecking of two existing bridges, the water management basins, signing, lighting, and other miscellaneous work necessary and incidental to the completion of the project. Contract P200.201 includes the replacement of three bridges, the widening and redecking of seven existing bridges, the extension of existing culverts, construction of 13 new permanent sign structures, drainage improvements, 14 storm water management basins, signing, lighting, and other miscellaneous work necessary and incidental to the completion of the project. As Project Manager, Mr. Seamon' duties include being the liaison to the Owner; overseeing CM/CI Field Inspection/Engineering staff; performing quality assurance oversight of procedures required by GPI' contract; managing invoices for work performed; overseeing subconsultants; developing ongoing status reporting for client; managing invoices from utility companies. Client: NJTA

New Jersey Turnpike Interchange 6 to 9 Widening Program; 2009-201, $2.7B. Resident Engineer for Contract No. T869.120.802 (approximately $36M) Interchange 8A Ramp TSI and local roadways grading, drainage, paving, and structures from MP 70.9 to 74.4 in the Townships of Cranbury, Monroe and South Brunswick, Middlesex County. As part of a Joint Venture, GPI is providing construction management services for the Interchange 6 to 9 Widening Program (The Program). The Program is the Turnpike's most significant construction project in the 58-year history of the Authority. Mr. Seamon is serving as the Resident Engineer for Contract 802 which includes four (4) new bridge structures (three spanning the mainline and one new flyover ramp at Exit 8A). In this capacity, Mr. Seamon manages a team of five inspectors, as well as coordinates critical QA/QC inspectors from Keytech for asphalt, concrete, High Performance Concrete, structural steel, bridge bearings and MSE Wall (precast concrete and select aggregate) components. Client: NJTA

Jayendra Shah, P.E.
Resident Engineer

Professional Profile
Mr. Shah has many years of experience as a civil engineer in the design and construction inspection of bridges and highways. Mr. Shah was part of the Williamsburg Bridge Project Team since the first major rehabilitation project of its series. Mr. Shah has served as an inspector, office engineer, chief inspector, assistant resident engineer, and resident engineer on some of the largest projects in the New York metropolitan area.

Proposed Project Assignment
Construction Manager

Registration/Certifications
1997/Professional Engineer/NY

Education
BE/1982/Civil Engineering
ME/1988/Civil Engineering

Course Work
2010 - PW (EEO) Training for PMs & REs
2008 - 10-Hour OSHA Training Course
2006 - NYCTA Track Safety Course
2002 - Expedition 8.5 Software
2002 - Computer Operations
ACI Concrete Field Testing Technician Grade 1 Trained

Professional Affiliations
American Society of Civil Engineers (ASCE)
American Engineering Alliance (AEA)

Total Years Experience 31

Project Experience
Rehabilitation of Battery Park Underpass and West Street Underpass, New York, NY; 11/12 – Present. Resident Engineer. After suffering severe damage to electrical, mechanical, ventilation, and lighting systems during Superstorm Sandy, the Battery Park and West Street underpasses require significant rehabilitation to return them to pre-storm working condition. Mr. Shah is responsible for resident engineering inspection, equipment procurement, and support for the ventilation systems. The ventilation systems required the following new equipment: trailer mounted 220KVA generators; two-speed, double-winding motors; VFDs (Variable Frequency Drives); and a variety of other mechanical/electrical materials. This fast-track emergency work purchase order needed to be prepared and submitted for DCAS (Dept. of Citywide Admin. Services) and FEMA for federal funding approval. Client: New York City Dept. of Transportation

Belt Parkway Bridges REI Services - Gerritsen Inlet Bridge, Brooklyn, NY; 3/13-Present. Resident Engineer. This $104.5-million project involves total replacement of Gerritsen Inlet Bridge on the Belt Parkway in the Borough of Brooklyn. The major work includes removal and disposal of main spans including concrete deck, steel girders, floor beams and stringers, approaches, concrete superstructure, closure walls, timber piles, concrete piers, pier caps, columns, abutments, wingwalls, street lighting, transformer room, transit ducks, steel conduits, navigation lights, and trees and vegetation. The project also involves construction of cofferdams, installation of new cast-in-place concrete piles at piers and abutments, construction of new reinforced concrete piers including pier columns and plinth, reinforced concrete abutments and wingwalls, installation of new multi rotational (MR) bridge bearings, construction of haunch steel girders, diaphragms, bracing, concrete deck, installation of inspection platform at each pier, concrete barrier at fascia and bike path, sidewalk bridge railing and protective screening, median concrete barrier, construction of approach roadway, pavements including embankment, regrading with grass, construction of new bike path connecting existing bike path, construction of new drainage system including drainage and outfall structures, installation of new fender system, navigation lighting, new street lighting, traffic signs, etc. Mr. Shah is responsible for resident engineering inspection and managing the entire project activities. He will make sure work is performed as per plans and specifications; project milestones are met; project remains on schedule; budget requirements are met; quality is maintained; unforeseen issues are addressed and problems are solved satisfactorily; maintenance and protection of traffic requirements are met to minimize inconvenience to motorists, pedestrians and the public; make sure the contractor adheres to construction procedures as specified and approved by NYCDOT; supervise the staff to see that the contractor performs the work to meet field conditions; make sure contractor maintains the site and cleans up work site as specified. Mr. Shah is also responsible for coordination with various agencies to obtain approvals and to make sure specified standards are met. Involved agencies: Construction Support Service – URS, Federal Highway Administration, NYS Department of Transportation, NYS Department of State, NYS Historic Preservation Office, NYS Department of Environmental Conservation, New York City Department of Parks and Recreation, NYC Department of Environmental Protection, NYC Department of City Planning, NYC Public Design Commission (Formerly NYC Art Commission), National Marine Fisheries Service, US Coast Guard, US National Parks Service, US Army Corps of Engineers, local community boards. Client: New York City Dept. of Transportation

Jayendra Shah, P.E.
Resident Engineer

Williamsburg Bridge Reconstruction of Miscellaneous Rehabilitation of the Main Bridge, Contract 8, #BRC253CCA, New York, NY; 8/03-3/13. Resident Engineer. The scope of work for the project included abrasive blasting and painting of main bridge stiffening trusses, rehabilitation and strengthening of the main towers, rehabilitation of the intermediate towers and installation of seismic shear keys, main cable saddle repair and restraint, rehabilitation of wind tongue and wind chord, main tower and intermediate tower bearing installation, main tower leg removal and replacement, stiffening truss top and bottom chord rehabilitation, traveling maintenance platform installation, re-profiling of main span vertical curve by incrementally adjusting suspender cables, modification of orthotropic footwalk deck expansion joints, waterproofing and surfacing of orthotropic roadway deck, installation of ornamental balconies and electroliers, integration of intelligent transportation operating system, Kent Avenue void rehabilitation, modular joint repairs, PP29 deck pin rehabilitation, fender system installation, installation of tower top aviation lights with lightning protection system, FDNY's acceptance testing of dry standpipe system, bent and panel point designations throughout the bridge, flag repairs generated by NYSDOT's biennial inspection of 2006, 2008 and 2010, seismic retrofit of the intermediate towers, installation of contraflow barrier and erection of barrier transfer machine facility, including augured concrete piles. Mr. Shah's responsibilities included supervising and training inspection engineering staff of 12 for the steel reinforcement of main towers and trusses, abrasive blasting and recoating of the north and south trusses and interiors of the main tower legs, rehabilitation of anchorages, seismic retrofit steel and concrete work at the intermediate towers, bearing replacement at PPO, PP30, PP10, PP15, resolving field operation issues, technical field issues with designer, attending project monthly progress meeting, reviewing cost proposal and preparing construction and REI change orders. Client: New York City Dept. of Transportation

Williamsburg Bridge North Roadways Reconstruction, Contract 7, #BRC253CA, New York, NY; 1/01-8/03. Senior Engineer. This $248-million project involved the construction engineering and inspection for the reconstruction of the north inner and outer roadways. Mr. Shah's responsibilities included managing an engineering staff of five, monthly estimate preparation, quantity take-offs and cost estimates, review of contract documents and contractor's proposal, evaluation of overruns and underruns, draft and prepare action letters to contractor, memos, flag close out notifications and engineering cost estimates for change order preparation. He was also responsible for reviewing, checking and paying T & M work payments using E-Z Murk software and monitoring the finalization of contract, change order items, reviewing finalized IDRS and preparing final payment package. Client: New York City Dept. of Transportation

Williamsburg Bridge BMT Structure Rehabilitation, Contract 6, #BRC253BBA, New York, NY; 7/99-1/01. Office Engineer. Mr. Shah's responsibilities on this $176-million project included managing an engineering staff of five, monthly estimate preparation, quantity take-offs and cost estimates, review of contract documents and contractor's proposal, evaluation of overruns and underruns, draft and prepare action letters to contractor, memos, transmittals, status reports and general correspondence for all structural steel flag repairs work, and other office work and preparation of engineering cost estimates for change order work. Client: New York City Dept. of Transportation

Williamsburg Bridge South Roadways Reconstruction, Contract 5, #BRC253BAA, New York NY; 2/96-7/99. Senior Office Engineer. Mr. Shah's responsibilities included the management and administration of time and material work of approximately $310 million for a staff of eight, monthly change order payments review and preparation per NYCDOT requirements, wage rate analysis, labor union regulation verification, checking of scope of work and payment guidelines under contract change requests. He was also responsible for contract proposal and agreement compliance, change order preparation for extra work and field changes, price negotiation with contractor, flag condition report check, review and track fabrication sketches and shop drawings, completed flag notification submittal to NYCDOT, create, design and modify computer database (ALPHA5) for computerized force account record keeping, conduct training sessions of MURK guidelines and T and M work procedures for contractor and inspectors, timely preparation of budget analysis, cost projection and final payment package. Client: New York City Dept. of Transportation

Williamsburg Bridge Main Cable Rehabilitation, Contract 4, #BRC253A, New York, NY; 2/92-2/96. Office Engineer. Mr. Shah's responsibilities on this $88-million project included managing a staff of three, monthly estimate preparation, quantity take-offs and cost estimates, review of contract documents and contractor's proposal, evaluation of overruns and underruns, preparation of engineering cost estimates for change order work, finalization of final payment package and project closeout. Client: New York City Dept. of Transportation

Philip Trapani, P.E.
Resident Engineer

Professional Profile
Mr. Trapani is a professional engineer with extensive experience in bridge and highway reconstruction projects. He has considerable experience in inspection practices involving lead paint removal, painting, steel removal and erection, mass concrete placement, concrete pavement, and concrete curbs and barriers on major metropolitan bridges and highways.

Proposed Project Assignment
Construction Manager

Registration/Certifications
2001/Professional Engineer/NY
2009/Professional Engineer/CT
2009/Professional Engineer/VT
2007/NACE Certified Coating Inspector Level 3
2010/NETTCP Soils & Aggregate Inspector Certification

Education
BS/1995/Civil Engineering Technology

Course Work
2013 - Planning and Scheduling with Primavera P6
2010 - U.S. NRC Safety and Gauge Operation Certification for the use of Nuclear Moisture/Density Equipment
2009 - 10-Hour OSHA Training Course
2008 - NACE - Special Bridge Course for Coatings Inspectors
NYSDOT Maintenance & Protection of Traffic Trained

Total Years Experience 29

Project Experience
Rehabilitation of Kew Gardens Interchange/Van Wyck Expressway, New York, NY; 8/10-Present. Resident Engineer. The project involves construction inspection services for the reconstruction of the Van Wyck Expressway (I-678), between 86th Avenue and the Grand Central Parkway in Queens County. This $150-million project involves the complete replacement of five bridges, the reconstruction of one bridge along with the reconstruction of a pedestrian tunnel and the widening of the Van Wyck Expressway. Mr. Trapani's responsibilities include the daily supervision and management of construction inspectors covering the Contractors' work activities, the review of the Contractors' CPM, requests for information, shop drawings, miscellaneous catalog cuts, holding coordination meetings and weekly technical meetings and coordinating work activities with other utility agencies including NYC-MTA, Time Warner Cable, Con Ed, NYCDEP, NYCDEC, NYC Parks and NYCOCMC. Client: New York State Dept. of Transportation

Brooklyn Bridge Rehabilitation of the Approach Spans and Ramps and Painting of the Entire Bridge, Contract 6, New York, NY; 2/10-8/10. Resident Engineer. This project involved construction management and inspection services for the $509-million rehabilitation of this Iconic National Landmark. The scope of work for the project included replacement of approach roadway in Manhattan and Brooklyn over the arch blocks; rehabilitation of the Manhattan side ramp structures with widening and deck and bearing replacements; rehabilitation of the approach steel structures with full superstructure replacement of the York and Main Street structures and orthotropic deck installation at Franklin Square; seismic retrofitting of the main bridge, Franklin Square and ramp structures; painting of the ramp structures and suspended spans in their entirety; restoration of historic features. Mr. Trapani's responsibilities included project start-up coordination meetings; the direct supervision of day-to-day operations conducted by the contractor; managing inspection personnel; review of the Contractor's CPM and work zone health, site security plan and maintenance and protection of traffic (MPT) submissions; creating databases used to track shop drawings, Engineering Clarification Memos, site security, and correspondence. Client: New York City Dept. of Transportation

Replacement of Brooklyn Bridge Travelers, Contract #BRC270TA, Boroughs of Manhattan and Brooklyn, NY; 11/06-2/10. Resident Engineer. This project involved the replacement of four movable maintenance platforms (travelers) with a state-of-the-art mechanical driven traveler system, the replacement of the traveler rails, hangers and connections, localized lead paint removal, and the replacement of the electrical system. Mr. Trapani's responsibilities included the direct supervision of day-to-day operations conducted by the contractor and managing inspection personnel and subconsultants; and review the Contractor's CPM and work zone health, site security plan and maintenance and protection of traffic (MPT) practices to ensure a safe environment for the traveling public and contractor's personnel. Client: New York City Dept. of Transportation

Long Island Expressway/Cross Island Parkway, Exits 29-32, Queens, NY; 3/03-12/07. Resident Engineer. This project involved construction inspection services for the rehabilitation of the Long Island Expressway/Cross Island Parkway (LIE/CIP) interchange. Mr. Trapani's responsibilities included the direct supervision of day-to-day operations conducted by the contractor. He managed inspection personnel and subconsultants; ensuring that the contractor's work, cost management, and project progress were consistent with the Baseline Schedule; conducting monthly CPM review meetings to analyze and validate project impacts; review of work zone health and safety measures and MPT

practices to ensure a safe environment for the traveling public and contractor's personnel; processing monthly payments to the contractor; resolving and negotiating agreements on disputed items of work; review and analysis of contractor's claims of extra compensation due to delay based on the CPM schedule, contract documents and NYSDOT Standard Specifications; coordination of daily activities with various city agencies, utility companies, and contractor to achieve desirable solutions in timely fashion for the project progress; and conducting monthly task force meeting to update all concerned community attendees about the progress of the project. Client: New York State Dept. of Transportation

Marine Parkway Bridge MP-01 Resident Engineering and Inspection, New York, NY;1997-3/03. Assistant Resident Engineer/Office Engineer. This $90-million project involved the reconstruction of one of the largest vertical lift span bridge in New York. The project included the redecking of the entire structure. The approaches were replaced with a precast concrete deck and the through trusses and lift span with an open steel grid deck. Also included in the work were substantial structural steel repairs, the deleading of the structure using Class 1A containment, painting the entire structure, a new drainage system and a new bridge decorative lighting system. Mr. Trapani was also involved with the creation of a computerized document control system using Expedition, by Primavera. This document control system computerized all the correspondence, submittals, and transmittals, kept track of quantities and created monthly payments. Client: Triborough Bridge and Tunnel Authority

Williamsburg Bridge South Roadways Reconstruction, Contract 5, #BRC253BAA, New York NY; 1994-1997. Senior Office Engineer. This was a $310-million project where Mr. Trapani was in charge of the material quality assurance program and the contractor's monthly payments. His responsibilities included shop drawing tracking and distribution, preparing RFP packages and writing material testing quality assurance programs. On this project, both agencies, NYCDOT and NYSDOT, had declined to perform their normal shop inspection and testing programs. Mr. Trapani was in charge of obtaining quotes and contracting different private agencies to perform these tasks. He wrote the procedures for the agencies to follow, requested proposals and analyzed the bids. Mr. Trapani also prepared the contractor's monthly payment package (averaging $3.5 million per month), which included checking all of the inspector's daily reports and payment calculations. Client: New York City Dept. of Transportation

Williamsburg Bridge Main Cable Rehabilitation, Contract 4, #BRC253A, New York, NY; 7/91-10/94. Assistant Office Engineer. This $88-million construction inspection and resident engineering project for the rehabilitation of the suspension system for this bridge involved unwrapping, treating, and rewrapping the main suspension cables, replacement of all suspender cables with change to a redundant system, rehabilitation of the anchorages, replacement of necklace lighting, rehabilitation of tower tops, wire splicing, replacement of Transit Authority structures, and removal of cable enclosures inside anchorage structures. Mr. Trapani's specific responsibilities included reviewing materials acceptance certification documentation; checking of IDRs and payment calculations; checking contractor's monthly estimate; reviewing, recording, and tracking of shop drawings; preparing letters, memos, and transmittals for general office correspondence; supervision and organization of the materials testing program; record keeping; and obtaining price proposals from vendors and testing laboratories. Client: New York City Dept. of Transportation

Interborough Parkway Inspection, #D252310, Glendale, NY; 12/88-7/91. Construction Inspector. On this $48-million reconstruction project, Mr. Trapani supervised eight inspectors on the testing procedures of concrete, asphalt and soils in accordance with ASTM and AASHTO. His responsibilities included supervision of the materials laboratory and testing of materials; inspection of the rehabilitation of eight bridges and two retaining walls; and inspection covering mass concrete placements, concrete pavement, concrete curb and barrier, asphalt pavement, cuts, fills, drainage work and pavement striping. Mr. Trapani spent the major portion of this project performing various inspection tasks in the field, but toward the end he was assigned to the office to draft cross sections and performed closeout work. Client: New York State Dept. of Transportation

Manhattan Bridge Rehabilitation of Main Cable and Cable Anchorage in Chamber "C", #D500498, New York, NY; 10/87-12/88. Construction Inspector. Mr. Trapani's responsibilities on this $13.8-million project included the removal and placement of mass concrete, waterproofing of the anchorage roofs, installation of steel girders and castings, as well as miscellaneous main cable work. Client: New York State Dept. of Transportation

Guerman Vainblat, P.E.
Resident Engineer

Professional Profile
Mr. Vainblat has over 32 years of experience in construction and engineering. His experience includes project management, field supervision, teaching, training and instructional activities, lecturing, quality control, testing and inspection, and report writing. Mr. Vainblat has extensive knowledge of the structural design of reinforced concrete, masonry, steel and wood structures, corrosion prevention and protective coatings. As a resident engineer, assistant resident engineer and chief inspector, Mr. Vainblat has performed review of drawings, specifications and coating related submittals, and verified compliance of construction work with codes, drawings and contract documents, and processed payments. Monitored and inspected construction activities, including MPT, excavation, and demolition, the repair and new construction of bridges, roadways, sidewalks, pavements, steel reinforcement, structural steel, concrete placement and testing, lead paint removal and protective coatings application.

Proposed Project Assignment
Construction Manager

Registration/Certifications
2003/Professional Engineer/NY
2010/NACE Certified Coating Inspector Level 3
2009/ICC Structural Steel and Bolting Special Inspector

Education
MA/1981/Civil Engineering

Course Work
2010 - NYCDOT Lead Supervisor Course
2010 - NACE 2 Training Course
2009 - 10-Hour OSHA Training Course
2008 - NACE 1 Training Course
1994 - AWS Certified Welding Inspector Course

Total Years Experience 33

Project Experience

2006-2010 Port Authority On-Call Construction Management Services - Jet Blue Parking Structure at John F. Kennedy International Airport, Queens, NY; 8/07-7/08. Civil/Structural Inspector. As part of this on-call construction management services project, Mr. Vainblat was assigned to perform inspection services of the new, five-story parking structure at John F. Kennedy International Airport's Jet Blue Terminal. This structure is pre-cast concrete on a structural steel frame. Client: Port Authority of New York & New Jersey

Brooklyn Bridge Rehabilitation of the Approach Spans and Ramps and Painting of the Entire Bridge, Contract 6, New York, NY; 4/10-Present. Resident Engineer. This project involves construction management and inspection services for the $509-million rehabilitation of this Iconic National Landmark. The scope of work for the project includes replacement of approach roadway in Manhattan and Brooklyn over the arch blocks; rehabilitation of the Manhattan side ramp structures with widening and deck and bearing replacements; rehabilitation of the approach steel structures with full superstructure replacement of the York and Main Street structures and orthotropic deck installation at Franklin Square; seismic retrofitting of the main bridge, Franklin Square and ramp structures; painting of the ramp structures and suspended spans in their entirety; restoration of historic features. Mr. Vainblat is responsible for inspection of painting operation including lead paint removal, total coating systems replacement and coating of new steel; supervision and training of paint inspectors and chief inspectors; analyzing project progress; developing and giving monthly progress presentations; and working as resident engineer office team member. Client: New York City Dept. of Transportation

Protective Coating of Grand Central Parkway over BQE Bridges, Queens, NY; 7/08-5/10. Resident Engineer. The project involved resident engineering inspection, environmental monitoring/hazardous waste management and construction support services for the protective coating of five Grand Central Parkway/BQE Bridges. Mr. Vainblat was responsible for the day-to-day operation, supervising chief inspector, paint inspector and environmental inspection, operation of field office, community notification and environmental monitoring. Client: New York City Dept. of Transportation

Guerman Vainblat, P.E.
Resident Engineer

Port Authority On-Call Training; 4/10. Instructor. Mr. Vainblat was responsible for developing and teaching a 16-hour curriculum for Structural Steel and Bolting Special Inspector Course. Client: Port Authority of New York & New Jersey

Reconstruction of Roadways and Bulkheads located in the Gerritsen Beach, Contract #HWK1152-R, Brooklyn, NY; 4/07-7/07. Mr. Vainblat served as resident engineer for this project that involved the installation of new bulkheads and outfalls, street restoration including new storm and sanitary sewer, new water main, sidewalks and pedestrian ramps. His responsibilities included review of permits, submittals and approvals, and inspection of outfall items. Client: New York City Dept. of Design and Construction

Installation of Sidewalks and Pedestrian Ramps, Contract #HWS2006Q1, Queens, NY; 6/06-5/07. Mr. Vainblat served as resident engineer for this project involving the installation of new sidewalks and pedestrian ramps. His responsibilities included review of permits, submittals and approvals and inspection. Client: New York City Dept. of Design and Construction

Combined Sewer Replacement and New Water Main Installation at Various Locations, SEQ2590, Flushing, Queens, NY; 10/5-4/06. Mr. Vainblat served as resident engineer for this project involving street restoration including new storm and sanitary sewer, new water main, sidewalks and pedestrian ramps. His responsibilities included review of permits, submittals and approvals and inspection. Client: New York City Dept. of Design and Construction

Restoration of 72nd Street, Contract # HWQP180, Woodside, NY; 7/05-10/05. Mr. Vainblat served as chief inspector for this project involving replacement of existing sewer, installation of new water main and street restoration, and installation of new light poles, retaining walls, parapets, sidewalks and pedestrian ramps. Client: New York City Dept. of Design and Construction

Throgs Neck Bridge Structural Steel Repair and Drainage System Improvement, TN-81, Bronx, NY; 12/02-7/05. Mr. Vainblat served as assistant resident engineer for this project involving removal of existing steel, structural steel repairs, finger joint repairs, new drainage installation, suspender cables rehabilitation, cleaning, preparing and painting of the structural steel, staged construction and MPT. Client: Triborough Bridge and Tunnel Authority

Component Rehabilitation of Nine Bridges, New York, NY; 4/06-6/06. Mr. Vainblat served as chief inspector/resident engineer for this project, which included demolition of two arch bridges over Jackie Robinson Parkway, demolition and removal of concrete deck and structural steel, new structural steel, concrete overlay, deck, parapet walls on various bridges, pedestrian ramps, sidewalks, abutment walls repair, water main repairs, culverts rehabilitation, staged construction and MPT on bridges, highways, railroads, and local streets. Client: New York City Dept. of Transportation

New 33rd Precinct Station House, New York, NY; 2000-2001. Mr. Vainblat inspected steel fabrication and erection (including structural welding, bolting, and metal decking), reinforced masonry, and performed non-destructive testing (Magnetic Particle) of the welds. Client: New York City Dept. of Design and Construction

New Power Generator House at Rikers Island, New York, NY. As senior inspector, Mr. Vainblat inspected structural steel, reinforced masonry and precast concrete. Client: New York City Dept. of Design and Construction

RESUMES

FIELD ENGINEERS – Civil/Structural, Mechanical/Electrical

Muhammad Khalid Ansari, P.E.
Resident Engineer

Professional Profile
Mr. Ansari is a licensed PE in NJ, NY & CT and has more than 24 years construction inspection and construction management experience including three years as resident engineer on the New Jersey Turnpike Interchange 6 to 9 Widening Program. He has also performed constructability reviews for the Program and assisted with closeout of other contracts. In addition to the NJTA, Mr. Ansari has experience supervising large field staff for major bridge and highway projects on Route 495 (approach to Lincoln Tunnel) and other state highways, NYSDOT, NYCDOT/NYCDDC.

Project Experience
DRJTBC Easton Phillipsburg Bridge CM437A; 6/13-Present, $29.6M. Resident Engineer. This project is a multi-faceted rehabilitation of the Easton-Phillipsburg (Route 22) Toll Bridge and related facilities. Rehabilitation project elements include bridge painting, pavement repairs, deck replacement and repair, substructure repairs, bearing replacement, electrical upgrades and toll plaza upgrades. Project includes multiple bridge structures: Main River Bridge, Broad Street Viaduct, Route 22 over SR 611, Route 22 over Bank Street, Route 22 over 3rd Street and the pedestrian tunnel at Bushkill Street. The rehabilitation project elements include: pavement repairs and reconstruction throughout the facility; Main River Bridge and Broad Street Viaduct (deck removal and replacement, cleaning and painting of all structural steel, rehabilitation/replacement of deck drainage system, structural steel and substructure repairs as defined per inspection, and rehabilitate pedestrian railing); remove and replace superstructure of the Route 22 Bridge over SR 611; construct an ADA compliant ramp to the existing pedestrian tunnel under Route 22 at Bushkill Street; replace roadway and bridge lighting throughout the facility – lighting on Snyder Street to match Easton streetscape lighting; Bank Street and 3rd Street bridges (replace bridge bearings, mill and resurface bridge deck, clean and paint stringer ends and fascia beam, miscellaneous repairs); electrical upgrades to toll facility load center in Administration Building; and minor repairs and painting to toll booth facilities. Duties include being the Owner's direct on-site representative to the contractor, direct supervision of a Construction Project's Field Inspection/Engineering staff, performing quality assurance oversight of major items of work in progress and/or ensuring that the project is constructed in accordance with the plans and specifications for the owner. Client: DRJTBC

New Jersey Turnpike Interchange 6 to 9 Widening Program; 2/10-6/13, $2.7B. Resident engineer for Contract No. T869.120.801 (approximately $14.4M) Grading, Drainage, Paving, Structures and Lighting for the Interchange 6 to 9 Widening Program SNO Roadway and Service Area 8N Ramps from Mile 74.3 to Mile 82.3 in the Townships of Monroe, South Brunswick and East Brunswick and the Borough of Milltown, Middlesex County. This 8 mile contract adds a third lane to the SNO roadway, modifies the deceleration and acceleration lanes at Service Area 8N and includes pavement, guiderail, drainage and lighting. Additionally, the contract includes the construction of a noise barrier and four overhead VMS structures. As resident engineer, Mr. Ansari is the Owner's direct on-site representative to the contractor and is responsible for the direct supervision of a construction project's field inspection/engineering staff, performing quality assurance oversight of major items of work in progress and/or ensuring that the project is constructed in accordance with the plans and specifications for the owner. Client: NJTA

Proposed Project Assignment
Field Engineer – Civil/Structural Inspector

Registration/Certifications
Professional Engineer: NJ, NY, CT
2012/NJSAT
2011/ACI–CCTC
2011/ACI Concrete Field Testing Tech-Grade 1
2014/Rutgers TCC Refresher
2009/Rutgers Work Zone Safety Awareness

Education
MS/1990/Transportation Engineering
BS/1988/Civil Engineering

Course Work
2013/Primavera P6 Professional Fundamentals Rel 8.3
2012/ASCE Webinar: Ethical Behavior: The Key to Earning Trust
2012/ASCE, Geosynthetics Webinar
2006/Business Writing for Managers and Professionals
2004/11-Hours, Intensive Presentation & Communication Training
2003/Construction Claims Course, American Institute for Professional Training & Development
2003/Construction Management Course, American Institute for Professional Training & Development
2000/SSPC C6 Overview of Inspection Basics in Bridge Painting
2000/NHI Course 13053 Bridge Inspection Refresher (Element Level Option)

Total Years Experience 24

Muhammad Khalid Ansari, P.E.
Resident Engineer

NJDOT Maintenance Resurfacing, Region North Contract 304; 2/09-6/10, $5M. Resident engineer on a roadway maintenance project in Hudson (Rte 495 & 3) County. Project involved reconstruction of inlets, manholes, curbs and driveways, milling and HMA paving of mainline roadway, pavement marking, and installation of weigh-in-motion device and controller. All contract works were performed during night time, and approximately 20 lane miles of roadway were milled for 2 inches and paved with HMA and SMA mixes, and at some areas full depth shoulder reconstruction were performed. The project included complex MPT. Being in close proximity to the NYC Hudson River crossings (GWB, Lincoln & Holland Tunnels), extensive coordination was done on a daily basis with the Port Authority of NY&NJ, to coordinate all works with the tunnels and GWB closures. Also, extensive coordination was required with the New Jersey Turnpike Authority due to their own work near Exit 16E. Worked nights, duties included being the Owner's direct on-site representative to the contractor, direct supervision of a Construction Project's Field Inspection/Engineering staff, performing quality assurance oversight of major items of work in progress and/or ensuring that the project is constructed in accordance with the plans and specifications for the owner. Responsible for MPT and performed inspection of major items of work as needed to supplement the inspection staff. Client: NJDOT.

NJTA Interchange 6-9 Widening Constructability - Constructability Reviews, NJ; 4/09-6/09. Reviewer. Responsibilities included review and comment on various construction contracts for this $2.6 billion Widening Dualization Program.

First Ring Road - Interchange Construction Project, Jabriya, Kuwait; 11/07-1/09, $125M. Resident engineer on a major and biggest interchange construction project in downtown Kuwait City. Project involved construction of three elevated bridges with 34 piers, seven at-grade bridges, five troughs with 3000 tension piles, four pedestrian bridges, three utility bridges, three MSE ramps, two retaining walls, approximately two km of box culvert (2.0m X 4.0m) installation, sanitary sewer installation by micro-tunneling, water main installation, and upgrade of approach and surrounding roadways. Duties included being the Owner's direct on-site representative to the contractor, direct supervision of a Construction Project's Field Inspection/Engineering staff, field inspection of critical items of work, performing quality assurance oversight of major items of work in progress and/or ensuring that the project is constructed in accordance with the plans and specifications for the owner.

Route 17 Bridge over Wallkill River (D258965), NY; 1/06-11/07, $17M. Resident engineer for the construction of 110.0m long two span post-tensioned girder bridge construction. Project involved replacement of existing three span bridge by two span pre-cast, pre-stressed, post tensioned concrete bulb-tee girders with reinforced bridge deck, median & shoulder barriers, approach & sleeper slabs, approach roadways, drainage, box-culvert, guide rail and landscaping work. Duties included being the Owner's direct on-site representative to the contractor, direct supervision of a Construction Project's Field Inspection/Engineering staff, field inspection of major items of work (beam erection, deck placement, approach roadway construction, major traffic shifts, etc), performing quality assurance oversight of major items of work in progress and/or ensuring that the project is constructed in accordance with the plans and specifications for the owner. Client: NYSDOT, Region 8.

Reconstruction of Reads Lane (HWQ230G-R), New York, NY; 1/03-1/06, $2M. Resident engineer for the curb-to-curb reconstruction of approximately one mile of Reads Lane. Inspection duties include installation of 8"&12"water main, 15"sanitary & storm sewer construction on timber piles, curbs & sidewalk installation, the reconstruction of roadway with 10"concrete base and 2"asphalt wearing course, MPT, night work, HMA, street and traffic signs installation, electrical poles installation, landscaping and pavement marking works. Duties included being the Owner's direct on-site representative to the contractor, direct supervision of a small Construction Project's Field Inspection/Engineering staff, performed field inspection of the major items of work due to nature of the project and the size of staff, performing quality assurance oversight of major items of work in progress and/or ensuring that the project is constructed in accordance with the plans and specifications for the owner. Client: NYCDOT/NYCDDC.

Reconstruction of Sheridan Expressway, NY (D258767); 1/02-6/03, $27M. Office Engineer/Assistant Resident Engineer. Inspection responsibilities included; major items of work for the reconstruction of Sheridan Expressway MPT, night work, deck placement, bearing and pedestal replacement of Westchester Avenue bridge over I-895 as well as, bridge foundation repair of seven steel columns, which support, Bridge over Westchester Avenue. Client: NYSDOT, Region 11

John Chiang, P.E.
Inspector

Professional Profile
Mr. Chiang is an inspector who has experience in the design of site plan layout, storm water systems, and on-site sanitary systems; preparation of environmental remedial reports; environmental impact and water quality volume analysis; and the utilization of state, town, and health codes to acquire construction permits.

Proposed Project Assignment
Field Engineer – Civil/Structural Inspector

Registration/Certifications
2012/Professional Engineer/NY
2013/ICC Structural Steel and Bolting Special Inspector
2012/ACI Concrete Field Testing Technician Grade 1

Education
BE/2007/Civil Engineering

Course Work
2014 - NYC DOB 4-Hour Supported Scaffold (2018)
2014 - NYC DOB Confined Space Awareness
2010 - 10-Hour OSHA Training Course

Total Years Experience 4

Project Experience
Bayonne Bridge Navigational Clearance Program (BBNCP) Construction Management, NY/NJ; 12/13-Present. Senior Inspector. This project involves construction management services for the $743-million Bayonne Bridge Navigational Clearance Program (BBNCP). This extraordinarily complex, once-in-a-lifetime project will replace more than 5,000 feet of viaduct and re-frame the existing steel arch structure to accommodate a new roadway 65 feet above the existing roadway. Mr. Chiang is part of the main span structural steel rehabilitation team. The 1,625-ft main bridge will be the only remaining portion of the bridge complex, but will be significantly modified to accommodate a newly steel framed roadway deck approximately 60 ft above the existing deck surface. In order to do this, the existing bridge needs to be significantly reinforced and strengthened to allow for a new portal to be opened and construction loads introduced during the staged construction sequencing. Mr. Chiang is responsible for ensuring that the contractor is following approved means and methods during the installation of chord reinforcement plates and selective demolition. Client: Port Authority of NY & NJ

Manhattan Bridge Rehabilitation of Cables and Suspenders, Contract 14, #BRC156R, New York, NY; 6/10-12/13. Mr. Chiang served as senior inspector on this $149-million project which involved the unwrapping and rewrapping of cables; replacement of suspenders; replacement of necklace lighting messenger cables and cable hand ropes; installation of new access platforms to existing tower platforms; reversal of lower roadway and operation of HOV lane and replacement of multi-rotational bearings at the Towers; replacement of light poles and luminaries on South upper roadway; replacement of lane control radar on South upper roadway; and retrofit of track stringers and diaphragm connections and other miscellaneous work. He was responsible for the removal and replacement of wire rope suspender assemblies, main cable rehabilitation, structural steel repairs, and the placement of traffic control devices for daily lane closures and lane reversals on the bridge. He was also responsible for writing Daily Inspection Reports and making progress payments based on estimates of work complete; monitoring and recording work progress schedule(s) using spread sheets; and meeting with Contractor and client (NYCDOT) personnel daily to discuss progress, quality assurance, and to resolve any work-related issues. Client: New York City Dept. of Transportation

Rehabilitation of the Brooklyn-Queens Expressway (I-278), Park Avenue Viaduct, D259766, Kings County, NY; 1/07-8/07. Inspector. This $138-million project involved construction engineering and inspection for the widening, redecking and repainting of this viaduct with complex MPT on and below this heavily traveled structure. Rehabilitation of this high-volume, major interstate urban highway/bridge includes replacement of more than 400 bearings and 1,500 meters of bridge expansion joints. Also included is extensive coordination with agencies and local communities. Mr. Chiang worked on the Tillary Street on-ramp in Stage IIA/IIB. Responsibilities included monitoring work that included the demolition of the decking that included three-span lengths, with each span approximately 19 meters long. For the steel structure, steel girders, steel diaphragms, and bearing seats were replaced with new ones. He was mainly responsible for the abutment at the Tillary Street on-ramp. The old wingwalls, pedestals (bearing and steel girders placed above peds) and backwall were torn down. The contractor

placed new concretes to replace the old. The contractor had placed concrete for the sleeper slab and approach slab. Mr. Chiang monitored the contractor's work to make sure he adhered to the contract drawings and specifications. This included field checking rebar placement, testing concrete, monitoring the curing of concrete structures, and making payments for completed work. Client: New York State Dept. of Transportation

While with another firm, 9/07-5/10, Mr. Chiang provided design for a variety of projects that included site plan layout, storm water systems, and on-site sanitary systems; preparation of environmental remedial reports; environmental impact and water quality volume analysis; and the utilization of state, town, and health codes to acquire construction permits. These projects include:

Beacon Hill Estates, Branford, CT. Designer/Civil Engineer. Mr. Chiang was responsible for reviewing and designing a storm water drainage system, creating profile sections for a proposed storm water drainage and sanitary system, vertical horizontal road profiles, and headwall details as per town standards.

Saw Mill River Daylighting, Yonkers, NY. Designer/Civil Engineer. Mr. Chiang performed field visits to note existing site conditions; assisted with site plan design including creating street alignment and profile sections for two roadways running parallel to the river; designed details for storm drainage structures, asphalt pavement, and sidewalk; performed water quality tests for the Saw Mill River; and assisted with the environmental assessment report by analyzing data collected with the water quality test and boring log information in accordance with NYSDEC requirements.

New Hyde Park Streetscape, New Hyde Park, NY. Designer/Civil Engineer. This project involved designing and coordinating grading and drainage improvements for roadway that spanned 11 blocks. Mr. Chiang's responsibilities included accounting for vehicle circulation, pedestrian safety, handicap accessibility, drainage and grading improvements, storm system drainage improvements, sidewalk bumpouts, and coordination of existing utilities and proposed improvements. He designed drainage structures as per village and NYSDOT standards. The site drainage design involved horizontal and vertical alignment of piping structures. The improvements emphasized the alleviation of ponding on the roadway and provided for a safer walking area for pedestrians.

Central Islip Library, Central Islip, NY. Designer/Civil Engineer. Mr. Chiang designed erosion control plan for NYSDEC construction permit in accordance with NYS Erosion and Sedimentation Control Standards. He documented current as-built conditions of the sanitary system; and assisted the project engineer with site plan design and revised design for sanitary piping crossings for as-built conditions. The design of the on-site sanitary systems were modified in-field to maintain groundwater separation distance and utility separation distances as per Suffolk County Health Dept. requirements.

Mazella Property, Park Place II, Mastic, NY. Designer/Civil Engineer. Mr. Chiang designed site layout of a parking lot and building footprint; designed storm water drainage detention system and on-site sanitary system; obtained boring log to design storm water drainage system and sanitary system as per site soil conditions and groundwater level; obtained health department approval and assisted with town board planning approval for the civil plans; and designed a landscape plan to maintain required street frontage requirements for proposed project and provided required green space in accordance with Town of Brookhaven standards.

Mill River Residential Site Plan, Brookville, NY. Designer/Civil Engineer. Mr. Chiang prepared slope stabilization analysis using "cut" and "fill" volume analysis to determine areas of the site that required the least amount of excavation work. He also designed site layout and building location to minimize disturbance of steep slopes.

George R. Davis, P.E.
Resident Engineer

Professional Profile
Mr. Davis has supervised construction work valued in excess of $300M, involving all phases of bridge, highway, utility and railroad construction and reconstruction. He has served as Resident Engineer on many rehabilitation projects involving structural steel and concrete deck replacements on both riveted and bolted structures. Projects have included extensive construction staging and traffic maintenance. Mr. Davis has performed design, construction claim review and constructability review on numerous projects. He has spent his long engineering career rehabilitating, constructing and reconstructing bridges in the NJ/NY Area.

Proposed Project Assignment
Resident Engineer

Registration/Certifications
Professional Engineer: NY, NJ, PA, DE
2013/Rutgers TCC Refresher
2011/NJSAT
2010/ACI-CCTC

Education
MS/1974/Civil Engineering, BS/1972/Civil Engineering

Course Work
2012/ASCE Webinar: Ethical Behavior: The Key to Earning Trust
2012/ASCE, Geosynthetics Webinar
2009/OSHA 10-hr Occupational Safety & Health Training Course
2008/PIE Practical Applications of FRP in Civil Engineering
Bergen Cty Workforce Investment Brd, Meeting Facilitation Training
National Council of Examiners for Eng & Surveying Cert

Total Years Experience 39

Project Experience
New Jersey Turnpike Interchange 6 to 9 Widening Program; 4/09-Present, $1.5B. Field Project Engineer for *Sections 7 & 8 (approximately $283.7 for five contracts)* constructing new "cars/trucks/buses" lanes (outer roadways) – 3 lanes in each direction between interchanges 8 and 8A, adding a third lane to the "cars/trucks/buses" lanes (outer roadways) in each direction of the 10-lane dual-dual roadway between Interchanges 8A and 9, and fabrication of sign structures for use throughout the widening program. Also coordinated constructability review of contract documents during design phase for the 31 construction contracts. Mr. Davis oversaw the following contracts:

- ***Contract No. T869.120.701 (approximately $67M)*** *MP 69.3 to 70.6 in the Township of Cranbury, Middlesex County.* This contract involves reconstruction of the existing northbound and southbound mainline roadways, including the replacement of Structure No. 69.85, and construction of the proposed NSO and SNO roadways, including Structure Nos. 69.85SO and 69.85NO. This project also includes the replacement of Cranbury Station Road over the mainline; roadway improvements at Hightstown-Cranbury Station Road and a short length of Conrail track realignment. Additionally, there is one culvert extension, six retaining walls, and installation of three overhead sign support structures.
- ***Contract No. T869.120.702 (approximately $37.4M)*** *MP 68.3 to 69.3, Townships East Windsor and Cranbury, Mercer and Middlesex Counties.* This contract included the widening of the Turnpike mainline (roadway and bridge) for 1 mile, as well as one bridge structure over the Turnpike.
- ***Contract No. T869.120.801 (approximately $17.4M)*** *Mile 74.3 to Mile 82.3 in the Townships of Monroe, South Brunswick and East Brunswick and the Borough of Milltown, Middlesex County.* This 8 mile contract adds a third lane to the SNO roadway, modifies the deceleration and acceleration lanes at Service Area 8N and includes pavement, guiderail, drainage and lighting. Additionally, the Contract includes the construction of a noise barrier and four overhead VMS structures.
- ***Contract No. T869.120.802 (approximately $38.9M)*** *Mile 70.9 to Mile 74.4 in the Townships of Cranbury, Monroe and South Brunswick, Middlesex County.* Contract 802 included four (4) new bridge structures (three spanning the mainline and one new flyover ramp at Exit 8A). A significant portion of the work on Contract 802 is Utility Coordination with multiple relocations required by Verizon, PSEG (both gas and electric), JCPL, Above Net, AT&T, G4S (Adesta), Monroe Township Utility (water and sewer), NJ American Water and the Rockefeller Group Foreign Trade Zone (sewer).

George R. Davis, P.E.
Resident Engineer

- ***Contract No. T869.120.803 (approximately $123M)*** *Mile 70.9 to Mile 82.3 in the Townships of Monroe, South Brunswick and East Brunswick and the Borough of Milltown, Middlesex County.* This project provides for the construction of approximately three miles of the proposed Turnpike inner and outer roadways south of Interchange 8A. The contract also includes the construction of two Service Area flyover ramps with curved structural steel erection, one culvert extension and two mainline structures over Cranbury Brook and the reconstruction of four ramps at Interchange 8A. Additionally, 30 sign structures, eight stormwater management basins, 22 retaining walls, including high cast in place retaining walls, and the third lane on the NSO roadway between Interchange 8A and Interchange 9 will be constructed.
- ***Contract No. T869.120.901 (approximately $3.2M)*** Advanced fabrication of Overhead Span Sign Structures for VMS and VSLS. Fabricated 40 VMS/VSLS span sign structures for use throughout the widening program.
- ***Contract No. T869.120.902 (approximately $4M)*** Fabrication of Overhead Support Structures for Static Signs. Fabricated 101 Span-, Cantilever- and Butterfly-type structures for use throughout the widening program.
- ***Contract No. T869.120.903 (approximately $2.1M)*** Advanced fabrication of Overhead Span HCMS Support Structures. Fabricated 40 HCMS span sign structures for use throughout the widening program.

Client: NJTA.

NYSTA Tappan Zee Bridge Design-Build Quality Assurance; 4/13-Present, $3.14B. Resident Engineer. GPI, as part of the winning team for the Tappan Zee Bridge Replacement project, will provide independent quality assurance services for design and construction. This bridge replacement project involves a signature 3-mile crossing over the Hudson River that is to be the widest bridge of that length in the world. The plan addresses major concerns of the aging bridge that had a high accident rate, lengthy traffic jams and complete lack of mass transit capability. Key features include: twin spans with a total of eight general traffic lanes, plus emergency lanes and extra-wide shoulders for immediate bus service when opened; unique towers that tilt outward for additional strength and also eliminate the need for cross beams; a first-ever dedicated bicycle and pedestrian path with safe, scenic spots and cultural information about the region's heritage, as well as capability for bus rapid transit, light rail or commuter rail; and a new night light display with potentially changing patterns. As the independent quality assurance engineer for design and construction, GPI will be responsible for providing a quality review of the work being performed, and overseeing and/or performing quality audits of the design-builder's management, design and construction activities, the design-builder's quality control procedures, verification sampling and testing and the quality of the final product, utilizing ISO 9001 standards. Client: NYSTA.

Driscoll Bridge Widening and Rehabilitation, Contract 104-1213; 10/07-4/09, $100M. Resident Engineer. This contract involved replacing deteriorated concrete bridge deck slabs, traffic control, demolition, clearing site bridge, superstructure replacement, substructure repairs, repairing deck spalls, repairing and reconstructing deck joints, repairing headers, removing asphalt surfacing, placing new membrane, resurfacing approach roadways and bridge decks, repairing sidewalks, parapet and curb surfaces, replacement of parapets, pavement striping, and structural steel repairs from Mile 0 to Mile 83 and the Pearl Harbor Memorial Turnpike Extension. As Resident Engineer, duties included being the Owner's direct on-site representative to the Contractor, direct supervision of a Construction Project's Field Inspection/Engineering staff, performing quality assurance oversight of major items of work in progress and/or ensuring that the project is constructed in accordance with the plans and specifications for the owner. Client: NJTA.

Manthan Desai, E.I.T.
Inspector

Professional Profile
Mr. Desai possesses the following experience.

Proposed Project Assignment
Field Engineer – Civil/Structural Inspector

Registration/Certifications
2013/Engineer In Training

Education
MS/2011/Construction Management
BE/2008/Civil Engineering

Course Work
2010 - 10-Hour OSHA Training Course

Professional Affiliation
American Society of Civil Engineers (ASCE)

Total Years Experience 6

Project Experience

Rehabilitation of Kew Gardens Interchange/Van Wyck Expressway, New York, NY; 9/10-Present. Inspector. The project involves construction inspection services for the reconstruction of the Van Wyck Expressway (I-678), between 86th Avenue and the Grand Central Parkway in Queens County. This $150-million project involves the complete replacement of five bridges, the reconstruction of one bridge along with the reconstruction of a pedestrian tunnel and the widening of the Van Wyck Expressway. Mr. Desai is responsible for inspecting daily construction work activities which includes installation of sub base, installation of silt fence, steel fence, and installing of traffic sign. He is also responsible for inspection of the drilling of piles for retaining walls, tie-backs, micro-piles, lagging, and steel ties; inspection of concrete pouring for the foundation of bridge and retaining wall; ITS removal and installation; steel erection for the structure; demolition of structure; lagging, backfill of embankment; and formwork for the structure. Client: New York State Dept. of Transportation

Route 17, Century Road Bridge and Midland Road Bridge, Paramus, NJ; 5/10-9/10. Trainee/Junior Engineer. On this $5-million bridge reconstruction project, Mr. Desai was responsible for reviewing the contract plans and specifications; layout of contract plans with the senior field engineer; and creating and maintaining a daily construction report.

Shangrila Construction, Gujarat, India; 10/08-6/09. Field Engineer. This is a $50-million sewage treatment plant near one of the largest rivers in the state. He observed leveling and concreting of digester and clarifier; discussed project plans with senior field engineers; and submitted daily inspection and safety reports.

Skills
MS Word, MS Excel, MS PowerPoint

ATTEF (AI) Z. FARAG, PE *KS Engineers, P.C.*
Resident Engineer - Civil Engineering

EDUCATION
BS/Civil Engineering, Ain-Shams University, Egypt, 1978

PROFESSIONAL REGISTRATIONS/CERTIFICATIONS
Professional Engineer - NY (# [redacted] Expires: 10/31/14)
ASCE: Transportation Projects - Part One, 4.0 PDH, 2/7/05
ASCE: Transportation Projects - Part Two, 4.0 PDH, 2/8/05
Construction Layout, 15 PDH, 10/7/05
ASCE: Reconstruction of the FDR Drive in NYC, 4/27/04
Evaluation and Repair of Concrete Structures, 10 PDH, 12/11/07
OSHA Hazardous Waste Operations (HAZWOPER), 40 hour Safety, Health & Emergency Response

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Resident Engineer	05/2002 - Present
The RBA Group	Resident Engineer / Office Engineer / Inspector	08/1990 – 05/2002

EXPERIENCE SUMMARY
Mr. Farag has 24 years of experience including work with bridge inspection, milling, roadway paving with concrete and asphalt, roadway reconstruction, curb and sidewalk construction, drainage, sewer and water main installation. Mr. Farag's responsibilities include resident engineering inspection and project management, construction supervision, preparation of reports, project evaluations, clarified DDC policies and procedures, negotiated change orders, clarified technical construction details, processing payments, punchlist and project close-out. He has performed QA/QC functions on various projects, prepared proposals for additional work and worked with inspectors to both upgrade and maintain their skills. Some of his relevant project experience includes:

NYCDDC, SEX20045, Resident Engineering Inspection Services for Storm Sewer in Waterbury Avenue, Borough of the Bronx - Resident Engineer responsible for providing resident engineering services for the construction of storm sewers in Waterbury Avenue and its vicinity in the Bronx. Work includes new storm, sanitary and combined sewers to be installed in several street locations. The project site is bounded by Waterbury Avenue to the north, Stadium Avenue to the east, Layton Avenue to the south and Throgmorton Avenue to the west. Various diameters of 10" ESVP to 36" RCP sewers will be installed. Sewers will be constructed on concrete cradles or encased in concrete. Some sewers will be relined using a DEP approved method of lining existing sewers. The project also includes reconnecting existing house sewer lines to the newly installed sewers. New water mains are also to be installed as part of this project. The new mains will be 8" or 12" diameter restrained joint ductile iron pipe. Water main work will include new fire hydrants, main line valves, valve boxes and any other appurtenances associated with the existing water mains. Trench and/or street restoration will be included in the project. Some streets, depending upon existing conditions, may have to be reconstructed. New curbs and sidewalks that are disturbed during construction, will be replaced as needed. (12/12 - present)

NYCDDC, HWMWTCA7A, Resident Engineering Inspection Services for the Reconstruction of Harrison Street, Borough of Manhattan, NY - Resident Engineer responsible for this $18 million project that of involves the construction of water mains; construction of sewers, catch basins and chute connections; utility construction and relocation. Work include construction of new curbs and sidewalks; roadway reconstruction, installation of street lighting and traffic signals; and landscaping. (08/10 – 03/12)

NYCDDC, MED-595, Installation of Trunk Water Mains in Astor Place and Cooper Square, Manhattan, New York - Resident Engineer responsible for this $11.6 million project that includes the installation of 12" & 20" water distribution mains, new butterfly valves, valve and connection chambers, blowoff valves and chambers, flowmeters with chambers, access manholes with chambers, and modifications within shaft 19. In addition, new 30", 36" and 48" steel trunk water mains to interconnect Shaft 31B from City Tunnel #2 at East 4th Street, to Shaft 19 from City Tunnel #1 at Cooper Square. New 24" DIP will also connect new 24" regulator valves to the new trunk water mains. (08/09 - 07/10)

NYCDDC, REI Services for HW2CR08, REI Services for Citywide Involving Grinding Existing Asphaltic Concrete Wearing Course, Manhattan and The Bronx, NY - Resident Engineer responsible for this $7.5 million project, responsible for resident engineering inspection services of grinding existing asphaltic concrete wearing courses on a task order basis in Manhattan and the Borough of New York City. Inspection services for the project includes: site maintenance and safety; Post "No Parking" signs 48 hours in advance; protection of trees from construction debris; marked out all hardware to avoid any damage during milling operations; saw cutting around the hardware and at intersections; placing plates over catch basins to void any debris from falling into basins; milling 2" of existing asphalt; sweeper used behind milling machine to clean up the debris; ramping of all hardware with temporary asphalt; and adjusted all hardware. (7/08 - 08/09)

NYCDDC, Reconstruction of 10th Avenue from 206th Street to 218th Street, Manhattan, NY - Resident Engineer for this project that won the 2009 ACEC New York GOLD Award for Engineering Excellence. Project entails new sewer construction and rehabilitation of existing sewers using lining method, construction of 36" steel water mains in addition to 20" & 12" water main network. It also includes curb and sidewalk construction, sidewalk assessment, streetlight and traffic work, roadway paving, arboriculture and traffic protection. The work also involves new 45"x29" elliptical RCP sewer lines, catch basins, chute connection, manholes, paving with concrete base and asphalt wearing course and landscaping. All construction activities are done with coordination with TA since train elevated tracks are running along the project location. (07/05 - 10/08)

NYSDOT, D010292, Construction Inspection Services for Reconstruction & Restoration of Brooklyn-Queens Expressway, Queens, NY - Deputy Project Manager responsible for providing construction inspection and technical support services for 8 lane-miles of roadway excavation and reconstruction with horizontal and vertical realignments and drainage installation. This project also included replacement or rehabilitation of 17 vehicular bridges, replacement or rehabilitation of 2 railroad bridges, extensive retaining wall reconstruction and soil stabilization along the right-of-way, extensive utility improvements/relocations for both NYC and privately-owned facilities, TSM/ITS installations, and extensive MPT was involved to ensure that traffic was maintained. (2003)

NYSDOT Region 11, CI Bruckner Expressway Reconstruction (T.N.E.) Pelham Parkway, Bronx County, NY - Deputy Project Manager responsible for providing construction inspection services for this project involving the reconstruction of a 1½ mile section of the Bruckner Expressway from the Throgs Neck Expressway interchange, at the southern end, to Pelham Parkway exit, at the northern end. Work included the replacement of an existing pavement with a new 50-year concrete pavement structure (excavation, placement of subbase, subgrade and new concrete roadway), an addition of new flush full-depth concrete shoulders, replacement of barrier, replacement of guide rails, new drainage, overhead signage, new street lighting, new pavement markers, and landscaping. (2003)

John Goon
Electrical Inspector

Professional Profile
Mr. Goon is an electrical inspector with diversified experience in the electrical, mechanical, civil and architectural fields.

Proposed Project Assignment
Field Engineer – Electrical Inspector

Registration/Certifications
2010/NICET II

Education
BS/1988/Electrical Engineering

Course Work
2007 - 10-Hour OSHA Training Course

Total Years Experience 28

Project Experience

2011-2014 Port Authority On-Call Construction Management Services - John F. Kennedy International Airport, Queens, NY; 9/11-Present. Electrical Inspector. As part of this on-call construction management services project, Mr. Goon is assigned to projects at JFK Airport and is involved with inspecting installation of new electrical equipment for compliance with contract, Port Authority standards and NYC codes; documenting and maintaining daily narratives on contract projects; reviewing plans, specifications and shop drawings, processing and reviewing contractor submittals, change orders and estimates; interacting with architects, engineers, contractors and Port Authority officials; and coordinating scheduled electrical shutdowns with Port Authority Electrical Shop and various departments. Specific assignments he is assigned to include:

- Cargo Areas C and D Communication Vaults
- Restricted Vehicle Service Road Bridge J2 Replacement
- Restricted Vehicle Service Road Bridge J8 Replacement
- Replacement of Tank Gauging System at Satellite Fuel Farm
- Rehabilitation of Taxiways FA and FB

Client: Port Authority of NY & NJ

2006-2010 Port Authority On-Call Construction Management Services - John F. Kennedy International Airport, Queens, NY; 10/06-1/12. Electrical Inspector. As part of this on-call construction management services project, Mr. Goon was assigned to projects at JFK Airport. The Port Authority supplemented their own staff with consultant-provided personnel to manage and administer construction contracts at their owned and operated facilities. His responsibilities included inspecting installation of new electrical equipment for compliance with contract, Port Authority standards and NYC codes; documenting and maintaining daily narratives on contract projects; reviewing plans, specifications and shop drawings, processing and reviewing contractor submittals, change orders and estimates; interacting with architects, engineers, contractors and Port Authority officials; and coordinating scheduled electrical shutdowns with Port Authority Electrical Shop and various departments. Projects he was assigned to include:

- Jet Blue Terminal
- Hangar 17 Parking Facility
- JFK Expressway
- Bulk Fuel Farm and Satellite Fuel Farm
- JFK Red Garage
- AOA Guard Post Security Posts
- Rehabilitation of Traffic Signal System
- Rehabilitation of Cargo Service Road and North Service Road
- Central Taxi Hold Improvements
- JFK Expressway Outbound Widening
- JFK Airport 800 Mhz Trunked Radio In-Building Coverage Expansion Phase 1 & 2
- Perimeter Strengthening
- Central Substation and CTA 5KV Distribution System Upgrade

John Goon
Electrical Inspector

- Replacement of Van Wyck Substation
- Rehabilitation of Cargo Pad "C"
- Central Taxihold Improvements
- Reconstruction and Access Improvements
- JFK Runway Weather Information System Installation
- Runway 13R-31L Reconstruction and Access Improvements
- Replacement of Existing 5KV Outdoor Switchgear at Buildings 241 and 269

Client: Port Authority of NY & NJ

Port Authority of New York & New Jersey, New York, NY; 1998-2006. Senior Electrical Inspector, Construction Management Division. Mr. Goon's responsibilities included management of various capital construction projects at the World Trade Center site, and JFK and LaGuardia Airports including oversight of contractors performing mechanical, plumbing, electrical, civil, and architectural installations. He performed building condition assessment surveys; controlled inspections and quality checks to ensure compliance with contract specifications, drawings, applicable codes and OSHA safety standards; resolved construction issues and contractor conflicts amicably; rehabilitation and renovation of existing building facilities, commercial office spaces and industrial complexes; analyzed and responded to contractors' "Request For Information"(RFI's) on all electrical, mechanical and architectural issues on the project; prepared Post Award Contract Changes (PACC's) for any extra work due to field conditions or change to scope of work on construction and renovation projects; reviewed and provided comments on design submittals for the various construction projects emphasizing all NYC Building Code requirements and compliance with Port Authority standards and specifications; served as liaison for tenant construction projects and facilitated communication between the architect, consultant engineers, contractors, and the resident engineer; coordinated with Port Authority facilities: electrical and mechanical; Port Authority Operations and Police; Risk Management, and Quality Assurance; monitored and reviewed schedule of construction projects; hosted progress meetings and prepared meeting minutes; supervised Time and Material (T/M) projects to ensure that project goals are achieved within forecasted budget and time constraints; conducted desk audits of contractor's Extra Work billings: Change Order, Net Cost, T/M, Emergency Delays and claims to verify for quantity, time and material accuracy; reported the progress of daily construction activities, completed daily reports, and any work scope changes to the resident engineer; negotiated with the contractors using cost effective strategies; supervised and mentored new engineering and construction interns.

DVL Consulting Engineers, Inc., Teaneck, NJ; 1996-1998. Project Management Officer/Engineering. Mr. Goon's responsibilities included directing planning of rehabilitation projects for prisons, churches, post offices, hospitals, and SCA schools; streamlining scope of work, budget, and cost estimates; administering and overseeing ongoing renovation of SCA schools and related commercial office spaces; designating responsibilities and tasks to design and field survey group; reviewing and approving site plans and incoming support services; evaluating and verifying specifications and engineering progress reports; heading meetings with Engineers (various disciplines) and Architects.

STV, Inc., New York, NY; 1994-1995. As an electrical engineer, Mr. Goon's responsibilities included planning lighting and power distribution systems for hospitals, industrial facilities and SCA schools for electrical design group; lead engineer for team during design phase of single line and riser diagrams, motor control centers, and panel schedules; proposed feeder sizing and branch circuits for overcurrent protection; oversaw conversion of logic diagrams into schematic emergency power, grounding systems and calculation of voltage drops; reviewed and finalized site plans and lighting protection systems; handled project issues with architects, engineers and vendors.

Henry Hudson Bridge Rehabilitation, New York, NY; 1993-1994. Mr. Goon served as a construction management field inspector where his responsibilities included supervising electrical, mechanical, civil, architectural, and structural work.

Brian Gormley, E.I.T.
Inspector

Professional Profile
Mr. Gormley is an inspector with the following experience.

Project Experience
Bayonne Bridge Navigational Clearance Program (BBNCP) Construction Management, NY/NJ; 3/14-Present. Inspector. This project involves construction management services for the $743-million Bayonne Bridge Navigational Clearance Program (BBNCP). This extraordinarily complex, once-in-a-lifetime project will replace more than 5,000 feet of viaduct and re-frame the existing steel arch structure to accommodate a new roadway 65 feet above the existing roadway. Mr. Gormley is responsible for the supervision of drilled shafts installation, prestressed concrete segment assembly, structural steel installation, and concrete placement. Client: Port Authority of NY & NJ

Brooklyn Bridge Rehabilitation of the Approach Spans and Ramps and Painting of the Entire Bridge, Contract 6, New York, NY; 5/10-3/14. Present. Inspector. This project involved construction management and inspection services for the $509-million rehabilitation of this Iconic National Landmark. The scope of work for the project included replacement of approach roadway in Manhattan and Brooklyn over the arch blocks; rehabilitation of the Manhattan side ramp structures with widening and deck and bearing replacements; rehabilitation of the approach steel structures with full superstructure replacement of the York and Main Street structures and orthotropic deck installation at Franklin Square; seismic retrofitting of the main bridge, Franklin Square and ramp structures; painting of the ramp structures and suspended spans in their entirety; restoration of historic features. Mr. Gormley's responsibilities included reviewing contract drawings and specifications, observing work done in the field by the contractor, and consulting with the contractor to verify that the work was being completed as designed. Client: New York City Dept. of Transportation

Mr. Gormley has designed a hydraulic feed system for a theoretical company to transfer water 9,400 ft using a given flow rate, piping material, and water temperature avoiding cavitation in the pumps; designed a gearbox to produce a given output using two gears; designed and built improvements to an evaporative cooler for optimal usage in any environment; and used CFD-ACE to run computer simulations to parts designed using Autodesk Inventor.

Proposed Project Assignment
Field Engineer – Civil/Structural Inspector

Registration/Certifications
2013/ICC Structural Steel and Bolting Special Inspector
2012/Engineer In Training/NY
2014/FHWA Safety Inspection of In-Service Bridges
2012/AWS Certified Welding Inspector
2010/ACI Concrete Field Testing Technician Grade 1
2013/ICC Reinforced Concrete Special Inspector

Education
BS/2009/Mechanical Engineering

Course Work
2014 - Safety Inspection of In-Service Bridges NHI Certificate of Training
2011 - Confined Space Training
2010 - 10-Hour OSHA Training Course

Total Years Experience 4

Joseph Greenman, E.I.T.
Project Manager

Professional Profile
Mr. Greenman has been actively involved in the construction industry for many years and has a broad base of knowledge and experience of the business as both contractor and consultant manager. He worked for contractors earlier in his career, provided construction management for large construction firms, and served as a vice president/project manager for a construction company. His responsibilities have included estimating, coordination of subcontractors, maintenance of safety programs, maintaining cost records, progress reports, and scheduling.

Proposed Project Assignment
Field Engineer – Civil/Structural Inspector

Registration/Certifications
1995/Engineer In Training
2002/NICET III/NY

Education
BS/1980/Construction Management
AS/1978/Civil Engineering

Course Work
2011 - Corps of Engineers Quality Control Management for Contractors (CQM-C)
2011 - Advanced Project Management in Primavera P6 #106
2011 - Project Management in Primavera P6 #102
2007 - 10-Hour OSHA Training Course
NACE Coatings Inspector Level 2 Trained
ATSSA Traffic Control Flagger/Technician
ATSSA Certified Traffic Control Supervisor

Professional Affiliations
American Society of Civil Engineers (ASCE

Total Years Experience 34

Project Experience
2011-2014 Port Authority On-Call Construction Management Services - Tenant Supervision, Jersey City, NJ; 1/13-Present. Senior Civil/Structural Inspector. This project involves assisting the Port Authority's manager with supervising and coordinating the development and delivery of the Real Estate Services Department's program. Mr. Greenman is responsible for overseeing the general contractor and all daily work schedules which includes attendance at a daily morning meeting with the general contractor to discuss the work scheduled for that day and whether or not there are any critical work issues that need to be addressed. He is responsible for issuing work orders to the general contractor for each subcontractor's work; review and processing each invoice and submission to the Port Authority for approval and payment; recording all invoices, work orders, meeting minutes, sketches, RFI's and important memos and e-mails for record and audit purposes; preparation of daily log which is submitted to the assistant director for his information; coordination of all furniture deliveries for the build out floors as well as any day 2 furniture changes that occur; and attendance at weekly group meetings in order to update the Port Authority on the status of the projects. Projects to date include:

- **2 Montgomery Street, Jersey City, NJ, Phase II** – This project involves the installation of a new emergency generator, new cooling tower, and total upgrade to the present data center on the 2nd floor. The first floor is also being developed for potential retail stores.
- **Inspector General's Office Space, Korean Air Cargo Building at JFK Airport** – This project involves the demolition of new space and build out of approximately 6,500 sq ft and includes new HVAC, electric, offices, conference room, interview rooms, lunch area bathroom and storage rooms. In addition, workstations for approximately 30 people will be installed.

Client: Port Authority of NY & NJ

Port Authority of New York and New Jersey, Office Space Services Division; 3/06-3/11. Project Manager. This project involved construction management services for several office facilities in New York City and at the Port Authority's Jersey City Tech Center (PATC), which housed many of the offices that were in the World Trade Center. The projects involved the build out of the vacant 8th and 9th floors at 115 Broadway in New York City, each floor is approximately 13,500 sq ft and the 2nd floor at 116 Nassau Street which is approximately 8,500 sq ft. Also involved on the new World Trade Center, Site Logistics Coordination Center where he monitored all delivery men, material and equipment entering the World Trade Center Construction site. Work at each building included the construction management of various trades which included demolition, general construction, HVAC, plumbing, electrical, furniture, telecommunications, and relocation of personnel upon completion. Client: Port Authority of NY & NJ

Joseph Greenman, E.I.T.
Project Manager

Port Authority of New York and New Jersey, Public Safety Department, Police Academy; 11/04-2/06. Project Manager. This project involved construction of approximately 13,400 sq ft of office space into the new Port Authority Police Academy and construction of various office improvements within the PATC. Various aspects of construction included metal stud and drywall construction, suspended acoustical ceiling panel construction, HVAC, fire sprinkler system, plumbing, audio visual and telecommunications, locker rooms with shower facilities, and training rooms. Mr. Greenman's responsibilities included recordkeeping/management and review of contractors' schedule of operations, minor inspection on daily construction, meeting minutes and distribution. Client: Port Authority of NY & NJ

Port Authority of New York and New Jersey, Public Safety Department, Central Police Desk and Emergency Operations Center; 5/03-10/04. Project Manager. This project involved construction of approximately 10,000 sq ft of office space to house new state-of-the-art audiovisual and radio dispatch equipment which was installed for these three new offices. Elements of the project also included HVAC, fire/sprinkler system, plumbing, finish carpentry, metal stud and drywall construction, suspended metal pan and acoustical ceiling panel construction, glass partitions, telecommunications, audio visual, and kitchen units for break rooms. Client: Port Authority of NY & NJ

Underwater Engineering Services, Inc., a subsidiary of GPI/Greenman-Pedersen, Inc.; 4/11-6/12. Project Manager/Scheduler. Mr. Greenman created and updated Primaverva P6 CPM Project Schedules for various construction projects. These projects include:

- $7.2-million C-41 Canal Bank Stabilization Project - South Florida Water Management
- $1.3-million Elks-Cane Slough Stormwater Treatment Detention Area – City of Port St Lucie
- $1.4-million Lennard Square Stormwater Detention Area-City of Port St. Lucie
- $572,000 Broward County Ocean Outfall Pipe Cover Material Rehabilitation

Long Island Expressway - Grand Central Parkway to Van Dam Street Reconstruction Management, Queens County, NY; 10/02-5/03. Senior Inspector. This $221-million project began at the Queens Midtown Viaduct and continued east approximately six miles to College Point Boulevard. This project consisted of the removal and replacement of the asphalt roadway, installation of an Intelligent Transportation System (ITS), installation of retaining walls, noise barriers, reconstruction of bridge decking, painting of the ramps and bridge structures, landscaping, and maintenance and protection of traffic (MPT). Mr. Greenman's responsibilities included the inspection and supervision of bridge reconstruction, daily reporting, payment quantities and materials testing. Client: New York State Dept. of Transportation

Macombs Dam Bridge over the Harlem River Rehabilitation, Contract #BRX287R, New York, NY; 4/99-10/02. Senior Inspector/MPT Safety Officer. This $145-million project involved highly-complex MPT, phasing and detour routing to completely redeck and reconstruct all portions of the Macombs Dam Bridge and its interchanges, approaches, and ramps (which are elevated viaduct sections). The project also involved total lead abatement painting of bridge and approach structures, replacement of the historic swing bridge mechanism, and installing additional structural steel trusses. Mr. Greenman's duties involved daily inspection of MPT and full safety compliance in accordance with OSHA regulations. His responsibilities also involved an overview of all safeguards for the protection of persons and property, and any special precautionary and protective measures in compliance to plans and specifications. He was also involved with procurement of permits, maintenance of variable message signs and closed circuit TV system within and beyond the project limits during the life of the contract. Oversaw tow trucks, which provided rapid response to vehicular breakdowns. Client: New York City Dept. of Transportation

Gregory Lau
Electrical Inspector

Professional Profile
Mr. Lau is an inspector with experience on roadway and bridge projects involving inspection of electrical facilities such as closed circuit TV cameras, bridge and building lighting systems, electronic traffic control devices, security systems, fiber optic cables, maintenance and protection of traffic procedures, and other components of NYS INFORM system.

Proposed Project Assignment
Field Engineer – Electrical Inspector

Registration/Certifications
2009/ACI Concrete Field Testing Technician Grade 1
2008/NICET II

Education
BE/1990/Electrical Engineering

Course Work
2011 - Confined Space Training
2004 - 10-Hour OSHA Training Course

Total Years Experience 22

Project Experience
Brooklyn Bridge Rehabilitation of the Approach Spans and Ramps and Painting of the Entire Bridge, Contract 6, New York, NY; 6/10-Present. Electrical Inspector. This project involves construction management and inspection services for the $509-million rehabilitation of this Iconic National Landmark. The scope of work for the project includes replacement of approach roadway in Manhattan and Brooklyn over the arch blocks; rehabilitation of the Manhattan side ramp structures with widening and deck and bearing replacements; rehabilitation of the approach steel structures with full superstructure replacement of the York and Main Street structures and orthotropic deck installation at Franklin Square; seismic retrofitting of the main bridge, Franklin Square and ramp structures; painting of the ramp structures and suspended spans in their entirety; restoration of historic features. Mr. Lau is responsible for the inspection of the demolition and installation of new roadway on the Manhattan and Brooklyn approaches and ramps. He will also perform maintenance and protection of traffic (MPT) when needed. He was also responsible for the electrical inspection of the replacement of the street lamps and underdeck luminaires along the ramps; the electrical inspection of CCTV cameras and associated equipment near the Manhattan Bridge; the electrical inspection of the replacement of the dehumidification system in the anchorages; and the inspection of the dry standpipe system. Client: New York City Dept. of Transportation

Williamsburg Bridge Reconstruction of Miscellaneous Rehabilitation of the Main Bridge, Contract 8, #BRC253CCA, New York, NY; 2/07-6/10. Electrical Inspector. This $280-million project involved the construction engineering and inspection for the rehabilitation of the main bridge. The scope of work for the project included abrasive blasting and painting of main bridge stiffening trusses, rehabilitation and strengthening of the main towers, rehabilitation of the intermediate towers and installation of seismic shear keys, main cable saddle repair and restraint, rehabilitation of wind tongue and wind chord, main tower and intermediate tower bearing installation, main tower leg removal and replacement, stiffening truss top and bottom chord rehabilitation, traveling maintenance platform installation, re-profiling of main span vertical curve by incrementally adjusting suspender cables, modification of orthotropic footwalk deck expansion joints, waterproofing and surfacing of orthotropic roadway deck, installation of ornamental balconies and electroliers, integration of intelligent transportation operating system, seismic retrofit of the intermediate towers, installation of contraflow barrier and erection of barrier transfer machine facility, including augured concrete piles. Mr. Lau's responsibilities included electrical inspection of installation of electroliers, two bridge travelers, ITOS/CCTV/VVDS systems, anchorage and bridge lighting and lane control system using fiber optic and VMS signs. Client: New York City Dept. of Transportation

Northern State Parkway ITS/INFORM Upgrade, Contract #D259535, Nassau & Suffolk Counties, NY; 11/06-2/07. Electrical Inspector. The project involved construction inspection services for the $13.6-million upgrade to the NYSDOT, Reg. 10, INFORM System. The project features included installation of rigid conduit and fiber optic cable from the Reg. 10 INFORM Control Center in Hauppauge to the Queens County line. The new fiber optic system included nine Travel Time Signs, (EZ Pass) Tag Readers, Acoustic Vehicle Sensors, Closed Circuit TV cameras, and transmit antennas. All necessary support system hardware, controllers, and system software were also installed. This high-tech project required very sophisticated installation, testing and acceptance procedures. Mr. Lau was responsible for the inspection of all construction activities performed by the contractor. Client: New York State Dept. of Transportation

Gregory Lau
Electrical Inspector

Staten Island Bridges Rehabilitation, Staten Island, NY; 9/03-11/06. Electrical Inspector. The project involved construction management services for structural, civil, mechanical, electrical, and bridge painting services. Mr. Lau's responsibilities included inspection of electrical facilities including bridge and building lighting, electronic traffic control devices security systems and fiber optic cables, and review of design and testing of electrical and electronic equipment. As electrical inspector for the central access door control system, he was responsible for construction management services for electrical, structural and mechanical services; inspection of new security system for cameras, motion sensors, card access and doors using Lenel OnGuard and Verint; and assists in the design of the testing parameters. Client: Port Authority of NY & NJ

ABT Builders, Inc., Nutley, NJ; 8/02-3/03. As a supervisor, Mr. Lau managed several trades to renovate a restaurant in Newark Airport Terminal C. He acted as liaison to Port Authority inspectors to ensure that all renovations were within code and was responsible for keeping the project on schedule and within budget.

MTI Technology, Inc., Hazlet, NJ; 2/00-3/02. As systems engineer, Mr. Lau designed data storage structures utilizing devices in a fibre channel data network; managed multiple, simultaneous projects from delivery to implementation and support; designed a Windows NT 4.0 network for MTI equipment to simplify support and access; and maintained customer documentation.

Vestals, Inc., New York, NY; 9/99-2/00. As systems engineer, Mr. Lau maintained Windows NT 4.0 hosts and streaming video servers and wrote documentation.

Fleet Financial, New York, NY; 6/98-8/99. As systems engineer, Mr. Lau designed, implemented and tested Windows NT 4.0 network for all branch offices; automated software updates for workstations; created security policies implemented in the organization; trained internal personnel on the new network; and wrote documentation.

Fleet Financial, New York, NY; 6/96-6/98. LAN Administrator. Mr. Lau led this project that involved converting paper documentation to electronic format by archiving data to CDs as off-lien and near-line data. He supported end-users on hardware and software issues, and wrote documentation.

Micro 2000 Computers, Carle Place, NY; 2/94-6/96. As a service engineer, Mr. Lau operated and maintained customer service center.

Proconics International, East Fishkill, NY; 6/92-9/93. Mr. Lau served as a field engineer responsible for maintaining a fleet of automated wafer handlers for microchip production at IBM.

Other Skills:
Windows NT, 2000, and XP; MS-DOS, MS-Office
Backup Software: Legato Networker and Veritas NetBackup
Knowledge of storage architectures SAN, NAS, and DAS
Brocade fibre channel switches
Implementing security policy in computer networks
TCP/IP and Novell networks, Unix and Linux

Barry Matarangas, P.E.
Resident Engineer

Professional Profile
Mr. Matarangas is a licensed Professional Engineer with over 32 years of experience in the construction field. He is experienced with high profile projects and the complexities of working in urban areas of high volume commuter traffic. He has worked on the Commodore Barry Bridge, Williamsburg Bridge, the East 10th Street Bridge, and performed various bridge inspections. Throughout his career, he has taken on the project management responsibilities. His extensive and varied construction experience has provided him with the tools to assure a successful project.

Proposed Project Assignment
Resident Engineer

Registration/Certifications
Professional Engineer: 1993/NJ; 1988/NY
2011/ACI-Concrete Field Testing Tech-Grade I
2011/ACI-CCTC
2011/NJSAT
2012/Rutgers TCC Refresher
2010/Rutgers Work Zone Safety Awareness; 2009/NYC Site Safety Coordinator

Education
BS/1981/Civil Engineering

Course Work
2012/Rutgers, Continuing Professional Competency Day
2010/OSHA 10 Hr. Construction Safety & Health
2006/OSHA 30 Hr. Construction Safety & Health

Total Years Experience 32

Project Experience
Ocean Avenue Bridge over Long Island Railroad, Brooklyn, NY; 8/13-Present, $3.2M. Resident Engineer. GPI will provide REI services to NYCDOT for the component rehabilitation of the Ocean Avenue Bridge over the LIRR in the Borough of Brooklyn, NY. The work scope will include the removal of the existing concrete parapets on both sides of the bridge which will be replaced with new steel bridge railing and protective fencing; replacement of deteriorated sections of the bridge; rehabilitation of bridge abutment concrete components and installation and replacement of new steel stringers, bearings; and installation of new armorless joints. Several other miscellaneous tasks will be completed including the demolition of an existing building under the bridge; removal and replacement of an existing watermain with a new steel watermain; removal of graffiti and application of new anti-graffiti coating; and resurfacing the existing asphalt pavement. Traffic will be protected and maintained throughout the rehabilitation of the various bridge components. As the RE, Mr. Matarangas is responsible for conducting progress meetings, engineering & RFI submittals, change order analysis, schedules inspection staffing requirements on a weekly basis and reviews all of the Inspector's Daily Construction reports. He also reviews all monthly quantities and payments submitted by the contractor and provides in depth CPM analysis for the client and defends claims by the contractor against the client. Client: NYCDOT

Commodore Barry Bridge Miscellaneous Structural Repairs (CB-18-2010); 9/11-12/12, $20M. Resident Engineer. GPI performed construction management services for the Commodore Barry Bridge Miscellaneous Structural Repairs project. The work included the rehabilitation and/or replacement of bearings, gusset planes, steel barrier, below deck walkway modifications plus miscellaneous concrete and steel repairs for the Commodore Barry Bridge and one approach bridge at US Route 322 over US Route 130. Duties included being the Owner's direct on-site representative to the contractor, direct supervision of a Construction Project's Field Inspection/Engineering staff, performing quality assurance oversight of major items of work in progress and/or ensuring that the project is constructed in accordance with the plans and specifications for the owner, checking accuracy of inspection reports, monitoring progress schedule and progress, resolving conflicts between inspection staff and contractor, preparing change orders, preparing monthly pay estimates and project close-out. Client: DRPA

NJDOT Region North Resurfacing, Route 80 Polifly; 8/09-6/12, $15.2M. Resident Engineer. This Federally funded project included bridge deck spall repairs (both full and partial depth), bearing work, joint repairs, resurfacing of approximately 8 miles of I-80 EB express and local lanes as well as, concrete pavement repairs and safety improvements from Paterson to Hackensack, NJ as part of the Federal Highway "American Recovery and Reinvestment Act of 2009". The project involved milling and HMA paving of mainline roadway, reconstruction of inlets, curbs, guiderail, full and partial depth concrete pavement repairs, bridge deck repairs and pavement markings. The majority of contract work was performed during continuous weekend night closures allowing commuter traffic going to New York City unimpeded access for the Monday morning AM commute. The close proximity to the major Hudson River crossings involved in depth coordination with the NJTA, Port Authority of NY/NJ and the transit agencies. Duties included being the Owner's direct on-site representative to the contractor, direct supervision of a

Barry Matarangas, P.E.
Resident Engineer

Construction Project's Field Inspection/Engineering staff, performing quality assurance oversight of major items of work in progress and/or ensuring that the project is constructed in accordance with the plans and specifications for the owner, checking accuracy of inspection reports, monitoring progress schedule and progress, resolving conflicts between inspection staff and contractor, preparing change orders, preparing monthly pay estimates and project close-out. Performed many project duties utilizing ACES and Microsoft Office. Client: NJDOT

Route 120 Paterson Plank Road (Contract No. 002043262) MP 2.76 to MP 2.09, Boroughs of East Rutherford and Carlstadt, Bergen County, NJ; 8/10-9/11, $30M. Resident Engineer. The project improves traffic flow by reconstructing and widening Route 120 Paterson Plank Road through the addition of an auxiliary right lane in each direction between the Route 17 and Murray Hill Parkway intersections. The Paterson Plank Road Bridge over Route 17 is being widened on the eastbound side and the Route 120 bridge over NJ TRANSIT's Pascack Valley Line is being widened on both sides. New traffic signals are being installed at the intersection with Murray Hill Parkway and the Route 17 northbound on-and-off ramps. A new drainage system is also being installed on Route 120. Mr. Mataragas is responsible for administering the project covering all aspects of construction relating to road plans, environmental plans, grading plans, cross sections, traffic control and staging plans, demolition plans, pile plans, bridge plans and additional change of plans for both road and bridges. Interpretation of Standard Specifications and Special Provisions (specific to project). Reports submitted on a daily basis and pay quantities submitted for estimate purposes. In addition, Owner's direct on-site representative to the contractor, direct supervision of a Construction Project's Field Inspection/Engineering staff, performing quality assurance oversight of major items of work in progress and/or ensuring that the project is constructed in accordance with the plans and specifications for the owner, checking accuracy of inspection reports, monitoring progress schedule and progress, resolving conflicts between inspection staff and contractor, preparing change orders, preparing monthly pay estimates and project close-out. Performed many project duties utilizing ACES and Microsoft Office. Client: NJDOT.

East 10th Street Pedestrian Bridge; 2002-2006, $3.5M. Construction Manager for the renovation of the East 10th Street Pedestrian Bridge over the FDR. Client: NYCDOT

Williamsburg Bridge, Contract #7, Pedestrian Walkway; 2002-2006. Senior Construction Inspector of the superstructure steel for the pedestrian walkway at the Williamsburg Bridge. Project work was included in Contract #7 of the total bridge rehabilitation. The addition of the pedestrian walkway superstructure was at the north and south faces of the east approach. Client: NYSDOT

Juilliard School at Lincoln Center & NYU Genomics Laboratory; 2006-2009. Project Superintendant, Engineer. Project Engineer and Superintendent of Structures. Responsibilities included reviewing engineering submittals by subcontractors, negotiating change orders, developing trade schedule, issuing RFI's, remediating non-conformances and directing subcontractor field work to meet project schedule. Client: NYU

Various Building Projects; 1996-2001; **Project Manager (PM), Project Engineer (PE).**

- Project Engineer for this $80M airside development project at JFK Airport, International arrivals/departures building, Terminal 4.
- Project Manager for the $12.5M foundation & slab construction of the 60,000 sq. ft. transfer station for USA Waste, Bronx, NY. Ref: Ben Reinholtz, Morse Diesel (company no longer exists)
- Project Manager for the $1.7M utility & fuel line relocation for Continental Airlines airside baggage facility at Newark Airport. Ref: Lou Pizzani, Tishman construction
- Project Manager for the $4.3M construction of pile caps, grade beams & slabs at Essex County Jail, Newark, NJ. Ref: Jim Carr, Gilbane Construction
- Project Manager for the $6.5M construction of foundation & slab at Harborside Financial Center – Plaza 5, Jersey City, NJ for Mack-Cali Development. Ref: Roger Gardella, Director of Construction

As the Project Manager for the above projects, Mr. Matarangas was the concrete subcontractor to the CM on the project. His responsibility as the PM was to implement the project schedule as a subcontractor, negotiating change orders, issue RFI's, submit engineering submittals and direct the project superintendant with regard to cost and labor and implementing the project schedule according to the overall project's needs.

Thomas Moen, EIT
Resident Engineer

Professional Profile
Mr. Moen is a senior inspector who is has most recently served as an assistant resident engineer for multiple bridge painting projects for the NJDOT on Rte 280 and Rte 80. With over 20 years of experience, he has also been responsible for supervising daily on-site steel operations, inspecting installation of main bridge track support members including stringers, longitudinal bracing columns for conformance with contract and shop drawings, and monitoring demolition of main span track support steel.

Proposed Project Assignment
Field Engineer – Civil/Structural Inspector

Registration/Certifications
1999/EIT
2012/NJSAT
2011/Rutgers Work Zone Safety
2014/Rutgers TCC Refresher
2009/ACI-Field Grade I
2013/ACI-CCTC
1997/NACE Coatings Inspector Level 2
1996/NYSDOT MPT Certified
1995/SSPC C-3/Supervisor/Competent Person Training for Deleading of Industrial Structures

Education
BS/1993/Civil Engineering

Total Years Experience 21

Project Experience
Goethals Bridge, Staten Island Bridges Rehabilitation, Staten Island, NY Contract # 274.094; 3/04-3/07, $60M. Senior Inspector. The project involved deck repairs and replacement of barrier and sidewalk. The project involved construction management services for structural, civil, mechanical, electrical, and bridge painting services. Responsibilities included inspection of Goethals Bridge construction including concrete deck repairs, removal of deteriorated concrete and steel, preparation of deck for rapid setting concrete, repairs to structural steel and bridge railing, surface preparation and painting of the structural steel and railing repair areas, and concrete parapets and inspection of MPT. Senior inspector on night shift for three years of this project which involved the removal and replacement of existing scuppers, joints, curb barrier, and sidewalk on eastbound and westbound roadways, as well as milling, deck repairs, waterproofing, repaving, and replacement of cantilever floor beams. Track quantities for payments. Client: Port Authority of NY & NJ

Passaic County Replacement of West Brook Road Bridge over the Wanaque Reservoir, Structure No. 1600-491 Boroughs of Ringwood and Wanaque; 10/13-Present. Project includes construction engineering and inspection of the replacement of West Brook Road Bridge) over the Wanaque Reservoir. The existing bridge is a seven-span simply supported concrete T-girders bridge case monolithically with a reinforced concrete deck. The bridge replacement project consists of construction of a new two lane, two-way bridge on a new alignment south of the existing bridge and demolition of the existing bridge. The new bridge will be a three span continuous steel plate girders structure approximately 650 feet long over the Wanaque Reservoir on a new alignment south of the existing bridge. Client: Passaic County

NJDOT Bridge Paint Contract 2012-2, Route 80 Bridges; 6/12-10/13, $6M. Inspector. This bridge painting contract involves the painting of six bridges along Route 80 in Passaic County. This project involves the removal of existing old lead based paint and repainting with a Northeast Protective Coating Committee (NEPCOAT) approved coatings system. The projects incorporate traffic control on a high speed highway, MPT, nightwork, staging, and environmental (Lead Abatement) constrains unique to repainting on major urban bridges. The construction services contract involves the managing of four separate painting contracts with three independent painting contractors. Extensive coordination is done on a daily basis with each paint contractor including coordination with other trades working on the highways. Communication and coordination with local municipalities are addressed for structures that span local streets. Duties included the on-site inspection of the contractor's means and methods for foundation excavation, steel piles, and sub and superstructure reinforced concrete bridge items. Client: NJDOT

NJDOT Region North Maintenance Engineering & Operations CM/CI 2011 (#2011MEO842A) Term Agreement – Task Order #1 Bridges and Task Order #5 Concrete Repairs; 12/11-4/12, $3M consultant fee. Inspector. **GPI is providing Maintenance Construction Inspection Services for** Maintenance Construction Inspection for a 3-yr Term Agreement for various 100% State Funded Contracts and Permit Projects in Region North. The majority of the maintenance work is located in the counties of Bergen, Essex, Hudson, Morris, Passaic, Sussex, Union, and Warren. Work includes construction inspection for maintenance drainage, paving, bridge concrete repair and moveable bridge repair contracts. Duties included the on-site inspection of the contractor's means and methods for foundation excavation, steel piles, and sub and superstructure reinforced concrete bridge items. Client: NJDOT

Thomas Moen, EIT
Resident Engineer

NJDOT Region North Multiple Bridge Cleaning and Painting Projects, Interstate Bridge Painting Contract Route I-280, Contracts 1 ($8M) and 3 ($6M) , and Route I-80, Contract 2 ($7M), Essex County, NJ; 4/11-Present. Inspector Bridge Painting. This is a FEDERAL STIMULUS PROJECT FUNDED BY ARRA for the painting of 17 bridges on Route I-280 in Essex County. These bridge painting projects involve the removal of hazardous material (existing old lead based paint) and repainting with a Northeast Protective Coating Committee (NEPCOAT) approved coatings system. The projects incorporate traffic control on a high speed highway, staging, and environmental (lead abatement) constraints/controls unique to repainting on major urban bridges. The construction services contract involves the managing of four separate painting contracts with three independent painting contractors. Responsible for monitoring containment operations (hazardous material/environmental), monitor implementation of approved Health and Safety Plan, MPT, quality of coating materials, proper storage, mixing, application of coating materials, inspect coating for compliance with contract specification, surface preparation, paint removal, also managing and training the inspection force. Inspect as needed on any one of multiple projects, must follow-through with RE to assure schedule (day/night) and proper NJDOT reporting. Client: NJDOT

NJDOT Region North Multiple Bridge Cleaning and Painting Projects, Route I-80, Contract 2, Morris and Passaic Counties, NJ (Multiple Projects); 8/11-11/11, $7M. Inspector Bridge Painting. This was a FEDERAL STIMULUS PROJECT FUNDED BY ARRA for the painting of five bridges on Route I-80. This bridge painting project included the removal of hazardous material (existing old lead based paint) and repainting with a Northeast Protective Coating Committee (NEPCOAT) approved paint/coatings system. The project incorporated traffic control on a high speed highway, staging, and environmental (Lead Abatement) constraints unique to repainting on major urban bridges. The construction services contract involved the managing of four separate painting contracts with three independent painting contractors. Involved communication and coordination with local municipalities as well as interagency coordination with work on other major roadways. Responsible for monitoring containment operations (hazardous material/environmental), monitor implementation of approved Health and Safety Plan, MPT, quality of coating materials, proper storage, mixing, application of coating materials, inspect coating for compliance with contract specification, surface preparation, paint removal, also managing and training the inspection force. Inspect as needed on any one of multiple projects, must follow-through with RE to assure schedule (day/night) and proper NJDOT reporting. Client: NJDOT

Manhattan Bridge Rehabilitation of Cables and Suspenders, Contract 14, #BRC156R, New York, NY; 12/10-4/11, $149M. Senior Inspector. This project involved the unwrapping and rewrapping of cables; replacement of suspenders; removal and replacement of coatings system, lead abatement, replacement of necklace lighting messenger cables and cable hand ropes; installation of new access platforms to existing tower platforms; reversal of lower roadway and operation of HOV lane and replacement of multi-rotational bearings at the towers; replacement of light poles and luminaries on South upper roadway; replacement of lane control radar on South upper roadway; and retrofit of track stringers and diaphragm connections and other miscellaneous work. Mr. Moen was responsible for inspection of the contractor's means and methods for the following: MPT, monitoring of contractor's LHSP, containment in an urban setting, removal of existing lead paint system; inspection of power tool clean (SSPC SP-3) for installation of new continuity plates, suspender cable anchoring boxes, and new cable bands; application of three-coat paint system; and monitoring weather conditions to make sure it's acceptable for paint application and curing. Duties also included the on-site inspection of the contractor's means and methods for bridge coatings system, foundation excavation, steel piles, sub and superstructure reinforced concrete bridge items, drainage piping and structures, subgrade, subbase, DGABC, and bituminous paving in lifts. Client: New York City Dept. of Transportation

Manhattan Bridge Rehabilitation of Lower Roadways, Contract 11, #BRC156A, New York, NY; 3/07-9/07, $150M. Senior Inspector. Responsibilities included monitoring of contractor's demolition of existing lower roadway deck slab at the Brooklyn plaza and anchorage; inspection of backfilling operations, installation of rebar and formwork in preparation for new deck slab, cast-in-place barrier and abutment wall at Brooklyn plaza; inspection of painting of bridge in suspended and approach spans including containment operations, MPT, surface preparation, hazardous waste removal and storage, quality of coating materials, proper storage, mixing, application, inspect coating for compliance with contract specification, surface preparation, and application of three coat paint system; inspection of rebar and formwork placement for new deck slabs and cast-in-place barrier, and the installation of the waterproofing system at the Brooklyn and Manhattan Anchorages. Client: New York City Dept. of Transportation

HARVEY MOUTAL, PE

Project Management Support

KS Engineers, P.C.

EDUCATION

MSCE/Sanitary Engineering, New York University, 1971
BECE/Civil Engineering, New York University, 1970

PROFESSIONAL REGISTRATION

Professional Engineer – NJ ([redacted], NY ([redacted]

PROFESSIONAL AFFILIATIONS

Water Pollution Control Federation
American Society of Civil Engineers
Chi Epsilon, National Civil Engineers Honor Society
Diplomate, American Academy of Environmental Engineers

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Vice President	05/2012 - Present
Dvirka and Bartilucci Consulting Engineers	Vice President	2008 - 2011
MWH	Vice President, Director of Wet Weather Infrastructure	2003 - 2008
URS Corporation	Senior Vice President	1973 - 2003

EXPERIENCE SUMMARY

Mr. Moutal has over 40 years of experience in water and wastewater planning design and construction management. His experience includes New York City treatment plant upgrades for the Hunts Point, 26 Ward and Rockaway facilities. He has over 20 years experience in planning, designing and construction of combined sewer overflow controls, including some of the largest facilities built in New York City. For the last 30 years he has served as project manager and project director for major NYCDEP projects. His representative project experience includes:

NYCDEP, Hunts Point Wastewater Treatment Plant Upgrade - Project Director for the design and construction of the 200 mgd plant comprehensive upgrade located in the Bronx, New York City. Existing treatment facilities were designed to be constructed in four stages. The upgrade includes remedies for a wide variety of process, equipment, maintenance, instrumentation, and updated technology issues. Stage 1 construction utilized the step BNR process to remove nitrogen. New anoxic zone mixers and baffles, process air blowers, diffusers, alkalinity/PH control facilities, methanol feed facilities, and centrate equalization facilities were installed. (1997-2003)

NYCDEP, World Wide Technical Services - Project Director off site inspection and testing services for critical equipment and components of equipment used in the New York City water supply and wastewater treatment systems. The world-wide Technical Inspection Services Contract was initiated to insure that the City receives a quality product and to save the City the costs of sending their personnel to remote sites. A network of qualified inspectors was mobilized around the globe.The inspectors were chosen for their specialized skills matched to the inspection requirements. Inspectors were typically qualified in welding (CWI), penetrant testing (PT) and ultrasonic (UT) testing and other non-destructive testing (NDT) methods. (2002)

NYCDEP, Flushing Bay CSO Retention Facility - Project Director for the design of a 50-million gallon underground storage facility for combined sewer overflow (CSO) in Flushing Meadow Park in Queens, NYC. The facility is completely underground below ball fields and a community recreation facility encompasses approximately seven acres of land. It is designed to screen and remove settleable material from flows up to 1400 MGD, The facility stores the first 50 million gallons of CSO which would otherwise be discharged to Flushing Creek/Flushing Bay which is then pumped to the Tallman Island WWTP at the end of the rainfall event. Construction commenced in 1997 at a cost in excess of $200 million.

NYCDEP, East River CSO Facility Planning Project - Project Director for The East River Combined Sewer Overflow (CSO) Project. The project studied the effects of CSOs on water quality in the Upper East River. The project study area included four Waste Water Treatment Plant drainage areas: Wards Island, Hunts Point, Bowery Bay and Tallman Island. The drainage area included all of the Bronx, the northern portion of Queens and the upper east side of Manhattan. Water quality problems identified included high coliform levels, low dissolved oxygen levels and high levels of heavy metals and floatables. These problems exist in the East River and its study area tributaries, Hutchinson River, Bowery Bay, Flushing Bay, Little Neck Bay, Eastchester Bay, Westchester Creek, Pugsley Creek and the Bronx River. A plan was developed for the project study area which included proposed facilities within the Bronx and Queens to provide CSO abatement for four tributaries to the East River. (1999-2003)

NYCDEP, Oakland Ravine CSO Abatement Project - Project Director for primary and secondary treatment of stormwater within settling pools and restored/created wetlands was studied for Oakland Ravine, Queens prior to the treated stormwater being discharged into Oakland Lake and ultimately into Alley Creek. This project has several had the objective to reduce pollutant discharges into and sediment buildup within Oakland Lake and to eliminate erosion on the slopes within Oakland Ravine and those slopes surrounding Oakland Lake by re-stabilizing and re-vegetating the slopes; and creating a Facilities studied for Oakland Ravine included re-routing stormwater from storm sewers into Oakland Ravine and constructing facilities within the ravine such as rock cascades, settling pools and wetlands to provide primary and secondary treatment of the stormwater prior to its being discharged into Oakland Lake and ultimately into Alley Creek. A natural park was also considered for constructed within Oakland Ravine. (1997)

NYCDEP, Rockaway Water Pollution Control Plant, Queens, New York: Project Director for the design of the first phase of plant upgrade, including headworks and settling tank and aeration tank upgrades. The $130 mil project included design of new main sewage pumps, drives and electrical substation. The Rockaway plant has two force mains from the raw sewage pumping station, one of which is leaking and had to have emergency repair work designed prior to completion of the major design elements. The raw sewage wet well also need to be divided in a very small footprint. The design also was the first of the NYC WWTP's to incorporate climate change impacts, resulting in raising the main sewage pumps to a higher level to account for rising seas, and more intense storm surges.

NYCDEP- Corona Avenue Vortex- Project Director for the 400 mgd underground CSO Vortex Facility design. The Facility was constructed completely underground in Corona Ave, Queens. The facility employs three separate Vortex (or swirl) technologies to separate floatables and settleables from combined sewage overflows (CSO). The three technologies (British, German and USEPA) were assessed for removal performance during a two-year testing period. This favility was considered a prototype to assess if the technology was practical for deployment at other CSO outfall locations in Norther Queens.

LAWRENCE T. O'ROURKE, P.E. (ASCE IV) *KS Engineers, P.C.*
Resident Engineer

EDUCATION
BS/Civil Engineering, New Jersey Institute of Technology, Newark, NJ / 1974

PROFESSIONAL REGISTRATIONS/CERTIFICATIONS
Professional Engineer – NJ (#[redacted]
ACI Field Testing Technician - Grade 1

PROFESSIONAL AFFILIATIONS
New Jersey Association of County Engineers, President 2002
American Society of Highway Engineers, President 1994 – 1995
Founding Member Award, 2005

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Resident Engineer	7/2008 - Present
McKeon-Grano Associates, Inc.	Project Manager	2003 - 7/2008
Foster Wheeler Estate Development Corp.	Construction Project Manager	1994 - 2002
Frassetto Construction Co.	Project Manager	1991 - 1994
Middlebury Development Co.	Project Manager	1986 - 1991
Prismatic Development Corp.	Project Manager and Site Superintendent	No Dates Provided
Baker Firestone, Inc.	Project Manager and Site Superintendent	No Dates Provided
Bellemead Development Corp.	Project Manager and Site Superintendent	No Dates Provided
New Jersey Department of Transportation	Resident Engineer	No Dates Provided
Parsippany-Troy Hills, NJ	Assistant Township Engineer	No Dates Provided

EXPERIENCE SUMMARY
Mr. O'Rourke has more than 46 years of Construction Project Management and Resident Engineer experience in all types of construction; including highways and bridges, commercial buildings, research laboratories, educational facilities, healthcare, residential, and other heavy construction.

NJ Transit, Construction Inspection Services for Construction of the Tonnelle Avenue Underpass, a part of the Trans-Hudson Express (THE) Tunnel Project" - Resident Engineer, responsible for construction of a railroad underpass at Tonnelle Avenue in North Bergen. The underpass will be adjacent to where the $8.7 billion project goes underground, allowing the two new rail tracks to begin their descent under Palisades Mountain. In addition to the Tonnelle Avenue underpass, the contract requires demolition of two commercial buildings, construction of new electrical and fire pump rooms, relocation of utilities and construction of a new railroad embankment immediately west of Tonnelle Avenue. Tonnelle Avenue's four traffic lanes will remain open during construction. The underpass project is expected to be completed in 2012. (04/09 – Present)

Essex County, NJ – Construction Inspection Services for Roadway Resurfacing and Incidentals Program – Project Manager and Resident Engineer for several projects to provide survey, inspection and quality assurance staffing for reconstruction of approximately 15 miles of roads at a cost of $15 million throughout Essex County. Work includes construction of new curbs, sidewalks and ADA ramps, milling of existing asphalt pavement and resurfacing with new asphalt, resetting and reconstruction of inlets and manholes, utility relocations and striping. Work also includes installation of new traffic signals and controls. (04/2010 - 04/2011)

Meadowlands Management, LLC. NJSC Roadway and NJTA Ramps Improvements, Meadowlands Agreement with Xanadu, Roadways and Ramp, Secaucus, NJ - Resident Engineer for this relocation and improvements to NJSE Authority roadways in the Meadowlands Sports Complex and improvements to the NJTA ramps into the complex Project was responsible for pile driving, roadway excavation, grading and drainage, soil erosion and sediment control, roadway excavation,, concrete abutments, installation of pre-cast concrete beams, concrete deck placement, drainage headwalls, parapets, highway lighting, line striping, guide rail, Maintenance and Protection of Traffic, and installation of overhead sign structures. (5/08 – 4/09)

Parsippany-Troy Hills, NJ - Assistant Township Engineer

- Managed up to 15 field and office engineers, surveyors, inspectors and secretarial staff.
- Supervised design of plans and specifications, field layout and construction of "in house" road and drainage construction.
- Served as liaison between Township and NJ Department of Transportation officials.
- Assisted Township Engineer in approval of site plans and subdivisions.
- Performed inspections of buildings and homes and issued recommendations for certificates of occupancy and posting maintenance bonds.
- Prepared and presented various reports to Mayor and Township Council at public meetings.

(1977-1980)

New Jersey Department of Transportation - Resident Engineer, Highway Inspector. Served as Resident Engineer on numerous highway and bridge projects. (1963-1977)

- Ensured contractors' work conformed with plans and specifications and was completed within specified time.
- Managed field and office engineers and inspectors.
- Authorized payment to contractors for work performed.
- Reviewed change order requests and authorized action.
- Issued project correspondence and reports.

Some of the Highway Construction Projects that he was the Resident Engineer are:

- Route 1&9 Operational Improvements - Rahway, Linden and Elizabeth, NJ
- Route 280 Construction - Newark, East Orange and Orange, NJ
- Route 280 Construction – West Orange, Hanover and Parsippany, NJ

Work involved site clearing, grading sub-base placement, drainage, concrete paving, milling, HMA paving, pile driving, bridge foundations, abutments, structural steel, reinforcing steel, concrete decks, parapets, curbs, highway lighting, sign foundations, sign structures and lighting, inlets, manholes, striping, guide rail, project safety and maintenance and protection of traffic.

Ignacio Ortega
Assistant Resident Engineer

Professional Profile
Mr. Ortega has been a senior field engineer for over 16 years. His experience in heavy electrical construction includes experience in 34.5 KV, 27KV, 15KV, and 480V. His skills include Electrical Power Systems, Lighting, Traction Power, Signaling SCADA, UPS Systems, Cathodic Protection, Grounding Systems, Fiber Optic, CCTV, HVAC Controls, Fire Alarms, Building Management Systems and Access Control Systems.

Proposed Project Assignment
Field Engineer – Electrical Inspector

Education
BS/Civil Construction Technology
AA/Electrical Engineering Technology

Course Work
2011 - New York City Dept. of Buildings 4-Hour Supported Scaffold User Certificate
2007 - 10-Hour OSHA Training Course
Substation Engineering
Power Distribution Service, Public Service Energy & Gas
Medium Voltage Splicing & Terminations
High Voltage Safety
Fiber Optic-Splicing, Installation and Testing
Design, Installation and Trouble Shooting of Emergency & Standby Generation Systems
Certified Electrical Estimators, Commercial/Industrial Construction
On-Track Safety for Contractors, Amtrak Railways
EWER Monorail Safety, PA
30-Hour OSHA Training Course

Total Years Experience 26

Project Experience
2011-2014 Port Authority On-Call Construction Management Services - Replacement and Upgrade of the Christopher Street Substation for PATH, New York, NY; 11/11-Present. Assistant Resident Engineer. The focus of the project is to replace and upgrade electrical traction power substation equipment at the Christopher Street Substation. Mr. Ortega is responsible for coordinating contractor's supervisory personnel regarding schedule, sequence, and method of work; reviewing contractor's inspection surveying and testing request and subsequent completed reports; monitoring conformance with the contractor's schedule; field inspections of the work in progress in consultation with both resident engineer's and contractor's supervisory staff; preparing written and oral reports to the resident engineer on contractual and procedural matters; reviewing and approving all payment applications; and reviewing the contractor's shop drawings as delegated by the resident engineer. Client: Port Authority of NY & NJ

2006-2010 Port Authority On-Call Construction Management Services - PATH, NJ; 1/10-11/11. Assistant Resident Engineer. As part of this on-call construction management services project, Mr. Ortega was involved with the Port Authority PATH's Police Command Center Renovation. Mr. Ortega was responsible coordinating contractor's supervisory personnel regarding schedule, sequence and method of work; reviewing contractor's inspection surveying and testing request and subsequent completed reports; monitoring conformance with the contractor's schedule; field inspections of the work in progress in consultation with both resident engineer's and the General Contractor's supervisory staff; preparing written and oral reports to the resident engineer on contractual and procedural matters; reviewing and approving all payment applications; and reviewing the contractor's shop drawings as delegated by the resident engineer. Client: Port Authority of NY & NJ

2006-2010 Port Authority On-Call Construction Management Services - Security Capital Program, Various Locations, NY; 9/06-9/11. Assistant Resident Engineer. As part of this on-call construction management services project, Mr. Ortega was involved with the Port Authority Capital Security Program which involves the hardening of all Port Authority facilities throughout the multi-facility Port Authority district. Mr. Ortega was responsible coordinating contractor's supervisory personnel regarding schedule, sequence and method of work; reviewing contractor's inspection surveying and testing request and subsequent completed reports; monitoring conformance with the contractor's schedule; field inspections of the work in progress in consultation with both resident engineer's and contractor's supervisory staff; preparing written and oral reports to the resident engineer on contractual and procedural matters; reviewing and approving all payment applications; and reviewing the contractor's shop drawings as delegated by the resident engineer. Client: Port Authority of NY & NJ

Ignacio Ortega
Assistant Resident Engineer

Port Authority Bus Terminal Construction Program, New York, NY; 7/04-9/06. Senior Electrical Inspector. This project involved the replacement of three of the original chillers, chillers 1, 2 and 4, at the bus terminal. The chillers were replaced with state-of-the-art 900-ton chillers with peripheral subsystems including new 5KV starters, new 5KV feeders, four 100 hp motors, a building management system for automation and a new firm alarm system. Work was installed and commissioned without any disruption to the facility. Mr. Ortega was responsible for the installation, commissioning and integration of the 5KV System and ancillary electrical/communication subsystems for three new 900 ton chillers; resolving all field conflict issues; analyzing and evaluating omissions in technical construction documents and providing possible solutions to design group; reviewing and approving subcontractors payment applications; constructability review of all 90% electrical drawings; contractor compliance with federal and state construction safety requirements; and coordinating all electrical work with Port Authority Bus Terminal Facility and Operations Staff. Client: Port Authority of NY & NJ

PATH Restoration, WTC Site, New York, NY; 2002-2004. As senior electrical inspector, Mr. Ortega's responsibilities included the installation and integration of the 27KV, 15KV, 480V, DC Traction Power, SCADA and multiple communication systems at the temporary PATH station at the WTC Site. He was also responsible for contractor compliance with contractual obligations, pertinent specifications and codes, contractor compliance with quality control plan, analyzed and evaluated omissions in technical construction documents and provided solutions to the resident engineer's office. Mr. Ortega was also responsible for system startup on various electrical/communication sub-systems, contractor compliance with federal and state construction safety requirements. He provided technical assistance and coordinated work activities for four junior members of the electrical inspection/engineering team and reviewed and approved subcontractor's payment applications. Client: Port Authority of NY & NJ

Airlink Station, Newark Airport, Newark, NJ; 2001-2002. Senior Field Engineer. This project involved the installation and integration of the communication system at the Airlink Station. Mr. Ortega's responsibilities included resolving all field conflict issues, analyzed and evaluated omissions in technical construction documents and provided solutions to design group. He represented the Port Authority at project meetings with various federal agencies, state agencies, contractors, design professionals and utility companies. He was also responsible for system startup on various electrical/communication sub-systems, contractor compliance with federal and state construction safety requirements and represented the "construction team" at Port Authority senior management meetings. Client: Port Authority of NY & NJ

North East Corridor Extension Project, Newark, NJ; 1998-2001. As field inspection engineer, Mr. Ortega's responsibilities included contractor compliance with contractual obligations, pertinent specifications and codes, reviewed and approved subcontractors' payment applications. He represented the company at project meetings with various federal agencies, state agencies, contractors, design professionals and utility companies, analyzed and evaluated construction documents to ascertain changes to the original scope of work, and provided the timely flow of technical information to the field. He was also responsible for contractor compliance with federal and state construction safety requirements and coordinated deliveries of construction equipment to job site.

Base EWR Monorail, Newark, NJ; 1994-1997. Mr. Ortega served as contract administrator where his responsibilities included verifying contractor compliance of contractual obligations and pertinent specifications and codes. He reviewed and approved subcontractor's payment applications, and identified "close out" requirements to expedite contract completion. He also worked with the quality assurance department to prepare and conduct QA audits, and was involved in the selection of subcontractors.

While with another firm, Mr. Ortega was involved with project management and coordination of field operations during various projects; 1988-1994.

Scott V. Plant, PE *KS Engineers, P.C.*
Resident Engineer – Structural Engineering

EDUCATION
B.S., Civil Engineering, University of South Florida, 1988

PROFESSIONAL REGISTRATION
Licensed Professional Engineer #[redacted] New Jersey, 1994
Licensed Professional Engineer #[redacted] New York, 1996

CERTIFICATIONS
- PTI Bonded Post-Tensioning Field Specialist, Level 1, November 2013
- ACI Concrete Construction Technology Course Recertification –October 2013
- ACI Concrete Field Testing Technician – Grade 1, 2012
- MTA NYC Transit Track Safety Certification, November 2013
- Amtrak Contractor Orientation Safety, November 2013
- TSC NYCDOB 4-hr Supported Scaffold User Certification, November 2013
- MTA LIRR Roadway Worker Protection Training, September 2013
- Staten Island Railway Roadway Worker Training, November 2013
- Traffic Control Coordinator, 2012
- NJSAT Asphalt Paving Construction Technologist, 2009
- Implementing Complete Streets, TYLI, July 2013
- OSHA 10-hour Construction Safety and Health, Feb. 2011
- Work Zone Safety Awareness Program, Rutgers, June 2008

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Resident Engineer	2014 - Present
TY LIN International	Senior Construction Manager	2013
CTE Engineers/DMJM Harris/AECOM	Construction Manager / Resident Engineer	1990 to 2007 and 2009 to 2013
Jacobs Engineering Corporation	Construction Manager / Resident Engineer	2007 - 2008
Williams & Associates / Adience Corporation	Civil Engineer / Project Engineer	1988 - 1990

EXPERIENCE SUMMARY
Mr. Plant has over 25 years of experience providing Resident Engineering services for many of the local Transportation Agencies in the New York and New Jersey marketplace including: NJ Turnpike, NYSDOT, NYCDOT, MTA-Metro North and MTA-Bridges and Tunnels.

Manhattan West Platform - Brookfield Properties, New York, NY – Project Manager for this project involves the construction of a segmental girder platform over LIRR track to the Hudson Yards and Amtrak's Northeast Corridor. The platform is constructed with 16 segmental girders composed of 33 precast segments which are post-tensioned and grouted together to form one girder. The each girder is placed adjacent to each other on cap beam bearings to create the working platform for high-rise building construction. As Project Manager, Mr. Plant's responsibilities include management and supervision of independent 3rd party post-tensioning and grouting inspection, and secondary inspection of bearing installation, anchorage elastomeric coating, temporary post-tensioning and material

handling.

14th Street Viaduct Construction Management, Hudson County, Harrison, NJ – Resident Engineer for the existing 14th street viaduct is a 30 span, 1459 feet long bridge running east to west from Willow Avenue to Manhattan Avenue in the city of Hoboken, Hudson County, NJ. The viaduct crosses over several local streets such as Madison Street, Jefferson Street, Adams Street, Grand Street, Clinton Street and also NJ Transit rail tracks towards the west end under Span 28. The existing bridge superstructure comprises of multiple steel girders in most of the spans except two truss spans - one over Adams Street and the other over the NJ Transit tracks. The substructure units are steel bents supported on piles. The existing bridge structure has been showing signs of deterioration and has required a few emergency repairs. This contract is for providing construction management service for this project. As **Resident Engineer**, Mr. Plant's duties included being the Owner's direct on-site representative to the contractor, direct supervision of the Construction Project's Field Inspection / Engineering staff, performing quality assurance oversight of major items of work in progress and ensuring that the project is constructed in accordance with the plans and specifications for the owner.

Specific items overseen/inspected by Mr. Plant included:

- MPT on local roads.
- Construction of pedestrian precast concrete tunnel and retaining walls.
- Installation of lighting conduits and wiring.
- Rock excavation for new abutment construction.
- Substructure construction of reinforced concrete footings, pier columns and caps.

Rehabilitation of Dodd St and Clark St Bridges, Essex County, NJ – Resident Engineer for this project involved design engineering and construction inspection services for the Replacement of the Center Street Bridge over Third River in the Township of Nutley, and the Rehabilitation of of Dodd Street Bridge over Second River in East Orange and the Rehabilitation of Clark Street Bridge over Toney's Brook in Glen Ridge. As **Resident Engineer**, Mr. Plant's duties included being the Owner's direct on-site representative to the contractor, direct supervision of the Construction Project's Field Inspection / Engineering staff, performing quality assurance oversight of major items of work in progress and ensuring that the project is constructed in accordance with the plans and specifications for the owner. Specific items overseen/inspected by Mr. Plant included:

- MPT on local roads.
- Complete demolition of a temporary sidewalk bridge over Second River.
- Superstructure construction of elastomeric bearings, precast concrete deck beams and barrier parapets.
- Reconstruction of asphalt driveway aprons

New Jersey Turnpike Authority, New Jersey Turnpike Widening Program Contract 201, Bordentown, NJ – Resident Engineer for this project included the construction of one mile of three northbound and southbound outer travel lanes, seven MSE walls, three steel-framed bridges, narrowing two existing bridges, VMS and static sign structures, tunnel and under-bridge lighting. As Resident Engineer, Mr. Plant was responsible for a constructability review program wide, construction inspection and material testing supervision, field issue resolution, utility and agency coordination, change order/claim resolution, and payment processing.

PANYNJ, World Trade Center Vehicle Security Center, Manhattan, NY – Estimator for this project included all estimation of work involved with the proposed construction of the Vehicle Security Center. As Estimator, Mr. Plant's responsibilities included performing quantity take-offs and developing costs for all building trade work. (2007)

Edward T. Roche, P.E.
Senior Inspector

Professional Profile
Mr. Roche is a detail oriented professional engineer with diverse experience in the field of the construction of bridges, structures, and highway projects. He is currently assistant resident engineer on the NJTA 6-9 Widening Program. He has previously worked as a Resident Engineer for the NJDOT's Route 1&9 and Delancy Ramp Widening project and has worked on rehabilitation and construction projects for other major bridges in the New Jersey/New York area including the Driscoll Bridge, George Washington Bridge, Macombs Dam Bridge over the Harlem River, and the Williamsburg Bridge.

Proposed Project Assignment
Field Engineer – Civil/Structural Inspector

Registration/Certifications
Professional Engineer: 2006/NJ, 1999/NY
2013/ACI-CCTC
2013/ACI Concrete Field Testing Tech-Grade I
2013/Rutgers TCC Refresher
2010/NJSAT
2000/NACE Level 1
2000/AWS Certified Welding Inspector

Education
BS/1981/Civil Engineering

Total Years Experience 22

Project Experience

Port Authority of New York & New Jersey On-Call Construction Management Services - George Washington Bridge, Fort Lee, NJ; 4/03-1/07, $250M for On-Call Contract. Senior Inspector. Responsibilities included quality assurance inspections of structural steel and reinforced concrete repairs on the George Washington Bridge. This included daily planning and monitoring of MPT as well as preparation of reports for compliance with contract plans and specifications. Also documenting work with photos and progress reports for various contracts at the different bridges and tunnels. Client: PANY&NJ

NJDOT Route 35 Sandy Restoration, MP 9 to 12.5, Mantoloking to Point Pleasant; 3/14-Present, $35.9M. Resident Engineer. NJDOT Route 35 Sandy Restoration, MP 9 to 12.5, Mantoloking to Point Pleasant; 3/14-Present, $35.9M. Resident Engineer. As a subconsultant to Ammann & Whitney, GPI is performing construction inspection for the first stage of the Route 35 construction. Through this 3.5 mile section of the project, one lane exists in each direction. Project includes: full depth roadway reconstruction of Route 35 for 3.5 miles including new curbs and sidewalks; construction of a new stormwater drainage system including four underground pump stations; sewer & water main replacement & relocation; construction of replacement bulkheads. Duties include being the Owner's direct on-site representative to the contractor, direct supervision of a Construction Project's Field Inspection/Engineering staff, performing quality assurance oversight of major items of work in progress and/or ensuring that the project is constructed in accordance with the plans and specifications for the owner. Client: NJDOT

New Jersey Turnpike Interchange 6 to 9 Widening Program, Contract 502; 6/10-3/14, $38.9M. Resident Engineer (5/13-3/14); Assistant Resident Engineer (6/10-5/13). *Contract No. T869.120.502 (approximately $38.9M) Grading, Drainage, Paving & Structures NSO/SNO Roadways MP 62.0 to 63.4, Township of Robbinsville, Mercer County.* Mr. Roche started on this project as Assistant Resident Engineer and in 2013 was promoted to Resident Engineer. The project is substantially complete. This contract involved the construction of the mainline outer roadways in the southern portion of Section 5 including a proposed U-Turn structure, reconstruction of the Gordon Road and Sharon Road overpasses and two mainline structures over Assunpink Creek. This contract also included two stormwater management basins, seven sign structures, one noise barrier and retaining walls. ARE Duties included, in the absence of the RE, being the Owner's direct on-site representative to the contractor, direct supervision of a Construction Project's Field Inspection/Engineering staff, performing quality assurance oversight of major items of work in progress and/or ensuring that the project is constructed in accordance with the plans and specifications for the owner. He was responsible for as-built quantities, assisting in the preparation of contractor payments, traffic control, assigning staff to cover contractor operations. Mr. Roche also performed inspection duties including for foundation excavation, steel piles, sub and superstructure reinforced concrete bridge items, drainage piping and structures, subgrade, subbase, DGABC, and bituminous paving in lifts. Client: NJTA

Route 1 & 9 Northbound Ramp to Delancy Street Reconstruction, Newark, Essex County, NJ; 7/09-6/11, $1.3M. Resident Engineer. This project replaced the Route 1&9 northbound ramp to Delancy Street and installed a new traffic signal at the intersection of Route 1 & 9 and Delancy Street in Newark. The project consisted of road reconstruction utilizing full depth pavement (i.e. subgrade, subbase, Dense Graded Aggregate Base Course, and

bituminous HMA base and Superpave surface course pavement), drainage improvements, and included roadway lighting, signing and signal improvements. Client: NJDOT

NJTA Contract 104-1213, OPS P3094 Driscoll Bridge Widening and Rehabilitation; 2/07-8/09, $100M. Senior Inspector. This project was the largest single dollar value construction contract in the history of NJTA. GPI, subconsultant to PB Americas, for the rehabilitation of the superstructure of the first two bridges. In the first stage of construction, the original bridge (now designated as the "Northbound Outer" or "NBO" bridge) received a major overhaul, with northbound traffic being maintained on the second bridge ("Northbound Inner" or "NBI") in six lanes (only 9'-8" wide) plus the counterflow lane on the new ("Southbound" or "SB") bridge. During the next stage, traffic was switched to the newly rehabilitated NBO (plus counterflow lane), and the process was repeated on the NBI structure. The work on each bridge included complete removal of the existing deck, curbs, barriers, lighting and drainage; replacement of all existing main girder bearings with electrometric or isolation bearings; installation of new bolsters between existing stringers and floorbeams to adjust the top-of-steel elevations to conform to the new deck cross-slopes; miscellaneous steel repairs; installation of new deck joints and composite concrete deck using HPC concrete and epoxy-coated reinforcing steel; bridge drainage system; concrete barriers and new bridge lighting. On the NBO structure, an existing overstress condition in the floorbeams was eliminated by using high-strength post-tensioned strands attached to anchorages and deviators at the bottom flange of every floorbeam. Approach roadway drainage and paving and new overhead signage completed the work. Client: NJTA

Macombs Dam Bridge over the Harlem River, Contract #BRX287R, New York, NY; 11/00-4/03, $145M. Senior Inspector. The Macombs Dam Bridge is the oldest swing bridge in New York City. Responsibilities included providing construction engineering and inspection of the Macombs Dam Bridge over the Harlem River. Duties also included the preparation of reports for contractor payments including verification of quantities and compliance with contract plans and specifications. Client: NYCDOT

Williamsburg Bridge, Contract #7, North Roadways Reconstruction, New York, NY; 6/00-9/00, $13M. Inspector. Resident engineering and inspection for the reconstruction of the North Inner and Outer Roadways. Major work items included the construction of the new North Approach structure, construction of the new Marcy Avenue substructure (elevated structure which connects the North Roadways to the BQE) including the installation of 700 bored-in-piles; construction of new reinforced concrete pile caps, piers, retaining walls and abutments; new superstructure consisting of steel girders with a concrete filled grid deck; and new drainage and bridge lighting. In addition, work also involved new underdeck inspection of walkways, the replacement of the existing pedestrian walkway with a new orthotropic deck walkway, and replacement of the deck and framing system on the main bridge with an orthotropic deck system and accompanying barriers; and extensive MPT plans. Client: NYCDOT

Williamsburg Bridge, Contract #6, BMT Structure Rehabilitation, New York, NY; 4/99-6/00, $176M. Senior Inspector. This project consisted of the demolition and reconstruction of the entire BMT transit structure on the Williamsburg Bridge. Responsible for organizing and leading the quality assurance inspections and quantity reporting for all structural steel and reinforced concrete demolition and construction on this project. Duties included the preparation of reports for compliance and payment acceptability. Client: NYCDOT

Goethals Bridge, Contract AKG 274.022, New York, NY; 7/00-8/00. Senior Inspector. This project involved structural repairs, cleaning and painting of the New York and New Jersey approaches of a major steel truss bridge. Responsibilities included monitoring the collection and disposal of lead paint, inspection of containment systems, application and testing a new paint system. Responsibilities also included monitoring MPT on the NJ Turnpike and coordinating lane closures with the NJ State Police. Client: PANY&NJ

Riverside South, New York, NY; 5/97-4/99, $20M. Structural Engineer/Construction Inspector. This project involved the construction of new infrastructure to access two new high-rise buildings on the West side of Manhattan including the construction of three new bridges, two of which are over active Amtrak lines, and the construction of 600 LF of new roadway on 100,000 cy of fill. Responsible for ensuring contractor compliance with plans and specifications; review and coordination of shop drawings; record keeping according to MURK; inspection of caps, columns, piers, retaining walls; erection of structural steel and precast units, bearings, armored joint systems; construction of bridge decks and approach slabs; and bridge construction in accordance with NYCDOT Bureau of Bridges and NYSDOT standards and specifications. Client: Trump/New World

Saif Salahuddin, P.E.
Assistant Resident Engineer

Professional Profile
Mr. Salahuddin is C-3 Supervisor/Competent Person certified with extensive experience in construction management and construction inspection projects. He has over 20 years of experience on large scale infrastructure projects. Mr. Salahuddin has provided specialized engineering services in the field of construction engineering, construction management, and in the planning and design of highly complex, multi-million dollar transportation infrastructure projects to almost all the major government agencies in the Tri-State area including the NJDOT, NYSDOT, NYCDOT, NYSTA, NYCDDC and various other local government agencies.

Proposed Project Assignment
Field Engineer – Civil/Structural Inspector

Registration/Certifications
Professional Engineer: NJ
1995/NICET III; 1995/NICET II
2010/NJSAT
2013/Rutgers TCC Refresher
2014/ACI-CCTC *(Lifetime Certification)*
2012/ACI Concrete Field Testing Tech – Grade 1

Education
ME/1994/Civil Engineering; BE/1989/Civil Engineering

Total Years Experience 20

Project Experience

New Jersey Turnpike Interchange 6 to 9 Widening Program; 11/12-Present, $2.7B. Senior Inspector for Contract No. T869.120.803 (approximately $118M) NSO/SNO Roadways and Service Area 7S Ramps Grading, Drainage, Paving, Structures & Lighting Milepost 70.6 to Milepost 82.6. This contract provides for the construction of approximately three miles of the proposed Turnpike inner and outer roadways south of Interchange 8A. This contract will eliminate the existing merge/diverge, which will require a significant amount of construction staging. The contract also includes the construction of two Service Area flyover ramps, one culvert extension and two mainline structures over Cranbury Brook and the reconstruction of four ramps at Interchange 8A. Additionally, 30 sign structures, eight stormwater management basins, 22 retaining walls and the third lane on the NSO roadway between Interchange 8A and Interchange 9 will be constructed. Construction is anticipated to commence in the second quarter of 2012 and be completed in the second quarter of 2014. Client: NJTA

Resurfacing of Route 35 from South of Cherry Tree Road to Route 9, Middletown, Holmdel, Hazlet, Aberdeen, & Old Bridge Townships, Keyport & Sayerville Borough, City of South Amboy, Monmouth & Middlesex Counties, NJ; $3.9M, 8/12-11/12. Senior Inspector. This project included HMA surface course milling and paving; construction of new handicap ramps in conformance with ADA guidelines, sidewalk and curb improvements; drainage structure improvement; landscaping, new traffic striping and traffic signal improvements. In addition, the work included bridge deck partial depth repair, bridge sidewalk and curb repair, spall repair and deck joint repair at various bridges throughout the project limits. As a Senior Inspector, Mr. Salahuddin was responsible for inspection of all work items to ensure that they were in compliance with plans and specifications, payment processing, worksite safety and as-built reports. Client: NJDOT Region Central

New Jersey Turnpike Interchange 6 to 9 Widening Program; 7/11-8/12, $2.7B. Senior Inspector for Contract No. T869.120.102 (approximately $53M) NSO/SNO Roadways Grading, Drainage, Paving, Structures, & Lighting MP 48.7 TO 50.5, Townships of Springfield & Mansfield, Burlington County. This project was the first contract in a series to add 3 outer lanes to the NJ Turnpike from interchange 6 to 9. The contract included excavation, storm water management facilities, MSE retaining walls, culverts extensions, pipe jacking, construction barrier, guard rails asphalt roadway construction, striping, signage and a stream relocation. Responsibilities included submittal approvals/tracking, force account tracking, pay estimates, change orders, managing the inspectors, electronic reporting and the coordination of traffic controls, bridge demolition and construction, site clearing, excavation, drainage, precast culvert construction, precast parapet installation, MSE walls, structural concrete for substructures and superstructures, HPC bridge decks, asphalt paving, and electrical work. The project was constructed utilizing a combination of long term lane closures with construction barriers, temporary lane closures and lane shifting. Client: NJTA

New Jersey Turnpike Interchange 6 to 9 Widening Program; 1/10-6/11, $2.7B. Senior Inspector for Contract No. T869.120.202 (approximately $32.1M) for NSO/SNO Roadways Grading, Drainage, Paving, and Structures from MP 55.1 to 56.5 in the Townships of Bordentown and Chesterfield. This project involved the construction of two new outer roadways, each consisting of three 12-foot lanes and a 12-foot right shoulder as well as the reconstruction of the Bordentown Chesterfield Road (CR 528) and the Ward Avenue bridges over the Turnpike, five retaining walls,

two butterfly sign structures, one cantilever sign structure, four overhead VMS structures, drainage and three storm water management basins, ITS, and relocate transverse utilities. As Senior Inspector, Mr. Salahuddin was responsible for the on-site inspection of the contractor's means and methods for foundation excavation, steel piles, sub and superstructure reinforced concrete bridge items, drainage piping and structures, subgrade, subbase, DGABC, and bituminous paving in lifts. Client: NJTA

Route 287 Resurfacing from New Jersey Turnpike to Stelton Road, Edison, NJ; 4/08-1/10, $40M. Assistant Resident Engineer. This $40-million fast track project included 130,000 tons of Superpave HMA construction, 46,000 square feet of full depth concrete pavement repair, 155,000 pounds of slab stabilization with polyurethane grout, and extensive bridge repairs and state-of-the-art ITS components. This section is an extensively traveled corridor and facilitates both commuter cars and heavy truck traffic. Duties included inspection of the contractor's means and methods for the major items of work including: milling, reset heads, concrete curbs, surface preparation, HMA superpave items, and maintenance and protection and traffic, nightwork, repair and replacement of existing concrete lane pavement both full depth and partial depth repairs as well as stabilization measures at existing joints, followed by a 4" overlay over a 5.8-mile stretch of 3 and 4 lane interstate roadway both NB and SB. Duties also included being the Owner's direct on-site representative to the contractor, direct supervision of a Construction Project's Field Inspection/Engineering staff, performing quality assurance oversight of major items of work in progress and/or ensuring that the project is constructed in accordance with the plans and specifications for the owner. Client: NJDOT

Route 33, Section 9A in Monmouth County, NJ; 5/06-4/08, $18M. Lead Engineer. Provided construction management services for this important roadway project that included widening and reconstruction of Rte. 33, Rte. 35 and Rte. 71 with new geometric and pavement features. Duties included inspection of the contractor's means and methods for the major items of work including: milling, reset heads, concrete curbs, surface preparation, HMA superpave items, and maintenance and protection and traffic, nightwork, installation of new traffic signal, relocation of existing utilities and installation of new underground utilities including water, gas, electric & telephone; new storm water drainage system, asbestos abatement, landscaping and extensive MPT. The construction of new full-depth flexible pavement on clayey subgrade conditions with high water table required subgrade undercut and replacement with crushed stone wrapped in geotextile fabric for almost the entire project limits. Responsible for all phases of construction including constructability and design reviews, field supervision of all items of construction, payment processing, coordination of work with various agencies, QA/QC, review of shop drawings, CPM schedule, as-built reports and final estimates. Client: NJDOT

Rehabilitation of Park Avenue, Nelson Avenue, Bergen Avenue & Kearny Avenue Bridges, Hudson County, NJ; 10/05-04/06, $3M. Resident Engineer. Provided construction management services for the total rehabilitation of these structurally deficient bridges including floorbeams, girders,columns, abutments, full-depth deck repair, cast-in-place deck replacement; reviewed design calculations, shop drawings, and CPM schedule to ensure timely and cost effective completion of the project. It also included lead-based paint removal and application of new coating, asphalt paving, and extensive MPT for being in extremely busy areas. Coordinated work with various government agencies; ensured project's compliance with all the federal, state and local codes, including applicable safety and environmental regulations. In addition, investigated field conditions for any design changes and suggested design alternatives. Client: Hudson County

Reconstruction of Queens Boulevard & Honeywell Street Bridges, Queens County, NY; 1/01-3/02, $60M. Senior Engineer. This highly complex project entailed complete demolition and replacement of two structurally deficient bridges over one of the most heavily traveled RR tracks in New York City. In consultation with the Resident Engineer, Mr. Salahuddin was directly in-charge of day-to-day and over-all management and supervision of all phases of construction of these multiple-span steel bridges with composite deck slab, including QA/QC. Investigated field conditions to conduct constructability reviews and to solve construction problems. Supervised work assigned to different team members; reviewed construction quantities, processed payments and change orders. This project also involved lead and asbestos abatement, and extensive RR & vehicular traffic safety. All of this had to be accomplished on accelerated schedule. Due to pro-active management and planning approach, this project was completed ahead of schedule, saving the City of New York millions of dollars. Client: NYCDOT

Jeffrey Schramm, P.E.
Senior Construction Inspector

Professional Profile
Mr. Schramm is a senior inspector with the following experience.

Proposed Project Assignment
Field Engineer – Civil/Structural Inspector

Registration/Certifications
2008/Professional Engineer/NY

Education
BS/1997/Civil Engineering

Course Work
2008 - 10-Hour OSHA Training Course, #36-003700831

Total Years Experience 17

Project Experience
2011-2014 Port Authority On-Call Construction Management Services - John F. Kennedy International Airport, Queens, NY; 4/12-Present. Senior Construction Inspector. As part of this on-call construction management services project, Mr. Schramm is assigned to projects at JFK Airport. These projects include:

- **Pavement Rehabilitation of Van Wyck Expressway North and South Service Roads, JFK-924.703.** His responsibilities include coordination of daily activities with Port Authority Operation and Contractor; working with Port Authority materials to ensure quality of work installed; preparation of Daily Narrative of work performed which is submitted to the Assistant Resident Engineer; preparation of Controlled Inspection reports; review of payments; review and approval of T&M tickets; keeping track of quantities installed for the project's classified items; and working with Port Authority Quality Assurance Division to inspect completed portions of the project and preparing a punch list.

- **Rehabilitation of Taxiways FA & FB, JFK-184.029.** His responsibilities include coordination of daily activities with Port Authority Operation and Contractor; working with Port Authority materials to ensure quality of work installed; preparation of Daily Narrative of work performed which is submitted to the Assistant Resident Engineer; preparation of Controlled Inspection reports; review of payments; review and approval of T&M tickets; keeping track of quantities installed for the project's classified items; and working with Port Authority Quality Assurance Division to inspect completed portions of the project and preparing a punch list.

- **Runway 4L-22R RSA Compliance/Runway Reconstruction, JFK-104.002.** Mr. Schramm is working with the project management and the design group in to work out staging, scheduling and general planning for the job.

- **Taxiway R Rehabilitation for the JFK Resident Engineer's Office, JFK-1029.** This project involved inspecting installation of new electrical equipment for compliance with contract, Port Authority standards and NYC codes; documenting and maintaining daily narratives on contract projects; reviewing plans, specifications and shop drawings, processing and reviewing contractor submittals, change orders and estimates; interacting with architects, engineers, contractors and Port Authority officials; and coordinating scheduled electrical shutdowns with Port Authority Electrical Shop and various departments. He was responsible for managing the daily field operation for this project. His responsibilities included coordination of daily activities with Port Authority Operation and Contractor; working with Port Authority materials to ensure quality of work installed; preparation of Daily Narrative of work performed which is submitted to the Assistant Resident Engineer; preparation of Controlled Inspection reports; review of payments; review and approval of T&M tickets; keeping track of quantities installed for the project's classified items; and working with Port Authority Quality Assurance Division to inspect completed portions of the project and preparing a punch list.

Client: Port Authority of NY & NJ

Jeffrey Schramm, P.E.
Senior Construction Inspector

Biological Nutrient Removal Plant Upgrades to the Wards Island Waste Water Treatment Plant, New York, NY; 6/07-4/12. Mr. Schramm managed a staff of field inspectors covering the WI-79G, 79E, 79H and 79P contracts totaling over $250 million in value. His responsibilities included review and approval of all inspector reports and contractor's time and material sheets; coordinating contractor's daily activities with DEP plant operations and inspection staff; review of contractor's payments; managing all change order work and unit price items; preparation of punchlist and close out documentation for all disciplines and contracts; working with engineer of record to resolve field issues and drafting RFCs for their review; working with various branches of DEP including Division of Design Services, Audits, Operations and Engineering; acting as structural field liaison for the construction of the Croton Water Treatment Plant Facility; representing the structural engineer of record onsite for the $1.2 billion CRO-312G DEP contract; review and approval of shop drawings and RFC/RFI's; assisting office staff with change order preparation, coordination of design changes and serving as point of contact for all field issues; working directly with construction management staff and contractor on a daily basis to prioritize submittals for review and expediting issues that required the design engineers input; and coordination and resolution of field issues concerning all disciplines of the project.

Interstate Industrial Corporation, Clifton, NJ; 3/06-6/07. Mr. Schramm served as project engineer for the $100-million concrete substructure and superstructure contract for the New Yankee Stadium and a $7-million site work contract for the west side expansion of Green Acres Mall located in Valley Stream, NY. He was responsible for reviewing drawings; providing sketches and working drawings to field personnel; creating daily reports for tracking and recording of quantities installed for budget and schedule use; composing and submitting RFIs to engineer of record; reviewing and approving subcontractor and material supplier's invoices; and attending weekly engineering, RFI and QA meetings with general contractor and engineer of record. Mr. Schramm served as point of contact for quality assurance program and non-conformance repair work.

JFK International Airport, Queens, NY; 11/02-3/06. Mr. Schramm worked as a consultant in the Resident Engineers Office at JFK airport. He managed a wide variety of jobs ranging from runway and taxiway rehabilitation to tenant terminal construction. Projects included the Relocation of Taxiway A West; Rehabilitation of Runway 13L/31R; JetBlue Hangar 81B; American Airlines Terminal 9; and an Emergency Repair Work Order Contract. He was responsible for review of payment applications; preparation and negotiation of change orders; and tracking unit price classified quantities. Mr. Schramm built upon his knowledge of civil engineering by managing jobs in other disciplines such as mechanical and electrical. He was involved in all disciplines of new terminal and hanger inspection and construction coordination; conducted building inspections with engineer of record, tenant representatives and Port Authority personnel for life safety systems, utilities, fire proofing, HVAC systems and structural components; he worked as liaison between contractors, tenants and facility operations; he had extensive knowledge of landside and airside airport operations along with a good understanding of Port Authority tenant construction procedures.

Atlantic City-Brigantine Connector, Atlantic City, NJ; 11/97-11/02. Mr. Schramm acted as a structural engineer on this $200-million design-build project responsible for the design and preparation of drawings.

Reconstruction of Route 3N, Boston, MA; 11/97-11/02. Mr. Schramm acted as a structural engineer on this design-build-operate-maintain contract including the reconstruction and complete redesign of 22 miles of highway. Specifically, he was responsible for final design and drawings of a 12-span, 1,400-ft-long prestressed concrete girder bridge and a six-span prestressed concrete girder. Work included complete geometry design, design of steel superstructure girders and elastomeric bearings. During the construction phase, he continued to be responsible for shop drawing coordination for all disciplines as well as making multiple field visits as part of on-call services to the contractor.

Phenol Zamor
Electrical Inspector

Professional Profile
Mr. Zamor has many years of experience as an electrical inspector and in the field of design.

Project Experience
Bayonne Bridge Navigational Clearance Program (BBNCP) Construction Management, NY/NJ; 10/13-Present. Electrical Inspector. This project involves construction management services for the $743-million Bayonne Bridge Navigational Clearance Program (BBNCP). This extraordinarily complex, once-in-a-lifetime project will replace more than 5,000 feet of viaduct and re-frame the existing steel arch structure to accommodate a new roadway 65 feet above the existing roadway. Mr. Zamor is responsible for inspection of electrical equipment installation in New York and New Jersey buildings; installation of adaptive signals at various locations on roadways; installation of fiber optic cable, devices and panels for CCTV cameras; routing of electrical conduit and installation of panel schedules; pulling conductors in conduit and performing insulation resistance tests; installation of temporary and permanent roadway lighting systems; installation of SCADA systems; and installation of aesthetic lighting systems. He also checks for compliance with the National Electric Code, specifications and other approved documents. Client: Port Authority of NY & NJ

Proposed Project Assignment
Field Engineer – Electrical Inspector

Education
MS/1993/Electrical Engineering
BS/1992/Electrical Engineering

Course Work
2014 - NYC DOB 4-Hour Supported Scaffold (2018)
2014 - NYC DOB Confined Space Awareness
2010 - 10-Hour OSHA Training Course
2005 - 40-Hour OSHA Training Course
1986-1988 - Pre-Engineering/Computer Science, Medgar Evers College

Professional Affiliation
National Fire Protection Association

Total Years Experience 20

Manhattan Bridge Rehabilitation of Cables and Suspenders, Contract 14, #BRC156R, New York, NY; 8/10-10/13. Electrical Inspector. This $149-million project involved the unwrapping and rewrapping of cables; replacement of suspenders; replacement of necklace lighting messenger cables and cable hand ropes; installation of new access platforms to existing tower platforms; reversal of lower roadway and operation of HOV lane and replacement of multi-rotational bearings at the Towers; replacement of light poles and luminaries on South upper roadway; replacement of lane control radar on South upper roadway; and retrofit of track stringers and diaphragm connections and other miscellaneous work. Mr. Zamor was the senior inspector for the removal and replacement of roadway lighting, main cable necklace lighting and ranging radar detectors. He also monitored the schedule, wrote reports, reviewed contractor submittals, and assisted in cost estimates for all electrical issues on the project. Client: New York City Dept. of Transportation

Bronx-Whitestone Bridge Bronx/Queens Approach, BW-89/WBM-342, Bronx, NY; 11/08-8/10. Electrical Inspector. This $192-million project involved the staged removal and replacement of the Bronx Approach superstructure and substructure from the Bronx Toll Plaza to the Bronx Anchorage. Work included the installation of excavation support systems, mini-pile foundations and temporary steel support systems to support the existing structure during the staged construction. There were massive concrete placements for concrete footings and piers during the construction of the substructure. Traffic on the bridge was maintained with five lanes open to traffic during the project. During the staged construction, work was staged demolition of the existing roadway, installation of multiple continuous steel girders, placement of a staged composite concrete deck, installation of permanent concrete barrier and installation of permanent street lighting. Other work items on the project included new utility systems at the Bronx Toll Plaza, installation of new salt storage dome building and miscellaneous steel and concrete deck repair on the Queens Approach structure. Mr. Zamor's responsibilities included inspection of protective shield on or around switchgear equipment during demolition and construction; installation of all temporary and new electrical equipment such as transformers, lighting and power panels, variable message signs and variable speed limit signs; conduit and pullboxes placement; pulling and splicing of conductors; erection of temporary and permanent roadway luminaires; removal and reinstallation of Con Edison transformer and associated feeders; and removal of existing 5-kV feeders and installation of new 5-kV feeders. Client: Triborough Bridge and Tunnel Authority

Phenol Zamor
Electrical Inspector

Bronx-Whitestone Bridge Deck Replacement - BW-82, Bronx, NY; 7/04-11/08. Electrical Inspector. This $150-million project involved the reconstruction of the suspended spans deck with an orthotropic steel deck. The project also involved the installation of new maintenance travelers, electrical and communications systems, fire protection system and inspection platforms. A temporary movable barrier was also being utilized to provide for efficient traffic flow during the eight reconstruction stages scheduled for this project. Mr. Zamor's responsibilities included inspection of electrical conduit placement, installation of conductors, field splicing of wires, placement of pull boxes, erection of roadway lighting fixtures, installation of tower flood lighting, and connections to power feed transformers from Con Edison. Client: Triborough Bridge and Tunnel Authority

Roosevelt Island Bridge over East River Channel, Queens, NY; 10/02-5/04. As an electrical inspector, Mr. Zamor's responsibilities included the preparation of plans, specifications and cost estimates for complete electrical control system rehabilitation of the bridge. Client: New York City Dept. of Transportation

Route 5 Bridge over Chickahominy River, Richmond, VA; 10/00-5/04. Mr. Zamor served as an electrical inspector on this project that involved the design and layout of incoming power cables, conduits and submarine cables with terminal boxes. Client: VTrans

Hamilton Avenue Bridge over the Gowanus Canal, Brooklyn, NY; 10/99-5/04. Electrical Inspector. This project involved the complete electrical control system rehabilitation of bridge including roadway lighting auxiliary equipment, cost estimates and specifications. Client: New York City Dept. of Transportation

Atlantic Beach Bascule Bridge, Lawrence, NY; 8/96-8/00. Electrical Inspector. This project involved the design and layout of conduit routing for bridge incoming power and auxiliary equipment, cost estimates and specifications. The project also involved staging construction phases, shop drawings review and construction support. Client: New York City Dept. of Transportation

Shore Road Bridge over Hutchinson River, Bronx, NY; 2/02-9/02. Electrical Inspector. This project involved the inspection of electrical equipment during construction. Client: New York City Dept. of Transportation

Carlton Vertical Lift Bridge, Bath, ME; 10/99-2/01. Electrical Inspector. This project involved the complete electrical rehabilitation of bridge including auxiliary estimates, specifications and construction support. Client: Maine Dept. of Transportation

Memorial Bridge, Portsmouth, NH; 11/99-3/01. Electrical Inspector. This project involved the design and installation of closed circuit television (CCTV) and specifications. Mr. Zamor provided shop drawings review and cost estimates. Client: New Hampshire Dept. of Transportation

Marine Parkway Lift Bridge, Brooklyn, NY; 10/96-6/04. Electrical Inspector. This project involved the design and layout of traffic control devices and roadway lighting. He also provided shop drawings review, construction support, design and layout of decorative lighting system. Client: Triborough Bridge and Tunnel Authority

Cedar Creek Bridge, Georgetown, DE; 7/95-7/96. Electrical Inspector. Mr. Zamor was responsible for the design and inspection of the electrical control for warning gates and traffic signals including cost estimates, specifications and shop drawings review. Client: Delaware Dept. of Transportation

East Washington Avenue Single Bascule Leaf Bridge, Bridgeport, CT; 9/95-8/99. Electrical Inspector. Mr. Zamor's responsibilities included the complete electrical control system design, construction cost estimates and specifications, including associated lighting and traffic auxiliaries. He also provided shop drawing review and construction supports. Client: Connecticut Dept. of Transportation

Route 36 Bridge over Shrewsbury River double Bascule Bridge, NJ; 3/94-6/94. Electrical Inspector. Mr. Zamor's responsibilities included the design and preparation of plans for conduit installation for bridge auxiliaries. Client: New Jersey Dept. of Transportation

McArdle Bridge, Boston, MA; 10/93-11/93. Electrical Inspector. This project involved the design special protective covering for flexible cables to movable spans. Client: Massachusetts Dept. of Transportation

US Route 136 Swing Bridge, Westport, CT; 6/94-9/94. As an electrical inspector, Mr. Zamor was responsible for shop drawing review and design modifications. Client: Connecticut Dept. of Transportation

RESUMES

INSPECTORS – Civil/Structural, Mechanical/Electrical, NACE

Peter Alley
Assistant Resident Engineer

Professional Profile
Mr. Alley possesses nearly 30 years of experience in the construction management field. He has been involved in all aspects of project management including bid to completion, estimating, field engineering and quality control, implementing and maintaining safety throughout the work site, direct supervision of work forces, coordinating subcontractors, project scheduling, onsite record management, and contact with owner representatives.

Proposed Project Assignment
Civil/Structural Inspector

Course Work
2014 - NYC DOB 4-Hour Supported Scaffold (2018)
2014 - NYC DOB Confined Space Awareness

Total Years Experience 29

Project Experience
Bayonne Bridge Navigational Clearance Program (BBNCP) Construction Management, NY/NJ; 7/13-Present. Assistant Resident Engineer. This project involves construction management services for the $743-million Bayonne Bridge Navigational Clearance Program (BBNCP). This extraordinarily complex, once-in-a-lifetime project will replace more than 5,000 feet of viaduct and re-frame the existing steel arch structure to accommodate a new roadway 65 feet above the existing roadway. Mr. Alley is responsible for facilitating solutions to many of the technical issues associated with the contractor's means and methods developed to build precast pier elements and roadway segment sections. He played a major role early in the project in partnering with the contractor and designer to establish a working group whose sole purpose was to work collaboratively to solve several challenges discovered during shop drawing development and contractor-initiated optimization plans. This group was very successful in working through these challenges and developing workable and buildable details necessary to precast pier elements and roadway segments. Client: Port Authority of NY & NJ

14th Street Viaduct Replacement, Hudson County, NY; 6/11-7/13. On-Site Construction Manager. This was a $48-million bridge replacement project in an urban area featuring an elaborate temporary structure to support half of the existing bridge during staged construction, pile foundations, cast-in-place concrete with extensive architectural features and a steel superstructure with long continuous spans. Client: Hudson County

Route 36 Highlands Bridge, NJ; 2008-2010. On-Site Construction Manager. This $125-million segmental bridge project featured the staged construction of two, 1,300-ft-long precast segmental box girder structures across the Shrewsbury River. Balanced cantilever construction was used, and the piers were constructed using post-tensioned precast concrete box sections. Other features included 54-in. diameter concrete piles, floating cofferdams, phased demolition of the existing bascule bridge and other ancillary road and bridge items. This schedule-critical project was successfully completed on time. Mr. Alley's responsibilities included the daily coordination of all work activities and the responsibility for overall project quality control, safety and field engineering to ensure the schedule was met. Client: New Jersey Dept. of Transportation

Dover Rail Yard Pedestal Pit, NJ; 12/06-8/08. On-Site Construction Manager. This $7-million project involved the installation of a 950-ft-long precast concrete maintenance pit and associated utilities in an active electrified rail yard. Client: New Jersey Transit

Other major projects he has been involved with include:

Route 1 & 9, Magnolia Avenue Bridge Replacement, NJ; 2006-2007. This $6-million road and structure project featured a bridge replacement and three retaining walls. Client: New Jersey Dept. of Transportation

Route 78 Section 5CD, Newark NJ; 2005-2007. This was a $13-million road reconstruction and retaining wall project. Client: New Jersey Dept. of Transportation

Peter Alley
Assistant Resident Engineer

Route 46, VanHouten Avenue Interchange, NJ; 2005-2008. This $16-million road and structure project featured a bridge replacement and four retaining walls. Client: New Jersey Dept. of Transportation

Replacement of the Mantoloking Bridge, NJ; 12/03-5/06. This $21-million project featured the construction of a 1,000-ft-long bridge with a double bascule span over the Barnegat Bay. Client: Ocean County

Bay Head Rail Yard Improvements, NJ; 10/03-4/06. This $11-million project featured a 950-ft-long maintenance pit and the associated utility upgrades. Client: New Jersey Transit

Route 21, Contract TSM6 #1, Newark NJ; 4/02-6/05. This $42-million road and structure project featured a roll-in replacement of a NJT railroad bridge, multiple retaining walls with architectural treatments, a sewer screening facility, complete utility replacements, and road reconstruction. Client: New Jersey Dept. of Transportation

Expressrail Project in Port Elizabeth, NJ; 2001-2003. This $20-million road and rail project featured a depressed roadway structure and a railroad bridge. Client: Port Authority of NY & NJ

Route 9, Section 15D, NJ; 2001-2003. This $12-million project involved a bridge with large diameter concrete cylinder piles. Client: New Jersey Dept. of Transportation

Montclair Connection, NJ; 1999-2002. This involved multiple contracts totaling $30 million involving construction of the connection between the Montclair Line and the Boonton Line. Work included the electrification of a portion of the Boonton Line, a new station, and an electrified rail yard. Client: New Jersey Transit

Route 21 & Route 46, Sections 6K & 14P, NJ; 7/97-10/00. This $32-million project involved the construction of a new interchange. Key features included asphalt paving, 42-in. diameter water line, drilled shafts, large cofferdams, multiple retaining walls, sound walls and steel superstructure bridge, all with architectural treatment. Client: New Jersey Dept. of Transportation

Route 517, NJ; 8/95-11/96. This project involved the "roll-in" of a railroad bridge. Client: New Jersey Dept. of Transportation

Route 287, NJ; 7/92-10/93. This project involved various subcontracts totaling $16 million. Mr. Alley managed this accelerated concrete paving project that allowed for the opening of Rt. 287 eight months ahead of schedule. Client: New Jersey Dept. of Transportation

Route 287, Section 20J, NJ; 4/90-7/93. This was a $20-million new highway and bridge project. Client: New Jersey Dept. of Transportation

Other projects Mr. Alley was involved on include:

Widening of Exit 7, NJTA
Median Barrier between Exits 2 and 3, NJTA
Reconstruction of Washington Street, NJDOT
Route 206 Bypass, NJDOT
Various Municipal Projects

Hill and Dale Construction Co., L.L.C, Oldwick, NJ; 7/94-8/95. As owner/manager, Mr. Alley was a contractor that performed road and site construction. Major projects included a 900-ft road extension in Tewksbury Township as well as other residential site and septic projects.

Cipico Construction Inc.; 2/85-3/86. Superintendent/Field Engineer
Engineering Associates of New York; 7/84-2/85.Construction Inspector

KWESI AMEGAH *KS Engineers, P.C.*
Construction Inspector – Civil/Structural

EDUCATION

BS / Civil/Structural Engineering, University of Michigan College of Engineering

PROFESSIONAL REGISTRATIONS/CERTIFICATIONS

ACI Concrete Construction Special Inspector (CCSI) – Expires 3/11/15
Bridge Inspection course; New York State Department of Transportation (NYSDOT)
Concrete Field Testing Training course; New York City Department of Design and Construction (NYCDDC)
OSHA Construction Safety Awareness course
ACI Field Testing Technician-Grade I – Expires 8/20/14
AASHTO Trans-port, Transportation Software - Site Manager Inspection Class – Construction (NYSDOT) 8/24/10

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Senior Civil Construction Inspector/Engineer	7/2014 - Present
Gandhi Engineering, Inc.	Senior Inspector	3/2011 - 7/2014
Entech Engineering	Senior Inspector	8/2010 - 12/2010
KS Engineers, P.C.	Senior Inspector	3/2009 - 7/2010
Munoz Engineering	Senior Inspector	8/2006 - 11/2008
STV, Inc.	Senior Inspector	5/2004 - 8/2006
Desimone Consulting Engineers	Structural Engineer	1/2003 - 3/2004
HAKS Engineers	Senior Inspector	1/2001 - 11/2002
Massand Engineering	Inspector	6/1999 - 12/2000
New York City Department of Buildings	Assistant Civil Engineer	3/1988 - 6/1999
NYC Department of Transportation	Assistant Civil Engineer	9/1987 - 3/1988
NYC Department of Transportation	Assistant Team Leader	5/1985 - 7/1987

EXPERIENCE SUMMARY

Mr. Amegah has more than 25 years of multifaceted experience encompassing inspection, civil and structural engineering as a Civil Engineer. His experience in construction inspection and bridge inspections including completion of various in-depth inspection programs in the New York metropolitan area. He also has experience in civil design including roadway replacements involving drainage, sewers, utilities, curbs and sidewalks. In addition, his structural experience includes the removal, replacement and reinforcement of steel and concrete bridge elements.

PANYNJ, Construction Management Services, NY Marine Terminal, Howland Hook & Teterboro Airport, PIDS, NY and NJ – Senior Inspector responsible for inspection of building demolition at Howland Hook, Staten Island contractor oversight as part of work at NYMT. Mr. Amegah is participating in the testing phase and inspection of the perimeter intrusion detection system, fencing sensors and radar system both day and night at PANYNJ Airport. Also supervised the assembly of large erosion mats made of concrete sections encased in geotextile material being fabricated in Bayonne for future relocation and installation. (03/09 – 07/10)

NYSDOT, Route I-495 Mill & Fill Exit 57 to 64, Towns of Brookhaven & Islip & Village of Islandia, Long Island, NY – Senior Inspector provided inspection and other related services for 19.9 million dollar project involving grinding existing asphaltic concrete wearing concourse and repaving. Inspection services also include site maintenance and safety protection. (08/2010 – 2011)

NYCDDC, Resident Engineering Inspection Services for HWCR08B, Citywide Milling Project Involving Grinding Existing Asphaltic Concrete Wearing Course, Manhattan and the Bronx, NY - Inspector responsible for this $7 million project, providing inspection and other related services for projects involving grinding existing asphaltic concrete wearing concourse at various locations on an as-needed basis. Some issues that involve inspection services include site maintenance and safety, protect tree from construction debris, milling two inches of existing asphalt, smaller milling machine was used to grind asphalt in hard to reach places such as around catch basin or corner of a curb and a sweeper was used behind milling machine to clean up the debris. Tasks include all services necessary and required for the inspection, management and administration of this project, for the required construction work to be properly executed, completed on time and conforms to the plans, specifications and requirements of the construction contract. (5/08 – 03/09)

NYCDDC, Resident Engineering Inspection Services for HW2CR08B, Grinding and Milling of Various Streets in the Borough of Manhattan, NY- Senior Inspector responsibilities included inspection of milling of roadway pavement resurfacing in the borough of Manhattan for NYCDDC. Responsible for managing inspection staff, reviewing and approving field changes, resolving any construction problems, claims and disputes, supervision of contractor's work, processing of contractor's monthly payments, coordinated with the various community boards, NYCDDC and other related agencies. (6/07 - 5/08)

Munoz Engineering, New York, NY- Senior Inspector with current responsibilities including inspection of roadway pavement resurfacing in the borough of Manhattan for NYCDDC Previous assignments included inspection of structural retrofit of Verrazano Narrows Bridge and inspection of Port Authority of NY/NJ Newark Airport Parking Garage C for baseline Facility Condition Survey Report. (8/06 – 6/07)

Connecticut DOT, Construction Inspection Services for I-84 Widening between Waterbury and Cheshire, CT- Senior Inspector provided inspection services for the widening of Interstate 84 between Waterbury and Cheshire, CT. Responsible for inspection of reinforced concrete pipes and the inspection of modifications made to existing interstate bridges. Also responsible for the investigation of catch basins. (5/06 – 8/06)

NYCDDC, Resident Engineering Inspection Services for Richmond Road, New York, NY - Senior Inspector provided field inspection and preparation of daily reports for the installation of sewers, water main, and roadway replacement for this roadway in Staten Island, NY. The scope of work included the installation of a new 72-inch trunk main in Richmond Road between Narrows Road and Duzer Street and in Vanderbilt Avenue between Van Duzer Street and Tompkins Avenue. A new 60-inch water main was also installed in Swan Street between Van Duzer Street and Bay Street. (5/04 – 1/06)

Desimone Consulting Engineers - Structural Engineer provided steel and reinforced concrete design and structural inspection services for high rise buildings including the NYU Cancer Institute, 160 E. 34th Street, New York, NY and the Estates of Kew Gardens Hills, 75-25 153rd Street, Queens, NY (1/03 – 3/04)

NYCDDC, Capital Reconstruction Projects - Senior Inspector responsible for NYCDDC capital reconstruction projects, including replacement of major roadways in Brooklyn and Queens and associated drainage, sewer, utilities, curbs, and sidewalks. (12/01 – 11/02)

SYED IMRAN ALI
Construction Inspector

KS Engineers, P.C.

EDUCATION

BS/Mechanical Engineering, University of Taxila, Pakistan, 1985
BS/Physics with Math Major, Gordon College, Pakistan, 1980

PROFESSIONAL REGISTRATIONS/CERTIFICATIONS

NACE CIP Level 1
NACE CIP Level 2
Traffic Control and Safety Seminar, NJDOT, 2001
Work Zone Safety Awareness CAIT Rutgers, 2010
ACI Concrete Field Testing Technician – Grade I Certification
OSHA 10 hour's course attendance
Track Safety Certification MTA NYC
Installation, Operation, and Maintenance of Nuovo Pignone Gas Turbine PGT10/Centrifugal Compressors, Florence, Italy

SELECTED SOFTWARE SKILLS

AutoCAD 2006, Primavera SureTrak, MS Project, MS Office, Arc GIS 3.2, ProQuote, Borland Visual Data Base, NT 4.0 & Windows 2000 OS

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Construction Inspector	2013 – Present 2009 – 2010 2008 - 2009
GPI	Senior Inspector	2010 - 2012
Infrastructure	Construction Inspector	2006 - 2007
Ram Construction; Paradise Construction; East Coast Construction & Design Inc.; Royal America Inc.	Project Supervisor	7/1995 - 8/1999
Dakhni Petrochemical	Senior Engineer	1985 - 1995

EXPERIENCE SUMMARY

Mr. Ali has 29 years of experience including construction inspection for roadway reconstruction, bridge rehabilitation and bridge painting projects including milling and paving work, existing lead paint removal utilizing class 1A containment systems. Has also performed office engineering duties including for review of all the daily reports, estimates, and calculations. Some of his relevant project experience includes:

NJTA, Professional Construction Services for Driscoll Bridge Repainting and Miscellaneous Improvements, NJ and PA - NACE Inspector for this project that included: existing lead paint removal utilizing class 1A containment systems; steel surface preparation; painting structural steel; performing of tests to confirm compliance with the contract specifications; miscellaneous improvements to the structure. (2013 - 2014)

NJDOT, FHWA Maintenance Bridge Painting Contract 2010-3, Routes 35 and 37, NJ - Inspector on this project that included: existing lead paint removal utilizing class 1A containment systems; steel surface preparation; painting structural steel; performing of tests to confirm compliance with the contract specifications; maintenance and protection of traffic controls. (9/2012 - 12/2012)

NYSDOT, REI Services in connection with the Reconstruction of Manhattan Bridge (Contract #14), Rehabilitation of Cables & Suspenders, Boroughs of Manhattan and Brooklyn - This was a multimillion dollar project involving rehabilitation of main components of the Manhattan bridge, job responsibilities include preload verification of suspenders, removal of old suspender, installation of new suspender box and a new suspender as per approved design and procedures. The suspender loaded as per guideline of Weidlinger Associates. The job responsibilities also include removal of faying surfaces continuity and bearing plates and installation of the same, inspection of surface preparation Anchor profile, WFT, DFT and recording of ambient. Installation of work platform on Main cables TA platform and underdeck platform as per approved drawings and procedures. Services performed included detailed inspection and on-site field tests of all materials and items of work as is customary; field measurement and collection of data necessary to submit monthly and final estimates and progress reports; preparation of record plans showing all changes from the contract plans. A diary describing the progress of the work, specific problems encountered and all other pertinent information relative to the execution of the contract, and all records, shall be kept in accordance with the Manual for Uniform Record Keeping (MURK). (8/2010 - 8/2012)

NJDOT, CI Services for Median Crossover Crash Protection Contract No. 11, Livingston and Morris Townships, NJ - Inspector responsible for the installation of double sided Guide Rail in the median of sections of Rt. 280, 287 and 124. Work included installation of double sided Guide rail, site clearing, installation of non-vegetative fabric and asphalt, bridge parapet modifications, Guide Rail end treatments, topsoil and seeding and maintenance and protection of traffic. (11/2009 - 3/2010)

NJ Transit – Construction Inspection Services for Construction of the Tonnelle Avenue Underpass, a part of the Trans-Hudson Express (THE) Tunnel Project" - Inspector, responsible for construction inspection of a railroad underpass at Tonnelle Avenue in North Bergen. The underpass will be adjacent to where the $8.7 billion project goes underground, allowing the two new rail tracks to begin their descent under Palisades Mountain. In addition to the Tonnelle Avenue underpass, the contract calls for relocation of utilities and construction of a new railroad embankment immediately west of Tonnelle Avenue. Tonnelle Avenue's four traffic lanes will remain open during construction, except for some night-time periods when traffic volumes are low. The underpass project was expected to be completed in 2012. (8/2009 - 11/2009)

NYS Thruway Authority, Roadway Rehabilitation, NY - Field/Office Engineer responsible for review of all the daily reports, estimates, calculations and stored them in CEASE software. Prepared change orders and negotiated settlement with the Contractor. Inspected milling of existing asphalt followed by base and top coat of new asphalt, (Super Pave) concrete from MP16.2 to MP 29.5 (project worth: Multi- Million Dollar). Full and partial depth repairs, core sampling, re-establish ditches, clearing and grubbing, **drainage repair**, new sign structures, bridge deck repairs, bridge joint repairs, concrete noise barrier repair, replacement of inductance loops, axle sensors and temperature sensors, installation of Star's and Pavement striping. Supervised all construction activities as per design parameters laid out in the Contract (E.I.C Richard Falletta). (7/2007- 6/2008)

Ram Construction, Paradise Construction, East Coast Construction & Design Inc., Royal America Inc., General Construction Projects, NY- Project/ Office Engineer responsible for supervising construction projects for different NY State Agencies such as: Departments of Housing, Health, Parks, and Recreation. Preparation cost estimates and bids for building and facilities construction in the NY/NJ area. Prepared and reviewed quantity estimates for all building materials. Inspected building structure in accordance with existing NYC Building Codes, and reviewed beam selection using software. Work also included inspection of fire sprinkler system, HVAC and electrical system. Used software to check selection of HVAC and Air Handling Unit. (07/1995 - 08/1999)

Alyson Aulet-Valentine
Civil Structural Inspector

Professional Profile
Ms. Aulet-Valentine is a civil structural inspector with 16 years of experience working on many New York State and City projects.

Project Experience
2011-2014 Port Authority On-Call Construction Management Services - George Washington Bridge, Fort Lee, NJ; 11/11-Present. As a civil structural inspector, Ms. Aulet-Valentine is involved with the inspection of the joint replacement of the upper level deck. The project also involves the replacement of orthotropic deck, scupper and pipe run replacement, expansion finger joint repairs, main/secondary floorbeam repairs, stringer and stringer bearing repairs, deck rib connections, barrier repairs, paving, and coordination of maintenance of traffic. Client: Port Authority of NY & NJ

Proposed Project Assignment
Civil/Structural Inspector

Registration/Certifications
2011/NICET IV
2012/ICC Structural Steel and Bolting Special Inspector
2011/ACI Concrete Field Testing Technician Grade 1

Course Work
2014 - NYC DOB 4-Hour Supported Scaffold (2018)
2014 - NYC DOB Confined Space Awareness
2013 - PA NDA Training
2010 - 10-Hour OSHA Training Course
2010 - CMAA Cost Management
2010 - CMAA Contract Administration
2010 - CMAA Project Management
2009 - CMAA Professional Practice
2009 - CMAA Construction Safety Management

Total Years Experience 17

Replacement of Willis Avenue Bridge over the Harlem River, New York and Bronx, NY; 8/08-11/11. Ms. Aulet-Valentine served as senior inspector on this $636-million project. The project involved new and temporary bridges, approaches and ramps; 27 piers which included timber and steel piles; sheet piles; tiebacks and tie rods; whalers; temporary and permanent caissons installation; rebar for structures; girders and box beams installation; temporary and new pedestals; pier caps and abutments; precast and cast in place barrier curb; asphaltic pavements; concrete sidewalks and pavements utilizing many improved mix designs; excavation and backfilling; testing of materials; cofferdams; drainage structures such as manholes, catch basins, underdrain .122m to 1.50m; existing drainage video inspections; concrete pipe .305m to 0.457m; water mains; hydrants; bridge drainage systems; installation of chain link fence for structures; guide rail installation; maintenance and protection of traffic (MPT); environmental inspection; safety inspections; office work and many other job related duties. Client: New York City Dept. of Transportation/New York State Dept. of Transportation

Repair of the Tappan Zee Bridge, TANY 05-31B, NY; 5/08-9/08. Ms. Aulet-Valentine served as a senior inspector on this $148-million project. The project involved superstructure replacement of lanes 1, 2, 6, and 7 from span 1 to span 178; replacement of structural pavements onto existing piers; saw cutting and grouting of longitudinal and transverse joints; grouting of floor beams; testing of grout; rivet replacement with high strength bolts; MPT; and other miscellaneous work. Client: New York State Thruway Authority

Water Tunnel Project, New York, NY; 12/07-8/08. Ms. Aulet-Valentine served as a senior inspector on this $280-million project that involved installation of 48-in. riser pipes; air testing and torque of bolts around riser pipes; construction of new shafts; distribution and riser chambers; placement of various types of concrete and assisted in testing of materials; installation of false work; elevator; and access shafts rebar and ensured site safety as per "OSHA regulations. Client: New York City Dept. of Environmental Protection

Resurfacing of New York State Thruway (I-87), MP 16.2-29.4, NY; 2005-2007. Ms. Aulet-Valentine served as a senior inspector for cold milling of asphalt pavement, new asphalt concrete pavement; full depth pavement repairs; re-establishing ditches; structures; bridge deck repairs (13 bridges); bridge joint repairs; concrete noise barrier repairs; traffic signal installation; replacement of inductance loops, axle sensors, and temperature sensors; installations of stars; pavement striping; and removal and installation of drainage structures, pipe, guide rail, and sign structures. Client: New York State Thruway Authority

Alyson Aulet-Valentine
Civil Structural Inspector

Various Milling and Paving Projects, Routes 303, 304, 6, 59, 17 and 45, Various Locations, NY; 2005. Ms. Aulet-Valentine served as a senior inspector for milling and paving of bituminous concrete, joint sealing and inductance loop replacement, axle sensors and MPT. Client: New York State Dept. of Transportation

Resurfacing of New York State Thruway (I-87), MP 17.9 – 22.9, Various Locations, NY; 2004-2005. Ms. Aulet-Valentine served as senior inspector for the installation of pavement edge under drain and outlets into existing drainage systems. The project also involved milling of existing roadway and placing new hot asphalt mixes on mainline, partial; depth patch repairs; tack coats; temporary and new pavement markings; sawing and sealing of joints; installation of loop detectors; and MPT. Client: New York State Thruway Authority

Reconstruction of Median and Resurfacing of I-95, Darien and Norwalk, CT; 2002-2004. NICET II. This project involved the installation of new conduit, hand holes, control cabinets, conductor cables and temporary lighting, removal and placement of bridge seats, partial depth patches, bridge decks and median barrier, drilling and grouting of anchor bolts, installation of H-beams, painting and paint removal, lead health protection, deformed steel bars and false work. The project also involved pre-cast structure barrier, barrier caps, full depth repair, lighting foundations, sign foundations, saw cut, sawing and sealing joints; milling of existing roadway, placement of new and temporary hot mix asphalt, tack coat on mainline and pavement markings earth excavation, sub-base, sub-grade, topsoil and granular fill; installation and removal of catch basins, manholes, 12 in. – 48 in. RCP and ACCMP pipe, excavation, sedimentation control systems and relining of existing damage ACCMP pipes; and maintenance and protection of traffic, management of controlled material, office work, cost-plus, RWIS system, fire suppression systems, fence installation and guide rail systems. Client: Connecticut Dept. of Transportation,

Brooklyn Queens Expressway, 25th Street to Broadway, Queens, NY; 2000-2002. NICET II. This project involved the removal and placement of bridge decks, abutments, railroad bridge and core drilling. The project also involved installation of timber and H-piles, H & I beams, tiebacks, gress walls, deformed steel bars, torque of bolts and false work; milling of roadway and placement of temporary hot asphalt; and removal and installation of temporary and new electrical conduit, junction boxes, controller cabinets, under bridge lighting, messenger cable, traffic poles (timber and steel) and light poles. Client: New York State Dept. of Transportation

Reconstruction of the Westside Highway, Segment No. 7 Route 9A, New York, NY; 1997-2000. NICET II. This project involved the excavation and installation of manholes, catch basins, pipe connections and lateral chutes fire hydrants and median under drain. The project involved installation of telephone manholes, PVC duct and pre-cast concrete for utility companies, new and temporary traffic signals and posts, new and temporary, three phase lighting, control boxes traffic cameras, ITS and junction boxes; construction of (PCC) European roadway, including joint systems, hinge joints, contraction and expansion joints; and installation of support piles for drainage basins and H-piles for elevated roadway and torque bolts, replacement of bridge deck, deformed steel bars and placement of underwater piles for piers. Client: New York State Dept. of Transportation

Lynnette Baptiste
Construction Inspector

Professional Profile
Ms. Baptiste is a construction inspector who has attended and completed the JUMP Program for construction inspection. She gained experience by training on the job site.

Proposed Project Assignment
Civil/Structural Inspector

Registration/Certifications
2007/ACI Concrete Field Testing Technician Grade 1
2012/Rutgers Traffic Control Coordinator Designation
2008/NICET II

Course Work
2013 - 30-Hour OSHA Construction Safety & Health Course, #12-601111736
2012 - Construction Management Course Completion
2008 - 1-Hour Lead Awareness Training
2007 – 10-Hour OSHA Training Course, #001186185

Total Years Experience 9

Project Experience

Brooklyn Bridge Rehabilitation of the Approach Spans and Ramps and Painting of the Entire Bridge, Contract 6, New York, NY; 5/10-Present. Construction Inspector. This project involves construction management and inspection services for the $509-million rehabilitation of this Iconic National Landmark. The scope of work for the project includes replacement of approach roadway in Manhattan and Brooklyn over the arch blocks; rehabilitation of the Manhattan side ramp structures with widening and deck and bearing replacements; rehabilitation of the approach steel structures with full superstructure replacement of the York and Main Street structures and orthotropic deck installation at Franklin Square; seismic retrofitting of the main bridge, Franklin Square and ramp structures; painting of the ramp structures and suspended spans in their entirety; restoration of historic features. Ms. Baptiste's responsibilities include surveying, excavation for new foundations, micro-pile installation, removal of protective shield system, and installation of temporary work platforms and shields. She will also be involved with structural steel and concrete inspection. Client: New York City Dept. of Transportation

Rehabilitation of the Brooklyn-Queens Expressway (I-278), Park Avenue Viaduct, Brooklyn, NY; 8/05-5/10. Construction Inspector. This $138-million project involved construction engineering and inspection for the widening, redecking and repainting of this viaduct with complex Maintenance and Protection of Traffic (MPT) on and below this heavily traveled structure. Rehabilitation of this high-volume major interstate urban highway/bridge included replacement of more than 400 bearings and 1,500 meters of bridge expansion joints. Also included was extensive coordination with agencies and local communities. Ms. Baptiste attended and completed school (JUMP) for construction inspection. She trained on job site for construction inspection. She assisted with office documentation of construction activities. Other responsibilities included inspecting demolition of structural concrete (deck, backwall and concrete placement); inspecting the installation of deck formwork and removal, concrete placement curing, Stage 1B, Stage IIA/IIB, IVA/IVB and VA; shear studs connectors for bridges installation at various stages; temporary deck stabilizer assembly installation and removal Stage IB; single slope half-section concrete fascia barriers; formwork installation, concrete placement; formwork removal and curing; rehabilitation of abutment – Stage IIA/IIB and assisted with others; and single slope full section concrete median barrier installation, concrete placement plus curing/final stage. Client: New York State Dept. of Transportation

Kenneth Boykin
Inspector

Professional Profile
Mr. Boykin has 29 years of inspection experience, which includes construction inspection with a background emphasizing bridge construction and reconstruction projects. He has been responsible for providing inspection for the reinforcement of steel placement and concrete placement, as well as finishing and post-tensioning of the superstructure, pile/drilled shafts, seals, footing, pier columns, beam setting, deck formwork and concrete placement.

Proposed Project Assignment
Structural Inspector

Course Work
2014 - NYC DOB 4-Hour Supported Scaffold (2018)
2014 - NYC DOB Confined Space Awareness

Total Years Experience 44

Project Experience
Bayonne Bridge Navigational Clearance Program (BBNCP) Construction Management, NY/NJ; 10/13-Present. Structural Inspector. This project involves construction management services for the $743-million Bayonne Bridge Navigational Clearance Program (BBNCP). This extraordinarily complex, once-in-a-lifetime project will replace more than 5,000 feet of viaduct and re-frame the existing steel arch structure to accommodate a new roadway 65 feet above the existing roadway. Mr. Boykin is responsible for establishing a quality assurance inspection program for the installation of precast roadway segments. The segments will be installed using conventional crane and launching gantries by the balanced cantilever method. This method requires that discrete steps be followed when installing segments, pulling tendons, post tensioning and grouting operations. Once into superstructure construction, Mr. Boykin will be responsible for ensuring that the contractor conforms to approved means and methods, applicable standards and the specifications when installing the precast segments. Client: Port Authority of NY & NJ

South Park Bridge Replacement, Seattle, WA; 1/12–9/13. Bridge Inspector. This draw bridge replacement required the construction of the operating tower piers as well as installation of the draw leaves and operating equipment. The foundations for the operating towers were cast-in-place caissons that were sunk to plan elevation by dredging the inside of the caisson. Mr. Boykin was responsible for the placement of formwork, installation of reinforcing steel, placement of concrete and interior finishes of the equipment, and personnel areas of the towers. He also set the structural steel beams, tightness of the mounting bolts, as well as the placement of the bridge deck. Mr. Boykin's responsibilities also included creation of daily inspector's reports, keeping track of and recording material quantities, meeting the requirements of the environment permits, working in partnership with the contractor and the owner; and demolition of the existing bridge.

Route 36 Bridge, Highlands, Monmouth County, NJ. Senior Structures Inspector. Mr. Boykin was responsible for creating stressing, grouting, and segmental erection site source records and record forms. His responsibilities also included erection of precast segments and grouting and stressing of cantilever as well as continuity and transverse tendons; communication with the contractor's erection and stressing representative as well as the erection engineer and workers; and training the NJDOT. Client: New Jersey Dept. of Transportation

Modification of CSXT Bridge 193 at Mile Post L653.44 (AKA - CSXT Mobile River Bridge Replacement), Hurricane, AL; 11/10–12/11. Senior Bridge Inspector. This project required the construction of two drilled shaft supported footings to support the 135-ft-high lift towers (two towers on each footing), each footing contained over 1,300 cu yds of concrete. All work was performed over the Mobile River with the use of tug boats and barges. The new truss was constructed on temporary steel bents in the Mobile River. When the new truss was complete, it was floated down river on two barges where the existing span was floated out on barges as the new span was floated into position. This work was completed within 30 hours to maintain the train schedules. The bridge was operational in 72 hours to restore river traffic. Mr. Boykin was responsible for overseeing the construction of the drilled shafts; installation of the reinforcing steel in the drilled shafts and footings; Skidmore testing; documentation of the 1-in. A325 bolts for snug tight and which required "turn of the nut tensioning"; checking the fit of the milled to bear surfaces of the upper chord truss members; and assuring adherence to the truss erection plan.

Alico Road 11-75 Interchange, Lee County, FL; 2005–2007. Associate Project Administrator. Mr. Boykin began this project as a senior bridge inspector. This reconstruction project consisted of the replacement of the I-75 overpass over Alico Road, new on and off ramps, drainage improvements, signals, lighting and landscaping along a mile of

very heavily-traveled Alico Road. Mr. Boykin was responsible for managing all field inspectors and conducting monthly CEI safety meetings; troubleshooting a variety of field issues; verifying the contractor's quality control process; processing supplemental agreements, field supplemental agreements; and conducting weekly contractor progress meeting and monthly dispute resolution board meetings. Client: Florida Dept. of Transportation, Dist. 1

Ringling Causeway Bridge, Sarasota, FL; 2003–2004. Inspector. This project consisted of construction engineering and inspection services for the erection of this major design-build segmental bridge replacement project for the existing two-lane bridge. The CEI team and design-build team utilized the newly-implemented QC 2000 specifications, making this a pilot project for future FDOT construction projects. Mr. Boykin's responsibilities included inspection of segmental erection, post-tensioning, grout placement, material sampling and testing, and contract administration. Mr. Boykin oversaw the completion of the final estimate.

Hurricane Relief, Polk County, FL. Inspector. Polk County was devastated by three hurricanes that crossed the county from three different directions within one month. In this five-month assessment project, Mr. Boykin played dual roles as team leader and hurricane relief inspector trainer. His objective was to identify legible debris and oversee the removal of that debris within the guidelines set forth by FEMA.

State Road 291 (Davis Highway), Carpenter's Creek Bridge, Pensacola, FL; 2001–2003. Project Administrator/ Senior Bridge Inspector. This $3.2-million project consisted of replacement of existing box culvert with a single-span bridge structure, including construction of a temporary Acrow bridge to detour traffic during construction; reconstruction of Davis Highway 1,000 ft on either side of the bridge; clearing and dredging Carpenter Creek; and installation of shore and bank rip-rap. Mr. Boykin was responsible for construction engineering, supervising inspection, material sampling and testing, contract administration, and conducting weekly contractor progress meetings.

SR 10A (US 90) Escambia River Bridge, Pace, FL; 2001–2004. Senior Bridge Inspector. This project involved the total replacement of the existing eastbound bridge over the Escambia River, the replacement of the river crossing spans, and widening of the westbound structure. This project ran concurrent to the State Road 291 (Davis Highway). Mr. Boykin was responsible for supervising six project inspection field personnel; material testing; record keeping of all aspects of construction of the new structures; and the demolition of the existing structures. Mr. Boykin also participated in the completion of the final estimate.

Bayou Taxes Bridge, Pensacola, FL; 1998–2001. Senior Inspector. This project involved the replacement of the existing two-lane structure and the reconstruction of Cervantes Street to accommodate the increased height of the new structure including drainage improvements. Because this busy city thoroughfare could not be closed at anytime, it was necessary to remove and replace one half of the structure while maintaining normal traffic on the remaining half and the detour structure during construction. Mr. Boykin was responsible for all bridge and roadway inspection. His duties included oversight of a four-man inspection crew, inspection of Acrow Bridge installation, pile driving, substructure and superstructure, as well as urban roadway inspection. He was also responsible for overseeing all field documentation of inspection activities and completion of the final estimate.

Fuller Warren Bridge, Jacksonville, FL; 1996–1998. Inspector. This project involved the construction of a new high-level structure to replace the existing narrow lift span bridge. This included the realignment of I-95 through downtown Jacksonville. Mr. Boykin was assigned to the installation of drill shaft substructure. His duties included the inspection and record keeping of all aspects of 36-in, 48-in. and 73-in. drilled shaft foundations and pier footings including concrete placement. Mr. Boykin trained other inspectors in drill shaft inspection and oversaw the setting of the ASHTO beams, installation of concrete sheet-pile seawalls.

Buckman Bridge, Jacksonville, FL; 1994–1996. Inspector. This project consisted of the widening from two lanes to four lanes of both spans of a three-mile, twin-span bridge crossing the St. John River. More than 1,500 prestressed concrete piles and 8-in. cast-in-place concrete decks were included in the project, as well as bridge and navigational lighting of a new fender system, and approach roadways to accommodate the new traffic lanes, drainage pipe and structures, embankment asphalt paving, signage, pavement markings, and repairs to existing bridge substructures. Mr. Boykin's responsibilities included setting concrete beam; installation and bolting of steel beams; and installation of reinforcing steel, superstructure formwork and concrete placement and curing, and recordkeeping. During this period, Mr. Boykin co-authored the Inspector Guidelines for Bridge Inspection with Mr. Steve Plotkin.

JEANNE E. BRADY
Senior Inspector

KS Engineers, P.C.

PROFESSIONAL CERTIFICATES/LICENSES

N.I.C.E.T. III Certification 90903
ACI, Concrete Laboratory Testing Technician- Grade I
ACI, Concrete Field Testing Technician- Grade I

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Senior Inspector	7/2014 - Present
URS Corporation	Concrete Technologist/Services Supervisor	3/2007 - 7/2014
Dvirka and Bartilucci	Engineering Technician, Level III	7/2006 - 2/2007
Vollmer Associates LLP	Engineering Technician, Level III	10/2002 - 2/2004
Dolph Rotfeld Engineering, P.C.	Engineering Technician, Level III	8/2001 - 10/2002
Vollmer Associates LLP	Engineering Technician, Level III	3/2001 - 8/2001
Urbitran	Engineering Technician, Level II	6/1999 - 3/2001
Gannett Fleming	Engineering Technician, Level II	2/1997 - 6/1999
Clough, Harbour & Associates LLP	Engineering Technician, Level II	9/1995 - 1/1997
Urbitran	Engineering Technician Trainee	5/1994 - 5/1995

EXPERIENCE SUMMARY

Ms. Brady has 20 years of demonstrated experience providing inspection services for a variety of project types. She has supervised the inspection of concrete batch plants and laboratories and holds multiple ACI certifications. Ms. Brady has worked on roadway, bridge and dam projects throughout the region. Her relevant project experience includes:

URS Corporation, Paramus, N.J. - NYCDEP Concrete Quality Assurance Program, New York, NY - Concrete Technologist/Services Supervisor for Inspection of various concrete batch plants and laboratories; Universal Labs, Tectonics Consultants, Futuretech and Fairways. Responsibilities include monitoring of trial batching procedures for newly designed concrete mixes; verifying compliance of plants and laboratories, as per specifications; recording laboratory test results and readings (concrete cylinder breaks, slump tests, air content, unit weights, etc.); Overseeing field testing and performing audits as requested. Training and supervising Assistant Concrete Technologists in Service related inspections and audits. (3/2007 - Present)

Dvirka and Bartilucci, Wood Bury, NY - Engineering Technician, Level III. This consulting engineering firm was responsible for overseeing the interim stability improvements at the Gilboa Dam, Schoharie County. Site Inspector responsible for quality assurance personnel in charge of overseeing the contractor's quality control for the installation of post-tensioned rock anchors. Duties include record keeping of daily construction activities, including installation of pre-production anchors, environmental controls, safety measures, drilling of anchor holes, grouting of anchor holes, and installation of post-tensioned rock anchors. (7/2006 - 2/2007)

Garden State Parkway, Bridge Repairs North (for Vollmer Associates LLP), New York, NY - Engineering Technician, Level III. Worked directly with and responsible for 5(+) person crew. Worked on repairs to 16 bridges along a 15-mile span of the Garden State Parkway. Activities included: substructure concrete repair, concrete deck repair, and temporary support of stringers, asphalt milling and paving, installation of guide rail, and maintenance

and protection of traffic. (10/2002 - 2/2004)

Village of Port Chester, Waterfront Redevelopment (for Dolph Rotfeld Engineering, P.C., Tarrytown, New York) - Engineering Technician, Level III. Worked directly with and responsible for 9(+) person crew. Worked on widening and redevelopment of U.S. Route 1. Activities included: excavation, traffic signals, street lighting, concrete and granite curbs, sidewalks, asphalt overlay and maintenance and protection of traffic. (8/2001 - 10/2002)

Reconstruction of I-287, Stage 2A (for Vollmer Associates LLP, New York, NY) - Engineering Technician, Level III. Worked directly with and responsible for 5(+) person crew. Worked on widening of I-287 and replacement of 3 bridges. Activities included: installation of drainage, installation of guide rail, milling and placement of asphalt, survey of final grades and creation of as-built drawings. (3/2001 - 8/2001)

Reconstruction of the Palisades Interstate Parkway (for Urbitran, New York, NY) - Engineering Technician, Level II. Worked directly with and responsible for 7(+) person crew. Worked on widening and reconstruction of the Palisades Interstate Parkway. Activities included: placement of inlets and drainage pipes, excavation, embankment, grading, silt fence, and maintenance and protection of traffic.

Reconstruction of I-287 over the Saw Mill River Parkway (for Gannett Fleming, New York, NY) - Engineering Technician, Level II. Worked directly with and responsible for 5(+) person crew. Worked on replacement of an existing bridge structure with a structure composed of steel tub girders and pre-cast piers and decks. Activities included: asbestos removal, drainage, excavation, embankment, pile driving, post tensioning and grouting of pier and deck segments, and conducted slump and air tests on concrete. (2/1997 - 6/1999)

Reconstruction of Route 17, Ramapo, NY (for Clough, Harbour & Associates LLP, Albany, NY) - Engineering Technician, Level II. Activities included: excavation, embankment, clearing and grubbing, landscape, guide rail, survey and H-piles.

Reconstruction of Routes 6 and 17 in the Town of Woodbury, NY (for Urbitran, New York, NY) - Engineering Technician Trainee. Worked as a trainee during construction of Route 6 extension. Activities included: excavation, embankment, survey, draining and MP&T. (5/1994 - 5/1995)

VITALIY BYKOV *KS Engineers, P.C.*
Electrical Engineer / Construction Inspector

EDUCATION

BS/Electrical Engineering, Kiev Polytechnic Institute, June 1991
BS/Economics, Kiev National Economical Institute, June 1989

PROFESSIONAL REGISTRATIONS/CERTIFICATIONS

MTA NYC Transit Track Safety Certification

SELECTED SOFTWARE SKILLS

MS Office (Word, Excel & PowerPoint)
AutoCAD 2000-2012
Constructware (Certified)
Side Manager (Certified)

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Electrical Engineer / Construction Inspector	7/2014 - Present
Hepco, Inc.	Engineer-Inspector	4/2013 - 4/2014
M&J Engineering, PC	Engineer-Inspector	3/2010 - 7/2012
TRC	Engineer-Inspector	9/2009 - 2/2010
FGI Security Inc.	Security Consultant	12/2001 - 7/2009
Power Line Electric Corp.	Electrician	12/1997 - 10/2001
Olympic	Electrician	12/1994 - 11/1997

EXPERIENCE SUMMARY

Mr. Bykov has 20 years of demonstrated experience in electrical high-voltage and low-voltage systems. He is excellent in identifying and meeting customer needs and building trusting relationships with repeat customers. He has excellent listening and communication skills with an ability to work under pressure and meet deadlines. He has vast knowledge with the installation and inspection of security systems, knowledge of devices, traffic control systems and ITS and TMS Systems.

MTA New York City Transit (NYCT), E-34020, Replace 3 Escalators - A-36116 Renovate Station "Court Square", New York, NY - Engineer-Inspector. Provided inspection on a field. Checked the correct use of safety equipment and devices. Made various tests: soil test, slump test, air test etc. Checked and calculated quantities of operations made by the contractor. Made daily work reports of operations, adding necessary sketches and diagrams. Reported to resident engineer about any violations and wrongly proceeding operations. Checked compliance of work performed by contractor with contract drawings and specifications. (04/2013 - 04/2014)

New York State Department of Transportation (NYSDOT), Region 11, Installation New Fiber Optic Communication Line, CCTV and Intelligent Traffic System, Preventive Maintenance and Installation of New Equipment at "Old Country Road" Long Island, NY - Engineer-Inspector. Provided inspection on a field. Checked the correct use of safety equipment and devices. Provided control and local adjustment to CCTVs: Pelco, American Dynamic, Cohu, etc. Provided control and local adjustment to VMS Controllers MARK4 and Dectronic, to

Radar Systems. Made various tests: soil test, slump test, air test etc. Checked and calculated quantities of operations made by the contractor. Provided payments to contractor for the operations completed. Made daily work reports of operations; adding necessary sketches and diagrams. Reported to the resident inspector about any violations and wrongly proceeding operations. (03/2010 - 07/2012)

Engineer-Inspector (for TRC, Pomona, NY) - Provided inspection on a field. Controlled and adjusted Traffic Light Control Systems. Made various tests: soil test, slump test, air test etc. Checked and calculated quantities of operations made by the contractor. Provided payments to the contractor for the operations completed. Made daily work reports of operations, adding necessary sketches and diagrams. Reported to the resident inspector about any violations and wrongly proceeding operations. Checked the correct use of safety equipment and devices. (9/2009 - 2/2010)

Security Consultant (for FGI Security Inc., Brooklyn, NY) - Provided initial estimates to clients. Chose necessary equipment, ranging from CCTV, DVRs, to observation and monitoring devices and control systems installed on proprietary panels or running on notebooks or desktops. Installed video cameras and devices. Installed fire alarms/burglar alarms with manufacturer's control panels and sensors. Installed intercom systems and door access control systems that integrated with existing door locks. This included Time-in/Time-out for employee personnel for time and attendance. Installed smart home equipment which could run wirelessly or off a network. Ensured that all the wiring was correctly installed and operational. Programmed and troubleshot all equipment. For systems running on computer hardware, programming included devices, networks, and remote administration. Trained users in all operations and emergency measures. Supported installed systems, responded to client inquiries and integrated new devices to existing systems when necessary. (12/2001 - 07/2009)

Power Line Electric Corp., Albany, NY - Installation of traffic signal systems at various intersections in Westchester, Putnam, and Orange Counties, NY. Installation of overhead and underground systems. (12/1997 - 10/2001)

Electrician (Olympic, Brooklyn, NY) - Electrical wiring and installation, including fixtures, receptacles, switches, and distribution panels. Wiring for CCTV, fire and burglar alarms, and intercoms with door access control. (12/1994 – 11/1997)

Wesley Campbell, E.I.T.
Electrical Inspector

Professional Profile
Mr. Campbell has 13years of experience working in the construction field, as well as electrical engineering. He has knowledge of New York and New Jersey construction codes and standards, and holds a certification in National Electrical Codes. He has been involved with New York City Dept. of Transportation, Metropolitan Transit Authority Bridge and Tunnel, and Port Authority of New York and New Jersey projects, and is familiar with their guidelines and practices.

Mr. Campbell received the Team Excellence Award in 2002 for the Williamsburg Bridge, Contract 7, construction engineering and inspection project.

Proposed Project Assignment
Electrical Inspector

Registration/Certifications
2005/Engineer In Training

Education
BS/2001/Electrical Engineering

Course Work
2010 - OSHA Confined Space Training
2008 - 10-Hour OSHA Training Course

Total Years Experience 13

Project Experience
Holland Tunnel, New York and New Jersey; 6/13-Present. Electrical Inspector. This project involves the rehabilitation of the existing ventilation fan system for the Holland Tunnel. Mr. Campbell is responsible for construction inspection and coordination, net cost auditing, and engineering review of proposals. Client: Port Authority of NY & NJ

Willis Avenue Bridge Reconstruction, Resident Engineering and Inspection Services, New York, NY; 6/08-6/13. Electrical Engineer/Inspector. The $612-million project involved replacement of the movable Willis Avenue Bridge located over the Harlem River. The existing bridge carrying Willis Avenue over the Major Deegan Expressway, which is located immediately adjacent to the terminus of the Willis Avenue Bridge approach in the Bronx was reconstructed. In addition, a new connector ramp bridge structure to the northbound Major Deegan Expressway and adjacent at-grade modifications, including the pedestrian and bicycle amenities were also constructed. Mr. Campbell was responsible for inspecting electrical contractor activities for the replacement of the movable bridge swing span, the Manhattan and Bronx approaches, and electrical service centers. His responsibilities included providing comments for contractor material submittals, requests for information, and shop drawings during acceptance stages; evaluating cost overruns and change order requests; witnessing the testing of electrical equipment during factory testing, offsite construction of the swing span, and installation of electrical distribution and control equipment in the Albany, NY, area; and investigating power and street lighting related issues and problems for resolution. Client: Willis Avenue Bridge Company, Joint Venture/New York City Dept. of Transportation

Rehabilitation of 145th Street Bridge over the Harlem River, New York, NY; 9/06-6/13. Electrical Engineer/Inspector. This project involved resident engineering and inspection services for the rehabilitation of the 145th Street Bridge over the Harlem River. The rehabilitation work consisted of replacing the entire superstructure, including a new double truss swing span that were constructed utilizing new drum girder and distribution girders, floorbeams, stringers, and partially concrete filled grating; the installation of new sidewalks with railings along the outside of both trusses; rehabilitation of all substructures and retrofitting of substructures for seismic forces; reconstruction of the Bronx and Manhattan approach structures; replacement of existing bearings with new elastomeric or isolation bearings; machinery construction work, including furnishing and installing new turning machinery and a new span supporting and stabilizing machinery; electrical construction work, including the installation of new electrical service feeders; and architectural work, including rehabilitation of existing gate houses and other architectural features on the approaches. Due to the bridge's proximity to Yankee Stadium, the entire structure was kept operational to traffic prior to, during, and after events held at Yankee Stadium. This resulted in most of the construction work taking place during the baseball off-season, which is typically November through March. Mr. Campbell was responsible for witnessing the installation of new electrical control systems. Client: New York City Dept. of Transportation

Wesley Campbell, E.I.T.
Electrical Inspector

Macombs Dam Bridge Rehabilitation, New York, NY. Electrical Engineer / Inspector. This project involved construction inspection services for the rehabilitation of the Macombs Dam Bridge, which included the West 155th Street Viaduct; the West Approach Plaza over Harlem River Drive and Seventh Avenue; the swing span over the Harlem River; the deck and camelback trusses over Metro-North and Conrail railroads; the Major Deegan interchange, consisting of the east approach and four ramps; and the Jerome Avenue Viaduct. He was responsible for witnessing onsite acceptance testing and troubleshooting of movable bridge electrical systems. Client: New York City Dept. of Transportation

Holland and Lincoln Tunnels ITS Improvements, Jersey City, NJ; 12/03- 7/06. Electrical Inspector. This project involved construction management services for ITS installation and improvements at both facilities. Mr. Campbell monitored safety of all personnel in assigned work areas. His responsibilities included inspection of construction for Holland Tunnel and Lincoln Tunnel Intelligent Transport System (ITS) as per Port Authority contract specifications, NY and NJ Construction Code guidelines, and NEC regulations. Electrical systems inspected included wiring of communications cabinets, circuit breakers, and installation of conduit, both overhead and underground. He was also responsible for inspection of fiber optic cable installation, splicing and testing, and fiber optic termination cabinet installation; the inspection, installation and maintenance of closed circuit television, vehicle detection systems, security card entrance systems, and variable message sign systems; the opening, closing and maintenance of traffic protection during lane closures; acting as liaison between Port Authority Construction Management Department, Holland Tunnel Facility personnel, and contractor; preparation of written report on field operations and project progress recorded in Daily Narrative; updating and maintaining net cost data; and assisting in work proposal estimations and cost analysis. Client: Port Authority of New York & New Jersey

Williamsburg Bridge North Roadways Reconstruction, Contract 7, #BRC253CA, New York, NY; 10/01-12/03. Inspector. This project involved REI services to replace the entire approach structure and the framing/deck areas on the main bridge. This involved the reconstruction of the north inner and outer roadways. Mr. Campbell's responsibilities included inspecting and reporting daily on field operations and monitoring the safety of all workers in assigned work areas; inspecting field operations as per NYC Construction guidelines, NEC electrical code, and contract specifications and plans, and field measure quantities; inspecting all electrical operations on the Williamsburg Bridge including roadway lighting, footwalk lighting, street lighting, navigation light installation, fiber optic cable installation, dry-type transformer installation, traffic signal installation, and photoelectric control unit installation; inspection, installation and operation of bridge security systems, closed circuit television, vehicle video detection systems, variable message sign systems, and lane reversal signal systems; and monitoring equipment tests at job site and at the traffic command center. Client: New York City Dept. of Transportation

As a consultant, Mr. Campbell provided manufacturing companies with proposals based on Lean Principles to improve process times for plant operations from customer order to product shipment. Also provided consultation on redesigning plant layout to coordinate plant operations more effectively.

Garfield Cardinez
Senior Inspector

Professional Profile
Mr. Cardinez has many years experience in highway and bridge construction inspection, on multi-million-dollar projects.

Proposed Project Assignment
Civil/Structural Inspector

Registration/Certifications
1990/NICET IV
2010/ACI Concrete Field Testing Technician Grade 1

Course Work
2000 - NYCTA - Track Safety
1996 - NYSDOT - Lead Awareness
1985-1989 - Continual Technical Studies, Pratt Institute
1984 - NYSDOT - Maintenance and Protection of Traffic

Total Years Experience 38

Project Experience

Belt Parkway Bridges REI Services - Gerritsen Inlet Bridge, Brooklyn, NY; 4/14-Present. Senior Inspector. This $104.5-million project involves total replacement of Gerritsen Inlet Bridge on the Belt Parkway in the Borough of Brooklyn. The major work includes removal and disposal of main spans including concrete deck, steel girders, floor beams and stringers, approaches, concrete superstructure, closure walls, timber piles, concrete piers, pier caps, columns, abutments, wingwalls, street lighting, transformer room, transit ducks, steel conduits, navigation lights, and trees and vegetation. Mr. Cardinez is responsible for inspection of field operations – PCC pavement including dowel installation, reinforcement mesh placement, concrete placement, field measuring and paying the contract quantity. Also involves drainage structure installation, approach building, grading and compacting the soil at bridge abutment to approaches as per contract plan and specifications. Client: New York City Dept. of Transportation

Belt Parkway Bridges REI Services - Rockaway Parkway Bridge, Contract #HBK1091, Brooklyn, NY; 7/12-1/14. Senior Inspector. The project involved the demolition of the entire existing, four-span, multi-stringer bridge superstructure with existing steel cap beams, and superstructures, including the abutments, wingwalls, and pier columns and footings; installation of a new single-span replacement bridge consisting of a multi-stringer superstructure with reinforced concrete deck and superstructure, including reinforced concrete abutments and wing walls on new piled footings, and mechanically stabilized earth retaining walls; reconstruction of approach roadway and four entrance and exit ramps within the project limits; and installation of new concrete barrier, new bridge and guide railing, new lighting standards, new drainage systems including catch basins and drainage pipes, new overhead sign structures, and new swale BMP grading, drainage, and planting. Mr. Cardinez' responsibilities included inspection and computation of quantities for the excavation protection system; interim steel sheeting; stud shear connectors for bridges; installation of ductile iron pipe; catch basin – Type 2 (NYC), Type 3 (NYC), drop pipe manhole (NYC) (on piles); NYC standard manhole Type A-3 (on piles) and also Types B-1, B-2, C-1, and E-1; steel backed timber guiderail and perforated corrugated polyethylene underdrain tubing, 230 mm. diameter; concrete for rectangular footing for overhead sign structure; footing concrete and concrete for structure and superstructure slab with integral wearing surface; PCC pavement, Level 2, Class C, Type 1I construction of longitudinal and transverse joints; installation of precast median concrete barrier; clearing and grubbing; unclassified excavation and disposal; inspection of Superpave 12.5 mm F1 and 19 mm, 70 series; and preparation of daily reports. Client: NYCDOT

Belt Parkway Bridges REI Services - Paerdegat Bridge, Contract#HBK1024, New York, NY; 10/11-4/14. Senior Inspector. This project involved the demolition of the entire 13-span, multi-stringer bridge superstructure and substructure including abutments, wingwalls, and the piers consisting of concrete pile columns to a minimum of 600 mm below the mud line. The replacement structures were new three-span and five-span bridges consisting of a Class HP reinforced concrete superstructure slab supported by high performance steel box girders and substructures including reinforced concrete abutments, wingwalls, and multi column piers on new pile foundation. Mr. Cardinez was responsible for testing and placement of concrete on the bridge deck and approaches; cast-in-place permanent concrete barrier for the bridge over Paerdegat Basin; the inspection of the proposed lighting installation and temporary lighting installation for the entire bridge and pedestrian/bikeway path; bridge flag repairs which includes steel surface preparation to SSPC-SP11, power tool cleaning to bare metal; and daily reports and progress payments. Client: NYCDOT

Reconstruction of Willis Avenue Bridge, New York, NY; 11/07-10/11. Senior Inspector. This project involved replacement of the existing movable bridge and approaches with a new structure, built offline from the existing structure. Mr. Cardinez was responsible for drilling for Nx core in preparation for caissons and drilled shaft; bored in

piles on FDR in preparation for pier installation; impact repair on Bruckner Boulevard; removal of sidewalk, parapet and concrete deck; removal and installation of structural steel; rehabilitation of Major Deegan northbound and southbound; demolition of on ramp; structural concrete removal, drainage and electrical removal; placing subbase, permeable base and pavement concrete, cast in place and precast barrier installation; drainage removal on Major Deegan northbound and southbound; northbound rehabilitation including removal and disposal of existing concrete deck and subgrade; placing subbase, permeable base, and concrete pavement; flag repairs on river span and Willis Avenue exit and Bruckner Boulevard exit ramp; flag repairs including steel repairs and asphalt paving; repairs on swing span which were done on barge and involved some drilling of Nx coring; and testing, inspection and observation of concrete, compaction of soils and asphalt. Client: NYCDOT

Manhattan Bridge Rehabilitation of Lower Roadways, Contract 11, #BRC156A, New York, NY; 5/05-11/07. Mr. Cardinez served as senior inspector on this $150-million project that involved the reconstruction of lower roadway; removal and replacement of floorbeams, stringers, bearings and deck in main span and side spans; rehabilitation of anchorage chambers; installation of new lighting and traffic signs on lower roadway; rehabilitation of travelers in suspended spans; replacement of maintenance platforms at towers; and repair of flagged conditions. His responsibilities included inspection of erection of work platforms, removal and replacement of lower roadway deck, floor beams, stringers and bearings; inspection of rehabilitation of both Brooklyn and Manhattan anchorages, including floors, walls, ceiling and crack sealing by epoxy injection. Client: New York City Dept. of Transportation

Manhattan Bridge Rehabilitation of North Spans over East River, Contract 10, #BRC156C, New York; NY; 11/01-6/05. Mr. Cardinez served as senior inspector for this $175-million project that involved rehabilitation of the north upper roadway approach and suspended spans. He was responsible for inspection of truss repairs and replacement of north upper roadway elevated structure and tunnel roof areas; inspection of new bikeway construction; masonry cleaning; ITS fiber-optic conduit and pull box placement; retaining wall and concrete pavements on grade and on structure; and inspection of colonnade/arch restoration including interior work such as new elevator installation, stairs, walls, fire and intrusion alarm. Client: NYCDOT

Manhattan Bridge Painting and Interim Rehabilitation, Contract 8C, Contract #BRC1568C, New York, NY; 11/00-2/01. Senior Inspector. This $124-million project involved the rehabilitation of the Manhattan plaza area, Manhattan Arch and Colonnade; replacement of the structural steel stringer and floorbeam support system for the west side subway tracks; replacement of truss bearings on top of the piers of both approach spans; rehabilitation of eyebars anchoring one of the main suspension cables; and removal of existing paint from the entire west side, both towers and two main cables, and replacing with new coating. Mr. Cardinez' responsibilities included inspection of the erection of structural steel, and restoration of the colonnade and arch including masonry repairs and cleaning, concrete curbs and sidewalk areas. Client: New York City Dept. of Transportation

Queensboro Bridge, Contract 2 to 5, Queens, NY; 1984-2000. Mr. Cardinez served as chief inspector on a federal aid project for the rehabilitation of the Queensboro Bridge. His responsibilities included inspection of all field work; structural demolition and replacement, concrete placement for bridge decks, pavement slabs, cast in place and precast, permanent concrete traffic barriers, drainage demolition and replacement, street light installation, painting and maintenance and protection of traffic. His responsibilities also included supervising and coordinating the schedules of a 15-person field inspection team; preparation of daily reports; compiling and computing quantities for payment; giving lectures for inspectors on the hazards and requirements of lead paint removal and proper procedures for evaluating class "A" containment and for implementing time and material documents.

Williamsburg Bridge North Roadways Reconstruction, Contract 7, #BRC253CA, New York, NY; 7/00-11/00. As senior inspector, Mr. Cardinez' responsibilities on this $248-million project included the inspection of the downspout system below SIR and SOR. Inspected punch list of cleaning and painting eyebars in Brooklyn and Manhattan anchorage, also kick plates in debris shield platform in both Brooklyn and Manhattan approaches. Client: NYCDOT, Division of Bridges

Mhed Charles
Senior Inspector

Professional Profile
Mr. Charles is a senior inspector who is familiar with bridge design, biennial and construction inspections using Structural Steel Construction Manual and AAHSTO, in conformance with specification guidelines and contract plans. He is also familiar with concrete and asphalt placement over bridges and roadways and their testing, before placement. He has experience in cable bridges/removal of existing wire wrapping, re-wrapping with new wire, painting and removal and replacement of suspenders and stays assemblies.

Project Experience
Belt Parkway Bridges REI Services - Paerdegat Bridge, Contract#HBK1024, New York, NY; 7/12-Present. Senior Inspector. This project involves the demolition of the entire 13-span, multi-stringer bridge superstructure and substructure including abutments, wingwalls, and the piers consisting of concrete pile columns to a minimum of 600 mm below the mud line. The replacement structures are new three-span and five-span bridges consisting of a Class HP reinforced concrete superstructure slab supported by high performance steel box girders and substructures including reinforced concrete abutments, wingwalls, and multi column piers on new pile foundation. Mr. Charles is responsible for installation of the columns and the floorbeams that were part of the falsework; overseeing the placement of the pedestals over the new concrete pier columns and the abutments; overseeing the placement of the girders and the removal of the falsework system; overseeing the placement of the wingwalls; the soils compaction for the embankments; placement of Class HP concrete on the new Deck; overseeing the removal of sheet pilings that formed the cofferdams around the piers; reinforcement of wingwalls and deck as per contract documents; reinforcing existing bridge steel since it is the only access road for 45-ton trucks; setting new drainage system along the new approaches; raising the new manholes and installation of underdrain filters after excavation; verification of soils compaction; setting mesh and joints for the roadways; testing concrete as per ACI 318.08 to ensure quality and acceptance; and report preparation. He is also involved with punch lists, close-outs, and updating as-built drawings. Client: New York City Dept. of Transportation

Belt Parkway Bridges REI Services - Rockaway Parkway Bridge, Contract #HBK1091, Brooklyn, NY; 7/12-Present. Senior Inspector. The project involves the demolition of the entire existing, four-span, multi-stringer bridge superstructure with existing steel cap beams, and superstructures, including the abutments, wingwalls, and pier columns and footings; installation of a new single-span replacement bridge consisting of a multi-stringer superstructure with reinforced concrete deck and superstructure, including reinforced concrete abutments and wing walls on new piled footings, and mechanically stabilized earth retaining walls; reconstruction of approach roadway and four entrance and exit ramps within the project limits; and installation of new concrete barrier, new bridge and guide railing, new lighting standards, new drainage systems including catch basins and drainage pipes, new overhead sign structures, and new swale BMP grading, drainage, and planting. Mr. Charles is responsible for installation of the columns and the floorbeams that were part of the falsework; overseeing the placement of the pedestals over the new concrete pier columns and the abutments; overseeing the placement of the girders and the removal of the falsework system; overseeing the placement of the wingwalls; the soils compaction for the

Proposed Project Assignment
NACE Inspector

Registration/Certifications
2008/ACI Concrete Field Testing Technician Grade 1
1999/NACE Coating Inspector Level 1 - Certified
1994/NICET IV
2000/OSHA Scaffold Competent Person
NYCT Track Safety Certified/NY

Education
BS/1979/Engineering
MS/2005/Transportation Planning & Engineering

Course Work
2008 - 10-Hour OSHA Training Course, #001872367
2007 - NYCT Track Safety Training
2000 - AWS Certified Associate Welding Inspector Trained
2000 - OSHA Best Safety Scaffolding Training
2000 - Confined Space Awareness
1999 - NYCDOT Supervisor Course
1987 - KTA-Tator Coating & Lining Inspection
1987 - Bridges Safety and Ratings

Professional Affiliations
American Institute of Steel Construction (AISC)
American Society of Civil Engineers (ASCE)
American Concrete Institute (ACI)
American Welding Society (AWS)
Institute of Transportation Engineers (ITE)
ASME
American Society of Certified Engineering Technicians (ASCET)
Structural Engineering Institute/Charter Member
American Engineering Alliance (AEA)

Total Years Experience 42

embankments; placement of Class HP concrete on the new Deck; overseeing the removal of sheet pilings that formed the cofferdams around the piers; reinforcement of wingwalls and deck as per contract documents; reinforcing existing bridge steel since it was the only access road for 45-ton trucks; setting new drainage system along the new approaches; raising the new manholes and installation of underdrain filters after excavation; verification of soils compaction; setting mesh and joints for the roadways; testing concrete as per ACI 318.08 to ensure quality and acceptance; and report preparation. Client: New York City Dept. of Transportation

Williamsburg Bridge Reconstruction of Miscellaneous Rehabilitation of the Main Bridge, Contract 8, #BRC253CCA, New York, NY; 4/05-7/12. MPT Officer. This $280-million project involved the construction inspection for the rehabilitation of the main bridge, including abrasive blasting and painting of main bridge stiffening trusses, rehabilitation, strengthening and seismic retrofit of the main and intermediate towers and installation of seismic shear keys, and major upgrades and retrofits for the main cable saddles, wind tongue and wind chord, main and intermediate tower bearings, main tower legs, stiffening truss chords, traveling maintenance platforms, suspender cables, orthotropic footwalk roadway deck and expansion joints, ornamental balconies and electroliers, intelligent transportation operating system, and traffic barrier system. Since 2007, Mr. Charles acted as the MPT officer responsible for keeping all MPT agencies informed as required; calculating taper lengths per MUTCD; monitoring daily traffic zone safety, pothole repair, vehicle clearances and truck detour routes; concrete barrier modifications (for contra-flow); installation of a BTM machine security gate; replacement of existing traffic signal pole and lights at the Manhattan Plaza; and daily verification of working roadway, navigation and aviation lights. Mr. Charles also performed inspection for restoration of the north comfort stations (installation of spiral ladders, reinforcing of roof and floor systems), and seismic retrofit repairs for Piers 10, 15 and 20 concrete and stone materials. In addition, Mr. Charles served as senior inspector responsible for documenting suspender adjustments, cable band bolts retightening, and neoprene wrapping of main cables, main tower bearing and gusset plate replacement, South Outer Roadway asphalt paving placement, and Brooklyn tower cleaning and painting. His responsibilities also included installing end span platforms (Manhattan/Brooklyn end spans under the MTA tracks), Manhattan portal bird screens, Pier 0 East/West and Pier 20 East/West bearing covers, permanent inspection access platforms and main span traveler track beams and new platforms to support aviation lights at tower tops, outer roadway and bridge plaza gantries, sign structures and VMS signs with photocells, conduits, junction boxes and traveler system cable feeds under the bridge main span, seismic bearing installation and steel seismic retrofits at the intermediate towers, delineators at the Brooklyn Plaza, bridge approach impact attenuators, permanent street signs, and main tower wind tongues; modifications for ADA (American Disability Act) compliance at foot walk expansion joints, approach roadway modular joints, Cable A, D necklace lighting (including arc fusion splicing of fiber optic cables and testing of CCTV and VVDS system components), bridge standpipe system to meet FDNY code, and footwalk drainage system; removal and replacement of diagonal trusses cross bracings, temporary stair towers, railings and gratings at the Bridge towers; modular seal neoprene joints, top and lower roadway CCTV cameras. Mr. Charles provided coordination of MPT operations with NYPD and NYCDOT officials, performed daily lane closure and construction signs surveys, assisted in foundation location for Manhattan plaza electroliers, inspected roadway striping and performed voids rehabilitation of the Kent Avenue yard along Pier 20E. Client: New York City Dept. of Transportation

Manhattan Bridge Rehabilitation of Lower Roadways, Contract 11, #BRC156A, New York, NY; 2/04-4/05. Mr. Charles was a senior inspector for this $150-million project which involved the reconstruction of lower roadway; removal and replacement of floor beams, stringers, bearings and deck in main span and side spans; rehabilitation of anchorage chambers; installation of new lighting and traffic signs on lower roadway; rehabilitation of travelers in suspended spans; replacement of maintenance platforms at towers; painting of bridge at suspended and approach spans; and repair of flagged conditions. He was responsible for truss repairs and replacement of truss bearings on the approaches. Client: New York City Dept. of Transportation

Manhattan Bridge Rehabilitation of North Spans over East River, Contract 10, #BRC156C, New York; NY; 2/01-2/05. Mr. Charles was a senior inspector for this $148-million project which involved rehabilitation of the north upper roadway approach and suspended spans. He was responsible for truss repairs and replacement of truss bearings on the approaches. Client: New York City Dept. of Transportation

Christopher Colon
Inspector

Professional Profile
Mr. Colon is a construction inspector who has attended and completed the JUMP Program for construction inspection. He gained experience by training on the job site. He is currently involved as a construction inspector on the following project.

Project Experience
Rehabilitation of Kew Gardens Interchange/Van Wyck Expressway, New York, NY; 10/10-Present. Inspector. The project involves construction inspection services for the reconstruction of the Van Wyck Expressway (I-678), between 86th Avenue and the Grand Central Parkway in Queens County. This $150-million project involves the complete replacement of five bridges, the reconstruction of one bridge along with the reconstruction of a pedestrian tunnel and the widening of the Van Wyck Expressway. Mr. Colon is responsible for the inspection of structural concrete, rebar installation, clearing and grubbing, tree removal, barrier installation and removal, piles, seeding and structural concrete and steel removal. Client: New York State Dept. of Transportation

Rehabilitation ofthe Brooklyn-Queens Expressway (I-278), Park Avenue Viaduct, D259766, Kings County, NY; 5/08-10/10. Trainee. This $138-million project involved construction engineering and inspection for the widening, redecking and repainting of this 850,000 sq ft viaduct with complex MPT on and below this heavily traveled structure. Rehabilitation of this high-volume, major interstate urban highway/bridge included replacement of more than 400 bearings and 1,500 meters of bridge expansion joints. The structure had seismic reinforcement installed which included retainers and plates at the top of columns and additional stiffeners and plates at the base. The project also included extensive coordination with agencies and local communities. Mr. Colon was assigned to this project to receive on-the-job training for construction inspection through the JUMP Program. Client: New York State Dept. of Transportation

As an intern, 9/05-2/06, Mr. Colon assisted a team of over 20 architects and staff in general office functions including filing, duplication and distribution of mail, office supplies and records.

Computer Skills
Microsoft Windows XP (Word/PowerPoint/Internet Explorer), AutoCAD, Adobe Photoshop, Site Manager

Proposed Project Assignment
Civil/Structural Inspector

Registration/Certifications
2011/NICET II
2008/ACI Concrete Field Testing Technician Grade 1

Course Work
2008 - 10-Hour OSHA Training Course
2008 - 1-Hour Lead Awareness Training

Total Years Experience 6

Luz Coy
Inspector

Professional Profile
Ms. Coy is an inspector/assistant office engineer with the following experience.

Proposed Project Assignment
Civil/Structural Inspector, Office Engineer

Registration/Certifications
2013/ACI Concrete Field Testing Technician Grade 1

Education
BE/1999/Civil Engineering
ME/2013/Civil Engineering

Course Work
2012 - 10-Hour OSHA Training Course

Total Years Experience 7

Project Experience

Brooklyn Bridge Rehabilitation of the Approach Spans and Ramps and Painting of the Entire Bridge, Contract 6, New York, NY; 3/13-Present. Inspector/Assistant Office Engineer. This project involves construction management and inspection services for the $509-million rehabilitation of this Iconic National Landmark. The scope of work for the project includes replacement of approach roadway in Manhattan and Brooklyn over the arch blocks; rehabilitation of the Manhattan side ramp structures with widening and deck and bearing replacements; rehabilitation of the approach steel structures with full superstructure replacement of the York and Main Street structures and orthotropic deck installation at Franklin Square; seismic retrofitting of the main bridge, Franklin Square and ramp structures; painting of the ramp structures and suspended spans in their entirety; restoration of historic features. Ms. Coy is responsible for the inspection of the structure replacement of York and Main Street in accordance with the proposed shop drawings. She is also responsible for the inspection of the demolition and replacement of the existing concrete deck and back wall, removal of the granite stones, verifying compliance with the shop and contract drawings for the removal of the steel railing, diaphragms, and replacement of the entire steel structure. She also assists the office engineer with contract payments, change order payments, material acceptance documentation, processing of Time & Material (T&M) packages, checking IDRs, and contract items quantities. Client: New York City Dept. of Transportation

Williamsburg Bridge Reconstruction of Miscellaneous Rehabilitation of the Main Bridge, Contract 8, #BRC253CCA, New York, NY; 4/11-3/13. Assistant Office Engineer. This $280-million project involved the construction engineering and inspection for the rehabilitation of the main bridge. The scope of work for the project includes abrasive blasting and painting of main bridge stiffening trusses, rehabilitation and strengthening of the main towers, rehabilitation of the intermediate towers and installation of seismic shear keys, main cable saddle repair and restraint, rehabilitation of wind tongue and wind chord, main tower and intermediate tower bearing installation, main tower leg removal and replacement, stiffening truss top and bottom chord rehabilitation, traveling maintenance platform installation, re-profiling of main span vertical curve by incrementally adjusting suspender cables, modification of orthotropic footwalk deck expansion joints, waterproofing and surfacing of orthotropic roadway deck, installation of ornamental balconies and electroliers, integration of intelligent transportation operating system, seismic retrofit of the intermediate towers, installation of contraflow barrier and erection of barrier transfer machine facility, including augured concrete piles. Ms. Coy was responsible for maintaining all databases and office files including shop drawings, catalog cuts, ECMs, construction procedures, field change sheets, flag repair and hazardous waste monthly report. She was also responsible for handling all incoming and outgoing correspondence and submittals to appropriate parties; coordinating and processing Traffic Enforcement Agent (TEA) payments; checking and finalizing Time & Material (T&M) packages, checking IDRs and finalizing contract items, putting change order documentation in order, preparing monthly progress meeting, submission of monthly construction report, complying IDRs and Engineer's diary, updating progress tracking of change orders, and preparing weekly coast guard as well as anticipated work over water memorandums. Client: New York City Dept. of Transportation

Luz Coy
Inspector

Access to the Region's Core (ARC) Trans-Hudson Express Tunnel Project, New York, NY; 7/10-10/10. As a civil engineer, Ms. Coy led a field team for the above project and was responsible for assessing, surveying and documenting pre-construction conditions of the properties. She drafted floor plans of surveyed buildings; rated buildings and structures within the project tunnel's zone prior to construction; inspected and documented buildings and structures along and adjacent to the tunnel; and conducted community outreach to ensure project goals were met.

Institute of Urban Development (IDU), Bogota, Colombia; 9/00-6/01. As a civil engineer, Ms. Coy evaluated structural conditions of a housing complex composed of 100 units. She performed visual and hands-on inspection of the interior and exterior of multi-family houses; photographed, documented and collected data of existing conditions to complete the inspection report; and conducted community outreach to ensure project goals were met.

Institute of Urban Development (IDU), Cundinamarca, Colombia; 10/99-1/00. As a civil engineer, Ms. Coy evaluated field conditions for the design and construction of a concrete roadway between two adjacent towns; and administered topographic survey and data collection of the roadway field location in the preconstruction phase of the project.

Institute of Urban Development (IDU), Antioquia, Colombia; 2/98-2/99.As an assistant inspector, Ms. Coy conducted hands-on field inspection of the structural condition of the bridges, railroad, culverts and drainage systems, registering defects, photographing damaged locations and writing reports. She also surveyed and inspected 180 miles of railroad track and documented findings for a later rehabilitation phase.

Research Projects:

Sustainability in Civil Engineering Project: Ms. Coy investigated large-scale fuel cell feasibility for wastewater treatment plant: She researched the benefits associated with the installation of 4.8 MW carbonate fuel cell at Newtown Creek wastewater treatment plant in New York to reduce greenhouse gases and generate power. The City College of New York; Fall 2010.

Advance Hydraulic Project: Ms. Coy performed water surface profiles calculations using HEC-RAS for the Red Fox River in Colorado. The City College of New York; Spring 2010.

Hydrology Project: As part of a team, Ms. Coy designed a retention pond in Orange County, NY, using HEC-HMS modeling software. She performed flood analysis. Applied TR-55 method; Fall 2009.

Technical Skills
AutoCAD, Matlab, ENVI, C language, HEC-HMS, HEC-RAS, Microsoft Word, Excel, PowerPoint

Gary Crozier
Senior Inspector

Professional Profile
Mr. Crozier is a chief/senior inspector with many years of experience on urban bridge rehabilitation and railroad construction projects. He has vast experience with steel and concrete rehabilitation, maintenance and protection of traffic (MPT) coordination, foundation work, utility relocation, drainage, and bridge downspout systems.

Project Experience
Bayonne Bridge Navigational Clearance Program (BBNCP) Construction Management, NY/NJ; 9/13-Present. Task Leader. This project involves construction management services for the $743-million Bayonne Bridge Navigational Clearance Program (BBNCP). This extraordinarily complex, once-in-a-lifetime project will replace more than 5,000 feet of viaduct and re-frame the existing steel arch structure to accommodate a new roadway 65 feet above the existing roadway. Mr. Crozier is responsible for oversight/inspection/quality assurance of all approach span excavation, installation of new drainage/water/sewer lines, excavation permits, soil/rock disposal, trucking onto and off of the project site, coordination between the Port Authority Facility and the general contractor, demolition of the existing toll plaza and the installation of a new automated toll plaza, erection of a new maintenance/storage building and salt dome, placing/compaction of sub base materials, placing of asphalt and concrete for new roadways and barriers. Client: Port Authority of NY & NJ

Belt Parkway Bridges REI Services - Rockaway Parkway Bridge, Contract #HBK1091, Brooklyn, NY; 11/10-9/13. Senior Inspector. The project involved the demolition of the entire existing, four-span, multi-stringer bridge superstructure with existing steel cap beams, and superstructures, including the abutments, wingwalls, and pier columns and footings; installation of a new single-span replacement bridge consisting of a multi-stringer superstructure with reinforced concrete deck and superstructure, including reinforced concrete abutments and wing walls on new piled footings, and mechanically stabilized earth retaining walls; reconstruction of approach roadway and four entrance and exit ramps within the project limits; and installation of new concrete barrier, new bridge and guide railing, new lighting standards, new drainage systems including catch basins and drainage pipes, new overhead sign structures, and new swale BMP grading, drainage, and planting. Mr. Crozier was responsible for the inspection of all aspects of the $60-million project including supervision of two NICET II inspectors. Client: New York City Dept. of Transportation

Belt Parkway Bridges REI Services - Paerdegat Bridge, Contract#HBK1024, New York, NY; 9/10-11/10. Senior Inspector. This project involved the demolition of the entire 13-span, multi-stringer bridge superstructure and substructure including abutments, wingwalls, and the piers consisting of concrete pile columns to a minimum of 600 mm below the mud line. Mr. Crozier was responsible for the inspection of the reinforced superstructure slab supported by high-performance box girders and substructures including reinforced multi-column piers. Client: New York City Dept. of Transportation

Bronx-Whitestone Bridge Bronx/Queens Approach, BW-89/WBM-342, Bronx, NY; 2/09-9/10. Senior Inspector. This $192-million project involved the staged removal and replacement of the Bronx Approach superstructure and substructure from the Bronx Toll Plaza to the Bronx Anchorage. Work included the installation of excavation support systems, mini-pile foundations and temporary steel support systems to support the existing structure during the staged construction. During the construction of the substructure, there were massive concrete placements for concrete footings and piers. For the duration of the project, traffic on the bridge was maintained with five lanes open

Proposed Project Assignment
Civil/Structural Inspector

Registration/Certifications
1996/ACI Concrete Field Technician Grade 1
1987/NICET IV
1997/NACE Coating Inspector Level 1 - Certified
1997/NYSDOT Traffic Control Seminar/NY
1999/ATSSA Traffic Control Supervisor

Education
AAS/1976/Civil Engineering Technology

Course Work
2014 - NYC DOB 4-Hour Supported Scaffold (2018)
2014 - NYC DOB Confined Space Awareness
2011 - OSHA #500 Trainer Course in Occupational Safety & Health Standards for the Construction Industry
2008 - 30-Hour OSHA #500 Construction Safety and Health Trainer Course
2003 - FHWA, Maintenance and Protection of Traffic (MPT) Design and Operation
2000 - AWS Certified Associate Welding Inspector Trained
2000 - OSHA Best Safety Scaffold Training
2000 - Confined Space Training

Professional Affiliation
American Welding Society (AWS) #[redacted]
American Society of Certified Engineering Technicians (ASCET) #[redacted]
National Association of Corrosion Engineers (NACE) #[redacted]

Total Years Experience 37

to traffic. During the staged construction work was staged demolition of the existing roadway, installation of multiple continuous steel girders, placement of a staged composite concrete deck, installation of permanent concrete barrier and installation of permanent street lighting. Other work items on the project included new utility systems at the Bronx Toll Plaza, installation of new salt storage dome building and miscellaneous steel and concrete deck repair on the Queens Approach structure. Mr. Crozier's responsibilities included the oversight of structural excavation, excavation support system (installation of shoring and structural support), vibration and settlement monitoring, installation of mini-piles, mini-pile static load tests, installation of bar-reinforcing and structural concrete for footings and piers. Client: Triborough Bridge and Tunnel Authority

Williamsburg Bridge Reconstruction of Miscellaneous Rehabilitation of the Main Bridge, Contract 8, #BRC253CCA, New York, NY; 3/03-2/09. Senior Inspector. This $280-million project involved the construction engineering and inspection for the rehabilitation of the main bridge. Mr. Crozier's responsibilities included overview of the total coating replacement, i.e.: lead paint removal by abrasive blasting, application of a four-coat paint system, erection of Class 1A containment system, replacement of the traveler platform system, and installation of jacking system, new M.R. bearings. His responsibilities also included the overview of the stiffening of the intermediate towers, which support the end span of the bridge and overview of removal and installation of maintenance platforms, rails and hangers. Client: New York City Dept. of Transportation

Williamsburg Bridge North Roadways Reconstruction, Contract 7, #BRC253CA, New York, NY; 2/00-3/03. Senior Inspector. This $248-million project involved the construction engineering and inspection for the reconstruction of the north inner and outer roadways. Mr. Crozier's responsibilities included overview of bored-in piles using a duplex drilling method, pressure grouting, post grouting, and tremie grouting in association and in accordance with all Federal, State and City regulations. The project also included Installation of new catch basins, manholes, cut and fill oversight of new approach ramp to the bridge structure. Client: New York City Dept. of Transportation

Williamsburg Bridge BMT Structure Rehabilitation, Contract 6, #BRC253BBA, New York, NY; 7/98-2/00. Chief Inspector (MPT/Safety Engineer). Mr. Crozier's responsibilities on this $176-million project included an overview of all safeguards for the protection of persons and property, maintenance and protection of traffic (MPT), and any special precautionary and protective measures in compliance to plans and specifications. He was also involved with procurement of permits, maintenance of variable message signs and closed circuit TV system within and beyond the project limits during the life of the contract. He also oversaw tow trucks, which provided rapid response to vehicular breakdowns. Client: New York City Dept. of Transportation

Williamsburg Bridge South Roadways Reconstruction, Contract 5, #BRC253BAA, New York NY; 5/97-7/98. MPT/Safety Engineer. Mr. Crozier's responsibilities on this $310-million project included an overview of all safeguards for the protection of persons and property, MPT, and any special precautionary and protective measures in compliance to plans and specifications. He was also involved with procurement of permits, maintenance of variable message signs and closed circuit TV system within and beyond the project limits during the life of the contract. He also oversaw tow trucks, which provided rapid response to vehicular breakdowns. Client: New York City Dept. of Transportation

Manhattan Bridge South Side Approach and Suspended Spans Rehabilitation, BRC156E, New York, NY; 12/92-5/97. As chief inspector for this $96-million project, Mr. Crozier's responsibilities included assignment of field personnel to meet the needs of the contract, ensuring that all work is recorded completely and in a timely fashion. He was also responsible for review of all inspector's reports; progress of work; timely testing of materials; and personnel safety. Project elements included construction of new railing, walkway slab, landscaping, barriers, lighting, elevated steel structure, drainage system and playground; new relief joints; replacement of deck slabs with new concrete-filled steel grid deck panels and armored joints; replacement of drainage system and corroded floorbeam; installation of concrete traffic barrier; replacement of finger joints with new expand joints at the anchorages; replacement of pin supported hangers with new hanger system using bearings and slide plates; installation of new upper and lower lateral bracing and bearings; installation of end frames; diagonal stiffening; waterproof anchorage; roof repair corroded and broken cable wires; and new electrical and lighting system. Client: New York City Dept. of Transportation

Camilo Cruz
Inspector

Professional Profile
Mr. Cruz is an engineer/inspector who is familiar with NYS Standard Specifications, NYSSCM, MUTCD, and other local specifications and guidelines. His experience includes:

Bridge Superstructures: steel erection; installation of caissons/ drilling/ concreting; installation of piles- mini piles- H- piles- timber piles; installation of steel sheeting cofferdams- various types; installation of rebar- foundations- columns- decks- etc; inspection of concrete pours of foundations and deck slabs; inspection of river works such as dredging of the river bottom or excavation/demolition of existing structures; and electrical works such as conduit-cable-light poles installation.

Roadway and Highways: asphalt and concrete pavement; earthwork; cut and fill; drainage; basic maintenance and protection of traffic on local roadway and major highways and striping.

Proposed Project Assignment
Civil/Structural Inspector

Registration/Certifications
ICC Structural Steel and Bolting Special Inspector
ACI Concrete Construction Special Inspector
ACI Concrete Field Testing Technician Grade 1
NETTCP Soils & Aggregate Inspector Certification
NJ Society of Asphalt Technology Certificate
Ocean Corporation, Commercial Scuba Diving

Education
BS/Civil Engineering

Course Work
2014 - OSHA Construction Scaffolding Safety Training
2008 - 10-Hour OSHA
2013 - PA NDA Training

Total Years Experience 7

Project Experience
2011-2014 Port Authority On-Call Construction Management Services - George Washington Bridge, NY; 8/12-Present. Inspector. This project involves joint replacement of the upper level deck. The project also involves the replacement of orthotropic deck, scupper and pipe run replacement, expansion finger joint repairs, main/secondary floorbeam repairs, stringer and stringer bearing repairs, deck rib connections, barrier repairs, paving, and coordination of maintenance of traffic. Mr. Camilo's responsibilities include construction management and inspection services involving structural steel, concrete work, roadway paving, safety, and maintenance of traffic. He is also responsible for preparation of a daily report detailing the work activity, issues, and work progress and tracking of time and material (T&M) on extra work. Client: Port Authority of NY & NJ

Willis Avenue Bridge Reconstruction, NY; 5/09-8/12. Field Inspector. This project involved the replacement of the existing movable bridge and approaches with a new structure, built offline from the existing structure. Mr. Camilo performed field inspection and was responsible for presenting daily reports with details of operations. He also participated in the team of inspectors for river and land works which included, but was not limited, to caissons, foundations, demolition, steel erection, maintenance and protection of traffic, etc. Mr. Camilo also performed the following duties:

- Verified that dimensions in the field were in accordance with contract drawings and payment limits.
- Inspected rebar installation.
- Performed inspections for preparations prior concrete placement.
- Monitored concrete placement procedures and performed concrete testing.
- Observed the mobilization of temporary steel platforms to act as templates to drive H-piles, timber piles, steel sheeting and caissons. Documented blow count, monitored elevations to comply with the shop drawings for acceptable embedment.
- Inspected the vibration and drilling of caissons, for the land and river foundations; verified caisson tip down to bed rock for proper sealing and inspected the concrete placement as well (tremie).
- Inspected steel erection work making sure lifting procedures were safely followed as per the steel construction manual and state standard specifications; inspected and recorded bolt testing making sure that all structural and non-structural components were properly installed and bolts were properly fastened.

Camilo Cruz
Inspector

- Inspected deck slab work, which includes inspecting stay-in-place form installation, making sure heights were correct per the approved haunch tables and tested shear stud connectors.
- Reviewed demolition drawing to assure compliance with field conditions; verified that the positioning of demolition equipment was as per approved drawings; overseen the haulage and disposal of contaminated, non-hazardous material as well as hazardous waste material.
- Inspected the safety aspect of the work site prior, during and after the operation making sure it complied with the standards and personnel followed the job hazard analysis.
- Coordinated and inspected lane closures on the adjacent major highways (Major Deegan Expressway and Harlem River Drive) per the NYCDOT approved permits and ensured the compliance for safety of the contractor's personnel and the public.

Client: New York City Dept. of Transportation/New York State Dept. of Transportation

Route 9A Reconstruction, New York, NY; 1/08-5/09. Field Inspector. Mr. Camilo performed inspections for the reconstruction of Route 9A (West Side Highway). The project included reconstruction of four surface lanes, tunnel approaches, and streets; construction of a promenade above tunnel; and construction of an eight-lane-wide, at-grade roadway facility with an integrated promenade and pedestrian overpass. Responsibilities included:

- Inspecting existing finished concrete roadway demolition to proposed sub-grade, excavation for utility castings, and placement of super-pave asphalt.
- Checking that asphalt materials were at proper temperatures, mixes were correct, and that compaction was completed with proper equipment and correct density according to project specifications.
- Inspecting new PCC European pavement placement, which included performing samples and tests of the transit mix delivered concrete, such as air content tests, slump tests, and temperature and post-concrete care, such as curing additives, saw cutting, and joint sealed.
- Inspecting maintenance and protection of traffic (MPT), and making sure that all construction signs were posted and visible.
- Inspecting pavement and roadwork to make sure that work complied with contract drawings, survey data, and specifications.
- Performing field measurements and calculation of quantities for work completed, inspected earthwork to verify that safe practices were followed.
- Performing calculations for material removed and backfilled, and performed volumetric test during backfilling to ensure proper compaction of materials.
- Inspecting drainage activity, which included performing field checks to obtain stationing and elevation, performing quantity calculations for work completed, making sure drainage structures matched contract drawings, and create as-built drawings for work completed.

Client: New York State Dept. of Transportation

Computer Skills
Microsoft Word, Excel, PowerPoint, AutoCad, Sap2000, Etabs Nonlinear

David Cunningham
Inspector

Professional Profile
Mr. Cunningham is a construction inspector with many years experience working on bridge and structural rehabilitation / reconstruction projects.

Proposed Project Assignment
Civil/Structural Inspector

Registration/Certifications
2007/NICET III
2009/ACI Concrete Construction Special Inspector
2010/NETTCP Soils & Aggregate Inspector Certification/NY
Confined Space Awareness Certification

Course Work
2010 - U.S. NRC Safety and Gauge Operation Certification for the use of Nuclear Moisture/Density Equipment
10-Hour OSHA Training Course

Total Years Experience 13

Project Experience

Rehabilitation of Kew Gardens Interchange/Van Wyck Expressway, New York, NY; 9/10-Present. Inspector. The project involves construction inspection services for the reconstruction of the Van Wyck Expressway (I-678), between 86th Avenue and the Grand Central Parkway in Queens County. This $150-million project involves the complete replacement of five bridges, the reconstruction of one bridge along with the reconstruction of a pedestrian tunnel and the widening of the Van Wyck Expressway. Mr. Cunningham's responsibilities include inspection of various staging operations such as clearing and grubbing, mobilization, installation of temporary lighting and signal equipment as well as minor excavation and paving operations related to staging of work zone. He is also responsible for delegating inspection operations to junior inspectors on site and assisting in the training of the trainee inspectors on site. Client: New York State Dept. of Transportation

2005-2010 Port Authority On-Call Construction Management Services - Staten Island Bridges Rehabilitation, Staten Island, NY; 4/05-9/10. Inspector. The project involved construction inspection for structural, civil, mechanical, electrical, and bridge painting services for the three Staten Island Bridges operated by the Port Authority of New York & New Jersey. Mr. Cunningham's responsibilities included the inspection services for a range of construction operations (see specific assignments listed below for operation details). Mr. Cunningham assured each operation was supervised and executed in direct conformance to applicable specifications (and approved drawings) and maintained large portions of the office engineering for each contract respectively. His responsibilities also included communicating with all federal, state and local agencies involved during construction operations (PA administrators, Coast Guard, OSHA, Army Core of Engineers, DEP, DEC, PA police, NJ state police, NYPD, FDNY, NJ Turnpike Authority, Conrail, NJ Transit, NYS DOT, NJ DOT, PSE&G, National Grid, local community boards etc.)

Specific assignments included:

Fire Hydrant Upgrade, New York Side of Bayonne Bridge, Goethals Bridge and Outerbridge Crossing, Contract #AK-183; 4/09-9/10. This project involved performing large amounts of trench construction for new water mains. Mr. Cunningham assisted the Port Authority materials lab with field sampling of soils and aggregates, and field testing materials to determine its properties. Once trench excavated and sub-grades properly compacted, contractor then place ¾" clean stone for pipe bedding. Contractor then properly installed over 2,000 lin ft of new pipe sections performing various connection types (victaulic, mechanical and bell). Once pipes secured in proper fashion, concrete thrust blocks were poured in place for pressure resistance at elbows and hydrant base. This network of trenches required extensive utility crossings in very sensitive areas. All crossings performed using specific details and instruction provided as per specifications (utility mark-outs refreshed on daily basis). Contractor also removed and replaced any roadway pavement, asphalt and sidewalks which were disrupted during water main installation. Landscaping damaged during construction restored to existing condition (hydro seeding).Contractor performed various types of lane closures to execute this work. His responsibilities included all day-to-day inspections of operations being performed (civil and structural); document control of project including payment applications, RFIs, transmittals, and submittals; performing controlled inspection for specified operations; producing change orders; calculating estimates of work; handling all organization and scheduling of work with facility administration; and creating progress meeting agendas and recording minutes.

David Cunningham
Inspector

Homeland Security Project, Contract #MF 100.509; 8/08-9/10. This project involved the structural hardening of vital bridge areas (steel). The contractor also removed existing cofferdam from waterway below bridge and constructed a security barrier around bridge anchorage. This barrier consisted of concrete filled pipe pilings (secured to bedrock) as well as reinforced whaler system to restrict access to Bridge form waterfront. Mr. Cunningham provided inspection services for structural steel operations and water work.

On-Call Contract to Remediate Red Flag Repairs for Structural Members, Contract # MF 208.907 W.O. # 1-4; 4/08-9/10. This was an on-call contract to remediate red flag repairs for structural members. The contract included structural steel repairs to various locations of Bayonne Bridge. Mr. Cunningham's responsibilities included all day-to-day inspections of operations being performed (civil and structural); document control of project including payment applications, RFIs, transmittals, and submittals; performing controlled inspection for specified operations; producing change orders; calculating estimates of work; handling all organization and scheduling of work with facility administration; and creating progress meeting agendas and recording minutes.

Emergency Back-Up Generators, Contract #AK 166A; 4/08-6/09. This contract included installation of emergency power distribution systems at Bayonne Bridge, Goethals Bridge and Outerbridge Crossing. Mr. Cunningham's responsibilities included all day-to-day inspections of operations being performed (civil and electrical); document control of project including payment application, RFIs, transmittals, and submittals; performing controlled inspection for specified operations; producing change orders; calculating estimates of work; handling all organization and scheduling of work with facility administration; and creating progress meeting agendas and recording minutes.

Maintenance of Structures – Goethals Bridge, Outerbridge Crossing and Bayonne Bridge, Contract #AK-181; 1/07-1/10. This project involved performing various emergency and non-emergency civil repair operations at all three Port Authority Bridges in Staten Island. Work included concrete deck repair (full-depth and partial depth), concrete slab repair (full-depth and partial-depth), sub-grading remediation, drainage repairs, asphalt patch repairs, asphalt resurfacing, sidewalk installation, curb repair, barrier wall repair, road striping and spall repairs of vertical members. Mr. Cunningham's responsibilities included all day-to-day inspections of operations being performed (civil and structural); document control of project including payment application, RFIs, transmittals, and submittals; performing controlled inspection for specified operations; producing change orders; calculating estimates of work; handling all organization and scheduling of work with facility administration; and creating progress meeting agendas and recording minutes.

Upgrade of Traffic Control Devices, Contract #MF 205.907; 6/07-9/08. This contract included removal and replacement of existing guardrail at various locations of the Goethals Bridge. The contractor also performed under deck concrete repairs at bridge mounted guard rail locations. The contractor installed new signage at NJ side of bridge. Mr. Cunningham's responsibilities included all day-to-day inspections of operations being performed (civil and structural); document control of project including payment applications, RFIs, transmittals, and submittals; performing controlled inspection for specified operations; producing change orders; calculating estimates of work; handling all organization and scheduling of work with facility administration; and creating progress meeting agendas and recording minutes.

Outerbridge Crossing, Net Cost Red Flag Repairs, Contract #AKO 284.037; 5/07-12/08. This project involved performing various structural steel repairs at Outerbridge Crossing. Repairs ranged from rivet replacements to cantilevered floor beam bracket replacements. His responsibilities included all day-to-day inspections of operations being performed (civil and structural); document control of project including payment application, RFIs, transmittals, and submittals; performing controlled inspection for specified operations; producing change orders; calculating estimates of work; handling all organization and scheduling of work with facility administration; and created progress meeting agendas and recorded minutes. Mr. Cunningham coordinated with other agencies to perform work within their respective areas including NJ Turnpike Authority, NJ State Police, NJ Transit and Conrail.

ZORY DERESH
Construction Inspector

KS Engineers, P.C.

EDUCATION

MS/Civil/Structural Engineering, Polytechnic Institute, Tbilisi, Republic of Georgia

PROFESSIONAL CERTIFICATIONS

ACI Concrete Construction Special Inspector Certification (Exp. 07/27/18)
Concrete Field Testing. ACI certification. City University, NY
Ultrasonic Inspection. Level 1,2, Krautkramer Branson Inc., Hamden, CT
Structural Steel Design Connection. Association of Engineers, NY
Energy Code Compliance. The Cooper Union
10 Hours OSHA
NYC DOB Scaffold User Certificate

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Construction Inspector	7/2014 - Present
Tectonic Engineering & Surveying Consultants	Construction Special Inspector	2012 - 2014
Long Island Materials Testing Lab	Senior Civil-Structural Construction Inspection Engineer	1981 - 2012

EXPERIENCE SUMMARY

Mr. Deresh has more than 30 years of experience in civil and structural engineering, as well as construction inspection and management/oversight. His representative project experience includes:

Tectonic Engineering & Surveying Consultants - Construction Special Inspector. Responsible for comprehensive site inspection, including reinforcing steel, fire stopping, fire resistance rated construction and fireproofing. (2012 – 2014)

Long Island Materials Testing Lab, College Point, NY - Senior Civil-Structural Construction Inspection Engineer. Duties included identification of structural integrity problems in buildings under construction, and working with blueprints and specifications. Responsible for comprehensive site inspection, including reinforcing steel, fire stopping, fireproofing, welding, high strength bolts, decking, roofing, masonry, ultrasonic testing of welding, structural steel fabrication, and inspecting concrete at the batch plant and in the field. Performed follow-up audits of corrective actions. Prepared engineering inspection and weekly progress reports. Experienced in inspection of federal, state, city, and commercial projects. Gained extensive knowledge of construction codes and regulations. (1981 – 2012)

City Construction Corporation, Tbilisi, Republic of Georgia - Civil Construction Engineer-Superintendent. Specialized in residential and commercial construction: apartment and office buildings, schools, hospitals, and industrial plants. Managed all phases of construction from excavation to commissioning of the building. Scheduled and coordinated work with subcontractors. Responsible for the quality and completion of work according to the time schedule.

TD Construction Corp., Tbilisi, Republic of Georgia - Assistant Superintendent. Responsibilities included repair and reconstruction of industrial and civil buildings, and supervision of excavations for building foundations. Estimated materials and labor costs. Controlled and enforced compliance with safety regulations.

EDDIE DIANGCO *KS Engineers, P.C.*
Inspector – Structural

EDUCATION
BS/Electrical Engineering, St. Peter's College, Iligan City, Philippines, 1990

PROFESSIONAL CERTIFICATIONS
ICC (Special Inspector) Structural Steel / Bolting / Masonry
ACI (Special Inspector) Reinforced Concrete (Rebar/Placement)
ACI Concrete Field Technician
ASNT Level II in Magnetic Particle Testing and Penetrant Testing
Registered Electrical Engineer (Philippines) PRC No [redacted]

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Inspector - Structural	07/2014 - Present
Future Tech Consultant	Construction Special Inspector	05/2011 – 07/2014
Municipal Testing Laboratory	Construction Special Inspector	05/2008 – 05/2011
AL-Hoty Establishment KSA	Sr. Project Inspector	03/2001 – 02/2006
Mitsui Engineering Shipbuilding Arabia Ltd.	Welding / Piping Inspector	11/1999 – 10/2000
Sanko Engineering Corp (Chiyoda Corporation - Main Contractor)	Piping Inspector III	08/1998 – 05/1999
EEI Corporation (Bechtel - Main Contractor)	QC Engineer II	05/1998 – 07/1998
Sanko Engineering Corporation (Chiyoda - Main Contractor)	Piping Inspector III	04/1995 – 01/1998
Chiyoda Nigeria Ltd	Progress Checker (Utilized QC Inspector)	09/1992 – 10/1994
National Power Corporation, Iligan City, Philippines	Laboratory Aide	05/1990 – 12/1991

EXPERIENCE SUMMARY
Mr. Diangco has 24 years of extensive working experience in various engineering practices involving QA/QC and field engineering with an emphasis on inspection and testing during fabrication/erection in refineries, GOSP and well-head platforms (offshore), Industrial and Power station projects and other phases in the Oil/Gas and Petrochemical industry. Involved in piping, welding, painting, structural installation and non-destructive testing. Inspection for Masonry, Concreting, Fire Proofing, Fire Stopping, Structural Steel/Bolting and other related controlled inspection during the construction, restoration and upgrading of different Schools of New York City School Construction Authority, Private Schools, Hospitals, Commercial and Residential Buildings. His relevant project experience includes:

Future Tech Consultant, Multiple Projects, Multiple Clients, Multiple Sites - Construction Special Inspector (Structural Steel/Bolting, Masonry – Reinforced Concrete) for multiple projects including public and private schools, hospitals, residential and commercial buildings. Duties and responsibilities included the review of approved plans, specifications, mock-up panel samples, concrete design mix and submittals for special inspection requirements. Checked and verified specified sizes, type, grade of materials and all embedded ties, reinforcement, inserts, seismic clips and anchoring. Checked and verifed weather-proofing, insulation, wall fire rating, joint sizes profile, plumbness and alignment. Checked and monitored mortar mixing, retempering, handling, placement, and protection

during severe cold and hot weather. Witnessed and verified reinforcement and connector placement, masonry and grout placement, and skidmore test for high strength bolts. Took representative samples for mortar and grout. Checked and verified reinforcing steel spacing, securing, splicing/lapping, minimum cover and form works. Monitored concrete discharge, adding of water/slump, time intervals, placement and consolidation. Verified bolt sizes, length, grade, type, connection type, faying surfaces, bolt holes, torque requirement and tightening method. Notified the Contractor, Architect or Engineer of records and building officials of any deviation and discrepancies by written reports.

Municipal Testing Laboratory, New York City Public Schools, Multiple Sites - Construction Special Inspector (Structural Steel/Bolting, Masonry – Reinforced Concrete) for work on New York City Public Schools. Served as a Special Inspector during the construction, restoration and upgrading of schools. Duties and responsibilities included the review of approved plans, specifications, mock-up panel samples, concrete design mix and submittals for special inspection requirements. Checked and verified specified sizes, type, grade of materials and all embedded ties, reinforcement, inserts, seismic clips and anchoring. Checked and verifed weather-proofing, insulation, wall fire rating, joint sizes profile, plumbness and alignment. Checked and monitored mortar mixing, retempering, handling, placement, and protection during severe cold and hot weather. Witnessed and verified reinforcement and connector placement, masonry and grout placement, and skidmore test for high strength bolts. Took representative samples for mortar and grout. Checked and verified reinforcing steel spacing, securing, splicing/lapping, minimum cover and form works. Monitored concrete discharge, adding of water/slump, time intervals, placement and consolidation. Verified bolt sizes, length, grade, type, connection type, faying surfaces, bolt holes, torque requirement and tightening method. Notified the Contractor, Architect or Engineer of records and building officials of any deviation and discrepancies by written reports.

AL-Hoty Establishment KSA, Saudi Aramco Northern Area Facilities (Onshore/Offshore) - Sr. Project Inspector (Piping / Welding / Painting). On-Shore Scope of Work: JBTETH II, 36"ø (Juaymah to Berri Gas Plant Pipeline), Fire water upgrading at Ras Tanura Refinery. Off-Shore Scope of Work: UMP jacket and deck module installation, Sub sea pipe line installation and testing, well-head hook-up and SCADA integration, multi-phase flow meter installation and testing, scraper facility installation and various platforms upgrading at Safaniya, Zuluf, Marjan Berri and Abu-Safah oil field. Duties and responsibilities included the review, comment and concurrence with Contractor's quality manual, plan, procedures and ITP's in accordance with Saudi Aramco quality standard. Reviewed Contractor's proposed QA/QC organization staffing and evaluated actual performance for acceptance. Attended scheduled QA/QC coordination meetings. Monitored, assessed and performed quality surveillance of the quality management system. Witnessed activities commonly denoted as hold, witness and inspection point. Interfaced with and assisted the Project Management Team in enforcing, recommending and interpreting Saudi Aramco standards and specifications. Performed final punch-listing of the facilities prior to the signing of the Mechanical Completion Certificate.

Mitsui Engineering Shipbuilding Arabia Ltd., Petrokemya Olefins III, Jubail Kingdom of Saudi Arabia - Welding/Piping Inspector involved in QA/QC inspection for OSBL piping that connect existing plant (Olefins I & II) to New Olefins III plant, Product tankage area and various location of tie-in point piping. Duties and responsibilities included witnessing and approving the Contractor's Welders Qualification Testing, implementing project quality manual and specification during fabrication, installation, NDE coverage, hydrotesting, flushing and reinstatement. Monitored daily routine activities during fit-up, preheating, welding, NDE, PWHT, PMI, hardness testing, and welding consumable handling. Attended weekly QA/QC coordination meetings and discussed relevant inspection issues. Conducted line checking and generated punch list items; reviewed the signing of the Mechanical Completion checklist.

Majdi El-Taher
Inspector

Proposed Project Assignment
Civil/Structural Inspector

Registration/Certifications
2001/NICET IV; 1993/NICET III
2011/ACI Concrete Field Testing.Technician-Grade I;
2011/NJSAT
2014/Rutgers TCC Refresher
2010/ACI-CCTC *(Lifetime Certification)*

Education
BS/1985/Civil Engineering

Total Years Experience 26

Professional Profile

Mr. El-Taher has more than 26 years experience in supervising and coordinating painting inspection projects, contractors' work involving lane and shoulder closing techniques on main roadways, safety precautions on roadways, work-zone traffic control, and surface preparation for steel painting. His duties have included inspecting roadway excavation and backfilling, grading, drainage, bituminous paving, MSE wall, sound barrier installation, bridge demolition, and structural rehabilitation. Specifically, he has inspected permanent and temporary steel sheeting; H, pipe, monotube, and auger-cast piles; structural steel erection; installation of reinforcement steel; concrete placement for footers, substructure and superstructure; latex modified concrete overlay; and micro-silica modified concrete overlay. In addition, Mr. El-Taher's 26 years of experience have also included providing monitoring and office engineering services for structure and roadway construction projects. His office engineering duties have included preparing estimates, force account work, reports, and meeting minutes.

Project Experience

New Jersey Turnpike Interchange 6 to 9 Widening Program; 7/10-Present, $2.7B. Senior Inspector for Contract No. T869.120.202 (approximately $33M) for NSO/SNO Roadways Grading, Drainage, Paving, and Structures from MP 55.1 to 56.5 in the Townships of Bordentown and Chesterfield. This project involves the construction of two new outer roadways, each consisting of three 12-foot lanes and a 12-foot right shoulder as well as the reconstruction of the Bordentown Chesterfield Road and the Ward Avenue bridges over the Turnpike, five retaining walls, two butterfly sign structures, one cantilever sign structure, four overhead VMS structures, electrical ITS, drainage and stormwater management facilities including three storm water management basins and four manufactured treatment devices, ITS, and extensive utility relocation and coordination. Other work includes noise walls, drilled shafts, H-piles, king piles, curved steel erection, high cast-in-place retaining walls, 77,000 CY of Excavation over 90,000 tons of Superpave Hot Mix Asphalt Courses; Concrete In Substructures and Footings; Reinforcement Steel; Structural Steel (two structures); 17,300 LF of Pipe Piles; MSE Walls; Concrete In Deck or In Headblock, HPC Demolition of two Bridge Structures; Reinforced Concrete Pipe (various types and sizes-17,000 L.F.) 18" Steel Pipe Jacking. As Senior Inspector, Mr. El-Taher is responsible for the on-site inspection of the contractor's means and methods for foundation excavation, steel piles, sub and superstructure reinforced concrete bridge items, drainage piping and structures, subgrade, subbase, DGABC, and bituminous paving in lifts; site clearing, deep steel pile foundations, steel reinforcement, Adesta fiber optic relocation and coordination, new culvert construction, HPC concrete for bridge deck and parapets, storm drainage, detention basins, soil erosion/sediment control measures, new traffic signals, electrical/ITS work, concrete curb and sidewalk, as-built quantities, traffic detours, night-time work/safety, temporary and permanent striping, pavement markers, maintenance and protection of traffic, roadway embankment, DGABC, and HMA base/surface courses; maintenance and protection of traffic, and nightwork. Client: NJTA

Interchange 17, Atlantic City Expressway; 2/09-11/10, $7.8M. Assistant Resident Engineer/Lead Inspector. GPI performed construction management and inspection services for Interchange 17 Ramp Improvements. SJTA announced plans in 2007 to add a third westbound lane from Exit 7 (Garden State Parkway) to Exit 31 (Route 73) on the Atlantic City Expressway. The length of roadway widening was approximately 24 miles, which is about half the length of the expressway. Interchange 17 (Route 50) is located in Hamilton Township, Atlantic County, and is less than a ¼ mile east of the Expressway's Egg Harbor Toll Plaza. The project included completing the missing ramp movements, widening the existing expressway bridge to allow for acceleration/deceleration lanes, installing new ramp, and constructing retaining walls to minimize impacts to surrounding wetlands. In addition, ramp lighting, roadway drainage, infiltration basins and landscaping was required. As part of the project, various improvements to Route 50 were also completed including the installation of two traffic signals where the ramps

intersect Route 50, resurfacing the roadway, and improvements to guide rail and lighting in the area of the interchange. During construction, Route 50 remained open. Improvements on Route 50 were partially funded by the NJDOT, therefore, SJTA and NJDOT specifications and requirements were followed. Since the interchange is in close proximity to the Egg Harbor Toll Plaza, staging and coordination during construction was critical. Existing traffic lanes on the expressway had to be maintained at all times. The 8.39-acre project site was located entirely within the Pinelands National Reserve and falls under the Pinelands Comprehensive Management Plan administered by the New Jersey Pinelands Commission. Duties included the on-site inspection of the contractor's means and methods for foundation excavation, steel piles, sub and superstructure reinforced concrete bridge items, drainage piping and structures, subgrade, subbase, DGABC, and (HMAC) bituminous paving in lifts, maintenance and protection of traffic, and nightwork. Client: SJTA

NJDOT Route 55 South of Lambs Road to Almonesson Creek, Townships of Mantua, Washington & Deptford, Gloucester County, NJ; 10/07-12/08, $9M. Inspector. This project consisted of the resurfacing of all lanes and shoulders and the associated on and off ramps for 9 miles of Route 55 in both the NB and SB roadways. The resurfacing consisted of 2-inch average depth milling and superpave hot mix bituminous paving operations. The project also included temporary and permanent traffic stripes application, and the removal and replacement of beam guide rail and some concrete curb. A Weigh-in-Motion (WIM) station was installed. The project was located within a heavily traveled corridor and required significant maintenance and protection of traffic (MPT). The milling, paving and striping operations were performed using nighttime operations while beam guide rail operations took place during the daytime. Duties included the on-site inspection of the contractor's means and methods for milling, reset heads, concrete curbs, surface preparation, and superpave items, subgrade, subbase, DGABC, and bituminous paving in lifts, maintenance and protection of traffic, and nightwork. Client: NJDOT

NJDOT Route 55 Resurfacing (Lambs Road to Leonard Cake Road); 8/08-3/09, $10M. Inspector. This project consisted of the resurfacing of all lanes and shoulders and the associated on and off ramps for 11 miles of Route 55 from Mile Post 40 to Mile Post 51 in both the NB and SB roadways. The resurfacing consisted of 2-inch average depth milling and superpave hot mix bituminous paving operations. The project also included temporary and permanent traffic stripes application, and the removal and replacement of beam guide rail. The project is located within a heavily traveled corridor and requires significant maintenance and protection of traffic (MPT). The milling, paving and striping operations were performed using nighttime operations while beam guide rail operations took place during the daytime. Duties included the on-site inspection of the contractor's means and methods for milling, reset heads, concrete curbs, surface preparation, and superpave items, subgrade, subbase, DGABC, and bituminous paving in lifts, maintenance and protection of traffic, and nightwork. Client: NJDOT

NJDOT Route 73 & Route 30 Berlin Circle Elimination, Berlin, NJ; 9/07, $40M. Inspector. The work consisted of the elimination of the circle on Routes 73/30 in Berlin. The project entailed noise wall installation, utility relocation, roadway construction on approximately 3 miles of road. This project required coordination with many businesses along Route 30 as well as the Atco train station for NJ Transit. Client: NJDOT

Fernando Flores
Chief Inspector

Professional Profile
Mr. Flores is an inspector with the following experience in the inspection of bridge reconstruction projects.

Project Experience
Replacement of the Upper Level Deck of the Suspended Span of the Verrazano-Narrows Bridge, VN-80B, Staten Island, NY; 12/12-Present. Chief Inspector. This $236-million project involves reconstruction to replace the upper level roadway superstructure of the Verrazano-Narrows Bridge. The work includes removal of existing upper level roadway deck and barrier, installation of new upper level orthotropic deck, overlay, drainage systems, sign structures, lighting, barrier, painting and miscellaneous utility work. Mr. Flores' responsibilities include monitoring MPT; compliance with MUTCD on job site; and inspection of the survey operation and baseline measurements of the existing structural steel framing to ensure proper fit of new steel orthotropic deck panels. Client: Triborough Bridge and Tunnel Authority

Proposed Project Assignment
NACE Inspector

Registration/Certifications
2001/ACI Concrete Field Technician Grade 1
2003/NACE Coating Inspector Level 1 - Certified
2010/NICET IV

Course Work
2009 - 10-Hour OSHA Training Course
2005 - Keys to Durable Concrete Course – Exterior Flatwork
2000 - SSPC C-3 Supervisor/Competent Person Training for Deleading
NYSDOT - Traffic Control Training Seminar
The Joint Urban Manpower Program – Construction Inspectors

Total Years Experience 16

Manhattan Bridge Rehabilitation of Cables and Suspenders, Contract 14, #BRC156R, New York, NY; 1/10-12/12. Inspector. This $149-million project involved the unwrapping and rewrapping of cables; replacement of suspenders; replacement of necklace lighting messenger cables and cable hand ropes; installation of new access platforms to existing tower platforms; reversal of lower roadway and operation of HOV lane and replacement of multi-rotational bearings at the Towers; replacement of light poles and luminaries on South upper roadway; replacement of lane control radar on South upper roadway; and retrofit of track stringers and diaphragm connections and other miscellaneous work. Mr. Flores' responsibilities included the inspection and oversite of wire rope suspender removal and replacement; main cable rehabilitation such as unwrapping, wire repairs, compaction and rewrapping; coordination and communication with the contractor who is performing daily traffic lane changes such as traffic flow reversals and HOV; writing daily reports which includes estimates for completed work; surface preparation and painting of structural connections; tensioning and recording of cable band bolts torque; removal and replacement of main cable handrope and necklace lighting systems; installation of temporary work platforms along the main cables and under the roadways; and reinforcement of track stringers. Client: New York City Dept. of Transportation

Verrazano-Narrows Bridge Rehabilitation of Structural Steel Repairs, VN-32, New York, NY; 4/09-12/09. Inspector. This project involved construction administration, on-site inspection, and testing and support services. The project also included repair of deteriorated subfloorbeams, stringers, stiffener/connection plates, cracked/broken missing welded connection plates, reinforced deteriorated stringer top flange and removal and replacement of deteriorated bolts, rivets, and drainage piping. Mr. Flores' responsibilities included conducting surveys of the contractor's MPT activities, observing proper placement of temporary traffic control devices, channelization equipment and required signage maintained by the contractor. Client: Triborough Bridge and Tunnel Authority

Bronx-Whitestone Bridge Cable/Suspender Rope Rehabilitation, BW-85/86/WBM-339, Bronx, NY; 5/08-4/09. Inspector. This project involved construction management and inspection services for coating removal and application and cable/suspender rehabilitation for Project BW-85/86/WBM-339, Select Cable Panel Opening/ Suspender Rope Removal and Replacement and Painting at the Bronx-Whitestone Bridge. Mr. Flores was responsible for the inspection of the tower temporary scaffold system. Client: Triborough Bridge and Tunnel Authority

Fernando Flores
Chief Inspector

Manhattan Bridge Rehabilitation of Lower Roadways, Contract 11, #BRC156A, New York, NY; 2/04-5/08. Mr. Flores was an inspector on this $150-million project that involved the reconstruction of lower roadway; removal and replacement of floorbeams, stringers, bearings and deck in main span and side spans; rehabilitation of anchorage chambers; installation of new lighting and traffic signs on lower roadway; rehabilitation of travelers in suspended spans; replacement of maintenance platforms at towers; painting of bridge in suspended and approach spans; and repair of flagged conditions. He was responsible for the inspection of anchorage chamber concrete floor replacement, grout injection for wall crack sealing and vertical and overhead wall patch repairs. Client: New York City Dept. of Transportation

Manhattan Bridge Rehabilitation of North Spans over East River, Contract 10, #BRC156C, New York; 2/01-2/05. Mr. Flores was an inspector on this $175-million project that involved rehabilitation of the north upper roadway approach and suspended spans; installation of a new north side bikeway; replacement of the north side truss bearings on the approaches; repainting of the north half of the bridge including the cables and trusses; and installation of an Intelligent Traffic System (ITS) including CCTV's. He was responsible for the inspection of and removal/replacement of subway stringers and floorbeams, north upper roadway replacement, truss bearing replacement and truss repairs. Client: New York City Dept. of Transportation

Manhattan Bridge Reconstruction, Painting and Interim Rehabilitation, Contract #BRC1568C, New York, NY; 1/98-10/01. Inspector. This $124-million project involved the rehabilitation of the Manhattan plaza area, Manhattan Arch and Colonnade; replacement of the structural steel stringer and floorbeam support system for the west side subway tracks; replacement of truss bearings on top of the piers of both approach spans; rehabilitation of eyebars anchoring one of the main suspension cables; and removal of existing paint from the entire west side, both towers and two main cables, and replacing with new coating. Mr. Flores' responsibilities included the inspection of subway floorbeams, stringers, track removal and installation, lead paint containment and removal, bridge jacking, concrete testing, multirotational truss bearing replacement, grid deck installation, concrete and asphalt placement, concrete and steel barrier. Client: New York City Dept. of Transportation

Dawn Garcia, E.I.T.
Inspector

Professional Profile
Ms. Garcia is an inspector with the following experience.

Project Experience
Brooklyn Bridge Rehabilitation of the Approach Spans and Ramps and Painting of the Entire Bridge, Contract 6, New York, NY; 9/12-Present. Inspector. This project involves construction management and inspection services for the $500-million rehabilitation of this iconic national landmark. The scope of work for the project includes replacement of approach roadway in Manhattan and Brooklyn over the arch blocks; rehabilitation of the Manhattan side ramp structures with widening and deck and bearing replacements; rehabilitation of the approach steel structures with full superstructure replacement of the York and Main Street structures and orthotropic deck installation at Franklin Square; seismic retrofitting of the main bridge, Franklin Square and ramp structures; painting of the ramp structures and suspended spans in their entirety; restoration of historic features. Ms. Garcia is responsible for reviewing and understanding drawings and specifications; creating daily inspection reports to document progress of work completed; taking field measurements to ensure that contractor work is done as per the drawings and specifications; and using field measurements to make payments for work completed. Ms. Garcia's responsibilities include ensuring the verification of compliance with shop and contract drawings as well as Engineering Clarification Memo's (ECM's) for construction activities of the rehabilitation and reconstruction of the Brooklyn Approach Spans, including: demolition of existing decks and the installation of new grid deck panels at Main, York, Washington and Prospect Streets as well as the Maintenance Shop; concrete placement of Brooklyn Approach Spans including the verification of concrete compliance to ACI and NYSDOT standard specifications with ACI concrete testing methods; installation of reinforcement to concrete sections at the Maintenance Shop, Washington and Prospect Streets; and superslab installation at the Brooklyn Approach Arch Blocks. Ms. Garcia had special focus on the reconstruction of York and Main Streets in which her responsibilities included: installation of temporary shoring; demolition and reconstruction of the cap beams and backwalls; demolition of existing concrete decking; removal of existing steel framing including proper disposal techniques for environmental concerns; installation of new steel framing including checking bolted connections for steel connections; installation of new grid deck panels with proper additional reinforcement for concrete placement; and concrete placement and conformance to ACI and NYSDOT standard specifications. Client: New York City Dept. of Transportation

New York City Dept. of Transportation, Department of Bridges: When and Where Unit, New York, NY; 6/12-9/12. As an intern, Ms. Garcia was able to participate in site visits to assess possible safety hazards and structural deficiencies; she created flags on the internal system to request authorization for work on safety hazards and structural deficiencies; reviewed contractor's labor-material-equipment sheets against backup materials to ensure payments are accurate; processed payments within the internal system and monitored budget with work progress.

Proposed Project Assignment
Civil/Structural Inspector

Registration/Certifications
2012/Engineer In Training/NJ
2013/ACI Concrete Field Testing Technician Grade 1
2014/FHWA Safety Inspection of In-Service Bridges

Education
BE/2012/Engineering

Course Work
2014 - Safety Inspection of In-Service Bridges NHI Certificate of Training
2012 - 10-Hour OSHA Construction Safety & Health
Relevant Coursework: Bridge Design Structures Engineering; Coastal Engineering; Engineering Design; Fluid Mechanics; Geotechnical Engineering; Introduction to Environmental Engineering; Labor Relations; Mechanics of Solids; Modeling and Simulation; Multi-Hazard Engineering; Reinforced Concrete Design; Structural Analysis; Structural Steel Design; Transportation Engineering Design; Water Resources Engineering

Total Years Experience 2

Dawn Garcia, E.I.T.
Inspector

Senior Design Project Sponsored by LAN Associates, Hoboken, NJ; 9/11-5/12. This project involved the Mission Church Expansion. Ms. Garcia was responsible for meeting with engineers of LAN Associates at least once a month to discuss proposed layout possibilities for church parking lot; designing stormwater system; and presenting designs to LAN Associates and advisor. She had to consider the environment (wetlands), aesthetic integrity, zoning codes and geotechnical concerns while working on this project.

Stevens Institute of Technology, Hoboken, NJ; 1/11-5/11. Intern. Ms. Garcia was involved and design of an office building. She was responsible for selecting necessary beams, columns, and other structural components using the AISC and ASCE Manuals; and creating models of and analyzing the building using Autodesk software.

Stevens Institute of Technology, Hoboken, NJ; 8/08-5/12. As part of the event management staff, Ms. Garcia was responsible for setting up fields to ensure games started on time; broadcasting and taping sporting events for the online community and coaches; and recording game statistics for the coaches and administration.

Stevens Institute of Technology, Hoboken, NJ; 8/11-11/11. As a facilities department intern, Ms. Garcia organized New Jersey Dept. of Environmental Protection reimbursements for campus projects.

Skills
Languages: MATLAB
Software: MS Office '07, Autodesk Revit Architecture 2011, Autodesk Revit Structure 2011, Autodesk Robot Structural Analysis Professional 2011, SolidWorks, AutoCAD Civil 3D, MATLAB 2011b
Lab Skills: EDM, level

Nelson Garcia
Resident Engineer

Professional Profile
Mr. Garcia holds a B.S. Degree in Civil Engineering Technology qualifying as a NICET IV Senior Inspector. He also completed the National Association of Coating Engineers (NACE) coating inspector program with full certification for over six years and has over 15 years experience as a painting and structural steel inspector. Mr. Garcia served as a Chief/Senior Inspector on multiple NYCDOT/NYSDOT projects. His responsibilities include management and coordination of staff inspectors, quality assurance oversight and coatings inspections, structural steel assessments and coating recommendations

Proposed Project Assignment
NACE Inspector

Registration/Certifications
2012/Rutgers TCC Refresher
2013/ACI-Concrete Field Testing Tech. - Grade 1
2009/Rutgers Work Zone Safety
1998/NACE Certified Coatings Inspector
2008/SSPC C-3 Supervisor/Competent Person Training for Deleading of Industrial Structures

Education
BS/2012/Civil Engineering Technology; AAS/Civil Engineering Technology

Course Work
2010/OSHA 10 Hour Construction Industry
2008/OSHA 30 Hour Training
NYC & NYS Asbestos Handling Certification
G35 FONY Air Compressor Certification

Total Years Experience 15

Project Experience
NJDOT Region North Multiple Bridge Cleaning and Painting Projects, Interstate Bridge Painting Contract Route I-280, Contracts 1 ($8M) and 3 ($6M) , and Route I-80, Contract 2 ($7M), Essex County, NJ; 7/09-Present. Resident Engineer. The bridge painting projects involve the removal of existing old lead based paint and repainting with a Northeast Protective Coating Committee (NEPCOAT) approved paint system. The projects incorporate traffic control on a high speed highway, staging, and environmental (Lead Abatement) constrains unique to repainting on major urban bridges. The construction services contract involves the managing of four separate painting contracts with three independent painting contractors. Extensive coordination is done on a daily basis with each paint contractor including coordination with other trades working on the highways. Communication and coordination with local municipalities are addressed for structures that span local streets. The contractors are Allied Painting and ANKA Painting. Client: NJDOT.

Roosevelt Island Bridge, New York, NY; 6/08-7/09. Chief Inspector. Mr. Garcia is responsible for managing field inspection staff and performing quality control/assurance painting inspection tasks, lead paint and environmental issues. During non-painting activities responsibilities include oversight of structural steel removal and replacement including placement of new roadway concrete pre-cast panels. Assisted with material testing of concrete during concrete placement.

Multiple NYCDOT Painting Projects, NY; 5/03-5/08. Chief Inspector. Mr. Garcia was responsible for managing field inspection staff and scheduling for auditing multiple NYCDOT painting projects. Example projects include the Williamsburg Bridge, Manhattan Bridge, Queensboro Bridge, Brooklyn Bridge, Riker's Island Bridge, and multiple smaller bridges throughout the city. This project incorporates traffic control, staging, and environmental constrains unique to repainting on major urban bridges.

PANYNJ, Newark Liberty International Airport, Newark, NJ; 5/03-7/03. NACE Coating Inspector. Mr. Garcia provided part-time inspection for the internal lining of multiple fuel tanks at Newark Liberty International Airport. Mr. Garcia was responsible for all QA inspection tasks, communications with the Port Authority's consulting firm, and oversight of contractor holiday testing and coating repairs. He reported directly to the PANYNJ Materials Engineer.

Nelson Garcia
Resident Engineer

TBTA, Marine Parkway Gil Hodges Memorial Bridge, New York, NY; 4/02-2/03. NACE Coating Inspector/Chief Painting Inspector for the rehabilitation of the Marine Parkway Gil Hodges Memorial Bridge. Mr. Garcia was responsible for all QA inspection tasks, lead paint, and environmental issues. He reported directly to the Resident Engineer. He coordinated daily inspection tasks with the environmental oversight inspector(s) and was responsible for the inspection of multiple crews at the facility.

TBTA, Marine Parkway Gil Hodges Memorial Bridge, New York, NY; 3/00-3/02. Structural Steel/NACE Coating Inspector/Field Inspector for the rehabilitation of the Marine Parkway Gil Hodges Memorial Bridge. Duties included oversight of structural steel removal and replacement, and placement of new roadway including concrete overlay. Also, inspected the installation of new roadway drainage systems that included roadway scuppers, and new down spouts and storm drains. Other responsibilities included monthly progress payments, processing change orders and submittals of daily inspection reports.

Fuel Oil Storage Tank Projects; Onaco, Venezuela; 12/99-2/00. NACE Coating Inspector. Mr. Garcia was the SFD representative for the recoating and structural improvement of fuel oil storage tanks. He was responsible for surveying all tanks and inspecting all work in accordance with the specifications.

TBTA, Marine Parkway Gil Hodges Memorial Bridge, New York, NY; 7/99-12/99. NACE Coating Inspector/Field Inspector for the deck replacement and rehabilitation of the Marine Parkway Gil Hodges Memorial Bridge. This project incorporated multiple work trades in a congested construction site. All work was performed from barges on Jamaica Bay.

NYSTA, Multiple Bridge Cleaning and Painting Projects, Central Valley, NY; 5/99-6/99. NACE Coating Inspector. Inspected the cleaning and painting of 16 bridges in the New York Division. This project incorporated high volume/speed MPT work and frequent night work.

Massachusetts Highway Department, Colrian-Franklin Hill Road Bridge, Springfield, MA; 8/98-4/99. NACE Coating Inspector for the repainting of the Colrian-Franklin Hill Road Bridge. This project incorporated coordination with the Mass Highway Engineering Staff for the bridge rehabilitation.

City of Ossining, Water Storage Tank Projects, Ossining, NY; 5/98-7/98. Coating Inspector for the City of Ossining. Lead paint abatement and re-coating of water storage tank interior lining and exterior coatings.

William Godfrey
Senior Inspector

Professional Profile

Mr. Godfrey is a highly-competent construction inspector/office engineer with in-depth experience in bridge and highway construction and rehabilitation, drainage improvements, paving, utility relocation, and site development. He has in-depth knowledge of various drainage features and their construction. During various field assignments, he has obtained significant experience in the locating and collection of various data of drainage and other infrastructure appurtenances in the field.

Proposed Project Assignment
Civil/Structural Inspector

Registration/Certifications
2010/NICET IV

Education
BS/1975/Biology

Course Work
2014 - NYSDOT Field Inspection of Portland Cement Concrete
2014 - ACI Concrete Field Testing Refresher Course
2014 - NYCDOT Concrete Inpsetion, Testing and Acceptance Protocol
2008 - 10-Hour OSHA Training Course
2008 - 1-Hour Lead Awareness Training
2006 - ACI Concrete Field Testing Technician Grade Level I Trained
2000 - SSPC C-3
2000 - Traffic Work Zone Safety Training Course – GPI

Total Years Experience 36

Project Experience

Belt Parkway Bridges REI Services - Gerritsen Inlet Bridge, Brooklyn, NY; 4/14-Present. Senior Inspector. This $104.5-million project involves total replacement of Gerritsen Inlet Bridge on the Belt Parkway in the Borough of Brooklyn. The major work includes removal and disposal of main spans including concrete deck, steel girders, floor beams and stringers, approaches, concrete superstructure, closure walls, timber piles, concrete piers, pier caps, columns, abutments, wingwalls, street lighting, transformer room, transit ducks, steel conduits, navigation lights, and trees and vegetation. Mr. Godfrey's responsibilities include inspection of field operations – outfall construction: trenching, cofferdam dewatering, testing and driving timber piles, laying 42"DIP pipe for rain storm sewer, pipe encasement per DEP standard between drainage structures; bridge abutment reinforcement installation and computation of pay quantity, concrete testing, recording and computing pay quantity; emergency pothole repairs on the Belt Parkway; and inspecting building of approaches as per plan and specifications of the contract. Client: New York City Dept. of Transportation

Belt Parkway Bridges REI Services - Rockaway Parkway Bridge, Contract #HBK1091, Brooklyn, NY; 5/11-4/14. Senior Inspector. The project involved the demolition of the entire existing, four-span, multi-stringer bridge superstructure with existing steel cap beams, and superstructures, including the abutments, wingwalls, and pier columns and footings; installation of a new single-span replacement bridge consisting of a multi-stringer superstructure with reinforced concrete deck and superstructure, including reinforced concrete abutments and wing walls on new piled footings, and mechanically stabilized earth retaining walls; reconstruction of approach roadway and four entrance and exit ramps within the project limits; and installation of new concrete barrier, new bridge and guide railing, new lighting standards, new drainage systems including catch basins and drainage pipes, new overhead sign structures, and new swale BMP grading, drainage, and planting. Mr. Godfrey was responsible for the inspection of the demolition of the existing structure and installation of temporary supports; installation of precast drainage structures and connecting piping; structural excavation and backfill; installation of cast-in-place concrete piles; erection of form work for abutment structures; installation of reinforcing steel and placement of structural concrete and concrete pavement; electrical work for underdeck lighting; installation of timber guiderail; installation and removal of steel sheeting; excavation and grading for the Best Management Practices Area (part of the drainage work); and placement of structural steel (bridge girders) and bearings. Client: New York City Dept. of Transportation

Belt Parkway Bridges REI Services - Paerdegat Bridge, Contract#HBK1024, New York, NY; 5/10-5/11. Senior Inspector. This project involved the demolition of the entire 13-span, multi-stringer bridge superstructure and substructure including abutments, wingwalls, and the piers consisting of concrete pile columns to a minimum of 600 mm below the mud line. The replacement structures were new three-span and five-span bridges consisting of a Class HP reinforced concrete superstructure slab supported by high performance steel box girders and substructures including reinforced concrete abutments, wingwalls, and multi-column piers on new pile foundation. Mr. Godfrey was responsible for inspection of sewer force main installation, drainage installation, embankment-in-place installation and removal, structure evacuation and rebar placement. He also inspected the preparation for and placement of structural concrete for the east and west abutments of the eastbound Belt Parkway, and inspected back filling operations. Client: New York City Dept. of Transportation

William Godfrey
Senior Inspector

Rehabilitation of the Brooklyn-Queens Expressway (I-278), Park Avenue Viaduct, D259766, Kings County, NY; 9/05-9/09. Mr. Godfrey served as senior inspector for this $138-million project that involved construction engineering and inspection for the widening, redecking and repainting of this viaduct with complex MPT on and below this heavily traveled structure. Rehabilitation of this high-volume major interstate urban highway/bridge included replacement of more than 400 bearings and 1,500 meters of bridge expansion joints. The project also included extensive coordination with agencies and local communities. Mr. Godfrey's responsibilities included inspection of demolition of reinforced concrete bridge decks and structural steel; installation of temporary deck supports; and installation of a temporary highway lighting system including poles, supports and wiring. Mr. Godfrey inspected steel work including removal and replacement of fascia girders, removal and replacement of expansion bearings, structural lifting operations, seismic retrofitting repairs and installation of the downspout system. Client: New York State Dept. of Transportation

Long Island Expressway - Grand Central Parkway to Van Dam Street Reconstruction Management, Contract #D257842, Queens County, NY; 10/01-11/02. Mr. Godfrey served as an inspector for this $221-million project which involved construction engineering and inspection services for the rehabilitation of the Long Island Expressway, from the Grand Central Parkway to the Queens-Midtown Viaduct, involving approximately seven miles of highway and 25 bridges. The project consisted of the removal and replacement of the asphalt roadway, installation of an Intelligent Transportation System, installation of retaining walls, noise barriers, reconstruction of bridge decking, painting of the ramps and bridge structures, landscaping, and MPT. Mr. Godfrey's responsibilities included inspection of: asphalt paving; demolition and construction of bridge abutments; bridge deck installation (rebar and concrete placement); new steel for bridges; installation of pre-cast and cast-in-place median barrier; bridge deck joint repairs; sign structure footings; concrete pavement repairs; installation of downspouts for scuppers; retaining wall construction; and concrete pavement placement on grade and on structure. Client: New York State Dept. of Transportation

Robert F. Kennedy (Triborough) Bridge Rehabilitation of Suspension Cables - TB-17, Queens, NY; 3/99-12/99. Mr. Godfrey served as an inspector for this $9.5-million rehabilitation of the main suspension cables. The project included installation of temporary suspended footwalks, removal of existing wire wrapping, cleaning, wedging, applying corrosion inhibitor, wire repair splicing and compaction of main cables, coating main cables with red lead paste, cable rewrapping and paint application along with cable band bolt tightening and replacement. Client: Triborough Bridge and Tunnel Authority

Roslyn Viaduct, Route 25A, Underdeck Netting, Contract #D257571, Roslyn, NY; 6/98-11/98. Mr. Godfrey served as senior inspector on this $1.4-million project that involved the removal of timber shield, removal of loose and delaminated concrete and the installation of underdeck safety netting over heavily traveled West Shore Road, Bryant Avenue and Hempstead Harbor. The project entailed the removal of an existing timber shield on the side spans of the 700-meter viaduct. The full length of the underside of the deck, including the main span over Hempstead Harbor, was sounded and structural repairs made as required. After completion of repairs, 14 bridge joints were blast cleaned and painted using moisture cured polyurethane paint. Upon completion of the painting operation, a safety netting system of approximately 13,000 m2 was installed. Mr. Godfrey's responsibilities included inspection of timber shield removal, and sounding of removal of delaminated concrete from the underside of the deck. Client: New York State Dept. of Transportation

Queens-Midtown Viaduct Inspection, Contract #D253037, Queens, NY; 1993-1995. Mr. Godfrey served as construction inspector on this $115-million project, an elevated section of the Long Island Expressway (I-495), which involved inspection of new steel work and the rehabilitation and repair of existing steel. The project involved construction inspection of structural steel and concrete deck replacements, removal of existing rocker expansion, sliding steel bearings, seismic pot bearings, bridge painting, steel bent repairs, drainage and environmental considerations. His responsibilities included inspection of ironworkers for removal and replacement of steel members, relocation of working platforms, installation of new steel members, repairs of existing steel, preparation of quantities for monthly estimates, and removal and replacement of bearings and replacement of tie-downs. Client: New York State Dept. of Transportation

Washner Guerrier
Inspector

Professional Profile
Mr. Guerrier has seven years of experience in construction inspection on various NYSDOT projects including bridge, highway, and MPT work.

Proposed Project Assignment
Civil/Structural Inspector

Education
BS/2010/Civil Engineering

Course Work
2014 - NYC DOB 4-Hour Supported Scaffold (2018)
2014 - NYC DOB Confined Space Awareness

Total Years Experience 9

Project Experience

Bayonne Bridge Navigational Clearance Program (BBNCP) Construction Management, NY/NJ; 9/13-Present. Inspector. This project involves construction management services for the $743-million Bayonne Bridge Navigational Clearance Program (BBNCP). This extraordinarily complex, once-in-a-lifetime project will replace more than 5,000 feet of viaduct and re-frame the existing steel arch structure to accommodate a new roadway 65 feet above the existing roadway. Mr. Guerrier is part of the segmental approach span team and is responsible for inspection of pre-cast segmental pier and roadway installation. This work requires that specific systematic sequences are followed when installing segments, pulling tendons, post tensioning and performing epoxy and grouting operations. In addition, Mr. Guerrier is also responsible for inspection of installation of drainage structures for water, sanitary and storm water systems, installation of pre-cast MSE walls and cast-in-place concrete retaining walls. Client: Port Authority of NY & NJ

Belt Parkway Bridges REI Services - Rockaway Parkway Bridge, Contract #HBK1091, Brooklyn, NY; 8/12-9/13. Inspector. The project involved the demolition of the entire existing, four-span, multi-stringer bridge superstructure with existing steel cap beams, and superstructures, including the abutments, wingwalls, and pier columns and footings; installation of a new single-span replacement bridge consisting of a multi-stringer superstructure with reinforced concrete deck and superstructure, including reinforced concrete abutments and wing walls on new piled footings, and mechanically stabilized earth retaining walls; reconstruction of approach roadway and four entrance and exit ramps within the project limits; and installation of new concrete barrier, new bridge and guide railing, new lighting standards, new drainage systems including catch basins and drainage pipes, new overhead sign structures, and new swale BMP grading, drainage, and planting. Mr. Guerrier was responsible for overseeing all activity performed by the contractor to make sure that all work performed was in compliance with contract drawings and standard specifications. Client: New York City Dept. of Transportation

Belt Parkway Bridges REI Services - Paerdegat Bridge, Contract#HBK1024, New York, NY; 8/12-9/13. Inspector. This project involved the demolition of the entire 13-span, multi-stringer bridge superstructure and substructure including abutments, wingwalls, and the piers consisting of concrete pile columns to a minimum of 600 mm below the mud line. The replacement structures were new three-span and five-span bridges consisting of a Class HP reinforced concrete superstructure slab supported by high performance steel box girders and substructures including reinforced concrete abutments, wingwalls, and multi-column piers on new pile foundation. Mr. Guerrier was responsible for monitoring the contractor's activity to ensure that all work performed was in compliance with standard specifications and contract drawings. Client: New York City Dept. of Transportation

Maintenance Bridge Repair, D260401, Pin XM06.51, Various New York City Counties, NY; 1/08–11/10. Inspector. Mr. Guerrier inspected several activities including replacement of an existing armored deck joint with an armorless bridge joint system, repair and replacement of bearings and diaphragms of several bridge structures, repair of corroded steel bridge members, erection of steel structure to ensure correct placement, surface preparation, and the steel painting. Work also included inspection of concrete for pavement and for bridge deck. Mr. Guerrier inspected milling of existing asphalt pavement on approach slab and bridge deck and asphalt placement, repair of spalls and cracks at abutment backwall, parapet wall, pier column and sidewalks, and application of waterproof membrane to bridge deck and application of protective sealing to different bridge components such as pier columns, abutment backwall, and concrete barriers. He was also responsible for estimating quantities, review of payment requests, updating daily work assignment sheets and monthly book reports, as well as calculating actual construction quantities for payment purposes. Client: New York State Dept. of Transportation

Washner Guerrier
Inspector

Route 9A, When and Where II/Emergency Repair, Maintenance, D259986, Pin X759.82.323, NY; 4/07–12/07. Inspector. Mr. Guerrier was part of the team inspecting all repairs along Route 9A relating to damages caused by the attacks of September 11, 2001. This included inspection of partial and full depth pavement repair and recording of time and materials used by contractor for lamp posts/light pole retrofit. He was also responsible for estimating quantities, review of payment requests, updating daily work assignment sheets and monthly book reports, as well as calculating actual construction quantities for payment purposes. Client: New York State Dept. of Transportation

Route 9A, Bikeway/Walkway Improvements, D259652, Pin X024.43.321, NY; 4/06–12/06. Inspector. Mr. Guerrier was responsible for inspection of catch basin installation and drainage, as well as erection of low profile concrete barriers, asphalt paving, traffic light pole foundations, relocation of traffic light poles, installation of pipe rail fence, landscaping, and pavement striping. He was also responsible for estimating quantities, review of payment requests, updating daily work assignment sheets and monthly book reports, as well as calculating actual construction quantities for payment purposes. Client: New York State Dept. of Transportation

Route 9A, Intelligent Transportation System (ITS), D258617, Pin X024.39.321, NY; 4/05-12/05. Inspector. Mr. Guerrier assisted with the inspection of the installation of different ITS equipment, which included Video Message Sign (VMS), CCTV camera, Variable Image Detection System (VIDS) cable splicing and pull boxes, equipment installed at different HUB cabinets, erection of multiple sign structures, single and double cantilever signs, as well as inspection of torque test performed on bolts used for sign structures. He also inspected basic MPT to ensure that the work zone was safe and traffic lane closure was done properly. He was also responsible for estimating quantities, review of payment requests, updating daily work assignment sheets and monthly book reports, as well as calculating actual construction quantities for payment purposes. Client: New York State Dept. of Transportation

Anthony Haran
Inspector

Professional Profile
Mr. Haran is an inspector with the following experience.

Project Experience

Proposed Project Assignment
Civil/Structural Inspector

Education
BS/2012/Business Management

Course Work
2014 - 10-Hour OSHA Hazard Recognition Training, #UCSD-[redacted]

Total Years Experience 2

Project Experience
Brooklyn Bridge Rehabilitation of the Approach Spans and Ramps and Painting of the Entire Bridge, Contract 6, New York, NY; 2/14-Present. Inspector. This project involves construction management and inspection services for the $509-million rehabilitation of this Iconic National Landmark. The scope of work for the project includes replacement of approach roadway in Manhattan and Brooklyn over the arch blocks; rehabilitation of the Manhattan side ramp structures with widening and deck and bearing replacements; rehabilitation of the approach steel structures with full superstructure replacement of the York and Main Street structures and orthotropic deck installation at Franklin Square; seismic retrofitting of the main bridge, Franklin Square and ramp structures; painting of the ramp structures and suspended spans in their entirety; restoration of historic features. Mr. Haran is responsible for the inspection of the laboreres and irownworkers who are preparing for the girder removal at the main street bring along with the MURK paperwork that goes with the various operations. Client: New York City Dept. of Transportation

NYC Rapid Repairs, Breezy Point, NY; 1/13-2/14. Data Analyst. Mr. Haran analyzed and recorded data on various New York City rapid repair projects.

El Sol Contracting, Maspeth, NY; 6/11-9/11. Assistant Equipment Manager. Mr. Haran assisted the equipment manager in providing construction materials and resources to several multi-million dollar projects in New York City; scheduled and tracked equipment repairs, purchased and distributed construction materials; and organized the equipment yard.

HAKS Engineering, New York, NY; 6/10-8/10 and 7/09-9/09. Assistant Lab Technician. Mr. Haran assisted the lab technicians in the testing of concrete and soil for various New York State construction projects. He also maintained lab equipment, the testing area, and clients' paperwork.

Skills
Microsoft Office Programs

CARYN HART *KS Engineers, P.C.*
Electrical Inspector

EDUCATION
Master in Education (LIU) - Present
Bachelors Electromechanical Engineering, NYC College of Technology – 06/ 1997

CERTIFICATES / TRAINING / LICENSES
NICET II Certification II - 1/2013
NYC Dept. of Buildings Concrete Safety Certificate
LIRR safety (NYS DOT) - Certified
Concrete Inspector (NYS DOT) – Certified
Earthwork Inspector (NYS DOT) – Certified
MTA NYC Transit Track Safety Certification – 3/2012
FDNY Fire Safety Manager Certification – 4/2012
OSHA 30 Hour Construction Safety Training
OSHA 40 Hour Site Safety Manager (Pending) – 5/2012
OSHA 30 Hour Concrete Safety Manager Certification – 8/2012
4 Hour Supported Scaffold Training Certification – 12/2012
8 Hour Asbestos Awareness OSHA 29 CFR 1910 Certification – 4/2013
Certified Adult/Child CPR; Adult/Child AED and Infant CPR/ (NYS DOT)

SKILLS
Microsoft Office
PowerPoint
SiteManager
BackOffice
Proxy Master
MapInfo (AIMS)
Arc View (GIS),
AutoCAD 2000 - Certified

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Electrical Inspector	2014 - Present
Able Safety	Site Safety Supervisor (Consultant)	6/2013 - 5/2014
New Jersey Meadowlands Commission	Resident Inspector (Consultant) for Phase 4 and Phase 5	9/2013 - 4/2014
AeroTech Environmental	Site Safety Supervisor (Consultant)	3/2013 - 5/2013
Con Edison	Site Safety Supervisor	10/2012 - 11/2012
HNTB	Construction Inspector (for NYCDOT)	1/2010 - 10/2012
NYSDOT	Senior Engineering Technician	10/2006 - 12/2009
NYCDOT	Traffic Analyst	9/2002 - 7/2004

EXPERIENCE SUMMARY
Ms. Hart has over 10 years of experience in construction inspection including work as Resident Inspector for electrical work and Site Safety supervisor.

Phase 3 Beachfront Restoration, Reconstruction of Coney Island Steeplechase Pier and the cleaning/ maintenance of the Verrazano Narrows Bridge, Brooklyn NY - Resident Inspector, Electrical & Site Safety Supervisor. Provided QA/QC over site of sub-contractors on Removal of debris including power washing operations of the upper and lower deck on the East and West bound lanes. Served as a technical safety resource. Created

safe zones to allow for other repair crews. Ensured safe transverse of vehicular traffic by creating MPT; restricted zones. Conducted safety meetings and site safety inspections on a daily basis to insure workers are in compliance with federal and state OSHA Standards. Served as Site Safety Supervisor during rehabilitation project at VA hospital in Northport NY. Performed general inspection of all construction. Provided general inspection on all construction labor and subcontracted work. Assured compliance with contract documents and approved submittals. (06/2013 – 05/2014)

Phase 4 and Phase 5, Adaptive Signal System Traffic Region (MASSTR), NJ Meadowlands Commission, Lyndhurst, NJ - Resident Inspector, Electrical. Provided QA/QC over site of contractors and sub-contractors in the installation of an Adaptive Signal System for Traffic Reduction known as The Meadowlands Adaptive Signal System Traffic Region (MASSTR), in the Meadowlands region corridors in Bergen and Hudson counties. Worked closely with project operations management striving for continuous safety culture improvement. Provided oversight of progress of installation of intricate network of adaptive traffic signal controllers, wireless communications, and vehicle detection devices with adjustable signal timers. Provided general inspection on all construction labor and subcontracted work. Assured compliance with contract documents and approved submittals. Conducted weekly safety meetings, site safety inspections on a daily basis to ensure workers were in compliance with federal and state OSHA Standards. Had working knowledge of civil engineering principles and management techniques. Provided report writing, research techniques, administration and implementation of solutions. (09/2013 – 04/2014)

Super Storm Sandy disaster recovery/ clean-up in conjunction with USACE/ FEMA, Fire Island, NY - Site Safety Supervisor. Verified Right-of-Way and Right-of-Entry on private properties. Conducted safety meetings, daily site safety inspections to ensure workers are in compliance with federal and state OSHA Standards. Supervised both civilians and subcontractors to assure proper adherence to guidelines for removal of storm debris. Assured adherence to eligibility of loads accessed by subcontractors per USACE/ FEMA regulations. Responsible for proper certification of all load vehicles per USACE/ FEMA regulations. Identified Best Safe Work Practices to drive continuous loads. Served as a technical safety resource. Created a safe MTP zone, right of way, entry and exits at the 'Atlantique Dump site'. Worked closely with project operations management striving for continuous safety culture improvement. Assured State & Federal environmental compliance standards and protocols for handling storm refuse, traffic control. Conducted sub-contractor inspections with USACE Site Safety Health Officer with QA/QC oversight for sub-contractors in the removal of Storm debris including overseeing the separation of the organics, construction debris (C&D), and 'Whites' refrigerator, electronics, AC units, and washer/dryers with the assistance of the USACE. (03/2013 – 05/2013)

Sandy Debris Removal, Northeast Queens - Con-Edison, Queens, NY - Site Safety Supervisor. Work ensued 7 days per week 12 hours per day. Served as Site Safety Health Officer with QA/QC oversight of sub-contractors in the removal of storm debris, including removal of fallen/damaged trees and high voltage power lines in Northeast Queens, NY area. Served as a technical safety resource. Created safe zones for emergency repair crews for the purpose of restoration of electricity to private homes and businesses. Ensured safe traverse of pedestrian and vehicular traffic by creating MPT; restricted zones. Acted as a liaison between the field sites and the Control Center and various subcontractors, including tree trimming crews. Enforced Con-Edison's safety policies. (10/2012 – 11/2012)

Steven Jones
Chief Inspector

Professional Profile
Mr. Jones is a senior construction inspector with the following experience.

Project Experience
Replacement of the Queens Approach at the Bronx-Whitestone Bridge, BW-89C, Queens/Bronx, NY; 10/11-Present. Chief Inspector. The $110-million project involved construction management and inspection services required to support the construction work of Project BW-89C, Replacement of the Queens Approach at the Bronx-Whitestone Bridge. The replacement work included installation of mini-pile foundations, temporary support structures, temporary and permanent traffic barrier systems, fire stand pipe system, new lighting and communications; maintenance and protection of traffic; incidental lead abatement; and coordination with the community and other public agencies in this densely populated traffic corridor. Mr. Jones' responsibilities included the relocation of the children's play area within Francis Lewis Park. Both the client and the community were extremely pleased with the play area relocation. Client: Triborough Bridge and Tunnel Authority

Proposed Project Assignment
Civil/Structural Inspector

Registration/Certifications
2005/NICET IV
1986/NYSDOT Maintenance & Protection of Traffic Certified/NY
2005/ACI Concrete Field Technician Grade 1

Education
AS/1996/Civil Engineering Technology

Course Work
2005 - 30-Hour OSHA Construction Safety & Health Training Course, #600090077

Total Years Experience 29

Belt Parkway Tidal Wetlands Mitigation, Borough of Brooklyn, NY; 4/11-10/11. Office Engineer/Inspector. This was a tidal wetland mitigation project. The designated wetland mitigation area consisted mostly of unvegetated intertidal wetland that was littered with construction and demolition debris and other fill material which included, but was not limited to, concrete blocks, deteriorated bulkheads, a boat, and a concrete bunker. Patches of existing vegetated intertidal wetland consisting of Spartina Alterniflora were also found within the project site. Mr. Jones was responsible for all of the field work including daily inspection and reports; establishing filing system; logging and filing all correspondence; preparing quantities; review of contractor's quantities; preparation of monthly estimates; and preparation of meeting minutes. Client: New York City Dept. of Transportation

Verrazano-Narrows Bridge Rehabilitation of Structural Steel Repairs, VN-32, New York, NY; 1/09-4/11. Assistant Resident/Office Engineer. This project involved construction administration, on-site inspection, and testing and support services. The project included repair of deteriorated subfloorbeams, stringers, stiffener/connection plates, cracked/broken missing welded connection plates, reinforce deteriorated stringer top flange and remove and replace deteriorated bolts, rivets, and drainage piping. Mr. Jones was responsible for all of the field work including daily inspection and reports; establishing filing system; logging and filing all correspondence; preparing quantities; review of contractor's quantities; preparation of monthly estimates; and preparation of meeting minutes. Client: Triborough Bridge and Tunnel Authority

Replacement of Brooklyn Bridge Travelers, Contract #BRC270TA, Boroughs of Manhattan and Brooklyn, NY; 9/07-1/09. Chief Inspector. This project included the replacement of four movable maintenance platforms (travelers) with a state-of-the-art mechanical driven traveler system, the replacement of the traveler rails, hangers and connections, localized lead paint removal, and the replacement of the electrical system. Mr. Jones was responsible for the daily coordination of the contractor's activities on the bridge with NYCDOT and the coordination of personnel inspecting work to install temporary access platform, demolish and remove the existing travelers, install new traveler guide rail, conductor rail and four new travelers. Client: New York City Dept. of Transportation

Rehabilitation of the 2nd Avenue and 36th Street Overpass Bridges at the Queens Midtown Tunnel, QM-82, New York, NY; 7/06-9/07. Chief Inspector/Office Engineer. This project involved providing professional construction management services for the rehabilitation of the 2nd Avenue and 36th Street Overpasses. Work included a variety of different tasks including concrete repairs, cleaning and painting of structural steel, installing new underdeck lighting, new netting, and asbestos abatement. Mr. Jones' responsibilities included coordinating all field activities and assigning inspection staff responsibilities, reviewing contractor submittals and shop drawings, participating in

progress meetings, monitoring work progress and estimating contract quantities, and assisting with office documentation - including preparing Meeting Minutes, developing and updating correspondence and submittal logs, and reviewing Inspector Daily Reports (IDRS). In addition, he coordinated all field activities and provided inspection oversight for Contract GFM-435 Work Order 41 - Vertical Access at the Queens Midtown Tunnel from D Post to C Post - including relocation of the TBTA Police booth and associated electrical services, and installation of a new access staircase. Client: Triborough Bridge and Tunnel Authority

Bronx-Whitestone Bridge Deck Replacement - BW-82, Bronx, NY; 1/05-7/06. Senior Inspector. This $150-million project involved the reconstruction of the suspended spans deck with an orthotropic steel deck. The project also involved the installation of new maintenance travelers, electrical and communications systems, fire protection system and inspection platforms. A temporary movable barrier was also utilized to provide for efficient traffic flow during the eight reconstruction stages scheduled for this project. Mr. Jones' responsibilities included the inspection of Maintenance and protection of traffic (MPT); demolition of bridge deck and existing steel truss; welding for the installation of a new orthotropic deck; installation of new bridge drainage system; surface preparation and painting of structural steel; erection of overhead sign gantries; installation of finger dam expansion joints; removal and installation of new steel divider barriers; replacement of girder pins at the anchorages; and erection of steel framing at the towers. Client: Triborough Bridge and Tunnel Authority

Long Island Expressway/Cross Island Parkway, Exits 29-32, Queens, NY; 8/00-12/04. Team Leader. This project involved construction inspection services for the $147-million rehabilitation of the Long Island Expressway/Cross Island Parkway (LIE/CIP) interchange. Mr. Jones' responsibilities included the direct oversight of the reconstruction of two local bridges over the LIE (Marathon and Douglaston Parkway Bridges), and one LIE mainline bridge over Little Neck Parkway. He was responsible for the inspection of all foundation piling, substructure forming and concreting operations, superstructure steel erection, deck construction and all other ancillary tasks such as parapet construction, fencing, etc. Mr. Jones also served as the team leader for all night work operations including extensive oversight of all nighttime MPT operations. He was also the lead inspector for the night work asphalt paving on the LIE and Cross Island Parkway. This included the inspection oversight of the milling and removal of the existing asphalt overlays, concrete pavement repairs, and placement of SuperPave asphalt paving. Mr. Jones was responsible for the work associated with the dredging of Alley Pond and the landscaping work for the pond. This included the installation of all aquatic and wetland plant material, and ensuring compliance with the NYSDEC water quality requirements during these construction efforts. Client: New York State Dept. of Transportation

Robert F. Kennedy (Triborough) Bridge Deck Replacement of the Randall's Island Junction Structure, Phase I - TB-63, New York, NY; 4/99-8/00. Senior Inspector. This $138-million project was actually comprised of two major reconstruction efforts: the complete replacement of the Randall's Island Junction Structure, and the redecking of the Bronx Approach. Mr. Jones' responsibilities included establishing and maintaining office files including shop drawings and correspondence logs; demolition of existing structures: curtain walls, grade beams, and pilasters; placement of concrete for column encasements, grade beams, cap beams, abutment walls and pilasters; MPT; and bridge lane closing and complete stoppage of traffic on and off bound. Additional duties included placement of asphalt overlay, removal of existing deck, placement of precast units - deck and pedestals, placement of bearings, and removal and replacement of bridge deck lighting. Client: Triborough Bridge and Tunnel Authority

Robert F. Kennedy (Triborough) Bridge Queens Approach Concrete Structure Deck Replacement - TB-13, Queens, NY; 1996-4/99. Senior Inspector. This project involved construction inspection and support services for the Queens approach concrete structure deck replacement at the Robert F. Kennedy (Triborough) Bridge. Mr. Jones' responsibilities included establishing and maintaining office files including shop drawings and correspondence logs; demolition of existing structures: curtain walls, grade beams, and pilasters; placement of concrete for column encasements, grade beams, cap beams, abutment walls and pilasters; MPT; and bridge lane closing and complete stoppage of traffic on and off bound. Further duties included placement of asphalt overlay, removal of existing deck, placement of precast units - deck and pedestals, placement of bearings, and removal and replacement of bridge deck lighting. Client: Triborough Bridge and Tunnel Authority

Darryl Kemp
Senior Inspector

Professional Profile
Mr. Kemp is a construction inspector with many years of experience inspecting major bridge and highway rehabilitation projects throughout the Long Island/New York metropolitan area involving concrete and asphalt placement and testing, as well as structural steel erection.

Proposed Project Assignment
Civil/Structural Inspector

Registration/Certifications
1998/ACI Concrete Field Testing Technician Grade 1
1989/NICET IV.

Course Work
2014 - NYC DOB 4-Hour Supported Scaffold (2018)
2014 - NYC DOB Confined Space Awareness
2009 - 10-Hour OSHA Training Course
2009 - SSPC Lead Paint Removal (C-3)
1987 - Joint Urban Manpower Drafters

Total Years Experience 27

Project Experience

Bayonne Bridge Navigational Clearance Program (BBNCP) Construction Management, NY/NJ; 10/13-Present. Senior Inspector. This project involves construction management services for the $743-million Bayonne Bridge Navigational Clearance Program (BBNCP). This extraordinarily complex, once-in-a-lifetime project will replace more than 5,000 feet of viaduct and re-frame the existing steel arch structure to accommodate a new roadway 65 feet above the existing roadway. Mr. Kemp is responsible for inspection of existing structural steel fascia girder and redundancy girder removals, inspection of new structural steel arch strenghtening plate and tower steel installations as well as assisting with night time full closures of Bayonne Bridge. Client: Port Authority of NY & NJ

Manhattan Bridge Rehabilitation of Cables and Suspenders, Contract 14, #BRC156R, New York, NY; 6/10-10/13. Mr. Kemp served s senior inspector on this $149-million project which involved the unwrapping and rewrapping of cables; replacement of suspenders; replacement of necklace lighting messenger cables and cable hand ropes; installation of new access platforms to existing tower platforms; reversal of lower roadway and operation of HOV lane and replacement of multi-rotational bearings at the Towers; replacement of light poles and luminaries on South upper roadway; replacement of lane control radar on South upper roadway; and retrofit of track stringers and diaphragm connections and other miscellaneous work. Mr. Kemp's responsibilities on this project consisted of inspection of unwrapping and rewrapping of main cables, replacement of suspenders, replacement and retensioning of cable band bolts and replacement of existing handrope system. He was also responsible for performing inspection on installation of temporary work platforms, truss vertical repairs and other miscellaneous work. Client: New York City Dept. of Transportation

Alexander Hamilton Bridge and Highbridge Interchange Ramp Rehabilitation, Contract D260888, New York, NY; 6/09-6/10. Senior Inspector. This $ 475-million project consisted of replacement of bridges; replacement and widening of deck slab; elimination and replacement of deck joints; rehabilitation of steel superstructure; rehabilitation and resurfacing on-grade roadways; replacement of lighting system; rehabilitation of drainage systems and overhead sign structures; replacement and installation of new ITS system and steel superstructure painting. Mr. Kemp's specific duties included inspection of existing superstructure demolition, existing steel removal, structural steel erection, installation of temporary structures, driving of cast in place concrete piles, placement of structural concrete, drainage installation, asphalt placement and structural steel painting. Client: New York State Dept. of Transportation

Queensboro Bridge Lead Paint Removal and Protective Coating, Contract BRC231P, New York, NY; 4/05-5/09. Lead Structural Inspector. This $170-million project involved the erection of containment structures, abrasive blasting and lead paint removal for the entire East River Bridge and the application of a three-coat painting system. Mr. Kemp's specific responsibilities included inspection of steel repairs to replace existing struts, gusset plates, batten plates and lacing bars, installation of platforms, scaffolding and outriggers for various containment systems, cataloging of shop drawings for various containment systems and monthly inspections of temporary structures installed. His responsibilities also included maintenance and protection of traffic and electrical repairs. Client: New York City Dept. of Transportation

Barclay Street Reconstruction, Contract HWMWTCA1E, New York, NY; 10/04-4/05. Senior Inspector. Mr. Kemp's specific responsibilities included inspection of concrete roadbase placements, inspection of asphalt paving, concrete field testing and sampling, coordination of existing utility relocation with Con Ed, DEP, ECS and other agencies as well as assisting the office engineer with processing change orders. Client: New York City Dept. of Design and Construction

Darryl Kemp
Senior Inspector

Long Island Expressway Capacity Improvements, Exits 37-40, Contract D258873, NY; 2/03-10/04. Senior Inspector. This $122-million project consisted of replacement and rehabilitation of five I-495 bridges, widening and resurfacing of EB and WB mainline roadway, construction of retaining walls and noise barrier walls. Mr. Kemp's specific responsibilities included supervision of nighttime MPT operations for five-mile daily mainline closures, inspection of bridge demolition and reconstruction, concrete placements and testing, concrete pavement repairs, asphalt paving, drainage removals and installations, sign structure installation and noise barrier wall construction. Client: New York State Dept. of Transportation

Long Island Expressway Rehabilitation, Contract #D257842, Queens County, NY; 5/00-11/02. Senior Inspector. This $221-million project consisted of rehabilitation of 27 bridges including repair or replacement of deck, superstructure, and footings, resurfacing or replacement of asphalt and concrete pavement, upgrade drainage and lighting system, clean and paint existing steel superstructures, installation of new (ITS) Intelligent Transportation System and landscaping. Mr. Kemp's specific responsibilities included inspection of structural steel removal and erection of new structural steel, demolition and reconstruction of bridge decks, cast in place concrete and H-pile driving, anchor tieback system installation and testing for temporary steel sheet piling, inspection of structural steel painting, monitoring abrasive blasting using a type "A" containment, slip form concrete placement and testing, placement of superpave asphalt, construction of retaining walls and noise walls, overhead sign structure installations and maintenance and protection of traffic. Client: New York State Dept. of Transportation

Robert F. Kennedy (Triborough) Bridge Rehabilitation of Suspension Cables - TB-17, Queens, NY; 1/99-12/99. Mr. Kemp served as senior inspector for this $8.9-million rehabilitation of the main suspension cables. The project included installation of temporary suspended footwalk, removal and replacement of main cable wire wrapping, repairing and splicing of individual main cable wires and application of three-coat paint system. His specific responsibilities included inspection of installation and removal of temporary suspended footwalks beneath main cables, removal and replacement of existing main cable wire wrapping, wedging open of main cables for application of corrosion inhibitor oil, splicing and repairing damaged individual main cable wires, compaction of main cables before rewrapping, tensioning of cable band bolts and application of three-coat painting system to main cables. Duties also included inspection of concrete and structural steel flag repairs. Client: Triborough Bridge and Tunnel Authority

Brooklyn-Queens Expressway, I-278, Painting and Cleaning of Park Avenue Viaduct, Contract #D, Kings County, NY; 6/98-1/99. Senior Inspector. This $2.5-million project involved Class B containment setup for power washing, power tool cleaning and overcoating of structural steel members. His specific responsibilities included inspections on installation of various containment and air monitoring systems; power washing existing structure, power tool cleaning and overcoating structural steel and coordination of maintenance and protection of traffic. Client: New York State Dept. of Transportation

Williamsburg Bridge South Roadways Reconstruction, Contract 5, #BRC253BAA, New York NY; 7/95-7/98. Senior Inspector. Mr. Kemp's responsibilities included inspection of installation of galvanized steel inspection platforms, removal of existing structural steel, drilling of bored in piles with seismic casings, demolition of existing DOS buildings beneath approach, removal and resetting of stonework around anchorage enclosures, concrete placement and testing and asphalt paving. Client: New York City Dept. of Transportation

Williamsburg Bridge Main Cable Rehabilitation, Contract 4, #BRC253A, New York, NY; 11/91-7/95. Inspector. Mr. Kemp's responsibilities included inspection of main cable wedging, oiling and compacting, removal and replacement of existing cable bands, removal and replacement of wire rope suspender, removal of existing wire wrapping, installation of new wire wrapping and neoprene wrapping systems, demolition and replacement of internal cable enclosures, stonework removal and replacement, concrete placement and testing, asphalt paving, and MPT. Client: New York City Dept. of Transportation

Jackie Robinson/Interborough Parkway Inspection, Contract #D252310, Queens, NY; 6/90-11/91. Inspector. Mr. Kemp's responsibilities included inspection of all electrical operations, concrete placement and testing, drainage removals and installations, compaction and sieve analyses testing, asphalt paving and maintenance and protection of traffic coordination. Client: New York State Dept. of Transportation

FRED KOOMSON *KS Engineers, P.C.*
Civil Inspector

EDUCATION
Associates Degree City and Guilds of London Institute - Certificate of Civil Engineering

PROFESSIONAL REGISTRATIONS/CERTIFICATIONS
ACI Concrete Construction Special Inspector (CCSI) – Expires 12/20/16

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Civil Inspector	5/2008 - Present
Site-Blauvelt Engineers	Senior Inspector	1992 - 2008
Port Authority of New York & New Jersey	Quality Control Inspector	6/1983 - 7/1992
Flaherty Giavara Associates	Field Inspector	4/1979 - 6/1983

EXPERIENCE SUMMARY
Mr. Koomson has 35 years of construction inspection experience including performing bridge inspection, milling, roadway paving with concrete and asphalt, roadway reconstruction, drainage, sewer and water main installation. His experience includes providing construction oversight to ensure project schedule and specifications are adhered and keeping daily logs. These services have been provided for various agencies including the PANYNJ, NYCDDC, and NYCDEP. His other relevant project experience is as follows:

PANYNJ, New Jersey Marine Terminal Construction – Civil Inspector monitoring activities at Marine Terminal construction sites. Work includes installation, testing and inspecting Civil works. Provides oversight to ensure construction progresses as scheduled and contract specifications are adhered to. Prioritizes multiple assignments, maintain deadlines, and works in a team environment. Inspects construction site daily and works with contractors to schedule deliveries, follow safety requirements, adhere to quality and code compliance; files daily narratives and progress reports detailing personnel, equipment, materials and work summary. The following is a brief description of tasks that Mr. Koomson has completed for KSE under this assignment:

- **Contract MFP-926.527, New Jersey Marine Terminals Building and Site Work Order** - The work under this contract consists generally of general building construction for miscellaneous facility improvements including repair, rehabilitation, demolition and construction of various interior and exterior building systems such as curtain wall, roof, concrete slab, ceiling, floor tile, interior finish construction and fit up, painting, mechanical, HVAC, electrical, electronics, sprinklers, plumbing, conveying systems, interior landscaping and various utility runs within buildings and site work related, but not limited to repair, rehabilitation, demolition and construction of concrete and or asphalt paving, landscaping, concrete pads, sidewalks, curbs, erosion control, cracks and slurry seals irrigation, pavement striping, lighting, concrete traffic barriers, signage, traffic signals, electrical/communicaions ductbanks and wiring, drainage structures and piping, guide rails, exterior screening, exterior screening, exterior demising walls, fencing, and various utility runs to building lines and maintenance of traffic and work area protection at the New Jersey Marine Terminals of Port Newark, Elizabeth-Port Authority Marine Terminal and Port Jersey [Work Order #'s 1; 2; 5: 180 Heater Installation; 6; 8; 10; 14:Corbin and Tyler Street Sign Work; 17: Portable Guard Booth Installation; 18: Flood Protection at Build 260 and 111 Protective measures]

- **Contract MFP-926.323, Port Newark Rail Repair via Work Order** - The work under this contract consists generally of general repairs to, or replacement of, existing railroad track and turnouts, such as replacement

of cross timers, surface and appurtenances and gauging of track, repair, rehabilitation, demolition and construction of drainage maintenance of traffic and Work area protection, pavement markings.

- **Contract MFP-926.525, New Jersey Marine Terminals Paving and Utility Rehabilitation via Work Order** - The work under this contract consists generally of asphalt milling, paving and installation of underground utilities, at Port Newark, Elizabeth Port Authority Marine Terminal, Port Jersey Marine Terminal North and South [Work Order #'s 1 Port St to Doremus; 4 BMW access road rebuild at Port Jersey; 10 Shoreline Restoration]

- **Contract MFP-926.317, New York and New Jersey Marine Terminal Facilities Railroad Track Rehabilitation via Work Order** - The work under this contract consists generally of performing general repairs to, or replacement of, existing railroad track and turnouts and or components of turnouts, replacement of rails and appurtenances and gauging of track, repair, rehabilitation, demolition and construction of concrete and/or asphalt pavement; concrete pads and walls; guide rails and fencing utilities; drainage; maintenance of at Port Newark, Elizabeth-Port Authority Marine Terminal. [Work Order #2 Berth 15 – 17 – 19; #4 Toyota Shoreline]

- **Contract MFP-926.526, New Jersey Marine Terminals Priority Marine Rehabilitation via Work Order** - The work under this contract consists generally of marine construction above and below deck; marine structure work; timber pile work; structural and concrete work including pile extensions and shortening; pile wrapping; excavation at the mud-line; cleaning of piles; chipping of concrete underwater, replacement of concrete underwater, installation of exterior or interior piles.

- **MFP 926.319, New Jersey Marine Terminals Paving and Utility Rehabilitation via Work Order** - The work under this contract consists generally of asphalt milling, paving, installation of storm drainage structures, piping and related work via Work Orders(s) at Port Newark , Elizabeth Port Authority Marine Terminal and Port Jersey
  Multi Facility Fender System Rehabilitation – Removal, replacement, and disposal of damaged fender system; installation of vertical sheeting; re-securing of fender piles; reinstallation of rubber blocks at Berth 21-25, Berth 1 at Bayonne

- **Contract PN – 652.532, Doremus Avenue Lift Station Replacement** - This work consisted of replacement of the existing lift station, including excavation, structural, mechanical, plumbing, electrical, and related work adjacent to building #377 and building #1900 at Port Newark

- **Contract EP – 684.009, McLester Street Widening and Curve Realignment** – This work consists of roadway realignment, including, paving, utilities, traffic controls, overhead signage, a storm water treatment unit, and related work

In addition, Mr. Koomson has performed construction inspection on the following projects:

- **Multi-Facilities Projects (MFP)** at Port Newark & Port Elizabeth covering change order work covering involving roadway, ports and terminals, etc.
- **Port Elizabeth** – North Ave/McLester St. Curve Realignment – work consisted of roadway realignment, including paving, utilities, traffic controls, overhead signage, caissons, storm water treatment units and related work.
- **Port Elizabeth Expressrail,** Elizabeth Lead Tracks & South Bay Avenue - work consisted of construction of second lead track into Expressrail, reconstruction of existing lead track, construction of rail bridge over McLester St., reconstruction of Bay Ave., construction of new South Bay Ave. roadway, utility and other related work.

Gabriel Lageyre
Chief Inspector

Professional Profile
Mr. Lageyre is a senior inspector with the following experience.

Project Experience
Replacement of the Queens Approach at the Bronx-Whitestone Bridge, BW-89C, Queens/Bronx, NY; 11/12-Present. Chief Inspector. The $110-million project involves construction management and inspection services required to support the construction work of Project BW-89C, Replacement of the Queens Approach at the Bronx-Whitestone Bridge. The replacement work includes installation of mini-pile foundations, temporary support structures, temporary and permanent traffic barrier systems, fire stand pipe system, new lighting and communications; maintenance and protection of traffic; incidental lead abatement; and coordination with the community and other public agencies in this densely populated traffic corridor. Mr. Lageyre's responsibilities on the project include inspection of Queens Approach steel girders and Queens Approach emergency steel repairs which includes erection, installation and welding of new structural steel. His responsibilities include, but are not limited to, visual inspection of new welding productions, bolting connections and testing of field-installed high strength bolts, reading and interpretation of blue prints and specifications, payment calculations and interaction with contractor's and consulting engineers in finding solutions to the new field condition changes during the mentioned operations. He also observes the on-site safety and submits the daily inspection report and maintains direct contact with the resident engineer and staff. Client: Triborough Bridge and Tunnel Authority

Proposed Project Assignment
Civil/Structural Inspector

Registration/Certifications
2005/NICET IV
2000/AWS Certified Welding Inspector/NY
2011/AWS Structural Bolting Inspection Endorsement

Education
MS/1986/Mechanical Engineering

Course Work
2011 - 30-Hour OSHA Construction Safety and Health Training Course
2009 - 10-Hour OSHA Training Course
2004 - MTA NYCT Track Safety Trained
2007 - ACI Concrete Field Testing Technician Grade Level I Trained

Professional Affiliations
American Welding Society (AWS)

Total Years Experience 16

Bronx-Whitestone Bridge Bronx/Queens Approach, BW-89/WBM-342, Bronx, NY; 6/09-11/12. Senior Inspector. This $192-million project involved the staged removal and replacement of the Bronx Approach superstructure and substructure from the Bronx Toll Plaza to the Bronx Anchorage. Work included the installation of excavation support systems, mini-pile foundations and temporary steel support systems to support the existing structure during the staged construction. During the construction of the substructure, there were massive concrete placements for concrete footings and piers. For the duration of the project, traffic on the bridge was maintained with five lanes open to traffic. During the staged construction, work was staged demolition of the existing roadway, installation of multiple continuous steel girders, placement of a staged composite concrete deck, installation of permanent concrete barrier and installation of permanent street lighting. Other work items on the project included new utility systems at the Bronx Toll Plaza, installation of new salt storage dome building and miscellaneous steel and concrete deck repair on the Queens Approach structure. Mr. Lageyre's responsibilities on the project included inspection of Bronx Approach steel girders and Queens Approach emergency steel repairs which included erection, installation and welding of new structural steel. His responsibilities included, but were not limited to, visual inspection of new welding productions, bolting connections and testing of field-installed High Strength Bolts, reading and interpretation of blue prints and specifications, payment calculations and interaction with contractor's and consulting engineers in finding solutions to the new field condition changes during the mentioned operations. He also observed the on-site safety and submitted the daily inspection report and maintained direct contact with the resident engineer and staff. Client: Triborough Bridge and Tunnel Authority

Replacement of Brooklyn Bridge Travelers, Contract #BRC270TA, Boroughs of Manhattan and Brooklyn, NY; 8/07-6/09. Senior Inspector. This project included the replacement of four movable maintenance platforms (travelers) with a state-of-the-art mechanical driven traveler system, the replacement of the traveler rails, hangers and connections, localized lead paint removal, and the replacement of the electrical system. Mr. Lageyre's responsibilities included inspection of temporary platform installation, maintenance and protection of traffic (MPT), lead paint removal, structural steel removal, painting inspection, high strength fastener tensioning tests, and new structural steel erection and installation. He was also involved with reading and understanding blue prints and specifications and their application and payment computation of contract work. Client: New York City Dept. of Transportation

Gabriel Lageyre
Chief Inspector

Williamsburg Bridge Reconstruction of Miscellaneous Rehabilitation of the Main Bridge, Contract 8, #BRC253CCA, New York, NY; 2003-8/07. Senior Inspector. This $280-million project involved the construction engineering and inspection for the rehabilitation of the main bridge. The scope of work for the project included abrasive blasting and painting of main bridge stiffening trusses, rehabilitation and strengthening of the main towers, rehabilitation of the intermediate towers and installation of seismic shear keys, main cable saddle repair and restraint, rehabilitation of wind tongue and wind chord, main tower and intermediate tower bearing installation, main tower leg removal and replacement, stiffening truss top and bottom chord rehabilitation, traveling maintenance platform installation, re-profiling of main span vertical curve by incrementally adjusting suspender cables, modification of orthotropic footwalk deck expansion joints, waterproofing and surfacing of orthotropic roadway deck, installation of ornamental balconies and electroliers, integration of intelligent transportation operating system, seismic retrofit of the intermediate towers, installation of contraflow barrier and erection of barrier transfer machine facility, including augured concrete piles. Mr. Lageyre's responsibilities included the overview of the total coating replacement which included lead paint removal by abrasive blasting, application of a four-coat paint system, and erection of a class 1A containment system; the overview of the stiffening of the intermediate towers which support the end span of the bridge; main and intermediate tower steel replacement which includes bracing, stiffeners and new reinforcing steel erection; bottom chord rehabilitation at end span of main bridge, including the removal of the existing bottom flange of chord steel and replacing with new reinforcement; field testing as well as interpretation and application to the field drawing resolution; rehabilitation of stiffening truss top chord; demolition of existing traveler rail system; tensioning of main cable band bolts; wire rope suspenders replacement and adjustment; removal and replacement of main cable neoprene wrapping system; and structural concrete of column fifth pedestal of Manhattan Main Tower. Mr. Lageyre was also responsible for supporting and supervising the MPT on the Bridge and local areas during the construction works for the rehabilitation of the main span bridge. Client: New York City Dept. of Transportation

Williamsburg Bridge North Roadways Reconstruction, Contract 7, #BRC253CA, New York, NY; 2003. Senior Inspector. This $248-million project involved the construction engineering and inspection for the reconstruction of the north inner and outer roadways. Client: New York City Dept. of Transportation

Reconstruction of Williamsburg Bridge, Contract 7, North Outer and Inner Roadways, New York, NY; 2001-2003. Mr. Lageyre served as a construction inspector on this project that included structural steel and orthotropic deck remodelation including asphalt, sandblasting, painting, welding inspection, field testing as well as interpretation and application to the field of drawings resolution. Client: New York City Dept. of Transportation

Continental Airline Global Gateway Project at Newark International Airport, Terminal C, Newark, NJ; 1998-2001. Mr. Lageyre served as a construction inspector responsible for extension of landing area; monorail; four new buildings; airside corridor; and roadway to parking lot. Client: Port Authority of NY & NJ

While with another firm, Mr. Lageyre was responsible for visual inspection of weld and stability of structural steel specifying the appropriate non-destructive examination N.D.E. methods; 1998-2001.

Other experience includes:

- Fabrication shop for welding restoration of components in power plants (Havana, Cuba).
- Welding engineer - design and operation of welding lines for manufacturing of welded products and repairing of welded parts of power plant.
- Welding material control and assurance responsibility according to applicable standards.
- Nuclear Power Plant (Cienfuegos, Cuba).
- Design of welded construction of power generation.
- Facilities and application of welding facilities that fabricate welded products. This includes ferrous and non-ferrous materials, carbon steel, alloy and stainless steel.

ROCHELLE LANCEY *KS Engineers, P.C.*
Construction Inspector – Structural Engineering

EDUCATION

City College School of Architecture, New York, NY (143 Credits)
Hunter College, New York, NY (transferred 1st year credits to City College)

PROFESSIONAL CERTIFICATIONS

ICC Structural Steel & Bolting Inspector (#[redacted] exp. 2/21/2016)
EIC Path Railway System
Scaffold Safety
OSHA 10 Hour Construction Safety

SELECTED SOFTWARE SKILLS

MS Word & Excel
Outlook

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Construction Inspector	7/2014 - Present
D&B Engineers and Architects PC	Inspector	6/2012 - 7/2014
HAKS Engineers and Land Surveyors, P.C.	Civil Inspector	7/2011 - 6/2012
Maitra Associates P.C.	Senior Inspector	1/2008 - 5/2010
New York City Department of Design and Construction (NYCDDC)	Construction Project Manager/Resident Engineer	1996 - 12/2007
New York City Department of General Services/Bureau of Construction (DGS/BOC)	Construction Project Manager/Resident Engineer	1986 - 1996

EXPERIENCE SUMMARY

Ms. Lancey has about 29 years of experience in engineering. Her experience ranges from heavy/highway construction inspection to subdivision/land development construction surveillance and escrow contract monitoring. Project experience includes engineering design, inspection, field surveying, quantity computations, bidding and contract ratification, construction surveillance, construction materials testing, review of subdivision and land development plans, developing specifications of municipal projects for local government clients as well as private clients. Her representative project experience includes:

Port Authority of New York & New Jersey (PANYNJ), WTC Towers 1, 3, 4 & 7 - Senior Inspector. From Jan 2, 2008 to March 31, 2008, she was assigned to WTC Tower 1:

- Foundation, footings and concrete columns were being completed, and the work in basement levels Zone B, B3, and elevator core had begun. Observed the excavation into rock, rebar and concrete installation of footings, foundations and slurry liner wall. Discussed current issues with the contractors, consulting engineers MRCE and Cantor, and PA surveyors, and prepared a Daily Narrative for the PA records reporting the progress of the work with reference to contract drawings and specifications.
- Ms. Lancey also attended pre-construction meetings for Tower 3 and general WTC coordination meetings. I reviewed and made comments on submittals, and payments as requested.

From April 1, 2008 to Dec 2008, assigned to WTC Towers 3, 4, 7

- In the field, the contract for the construction was just commencing on Towers 3 & 4. She observed and reported on blasting operations, excavation to grade, and subsequent concrete and rebar installations for footings, slabs and shear walls. She also monitored rock anchor and caisson drilling, installation and testing. She represented the RE on incidents of an environmental nature, such as fuel spills, and coordinated with PA staff to improve site safety.
- At Tower 7, the office was performing final sign-off for Certificate of Occupancy for mechanical and electrical installations. Ms. Lancey participated in routine progress inspections, and punch list walk-through of completed work.
- In the office, continued duties in reviewing of shop drawings, including crane and stair towers, as directed. Also reviewed Tishman's daily reports for accuracy. Participated in meetings prior to and during blasting operations.

From 12/09 to 5/10-Inspector on WTC Tower 1 under the direction of Port Authority RE Christopher Hart.

- Field duties included observation and reporting on contract work. Initially, reported on civil, mechanical and electrical progress. As staff increased, she concentrated on the civil work. Daily Reports included details of concrete installations for the core and slabs, masonry walls, and steel structure. Worked in cooperation with PA Materials inspectors, PA Safety personnel, Cantor Structural Engineers, Tishman, and various contractors on behalf of the RE.

Prepared a daily report on Safety Observations, which was forwarded to Tishman and Hart. Coordinated inspection of architectural finishes with Tishman, prepared punch list and sign-off. This included exposed concrete wall finishes, curtain wall, woodwork, and flooring. (01/2008 - 05/2010)

New York City Department of Design & Construction (NYCDDC) – Construction Project Manager/Resident Engineer.

- Project Manager for government projects in a variety of settings, including: firehouses, police and fire facilities, schools and community centers.
- Manage projects and budgets ranging from $1-15M
- Review design documents, shop drawings and specifications for accuracy and completion.
- Coordinate all work performed by Agency and Consultant architects, engineers, surveyors, and testing services.
- Supervised field installations for mechanical, electrical, and plumbing in addition to general construction for prime and sub-contracts.
- Coordinate and conduct progress meetings, maintain work schedules, approved detailed estimates and payments.
- Drafted, negotiate and authorize change order requests. Prepared punch list.
- Liaison between client, consultants, and various government agencies
- Ensure deadlines are met and projects are within budget
- Generate reports and correspondence for project tracking
- Experience in Lump Sum, Unit Price, Job Order Contracting, and Time and Material contracts.

A few of her projects included NYPD Property Clerk Storehouse-Interior and exterior restoration, auxiliary power, lighting and security system; NYPD CRS-Rooftop parking replacement, skylights; Maspeth Town Hall-Historic interior and exterior restoration, windows, underground drainage, landscaping and playgrounds, new electric service, lighting, HVAC, sprinkler and security system; Montessori Learning Center-New roof and rooftop playground, interior upgrade and HVAC; and Kingsbay Senior Center-New kitchen, new electric service and lighting, interior upgrade, HVAC. (1996 – 12/2007)

Ken Leo
Inspector

Professional Profile
Mr. Leo is an inspector with experience on New York City roadways and bridge rehabilitation projects.

Project Experience
2011-2014 Port Authority On-Call Construction Management Services – Lincoln/Holland Tunnel, New York, NY; 9/11-Present. Inspector. This project involves the rehabilitation of the concrete catwalk at the Holland Tunnel and maintenance pavement repairs and bus ramps deck replacement at the Lincoln Tunnel. Mr. Leo's responsibilities include emergency concrete repairs on vent shafts in vent buildings, under deck of roadways, beams, and columns; placement of concrete on roadway and column/beam encasements; retexturing of roadways; striping roadways; hydrostatic testing of domestic water and fire stand pipe back flow preventers; and overseeing environmental contractors and inspectors for asbestos and lead abatement. Mr. Leo has also sealed ring joints with lead to prevent water intrusion in the Lincoln Tunnel. The lead was then encased with concrete. Client: Port Authority of NY & NJ

Proposed Project Assignment
Civil/Structural Inspector

Registration/Certifications
2013/ACI Concrete Construction Special Inspector
2013/NICET III
2001/ACI Concrete Field Technician Grade 1

Course Work
2012 - MTA/Long Island Rail Road Track Safety
2007 - 10-Hour OSHA Training Course
2003 - American Welding Society - Fundamentals of Welding Quality Management
2012 - Amtrak Track Safety
Scaffold Safety Training

Total Years Experience 16

2006-2010 Port Authority On-Call Construction Management Services - Lincoln/Holland Tunnel, New York, NY; 6/11-1/12. Inspector. This project involved the rehabilitation of the concrete catwalk at the Holland Tunnel and maintenance pavement repairs and bus ramps deck replacement at the Lincoln Tunnel. Mr. Leo was involved with maintenance and protection of traffic, installation of CCTV and video analytics system, demo of existing car railing, sounding and repairing spalled concrete for rehabilitation of concrete catwalk. Client: Port Authority of NY & NJ

2006-2010 Port Authority On-Call Construction Management Services - Port Authority Bus Terminal - Structural Modifications, New York, NY; 3/09-3/11. Inspector. This $50-million project involved providing the required strengthening to maintain structural integrity of the Port Authority Bus Terminal in New York City during a seismic event. Mr. Leo was responsible for removal/relocation of domestic water, fire protection, steam and drain systems; air/hydrostatic testing of domestic water, fire protection, steam and drain systems; installation of bolsters, transfer connections, cross braces, fir truss, chevron braces for seismic retrofit; removal/relocation of electrical conduits; hydrofreezing existing sprinkler piping and fire stand pipe prior to relocation in preparation of steel modifications; application of shotcrete; placement of terrazzo floor; installation of expansion joints; application of waterproofing membrane; installation of barrier gates; and sounding concrete. Client: Port Authority of NY & NJ

2002-2006 Port Authority On-Call Construction Management Services - Port Authority Bus Terminal Ramps Reconstruction, New York, NY; 6/02-3/09. Inspector. This $50-million project focused on the rebuilding and rehabilitation of the ramps connecting the Lincoln Tunnel with the Port Authority Bus Terminal. Mr. Leo's responsibilities included quality assurance inspection of all construction activities including demolition of existing structures, replacement of sub- and superstructure elements. His responsibilities also included removal of roadway deck; installation of pre-cast roadway deck; placement of latex-modified concrete; installation of shear studs; installation of parapet walls and guide rails; replacement and rehabilitation of roadway deck heating system; installation of debris/vertical shielding; installation of concrete masonry unit; application of shotcrete; application of fire proofing membrane; demolition of concrete masonry unit facade; checking alignment and

installation of multi rotational bearings; directing x-ray technician to check T.I.G. (Tungsten Inner Gas) weld on stainless steel pipe connection at various locations and submitting results to A.R.E. and directing contractor to repair deficiencies; maintenance of traffic; and installation of conduit and conductors. He also inspected installation of granite facade and titanium/stainless steel hybrid facade; removal/installation of underdeck lighting; removal/relocation of domestic water, fire protection, steam and drain systems; air and hydrostatic testing of domestic water, fire protection, steam and drain systems; installation of bolsters, transfer connections and cross braces for seismic retrofit. Client: Port Authority of NY & NJ

Williamsburg Bridge North Roadways Reconstruction, Contract 7, #BRC253CA, New York, NY; 1/01-6/02. Inspector. This $248-million project involved the construction engineering and inspection for the reconstruction of the north inner and outer roadways. Mr. Leo's responsibilities included orthotropic deck fit-up and installation forsaw; maintaining temporary protective shielding system; removal of floorbeam, deck, railing, stringers; installation of vertical protective netting, installation of barriers, also made steel payments; floorbeam, stringer, and concrete grid deck removal on main span; N.O.R. orthotropic deck shot blasting, Stirling Lloyd waterproofing membrane application, Trinidad asphalt placement, monitoring shrinkage and warpage at orthotropic deck submerged arc welded joints; paint application of new steel connections; existing floorbeam web and lateral brace connections; north truss bottom chord repairs; testing concrete with slump and air tests; and torque wrench calibration and torquing. Client: New York City Dept. of Transportation

Mr. Leo worked with another firm where he performed quantity takeoffs for bids; prepared invoices and purchase orders; estimated and provided materials daily; had hands-on experience with plumbing, painting and sheetrock. Also has the ability to read/interpret blueprints. 3/98-1/01.

Computer Skills
Microsoft Word, Excel and Access

William Leong
Inspector

Professional Profile
Mr. Leong is an inspector with the following experience.

Proposed Project Assignment
Civil/Structural Inspector

Registration/Certifications
2009/NICET III

Education
AAS/1998/Business Management

Course Work
2008 - 10-Hour OSHA Training Course, #[redacted]
2007 - MTA-NYCT, Track Safety

Total Years Experience 12

Project Experience

REI for the Rehabilitation of High Bridge, Boroughs of Manhattan and Bronx, NY; 3/13-Present. Inspector. This project involves rehabilitation of the masonry arch spans, steel arch span (including deleading and painting), brick arch deck, and brick walkway; stabilization and conservation of the aqueduct pipe; providing barrier-free access and safety for pedestrian and wheeled users; rehabilitation of historic railings and walkway lighting posts; providing architectural lighting (as funding allows); and providing a visitor information system consisting of way finding signage and aqueduct interpretative signage. Mr. Leong's responsibilities include clearing, grubbing, and tree protection; the erection of scaffolding, shielding deck and mast climber system; historic brick removal; stone masonry cleaning and removal and bridge brick repairs; removal of historic railing; waterproofing applications; concrete testing, placement and curing measures; and excavation and backfilling. Client: New York City Dept. of Design & Construction

Brooklyn Bridge Rehabilitation of the Approach Spans and Ramps and Painting of the Entire Bridge, Contract 6, New York, NY; 2/12-3/13. Inspector. This project involved construction management and inspection services for the $500-million rehabilitation of this Iconic National Landmark. The scope of work for the project included replacement of approach roadway in Manhattan and Brooklyn over the arch blocks; rehabilitation of the Manhattan side ramp structures with widening and deck and bearing replacements; rehabilitation of the approach steel structures with full superstructure replacement of the York and Main Street structures and orthotropic deck installation at Franklin Square; seismic retrofitting of the main bridge, Franklin Square and ramp structures; painting of the ramp structures and suspended spans in their entirety; restoration of historic features. Mr. Leong's responsibilities included overseeing operations consisting of demolition and removal of concrete slabs, installation of fascia beams, steel beam preparation and flange repairs, and installation of concrete panels and super slabs. He was also involved with the removal, marking, and storage of stones to be restored. Mr. Leong also coordinated roadway reversals and sign installation for lane closures and reversals; ensured concrete curing measures were implemented properly and that asphalt overlay was placed within specifications; and ensured pavement markings were applied properly. Client: New York City Dept. of Transportation

Williamsburg Bridge Reconstruction of Miscellaneous Rehabilitation of the Main Bridge, Contract 8, #BRC253CCA, New York, NY; 8/07-2/12. Inspector. This $280-million project involved the construction engineering and inspection for the rehabilitation of the main bridge. The scope of work for the project included abrasive blasting and painting of main bridge stiffening trusses, rehabilitation and strengthening of the main towers, rehabilitation of the intermediate towers and installation of seismic shear keys, main cable saddle repair and restraint, rehabilitation of wind tongue and wind chord, main tower and intermediate tower bearing installation, main tower leg removal and replacement, stiffening truss top and bottom chord rehabilitation, traveling maintenance platform installation, re-profiling of main span vertical curve by incrementally adjusting suspender cables, modification of orthotropic footwalk deck expansion joints, waterproofing and surfacing of orthotropic roadway deck, installation of ornamental balconies and electroliers, integration of intelligent transportation operating system, seismic retrofit of the intermediate towers, installation of contraflow barrier and erection of barrier transfer machine facility, including augured concrete piles. Mr. Leong's responsibilities included calibration

of torque wrench; torque tested miscellaneous steel connections; surface preparation and painting of miscellaneous steel connections; checking for proper humidity, dew point, surface temperatures and ambient conditions prior to painting; assisting with seismic retrofit concrete testing such as slump tests and casting of test cylinders; checking for proper consolidation of seismic pier walls and caps; checking rebar layout for seismic pier walls/caps; and repointing of comfort station granite joints.

He also ensured all construction signs and traffic control devices were in place per plans; coordinated lane closures with traffic agents; ensured pavement markings were applied properly; ensured damaged attenuators and sand drums were replaced properly; steel inspection of floorbeam web repairs truss diagonal repairs, wind chord lateral brace repairs and intermediate tower plate repairs; ensured that all eight bearings at the intermediate towers were replaced per plans and specifications; checked alignment of all bearings; ensured that jacking forces were not exceeded; ensured all lifting procedures were followed, inspected the replacement of main tower wind tongues; and ensured that Brooklyn and Manhattan anchorage maintenance platforms were installed per plans and specifications. Client: New York City Dept. of Transportation

Commercial and Residential Renovation Projects, Various Locations; NY; 1/03-8/07. As office/field assistant, Mr. Leong assisted with estimating commercial and residential renovation projects; determined and provided daily material/equipment needs; scheduled manpower on a daily basis; ensured projects were completed as scheduled; provided hands-on construction experience.

As an information technology intern, Mr. Leong managed and monitored networking essentials NT Server, NT Workstations, Microsoft Windows 95/98/2000/ME/XP MS DOS; software and hardware configuration, maintenance, troubleshooting and support; 5/02-10/02

Computer Skills
Hardware: IBM PC
Software: Microsoft Office, Paint Shop Pro, NEMIS Database, Basic HTML, Photoshop

Operating Systems
DOS, Microsoft Windows/95/98/2000/ME/XP/VISTA

REYNALDO M. LIBUNAO, JR *KS Engineers, P.C.*
Electrical Construction Inspector/Engineer

EDUCATION
BS/Electrical Engineering, Mapua Institute of Technology, Manila, Philippines, 11/1995

PROFESSIONAL REGISTRATIONS/CERTIFICATIONS
Registered Electrical Engineer, License No [redacted] Philippines)
NICET CERTIFIED – Fire Alarm Systems Level 1 (Certification pending with NICET)
ICC Certified Commercial Electrical Inspector (exp)
10 Hour OSHA Construction Safety and Health Training
NYC DOB 4 Hour Supported Scaffold Certificate

SELECTED SOFTWARE SKILLS
MS Office, AutoCAD
AGI Lighting Program
Power Tools for Windows
Primavera – Construction Manager

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Electrical Construction Inspector/Engineer	7/2014 - Present
Michael Baker Engineering, Inc.	Senior Electrical Inspector	12/2009 - 2014
Halcrow Engineers PC	Senior Electrical Engineer	1/2003 - 2009
The Prisco Group	Electrical Design Engineer	6/2001 - 1/2003
Integral Planning and Management, Inc.	Field Engineer	1/2001 - 6/2001
Filinvest Alabang Incorporated	Junior Electrical Engineer	4/1996 - 9/1999

EXPERIENCE SUMMARY
Mr. Libunao has 18 years of international and domestic experience with project management, power, telecommunications and lighting distribution design for residential, commercial, educational, recreational, infrastructure and marine facilities. He is a proven team player with the ability to coordinate with people. In addition he has excellent organization skills and is able to use different tools to streamline the design process and generate accurate calculations.

New York City Department of Environmental Protection (NYCDEP), WP-283 Newtown Creek WPCP Plant Upgrade, Greenpoint, Brooklyn, NY - Senior Electrical Inspector. Oversees the new construction of the Central Residuals Building (NC-41) and the Upgrade of the existing South Battery (NC-47). These projects are Wick's Law contracts, covering four prime contractors (G – Structural, E – Electrical, P - Plumbing and H – HVAC). Contract NC-41 is the construction of the Central Residuals Building, consists of a Secondary Screening, a Grit Disposal, Skimming Systems which segregates and channels this primary treatment residual to dumpster containers for proper disposal. This treatment process has a Consent Order Decree Milestone of $20 million from the state and federal authorities that will be achieved more than one year ahead of schedule for the City of New York.

Contract NC-47 provided the full upgrade of the existing South Battery consisting of a grit removal facility, aeration and settling tanks, and a return activated sludge pumping station, similar to the new North and Central Batteries. All aeration tanks will be covered and provisions made for a process air system including blowers, odor control and

a polymer feed system. Odor equipment and controls will be in the newly constructed South Control Building. Contract NC-47 also includes the wrap-up of miscellaneous items in the North and Central Batteries such as modifications to the spray water nozzles, the spray water system and the seal water system.

- Responsible for enforcing the National Electrical Code, New York Electrical Code and other related codes and regulations, including Department of Environmental Protection Construction Rules and Regulations. Interprets codes in the field. Authorizes acceptable alternative methods of code compliance within limits of authority.
- Works under the guidance of the Project's Resident Engineer.
- Reviews Contract Documents to address possible conflicts in advance. Formulates "Request for Clarifications (RFC)" to the Engineer to resolve conflicts.
- Review "Request for Information (RFI)" from Contractors to make recommendations to the Engineer and shorten review process.
- Maintains close coordination with other trade inspectors to assure nothing is compromised.
- Performs field investigations of electrical activities, assuring all applicable code requirements are satisfied and corrected by the electrical contractor. Activities involved installation of conduit, wires/ cables, enclosures, panel boards, disconnect switches, Motor Control Centers, Susbstations/ Transformers, Automatic Transfer switches, Local Control Panels for Power, Lighting, Fire Alarm, Access control, Public Address, Communications, LV Controls, Gas Monitoring, and HVAC systems.
- Conducted Fire Alarm System Inspection prior to AHJ Inspections to catch any issue that may cause the AHJ to issue a Letter of Defect or a Violation.
- Address and correct issues in the field, if possible, to avoid delays.
- Completes and maintains records of daily report of the electrical contractor's daily activities. Issues correction notices.
- Conducted Equipment Testing for Acceptance.
- Delegate work and provide guidance to electrical inspectors.
- Evaluate Contractor's monthly progress payment requisitions. Reconciled contract changes and claims with the contractor.
- Prepared a detailed punch list of unfinished or non-compliant installations.

(12/2009 - 2014)

New York Fire Department (NYFD), Berths 11 and 12 Rehabilitation- Brooklyn Navy Yard, Brooklyn, NY - Electrical Engineer. Responsible for providing engineering services to the Fire Department of New York for the Rehabilitation and Upgrade of Electrical Service for Berths 11 and 12 at the Brooklyn Navy Yard. The upgrade included the installation of a substation at the dock to provide power for new electrical and mechanical equipment for the new vessels of the Fire Department. (2009)

U.S. Coast Guard, Pier Reconstruction, Cape May, NJ - Electrical Engineer. Responsible for providing engineering services to Arthur Henry Inc and Viteri Construction Management for the design-build of the reconstruction of the 300 ft section of Pier 4 at the U.S. Coast Guard Training Center in Cape May, NJ. The structure was designed with the utility trenches along both sides of the pier to accommodate new electrical and mechanical utilities for the USCG Vessels and the existing floating dock. (2008)

Pier 86 – Intrepid Museum, Manhattan, NY - Electrical Engineer. Responsible for the planning, design and assistance during the construction phase of electrical systems of Pier 86 for Hudson River Park Trust with costs of $30.5 million. The project consists of demolition of the existing pier and detail design of the new pier and design repairs. Participated in the design of the new facilities and landscaping on the proposed Upland Park. (2003-2008)

Ian MacKenzie, E.I.T.
Senior Inspector

Professional Profile
Mr. MacKenzie possesses many years experience in bridge and highway construction. He has the proven ability to work in a fast-paced, high-stress environment that requires strong organizational, technical and interpersonal skills. He has extensive hands-on experience with a focus on team effort and communication in implementing project plans. Mr. MacKenzie's additional strengths include design and management where excellent verbal and written skills are necessary.

Proposed Project Assignment
Civil/Structural Inspector

Registration/Certifications
1989/Engineer In Training/NY
2012/ACI Concrete Field Testing Technician Grade 1/NY

Education
BS/1987/Mechanical Engineering

Course Work
2009 - 10-Hour OSHA Training Course

Professional Affiliation
American Society of Civil Engineers (ASCE)

Total Years Experience 21

Project Experience

Office Engineer Positions for Various Superstorm Sandy Reconstruction Projects, New York, NY; 5/13-Present. Office Engineer. The project involves efficiently managing the records of the emergency contracts to repair the damage caused by Superstorm Sandy. Mr. MacKenzie is responsible for keeping minutes of progress meetings between the agency and the contractor (assuming meetings will be held in-house); filing approved materials for use on contracts; logging proposed daily work locations submitted by the contractor; keeping all correspondence between all interested parties; keeping field engineering force summary (inspectors attendance); keeping diary of their own work; logging inspectors' IR into summary diary; maintaining inspectors' field sheets and daily reports; filing all necessary paperwork in job files; producing all reports to related contract management and operations; and performing all other paperwork functions as is found to be necessary. Client: New York City Dept. of Transportation

Bryant Drive-Harvard Lane Area Construction Inspection, Phase I, Hempstead, NY; 7/12-1/13. Resident Engineer. This project involved construction inspection and support services for this $1-million construction project. The project involved storm water drainage and road improvements of approximately 4,000 lin ft of multiple residential roadways in Seaford, the Town of Hempstead. Mr. Mackenzie provided full-time inspection and was responsible for assuring the contractor's substantial compliance with all contract document requirements. Mr. Mackenzie was responsible for preparation of daily inspection reports which included recording all items of work performed by the contractor, and their respective quantities of work. He was also responsible for preparation of monthly payment requisitions and acted as liaison between the contractor, residents, and town. Client: Town of Hempstead

Nassau County Traffic Signal Inspections, Nassau County, NY; 8/09-5/12. Senior Inspector. These projects involved installation of traffic signals at new locations and replacement of span wire traffic signals and dated controllers at existing locations. Installation of these new mast arm traffic signals included pouring concrete pole foundations; setting poles for mast arms, push buttons and pedestrian signal heads; installing pull boxes; running underground conduit interconnecting pull boxes and pole foundations; replacing curb, sidewalk and asphalt roadway; installing vehicle detector traffic loops; installing traffic signal heads, push buttons and pedestrian signal heads; pulling conductor cables thru-out intersection into new controller cabinet; replacement of vehicle detector traffic loops at NCDPW asphalt re-surfacing projects. He was responsible for mark-out of traffic signal conduit on location prior to various utilities working in area, and installation of wireless vehicle detection sensors for the Red Light Camera project. Routine inspection of operation and condition of existing traffic signals performed to monitor condition and performance of equipment and roadway. Along with the physical inspection routines, reporting and documentation, daily logs, inspection reports, measurement of item quantities, coordination of task and quality assurance are also maintained. Client: Nassau County Dept. of Public Works

Nassau County On-Call Improvement of Lido Boulevard, Lido Beach, NY; 9/08-12/08. Senior Inspector. The project involved construction inspection services to construct a raised median along Lido Boulevard, for a total length of 1.13 miles. This $3.6-million project involved saw cut excavation of the existing center turn lane and installing mountable concrete curbs for the new raised median; full depth asphalt repair around new medians; installation of colored and imprinted sidewalk in median islands; installation of new traffic signal conduit under roadway; and replacing existing handicap ramps inclusive of detectable warning surface. Mr. MacKenzie was also responsible for documentation of daily work performed, processing detailed payment quantities, and training junior staff assigned to the project. Client: Nassau County Dept. of Public Works

Ian MacKenzie, E.I.T.
Senior Inspector

County Road 16/Horseblock Road Improvements, Medford, NY; 3/08-9/08. Chief Inspector. The project involved construction inspection for this $4.1-million project which involved pavement reconstruction, pavement overlay, and new drainage systems including new trunk lines, leaching basins, and recharge basin modifications. He was responsible for field inspection, measurements and submission of daily reports, review and reporting daily maintenance and protection of traffic, training junior staff assigned to the project and coordination with the SCDPW technicians conducting the field quality control tests. Mr. MacKenzie also assisted the resident engineer with office engineering and recordkeeping as required by the NYSDOT Manual of Uniform Record Keeping guidelines. Client: Suffolk County Dept. of Public Works

Wellington-Heathcote Area Roads CI, Elmont, NY; 5/07-11/07. Resident Engineer/Chief Inspector. This project involved construction inspection services for this $1.6-million project involving the reconstruction of approximately 8,000 lin ft of roadway utilizing the Town's mixed-in-place method of reconstruction. Mr. MacKenzie's responsibilities included inspection for the removal of existing curb and driveway aprons and replacement with concrete curb and gutter and aprons; removal of existing drainage facilities on street corners for installation of handicap ramps and new drainage facilities, tying into existing area drainage system; milling asphalt overlay off streets with concrete pavement, replacing sections of deteriorated concrete, and excavation/replacement of existing shoulder asphalt between concrete pavement and curb; and mix-in-place existing asphalt and sub base material adding bituminous emulsion on streets without concrete pavement creating base course for placement of new asphalt. Mr. MacKenzie coordinated with the local Water Authority, Keyspan Gas, Town of Hempstead Street Lighting and Nassau County Sanitary Sewage as to adjustments, relocation and protection of their facilities. He was responsible for overseeing lane closures, shoulder closures and general maintenance and protection of traffic; interfacing with homeowners over concerns, problems and upcoming contractor operations; training junior engineer in construction inspection, including documentation of daily work performed; and processing detailed quantities for monthly progress payments. Client: Town of Hempstead Dept. of Engineering

Northern State Parkway INFORM/ITS, Nassau/Suffolk Counties, NY; 6/05-4/07. Senior Inspector. This project involved construction inspection services for the INFORM System upgrade on the Northern State Parkway from the NYC line to Route 454 in Nassau and Suffolk Counties. Work on this $13.6-million project included installation of 72 fiber optic cables, controllers and equipment, and other ITS elements for the Northern State INFORM System and integration to the State INFORM Facilities in Hauppauge, NY. His responsibilities included processing inspector reports and maintaining a record set of plans while generating biweekly payments to contractors. He also recorded minutes for project progress meetings and organized project correspondence. Mr. MacKenzie was responsible for supervising installation of conduit, inner duct, fiber-optic cable, pullboxes, and foundations/bases for cabinets, signs and acoustic detectors. Client: New York State Dept. of Transportation

Bridge Replacement and Construction of HOV Lane on Long Island Expressway (LIE), Exits 61-64, Suffolk County, NY; 10/97-1/01. As assistant office engineer, his responsibilities included managing Quality Assurance inspection of two-span composite and single span pre-stressed bridges; documenting daily operational procedures covering a team of 20 field engineers in maintaining Engineer's Diary; processing 15 inspector reports daily for payment calculations, material acceptance, location and quality of work and safety. He generated biweekly payments to contractors; interfacing with project designers, D.O.T. materials, inspection sub-consultants and general contractor; organizing and coordinating concrete cylinder testing and soils testing; and acquiring chief inspector duties for night work while maintaining high priority office engineer duties. Client: New York State Dept. of Transportation

Bascule Span Bridge Replacement, Westhampton Beach, NY; 1994-1996. Senior Field Engineer. Mr. Mackenzie supervised earthquake proof pile driving; 168 piles for each pier and 55 piles for each abutment; directed rebar placement and concrete pours, beginning at depth of 22 feet below sea level; and trained and guided junior field engineers. Client: New York State Dept. of Transportation

Re-Route Inform Trunk Lines, Retrofit Inform Signs, NY; 2/94-9/94. Senior Field Engineer. Mr. Mackenzie installed conduits under existing roadways in high traffic volume areas; oversaw fiber-optic improvements to variable message boards on LIE and Northern State Parkway; and guided and enforced the maintenance and protection of traffic on both projects. Client: New York State Dept. of Transportation

Keith Major
Inspector

Professional Profile
Mr. Major is an inspector with the following experience.

Project Experience
Brooklyn Bridge Rehabilitation of the Approach Spans and Ramps and Painting of the Entire Bridge, Contract 6, New York, NY; 8/10-Present. Inspector. This project involves construction management and inspection services for the $509-million rehabilitation of this Iconic National Landmark. The scope of work for the project includes replacement of approach roadway in Manhattan and Brooklyn over the arch blocks; rehabilitation of the Manhattan side ramp structures with widening and deck and bearing replacements; rehabilitation of the approach steel structures with full superstructure replacement of the York and Main Street structures and orthotropic deck installation at Franklin Square; seismic retrofitting of the main bridge, Franklin Square and ramp structures; painting of the ramp structures and suspended spans in their entirety; restoration of historic features. Mr. Major's responsibilities include providing on-site oversight of work being performed to ensure compliance with contract drawings and specifications and estimation of quantities of work performed for use in payment as per project specifications. Operations covered include oversight of installation of protective shields for re-decking, steel replacement and painting activities; inspection of abrasive blasted/painted structural steel; testing of fresh concrete; monitoring of placement for foundations and closure pours for approach ramp roadways; removal of existing approach ramp pavement and replacement with concrete filled grid deck panels, approach ramp paving and temporary striping operations; demolition and removal of approach roadway pavement, spray applied waterproofing and installation of pre-cast concrete slabs; and installation and field welding of orthotropic deck. Client: New York City Dept. of Transportation

Rehabilitation of the Brooklyn-Queens Expressway (I-278), Park Avenue Viaduct, D259766, Kings County, NY; 6/07-8/10. Inspector. This $138-million project involved construction engineering and inspection for the widening, re-decking and repainting of this viaduct with complex MPT on and below this heavily traveled structure. Rehabilitation of this high-volume major interstate urban highway/bridge included replacement of more than 400 bearings and 1,500 meters of bridge expansion joints. Also included was extensive coordination with agencies and local communities. Mr. Major's responsibilities included providing on-site oversight of work being performed to ensure compliance with contract drawings and specifications and estimation of quantities of work performed for use in payment as per project specifications. Operations covered included installation of masonry (brickwork), steel reinforcing bars (rebar), structural concrete slabs, sub-grade drainage facilities and painting of structural steel. Client: New York State Dept. of Transportation

Computer Skills
Microsoft Word, Microsoft Excel, Microsoft PowerPoint, AutoCAD and the Internet

Proposed Project Assignment
Civil/Structural Inspector

Registration/Certifications
2008/NACE Coating Inspector Level 1 - Certified
2011/ICC Structural Steel and Bolting Special Inspector
2008/NICET III
2012/AWS Certified Welding Inspector
2013/ICC Structural Welding Special Inspector
2007/ACI Concrete Field Technician Grade 1

Education
AAS/2007/Civil Engineering Technology

Course Work
2008 - 10-Hour OSHA Training Course
2008 - 1-Hour Lead Awareness Training
2008 - 30-Hour OSHA Training Course
SSPC C-3 Deleading Supervisor/Competent Person
ACI Concrete Field Testing Technician Grade Level I Trained

Professional Affiliation
American Society of Civil Engineers (ASCE)

Total Years Experience 7

Andrea Malenich
Senior Inspector

Professional Profile
Ms. Malenich possesses over 20 years of experience in the construction industry.

Project Experience
Bayonne Bridge Navigational Clearance Program (BBNCP) Construction Management, NY/NJ; 11/13-Present. Senior Inspector. This project involves construction management services for the $743-million Bayonne Bridge Navigational Clearance Program (BBNCP). This extraordinarily complex, once-in-a-lifetime project will replace more than 5,000 feet of viaduct and re-frame the existing steel arch structure to accommodate a new roadway 65 feet above the existing roadway. Ms. Malenich is the lead safety coordinator for the team. She is responsible for ensuring that the contractor remains compliant with their submitted Health and Safety Program and OSHA requirements during all construction operations. She meets with, on a daily basis, the contractor's Health and Safety representative to discuss new and ongoing operations and how best workers, inspectors and the traveling public can best be protected from hazards associated with the work. Client: Port Authority of NY & NJ

Proposed Project Assignment
Senior Inspector

Course Work
2013 - OSHA #502 Update for Construction Industry Outreach Trainers
2009 - OSHA #500 Trainer Course in Occupational Safety & Health Standards for the Construction Industry
2013 - Basic Bridge and Construction Inspection Safety Course Completion
1999 - Traffic Control Coordinator Program Completion
1999 - NJHA Job Safety Training Sessions I & II Certificate
2004 - OSHA Scaffolding Training
2003 - OSHA 30-Hour Occupational Safety & Health Training
2003 - OSHA 40-Hour Hazardous Waste Operations and Emergency Response Training
2004 - OSHA Trenching / Excavating Training
2004 - OSHA Confined Space Entry Training
1997 - Traffic Control Coordinator Training
1997 - Uniform Traffic Control Training (SET Safety, Education & Training Trust Fund)

Total Years Experience 21

New Jersey Turnpike, 6 to 9 Widening Program, Burlington, Mercer, and Middlesex Counties NJ; 2009-2013. Site Safety OSHA Compliant Inspector. This project involved the addition of some 170 new lane miles of roadway to this chronically congested stretch of the turnpike. Three additional lanes were added in each direction between Interchanges 6 and 8A, and one additional lane was added in each direction between Interchanges 8A and 9. A new toll plaza was built at Interchange 8. She was responsible for ensuring that the inspection management teams (approximately 226-311 professionals) were working within standards and regulations according to OSHA along with the respective NJTA regulations; conducting and maintaining records of the NJ Turnpike safety orientation for the joint venture staff and their subcontractors; uploading and maintaining all training documentation to the software platform iPIMS and maintaining hard copies of all documents; conducting safety trainings such as confined space and fall protection; ensuring that all personnel were OSHA 10 Hour trained and scheduling the training for those who were not; ordering safety supplies as well as maintaining the stock within the three main field offices; managing most of the joint venture's safety needs regarding various aspects of the project; generating and implementing an Emergency Preparedness and Response Plan.; and performing joint venture safety program review and making site-specific recommendations. Client: New Jersey Turnpike Authority

PSE&G Hudson Generating Station, Jersey City, NJ; 2007-2009. Site Safety OSHA Compliant Officer. This $750-million project consisted of the installation of mercury control, flue gas desulphurization, and selective catalytic reduction systems on Unit 2. The purpose of the reconstruction on these air emissions control systems was in an effort to become, by law, a greener facility. Ms. Malenich ensured that the crews were working within standards and regulations according to OSHA (trenching and excavating, caisson drilling, ladders, scaffolds, hand/power tools, P.P.E., electrical/GFCI, temporary lighting); and wrote and submitted daily safety inspection reports, wrote and posted daily job safety analysis reports for each crew. Ms. Malenich worked with multiple contractors and managed the safety coordinating for 180 employees; and she also managed the safety coordination for a crew of 15 employees working for Case Foundation. Other responsibilities included running the electrical wiring for the Back End Technology (BET) within the plant; drilling four caissons, 82-ft in depth by 7-1/2 ft in dia. for the foundation of the new section of the plant that was to be constructed.

Andrea Malenich
Senior Inspector

Route 21 Viaduct, Contract B, Section 2N, Newark, NJ; 200-2003. Traffic Control Coordinator/Site Safety Officer. This project involved the replacement of the Route 21 Viaduct in Newark and tying in the surrounding highways by building overpasses to aid in easier access to Newark Airport. Her responsibilities included submitting traffic interference reports/ state police requests to Traffic Operation- North; supervising the application, maintenance and removal of road closures and detours within the City of Newark; and supervising the application, maintenance and removal of lane closures on Routes 21 north/south, 1 and 9 north/south, 78 east/ west, 22 east/ west and the NJ Turnpike entrance ramps to 1 and 9. She worked closely with the NJDOT, NJ State Police, Newark Police, and the contractor to ensure that these major highways were shut down safely and the traffic devices were installed properly; and wrote and submitted daily traffic safety inspection reports to the DOT and the contractor. As the site safety officer, she performed inspections of the entire site (trenching/excavating confined space entry, fall protection, etc.); wrote and submitted DC-29 reports on select items (concrete pours, retaining walls, rebar, line grinding and striping, jersey barrier, reflectors, creek restoration, storm sewer cleaning, hazard waste storage and removal, steel erection, etc.); and she ensured proper placement of and measured the line stripping on the above mentioned highways.

BP/ Castrol Oil Corp., Wayne, NJ; 2006. Site Safety OSHA Compliant Inspector. This project involved reconstruction of the entire office building. Three floors were remodeled from ceiling to carpet, rooms were gutted, walls were added and removed in several locations. As the site safety officer, she ensured that the crews were working within standards and regulations according to OSHA. (ladders, scaffolds, hand/power tools, P.P.E., electrical/GFCI, temporary lighting); , wrote and submitted daily safety inspection memos/reports to the contractor as well as the safety coordinator for BP/ Castrol Oil; and performed a surprise OSHA compliant inspection once per week and submitted the report to the contractor.

Seton Hall University, South Orange, NJ; 2005. Site Safety OSHA Compliant Inspector. This project involved repainting the dormitories and classrooms in Fahy and Aquinas Halls. Ms. Malenich ensured that the crews were working within standards and regulations according to OSHA.

Traffic Control Experience

- Rt. 46, Parsippany, NJ - Responsible for setting up lane closures (signs, barricades, cones and drums). Miscellaneous job tasks regarding flagging, jack hammer, grading and asphalt operations.
- Rt. 46, Rockaway, NJ – Lane closures, flagging, jack hammer, grading, asphalt worked the back of the paver (the screed)
- Rt. 94 & Rt. 181, Newton/ Sparta - Set up detour, flagging, alternate traffic, installed storm sewer and inlets; backfill and grating responsibilities; operated a sheep's foot roller, jumping jack and tamper plate.
- Rt. 519, Bellevidere - Alternating traffic for mobile operation, flagging.
- Rt. 604, Flanders - Alternate traffic.

Certified Traffic Control Coordinator

- Rt. 46, Parsippany, NJ - Responsible for setting up lane closures (signs, barricades, cones and drums). Miscellaneous job tasks regarding flagging, jack hammer, grading and asphalt operations.
- Rt. 9 & Rt. 34, Old Bridge - Placed barrier wall, lane closures, shoulder widening, grading, operated excavator loading trucks.

Safety Supervisor, Certified Traffic Control Coordinator

- Garden State Parkway, MP 129.7 to 138.1, Safety Supervisor - Directed a five (to eight) man crew, supervised lane closures, communicated with the designated state troopers for the Garden State Parkway, ordered safety supplies (signs, cones, drums etc.)
  Safety/Traffic Control on various city and town roads.

As a general laborer with a construction firm, she rebuilt weight station Rt. 80, which included digging, grading, concrete work, site work; rebuilt weight station Rt. 287, which included digging, grading, concrete work, site work; and created a drainage basin for mini-mall and performed site work for Rt. 9 located in Manalapan; 1994-1995

Igor Malkovskiy, P.E.
Senior Inspector

Professional Profile
Mr. Malkovskiy is a professional engineer with diversified experience in the construction and engineering industries. He provides supervision/inspection of construction and quality control activities for demolition of existing bridges and adjacent roadways, structural steel installation and modifications, pile driving operations, reinforcement steel, new high performance concrete bridge decks and bridge deck joints, parapets, median barrier, drainage, roadway lighting systems, sign structures and control systems, roadway reconstruction, asphalt paving, baseline control and monument installation, staged construction, including construction of mainline detour ramps, and extensive maintenance and protection of traffic. Mr. Malkovskiy's experience also includes erection of concrete foundations, utilities and utility relocation.

Proposed Project Assignment
Civil/Structural Inspector

Registration/Certifications
Professional Engineer: 2004/VT
2010/NICET IV; 2004/NICET III
2012/Rutgers TCC Refresher
2010/ACI Concrete Field Testing Techn–Grade I;
2010/ACI-CCTC
2010/Rutgers Work Zone Safety Awareness; 2014/NJSAT

Education
Combined BS/MS/1980/Engineering, Highways and Roads

Total Years Experience 22

Project Experience
Construction Inspection Services for the Proposed Interchange at U.S. Route 22 and Chimney Rock Road, Township of Bridgewater; 2/13-Present, $57M. Bridge Inspector. This is a federally funded multidiscipline project to improve safety and achieve the current and future mobility goals of a highly congested area of Somerset County. The project will provide a full service interchange at U.S. Route 22 and Chimney Rock Road via Local U.S. Route 22 eastbound with the Mainline U.S. Route 22 depressed 18 ft. under Chimney Rock Road. The project also provides for improvements to the U.S. Route 22 corridor, generally between Interstate 287 on the western end and Thompson Avenue on the eastern as well as the widening of Chimney Rock Road between Thompson Avenue and Route 28, and the realigning and extending of Frontier Road to Chimney Rock Road. Bridge work includes the construction of a new vehicular bridge and railroad bridge over U.S. Route 22 along Chimney Rock Road as well as improvements to the existing bridge on U.S. Route 22 over the Middle Brook and the existing bridge over Interstate 287 on Chimney Rock Road. Some of the major items of work include: clearing, demolition, earthwork, ITS utility relocations aerial and underground, water, sanitary sewer, gas, electric, nightwork, concrete curb, sidewalk, drainage, milling, hmac paving, concrete decks, steel, precast structures, retaining walls, lighting, landscaping, construction in stages complex traffic control. Duties include the on-site inspection of the contractor's means and methods for clearing, demolition, extensive utility work, structure rehab foundation excavation, steel piles, and sub and superstructure reinforced concrete bridge items, night work. Client: Somerset County

NJDOT 2010 Region Central Resurfacing, Route 71 Sea Girt Avenue to Route 35, Monmouth County, NJ; 10/12-1/13, $9.2M. Inspector. GPI provided construction inspection services for this federally funded maintenance resurfacing project on Route 71. Project includes inspection of concrete curb, sidewalk, handicap ramps, bridge joints, milling, paving, striping, traffic control and night work. Client: NJDOT

NJDOT Route 17 Terrace Avenue Resurfacing, Bergen County, NJ; 8/12-10/12, $13M. Inspector. Construction inspection services for NJDOT Region North Route 17 Resurfacing from South of Terrace Avenue to South of West Saddle River Road in Bergen County. Duties included the on-site inspection of the contractor's means and methods for milling, reset heads, concrete curbs, surface preparation, and superpave items, temporary and permanent traffic stripes, maintenance and protection and traffic and nightwork. Client: NJDOT

New Jersey Turnpike Interchange 6 to 9 Widening Program; 12/10-8/12, $2.7B. Inspector for Contract No. T869.120.701 (approximately $52M) for NSO/NSI/SNI/SNO Roadway Grading, Drainage, Paving, Structures, and Lighting Milepost 69.3 to 70.6 in the Township of Cranbury, Middlesex County, NJ. Inspector for this Road and Bridge Project the grading, drainage, paving, structures, and lighting for NSO/NSI/SNI/SNO roadways project from MP 69.3 to 70.6 in the Township of Cranbury, Middlesex County. Duties included the on-site inspection of the contractor's means and methods for all items of construction including but not limited to: the reconstruction of the existing northbound and southbound mainline roadways, including the replacement of Structure No. 69.85, and construction of the proposed NSO and SNO roadways, including Structure Nos. 69.85SO and 69.85NO, the replacement of

Igor Malkovskiy, P.E.
Senior Inspector

Cranbury Station Road over the mainline; roadway improvements at Hightstown-Cranbury Station Road and a short length of Conrail track realignment, culvert extension, six retaining walls, and installation of three overhead sign support structures. Responsibilities include inspection of contractor bridge work including structural concrete, structural steel, deck joints and parapets and roadway work including for milling, reset heads, concrete curbs, surface preparation, superpave items, and maintenance and protection and traffic and nightwork. Client: NJTA

PANY&NJ Bayway Avenue Bridge Modifications as part of Howland Hook Marine Terminal – Staten Island Railroad North Connection to Chemical Coast Line Project (Contract NO.HH334.007); 2004-2005. Senior Construction Inspector. Performed daily construction monitoring services to ensure general compliance with Contract Plans and Specifications for demolition of existing bridge, construction of new bridge including piles, footings, piers, abutment, steel stringers, bridge concrete deck, precast concrete beams, approach slab, concrete waterproofing , bridge deck joints and reinforcement steel, sidewalk, headblock. Responsibilities also include monitoring of field testing of construction materials. Client: PANYNJ

Sussex County Term Agreement for Construction Administration and Inspection, Various Roadway and Bridge Improvements Projects; 7/10-12/10, $2.7M. Senior Bridge Inspector. Inspector for the replacement of Sussex County Bridge Q-11 carrying CR 620 (Glen Road) over Sparta Glen Brook, Township of Sparta. Duties included the on-site inspection of the contractor's means and methods for all items of construction including but not limited to: foundation excavation, footings, sheeting with anchors, and sub and superstructure reinforced concrete bridge items; installation of stream diversion and soil erosion and sediment control measures; MPT; assembly of Acrow bridge and construction of temporary single-lane-by-pass road; disassembly and removal of existing Glen Road bridge superstructure; installation of temporary support sheeting and tie-back system; demolition of existing concrete abutment and footings; construction of new concrete footings, abutments and wingwalls; installation of prestressed concrete beams and placement of concrete bridge deck; replacement and modifications of inlets and storm drains; roadway paving and striping; installation of new beam guide rail to connect to existing; remove temporary traffic signals an shift traffic to new bridge; remove temporary by-pass roadway and disassemble (Acrow panel) bridge. Client: County of Sussex

NJTA OPS P3323 Construction Management for Contract P100.108, GSP Bridge Deck Repairs & Resurfacing, MP 126-172, Middlesex, Union, Essex, Passaic and Bergen Counties, NJ; 5/10-7/10, $7.5M. Senior Inspector. Responsible for the supervision of the replacement of deteriorated concrete bridge deck slabs; repairing deck spalls; repairing and reconstruction of deck joints; repairing headers; removing asphalt surfacing; placing new membrane waterproofing; resurfacing approach roadways and bridge decks; pavement striping and other incidental work on various bridge structures along the Garden State Parkway from MP 126 to MP 172. Client: NJTA/GSP

NJDOT Bridge Deck Replacement Route 46 and Route 17, Clifton NJ; 6/09-5/10, $10M. Senior Construction Inspector for NJDOT's Bridge Deck Replacement Route 46 and Route 17, Clifton, NJ. Duties included the on-site inspection and quality control for the contractor's means and methods for the major items of work including: superstructure replacement, reinforced concrete bridge items, new beams, deck parapet, abutment and piers, demolition of existing bridge and adjacent roadways, clearing site bridge , structural steel removal and installation, headblock reconstruction, repairing and reconstructing deck joints, repairing headers, bridge deck joints and reinforcement steel, replacing deteriorated concrete bridge deck slabs with new high performance concrete bridge decks, parapets, replacement of median barrier, drainage, roadway lighting systems, sign structures and control systems, roadway reconstruction, HMA paving, baseline control, staged construction including extensive maintenance and protection of traffic with full RT 46 closure, day and nighttime operations; elastomeric bearing replacement, field welding and bolting of structural steel members, membrane waterproofing, substructure repairs, repairing deck spalls, milling and removing asphalt surfacing, placing new membrane, water main and gas main installation under the bridge. Responsibilities also include field testing of construction materials. Client: NJDOT

NJTA-GSP Contract No. P300.043, Interchange 67 Ramp Improvements, NJ; 9/08–6/09. Senior Construction Inspector. Responsibilities included supervision/inspection of construction and quality control activities for demolition of existing bridges and adjacent roadways, construction of two new bridges and ramps. Responsibilities also included field testing of construction materials. Client: NJTA

Jeffrey Mando
Senior Inspector

Professional Profile
Mr. Mando possesses the following experience.

Proposed Project Assignment
Civil/Structural Inspector

Registration/Certifications
2012/ACI Concrete Construction Special Inspector
2001/ACI Concrete Field Technician Grade 1

Education
AA/2005/Liberal Arts

Course Work
2008 - 10-Hour OSHA Training Course
2008 - New York City Dept. of Buildings 4-Hour Scaffold Training under Local Law 52
2007 - 10-Hour OSHA Training Course
2006 - NICET I Transportation Engineering Technology Highway Construction
2003 - American Welding Society - Fundamentals of Welding Quality Management
New York State Boating Certified

Total Years Experience 17

Project Experience

2011-2014 Port Authority On-Call Construction Management Services – Port Authority Bus Terminal, Various Contracts, New York, NY; 9/11-Present. Senior Inspector. These projects involve construction management and inspection services on an on-call basis. The Port Authority of NY & NJ supplemented their own staff with consultant-provided personnel to manage and administer construction contracts at their owned and operated facilities. Under this on-call contract, Mr. Mando has been involved on the following projects:

- **Lincoln Tunnel Bus Ramps Deck Replacement, Phase II, Contract #LT-234-174, New York, NY**; 2010-Present. Inspector. This project involves the rebuilding and rehabilitation of the ramps connecting the Lincoln Tunnel with the Port Authority Bus Terminal. Mr. Mando's responsibilities include quality assurance inspection of all construction activities including demolition of existing structures, replacement of sub- and superstructure elements. The project includes inspection of removal and installation of the savaloid system; demolition of existing roadway bus ramp and installation of pre-cast panels; installation of mechanical snow melting system and roadway insulation; shear stud installation; demolition and replacement of sign gantry's and structure; installation of temporary roadway lighting; guardrail installation; installation of steel column protection; cast-in-place concrete for deck replacement; spall repair for roadway and parapet walls; replacement of parapet walls along roadways; placement and curing of latex modified concrete; coordination of work between contractors and Bus Terminal and Lincoln Tunnel facilities; and MPT on the bus ramps and surrounding streets. He is also involved with the review of inspector's daily narratives; generation and review of extra work estimates; review of payment applications; and preparation of meeting minutes and notifications.
- **Lincoln Tunnel Rehabilitation of Dyer Plaza Sump Ceiling Slab, Contract # LT 234.054, New York, NY**; 2009-9/11. Inspector. This project involved deck/ceiling slab replacement of the Lincoln Tunnel sump room on the New York side of the Lincoln Tunnel , center tube. Mr. Mando's responsibilities included quality assurance inspection of all construction activities including demolition of existing structures, replacement of sub- and superstructure elements. The project also involved demolition of existing roadway/sump room ceiling slab and installation of pre-cast panels, cast-in-place concrete for deck replacement, installation of duct tensioning rods, coordination of work between contractors and facility; and MPT on the bus ramps and surrounding streets.
- **Port Authority Bus Terminal - Structural Modifications, Contract # BT 254.220, New York, NY**; 8/05-9/11. Mr. Mando served as an inspector for this $50-million project that provided the required strengthening to maintain structural integrity of the Port Authority Bus Terminal in New York City during a seismic event. Structural modifications (seismic retrofit) strengthened the bus terminal building structures with shear walls, bracing, and truss members to resist moderate seismic loads in the north south and the east west directions for the south wing and expansion joint bracing for the north wing of the Port Authority Bus Terminal. It also required relocation of the existing electrical, electronic communication, HVAC, plumbing and fire protection system in order to perform the work. Mr. Mando's responsibilities included quality assurance inspection of all construction activities including demolition of existing structures, installation of structural steel bracing, and fin trusses; surveys, removal, relocation, and installation of mechanical and electrical utilities; architectural finishes to interior, exterior shear walls, bus gates, concourse areas, and tenant spaces; coordination and scheduling of work between contractor, facility (Port Authority Bus Terminal), and tenant spaces; Maintenance and Protection of Traffic (MPT) on the bus ramps, inside the facility roadways, bus gates, and surrounding streets;

performing job site safety inspections for work sites and personal protective equipment; generating estimates for extra work being performed by contractor and daily narratives; and administrative work at field office filing, shop drawings, and maintaining all aspects of maintaining an efficient office.
Client: Port Authority of NY & NJ

2006-2010 Port Authority On-Call Construction Management Services – Port Authority Bus Terminal, Various Contracts, New York, NY; 8/05-9/11. Inspector. These projects involved construction management and inspection services on an on-call basis. The Port Authority of NY & NJ supplemented their own staff with consultant-provided personnel to manage and administer construction contracts at their owned and operated facilities. Under this on-call contract, Mr. Mando was involved on the following projects:

- **Port Authority Bus Terminal - Structural Modifications, NY Priority Repairs, Contract # LT 521, New York, NY**; 9/09-5/10. Mr. Mando served as an inspector for this $1-million project which consisted of providing for rehabilitation of concrete and steel elements at the LT Bus Ramps (including replacement of unsound concrete at columns, beams, deck slabs and bearing pedestals), replacement of deteriorated anchor bolts and nuts, installation of steel plates, angles and bolts to reinforce steel bearing pedestals and girders and installation of wire mesh safety netting. Mr. Mando's responsibilities included quality assurance inspection of all construction activities including demolition of existing structures; installation of steel; installation of mechanical utilities; coordination and scheduling of work between contractors and the facilities (PABT/LT); MPT on the bus ramps and city streets; performing job safety inspections and personal protective equipment; generating estimates for extra work being performed by contractor; daily narratives including administrative work filing, shop drawings and maintaining all aspects of an efficient office.
- **Port Authority Bus Terminal Ramps Reconstruction, New York, NY**; 6/02-8/05. Inspector. This $50-million project focused on the rebuilding and rehabilitation of the ramps connecting the Lincoln Tunnel with the Port Authority Bus Terminal. Mr. Mando's responsibilities included quality assurance inspection of all construction activities including demolition of existing structures, replacement of sub- and superstructure elements. The project also included inspection of removal and installation of the savaloid system; demolition of existing roadway bus ramp and installation of pre-cast panels; installation of mechanical snow melting system and roadway insulation; shear stud installation; demolition and replacement of sign gantry's and structure; installation of temporary roadway lighting; guardrail installation; installation of steel column protection; cast-in-place concrete for deck replacement; spall repair for roadway and parapet walls; replacement of parapet walls along roadways; placement and curing of latex modified concrete; installation of structural steel for seismic retrofit bracing inside the bus terminal; coordination of work between contractors and facility; and MPT on the bus ramps and surrounding streets.

Client: Port Authority of NY & NJ

Williamsburg Bridge North Roadways Reconstruction, Contract 7, #BRC253CA, New York, NY; 5/01-12/02. Inspector. This $248-million project involved the construction engineering and inspection for the reconstruction of the north inner and outer roadways. Mr. Mando's responsibilities included removal and installation of structural steel cantilever floorbeams, lateral bracing, orthotropic steel deck panels, concrete filled steel grid deck, inspection of shielded metal arc welding and submerged arc welding, inspection of neoprene cable wrap maintenance, inspection of Stirling Lloyd waterproofing membrane system, punch list surveys, condition surveys of under deck flexible shield system. Work tasks also included writing inspector's daily reports and measurement and/or calculation of contract item quantities. Client: New York City Dept. of Transportation

Manhattan Bridge Painting and Interim Rehabilitation, Contract 8C, BRC1568C, New York, NY; 10/97-2/01. As an inspector, Mr. Mando was responsible for maintaining engineer's daily diary and shop drawing file. He was also responsible for assisting the office engineer in all aspects of maintaining accurate office records. In addition, on this $124-million project, he performed inspection of the truss bearing replacement operation, including truss jacking, removal and replacement of structural steel bearing assemblies and concrete pedestals as well as various other structural steel installation operations. Client: New York City Dept. of Transportation

STEVE MAR
Electrical Inspector

KS Engineers, P.C.

EDUCATION

BS/Electrical Engineering, Pratt Institute, Brooklyn, NY, 1987

PROFESSIONAL REGISTRATIONS/CERTIFICATIONS

University of Massachusetts, Division of Continuing Education: Lead Inspector Training - April 6, 1995
10-Hour OSHA Construction Safety Training
Trench Safety
Maintenance of Traffic and Work Protection
Confine Space
Hazmat Management
Lockout/Tag out
FEMA
Con Edison High Tension Training - 2005
EPA Lead Inspection Training - 1995
New Jersey State Approved (10) Hours Course - 2008 Electrical Code Update/Law Required CE for 2009 Renewal (March 2009).

SELECTED SOFTWARE SKILLS

MS Word & Excel
AutoCAD Certified

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Electrical Inspector	7/2014 - Present
Maitra Associates, P.C.	Field Engineer – Construction Inspector	6/2002 - 7/2013
New York City Department of Design and Construction (NYCDDC)	Construction Project Manager II	1/1998 - 6/2002
New York City Department of Housing Preservation & Development	Assistant Electrical Engineer	12/1987 - 1/1998
David D. Owen Associates	Assistant Draftsman / Blue Print Operator	1980 - 1982

EXPERIENCE SUMMARY

Mr. Mar has experience in high tension electrical engineering, construction technology, contract administration and building operations in a career that spans more than 30 years. He has the ability to work effectively under minimal supervision handling simultaneous projects and meeting deadlines. Mr. Mar has a solid reputation for upholding high standards and realizing organizational goals and objectives. His relevant experience includes:

Port Authority of NY & NJ (PANYNJ), Multiple Contracts, New York & New Jersey - Field Engineer/Construction Inspector. Administrated multiple contracts in New York & New Jersey Port Commerce Department and The Port Authority Trans Hudson Corporation (PATH) train as (CMD / EIC). Worked closely with PA Resident Engineer (RE), PA Assistant Resident Engineer (ARE), PA Project Manager, Engineer of Record (Architect/Engineer), and Contractors to ensuring the projects are delivered on time and within budget. Reviewed scope of work, contract submittal, materials, PACC (Change Orders), Request for Proposal (RFI), and approved contractor progress payments. Performed daily Controlled Inspections and reviews to insure work on construction projects are completed in accordance with contract drawings, specifications, and National / Local Codes and

construction project standard (ANSI, NFPA, NEMA, and UL). Scheduled project kick-off meetings and monthly meetings with main contractor and subcontractor to perform ongoing construction project. Analyze budgets and schedules for contract compliance. Projects included:

- Inspected and supervised installation of 2 units of 1000KVA, 4160/480/277V-3phase substation. Coordinated with local power company (Con-Ed) to bring the main substation in services. (Mr. Mar received Port Authority recognition via a "Team Project Award" in 2004.
- Expansion of 124 acres of Port Ivory in Staten Island, NY. A former shipping port operated by Proctor & Gamble. Demolition of existing office buildings, warehouse, power plant, smoke stacks, and structural steel bridges.
- NYC Container Terminal Berth Strengthening and Wharf Extension in Staten Island, NY. Installed new cathodic corrosion wiring throughout the new 300 feet of wharf extension as well as a new substation, fiber optic cabling, cross over bridges, train tracks, air compressors, high mast electrical light towers, sewage drainage, and fire hydrants.
- At PATH train performed Engineer in Charge (EIC) – Installed new security fence and repaired concrete along existing Summit Avenue Bridge in Jersey City, NJ. While the test was not to disrupt the daily PATH train rush hours operation and people/traffic on the street level.
- Replaced/ Installed new PATH railroad tracks, ties, ballast stones, bridge walkway stringers bolts in the Newark PATH Dock Bridge.
- At PATH's South Street Yard in the elevated McCarter Highway bridge in Newark. Installed new Automatic Train Control System. Along with new electrical bungalow, Train Single, and Fiber–optic communication room.
- At PATH Journal Square Transportation Center – Platforms, Turnstile Area, Moore Tower, Removal of loose concrete over active tracks and underside of John F. Kennedy Blvd. Repaired (2) deteriorated concrete columns. As a EIC's I'm responsible for the safety of workers on working along the active train tracks and the coordination with the Trainmaster for movement of work flat and Hy-rail trains on site.
- Lead inspector for PA. Reactivation of Arthur Kill Vertical Lift Bridge from New York to New Jersey and the national rail network.

New York City Department of Design and Construction (NYCDDC), Multiple Projects, Brooklyn, Queens, New York, NY - Construction Project Manager II for Cultural Department and Library Department worked under Resident Engineer (RE) and Assistant Engineer (ARE) coordinated with architect or other consultants and clients to determine the specific requirement. Participated in initial meetings with clients and makes recommendations regarding project management approach. Performed inspections, ensured compliance with applicable plans and specifications related to ongoing construction projects. Reviewed and approved contractor progress payments, change orders, request for reduction of retainage, and extension of schedules. Evaluated the performance of Project Architects, Engineers, Contractors, and Sub-Contractors. Coordinated project close out procedures with clients, Architects/Engineers and individual Contractors. Projects included:

- Renovation of Coney Island Library in Brooklyn, NY
- Renovation of South Brooklyn Children's Botanic Garden Storage building.
- Additional upgrade of NY Aquarium in Coney Island, Brooklyn – Horseshoe/Turtle pond.
- Renovation of Queens Museum of Art building – Installed new roof system and upgraded roofing drain.

New York City Department of Housing Preservation & Development, Multiple Projects, Citywide, NY - Assistant Electrical Engineer worked under Chief Engineer's direction, to supervise and schedule ongoing rehabilitation of city owned building. Monitored various contractors' progress and quality of work. Prepared cost analysis of extra work orders, RFIs, and change orders.

John Marcel
Senior Inspector

Professional Profile
Mr. Marcel's many years of experience encompasses all general components of bridge and highway construction. He has acquired the experience from construction inspection assignments with New York State Dept. of Transportation, New York City Dept. of Transportation, New Jersey Dept. of Transportation and various other municipalities and utility companies.

Proposed Project Assignment
NACE Inspector

Registration/Certifications
2010/NICET IV
2008/NACE Coating Inspector Level 1 - Certified

Course Work
2014 - NYC DOB 4-Hour Supported Scaffold (2018)
2014 - NYC DOB Confined Space Awareness
2008 - 10-Hour OSHA Training Course
2008 - 1-Hour Lead Awareness Training

Total Years Experience 25

Project Experience

Bayonne Bridge Navigational Clearance Program (BBNCP) Construction Management, NY/NJ; 2/14-Present. Senior Inspector. This project involves construction management services for the $743-million Bayonne Bridge Navigational Clearance Program (BBNCP). This extraordinarily complex, once-in-a-lifetime project will replace more than 5,000 feet of viaduct and re-frame the existing steel arch structure to accommodate a new roadway 65 feet above the existing roadway. Mr. Marcel is responsible for overseeing all aspects of preparation for the new bridge pier footing. This includes verifying survey; installation of 24 x 131 steel sheeting sections for pits at proposed pier locations; h-beam and 18-in. dia. pipe pile as required for temporary bridge support towers and/or new pier foundation construction; and verifying actual embedment depths of all materials noted above. Client: Port Authority of NY & NJ

Manhattan Bridge Rehabilitation of Cables and Suspenders, Contract 14, #BRC156R, New York, NY; 7/13-2/14. Senior Inspector. This $149-million project involved the unwrapping and rewrapping of cables; replacement of suspenders; replacement of necklace lighting messenger cables and cable hand ropes; installation of new access platforms to existing tower platforms; reversal of lower roadway and operation of HOV lane and replacement of multi-rotational bearings at the Towers; replacement of light poles and luminaries on South upper roadway; replacement of lane control radar on South upper roadway; and retrofit of track stringers and diaphragm connections and other miscellaneous work. Mr. Marcel was responsible for overseeing the current bridge painting; noting and recording additional areas requiring attention through daily visual inspections of contract locations such as the main cable bands, upper/lower chord areas of four trusses, new gusset/continuity plating-bolting, all new steel and stringer repair locations, etc.; inspecting and monitoring both mixing and application of the four-part coatings systems approved for project, "Carboline" and "Sherwin Williams", to be sure they were performed in accordance with respective manufacturer data sheet criteria to ensure acceptable final coating conditions were attained. Client: New York City Dept. of Transportation

REI for the Rehabilitation of High Bridge, Boroughs of Manhattan and Bronx, NY; 11/12-7/13. Senior Inspector. This project involved rehabilitation of the masonry arch spans, steel arch span (including deleading and painting), brick arch deck, and brick walkway; stabilization and conservation of the aqueduct pipe; providing barrier-free access and safety for pedestrian and wheeled users; rehabilitation of historic railings and walkway lighting posts; providing architectural lighting (as funding allows); and providing a visitor information system consisting of way finding signage and aqueduct interpretative signage. Mr. Marcel was responsible for overseeing all aspects of contractor mobilization activities in preparation for full-scale production work operations and providing daily inspection of all ongoing work operations for conformance to approved shop drawings and contract specifications, specifically for: construction of dual work platforms (typically 22 gage metal decking) which were suspended under the steel and concrete arch bridge structures and were utilized for existing steel member repairs, class 1A containment installation, and abrasive blast cleaning w/application of a three-coat zinc based coating system. Client: New York City Dept. of Design & Construction

Belt Parkway Bridges REI Services - Paerdegat Bridge, Contract#HBK1024, New York, NY; 9/12-10/12. Senior Inspector. This project involved the demolition of the entire 13-span, multi-stringer bridge superstructure and substructure including abutments, wingwalls, and the piers consisting of concrete pile columns to a minimum of 600 mm below the mud line. The replacement structures were new three-span and five-span bridges consisting of a Class HP reinforced concrete superstructure slab supported by high performance steel box girders and substructures including reinforced concrete abutments, wingwalls, and multi column piers on new pile foundation. Mr. Marcel provided inspection for the cleaning/painting portion of the project. This included covering inspection of the painting

subcontractor who prepared/cleaned all new tub girder splice plates/related bolting along with all cross bracing connection plates/related bolting to an acceptable SSPC guideline. This was followed with the inspection of a three-coat paint system application on same. The method of cleaning was by hand/power tool to remove any rusting, etc. This was followed with approved solvent cleaning. Application of primer/intermediate and finish coats was accomplished mainly by brush/roller method, but airless type spray system was also utilized at times (mostly on finish coat). All phases of details noted above were visually inspected from manlift upon completion, and consent was given to foreman for proceeding to next phase if acceptable. Client: New York City Dept. of Transportation

Williamsburg Bridge Reconstruction of Miscellaneous Rehabilitation of the Main Bridge, Contract 8, #BRC253CCA, New York, NY; 2/12-7/12. Senior Inspector. This $280-million project involved the construction engineering and inspection for the rehabilitation of the main bridge. Mr. Marcel's responsibilities included overseeing the completion of NYCDOT Kent Avenue maintenance yard restoration. Work included placement of P.C.C. and waterproofing/joint sealing of same; asphalt restoration utilizing 12.5 mm superpave type mix; installation of perimeter 6-ft chain link fencing with barb wire/razor tape; and overseeing project line striping item work on Manhattan and Brooklyn approach areas consisting of thermoplastic and epoxy type material placements for edge lines, skips, symbols, etc. per contract plan sheets. Client: New York City Dept. of Transportation

Brooklyn Bridge Rehabilitation of the Approach Spans and Ramps and Painting of the Entire Bridge, Contract 6, New York, NY; 4/10-2/12. Senior Inspector. This project involved construction management and inspection services for the $509-million rehabilitation of this Iconic National Landmark. Mr. Marcel's responsibilities included inspection of platform and containment erection, surface preparation (sp10, sp2, sp3), and application of a four-coat paint system including surface profile measurements, chloride testing, and dry film thickness measurements. He was also responsible for overall compliance to contract documents during all activity conducted by subcontractors during overnight shift including noise mitigation compliance. Activity in progress included main bridge approach roadway replacement with superslab system; bridge ramps fascia stringer replacements; ramp deck/roadway demolition and replacement with partially filled grid deck sections which receive concrete closure pour and 2-in. asphalt overlay; and roadway demolition preparation for installation of temporary plating system over Franklin Square structure in preparation of eventual orthotropic deck replacement. Mr. Marcel was also responsible for the performance of an eight-person team of inspectors and also acted as the contact person for the New York City Dept. of Transportation. He attended meetings and resolved issues that arose on the project. He was responsible for the preparation of nightly I.D.R., payment entries when required; emailed early a.m. summary of all previous night's activities including any incidents/MPT issues to resident and chief resident engineers. Client: New York City Dept. of Transportation

Rehabilitation of the Brooklyn-Queens Expressway (I-278), Park Avenue Viaduct, D259766, Kings County, NY; 1/08-4/10. Mr. Marcel served as an inspector for this $138-million project that involved construction engineering and inspection for the widening, redecking and repainting of this 850,000 sq ft viaduct with complex MPT on and below this heavily traveled structure. Rehabilitation of this high-volume, major interstate urban highway/bridge included replacement of more than 400 bearings and 1,500 meters of bridge expansion joints. The structure had seismic reinforcement installed which included retainers and plates at the top of columns and additional stiffeners and plates at the base. Also included was extensive coordination with agencies and local communities. Mr. Marcel was responsible for the installation of SSPC Class 1A containment systems for lead content paint removal operation via abrasive blasting method along with ensuring application of three-coat moisture cured paint system. His responsibilities also included daily monitoring/documentation of this operation including contractor's compliance to any related OSHA/EPA regulations. Client: New York State Dept. of Transportation

Manhattan Bridge Rehabilitation of Lower Roadways, Contract 11, #BRC156A, New York, NY; 11/06-8/07. Mr. Marcel served as inspector on this $150-million project that involved the reconstruction of lower roadway; removal and replacement of floorbeams, stringers, bearings and deck in main span and side spans; rehabilitation of anchorage chambers; installation of new lighting and traffic signs on lower roadway; rehabilitation of travelers in suspended spans; replacement of maintenance platforms at towers; painting of bridge in suspended and approach spans; and repair of flagged conditions. His responsibilities included installation of lower roadway grid deck and placement of concrete in grid deck and approaches of the lower roadway. Client: New York City Dept. of Transportation

EDWARD McMANUS

Electrical Construction Inspector

KS Engineers, P.C.

EDUCATION

Diploma in Construction Management, New York University, New York, NY
BA, Accounting/Economics; Minor History
Queens College C.U.N.Y., Queens, NY

PROFESSIONAL CERTIFICATIONS

NICET Level I (expired)
ACI Field Technician Concrete Testing, 1995

SKILLS

MS Word

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Electrical Construction Inspector	2014 - Present
Atlantic Traffic & Design Engineers, Inc.	Construction Inspector Maintenance and Protection of Traffic MPT	2013
Washington Group International, Inc.	Senior Quality Specialist 11	2005
New York City Department of Environmental Protection (NYCDEP)	Construction Inspector Senior Quality Specialist II	2004
New York City Department of Design and Construction (NYCDDC)	Senior Quality Specialist 11	2000 - 2003
NYCDDC	Quality Control Inspector	1997 - 1999
MTA Metro-North Commuter Railroad	Quality Control Electrical Inspector	1996 - 1997
HAKS Engineers	Senior Mechanical Inspector; Construction Inspector; Construction/Electrical Inspector	1994 - 1996
Morrison Knudsen Engineers, Inc.	Construction Engineer	1991 - 1993
Gibbs & Hill, Inc.	Electrical Inspector	1989 - 1991
Shah Associates, Consulting Engineers	Electrical Inspector	1986 -1989
Consolidated Edison Co. of New York, Inc.	Assistant Substation Operator; Substation Operator	1975 - 1986

EXPERIENCE SUMMARY

Field Quality Control Inspector with 20 years of experience in civil and electrical inspection, especially electrical substations. Expertise in construction management tank installation, the removal and remediation of petroleum contaminated sites, and public utility substation operations. Recognized for attention to detail and communication skills.

MTA LIRR, Bridge Painting (for Atlantic Traffic & Design Engineers, Inc.) - Construction Inspector for Maintenance and Protection of Traffic (MPT) for the Meadowbrook Parkway Bridge Painting Contract. Painting work done in accordance with national MUTCD and NYSDOT Specifications. (2013)

EDWARD McMANUS
Electrical Construction Inspector

KS Engineers, P.C.

NYCDEP, Sodom and Bog Brook Dams, Brewster, NY - Construction Inspector, Senior Quality Specialist II. Responsible for the inspection of drilling and installing anchors and sheathing. (2004)

NYCDDC, Management Remediation of Petroleum Contaminated Sites, New York, NY - Senior Quality Specialist II. Provided direct supervision of four Field Inspectors. Responsible for the coordination of two to five Subcontractors and Subconsultant design firms.

- Ensured the fieldwork at 15 tank and 44 remediation sites, complied with plans, specifications, applicable laws and regulations, and was completed according to schedule. Additional duties included approving requisitions.
- Team nominated for CMAA Achievement Award. Won Gold Award Environmental American Society of Engineers of NY.

(2000 - 2003)

NYCDDC, New York City Fire Department Storage Tank Program, New York, NY - Quality Control Inspector. Closed, removed, upgraded, and installed petroleum storage tank systems. (1997 -1999)

New York State Department of Transportation (NYSDOT), Reconstruction on Route 25A - Construction Inspector. Responsible for the asphalt resurfacing, drainage, traffic signal, sidewalk rehabilitation, full-depth pavement repairs (calcium chloride), sidewalks, six curbs, resetting catch basins, and traffic signal installation. (1996)

New York City Department of Transportation (NYCDOT) - Various Locations - Construction Inspector. Responsibilities included the resurfacing with 1½ inch asphaltic concrete wearing course, installation of pedestrian ramps, and new curbs with sidewalks. (1996)

NYCDOT, 64 Avenue Reconstruction Project - Construction/Electrical Inspector. Responsible for placement of base concrete, asphalt, and replacement of street lighting. (1995)

Triborough Bridge and Tunnel Authority (TBTA), Queens Ventilation Building - Construction Inspector. Responsible for masonry restoration and roof replacement. (1995)

Pilgrim Psychiatric Center - Senior Mechanical Inspector. Responsible for rehabilitation of three seven-story buildings approximately 500,000 square feet. (1994-1995)

MTA MNR, 110th Street Substation, New York, NY (for Morrison Knudsen Engineers, Inc, New York, NY) - Construction Engineer. Responsible for Construction Management for Traction Power. (1991-1993)

MTA MNR, Grand Central Terminal, New York, NY (for Gibbs & Hill, Inc., New York, NY) - Electrical Inspector. Responsible for PCB transformer removal and replacement, construction of four transformer houses and high voltage loop. (1989 - 1991)

MTA MNR, Traction Power Substation in Grand Central Terminal, New York, NY (for Shah Associates, Consulting Engineers, New York, NY) - Electrical inspector. Primary responsibilities included ensuring that the General Contractor and Subcontractor comply with specifications, contract drawings, approved materials, and the National Electrical Code. (1986 - 1989)

Amit Mukheja
Coatings Inspector

Professional Profile
Mr. Mukheja is a coatings inspector with the following experience.

Proposed Project Assignment
NACE Inspector

Registration/Certifications
2014/NACE Coating Inspector Level 2 - Certified
2010/SSPC - C3 Supervisor/Competent Person-Deleading

Education
AAS/2010/Applied Science

Course Work
2011 - 30-Hour OSHA Training Course
2010 - Method 9, 40 CFR 60 Appendix A Certified Visible Emission Reader

Total Years Experience 4

Project Experience

REI for the Rehabilitation of High Bridge, Boroughs of Manhattan and Bronx, NY; 3/14-Present. Coatings Inspector. This project involves rehabilitation of the masonry arch spans, steel arch span (including deleading and painting), brick arch deck, and brick walkway; stabilization and conservation of the aqueduct pipe; providing barrier-free access and safety for pedestrian and wheeled users; rehabilitation of historic railings and walkway lighting posts; providing architectural lighting (as funding allows); and providing a visitor information system consisting of way finding signage and aqueduct interpretative signage. Mr. Mukheja's responsibilities include observation and documentation of work operations via daily reports and pictures; ensuring worker's compliance with PPE and fall protection; observation and documentation of scaffolding and platform erection according to project specifications; and ensuring that MPT is according to project specification to ensure public safety. Client: New York City Dept. of Design & Construction

Brooklyn Bridge Rehabilitation of the Approach Spans and Ramps and Painting of the Entire Bridge, Contract 6, New York, NY; 5/13-3/14. Coatings Inspector. This project involved construction management and inspection services for the $509-million rehabilitation of this Iconic National Landmark. The scope of work for the project included replacement of approach roadway in Manhattan and Brooklyn over the arch blocks; rehabilitation of the Manhattan side ramp structures with widening and deck and bearing replacements; rehabilitation of the approach steel structures with full superstructure replacement of the York and Main Street structures and orthotropic deck installation at Franklin Square; seismic retrofitting of the main bridge, Franklin Square and ramp structures; painting of the ramp structures and suspended spans in their entirety; restoration of historic features. Mr. Mukheja's responsibilities included observing installation and removal of containment and rigging; observing and documenting mobilization of equipment; observing and documenting of contractor's activities via daily reports; documenting the batch numbers of the paint used and observing mixing of the paint prior to coating application; inspection of surface preparation of steel and coatings as per project specification; performing DFT testing, chloride testing, and abrasive blast inspection to ensure blasting and painting operations were in compliance with project specification; and performing ambient temperature monitoring to ensure that the manufacturer's specifications were followed and all coatings were applied in acceptable conditions. Client: New York City Dept. of Transportation

Rehabilitation of Kew Gardens Interchange/Van Wyck Expressway, Queens, NY; 8/13-9/13. Coatings Inspector. The project involved construction inspection services for the reconstruction of the Van Wyck Expressway (I-678), between 86th Avenue and the Grand Central Parkway in Queens County. This $150-million project involved the complete replacement of five bridges, the reconstruction of one bridge along the reconstruction of a pedestrian tunnel and the widening of the Van Wyck Expressway. His responsibilities included observation and documentation of removal of lead paint from concrete beams in pedestrian tunnel via daily reports and pictures. He ensured crew used proper PPE during lead removal operations, and also ensured public safety during lead removal operations. Client: New York State Dept. of Transportation

Amit Mukheja
Coatings Inspector

Protective Coating of Staten Island Railroad Bridges, Staten Island, NY; 5/12-5/13. Coatings Inspector. Mr. Mukheja's responsibilities included monitoring maintenance and protection of traffic and project safety; taking field measurements, compiling data, and calculating pay item quantities; inspection of Class 1A containments which involved installation of cables and scaffolding equipment and corrugated steel platform to access the work; inspection of abrasive blasted steel to an SP10 and power-tooled steel to an SP15; inspection of cured coatings and dry film thickness to ensure proper coverage; inspection of the work area and contractor's yard to ensure materials were secured, and that the public was not affected by the contractor's equipment or material; conducting testing on cleaned steel to verify cleanliness which included profile readings and chloride testing; creating tracking logs for blasting, power tool cleaning, painting, touch-up, and punch list items; ambient temperature monitoring to ensure manufacturer's specifications were followed and coatings were applied in acceptable conditions; monitoring of mixing and thinning of a five-part coat system which included a zinc coat, a zinc stripe coat, a rust sealer, a mid-coat, and a finish coat; and monitoring of worker's safety which included ensuring workers wore the proper PPE such s half face respirators when working with lead and harnesses when working above six ft. Client: New York City Dept. of Transportation

Protective Coating BSHP Bridges, NY; 4/11-8/11. Environmental Inspector. Mr. Mukheja's responsibilities included conducting inspection of Class 1A containment to ensure proper construction and operation of the containment, ensuring proper clean up of spent waste in the containment; inspection of work area for spills and ensuring contractors' clean up and storage of waste and debris on site; assessment of Class 1A ventilation system as well as visible emission monitoring; inspection of Class 3P containment and ensuring use of HEPA vacuum and shroud on the operating tools; setting up and collecting high-volume TSP filters and personal air monitors; ensuring employee's compliance with the respirator protection, PPEs, fall protection, and personal hygiene practices in the field; inspection of hazardous waste storage, packaging, and labeling; and observing contractors' safe operation on the roadway and near public. Client: New York City Dept. of Transportation

Protective Coating of the Brooklyn-Queens Expressway, Bronx, NY; 11/10-3/11. Environmental Inspector. Mr. Mukheja's responsibilities included conducting inspection and audit of Class 1A containment to ensure proper construction and operation of the containment, ensuring proper clean up of spent waste in the containment; inspection of work area for spills and ensuring contractors' clean up and storage of waste and debris on site; assessment of Class 1A ventilation system as well as visible emission monitoring; inspection of Class 3P containment and ensuring use of HEPA vacuum and shroud on the operating tools; setting up and collecting high-volume TSP filters and personal air monitors; ensuring employee's compliance with the respiratory protection, PPEs, fall protection, and personal hygiene practices in the field; assisting with establishing regulated area monitoring; inspection of hazardous waste storage, packaging, labeling, and transportation; and observing contractors' safe operation on the roadway and near public. Client: New York City Dept. of Transportation

OMNIK Environmental Management, Inc., Norfolk, CT; Summer 2004. Intern. Mr. Mukheja was responsible for preparation and shipment of TSP and Personal Exposure Samples to the Analytical Laboratory; he also participated in TSP-lead and personal exposure monitoring activities and conducted equipment maintenance and calibration; and he provided office administrative support.

Nico Napoleoni
Inspector

Professional Profile
Mr. Napoleoni is an inspector with the following experience.

Project Experience
Brooklyn Bridge Rehabilitation of the Approach Spans and Ramps and Painting of the Entire Bridge, Contract 6, New York, NY; 8/13-Present. Inspector. This project involves construction management and inspection services for the $509-million rehabilitation of this Iconic National Landmark. The scope of work for the project includes replacement of approach roadway in Manhattan and Brooklyn over the arch blocks; rehabilitation of the Manhattan side ramp structures with widening and deck and bearing replacements; rehabilitation of the approach steel structures with full superstructure replacement of the York and Main Street structures and orthotropic deck installation at Franklin Square; seismic retrofitting of the main bridge, Franklin Square and ramp structures; painting of the ramp structures and suspended spans in their entirety; restoration of historic features. Mr. Napoleoni is responsible for performing daily quality assurance inspections during road deck and structural steel demolition and construction/installation activities. Client: New York City Dept. of Transportation

Proposed Project Assignment
Civil/Structural Inspector

Course Work
2013 - 10-Hour OSHA Training Course

Total Years Experience 1

P.C. Richards & Sons, Brooklyn, NY; 6/12-8/13. ACE/Sales. Mr. Napoleoni provided assistance to customers and maintained good and courteous customer service including providing information about the quality of the merchandise, products and brands carried in the store; processed point-of-sale cash, credit and debit card payments using a computerized terminal; manually moved or used a hand truck to move heavy merchandise from the stock area to the pick-up location; assisted in transporting and unloading curbside deliveries to stock area; and assisted in transporting merchandise to selling floor for shelving.

Armani Exchange, New York, NY; 10/11-6/12. Sales Associate/Stock. Mr. Napoleoni provided assistance to customers and maintained good and courteous customer service including assisting customers with store merchandise; keeping work area intact at all times; ensuring that the inventory was always stocked properly; and assisting in transporting and unloading curbside deliveries to stock area.

Century 21 Department Store, Brooklyn, NY; 11/10-1/11. Cashier. He was responsible for providing checkout services including processing point-of-sale cash, credit, and debit card payments using a computerized terminal; assisting customers by providing information and resolving their concerns; maintaining a clean and orderly checkout area at all times; and establishing or identifying prices of goods, services, and tabulating bills using calculators, cash registers, or optical price scanners.

Maimonides Medical Center, Brooklyn, NY; 4/10-6/10. Nephrology Department Intern. He provided office assistance to the medical team including calling to remind patients about appointments; assisting the office manager with word processing and PowerPoint projects; filing and maintaining confidential medical records; answering multi-line telephone, direct calls, and taking messages; and processing and routing incoming mail, answering correspondence, and preparing outgoing mail.

Skills
Microsoft Word, Microsoft PowerPoint, Microsoft Excel

Luis A. Nina
Construction Inspector

Professional Profile
Mr. Nina has about 10 years of experience in construction inspection and material testing. Most recently he has worked on a number of milling and resurfacing projects and is familiar with NJDOT and ARRA inspection reporting and procedures, having experience with federally funded projects.

Project Experience
NJDOT Route 206 from South of Bridge Point Road to Doctors Way; 1/14-Present. $4M. Construction Inspector. This was a State funded project, three years term agreement involving various projects in Region Central. Work was located in Hillsborough and Montgomery, Somerset County. Construction consisted in the improvement of roadway resurface of 5.35 total miles in length, of the project. Scope of Work: consisted in the repairing of roadway surface – to restore it to a level which will improve ride-ability, and includes milling of the roadway surface, removal of any unsound or locally deteriorated pavement, and placement of approved bituminous asphalt material on the following Route: U.S. 206 from M.P. 60.46 – 62.29 & M.P 62.90 – 66.42, in both directions. Inspector was responsible for inspection of the following construction: milling and paving for top surfacing: concrete work: curb, sidewalks and handicap ramps and installation of Traffic Signal Implementation. And for the addressing of punch list and all office work, which included: As-Built, reports, estimates and traffic control coordination. Client: NJDOT

Construction Inspection Services for the Proposed Interchange at U.S. Route 22 and Chimney Rock Road, Township of Bridgewater; 11/13-1/14, $57M. Inspector. This is a federally funded multidiscipline project to improve safety and achieve the current and future mobility goals of a highly congested area of Somerset County. The project will provide a full service interchange at U.S. Route 22 and Chimney Rock Road via Local U.S. Route 22 eastbound with the Mainline U.S. Route 22 depressed 18 ft. under Chimney Rock Road. The project also provides for improvements to the U.S. Route 22 corridor, generally between Interstate 287 on the western end and Thompson Avenue on the eastern as well as the widening of Chimney Rock Road between Thompson Avenue and Route 28, and the realigning and extending of Frontier Road to Chimney Rock Road. Bridge work includes the construction of a new vehicular bridge and railroad bridge over U.S. Route 22 along Chimney Rock Road as well as improvements to the existing bridge on U.S. Route 22 over the Middle Brook and the existing bridge over Interstate 287 on Chimney Rock Road. Some of the major items of work include: clearing, demolition, earthwork, ITS utility relocations aerial and underground, water, sanitary sewer, gas, electric, nightwork, concrete curb, sidewalk, drainage, milling, HMAC paving, concrete decks, steel, precast structures, retaining walls, lighting, landscaping, construction in stages complex traffic control. Duties include the on-site inspection of the contractor's means and methods for clearing, demolition, extensive utility work, structure rehab foundation excavation, steel piles, and sub and superstructure reinforced concrete bridge items, night work. Client: Somerset County

NJDOT MRRC N308 Federal Resurfacing Route 1&9 and Route 24; 10/13-11/13. $5M. Construction Inspector. This is a NJDOT funded project to improve the resurface of ~7 miles of road. Project location was between Elizabeth and Linden, at Jersey City and Mahwah, Job consisted in the reconstruction of three lanes both ways and shoulders and side streets. Inspector was responsible for the supervision of all ADA regulations at handicap ramps; striping, inlets and manhole cleaning. Also, responsible for the installation of traffic control, revision of Punch List items: cleaning, repairing, constructing. Reports and pictures documentations. Client: NJDOT

Proposed Project Assignment
Civil/Structural Inspector

Registration/Certifications
2012/ACI Concrete Construction Special Instructor
2012/NICET III-Highway Construction
2010/NICET II/Construction Materials Testing/Concrete
2010/NICET I/Construction Materials Testing/Asphalt
2010/NICET I/ Construction Materials Testing/Soils
2010/ NICET I/Underground Utilities Construction/Water & Sewer Lines
2012/Rutgers TCC Refresher; Work Zone Safety
2010/NJSAT
2013/ACI Concrete Field Testing Tech. – Grade I
2013/ACI-CCTC

Course Work
2013/Basic Bridge & Construction Inspection Safety Course
2012/NJTA Traffic Safety Training Class
2012/10-Hour OSHA
2011/Uniform Construction Code, Reinforced Concrete Special Inspector
2010/ICC, Reinforced Concrete Special Inspector
2009/Rutgers, Municipal Engineering Construction Inspection I
2009/Rutgers, Municipal Engineering Construction Inspection II
2009/8-Hour HAZWOPER
2008/40-Hour HAZWOPER
2005/Radiological Safety Training, Nuclear Moisture Density Gauge

Education
AAS/2007/Civil/Construction Engineering Tech.

Total Years Experience 10

Luis A. Nina
Construction Inspector

NJDOT Federal Resurfacing North of Evergreen Street to the Elizabeth River; 8/13-10/13. $14M. Construction Inspector. This is a NJDOT funded project to improve the resurface of 11 miles of road. Project location was between Elizabeth to Woodbridge (NJ Parkway entrance), at Union County. Job consisted in the reconstruction of two lanes both ways and shoulders and side streets. Inspector was responsible for milling 4-6 inches, paving both intermediate and top surfacing; striping both temporary and permanent, inlets and manhole reconstruction and resetting. Also, inspector was responsible for the traffic control and extraction of asphalt cores and As-Builts. Client: NJDOT

NJTA OPS A3319 Contracts P600.102B Supervision of Construction Services for Installation of Variable Message Signs – Turnpike; 9/12-8/13. $13M. Construction Inspector. Installation of state-of-the-art technology VMS/VSL signs at new and existing locations in replacement of the Turnpike's existing emergency speed warning and speed limit signs between MP 84.8 and 120.0. Project involved the installation of 27 "site-specific" VMS?VSL sign structures at all direction of traffic: SNI, SNO, NSO, NSI, SN95L/X, NS95L/X, SNE, NSE, SNW and NSW. This contract work includes foundation construction, sign structure erection, electrical and ITS work, along with the removal of existing sign structures, foundations, electronic signs and associated control systems. Inspector was responsible for the supervision of all items of work, including reports, pictures, estimates, payments, temporary and daily traffic control (at all day and night). Client: NJTA

NJTA OPS A3319 Contract P600.102E Supervision of Construction Services for Installation of Variable Message Signs – Parkway North; 2/12-09/12. $12M. Construction Inspector. Installed state-of-the-art technology VMS/VSL and support structures at new and existing locations to replace the Parkway's existing VMS/VSL signs between MP 104.55 and 171.9. Project involved the installation of 28 "site-specific" VMS/VSL sign structures at all direction of traffic: North and South. This contract work includes foundation construction, sign structure erection, electrical and ITS work, along with the removal of existing sign structures, foundations, electronic signs and associated control systems. Inspector was responsible for the supervision of all items of work, including reports, pictures, estimates, payments, temporary and daily traffic control (at all day and night). Client: NJTA

NJDOT Region North Maintenance Engineering & Operations CM/CI 2011 Term Agreement- Drainage Contracts; 10/11-02/12. $3M. Construction Inspector/Assistance RE. This is a NJDOT funded project to clean drainage system along various locations: Route 27, 28, 202 & 206. Scope of the project consisted in the supervision for two contracts – the Storm Sewer Cleaning/Video Inspection Contract and the Storm Sewer Repair Contract. Duties included the on-site inspection of the contractor's means and methods for cleaning and hauling as well as process of filming video of the construction and payment applications, TIR reports and pictures. Client: NJDOT

NJDOT Southern Term Agreement 2009 – TO 5, Maintenance Roadway Repair Contract No. S-304, DP 10443; 5/11-10/11. $6M. Construction Inspector. This was a State funded project, three years term agreement involving various projects in Region South. The majority of the work was located Warren, Sussex, Morris, Passaic, Bergen, Essex, Union, and Hudson Counties. For agreement A, B, and C; and Atlantic, Burlington, Camden, Cape May, Cumberland, Gloucester and Salem Counties for Agreement D, E and F. Construction consisted in the improvement of roadway resurface of 7.59 total length of the project. Scope of Work: consisted in the repairing of roadway surface – to restore it to a level which will improve ride-ability, and includes milling of the roadway surface, removal of any unsound or locally deteriorated pavement, and placement of approved bituminous asphalt material on the following Route: U.S. 40 from M.P. 28.58 – 29.5; M.P 32.65 – 36.24; M.P. 51.5 – 52.13 and M.P. 63.55 -64.14 (all in both directions). And Route: 322 from M.P. 49.99 – 50.20 in both directions. Inspector was responsible for the supervision of the following construction: milling and paving both intermediate and top surfacing: concrete work: curb, sidewalks and handicap ramps. Also, construction of drainage systems, loop detectors, signs installations, core extraction, striping and punch list. Office work included: reports, pictures, As-Built, estimates and traffic control coordination. Client: NJDOT

Christopher O'Donnell
Assistant Resident Engineer

Professional Profile
Mr. O'Donnell has gained extensive experience in the field of construction in a variety of specialty areas involving transportation construction. This experience includes bridge reconstruction and repairs, pile layout and pile driving inspection, construction of footings, abutments and stem walls, testing of concrete during its placement, maintenance of traffic, and utility relocations and installations.

Proposed Project Assignment
Civil/Structural Inspector

Registration/Certifications
2013/Rutgers TCC Refresher
2010/ACI-CCTC
2009/ACI Concrete Field Testing Tech – Grade 1
2012/NJSAT
TWIC

Education
BS/1990/Civil Engineering; AS/1987/Civil Engineering

Total Years Experience 26

Project Experience
Delaware River & Bay Authority – Task Order Inspection Services; 2/05-6/11; 6/14-Present, $75M. Resident Engineer/ Senior Inspector. GPI provided construction inspection/management services on a task order basis, for various projects on the DRBA facilities. ($3M Consultant Fee) Mr. O'Donnell was responsible for all aspects of the construction inspection for more than ten task orders, including an electrical service upgrade contract to the Delaware Memorial Bridge; Miscellaneous Structural Work on the DMB including joint repairs, deck repairs and structural steel repairs; and a major interchange project on Routes 295/Route 13. He was responsible to schedule, coordinate, attend and document all progress meetings, meetings with outside agencies or officials/ community representatives; process shop drawings and RFIs; request and approve material certifications, review and approve catalog cuts and methods of work and equipment; assure compliance with the contract plans and specifications; document daily inspection reports; evaluate and approve the quality and workmanship of all contract work; maintain as-builts; maintain orderly records of project progress, quantities and costs; process contractor Pay Certificates; review Contractor's claims/requests for change orders and make recommendations to the DRBA. Client: DRBA

Representative projects include:

- DMB 04-01 – NB I-295 Realignment. DelDOT Coordination. ($27.5M, 2010-3/11)
- DMB 05-01R – Elevator Replacement/Miscellaneous Steel Work. Work includes: exterior freight and catwalk repairs miscellaneous repair items. ($12M, 8/10-6/11)
- CMLF 08-02 – Freeman Highway Bridge Rehabilitation, Lewes, DE. Punch-list items remain, contract item #100, FRP, weather sensitive. ($2.5M, 3/10 -12/10)
- DMB 09-02 – Deck Resurfacing & Overpasses. ($1.5M, 3/10 -1/11)
- DMB 10-01 – Repainting West Girders, 1st Structure – Spot Coat. ($1M+/-, 11/10-4/11)
- DMB 10-02 – Repainting West Girders, 2nd Structure – Full Coat. ($2M+/-, 11/10-4/11)
- DMB 08-01 Repainting East Truss – Structure 2. Full coat system, lower splice plate bolt replacement, slip critical connections. ($3M+/-, 3/09-8/10)
- DMB 08-02 – Repainting Suspended Back Spans, Structure 1. Spot coat throughout with North fascia, full coat. ($1M+/-, 3/09-8/10)
- DMB 08-03 – Deck Repairs & Resurfacing. Majority of work concentrated on SB approach road bridges 4, 5, 6, 7 & 8. Traffic shifts & temporary stripping, etc. ($2M+/-, 3/09-8/10)

NJTA OPS P3448 Garden State Parkway Widening MP 90.5 to 93.5 (Contract P200.200, $75M) & MP 93.5 to 99.5 (Contract No. P200.201, $101M); 1/13-6/14. Assistant Resident Engineer. These contracts involved the restoration of shoulders and other safety improvements by widening the GSP mainline to provide for 12-foot-wide left and right shoulders and 12-foot-wide travel lanes and incorporating current NJTA standards for pavement super-elevation and transitions, roadside treatments, and roadside clear zones. Contract P200.200 included the replacement of seven bridges, the widening and redecking of two existing bridges, the water management basins, signing, lighting, and other miscellaneous work necessary and incidental to the completion of the project. Contract P200.201 included the replacement of three bridges, the widening and redecking of seven existing bridges, the extension of existing culverts, construction of 13 new permanent sign structures, drainage improvements, 14 storm

water management basins, signing, lighting, and other miscellaneous work necessary and incidental to the completion of the project. Client: NJTA

Commodore Barry Bridge Miscellaneous Structural Repairs (CB-18-2010), Camden, NJ; 6/11-12/12, $20M. Assistant Resident Engineer. GPI performed construction management services for the Commodore Barry Bridge Miscellaneous Structural Repairs project. The work included the rehabilitation and/or replacement of bearings, gusset planes, steel barrier, below deck walkway modifications plus miscellaneous concrete and spall repairs to the Commodore Barry Bridge and one approach bridge at US Route 322 over US Route 130. Duties included being the Owner's direct on-site representative to the contractor, direct supervision of a Construction Project's Field Inspection/Engineering staff, performing quality assurance oversight of major items of work in progress and/or ensuring that the project is constructed in accordance with the plans and specifications for the owner, checking accuracy of inspection reports, monitoring progress schedule and progress, resolving conflicts between inspection staff and contractor, preparing change orders, preparing monthly pay estimates and project close-out. Client: DRPA

NJTA Contract R-1464 Pile Repairs Maintenance District No. 1, Stream Crossings Mile 0 to Mile 19, Salem and Gloucester Counties, NJ; 6/03–2/05, $2.5M. Resident Engineer. Construction supervision of concrete pile repairs and pile encapsulation with fiber wraps and prefabricated shells, substructure spall repairs and waterproofing, and replacement of existing bearings with elastomeric bearings on five bridges. Responsible for all aspects of the Resident Engineering and construction inspection activities on the project including but not limited to: the daily assignment and supervision of the inspection staff; the review of all inspector daily reports and project source documents; conducting regular progress meetings; review of contractor schedules; coordination with NJTA Traffic Operations; the preparation and review of Payment Certificates and change orders; in addition to functioning as a construction inspector on all of the various work items on the project. Also performed extensive concrete testing of existing piles and developed an alternatives analysis report for a future pile rehabilitation contract (Contract R-1489). Client: NJTA

NJTA Contract R-1418 ($2.1M) and Contract R-1438 ($5.8M) Miscellaneous Structural Repairs, Mile 0 to Mile 122 and the PHMTE and the NBHCE, NJ; 2/02-5/03. Assistant Resident Engineer for structural repairs on 15 bridges throughout the NJ Turnpike. Repairs included structural steel repairs to bridge girders, structural steel repairs on fracture critical box beams, structural repair and rehabilitation to steel bearings, replacement of steel rocker bearing with elastomeric bearings, pier and abutment spall repairs, removal and replacement of pier bent column encapsulation to investigate column conditions, and substructure waterproofing. Contract R-1438 involved construction supervision for repairs to piers including partial depth pier reconstruction, spall repairs, waterproofing, and repair of granite block pier bases. Project responsibilities also included preparation of Payment Certificates, review of change orders, review of lane closing requests, review of contractor's material and procedural submissions, processing of shop drawings, review and monitoring of project progress schedules, review of additional work cost estimates, and assignment of additional work areas. This contract also involved coordination with the NJDOT for traffic control; and coordination with railroads. Client: NJTA

NJTA, Miscellaneous Structural Repairs Mile 0 to Mile 122 and the PHMTE and the NBHCE Contract R-1380, NJ; 2/01-1/02, $3.5M. Assistant Resident Engineer. Project involved construction supervision for structural steel repairs, substructure spall repairs, pier cap reconstruction on Str. No. 105.18, overhead sign structure foundation repairs and foundation reconstruction, bridge jacking and bearing replacement and repairs. Responsibilities included layout of work areas, daily inspection of work, calculating quantities for payment, assisting with preparation of Payment Certificates and change orders, and as-built drawings. Client: NJTA

DRPA, Benjamin Franklin Bridge Main Suspension Span Rehabilitation, Camden, NJ and Philadelphia, PA; 2/00-1/01, $18M. Assistant Resident Engineer. Project included the inspection of structural repairs including rehabilitation of the concrete anchorage, concrete parapets, dehumidifying structures, and mechanical equipment; containment of lead waste; repair of wires, and compaction and re-wrapping of wires. Responsible for daily inspection, preparation of reports and pay estimates, reporting directly to the Resident Engineer and coordinating the work with two other inspectors. Client: DRPA

John O'Har
Inspector

Professional Profile
Mr. O'Har has over 40 years of construction experience completing numerous successful projects in the New York and New Jersey metropolitan area ranging from developments, gut rehabilitation, retrofitting, tenant construction and site work. He also has experience in heavy construction including foundations, utilities, drainage and road construction.

Proposed Project Assignment
Civil/Structural Inspector

Registration/Certifications
ACI Concrete Field Testing Technician Grade 1

Course Work
2007 - 10-Hour OSHA Training Course

Total Years Experience 46

Project Experience

2011-2014 Port Authority On-Call Construction Management Services - Staten Island Bridges Rehabilitation, Staten Island, NY; 9/11-Present. Inspector. The project involves construction inspection for structural, civil, mechanical, electrical, and bridge painting services for the three Staten Island Bridges operated by the Port Authority of New York & New Jersey. Mr. O'Har is involved on the following assignments:

- **Contract AK-192 Maintenance Pavement Repairs at the Goethals Bridge and Outerbridge Crossing**. This project involves identifying sections of roadway surface to be repaired. Mr. O'Har is responsible for the layout and supervision of same repairs.
- **Contract AK-189 Structural Steel Rehabilitation**. This project involves location and layout of priority repairs. He is responsible for overseeing lead abatement at repair areas and installation of structural steel as per contract drawings.

Client: Port Authority of NY & NJ

2006-2010 Port Authority On-Call Construction Management Services - Staten Island Bridges Rehabilitation, Staten Island, NY; 2/07-9/11. Inspector. The project involved construction inspection for structural, civil, mechanical, electrical, and bridge painting services for the three Staten Island Bridges operated by the Port Authority of New York & New Jersey. Mr. O'Har's responsibilities at the Bayonne Bridge included structural steel repair on the underside of the roadway at the New York and New Jersey viaducts and approaches; miscellaneous repairs at suspender cables; arch chord protection at roadway lower arch interface; steel plating (hardening) of chord box; and replacement of air handler and associated piping and ductwork at toll house. Client: Port Authority of NY & NJ

George Washington Bridge Rehabilitation, Fort Lee, NJ; 10/02-2/07. Inspector. This $100-million contract involved Class 1A containment of both towers of this structure over the Hudson River involving the removal of existing lead paint and the application of a new three-coat system to approximately 2.1 million sq ft of steel. Projects Mr. O'Har has been involved on include New York and New Jersey anchorage dehumidification; installation of structural steel, catwalks and stairs, wire rope enclosure profile, and tension membrane fabric. The project also included installation of dehumidifiers, controls, and power supply including 4160 KV switchgear, and facility priority improvements involving the rehabilitation at the George Washington Bridge Bus Station. Various contracts included installation of new elevator and escalators, main entry doors, bus shelters, ventilation fans and controls, and tenant space rehabilitation. Mr. O'Har was involved with paving of bridge span and departure roadways; and installation of drainage and catch basins. Mr. O'Har acted as liaison between the Port Authority, contractor representatives, and subcontractors and was involved with the inspection and testing of work installed and ensured contracts were fulfilled. A portion of this project involved the seismic retrofit of New York approach structures involving shoring and jacking of columns for removing and replacing bearings; installation of restrainer brackets and cables; and jacketing of concrete columns supporting approach ramps. Mr. O'Har worked on the rehabilitation of Hudson Terrace and Ramps TR2/TR3 which included installation of structural cantilever parapet over eastbound lower level lanes; paving; milling and application of waterproofing; bridge deck membrane over lower level approach lanes to bridge span. The project also included site work, installation of steel faced curbs and sidewalks. Client: Port Authority of NY & NJ

John O'Har
Inspector

While with other firms, 1977-1993, Mr. O'Har obtained the following experience:

He provided construction inspection services for the Port Authority of NY & NJ at PATH, their commuter rail system, The Journal Square Transportation Center and at the George Washington Bridge.

He provided construction inspection services for the rehabilitation of The Journal Square Transportation Center's parking facility and rigging the removal and installation of new cooling towers on the facility's roof.

Mr. O'Har acted as lead night-time inspector for over six years at the George Washington Bridge, coordinating roadway closures and overseeing various contracts including, but not limited to, paving of the bridge span and its approaches, installation of sign foundations and new sign structures, new electrical feeds to expressway lighting, structural steel repair, rebuilding of the Lemoine Avenue overpass and various rehabilitation projects at the George Washington Bridge Bus Station.

Mr. O'Har was involved with the installation of up to 30-in. diameter steam and dual temperature water lines from a self-supporting generating plant at Roachdale Village, a 32-building cooperative complex in Queens.

Mr. O'Har was involved with the rehabilitation of DEP pump stations in Queens and Manhattan. The scope of work consisted of major excavation and shoring, dewatering, installing pipes, manholes, valves, and wiring a leak detection system.

He was involved on various rehabilitation projects for NYCDOT, TBTA and the PA NY & NJ. He worked at various bridges, tunnels, ports and airports in the New York City metropolitan area. He is experienced in environmental projects involving specialty products (geotechnical materials, erosion control liners) and coordination with state and federal environmental agencies.

Mr. O'Har was involved in the construction of three warehouse buildings in Queens.

Mr. O'Har was involved with the layout and construction of a field house and two baseball fields on Gun Hill Road for the New York City MTA, built to Parks Dept. Specifications.

He was involved with the rehabilitation of a Rutgers University parking deck including major structural slab shoring, bracing, removal and replacement.

He was involved with concrete repair and waterproofing.

Mr. O'Har worked on Public Works projects for the City of New York, Dept. of Environmental Protection and Dept. of General Services.

Hew was involved with tenant construction of commercial office space in Manhattan.

He was involved with the supervision of projects from demolition to completion, including layout, coordination of all trades, interacting with sub-contractors, management and clients.

He was involved with general contracting: underpinning, foundations and concrete construction.

Mr. O'Har was involved with the rehabilitation of two New York brownstones into luxury co-operative apartments.

Marcus Olivo
Inspector

Professional Profile
Mr. Olivo is an inspector with experience on major bridge and viaduct reconstruction and rehabilitation projects in the New York metropolitan area. These projects include work associated with the complete replacement of entire bridge systems including, but not limited to, structural steel; bearings; expansion joints; decks; and coatings.

Proposed Project Assignment
NACE Inspector

Registration/Certifications
2007/ACI Concrete Field Technician Grade 1
2009/NACE Coating Inspector Level 1 - Certified
2008/NICET III

Education
MS/2012/Construction Management
BT/2008/Facilities Management
AAS/2006/Construction Management Technology

Course Work
2014 - OSHA Lockout/Tagout - Control of Hazardous Energy (2017)
2014 - NYC DOB 4-Hour Supported Scaffold (2018)
2014 - NYC DOB Confined Space Awareness
2011 - AWS Certified Associate Welding Inspector Trained
2010 - 40-Hour Site Safety Managers NYCDOB
2009 - SSPC C-3 Supervisor/Competent Person for Deleading/NY
2008 - 30-Hour OSHA Training Course
10-Hour OSHA Training Course
2008 - 1-Hour Lead Awareness Training Class

Professional Affiliation
American Society of Civil Engineers (ASCE)

Total Years Experience 8

Project Experience
2011-2014 Port Authority On-Call Construction Management Services - George Washington Bridge, Fort Lee, NJ; 4/13-Present. Inspector. This project involves joint replacement of the upper level deck. The project also involves the replacement of orthotropic deck, scupper and pipe run replacement, expansion finger joint repairs, main/secondary floorbeam repairs, stringer and stringer bearing repairs, deck rib connections, barrier repairs, paving, and coordination of maintenance of traffic. Mr. Olivo is responsible for coordinating lane closures between the contractor and the GWB facility, daily inspection and oversight of contract work which includes rivet removals, removal of existing steel members, high-strength bolt installation for contract flag and routine repairs. He has also monitored protective coating operations from paint removal, to surface preparation, and application of new protective coatings and has also kept track of time and material/net-cost claims for verification of work performed against claims being submitted. Client: Port Authority of NY & NJ

Reconstruction of Willis Avenue Bridge, New York, NY; 1/10-4/13. Inspector. This project involved replacement of the existing movable bridge and approaches with a new structure, built offline from the existing structure. Mr. Olivo's responsibilities included monitoring and inspection of Fiberglass Reinforced Plastic (FRP) Piles being driven into the Harlem River for the fender system around the new bridge piers; monitoring the installation of the false work required to set up the pre-cast concrete template needed to drive FRP Piles and pour concrete beams of the fender system; performing concrete test of many different classes of concrete used in the construction of the Willis Avenue Bridge's River piers in the Harlem River; providing welding inspection for the welding of shear stud connectors onto Caissons which formed ring beams around the caissons; monitoring iron workers who were performing field splices of tub girders using high strength bolts following the NYS Steel Construction Manual's specification; and monitoring and inspecting the installation of epoxy coated reinforcing bar used in the construction of the new bridge's retaining walls, columns, piers, and pier caps. Mr. Olivo also performed inspections on the coating application of the field bolted connections and splice plates. These inspections consisted of monitoring mixing of paint kits; checking weather conditions prior to painting; and checking surface preparation and actual coating application. He performed Dry Film Testing (DFT) on all coats being applied as per the SSPC-PA2 standards. During night shift operations, he monitored the demolition of the existing structural steel bridge piers, stringers, and concrete deck. Mr. Olivo also monitored the demolition of temporary structures which included demolition of concrete decks barrier and steel columns; the demolition of the existing bridge's river piers in the Harlem River; inspection of the driving of sheet piles for construction of a cofferdam around the existing bridge piers for future demolition; conducted field soundings to verify tip elevations of all sheet piles driven; and inspected field welds for temporary brackets installed for installation of the interior wale beam. Mr. Olivo also acted as the lead inspector for the entire Willis Avenue Bridge paint touch-up operation. He conducted field inspections to ensure proper surface preparation and feathering was performed as per the NYCDOT specification; monitored and inspected form work erection, rebar installation, and concrete placement for the river pier fender system; monitored rub and patch operations for various concrete structures; and inspected

installation of stainless steel and fiber glass hand rails, including anchor bolts, drilling and grouting, and alignment of hand rails. He also performed MPT inspections for single and double lane closures on the Major Deegan Expressway as well as on the FDR Drive, ensuring all MPT devices were in place at their proper locations; ensured all stipulations of the permit allowing lane closures were enforced as required; kept track of temporary construction signs during installation and removal, including releasing payment quantities; acted as MPT inspector for full bridge closures of the swing span for mechanical testing purposes which included phoning Traffic Enforcement Agents and ensuring they were at their required posts for the duration of full bridge closure; and notified all required agencies prior to full bridge closures or lane closures and notified them when the work was complete and the all lanes were open to traffic. Client: New York City Dept. of Transportation

Rehabilitation of the Brooklyn-Queens Expressway (I-278), Park Avenue Viaduct, Kings County, NY; 11/07-12/09. Inspector. This $138-million project involved construction engineering and inspection for the widening, redecking and repainting of this 850,000 sq ft viaduct with complex MPT on and below this heavily traveled structure. His responsibilities included the monitoring and inspection of welders and welds to make sure that they complied with welding procedure specifications (WPS); performing concrete testing of the structural concrete which included slump tests and air tests; casting the cylinders which were sent out for destructive testing; and overseeing the removal of paint on the steel structures, the placement of concrete barrier, installation of pedestrian safety fencing, and monitoring installation of light pole foundations, light poles, electrical conduit and electrical conductors. He also monitored iron workers during prep work of column base plate retrofit to see that the steel was cleaned properly and was able to be welded. He assisted senior inspectors during night shift to inspect that the proper MPT layout was followed; assisted with blast inspection of existing steel to be painted and inspection of field applied paint systems; monitored paint to ensure intensity of the paint was as specified; monitored containment for visible emissions of lead dust; and performed dry film thickness (DFT) test to make sure paint applied thickness was as specified. Client: New York State Dept. of Transportation

Manhattan Bridge Rehabilitation of Lower Roadways, Contract 11, New York, NY; 11/06-11/07. Mr. Olivo served as an inspector on this $150-million project that involved the reconstruction of lower roadway; removal and replacement of floorbeams, stringers, bearings and deck in main span and side spans; rehabilitation of anchorage chambers; installation of new lighting and traffic signs on lower roadway; rehabilitation of travelers in suspended spans; replacement of maintenance platforms at towers; painting of bridge in suspended and approach spans; and repair of flagged conditions. He was responsible for the overview of the removal of the old floorbeams, stringers, diaphragms, cross beams, steel barriers and deck panels and overseeing the installation of the new structural steel members, which included the floorbeams, stringers, diaphragms, and grid deck panels; he made sure ironworkers torque bolts were correct and replaced them if they were not; approving cleanliness of connection prior to priming before the new floor beam was installed; overseeing the excavation of asphalt, sub-base concrete and miscellaneous excavated material; checking to make sure all grades were correct and no utilities were damaged in the process of excavating; overseeing the process of backfilling and assuring the material was rolled properly to pass compaction test; and inspecting formwork to assure its integrity before placing concrete. Client: New York City Dept. of Transportation

Macombs Dam Bridge over the Harlem River Rehabilitation, Contract #BRX287R, New York, NY; 6/06-11/06. Inspector. This $145-million rehabilitation project included structural steel replacement and reinforcement for ±3,000 ft total length of viaducts, a camelback, a swing span, ramps over Metro-North Railroad, structures over Harlem River Drive and Major Deegan Expressway. Mr. Olivo's responsibilities included filing inspectors' daily reports; completing engineers' daily diaries; inspection during night work; filing and processing all documents related to project; completing items pertaining to project closeout; assisting in the review and preparation of monthly progress and extra work payments to the contractor; inspection during night work in assisting senior inspectors for the mechanical operations of the swing span as well as inspecting the set up of the MPT for full bridge closures; inspection of subbase material placement and grading; testing of concrete and inspection of concrete placement for the sidewalks below the viaduct (+/- 4,000 lin ft long, 40 ft. wide); inspection of steel faced concrete curb installation (+/- 4,000 lin ft) including 20 ea handicap ramps; inspection of asphalt placement; miscellaneous punch list work items such as painting of structural steel, minor structural steel repairs. Client: New York City Dept. of Transportation

Nzinga Porter
Inspector

Professional Profile
Ms. Porter is an assistant office engineer with strong communication, organizational and technical skills within the construction engineering field. She possesses the following experience.

Proposed Project Assignment
Civil/Structural Inspector

Registration/Certifications
2009/ACI Concrete Field Testing Technician Grade 1

Education
BS/2006/Civil Engineering

Course Work
2011 - Confined Space Training Program
2007 - 10-Hour OSHA Training Course, #2753
2007 - 12-Hour Confined Space Entry
2007 - Underground Tunnel Safety Course

Total Years Experience 9

Project Experience

Brooklyn Bridge Rehabilitation of the Approach Spans and Ramps and Painting of the Entire Bridge, Contract 6, New York, NY; 2/10-Present. Inspector. This project involves construction management and inspection services for the $509-million rehabilitation of this iconic national landmark. The scope of work for the project includes replacement of approach roadway in Manhattan and Brooklyn over the arch blocks; rehabilitation of the Manhattan side ramp structures with widening and deck and bearing replacements; rehabilitation of the approach steel structures with full superstructure replacement of the York and Main Street structures and orthotropic deck installation at Franklin Square; seismic retrofitting of the main bridge, Franklin Square and ramp structures; painting of the ramp structures and suspended spans in their entirety; restoration of historic features. Ms. Porter's responsibilities include verifying and ensuring that the contractor does work that complies with the NYCDOT specifications; recording daily field logs and making payments; and covered inspection of micropile installations for the widening of Ramp A at the Brooklyn Bridge Contract No. 6. Client: New York City Dept. of Transportation

Williamsburg Bridge Reconstruction of Miscellaneous Rehabilitation of the Main Bridge, Contract 8, #BRC253CCA, New York, NY; 9/07-Present. Assistant Office Engineer. This $280-million project involved the construction engineering and inspection for the rehabilitation of the main bridge. The scope of work for the project included abrasive blasting and painting of main bridge stiffening trusses, rehabilitation and strengthening of the main towers, rehabilitation of the intermediate towers and installation of seismic shear keys, main cable saddle repair and restraint, rehabilitation of wind tongue and wind chord, main tower and intermediate tower bearing installation, main tower leg removal and replacement, stiffening truss top and bottom chord rehabilitation, traveling maintenance platform installation, re-profiling of main span vertical curve by incrementally adjusting suspender cables, modification of orthotropic footwalk deck expansion joints, waterproofing and surfacing of orthotropic roadway deck, installation of ornamental balconies and electroliers, integration of intelligent transportation operating system, seismic retrofit of the intermediate towers, installation of contraflow barrier and erection of barrier transfer machine facility, including augured concrete piles. Ms. Porter's responsibilities included preparing monthly contract and change order payments for the project (CEES), reviewing item specifications, material certifications and payment quantities, and maintaining database of construction correspondence. Client: New York City Dept. of Transportation

As a structural engineer with another firm, 4/07-8/07, Ms. Porter performed structural analyses of superstructures and substructures, designed simple beams, columns, sheeting and various substructures, and determined cause of structural failures, damages and defects through detailed reports.

Nzinga Porter
Inspector

As a construction office engineer, 7/06-3/07, she assisted the resident engineer in management of construction contracts, submittals, and transmittals; maintained database of construction correspondence for suitability and completeness; read and interpreted schematic design and construction drawings (AutoCAD); worked to ensure construction progresses as scheduled and contract specifications are adhered to; revised and edited addenda and specifications to provide quality assurance and accurate estimations; performed various inspections on construction site; and estimated and quoted prices for design and construction costs (Cost Works/ RS Means & Excel).

As a bridge/structural design intern, 5/05-11/05, she assisted in preparing final contract documents (Microstation); read and interpreted schematic design and construction drawings; and enhanced teamwork, time management, CAD skills, and problem solving proficiencies.

As a student assistant at L.C. Smith College of Engineering & Computer Science, Syracuse University, NY, 8/04,5/05, Ms. Porter managed a community outreach program for the development and implementation of students K-12; visited area schools to educate and mentor students about various fields of engineering; recruited and organized student volunteers for annual 2004 Build Em' & Bust Em' Bridge Building Competition; and served as a judge for the annual Syracuse 2005 Mouse Trap Race Car Competition.

Software
Windows 98/2000/Me/ XP, Microsoft Excel, Access, PowerPoint, Word, MathCAD, AutoCAD, MicroStation

Richard Procaccio
Senior Coatings Inspector

Professional Profile
Mr. Procaccio is an experienced coatings inspector for bridge reconstruction and painting projects.

Project Experience
REI Services in Connection with the Protective Coating of Various Bridges in the Bronx, Bronx, NY; 11/13-Present. Chief Inspector/Office Engineer. This project involves resident engineering and coatings inspection during repainting of various bridges in Bronx, NY. Mr. Procaccio is responsible for reviewing the contractor's submittals which include the schedule, painting plan, and certifications; coordination with the contractor and community for the incorporation of MPT permits, plans and layouts with OCMC-Highways; organization and filing of all project documentation; maintenance of all project documents per NYCDOT MURK, including Inspector's Daily Reports, payment Items, and Monthly Payment Requisitions; creating bridge schematics with accurate field calculations for blasting and painting tracking purposes; maintenance of computerized engineer's estimate system; maintenance of computerized contractor's payment and quantity record system using Microsoft Access database and Microsoft Excel spread sheets; verification of MPT on the roadways surrounding and including the work zone; inspection of Class IA Containment Systems which were used from both rapid deployment, and tarp-to-grade abrasive blast preparation operations, installation of cables and scaffolding equipment; inspection of abrasive blasted steel to an SP-10 and power tooled steel, cleaned to an SP-6 or SP-15; conducting testing on cleaned steel to verify level of cleanliness which included profile readings and salt testing; Ambient Temperature monitoring to ensure that the manufacturer's specifications and MSDS' were followed and all coatings were applied in the acceptable conditions; monitoring the mixing and thinning of a five-part coating system which included a zinc coat, a zinc stripe coat, a rust sealer, an intermediate coat and a finish coat; inspection of cured coatings and taking Dry Film Thicknesses (DFT) to ensure proper coverage was applied. Client: New York City Dept. of Transportation

Staten Island Railroad Bridges, Staten Island, NY; 5/11-11/13. Office Engineer/Sr. Coatings Inspector. This project involved resident engineering and inspection services in connection with protective coating of Staten Island Railroad (SIRR) Bridges. Mr. Procaccio's responsibilities included reviewing the contractor's schedule; requesting and/or implementing necessary adjustments during the project duration; reviewing and approving the contractor's submittals; coordinating between the MTA, SIRTOA, contractor and community; maintenance of all project documents per NYCDOT MURK, including Inspector's Daily Reports, Payment Items, and Monthly Payment Requisitions; keeping all office and project documentation; maintenance of computerized engineer's estimate system; maintenance of computerized contractor's payment and quantity record system using Microsoft Access database and Microsoft Excel spread sheets; verification of MPT on the roadways surrounding and including the work zone; inspection of class 1A containments which included drilling into retaining walls, installation of cables and scaffolding equipment and corrugated steel elevated platform that were used to access the work; inspection of abrasive blasted steel to an SP-10 and power tooled steel, cleaned to an SP-6 or SP-15; conducting testing on cleaned steel to verify level of cleanliness which included profile readings and salt testing; Ambient Temperature monitoring to ensure that the manufacturer's specifications were followed and all coatings were applied in the acceptable conditions; monitoring the mixing and thinning of a five-part coating system which included a zinc coat, a zinc stripe coat, a rust sealer, a mid-coat and a finish coat; inspection of cured coatings and taking Dry Film Thicknesses (DFT) to ensure proper coverage was applied. Client: New York City Dept. of Transportation

Proposed Project Assignment
NACE Inspector

Registration/Certifications
2013/NICET IV
2003/NACE Certified Coating Inspector Level 3
2009/ACI Concrete Field Testing Technician Grade 1
2011/NYCT Track Safety Certified/NY

Education
Diploma/2002/Paint Theory and Practicum, Structural Coatings

Course Work
2012-SIRR Roadway Worker Basic
2008 - NYCDOT Lead Supervisor Course, #[redacted]
2006 - 30-Hour OSHA Construction Safety & Health Training Course

Total Years Experience 14

Richard Procaccio
Senior Coatings Inspector

Williamsburg Bridge Reconstruction of Miscellaneous Rehabilitation of the Main Bridge, Contract 8, #BRC253CCA, New York, NY; 9/09-5/11. Coatings Inspector. This $280-million project involved the construction engineering and inspection for the rehabilitation of the main bridge. Mr. Procaccio's responsibilities included ensuring that all structural steel work followed approved drawings and specifications; north/south truss diagonal repairs, floor beam web repairs, bottom chord lacing bar/batten plate replacement and lateral brace repairs; calibrating the torque wrench and checking all new connections for proper torque; monitoring all painting activities that took place; ensuring ambient conditions were within an acceptable range for coating the steel; inspecting coated surfaces including checking that the coating was free of any defects, and taking wet film thicknesses and dry film thicknesses; monitoring the mixing and thinning of two and three part coating system; performing numerous steel inspections ranging from SP-1, SP-2, SP-3 and SP-5 levels of cleanliness; and he was also responsible for all destructive and non-destructive inspections on the coating system. Client: New York City Dept. of Transportation

Protective Coating of Grand Central Parkway over BQE Bridges, Queens, NY; 7/08-9/09. Coatings Inspector. This project involved resident engineering inspection, environmental monitoring/hazardous waste management and construction support services for the protective coating of five Grand Central Parkway/BQE bridges. Mr. Procaccio's responsibilities included daily monitoring of ambient conditions for coatings applications; inspection of sand blasted steel to an SP-10 finish and inspection of power tool cleaned steel, to an SP-6 or SP-15 finish to ensure the level of cleanliness as required in the job specifications; inspection of a four part coating system that includes a primer, a rust sealer, an intermediate, and a top coat. Inspections were done to verify proper coating thickness and coverage as well as to determine if the coating is cured for the following paint application. He also prepared a daily work report noting the day's work activities which included start and stop times, man power, equipment, locations, paint batch numbers and dates and general notes. Client: New York City Dept. of Transportation

Queensboro Bridge Lead Paint Removal and Protective Coating, Contract BRC231P, New York, NY; 5/04-11/06. Coatings Inspector. This $170-million project involved the erection of containment structures, abrasive blasting and lead paint removal for the entire East River Bridge, and the application of a three-coat painting system. Mr. Procaccio's responsibilities included daily monitoring of ambient conditions for coatings applications; inspection of sand blasted steel to ensure the level of cleanliness as required in the job specifications; and inspection of a three-part coating system which includes primer, intermediate coat, and top coat. Inspections were done to verify proper coating thickness and coverage as well as to determine if the coating is cured for the following coat. He also filed daily reports that detailed the day's work and progress. Client: New York City Dept. of Transportation

Robert F. Kennedy (Triborough) Bridge Deck Replacement on Suspended Spans and Queens Viaduct - TB-64A, Queens, NY; 11/03-5/04. Coatings Inspector. Mr. Procaccio's responsibilities included daily monitoring of ambient conditions for coatings applications; inspection of hand/power tool cleaned steel to ensure the level of cleanliness as required in the job specifications; inspection of three-part coating system which includes primer, intermediate coat, and top coat. Inspections were done to verify proper coating thickness and coverage as well as determining if the coating is cured for the following coat. He also filed daily reports that detailed the day's work and progress. Client: Triborough Bridge and Tunnel Authority

Manhattan Bridge Rehabilitation of North Spans over East River, Contract 10, #BRC156C, New York, NY; 8/02-10/03. Inspector for this $175-million project which involved rehabilitation of the north upper roadway approach and suspended spans. His responsibilities included daily monitoring of ambient conditions for coatings applications; inspection of hand/power tool cleaned steel to ensure the level of cleanliness as required in the job specifications; inspection of three-part coating system including primer, intermediate coat, and top coat. Inspections were done to verify proper coating thickness and coverage as well as determining if the coating is cured for the following coat. He also filed daily reports which detailed the day's work and progress. Client: New York City Dept. of Transportation

Manhattan Bridge Reconstruction, Painting and Interim Rehabilitation, Contract #BRC1568C, New York, NY; 4/99-10/01. Inspector. This $124-million project involved the rehabilitation of the Manhattan plaza area, Manhattan Arch and Colonnade; replacement of the structural steel stringer and floorbeam support system for the west side subway tracks; replacement of truss bearings on top of the piers of both approach spans; rehabilitation of eyebars anchoring one of the main suspension cables; and removal of existing paint from the entire west side, both towers and two main cables, and replacing with new coating. Client: New York City Dept. of Transportation

Maria Reiher
Coatings Inspector

Professional Profile
Ms. Reiher has ten years of experience in the coatings industry. She has experience as a health and safety supervisor for commercial buildings and superstructures. She also has additional experience as a lead abatement supervisor and a quality control supervisor.

Proposed Project Assignment
NACE Inspector

Registration/Certifications
2013/NACE CIP Level I
2013/SSPC C3/C5
2012/Rutgers TCC Designation
2012/Work Zone Safety Awareness
2011/OSHA 30 Hour Construction Industry

Course Work
2012/NJ Lead Abatement Supervisor Refresher
Commercial Buildings and Structures
2011/SSPC Quality Control Supervisor (QCS)

Total Years Experience 10

Project Experience
DRJTBC Easton Phillipsburg Bridge CM-437A; 6/13-Present, $29.6M. Coatings Inspector. This project is a multi-faceted rehabilitation of the Easton-Phillipsburg (Route 22) Toll Bridge and related facilities. Rehabilitation project elements include bridge painting, pavement repairs, deck replacement and repair, substructure repairs, bearing replacement, electrical upgrades and toll plaza upgrades. Project includes multiple bridge structures: Main River Bridge, Broad Street Viaduct, Route 22 over SR 611, Route 22 over Bank Street, Route 22 over 3rd Street and the pedestrian tunnel at Bushkill Street. The rehabilitation project elements include: pavement repairs and reconstruction throughout the facility; Main River Bridge and Broad Street Viaduct (deck removal and replacement, cleaning and painting of all structural steel, rehabilitation/replacement of deck drainage system, structural steel and substructure repairs as defined per inspection, and rehabilitate pedestrian railing); remove and replace superstructure of the Route 22 Bridge over SR 611; construct an ADA compliant ramp to the existing pedestrian tunnel under Route 22 at Bushkill Street; replace roadway and bridge lighting throughout the facility – lighting on Snyder Street to match Easton streetscape lighting; Bank Street and 3rd Street bridges (replace bridge bearings, mill and resurface bridge deck, clean and paint stringer ends and fascia beam, miscellaneous repairs); electrical upgrades to toll facility load center in Administration Building; and minor repairs and painting to toll booth facilities. Duties include field inspection of containment, abrasive blasting, paint application, environmental conditions; office engineer tasks include monthly payments to contractor, quantity management, document control and as-built drawings.. Client: DRJTBC

NJDOT Region North 2011-2012 Maintenance Bridge Painting, Contract 2012-2 - Route 80 Bridges; 7/12-10/12, $6M. Coatings Inspector. This bridge painting contract involves the painting of six bridges along Route 80 in Passaic County. This project involves the removal of existing old lead based paint and repainting with a Northeast Protective Coating Committee (NEPCOAT) approved coatings system. The projects incorporate traffic control on a high speed highway, MPT, nightwork, staging, and environmental (Lead Abatement) constrains unique to repainting on major urban bridges. The construction services contract involves the managing of four separate painting contracts with three independent painting contractors. Extensive coordination is done on a daily basis with each paint contractor including coordination with other trades working on the highways. Communication and coordination with local municipalities are addressed for structures that span local streets. Client: NJDOT

NJTA Hackensack River Bridge, Repainting Structural Steel Inspection, Contract T100.137; 3/12-7/12, $144M. Coatings Inspector. Project involved inspection of a 1,396,000 SF area of steel for the complete structural steel repainting for previously painted and weathering steel superstructures. As a subconsultant to the Conti Group, Ms. Reiher was responsible for quality assurance/quality control of this inspection work. Client: NJTA/The Conti Group

Previous Work Experience
Allied Painting, Inc. (2004-2005)
M Painting Co, Inc. (2005-2007)
JPI Painting (2009-2010)
Manda Corporation (2011)

Kenneth Reese
Inspector

Professional Profile

Mr. Reese is a highly-qualified construction inspector/ engineer, with experience on many major bridge construction projects. Currently, he is assistant resident engineer for a $170M contract to widen over 3 miles of roadway on the New Jersey Turnpike 6-9 Widening Program. He is experienced in all aspects of bridge construction including foundations, concrete decks, and structural steel work including; demolition, erection, and bolted and welded connections (Certified Associate Welding Inspector). Mr. Reese is widely respected with all of his clients (NJTA, NJDOT, DRJTBC, DRPA, etc.) as a highly qualified bridge inspector. Finally, Mr. Reese is also a NACE certified coatings inspector with applicable field coatings inspection experience.

Proposed Project Assignment
Civil/Structural Inspector

Registration/Certifications
2008/NICET IV; 2001/NICET III
2013/NJSAT
2012/ACI Concrete Field Testing Techn–Grade I
2012/ACI CCTC *(Lifetime Certification)*
2013/Rutgers TCC Refresher

Course Work
2009/10-Hour Occupational Safety and Health Training Course
2006/8 Hour HAZWOPER Refresher
2004/40 Hour HAZWOPER

Total Years Experience 34

Project Experience

New Jersey Turnpike Interchange 6 to 9 Widening Program; 11/10-Present, $2.7B. Assistant Resident Engineer for Contract No. T869.120.302 (approximately $144M) Grading, Drainage, Paving, Structures & Lighting of Service Areas 6S and 6N and NSO and SNO Roadways from Milepost 56.5 to 59.7 in the Townships of Chesterfield, Hamilton & Robbinsville, Burlington & Mercer Counties, NJ. This project consists of adding new lanes for north and south bound outer roadway and also includes reconstruction of local road bridges at Merrick Road, Yardville-Allentown Road, and South Broad Street, four new service area flyover ramps, several other bridges along the Turnpike roadway, 17 new sign structures, and improvements to drainage, lighting and utilities. As resident engineer, Mr. Reese is the Owner's direct on-site representative to the contractor and is responsible for the direct supervision of a construction project's field inspection/engineering staff, performing quality assurance oversight of major items of work in progress and/or ensuring that the project is constructed in accordance with the plans and specifications for the owner. Client: NJTA

New Jersey Turnpike Interchange 6 to 9 Widening Program; 7/09-Present, $2.7B. Resident Engineer for Contract No. T869.120.501 (approximately $15M) NSO/SNO Roadways Grading, Drainage, Paving, Structures & Signing Milepost 65.6 to 66.7, East Windsor Township. This project involved the construction of two new outer roadways, each consisting of three 12-foot lanes and a 12-foot right shoulder as well as the construction of two culvert extensions, retaining walls, sign structures, drainage and stormwater management facilities, and signing. As Resident Engineer, Mr. Reese was the Owner's direct on-site representative to the contractor and is responsible for the direct supervision of a construction project's field inspection/engineering staff, performing quality assurance oversight of major items of work in progress and/or ensuring that the project is constructed in accordance with the plans and specifications for the owner. Client: NJTA

New Jersey Turnpike Interchange 6 to 9 Widening Program; 6/12, $2.7B. Resident Engineer for Contract No. T869.120.301 (approximately $4.2M) Local Roadways Grading, Drainage, Paving and Utilities at Milepost 57.1 to 58.4 in the Township of Hamilton, Mercer County. This contract provides for the lowering of Crosswicks-Hamilton Square Road under the Turnpike, the realignment of Uncle Pete's Road, utility relocations and the jacking of utility sleeves under the Turnpike in the vicinity of South Broad Street. As resident engineer, Mr. Reese's is the Owner's direct on-site representative to the contractor and is responsible for the direct supervision of a construction project's field inspection/engineering staff, performing quality assurance oversight of major items of work in progress and/or ensuring that the project is constructed in accordance with the plans and specifications for the owner. Client: NJTA

NJDOT Region South Term Agreement, Maple Avenue/Chapel Avenue Contract CAM983410; 7/08-7/09, $10M. Senior Inspector. This project consisted of the complete removal and reconstruction of two NJ Transit bridges to increase the track clearance to facilitate double decker passenger train traffic. The project included long term road closures and detours while maintaining access to business and residents. The construction included temporary sheeting CIP piles, abutments, steel stringers, HPC deck, architectural parapets, ornamental railings, MSE walls, fiber optics, gas mains and water mains. The reconstruction included replacement of the bridge approaches with related drainage, curbs, sidewalks, asphalt, striping, roadway lighting, signage and grading to the new profiles. Client: NJDOT

Kenneth Reese
Inspector

NJDOT Region South Term Agreement, Route 295 Roadway Rehabilitation; 8/07-1/08, $8.7M. Inspector. This project involved repairs to roadway pavement and bridge decks for approximately 10 miles of this two and three lane expressway. The project included temporary traffic control for main line lane closures, ramp closures and detours to facilitate the repairs. The repairs included full depth/partial depth concrete replacement/ repairs, slab stabilization, milling and paving, crack stitching, diamond grinding and traffic striping. The full depths repairs were replaced with precast slabs doweled and grouted in place, the partials depth repairs were repaired with a hot applied polymer resin and reopened to traffic within hours after placement. The bridge approach slabs were stabilized, ramps milled and paved the roadway surface diamond ground and re-striped. Client: NJDOT

NJTA Contract R-1489, Construction Supervision of Pile Repairs; 10/05-12/07, $12M. Inspector. This project involved construction of supplemental pier caps with micropiles, fender systems, slope protection improvements, environmental inspections, cofferdams substructure waterproofing/watersealing and other related miscellaneous work items. GPI supervised construction of R-1489 which involved installation pier cap construction with driven micropiles in a marine environment, substructure waterproofing/watersealing and other related miscellaneous items of work, to Structure Nos. 0.42L and 7.85. The majority of work was performed over waterways during daytime hours using long-term shoulder closings. Client: NJTA

Route 41 and 42 Construction Inspection, Deptford Township, NJ; 8/04-10/05, $12M. Inspector. This project involved improvements to the Route 42 Freeway interchanges at Route 41 and Clements Bridge Road, intersection improvements, and extensive improvements to Route 41, in Deptford Township. The intent of the project was to improve traffic circulation through this very busy commercial shopping area. The project included the construction of five new ramps, the elimination of four ramps, the reconfiguration of four ramps (to improve geometry and traffic flow) the rehabilitation of one bridge structure, and the construction/reconstruction of four intersections, as well as extensive roadway construction with utilities and all associated MPT. The project included simple span bridge construction (including all substructure and superstructure elements), roadway reconstruction, paving, drainage, utilities, traffic signals, and all related MPT. Client: NJDOT

Route I-80 Section 5AW and 10L, Bergen County, NJ; 12/01-6/03, $86M. Inspector. This project included more than $50M worth of bridge widening and replacement work on seven bridges over existing highways, streams and railroad tracks. The bridge work included deep drilled shaft foundation (between 30-60 inches in diameter and at least 30 inches deep), reinforced concrete abutments and piers, steel H-piles, reinforced concrete footings, steel girder and beam superstructures, stringer catcher systems, and cofferdams. The project included the widening and construction of eastbound and westbound auxiliary lanes; 3 miles of full depth roadway reconstruction for 10 lanes of Interstate highway including the demolition of existing roadway; new asphalt and concrete paving; the construction of two concrete retaining walls; the construction of 2 miles of noise barrier, the construction of numerous overhead sign structures; and the upgrading of all associated highway lighting and signage. The project also involved extensive utility relocations, including the relocation of the I-80 MAGIC fiber optic communication system. All work was completed under a staged construction plan, requiring very complex MPT under heavy traffic conditions. Client: NJDOT

NJTA Contract R-1380, Miscellaneous Structural Repairs Mile 0 to Mile 122 and the Newark Bay-Hudson County Extension and Pearl Harbor Memorial Turnpike Extension, NJ; 6/01-12/01, $3.5M. Inspector. Project involved construction supervision for structural steel repairs, substructure spall repairs, pier cap reconstruction on Str. No. 105.18, overhead sign structure foundation repairs and foundation reconstruction, bridge jacking and bearing replacement and repairs. Responsibilities included layout of work areas, daily inspection of all work items, and calculating quantities for payment. Project required significant coordination with CONRAIL and PANYNJ. Client: NJTA

DRPA Contract BF-23-97, Benjamin Franklin Main Suspension Cable Rehabilitation, Camden, NJ/Philadelphia, PA; 5/99-6/01, $18M. Inspector/Office Engineer. This construction inspection project involved protecting the cables from future deterioration by unwrapping the cables, removal of the hazardous red-lead coating, and wedging the cable open for the purpose of inspection, oiling and repair at multiple locations around the perimeter of the cable. The cables were then rewrapped and repainted with a special three-coat flexible coating system. Responsibilities included inspecting all of the bridge rehab and painting items, as well as review of schedule, attending progress meetings, progress payments, shop inspection, traffic management, change orders, shop drawings and submittals. Client: DRPA

Jonathan Reynolds, E.I.T.
Inspector

Professional Profile
Mr. Reynolds is an inspector with the following experience.

Project Experience
Bayonne Bridge Navigational Clearance Program (BBNCP) Construction Management, NY/NJ; 4/14-Present. Inspector. This project involves construction management services for the $743-million Bayonne Bridge Navigational Clearance Program (BBNCP). This extraordinarily complex, once-in-a-lifetime project will replace more than 5,000 feet of viaduct and re-frame the existing steel arch structure to accommodate a new roadway 65 feet above the existing roadway. Mr. Reynolds is responsible for the inspection of drilled shafts and foundations including drilling into bedrock, sheet pile installation, rebar installation, and concrete placement, segmental pier and roadway installation including post tensioning and grouting, existing bridge demolition, drainage structure installation, and approach roadway grating and MSE wall installation. Client: Port Authority of NY & NJ

Proposed Project Assignment
Civil/Structural Inspector

Registration/Certifications
2013/ACI Concrete Construction Special Inspector/NC
2011/ICC Structural Steel and Bolting Special Inspector
2010/Engineer In Training/NY
2013/ICC Reinforced Concrete Special Inspector
2013/AWS Certified Welding Inspector
2014/ASBI Grouting Certification

Education
BS/2010/Civil Engineering

Course Work
2011 - Confined Space Training
2010 - 10-Hour OSHA Training Course

Total Years Experience 5

Brooklyn Bridge Rehabilitation of the Approach Spans and Ramps and Painting of the Entire Bridge, Contract 6, New York, NY; 6/10-4/14. Inspector. This project involved construction management and inspection services for the $509-million rehabilitation of this Iconic National Landmark. The scope of work for the project included replacement of approach roadway in Manhattan and Brooklyn over the arch blocks; rehabilitation of the Manhattan side ramp structures with widening and deck and bearing replacements; rehabilitation of the approach steel structures with full superstructure replacement of the York and Main Street structures and orthotropic deck installation at Franklin Square; seismic retrofitting of the main bridge, Franklin Square and ramp structures; painting of the ramp structures and suspended spans in their entirety; restoration of historic features. Mr. Reynolds' responsibilities included inspection of procedures that dealt with civil or structural aspects the project; preparation of daily report; assisting office engineers with change orders and quantity take offs, as needed; and processing safety, yellow, and red flags as they were received. Client: New York City Dept. of Transportation

Professional Engineering Balance Lab, LLC, San Antonio, TX. In the summer of 2009, Mr. Reynolds worked as an intern for PEBL, a professional HVAC consulting firm. PEBL services included thoroughly assessing and correcting the performance characteristics of a HVAC system. Mr. Reynolds performed testing and inspection of small to large scale commercial HVAC systems.

Omaha Public Power District (OPPD), NE. During the summers of 2007 and 2008, Mr. Reynolds worked as an intern for a power distribution company. OPPD is publicly-owned, business-managed electric utility that serves more customers than any other electric utility in Nebraska. Mr. Reynolds assisted in the planning, research and design of several structural and mechanical projects for the Fort Calhoun Nuclear Power Plant.

Computer Skills
Microsoft Office Suite, Matlab, MASTAN2 and AutoCAD

SHELTON RIMPLE *KS Engineers, P.C.*
Electrical Construction Inspector

EDUCATION

Bachelors of Electrical Engineering Technology (BTEE), New York Institute of Technology-Metro Camps, 1996
Associates in Avionics Technology (AOS), College of Aeronautics, LaGuardia Airport; Flushing, New York, 1990

PROFESSIONAL REGISTRATIONS/CERTIFICATIONS

OSHA 10-Hour Construction Safety and Health
4-Hour Scaffold User Certificate

SELECTED SOFTWARE SKILLS

MS Office (Word & Excel)

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Electrical Construction Inspector	7/2014 - Present
High Rise Fire Protection	Fire Alarm Technician	4/2013 - 5/2014
New York State Office of the Attorney General	Junior Engineer	7/2006 - 1/2011
Rotator Staffing Services	Electrical Engineer/Construction Inspector	10/2004 - 7/2006
New York City Board of Education	Fire Alarm Inspector	9/2002 - 8/2003
HAKS Engineers and Surveyors, PC	Electrical Engineer/Construction Inspector	1/1998 - 7/2003
College of Aeronautics	Electronics/Avionics Instructor	9/1994 - 9/1997
United States Navy	Avionics Technician	11/1990 - 9/1991

EXPERIENCE SUMMARY

High Rise Fire Protection, Brooklyn, NY - Electrical Technician and Inspector. Duties included repairing, testing, and inspecting fire alarm systems for residential, commercial, and institutional buildings in New York City area. (04/2013 - 05/2014)

New York State Office of the Attorney General-Investor Protection Bureau, New York, NY - Electrical Engineer and Inspector. Duties included surveying and investigating any violations to condominiums and co-operative apartments for purchase in New York State and City. (07/2006 - 01/2011)

MTA New York City Transit (NYCT), Capital Program Management - Electrical Construction Inspector. On-site Inspector for installation of fiber optic communications system. (11/2004 - 06/2006)

MTA NYCT Capital Programs - Electrical Construction Inspector. On-site Inspector for installation of fire alarm systems. (04/2002 - 05/2003)

Port Authority of New York & New Jersey, PATH - Electrical Construction Inspector. Duties included installation of electrical systems for Port Authority Trans-Hudson subway stations. (01/1998 - 08/2000)

New York Board of Education, Long Island City, NY - Electrical Construction Inspector. Fire Alarm Inspector inspecting and surveying fire alarms for New York City schools. (09/2000 - 07/2001)

College of Aeronautics, LaGuardia Airport, Flushing, NY - Avionics/Electronics Instructor for enrolled students. (09/2000 - 09/1997)

United States Navy - Avionics Technician. Duties included installation, repair, and maintenance of aircraft electronics for fixed wing and rotary aircraft. Upon honorable discharge, awarded the National Defense Ribbon. (11/1990 - 09/1991)

Sylvain Rodrigue
Chief Coatings Inspector

Professional Profile
Mr. Rodrigue has several years of experience on various large bridge contracts involving coatings application, structural steel and concrete installation, as well as environmental and safety compliance.

Proposed Project Assignment
NACE Inspector

Registration/Certifications
2002/NACE Certified Coating Inspector Level 3
2009/ACI Concrete Field Testing Technician Grade 1
2013/ICC Structural Steel and Bolting Special Inspector

Education
BS/1995/Environmental Science

Course Work
2013 - NACE Bridge Specialty Course
2011 - Confined Space Training
2009 - 10-Hour OSHA Training Course
2001 - SSPC C-3 Supervisor/Competent Person Training
Coatings Inspection Instrument Training
OSHA/Lead Awareness Training

Total Years Experience 19

Project Experience

Brooklyn Bridge Rehabilitation of the Approach Spans and Ramps and Painting of the Entire Bridge, Contract 6, New York, NY; 3/10-Present. Chief Coatings Inspector. This project involves construction management and inspection services for the $509-million rehabilitation of this Iconic National Landmark. The scope of work for the project includes replacement of approach roadway in Manhattan and Brooklyn over the arch blocks; rehabilitation of the Manhattan side ramp structures with widening and deck and bearing replacements; rehabilitation of the approach steel structures with full superstructure replacement of the York and Main Street structures and orthotropic deck installation at Franklin Square; seismic retrofitting of the main bridge, Franklin Square and ramp structures; painting of the ramp structures and suspended spans in their entirety; restoration of historic features. Mr. Rodrigue's responsibilities include fabrication and implementation of site specific coatings inspection forms and coordination of field inspectors for various assignments. His responsibilities also include inspection of platform and containment erection; surface preparation (sp10, sp3, sp2); and application of a four-coat paint system including surface profile measurements, chloride testing, and dry film thickness measurements. Client: New York City Dept. of Transportation

George Washington Bridge Coatings Services, Fort Lee, NJ; 4/05-8/06. Coatings Inspector. This $100-million contract involved Class 1A containment of both towers of this structure over the Hudson River involving the removal of existing lead paint and the application of a new three-coat system to approximately 2.1 million sq ft of steel. Mr. Rodrigue was responsible for monitoring containment operations, quality of paint material and proper storage and mixing. They inspected surface preparation, paint application and test for compliance with contract specifications. Client: Port Authority of NY & NJ

Bronx-Whitestone Bridge Replacement of the Bronx Approach and Miscellaneous Repairs to the Queens Approach, BW-89, Bronx, NY; 10/09-3/10. Chief Coatings Inspector. This $192-million project involved the staged removal and replacement of the Bronx Approach superstructure and substructure from the Bronx Toll Plaza to the Bronx Anchorage. Work included the installation of excavation support systems, mini-pile foundations and temporary steel support systems to support the existing structure during the staged construction. During the construction of the substructure, there were massive concrete placements for concrete footings and piers. Traffic on the bridge was maintained with five lanes open to traffic. During the staged construction, work was staged demolition of the existing roadway, installation of multiple continuous steel girders, placement of a staged composite concrete deck, installation of permanent concrete barrier and installation of permanent street lighting. Other work items on the project included new utility systems at the Bronx Toll Plaza, installation of new salt storage dome building and miscellaneous steel and concrete deck repair on the Queens Approach structure. Mr. Rodrigue's responsibilities included fabrication shop inspection visits for the fabrication/coating of new bridge girders and bearings to ensure compliance with the specification. His responsibilities also included daily inspection of the installation and grouting of stay-in-place forms for partial depth deck repairs along the Bronx Approach Span. Client: Triborough Bridge and Tunnel Authority

Bronx-Whitestone Bridge Cable/Suspender Rope Rehabilitation, BW-85/86/WBM-339, Bronx, NY; 1/08-3/10. Chief Coatings Inspector. This project involved construction management and inspection services for coating removal and application and cable/suspender rehabilitation for Project BW-85/86/WBM-339, Select Cable Panel Opening/ Suspender Rope Removal and Replacement and Painting at the Bronx-Whitestone Bridge. Mr. Rodrigue was

responsible for the creation of paint inspection forms, overseeing and assisting other coatings inspectors during daily activities which include surface preparation inspection for SSPC-SP 2, 3, 10, 11, and 15 prepared surfaces, dry film/wet film thickness readings, and surveying of tower interiors for needed work. He.also worked on the bridge painting of the suspension system and towers. Client: Triborough Bridge and Tunnel Authority

Manhattan Bridge Rehabilitation of Lower Roadways, Contract 11, #BRC156A, New York; NY; 1/07-1/08. Mr. Rodrigue served as a coatings inspector on this $150-million project that involved the reconstruction of the lower roadway; removal and replacement of floor beams, stringers, bearings and deck in main span and side spans; rehabilitation of anchorage chambers; installation of new lighting and traffic signs on lower roadway; rehabilitation of travelers in suspended spans; replacement of maintenance platforms at towers; painting of bridge in suspended and approach spans; and repair of flagged conditions. His responsibilities included inspection of traveler rail track beams, tower balconies and additional miscellaneous areas abrasive blasted to near white metal. Surface profiles were measured on prepared substrate along with dry film thickness measurements on the subsequent four-coat paint system. Additional responsibilities required inspection of surface preparation and coatings application to faying surfaces as new steel is installed for the lower level deck replacement. Client: New York City Dept. of Transportation

Queensboro Bridge Lead Paint Removal and Protective Coating, Contract BRC231P, New York, NY; 8/06-1/07. Coatings Inspector. This $170-million project involved the erection of containment structures, abrasive blasting and lead paint removal for the entire East River Bridge and the application of a three-coat painting system. Mr. Rodrigue's responsibilities included surface preparation verification along with dry film thickness measurements to verify subsequent coatings meet the specified thicknesses. Client: New York City Dept. of Transportation

Tappan Zee Bridge Painting, TANY 01-86BP, New York, NY. 6/02-4/05. Chief Inspector. This work involved SSPC Class 1A containment system, SSPC-SP10 Near-White Blast Cleaning to remove existing lead based coating and replacement of a four coat system consisting of a zinc rich epoxy primer, penetrating sealer, epoxy intermediate and polyurethane top coat. Client: Weidlinger Associates/ New York State Thruway Authority

Bronx-Whitestone Bridge, Projects WBM 319X and BW 87A & C, Miscellaneous Painting and Suspended Rope Collar Replacement & Flag Repairs and Pin Replacement, New York, NY; 3/01-6/02. Chief Inspector. The two concurrent projects totaling $4 million involved the cleaning and painting of several thousand feet of bridge median barrier, several thousand sq ft of tower interior and critical sections of the bridge suspender cables, and the installation of specialized elastomeric collars at the suspender penetrations through the main fascia girders. Also, over 1,000 critical structural steel flag repairs were completed by the contractor. Mr. Rodrigue was responsible for the oversight of the contractor's operations with respect to the coatings portion of the project. Client: Triborough Bridge and Tunnel Authority

Main Channel Pier Protection and Steel Tower Painting of the Tappan Zee Bridge , TANY 97-65B, Westchester County, NY; 1999-2000. As a construction inspector, Mr. Rodrigue's responsibilities included being in charge of the concrete testing and sampling operation for all cast in place concrete used on site. As construction inspector, duties included monitoring contractors' quantities and progress in accordance with approved plans and specifications. The project involved the installation of 48 in. diameter steel pipe piles to support post tensioned concrete tee beam panels to form the fender system for the main channel piers. Client: New York State Thruway Authority

Replacement of the Existing Pier Protection System on Six Piers and Steel Tower Painting on Two Towers of the Tappan Zee Bridge, TANY 97-46BP, Westchester County, NY; 1998-1999. NACE Intermediate Coatings Inspector. Mr. Rodrigue was accountable for quality assurance of the painting project, which consisted of abrasive blasting, the application of a four-coat paint system and the proper removal of hazardous waste. As part of the inspection team, his responsibilities included monitoring the quality of the contractors work activities, making payments for the finished contract items and enforcing the applicable specifications for all the contract work items. The work consisted of driving steel HP and pipe piles, and installing and securing structural steel members to the piles to support the fender system and performing ice breaker repairs. Client: New York State Thruway Authority

William Rossiter
Inspector

Professional Profile
Mr. Rossiter is a highly-skilled and safety-conscious material testing technician with experience managing and prioritizing large volumes of work orders for commercial projects. His experience includes:

Service and Repair: Adept in all aspects of materials testing. Able to troubleshoot, repair and maintain testing equipment and all related components.

Materials Testing Skills: Grout and soil testing, pull tests, coring, boring, concrete encasement/removal, concrete field, asphalt, fire proofing, windsor pins and probes, and rebar testing.

Customer Service: Committed to quality performance and service. Offer excellent customer service skills, and a consistently high level of productivity on project sites. Able to work effectively with co-workers in order to complete projects within established timeframes.

Proposed Project Assignment
Civil/Structural Inspector

Registration/Certifications
2013/ICC Structural Steel and Bolting Special Inspector
2010/ACI Aggregate Testing Technician Level 1
2010/ACI Concrete Lab Testing Technician Level 1
2010/ACI Concrete Field Technician Grade 1
2011/NICET I
2011/NICET II

Course Work
2014 - NYC DOB 4-Hour Supported Scaffold (2018)
2014 - NYC DOB Confined Space Awareness
2009 - 10-Hour OSHA Training Course

Total Years Experience 9

Administration: Excellent organizational skills with the ability to manage multiple time-sensitive tasks. Accurately document all completed jobs to ensure proper billing. Continuously maintain compliance with all safety rules, policies and procedures.

Project Experience
Bayonne Bridge Navigational Clearance Program (BBNCP) Construction Management, NY/NJ; 6/13-Present. Inspector. This project involves construction management services for the $743-million Bayonne Bridge Navigational Clearance Program (BBNCP). This extraordinarily complex, once-in-a-lifetime project will replace more than 5,000 feet of viaduct and re-frame the existing steel arch structure to accommodate a new roadway 65 feet above the existing roadway. Mr. Rossiter is responsible for maintenance and protection of traffic, clearing and grubbing operations, and erosion protection procedures. Client: Port Authority of NY & NJ

Manhattan Bridge Rehabilitation of Cables and Suspenders, Contract 14, #BRC156R, New York, NY; 5/11-6/13. Inspector. This $149-million project involved the unwrapping and rewrapping of cables; replacement of suspenders; replacement of necklace lighting messenger cables and cable hand ropes; installation of new access platforms to existing tower platforms; reversal of lower roadway and operation of HOV lane and replacement of multi-rotational bearings at the Towers; replacement of light poles and luminaries on South upper roadway; replacement of lane control radar on South upper roadway; and retrofit of track stringers and diaphragm connections and other miscellaneous work. Mr. Rossiter was responsible for removal/replacement of suspenders; replacement of cable band bolts; daily maintenance and protection of traffic; painting of structural steel; preventative maintenance of the bridge; replacement of handropes; structural flags; and coordination with New York City transit flagmen. Client: New York City Dept. of Transportation

Trio Testing, Farmingdale, NY; 2008-2011. Mr. Rossiter has performed general material testing on large commercial projects including asphalt quality control inspections; core drilling for both asphalt and concrete; masonry; soil; concrete; and rebar. His laboratory experience includes protectors; gradation; compression tests on cylinders, cubes and cores. He also has experience as a dispatch assistant responsible for repair and maintenance of company adherence. Mr. Rossiter adhered to code requirements.

William Rossiter
Inspector

Quincy Industrial, Quincy, IL; 2006-2008. As a full-time employee, Mr. Rossiter performed all aspects of commercial and residential painting. He developed expertise in multiple painting techniques including air assisted, air less, gravity and siphon feed. He intermittently worked on projects utilizing experience with welding, auto body painting and sand blasting.

Materials Testing Lab, Farmingdale, NY; 2003-2006. Mr. Rossiter performed general material testing related to all aspects of concrete including coring, boring, encasement/removal, asphalt, fire proofing, fire stopping, roof inspections, rebar and pull tests.

Reza Saba
Senior Inspector

Professional Profile
Mr. Saba has 30 years of experience in inspection. He has general knowledge of construction management and inspection of highway and bridge construction. He also has experience in engineering calculation and is familiar with the Port Authority of New York & New Jersey, New Jersey Dept. of Transportation and New Jersey Turnpike specifications.

Project Experience
2011-2014 Port Authority On-Call Construction Management Services - George Washington Bridge, Fort Lee, NJ; 9/11-Present. Senior Inspector. This project involves joint replacement of the upper level deck. The project also involves the replacement of orthotropic deck, scupper and pipe run replacement, expansion finger joint repairs, main/secondary floorbeam repairs, stringer and stringer bearing repairs, deck rib connections, barrier repairs, paving, and coordination of maintenance of traffic. Mr. Saba is responsible for coordination and inspection of all related work. Client: Port Authority of NY & NJ

2006-2010 Port Authority On-Call Construction Management Services - George Washington Bridge Coatings Services, Fort Lee, NJ; 2000-9/11. Senior Inspector. This $100-million contract involved Class 1A containment of both towers of this structure over the Hudson River involving the removal of existing lead paint and the application of a new three-coat system to approximately 2.1 million sq ft of steel. Mr. Saba was responsible for all night construction operations including contractor oversight; controlled inspections; and coordination with facility and PA police for implementation of required maintenance of traffic for contract work on various roadways. He was also involved with the supervision and coordination for on-going George Washington Bridge contracts including GWB244.006, Painting underside of upper level; GWB 244.005, Rehabilitation of PIP/Upper level interchange; GWB 477, Trans Manhattan Expressway lighting; GWB 450, Upper level lighting; GWB 244.110, Fixed sign renovation; GWB 244.108, Painting NY and NJ towers; GWB 244.085, ITS; GWB 244.020, Henry Hudson ramp rehabilitation; GWB 244.022 joint replacements of the upper level deck; and various multi-facility contracts. Client: Port Authority of NY & NJ

Lincoln Tunnel, New York, NY; 1997-2000. Mr. Saba was responsible for the center tube rehabilitation, toll plaza improvement, and rehabilitation of Helix. Client: Port Authority of NY & NJ

Township of Pohatcong; 1994-1997. Mr. Saba served as resident engineer on this capital improvement project. His responsibilities included the coordination of the construction activities for overlaying and repair of various roads within the municipality.

Pohatcong Plaza Shopping Center; 1994-1997. Mr. Saba served as resident engineer where his responsibilities included inspection of site improvements for the Township of Pohatcong. The project also included drainage, sanitary and watermain installation as well as curb and paving. Project cost: $6 million.

Route 46 Bridge and Road Rehabilitation; 1994-1997. Office Engineer/Senior Inspector. Mr. Saba's responsibilities on this project included maintenance and protection of traffic for multiple stages of roadway and bridge construction. Bridgework consisted of phase demolition of existing structure and the construction of P/S box beam girders. He also performed daily inspection of all construction activities including excavation, concreting pile driving and paving. Project cost: $2.8 million. Client: New Jersey Dept. of Transportation and County of Morris Road & Bridge Dept.

Proposed Project Assignment
Civil/Structural Inspector

Registration/Certifications
2009/ACI Concrete Construction Special Inspector
2010/ICC Structural Steel and Bolting Special Inspector
2003/NICET IV

Education
AAS/1983/Civil Engineering

Course Work
2011 - ASCE Earth Retaining Structures: Selection, Design, Construction & Inspection
2010 - 4 Hour NYC DOB Scaffold Training Under Local Law 52 (2014)
2009 - 10-Hour OSHA Training Course
Hazardous Material Certified, Rutgers University
Maintenance and Protection of Traffic Certified
Health and Safety
Asphalt Institute, Super Pave Design Certified
SAT - Society of Asphalt Technologist

Total Years Experience 30

Reza Saba
Senior Inspector

Mr. Saba worked as a clerk of works where he performed inspection, coordinated daily construction activities for three bridges, and submitted daily reports and monthly pay estimates.

New Jersey Turnpike, Exit 14 Toll Plaza Widening; 1992-1994. Resident Manager. This $13-million project included six miles of roadway, widening, night milling, boring, piezometer monitoring, pile driving, sheeting, tunneling and toll plaza construction. The project also included removal and disposal of 16,000 plus cy of contaminated (ID27) and hazardous soil. Mr. Saba's responsibilities included the coordinating of daily lane closings, documentation of daily records, initiating and processing items in dispute.

Mr. Saba worked on the following projects from 1986-1991.

Route 24, Madison, NJ. Chief Inspector. This $7.5-million project involved road construction, sound barrier walls and various utility work. Mr. Saba's responsibilities included supervision of six inspectors and preparing daily reports and quantities.

Church Lane and Dutch Road. This $5.5-million project involved bridge and road construction, water and gas main construction. Mr. Saba's responsibilities included managing all aspects of construction on both structures. Prepared daily quantity estimates for items in progress.

Davidson Mill and Deans Road. This $7.7-million project involved the inspection of the placement of structural steel, concrete deck placement of the bridges overpassing the New Jersey Turnpike. Mr. Saba's responsibilities also included enforcing safety regulations.

Hardenburg Bridge. Mr. Saba served as chief construction inspector in charge of structural steel placement and concrete structures. He prepared item summary sheets and monthly quantity report.

North Branch and Ireland Brook Bridges on Mainline Turnpike over Wetlands. Inspector. This $7-million project involved the inspection of the precast concrete beam, piling driving operation and all other aspects of bridge construction.

Finderne Avenue. Senior Inspector. This $4.3-million project involved overseeing the demolition and construction of the bridge over NJ Transit Railway, construction across temporary bridge. Mr. Saba prepared quantity reports and completed as-built books.

Earl Weapon Station, Turnkey Operation, 250 Units, Condominiums. This $13-million project involved a 50-unit condominium rehabilitation, turnkey operation. Mr. Saba's responsibilities included supervising and coordinating construction activities among different trades; and supervising and coordinating between trades, the interior demolition and reconstruction of these units.

Driscoll Bridge, Garden State Parkway, NJ. This project involved substructure rehabilitation of the bridge. Mr. Saba's responsibilities included sounding and demolition of spalled concrete, inspecting gunite application and rebar placement. He also prepared quantity estimates and as-built drawings.

Garden State Art Center, NJ. This project involved the rehabilitation and construction of atrium buildings and concrete hall, supervised work in progress, coordinated and managed changes between architect, contractor and the client.

Mr. Saba worked with another firm, surveying, estimating, plan review and field inspection of residential single-family units and commercial buildings under construction. 1983-1986 Name of Firm: Township of Old Bridge, Engineering Dept.

Thomas Shepherd
Chief Inspector

Professional Profile
Mr. Shepherd has been involved on several of GPI's major urban construction inspection projects for many years. He has become one of the firm's top concrete testing and placement inspectors. He also has extensive structural steel installation and repair experience, and has provided maintenance and protection of traffic coordination, utility relocation, and office engineering.

Proposed Project Assignment
Civil/Structural Inspector

Registration/Certifications
2011/ICC Reinforced Concrete Special Inspector
1995/NACE Coating Inspector Level 1 - Certified
2008/ACI Concrete Field Technician Grade 1
2008/AWS Certified Associate Welding Inspector
2011/ICC Structural Steel and Bolting Special Inspector
2013/ICC Structural Welding Special Inspector
1991/NICET IV

Course Work
2011 - Confined Space Training
2010 - ASME Rigger Trainer Development & Block Clinic
2008 - OSHA 1-Hour Lead Awareness Training
2005 - 10-Hour OSHA Training Course
2004 - Traffic Work Zone Safety Training Course - GPI
2000 - Traffic Work Zone Safety Training Course - GPI
2000 - OSHA Best Safety Scaffolding Task Training
SSPC C-3 & C-5 Supervisor/Competent Person for Deleading/NY

Education
AAS/1996/Construction Technology
AAS/2009/Civil Engineering

Total Years Experience 29

Project Experience
Brooklyn Bridge Rehabilitation of the Approach Spans and Ramps and Painting of the Entire Bridge, Contract 6, New York, NY; 5/10-Present. Chief Inspector. This project involves construction management and inspection services for the $509-million rehabilitation of this Iconic National Landmark. The scope of work for the project includes replacement of approach roadway in Manhattan and Brooklyn over the arch blocks; rehabilitation of the Manhattan side ramp structures with widening and deck and bearing replacements; rehabilitation of the approach steel structures with full superstructure replacement of the York and Main Street structures and orthotropic deck installation at Franklin Square; seismic retrofitting of the main bridge, Franklin Square and ramp structures; painting of the ramp structures and suspended spans in their entirety; restoration of historic features. Mr. Shepherd's responsibilities include daily review of the contractor's proposed work schedule and MPT operations in order to assign the proper inspection staff; scheduling and coordinating daily lane closures with other city agencies; overseeing field operations including training and supervising the inspectors in testing of structural concrete, asphalt placement and steel erection; review of inspector's daily reports for accuracy and conformance with MURK and field verification of the proper placement of steel and wood forms, rebars and structural deck concrete, seismic retainers and reinforcement plates at top of columns and column base, retrofit for seismic design. Also includes drilling of Micro piles and column base plate retrofit then encasement in reinforced concrete, seismic retrofitting of the main bridge and ramps. Client: New York City Dept. of Transportation

Rehabilitation of the Brooklyn-Queens Expressway (I-278), Park Avenue Viaduct, D259766, Kings County, NY; 9/05-5/10. Chief Inspector. This $138-million project involved construction engineering and inspection for the widening, redecking and repainting of this viaduct with complex MPT on and below this heavily traveled structure. Rehabilitation of this high-volume major interstate urban highway/bridge included replacement of more than 400 bearings and 1500 meters of bridge expansion joints. Also included in this project is extensive coordination with agencies and local communities. Mr. Shepherd's responsibilities included daily review of the contractor's proposed work schedule and MPT operations in order to assign the proper inspection staff; overseeing field operations including training and supervising the inspectors in testing of structural concrete, asphalt placement and steel erection. He reviewed inspector's daily reports for accuracy and conformance with MURK and he did field verification of the proper placement of steel forms, rebars and structural deck concrete, seismic retainers and reinforcement plates at top of columns and column base, retrofit for seismic design. The project also includes drilling of column base plate retrofit then encasement in reinforced concrete. Client: New York State Dept. of Transportation

Williamsburg Bridge Reconstruction of Miscellaneous Rehabilitation of the Main Bridge, Contract 8, #BRC253CCA, New York, NY; 8/04-9/05. Senior Inspector. This $280-million project involved the construction engineering and inspection for the rehabilitation of the main bridge. The scope of work for the project included abrasive blasting and painting of main bridge stiffening trusses, rehabilitation and strengthening of the main towers, rehabilitation of the intermediate towers and installation of seismic shear keys, main cable saddle repair and restraint,

rehabilitation of wind tongue and wind chord, main tower and intermediate tower bearing installation, main tower leg removal and replacement, stiffening truss top and bottom chord rehabilitation, traveling maintenance platform installation, re-profiling of main span vertical curve by incrementally adjusting suspender cables, modification of orthotropic footwalk deck expansion joints, waterproofing and surfacing of orthotropic roadway deck, installation of ornamental balconies and electroliers, integration of intelligent transportation operating system, seismic retrofit of the intermediate towers, installation of contraflow barrier and erection of barrier transfer machine facility, including augured concrete piles. Mr. Shepherd was responsible for structural steel inspection for the strengthening of the main tower framing and the installation of the new "5th Leg". He was also involved with the inspection for the installation of new multi-directional rotation bearing. Client: New York City Dept. of Transportation

Long Island Expressway/Cross Island Parkway, Exits 29-32, Queens, NY; 3/01-8/04. As senior inspector, Mr. Shepherd provided construction inspection services for the $147-million rehabilitation of the Long Island Expressway/Cross Island Parkway (LIE/CIP) interchange. Mr. Shepherd's responsibilities included the direct oversight of the reconstruction of a local bridge over the LIE (East Hampton Blvd. Bridge), a pedestrian bridge over the LIE (Cloverdale Blvd. Bridge), a local bridge over the Cross Island Parkway (West Alley Road Bridge), and two permanent H-Pile Retaining Walls at West Alley Road. He was responsible for the inspection of all supportive excavation H-Pile wall installations, substructure forming and concreting operations, superstructure steel and pre-cast box girder erection, deck construction and all other ancillary tasks such as parapet construction, fencing, etc. Mr. Shepherd also served as the Team Leader for the majority of all concrete placement operations throughout the project, providing Quality Control measures for these operations and assistance to the inspection staff. He also performed inspection duties for drainage and utility relocation operations, as well as the construction of temporary and permanent geo-reinforced earth system (GRES) walls. He was responsible for work associated with landscaping operations for the interchange areas and NYC Parks Dept. land throughout the project limits. This included installation of all trees, shrubs, ground cover and turf in conformance with both the NYSDOT and NYC Parks Dept. specifications. Client: New York State Dept. of Transportation

Williamsburg Bridge BMT Structure Rehabilitation, Contract 6, #BRC253BBA, New York, NY; 6/00-3/01. Senior Inspector. The $176-million project consisted of the demolition and reconstruction of the entire BMT transit structure on the Williamsburg Bridge. Mr. Shepherd's responsibilities included the inspection of the installation end span, inspection of platform and demolition of existing structure, and truss bearing replacement at panel point 20. Client: New York City Dept. of Transportation

Long Island Expressway - Grand Central Parkway to Van Dam Street Reconstruction, Contract #D257842, Queens County, NY; 6/99-6/00. Senior Inspector. This $221-million project began at the Queens Midtown Viaduct and continued east approximately six miles to College Point Boulevard. Mr. Shepherd's responsibilities included setting up inspectors for contractor's field operations, milling, deck partial-depth repair and full-depth repair, widening of Queens Boulevard Bridges, preparing contractor payments, inspector's reports, photo logs, and minutes of meetings. A computer filing system was maintained according to MURK. Client: New York State Dept. of Transportation

Manhattan Bridge Painting and Interim Rehabilitation, Contract 8C, #BRC1568C, New York, NY; 9/97-6/99. Chief Inspector. This $124-million project included construction of lower level subway floor beams, stringer panels, bridge bearings, under deck work platform, lateral bracing; removal of existing rail tracks and reinstallation of the same; construction of subway tunnel roof slab and steel beam; repairing cable wires at anchorage saddles and housing; rehabilitation of colonnade structure and Manhattan Plaza, and miscellaneous structural steel repair for the bottom chord and truss. Mr. Shepherd was responsible for demolition/rehabilitation of the NYCTA tunnel roof, Brooklyn 210 ft x 40 ft and Manhattan 178 ft x 40 ft. He was also responsible for the restoration of the Manhattan colonnade/arch and plaza area. Client: New York City Dept. of Transportation

Manhattan Bridge West Side Approach and Suspended Spans Rehabilitation, Contract #BRC156E, New York, NY; 8/92-9/97. Senior Inspector. As team leader for new construction, Mr. Shepherd's responsibilities included setting up the field office which the inspectors used for record keeping and daily report writing, paving, drainage, landscaping, guide rails, placement of concrete footing for walls, deck slabs, etc. Client: New York City Dept. of Transportation

Omar Soriano, E.I.T.
Inspector

Professional Profile
Mr. Soriano is an inspector with the following experience.

Project Experience
Brooklyn Bridge Rehabilitation of the Approach Spans and Ramps and Painting of the Entire Bridge, Contract 6, New York, NY; 5/10-Present. Inspector. This project involves construction management and inspection services for the $509-million rehabilitation of this Iconic National Landmark. The scope of work for the project includes replacement of approach roadway in Manhattan and Brooklyn over the arch blocks; rehabilitation of the Manhattan side ramp structures with widening and deck and bearing replacements; rehabilitation of the approach steel structures with full superstructure replacement of the York and Main Street structures and orthotropic deck installation at Franklin Square; seismic retrofitting of the main bridge, Franklin Square and ramp structures; painting of the ramp structures and suspended spans in their entirety; restoration of historic features. Mr. Soriano is responsible for the erection of Safespan Platform system in accordance with the proposed shop drawings for the ramp structures, main span and approach steel structures. He is also responsible for inspecting sandblasting and painting operation including Class A containment set up; metal deck platform installation; assuring that the steel is blasted to near white metal as per SP 10 requirements or as specified in the plans for each structure; enforcing the standards specified in the material data sheets for the proposed corrosion protection coating system applied including the primer, intermediate, stripe and finish; approving and paying for each applied coat after the appropriate curing time is reached.

Proposed Project Assignment
Civil/Structural Inspector

Registration/Certifications
2013/ICC Structural Steel and Bolting Special Inspector
2009/NACE Coating Inspector Level 1 - Certified
2008/Engineer In Training/NY
2014/FHWA Safety Inspection of In-Service Bridges
2012/Certified Associate Welding Inspector
2008/ACI Concrete Field Testing Technician Grade 1

Education
BE/2008/Civil Engineering

Course Work
2014 - Safety Inspection of In-Service Bridges NHI Certificate of Training
2013 - Hazard Communication - Your Right to Know
2012 - Business Ethics - What Employees Need to Know
2008 - 10-Hour OSHA Training Course
2008 - 1-Hour Lead Awareness Training
2008 - Practicing Institute of Engineering, Inc.- [redacted]
Value Engineering at the Brooklyn Bridge Traveler Replacement Contract Certification

Total Years Experience 11

Other responsibilities include:

- Inspecting and verifying compliance with the shop and contract drawings for the reconstruction of the approach ramps for the Manhattan and the Brooklyn side of the bridge including the demolition of the existing concrete deck, steel railing and fascia removal, grid deck installation, diaphragms and bearings replacement as well as new steel railings and steel curb installation.
- Leading other inspectors during the reconstruction of the overpasses on the Brooklyn side of the bridge. Reconstruction includes the temporary steel shoring of the Main Street and York Street structure; demolition and replacement of the concrete deck and back wall; and the removal and replacement of the entire steel structures.
- Supervising the welding of spliced steel sections or repairs of the different steel structures on the ramps including floor beams, grid deck panels and bearings following the standards set aside by the American Welding Society Standards (AWS), the NYSSCM and as specified on the Engineer Clarification Memo (ECM).
- Placement of the High Early Strength structural concrete for the approach ramps' closure pour on the Manhattan side of the bridge. He was in charge of the quality assurance of the concrete mixture and placement. Quality assurance included: air monitor testing, slump, strength maturity and temperature as well as relative humidity, all in reference to the ACI and NYSDOT standard specifications.
- Overseeing the placement of HMA super pave over the new concrete deck ramps.
- Checking the quality assurance of the material, the elevation of the HMA pavement as well as its % compaction as specified in the NYCDOT Standards Specifications.
- Overseeing the contractor during the main span retrofitting including the installation of temporary columns and bearing beams at the Brooklyn Anchorage; the jacking of the existing floor beam and trusses for bearings and column replacement; the installation of new bearings replacement or reinforcement of existing trusses; installation of new floor beams diagonal support cables etc .
- Checking bolted connection splices for the seismic reinforcement repairs on the suspended bridge structure.
- Review of the submitted shop drawings and calculations for all the structural repairs mentioned above and verifying compliance with the contract plans and shop drawings as well as the specified standards.

Omar Soriano, E.I.T.
Inspector

- Quality control of the removal and installation of elastomeric bearings for the Manhattan approach ramps.
- Review of the submitted shop drawings and calculations for all the structural repairs mentioned above and verifying compliance with the contract plans and shop drawings as well as the specified standards.

Client: New York City Dept. of Transportation

Rehabilitation of the Brooklyn-Queens Expressway (I-278), Park Avenue Viaduct, D259766, Kings County, NY; 3/08-5/10. Mr. Soriano served as an inspector for this $138-million project that involved construction engineering and inspection for the widening, redecking and repainting of this 850,000 sq ft viaduct with complex MPT on and below this heavily traveled structure. The structure had seismic reinforcement installed which included retainers and plates at the top of columns and additional stiffeners and plates at the base. Also included was extensive coordination with agencies and local communities. Mr. Soriano's responsibilities involved the inspection of the proposed seismic reinforcement of the Park Avenue Viaduct steel columns including the core drilling of holes and the installation and grouting of the 1100mm long anchor bolts. He was also responsible for the steel reinforcement and the concrete deck placement for the two lanes 1485 meters in length, state IVA/IVB of reconstruction; inspection of the saw grooving, concrete deck protective sealing installation and elastomeric concrete armorless joints placement for the before mentioned stage of reconstruction. His duties included examination of shop drawings; quality assurance of the concrete and reinforcement placement as specified in the contract plans and the NYSDOT Standard Specifications; reporting daily progress of the work being performed and making payments as per the specified item description; inspection of the Park Avenue Viaduct sandblasting and painting operation including class A containment set up; fence and metal deck platform installation; assuring that the steel was blasted to near white metal as per SP 10 requirements; enforcing the standards specified in the material data sheets for the primer, intermediate, stripe and finish coat applied; approving and paying for each applied coat after the appropriate curing time was reached. Mr. Soriano supervised the Nassau Concord Viaduct East Abutment pedestals repairs and bearing reset, including the jacking of nine floor beams and placement of temporary steel columns; and creating Excel spreadsheets to finalize quantities for the closing of the project. Client: New York State Dept. of Transportation

Exterior Street Ramp Bridge over Metro-North Rail Road, Bronx County, NY; 4/07-3/07. Senior Engineering Technician. This project involved inspection of excavation and demolition of an existing bridge including lead paint removal from the bridge girders, stringers and diaphragms; examination of shop drawings for the construction of a temporary bridge to rebuild the existing Exterior Street Bridge ramp, abutments and columns; inspection of sheet piles and mini piles installation; and also involved computing volume calculation and payment for the asphalt placement on the temporary bridge.

Installation of Intelligent Transportation System (ITS) Improvement along the Cross Bronx Expressway Corridor, Routes I-95, I-295, I-695), NY; 9/06-12/06. Transportation Construction Inspector III. This project involved inspection of installation and removal of electrical conduit for ITS optic fiber, camera, street lighting and VMS board; inspection of adequate trench and conduit excavation, and backfill; responsible for safety MPT application in accordance with the contract plans and specification based on the Manual for Uniform Control Devices (MUTCD); inspection of foundation reinforcement and concrete pouring; responsible for conducting slump, air and cylinder tests of the concrete in accordance with the NYSDOT Standard and Specification Manual; responsible for writing daily inspector's report to pay the contractor for the work he achieved. The reports included computations of quantities of the item(s), description of work performed, etc.

Safety Improvement of the Major Deegan Expressway Acceleration Lane and Fordham Landing Playground, NY; 6/06-9/06 and 6/05-12/05. Transportation Construction Inspector III. This project involved inspection of excavation of 30-ft-deep holes on earth with auger machinery for soldier piles installation; checking that excavated holes were in accordance with the depth and diameter specified on the contract plans to avoid soil erosion and failure in the foundation; installation of soldier piles and pre-cast wall panels for a retaining wall of approximately 300m long; computed an immense quantity of structural excavation, including the removal of an existing retaining wall, concrete and asphalt pavement excavation; inspection of the pouring of structural concrete and asphalt pavement of two 300m-long acceleration and shoulder lanes; conducted various slump, air and cylinder tests for the sections poured.

Rehabilitation of Arthur Sheridan Expressway, Bronx County, NY; 6/04-12/04 and 6/03-12/03. Transportation Construction Inspector. Mr. Soriano assisted the office engineering with quantity check calculations including cost estimate; assisted the resident engineer with calculations and design of the vertical alignment for the 2.5-mile weaving lane; reviewed contract's shop drawings and staging plans; participated in the placement of sub-grade sub-base and European pavement of the three lanes and ramps of the three-mile-long expressway.

Evan Steele
Coatings Inspector

Professional Profile
Mr. Steele provides comprehensive coatings removal and application inspection for bridge, roadway, and treatment plant facility rehabilitation/reconstruction projects. In addition, he has significant experience working within the specific recordkeeping requirements of public agencies and municipalities.

Proposed Project Assignment
NACE Inspector

Registration/Certifications
2010/NYCT Track Safety Certified/NY
2008/NACE Certified Coating Inspector Level 3

Course Work
2014 - NYC DOB 4-Hour Supported Scaffold (2018)
2014 - NYC DOB Confined Space Awareness
2010 - 10-Hour OSHA Training Course

Total Years Experience 12

Project Experience

Bayonne Bridge Navigational Clearance Program (BBNCP) Construction Management, NY/NJ; 10/13-Present. Lead Coatings Inspector. This project involves construction management services for the $743-million Bayonne Bridge Navigational Clearance Program (BBNCP). The project also involves the total coatings removal, painting, and rehabilitation of the existing arch. All new steel on this project will be shop-primed and over coated in the field while existing steel members will be cleaned to a SSPC SP-10 and coated with a three-coat system (zinc/epoxy/urethane). Lead abatement will also be performed on many small localized areas including cutlines and connection points in preparation for demo and removal. Mr. Steele is responsible for oversight of the quality assurance program, providing inspection of all surface preparation and coatings operations along with overseeing other inspectors throughout the project. Mr. Steele's responsibilities include inspection of work being performed for compliance with project specifications and industry standards with written and photographic documentation provided to the client. Mr. Steele also records and documents ambient conditions; records batch numbers used and verifies proper mixing of coatings; coordinates MPT and provides written and visual documentation of all phases of productive work; reviews contract submittals and contract drawings and develops controls and checklists/inspection forms for lead paint removal, surface preparation and new coatings application in accordance with SSPC and Port Authority standards; maintains all quality assurance painting logs and meets frequently with safety, quality control, quality assurance and supplier personnel to discuss issues and to resolve problems; serves as a liaison between the Port Authority construction management and facility managers to resolve any issues safety, security or otherwise on site; and he also writes daily narratives/reports and assists the assistant resident engineers with monthly estimates for progress payments. Client: Port Authority of NY & NJ

Manhattan Bridge Rehabilitation of Cables and Suspenders, Contract 14, #BRC156R, New York, NY; 8/10-10/13. Coatings Inspector. Mr. Steele was responsible for the proper removal of existing coatings and the placement of a new three-coat paint system for all structural connections; and overseeing other coatings inspector(s) throughout the project. He maintained all quality assurance painting logs and met frequently with safety, quality control, quality assurance and supplier personnel to discuss issues and to resolve problems. Mr. Steele also wrote daily reports and created estimates for progress payments. Client: New York City Dept. of Transportation

Staten Island Railroad Bridges, Staten Island, NY; 8/11-10/13. Chief Inspector. This project involved REI services in connection with protective coating of Staten Island Railroad (SIRR) Bridges. During 54-hour weekend outages, Mr. Steele was responsible for the coordination of track outages with the contractors and SIRR construction managers and flaggers. He also performed quality assurance inspections on 14 bridges along the SIRR; recorded and documented ambient conditions; recorded batch numbers used and verified proper mixing of coatings; recorded visual documentations of all phases of productive work; and coordinated inspections with the environmental inspector. Client: New York City Dept. of Transportation

Throgs Neck Bridge (TN-85), Queens, NY; 9/07. Coatings Inspector. This project included structural steel paint removal and new coatings application for the Main Span underdeck painting at the Throgs Neck Bridge. Mr. Steele's responsibilities for this major abrasive blasting project included coordination and oversight of contractor operations during implementation of paint removal, surface preparation and new coatings application activities; conducting non-destructive testing of newly coated surfaces and recording quality assurance and site safety documentation for applied materials and equipment and related work operations; review of contract submittals and containment drawings and development of controls and checklists/inspection forms for lead paint removal, surface preparation

and new coatings application in accordance with SSPC and Triborough Bridge and Tunnel Authority reporting and quality assurance/quality control protocols. In addition, he was involved with coordination of work activities and contractor schedules with the TBTA Engineering and Operations Department.

Fly over Ramp LaGuardia Airport, Queens, NY; 4/07-8/07. Chief Inspector. This project included structural steel paint removal and new coatings application for a fly over ramp at LaGuardia Airport. Mr. Steele's responsibilities for this project included coordination and oversight of contractor operations during implementation of paint removal, surface preparation and new coatings application activities; conducting non-destructive testing of newly coated surfaces and recording quality assurance documentation for applied materials and equipment; review of contract submittals and containment drawings and development of controls and checklists/inspection forms for lead paint removal, surface preparation and new coatings application in accordance with SSPC and Port Authority of NY & NJ reporting and quality assurance/quality control protocols.

Henry Hudson Bridge, New York, NY; 8/06-12/06. Chief Inspector. This project involved structural steel paint removal and new coatings application for this large steel arch bridge over Spuyten Duyvil Creek between Bronx/Manhattan. Mr. Steele's responsibilities for this project included coordination and oversight of Inspection staff during contractor operations for all paint removal, surface preparation and new coatings application activities; providing quality assurance inspection/testing and documentation for applied materials and equipment; review of contract submittals and containment drawings and development of controls and checklists/inspection forms for lead paint removal, surface preparation and new coatings application in accordance with SSPC and Triborough Bridge and Tunnel Authority reporting and quality assurance/quality control protocols.

102nd Street Bridge LaGuardia Airport, Queens, NY; 9/05-2/06. Chief Inspector. This project included structural steel paint removal and new coatings application for a steel and concrete bridge structure at LaGuardia Airport. Mr. Steele's responsibilities included coordination and oversight of contractor operations during implementation of paint removal, surface preparation and new coatings application activities; conducting non-destructive testing of newly coated surfaces and recording quality assurance documentation for applied materials and equipment; coordination of schedule with Contractor Superintendent; review of contract submittals and containment drawings and development of controls and checklists/inspection forms for lead paint removal, surface preparation and new coatings application in accordance with SSPC and Port Authority of NY & NJ reporting and quality assurance/quality control protocols. He also provided quality assurance/quality control inspection for all fabricated and painted piping.

Throgs Neck Bridge, Queens, NY; 12/04-2/05. Chief Inspector. This project included structural steel paint removal and new coatings application for the Main Span outer chord and fascia painting at the Throgs Neck Bridge. Mr. Steele's responsibilities for this project included coordination and oversight of contractor operations during implementation of paint removal, surface preparation and new coatings application activities; review of contract submittals and containment drawings and development of controls and checklists/inspection forms for lead paint removal, surface preparation and new coatings application in accordance with SSPC and Triborough Bridge and Tunnel Authority reporting and quality assurance/quality control protocols.

George Washington Bridge, New York, NY; 6/02-9/05. Coatings Inspector. Mr. Steele's responsibilities for this major abrasive blasting and repainting project included coordination and oversight of contractor operations during implementation of paint removal, surface preparation and new coatings application activities; conducting non-destructive testing of newly coated surfaces and recording quality assurance and site safety documentation for applied materials and equipment and related work operations; review of contract submittals and containment drawings and development of controls and checklists/inspection forms for lead paint removal, surface preparation and new coatings application in accordance with SSPC and Port Authority of NY & NJ reporting and quality assurance/quality control protocols. In addition, Mr. Steele assisted in performing coatings assessment surveys as requested during the work. Service Employees International Union/ Local 1199; 3/01 to 5/02. Customer Service Representative. Mr. Steele performed various clerical duties including database maintenance, member inquiries, and served as a telephone operator. Duties also included the operation of phone lines for various political campaigns.

CHARLES STIVES

Senior Inspector

Mr. Stives has extensive experience optimizing operations of engineering, construction, and architectural companies through outstanding management and technical expertise. Accomplished professional with proven ability to direct construction and engineering operations for government infrastructure projects such as roadways, bridges, subway tunnels, and aviation as well as large commercial / retail projects. Recognized contributor well versed in guiding variety of project functions such as inspections, site management, technical oversight, documentation / reporting, and budgets / schedules; utilizing analytic and organizational abilities to maintain efficient, cost effective operations. Collaborative communicator and leader with talent for establishing productive relationships with owners, field personnel, suppliers, and government officials; adept at minimizing misunderstandings and ensuring compliance with government and industry regulations and standards. Disciplined performer possessing work ethic and credibility needed to build strong, motivated multi-trade teams through training, supervision, and mentoring.

Key Qualifications

- ✓ Previous Transit Experience
- ✓ Masters Degree In Construction Management
- ✓ Level IV NICET Certified

Education

- MS, Construction Management, Amhurst University
- BS, Construction Management, Amhurst University
- AAS, Construction Engineering Technology, State University of New York at Alfred
- Diploma, Civil Engineering, ICS

Certifications

- Level IV Transportation Engineer, NICET
- Nuclear Testing Equipment, Troxler
- Energy Conservation Certificate, National Homes Energy Council
- Drafting Certificate, Commercial Trades Institute

The Port Authority of New York & New Jersey (PANY&NJ) – Various Projects at JFK and LGA Airports – New York, NY (2007-2013)
Senior Inspector

He attends Pre-Construction meeting with the REO and other PA staff to review the construction process and facility rules. Afterwards, he oversees that Tenant constructs the approved work in accordance with all applicable Code requirements and PA-approved documents. As construction progresses, he performs all inspections and makes site visits to assure that he/she can provide the signed and sealed certifications. Also as work is constructed he coordinates for Special Inspections to be performed by approved agencies. He verifies that all open Non-Conformance Report items are resolved during construction. During Close-Out & Occupancy he makes certain that all construction is completed, Inspections are performed and reports submitted as may be required for occupancy or use.

Metropolitan Transportation Authority (MTA) – 7 Line Subway Extension – New York, NY (2007-2010)
Resident Engineer & Chief Inspector

He served as Chief Inspector controlling work and performance of project inspectors for construction of running tunnels through ground freeze area and station structures for the extension of the 7 Line from 41st Street and 8th Avenue to 26th Street and 11th Avenue. Construction included shell structure for new terminal station at 34th Street and 11th Avenue, drill and blast of 5 main entrance or fan shafts, mining of 2 double-shield tunnel boring machines (TBMs), and setting of pre-cast concrete rings. Accountable for shift coverages and reviewing / approving daily narratives and timesheets. Maintained wide variety of reporting and other documentation requirements such as progress excavation reports, daily T.B.M progress reports, ground freeze progress records and monthly manpower and CCM personal activities reports. Also calculated and maintained cast-in-place concrete placement records.

Economic Development Council (EDC) and New York City Department of Transportation (NYCDOT) – MacCombs Dam Bridge Retaining Walls Reconstruction and Sidewalk Widening at Yankee Stadium – New York, NY (2007)
Resident Engineer

Operated as Resident Engineer in creating project's initial filing system using M.U.R.K. as guide. Compiled documents for construction contractor of construction activities on each project including submittal items for approval. Maintained inspection reports and other record keeping, daily narratives, and contractor's pay requests.

Facilitated coordination of activities between contractor, Economic Development Council, and New York City Department of Transportation. Ensured health and safety of contractor and public during construction.

The Port Authority of New York & New Jersey (PANY&NJ) – Various Projects as Part of Light Rail System (AirTrain) Project – New York, NY (2001-2007)
Senior Field Engineer and Construction Manager

Provided management and field engineering expertise in completing numerous high-visibility infrastructure projects for large operation that involved transporting of public from Jamaica Station in Queens, New York to JFK International Airport. Specific projects included JFK Expressway outbound widening, Jamaica AirTrain construction, light rail system signage installation, and Jamaica AirTrain construction. Also completed Van Wyck Expressway Beautification Program that included Van Wyck Expressway hardscrabble; 94th Street sidewalk and tree planting; jazz names, portal banners, and piano keys; and Sutphin Boulevard relifing. Facilitated productive communication between contractors and Port Authority maintenance staff, obtaining security clearances for inspections within secure areas of JFK International Airport. Monitored project operations to ensure healthy and safe work environments for contractors and public during construction. Orchestrated meticulous site inspections for various project installations such as temporary / permanent electrical, mini-piles, pile caps tie-back anchors, escalators, elevators, and moving walk ways. Also controlled inspections of underpinning and jacking operation.

Additional Experience (1997-2001)
Resident Engineer

Responsible for guiding field engineering and inspection for large government infrastructure projects for a program management, construction management, engineering, architectural, and environmental services. Ensured optimal technical operations for projects including documentation, reporting, and communications. Maintained meticulous quality assurance and control through effective oversight of inspection staff. Demonstrate ability to move seamlessly from one major project to another, generating on-schedule and within-budget completions.

Senior Field Engineer

Established filing system and compiled / maintained records for various government agencies such as Federal Aviation Administration. Spearheaded detailed inspections to ensure quality assurance and control and maintained required record keeping. Promoted to Construction Manager from Senior Field Engineer.

Construction Manager

Directed construction operations for major projects within commercial / retail and aviation sectors. Accountable for project planning, design, budgets / schedules, site management, and inspections. Projects included: Palisades Center Mall, Nyack, New York – Championed completion of major mall construction, identifying and overseeing subcontractors and ensuring compliance with government codes and regulations. Compiled required documentation and reporting. Additionally, generated profits for company by managing several airport projects, including: Guided redevelopment of Linden Municipal Airport in Linden, New Jersey; relocating FBO building. Controlled residential sound insulation program at Hopkins International Airport, Cleveland, Ohio. Constructed / reconstructed runways, taxiways, electrical systems, and terminal renovations to numerous other airports including Buffalo International, Massena International, Binghamton Regional, Elmira / Corning Regional, Watertown Regional, and Princeton Regional; all in state of New York.

Elliot Strika
Coatings Inspector

Professional Profile
Mr. Strika has 20 years of diversified construction experience in bridge rehabilitation and painting processes.

Project Experience
Bayonne Bridge Navigational Clearance Program (BBNCP) Construction Management, NY/NJ; 11/13-Present. Lead Coatings Inspector. This project involves construction management services for the $743-million Bayonne Bridge Navigational Clearance Program (BBNCP). This extraordinarily complex, once-in-a-lifetime project will replace more than 5,000 feet of viaduct and re-frame the existing steel arch structure to accommodate a new roadway 65 feet above the existing roadway. Mr. Strika is responsible for the inspection of foundations, electric, demolition, maintenance of traffic, temporary shoring towers, lead abatement for steel removal, and painting. Client: Port Authority of NY & NJ

2006-2010 Port Authority On-Call Construction Management Services - Staten Island Bridges Rehabilitation, Staten Island, NY; 10/08-2/10. Coatings Inspector. The project involved construction inspection for structural, civil, mechanical, electrical, and bridge painting services for the three Staten Island Bridges operated by the Port Authority of New York & New Jersey. Mr. Strika's responsibilities at the Bayonne Bridge included inspection of abrasive blasting and painting operation and quality control for the Port Authority. Client: Port Authority of NY & NJ

2006-2010 Port Authority On-Call Construction Management Services - George Washington Bridge Painting, New York, NY; 7/09-10/09. Coatings Inspector. This $100-million contract involved Class 1A containment of both towers of this structure over the Hudson River involving the removal of existing lead paint and the application of a new three-coat system to approximately 2.1 million sq ft of steel. Mr. Strika was responsible for inspecting power tool cleaning of bridge and three-coat paint system application for the cable socket closures. Client: Port Authority of NY & NJ

Replacement of the Upper Level Deck of the Suspended Span of the Verrazano-Narrows Bridge, VN-80B, Staten Island, NY; 5/13-11/13. Chief Coatings Inspector. This $236-million project involved reconstruction to replace the upper level roadway superstructure of the Verrazano-Narrows Bridge. The work included removal of existing upper level roadway deck and barrier, installation of new upper level orthotropic deck, overlay, drainage systems, sign structures, lighting, barrier, painting and miscellaneous utility work. His responsibilities included performing inspection for protective shielding installation per approved shop drawings, SSPC Class 1A containment systems, surface preparation of dry abrasive blasting to SSPC SP10 standard, monitoring ambient conditions, observing material mixing and thinning procedures and ensuring coatings application of a three-coat and two-stripe coat paint system is in compliance with project specifications. Client: Triborough Bridge and Tunnel Authority

Brooklyn Bridge Rehabilitation of the Approach Spans and Ramps and Painting of the Entire Bridge, Contract 6, New York, NY; 2/10-5/13. Chief Coatings Inspector. This project involved construction management and inspection services for the $509-million rehabilitation of this Iconic National Landmark. The scope of work for the project included replacement of approach roadway in Manhattan and Brooklyn over the arch blocks; rehabilitation of the Manhattan side ramp structures with widening and deck and bearing replacements; rehabilitation of the approach steel structures with full superstructure replacement of the York and Main Street structures and orthotropic deck installation at Franklin Square; seismic retrofitting of the main bridge, Franklin Square and ramp structures; painting of the ramp structures and suspended spans in their entirety; restoration of

Proposed Project Assignment
NACE Inspector

Registration/Certifications
2007/NACE Certified Coating Inspector Level 3
2014/NICET III
2013/ICC Structural Steel and Bolting Special Inspector

Course Work
2014 - NYC DOB 4-Hour Supported Scaffold (2018)
2014 - NYC DOB Confined Space Awareness
2009 - Confined Space Training Certificate
2009 - I.U.P.A.T. NJ 32-Hour Initial Lead Based Paint Abatement Worker Course
2009 - NJD H&S Services Lead Certified Person
2008 - NACE CIP Bridge Course
2008 - Unit 1 & Unit 2 on Corrosion and Surface Preparation Certificate
2008 - MTA NYCT Track Safety Trained
2007 – 10-Hour OSHA Training Course
Lead-Based Paint Abatement Trained

Total Years Experience 21

historic features. Mr. Strika's responsibilities included NYCDOT quality assurance including inspection of all phases of surface preparation and paint systems application. He was also involved with civil quality assurance which included all aspects of inspection during installation of primary protective shielding, temporary concrete barriers (pinned), concrete/asphalt sawcut core drilling operations for removal of existing approach ramps curbs, handrails and roadway deck. He was also involved with application of spray applied waterproofing membrane, installation of precast concrete grid deck, prefabricated slab on grade (super slab) and steel facing curbs on Brooklyn Bridge approach ramps. Mr. Strika was also involved in QA/QC during hot mix asphalt paving operation on the Manhattan approach ramps which included temperature checks and yield and depth checks. The rolling patterns were based on nuclear density tests. Client: New York City Dept. of Transportation

Belt Parkway Bridges REI Services - Paerdegat Bridge, Contract#HBK1024, New York, NY; 9/11-10/11. Coatings Inspector. This project involved the demolition of the entire 13-span, multi-stringer bridge superstructure and substructure including abutments, wingwalls, and the piers consisting of concrete pile columns to a minimum of 600 mm below the mud line. The replacement structures were new three-span and five-span bridges consisting of a Class HP reinforced concrete superstructure slab supported by high performance steel box girders and substructures including reinforced concrete abutments, wingwalls, and multi column piers on new pile foundation. Mr. Strika was responsible for QA inspection of power tool cleaning and application of three-coat paint system on all fasteners for newly installed field splice plates, cross bracing and stiffener connections located at interior and exterior of three new box girder. This included surface preparation, paint mixing procedure, coatings application and ambient conditions monitoring. He was also involved with lead abatement on existing bridge locations designated as red/yellow flag repairs. Client: New York City Dept. of Transportation

Rehabilitation of Robert Moses Causeway, NY; 5/07-12/07. Mr. Strika was responsible for installation and removal of cable and chain link fence platform systems including stretching 5/8 in. steel cable, down riggers and out riggers, laying down chain link fence, building and removal of containment, stripe painting of nuts, bolts, corners and edges, airless spray application of the second and finish coats. Most of the work was accomplished utilizing suspended scaffold and spider baskets.

Rehabilitation of Manhattan Bridge, NY; 6/06-11/06. Mr. Strika was responsible for installation and removal of the cable SafeSpan platform system, as well as pipe scaffolding installation. The project involved sandblasting with steel grit and airless spray application of primer coat.

Rehabilitation of Rikers Island Bridge, Astoria, NY; 9/05-2/06. Mr. Strika was responsible for installation and removal of cables and SafeSpan platform systems including stretching of 5/8 in. steel cable, installing out riggers, cable tie-ups; ¾ in. safety cables, handrails and toe boards installation.

Astoria Power Plant, Astoria, NY; 6/05-8/05.Mr. Strika was responsible for Union Shop Steward, paper work and on-site responsibilities for five painters performing brush and roller painting of large AC units with the use of spider baskets.

Broadway Junction Subway Station Rehabilitation, New York, NY; 10/04-5/05.Mr. Strika served as foreman on this project and was responsible for 15 painters and three apprentice painters. He worked with MTA inspector and MTA flagmen establishing work procedures, time and locations for the station rehabilitation project. The rehabilitation included offices, storage rooms, on and above tracks in tunnels and elevated structures. He was also responsible for temporary traffic control for work in man lifts above the roadways. Also negotiated work locations on a multi-trade job site.

American Bridge, Macombs Dam Bridge, NY; 5/03–9/04. Mr. Strika was responsible for sandblasting with black beauty to achieve SP10 "near white" surface profile for two span truss structure; running of the WiWa airless spray pump, including maintenance of spray equipment and instruments; working with six painters and one apprentice. He also instructed painters in procedures and assigned locations to work.

Ronald Takla
Assistant Resident Engineer

Professional Profile
Mr. Takla is a highly qualified construction engineer, with over 50 years of experience on major bridge construction projects. He has held various positions at GPI including resident engineer for the Port Authority of New York & New Jersey for over ten years, where he directed and lead all construction projects for the George Washington Bridge, the Holland Tunnel redevelopment, and the Staten Island Bridges. He has over 20 years of experience with the Port Authority alone. He is highly experienced in all aspects of bridge construction including foundations, concrete decks, and structural steel work including; demolition, erection, and bolted and welded connections.

Project Experience
Bayonne Bridge Navigational Clearance Program (BBNCP) Construction Management, NY/NJ; 2/14-Present. Assistant Resident Engineer. This project involves construction management services for the $743-million Bayonne Bridge Navigational Clearance Program (BBNCP). This extraordinarily complex, once-in-a-lifetime project will replace more than 5,000 feet of viaduct and re-frame the existing steel arch structure to accommodate a new roadway 65 feet above the existing roadway. Mr. Takla is responsible for post-award contract changes, net cost work, and change orders. Client: Port Authority of NY & NJ

2006-2010 Port Authority On-Call Construction Management Services - George Washington Bridge Coatings Services, Fort Lee, NJ; 10/02-12/09. Senior Inspector. This contract involved Class 1A containment of both towers of this structure over the Hudson River involving the removal of existing lead paint and the application of a new three-coat system to approximately 2.1 million sq ft of steel. Mr. Takla was involved on contract numbers GWB 244.220 ($13M) and GWB 244.113 ($11M). His responsibilities included coordination and inspection of field construction activities on various contracts. He also managed construction contractors' payments, contract changes, schedules, fieldwork, and subcontractors. He was also responsible for installation of fender system around the New Jersey tower base at a cost of $9 million. Client: Port Authority of NY & NJ

George Washington Bridge, New York, NY; 10/98-10/03. Lead Engineer. Mr. Takla worked on contract numbers GWB-244.005 ($7M), GWB-983.902 ($7M), and GWB-244.020 ($26M). His responsibilities included directing and leading all construction work, change orders, and schedules for these contracts. Client: Port Authority of NY & NJ

NJDOT Region North, Multiple Bridge Cleaning and Painting Projects, Interstate Bridge Painting Contract, Route I-80, Contract 3, Bergen County, NJ; 2/10-12/12. Resident Engineer. This $8-million bridge painting contract involved the painting of six bridges in Hackensack, Saddle Brook Township, and Elmwood Park. This project involved the removal of existing old lead based paint and repainting with a Northeast Protective Coating Committee (NEPCOAT) approved coatings system. The projects incorporated traffic control on a high-speed highway, MPT, nightwork, staging, and environmental (lead abatement) constraints unique to repainting on major urban bridges. The construction services contract involved managing four separate painting contracts with three independent painting contractors. Extensive coordination was done on a daily basis with each paint contractor including coordination with other trades working on the highways. He acted as the owner's direct on-site representative to the contractor by providing direct supervision of the field inspection/engineering staff, performing quality assurance oversight of major items of work in progress, and/or ensuring that the project was constructed in accordance with the plans and specifications for the owner. Mr. Takla's responsibilities included attendance at the pre-construction meeting held prior to the start of construction which included procedures for paint removal, application of coating materials, handling hazardous materials, and traffic control and safety; review and approval of the pollution control system prior

Proposed Project Assignment
Civil/Structural Inspector

Registration/Certifications
2012/ACI Concrete Construction Technology/NJ
2009/ACI Concrete Field Technician Grade 1/NY
2011/NJSAT Asphalt Paving Technologist/NJ
2012/Rutgers Traffic Control Coordinator Refresher
2010/Rutgers Traffic Control Coordinator Designation/NJ
2010/Rutgers Work Zone Safety Awareness/NJ

Education
BS/1983/Engineering Technology

Course Work
2010/OSHA 10-Hour Occupational Safety and Health Training Course
2007/OSHA 10-Hour Construction Industry Outreach Training Course
2001/10-Hour OSHA Construction Safety & Health Principles

Total Years Experience 50

to paint removal; review of equipment storage plan; ensuring that material was tested and sampled as per the contract specifications; and ensuring proper traffic control and safety including all submittals and notices as required. Client: New Jersey Dept. of Transportation

NJDOT Region North Bridge Painting-Rt. 280, Contract 2010-4 (Fr. C-2), NJ; 1/12-12/12. Senior Inspector. Mr. Takla performed inspection duties and assisted the resident engineer. Client: New Jersey Dept. of Transportation

NJTA Interchange 6 to 9 Widening Program, NJ; 1/10-2/10. Senior Inspector. This major contract with the New Jersey Turnpike Authority involved construction management services for the Interchange 6 to 9 Widening Program (The Program). The Program was the Turnpike's most significant construction project in the 58-year history of the Authority, and was estimated at $3-billion. The project included activities such as new bridge construction, earthwork, drainage, recharge basins, traffic control, utilities and agency coordination as well as electrical, lighting, fiber, ITS, overhead signs, sound barrier, and major paving work. Mr. Takla reviewed contract drawings for constructibility prior to bid. Client: New Jersey Turnpike Authority

NJDOT Region North, Multiple Bridge Cleaning and Painting Projects, Interstate Bridge Painting Contract, Route I-80, Contract 2, Essex County, NJ; 1/10-12/11. Resident Engineer. This $7-million bridge painting project involved the removal of existing old lead based paint and repainting with a Northeast Protective Coating Committee (NEPCOAT) approved coatings system. The projects incorporated traffic control on a high-speed highway, MPT, staging, and environmental (lead abatement) constraints unique to repainting on major urban bridges. The construction services contract involved managing four separate painting contracts with three independent painting contractors. Extensive coordination was done on a daily basis with each paint contractor including coordination with other trades working on the highways. Communication and coordination with local municipalities was addressed for structures that span local streets. He acted as the owner's direct on-site representative to the contractor by providing direct supervision of the project's field inspection/engineering staff, performing quality assurance oversight of major items of work in progress, and/or ensuring that the project was constructed in accordance with the plans and specifications for the owner. Mr. Takla's responsibilities included attendance at the pre-construction meeting held prior to the start of construction which included procedures for paint removal, application of coating materials, handling hazardous materials including traffic control and safety; review and approval of the pollution control system prior to paint removal; review of equipment storage plan; ensuring that material was tested and sampled as per the contract specifications; and ensuring proper traffic control and safety including all submittals and notices as required. Client: New Jersey Dept. of Transportation

Port Morris Yard, NJ; 5/98-10/98. Construction Inspector. Mr. Takla's responsibilities included the inspection of construction work for compliance to contract requirements. Inspections were in the civil and electrical disciplines. Client: New Jersey Transit

Port Authority of New York & New Jersey; 1977-1996. As resident engineer, Mr. Takla worked on the following projects: He directed and led all construction contracts at the George Washington Bridge (1992-1996), the Holland Tunnel Toll Plaza redevelopment project (1989-1992), and the Holland Tunnel and Staten Island Bridges (1985-1989). Mr. Takla managed all aspects of construction projects, including staffing, construction schedules, contract submittals, monitoring and approval of progress payments, ordering and negotiation of field changes, monitoring field inspections, evaluating construction claims, updating monthly contract reports, monitoring affirmative action programs. He also provided schedules and construction staging during design development and contract preparation.

As assistant resident engineer, Mr. Takla directed and led the field inspection forces for all work required for the construction to remove the concrete ceiling of the north and south tubes of the Holland Tunnel; 1983-1985.

As construction inspector, Mr. Takla worked on the following projects:

- Replacement of the main toll plaza at the George Washington Bridge; 1981-1983
- The widening of the upper level westbound roadway of the George Washington Bridge; 1979-1981
- The removal and replacement of the upper level roadway of the George Washing Bridge Orthotropic Deck. His responsibilities included the inspection of all aspects of construction work for compliance to contract requirements - inspections were in the structural, mechanical, civil and electrical disciplines; 1977-1979

Anthony Tiliakos
Construction Inspector

Professional Profile
Mr. Tiliakos has over 23 years of experience on various bridge contracts involving surface preparation, coatings application, lead removal and hazardous waste disposal. He started as a contractor foreman, supervisor and project manager. Mr. Tiliakos has spent the last 11 years as a coatings inspector, chief coatings inspector and consultant on various other projects.

Project Experience
Region South Term Agreement, MBP South Contract 2012-1; 10/13-Present, $5M. Coatings Inspector. This project is for Maintenance Bridge Painting Contract 2012-1, which includes Twelve (12) Bridges, Routes I-676, US 130 & I- 295; Camden City, Pennsville, Logan & Delran Twps. and Bellmawr, Collingswood & Paulsboro Boroughs, Camden, Salem, Gloucester & Burlington Counties. These bridge painting projects involve the removal of existing old lead based paint and repainting with a Northeast Protective Coating Committee (NEPCOAT) approved paint system. The projects incorporate traffic control on a high speed highway, MPT, nightwork, staging, and environmental (Lead Abatement) constraints unique to repainting on major urban bridges. Responsible for monitoring 100% containment operations, MPT, quality of coating materials, proper storage, mixing, application, inspect coating application for compliance with contract specification, surface preparation (SSPC-SP10), environmental compliance, also managing and training the inspection force. Client: NJDOT

Proposed Project Assignment
NACE Inspector

Registration/Certifications
2013/NACE Certified Coatings Inspector; 2013/Rutgers TCC Refresher
2008/SSPC C-3/C-5 Supervisor/Competent Person Refresher Training for Deleading of Industrial Structures
2013/ SSPC C-5 Supervisor/Competent Person Refresher Training for Deleading of Industrial Structures

Education
AS/1984/Science

Course Work
2011/HAZWOPER
2010/OSHA 10 Hour Occupational Safety & Health
2005/HAZWOPER Awareness & First Responder
SSPC Lead Supervisor/Competent Person/Commercial Buildings & Superstructures
Fall Protection Awareness
Lead Awareness and Protection
Rigging Certification
NYCDOT Lead Supervisor Course
OSHA 29 CFR 1926.103, "Respiratory Protection"
OSHA 29 CFR 1926.103, Subpart M, "Fall Protection"
OSHA 29 CFR 1926.103, "Lead in Construction"

Total Years Experience 23

NJDOT Central Maintenance Bridge Painting 2013-3 Routes 18, 34 & 7, Monmouth and Ocean Counties; 7/13-10/13, $3.23M. Coatings Inspector. Construction Inspection Services for 12 Bridges on Routes 18, 34 and 7; Wall, Neptune, Colts Neck & Stafford Townships & Sea Girt, Belmar & Ship Bottom Boroughs; Monmouth & Ocean Counties. Responsible for monitoring 100% containment operations, MPT, quality of coating materials, proper storage, mixing, application, inspect coating application for compliance with contract specification, surface preparation (SSPC-SP10), environmental compliance, also managing and training the inspection force. Client: NJDOT

NJDOT Region North Term Agreement Maintenance Bridge Painting (MBP) 2013-3 Start Up Task Order; 6/13-7/13, $8M. Coatings Inspector. GPI provided construction inspection services on various NJDOT projects as a subconsultant to JMT on their NJDOT Region North Term Agreement. Responsible for monitoring 100% containment operations, MPT, quality of coating materials, proper storage, mixing, application, inspect coating application for compliance with contract specification, surface preparation (SSPC-SP10), environmental compliance, also managing and training the inspection force. Client: NJDOT/JMT

NJDOT Region North 2011-2012 Maintenance Bridge Painting - 2011-2 Route 80 and Route 19 Bridges ($7.5M), and Contract 2012-2 Route 80 Bridges ($6M); 1/13-6/13. Coatings Inspector. This project involved the removal of existing old lead based paint and repainting with a Northeast Protective Coating Committee (NEPCOAT) approved coatings system. The projects incorporated traffic control on a high speed highway, MPT, nightwork, staging, and environmental (Lead Abatement) constrains unique to repainting on major urban bridges. The construction services contract involved the managing of four separate painting contracts with three independent painting contractors. Extensive coordination was done on a daily basis with each paint contractor including coordination with other trades working on the highways. Communication and coordination with local municipalities were addressed for structures that span local streets. Responsible for monitoring 100% containment operations, MPT, quality of coating materials, proper storage, mixing, application, inspect coating application for compliance with contract specification, surface preparation (SSPC-SP10), environmental compliance, also managing and training the inspection force. Client: NJDOT

Anthony Tiliakos
Construction Inspector

NJDOT Region North Bridge Painting - Route 280, Contract 2010-4 (Fr. C-2); 7/12-6/13, $10M. Coatings Inspector. $10M. These bridge painting projects involves the removal of existing old lead based paint and repainting with a Northeast Protective Coating Committee (NEPCOAT) approved paint system. The projects incorporate traffic control on a high speed highway, MPT, nightwork, staging, and environmental (Lead Abatement) constraints unique to repainting on major urban bridges. The construction services contract involves the managing of four separate painting contracts with three independent painting contractors. Extensive coordination is done on a daily basis with each paint contractor including coordination with other trades working on the highways. Communication and coordination with local municipalities are addressed for structures that span local streets. Responsible for monitoring containment operations (Hazardous Material/ Environmental), paint removal, surface preparation (SSPC-SP10), Maintenance and Protection of Traffic, quality of coating materials, proper storage, mixing, application, inspect coatings for compliance with contract specifications, monitor implementation of approved Health and Safety Plan surface preparation, also managing and training the inspection force. Inspect as needed on any one of multiple projects, must follow-through with RE to assure schedule (day/night) and proper reporting and lane closures. Client: NJDOT

NJDOT Region South 2009 Term Agreement, Maintenance Bridge Painting Contract 2011-1; 7/11-7/12, $2.5M. Inspector. Contract included eight bridges, Route NJ 45, 55 and US 322 in Deptford, Logan and Mantua Townships, NJ. Responsible for monitoring containment operations, M&PT, quality of coating materials, proper storage, mixing, application, inspect coatings for compliance with contract specifications, monitor implementation of approved Health and Safety Plan surface preparation, also managing and training the inspection force. Inspect as needed on any one of multiple projects, must follow-through with RE to assure schedule (day/night) and proper reporting and lane closures. Client: NJDOT

NJDOT Region South 2009 Term Agreement, Contract 2010-1 Route 55 Maintenance Bridge Painting (Multiple Projects); 6/10-8/11, $3.8M. Coatings Inspector. Construction inspection services for this Federally funded contract. Contract 2010-1 involved the maintenance bridge painting of 11 bridges along Route 55 in Deptford, Mantua and Washington Townships, Gloucester County. Projects involved the removal of Hazardous Material (existing old lead based paint) and repainting with a Northeast Protective Coating Committee (NEPCOAT) approved paint system. The projects incorporated traffic control on a high speed highway, staging, and environmental (Lead Abatement) constraints Responsible for monitoring the following: containment operations, (Hazardous Material/Environmental), monitor implementation of approved Health and Safety Plan, MPT, quality of coating materials, proper storage, mixing, application of coating materials, inspect coating for compliance with contract specification, surface preparation, paint removal, also managing and training the inspection force. Inspect as needed on any one of multiple projects, must follow-through with RE to assure schedule (day/night) and proper reporting. Inspect as needed on any one of multiple projects, must follow-through with RE to assure schedule (day/night) and proper reporting and lane closures. Client: NJDOT

NJDOT Region North Bridge Painting - Route 80 Contract 2 ($7M) & Route 280 Contract 3 ($6M); 2/10-3/10. Coatings Inspector. The bridge painting projects involved the removal of existing old lead based paint and repainting with a Northeast Protective Coating Committee (NEPCOAT) approved paint system. The projects incorporated traffic control on a high speed highway, staging, and environmental (Lead Abatement) constrains unique to repainting on major urban bridges. The construction services contract involved the managing of four separate painting contracts with three independent painting contractors. Extensive coordination was done on a daily basis with each paint contractor including coordination with other trades working on the highways. Communication and coordination with local municipalities were addressed for structures that span local streets. The contractors were Allied Painting and ANKA Painting. Client: NJDOT

NJDOT Region South Maintenance Bridge Painting Contract 2009-1; 4/09-1/10, $3M. Coatings Inspector. Bridge painting inspection project involved removal of lead based paint and repainting the structures including the concrete abutments for various bridges in Camden County, NJ. Responsible for monitoring containment operations, M&PT, quality of coating materials, proper storage, mixing, application, inspect coatings for compliance with contract specifications, monitor implementation of approved Health and Safety Plan Surface preparation, also managing and training the inspection force. Client: NJDOT

Guy Toussaint
Senior Inspector

Professional Profile
Mr. Toussaint has over 25 years of highway/roadway bridge construction inspection and office engineer experience in urban infrastructure construction projects involving structural, civil and utility work on, over and adjacent to operating rail lines, rivers and roadways. He is highly knowledgeable in bridge reconstruction/rehabilitation work, electrical inspection, roadway and sidewalk reconstruction, water main and sewer installation work. He is also knowledgeable in construction documentation filing and processing by maintaining project documents in accordance to QA requirements, MURK and project procedures. In addition, he has assisted in the close out of various projects by submitting all required documentation in accordance with the direction of authorized representatives.

Proposed Project Assignment
Civil/Structural Inspector

Registration/Certifications
1999/NICET IV

Education
Certificate/1983/Electrical Technology

Course Work
2010 - 10-Hour OSHA Training Course
2004 - Practicing Institute of Engineering, Inc.- PS#[redacted]
Work Zone Safety
1998 - 4-Hour Lead Awareness Course
NYCDOT Training Course

Total Years Experience 29

Project Experience
REI for the Rehabilitation of High Bridge, Boroughs of Manhattan and Bronx, NY; 4/14-Present. Senior Inspector. This project involves rehabilitation of the masonry arch spans, steel arch span (including deleading and painting), brick arch deck, and brick walkway; stabilization and conservation of the aqueduct pipe; providing barrier-free access and safety for pedestrian and wheeled users; rehabilitation of historic railings and walkway lighting posts; providing architectural lighting (as funding allows); and providing a visitor information system consisting of way finding signage and aqueduct interpretative signage. Mr. Toussaint's responsibilities include the supervision of daily inspection of all electrical work on the project, which consists of the installation of new NYC-DOT, NYC-DPR control cabinets, supervision of the rehabilitation of deck and attic, removal of existing light poles from bridge for salvage and shop restoration, removal of all existing conduit and electrical wires and attic light fixtures from bridge top and attic and disposed of them in accordance with specifications, supervision of the installation of conduits and lighting in the attic, supervision of the installation of new light poles and electrical conduit and wiring, the installation of electrical conduit and wiring and new navigation lighting system, inspection of architectural lighting for the soffits of the masonry arches and the arch steel span, and installation of electrical conduits and hardware for led floodlights underneath masonry arch span and induction button lighting at the arch ribs of the steel span. Client: New York City Dept. of Design & Construction

Brooklyn Bridge Rehabilitation of the Approach Spans and Ramps and Painting of the Entire Bridge, Contract 6, New York, NY; 7/12-3/14. Senior Inspector. This project involved construction management and inspection services for the $509-million rehabilitation of this Iconic National Landmark. The scope of work for the project included replacement of approach roadway in Manhattan and Brooklyn over the arch blocks; rehabilitation of the Manhattan side ramp structures with widening and deck and bearing replacements; rehabilitation of the approach steel structures with full superstructure replacement of the York and Main Street structures and orthotropic deck installation at Franklin Square; seismic retrofitting of the main bridge, Franklin Square and ramp structures; painting of the ramp structures and suspended spans in their entirety; restoration of historic features. Mr. Toussaint was responsible for the daily inspection supervision of all electrical work which consisted of conduit installation, junction box, and pull box; installation of new under deck lighting system and the installation of new roadway luminaires; and the demolition of existing main switch board and the installation of new main service disconnect and new automatic transfer switch (ATS) at the Brooklyn maintenance shop. Client: New York City Dept. of Transportation

Williamsburg Bridge Reconstruction of Miscellaneous Rehabilitation of the Main Bridge, Contract 8, #BRC253CCA, New York, NY; 2004-7/12. Senior Inspector. This $280-million project involved the construction engineering and inspection for the rehabilitation of the main bridge. The scope of work for the project included abrasive blasting and painting of main bridge stiffening trusses, rehabilitation and strengthening of the main towers, rehabilitation of the intermediate towers and installation of seismic shear keys, main cable saddle repair and restraint, rehabilitation of wind tongue and wind chord, main tower and intermediate tower bearing installation, main tower leg

removal and replacement, stiffening truss top and bottom chord rehabilitation, traveling maintenance platform installation, re-profiling of main span vertical curve by incrementally adjusting suspender cables, modification of orthotropic footwalk deck expansion joints, waterproofing and surfacing of orthotropic roadway deck, installation of ornamental balconies and electroliers, integration of intelligent transportation operating system, seismic retrofit of the intermediate towers, installation of contraflow barrier and erection of barrier transfer machine facility, including augured concrete piles. Mr. Toussaint was responsible for daily inspection supervision of all electrical work, which consists of new electrical system for traveler; new 480-volt electrical service for anchorage loads; additional lighting and power source in anchorages; removal and relocation of bridge necklace lighting; traffic signal modification work on Delancy Street; the removal of existing and installation of closed circuit television; video vehicle detection; aviation navigation obstruction lights; lane control signal; variable message signs, all with optical fiber cable connections on the Williamsburg Bridge and multiplex transfer of data to ports at the Traffic Management Center (TMC); the installation of electrical conduits feed including conductor rails for the traveling maintenance platforms; water main installation work on Delancy Street; and structural steel work on main bridge truss bottom and top chord repair, main span diagonal repairs. Mr. Toussaint assisted on the as-built drawing requirements for submittal of acceptance. Client: New York City Dept. of Transportation

Reconstruction of Williamsburg Bridge Northern Roadways, Contract 7, New York, NY; 2002-2004. Senior Inspector. This $230-million project consisted of the demolition and reconstruction of four northern roadway lanes on the bridge approaches and main span. Mr. Toussaint was responsible for supervision of inspection for reconstruction of the Brooklyn approach bikeway/footwall (along active rail lines), including sidewalk excavation, and local street work in Brooklyn and Manhattan involving sidewalk and curb installation, asphalt and concrete pavement work. Mr. Toussaint also assisted on contract work close out finalizing item quantities, as-built drawing requirements for submittal of acceptance. Client: New York City Dept. of Transportation

Greaves Avenue Bridge over Staten Island Railway, NY; 1999-2001. Office Engineer/Senior Inspector. This project involved complete removal of the existing three-span superstructure and substructures including the concrete deck slab, stringers, utilities, abutments, and piers which span over two active Staten Island Railroad tracts. The new structure was constructed with new reinforced concrete abutments and wingwalls. The project also involved the installation of a new one-span superstructure using steel stringers and a jointless reinforced concrete deck slab and approach slabs; the replacement of the existing eight-inch diameter water main and telephone conduits; the removal of an abandoned sewer forcemain (asbestos type); replacement of existing approach pavements and sidewalks within the project reconstruction limits; and installation of new street lighting and modification of existing traffic signals. Mr. Toussaint's responsibilities included field inspection supervision of all work listed above. Office work included processing change orders; contractor's payments; monthly progress status; materials acceptance log with all QA requirements; monthly estimate log book and filing system. Client: New York City Dept. of Transportation

Rehabilitation of the Melrose Avenue Bridge over Conrail and the 165th Street Bridge over Metro-North Railroad, Bronx, NY; 9-95-2/97. Office Engineer/Inspector. This project involved the near total demolition, removal, and replacement of the Melrose Avenue Bridge. The new bridge is approximately 600 ft long with seven spans, passes over private land and a Conrail spur. The north approach abuts the East 165th Street Bridge, which spans Metro North Railroad. The south approach slopes down on grade to East 163rd Street. New structure consists of portions of the existing abutments and Pier #1, six new concrete piers with 40 piles each. Close to one million lbs of structural steel were erected on top of 132 elastomeric bearings. The deck concrete was placed in stages to accommodate two, two-span continuous and one, three-span continuous steel stringer spans. Mr. Toussaint's responsibilities included field inspection for the demolition and removal of the existing bridges, pile driving, the erection of structural steel, bearings, installation, the placement of traffic signals, signs, conduits and street lights. Office work included maintaining project documents in accordance with project procedures, material acceptance record, review of inspector's daily report and entering quantities in item quantity book and computer. Mr. Toussaint was also responsible for monitoring all materials for certification and specifications under each item delivered to job site for acceptance requirements, and review contractor's invoices and processed invoices for payments. Client: New York City Dept. of Transportation

Robert Trapani
Chief Inspector

Professional Profile
Mr. Trapani is an experienced construction inspector who has worked on construction projects for many years for both public transportation agencies and private consulting firms. He has been involved on large complicated bridge projects as well as on major highway rehabilitation, and airport construction projects.

Proposed Project Assignment
Civil/Structural Inspector

Registration/Certifications
1995/NICET IV
1998/NACE Coating Inspector Level 1 - Certified

Course Work
2011 - 10-Hour OSHA Training Course, #[redacted]
1994 - AWS Certified Welding Inspector Trained
NYSDOT Maintenance & Protection of Traffic Trained

Professional Affiliation
American Welding Society (AWS)

Total Years Experience 35

Project Experience
Ocean Avenue Bridge over LIRR, Brooklyn, NY; 8/13-Present. Inspector. This project involves REI services for the component rehabilitation of the Ocean Avenue Bridge over the LIRR in the Borough of Brooklyn, NY. Mr. Trapani is responsible for providing daily inspection of all contractor work operations for compliance with contract drawings and specifications, reviewing daily and look-ahead work schedules with contractor, preparing written work operation documentation reports, calculating and tracking work item quantities in preparation for progress payments. Client: New York City Dept. of Transportation

CI Services for the Rehabilitation of Three Bridges, Contract 6052-B1-11 Release 'A', Contract No. 6052-B1-11, Hampton Bays, NY; 1/12-7/13. Inspector. This project involved inspection services for construction activities at North Road Bridge, Shinnecock Canal Bridge, and Montauk Highway Bridge, all on the Montauk Branch in Hampton Bays. Mr. Trapani worked directly with, and as a supplement to, the CM staff of the LIRR. Client: Long Island Rail Road

Belt Parkway Bridges REI Services - Paerdegat Bridge, Contract#HBK1024, New York, NY; 2/10-1/12. Chief Inspector. This project involved the demolition of the entire 13-span, multi-stringer bridge superstructure and substructure including abutments, wingwalls, and the piers consisting of concrete pile columns to a minimum of 600 mm below the mud line. The replacement structures were new three-span and five-span bridges consisting of a Class HP reinforced concrete superstructure slab supported by high performance steel box girders and substructures including reinforced concrete abutments, wingwalls, and multi column piers on new pile foundation. Mr. Trapani was responsible for installation of temporary roadway lighting. Client: New York City Dept. of Transportation

Replacement of Belt Parkway Bridge over Rockaway Parkway, Contract #HBK1091, Brooklyn, NY; 2/10-1/12. Chief Inspector. The project involved the demolition of the entire existing, four-span, multi-stringer bridge superstructure with existing steel cap beams, and superstructures, including abutments, wingwalls, and pier columns and footings; installation of a new single-span replacement bridge consisting of a multi-stringer superstructure with reinforced concrete deck and superstructure, including reinforced concrete abutments and wing walls on new piled footings, and mechanically stabilized earth retaining walls; reconstruction of approach roadway and four entrance and exit ramps within the project limits; and installation of new concrete barrier, new bridge and guide railing, new lighting standards, new drainage systems including catch basins and drainage pipes, new overhead sign structures, and new swale BMP grading, drainage, and planting. Mr. Trapani's responsibilities included inspection of installation of piles; inspection of rebar installation for footings, columns, pier caps, etc.; inspection of placement of mass concrete; and inspection of installation of new drainage systems. Client: New York City Dept. of Transportation

Reconstruction of Willis Avenue Bridge, New York, NY; 2/09-12/09. Senior Inspector. This project involved replacement of the existing movable bridge and approaches with a new structure, built offline from the existing structure. Mr. Trapani's responsibilities included inspection of installation of drilled and driven piles, drainage and earthwork, and structural concrete work. Client: New York City Dept. of Transportation

Queensboro Bridge Lead Paint Removal and Protective Coating, Contract BRC231P, New York, NY; 3/06-2/09. Structural Inspector. This $170-million project involved the erection of containment structures, abrasive blasting and lead paint removal for the entire East River Bridge and the application of a three-coat painting system. Mr. Trapani's responsibilities included cataloging of shop drawings for scaffold and containment erection, field inspection and documentation of erection of scaffolding and containment structures. Mr. Trapani verified that all materials, including pipes, clamps, beams, cables and decking, were in accordance with approved structural drawings. Client: New York City Dept. of Transportation

Robert Trapani
Chief Inspector

Throgs Neck Bridge, Orthotropic Deck Rehabilitation, TN-82 Phase A, New York, NY; 1/04-9/05. Chief Inspector/Assistant Resident Engineer. From 1983-1986, 6,487 ft of Queens and Bronx viaduct was retrofitted with closed rib orthotropic deck to replace the original non-composite concrete deck. The retrofit project successfully completed installation of approximately 440,000 sq ft of orthotropic deck during night shift construction. However, within three years of service, due to redistribution of stresses, several supporting elements in the main girder to floor beam connection area began showing signs of overstress. The $5-million TN-82, Phase A, project involved the testing of the constructibility, serviceability and performance of the design consultant's solution to the chronic structural problems that have plagued the retrofitted spans since 1989. Mr. Trapani was responsible for inspectors covering contract specific items of field work including shear connector installation, steel reinforcement, end sub-floor beam replacement, asphalt wearing surfaces, epoxy bonding compound application, and deck stringer shimming operations. Client: Triborough Bridge and Tunnel Authority

Long Island Expressway/Cross Island Parkway, Exits 29-32, Queens, NY; 8/00-12/03. Assistant Resident Engineer. The project involved construction inspection services for the multiple award winning $147-million rehabilitation of the Long Island Expressway/Cross Island Parkway (LIE/CIP) interchange. The major elements of the project include widening of the Long Island Expressway (LIE) between Cloverdale Boulevard and the NYC/Nassau County line. Also involved interchange improvement, modernization of semi-direct connection ramps and other associated ramp connections to the Cross Island Parkway. Maintenance and protection of traffic included staged construction on the bridges over the LIE and required a major temporary bridge for the reconstruction of the LIE/CIP Bridge. Mr. Trapani supervised an inspection staff of 18 comprised of senior inspectors, inspectors, specialists, and trainees. The scope of work included coordination and supervision of inspection of 14 new structures, including four pre-cast structures, one pre-cast post-tensioned structure, four "tub girder" structures; reconstruction and widening of a rigid frame structure, and four steel frame bridges. Provided supervision and coordination of numerous detours and traffic shifts and staged construction, shift construction, etc. Client: New York State Dept. of Transportation

Marine Parkway Bridge, #MP-01, Resident Engineering and Inspection, New York, NY; 7/98-4/03. Assistant Resident Engineer. This $90-million project involved the reconstruction of the largest vertical lift span bridge in New York. Mr. Trapani's responsibilities included supervision of a large inspection staff, including trainees, and specialist inspectors. He also coordinated staged construction for removal of the existing deck, replacement with lightweight pre-cast and open steel deck systems, truss reinforcement, and flag repairs and supervised inspection of de-leading and painting the entire structure. The project also included post-tensioning trunnions, seismic bearing retrofit, and final balancing of the lift span. Client: Triborough Bridge and Tunnel Authority

Williamsburg Bridge South Roadways Reconstruction, Contract 5, #BRC253BAA, New York NY; 1996-1998. Team Leader. This $310-million project involved the construction engineering and inspection for the reconstruction of the south inner and outer roadways. Mr. Trapani inspected and supervised inspection of orthotropic deck, floorbeam and flag repairs on the main span, and micropile footing systems on the approaches. He also supervised inspection and installation of grid deck, armored, and modular joints, and bridge bearings. As team leader, Mr. Trapani oversaw the installation of approximately 50,000 sq ft of steel grating, including welding of the panels, welded shear stud installation, erection of structural steel, armored joints and bridge bearing installations. He was involved with all aspects of the removal of structural steel and concrete deck removal. Client: New York City Dept. of Transportation

Williamsburg Bridge Main Cable Rehabilitation, Contract 4, #BRC253A, New York, NY; 1991-1996. Senior Inspector. This $88-million construction and resident engineering inspection project involved the rehabilitation of the suspension system for the Williamsburg Bridge. Mr. Trapani's specific responsibilities included inspection of structural steel for anchorages, approaches, and back spans, and the installation of modular and armored joints, open steel floor, curbs, barriers, transitions and impact attenuators. He was also responsible for ensuring the safety of construction personnel and has attended the NYSDOT Traffic Safety Seminar and NYCTA Track Safety Course. Mr. Trapani has knowledge of contents and application of NYS Steel Construction Manual. Other duties included hazardous material management and proper training of the construction forces. Client: New York City Dept. of Transportation

Natanael Vasquez
Inspector

Professional Profile
Mr. Vasquez is an inspector with ten years of experience working on large and complex bridge and viaduct rehabilitation projects. During this time, Mr. Vasquez has performed quality assurance inspection of structural steel erection, concrete placement,, asphalt and epoxy wearing surface placement, and various other bridge system rehabilitation.

Proposed Project Assignment
Civil/Structural Inspector

Registration/Certifications
2009/NICET I
2008/ACI Concrete Field Testing Technician Grade 1

Education
AAS/2007/Construction Management

Course Work
2008 - 10-Hour OSHA Training Course, #[redacted]
Construction Drawing
Materials and Methods of Construction I & II
Statics & Strength of Materials I & II
Construction Management I, II and III
Building Service System
Surveying
Construction Estimating
Materials Testing Laboratory
Computer Applications in Civil Engineering
Elements of Structural Design - Steel
Civil Engineering Drawing
Structural Concrete

Professional Affiliation
American Society of Civil Engineers (ASCE)

Total Years Experience 10

Project Experience
Bayonne Bridge Navigational Clearance Program (BBNCP) Construction Management, NY/NJ; 2/14-Present. Civil Structural Inspector. This project involves construction management services for the $743-million Bayonne Bridge Navigational Clearance Program (BBNCP). This extraordinarily complex, once-in-a-lifetime project will replace more than 5,000 feet of viaduct and re-frame the existing steel arch structure to accommodate a new roadway 65 feet above the existing roadway. Mr. Vasquez is responsible for the following: drilled shaft, also known as caissons in which are high capacity cast in place deep foundation constructed using an auger, full length reinforcing bars and concrete placement; waler system installation of the footings, which involves excavation and i-beam installation around perimeter in order to properly install mud slab; reinforcing bars installation for concrete placement of pier caps; pre-cast segmental installation using high pressure grouting; main bridge, approach roadway demo using cranes, crab muncher Caterpillar and saw cut machines; steel removal and installation of new members using high strength bolts; and temporary flexible shield installation under main bridge. Client: Port Authority of NY & NJ

Brooklyn Bridge Rehabilitation of the Approach Spans and Ramps and Painting of the Entire Bridge, Contract 6, New York, NY; 3/12-2/14. Inspector. This project involved construction management and inspection services for this $500-million rehabilitation of this historic landmark. The scope of the project improved safety and reduced congestion along both the Brooklyn-side and Manhattan-side approaches, particularly from the FDR Drive. In addition, the entire bridge was repainted to prevent steel corrosion. Mr. Vasquez performed inspection/survey of structural members for the purpose of providing rehabilitation, repair and re-striping of the ramps and approaches to the bridge ramps; created two lanes of free-flowing traffic at the Cadman Plaza exit; created additional overhead clearance at the York Street arch over the BQE by replacing existing steel members with newer efficient steel; replaced the road surface on all approach roadways on the Manhattan side by installing high-strength concrete super slabs grouted with 2-in. dia. epoxy coated rebars; performed seismic retrofitting on the Franklin Square arch over Pearl Street; replaced rusted railings and safety barriers; created two lanes of free-flowing traffic from the southbound FDR Drive onto the Brooklyn Bridge; installed new scupper drainage along with steel reinforcement with concrete deviators; and installed new bearing pads for newly-blasted steel beams. He was also involved with the replacement and installation of new reinforcement steel for red and yellow flag repairs; installed new steel structure for Maintenance Shop, Washington, Prospect, Main Street and York; replaced approach roadway in Manhattan and Brooklyn over the arch blocks; rehabilitation of the Manhattan side ramp structures with widening and deck and bearing replacements; rehabilitation of the approach steel structures with full superstructure replacement of the York and Main Street structures and orthotropic deck installation at Franklin Square; seismic retrofitting of the main bridge, Franklin Square and ramp structures; painting of the ramp structures and suspended spans in their entirety; restoration of historic features; reviewing contract drawings and specifications; performing inspection of procedures that deal with civil or structural aspects the project; and observing work done in the field by the contractor, and consulting with the contractor to verify that the work is being completed as designed. Client: New York City Dept. of Transportation

Natanael Vasquez
Inspector

Williamsburg Bridge Reconstruction of Miscellaneous Rehabilitation of the Main Bridge, Contract 8, #BRC253CCA, New York, NY; 2/10-3/12. Inspector. This $280-million project involved the construction engineering and inspection for the rehabilitation of the main bridge. The scope of work for the project included abrasive blasting and painting of main bridge stiffening trusses, rehabilitation and strengthening of the main towers, rehabilitation of the intermediate towers and installation of seismic shear keys, main cable saddle repair and restraint, rehabilitation of wind tongue and wind chord, main tower and intermediate tower bearing installation, main tower leg removal and replacement, stiffening truss top and bottom chord rehabilitation, traveling maintenance platform installation, re-profiling of main span vertical curve by incrementally adjusting suspender cables, modification of orthotropic footwalk deck expansion joints, waterproofing and surfacing of orthotropic roadway deck, installation of ornamental balconies and electroliers, integration of intelligent transportation operating system, seismic retrofit of the intermediate towers, installation of contraflow barrier and erection of barrier transfer machine facility, including augured concrete piles. He was responsible for the inspection of rehabilitation and strengthening of the Brooklyn and Manhattan intermediate main towers; wind tongue and wind chord repairs; the intermediate tower bearing installation, and torquing according to specs all newly-installed connection; the re-installation of the lower level inspection platform; the lateral brace installations; truss top and bottom chord stiffeners and new perma-grout placement on the Brooklyn and Manhattan tower leg bases. Client: New York City Dept. of Transportation

Cross Bay Boulevard Bridge, Contract CB-08/09, Howard Beach, NY; 3/09-2/10. Inspector. This project involved providing construction management and inspection services for this $60-million project, which completely replaced the existing concrete deck using a staged demolition and reconstruction approach. Mr. Vasquez' responsibilities included the supervision and inspection of Stages 3 and 4 by affirming that the demolition of the closure pour and concrete removal on the bridge main deck was performed correctly; inspecting for the proper placement of the galvanized steel strips for the web strengthening on the main bridge girder web repair at span 3-4 and 6-7; assuring that the laborer's provided the correct demolition for the partial depth repairs on Ramps B, C, D, E, and the main bridge below the deck surface; assisting with class A, HP, lightweight, rapid set concrete placement for the closure pour, main barrier and diaphragms; assisting with the patching using speed Crete mortar for the partial depth repairs assuring that all the girders were completed according to specs. He also assisted with painting of the sign structure going southbound on ramp d; inspecting the trench excavation by which electrical conduits were installed for new light and camera fixtures; assured that the carpenters provided the correct form work for the closure pour and diaphragms concrete placement; made the necessary field measurements and payments for the trench excavation, closure pour, diaphragm repairs, partial depth repairs and concrete materials; surveyed the downspout and scupper system for their replacement for the next contract; assisted with the water proofing placement in preparation for the tack coat and asphalt placement; supervised and measured the final pavement markings for the completion of ramp D, after the asphalt was placed. Client: Triborough Bridge and Tunnel Authority

Williamsburg Bridge Reconstruction of Miscellaneous Rehabilitation of the Main Bridge, Contract 8, #BRC253CCA, New York, NY; 5/06-2/09. Inspector. This $267-million project involved the construction engineering and inspection for the rehabilitation of the Williamsburg Bridge. Mr. Vasquez' responsibilities included inspection of removal and replacement of existing asphalt overlay system and water proofing membrane system on orthotropic bridge deck. Work consisted of removal by roto-milling, water blasting and mechanical tools, shot blasting steel substrate, application of coatings, tack coat and paving with polyester modified asphalt mix. Removal of existing work platforms and bridge shield system following site-specific safety procedures.

Other responsibilities included:

- Concrete Testing: Mr. Vasquez performed concrete test on column bearing, sidewalk and street roads. Testing involved performing air, slump, test cylinders and temperature test to satisfy the required standards for class a, c and d concrete. When trucks arrived, he reviewed and checked tickets.
- Miscellaneous Steel Inspection: Mr. Vasquez ensured that steel members were installed as per contract plans and specification for inspection platforms, diagonal/lateral bracing, column/beam connection, struts, batten plate, splice plate, and lacing bars. He also torqued tested all connections per NYSSCM and calibrated the torque wrench on a daily basis.

Client: New York City Dept. of Transportation

Charles Viveiros
Coatings Inspector

Professional Profile
Mr. Viveiros is a coatings inspector with the following experience.

Proposed Project Assignment
NACE Inspector

Registration/Certifications
2011/NACE Coating Inspector Level 1 - Certified
2012/NYCT Track Safety Certified

Course Work
2013 – NJ Transit Roadway Worker/On Track Protection Trained
2012 – Rutgers Traffic Control Coordinator Refresher Course
2011 - OSHA #36-600791313 30-Hour Occupational Safety & Health Training Course
2014 - NJDODSS CEOHS, Indoor Environments Program Lead ID Permit #[redacted]
2012 - SSPC C-3 Supervisor/Competent Person Training for Deleading of Industrial Structures
Work Zone Safety Awareness
TCC-Traffic Control Coordination
NJ (Lead) Supervisor Commercial Buildings & Superstructures

Total Years Experience 6

Project Experience
Brooklyn Bridge Rehabilitation of the Approach Spans and Ramps and Painting of the Entire Bridge, Contract 6, New York, NY; 5/13-Present. Coatings Inspector. This project involves construction management and inspection services for the $509-million rehabilitation of this Iconic National Landmark. The scope of work for the project includes replacement of approach roadway in Manhattan and Brooklyn over the arch blocks; rehabilitation of the Manhattan side ramp structures with widening and deck and bearing replacements; rehabilitation of the approach steel structures with full superstructure replacement of the York and Main Street structures and orthotropic deck installation at Franklin Square; seismic retrofitting of the main bridge, Franklin Square and ramp structures; painting of the ramp structures and suspended spans in their entirety; restoration of historic features. Mr. Viveiros' responsibilities include performing coatings inspections and verifying all job tasks are meeting NYCDOT specifications. He is also responsible for performing inspections to ensure surface preparation meets SSPC SP10 / SP11; inspecting all paint materials as they're applied and being mixed, performing daily inspections of all paint storage areas, batches, and expirations; and taking ambient conditions to ensure temperatures were sufficient to paint (ie. dew, humidity, surface, wet, dry bulb). Client: New York City Dept. of Transportation

J Line, Brooklyn, NY; 3/12-5/13. Quality Engineer. Mr. Viveiros was responsible for performing inspections to ensure surface preparation met SSPC SP2 / SP3; inspecting all paint materials as they were delivered and being mixed; requesting all paint to be used on the job site; performing daily inspections of all paint storage areas, batches, and expirations; and taking ambient conditions to ensure temperatures were sufficient to paint (dew, humidity, surface, wet, dry bulb). Client: MTA

Allied Painting, Inc. NJ; 9/09-5/13. Inspector/Health and Safety Officer/Quality Control. Mr. Viveiros enforced health and safety regulations as per OSHA requirements; ensured quality control on job sites to meet any SSPC requirements; performed inspections on all SSPC surface profiles; took measurements of wet film and dry film to ensure paint met contract specifications; performed all inspections of paints being mixed/boxed; inspected storage areas for adequate conditions; took ambient conditions to ensure temperatures were sufficient to paint; performed duties as a traffic control coordinator during lane closures and openings; he was responsible for lane closures and openings; maintained all records of job sites (i.e. conditions, requirements, safety regulations, employees responsibilities, employee time sheets); ensured job materials were made available for employees at the work area (i.e. respirators, coveralls, blast hoods, eyewear); coordinated daily safety meetings at the beginning of each workday to ensure all employees understood the duties and all safety measures they must take; checked specifications after blasting was completed; evaluated work performed by employees to make sure all paint and rust was removed; used DFT machine to measure paint thickness; set up the decontamination facility, hazard waste area, and maintained work yard. Clients: Various

Charles Viveiros
Coatings Inspector

Route 19, Paterson, NJ; 2/12–1/13. Health and Safety Officer. Mr. Viveiros was responsible for performing inspections to ensure surface preparation met SSPC SP2 / SP3; inspecting all paint materials as they were delivered and being mixed; requesting all paint to be used on the job site; performing daily inspections of all paint storage areas, batches, and expirations; and taking ambient conditions to ensure temperatures were sufficient to paint (dew, humidity, surface, wet, dry bulb).Client: New Jersey Dept. of Transportation

Raritan Bridge, NJ; 9/11–1/12. Foreman, Traffic Coordinator, Quality Control and Health and Safety Officer. Mr. Viveiros performed blast inspections on a three-coat painting system and reviewed requirements for SSPC SP 10 surface preparation; observed and inspected all painting materials being mixed; performed WFT measurements when paint was being applied and reviewed paint thickness to assure that it met contract specifications; took DFTs of all three coats after paint was fully cured; and ensured dry film met specifications. Client: New Jersey Turnpike

Delaware Water Gap, PA, 2011. Foreman, Traffic Coordinator, Quality Control and Health and Safety Officer. Mr. Viveiros performed blast inspections on a three-coat painting system to ensure they met the SSPC SP 10 surface preparation requirements; he observed and inspected all painting materials being mixed; performed WFT measurements when paint was being applied to ensure paint thickness met contract specifications and also when paint was fully cured to perform DFT's of all three coats; and he also ensured dry film met specifications and took ambient conditions to make sure temperatures were sufficient for painting (dew, humidity, surface, wet, dry bulb). Client: Delaware Joint Bridge Commission

Route 280, Newark, NJ; 3/11-12/11. Foreman, Traffic Coordinator, Quality Control and Health and Safety Officer. Mr. Viveiros performed blast inspections on a three-coat painting system requiring SSPC SP 10 surface preparation; observed and inspected all painting materials being mixed; performed WFT measurements when paint was being applied to ensure paint thickness met contract specs; and when paint was fully cured, he took DFT's of all three coats to ensure dry film meet specs. Client: New Jersey Dept. of Transportation

Atlantic City Expressway Overpasses, Hammonton, NJ; 11/10–3/11. Traffic Control Coordinator/Health and Safety Officer. Mr. Viveiros enforced all safety on the job site from equipment to employees. He also closed/opened lanes and set up MPT for work to be performed at specific locations. Client: Atlantic City Toll Bridge Commission

Atlantic Avenue Viaduct, NY; 9/09–11/10. Foreman/Quality Control. Mr. Viveiros instructed all employees where work was to be performed; inspected all work and surface preparation to make sure it met SSPC SP11 surface profile; measured steel using Testex Tape to make sure it met contract specifications; inspected all paint materials being mixed and applied including three-coat system Zinc, Epoxy, Urethane; he took DFT measurements to ensure dry film met contract specifications; took ambient conditions to ensure that temperatures were sufficient to paint (dew, humidity, surface, wet, dry bulb). Client: Long Island Rail Road

Kiewit, NY; 10/09. Quality Control Coordinator. Mr. Viveiros worked as a subcontractor and performed all duties as a quality control coordinator. Client: Various

Dover Water Tank, DE. Quality Control. Mr. Viveiros performed all Inspections on the structure. He assured that surface preparation and blast surface preparation inside the tank met SSPC SP10 requirements; he assured that outside tank met SSPC SP6 for commercial blasting; inspected all surface areas before any paint was applied; observed and inspected all paint being mixed and boxed and inspected application by using a WFT gauge after paint fully cured; inspected dry film thickness by using a positest DFT gauge; and ensured there were no holidays and runs on the structure and if so, instructed workers where touch ups needed to be applied.

SHELDON WILLIAMS *KS Engineers, P.C.*
Construction Inspector – Painting and Structural

PROFESSIONAL REGISTRATIONS/CERTIFICATIONS
NACE CIP Level 1, Level 2 # [redacted]
American Welding Society – Certified Welding Inspector - # [redacted]

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Construction Inspector/Certified Welding Inspector	5/2014 - Present
HAKS	Senior Construction Inspector	4/2013 – 12/2013
Malcolm Pirnie (Now Arcadis, Inc.)	Construction Inspector/Certified Welding Inspector	1/2009 – 12/2012
S&B Constructors	QA/QC Welding Inspector	4/2008 – 11/2008
Oil States Industries, Inc.	QC Welding Inspector	2/2007 - 3/2008
Borco Oil Refinery	Welding Inspector	3/2006 - 11/2006
Weld Services	Welding Inspector	5/2003 - 10/2005

EXPERIENCE SUMMARY
Mr. Williams has more than 10 years of experience as a welding and painting inspector including inspection for bridge painting for multiple contracts with NYSDOT. His experience includes performing QA/QC oversight for welding operations and conducting review of quality checks for welding and radiographic work. His representative project experience includes:

NYCDOT, Resident Engineering and Inspection Services for Component Rehabilitation of 10 Bridges, Brooklyn, NY - Inspector. Scope of work includes constructability review of the design documents; CPM review of schedule and updates; continuous REI services and material testing; and public outreach. Construction cost - $6.35 million. (4/2013-12/2013)

NYSDOT, Region 10 Term Agreement, Contract D030568 for Bridge Painting, Nassau & Suffolk County, NY - Inspector. Inspected bridge painting for multiple contracts on all of the Region's major highways including: Rte 27, Southern State Parkway, Long Island Expressway, Northern State Parkway, Rte 25, Rte 25A, Meadowbrook Parkway, Rte 135 and more. Much of the work was performed at night with WZTC for lane closures. Work included containment and hazardous waste (lead paint) removal prior to installing primer, and a minimum of two coatings. Construction cost - $20 million. (4/2013-12/2013)

Croton Water Treatment Plant, Bronx, NY - QA General Field Inspector. Supervised all welder qualification tests. Reviewing of weld procedures and welder qualifications. Oversight of all welding operations and NDE requirements. Supervised mapping and tracking of weld, the receiving and installation of equipment (Tanks, pumps, UV units), all QC contractors welding/painting/and mechanical. Walking of packages consisting of pneumatic testing. Pre-hydro and post hydro testing. Supervised all painting and mechanical contract. Piping system restoration. Supervised NDE inspection using the PT and MT process. Construction codes: ASME Section IX, ASME B31.1, ASME Section V, AWS D1.1, and AWS D1.6. (1/2009-12/2012)

Croton Water Treatment Plant Raw and Treated Water Tunnels Connecting UV Plant, Bronx, NY - QA Welding Inspector. Supervised all welder qualification tests. Oversight all welding operations and NDE requirements. Review all welding procedures and qualifications. Supervised mapping and tracking of the weld. Supervised NDE inspections using the PT process. Construction codes are AWS D1.1. (1/2009-12/2012)

S&B Engineers and Constructors, Ltd., Teal/Bimodal, Houston, TX - QA Welding Inspector. Responsible for conducting visual and dimensional examinations. Oversight all welding operations. Walking of packages consisting of pre-hydro, hydro, and post-hydro test. Mapping and tracking weld. Performed NDE inspections using the PT and the MT process. Construction codes are: ASME Section V, ASME Section VIII, ASME Section IX, ASME section B31.1, and AWS D1.1. (10/2008-12/2008).

S&B Engineers and Constructors, Ltd., Meeker II Gas Plant, Meeker, CO - QA/QC Welding Inspector. Conduct visual and dimensional examinations. Oversight all welding operations. Walking of packages consisting of pre-hydro, hydro, and post hydro. Supervised all painting of mechanical contract. Mapping and tracking welds. Supervised NDE inspections using the PT and MT process. Construction codes: ASME Section V, ASME Section VIII, ASME Section IX, ASME Section B31.1. (04/2008-11/2008)

Oil States Industries, Inc. Houston, TX - QC Welding Inspector. Oversight of all welding operations. Dimensional verifications of fabricated structures. Supervised all painting of mechanical contract. Visual acceptance of weld and weld mapping. Supervised NDE inspections using the PT and MT process. Construction codes AWS D1.1 and API 1104. (02/2007-03/2008)

Borco Oil Refinery, Upgrade Project, Freeport, Bahamas - (C.W.I.) Welding Inspector. Conducted/reviewed quality checks of all welding and radiographic. Testing procedures during the upgrade phase of Borco Oil Refinery tanks and associated piping. Construction codes are ASME Section V, ASME Section VIII, ASME Section IX, and ASME B31.3 (03/2006-11/2006)

Weld Services, Trinidad and Tobago - (C.W.I.) Welding Inspector. Welding of piping and structural members in accordance with the American Society of Mechanical Engineers code requirements during the shop fabrication phase of various projects. Responsible for visual acceptance of completed weldments. Construction codes are: ASME Section V, ASME Section VIII, ASME Section IX, and ASME Section B31.3. (05/2003-10/2005)

Gregory Yuzuk
Chief Inspector

Professional Profile
Mr. Yuzuk has 14 years of experience working at extreme heights on numerous bridges throughout the New York Metropolitan area. He has proven technical skills, is quick to learn, has a professional demeanor, and is a team worker and an effective communicator.

Proposed Project Assignment
NACE Inspector

Registration/Certifications
2008/NACE Certified Coating Inspector Level 3

Course Work
2010 - 10-Hour OSHA Training Course

Total Years Experience 14

Project Experience
Brooklyn Bridge Rehabilitation of the Approach Spans and Ramps and Painting of the Entire Bridge, Contract 6, New York, NY; 10/10-Present. Chief Inspector. This project involves construction management and inspection services for the $509-million rehabilitation of this Iconic National Landmark. The scope of work for the project includes replacement of approach roadway in Manhattan and Brooklyn over the arch blocks; rehabilitation of the Manhattan side ramp structures with widening and deck and bearing replacements; rehabilitation of the approach steel structures with full superstructure replacement of the York and Main Street structures and orthotropic deck installation at Franklin Square; seismic retrofitting of the main bridge, Franklin Square and ramp structures; painting of the ramp structures and suspended spans in their entirety; restoration of historic features. Mr. Yuzuk's responsibilities include inspection of platform and containment erection, surface preparation (SP 1, SP 2, SP 10), and application of a four-coat paint system including surface profile measurements, chloride testing and dry film measurements. Client: New York City Dept. of Transportation

Throgs Neck Bridge, New York, NY; 3/09-10/10. As a coatings inspector, Mr. Yuzuk was responsible for painting on/off ramps on the Queens abutment to the Queens anchorage; performing visual inspection of surface preparation; application of three-coat paint system; visual inspection of stripe coat; and performing chloride testing, measuring dry film thickness in accordance with PA-2.

Whitestone Bridge, Bronx, NY; 3/08-12/08. As a coatings inspector, Mr. Yuzuk was responsible for painting suspension system and towers; visual inspection of surface preparation, SP-1, SP-2; application of three-coat paint system; visual inspection of surface preparation of interior/exterior towers; performing chloride testing, measuring dry film thickness in accordance with PA-2; and visual inspection of stripe coat.

Local Union 806, Various Bridges, NY; 6/98-12/07. Bridge Painter. Mr. Yuzuk worked at extreme heights on the Tappan Zee, Manhattan, and Newburgh-Beacon Bridges and was responsible for abrasive blasting with steel grit and black beauty to achieve SP-5, SP-10; using hand and power tools to achieve SP-2, SP-3 and SP-11; managing paint pump; installing and removing platform systems; maintaining, troubleshooting, and repairing faulty or broken power tools; and implementing all safety devices to ensure safe working conditions.

AHMED HUSAIN ZUBAIR *KS ENGINEERS, P.C.*
Construction Inspector

EDUCATION
BS/Civil Engineering, Drexel University, 1997

PROFESSIONAL REGISTRATIONS/CERTIFICATIONS
NACE CIP Level 1
NACE CIP Level 1 w/ Marine Specialty
NACE CIP Level 2
NACE CIP Level 2 w/ Marine Specialty
NACE CIP Level 3 – Peer Review with Marine
OSHA 30 HOURS SAFETY COURSE/ 2005 and 2009
OSHA 500 Trainer Course 2009
Lead Awareness Course at NYSDOT Region 11
SSPC C-3 COURSE FOR LEAD REMOVAL SUPERVISOR/ 2008
National Association of Corrosion Engineers, International
NYC DOT Approved Courses
OSHA Lead Awareness Course
NYC DOT Supervisor's Course for Bridges
NYC Department of Building Approved Courses
40 HR Site Safety Managers Course for NYC Department of Buildings
Suspended Scaffold Safety Challenge Examination approved by NYC Dept of Buildings
REINFORCED STEEL & CONCRETE INSPECTION Certificate
QUALITY ASSURANCE/ QUALITY CONTROL MASTER WORKSHOP Attendance Certificate
LEAD AWARENESS TRAINING Certificate (# 2004-233)
RESPIRATOR TRAINING AND FIT TEST (#2004-253)
CERTIFICATE OF FITNESS TO OPERATE COMPRESSORS

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Senior Construction Inspector/Engineer	2013 - Present
Entech Engineering	Chief Inspector	5/2006 – 1/2009
KS Engineers, P.C.	Chief Inspector	4/2005 – 5/2006
M.A. Angeliades	Quality Engineer	4/2004 – 3/2005
Massans Eng & Urbitran	Office Engineer/Chief Inspector	4/2000 – 12/2002
L.A. Wenger	Construction Inspector	7/1997 – 03/2000

EXPERIENCE SUMMARY
Mr. Zubair has more than 15 years of experience in construction inspection. His experience covers both highway and bridge work, including bridge structural painting and paint removal; scheduling; cost estimation; processing change orders; sanitary sewer and water main installation; air monitoring; maintenance and protection of traffic; surveying monuments; excavation; sub-base concrete and asphalt pavement; erection of electric poles; sidewalk installation; etc. He is proficient in the following programs/systems: SureTrak, Primavera, AutoCAD 2002, MURK, ASTM standards, ACI codes, and AASHTO Specifications for Highway Bridges. Mr. Zubair's relevant experience includes:

DRJTBC, Upper Black Eddy-Milford Toll-Supported Bridge, Contract No. TS-444A, Milford, PA - Painting and

structural inspector for the rehabilitation of the Upper Black Eddy - Milford Toll-Supported Bridge, a three (3) span Warren truss structure with a total length of approximately 700 feet between abutment backwalls. Work included: replacement of entire existing floor system, including 3 1/2" thick concrete filled inverted T-beam deck, steel stringers, steel floorbeams, associated deck joints, and lower chord lateral cross-bracings with new galvanized structural steel members; replacement of the entire length of existing steel plate sidewalk with a new sidewalk while maintaining the existing sidewalk cantilever brackets; installation of new sidewalk support stringers and tension ties; identify areas of steel sectional loss and check for damage and loose rivets and approve locations for rivet replacements; replacement of existing truss fixed and expansion bearings in all spans; cleaning and painting of all structural steel utilizing a Class 1 A Containment System and surface prep std of SSPC SP-10 level of abrasive blast cleaning of steel and application of a three coat zinc system; replacement of entire existing lighting system and CCTV with system; replacement of entire existing pedestrian railing with a new decorative pedestrian railing and replacement of abutment backwalls; repair of deteriorated areas of concrete and stone masonry at all abutments and piers; removal and replacement of existing near and far approach curbs and sidewalks in the immediate vicinity of the bridge; milling and overlaying of both approach roadways; cleaning of existing inlets and pipes; installing traffic stripes within the project limits, and installing new traffic control signs. All construction work performed under a full-time detour. (1/11 - 5/11)

DRPA, Construction Monitoring Services for the Walt Whitman Bridge Steel Painting, NJ & PA - Construction Inspector/Bridge Painting Inspector responsible for the inspection of surface preparation for the coating of steel members that included removal of existing lead-based paint and application of new high-performance coating system to the Philadelphia deck-truss spans, the Philadelphia twin-girder simple spans, and the 2 lower-layer interior cells of the Philadelphia Tower and the Gloucester Tower. The project also included maintenance painting of the Philadelphia girder spans and the approach overpass bridge structures in New Jersey and Pennsylvania. Work included application of 3 coats of paint for the steel members, using Class 1A containment for abrasive blasting. Primer, intermediate, and final coat were applied and reports were prepared for placement in contract document files. (04/05 - 06/06)

NYSDOT Region 11, Nassau Expressway & Interim Nassau Expressway Pavement Rehabilitation & Resurfacing (Including painting of 7 bridges) - Chief Inspector responsible for providing civil engineering expertise to the whole construction project of rehabilitation of 7 bridges and ramps. Responsibilities included protecting client's interest through quality control and mitigation of schedule problems relating to completion deadlines. Monitor CPM schedule and progress of work as per schedule deadlines. Check RFIs, evaluate RFIs feasibility and coordinate with field inspectors and design consultant and contractor. Widening of highway ramps. Installation of new sub base and concrete pavements. Shoring and replacement of bridge decks. Replacement of bridge bearing. Operations involve shoring and hydraulic jacking of bridges. Installation of Calcium Patch to replace deteriorated concrete on approach slabs at abutment locations. Review shop drawings, perform site inspection, ensure all construction proceeds in accordance to contract specifications and approved shop drawings. Oversee MPT setup and sign installations. Check installation of vehicle arresting barrier net. Coordinate and liaise with different City and State agencies to mitigate upcoming problems and conflicts. CALL INFORM traffic communication about all lane closures and openings. Review and sign off Daily Work Records of Construction Inspectors daily reports. Performed office engineering duties also by obtaining work completion information from all inspectors daily reports and tallied the quantities completed with quantities approved for payment and matched the same with CEES quantities data entry. (09/08 - 01/09)

RESUMES

CONSTRUCTION ADMINISTRATORS

Jerry Amoah, E.I.T.
Office Engineer

Professional Profile
Mr. Amoah is an office engineer with the following experience.

Project Experience
Belt Parkway Bridges REI Services - Gerritsen Inlet Bridge, Brooklyn, NY; 10/13-Present. Office Engineer. This $104.5-million project involves total replacement of Gerritsen Inlet Bridge on the Belt Parkway in the Borough of Brooklyn. The major work includes removal and disposal of main spans including concrete deck, steel girders, floor beams and stringers, approaches, concrete superstructure, closure walls, timber piles, concrete piers, pier caps, columns, abutments, wingwalls, street lighting, transformer room, transit ducks, steel conduits, navigation lights, and trees and vegetation. Mr. Amoah is responsible for preparing change orders; reviewing inspector's reports; maintaining resident engineer's diary; generating weekly reports; preparation of minutes of meetings and the agenda; maintaining all project documents; monitoring project costs; maintaining document correspondence logs; reviewing specifications for compliance; performing field inspection under the various contract disciplines (piles, concrete, steel, rebar, soil etc.); review of specifications for compliance; monitoring material certification with project progress; and processing contractor payments. Client: New York City Dept. of Transportation

Proposed Project Assignment
Construction Administrator

Registration/Certifications
2009/ACI Concrete Construction Special Inspector
2011/Engineer In Training/NJ
2009/NJ Society of Asphalt Technology Certificate
2011/NICET III
2011/NICET II
2011/ACI Concrete Field Testing Technician Grade 1

Education
MS/2011/Engineering Management
BS/2011/Civil Engineering

Course Work
2011 - NJIT Project Management Training Course
2010 - ACI Reinforced Concrete Design Seminar
2010 - OSHA 10-Hour Construction Course
2010 - Work Zone Safety Awareness Course
2010 - Construction Certification of Completion Course
2009 - OSHA 40-Hour Hazardous Waste Operations and Emergency Response
2008 - Hazmat for Transportation and Basic Radiation Safety for the use of Nuclear Moisture/Density Gauge Testing Equipment

Total Years Experience 8

Public Service Electric & Gas (PSEG); 2/13-9/13. Project Controls Engineer. Mr. Amoah was responsible for monitoring and managing all aspects of multiple underground and OPGW projects.

Route 52 Causeway Bridge Replacement, Contract B; 3/10-2/13. Office Engineer. Mr. Amoah's responsibilities on this $257-million project included processing, maintaining, and monitoring all contract documents, control under runs, overruns, potential claims, work orders and subletting agreements, performing QA checks for compliance, managing/arranging pre-con/progress meetings, processing monthly estimates, documenting and processing change orders and managing DBE/SBE/Trainee programs according to EEO contract requirements, and reviewing and performing quantity calculations.

Willis Avenue Bridge Replacement; 8/09-2/10. Mr. Amoah served as senior construction inspector on this $300-million project.

As a boring inspector for the Port Authority of NY & NJ, Mr. Amoah provided subsurface exploration for the World Trade Center and the Corbin Street Flyover Projects ($97M). His responsibilities included soil sampling, environmental sampling, packer testing, rock coring, undisturbed soil sampling, and field permeability test; 5/09-8/09.

As an engineering technician, Mr. Amoah was responsible for laboratory testing: soil, aggregates, concrete, proctor, masonry and fireproofing material; field construction-phase observation and testing: earthwork, utility backfill, retaining walls, sub grade for roads and buildings, HMA pavements, concrete, structural steel, soil/ground improvement, pile inspection and retention/detention ponds; and geotechnical exploration including site recon, test pits, borings and rock coring; 4/05-5/09.

Edward Arrabito
Office Engineer

Professional Profile
Mr. Arrabito possesses the following experience.

Proposed Project Assignment
Construction Administrator

Total Years Experience 9

Project Experience
2011-2014 Port Authority On-Call Construction Management Services – Stewart Airport, Newburgh, NY; 12/13-Present. Civil Structural Inspector. This project involves construction management and inspection services on an on-call basis. The Port Authority of NY & NJ supplements their own staff with consultant-provided personnel to manage and administer construction contracts at their owned and operated facilities. Under this on-call contract, Mr. Arrabito's responsibilities include ensuring contractors' compliance with contract documents, approved submittals, shop drawings, and catalog cuts. As part of the Resident Engineer's Office (REO), he is responsible for communicating between the REO and the contractors and subcontractors on the status of a project while providing clarification on questions on how to proceed; acting as the point person between multiple stakeholders involved in construction projects at Stewart Airport; maintaining daily narrative logs to track the progress of projects, tasks within projects, controlled inspections, contractor approvals, insurance requirements, and timesheet documentation; and providing for timely arrangements for inspections from PA NY & NJ Materials Division for off-site fabrications or on-site for concrete, asphalt and fireproofing. Client: Port Authority of NY & NJ

While working as a construction manager, Mr. Arrabito prepared and negotiated cost estimates, budgets, and work timetables; used payment applications; prepared change orders; selected appropriate construction methods and strategies; inspected finished projects, including concrete work and conduit installation; interpreted and explained contracts and technical information to workers and other professionals; reported on work progress and budget matters to clients; collaborated with architects, engineers, and other construction and building specialists; instructed and supervised construction personnel and activities onsite; responded to work delays and other problems and emergencies; selected, hired, and instructed laborers and subcontractors; and complied with legal requirements, building and safety codes, and other regulations; 1/11-12/13

While working as a project coordinator, Mr. Arrabito assisted in framing, carpentry, masonry, drywall, millwork, etc.; provided project consultations with client; prepared cost estimations and proposals; assembled appropriate team from both within company and outside (subcontractors); managed construction site, crew, and laborers; oversaw worksites and scheduling; liased with subcontractors, clients, and owner with regard to change orders, etc.; ensured all facets of project were addressed efficiently with optimal craftsmanship; created project portfolios including clear, full-color photographs; and expanded partnerships and built coalitions with city agencies, contractors, and building managers; 7/09-1/11

As a construction assistant, Mr. Arrabito assisted in all phases of commercial and residential construction and renovation projects: carrying material or tools, setting up and taking down equipment, cleaning up; measured and marked cutting lines on materials, using ruler, pencil, chalk, and marking gauge; followed established safety rules and regulations, maintained a safe and clean environment; verified trueness of structures, using plumb bob and level; shaped or cut materials to specified measurements, using hand tools, machines, or power saw; and studied specifications in blueprints, sketches or building plans to prepare project layout and determine dimensions and materials required; 9/03-11/07

Other Skills
Extensive professional experience in Word, Excel, PowerPoint, and Access; experienced in both PC and Macintosh platforms

Gina Caceres
Assistant Office Administrator

Professional Profile
Ms. Caceres is an assistant office administrator with the following experience.

Proposed Project Assignment
Construction Administrator

Registration/Certifications
2009/NICET III

Course Work
2009 - ASCE Crane Safety Training for Engineering and Supervisors
2008 - 10-Hour OSHA Training Course, #[redacted]
2007 - MTA - NYCT Track Safety Course

Total Years Experience 11

Project Experience

Brooklyn Bridge Rehabilitation of the Approach Spans and Ramps and Painting of the Entire Bridge, Contract 6, New York, NY; 2/10-Present. Assistant Office Administrator. This project involves construction management and inspection services for the $509-million rehabilitation of this iconic national landmark. The scope of work for the project includes replacement of approach roadway in Manhattan and Brooklyn over the arch blocks; rehabilitation of the Manhattan side ramp structures with widening and deck and bearing replacements; rehabilitation of the approach steel structures with full superstructure replacement of the York and Main Street structures and orthotropic deck installation at Franklin Square; seismic retrofitting of the main bridge, Franklin Square and ramp structures; painting of the ramp structures and suspended spans in their entirety; restoration of historic features. Ms. Caceres' responsibilities include assisting the resident engineers with document research; creating and maintaining office filing and sub-filing system; reviewing, logging and coordinating the distribution of all correspondence and contractor's submittals (catalog cuts, Engineering Clarification Memos, construction procedures) utilizing the current office database and Excel; organizing the inspectors daily reports and engineer's diary; recording, preparing and distributing progress meeting minutes; procurement of office supplies; forwarding of monthly office invoices for payment; basic human resource work within the field office and all secretarial work for the office engineers; coordination of employee background checks for all East River Bridge employees; and processing of consultant and subconsultant yearly salary rate adjustments. Client: New York City Dept. of Transportation

Williamsburg Bridge Reconstruction of Miscellaneous Rehabilitation of the Main Bridge, Contract 8, #BRC253CCA, New York, NY; 5/03-2/10. Administrative Assistant. This $280-million project involved the construction engineering and inspection for the rehabilitation of the main bridge. The scope of work for the project included abrasive blasting and painting of main bridge stiffening trusses, rehabilitation and strengthening of the main towers, rehabilitation of the intermediate towers and installation of seismic shear keys, main cable saddle repair and restraint, rehabilitation of wind tongue and wind chord, main tower bearing installation, main tower leg removal and replacement, stiffening truss top and bottom rehabilitation, traveling maintenance platform installation, re-profiling of main span vertical curve by incrementally adjusting suspender cables, modification of orthotropic footwalk deck expansion joints, waterproofing and surfacing of orthotropic roadway deck, installation of ornamental balconies and electroliers, integration of intelligent transportation operating system.

Ms. Caceres' responsibilities included the review, logging and distribution of all correspondence and contractor's submittals; procurement of office supplies; organizing and tracking of shop drawings and computerizing for quick access; maintenance and recording of all Inspectors Daily Reports and Engineer's Diaries; review of subcontractors monthly invoices before forwarding for payment; basic human resource work within the field office; and secretarial work for all office engineers. Client: New York City Dept. of Transportation

LISA CANTON *KS Engineers, P.C.*
Contract Specialist

EDUCATION

AA, Business Management, Santa Fe Community College, Gainesville, FL, 1999
Audio Engineering, Basement Recordings, Brooklyn, NY, 1998
WP 5.1/Data Entry/Proofreading, Santa Fe Community College, Gainesville, FL, 1990

SKILLS

Primavera Contract Manager, Expedition
Microsoft Outlook, Word, Excel, PowerPoint and Access
Panagon and Saros
Health & Safety Awareness

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Document Control Specialist	2009 - Present
CH2M HILL, Inc	Document Controls Assistant	1990 - 2008
Shands-Alachua General Hospital	Part-Time File Clerk	1990

EXPERIENCE SUMMARY

Ms. Canton has extensive leadership experience in construction project administration, document controls, document publishing, contract administration, construction specifications, administrative assistance, and strong PC skills.

NYCTA, CM-1256 Construction Management Services for the Fulton Street Transit Center, New York, NY - Document Control Specialist responsible for providing construction management services for this $880 mega million project. The Metropolitan Transportation Authority and MTA Capital Construction are building a new Fulton Street Transit Center in the general vicinity of Fulton Street and Broadway, incorporating six existing Lower Manhattan subway stations which includes: Fulton Street for nos. 2, 3, 4, 5, J, M and Z trains; Broadway-Nassau Street for A and C trains; Chambers Street / World Trade Center for E train; and Cortlandt Street for R and W trains. The FSTC project's goal is improve access to and connections between 12 subway lines for hundreds of thousands of daily commuters and Lower Manhattan residents and visitors, and will link NYC Transit facilities with PATH service and the World Trade Center site. Construction of the Fulton Street Transit Center is underway and parts of the new station have already been opened for commuter use. (02/09 - Present)

CH2M HILL, Inc., Gainesville, FL - Document Controls Assistant responsible for submittals during Construction (SDC) Coordinator. Served as the Southeast Regional (SER) Lead Point-of-Contact for construction services coordination; by providing leadership to peers in administrative communication by training external SER staff on corporate database procedures; and providing the technical skills necessary to coordinate, research, and track construction Submittals, compiling engineer comments on submittals; processing submittals after engineer dispositions; working on fast paced deadlines for Requests for information (RFI's), Clarification/Interpretation Requests, Field Orders, and Operation & Maintenance Manuals for reviewing design engineers, client, field representatives & Project Managers; providing technical assistance and training of SDC coordinators in tracking construction procedures using Expedition (Primavera- Contract Manager); maintaining Project Records during the phase, and archiving at closeout; assisting Operations Leader (OL) with meeting staff utilization goals, communication on project chartering meetings/provide copy of project instructions to OL. Maintained project schedule and submittal reports for all in-house projects, including duration and provide primary project point-of-contact with direct informative technical feedback meetings on a biweekly basis. (8/05 - 7/08)

Document Publishing Specialist, Lead Construction Specifications Coordinator - Responsible for setting up CSI master specifications for projects in Panagon database, tracking specification sections, attending project meetings, processing and proofing specifications and references, communicating with Project Assistants and Engineering team on the project, scheduling, forwarding, and assembling the contract documents for reproduction, distributing the contract documents for internal, Client, Plan Rooms, and Contractor distribution. Bidwork procedures include selling contract documents to bidding contractors, subcontractors, and equipment suppliers; creating, compiling and distributing addenda on project to distribution list; and sending out weekly bidder's list to companies interested in networking with bidders in the event they win bid. Conforming documents which include revising all changes per addenda to specifications; and preparing signed Contract Documents for client and awarded contractor to use in the field during construction. Assisting engineers and other processors to meet their deadlines so that workload and deadlines are compatible. (6/98 - 8/05)

Administrative Assistant - Served as the only administrative assistant for the Environmental Department of 23 engineers. Had independently prepared reports for the Senior Environmental Department Manager and coordinated presentations and production (graphics, editing and reproduction), routinely solved problems and questions for engineers; performed workload leveling for administrative work group; drafted and tracked project and subcontractor invoices; setup and maintained financial and procurement databases and tracking systems; developed new or recommended revised procedures; coordinated conferences, weekly & monthly staff and client professional meetings and organized community events. Collected and compiled data in response to special requests; screened calls, arranged meetings and engineer travel; and maintained the schedule for senior management and other personnel. (11/94 - 6/97)

Document Publishing Specialist, Construction Specifications Processor - Setting up CSI master specifications for a project in Word Perfect & SAROS software, tracking specification sections, attending project meetings, processing and proofing specifications and references, communicating with Project Assistants and Engineering team on the project, scheduling, forwarding, and assembling the Contract Documents for reproduction, distributing the Contract Documents for internal, Client, Plan Rooms, and Contractor distribution. Bidwork procedures include selling Contract Documents to bidding contractors, subcontractors, and equipment suppliers; creating, compiling and distributing addenda on project to distribution list; and sending out weekly bidder's list to companies interested in networking with bidders in the event they win bid. Conforming documents which include revising all changes per addenda to specifications; and preparing signed Contract Documents for client and awarded contractor to use in the field during construction. Assisted engineers and other processors to meet their deadlines so that workload and deadlines are compatible. (9/90 - 11/94)

Shands-Alachua General Hospital, Gainesville, FL - Part-Time File Clerk duties included filing confidential documents and medical records; also billing appropriate patient insurance companies for medical services patients received from hospital. (4/90 - 11/90)

Henry Chiang
Office Engineer

Professional Profile
Mr. Chiang has experience in sign inspection, development of signal timings, and safety studies. Mr. Chiang has most recently been involved in the design of sign replacement plans, cost estimation, and inspection. He is currently working on-site as an office engineer at the New York City Dept. of Transportation and also as a public relations representative for the New York State Dept. of Transportation at the Kew Gardens Interchange project.

Project Experience
Office Engineer Positions for Various Superstorm Sandy Reconstruction Projects, New York, NY; 3/14-Present. Office Engineer. The City of New York retained GPI to supply office engineers to efficiently manage the records of the emergency contracts to repair the damage caused by Superstorm Sandy. Mr. Chiang is responsible for monitoring inspector's compliance with MURK forms. He is also responsible for tracking contractor progress and scheduling, quantity tracking and database management. Client: New York City Dept. of Transportation

Proposed Project Assignment
Construction Administrator

Education
MS/2009/Transportation Planning and Engineering
BS/2006/Business and Technology Management

Course Work
2014 - 10-Hour OSHA Hazard Recognition Training Course
2007 -Traffic Engineering I & II, ITS I & II, Planning, Transportation Management
2008 - Urban Transportation, Forecasting Urban Travel Demand, Fundamentals Concepts in Transportation, Transit Maintenance and Operations

Professional Affiliation
Institute of Transportation Engineers (Young Members Committee)

Total Years Experience 7

Rehabilitation of Kew Gardens Interchange/Van Wyck Expressway, Queens, NY; 6/13-Present. Public Relations Liaison. The project involves construction inspection services for the reconstruction of the Van Wyck Expressway (I-678), between 86th Avenue and the Grand Central Parkway in Queens County. This $150-million project involves the complete replacement of five bridges, the reconstruction of one bridge along with the reconstruction of a pedestrian tunnel and the widening of the Van Wyck Expressway. Mr. Chiang is responsible for communicating with the Briarwood community and NYSDOT for both projects currently under construction to resolve any concerns or issues in a timely manner. He is also responsible for the dissemination of information regarding schedule, traffic pattern changes, or upcoming night work that may impact the community. Client: New York State Dept. of Transportation

John F. Kennedy International Airport Non-CTA Standard Lane Closures, Queens, NY; 3/12-6/12. Junior Engineer. The Port Authority was interested in developing routine lane closure guidelines for locations considered outside the Central Terminal Area (CTA) at John F. Kennedy (JFK) International Airport. This effort included, but was not limited to, the Van Wyck Expressway, JFK Expressway, service roads, and all roadways within the cargo areas. Mr. Chiang was responsible for design and drafting of Maintenance and Protection of Traffic plans. Client: Port Authority of NY & NJ

George Washington Bridge Trans-Manhattan Expressway Barrier Replacement, New York, NY; 6/09-7/09. Junior Engineer. This project included a condition assessment of existing concrete traffic barrier on the Manhattan approach to the George Washington Bridge, an engineering analysis to determine barrier replacement options, and preliminary design for recommended barrier replacement methods. An electrical engineering analysis was also conducted to determine whether existing lighting levels within a tunnel section of the roadway meet current standards. Mr. Chiang was part of the field team responsible for obtaining light meter measurements during night time closures. Client: Port Authority of New York & New Jersey

Traffic Sign Upgrading and Replacement, Brookhaven, NY; 3/12-4/14. Junior Engineer. The project involved performing contract administration, construction inspection and miscellaneous support tasks related to this Federal Aid project to upgrade and replace traffic signs. Included in this effort was an electronic inventory of signs along Federal Aid Urban System roadways, development of a database with sign locations, coordination with Town GIS staff and final delivery of the database. Mr. Chiang's responsibilities included management of data collection team on FAUS roads. Client: Town of Brookhaven

Henry Chiang
Office Engineer

Town of Brookhaven Traffic Sign Inventory, Brookhaven, NY; 5/11-4/14. Junior Engineer. This project involved developing an inventory program and performing the field data collection for all town owned signs. Sign data was utilized to develop a comprehensive database of sign locations and properties for implementation of a management program to track compliance with current standards for minimum sign retroreflectivity. Mr. Chiang was responsible for database management of collected signs; quality assurance; hardware and software support; and managing four technicians and two subconsultants on a daily basis. Client: Town of Brookhaven Dept. of Traffic/Safety

Westchester County Sign Inventory, White Plains, NY; 10/07-1/14. Junior Engineer. This project involved conducting the field inventory of all County-owned traffic signs, developing a Sign Management System, and preparing design documents to replace signs as required. The project also involves assisting in the bid process, providing design support during construction, inspecting the work and providing all necessary construction administration to complete the sign replacements. Mr. Chiang's responsibilities included field review of all signs and posts installed by the contractor; inventory of all signs on project roadways; management of sign database; preparation of estimate of quantities; and preparation of field sketches. Client: Westchester County Dept. of Public Works

Sign Information Management Systems (SIMS) Primary Contract, Phase 1, Various Locations, NY; 10/11-3/12. Junior Engineer. This project involved data collection for signs along limited access highways within the city and developing an associated database for the sign data and included performing a data conversion test to determine the viability of a full scale conversion of legacy sign data. This project also included the completion of a technical system design and requirements document to be used for future procurement of a systems integrator to implement a sign management system at the DOT. Mr. Chiang's responsibilities included quality control of the vendor's collected signs based on a sampling of the overall data. Client: New York City Dept. of Transportation

Sign Information Management System (SIMS) Early Action Contract, New York, NY; 11/11-12/11. Junior Engineer. This multi-phase project included data collection for approximately 20,000 highway sign assets along 200 centerline miles of limited access highways, over 200 miles of associated ramps and interchanges, and various bridges within the City of New York and integration of inventory data into a prototype database as a proof of concept for the entire SIMS program. Mr. Chiang's responsibilities included quality control of vendor's collected signs based on a sampling of the overall data. Client: New York City Dept. of Transportation

School Safety Project, New York, NY; 10/09-11/11. Junior Engineer. The New York City Dept. of Transportation (NYCDOT) has developed a school safety program for 75 "priority" schools that are located throughout New York City. The schools included in this program were primarily elementary and intermediate schools with an enrollment of at least 250 students. These schools were located in the vicinity where pedestrian and vehicular crashes were noted to be high. School safety reports and pedestrian safety improvement plans for 29 schools were developed. Mr. Chiang was responsible for preparing school safety reports; communicating with school officials and addressing concerns; data collection and analysis; mitigation measure design; quality control; field surveys; and managing team members to support in vital tasks. Client: New York City Dept. of Transportation

Citywide Congested Corridor Program Church Avenue and White Plains Road, Various Locations, NY; 6/08-11/09. Junior Engineer. The project involved conducting capacity analysis at 14 key intersections utilizing Synchro software for the existing, no-build and the future short-term and long-term scenarios. Pedestrian analysis and air quality assessments were also a part of this project. Mr. Chiang's responsibilities included drafting the existing conditions, and the design and drafting of mitigation measures. Client: New York City Dept. of Transportation

Computer Skills
Word, Excel, PowerPoint, Project, Arc Pad, HSA, MicroStation, AutoCad, HCS+, Synchro, Vissim Aimsun

Jason Chuc
Assistant Office Engineer

Professional Profile
Mr. Chuc has diversified experience as an office administrator on construction engineering and inspection projects.

Proposed Project Assignment
Construction Administrator

Registration/Certifications
2011/NICET IV

Education
BS/1994/Accounting

Course Work
2008 - 10-Hour OSHA Training Course, #[redacted]
2007- MTA-NYCT Track Safety

Total Years Experience 20

Project Experience

Belt Parkway Bridges REI Services - Gerritsen Inlet Bridge, Brooklyn, NY; 3/13-Present. Assistant Office Engineer. This $104.5-million project involves total replacement of Gerritsen Inlet Bridge on the Belt Parkway in the Borough of Brooklyn. The major work includes removal and disposal of main spans including concrete deck, steel girders, floor beams and stringers, approaches, concrete superstructure, closure walls, timber piles, concrete piers, pier caps, columns, abutments, wingwalls, street lighting, transformer room, transit ducks, steel conduits, navigation lights, and trees and vegetation. Mr. Chuc is responsible for assisting the resident engineer with document research, control and recall; utilizing database and spreadsheet to maintain and track all submittals (shop drawings, catalog cuts, RFIs, etc.); organizing inspector's daily reports and checking quantities; compiling and finalizing monthly quantities for contractor's monthly payments; compiling and entering daily progress, manpower and equipment information from inspector's daily reports for engineer's diary; tracking and logging all material acceptance submittals; preparing documentation and estimates for change orders; researching overrun quantities; organizing revised contract drawings, as-built and punch list information; providing submittal information to inspectors and processing contract payments, FPLS and change order payments per NYCDOT requirements. Client: New York City Dept. of Transportation

Williamsburg Bridge Reconstruction of Miscellaneous Rehabilitation of the Main Bridge, Contract 8, #BRC253CCA, New York, NY; 8/03-3/13. Office Administrator. This $280-million project involved the construction engineering and inspection for the rehabilitation of the main bridge. The scope of work for the project includes abrasive blasting and painting of main bridge stiffening trusses, rehabilitation and strengthening of the main towers, rehabilitation of the intermediate towers and installation of seismic shear keys, main cable saddle repair and restraint, rehabilitation of wind tongue and wind chord, main tower and intermediate tower bearing installation, main tower leg removal and replacement, stiffening truss top and bottom chord rehabilitation, traveling maintenance platform installation, re-profiling of main span vertical curve by incrementally adjusting suspender cables, modification of orthotropic footwalk deck expansion joints, waterproofing and surfacing of orthotropic roadway deck, installation of ornamental balconies and electroliers, integration of intelligent transportation operating system, seismic retrofit of the intermediate towers, installation of contraflow barrier and erection of barrier transfer machine facility, including augured concrete piles. Mr. Chuc's responsibilities included preparing change orders for new work added to the contract, existing quantity overruns, time and material, time extension, and claims; processing fpls and change order payments per NYCDOT requirements, and checking and approving that contractor laborer rates conform to Union prevailing wage rates. In addition to administrative work, Mr. Chuc also maintained and supported networks, servers and workstations. He also worked one-on-one with users at their workstations to answer PC, software, and procedure-related questions and also assisted with the network and provided general desktop application and hardware support. Client: New York City Dept. of Transportation

Jason Chuc
Assistant Office Engineer

Williamsburg Bridge North Roadways Reconstruction, Contract 7, #BRC253CA, New York, NY; 2/00-8/03. Administrative Assistant. This $247-million project involved the construction engineering and inspection for the reconstruction of the north inner and outer roadways. Mr. Chuc's responsibilities included processing change order payments, verifying that laborers' rates conform with Union wage rates, checking payment arithmetic in accordance with agreement, checking invoices and processing for payment of all contractors and maintenance of office computers and network system for 30 computers. Client: New York City Dept. of Transportation

Williamsburg Bridge BMT Structure Rehabilitation, Contract 6, #BRC253BBA, New York, NY; 7/98-2/00. Administrative Assistant/CADD. Mr. Chuc's responsibilities on this $171-million project included maintenance of office computers network system (10-15 computers); organizing shop drawings and computerizing for quick access; checking invoices and processing for payments of all contractors; keeping track of all laborer rates and titles for billing purposes; and preparing and creating spreadsheets to duplicate NYCDOT/NYSDOT formats or forms. Client: New York City Dept. of Transportation

Williamsburg Bridge South Roadways Reconstruction, Contract 5, #BRC253BAA, New York NY; 9/96-7/98. Administrative Assistant. Mr. Chuc's responsibilities on this $310-million project included maintenance of office computers network system (10-15 computers); organizing shop drawings and computerizing for quick access; checking invoices and processing for payments of all contractors; keeping track of all laborer rates and titles for billing purposes; and preparing and creating spreadsheets to duplicate NYCDOT/NYSDOT formats or forms. Client: New York City Dept. of Transportation

Greenman-Pedersen, Inc., Babylon, NY; 6/95-8/96. As an administrative assistant, Mr. Chuc's diversified duties included creating spreadsheets for billing, tracking payments and critical typing; reviewing contractor's invoices for error and processing for payment; maintaining and organizing filing system; computerized invoicing of all projects in the amount of $10-million including Long Island Expressway HOV lane project, Bronx Whitestone Bridge rehabilitation project, Verrazano Narrows Bridge, Williamsburg Bridge Suspension Cable rehabilitation and many smaller budgeted projects; and bookkeeping including heavy record tracking and adjustment to invoices.

Mr. Chuc worked for another consultant as an accounting clerk. His responsibilities included recording cash and checking receipts; processing and recording purchase orders; verifying and counting arriving merchandise for quantity and cost; preparing monthly statement of inventories to determine order amount; and performing various computations such as calculation time sheets and inventory costs; 12/91-6/95

Computer Skills
Knowledgeable in Windows NT Networking and Network Hardware
Knowledgeable in all Windows Operating Systems and most current Microsoft Professional Office
WordPro, Approach, Word Perfect, Adobe Photoshop CS3 or any Windows applications

Elaine Dean, E.I.T.
Senior Office Engineer

Professional Profile
Ms. Dean has several years of experience in the engineering field working as an office engineer.

Proposed Project Assignment
Construction Administrator

Registration/Certifications
2003/Engineer In Training/NY

Education
BS/1998/Civil Engineering

Course Work
2005 - 40-Hour OSHA Training Course

Total Years Experience 16

Project Experience

Replacement of the Upper Level Deck of the Suspended Span of the Verrazano-Narrows Bridge, VN-80B, Staten Island, NY; 10/12-Present. Senior Office Engineer. This $236-million project involves reconstruction to replace the upper level roadway superstructure of the Verrazano-Narrows Bridge. The work includes removal of existing upper level roadway deck and barrier, installation of new upper level orthotropic deck, overlay, drainage systems, sign structures, lighting, barrier, painting and miscellaneous utility work. Ms. Dean is responsible for managing all office engineering responsibilities and overseeing the work of office staff; preparation and assisting in negotiations of the contract change orders remaining on this project; working closely with the project manager and resident engineer on many project issues; providing conformance with TBTA requirements for maintaining job files which included all incoming and outgoing correspondence; utilizing Microsoft Access and Excel to maintain and track all submittals (shop drawings, catalog cuts, requests for information, etc.); organizing inspector's daily reports and checking quantities; compiling and finalizing monthly quantities for contractor's monthly payments; preparing monthly progress reports; compiling and entering daily progress, manpower and equipment information from inspector's daily reports for engineer's diary; tracking and logging all material acceptance submittals; recording, preparing and distributing progress meeting minutes; researching overrun quantities; organizing revised contract drawings, as-built and punch list information; and providing submittal information to inspectors; and preparation and distribution of progress and technical meeting minutes. Client: Triborough Bridge and Tunnel Authority

Williamsburg Bridge Reconstruction of Miscellaneous Rehabilitation of the Main Bridge, Contract 8, #BRC253CCA, New York, NY; 1/10-10/12. Office Engineer. This $280-million project involved the construction engineering and inspection for the rehabilitation of the main bridge. The scope of work for the project included abrasive blasting and painting of main bridge stiffening trusses, rehabilitation and strengthening of the main towers, rehabilitation of the intermediate towers and installation of seismic shear keys, main cable saddle repair and restraint, rehabilitation of wind tongue and wind chord, main tower and intermediate tower bearing installation, main tower leg removal and replacement, stiffening truss top and bottom chord rehabilitation, traveling maintenance platform installation, re-profiling of main span vertical curve by incrementally adjusting suspender cables, modification of orthotropic footwalk deck expansion joints, waterproofing and surfacing of orthotropic roadway deck, installation of ornamental balconies and electroliers, integration of intelligent transportation operating system, seismic retrofit of the intermediate towers, installation of contraflow barrier and erection of barrier transfer machine facility, including augured concrete piles. Ms. Dean's responsibilities included managing all office engineering responsibilities and overseeing the work of office staff; preparation and assisting in negotiations of the contract change orders remaining on this project; working closely with the resident engineer on many project issues; preparation of correspondence which required action, maintaining all information databases in use on this project to track all project submittals; and preparation and distribution of progress and technical meeting minutes. Client: New York City Dept. of Transportation

Verrazano-Narrows Bridge Rehabilitation of the Lower Level Approaches, VN-17A, New York, NY; 1/07-12/09. Office Engineer. This $63-million project involved the administration and quality assurance inspection of all work associated with the rehabilitation of the lower level approaches of the Verrazano-Narrows Bridge. Ms. Dean's responsibilities included assisting the resident engineer with document research, control and recall; providing conformance with TBTA requirements for maintaining job files which included all incoming and outgoing correspondence; utilizing Microsoft Access and Excel to maintain and track all submittals (shop drawings, catalog cuts, requests for information, etc.); organizing inspector's daily reports and checking quantities; compiling and

finalizing monthly quantities for contractor's monthly payments; preparing monthly progress reports; compiling and entering daily progress, manpower and equipment information from inspector's daily reports for engineer's diary; tracking and logging all material acceptance submittals; recording, preparing and distributing progress meeting minutes; researching overrun quantities; organizing revised contract drawings, as-built and punch list information; and providing submittal information to inspectors. Client: Triborough Bridge and Tunnel Authority

Bronx-Whitestone Bridge Deck Replacement - BW-82, Bronx, NY; 2/04-1/07. Assistant Office Engineer. This $150-million project involved the reconstruction of the suspended spans deck with an orthotropic steel deck. The project also involved the installation of new maintenance travelers, electrical and communications systems, fire protection system and inspection platforms. As an office engineer, Ms. Dean's responsibilities included assisting the resident engineer with document research, control and recall; providing conformance with TBTA requirements for maintaining job files which included all incoming and outgoing correspondence; utilizing Expedition to maintain and track all submittals (shop drawings, catalog cuts, requests for information, etc.); preparing weekly and monthly progress reports; compiling and entering information from inspector's daily report for engineer's diary; recording, preparing and distributing progress meeting minutes; assisting in researching overrun quantities; organizing revised contract drawings, as-built and punch list information; and providing submittal information to inspectors. Client: Triborough Bridge and Tunnel Authority

Robert F. Kennedy (Triborough) Bridge Deck Replacement of the Randall's Island Junction Structure, Phase I - TB-63, New York, NY; 7/98-2/04. Assistant Office Engineer. This $140-million project for the TBTA involved demolition of existing substructure and superstructure of the junction structure, Bronx kills truss spans and Bronx approach; placement of new footings, columns and pier caps for the mainline, four mainline ramps and Bronx approach; placement of inverset deck and cast-in-place concrete deck for the junction structure; placement of precast deck units for the Bronx approach; and deck replacement on the Bronx kills truss span included demolition of reinforced concrete deck and steel battledeck and installation of new precast deck units and steel orthotropic deck panels. Ms. Dean's responsibilities included maintaining office files including incoming/outgoing correspondence; organizing, developing and maintaining database for correspondence, shop drawings, catalog cuts, samples and requests for information, organizing and logging job progress photos, reviewing inspector's reports and compiling quantities for contractor's monthly payment, performing take-offs of material and researching overruns of items, preparing weekly progress report, providing data to main office for preparation of monthly progress report, distributing shop drawings and construction procedures to inspectors, recording and preparing progress meeting minutes and distributing to all attendees, assisting resident engineer with document research, control and recall, preparing responses to routine correspondence, organizing and keeping track of as-built information and changes to contract drawings, organizing and tracking punch list work. Client: Triborough Bridge and Tunnel Authority

Williamsburg Bridge South Roadways Reconstruction, Contract 5, #BRC253BAA, New York NY; 6/97-7/98. Assistant Office Engineer. This project involved the complete replacement of the south roadways for the Brooklyn and Manhattan approach viaducts in the existing bridge footprint, bracing of remaining portions of the approaches, installation of VMS system and interim New York City Transit signals. Ms. Dean's responsibilities included handling various construction documents, transmitting, tracking, logging, and filing of shop drawing submittals for approval, organizing and logging job progress photos. She also handled the recording of concrete material certification and delivery tickets and coordinated processing of contractor's payment quantities, reviewing and compiling pile, bearing, bolt and rebar certification reports, updating cylinder break results spreadsheet. Client: New York City Dept. of Transportation

Computer Skills
IBM and PC Compatibles
Software includes:
Microsoft Office, Word, Excel, WordPerfect, Microsoft Access, AutoCAD, Expedition

Victor DiFinizio
Assistant Office Administrator

Professional Profile
Mr. DiFinizio has many years of experience on various projects gaining valuable skills throughout.

Proposed Project Assignment
Construction Administrator

Registration/Certifications
2012/NICET I

Course Work
2008 - 10-Hour OSHA Training Course, #[redacted]
ACI Concrete Field Testing Technician Grade Level I Trained

Total Years Experience 14

Project Experience

Brooklyn Bridge Rehabilitation of the Approach Spans and Ramps and Painting of the Entire Bridge, Contract 6, New York, NY; 10/10-Present. Assistant Office Administrator. This project involves construction management and inspection services for the $509-million rehabilitation of this Iconic National Landmark. The scope of work for the project includes replacement of approach roadway in Manhattan and Brooklyn over the arch blocks; rehabilitation of the Manhattan side ramp structures with widening and deck and bearing replacements; rehabilitation of the approach steel structures with full superstructure replacement of the York and Main Street structures and orthotropic deck installation at Franklin Square; seismic retrofitting of the main bridge, Franklin Square and ramp structures; painting of the ramp structures and suspended spans in their entirety; restoration of historic features. Mr. DiFinizio is responsible for preparation of MURK forms and processing of contractor payments. Client: New York City Dept. of Transportation

Williamsburg Bridge Reconstruction of Miscellaneous Rehabilitation of the Main Bridge, Contract 8, #BRC253CCA, New York, NY; 9/03-10/12. Assistant Office Administrator. This $280-million project involved the construction engineering and inspection for the rehabilitation of the main bridge. The scope of work for the project included abrasive blasting and painting of main bridge stiffening trusses, rehabilitation and strengthening of the main towers, rehabilitation of the intermediate towers and installation of seismic shear keys, main cable saddle repair and restraint, rehabilitation of wind tongue and wind chord, main tower and intermediate tower bearing installation, main tower leg removal and replacement, stiffening truss top and bottom chord rehabilitation, traveling maintenance platform installation, re-profiling of main span vertical curve by incrementally adjusting suspender cables, modification of orthotropic footwalk deck expansion joints, waterproofing and surfacing of orthotropic roadway deck, installation of ornamental balconies and electroliers, integration of intelligent transportation operating system, seismic retrofit of the intermediate towers, installation of contraflow barrier and erection of barrier transfer machine facility, including augured concrete piles. Mr. DiFinizio's responsibilities included making sure all contractor's drawings were delivered to consultant and NYCDOT on time; retrieving all drawings from consultant and returning them to our office; mail delivery to and from field office to and from contractors, consultants and NYCDOT; making sure all city payments were immediately delivered to city offices; data entry for NYCT daily flagging reports and concrete cylinder reports; review of MURK and T & M forms for accuracy and making copies and distributing to contractors; and filing all contract drawings in proper numerical order and sequence. He was also responsible for updating FPLS for IDR books; filing of Material Status Reports, office maintenance, close-out of Contract #7, Williamsburg e-mail printing for correspondence log; updating inspector's and office contract drawings sets; updating file cabinets, plan room updating as needed; scanning of correspondence and files; inputting TEA hours for parking enforcement district administration; updating Force Account Detail Sheets daily, checking for accuracy of hours, equipment and material; incorporating ECM details into as-built documents; tracking installation and removal of construction signs; and reviewing contract item history for accuracy. He has also worked as an inspector covering painters and ironworkers; writing daily IDR's and force account details. Client: New York City Dept. of Transportation

Victor DiFinizio
Assistant Office Administrator

Williamsburg Bridge North Roadways Reconstruction, Contract 7, #BRC253CA, New York, NY; 9/00-9/03. Junior Technician. This $248-million project involved the construction engineering and inspection for the reconstruction of the north inner and outer roadways. Mr. DiFinizio's responsibilities included making sure all contractor's drawings were delivered to consultant and NYCDOT on time; retrieving all drawings from consultant and returning them to our office; mail delivery to and from field office to and from contractors, consultants and NYCDOT; making sure all city payments are immediately delivered to city offices; data entry for NYCT daily flagging reports and concrete cylinder reports; review of MURK forms for accuracy and making copies and distributing to contractors; and filing all contract drawings in proper numerical order and sequence. Client: New York City Dept. of Transportation

Mr. DiFinizio worked with another firm performing tornado demolition/rubbish removal of building interiors; 5/00-9/00.

Mr. DiFinizio worked with another firm as a salesman for a variety of Asian materials; 8/99-4/00.

Mr. DiFinizio worked with another firm on the installation of air conditioning ductwork; 6/98-5/99.

Mr. DiFinizio worked with another firm as a part owner/manager for payroll. His responsibilities included ordering all merchandise, accounts payable/receivable, customer service, and in charge of all commercial accounts; 10/94-5/98.

Laith Faouri
Inspector

Professional Profile
Mr. Faouri has worked as a civil engineering inspector and assistant office engineer for more than five years. He has provided inspection and office services to the New York City Dept. of Transportation for two large-scale bridge projects.

Proposed Project Assignment
Construction Administrator

Course Work
2014 - 10-Hour OSHA Hazard Recognition Training Course, #UCSD-8651500
2014 - NYC DOB 4-Hour Supported Scaffold (2018)
2014 - NYC DOB Confined Space Awareness

Total Years Experience 5

Project Experience

Bayonne Bridge Navigational Clearance Program (BBNCP) Construction Management, NY/NJ; 9/13-Present. Assistant Office Engineer/Inspector. This project involves construction management services for the $743-million Bayonne Bridge Navigational Clearance Program (BBNCP). This extraordinarily complex, once-in-a-lifetime project will replace more than 5,000 feet of viaduct and re-frame the existing steel arch structure to accommodate a new roadway 65 feet above the existing roadway. Field duties include the inspection of pile driving, drill shafts, drainage structure installation, contaminated material load out and removal, under deck shielding installation, maintenance of project-wide stock piles, MPT, facia and redundancy girder demolition, temporary shoring tower installation, tower abutment crack repairs, noise control, and tree removal and preservation. He is also responsible for checking for approved diesel powered equipment and parts, and setting up and maintaining field offices. Office duties include maintaining a log of approved diesel powered equipment for the entire project, Port Authority vehicles and rentals, mileage forms, the weight of material load out forms, contractor daily schedule, and also calculating the approximate cost for T&M tickets. Client: Port Authority of NY & NJ

Willis Avenue Bridge Replacement REI, New York, NY; 1/10-8/13. Assistant Office Engineer/Inspector. This $612-million project involved the replacement of the Willis Avenue Bridge linking Manhattan and the Bronx over the Harlem River. The project involved replacing a 110-year-old bridge with an 11-span swing bridge and constructing new ramps and interchanges. Mr. Faouri inspected and supervised placement of concrete for structural elements such as abutment seats, decks, permanent traffic barriers, parapets, footings, pier caps, drilled shafts and concrete roadway base; checked adherence to contract drawings and compliance with shop drawings; checked the contractor's layout and concrete form work for correctness prior to placement including dimensions, line, and grade; supervised rebar installation, size, bend shapes, cover and quantities; checked concrete truck deliveries and carried out concrete tests such as slump, air, temperature, and cast cylinders; supervised placement and method, vibration, concrete finish, setting of sprinkler hoses, plastic and blankets covers; monitored curing temperatures and external heating for winter concrete; measured volume prior to placement and checked against truck quantities; prepared daily reports and report quantities; reviewed concrete and asphalt mix design for compliance with NYSDOT Standard and Specifications to ensure that design criteria was met; and measured quantities of materials and evaluation of quality to determine acceptability according to contract plans, standards, and specifications. Other inspection criteria included bridge piers, spans, decks, roadways, backfilling, fencing, guardrails, sampling and field testing of concrete, OSHA safety requirements, traffic controls, topsoil removal, demolition and cleaning, steel and concrete structures, paving, concrete barriers, drainage structure, installation of deck rebar, placement of various types of deck concrete including light weight concrete, MPT, installation of conduits and pavement markings, supervised the installation of deck joints, drainage, railings and screens, signs, barriers, cleaned all stone masonry and concrete surfaces with high-pressure water blasting. He was also responsible for maintaining a punch list for the maintenance and protection of traffic plans, which were critical to the bridge's location for the arterial highways of the FDR Drive and the Harlem River Drive, north-south bound parkways in Manhattan and the Major Deegan Expressway in the Bronx. Client: New York City Dept. of Transportation

Laith Faouri
Inspector

Willis Avenue Bridge Replacement, New York, NY; 2/08-11/08. Field Office Coordinator. Mr. Faouri worked with the office engineer providing office engineering services for the $612-million replacement of the Willis Avenue Bridge linking Manhattan and the Bronx over the Harlem River. He assisted in maintaining records of all correspondence, RFI's, shop drawings, concrete cylinders, rebar, estimate book, and material acceptance record in accordance with the requirements of NYSDOT "Manual for Uniform Record Keeping" (MURK); assisted in processing of progress payments; assisted in monitoring of D/M/WBE utilization to ensure that all minority contract goals were met; reviewed inspector's reports and quantities that were submitted by the inspectors and checked the reports for compliance with the NYSDOT Specifications, MURK, plans and contract agreement as needed; coordinated with various agencies such as police, fire department, bus company, and the community for daily closures on the traveled roads. In addition, he was responsible for coordination with various inspection agencies for on- and off-site inspection such as concrete, compaction, asphalt, and sampling of materials; maintaining the database for all safety and emergency flagged repairs; ensured that the paperwork for all flagged repairs was completed as per the specifications and filed properly with the City and the State; and he coordinated meetings and created electronic records of correspondence. Client: New York City Dept. of Transportation

145th Street Bridge Reconstruction, New York, NY; 10/06-2/08. Field Office Coordinator. Mr. Faouri worked with the office engineer providing office engineering services for the $70-million reconstruction of the 145th Street Bridge connecting Manhattan and the Bronx over the Harlem River. He assisted in maintaining records of all correspondence, RFI's, shop drawings, concrete cylinders, rebar, estimate book, and material acceptance record in accordance with the requirements of NYSDOT "Manual for Uniform Record Keeping" (MURK); assisted in processing of progress payments; monitored D/M/WBE utilization by ensuring that all minority contract goals were met; reviewed inspector's reports and quantities that were submitted by the inspectors and checked the reports for compliance with the NYSDOT Specifications, MURK, plans and contract agreement as needed; and coordinated with various agencies such as police, fire department, bus company and the community for daily closures on the traveled roads. In addition, he coordinated with various inspection agencies for on- and off-site inspection such as concrete, compaction, asphalt, and sampling of materials; maintained the database for all safety and emergency flagged repairs; ensured that the paperwork for all flagged repairs was completed as per the specifications and filed properly with the City and the State; and coordinated meetings and created electronic records of correspondence. Client: New York City Dept. of Transportation

Computer Skills
AutoCad, Civil 3D, Rivits, Risa, StruCalc, WaterCAD, Windows XP/Vista, Microsoft Office Suite

Anthony Fusaro
Office Engineer

Professional Profile
Mr. Fusaro is an office engineer who has successfully set up and enforced controls, reduced risk, and improved productivity. He is continually involved in the daily operations of the field and office activity. Tasks include implementing new procedures, troubleshooting and resolving client disputes, and making decisions to maintain a safe working environment for all staff.

Proposed Project Assignment
Construction Administrator

Education
BA/Business Administration

Course Work
2014 - NYC DOB 4-Hour Supported Scaffold (2018)
2014 - NYC DOB Confined Space Awareness
2012 - FEMA IS-00912 Retail Security Awareness Understanding the Hidden Hazards
2012 - FEMA IS-00020.12 Diversity Awareness
2012 - FEMA IS-00033.12 Initial Ethics Orientation 2012
2003 - PANYNJ Security Identification Display Area Training
2008 - Customer Care Training Program
2006 - Hazard Communication Introduction Training
2006 - Office Ergonomics Safety Training
2006 - OSHA 30-Hour Construction Safety & Health Training
2007 - National Safety Council First Aid, CPR & AED Course

Total Years Experience 15

Project Experience
Bayonne Bridge Navigational Clearance Program (BBNCP) Construction Management, NY/NJ; 11/13-Present. Office Engineer. This project involves construction management services for the $743-million Bayonne Bridge Navigational Clearance Program (BBNCP). This extraordinarily complex, once-in-a-lifetime project will replace more than 5,000 feet of viaduct and re-frame the existing steel arch structure to accommodate a new roadway 65 feet above the existing roadway. Mr. Fusaro is responsible for for tracking submittals and RFIs on a monthly basis; monitoring, adjusting, and approving additional work; conducting meetings with PA officials on all approvals; signing off and approval of JV monthly payment applications; investigating and reference checking of subcontractors; bi-weekly progress meetings, minutes, and progress agendas; maintaining JV matrix for new and closed entries; and maintaining FOIA matrix for follow-up of claims on contract. Client: Port Authority of NY & NJ

Staten Island Ferry Rehabilitation of Ramp Structures Design-Build, NY; 7/09-11/13. Senior Office Engineer. For this FTA Stimulus Funded $175-million project, he was responsible for submittals, RFI logs, MURK filing systems, tracking contract costs, and contractor and subcontractor payments. He also reviewed submissions on monthly and quarterly FTA and DOT reporting; prepared for bi-weekly progress meetings including minutes and progress agendas; prepared field inspections and narratives; reviewed contractor's change orders, prepared engineer's estimates; ordered supplies for inspectors; coordinated daily schedules; reviewed and processed contractor's billable quantities for accurateness; tracked subcontractor profiles and Vendex for DOT (ACCO) offices; kept records and tracked all contract files including electronic version; conducted bi-weekly safety and security meetings; and he maintained non-conformance contractor matrix. He was also responsible for the placement of concrete and filled orders and followed-up on compliance to specification. Client: New York City Dept. of Transportation

As senior office engineer, 8/05-5/09, he was responsible for contractor accounts in **Howland Hook/ Brooklyn Piers, PA Teleport** and selective contracts at Airport locations. He processed contractor requisitions and verified that labor equipment materials met with the PA and the union guidelines; responsible for RFI logs, submittal logs, and other communication; tracked contract costs; conducted pre-construction meetings; followed up on new bid awards; reference checked subcontractor approval requests; tracked the work in place vs. billing; wrote, posted and followed up on all post award contract changes, change orders, and MOA'S; monitored daily activities; made field visits on project closeouts; reviewed field inspector's narratives based on lump sum and T&M tickets; and provided backup field coverage support to inspectors. Client: Port Authority of NY and NJ

Kings County Medical Center Renovations, Buildings A, B & C, NY; 5/08-8/08. Senior Office Engineer. This $25-million contract involved masonry and roofing restoration. His duties included maintaining RFI logs; submittal logs; recording daily reports on GC, contractors, and subcontractors; maintaining MSDS data; processing GC change orders and payment applications; conducting weekly tool box talks; backing up field and office support for project manager and supers; processing and determining supply and material orders; job cost tracking, subcontractor Vendex recordkeeping and insurance tracking; building permit, asbestos abatement logs; and look-ahead meetings.

Anthony Fusaro
Office Engineer

As senior project administrator/office engineer, 9/06-3/08, he was responsible for project administration at three locations which included NY Law School ($38M); Pavarini McGovern (CM) Tribecca Hotel ($8M); and 123 Washington Street For Tishman (CM) Underpinning ($10M). His duties included purchasing materials for construction pricing job activities for crew and follow-up of all subcontractors; processed invoices, vendor billing, spec packages; reviewed subcontractor's AIA documents and processed payments; costed project to meet bid estimations; payroll tracking and hiring union trades as needed; pricing and ordering of equipment used as needed on three sites; assisted the project manager in total coordination of project; tracked job cost as related to labor, equipment and materials; acted as backup and assisted supers and project managers in the field and in the office; and coordinated with the safety director regarding field inspections making sure they complied with OSHA regulations. He received on-site CPR, First Aid and AED training and conducted weekly safety tool box talks with the field staff.

As senior project administrator, 1/06-9/06, he was responsible for bi-weekly payment applications and follow-up with the PA on this $50-million contract (MF.100.506). He was responsible for review of the contractor's AIA and certified payrolls; preparation reviews for PA officials on percentages of completion; processing invoices, vendor bills, spec packages; prepared correspondence and acted as back-up to field personal; processed payments to contractors by reviewing and preparing purchase requisitions to home office; maintained accounts payable/accounts receivable logs; reviewed super's daily activities and work order tickets for accuracy; tracked and priced job-required materials, screened and recruited contractors for bids on work orders for specific trades; reviewed proposed contractors credentials based on work in place; and followed up on and collected receivables. Under the direction of the project manager, he was responsible for field coordination with contractor responding to field issues; assisting in the analysis and recommendation of field issues with the Project manager; and coordination with the surveying, testing and inspection staff.

As senior project administrator, 7/03-1/06, he was responsible for monthly payment applications and follow up with the PA on the $10-million contract (#154.332) and other contracts. He was responsible for daily correspondence with vendors, subcontractors, supers, foreman and PA; preparation of payment control sheets, credit sheets and invoices; the accounting to the home office, audits from the PA, monthly reports on cash receipts, contract totals, and chargeback to subcontractors; accountable as the Notary for company paperwork, submittal and spec packages, telephones, back-up field work for the super, and administrative support for field personnel; and all administrative necessities, home-office support, accounts payable and receivable, daily work order bookings, verifications and processing, invoices and incoming correspondence. Other responsibilities included verification of supplier and sub invoices, Newark supplier account establishment, bid openings, and administrative support; buying, tracking and pricing of materials and for I.D. badges; multiple projects to ensure efficient production of company resources; and consistent project development to meet deadlines.

As senior office engineer, 2/01-7/03, he was responsible for preparing and processing applications for payment on Port Authority contracts in excess of $30 million. He also prepared proposals for conversion from net cost to lump sum; prepared daily invoices and work tickets; attended pre-qualification meetings on new projects; purchased materials, rented and purchased equipment for daily work on existing work orders; hired subcontractors in specialized fields to perform daily work related projects; prepared progress payments for all subcontractors; prepared bid packages; provided administrative support for field personnel, supers, and foreman; reported cash receipts, contract totals and labor utilization on a monthly basis; he was responsible for daily correspondence with Port Authority officials and administrative staff; closed out contracts; and he performed and possessed ID clearance for all locations which included Newark Airport, and the Lincoln and Holland Tunnels.

As an office manager, 9/98-2/01, he was responsible for accounts receivable of city, state, and federal contracts; evaluation of bid requests; overseeing the purchase of bid bonds; supervising an office staff of ten; field progress and evaluation of current projects; daily reporting to VP; follow-up regarding insurance claims and filing; ordering and pricing materials for projects; and hiring of subcontractors to fulfill MBE and WBE state requirements. Projects Mr. Fusaro was involved on included NYSDOT, NYCDDC, NYC Dept. of Parks, and NYCDEP.

Software: Software Solutions Unix Based; Wintrac (PA Software); SAP (PA Software); Microsoft Office; Excel; Microsoft Word; Primavera; WordPerfect Corel; Internet Explorer, Netscape Navigator, America Online e-Builder

Thomas Henderson, P.E.
Assistant Office Engineer

Professional Profile
Mr. Henderson is experienced in the design, inspection and supervision of the construction of various components of bridges. He also has inspected various buildings for structural deficiencies, and has surveyed building foundation elevations. Mr. Henderson has also enforced quality assurance standards for both contractors and consultants, and has been involved in job progress meetings between contractors and New York City.

Proposed Project Assignment
Construction Administrator

Registration/Certifications
2013/Professional Engineer/NY

Education
BS/1992/Civil Engineering

Course Work
2012 - 10-Hour OSHA Safety Training Course
NYT Track Safety Course

Total Years Experience 22

Project Experience
Brooklyn Bridge Rehabilitation of the Approach Spans and Ramps and Painting of the Entire Bridge, Contract 6, New York, NY; 2/12-Present. Assistant Office Engineer. This project involves construction management and inspection services for the $509-million rehabilitation of this Iconic National Landmark. The scope of work for the project includes replacement of approach roadway in Manhattan and Brooklyn over the arch blocks; rehabilitation of the Manhattan side ramp structures with widening and deck and bearing replacements; rehabilitation of the approach steel structures with full superstructure replacement of the York and Main Street structures and orthotropic deck installation at Franklin Square; seismic retrofitting of the main bridge, Franklin Square and ramp structures; painting of the ramp structures and suspended spans in their entirety; restoration of historic features. Mr. Henderson's responsibilities include inspection of demolition of ramps on Manhattan Approaches; inspection of jacking inside the Manhattan Arch Blocks; inspection of containment of debris from the construction activities of the contractor; ensuring OSHA standards for debris protection of motorists and pedestrians; ensuring the means and methods procedures for construction activities such as crane setup and use are followed, arrive at item quantities for the contractor's monthly payments; processing submittals, Engineer Change Memos, means and methods, shop drawings, and contract drawings; substantiating item quantities by verifying inspector quantities by checking inspector reports and contract drawings; preparation of weekly tech issues meeting; and processing change orders. Client: New York City Dept. of Transportation

Manhattan Bridge Painting and Interim Rehabilitation, Contract 8C, New York, NY; 1/02-10/02. Office Engineer. This project involved CEI for structural rehabilitation of the west side of the bridge and suspension system, plaza areas on the approaches and anchorages and rehabilitation of anchorages. Work also involved the 100% removal of existing paint and recoating of the west side of the bridge, both towers, and two of four cables. Mr. Henderson was responsible for processing of multi-million-dollar monthly payments; negotiating and preparing change orders for additional work; identifying material acceptance criteria and collecting all required documentation for over 700 contract items; and maintaining an integrated computerized database system for a myriad of project documents. In addition, he acted as a liaison between contractor, engineer-in-charge and resident engineer. Client: New York City Dept. of Transportation

Williamsburg Bridge North Roadways Reconstruction, Contract 7, New York, NY; 01/01-1/02. Assistant Office Engineer. This project involved REI services to replace the entire approach structure and the framing/deck areas on the main bridge. This involved the reconstruction of the north inner and outer roadways. As a member of the fabrication support group (F.S.G.), Mr. Henderson received all shop drawings, fabrication procedures and proposed repairs for structural steel; he tracked and computerized all documents pertaining to structural steel and worked directly with the New York City Dept. of Transportation Quality Assurance/Quality Control (QA/QC), F.M.S. group; he tracked all accidents via a database; prepared a monthly look ahead for upcoming construction activities based on the contractor's schedule; and performed field work which included inspection of steel demolition. Client: New York City Dept. of Transportation

Thomas Henderson, P.E.
Assistant Office Engineer

Williamsburg Bridge BMT Structure Rehabilitation, Contract 6, New York, NY; 11/99-7/01. Assistant Office Engineer. This project involved CEI for the replacement of the entire mid-section of the bridge that supports New York City Transit tracks (BMT line). As a member of F.S.G., Mr. Henderson received all shop drawings and stamped them and logged them into a computer database. He prepared monthly reports showing the status of all fabricated material; and logged in and forwarded all track welding procedure specifications (WPS), welding procedure qualification records (WPQR), track repair procedures and correspondence concerning F.S.G. Worked directly with New York City Dept. of Transportation F.S.G. This project required an unprecedented effort between the New York City Dept of Transportation (NYCDOT) and New York City Transit (NYCT) coupled with a major transit shutdown of five months, coordination and timely response are the absolute essence of the project. Mr. Henderson also aided in the review and logging of all correspondence and contractor's submittals; and coordination and resolution of certain project technical issues in concert with the resident engineer. As this project was funded and administered by the NYCDOT, Mr. Henderson was able to draw significantly from his considerable experiences working for NYCDOT in preparing and administering contracts. He also assisted the resident engineer in the management of several administrative duties; and coordinated and prepared an extensive and complete set of contract as-built plans and specifications in cooperation with the design consultant. Mr. Henderson ensured that the as-built drawings, numbering approximately 550, were maintained and that all changes were incorporated through any addenda, and reviewed the accuracy of the Contractor's schedule to ensure that the project stayed on target by meeting all goals and objectives. Client: New York City Dept. of Transportation

New York City Dept. of Transportation, Bridge Design, Bridge Component Rehabilitation Division, New York, NY; 1994-1998. As project engineer, Mr. Henderson was responsible for the design, inspection and supervision of the construction of various components of NYC bridges including the Williamsburg Bridge, Henry Hudson Parkway at 96th Street Bridge and the 103rd Street at F.D.R. He was also involved with the retrofitting of the 49th Street Bridge for seismic loading. Other responsibilities included providing construction monitoring and engineering support in response to unanticipated field conditions, and enforcing quality assurance standards on contractor and consultant with respect to MURK requirements and NYSDOT specifications.

Mr. Henderson worked with another engineering firm as an office engineer/inspector/design engineer. His responsibilities included inspecting bridge demolition and reconstruction of Grand Concourse over 204th Street and Grand Concourse over Bedford Park Boulevard; measuring and recording unit quantities on a monthly basis and estimated the contractor's work completed; participating in job progress meetings between the contractor and NYC and prepared minutes for these meetings; and he worked on the preliminary design of the Staten Island Ferry Terminal; 1992-1994.

New York City Fire Department, New York, NY; 1990. Mr. Henderson acted as an engineering intern for the buildings and maintenance division. In this position, he inspected NYC Fire Houses for structural deficiencies and prepared reports for the Fire Department based on structural priority.

Mr. Henderson worked with another firm as a construction engineer assisting in the supervision of building construction. He also ordered materials and hired the subcontractors and surveyed the building foundation elevations.

Anita Johnson-Davis
Assistant Office Engineer

Professional Profile
Ms. Johnson-Davis is an assistant office engineer with the following experience.

Proposed Project Assignment
Construction Administrator

Education
Certificate/2010/Construction Management
BA/2000/English

Course Work
e-Builder Document Management System software training
Asite Document Management System software training
Spescom Electronic Document Management System software training
Livelink Electronic Document Management System software training

Professional Affiliations
Member of Secure Worker Access Consortium (SWAC)
The City College of New York Alumni Association

Total Years Experience 12

Project Experience

Bayonne Bridge Navigational Clearance Program (BBNCP) Construction Management, NY/NJ; 5/13-Present. Assistant Office Engineer. This project involves construction management services for the $743-million Bayonne Bridge Navigational Clearance Program (BBNCP). This extraordinarily complex, once-in-a-lifetime project will replace more than 5,000 feet of viaduct and re-frame the existing steel arch structure to accommodate a new roadway 65 feet above the existing roadway. Ms. Johnson-Davis is responsible for processing and managing contract submittals and requests for information using e-Builder Document Management System; tracking overdue documents and working closely with the project team to expedite the review process; tracking responses to submittals and RFI's and alerting team members to issues; organizing and filing contract documents; providing overall support to the project team on a daily basis; and attending progress meetings and providing updates on submittals and RFI's. As e-Builder Administrator; Ms. Johnson-Davis creates accounts for new users; creates standard and custom reports and templates; assists new users with e-Builder as needed; and works closely with e-Builder support to resolve system problems and suggest system enhancements. Client: Port Authority of NY & NJ

Xerox Corporation, Inc., Jersey City, NJ; 2/13-5/13. Project Information Coordinator/Document Control. Ms. Johnson-Davis has been responsible for project information coordination/document control. Her responsibilities have included:

- Management of real-estate documentation for a leading fortune 100 investment firm using Asite Document Management System
- Training design and construction teams in document standards and requirements; acted as primary point of contact for the project team
- Ensuring project deliverables were timely and met established protocols; escalated missed deliverables and non-compliances
- Acted as liaison with Asite technical staff and coordinated feedback and support from users
- Attended progress meetings to identify areas for performance and process improvement
- Created new workspaces and managed user roles and memberships; set user access rights in Asite
- Supported drawing management in coordinating, receipt, review and approval of maintained drawings during the project cycle

MCSS, Inc., The Port Authority of New York & New Jersey, Newark, NJ; 2007-2013. Contract Management Specialist. Projects Ms. Johnson-Davis was involved on include LaGuardia Airport Aircraft Rescue and Firefighting Facility; Lincoln Tunnel Bus Ramps Deck Replacement; and Port Newark Expressrail project. Her responsibilities included:

Anita Johnson-Davis
Assistant Office Engineer

- Providing support and overall management of Port Authority construction submittals
- Interacting with project managers, design engineers, task leaders, resident engineers, and contractors
- from project inception to completion to maintain smooth document workflow
- Processing submittals and Post Award Contract Change drawings using Oracle Primavera Contract Management (Expedition) construction database and Livelink Electronic Document Management System on time and using established procedures
- Attending pre-construction meetings to present submittal requirements and instructions; attending progress meetings as needed
- Follow-up with design engineers to expedite the review process and closeout overdue items; worked closely with the project team to resolve problems; link issues in Contract Manager
- Monitored and tracked documentation for all contracts from project award date until project closeout
- Coordinated with Project Control Specialists to get the latest updates of the Present and Planned Workload schedule in order to plan for future awards.
- Maintained project files in a well organized and easily retrievable format; archival of project documents
- Participated in staff meetings and offered input and assistance to create new practices and measures that improved tracking, recording and archival process of construction contracts

MTA/LIRR East Side Access Project, New York, NY; 2002-2007. As a document control administrator, Ms. Johnson-Davis was responsible for:

- Providing support to the engineering/construction team and troubleshooting day-to-day activities within the document control group
- Training *project personnel to use the electronic document/database management system (EDMS)*
- Administering EDMS; creating new user accounts and assigning passwords
- Communicating with all staff levels in a professional and effective manner
- Data entry, processing, and scanning of all project document types using a high-volume scanner and importing digital media with Adobe Capture program
- Performing quality check for data entered into the system
- Tracking responses to open action correspondence; creating daily and monthly reports in Microsoft Excel and Access
- Supervising and working closely with staff to achieve department and company goals
- Assisting department manager with administrative tasks and special projects

Skills

Working knowledge Microsoft Office Applications; Internet; e-Builder Document Management System; Asite Document Management System, Livelink Electronic Document Management System; Oracle Primavera Contract Management (Expedition) Version 13.1; Wintrak (Port Authority in-house Construction Tracking System); Adobe Professional, and Adobe Capture programs

Vitaliy Khinchin
Office Engineer

Professional Profile

Mr. Khinchin has many years of extensive experience in construction of residential, commercial and industrial buildings, highways and bridges. His experience includes organization of site activities, safety survey and supervision of construction teams. He was also responsible for construction supervision and inspection of welding, laboratory testing and sampling, air monitoring and soil remediation, money saving strategies for overall cost of construction, scheduling and cost estimate, field modifications of proposed construction methods and details.

Proposed Project Assignment
Construction Administrator

Registration/Certifications
2005/NICET IV

Education
BS/1978/Civil Engineering

Course Work
2010 - Crane Safety Training for Engineers and Supervisors
2009 - Prevailing Wage for Resident Engineers/Project Managers, NYC Citywide Training
2003 - 10-Hour OSHA Training Course, #000130873
2001 - OSHA Lead Awareness Training, #067-82-0261

Total Years Experience 38

Project Experience

Belt Parkway Bridges REI Services - Paerdegat Bridge, Contract#HBK1024, New York, NY; 9/09-Present. Office Engineer. This project involves the demolition of the entire 13-span, multi-stringer bridge superstructure and substructure including abutments, wingwalls, and the piers consisting of concrete pile columns to a minimum of 600 mm below the mud line. The replacement structures are new three-span and five-span bridges consisting of a Class HP reinforced concrete superstructure slab supported by high performance steel box girders and substructures including reinforced concrete abutments, wingwalls, and multi column piers on new pile foundation. Mr. Khinchin is responsible for maintaining all project required logs (shop drawings, permits, RFI's, change orders), filing all correspondence, transmittals and submittals; preparing agendas and minutes of the meetings; review and preparation of all contractors' partial and change order payments; verifying all estimates for payments, computations, as well as field measurements and sketches necessary for payment purposes; and reviewing all requested change order proposals and prepare packages for approval. Client: New York City Dept. of Transportation

Reconstruction of East and West Houston Street, #HWM738, New York, NY; 9/05-9/09. Office Engineer. This project involved resident engineering and inspection services for the installation of sewer, watermain, street lighting, curb and sidewalk, tree pruning and planting, and traffic work. Mr. Khinchin's duties included processing of partial payments, change order payments, preparing change orders and overruns, material acceptance and estimate books, filing all correspondence, contract and shop drawings, preparing submittals, project forms and logs, review Inspector's reports and quantities computation. He was also responsible for preparing agendas and minutes of the meetings, as-built drawings, field cards, in-service sheets and closeout package for the final payment. Client: New York City Dept. of Design and Construction

Cleaning and Surveying of Existing 48-in. Water Main, Madison Avenue between East 39th and East 78th Street, #MED-584A, New York, NY; 1/03-9/05. Office Engineer. This project involved "trenchless technology" to rehabilitate the existing 48-in. trunk water main included excavation of insertion pits for installation of new 48-in. steel pipe with Baker coupling system, installation of four new 36-in. and 48-in. Butterfly Valves, cleaning and surveying the existing water main utilizing robots to determine both the advisability of lining the pipe, as well as the proper lining to employ. Work included construction of new water distribution mains, sewer, new chambers and manholes, relocation of Con Edison and Empire City subway utilities, and restoration of roadway and sidewalk. Mr. Khinchin's duties included processing of partial payments, change order payments, change orders and overruns, material acceptance and estimate books, filing all correspondence, contract and shop drawings, preparing submittals, project forms and logs, and record keeping. He also prepared agendas and minutes of the meetings, as-built drawings, field cards, in-service sheets and closeout package for the Final Payment. Client: New York City Dept. of Design and Construction

Manhattan Bridge Rehabilitation of North Spans over East River, Contract 10, New York, NY; 2001-1/03. Inspector. This project involved REI services for the reconstruction on the north side of the structure on the approach and suspended spans over East River and maintenance painting inspection. Mr. Khinchin's responsibilities included inspection of contractor's work, control of the contaminated waste removal, field measurements and quantity computations, preparation of inspector's reports. Client: New York City Dept. of Transportation

Vitaliy Khinchin
Office Engineer

Rehabilitation of Shore Road (Pelham Parkway) Bridge over the Hutchinson River, Contract HBX 1148R, Bronx, NY; 6/01-1/03. Office Engineer/Sr. Inspector. This project involved rehabilitation of a bascule span movable bridge including grid deck replacement, structural steel repair and replacement, lead paint abatement, bridge drive motors replacement, bridge machinery rehabilitation, repair of existing piers, abutments and control houses including underwater repair, bridge balancing tests, electrical work and MPT. Mr. Khinchin's duties included inspection of contractor's work, field measurement and quantity computation, preparation of inspector's reports, concrete and asphalt testing preparation and processing of partial payments, change orders, and material acceptance and estimate books. Client: New York City Dept. of Transportation

Northern Boulevard/Cross Island Parkway Interchange, Queens, NY; 2/01-6/01. As office engineer, Mr. Khinchin's duties included the preparation and processing of partial, substantial and final payments, change orders, material acceptance and estimate books, as well as the preparation of closeout packages for all three bridges. Client: New York City Dept. of Transportation

Bridge Component Rehabilitation, #HBCREPL95D, New York, NY; 8/00-2/01. Mr. Khinchin served as a senior inspector on the following projects:

- **Willis Avenue Bridge over Harlem River, New York, NY.** This project involved maintenance and protection of traffic in nine stages at Manhattan, the Bronx sides and bridge itself. The project included partial replacement of existing deck joint at West abutment using armored joint system with compression seal; replacing existing deck joint at Pier 14 and East abutment with Steelflex Strip Seal Expansion Joint System; replacing existing deck joint at Bent 1 with Silicoflex Joint Sealing System; replacing existing deck joint at Pier 17 and South abutment with Transflex 200 Joint System; replacing existing concrete headers at all joints and repair concrete recesses at Piers 11, 12, 13, 15, 16 and Bent 23 using Polymer Concrete (Watson-Bowmen); repairing spalls in deck slab; and removal and disposal of asbestos contaminated materials.
- **Walton Avenue over Metro North, New York, NY**; 8/00-2/01. Senior Inspector. This project involved the replacement of existing approach slab at East and West sides with new reinforcing concrete slabs and asphalt pavement; the replacement of 1 1/2 in. of worn sidewalk with 1 1/2 in. Microsilca concrete overlay; replacement of existing concrete pedestals and bearing using jacking procedure (jacking towers); and sealing joints between steel girders and concrete deck.
- **Boston Road Bridge over Hutchinson River; New York, NY**; 8/00-2/01. Senior Inspector. This project involved epoxy coating wingwalls (S-E, N-E, S-W, N-W), also filling the deck joint with sealant at Pier 7. Mr. Khinchin's responsibilities included the inspection of MPT every night before shift began; inspection of all types of construction operations; coordination with contractor; inspection of welding during installation of armored joint system and steel beam fabrication for jacking towers; coordination with Metro North track outages; performing field measurement and calculations for quantity of work; performing asphalt and concrete field tests; and preparing daily inspectors concrete and asphalt reports.

Client: New York City Dept. of Transportation

Reconstruction of the 11th Avenue Bridge over LIRR and the NYCTA, Contract #HBK537R; 4/00-8/00. Inspector. This project involved construction of three-span concrete bridge, steel girders and reinforced concrete deck, new abutments, concrete and steel piers and cap beams, crash walls, sidewalks, parapets, reconstruction of roadway approaches, construction of new water main, gas mains and sewers. Mr. Khinchin's responsibilities included inspection of contractor's work, preparation of field measurement and quantity computation, preparation of inspectors' reports, concrete and asphalt testing. Client: New York City Dept. of Transportation

Reconstruction of Northern Blvd. Bridge over Cross Island Parkway, Contract # HBQ1075, New York, NY; 12/99-4/00. Inspector. This project involved removal of existing two span concrete bridge, steel stringers and monolithic reinforced concrete deck, and construction of a new concrete bridge with steel girders within three stages. His responsibilities included inspection of replacing a watermain, a Brooklyn Union gas main, and Bell Atlantic and Con Edison conduits and ducts. Client: New York City Dept. of Transportation

Richard Khoury
Senior Office Engineer

Professional Profile
Mr. Khoury is a field engineer with many years of diversified experience in the area of construction engineering. He is responsible for supervision and assignment of the various inspection tasks to the field staff. His responsibilities also include processing monthly estimates, change orders, force accounts, overseeing all project logs, and processing the final estimate.

Proposed Project Assignment
Construction Administrator

Registration/Certifications
1985/NICET IV
2010/Certified Professional in Erosion and Sediment Control

Education
BS/1985/Civil and Construction Engineering Tech. (CCET)

Course Work
2011 - 30-Hour OSHA Training Course
2010 - NYSDEC Erosion and Sediment Control Training – SWT#006974
2005 - 30-Hour OSHA Training Course
2003 - Expedition Course, 9.0
2000 - Traffic Work Zone Safety Training Course - GPI
1998 - Expedition Course, 5.0
NYSDOT MPT Certified

Total Years Experience 30

Project Experience
Replacement of the Queens Approach at the Bronx-Whitestone Bridge, BW-89C, Queens/Bronx, NY; 10/11-Present. Senior Office Engineer. The $110-million project involves construction management and inspection services required to support the construction work of Project BW-89C, Replacement of the Queens Approach at the Bronx-Whitestone Bridge. The replacement work includes installation of mini-pile foundations, temporary support structures, temporary and permanent traffic barrier systems, fire stand pipe system, new lighting and communications; maintenance and protection of traffic; incidental lead abatement; and coordination with the community and other public agencies in this densely populated traffic corridor. Mr. Khoury's responsibilities include working up quantities and processing monthly estimates; tracking and logging of all documentation utilizing Expedition as a project-control system; overseeing assignments of office engineering staff; routing of all shop drawings, submittals, correspondence, daily reports; maintaining as-built drawings; processing of material acceptance records and certificates, change orders; and preparation of the necessary documents for substantial completion and the final estimate. Client: Triborough Bridge and Tunnel Authority

Bronx-Whitestone Bridge Bronx/Queens Approach, BW-89/WBM-342, Bronx, NY; 1/09-10/11. Senior Office Engineer. This $192-million project involved the staged removal and replacement of the Bronx Approach superstructure and substructure from the Bronx Toll Plaza to the Bronx Anchorage. Work included the installation of excavation support systems, mini-pile foundations and temporary steel support systems to support the existing structure during the staged construction. During the construction of the substructure, there were massive concrete placements for concrete footings and piers. Traffic on the project was maintained with five lanes open to traffic. During the staged construction, work was staged demolition of the existing roadway, installation of multiple continuous steel girders, placement of a staged composite concrete deck, installation of permanent concrete barrier and installation of permanent street lighting. Other work items on the project include new utility systems at the Bronx Toll Plaza, installation of new salt storage dome building and miscellaneous steel and concrete deck repair on the Queens Approach structure. Mr. Khoury's responsibilities included working up quantities and processing monthly estimates; tracking and logging of all documentation utilizing Expedition as a project-control system; overseeing the routing of all shop drawings, submittals, correspondence, daily reports; maintaining as-built drawings; and processing of material acceptance records and certificates, change orders and preparation of the necessary documents for the final estimate. Client: Triborough Bridge and Tunnel Authority

Bronx-Whitestone Bridge Deck Replacement - BW-82, Bronx, NY; 11/03-9/07. Office Engineer. This $150-million project involved the removal of existing roadway deck and installation of an orthotropic deck with bonded aggregate wearing surface at anchorages and suspended spans removal of existing stiffening truss and modification of anchorage chambers, installation of new expansion finger joints, work platforms at towers maintenance platforms at anchorages, floorbeams, light poles, decorative lighting, and fire protection system. The project also included replacement of existing laterals, girder pins at anchorages, electrical facilities in the suspended span, and existing barriers with new steel barriers, providing and installing track beams for the maintenance traveler, maintenance traveler and access platforms to the maintenance traveler; and utilizing temporary moveable barriers to

accommodate traffic during rush hours. Mr. Khoury's responsibilities included working up quantities and processing monthly estimates, tracking and logging of all documentation utilizing Expedition as a project-control system. He oversaw the routing of all shop drawings, submittals, correspondence, daily reports, maintained as-built drawings, processed material acceptance records and certificates, change orders and prepared the necessary documents for the final estimate. Client: Triborough Bridge and Tunnel Authority

Cross Bay Boulevard Bridge, Contract CB-08/09, Howard Beach, NY; 9/07-5/08. Office Engineer. This project involved construction management and inspection services for this $60-million project, which completely replaced the existing concrete deck using a staged demolition and reconstruction approach. Mr. Khoury's responsibilities included working up quantities and processing monthly estimates, tracking and logging of all documentation utilizing Expedition as a project-control system, overseeing the routing of all shop drawings, submittals, correspondence, daily reports, maintaining as-built drawings, processing of material acceptance records and certificates, change orders and preparation of the necessary documents for the final estimate. Client: Triborough Bridge and Tunnel Authority

Robert F. Kennedy (Triborough) Bridge Deck Replacement of the Randall's Island Junction Structure, Phase I - TB-63, New York, NY; 7/98-11/03. Office Engineer. This $138-million project was comprised of two major reconstruction efforts: the complete replacement of the Randall's Island Junction Structure and the redecking of the Bronx Approach. Work included upgrading bridge electrical systems, a new de-icing/salt storage facility and reconstruction work at various shops within the Junction Structure. Mr. Khoury's responsibilities included working up quantities for monthly estimates, and preparing order on contracts, force accounts, EEO and training special provisions reports. He was also responsible for overseeing the routing of all shop drawings, correspondence and daily inspection reports, maintaining as-built drawings, identifying and maintaining required material acceptance reports and certifications, and processing the necessary documents for the final estimate. Client: Triborough Bridge and Tunnel Authority

Robert F. Kennedy (Triborough) Bridge Queens Approach Concrete Structure Deck Replacement - TB-13, Queens, NY; 1996-4/99. Assistant Resident Engineer/Office Engineer. This project involved construction inspection and support services for the Queens approach concrete structure deck replacement at the Robert F. Kennedy (Triborough) Bridge. Mr. Khoury's responsibilities included supervising the field staff, assisting in resolution of field problems, documenting and implementing our quality assurance/quality control (QA/QC) plan, reviewing and routing shop drawings, maintaining field records, checking daily inspection reports and processing monthly estimates. Client: Triborough Bridge and Tunnel Authority

CR3 Wellwood Avenue Final Design, Babylon, NY; 6/08-1/09. Resident Engineer. This project involved providing resident engineering, construction inspection and construction support services for bridge construction and interchange widening of Wellwood Avenue Bridge over Southern State Parkway. Project features included steel sheeting, structural excavation, structural concrete placement (footings, wingwalls and parapets), installation of pre-cast, post-tensioned concrete arches, PCC and asphalt, concrete pavement, major MPT required to shut down Southern State Parkway, and installation of NYSDOT INFORM fiber optic communication cable. Mr. Khoury oversaw inspection staff and conducted quality assurance reviews of work associated with this project. Client: Suffolk County Dept. of Public Works

Queens-Midtown Viaduct Inspection, Contract #D253037, Queens, NY; 1990-1996. Office Engineer. This $115-million project involved the reconstruction of the six-lane Long Island Expressway viaduct entrance to the Midtown Tunnel. The reconstruction of this heavily traveled viaduct (100,000 vehicles per day), which spans navigable waterways at an exceptional height, involved structural steel and concrete deck replacement, removal of existing rocker expansion and sliding steel bearings and replacement with multi-rotational seismic bearings. The construction was accomplished in five work stages, which provided for the uninterrupted use of a dedicated bus lane and four traffic lanes. Mr. Khoury's responsibilities included working up quantities for monthly estimates, and preparing order on contracts, force accounts, EEO and training special provisions reports. He also was responsible for overseeing the routing of all shop drawings, correspondence and daily inspection reports, maintaining as-built drawings, identifying and maintaining required material acceptance reports and certifications, and processing the necessary documents for the final estimate. Client: New York State Dept. of Transportation

Kenny Loh, LEED AP BD+C
Office Engineer

Professional Profile
Mr. Loh has experience as office engineer, construction inspector and designer. His excellent computer skills and exceptional organizational capabilities, combined with his construction experience, enable him to provide the unique combination required to produce all required project reports and documentation, as well as providing on-site inspection services. Additional duties have included cost analysis and client interaction, which will prove to be helpful during any claim analysis.

Proposed Project Assignment
Construction Administrator

Registration/Certifications
2009/LEED Accredited Professional/NY

Education
BS/2006/Civil Engineering

Course Work
2010 - NYSDEC Erosion and Sediment Control Training – SWT#8240
2009 - 10-Hour OSHA Training Course

Total Years Experience 8

Project Experience

Replacement of the Queens Approach at the Bronx-Whitestone Bridge, BW-89C, Queens/Bronx, NY; 12/11-Present. Office Engineer. The $110-million project involves construction management and inspection services required to support the construction work of Project BW-89C, Replacement of the Queens Approach at the Bronx-Whitestone Bridge. The replacement work includes installation of mini-pile foundations, temporary support structures, temporary and permanent traffic barrier systems, fire stand pipe system, new lighting and communications; maintenance and protection of traffic; incidental lead abatement; and coordination with the community and other public agencies in this densely populated traffic corridor. Mr. Loh's responsibilities include working up quantities and processing monthly estimates, tracking and logging of all documentation utilizing Expedition as a project-control system. He also oversees the routing of all shop drawings, submittals, correspondence, daily reports; maintains as-built drawings; processes material acceptance records and certificates, change orders; and prepares the necessary documents for the final estimate. Client: Triborough Bridge and Tunnel Authority

CR3 Wellwood Avenue Final Design, Babylon, NY; 4/08-10/08. Office Engineer/Inspector. This project involved providing resident engineering, construction inspection and construction support services for bridge construction and interchange widening of Wellwood Avenue Bridge over Southern State Parkway. Project features included steel sheeting, structural excavation, structural concrete placement (footings, wingwalls and parapets), installation of pre-cast, post-tensioned concrete arches, PCC and asphalt, concrete pavement, major MPT required for closure of Southern State Parkway, and installation of NYSDOT INFORM fiber optic communication cable. Mr. Loh was responsible for daily work reports, concrete material testing on the job site, measurements for monthly progress payments, checking and updating CEES (Computerized Engineers Estimate System) for pay quantities, tracking and logging project records and assisting the resident engineer with daily tasks. Client: Suffolk County Dept. of Public Works

Replacement of County Road 67, Motor Parkway Bridge at the LIE, Exit 55, Town of Islip, NY; 4/11. Construction Inspector. This project was a four-stage replacement of the existing 50+ year-old, four-span bridge with the new structure. The new bridge consists of two span steel frame composite with the concrete slab with integral wearing surface. Mr. Loh was responsible for daily work reports and measurements for monthly progress payments. Client: Suffolk County Dept. of Public Works

Stony Brook University North Entrance and Toll Road, Stony Brook, NY; 9/10-12/11. Design Engineer. This project involved the final design of two separate locations, North Entrance Road and John S. Toll Drive. The work along John S. Toll Drive consisted of the design of a pedestrian mall area between the existing library and Student Union building with complete roadway reconstruction whereas work near and along North Entrance Road consisted of a realignment of Circle Road with complete roadway reconstruction with minimal curb, drainage, lighting and walkway work for those areas beyond the limits of the realignment of Circle Road and North Entrance Road profile and intersection changes. Mr. Loh was responsible for establishing horizontal and vertical alignments, generating profiles, design closed drainage system, developing contract plans, specifications and estimates for both locations. Client: Stony Brook University

Kenny Loh, LEED AP BD+C
Office Engineer

Ring Road Reconstruction, Old Westbury, NY; 6/11. Design Engineer. This project involves final design, construction documents, and construction support for drainage improvements, safety improvements, and reconstruction of the main loop road and the entrance roads. The State University of New York at Old Westbury proposes to rehabilitate approximately four miles of the campus main access Ring Road, along with other entry drives that permit access to the campus. Additionally, several site safety issues related to internal intersection geometry, lane drops, site distance, traffic volumes and pedestrian access will be investigated and evaluated for proposed improvements. Localized flooding and roadway freezing will be investigated in several problem areas and drainage improvements evaluated and proposed. Mr. Loh was responsible for evaluating the existing pavement condition, locating possible problem areas and providing a cost effective remediation plan. Client: State University of New York at Old Westbury

Northern State Parkway and Long Island Expressway Interchange Improvements at NY 110, Town of Huntington, NY; 8/09-10/10 and 6/12-10/12. Drainage Engineer. This project included an Environmental Assessment, preliminary and final design, construction documents and construction support for the replacement and widening of the existing NSP Bridge over NY Route 110 and its interchange along with the widening of NY Route 110 from four to six lanes between the LIE and NSP. The project was advanced under three construction contracts: PINs 0112.53, 0516.41 and 0112.56. Mr. Loh was responsible for developing the drainage design plans, specifications and estimates for a closed drainage system for this project as per NYSDOT guidelines. The drainage design was developed using "InRoads Storm & Sanitary" software and the development of new recharge basins in accordance with NYSDOT GDP-8. Client: New York State Dept. of Transportation

Stony Brook University North Roadways, Stony Brook, NY; 2/09-4/10. Design Engineer. This project involved the design study of two separate locations: North Entrance Road and John S. Toll Drive. Mr. Loh's responsibilities included a study of current conditions for both locations, analyzing existing topography and utility locations, and preparing schematic designs and preliminary report outlining the various alternatives. Client: Stony Brook University

Athletic Track Conceptual Planning, Stony Brook, NY; 10/08-1/09. Design Engineer. This project involved conceptual planning of the complete reconstruction of the existing track. Mr. Loh's responsibilities included research and preparation of several schematic design alternatives, a preliminary report outlining the specifics of each alternative and a cost estimate. Client: Stony Brook University

Stony Brook University Kelly Quad Parking Lot, Stony Brook, NY; 9/08-10/08. Design Engineer. This project involved the expansion of existing parking lot by approximately 110 parking spaces. Design included parking lot layout, pavement, drainage and lighting design. Due to existing topography, retaining walls ranging between 4 to 12 feet were required. The project required detailed design, specifications and cost estimates. Mr. Loh's responsibilities included the preparation of several schematic designs, a preliminary report outlining the specifics of each alternative and a cost estimate. Client: Stony Brook University

Computer Skills
AutoCAD, AutoTURN, MathCAD, Matlab, Microsoft Excel, Word, PowerPoint, MicroStation, Bentley Inroads, Minitab, Java

Nancy Martinez
Office Engineer

Professional Profile
Ms. Martinez has experience in the construction management field. She has experience utilizing AutoCADD and drafting and CPM. She possesses great leadership skills and is bilingual in Spanish.

Proposed Project Assignment
Construction Administrator

Registration/Certifications
2009/ACI Concrete Field Technician Grade 1

Education
BS/1998/Construction Management Engineering
AS/1996/Construction Architectural Engineering

Course Work
2014 - NYC DOB 4-Hour Supported Scaffold (2018)
2014 - NYC DOB Confined Space Awareness
2007 - 10-Hour OSHA Training Course

Total Years Experience 17

Project Experience

Bayonne Bridge Navigational Clearance Program (BBNCP) Construction Management, NY/NJ; 3/13-Present. Office Engineer. This project involves construction management services for the $743-million Bayonne Bridge Navigational Clearance Program (BBNCP). This extraordinarily complex, once-in-a-lifetime project will replace more than 5,000 feet of viaduct and re-frame the existing steel arch structure to accommodate a new roadway 65 feet above the existing roadway. Ms. Martinez is the lead office engineer responsible for directing the efforts of six construction administration professionals. The group consists of assistant office engineers and project controls specialists who manage and direct all project records. This includes the processing of payments to the contractor by using the WinTrak Program; preparation of Post Award Contract Changes (PACC) and processing of Change Orders (Order on Contract), Time and Material records, desk audits (review and approval of contractor's T&M packages), contract monthly reports, request for information and response to submittals by using e-Builder, correspondence, attending Facility Impact and Progress meetings, minutes of meeting, as-builts, etc. Client: Port Authority of NY & NJ

2011-2014 Port Authority On-Call Construction Management Services – Port Authority Bus Terminal, Various Contracts, New York, NY; 9/10-5/13. Office Engineer. These projects involved construction management and inspection services on an on-call basis. The Port Authority of NY & NJ supplemented their own staff with consultant-provided personnel to manage and administer construction contracts at their owned and operated facilities. Under this on-call contract, Ms. Martinez was involved on the following projects:

Bus Ramps Deck Replacement Phase II, Contract #LT-234-174; 9/10-5/13. Office Engineer. This $36-million project consisted of the replacement of the existing deteriorated concrete roadway deck and embedded snow melting system at the Lincoln Tunnel (LT) bus ramps in order to maintain a state of good repair, preserve the structural integrity of the bus ramps and provide a safe riding surface during the winter months. The project involved the replacement of the bridge decking on the ramps to the Lincoln Tunnel by demolishing and removing the existing roadway decks in the designated areas of the bus ramps and replacing them with new precast concrete panels and cast-in-place concrete, including stainless steel piping for the snow melting system, demolition and installation of sign structures and removal of lead paint and repainting. Ms. Martinez was responsible for all office records, including processing payments to the contractor by using the WinTrak Program; preparation of Post Award Contract Changes (PACC) and processing of Change Orders (Order on Contract), Time and Material records, desk audits (review and approval of contractor's T&M packages), contract monthly reports, request for information and response to submittals by using e-Builder, correspondence, attending Facility Impact and Progress meetings, minutes of meeting, as-builts, etc.

In addition, Ms. Martinez performed construction inspection on weekend work that included inspection of demolition of existing concrete road deck and installation of temporary timer decking and precast concrete panels, cast-in-place concrete for roadway deck, installation and pressure testing of coils for the Savaloid System, supervision of construction personnel, coordination of construction operations with the Facility and the police, scheduling of Port Authority Materials Division for testing of materials onsite and generating inspector's narratives.

Nancy Martinez
Office Engineer

Contract #LT-234.054, New York, NY; 10/09-5/13. Office Engineer. This project consisted of replacement of the existing concrete sump ceiling slab with pre-cast concrete panels, replacement of adjacent pavement, catch basin and man hole structures and patching in the adjacent pump room at the Lincoln Tunnel Center Tube. Ms. Martinez served as office engineer responsible for all office records. This included processing payments to the contractor by using the WinTrak Program; preparation of Post Award Contract Changes (PACC) and processing of Change Orders (Order on Contract), Time and Material records, desk audits (review and approval of contractor's T&M packages), contract monthly reports, request for information and response to submittals by using e-Builder, correspondence, attending Facility Impact and Progress meetings, minutes of meeting, as-builts, etc.

Contract #BT-254.220, New York, NY; 12/05-1/13. Office Engineer. This $50-million project consisted of providing the required strengthening to maintain structural integrity of the Port Authority Bus Terminal (PABT) in New York City during a seismic event. Ms. Martinez served as office engineer responsible for all office records. This included processing payments to the contractor by using the WinTrak Program; preparation of Post Award Contract Changes (PACC) and processing of Change Orders (Order on Contract), Time and Material records, desk audits (review and approval of contractor's T&M packages), contract monthly reports, request for information and response to submittals by using e-Builder, correspondence, attending Facility Impact and Progress meetings, minutes of meeting, as-builts, etc.

Contract #LT-525, New York, NY; 4/10-9/12. Office Engineer. This project consisted of installing pavement markings, signage, drop-in-delineators and Dura-curb at the New York Galvin Plaza Entrance, New Jersey Toll Plaza Approach and Departure Roadway and New Jersey Westbound Helix and Exit ramps. Ms. Martinez served as office engineer responsible for all office records. These responsibilities included processing payments to the contractor by using the WinTrak Program; preparation of Post Award Contract Changes (PACC) and processing of Change Orders (Order on Contract), Time and Material records, desk audits (review and approval of contractor's T&M packages), contract monthly reports, request for information and response to submittals by using e-Builder, correspondence, attending Facility Impact and Progress meetings, minutes of meeting, as-builts, etc.

2006-2010 Port Authority On-Call Construction Management Services – Port Authority Bus Terminal, Various Contracts, New York, NY; 11/03-9/11. Office Engineer. These projects involved construction management and inspection services on an on-call basis. The Port Authority of NY & NJ supplemented their own staff with consultant-provided personnel to manage and administer construction contracts at their owned and operated facilities. Under this on-call contract, Ms. Martinez was involved on the following projects:

Contract #LT-521, New York, NY; 6/09-2/11. Office Engineer. This project consisted of providing for rehabilitation of concrete and steel elements at the LT Bus Ramps (including replacement of unsound concrete at columns, beams, deck slabs and bearing pedestals), replacement of deteriorated anchor bolts and nuts, installation of steel plates, angles and bolts to reinforce steel bearing pedestals and girders and installation of wire mesh safety netting. Ms. Martinez served as office engineer responsible for all office records. This included processing payments to the contractor by using the WinTrak Program; preparation of Post Award Contract Changes (PACC) and processing Change Orders (Order on Contract), Time and Material records, desk audits (review and approval of contractor's T&M packages), contract monthly reports, request for information and response to submittals by using e-Builder, correspondence, attending Facility Impact and Progress meetings, minutes of meeting, as-builts, etc.

Bus Terminal Ramps Reconstruction, Contract #LT-234-080, New York, NY; 11/03-3/09. Office Engineer. This $60-million project focused on the rebuilding and rehabilitation of the ramps connecting the Lincoln Tunnel with the Port Authority Bus Terminal. Ms. Martinez worked on the Lincoln Tunnel Bus Ramp and Triple Bridges Rehabilitation. Ms. Martinez served as office engineer responsible for all office records; processing payments to the contractor by using the WinTrak Program; prepared Post Award Contract Changes (PACC) and processing Change Orders (Order on Contract), Time and Material records, desk audits (review and approval of contractor's T&M packages), contract monthly reports, request for information and response to submittals by using e-Builder, correspondence, attended Facility Impact and Progress meetings, minutes of meeting, as-builts, etc.

Zhong Wen Pan, E.I.T.
Office Engineer

Professional Profile
Mr. Pan possesses the following experience.

Proposed Project Assignment
Construction Administrator

Registration/Certifications
2012/Engineer In Training/NY
2013/ACI Concrete Field Testing Technician Grade 1

Education
BS/2006/Civil Engineering

Course Work
2010 - 10-Hour OSHA Training Course

Professional Affiliations
American Society of Civil Engineers (ASCE)
Institute of Transportation Engineers (ITE)

Total Years Experience 11

Project Experience

Brooklyn Bridge Rehabilitation of the Approach Spans and Ramps and Painting of the Entire Bridge, Contract 6, New York, NY; 2/10-Present. Office Engineer. This project involves construction management and inspection services for the $509-million rehabilitation of this Iconic National Landmark. The scope of work for the project includes replacement of approach roadway in Manhattan and Brooklyn over the arch blocks; rehabilitation of the Manhattan side ramp structures with widening and deck and bearing replacements; rehabilitation of the approach steel structures with full superstructure replacement of the York and Main Street structures and orthotropic deck installation at Franklin Square; seismic retrofitting of the main bridge, Franklin Square and ramp structures; painting of the ramp structures and suspended spans in their entirety; restoration of historic features. Mr. Pan's responsibilities include the establishment and implementation of the office procedures to the administration of construction contract. His duties will also include implementing project controls for distribution and record keeping of construction drawings, construction contract correspondence, technical records, and other projects documents. Additionally, he will review and process the contractor's pay applications, review the project schedule, process RFI's, prepare change orders, and manage claim and change order records. Mr. Pan will also assist the resident engineer on different tasks throughout the project. Client: New York City Dept. of Transportation

Williamsburg Bridge Reconstruction of Miscellaneous Rehabilitation of the Main Bridge, Contract 8, #BRC253CCA, New York, NY; 9/09-2/10. Assistant Office Engineer. This $280-million project involved the construction engineering and inspection for the rehabilitation of the main bridge. The scope of work for the project included abrasive blasting and painting of main bridge stiffening trusses, rehabilitation and strengthening of the main towers, rehabilitation of the intermediate towers and installation of seismic shear keys, main cable saddle repair and restraint, rehabilitation of wind tongue and wind chord, main tower and intermediate tower bearing installation, main tower leg removal and replacement, stiffening truss top and bottom chord rehabilitation, traveling maintenance platform installation, re-profiling of main span vertical curve by incrementally adjusting suspender cables, modification of orthotropic footwalk deck expansion joints, waterproofing and surfacing of orthotropic roadway deck, installation of ornamental balconies and electroliers, integration of intelligent transportation operating system, seismic retrofit of the intermediate towers, installation of contraflow barrier and erection of barrier transfer machine facility, including augured concrete piles. Mr. Pan's responsibilities included assisting resident engineer on different tasks of the project including handling project documents, contractor payment, RFIs, shop drawings, change order and schedule review and drawings. Also provided coordination of inspection team and contractors. Client: New York City Dept. of Transportation

SIM Building Systems, LLC, New York, NY; 6/08-9/09. Structural Engineer. Mr. Pan has assisted project managers in the production of engineering design for mid-rise residential buildings; participated in structural components design (light gauge panelized walls, Vescom joists, Vescom composite floor system, shear wall, and other structural members); performed load calculations such as wind and seismic analysis; prepared design and engineering plans as well as shop drawings; developed structural models (developed in RISA 3D) and evaluated the designs to meet the current building code requirement; provided construction coordination to the construction team and fabrication shop; and prepared engineering and construction estimates for a variety of projects.

Zhong Wen Pan, E.I.T.
Office Engineer

Westchester County Sign Inventory, Westchester County, NY; 8/06-5/08. Junior Engineer. This project involved field inventory of all county owned traffic signs, developing a Sign Management System, and preparing design documents to replace signs as required. In addition, assisted in the bid process, provided design support during construction, inspected the work and provided all necessary construction administration to complete the sign replacements. Mr. Pan's responsibilities included reviewing signs for conformance to State and Federal requirements and developing construction drawings to replace signs that do not meet minimum requirements. Client: Westchester County Dept. of Public Works

Nassau County Pavement Marking Plans, Westbury, NY; 1/07-5/08. Junior Engineer. This project involved inventory of all existing pavement markings along 11 segments of roadway deemed as priorities by NCDPW. Mr. Pan was responsible for field data collection and developing construction drawings for new pavement markings. Client: Nassau County Dept. of Public Works

Nassau County Traffic Calming - Post Avenue, Westbury, NY; 12/06-5/08. Junior Engineer. This project involved performing a traffic calming study along Post Avenue in the Village of Westbury to identify appropriate traffic calming measures and safety measures that can be applied along the corridor. Mr. Pan was responsible for field data collection and developing drawings using AutoCAD. Client: Nassau County Dept. of Public Works

Shinnecock Tribe Traffic and Environmental Analysis, Southampton, NY; 12/06-5/08. Junior Engineer. This project involved professional engineering services to develop and prepare EIS-type documents that were used in the Attorney General Office's litigation of the Shinnecock Indian Tribe's application to build a casino and gaming resort in the Town of Southampton on Long Island. Mr. Pan's responsibilities included field data collection and assisting engineers with the project. Client: New York State Office of General Services

Weaver Street Reconstruction, New Rochelle, NY; 6/06-8/06. Junior Engineer. Under this locally administered federal aid project, preliminary design services were provided including development of the Design Approval Document (Phases I through IV) for the rehabilitation of Weaver Street within the project limits and improvements at the Griffin Avenue and Quaker Ridge Road intersections. Mr. Pan's responsibilities included performing accident analysis by using the HAS software using the traffic counts to establish balanced traffic volumes, no build, and project volume for the ETC and ETC+10. He also used the HSC and Synchro software to conduct capacity analyses for the existing and future conditions and providing investigation measures. Client: Westchester County Dept. of Public Works

New York City Dept. of Transportation, Division of Bridges, New York, NY; 6/05-9/05. College Intern. Mr. Pan assisted the director with the weekly update of the projects; generated some AutoCAD drawings for engineers; and assisted engineers with daily office work.

Traffic Study, New York, NY; 3/05-5/05. Traffic Surveyor. Mr. Pan worked as a traffic surveyor where he conducted interviews with drivers in lower Manhattan for a traffic study.

Software
AutoCAD, MicroStation, STAAD, ETABS, Revit Structure, HCS, MS Word, MS Excel, MS PowerPoint, MS Project

Systems
MS Windows 95/98/NT/2000/XP, UNIX Solaris

Languages
C, C++, Java

Gopesh Pandya
Office Engineer

Professional Profile
Mr. Pandya is an office engineer with extensive knowledge of office administration procedures and recordkeeping for various tri-state area transportation agencies.

Proposed Project Assignment
Construction Administrator

Registration/Certifications
2013/NICET IV

Education
BE/1990/Civil Engineering

Course Work
2012 - 10-Hour OSHA Training Course
2008 - Rutgers University Traffic Control Coordinator Designation Course #1066
2008 - 1-Hour Lead Awareness Training Class
2008 - SAT Asphalt Paving
2000 - NYSDOT Methods of Bridge Inspection

Total Years Experience 23

Project Experience
Replacement of the Upper Level Deck of the Suspended Span of the Verrazano-Narrows Bridge, VN-80B, Staten Island, NY; 2/13-Present. Office Engineer. This $236-million project involves reconstruction to replace the upper level roadway superstructure of the Verrazano-Narrows Bridge. The work includes: removal of existing upper level roadway deck and barrier, installation of new upper level orthotropic deck, overlay, drainage systems, sign structures, lighting, barrier, painting and miscellaneous utility work. Mr. Pandya is responsible for working closely with the project manager and resident engineer on many project issues; providing conformance with TBTA requirements for maintaining job files which include all incoming and outgoing correspondence; utilizing Microsoft Access and Excel to maintain and track all submittals (shop drawings, catalog cuts, requests for information, etc.); organizing inspector's daily reports and checking quantities; compiling and finalizing monthly quantities for contractor's monthly payments; compiling and entering daily progress, manpower and equipment information from inspector's daily reports for engineer's diary; tracking and logging all material acceptance submittals; researching overrun quantities; organizing revised contract drawings, as-built and punch list information; and providing submittal information to inspectors; and preparation and distribution of progress and technical meeting minutes. Client: Triborough Bridge and Tunnel Authority

Bronx-Whitestone Bridge Bronx/Queens Approach, BW-89/WBM-342, Bronx, NY; 2/09-2/13. Office Engineer. This $192-million project involved the staged removal and replacement of the Bronx Approach superstructure and substructure from the Bronx Toll Plaza to the Bronx Anchorage. Work included the installation of excavation support systems, mini-pile foundations and temporary steel support systems to support the existing structure during the staged construction. During the construction of the substructure, there was massive concrete placements for concrete footings and piers. For the duration of the project, traffic on the bridge was maintained with five lanes open to traffic. During the staged construction, work was staged demolition of the existing roadway, installation of multiple continuous steel girders, placement of a staged composite concrete deck, installation of permanent concrete barrier and installation of permanent street lighting. Other work items on the project included new utility systems at the Bronx Toll Plaza, installation of new salt storage dome building and miscellaneous steel and concrete deck repair on the Queens Approach structure. Mr. Pandya's responsibilities included assisting the resident engineer with document research, control and recall; providing conformance with TBTA requirements for maintaining job files which include utilizing Expedition to maintain and track all submittals (shop drawings, catalog cuts, requests for information, etc.); preparing weekly progress reports; compiling and entering information from inspector's daily report for engineer's diary; assisting in researching overrun quantities; organizing revised contract drawings, as-built and punch list information; providing submittal information to inspectors; collecting and numbering check and routing all Inspector's Daily Reports (IDRs); checking quantities listed on IDRs and processing monthly estimate; processing of material acceptance and certificates; and posting IDR quantities to monthly estimate book. Client: Triborough Bridge and Tunnel Authority

Brooklyn-Queens Expressway (I-278), From Flushing Avenue to Sand Street, NY; 7/07-2/09. As an assistant office engineer, Mr. Pandya participated extensively in activities such as reviewing and approving inspector's reports as per plan, proposal and specification using ShareChive system; estimated closing using NYSDOT CEES system; co-coordinated with inspectors for IDR issues and contractor/NYSDOT and ShareChive personals for estimate issues, material certification reviews, contractor and subcontractor's payrolls and work history; and wage rate table, submittals, asphalt/fuel/steel price adjustments work. Client: New York State Dept. of Transportation

Gopesh Pandya
Office Engineer

Bronx-Whitestone Bridge, Replacement of Roadway Deck on Suspended Span, BW-82, NY; 8/05-7/07. As construction inspection engineer, Mr. Pandya participated in different construction activities such as removal and replacement of existing deck; replacement of bridge joint system; bonded aggregate surfacing placement; and painting and miscellaneous structural repair on Bronx-Whitestone Bridge. He also participated in office engineering work which included material certifications, review, and estimation of quantity and project close-out work. Client: Triborough Bridge and Tunnel Authority

Throgs Neck Bridge Deck Rehabilitation, TN-82A, New York, NY; 11/04-8/05. Construction Inspection Engineer. Mr. Pandya participated in different construction activities such as replacement of sub-floor beams; retrofitting existing orthotropic deck; dye penetrant testing for crack evaluation on structural steel; and structural steel repair work and miscellaneous structural repair. Client: Triborough Bridge and Tunnel Authority

Robert F. Kennedy (Triborough) Bridge Deck Replacement on Suspended Spans and Queens Viaduct - TB-64A, Queens, NY; 10/01-10/04. Construction Inspection Engineer. Mr. Pandya participated in different construction activities such as replacement of suspender rope; replacement of bridge joint system; removal and replacement of existing deck; bonded aggregate surfacing; and miscellaneous structural repair. Client: Triborough Bridge and Tunnel Authority

Williamsburg Bridge Reconstruction, Contract #7, New York, NY; 1/01-10/01. Construction Inspection Engineer. Mr. Pandya participated in different construction activities such as removal and replacement of existing roadway; concrete retaining wall and abutment construction; drainage line installation; backfilling; and saw cutting on Manhattan Approach North Roadways. Client: New York City Dept. of Transportation

Manhattan Boro Biennial Bridge Inspection, NY; 6/00-1/01. Assistant Team Leader. Mr. Pandya participated in several bridge inspections and prepared BRPR. Client: New York City Dept. of Transportation

George Washington Bridge, NY; 6/00. This project involved biennial inspection of the George Washington Bridge Sign Structures and flag hoisting system. Client: Port Authority of NY & NJ

East 3rd Street and 52nd Street Bridge, NY; 3/00-6/00. Mr. Pandya designed utility relocations for the two bridges. This work included coordination with utility companies. Client: New York City Dept. of Transportation

Metropolitan Avenue Bridge, NY; 2/00-3/00. As structural engineer, Mr. Pandya participated in the preparation of final plans for the rehabilitation of approach retaining walls, new wing walls and fendering system. Client: New York City Dept. of Transportation

Arthur Kill Road Bridge Project, NY; 1/00-3/00. As structural engineer, Mr. Pandya prepared preliminary plans for the replacement bridge.

Hudson Bergen Light Rail Transit System, NJ; 9/97-12/99. Quality Assurance and Construction Inspection Engineer. Mr. Pandya worked as quality assurance and construction inspection engineer for this DBOM project. He inspected excavation, formwork, reinforcement and concrete operation and architectural finishes to ensure adherence to drawing and specifications; inspected cement concrete and asphalt concrete at plant site; certified mix design; checked thickness of asphalt pavement for street work; and inspected excavation and embankments for specified, line level and compaction.

Mr. Pandya worked on the following station and station plazas: 34th Street, Jersey Avenue, Newport, 45th Street, Liberty Harbor North, West Side Avenue, Richard Street, Exchange Place, Garfield Avenue, Danforth Avenue, Harbourside, MLK Drive, Harsimus Cove, Liberty State Park. Client: New Jersey Transit

Project Consultant; 1/90-8/97. Mr. Pandya assisted in planning and designing of building construction project; provided estimating and costing data of project; implemented and finished construction activity within time frame and cost effectively; provided quality control for all construction activity including utility and services and finishing project; and coordinated with project architect and structural engineer.

Computer Skills: Word, Excel, PowerPoint, AutoCad, Microstation, NYSDOT CEES, ShareChive

Louis Perry, E.I.T.
Office Engineer

Professional Profile
Mr. Perry is an inspector with the following experience.

Project Experience
2011-2014 Port Authority On-Call Construction Management Services - George Washington Bridge, Fort Lee, NJ; 1/14-Present. Office Engineer. This project involves inspection of the joint replacement of the upper level deck. The project also involves the replacement of orthotropic deck, scupper and pipe run replacement, expansion finger joint repairs, main/secondary floorbeam repairs, stringer and stringer bearing repairs, deck rib connections, barrier repairs, paving, and coordination of maintenance of traffic. Contracts Mr. Perry is involved on include:

- **Joint Replacement of the Upper Deck.** He is responsible for the coordination of maintenance and protection of traffic.
- **Fire Standpipe Replacement.** He is responsible for the coordination of maintenance and protection of traffic; verification of daily labor records and progress of work; and coordination of charging and shut down of the fire standpipe system between the contractor and the facility supervisors on different areas of the bridge so that work can be performed.
- **New Jersey Administration Building Passenger Elevator Replacement.** He is responsible for verification of daily labor records and progress of work, and scheduling inspections during the installation process (waterproofing inspection, fireproofing inspection, etc.) with different departments within the Port Authority.
- **Concrete Repairs in Main Tolls Basement and Column Repairs at the Palisades Interstate Parkway Toll House.** He is responsible for the verification of daily labor records and progress of work, and scheduling site visits to have contract work approved during certain stages by Port Authority architects and engineers.

Client: Port Authority of NY & NJ

Manhattan Bridge Rehabilitation of Cables and Suspenders, Contract 14, #BRC156R, New York, NY; 5/11-1/14. Office Engineer. This $149-million project involved the unwrapping and rewrapping of cables; replacement of suspenders; replacement of necklace lighting messenger cables and cable hand ropes; installation of new access platforms to existing tower platforms; reversal of lower roadway and operation of HOV lane and replacement of multi-rotational bearings at the towers; replacement of light poles and luminaries on South upper roadway; replacement of lane control radar on South upper roadway; and retrofit of track stringers and diaphragm connections and other miscellaneous work. Mr. Perry generated monthly estimates, tracked monthly quantities, maintained material acceptance records, took the minutes at monthly progress meetings, and generated monthly progress reports. He also ordered and tracked any sort of material that was needed in the field office or for the inspection staff. In his previous position as an inspector, his responsibilities included inspection of the tensioning of suspenders, the removal and installation of continuity plates, and the installation of suspender boxes. He was also involved with the inspection of the removal and rewrapping of cables with new wires; installation of cable guard-elastomeric cable wrapping; main cable wedging for inspection; and the replacement and retention of cable band bolts. Client: New York City Dept. of Transportation

Proposed Project Assignment
Construction Administrator

Registration/Certifications
2011/Engineer In Training
2012/ACI Concrete Field Testing Technician Grade 1

Education
BS/2011/Civil Engineering

Course Work
2014 - OSHA Lockout/Tagout - Control of Hazardous Energy (2017)
2014 - NYC DOB 4-Hour Supported Scaffold (2018)
2014 - NYC DOB Confined Space Awareness
2012 - 10-Hour OSHA Training Course

Professional Affiliations
American Society of Civil Engineers, Member
Corresponding Secretary, American Society of Civil Engineers, Student Chapter

Total Years Experience 3

Louis Perry, E.I.T.
Office Engineer

Mr. Perry worked as a field office intern where he assisted the office engineer with field measurements; created excel documents used to organize field measurements; and organized delivery and progress records; 5/10-6/10.

Computer Skills
Microsoft (Word, Excel, and PowerPoint)
Maple Programming
Knowledge of Modern Surveying Methods

Edgar Rafol
Assistant Office Engineer

Professional Profile
Mr. Rafol is an office engineer/construction inspector with several years of experience working with major bridge and highway reconstruction projects throughout the New York metropolitan area.

Proposed Project Assignment
Construction Administrator

Registration/Certifications
1994/NICET III

Education
BS/1978/Civil Engineering

Course Work
2011 - NICET Transportation Engineering Technology Highway Construction/ Level III
2009 - 10-Hour OSHA Training Course
2006 - NYCTA Track Safety Course
2000 - Traffic Work Zone Safety Training Course - GPI
NICET PDH Course "Ambient Air Monitoring"
NICET PDH Course "Inspection of Lightweight Concrete"
NICET PDH Course "Today's Coatings Inspection"

Total Years Experience 37

Project Experience

Brooklyn Bridge Rehabilitation of the Approach Spans and Ramps and Painting of the Entire Bridge, Contract 6, New York, NY; 12/13-Present. Assistant Office Engineer. This project involves construction management and inspection services for the $509-million rehabilitation of this Iconic National Landmark. The scope of work for the project includes replacement of approach roadway in Manhattan and Brooklyn over the arch blocks; rehabilitation of the Manhattan side ramp structures with widening and deck and bearing replacements; rehabilitation of the approach steel structures with full superstructure replacement of the York and Main Street structures and orthotropic deck installation at Franklin Square; seismic retrofitting of the main bridge, Franklin Square and ramp structures; painting of the ramp structures and suspended spans in their entirety; restoration of historic features. Mr. Rafol's responsibilities include checking MURK II and data entry of same; checking subcontractor invoices; and creation of NYCDOT follow-up approval of change orders forms and time extension applications under the direction of a supervisor. Client: New York City Dept. of Transportation

Belt Parkway Bridges REI Services - Rockaway Parkway Bridge, New York, NY; 9/09-12/13. Assistant Office Engineer. The project involved the demolition of the entire existing, four-span, multi-stringer bridge superstructure with existing steel cap beams, and substructures, including the abutments, wingwalls, and pier columns and footings; installation of a new single span replacement bridge consisting of a steel multi-stringer superstructure with reinforced concrete deck and substructures, including reinforced concrete abutments and wingwalls on new piled footings, and mechanically stabilized earth retaining walls; reconstruction of approach roadways and four entrance and exit ramps within the project limits; and installation of new concrete barrier, new bridge and guide railing, new lighting standards, new drainage systems including catch basins and drainage pipes, new overhead sign structures, and new swale BMP grading, drainage and planting. Mr. Rafol was responsible for maintaining a consistent project record system; preparing monthly contract estimate; learning and implementing City endorsed "FACS" computer system; submitting and keeping track of project submittals such as catalog cuts, rfi, product samples; preparing construction reports as required; and attending meetings called for by the contract. Client: New York City Dept. of Transportation

Replacement of Brooklyn Bridge Travelers, Contract #BRC270TA, Boroughs of Manhattan and Brooklyn, NY; 3/07-9/09. Office Engineer. This project included the replacement of four movable maintenance platforms (travelers) with a state-of-the-art mechanical driven traveler system, the replacement of the traveler rails, hangers and connections, localized lead paint removal, and the replacement of the electrical system. Mr. Rafol's responsibilities included preparation of monthly contractor's construction progress payment, idr quantity checking which included contract/shop drawings requirement checking, specification checking as to standards, certificates, tests and approvals; daily administration of project office communication including preparation of both incoming and outgoing project transmittals which included shop drawings, contract drawings, safety manuals, catalog cuts, cpm and other similar items, telephone and radio communication; responding to the monthly project progress meeting issues trying to resolve issues discussed during the monthly progress meeting thru the supervision of the resident engineer and the engineer-in-charge. As the project progressed, he was responsible to an office of two to three inspectors where he maintained computer logs of all project documents, keeping updated information about all project documents for current use and the final turn over to the city at project closeout. Client: New York City Dept. of Transportation

Edgar Rafol
Assistant Office Engineer

Williamsburg Bridge Reconstruction of Miscellaneous Rehabilitation of the Main Bridge, Contract 8, #BRC253CCA, New York, NY; 4/04-3/07. Office Engineer. This $280-million project involved the construction engineering and inspection for the rehabilitation of the main bridge. The scope of work for the project included abrasive blasting and painting of main bridge stiffening trusses, rehabilitation and strengthening of the main towers, rehabilitation of the intermediate towers and installation of seismic shear keys, main cable saddle repair and restraint, rehabilitation of wind tongue and wind chord, main tower and intermediate tower bearing installation, main tower leg removal and replacement, stiffening truss top and bottom chord rehabilitation, traveling maintenance platform installation, re-profiling of main span vertical curve by incrementally adjusting suspender cables, modification of orthotropic footwalk deck expansion joints, waterproofing and surfacing of orthotropic roadway deck, installation of ornamental balconies and electroliers, integration of intelligent transportation operating system, seismic retrofit of the intermediate towers, installation of contraflow barrier and erection of barrier transfer machine facility, including augured concrete piles. Mr. Rafol's responsibilities included the maintenance of project contract drawing database. The work specifically included receiving the shop drawings from the contractor, transmitting it to concerned agencies for approval, returning it back to contractor and concerned agencies until it was approved for construction use, change order approval follow up, and project forms preparation. He was also responsible for preparing contractor's monthly payment. Client: New York City Dept. of Transportation

Williamsburg Bridge North Roadways Reconstruction, Contract 7, #BRC253CA, New York, NY; 3/01-4/04. Office Engineer. This $248-million project involved the construction engineering and inspection for the reconstruction of the north inner and outer roadways. Mr. Rafol's responsibilities included flag repair closure letters; projected communication management; change order approval follow up; project forms preparation; field supply control works; bolts certification record keeping; and office maintenance works. Client: New York City Dept. of Transportation

Williamsburg Bridge BMT Structure Rehabilitation, Contract 6, #BRC253BBA, New York, NY; 8/99-3/01. Mr. Rafol served as assistant office engineer on this $176-million project that involved the reconstruction of the track structure on the bridge. His responsibilities included office engineering and management of project change order; maintaining and operating a working file for the project's flag repair work; assisting the senior office engineer in the supervision of a three-person office in maintaining a reliable change order record system; and tracking and coordinating approval of all project change orders. Client: New York City Dept. of Transportation

Williamsburg Bridge South Roadways Reconstruction, Contract 5, #BRC253BAA, New York NY; 9/95-7/99. Mr. Rafol served as office engineer on this $310-million project that involved the reconstruction of the south roadway and removal of the maintenance travelers. His responsibilities included office engineering/management of project change order; maintaining a workable and reliable change order record keeping system; assisting the senior office engineer in the supervision of five office personnel in running and keeping the project change order record system; checking MURK-11 for accuracy and correctness for labor, materials, and equipment on a daily basis; checking labor, materials and equipment quantities for payment purposes; and tracking and following up on all project change orders for approval. Client: New York City Dept. of Transportation

Williamsburg Bridge Main Cable Rehabilitation, Contract 4, #BRC253A, New York, NY; 2/92-8/95. Mr. Rafol served as assistant office engineer on this $88-million construction and resident engineering inspection project that involved the rehabilitation of the suspension system. Mr. Rafol's specific responsibilities on this project included maintaining files and monitoring a $14-million force account flag repair including other contract force accounts, processing of payments for Transit Authority accommodation services. He also performed labor wage check as needed; monthly progress photographs; monthly cable rehabilitation progress pictorial; daily weather board; weekly traffic reversal schedule; mid and end of month flag repair accomplishment report; assistance in construction material sampling and laboratory submission; control inspectors field supply; assisted in engineer-in-charge record keeping; maintained ready supply of project forms and other office supplies; prepared miscellaneous project sketches as required; delivered vital project documents to key personnel and agencies; and assisted in contractor's payment. Mr. Rafol closed-out the project according to NYCDOT procedure. Client: New York City Dept. of Transportation

Lesly Remy
Assistant Office Engineer

Professional Profile
Mr. Remy is a junior technician with two years of experience providing inspection and data collection services.

Proposed Project Assignment
Construction Administrator

Course Work
2012 - 10-Hour OSHA Training Course

Total Years Experience 7

Project Experience
Rehabilitation of Kew Gardens Interchange/Van Wyck Expressway, New York, NY; 9/10-Present. Assistant Office Engineer. The project involves construction inspection services for the reconstruction of the Van Wyck Expressway (I-678), between 86th Avenue and the Grand Central Parkway in Queens County. This $150-million project involves the complete replacement of five bridges, the reconstruction of one bridge along with the reconstruction of a pedestrian tunnel and the widening of the Van Wyck Expressway. Mr. Remy's responsibilities include assisting with document research; creating and maintaining office filing and sub-filing system; reviewing, logging and coordinating the distribution of all correspondence and contractor's submittals utilizing the current office database and excel; submitting and tracking of material testing; organizing the inspectors daily reports and engineer's diary; recording, preparing and distributing progress meeting minutes; procurement of office supplies; and all secretarial work for the office engineers. Client: New York State Dept. of Transportation

Manhattan Bridge Rehabilitation of North Spans over East River, Contract 10, New York, NY; 1/09-2/09. Junior Technician. This project involved REI services for the reconstruction on the north side of the structure on the approach and suspended spans over East River and maintenance painting inspection. Mr. Remy's responsibilities involved performing as-built revisions to contract documents based on data provided by the field office which included reviewing Engineering Clarification Memos, sketches and consultant issued changes. Client: New York City Dept. of Transportation

Nassau County On-Call Improvements Lido Boulevard, Lido Beach, NY; 10/08-12/08. Inspector. This $3.6-million project involved providing construction inspection services to construct a raised median along Lido Boulevard, a total length of 1.13 miles. The project included rehabilitation of pavement defects and resurfacing entire roadway with a 1 in. thick polymer modified asphalt overlay. The project also involved rebuilding existing traffic signals and installing new signals at three additional intersections. Mr. Remy was responsible for inspection of asphalt placement and concrete pouring along center-median turn lane for the placement of mountable curb, full-depth asphalt repair adjacent to new curb, replacement of existing handicap ramps including installation of detectable warning surface, placement of colored and imprinted concrete sidewalk in new center median, as well as inspection of excavation and payment calculations for all the above mentioned items. Client: Nassau County Dept. of Public Works

Nassau County On-Call Contract for CEI Services to Resurface County Roads, Nassau County, NY; 9/08-10/08. Inspector. This project involved construction inspection services for both night-time and day-time resurfacing of Nassau County roads. Work included milling and asphalt paving of roadways and necessary adjustment of drainage castings for this $3.2-million project. County roads included Franklin Avenue, Hempstead; Denton Avenue, New Hyde Park; Corona Avenue, North Valley Stream; Milburn Avenue, Baldwin. Mr. Remy was responsible for inspection of asphalt placement for road repaving, adjustment of storm drains, replacement of sewer manhole covers and drainage manholes. Client: Nassau County Dept. of Public Works

Lesly Remy
Assistant Office Engineer

Northern State Parkway and Long Island Expressway Interchange Improvements at NY 110, Town of Huntington, NY; 9/07-9/10. Junior Technician. This project included an Environmental Assessment, preliminary and final design, construction documents and construction support for the replacement and widening of the existing NSP Bridge over NY Route 110 and its interchange along with the widening of NY Route 110 from four to six lanes between the LIE and NSP. The project was advanced under three construction contracts: PINs 0112.53, 0516.41 and 0112.56. Mr. Remy's responsibilities included creating general, drainage, landscape, right-of-way, stripping, and environmental plan sheets as well as generating pavement and shoulder estimates on MicroStation. Client: New York State Dept. of Transportation

Traffic Signal Timing and Arterial Optimization, Suffolk County, NY; 11/07-9/10. Junior Technician. This project involved developing timing plans along various corridors using Synchro software to improve control of 500+ signalized intersections. This project improved service to the traveling public along these corridors by improving safety, maximizing signal timing efficiency, coordinating signal timing, and reducing the overall delay on these arterials. Mr. Remy was responsible for data collection used for the optimization/synchronization of traffic signals. Client: New York State Dept. of Transportation

Phase 2 ITS Pedestrian Signal Survey, New York, NY; 1/10-2/10. Junior Technician. NYCDOT installed pedestrian countdown signals at 24 select intersections (one intersection in each borough) as a pilot program. Studies were conducted at all five intersections, both before and after the countdown signals are installed to determine the effects of the countdown pedestrian signal on pedestrian and motorist behavior. Mr. Remy was responsible for pedestrian and vehicle counts to determine the effects of the countdown pedestrian signal on pedestrian and motorist behavior before and after the installation of countdown signals. Client: New York City Dept. of Transportation

West Hudson Reservoirs Speed Study, New York, NY; 6/09-7/09. Junior Technician. The project involved the study of speed limits on New York City owned roadways circumnavigating six mid-state reservoirs west of the Hudson River. Mr. Remy was responsible for the study of roadway to determine the appropriate posted speed limits, inventory of physical and operational conditions including lane widths, sight distances and sign inventory, as well as calculating advisory speed for horizontal and vertical curves in accordance with AASHTO. Client: New York City Dept. of Transportation

Reconstruction of NY 347 from NY 454 to NY 25, Town of Smithtown, NY; 5/08-8/08. Junior Technician. This project involved final design, construction documents and construction support for the reconstruction and widening of NY 347 from four to six lanes between Brooksite Drive and the Smith Haven Mall. The project will be advanced under separate construction contracts including PINs 0054.08, 0054.18 and 0054.20. Mr. Remy was responsible for data collection (measurements, field edits related to basemapping). Client: New York State Dept. of Transportation

Bethpage State Park Bikeway Extension, Nassau County, NY; 5/08-8/08. Junior Technician. This project involved topographic survey, preliminary and final design, and construction documents for this shared use path connecting the existing Bethpage State Park trail and the Syosset Railroad Station. The project has received the 2013 Quality of Life Award from the Long Island ASCE Chapter. Mr. Remy provided concept through final design plans and documents, conducted field surveys to augment existing data and assisted the client in coordination with related agencies, municipalities, and special activity/interest groups. He was responsible for drafting, estimates of pavement/striping/landscape removal and data collection of measurements. Client: New York State Dept. of Transportation

Nassau County Traffic Signal Expansion, Phase 7, Nassau County, NY; 1/08-5/08. Junior Technician. The project involved developing plans, specifications and estimates for the reconstruction of 44 County-owned traffic signals and for the installation of 16.5 miles of fiber optic interconnect cable and conduit. He was responsible for pull box inspection. Client: Nassau County Dept. of Public Works

CHRISTINE STANTON *KS Engineers, P.C.*
Contract Specialist

EDUCATION

New Jersey City University - Currently possess 76 credits towards a BA in Business Administration

TRAINING/ COMPUTER SKILLS

MS Office
Primavera Expedition
DocStar

CHRONOLOGICAL HISTORY OF EMPLOYMENT

Firm	Role	Duration
KS Engineers, P.C.	Contract Specialist	2009 - Present
Hudson Meridian Construction Group	Project Document Control Administrator	2006 - 2009
Jeffrey M. Brown Associates	Project Document Control Administrator	2000 - 2006
J.D. Edwards & Company	Training Center Coordinator	1998 - 2000

PROFESSIONAL HISTORY

PANYNJ, Construction Management Services on a "Call-In" Basis – Field Position for Contract Specialist for Construction Management Division, Jersey City, NJ – Contract Specialist working out of the Office of the Assistant Chief Engineer – Construction and the Engineer of Construction, Construction Administration, Engineering Department at the Port Authority Tech Center in Jersey City, New Jersey. Responsible for consultant invoices, purchase order budgets, new call-in agreement requests, distribution of bid-tabs, non-disclosure agreements, and the bid log. (2010 – Present).

NJSDA, Construction Management Services for Roberto Clemente School, Paterson, NJ – Document Control Engineer – This project consists of the renovation of an existing 8,200 sq. ft. commercial building into four (4) kindergarten classrooms, one (1) multi-purpose room, a kitchen and administration spaces. The project also includes building a parking lot on a different site adjacent to the building site. Scope of work also includes a new roof and 5 HVAC roof top units. The existing building is one (1) story on grade steel frame structure that has no basement. (08/2009 – 12/2009)

Project Document Control Administrator (*Hudson Meridian Construction Group,* New York, NY)

- Prepare Subcontracts and Vendor Agreements
- Prepare Change Orders for Owner and Subcontractors
- Process request for information and submittals
- Manage and obtain insurance certificates
- Maintain current logs (Change Orders, Contracts, Drawing Lists and Insurance) using Primavera Expedition
- Code all invoices and requisitions
- Set up and maintain files for correspondence and submittals
- Set up and maintain Control Books and PM Binders
- Assist Director of Field Operations/Project Executive (06/2006 – 07/2009)

Project Document Control Administrator (*Jeffrey M. Brown Associates,* New Jersey / New York)

- Prepare Subcontracts and Purchase Orders

- Prepare Change Orders for Owner and Subcontractors
- Process all change management, request for information and submittals utilizing Expedition
- Manage and obtain all insurance certificates
- Maintain current logs Change Orders, Change Proposals, Contracts, Cost Worksheet, Drawing Lists, Insurance and Potential Change Orders) using Primavera Expedition
- Request, gather and process all closeout material
- Review and distribute all faxes and incoming mail using DocStar
- Set and maintain files for correspondence and submittals

Project Secretary

- Managed a field office for a construction site
- Handled all calls for this site
- Scheduled and coordinated meetings between management, owners and subcontractors
- Ordered all supplies needed for the jobsite
- Maintain all filing

(10/2000 – 06/2006)

Training Center Coordinator (*J.D. Edwards and Company,* Rutherford, NJ)

- Provided receptionist service for a training facility housing over 300 students
- Prepare and coordinate training and marketing material for all classes
- Act as corporate "point person", providing clients with assistance on issues ranging from using the software to accessing the Internet

Office Receptionist

- Provided receptionist services for an office housing over 500 employees
- Processed administrative requests utilizing the Microsoft Office
- Managed the appointments for several key company officers, as well as conference rooms, utilizing Microsoft Outlook
- Acted as the "backup" Office Manager, during the Office Manager's vacation periods

(01/1998 – 06/2000)

Scott Templeton
Office Engineer

Professional Profile
Mr. Templeton has over 11 years of experience on civil design, transportation, and construction engineering projects. He has been involved with assignments ranging from local roadway improvements, airport grading and drainage design, track alignment and layout design for rail yards to construction oversight including office engineering and inspection services for multiple structural improvement projects for the Port Authority of NY & NJ, New York City Economic Development Corporation, MTA Bridges and Tunnels, and the New York City Dept. of Design and Construction.

Proposed Project Assignment
Construction Administrator

Course Work
2014 - NYC DOB 4-Hour Supported Scaffold (2018)
2014 - NYC DOB Confined Space Awareness

Total Years Experience 11

Project Experience
Bayonne Bridge Navigational Clearance Program (BBNCP) Construction Management, NY/NJ; 7/13-Present. Office Engineer. This project involves construction management services for the $743-million Bayonne Bridge Navigational Clearance Program (BBNCP). This extraordinarily complex, once-in-a-lifetime project will replace more than 5,000 feet of viaduct and re-frame the existing steel arch structure to accommodate a new roadway 65 feet above the existing roadway. Mr. Templeton is working with Port Authority project staff and GPI project management staff to provide critical project progress and cost reporting. This reporting provides upper level Port Authority management with a concise written summary of work completed to date, schedule analysis, cost analysis and visual tracking of work using CADD drawings and digital photos. Also, Mr. Templeton assists with monthly updates of the project's BIM 4D modeling using Synchro and Primavera software. The model is another tool used to communicate project progress to the owner and project stakeholders. Client: Port Authority of NY & NJ

Storm Sewer and Water Main Installation in 58th Avenue, New York, NY; 12/11-7/13. Office Engineer. Mr. Templeton's responsibilities included the review and submittal of contract payments, change orders, account payments, reviewing inspector's daily reports, recording and tracking daily quantities, and preparation of monthly analyses of contractor's manpower reports. Additional responsibilities included reviewing the project baseline schedule and ensuring conformance with contract specifications and maintaining records in strict compliance with contract requirements. Client: New York City Dept. of Design & Construction

Miscellaneous Structural Improvements on the RFK-Triborough Bridge, New York, NY; 5/09-11/11. Office Engineer. Mr. Templeton's responsibilities included review and submittal of contract payments, change orders, RFI's, reviewing inspector's daily reports, recording and tracking daily quantities, and preparation of monthly analyses of contractor's manpower reports. Additional responsibilities included reviewing the project baseline schedule and ensuring conformance with contract specifications and maintaining records using Primavera Contract Manager (web based computerized document control system) in strict compliance with prevailing contract requirements. Client: MTA Bridge and Tunnel Authority

Rehabilitation of Lily Pond Avenue, New York, NY; 12/06-5/09. Office Engineer. Mr. Templeton's responsibilities included review and submittal of contract payments, change orders, RFI's, reviewing inspector's daily reports, recording and tracking daily quantities, and preparation of monthly analyses of contractor's manpower reports. Additional responsibilities included reviewing the project baseline schedule and ensuring conformance with contract specifications and maintaining records using a computerized document control system in strict compliance with prevailing contract requirements. Client: MTA Bridge and Tunnel Authority

Perimeter Security Fence for JFK, LaGuardia and Newark Airports, Various Locations; 10/06-12/06. Construction Cost Estimator. Mr. Templeton's responsibilities included developing cost estimates for client, and reviewing the progress of existing projects to ensure their completion within the parameters of the established project budget. He also conducted initial analysis of drawings and specifications to ensure that required information was provided and also provided narratives for selected portions of a project cost estimate to adequately describe scope and level of quality within an estimate. Mr. Templeton also researched selected products from a cost and constructability perspective and reviewed progress and construction documents for constructability. Client: Port Authority of NY & NJ

Scott Templeton
Office Engineer

Rehabilitation of the Arthur Kill Lift Bridge, NY/NJ; 5/05-3/06. Office Engineer. Mr. Templeton's responsibilities included review and submittal of contract payments, change orders, RFI's, reviewing inspector's daily reports, recording and tracking daily quantities, and preparation of monthly analyses of contractor's manpower reports. Additional responsibilities included review of the project baseline schedule and ensuring conformance with contract specifications and maintaining records using a computerized document control system in strict compliance with prevailing contract requirements. New York City Economic Development Corporation

Rehabilitation of the Safety Areas for Runways 4L-22R, 13L-31R, and 13R-31L at John F. Kennedy International Airport, New York, NY; 12/02-5/05. Civil Engineer. The area investigated extended 500 ft from the runway centerline to a point 1,000 ft beyond the end of the runways. The project involved development of a grading plan compliant with FAA requirements, utility and investigation and design, navigational aid relocation and drainage were the major components of this project. Project work included performing grading and drainage design, preparing requests for topographic and utility surveys, coordinating electrical and landscaping subconsultants and preparing construction cost estimates and specifications. Also included were participation in a value engineering study and a presentation to the FAA. His responsibilities included grading and drainage design and preparation of cost estimates. Client: Port Authority of NY & NJ

Airside Improvements associated with the Construction of Terminal 5 at John F. Kennedy International Airport for JetBlue Airways, New York, NY; 12/02-5/05. Civil Engineer. Mr.Templeton was involved as the airfield subconsultant for the overall construction of a new terminal building and aircraft operations. The project involved performing a visual condition inspection and pavement-coring program of the Terminal 5 aeronautical pavements (PCC and AC pavements) including the design of all airfield earthwork/grading, drainage and paving for this 40+acre apron. An airfield pavement evaluation report was prepared that documented the existing pavement conditions utilizing pavement condition indices (PCI), rehabilitation recommendations and conceptual pavement sections. Mr. Templeton's responsibilities included apron inspection and preparation of airfield pavement evaluation report. Client: Port Authority of NY & NJ

Design Services for Apron Paving of Taxiway DD and Drainage Improvements at LaGuardia Airport, New York, NY; 12/02-5/05. Civil Engineer.Project work included preparing contract drawings for paving an apron area between Taxiway DD and the perimeter dike for use by emergency vehicles to access an aircraft parking area. Design was performed in accordance with current FAA standards for taxiway safety areas and OFA. Responsibilities included grading and drainage design. Mr. Templeton's responsibilities included grading and drainage design of apron area. Client: Port Authority of NY & NJ

Design Services for the Perimeter Intrusion Detection Rapid Deployment Program (PIDS) at John F. Kennedy International Airport, New York, NY; 12/02-5/05. Civil Engineer. This project involved providing investigation and design work for the perimeter intrusion detection and the review of the perimeter security route. The project involved a field inspection to determine perimeter routing conditions and unanticipated problems and review of airport operations, FAA and tenant requirements. Mr. Templeton's responsibilities included field inspection to determine perimeter routing conditions, developing modified airport base mapping with perimeter security line and security equipment installation locations, and preparation of contract documents for the installation of perimeter fence. Client: Port Authority of NY & NJ

Rehabilitation of CTB Ground Level Parking Garage (Lot No. 2) at LaGuardia Airport, New York, NY; 12/02-5/05. Civil Engineer. Project work involved a pavement condition analysis and preparation of rehabilitation alternatives and cost estimates. The rehabilitation alternatives and subsequent construction documents incorporated review of the construction restrictions associated with working in the ground level of the parking garage. An interim repair alternative was progressed to civil design for final construction documents, including plans, specifications and cost estimates. This interim repair incorporated a multi-staged mill and overlay of the entire Level 1. The civil design was coordinated with traffic layout adjustments that were incorporated to improve the parking layout configuration. This project involved extensive coordination with subconsultants, and LGA-OPS, and involved extensive construction staging and maintenance and protection of traffic in a high-volume passenger area. Mr. Templeton's responsibilities included pavement analysis and restoration, construction staging layout and maintenance and protection of traffic plans. Client: Port Authority of NY & NJ

James F. Weber
Chief Office Engineer

Professional Profile
Mr. Weber possesses many years of construction inspection experience relating to the rehabilitation of major bridge and highway structures in the metropolitan area, with a progression towards more complex assignments and challenging responsibilities.

Project Experience
Belt Parkway Bridges Program Management Services, Brooklyn, NY; 5/06-Present. Chief Office Engineer. This project involves program management and resident engineering and inspection services for the rehabilitation/replacement of seven bridges along a 7.5-mile section of the Belt Parkway. Mr. Weber's responsibilities include management of all office engineering functions for the entire Belt Parkway Program. He will draw on his extensive experience from the Williamsburg Bridge Program, which had a construction program value exceeding $1 billion. Mr. Weber manages all office engineers on each of the individual six Belt Parkway Bridges and ensures a cohesive methodology for all office engineering standards, all in accordance with NYSDOT MURK. Mr. Weber works closely with and advises both the program manager and assistant program managers on many technical issues on this project and prepares the majority of correspondences which require action. Mr. Weber also maintains all information databases and scheduling programs in use on this project to track all project submittals including the use a web based field information management system. Client: New York City Dept. of Transportation

Proposed Project Assignment
Construction Administrator

Registration/Certifications
1988/NICET IV
1993/NICET Level IV Highway Construction

Education
MS/1991/Civil Engineering
BS/1983/Civil Engineering
AS/1980/Civil Engineering Technology

Course Work
2009 - 10-Hour OSHA Training Course
2002 - Primavera Expedition Training Course
2001 - NYCT Track Safety Course
1997 - Primavera Project Planner P3, CPM Training Course
NYCDOT Maintenance and Protection of Traffic Trained

Professional Affiliations
American Society of Civil Engineers (ASCE)
Metropolitan Section Construction Group Committee
ABET for Civil and Construction Engineering Technology – Program Evaluator throughout the United States
American Engineering Alliance (AEA)

Total Years Experience 32

Williamsburg Bridge Reconstruction of Miscellaneous Rehabilitation of the Main Bridge, Contract 8, #BRC253CCA, New York, NY; 8/03-9/07. Office Administrator. This $280-million project involved the construction engineering and inspection for the rehabilitation of the main bridge. Mr. Weber's responsibilities included overseeing an engineering staff of seven people, managing all office engineering responsibilities and directly negotiating all contract change orders on this project. Mr. Weber worked closely with and advised the resident engineer on many technical issues on this project and prepared the majority of correspondences which required action. Mr. Weber also maintained all information databases in use on this project to track all project submittals. Because Mr. Weber has worked on the Williamsburg Bridge rehabilitation program since its inception, his experience and technical expertise were a valuable resource to NYCDOT and his methodology in organizing and managing a complex construction engineers' field office has become the model for which other NYCDOT projects have emulated. Client: New York City Dept. of Transportation

Williamsburg Bridge North Roadways Reconstruction, Contract 7, #BRC253CA, New York, NY; 12/00-8/03. Office Administrator. This $248-million project involved the construction engineering and inspection for the reconstruction of the north inner and outer roadways. His responsibilities included overseeing an engineering staff of ten people, managing all office engineering responsibilities and directly negotiating all contract change orders on this complex project. Mr. Weber also advised the resident engineer on many technical issues and draws from his experiences from Contracts 4, 5 and 6 to solve many of the project's issues. His responsibilities also included the establishment and maintenance of an extensive computer database system for the tracking and coordination of all project correspondence, submittals and payments. Client: New York City Dept. of Transportation

James F. Weber
Chief Office Engineer

Williamsburg Bridge BMT Structure Rehabilitation, Contract 6, #BRC253BBA, New York, NY; 7/98-12/00.As office administrator, Mr. Weber was directly responsible for the office administration of this $176-million reconstruction program of the Williamsburg Bridge. Mr. Weber oversaw an office staff of ten people. Due to the critical scheduling of this project and the extreme importance of project communications, Mr. Weber spent the majority of his time coordinating the resolution of project technical issues and overall schedule management for the project. This involved daily contact with the numerous subconsultants who were involved in specific areas of this project, and reviewing all issues prior to communicating a formal response back to the contractor, reviewing and approving contractor submitted schedules and analysis of contractor claims. Client: New York City Dept. of Transportation

Williamsburg Bridge South Roadways Reconstruction, Contract 5, #BRC253BAA, New York NY; 1994-7/98.As office administrator, Mr. Weber was directly responsible for the office administration of this $310-million reconstruction program of the Williamsburg Bridge. Mr. Weber oversaw an office staff of 14 people. Due to the critical scheduling of this project and the extreme importance of project communications, Mr. Weber spent the majority of his time coordinating the resolution of project technical issues and overall schedule management for the project. This involved daily contact with the numerous subconsultants who were involved in specific areas of this project, and reviewing all issues prior to communicating a formal response back to the contractor, reviewing and approving contractor submitted schedules and analysis of contractor claims. Mr. Weber also worked directly with the NYCDOT Bureau of Bridges to assist in the establishment of a uniform construction field office administration policy. This included being the Bureau of Bridge's representative in the development of a state-of-the-art computerized construction payment system. Client: New York City Dept. of Transportation

Williamsburg Bridge Main Cable Rehabilitation, Contract 4, #BRC253A, New York, NY; 1991-1994. As office engineer for this $88-million cable rehabilitation project, Mr. Weber's specific responsibilities involved the supervision of all field office operations in accordance with NYSDOT MURK and NYCDOT. At the request of NYCDOT, Mr. Weber lectured at training sessions for EEO Utilization and Disadvantaged Business Enterprises on federally funded construction projects. In addition, Mr. Weber prepared and negotiated all contract change orders and to date has prepared over $17.1-million in extra work. Mr. Weber has also written procedures and guidelines for the Bureau of Bridges/Bridge Construction Group on the following topics: Preparation of Construction Change Orders, Contractor Progress payment requirements, Record Keeping on a Time and Material Basis, High Strength Bolt Sampling, Testing and Inspection, Construction EEO Goal Requirements and Monitoring, and Field Office Record Keeping Procedures. Client: New York City Dept. of Transportation

Interborough Parkway Inspection, #D252310, Glendale, NY; 1988-1991. As office engineer on this $48-million highway and bridge reconstruction project, Mr. Weber was in charge of all field office operations, in accordance with NYSDOT MURK requirements. He used state-of-the-art computerized project management software to monitor the construction schedule. He also utilized microcomputers in the field office to track submittals, correspondence, and shop drawings utilizing one master database. He processed the contractor's estimates using the NYSDOT CEES program (Computerized Engineers Estimate System), and wrote status reports for the owner, tracking progress, work performed, and the forecasting of all potential problems. Client: New York State Dept. of Transportation

Manhattan Bridge New Maintenance - Main Cable and Cable Anchorage Rehabilitation, Chamber C, New York, NY; 1985-1988. As office engineer for this rehabilitation project, Mr. Weber's responsibilities included processing contractor monthly estimates including partial payment requests, reviewing quantities on Inspector's Daily Reports, establishing a filing system utilizing microcomputers, the review logging and distribution of all correspondence and contractor's submittals, procurement of office and safety supplies for inspectors, creation and maintenance of the computerized shop drawing log, process of Orders-on-Contract, and review contractor and subcontractor's payroll and EEO submittals. Mr. Weber served as liaison between the contractor and the engineer-in-charge and assisted the resident engineer with all administrative duties. As an inspector, Mr. Weber was involved in the installation of structural steel components including the erection of steel grid decking, shear stud connectors, bridge drainage systems and structural steel framing members. Client: New York State Dept. of Transportation

RESUMES

SCHEDULERS / COST ESTIMATORS / PROJECT MANAGEMENT SUPPORT

Robert Baranowski, P.E.
Senior Design Engineer

Professional Profile

Mr. Baranowski is a senior design engineer who has diverse experience in all aspects of civil engineering. He has engineered various civil and site improvement projects ranging from large drainage infrastructure, utilities, and local streets to large urban highways. Mr. Baranowski also has extensive experience in the development of highly accurate electronic topographic mapping and the development of digital terrain models. Mr. Baranowski has evaluated project site hydrologic and hydraulic conditions, analyzed and designed complex drainage systems, and has prepared contract documents and technical specifications for a wide variety of civil construction projects. He has evaluated and designed many utility installations including public water, sanitary sewer, electric, telephone, and natural gas relocations. Mr. Baranowski is capable of using current computer-aided design technology in the development of contract design documents.

Proposed Project Assignment
Cost Estimating

Registration/Certifications
1991/Professional Engineer/NY
2014/Professional Engineer/IN

Education
BS/1986/Civil Engineering

Total Years Experience 28

Project Experience

Port Authority On-Call Construction Management, George Washington Bridge Lighting and Electrical Facilities Upgrade; Work Order 2TO; Contract No. MF-202.901; 9/03. Senior Engineer. Mr. Baranowski developed a comprehensive lighting and electrical improvements construction cost estimate to support the Client's review of an estimate submitted by an on-site construction contractor. Client: Port Authority of NY and NJ

Manhattan Bridge Rehabilitation of North Spans over East River, Contract 10, New York, NY; 11/03-11/08, 3/09-6/09. Senior Engineer. This project involved REI services for the reconstruction on the north side of the structure on the approach and suspended spans over the East River and maintenance painting inspection. Mr. Baranowski was responsible for the complete development of the as-built record plans. As-built information recorded on paper prints by field personnel was incorporated into the project's electronic drawing files. The project's electronic drawings were modified to accurately reflect the extensive and complex structural rehabilitation work performed on the Manhattan Bridge's North Spans. Mr. Baranowski developed all necessary proposal materials and solicited bids from various contractors for the digital archiving of the project's voluminous record plans. Mr. Baranowski also developed an independent cost estimate to support NYCDOT's review of the bids received and its selection of the appropriate contractor to perform this vital task. Client: New York City Dept. of Transportation

Manhattan Bridge Painting and Interim Rehabilitation, Contract 8C, New York, NY; 10/02-12/03. Senior Engineer. This project involved CEI for structural rehabilitation of the west side of the bridge and suspension system, plaza areas on the approaches and anchorages and rehabilitation of anchorages. Work also involved the 100% removal of existing paint and recoating of the west side of the bridge, both towers, and two of four cables. Mr. Baranowski was responsible for the complete development of the As-Built Record plans. The As-Built information recorded on paper prints was incorporated into the project's electronic drawing files. The project's electronic drawings were modified to accurately reflect the major structural rehabilitation work performed on the Manhattan Bridge. In the development of the Record Plans, extensive modifications were made to the utility-related drawings to indicate the actual location and magnitude of the utility installations executed on the Manhattan Bridge. Mr. Baranowski developed all necessary proposal materials and solicited bids from various contractors for the digital archiving of the project's voluminous record plans. Mr. Baranowski also developed an independent cost estimate to support the client's review of the bids received and its selection of the appropriate contractor to perform this vital task. Client: New York City Dept. of Transportation

Long Island Expressway Noisewall Design - RDSA #5, Roslyn Heights, NY; 11/06-6/08. Project Manager. The project involved highway design Phases V and VI for the installation of a noise barrier on the Long Island Expressway corridor in Roslyn Heights. Mr. Baranowski was responsible for the establishment of noise barrier alignments, development of work zone traffic control, coordination with team subconsultants, and preparation of the project plans and specifications. Mr. Baranowski developed and supervised the development of the detailed construction cost estimate. He developed the comprehensive work zone traffic control cost estimate. Mr. Baranowski compiled, reviewed and transmitted construction cost estimate data to support the client's procurement of the appropriate project construction funding. Client: New York State Dept. of Transportation

Robert Baranowski, P.E.
Senior Design Engineer

Long Island Truck-Rail Intermodal Facility, Brentwood, NY; 4/04-8/07. Senior Engineer. This project involved preliminary design, environmental analyses, and the Environmental Impact Statement (EIS) for a proposed intermodal transportation facility and its highway connections with the LIE, Sagtikos Parkway and Crooked Hill Road. Mr. Baranowski was responsible for the preliminary design of arterial access and intermodal yard circulation roadways for this proposed 120-acre intermodal freight transportation center. Alternatives involved reconstruction of the Sagtikos State Parkway and its interchange with the Long Island Expressway (I-495). Mr. Baranowski also designed a comprehensive preliminary drainage system. Mr. Baranowski developed comprehensive construction cost estimates for all of the various arterial access alternatives investigated. Client: New York State Dept. of Transportation

Roadway Reconstruction in the Wellington-Heathcote Roads Area, Elmont, NY; 9/06-10/06. Design Engineer. This project involved a topographic survey, final design, construction documents and construction inspection for the reconstruction of six residential roadways located in Elmont, NY. Mr. Baranowski was responsible for the development of the contract drainage and utility plans with the goal of minimizing/avoiding potential utility conflicts. Mr. Baranowski was also responsible for the development of the construction cost estimate for this municipal project. Client: Town of Hempstead Engineering

Expanded Project Proposal (EPP) for CR 3 Pinelawn Road, Melville, NY; 1/02-2/02. Design Engineer. This project involved an Expanded Project Proposal and preliminary design for the widening and rehabilitation of CR 3 between Ruland Road and the Long Island Expressway. The project included evaluation of at-grade and grade-separated alternatives at the intersection with Ruland Road. Mr. Baranowski was responsible for developing several CR-3 alignment alternatives for presentation in the Expanded Project Proposal (EPP). Additionally, Mr. Baranowski was responsible for preparing preliminary construction cost estimates for the various EPP alternatives and developing the associated right-of-way acquisition/easement costs for each alternative. Mr. Baranowski also compiled and prepared responses to NYSDOT comments on the draft EPP. Client: Suffolk County Dept. of Public Works

Bayville Road Study, Bayville, NY;2/96-7/97. Design Engineer. This project involved horizontal and vertical alignment study of Bayville Road to eliminate tidal flooding. The project also involved the study of alternate methods of erosion control and shore protection of existing roadway. The project also involved conducting studies and preparing a report to describe improvements to be made to Bayville Avenue which would raise it above the flood plain. Mr. Baranowski was responsible for the generation of several roadway AASHTO-compliant horizontal and vertical realignments to mitigate flooding conditions along this coastal evacuation route. He was also the chief author of the "Report for the Supplemental Study of Bayville Road/Bayville Avenue". He worked on all components of the report including roadway geometrics, drainage, and ROW impacts. Mr. Baranowski also developed detailed construction cost estimates for each of the alternatives investigated and presented in the project reports. Client: Nassau County of Dept. of Public Works

Mill and Fill, I-495 NYC Line to Exit 37 (Willis Avenue), Assignment #2, Queens/Nassau County, NY; 5/13-9/13. Senior Design Engineer. The proposed work included a 2-in. pavement milling of the existing asphalt riding surface, some isolated full-depth composite pavement or full-depth asphalt repairs, new top course asphalt resurfacing and new pavement markings. The asphalt resurfacing was a 2-in. overlay hot mix asphalt. Drainage work was limited to frame and grate adjustments for frames that were broken, or grates that were low prior to resurfacing, as necessary. This mill and fill project did not change the profile grades so drainage flows and grate elevations are not affected. The centerline length of the project was 4.3 miles or 42.9 lane miles, with an additional four miles of ramps. Mr. Baranowski conducted a comprehensive pavement inspection/evaluation of the LIE corridor and identified the types of pavement repairs warranted. He was also responsible for the development of multi-staged site-specific Work Zone Traffic Control strategies. Mr. Baranowski was responsible for all coordination with the NYPD pertaining to the need for NYPD Traffic Enforcement Agents during the project's construction. Mr. Baranowski was also responsible for coordinating and developing cost estimates for administering the use of NYPD Traffic Enforcement Agents during the project's complex nighttime work zone traffic control stages. Mr. Baranowski also developed detailed nighttime work zone traffic control cost estimates for each of the project's multi-staged nighttime operations. Client: New York State Dept. of Transportation

Thomas English, P.E.
Structural Engineer

Professional Profile
Mr. English is a structural engineer with eight years of bridge rehabilitation and design experience including in-depth inspection and construction inspection performed on highway, street, movable, and suspension bridges across New York City, Long Island, New Jersey, and Connecticut.

Project Experience
Belt Parkway Bridges REI Services - Gerritsen Inlet Bridge, Brooklyn, NY; 3/14. Structural Engineer. This project involved total replacement of Gerritsen Inlet Bridge on the Belt Parkway in the Borough of Brooklyn. The major work included removal and disposal of main spans including concrete deck, steel girders, floor beams and stringers, approaches, concrete superstructure, closure walls, timber piles, concrete piers, pier caps, columns, abutments, wingwalls, street lighting, transformer room, transit ducts, steel conduits, navigation lights, and trees and vegetation. Mr. English was responsible for quality assurance concrete field testing of structural concrete during placement of the new abutments, wingwalls and center pier. His duties included preparing written reports to document the test results in accordance with NYCDOT and ACI reporting requirements. Client: New York City Dept. of Transportation

Proposed Project Assignment
Scheduler

Registration/Certifications
2013/Professional Engineer/NY
2013/NJ Transit Safety Training, Roadway Worker Safety/NY
2014/FHWA Safety Inspection of In-Service Bridges/MO

Education
BS/2006/Civil Engineering Technology
AAS/2004/Civil Engineering Technology

Course Work/Training
2014 - Planning and Scheduling with Primavera P6
2012 - Staten Island Railway Roadway Worker – Basic Certification
2012 - CSX On-Track Worker Safety Training
2012 - Amtrak Track Safety Trained
2011 - NYCT Track Safety Certified Trained
2009 - 10-Hour OSHA Training Course
2006 - ASCE Winter Concrete Training Course
2006 - ACI Concrete Field Testing Technician - Grade 1 Trained

Professional Affiliations
American Institute of Steel Construction - #[redacted]
American Society of Civil Engineers - #[redacted]

Total Years Experience 8

Project 102-300 - Painting and Rehabilitation of Bridge No. 02295, Route 136 over the Norwalk River, Route 136 Norwalk, CT; 11/08-4/09. Inspector. This project involved the rehabilitation of a lift bridge crossing the Norwalk River. Rehabilitation included abrasive blast cleaning, surface preparation and application of new paint coatings for entire bridge structure, structural steel repairs, relocation of bridge weights and interim/final balancing of bridge, removal and replacement of lock bars and live load shoes, removal of existing bridge drainage system, concrete surface variable depth patch repair, masonry repointing and repair of slope paving (embankment) grade, upgrade of bridge electrical and control system, removal and replacement of traffic signals, refurbishment of electric drive motors (prime and auxiliary), miscellaneous control house renovations and maintenance and protection of traffic implementation. Mr. English's responsibilities during this project included coordination of field inspection efforts to meet the contractor daily schedule of work operations (including review of daily and two-week look-ahead construction schedules); performing quality assurance oversight of the contractor's daily work activities for compliance with ConnDOT Standard Specification Form 816, Special Provisions, and all applicable standards; review of shop drawings and submittals; development and calculation of independent cost estimates for change order work activities; inspection of materials for conformance with ConnDOT and applicable specifications and plans; and collection of samples of materials for quality assurance testing. In addition, he was responsible for providing daily quality assurance inspections during all contractor work activities, including: existing Dolphin pile rehabilitation involving timber pile driving with point reinforcement; timber walkway removal and replacement; galvanized steel cable wraps and fastener installation; retractable platform modifications; removal of existing safety railing and installation of OSHA approved steel pipe railing; repair of cracked welds on existing aluminum bridge rail posts; cantilever slab reinforcement and installation of protective anchorage covers; and the removal of existing machine air breathers and replacement with new hygroscopic breathers. Mr. English also inspected multiple work items using time and material protocol, reviewed certified payroll sheets, and prepared manpower, material and equipment (Con-9) tracking sheets; and utilized the Site Manager recordkeeping database for preparation of Daily Work Reports (DWRs) and monitoring of work in progress. Client: Connecticut Dept. of Transportation

Thomas English, P.E.
Structural Engineer

Bronx-Whitestone Bridge Cable/Suspender Rope Rehabilitation, BW-85/86/WBM-339, Bronx, NY; 6/08-11/08. Inspector. This project involved construction management and inspection services for protective coating removal and re-application, and cable/suspender rehabilitation at the Bronx-Whitestone Bridge. Mr. English's responsibilities included performing daily quality assurance inspections during the installation of temporary tower scaffolding and all structural supporting members; conducting a quality-based condition survey of the tower interior cells existing coatings and inspection during the cleaning, preparing and painting of these corroded areas in accordance with SSPC standards and Occupational Safety and Health Administration (OSHA) guidelines, and the monitoring of main cable wire replacement at select locations per TBTA contract specifications and guidelines. He was also responsible for coordinating and providing daily inspection of set-up and removal of MPT schemes per approved MPT plans and NYSDOT guidelines. Additionally, Mr. English attended progress and technical meetings with contractor and client representatives, and developed and maintained daily progress quality assurance reports and progress payment records, and ensured that all work as performed in accordance with TBTA and NYSDOT applicable specifications and standards, and performed equipment calibration inspection (per NYSDOT Steel Construction Manual) and technical review of material product data sheets and material safety data sheets (MSDS). Client: Triborough Bridge and Tunnel Authority

Manhattan Bridge Rehabilitation of Lower Roadways, Contract 11, #BRC156A, New York, NY; 5/06-6/08. Mr. English served as an inspector on this $150-million construction project, including; removal and replacement of floorbeams, stringers, bearings and deck in main span and side spans; rehabilitation of anchorage chambers; installation of new lighting and traffic signs on lower roadway; rehabilitation of travelers in suspended spans; replacement of maintenance platforms at towers; painting of bridge in suspended and approach spans; and repair of flagged conditions. Mr. English's responsibilities included performing daily quality assurance inspection for the rehabilitation of the Traffic Signalization System; replacement of communication cable and integration with existing ITS; and installation of electrical conduit, wiring and boxes for new lower roadway lighting system; all in accordance with the National Electric Code and NYSDOT code specifications. In addition, he was responsible for performing quality assurance inspections for structural steel replacement including floorbeams, stringers, stringer bearings, lateral bracings, and maintenance platform hangers - in accordance with the requirements of the NYS Steel Construction Manual. His duties also included providing quality assurance inspections during the installation and monitoring of new elastomeric bearings in accordance with NYSDOT Standard Specifications tolerances; performing steel surface preparation inspection per the Society for Protective Coatings (SSPC) guidelines; performing torque testing inspection in accordance with NYS Steel Construction Manual requirements; and providing written recordkeeping of daily work progress including installed material quantities per Manual of Uniform Recordkeeping (MURK) standards. Client: New York City Dept. of Transportation

Replacement of County Road 67, Motor Parkway Bridge at the LIE, Exit 55, Town of Islip, NY; 11/10-1/11. Junior Structural Engineer. This project involved a two-stage replacement of the existing 50+ year-old, four-span bridge with the new structure. The new bridge consisted of a two-span steel frame composite with the concrete slab with integral wearing surface. As a certified level 1 ACI Concrete Field Technician, Mr. English was responsible for quality assurance concrete field testing of structural concrete during placement of the new abutments, wingwalls and center pier. His duties included preparing written reports to document the test results in accordance with NYSDOT and ACI reporting requirements. Client: Suffolk County Dept. of Public Works

Eight Bridges Component Rehabilitation, HBCR02B, Various Locations, NY; 6/11-Present. Structural Engineer. This is a total design and construction support services contract, which includes the in-depth inspection of eight bridges, preparation of a Bridge Rehabilitation Report (BRPR), preparation of preliminary and final design plans, specifications, and Engineer's estimate, bidding assistance to the city, and Construction Support Services. During the preliminary design phase, Mr. English assisted in performing the in-depth field inspections, and identifying substandard conditions and defects of the existing bridge components in accordance with the NYSDOT Bridge Inspection Manual. He also prepared Bridge Reconstruction Project Reports (BRPRs) to document the deficiencies and provide cost effective design solutions. His responsibilities also included developing the schedule and coordination of MPT (in accordance with NYSDOT guidelines) with suppliers and clients required to perform in-depth bridge inspections. Client: New York City Dept. of Transportation

Leonard Holland
Estimator/Inspector

Professional Profile
Mr. Holland is an electrical engineer experienced in all phases of new and renovated construction for commercial and residential projects. He has provided estimating services on many projects for the Port Authority.

Proposed Project Assignment
Estimator/Inspector

Education
BS/1986/Electrical Engineering

Course Work
2013 - 4-Hour MTA/LIRR Roadway Worker Protection Training Course
2011 - 4-Hour Supported Scaffold User
2010 - 10-Hour OSHA Training Course

Total Years Experience 31

Project Experience
2011-2014 Port Authority On-Call Construction Management Services - John F. Kennedy International Airport, Queens, NY; 9/11-Present. Estimator/Inspector. As part of this on-call construction management services project, Mr. Holland is assigned to projects at JFK Airport. This project involves inspecting installation of new electrical equipment for compliance with contract, Port Authority standards and NYC codes; documenting and maintaining daily narratives on contract projects; reviewing plans, specifications and shop drawings, processing and reviewing contractor submittals, change orders and estimates; interacting with architects, engineers, contractors and Port Authority officials; and coordinating scheduled electrical shutdowns with Port Authority Electrical Shop and various departments. His responsibilities include review of contractor's change order proposals; review of design and specification documents on projects; generating MEP estimates for projects and change orders; performing job site inspection to ensure that construction complies with the design drawings and specifications; performing final inspection of construction work at job site for completion; and providing general field/office support as required.

Specific assignments and responsibilities include:

- **Delta Air Lines – Terminal 4 International Air Terminal Headhouse Expansion at JFK, Jamaica, NY**; 2011-Present. Project Inspector. This $185-million project is part of a $1.2-billion expansion to accommodate Delta's international operations and provide a state-of-the-art facility at Terminal 4. The project extends the headhouse on the east and west side of Terminal 4 with additional baggage handling areas, new stair towers at both end of the terminal, and a new curbside enclosure. Interior scope includes the modifications of the baggage handling system, new vertical circulation including escalators, stairs and elevators, new security screening platform over third floor retail area, modifications and renovations of building areas. Mr. Holland is responsible for daily inspections to evaluate the project completion and compliance with Port Authority standards.

Client: Port Authority of NY & NJ

2006-2010 Port Authority On-Call Construction Management Services - John F. Kennedy International Airport, Queens, NY; 10/09-9/11. Estimator/Inspector. As part of this on-call construction management services project, Mr. Holland was assigned to projects at JFK Airport. The Port Authority supplemented their own staff with consultant-provided personnel to manage and administer construction contracts at their owned and operated facilities. His responsibilities included review of contractor's change order proposals; review of design and specification documents on projects; generating MEP estimates for projects and change orders; performing job site inspection to ensure that construction complies with the design drawings and specifications; performing final inspection of construction work at job site for completion; and providing general field/office support as required.

Leonard Holland
Estimator/Inspector

Specific assignments and responsibilities included:

- **AirTrain Terminal at Jamaica Station, Jamaica, NY**; 2004-2009. MEP Cost Estimator. This was a $350-million project that involved a seven-story terminal building, mezzanine bridge, enclosure roof, westerly bridge and new street concourse along Sutphin Boulevard. He was responsible for generating MEP estimates, change order review and providing job site inspections.

Client: Port Authority of NY & NJ

Various New York City Board of Education Projects, New York, NY; 1999-2003. Assistant Project Manager. This $3-million renewable, term contract involved providing construction management services on Board of Education maintenance work at all schools in New York City. He surveyed work sites for detail description of work; composed unit price estimates based on field surveys; wrote proceed orders for contractors; processed contractor requisitions and change orders; supervised and assigned workloads to site managers; had daily interface with contractors for updated progress reports; and maintained all tracking logs and files. Client: New York City Board of Education

Mr. Holland served as an independent electrical consultant/contractor, providing electrical estimates for home improvement; 1995-1999.

Mr. Holland served as an assistant project manager responsible for managing electrical installations in new construction and alteration projects; coordinating with field personnel to evaluate and resolve problems in the field; supervising draftsmen in the design of shop drawings and directed the take-off of drawings; preparing material and labor estimates, change order estimates and monthly client billing requisitions; filing and obtaining permits for all electrical installations with various New York City agencies; and attending weekly coordination meetings with senior-level management. Projects included Worldwide Plaza, a commercial, residential and recreational complex and Carter Wallace; 1988-1995.

Mr. Holland served as an assistant project manager where he generated project shop drawings; prepared equipment takeoffs and estimates; initiated progress payment requisitions; recommended materials procurement and managed vendors; and attended weekly job site and project coordination meetings. In addition, he compiled project cost data for entry into client billing database; and identified system default, which resulted in system reprogramming and subsequent recovery of potentially lost revenue. Projects included Long Island Jewish Hospital Cancer Care Center; Brooklyn Botanical Gardens; and Rikers Island; 1986-1988.

Skills
Valid NYC Site Safety Manager License
Proficient in Microsoft Word, Microsoft Excel and Internet applications
Solid understanding of contracts, plans, and specifications

DAVID KIRK, AIA CCC CCS CVS-LIFE LEED AP BD+C
Chief Technical Engineer

Mr. Kirk has extensive, in-depth professional construction industry experience, having served in the following positions: Senior Project Manager, Architect, Planner, Urban Designer, Manager of NY Region Aviation Projects, Chief of Construction Contract Procurement, Chief Estimator, Value/Risk Manager/Analyst, Senior Estimator, Senior Scheduler, Assistant Construction Manager, FTA Project Management Oversight Consultant, Value Engineering/Constructability/Risk Manager, and Project Controls Manager. Mr. Kirk has served in the above positions for capital program construction of major transportation facilities and urban designs including but not limited to: airport terminal/airside/landside facilities, rail/light-rail/automated transit systems, waterfront development, port facilities, bridge/tunnel facilities, bus terminals, high-speed rail systems, water/waste water facilities, high rise office towers, parking structures, bridge/tunnel operations, and educational, justice, and municipal facilities.

Education
- MA, Architecture, Columbia University
- BA, Math & Physics, Columbia College
- Fellowship Studies In Urban Design, University of Urbino, Italy

Registrations
- Registered Architect (NY)
- Certified Cost Consultant
- Certified Construction Specifier
- Certified Value Specialist
- LEED AP BD+C

Memberships
- American Institute of Architects (AIA)
- Society of American Value Engineering (SAVE)
- Construction Specification Institute (CSI)
- Society of American Military Engineers (SAME)
- American Association of Cost Engineers (AACE)

Software
- Primavera P6
- Primavera Risk Manager
- Success
- @Risk
- Cost Works
- R&R Report Writer
- MS Project
- MS Office

Publications
- *The Integration of Value Management and Risk Management*
- *The Role of Value Management and Risk Management In the WTC Blast Recovery*

Metropolitan Transportation Authority (MTA), Long Island Rail Road (LIRR) - New Second Track On The Main Line Ronkonkoma Branch – Ronkonkoma, NY, 2013 Lead Value Engineer

Led a Value Engineering and Best Value Analysis study for on the first of three segments for the construction of a New Second Track on the Long Island Rail Road (LIRR) Main Line between Farmingdale and Ronkonkoma. Currently, the Main Line east of Farmingdale is primarily single track with selected passing sidings, and double tracks at the majority of the stations between Farmingdale and Ronkonkoma New York. Constructing a full Second Track to Ronkonkoma will increase service reliability and on-time performance along the Main Line; allowing for faster recovery time following service incidents; and when combined with other infrastructure improvements, provide more peak, off-peak and mid-day service capacity to meet existing and future service and ridership demands.

Connecticut Airport Authority (CAA) & Connecticut Department of Transportation (ConnDOT) – Bradley International Airport (BIA) Terminal B Program – Hartford, CT, 2010
Lead Estimator

Prepared the conceptual design cost estimates for multiple master plan design and phasing options for the $574.5 million expansion of Bradley International Airport. The scope of work for the terminal complex expansion plan includes: the new Terminal B complex, comprising 19 domestic and international gates; landside arrivals and elevated departure roadways; a multi-level consolidated rental car facility and parking garage; two elevated pedestrian connectors linking the terminal to the garage; and a central utility plant.

Federal Transit Administration (FTA) – New York Region II Lower Manhattan Recovery Office – New York, NY, 2002-2008

Senior Project Controls Specialist

Provided general project management, controls, and risk assessment oversight to the FTA Lower Manhattan Recovery Office as part of a PMOC contract to monitor and perform risk assessment of major transit and infrastructure projects in New York City. The project tasks included the overall project design and construction plans, quality processes and procedures, definition of the project CPM schedule, general project management, project controls, and risk assessment oversight and cost control. Mr. Kirk was responsible for cost and schedule project controls and risk assessment oversight for the: $2.87 billion WTC PATH Transportation Hub; $550 million WTC Vehicular Security Center and Tour Bus Parking Facility; $20 billion NYCT Second Avenue Subway Project; $8.5 billion MTA/LIRR East Side Access Project; $900 million NYCT Fulton Street Transportation Center; $450 million NYCT South Ferry Terminal Station; and $871 million NYSDOT Route 9A Lower Manhattan Restoration Project.

The Port Authority of New York & New Jersey, 1986 – 1995

Value Manager

Supervised, administrated, and facilitated the PANYNJ's Value Management Program for many urban development, WTC, aviation, bridge and tunnel, and transit facilities in the New York and New Jersey region. Mr. Kirk played a major role in creating the Value Management program to conduct value planning (VP), VE, and risk assessment reviews of capital projects using multidisciplinary teams of outside experts, certified value specialist (CVS) facilitators, and risk analysts. He was a leader, participant, or manager at numerous value analysis workshops for the PANYNJ's Office of the Deputy Executive Director for Capital Programs.

Chief Cost Estimator

Served as the head of the Cost Estimating/Value Engineering Unit for the PANYNJ. Mr. Kirk managed the preparation of all conceptual, preliminary, final, and post-award construction cost estimates. He supervised all cost estimators and the properties classification process, including post-award change order estimating and contractor negotiations. Mr. Kirk managed a program to create and implement a standardized, automated cost estimating system using the Success Estimating & Cost Management System. He managed the development of over $5 billion in project estimates, and prepared a standards manual and conducted seminars for the PANYNJ on estimating and project cost control.

Chief Contract Engineer

Served as senior construction contract procurement manager for PANYNJ. Mr. Kirk managed the preparation of all construction contracts and the bidding and pre-award contract administration process, which included managing the PANYNJ Contract desk, supervising an MBE/WBE outreach program, monitoring and issuing all bid packages and addenda, and conducting contractor pre-award qualification and bid negotiations. He supervised the preparation of a design-build-operate-maintain contract in close coordination with the PANYNJ Law Department Contracts Division. Mr. Kirk oversaw all specification writers, contract engineers, and specifications/contract unit support staff. He prepared a standard manual and managed a program to overhaul, create, and implement the entire library of PANYNJ standard technical specifications in the Construction Specification Institute format. He also conducted seminars for PANYNJ staff on specification preparation and contract administration.

DAWN LOPEZ

Contract Administrator

Education
- BS, New York University

Registrations
- OSHA Certified
- CPR & First Aid Training

Memberships
- AIIM

Software
- Primavera Contract Manager
- MS Office
- Timberline
- Peachtree

Accomplished in document control procedures and management of civil, environmental and transit projects from pre-award to closeout. Knowledgeable in accounting procedures and management of project site offices. Demonstrated ability to maintain strong working relationships with owners, engineers, subcontractors, vendors and government representatives.

New Jersey Transit (NJT) – Portal Bridge Project – Newark, NJ (2008-2014)
Configuration Management Specialist

Implemented and performed all document control procedures utilizing ccsNET and Contract Manager for the Portal Bridge Project. Maintained documentation for five contracts from set up of WBS structure to beginning process of closeout. Handled payment requisitions for NJ Transit for contract invoices. Created procedure manual for workflow and basic work processes. Assisted with Quality Control on major submissions.

Conti Enterprises, Inc. – South Plainfield, NJ (2004-2008)
Document Control and Contract Administrator

Responsible for the organizing, processing and routing of project contracts, drawings, specifications, baseline and CPM schedules, subcontracts, submittals, RFI's, change orders, transmittals and meeting minutes utilizing Contract Manager software. Developed and implemented a document control system which coordinated two geographically distant project sites for Siemens project. Trained fellow team members in Contract Manager Software. Responsible for payroll, accounts payable, cost control, equipment utilization, document control, purchasing and subcontractor management.

Technical Construction Services – Teterboro, NJ (2001-2004)
Full Charge Bookkeeper

Responsible for all phases of bookkeeping - A/P, A/R, payroll, bank reconciliations, job costing and general ledger maintenance utilizing Timberline and Peachtree. Handled issues regarding work hours, insurance and union discrepancies.

Alexander Macaroff, P.E.
Structural Engineer

Professional Profile
Mr. Macaroff has many years of experience in bridge design and architectural participation on various bridge condition inspection, load rating, seismic evaluation and design, vulnerability assessments, design and construction support. He also has experience working with the Port Authority of New York & New Jersey, New York State Dept. of Transportation, New York City Dept. of Transportation, Nassau County Dept. of Public Works, and New York State Parks Department design procedures and practices.

Proposed Project Assignment
Cost Estimating

Registration/Certifications
2001/Professional Engineer/NY

Education
BE/1996/Civil Engineering
BS/1990/Architecture

Total Years Experience 18

Project Experience

Sunken Meadow Golf Course - Final Design Irrigation, Smithtown, NY; 6/13-Present. Structural Engineer. This project involves the reconstruction of irrigation system for three, nine hole golf courses at this state park. The project includes transfer pump and distribution pump and pump house and a new irrigation supply pond. Mr. Macaroff was responsible for the architectural and structural design of pump house building, prepared specifications and cost estimate. Client: New York State Office of Parks, Recreation & Historic Preservation

Sunken Meadow Main Bath House, Smithtown, NY; 11/11-6/12. Structural Engineer. This project involved rehabilitation of the bath house/administrative building at Sunken Meadow State Park. The bath house is an historic structure within the state park system. The bath house provides administrative, shower and rest room facilities, first aid, security, and some rental/retail functions for beach goers and other park visitors. Mr. Macaroff's responsibilities included inspection, coordination with project architect, structural design of foundation system, floor slab, new building envelope, roof framing, and miscellaneous structural components, prepared specifications and cost estimate. Client: New York State Office of Parks, Recreation & Historic Preservation

Bayard Cutting Arboretum Final Design Contract Documents, Great River, NY; 1/13-5/13. Structural Engineer. This project involved the Final Design Phase for reconstruction of the automatic irrigation system at Bayard Cutting Arboretum State Park. Mr. Macaroff was responsible for the architectural and structural design of pump house building, preparing specifications and cost estimate. Client: New York State Office of Parks, Recreation & Historic Preservation

Whaleneck Creek Culvert, Merrick, NY; 8/10-Present. Project Manager. This project includes an in-depth inspection of a twin barrel concrete box culvert to determine the current condition. As a result of the inspection findings, both repair and replacement alternatives will be developed. Mr. Macaroff is responsible for in-depth inspection, condition report, load rating, developing plans, prepared specifications and cost estimate for the rehabilitated structure. Client: Nassau County Dept. of Public Works

Bayonne Bridge Navigational Clearance Program (BBNCP), NY/NJ; 8/12-Present. Structural Engineer. This project involves construction management services for the $743-million Bayonne Bridge Navigational Clearance Program. This extraordinarily complex, once-in-a-lifetime project will replace more than 5,000 feet of viaduct and re-frame the existing steel arch structure to accommodate a new roadway 65 feet above the existing roadway. Mr. Macaroff has been involved with design and constructability review for the main arch span of the 90% plans. Client: Port Authority of NY & NJ

Belt Parkway Bridges Program Management Services, Brooklyn, NY; 1/13-7/13. Structural Engineer. This project involved providing program management and resident engineering and inspection services for the Paerdegat Basin Bridge and Rockaway Parkway Bridge. Mr. Macaroff's responsibilities included review of demolition, erection, and other temporary construction procedures. Client: New York City Dept. of Transportation

Roosevelt Avenue Bridge, Queens, NY; 5/05-Present. Senior Structural Engineer. This project consists of the rehabilitation of Roosevelt Avenue Bridge to include replacing the bridge deck, replacing the bridge railing and rehabilitating the electrical and mechanical systems for the lift span. Mr. Macaroff's responsibilities include detailing the new grid deck, designing and detailing the expansion joints, detailing the pedestrian fence, cost estimate, specification writing, and construction support to include shop drawing review, excavation and demolition calculation review, and answering RFI's. Client: New York City Dept. of Transportation

Alexander Macaroff, P.E.
Structural Engineer

Northern State Parkway and Long Island Expressway Interchange Improvements at NY 110, Town of Huntington, NY; 1/09-2/10. Senior Structural Engineer. This project included an Environmental Assessment, preliminary and final design, construction documents and construction support for the replacement and widening of the existing NSP Bridge over NY Route 110 and its interchange along with the widening of NY Route 110 from four to six lanes between the LIE and NSP. The project was advanced under three construction contracts: PINs 0112.53, 0516.41 and 0112.56. He was responsible for seismic analysis and design of bridge, analysis and design of retaining walls, preparation of contract drawings, and specifications and cost estimate. Client: New York State Dept. of Transportation

Reconstruction of NY 347 from NY 454 to NY 25, Town of Smithtown, NY; 3/09-11/09. Senior Structural Engineer. This project involved final design, construction documents and construction support for the reconstruction and widening of NY 347 from four to six lanes between Brooksite Drive and the Smith Haven Mall. The project will be advanced under separate construction contracts including PINs 0054.08, 0054.18 and 0054.20. Mr. Macaroff was responsible for analysis and structural design of soldier pile and lagging retaining wall, and preparation of contract drawings and specifications and cost estimate. Client: New York State Dept. of Transportation

Hamilton Avenue Bridge, Brooklyn, NY; 5/05-7/09. Senior Structural Engineer. This project consisted of the rehabilitation of Hamilton Avenue Bridge to include replacing the bascule spans, replacing the bridge railing and rehabilitating the electrical and mechanical systems for the lift span. Mr. Macaroff's responsibilities included detailing the new grid deck, designing and detailing the expansion joints, detailing the pedestrian fence, cost estimate, specification writing, and construction support to include shop drawing review, excavation and demolition calculation review, and answering RFI's. Client: New York City Dept. of Transportation

Bronx River Parkway Culverts, Westchester County, NY; 10/04-10/05. Senior Structural Design Engineer. This project included improvements to two culverts in Westchester County. One is located in Harrison, NY, and required structural improvements including removal and replacement of deteriorated concrete parapets, crack repair and replacement of spalling concrete on the sidewalls and top slab. The other culvert is located in Yonkers, NY, and runs beneath the Bronx River Parkway. Work at this location included adding end sections to both sides of the culvert, improving the channel bottom in the vicinity of the end sections by dredging and adding riprap to improve stream flow. Mr. Macaroff's responsibilities included field inspection, structural aspects of analysis and design, stage construction sequencing and coordination with utilities. He was also involved with the preparation of details to include culvert repairs, culvert end sections, parapet walls, dredging and erosion control measures; supervising drafting for structural and civil contract drawings; and preparation of specifications and cost estimate. Client: Westchester County Dept. of Public Works

Variable Message Signs (VMS), and Variable Speed Limit Signs (VSLS), at Various Facilities, New York, NY; 2002-2003. As senior engineer, he was responsible for the inspection and design for the installation of both VMS and VSLS signs at nine facilities throughout New York City. He designed connection details for signs mounted on existing bridge structures and on new sign gantries. He also prepared specifications and cost estimates. Client Metro North/ Triborough Bridge and Tunnel Authority

Eight Bridges Component Rehabilitation, HBCR02B, Various Locations, NY; 8/11-Present. Senior Structural Engineer. This is a total design and construction support services contract, which includes the in-depth inspection of eight bridges, preparation of a Bridge Rehabilitation Report (BRPR), preparation of preliminary and final design plans, specifications, and Engineer's estimate, bidding assistance to the city, and Construction Support Services. Mr. Macaroff's responsibilities include inspection of steel superstructures in response to Safety Flags issued by the NYSDOT; load ratings for all bridges; and preparation of inspection findings report and design of repair details. Client: New York City Dept. of Transportation

Nine Bridges Component Rehabilitation, HBCR01C, Various Locations, NY; 2/09-Present. Senior Structural Engineer. This is a total design and construction support services contract for the rehabilitation of nine bridges in the boroughs of Manhattan, Queens and Staten Island. Mr. Macaroff's responsibilities include inspection of steel superstructures in response to Safety Flags issued by the NYSDOT, load ratings for all bridges and design of repair details. Client: New York City Dept. of Transportation

CARLOS SANCHEZ, PE

Senior Scheduler

Mr. Sanchez is a licensed Professional Engineer with over 20 years of experience performing project controls on a broad range of transportation related planning and construction projects. His experience includes: rail, aviation, heavy civil, universities, hospitals, and public housing. Mr. Sanchez has expertise performing all facets of cost control, cost estimating, project controls, scheduling, contract administration, contract change management, and claims management. His experience encompasses all project phases: engineering design, procurement, and construction. Additional skills include performing strategic long-range manpower planning, budget forecasting, and expert-level proficiency in Primavera P3 and P6. Mr. Sanchez has worked on complex FTA funded projects developing resource loaded CPM schedules comprising several thousand activities, with multiple project and contract interfaces with agency-wide projects with values in excess of $2 billion. He has hands-on experience preparing WBS coding structure, cost/schedule variance analysis, earned values, project trends, and contract change notices.

Key Qualifications
- ✓ Over 20 Years of Experience
- ✓ Expert in Project Controls
- ✓ Licensed Professional Engineer

Education
- BS, Civil Engineering, Central East University
- Construction Management Diploma, New York University

Registrations
- Professional Engineer (NY)

Memberships
- Project Management Institute (PMI)
- Construction Management Association of America (CMAA)
- American Society of Civil Engineers (ASCE)
- Association for the Advancement of Cost Engineering International (AACEI)

Software
- Primavera P3 &P6
- ccsNet
- MS Project
- MS Office

Metropolitan Transportation Authority (MTA), Long Island Rail Road (LIRR) - New Second Track On The Main Line Ronkonkoma Branch – Ronkonkoma, NY (2013)
Scheduler and Estimator

Provided cost and schedule analysis for the Value Engineering and Best Value Analysis study for on the first of three segments for the construction of a New Second Track on the Long Island Rail Road (LIRR) Main Line between Farmingdale and Ronkonkoma. Currently, the Main Line east of Farmingdale is primarily single track with selected passing sidings, and double tracks at the majority of the stations between Farmingdale and Ronkonkoma New York. Constructing a full Second Track to Ronkonkoma will increase service reliability and on-time performance along the Main Line; allowing for faster recovery time following service incidents; and when combined with other infrastructure improvements, provide more peak, off-peak and mid-day service capacity to meet existing and future service and ridership demands.

The Port Authority of New York & New Jersey (PANY&NJ) – Delta Airlines Terminal C & D Expansion – New York, NY (2013)
Senior Scheduler

Carlos provided CPM scheduling services that included developing the base line schedule and then working with five separate contractors to verify that their schedules were in line with the baseline schedule. Once all contractor schedules were received he developed the consolidated master schedule. Carlos maintained the master schedule and reviewed the weekly contractor updates providing input to the project manager regarding any schedules issues such as slippage. Delta Air Lines expansion and modification of LaGuardia Airport's Terminals C and D, which includes a pre-security, 630-foot enclosed walking bridge that will connect the two terminals. The facelift for Terminal C, which was formerly occupied solely by US Airways, will include a full gutting, renovation and conversion of the US Airways lounge into a Delta Sky Club, the addition of 13 new chef-driven dining options, expansion of the central checkpoint from three to six lanes, and general redecorating of walls, colors and directional signage.

New York State Thruway Authority (NYSTA) and New York State Department of Transportation (NYSDOT) – Tappan Zee Bridge Crossing Alternatives Study – Tarrytown, NY (2009-2011)
Senior Cost Estimator

Mr. Sanchez developed the cost estimate for the six preliminary transportation modes alternatives analysis in the Draft Environmental Impact Statement (DEIS). The Corridor extends 30 miles between the Village of Suffern in

Rockland County and the Village of Port Chester in Westchester County. The counties are linked by the Tappan Zee Bridge (TZB) over the Hudson River. Transportation, environmental and cost criteria were developed in order to assist in making the transit mode decision. Estimates included potential trackwork across the Hudson River as one of the design alternatives.

Metropolitan Transportation Authority Capital Construction (MTACC) – Capital Construction Security Program – New York, NY (2007-2009)
Senior Scheduler

Carlos prepared and managed the CPM schedule for the MTA Capital Construction Security Project that included work with NYCT, LIRR, Metro-North, and AMTRAK. He coordinated with the contractor to receive and review the monthly updated schedule and provided comments via the monthly update report to MTA managers.

The Port Authority of New York & New Jersey – John F. Kennedy (JFK) International Airport AirTrain System – New York, NY (2004)
Project Controls Engineer

The Airport Access Program is an 8.4-mile people mover system linking the airport's nine passenger terminals to one another, to rental car areas and long-term and employee parking, and to the Long Island Rail Road and New York City subway system. Carlos provided CPM Scheduling services, and analyzed schedule updates to determine whether the downstream impact of any delay affected a milestone by any more than ten days. A similar analysis was used to pinpoint the source of any negative float. He presented recommendations in a combination of narrative reports and Level I, II, and III schedules, where the greatest level of detail was used to illustrate where change was needed, and the summary level of detail to indicate how the overall schedule was impacted.

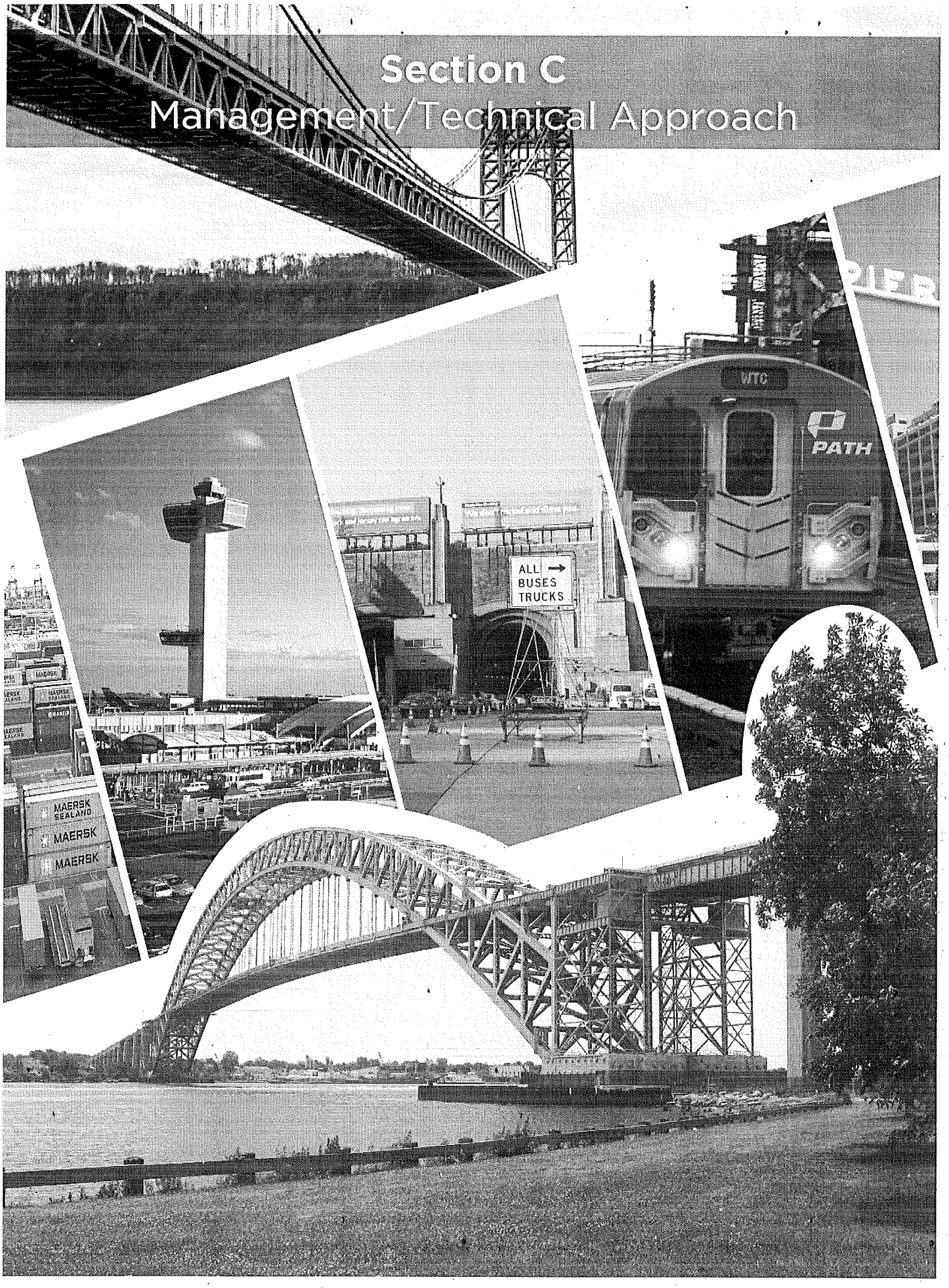
Metropolitan Transportation Authority Capital Construction (MTACC) – East Side Access – New York, NY (2004-2007)
Senior Scheduler

This $6.3 billion project will connect the Long Island Rail Road (LIRR) to Grand Central Terminal on Manhattan's East Side, building a new LIRR Terminal in the rock beneath the existing Grand Central Terminal. LIRR tracks currently end at Pennsylvania Station on the West Side. The project will utilize the existing 63rd Street tunnel, which runs under the East River between Manhattan and Queens. In Queens, the tunnel will connect with the Sunnyside Yard. In Manhattan, the tunnel will connect to the Grand Central Terminal via a new tunnel running under Park Avenue. The construction includes seven miles of tunnels, over 3.5 route miles, a new Sunnyside, Queens Station, a rail yard at Sunnyside Yard, 50,000 feet of new track, and five new entrances at Grand Central Station Terminal. As the Senior Scheduler his responsibilities included the preparation of a master schedule using activity durations, logical ties, and resource allocations; provision of schedule response and cost support for Risk Assessment; and development of project budget and cash flows using both FTA Standard Cost Categories and contract packages.

Metropolitan Transportation Authority (MTA) Metro-North Railroad (MNRR) – Hudson Line Station Improvements – New York, NY (2003)
Project Controls Manager

Carlos prepared, reviewed and analyzed the monthly update schedule; prepared responses to contractors; reviewed, verified and recommended contractor monthly payments; prepared progress meeting minutes, performed change order analysis/management, and prepared various monthly and weekly reports. The project entailed the rehabilitation of nine stations in the Hudson Line corridor including the demolition of existing platforms,and construction of new pre-cast platform, demolition and construction of overpasses and elevators. The work is part of a $93 million capital improvement project along the Hudson Line.

Section C
Management/Technical Approach



Section C
Indefinite Quantity Contracts (IQCs) for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis Through 2018

INTRODUCTION

The Port Authority of NY & NJ's Construction Management Program is successful because it was originally created and has been implemented over time based on the dual concepts of flexibility and diversification. Flexibility of task organization and staff management is a key component in fulfilling the need for rapid placement of skilled staff during multiple and varied work assignments and the necessity to hit the ground running during those assignments.

Diversification of technical abilities is equally important, allowing for staff to be placed on a variety of facility projects without interruption of service or loss of quality. This criteria works well within The Port Authority of NY & NJ's (Port Authority or Authority) unique hands-on management system, in which Authority personnel are placed in direct charge of and work side by side with consultant construction management and inspection staff. This approach to construction projects differs conceptually from most other clients in the New York City/New Jersey metropolitan area. Within this system, the leadership staff is comprised of Port Authority facility resident engineers and sometimes multiple assistant resident engineers. Based on the amount and diversity of work to be performed, the Authority's focus becomes more facility-oriented rather than project specific-oriented.

The Port Authority's distinctive construction management services approach requires that the consultants providing professional services possess and maintain the necessary breadth and depth of capable resources to respond to various task needs within relatively quick response times. In addition, qualification enhancements for existing staff to be considered for new assignments requires that a minimum of: 10 New York or New Jersey licensed engineers/architects, 10 ACI Concrete Construction Special Inspectors, 3 ICC Certified Structural Steel and Bolting Inspectors, and 1 NACE Level I Certified Coatings Inspector be included on each of the chosen construction management teams.

The Greenman-Pedersen, Inc. (GPI) team has the required staff to address every one of these requirements, ***and more.*** GPI team individuals assigned to Port Authority assignments are self-motivated, capable of working independently, and have the proper disposition to work productively alongside Authority representatives and contractors. It is these precise qualities that the GPI team offers the Port Authority for this important Professional Construction Management Services contract. We have successfully demonstrated and continue to prove our ability to provide these services on a long-term basis during our previous 2002-2006 and 2006-2010 and present 2010-2014 "call-in" basis assignments and our current Bayonne Bridge Navigational Clearance Program (BBNCP) construction management and inspection efforts.

Currently, GPI and its consultant team have nearly 40 full time staff assigned to construction inspection on a variety of Port Authority projects under on-call assignments. Facilities at which these staff members are working include the Bayonne, George Washington and Staten Island Bridges, JFK and Stewart Airports, Holland and Lincoln Tunnels, PATH Stations, the Port Authority Bus Terminal, and Port Authority office facilities. The new "As-Needed" Storm Related Resiliency Projects agreement will provide the perfect opportunity for GPI and the Port Authority to continue this successful relationship. By capitalizing on GPI's proven, talented staff and providing the opportunity for these experienced individuals to transition from their current assignments onto future program projects, the Port Authority will benefit immensely. Over the course of the last dozen years and counting, GPI has expended significant time and energy honing this group's skill set in agency protocols and procedures, making these individuals ***the perfect candidates*** for future Port Authority projects. Also, the timing for transition of GPI staff is ideal. The current construction management contract will be winding down during the 2014-2015 season, allowing for a seamless transfer of qualified resources onto this next as-needed services contract. With more than 1,100 employees in offices throughout the eastern United States and

bolstered by primary branch offices located in Long Island, New York City and metropolitan New Jersey, the GPI team stands ready to implement assignments at any of the Port Authority-owned and operated facilities whenever requested. The GPI team is the right team for "As-Needed" Storm Related Resiliency Projects.

PROJECT MANAGEMENT

The GPI management plan is put in play in advance of the first task order contract and will carry through for the life of the Storm Related Resiliency Projects IQC according to the following protocols:

- Upon notification of each assignment, GPI will review the scope of work, and identify key potential personnel from our organization chart (Page 43) who best fit the project scope requirements;
- GPI will develop the construction management and inspection team for the identified project requirements. Of key interest will be the assignment of staff who are:
  - Best qualified (PE, NICET, AWS, ACI, ICC, NACE, OSHA, NYSDOT)
  - Relevantly experienced (PANYNJ, NYCDOT, NYSDOT, TBTA)
  - Cross-trained, capable of covering multiple operations
  - Background screened, or those with security clearance, if required
- GPI will respond quickly with the required information/proposal to the Port Authority, and will be ready to meet to discuss the team, scope of work, required hours, etc.

The GPI management plan will address key project components on a project-specific basis as applicable, such as:

Pre-construction Phase

- Review of project submittals
- Development of QA plan, H&S plan, inspection program
- Development of project controls

Construction Phase

- QA audits and reviews
- Safety audits and reviews
- Information dissemination
- Monitoring of schedule and costs

Post-construction Phase

- Close-out

The project manager will provide key management support in the form of administrative, staffing and technical advisory services. The project manager will work hand-in-hand with the construction manager and the Authority facility engineering staff to ensure that all necessary resources are available to the assigned project, and will be thoroughly familiar with all aspects of the work – whether they are design, construction or finance related. More importantly, the project manager will continuously review the ongoing field inspection and construction operations to ensure that product quality, worker and public safety and cost efficiency for the project is incorporated.

For this "As-Needed" Storm Related Resiliency Project, the GPI team is offering our top construction management staff and inspection team. **Gregory Zenk, P.E.,** GPI's Director of Construction Inspection Services, will serve as project manager. Mr. Zenk has served as project manager on a wide variety of construction projects throughout the New York City area. He is acutely aware of the expectations of the Port Authority– those of a first-rate, responsive consultant in step with a quality, on schedule, on budget and safely executed project. For the last 11+ years, during three consecutive indefinite quantity, on-call agreements, Mr. Zenk has been performing in this very capacity; first under our 2002 – 2006 TB&T services agreement and then under the general 2006–2010 and our current 2011-2014 agreements. He has been instrumental in working with the Authority on addressing technical issues and directing resources to Authority needs, and he clearly understands the delicate balance and unique relationship that must be maintained between facility operations and engineering and construction rehabilitation projects to keep things running smoothly. Most importantly, Mr. Zenk has been working closely with the Authority's Engineer of Construction for more than a decade, assisting with staffing and providing other critical resources needed for construction management of rehabilitation work totaling more than $350 million. He also has attained and maintains NACE-certified Coatings Inspector – Level III, Certified Welding Inspector, and ACI Level I inspector status. His considerable knowledge and expertise in all facets of the Port Authority Construction Management and Inspection Services Program work tasks will be infused into the project team from day one.

TECHNICAL APPROACH

To provide the Port Authority with the best construction management and inspection services possible, GPI has developed over the course of three consecutive "On-Call" contracts and additional assignments a management/technical approach what we feel is key to the successful delivery of projects "The Port Authority Way". This approach is being continually tweaked in order to maximize effectiveness and improve efficiency across a wide array of assignment tasks and responsibilities, including:

- Constructability/biddability
- Construction staging
- Schedule development and monitoring
- Quality assurance inspection
- Contract administration
- Cost engineering/estimating services
- Resources

The GPI approach incorporates an organized management plan designed to track deliverables, control costs, manage meetings, keep the Port Authority informed (issues and progress) and ensure quality control/quality assurance (QA/QC) using a variety of leading edge tools and practices to facilitate communication, support accountability and elevate quality. The following discussion provides a categorized overview of the GPI management approach for the "As-Needed" Storm Related Resiliency Projects.

Task A. Constructability/Biddability and General Engineering Review

In concert with our involvement on major rehabilitation projects and programs for several of our New York City-area clients including the Port Authority, GPI regularly performs comprehensive constructability and biddability reviews. As identified in our organizational chart, GPI has a tremendous complement of technical experts having hundreds of years of collective construction experience on large urban transportation rehabilitation projects. Through these efforts, our contingent of experts have amassed a unique understanding of the special issues that can arise in an urban, highly congested environment like the New York/New Jersey corridor, particularly when working on large, historically significant structures.

The main objectives of a constructability/biddability review are: to ensure that the contract documents clearly communicate the owner's intent regarding the proposed work; to promote a competitive bidding environment; and to uncover any discrepancies or vulnerabilities in the plans and specifications which could prevent efficient, effective implementation of the work. In other words, the process is undertaken to provide answers for the following questions: *Can the documents be understood? Can they be administered and enforced? Will the Port Authority get a knowledgeable contractor to do the work at a fair price?*

The GPI team recently completed a comprehensive constructability/biddability review for the Port Authority's largest ongoing construction project at the Bayonne Bridge (BBNCP), a one-of-a-kind $700+ million fast-track undertaking to retrofit the existing bridge by raising the roadway 65ft within the Arch to allow for larger cargo vessels to pass safely underneath. The third party review focused on the 90% plans and specifications, with the following scope:

1. Assess the risk of identified methods and assumed constraints and suggest possible options for reducing the final bid price;
2. Review the adequacy of areas provided to the contractor for laydown/storage, mobilization and work;
3. Review the plans for potential use of alternate materials and construction sequencing;
4. Review the plans for any fatal flaws;
5. Review the plans for formatting and spelling errors;
6. Review the rationality of the schedule and timeline provided for completion of major milestones and overall construction.

The review team needed to take into consideration an enormous slew of existing and potential future conditions, applicable codes and regulations to assess such issues as: unknowns to be discovered during subsurface foundation work; actual as-built condition deviations from the design plans; utility interferences; extent of soil contamination beyond currently identified limits, etc. To accomplish this, the GPI team painstakingly categorized the plans and specifications into disciplines and major work elements:

- Arch Span Modifications
- Subsurface and Foundation Work
- Environmental Compliance
- Civil Construction
- Precast Pier and Segmental Construction
- Maintenance and Protection of Traffic
- Electrical Rehabilitation
- Schedule Development/Review and Use of Incentives

GPI's review yielded numerous insightful comments and productive suggestions on how to improve efficiency or reduce less than effective processes. The results were tabulated on a specially designed Port Authority spreadsheet and provided to the Authority for review and inclusion in the 100% design plans and specifications.

When tasked with constructability/biddability responsibilities during the "As-Needed" Storm related Resiliency Project, the GPI project manager will mobilize a task review team comprised of relevantly experienced individuals with demonstrated expertise in design and construction of similar type projects. The project manager will establish - in accordance with input and direction from the Engineer of Construction - the time-table for submission of draft reviews, put forth roundtable discussions with the GPI-led review team to discuss draft findings, and will oversee the preparation and submission of final review comments.

As was done during the BBNCP assignment, a database will be developed to inventory, organize, and track all relevant comments. Included comments will range from minor concerns to major potential deal breakers. By consensus, comments will be assigned priority status of low, medium or high. Our review team will review and openly discuss all comments with the Port Authority and the designer and provide appropriate direction/insight with regard to the clarification and/or expansion of any ideas/comments as necessary.

Our ultimate goal is to provide a perspective as close to the contractor's as possible during the constructability/biddability process to minimize the potential for conflict during the construction and administrative processes by incorporating beneficial changes to the specifications and drawings during the final stages of design.

Task B. Construction Staging

Construction staging in essence is the building of a real-life jigsaw puzzle. By placing all the right pieces in the right places in the right order, a project comes together to form a clear picture of a successfully completed construction effort. The GPI team has incorporated construction staging into several of our recent reconstruction/rehabilitation projects, and we are well aware of the great rewards and the potential shortfalls of regimented construction processes. We have adopted from these experiences a proactive "what if" thought process approach, which projects forward a big picture vision of the work to be performed and evaluates the consequences of individually staged multiple construction scenarios. The process focuses on innovative approaches to staging and sequencing of projects and construction tasks to minimize inconveniences to the traveling public, unnecessary expenditures for the client and ways to reduce safety concerns throughout the work.

GPI is well aware of and sensitive to the critical need to keep traffic flowing with minimal inconvenience, particularly at toll generating facilities. Recently during the $165-million orthotropic deck replacement project at the Triborough (RFK) Bridge, our inspection staff, in concert with the prime contractor, devised a staging scheme which permitted multiple construction stages to be combined by removing the bridge center median at the start of construction to create enough driving space for an additional traffic lane. This novel alternative to traditional staging allowed the work to be completed ahead of schedule with the added benefit of returning full traffic flow several months earlier than originally anticipated. We have incorporated similar modifications and strategies during rehabilitation projects performed at the Williamsburg, Manhattan and Bronx-Whitestone Bridges, which historically have some of the highest daily traffic volumes in New York City, to reduce overall construction schedules and overall impacts due to the work.

As a primary example of GPI's capabilities in providing these crucial services, at the Bayonne Bridge, during the constructability/biddability phase of the BBNCP, our review team realized that due to design-imposed lifting restrictions over live traffic, required traffic shifts could be reduced significantly in length on both approach roadways, resulting in significant reduction in time, manpower and materials needed for construction of the west side lane extension. This proactive evaluation of construction allowed the Port Authority to reduce the contract length before the project even started, ***saving $7 million.*** GPI's collective experiences with staged construction at the Triborough (RFK), Williamsburg, Manhattan, Bronx-Whitestone and Bayonne Bridges over the past several years have reinforced the importance of minimizing delays and other impacts. NYC area clients continue to look to GPI for recommendations on how to improve all types of staged construction.

During development or review of staging plans, the vast experience of the GPI team will be supplemented and additionally enhanced by the capabilities of our outstanding traffic engineering department. The GPI traffic engineering department has developed MPT and

layout plans for work at virtually every major Port Authority facility, including: JFK and LaGuardia Airports, Port Authority Bus Terminal, George Washington Bridge, Newark Airport and Port Newark, and is completely familiar with operational issues, facility management protocols and Port Authority standards. This experience will be invaluable in optimizing construction staging for the variety of projects initiated at the many Port Authority facilities during this "As-Needed" Contract.

Task C. Schedule Development and Monitoring

The key to schedule control during construction is the development and proper utilization of a computerized critical path method (CPM) construction schedule. The CPM combines all activities related to approval, delivery, inspection, installation, and testing which could possibly affect the project timeline. Additionally, supplementary factors including cost, labor hours, and equipment resources needed to conduct the work are directly linked to these primary indicators. The master CPM network identifies all major project milestones and tracks them through the life of every project. This important tool will be used as the basis for the detailed construction schedule that all parties rely on to establish accountability for the project duration for each project assignment implemented during the "As-Needed" Storm Related Resiliency Projects.

On an individual assignment basis, the GPI schedule review team will evaluate the contractor baseline and monthly update schedules (as applicable) in accordance with the contract requirements, project plans and specifications, project resource and access constraints, and all other factors that are important to the project schedule to verify that contract requirements are adhered to, identified activities are logical, activity durations are realistic, and ancillary or minor work activities are not included on the critical path. We will also meet with the entire project team to discuss the project and its initial concerns and objectives relative to the scheduling process. The following is a list of the key elements that will be taken into consideration:

Compliance with the contract and industry standards - GPI will ensure that the schedule includes all significant work activities, including submittals and submittal approvals, off-site fabrication, and delivery. We will check to ensure that less obvious activities, such as permitting, reviews, inspections, and testing, are included and the schedule's logic is both complete and appropriate.

Compliance with other contract requirements and technical schedule characteristics – We will consider the schedule's compliance with the technical contract requirements. These include contract milestones, project phasing, traffic control requirements, contract final completion dates, and similar contract requirements that affect the project schedule. GPI will evaluate each schedule based on its resource projections and review other submissions including: network diagram, responsibility codes, manpower and equipment analysis, materials reports, and related bar charts, tabulated reports, and diagrams.

Minimize the use of constraints – GPI will check to ensure that the contractor's schedule makes minimal use of unnecessary constraints, calendars, and other software features which can affect the critical path, consuming float, and causing non-critical work to appear to be on the critical path.

Constructability and reasonableness - The schedule review must be based on an understanding of the contract scope, phasing, and traffic staging requirements, and our knowledge of similar reconstruction projects. During the review, GPI will highlight construction sequences and logic that do not appear valid or reasonable, and will work with the Port Authority and the project team to correct these shortcomings.

Cost - As presented on the contractor's cost-loaded schedules, we will check that the contractor has not unreasonably and unjustly loaded the front part of the schedule, and also that costs and labor man-hours are reasonably represented in relation to the specific activity duration and work scope. We consistently recommend that the baseline schedule be back-end loaded, in order to adequately accommodate required project closeout activities such as performance testing, training, and preparation and delivery of operations and maintenance manuals and as-built drawings.

In addition to the initial schedule review, the schedule must be updated and revised regularly to address real world changes, modification and adjustments to the theoretical baseline projections. Our procedure for reviewing schedule updates includes many of the same checks as are included in the review of the initial (base-line) schedule. The monthly reviews begin by performing a side-by-side comparison of the new and most previous recent schedules to determine what has changed from the previous update. Monthly reviews include:

- Evaluating progress reported;
- Evaluating changes to schedule logic and potential implications to work sequencing;
- Reviewing the critical path;
- Reviewing milestones;
- Progression of the work from the previous schedule update.

The monitoring assignments will include updating the CPM master schedule, verifying as-built information, analyzing and implementing schedule workarounds to recover from changes and delays, and ensuring that all project participants identified on the critical path are aware of their pending responsibilities. After a review of each new schedule update, GPI will prepare a summary evaluation report describing all deficiencies discovered during the review, including: the management report and project reports (which will include cost-loaded and resource-loaded, if desired), CPM schedule reports, summary bar charts, CPM networks and logic diagrams, as well as summary narratives that highlight current or anticipated problems. The results will be discussed during the monthly CPM review meeting with the Port Authority and the contractor.

GPI will conduct special studies that will become the basis for recommending workarounds and other schedule improvements. Special studies will be invoked as needed to identify and mitigate potential delays caused by any of the following circumstances: differing site conditions, operational restrictions, project planning alternatives, effects from other projects and uncategorized or unexpected occurrences such as decisions by the client and other technical considerations. We will supplement these studies with "what if" examinations of the schedule, which are intended to analyze potential schedule problems to anticipate the need for time recoveries.

Task D. Quality Assurance Inspection

Quality assurance is another key area where GPI excels. Our philosophy with regard to quality assurance inspection is simple – by paying attention to detail, small issues can be resolved as they are discovered – preventing them from growing into large issues that can affect construction processes, budgets and schedules. The GPI team is comprised of more than 250 New York/New Jersey area construction quality assurance inspection personnel. Unlike many of our local competitors, GPI does not adopt a "job shop' mentality for construction inspection assignments. Top-notch inspection starts with the quality of the individuals—their experience, training and ability to communicate with the Port Authority, contractor and each other. We are loyal to our home-grown inspection talent and technical professionals and, in spite of the nomadic nature of the construction inspection industry, we maintain a majority of staff who are long-tenured (>10 years). The result is an in-house inspection environment consisting of equal parts competence and consistency.

Another benefit is the 'comfort-ability' factor – our inspectors know one other and know the management staff as well. They are not just numbers; they are completely aware of each other's strengths and unique capabilities, and therefore they can rely on each other for assistance in their particular areas of expertise. This provides for a dynamic inspection environment where the individual units come together in concert to create a highly qualified, all-encompassing, formidable team.

Another critical facet of successful inspection is having staff rich in project-relatable experience. GPI, having completed many of the largest, most complex rehabilitation projects in the NY/NJ metropolitan area, is largely made up of field inspection staff members who have been exposed to just about every aspect of facility (bridge, tunnel, highway, interchange) rehabilitation. Reconstruction programs that we have been providing long-term construction management and inspection services at the Manhattan and Williamsburg Bridges have served as comprehensive training grounds for our maturing inspection staff. Since 1982 and 1991, respectively, these projects have literally replaced or completely rehabilitated all bridge, roadway, pedestrian and rail systems with traditional or state-of-the-art components – in some cases leaping 100 years of technological improvements during single rehabilitation events. In addition, GPI has served the Port Authority system-wide continuously since 2002 during multiple "on-call" assignments, which have created a tremendous familiarity with and understanding of Port Authority practices and protocols. During this time, our staff has worked directly with numerous Port Authority management and supervisory personnel at several facilities, inspecting a wide array of work tasks under differing site conditions, addressing multiple jurisdictional codes, specifications and guidelines to successfully complete large-scale, complex project assignments. The length of service provided at these facilities and others is a testament to the quality of the inspection teams provided by GPI to New York City area facility owners.

What also contributes to making GPI so successful is that since the early 1990s, GPI has been ahead of the curve in providing our inspection staff with the necessary training and certifications from nationally recognized engineering and inspection societies and association programs to meet the needs of a tremendous variety of rehabilitation projects. From complex welding processes and lead abatement operations and coatings application, to special inspection for reinforced concrete placement and steel bolting, GPI has sponsored engineers/inspectors to achieve the following training/certifications:

P.E./E.I.T.	State of NY/NJ
NICET	Levels I-IV Training Elements
ACI	Concrete Construction Special Inspector; Concrete Field Testing Technician Grade I; Aggregate Testing Technician Level I; Concrete Lab Testing Technician Level I
ICC	Structural Steel and Bolting Inspector; Reinforced Concrete Special Inspector; Structural Welding Inspector
AWS	Certified Welding/Associate Welding Inspector (CWI/CAWI)
NACE	Certified Coatings Inspector (Level I, II, III)
OSHA	10 and 30-hour Construction Industry Safety Training; Scaffold Competent Person; Confined Space Safety Training
NETTCP	Soils and Aggregate Inspector
ATSSA	Traffic Control Supervisor
FHWA	Safety Inspection of In-Service Bridges
NYCT	Track Safety Training
NJSAT	Asphalt Paving Technologist
NYSDOT	Maintenance and Protection of Traffic Certification
SSPC	Competent Person/Supervisor (C3/C5) - Deleading
LEED	Accredited Professional

In step with the Port Authority's continually expanding quality assurance program, GPI has emphasized the importance of providing our inspection staff with ACI/ICC Special Inspector training for concrete and structural steel and bolting disciplines, and have proactively trained our personnel to become certified in these areas. This cross-training approach lends a great deal of maneuverability when assigning staff to multi-disciplined projects such as this "As-Needed" services agreement.

Our flexible approach reinforces the concept of attention to detail during inspection because it provides any inspector - regardless of assignment - with the ability to recognize site conditions with confidence, which might otherwise go unnoticed and possibly uncorrected. Ultimately, the major benefits of our attention to detail philosophy are cost savings for GPI's clients combined with superior quality of finished product.

Safety

GPI field inspectors inherently understand that their responsibilities extend beyond those of documenting and tracking generic construction work progress. A quality finished product is important but of equal value is how the work is executed. The importance of safety for any project can never be emphasized enough, and it is GPI's number one priority—bar none. Given the continuous news stories of scaffolding collapses, workers falling from heights, etc., we are constantly reminded of the dangerous environments that engineers, inspectors and tradespersons face on a daily basis when executing construction projects. GPI recognizes that you cannot become complacent when working in temporary lane closures along busy highways, or working on elevated scaffolds and platforms and when working in close proximity to heavy equipment and machinery. We are cognizant of the potential ripple effect a serious or fatal injury can have on a project schedule and cost if outside agencies become involved (i.e. OSHA). To maximize the implementation of safety protocols and practices, GPI takes a three-pronged approach to ensuring that all personnel remain safe when working on projects that we manage:

1. Inspector Safety Training
2. Monitoring of Contractor's Safety Training
3. Enforcement of the Contractor's Health and Safety Plan

Our safety program applies to construction inspection staff and indirectly to contractor personnel, and is currently being implemented and enforced on our active Port Authority assignments.

To start, a preconstruction safety training session will be held with the GPI team staff. All employees assigned to the project after the preconstruction training session will be given an individual training session by the resident engineer or assistant resident engineer at the start of their assignment. As a supplement and to reinforce safety first thinking, weekly safety meetings will be conducted by the resident engineer at which time

specific topics will be discussed that involve requirements for fall protection, scaffolding erection, MOT protocol, etc. Inspectors will receive specific safety training prior to the start of special field work operations such as lead abatement, confined space entry, etc. Special technical seminars pertinent to the work will also be conducted at the site to discuss new advances and applicable changes to current OSHA regulations.

Prior to the beginning of construction, members of the GPI team will meet with the contractor and the facility's resident engineer to discuss and emphasize safety procedures. GPI will ensure that the contractor's approved *Safety Plan and Procedures* are strictly adhered to throughout the life of the project - including the OSHA requirement for them to implement weekly safety toolbox meetings. GPI team field inspectors will attend these meetings to monitor conformance with the OSHA requirements.

By continually focusing on and incorporating safety education, the objective to keep safety at the forefront of all participants' minds will be realized. If individuals do not follow required safety rules and regulations, the GPI team management stands ready to implement a zero tolerance approach to those who violate MOT, fall protection and other safety considerations.

In the event of an emergency, the GPI team will also enforce the following secondary requirements at the site:

- In the field office, a key telephone list of emergency, Port Authority and other important representative contacts will be maintained and posted.
- Two-way radios and mobile telephones will be used to maintain communication between the field office, inspectors, the U.S. Coast Guard, and the contractor.
- The GPI team will be fully cognizant of the location of all area emergency centers and hospitals.
- GPI will submit correspondence to area emergency agencies (i.e., fire, police, ambulance), identifying the work locations and best routes for emergency response.
- No obstructions will be permitted along emergency routes.
- A procedure to document incidents will be implemented, including photographs of the incident site and all pertinent accounting.

Maintenance and Protection of Traffic Operations

Experience and training are also GPI hallmarks when providing quality assurance inspection in the specialty arena of maintenance and protection of traffic (MOT) operations. GPI routinely provides training seminars, which are focused on federal, state and facility requirements for traffic maintenance, and worker and user safety. Many of our larger, long-term projects include implementation of staged construction, which exposes our inspection staff to multiple traffic detour, closure and alignment schemes and work zone pass-through manipulations at the same facility. This critical training/experience combination not only ensures that our field level and supervisory staff are kept current with federal and state standards and facility protocols, but provides them with the tools and motivation to implement them under a wide array of circumstances and conditions in an all-around more efficient, effective way.

GPI is aware of the importance of maintaining balanced traffic flow at all toll-generating facilities owned and operated by the Port Authority. Our quality assurance inspection program is tailored to closely monitor the contractor's compliance with maintenance and protection of traffic contract requirements to ensure that adequate protection is in place at all times in accordance with the Port Authority's directives. As noted earlier, GPI inspection personnel will be completely familiar with these requirements before entering into the various project assignments. They will record any deficiencies in their daily reports and will report them to the resident engineer to take corrective action without delay. GPI team inspectors will continually inspect all work zones to ensure that adequate protection is in place at all times and the proper placement of temporary barriers, pavement markings, signs, and flashers are maintained by the contractor. The GPI team will take appropriate action in the field with the contractor to minimize or overcome traffic delays due to the contractor's operations, such as not adhering to lane closure allowable time restrictions and failing to maintain proper set-up of MOT materials and safety devices. Our inspection staff will serve as the liaison between the respective contractors and the Port Authority's resident engineer(s) for the coordination of work requiring maintenance and protection of traffic operations in conjunction with notification and approval of the facility operation managers.

During the construction periods when traffic schemes are in effect, members of the GPI team will monitor the contractor's compliance with the maintenance of traffic contract requirements on a daily basis. Placement and conditions of temporary construction signage will be continuously monitored to assure maximum

effectiveness. The individual designated for MOT related inspection assignments will be completely familiar with these requirements, as well as the NYSDOT Manual of Uniform Traffic Control Devices (MUTCD). The inspector(s) will constantly observe that all proper MOT protocols and approved plans are being adhered to.

During the progress of the work, which affects or may be affected by vehicular traffic, adequate safeguards and protective equipment to protect life, health and safety of the public and workers will be provided by the contractor. GPI will ensure that the contractor provides such measures in conformance with a detailed MOT plan. The referenced plan, to be provided by the contractor and reviewed and coordinated by GPI, will include:

- Written text defining the proposed schedules of lane closures and the work scheduled to be completed during each task affecting vehicular traffic.
- A detailed description defining the duration of any proposed lane closure. Lane closures, when required for the progress of work or dictated by safety requirements, will be limited to the hours of operations as defined in the contract documents.
- A detailed listing of equipment and manpower proposed to implement the traffic control plan and methods for installing and removing traffic control devices.
- Full size traffic control plan drawings of the proposed equipment layout and location of safety and traffic control devices such as truck-mounted impact attenuators, flashing arrow boards, regulatory and warning signs, and traffic cones. Plan drawings will also identify specific construction vehicular access points.
- Procedures to be followed in the event of an accident. At a minimum, this would include identification of designated and responsible GPI personnel, designated contractor personnel in the field, and representatives of the Port Authority.

As part of the overall traffic control plan, GPI will coordinate field meetings with the contractor to confirm that his labor force is fully informed of the plan specifics and their individual responsibilities. These meetings will also serve to instruct and remind field personnel of potential hazards within the work zone. The extensive relevant experience of our team will be an invaluable asset as the various phases of construction are implemented, so that the traveling public can safely pass through the construction zones at all times, without discomfort or inconvenience, and the contractor and construction inspection workforce are properly protected from passing traffic.

In addition to MOT operations, coordination of work activities and locations for all construction work tasks will be necessary to sustain a conflict- and delay-free work environment. This is of critical importance, considering that there may be several simultaneous contracts underway at multiple facilities, plus scheduled routine maintenance being performed by the Port Authority's own forces. Although contractors are clearly notified and kept apprised of the possibility of interference with other active contracts and facility maintenance forces, the GPI team will take a proactive role in the coordination of these work operations to minimize potential conflict. GPI, under the direction of facility engineering, will hold monthly coordination meetings with all stakeholders to discuss short- and long-term schedules so each participant has a clear understanding of what the others are doing. Additionally, weekly look-ahead work schedules will be available and distributed to all stakeholders. The project manager and staff will maintain contact lists containing office phone and cell phone numbers and respective emails accounts for the key people involved with each project so that in the event that changes occur in schedules or emergencies arise, we can quickly and effectively coordinate response actions and alternative planning. These proactive coordination measures are currently being implemented at the Bayonne Bridge (BBNCP), where substantial detour/rerouting and realignment of main span, approach ramp and feeder roads has been coordinated and implemented without concern in advance of major work activities being performed during the bridge reconstruction process.

Inspection Documentation

As part of our quality assurance inspection program, inspectors will prepare daily reports for each calendar day of work in the contractor's contract. Entries will be based on his/her inspections of the relevant daily activities performed by the contractor and subcontractors. Acceptability of the work will be based on conformance with the contract documents and referenced standards. The inspectors' daily report (IDR) includes sections for general information and also for specific site conditions and events; including: weather, location and description of work performed; payment information; deviations and non-conformances; safety violations; and identification of the contractor and subcontractor's personnel and equipment utilized during

the daily work operations. When completed, the IDR's are incorporated into EBuilder, the Port Authority's newly adopted document management system database, where they can be reviewed by the resident engineer and other Authority management personnel, as applicable. In addition to standard reporting attachments utilized by the Port Authority, GPI has developed activity-specific checklist attachments to the IDR designed to provide individual task details and intended to enhance data presentation and ease of use. The following are examples of IDR possible attachments the Port Authority and/or GPI may incorporate:

- Non-Conformance Report
- Accident Report
- Item/Activity Specific Checklist
- Equipment Calibration Sheet
- Material Delivery Sheet
- Deviation/Punchlist Sheet
- Concrete and Asphalt Placement Checklist(s)
- Field Paint Application Checklist(s)

Our programs are based on ISO 9001 standards for quality assurance and will be structured to meet or exceed the Port Authority's expectations.

Deficiency/Punchlist Tracking

Throughout the life of each assignment, the assistant resident engineer and office engineer will assist the resident engineer in the development and maintenance of deficiency/punchlists, through the use of our relational databases, which indicate descriptions of any discrepancies or deficiencies in the work performed by the contractor, and, if required, an associated cost to correct each item. The punchlist process will start with the GPI field inspectors who, when noting a deficiency, will fill out and attach to their daily report a deficiency/ punchlist form. When it is received in the office, the office engineer will input all pertinent information into the EBuilder project database. Monthly report updates will be generated and distributed to both the Port Authority and contractor. The EBuilder database will automatically keep a running total of the costs and give the contractor a clear and thorough understanding of the scope and cost of each item. By doing this, the contractor will take care of these issues during the course of the project instead of waiting until the end and having deductions taken from their substantial completion invoice. Completion of all established punchlist items will be verified and documented prior to final acceptance of the work. The punchlist will also include any outstanding documentation.

Non-Conformance Control

GPI intends to minimize the need for action in this regard by achieving, in advance, a full and thorough understanding with the contractor of what is expected and required from all parties. In order to secure this, the resident engineer/assistant resident engineer will schedule pre-work meetings with the contractor to review each new type of operation before work on that operation begins. Appropriate members of the inspection staff will attend and participate. The contractor will be expected to bring responsible supervisors and subcontractors when indicated as appropriate by the resident engineer. Pertinent safety provisions, materials testing and certification requirements, approved shop and erection drawing availability, maintenance of traffic requirements, lay down areas, access to the work, means and methods and other technical aspects of the work operations will all be reviewed. Depending on circumstances, the resident engineer/assistant resident engineer will prepare special minutes of the pre-work meeting, add a section to the regular job meeting minutes, or write a memo confirming understandings reached at the meeting.

In the event that any unacceptable or substandard work is discovered, or installation of material or equipment has not been properly approved, the inspector will immediately verbally inform the contractor's supervisor of the affected operation, and direct immediate correction of the situation. If this secures satisfactory correction and subsequent compliance, the inspector will note the incident in his Daily Report. If, however, the contractor does not immediately make a satisfactory correction or comply, and the inspector is ignored or the contractor's representative disputes that the work is deficient, then the inspector will inform the resident engineer of the situation. Upon immediately reviewing the inspector's action, and if he concurs with the inspector's finding, the resident engineer will inform the contractor in writing, in the form of a non-conformance report, of the offending work's rejection. The incident will be recorded by the inspector in his/her IDR. There will be no payment authorized for the rejected work until it is satisfactorily corrected, accepted as is by the Port Authority, or removed and satisfactorily replaced. Neither will there be any payment for subsequent work which, though otherwise acceptable, would have to be removed or disturbed to uncover or provide access to the rejected work. If this fails to secure compliance, the resident engineer will recommend to the Port Authority's

project manager that work be suspended until satisfactory corrections are made. The situation will be tracked in project Meeting Minutes and in a non-conformance status log as detailed by the Port Authority's recordkeeping protocols.

Security

Unfortunately, the world has changed since September 11, 2001. New York City has changed also. As the financial capital of the world and the nerve center of the United States, NYC in particular is a vulnerable target for terrorist organizations looking to make another statement on the world stage and destroy our accustomed way of life. Recent attempted attacks aimed at the heart of Manhattan and our iconic bridges and tunnels remind us that protecting our most valuable assets has become of paramount importance.

Based on the events of 9/11, security has been elevated to the forefront of facility needs and infrastructure protection throughout the Port Authority facility network. PANYNJ has responded with new security and safety zone provisions that are now in place and are currently being implemented by teams of GPI inspectors at multiple bridge and tunnel facilities.

Secure Worker Access Consortium (S.W.A.C.)

The Secure Worker Access Consortium (S.W.A.C.) was originally developed in cooperation with PANYNJ to assure the highest levels of identity and criminal background screening for workers who access our nation's critical infrastructures such as the World Trade Center complex, NY/NJ airports, rail and bus terminals, bridges and other sensitive transportation facilities. The S.W.A.C. program promotes safe and threat free work sites by ensuring that all contract personnel and subcontracted labor successfully complete background screening and credentialing in accordance with the criteria for any assignment they participate in. S.W.A.C. officially began operations on February 1, 2007 in the NY/NJ region at PANYNJ airports in both states, and has continually expanded to cover all PANYNJ facilities.

S.W.A.C.'s unique strength is its ability to effectively facilitate a cooperative effort among public and private agencies, facility owner/operators, contractors, and their labor partners. Real-Time Verification™ (RTV3) technology utilized by S.W.A.C. enables the secure online sharing of personal information so that security managers can easily verify that workers are known and have a demonstrated threat-free history in accordance with unique, site-specific screening standards. Most importantly, information sharing eliminates redundant identity and background checks that translate into significant efficiencies and cost-cooperatively improves regional security. S.W.A.C. has been proven to be truly multi-modal and effectively interoperable in real-world use by the NY/NJ regional transportation sector. GPI is completely familiar with and has participated in the S.W.A.C. secure identification system on multiple Port Authority projects and is fully committed to using this technology to minimize potential threats during any assignments for the "As-Needed" Storm Related Resiliency Projects.

The GPI team will continue to implement the current plan and any changes that PANYNJ Police and security may require as the program continues to evolve. The current plan includes the following:

- Project Contact List – Copy of current project emergency telephone numbers.
- Mustering Method for Crews – Outline of how personnel will be received, identified and released from project work areas.
- Personal Identification – Each and every project participant shall wear photo identification, clearly displayed, that is issued by the Port Authority through the Secure Worker Access Consortium (SWAC) or Airport specific security ID offices.
- Deliveries – Outline of how equipment/goods will be received, tagged and removed from project areas.
- Flammable Items – Type, size and location of flammable inspection items.
- Vehicle List – Type, location and operator.
- Personnel List – List of workers for active projects.
- Needs/Solutions – Project unique security items and proposed means to address them.

Public transportation facilities are truly business enterprises on a grand scale. In the days since 9/11, for a large public transportation agency it is a necessary but exceedingly difficult task to completely protect multiple facility venues when confronted with a very real and ever-increasing potential threat. To complicate matters, implementing simultaneous construction contracts at multiple facilities means allowing and tracking scores of tradespersons as they move regularly through and around security sensitive areas within individual facilities. It is precisely within this range of security parameters that the GPI quality assurance inspectors are most effective as pro-active members of the Port Authority's front line security effort.

Our long-term exposure to/and implementation of daily security protocols at high profile Port Authority facilities - Bayonne, George Washington, Goethals and Outerbridge Crossing; Lincoln and Holland Tunnels; JFK , La Guardia and Stewart Airports - will be invaluable tools in the Port Authority's continued vigilance against security threats throughout their transportation system. By serving as additional eyes and ears during ongoing construction activities, GPI will be actively and acutely aware of all changing conditions regarding materials, equipment and personnel at each jobsite. As such, the GPI team will take the lead in notifying Port Authority security forces of any instances of suspicious and unattended packages, unauthorized personnel and vehicles, and potential threatening conditions. With direct communication links to Port Authority security and local Police and emergency providers for real-time response, the GPI team will be an integral and major link in the Port Authority site security program chain.

Task E. Contract Administration

The core component of the overall quality assurance process for any construction rehabilitation project is the administration program. The administration program consists of procedures and protocols developed and implemented by the administrative staff to track and document all correspondence and project records from start to finish to/from all participants. The success of the administration program is invariably linked to the organizational skills, relevant experience and qualifications of the administrative staff.

Since 2002, the GPI team has developed and completed - and is currently implementing - administration programs for several Port Authority projects very similar in scope and complexity to those that will be required for this "As-Needed" Storm Related Resiliency contract. As such, the GPI team members include assistant resident engineers and office engineers who have held leadership positions in quality assurance (QA) administration and have implemented quality assurance processes at Port Authority facilities system wide. From GPI's extensive experience and our thorough understanding of the Port Authority's contract administration process, we have outlined the following criteria which we strongly feel must be considered during project start-up to yield a successful contract administration program at the end of each assignment.

Post Award Contract Changes and Change Orders

Post Construction Award Contract Changes (PACC) are an important part of the administrative process. PACCs are prepared and initiated on an individual basis, and can be issued by multiple departments within the Port Authority realm (Construction Management Division, Project Management Division, Tunnels Bridges & Terminals, etc.), depending on particular circumstances. The department that initiates a PACC prepares all required documentation backup, including:

- Contract data, description and reason for the change;
- Engineer's estimate and drawings, sketches and photos detailing the scope of work;
- Required forms and supplemental information.

During the review process, the GPI team will assist the resident engineer in researching and preparing independent, task-specific PACC estimated costs (Engineer's Estimate), utilizing various available resources, including: the "Construction Trade Labor Rates for Estimating Construction Projects", Blue Book rates for equipment, on-line estimating resources, construction experience, and discussions with the chief estimator's office. The completed PACC package is forwarded, including signed drawings or field sketches, in order, to the resident engineer, the engineer of construction, and the line department for review and approval. When the estimate for the PACC exceeds $50,000, the assistant chief engineer joins the review and approval process. The resident engineer simultaneously solicits a request for quote (RFQ) from the project contractor. Upon receipt of both the contractor's proposal and the approved PACC by the resident engineer, the contractor's proposal is compared against the engineer's estimate. The contractor's proposal is deemed acceptable if it falls within the following guidelines:

Engineer's Estimate	Deviation in Contractor's Estimate
<$10,000	25%
$10,000-$25,000	15%
$25,000	10%

In cases of deviation of the contractor's cost proposal outside these ranges, the PACC is re-issued by the resident engineer and the review process is repeated using the contractor's cost for comparison. The Port Authority can either accept the contractor's price or exercise the option to proceed with the PACC work on a time and material (T&M) basis. In either case, once the work is authorized to be performed and funding has been allocated, the PACC becomes a change order and the contractor can begin work. GPI has extensive

experience in reviewing and processing PACC requests using Port Authority guidelines and has, on previous occasions, provided key input within this process that has been beneficial in providing time and monetary savings to PANYNJ.

Time and Material Procedures

Change orders are included in the contractor's monthly requests for payment. For change orders in conjunction with an agreed price, payment is made based on the percentage of the work complete. For T&M change orders, contractor-submitted records for all labor, materials and equipment are reviewed and accepted by the office engineer via Desk Audit.

Time and material work falls into three categories - net cost work, extra work, and disputed work. Net cost work is work that may occur but uncertainty exists as to the necessity or the actual quantity of work to be performed (for example underground utility relocation). Extra work and disputed work occurs when the contractor is ordered by the Port Authority to perform work not originally anticipated, or due to changed or unforeseen field conditions/requirements, while an agreement on the value of the extra work is negotiated. Extra work can be paid either as a lump sum payment, or based on T&M records compiled during the performance of the work.

During work that is considered to be paid on a T&M basis, the resident engineer will issue a Letter of Direction to the contractor to proceed with the extra work. GPI inspectors will track and record all aspects of the work being performed, including man-hours spent, use of materials and equipment, and any conditions or circumstances that may be relevant to establishing validity of payment for the work. The tracking tickets will be corrected (if applicable), signed and stamped by the inspector, and then will be forwarded to the office engineer for review and to verify or reject the legitimacy of the contractor's request for payment. If the resident engineer and the contractor can agree to a lump sum before 50% of the scope of the extra work is complete, a revised PACC for the agreed upon amount will be processed in accordance with standard construction PACC guidelines. In the event that the work is completed prior to final agreement of a PACC, the T&M tracking data will be utilized during the negotiation process to establish a fair and agreed upon lump sum price. The GPI office engineer will provide the resident engineer with all pertinent information and back-up available in order to make an informed final decision for the approval or disapproval of the contractor's T&M request.

Classified Items

At the start of each assignment that utilizes unit price items, the field engineer will prepare a summary log of classified items for his/her use. As part of daily inspection quality assurance protocol, the classified item work in progress will be recorded in the daily narrative. The recorded item/completed quantities are provided to the office engineer for entry into Wintrak for subsequent tracking of contract work completed progress. This method of tracking/recording completed item progress will be a useful tool in evaluating whether the assignment is proceeding on time, by comparing in real-time the work completed percentage (in $) versus the time completed percentage (in CCD) to determine whether the project is ahead of or behind schedule.

Partial Payment Processing

Payment applications are submitted by the contractor on a monthly basis. Port Authority contracts can be paid as lump sum or individual item contracts; therefore progress payments are based either on the percentage of work completed or direct measured quantities. The GPI administrative staff has significant experience within the Port Authority system with these payment-tracking scenarios. The process for the monthly payment application will be as follows: Upon submittal of a payment request by the contractor, the GPI assistant resident engineer will review and verify the submitted percentages and/or measured quantities. Percentages and measured quantities (as applicable) will be confirmed through a calculation verification process to ensure that reported quantities are accurately represented (all time and material charges will have been previously "desk audited" by the office engineer). The office engineer will compile and review all required back-up forms (Authority-approved format) prepared by the contractor. The assistant resident engineer will then submit the reviewed payment (with comments as necessary) to the resident engineer for approval and subsequent processing.

Document Control Systems

For the past three-plus decades, GPI has been actively involved in construction management and inspection endeavors for major bridge rehabilitation and retrofit projects in NYC for key clients such as the Port Authority, NYCDOT, NYSDOT and the TBTA. During this time, GPI has been involved every step of the way with developing and implementing a multitude of improved computerized documentation control systems (CDCS) using wide-ranging and cutting edge CDCS methods and programs.

The GPI team is thoroughly knowledgeable and fully capable of incorporating the latest technology and automation tools available into the contract administration process to manage project information and data. For ongoing Port Authority projects, GPI is currently using Wintrak (similar to Contrak) to administer and maintain all payment information (progress payments, classified items, net cost, Pending Item Notifications (PIN's), PACCs).

Additionally, GPI office engineers and administrators have maintained document control systems including relational databases for the tracking of all project information such as:

- Correspondence Tracking Systems
- Shop Drawing Tracking System
- Field Data Measurements
- Submittal Tracking System
- Progress Meeting Action Item Tickler
- Deficiency/Punchlist Tracking
- Material Control and Quality Control Program

The preferred Port computer document control database is EBuilder was introduced to the Port Authority by GPI on the Bayonne Bridge Navigational Clearance Program (BBNCP). GPI is currently utilizing this progressive database on BBNCP for easy storage, manipulation, tracking and retrieval of large amounts of information, including: project submittals, requests for information (RFI's), non-conformances, shop drawings, correspondence, photographs and meeting minutes. EBuilder allows for quick sharing and dissemination of critical project information, creating a powerful and efficient management tool intended to elevate quality controls and assurances beyond the life of the project. The organization of the BBNCP project has been greatly enhanced by the use of EBuilder by increasing the accountability of all contract responsible participants. Our staff is completely familiar with and trained in the use of EBuilder, as well as Expedition, Lotus Approach and Microsoft Access.

Prepare List of Contractor Submittals and Deliverables

Before the start of construction, GPI will review the contract documents and develop a list of all documents (i.e., permits, affidavits, releases, bonds, waivers, manuals, shop drawings, procedures) required to be submitted by the contractor/subcontractors prior to beginning work or specific tasks. The list will be used by the GPI team and the Port Authority to ensure that all required documents are submitted by the contractor in a timely manner. The submittal list will be set up in the CDCS to track the status of any submittal at the touch of a keystroke. Reports will be set up to reflect key information such as the associated item number, ball in court, description of submittal, expected due date for submission, etc.

Set Up Project Filing System

Upon award, GPI will set up files for the administration of each construction contract in accordance with Port Authority standards, which will include the following as a minimum:

- The contract between the Port Authority and the selected contractor;
- Requests for information (RFI) that would contain all design- and construction-related questions generated by the contractor/CM and associated responses from the Port Authority/REI or Design Engineer;
- Field transmittal memoranda (FTM) which would contain all written correspondence to the contractor;
- Progress payments for storage of records for all contract payments;
- Material certifications;
- Minutes of meetings;
- PACCs, change orders, including all change order data;
- Bid documents, including contract drawings, proposal and all addenda;
- Field changes and as-built conditions;
- MSDS;
- Suppliers;
- Subcontractors;
- Permits;
- CPM schedule;
- Security program;
- Field inspection program;
- Notice of proposed change order and amendment tracking;
- Emergency demobilization plan;
- Safety plan;
- Quality Management plan

As previously noted, GPI will maintain a computerized document control system as stipulated by the Port Authority for the digital storage and transfer of the project files.

Project Meetings

Project meetings are another key element for a successful rehabilitation project, for they present an open forum for all parties to review and discuss scheduled and anticipated events, construction and administrative progress, and ongoing issues of concern.

It is the intention at GPI for the assistant resident (Lead) engineer and the office engineer to attend and contribute valid input during all project meetings, which can be numerous. For instance, during our current Bayonne Bridge (BBNCP) project, the following meeting schedule is adhered to:

- Weekly contractor/MOT/ security meeting
- Weekly technical meeting
- Weekly project coordination meeting
- Bi-weekly progress meeting
- Bi-weekly schedule meeting
- Monthly facility coordination meeting

For any assignments designated to GPI under the "As-Needed" Storm Related Resiliency Project, we will attend and participate in these meetings to address construction issues and the performance of work during the life of each assignment, and to keep Port Authority management informed of issues and progress for the life of the assignment.

Regularly scheduled project meetings will also serve as prime opportunities to embrace effective coordination and communication amongst all project participants. GPI team members, the contractor's representatives, and subcontractors will attend the meetings with Port Authority representatives, design team members and others, as appropriate. This is considered absolutely essential for promoting the close coordination of all work activities and parties involved. At these meetings, all issues associated with the projects will be discussed, documented and resolved so as not to potentially delay construction. Schedule, submittals, manpower, facility access, project progress, impact by/on other construction projects, and coordination with outside agencies (such as utilities), are just some of the issues that will be addressed on every meeting agenda.

Task F. Cost Engineering/Estimating Services

In order to enhance our construction management services, GPI has included PACO Group, Inc. on our team to provide cost engineering/estimating services. Under the direct supervision of GPI, PACO will provide the Port Authority with a full range of estimating services for all construction disciplines and all types of estimates. These include conceptual estimates, preliminary estimates, schematic design estimates, design development estimates, and estimates of all necessary working drawing phases up to and including final estimates. Additionally, our team is experienced in value engineering, owner's representation, feasibility studies, comparative cost analysis, bid analysis, change order negotiations, product studies, and review of contractor bid items. **PACO has provided these quality services to the Port Authority in the past.**

Cost estimating constitutes the foundation of project cost and schedule control, and gives owners control over their projects. The GPI team recognizes the need for owners to minimize costs, and utilizes seasoned professionals who understand the complex variables which determine cost: materials, equipment, labor rates, productivity, profit, benefits, taxes, insurance, schedules, etc. We combine this understanding with unmatched estimating and cost management skills, accurate data and a thorough knowledge of client objectives to create the information needed to make sound functional and economic decisions during design, and to effectively control costs during construction.

Estimating is typically a four-stage process that, throughout the design phase, develops increasingly accurate cost information for the client. Cost reduction decisions made during design, and before major monetary commitments, save clients time and money, and encourage responsive construction bidding. With our system, we can adjust the method of take-off to varying levels of detail, depending on the available plan and specification data. This feature enables GPI to produce reasonable estimates from very preliminary information.

1. The first project estimate, the budget/conceptual estimate, compares the initial budget with historical cost data for a similar project. The historical cost data is continuously updated by our knowledge of current market conditions. This estimate also takes into account specific project and site constraints as well as financial limits. We then work with the design team to achieve these goals. Construction costs are compared with our own and industry databases to identify high cost elements and suggest ways to reduce them.
2. The second estimate defines major building components, such as site work, foundations, and specialty items, for which we can develop preliminary costs. A more detailed review of the A/E's cost estimate is performed at the design development phase as specific project components are better defined. GPI estimators review the design to identify information and systems. All estimates are reconciled using applicable unit rates based on current cost information. Should the situation occur in which information is unavailable on a particular component or portion of the estimate, GPI will factor those costs based on historical data.

3. The third estimate evaluates and defines the cost of major elements and sub-elements, including long-lead items and other major requirements. From these three estimating procedures, problem areas with respect to cost will be identified for review and reevaluation.
4. Finally, our estimators use bid documents, complete working drawings and specifications to establish the fourth and most detailed estimate - the takeoff construction estimate. This final estimate serves as the basis for the computerized cost control model that is used to monitor project status throughout construction. It should be understood that estimates are performed before and in support of value engineering studies.

Each estimate takes into account specific project characteristics: operational constraints, environmental considerations, utility relocation and upgrading, design requirements, construction phasing limitations, and any temporary operational measures required. It also reflects logistical problems the contractor may have when actually organizing and constructing a proposed project. For each estimate, a realistic allowance is made for cost escalation and contingency. This allowance is identified and included in the total cost.

Task G. Resources

The depth of resources provided by the GPI team and the breadth of experience in the discipline areas required (civil, structural, electrical, mechanical) will be the key to the successful execution of the Port Authority's assignments under this contract. GPI is prepared to fully commit our team's vast resources to this project. With a combined resource pool in the NY/NJ area of more than 400 multi-disciplined engineers and quality assurance inspectors, the GPI team is ***perfectly*** positioned to respond to the needs of any project assignment.

With regard to the requirements in the RFP for specifically licensed and certified personnel, the GPI team is in compliance with the requirements, as indicated in the total staff numbers below.

-NY/NJ Licensed Engineers/Architects – **44**
-ACI Concrete Construction Special Inspectors – **11**
-ICC Certified Structural Steel & Bolting Inspectors – **15**
-NACE Level 1 (or more) Coatings Inspectors – **24**

In addition, the GPI team currently has over 50 construction management and inspection staff with relevant Port Authority experience. With regard to other resources needed to complete construction management assignments, we have at our disposal both in-house and outside support services for providing surveying, material subconsultants, testing services, leasing of project vehicles, and industry specialist relationships. GPI routinely enters into subcontractor, testing and leasing agreements on many of our assignments.

Subconsultants and DBE Participation

GPI is thoroughly committed to using qualified and experienced disadvantaged business enterprise (DBE) firms that are in compliance with the Port Authority's guidelines As such, we have joined forces with other relevantly experienced local firms to form a supremely qualified and dedicated construction management and inspection team, capable of delivering the necessary comprehensive quality assurance services that the "As-Needed" Storm Related Resiliency Project deserves. For this project, GPI will meet the specified requirements for DBE firms. We have selected firms with outstanding capabilities in the field of construction management and inspection. Our team's DBEs are **KS Engineers, P.C.** and **PACO Group, Inc.**

KS Engineers, located in Newark, NJ, and Manhattan, NY, will provide electrical/mechanical and structural inspectors as needed for the assignments. GPI has successfully worked with KS on many projects. In fact, KS is currently serving as a subconsultant to GPI on the Bayonne Bridge (BBNCP) project, for which they are performing construction inspection.

PACO Group, of Manhattan, NY, will provide cost estimating and scheduling services and supplement our team with inspectors as needed. PACO has been a subconsultant on GPI's previous construction management contracts for the Port Authority.

GPI maintains a proud history and excellent working relationships with these proven firms and is confident that they will enhance and complement the range of services provided.

Summary. The GPI "As-Needed" Storm Related Resiliency Project team is absolutely capable of addressing all assignments presented to us by The Port Authority of NY & NJ. For the duration of all or any of these potential assignments, the Port Authority will have at their disposal a team of supremely qualified, multi-discipline professionals ready to tackle diverse and similar scopes of work at any of the facilities owned and operated by the Port Authority. In keeping with our long history of providing comprehensive, dedicated, successful construction management and inspection services, the GPI team is eager to continue working with the Port Authority's Construction Management Division.

STAFFING PLAN

ATTACHMENT E

Attachment E

Staffing Plan Template

RFP NO. 38268

IF THE STAFFING CATEGORIES LISTED BELOW DIFFER FROM YOUR FIRM'S, LIST YOUR FIRM'S STAFFING TITLES WITHIN THE CATEGORY THAT BEST MATCHES.

Staffing Category		PROPOSER'S STAFFING TITLES	
INSPECTORS	1	Diego Alaimo, P. E.	Project Manager
	2	Syed Imran Ali	Construction Inspector- Painting & Structural Engineering
	3	Peter Alley	Assistant Resident Engineer Civil/Structural Engineering
	4	Kwesi Amegah, P. E., Ph.D	Civil/Structural Construction Inspector/Engineer
	5	Muhammad Ansari, P. E.	Resident Engineer/Project Manager
	6	Alyson Aulet-Valentine	Sr Inspector
	7	Lynnette Baptiste	Inspector
	8	Kenneth Boykin	Inspector
	9	Jeanne Brady	Sr. Inspector
	10	George Broberg, P. E., PP	Project Manager
	11	Vitally Bykov	Electrical Engineer/Construction Inspector
	12	Wayne Caggiano P.E.	Resident Engineer
	13	Wesley Campbell E.I.T.	Sr Electrical Inspector
	14	Garfield Cardinez	Sr Inspector
	15	Mhed Charles	Sr Inspector
	16	John Chiang P.E.	Sr Inspector
	17	Raymond Cholewka, P. E.	Resident Engineer - Structural Engineering
	18	Christopher Colon	Inspector
	19	Luz Coy	Inspector
	20	Gary Crozier	Sr Inspector
	21	Camilo Cruz	Inspector
	22	David Cunningham	Inspector
	23	George Davis, P. E.	Resident Engineer/Project Manager
	24	Zorey Deresh	Construction Inspector- Structural Engineering
	25	Manthan Desai E.I.T.	Sr Inspector
	26	Eddie Dlangco	Structural Inspector
	27	Majdi El-Taher	Sr Inspector
	28	Attef Farag, P. .E.	Resident Engineer Civil Engineering
	29	Fernando Flores	Inspector

Staffing Category		PROPOSER'S STAFFING TITLES	
INSPECTORS	30	Dawn Garcia E.I.T.	Inspector
	31	Nelson Garcia	Coatings Inspector
	32	William Godfrey	Sr Inspector
	33	Ilya Gologorskiy P.E.	Resident Engineer
	34	John Goon	Sr Electrical Inspector
	35	Brian Gormley E.I.T.	Inspector
	36	Joseph Greenman E.I.T.	Sr Inspector
	37	Washner Guerrier	Sr Inspector
	38	Anthony Haran	Inspector
	39	Caryn Hart	Electrical Inspector
	40	Steven Jones	Sr Inspector
	41	Darryl Kemp	Sr Inspector
	42	Fred Koomson	Civil/Structural Construction Inspector
	43	Gabriel Lageyre	Inspector
	44	Rochelle Lancy	Inspector
	45	Gregory Lau	Electrical Inspector
	46	Ken Leo	Inspector
	47	William Leong	Inspector
	48	Reynaldo Libunao, Jr.	Electrical Construction Inspector/Engineer
	49	Ian MacKenzie E.I.T.	Sr Inspector
	50	Keith Major	Inspector
	51	Andrea Malenich	Safety Inspector
	52	Igor Malkovskiy, P. E.	Sr Inspector
	53	Jeffrey Mando	Inspector
	54	Steve Mar	Electrical Inspector
	55	John Marcel	Coatings Inspector
	56	Eugene Marciano, P. E. Ph.D.	Resident Engineer - Geotechnical Engineering
	57	Barry Matarangas, P. E.	Resident Engineer
	58	Edward McMartus	Electrical Construction Inspector
	59	Thomas Moen, E.I.T.	Resident Eng/Sr Inspector
	60	Harvey Moutal, P. E., BCEE	Project Management
	61	Amit Mukheja	Coatings Inspector
	62	Nico Napoleoni	Inspector
	63	Luis Nina	Inspector
	64	Christopher O'Donnell	Assistant Resident Engineer/Sr Inspector
	65	John O'Har	Sr Inspector

Staffing Category		PROPOSER'S STAFFING TITLES	
INSPECTORS	66	Marcus Olivo	Sr Inspector
	67	Lawrence O'Rourke, P. E.	Resident Engineer
	68	Ignacio Ortega	Sr Mech/Elec Inspector
	69	Carl Ortmann, P. E.	Resident Engineer Structural Engineering
	70	Scott Plant, P. E.	Resident Engineer - Structural Engineering
	71	Nzinga Porter	Inspector
	72	Richard Procaccio	Sr Inspector
	73	Reese	Assistant Resident Engineer/Sr Inspector
	74	Maria Reiher	Coatings Inspector
	75	Jonathan Reynolds E.I.T.	Inspector
	76	Sheldon Rimipel	Construction Inspector- Painting & Structural Engineering
	77	Edward Roche, P. E.	Resident Engineer
	78	Sylvain Rodrigue	Sr Coatings Inspector
	79	William Rossiter	Inspector
	80	Reza Saba	Sr Inspector
	81	Saif Salahuddin, P. E.	Resident Engineer/Project Manager
	82	Jeffrey Schramm, P. E.	Sr. Inspector
	83	Thomas Shepherd	Sr Inspector
	84	Omar Soriano E.I.T.	Inspector
	85	Evan Steele	Coatings Inspector
	86	Charles Stives'	Sr. Inspector
	87	Elliot Strika	Coatings Inspector
	88	Ronald Takla	Assistant Resident Engineer
	89	Anthony Tillakos	Coatings Inspector
	90	Guy Toussaint	Sr Inspector
	91	Robert T. Trapani	Sr Inspector
	92	Natanael Vasquez	Inspector
	93	Charles Viveiros	Coatings Inspector
	94	Sheldon Williams	Construction Inspector Paint/Structural
	95	Gregory Yuzuk	Coatings Inspector
	96	Phenol Zamor	Sr Electrical Inspector
	97	Ahmed Zubair	Construction Inspector- Painting & Structural Engineering

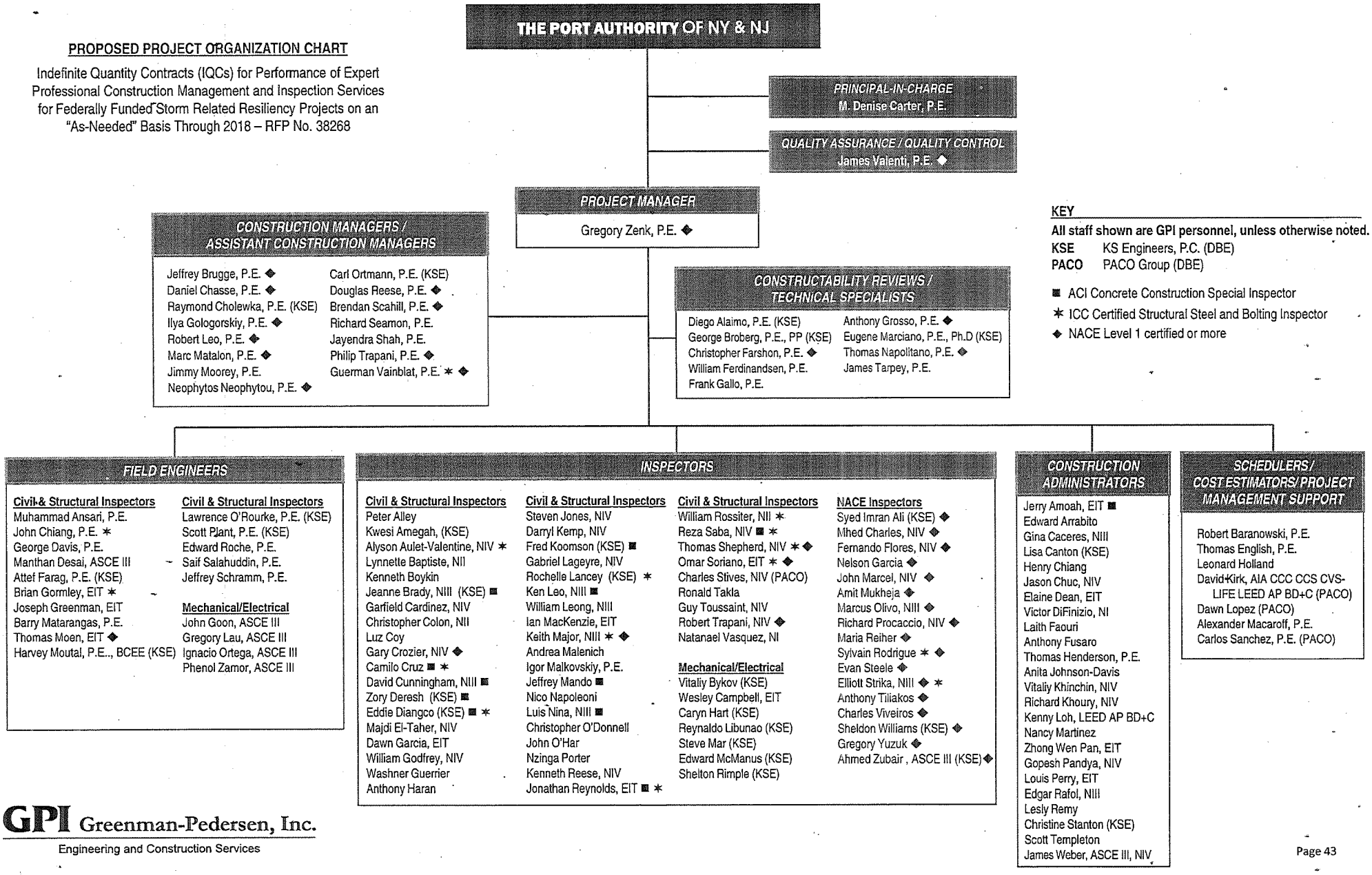
Staffing Category		PROPOSER'S STAFFING TITLES	
CONSTRUCTABILITY REVIEW	1	Jeffrey Brugge P.E.	Resident Engineer
	2	Daniel Chasse P.E.	Resident Engineer
	3	Christopher Farschon, P. E.	Resident Engineer
	4	William Ferdinandsen, P. E.	Resident Engineer/Project Manager
	5	Frank Gallo, P. E.	Project Manager
	6	Ilya Gologorskiy P.E.	Resident Engineer
	7	Anthony Grosso, P. E.	Resident Engineer
	8	Robert Leo, P. E.	Resident Engineer
	9	Marc Matalon P.E.	Resident Engineer
	10	Jimmy Moorey P.E.	Resident Engineer
	11	Thomas Napolitano, P. E.	Project Director/Project Manager
	12	Neophytos Neophytou, P. E.	Resident Engineer
	13	Douglas Reese P.E.	Resident Engineer
	14	Brendan Scahill P.E.	Resident Engineer
	15	Richard Seamon, P. E.	Project Manager
	16	Jayendra Shah P.E.	Resident Engineer
	17	James G. Tarpey P.E.	Resident Engineer
	18	Philip Trapani P.E.	Resident Engineer
	19	Guerman Vainblat, P.E.	Resident Engineer
	20	James Valenti P.E.	Resident Engineer
	21	Gregory Zenk, P. E.	Project Manager
CONTRACT ADMIN	1	Jerry Amoah E.I.T.	Office Engineer
	2	Edward Arrabito	Office Engineer
	3	Gina Caceres	Assistant Office Engineer
	4	Lisa Canton	Contract Specialist
	5	Henry Chiang	Office Engineer
	6	Jason Chuc	Office Engineer
	7	Elaine Dean E.I.T.	Office Engineer
	8	Victor DiFinzio	Assistant Office Engineer
	9	Laith Faouri	Assistant Office Engineer
	10	Anthony Fusaro	Office Engineer
	11	Thomas Henderson P.E.	Office Engineer
	12	Anita Johnson-Davis	Assistant Office Engineer
	13	Vitaliy Khinchin	Office Engineer
	14	Richard G. Khoury	Office Engineer

Staffing Category		PROPOSER'S STAFFING TITLES	
CONTRACT ADMIN	15	Kenny Loh	Office Engineer
	16	Nancy Martinez	Office Engineer
	17	Zhong Wen Pan E.I.T.	Office Engineer
	18	Gopesh Pandya	Office Engineer
	19	Louis Perry E.I.T.	Office Engineer
	20	Edgar Rafol	Office Engineer
	21	Lesly Remy	Assistant Office Engineer
	22	Christine Stanton	Contract Specialist
	23	Scott Templeton	Office Engineer
	24	James F. Weber	Office Engineer
COST ESTIMATES	1	Robert Baranowski, P. E.	Senior Engineer
	2	Leonard Holland	Estimator/Inspector
	3	David Kirk, AIA	Chief Estimator/Senior Scheduler
	4	Dawn Lopez	Contract Specialist
	5	Alexander Macaroff, P. E.	Engineer
	6	Carlos Sanchez, P. E.	Senior Scheduler/Cost Estimator
CONSTRUCTION SCHEDULES	1	Thomas English, P. .E.	Engineer/Junior Scheduler
	2	David Kirk, AIA	Chief Estimator/Senior Scheduler
	3	Carlos Sanchez, P. E.	Senior Scheduler/Cost Estimator
	4	Philip Trapani P.E.	Resident Engineer/Scheduler
	5	James F. Weber	Office Engineer/Scheduler
	6		
	7		

ORGANIZATION CHART

PROPOSED PROJECT ORGANIZATION CHART

Indefinite Quantity Contracts (IQCs) for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis Through 2018 – RFP No. 38268



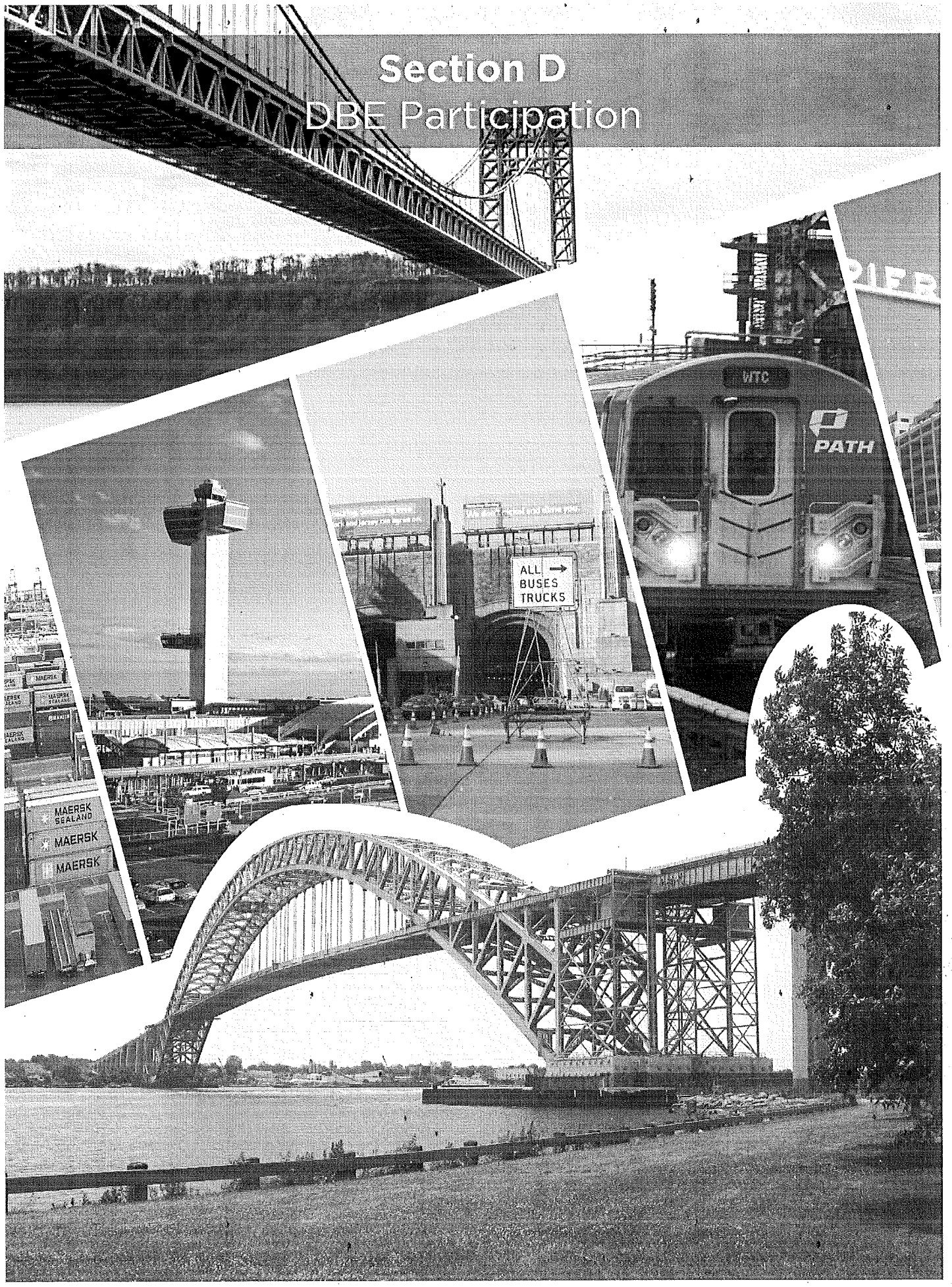
KEY

All staff shown are GPI personnel, unless otherwise noted.

KSE KS Engineers, P.C. (DBE)
PACO PACO Group (DBE)

■ ACI Concrete Construction Special Inspector
✶ ICC Certified Structural Steel and Bolting Inspector
◆ NACE Level 1 certified or more

Section D
DBE Participation



DBE PARTICIPATION

The GPI team is thoroughly committed to using qualified and experienced Disadvantaged Business Enterprise (DBE) firms in the performance of all aspects of work. We maintain excellent professional relationships and continue to utilize DBE firms wherever possible.

The Port Authority of NY & NJ has established a goal of 17% for DBE participation on this Indefinite Quantity Contract for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects. GPI assures the Port Authority of NY & NJ that we are committed to achieving this participation goal. We have selected two highly qualified DBE subconsultants with outstanding capabilities in construction management and inspection services so that at any time, we can provide the proper percentage towards DBE participation.

The GPI team will utilize the services of the following DBE firms:

- **KS Engineers, P.C.**
  494 Broad Street, 4th Floor
  Newark, NJ 07102
  Telephone: 973-623-2999
  Federal ID No.:
  Percentage of Contract Work to be Performed: To be determined, as project assignments dictate.
  Work to be Performed: KS Engineers, P.E. will perform construction management and inspection services.

- **PACO Group**
  110 William Street, Suite 3010
  New York, NY 10038
  Telephone: 212-685-0578
  Federal ID No.:
  Percentage of Contract Work to be Performed: To be determined, as project assignments dictate.
  Work to be Performed: PACO Group will provide scheduling, cost estimating, and construction administration and inspection services.

GPI's DBE program requirements, Attachments D-1 and D-2, have been completed and immediately follow, as well as Attachment D-3 – Information on Solicited Firms. DBE certification letters are also provided.

Subconsultant Contract Terms and Conditions

GPI and the subconsultants agree to the following: GPI shall pay the subconsultants for the work described on the following basis: direct technical salaries times the Port Authority of NY & NJ approved overhead and profit, plus approved out-of-pocket costs, which will be subject to post audit. Payment to the subconsultants will be made within ten days after payment is made to GPI.

ATTACHMENT D-1

DBE GOALS STATEMENT

The undersigned Bidder has satisfied the requirements of the Contract in the following manner (Complete the appropriate spaces):

The Bidder is committed to meeting the DBE utilization goal set forth in this Contract.

or

The Bidder is unable to meet the DBE utilization goal set forth in this Contract, but is committed to a minimum of 17% DBE utilization on this Contract and submits the attached narrative and documentation demonstrating good faith efforts consistent with Appendix A of 49 CFR 26 to meet the DBE utilization goal set forth in this Contract.

Attach as many pages as necessary to provide a full and complete narrative and supporting documentation of good faith efforts made. This narrative shall be submitted on company letterhead and signed.

It is the present intent of the Bidder to utilize the specific DBE firms identified in Appendix A2 in the performance of the Work of this Contract. If for any reason, one or more of the DBE firms identified in Appendix A2 are unable or unwilling to participate, the Bidder will make good faith efforts to replace the DBE firm with another DBE firm in accordance with Part II clause entitled "DBE Program".

Bidder Name: Greenman-Pedersen, Inc.

Federal Tax ID No.: _____

By: M. Denise Carter, Sr. VP/Branch Mgr.
Signature and Title

APPENDIX D2

THE PORT AUTHORITY OF NY & NJ – OFFICE OF BUSINESS DIVERSITY AND CIVIL RIGHTS

DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT

Instructions: Submit one DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT form for each DBE firm used on this Contract.

CONTRACT NUMBER AND TITLE: RFP No. 38268 - IQC for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis through 2018

PROPOSER:

Name of Firm: Greenman-Pedersen, Inc.

Address: 325 West Main Street, Babylon, NY 11702 Telephone: (631) 587-5060

Email Address: dcarter@gpinet.com

DBE:

Name of Firm: KS Engineers, P.C.

Address: 494 Broad St., 4th Fl. Newark, NJ 07102 Telephone: 973-623-2999

Description of work to be performed by DBE: Construction Inspection Services

Calculation (supply only):

The Proposer is committed to utilizing the above-named DBE for the work described above. The estimated dollar value of this work is $ TBD or 17 % of the total contract amount of $ TBD. The anticipated start date is TBD and the anticipated completion date is TBD.

AFFIRMATION

The above-named DBE affirms that it will perform the portion of the Contract for the estimated dollar value as stated above.

By: Harry Baker, Vice President Date: July 9, 2014

Signature of DBE and Title

If the Proposer does not receive award of the Contract, any and all representations in this DBE Participation Plan and Affirmation Statement shall be null and void.

By: M. Denise Carter, P.E. Senior Vice President/Branch Manager Date: July 1, 2014

Signature of Proposer and Title

FOR OBDCR USE ONLY

Contract Goals: ☐ Approved ☐ Rejected ☐ Preliminary Plan Approved

Reviewed By: _____

OBDCR Business Development Representative

Signature: _____ Date: _____

APPENDIX D2
THE PORT AUTHORITY OF NY & NJ – OFFICE OF BUSINESS DIVERSITY AND CIVIL RIGHTS
DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT

Instructions: Submit one DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT form for each DBE firm used on this Contract.

CONTRACT NUMBER AND TITLE: RFP No. 38268 - IQC for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis through 2018

PROPOSER:
Name of Firm: Greenman-Pedersen, Inc.
Address: 325 West Main Street, Babylon, NY 11702 Telephone: (631) 587-5060
Email Address: dcarter@gpinet.com

DBE:
Name of Firm: PACO Group, Inc.
Address: 110 William St., 12th Flr. New York, NY 10038 Telephone: 212.685.0578
Description of work to be performed by DBE: Cost Estimating, Scheduling, Contract Administration, Construction Inspection.

Calculation (supply only): _____

The Proposer is committed to utilizing the above-named DBE for the work described above. The estimated dollar value of this work is $ TBD or 17 % of the total contract amount of $ TBD. The anticipated start date is TBD and the anticipated completion date is TBD.

AFFIRMATION

The above-named DBE affirms that it will perform the portion of the Contract for the estimated dollar value as stated above.

By: _____ Luis Lugo, Jr. - President & COO Date: 6/30/14
Signature of DBE and Title

If the Proposer does not receive award of the Contract, any and all representations in this DBE Participation Plan and Affirmation Statement shall be null and void.

By: _____ M. Denise Carter, P.E. Senior Vice President/Branch Manager Date: July 1, 2014
Signature of Proposer and Title

FOR OBDCR USE ONLY

Contract Goals: ☐ Approved ☐ Rejected ☐ Preliminary Plan Approved
Reviewed By: _____
OBDCR Business Development Representative
Signature: _____ Date: _____

ATTACHMENT D-3

INFORMATION ON SOLICITED FIRMS

The bidder must complete this form for itself and for all firms which gave the bidder a quotation for any work planned to be subcontracted regardless of whether they are ultimately chosen to participate in the Contract. Provide the information required below for every firm that provided a bid or a quote for a subcontract – even if the bid or quote from the firm is not used in the preparation of the final Proposal.

Name of Firm	Address of Firm	Phone Number	Contact Person	Firm Age	Annual Gross Revenue Range NOTE: See Footnote Below	DBE Certified (Yes/No)
KS Engineers, P.C.	494 Broad Street, 4th Floor Newark, NJ 07102	973-623-2999	Kamal Shahid, P.E.	23 yrs.	Over $5 million	Yes
PACO Group	110 William Street, 12th Floor New York, NY 10038	212-685-0578	Luis Lugo, Jr.	25 yrs.	$2-$5 million	Yes

Footnote: Annual Gross Revenue Ranges: Less than $500,000; $500,000 - $1 Million; $1 - $2 Million; $2 - $5 Million; Over $5 Million - Select the category that best identifies the annual gross revenue of the solicited firm.

DBE CERTIFICATION DOCUMENTATION

BizNet Business Profile

KS ENGINEERS, P.C.	
CONTACT INFORMATION	
Description: CONSTRUCTION MANAGEMENT	
Address:	494 BROAD STREET 4TH FLOOR
	NEWARK, NJ 07102
Phone:	(973) 623-2999
Fax:	(973) 242-2955
E-mail:	KSHAHID@KSENG.COM
Website:	WWW.KSENG.COM
Contact:	KAMAL SHAHID,PE
CERTIFICATIONS	
ACDBE: No	
Certifying Agency: NEW YORK STATE DEPARTMENT OF TRANSPORTATION	

INDUSTRY CODES

	NAICS	NYSDOT	PANYNJ	NIGP	SIC
Primary	237310	050C			8711
2nd					0781
3rd					
4th					
5th					
6th					
7th					
8th					
9th					
10th					

NYSDOT Work Code

Disclaimer: This business profile is provided by the certified firm; UCP Certification Partners are not responsible for the content.

BizNet Copyright 1995-2013 Resource Associates of Nevada, Inc. All Rights Reserved.

BizNet Business Profile

KS ENGINEERS PC				
CONTACT INFORMATION				
Description: CONSTRUCTION MANAGEMENT SERVICES ONLY				
Address: 494 BROAD STREET 4TH FLOOR				
NEWARK, NJ 07102				
Phone: (973) 623-2999				
Fax: (973) 242-2955				
E-mail: INFO@KSENG.COM				
Contact: KAMAL SHAHID				
CERTIFICATIONS				
UCP Certification: DBE				
ACDBE: No				
Certifying Agency: NEW JERSEY TRANSIT CORPORATION				
Anniversary Date: 8/20/2015				
INDUSTRY CODES				
	SIC	**NAICS**	**NIGP**	**SPECIALTY**
Primary	8711	237310		
2nd	8713	236115		
3rd	8741	236210		
4th		237110		
5th		237130		
6th		236116		
7th		237990		
8th		236220		
9th				
10th				

Product of BIP BizNet Copyright 1995-2011. All Rights Reserved.

New Jersey Unified Certification Program

NJ UCP

NJ TRANSIT The Way To Go.

New Jersey Department of Transportation

THE PORT AUTHORITY OF NY & NJ

CERTIFIED

DISADVANTAGED BUSINESS ENTERPRISE

KS ENGINEERS PC

This certificate acknowledges that the above named firm is certified as a Disadvantaged Business Enterprise as defined in Title 49, Part 26 of the US Code of Federal Regulations. This certificate will remain in effect for three years from the certification date and must be updated annually. **NJ TRANSIT** must be notified within 30 days of any changes in the business that may affect ownership and control.

Your firm will be listed in the NJ UCP directory under the following NAICS Code(s).

NAICS CODE	*237310 Highway, Street, and Bridge Construction	*236115 New Single-Family Housing Construction	*236210 Industrial Building Construction	*237110 Water and Sewer Line and Related Structures Construction	*237130 Power and Communication Line and Related Structures Construction	*236116 New Multifamily Housing Construction	*237990 Other Heavy and Civil Engineering Construction	*236220 Commercial and Institutional Building Construction

(*Management Services Only)

NJ TRANSIT certified your firm as a DBE on behalf of all NJ UCP partners.

Signed: _____

Emmett Lewis, Director
Office of Business Development

CERTIFICATION DATE: August 20, 2012

Signed: Lauren Williams

Lauren Williams
Senior Business Development Specialist

EXPIRATION DATE: August 20, 2015

Chris Christie, Governor
Kim Guadagno, Lieutenant Governor
James S. Simpson, Board Chairman
James Weinstein, Executive Director

NJ TRANSIT
One Penn Plaza East
Newark, NJ 07105-2246
973-491-7000

RECEIVED
SEP 7 2012
KS ENGINEERS, PC
NEWARK, NJ

September 6, 2012

KS ENGINEERS PC
Kamal Shahid, President
494 Broad Street, 4th Floor
Newark, New Jersey 07102

Dear Mr. Shahid:

Congratulations! We are pleased to inform you that your company has been found eligible to continue your certification as a Disadvantaged Business Enterprise (DBE) by **NJ TRANSIT** on behalf of the New Jersey Unified Certification Program (NJ UCP).

Your certification will remain in effect for three years provided that your company continues to meet the eligibility criteria established by Federal Regulation Title 49 CFR Part 26. On an annual basis, you must provide an affidavit and supporting documentation affirming that there have been no changes within your company that would affect your current eligibility as a DBE. It is your responsibility to notify this office in writing within 30 days of any changes. Failure to do so will result in a decertification process. Your company's identification number is **0006754M0793.**

The following table lists the North American Industry Classification System (NAICS) code(s) and description(s) that have been assigned to your company in accordance with the service(s) your company render(s).

NAICS CODE	*DESCRIPTION*
*237310	Highway, Street and Bridge Construction **(*Management Services Only)**
*236115	New Single-Family Housing Construction **(*Management Services Only)**
*236210	Industrial Building Construction **(*Management Services Only)**
*237110	Water and Sewer Line and Related Structures Construction **(*Management Services Only)**
*237130	Power and Communication Line and Related Structures Construction **(*Management Services Only)**
*236116	New Multifamily Housing Construction **(*Management Services Only)**
*237990	Other Heavy and Civil Engineering Construction **(*Management Services Only)**
*236220	Commercial and Institutional Building Construction **(*Management Services Only)**

Your firm's updated profile is listed in the NJ UCP Directory, which can be accessed at WWW.NJUCP.NET.

On behalf of the NJ UCP partners, **NJ TRANSIT** congratulates you as a continued member of our DBE family. If you have any questions or concerns regarding the NJ UCP or certification issues, please contact our office at (973) 491-8065.

Sincerely,

Lauren Williams

Lauren Williams
Senior Business Development Specialist

BizNet Business Profile

PACO GROUP INC					
CONTACT INFORMATION					
Description: TEMPORARY HELP SERVICES, APPLICATION SOFTWARE PROGRAMMING, CONSTRUCTION MANAGEMENT, CPM SCHEDULING AND RELATED SERVICES					
Address: 110 WILLIAM STREET SUITE 3010					
NEW YORK, NY 10038					
Phone: (212) 685-0578					
Fax: (212) 685-1379					
E-mail: MARKETING@PACOGROUP.COM					
Website: WWW.PACOGROUP.COM					
Contact: FRANK OTERO					
CERTIFICATIONS					
ACDBE: No					
Certifying Agency: METROPOLITAN TRANSPORTATION AUTHORITY					
INDUSTRY CODES					
	NAICS	**NYSDOT**	**PANYNJ**	**NIGP**	**SIC**
Primary	541618	050C			8741
2nd	237310				
3rd	561320				
4th	541611				
5th	237990				
6th					
7th					
8th					
9th					
10th					

NYSDOT Work Code

Disclaimer: This business profile is provided by the certified firm; UCP Certification Partners are not responsible for the content.

BizNet Copyright 1995-2013 Resource Associates of Nevada, Inc. All Rights Reserved.

BizNet Business Profile

PACO GROUP INC				
CONTACT INFORMATION				
Description: CONSULTANT/CONSTRUCTION MANAGEMENT SERVICES				
Address: 110 WILLIAM STREET STE 3010				
NEW YORK, NY 10038				
Phone: (212) 685-0578				
Fax: (212) 685-1379				
E-mail: MARKETING@PACOGROUP.COM				
Contact: FRANK OTERO				
CERTIFICATIONS				
UCP Certification: DBE				
ACDBE: No				
Certifying Agency: NEW JERSEY TRANSIT CORPORATION				
Anniversary Date: 10/14/2015				
INDUSTRY CODES				
	SIC	**NAICS**	**NIGP**	**SPECIALTY**
Primary	8741	561320		
2nd	8748	541511		
3rd		541611		
4th		236220		
5th		237310		
6th		237990		
7th				
8th				
9th				
10th				

Product of BiznNet Copyright 1995-2011. All Rights Reserved.

347 Madison Avenue
New York, NY 10017-3739
212 878-7000 Tel

Metropolitan Transportation Authority
State of New York

March 16, 2011

Mr. Frank Otero, President
PACO Group, Inc.
110 William Street, Suite 3010
New York, NY 10038

Re: DBE CERTIFICATION ANNUAL REVIEW NOTICE

Dear Mr. Otero:

The Metropolitan Transportation Authority (MTA), a Certifying Partner in the New York State Unified Certification Program (NYSUCP), has completed its review of the Affidavit of No Change and supporting documentation submitted on behalf of your firm, PACO Group, Inc., in fulfillment of its annual submission requirement. We are pleased to advise you that your firm continues to meet the eligibility criteria established by the U.S. Department of Transportation Disadvantaged Business Enterprises regulation, codified at 49 CFR, Part 26, and remains **CERTIFIED** as a Disadvantaged Business Enterprise (DBE) with MTA and the NYSUCP providing the services below:

TEMPORARY HELP SERVICES, APPLICATION SOFTWARE PROGRAMMING, CONSTRUCTION MANAGEMENT, CPM SCHEDULING AND RELATED SERVICES

Your firm's certification status with the NYSUCP will remain effective for as long as your firm continues to meet all DBE certification eligibility requirements and the ownership and control of the firm, upon which DBE certification was granted, has not changed. However, your firm's compliance with DBE certification eligibility criteria will be reviewed on an annual basis.

You are required to submit, annually, a sworn affidavit affirming that there have been no changes in your firm's economic disadvantaged status, ownership or control. In the event that there are changes, you must notify the MTA, within 30 days, of any changes in your business' ownership, control and/or operations including address, telephone number, business services and capabilities. Failure to adhere to these requirements may result in the removal of your firm's DBE certification status. Your firm's next annual submission will be due on or before July 24, 2011.

Your firm will continue to be included in the NYSUCP Directory (http://biznet.nysucp.net) which will indicate the type of work that your firm has been certified to perform.

Please note that any of the Certifying Partners of the NYSUCP reserve the right to review your firm's certification eligibility prior to your firm's participation on a federally assisted project for their agency or at any time that it is determined that such reevaluation is warranted.

We are pleased to have you as a continued participant in the NYSUCP and wish you much success.

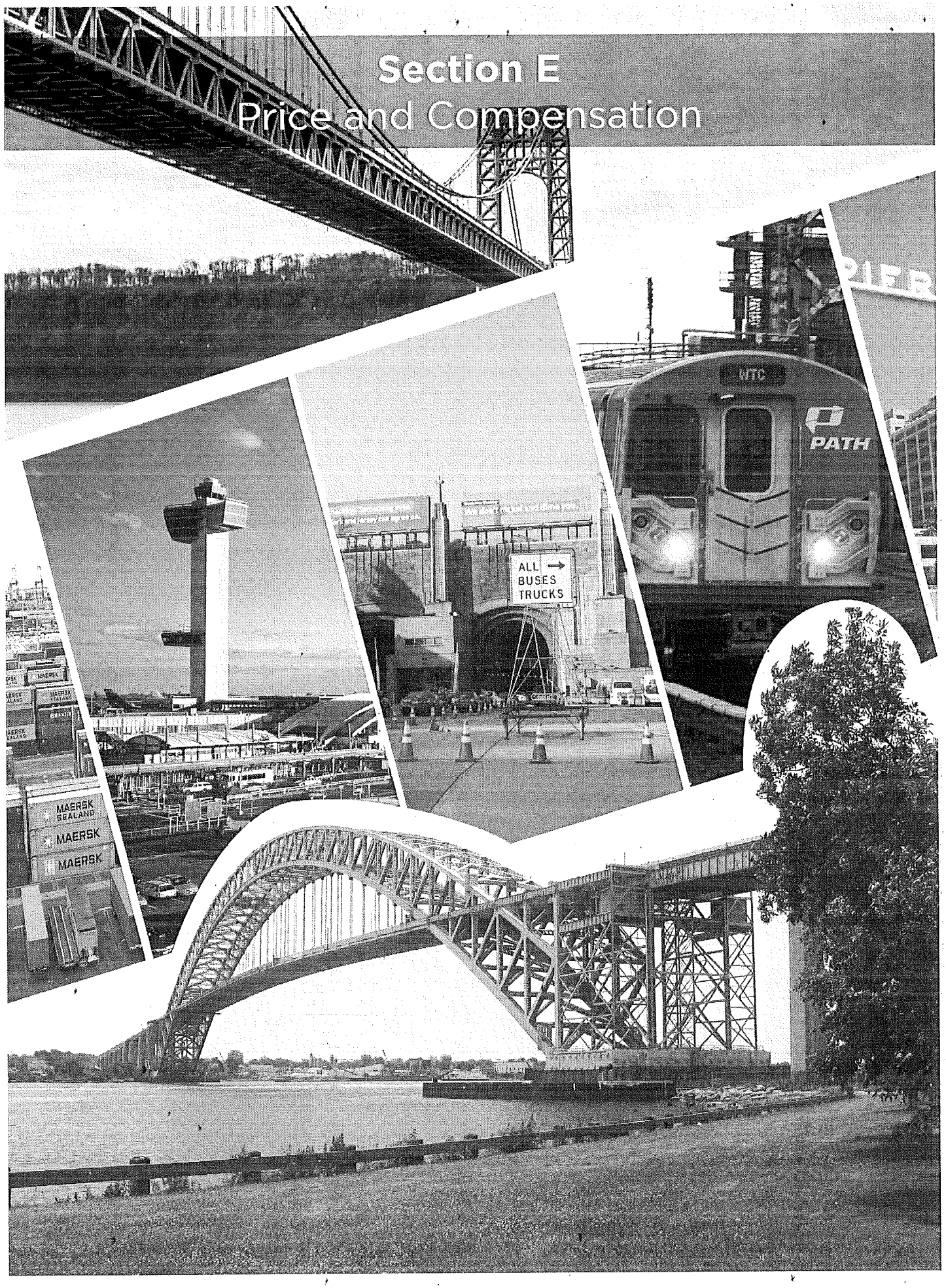
Should you have any questions, please contact me at cgreene@mtahq.org or call me at (646) 252-1378.

Sincerely,

Carolyn E. Greene
Assistant Director, Certification Programs
Department of Diversity and Civil Rights

cc: D. Camacho, MTA

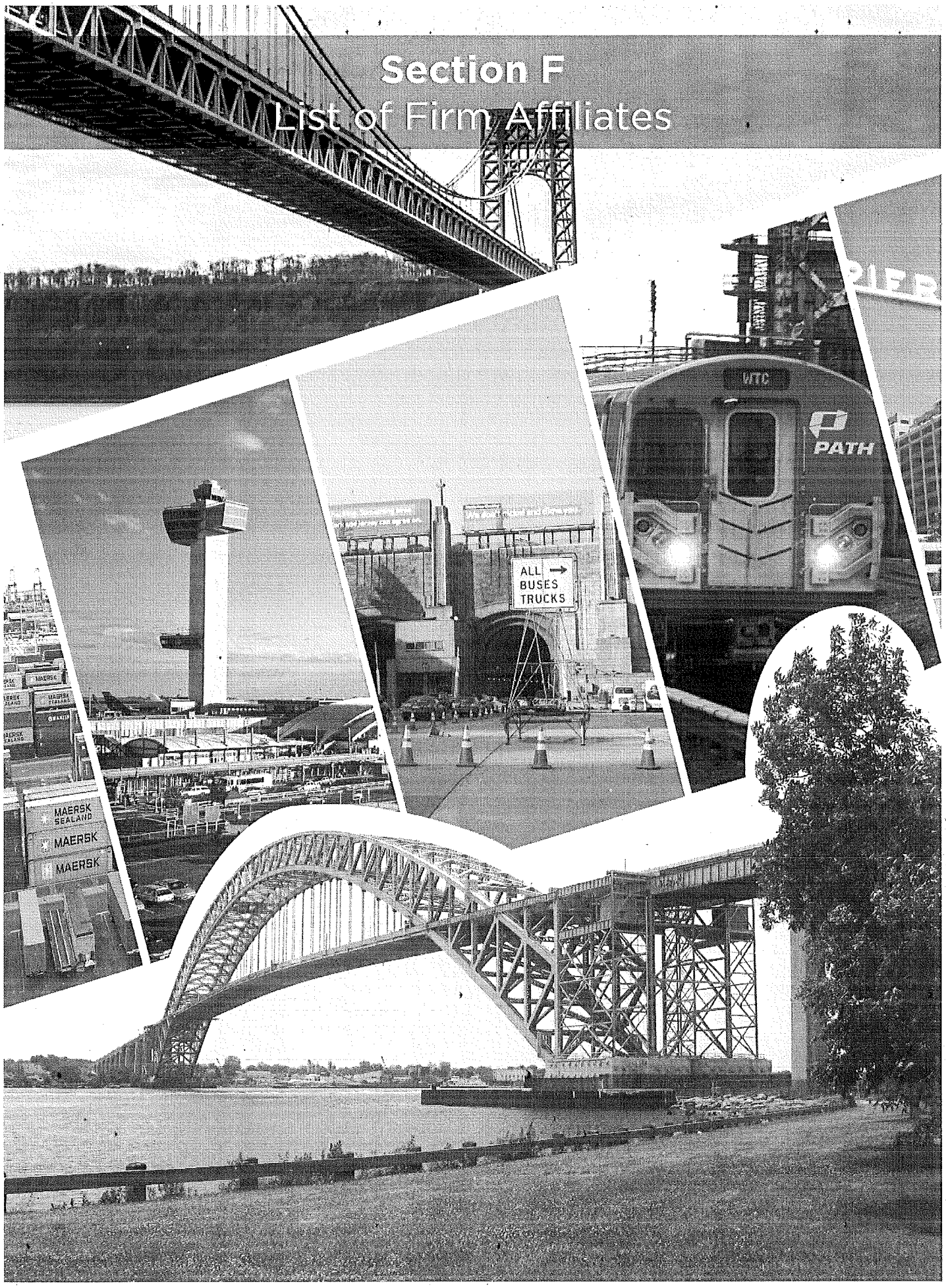
Section E
Price and Compensation



PRICING AND COMPENSATION

As per the Port Authority of New York & New Jersey's RFP No. 38268, this IQC Solicitation is a qualifications-based selection. Therefore, cost proposals are not required at this time. If Greenman-Pedersen, Inc. is awarded an IQC Agreement, when requested, the firm will submit a cost proposal in response to the Port Authority's Task Order request for proposals.

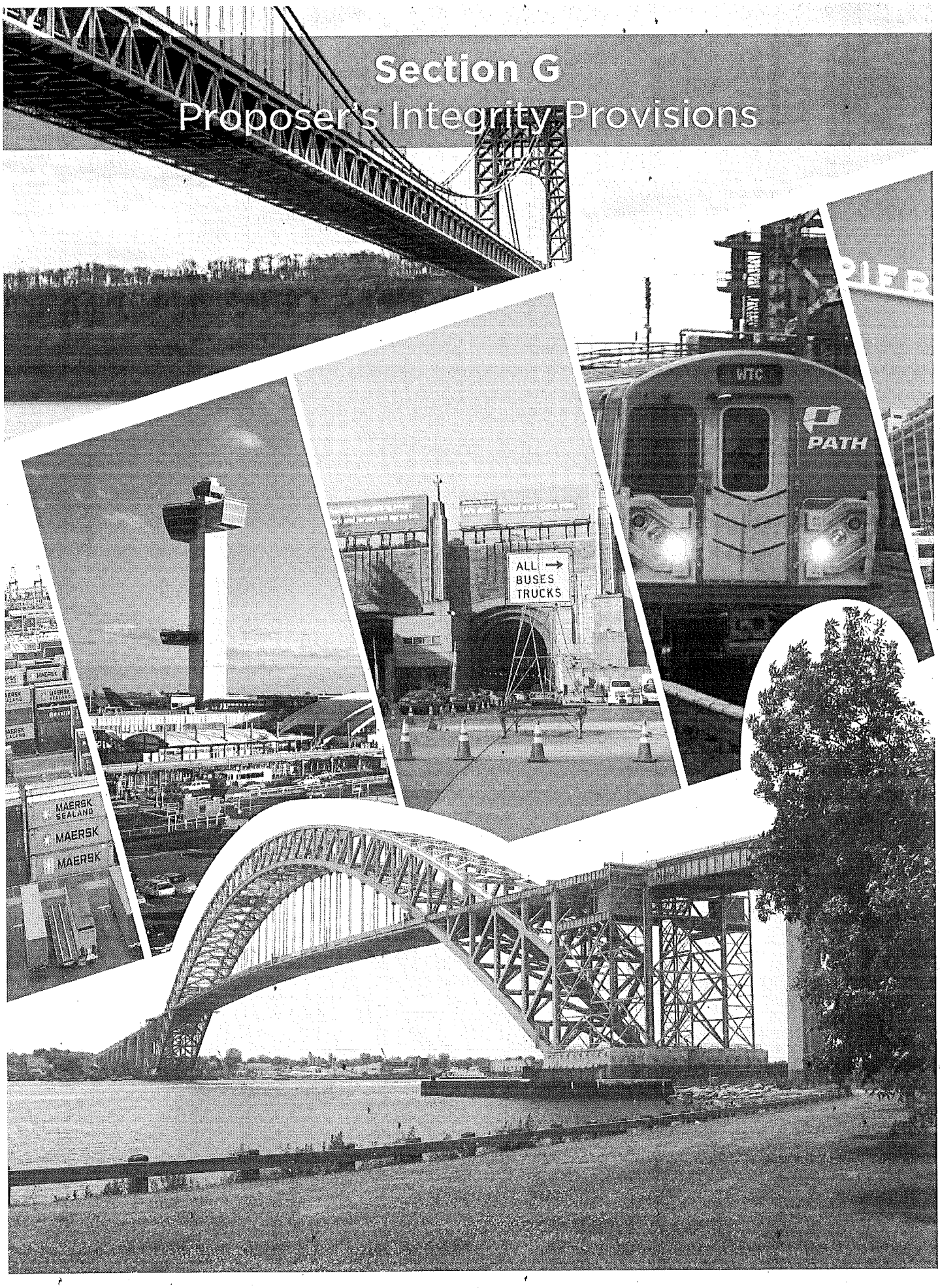
Section F
List of Firm Affiliates



LIST OF FIRM'S AFFILIATES

GPI Surveying & Engineering LLP

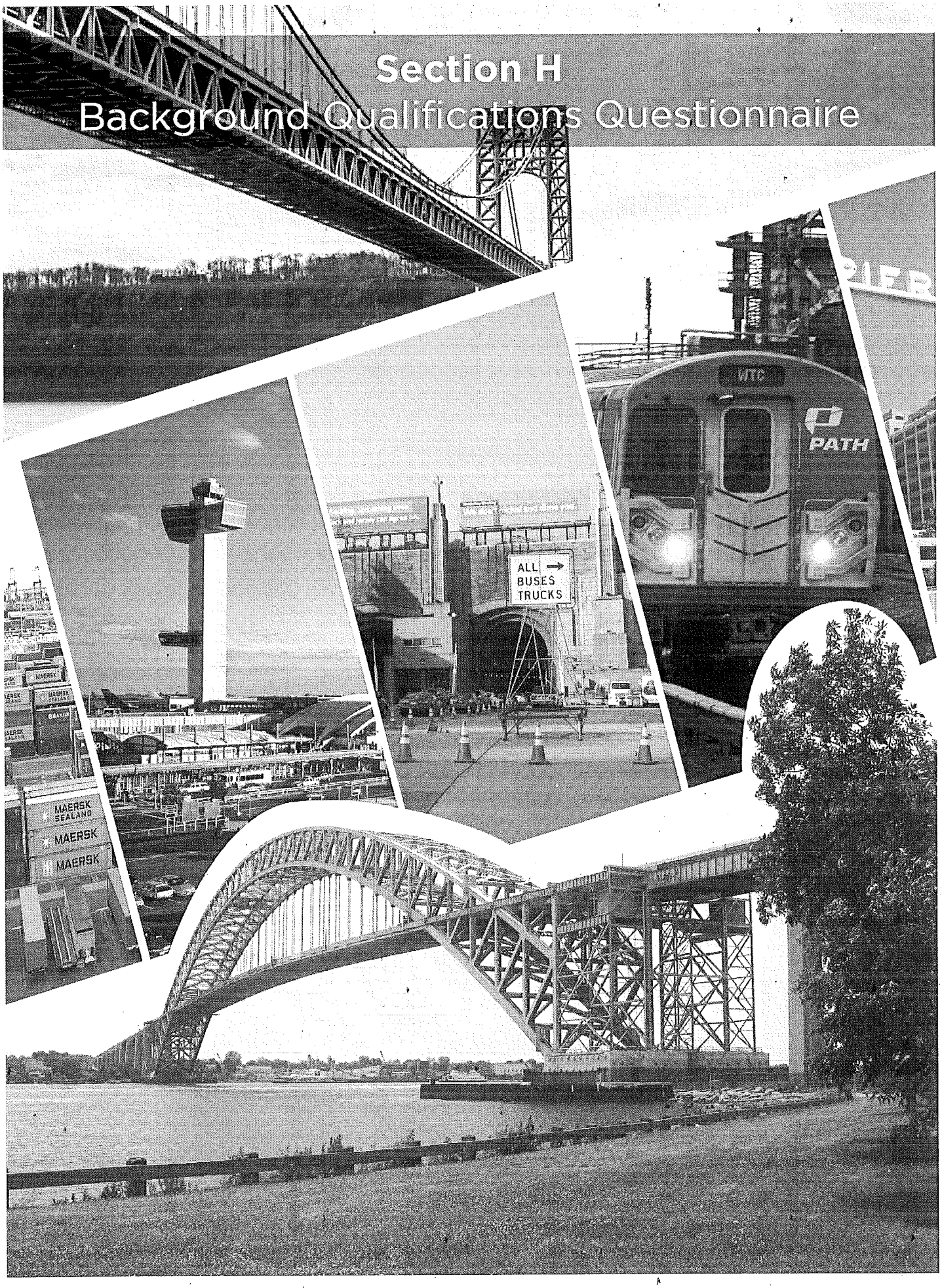
Section G
Proposer's Integrity Provisions



PROPOSER'S INTEGRITY PROVISIONS

If selected for performance of the subject services, Greenman-Pedersen, Inc. (GPI) agrees to complete and sign the following clauses entitled "Certification of No Investigation (Criminal Or Civil Anti-Trust), Indictment, Conviction, Debarment, Suspension, Disqualification and Disclosure Of Other Information" and "Non-Collusive Proposing, and Code Of Ethics Certification; Certification of No Solicitation Based On Commission, Percentage, Brokerage, Contingent or Other Fees".

Section H
Background Qualifications Questionnaire



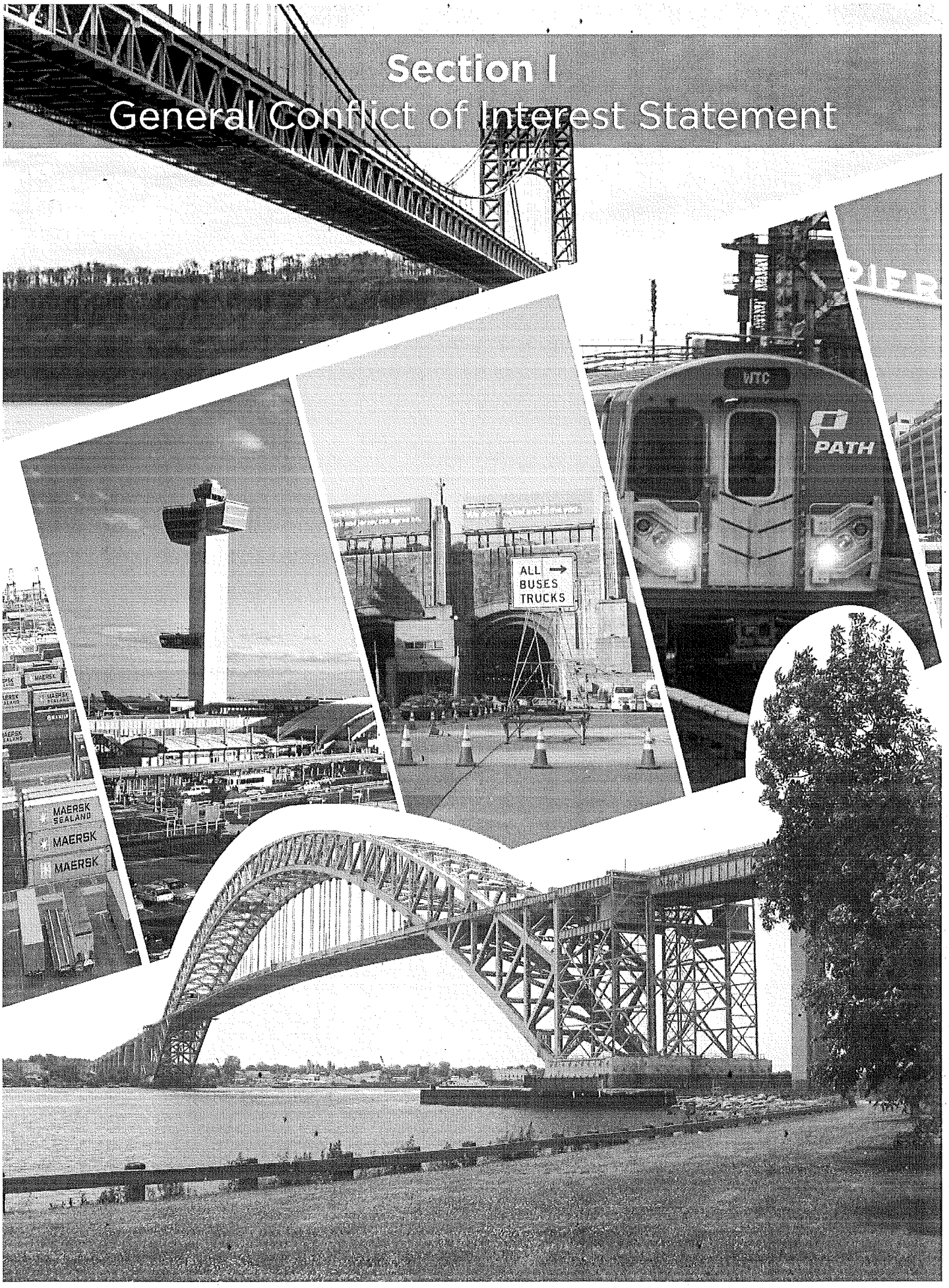
BACKGROUND QUALIFICATIONS QUESTIONNAIRE

As indicated by the Background Qualification Questionnaire Package Instructions, Greenman-Pedersen, Inc. and all subconsultants on the GPI team have returned the completed, signed and notarized original Background Qualification Questionnaire or Certificate of No Change forms to The Port Authority of NY & NJ, Office of Inspector General.

Submittal information is as follows:

- Greenman-Pedersen, Inc. – BQQ Package submitted on July 7, 2014.
- KS Engineers, P.C. – BQQ Package submitted on July 9, 2014.
- PACO Group, Inc. – BQQ Package submitted on June 30, 2014.

Section I
General Conflict of Interest Statement

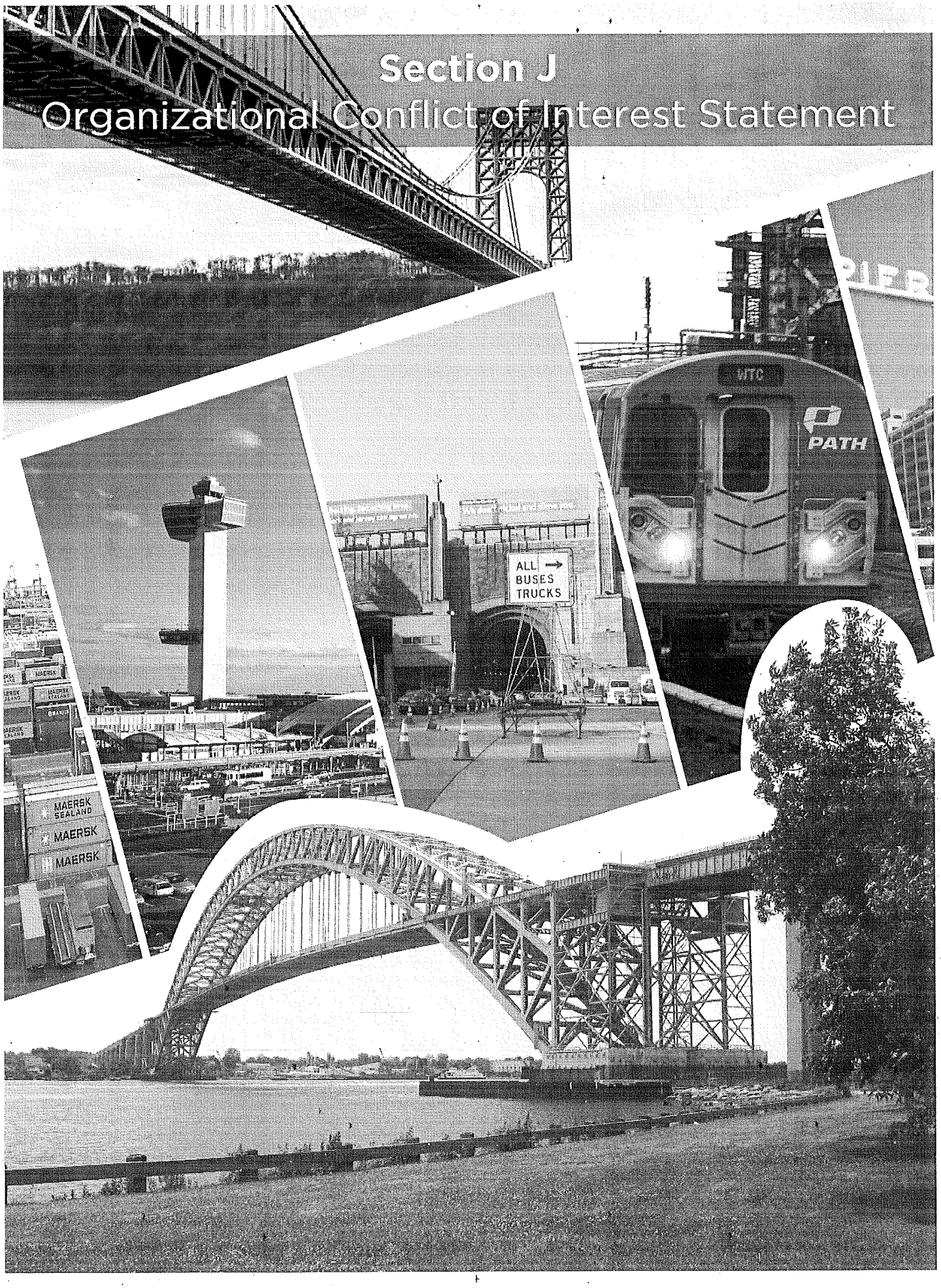


GENERAL CONFLICT OF INTEREST STATEMENT

Greenman-Pedersen, Inc. (GPI) is a subconsultant to CH2M Hill for one of the Sandy Design Services Agreements (RFP No. 34575). We have not received any assignments from the contract to date. In the event that we provide design services on future assignments under the design contract, GPI will recuse ourselves from pursuing any CI task assignments related to any design we perform. Thus, there will be no conflict of interest.

GPI's subconsultants do not have and will not have a conflict of interest in performing the services for The Port Authority of New York & New Jersey pursuant to this contract.

Section J
Organizational Conflict of Interest Statement

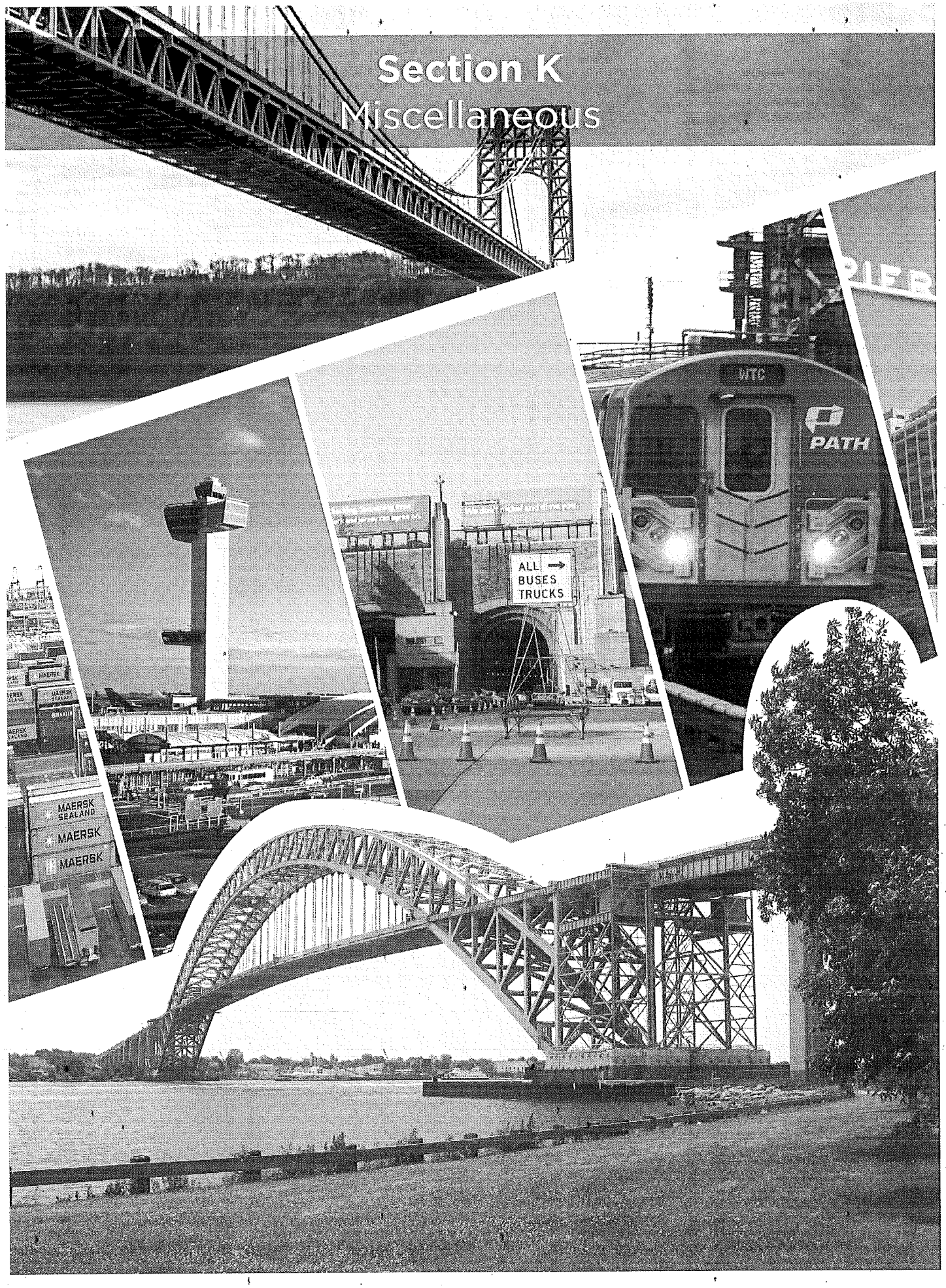


ORGANIZATIONAL CONFLICT OF INTEREST STATEMENT

Greenman-Pedersen, Inc. (GPI) is a subconsultant to CH2M Hill for one of the Sandy Design Services Agreements (RFP No. 34575). We have not received any assignments from the contract to date. In the event that we provide design services on future assignments under the design contract, GPI will recuse ourselves from pursuing any CI task assignments related to any design we perform. Thus, there will be no conflict of interest.

GPI's subconsultants do not have and will not have a conflict of interest in performing the services for The Port Authority of New York & New Jersey pursuant to this contract.

Section K
Miscellaneous



ACKNOWLEDGEMENT OF ADDENDA

THE PORT AUTHORITY OF NY & NJ

PROCUREMENT DEPARTMENT
2 MONTGOMERY STREET, 3RD FL.
JERSEY CITY, NJ 07302

7/3/2014

ADDENDUM #1

To prospective Proposer(s) on RFP # 38268 - REQUEST FOR PROPOSALS FOR INDEFINITE QUANTITY CONTRACTS (IQCS) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018

Now Due back on 7/14/2014, no later than 2:00PM

Originally due on 7/9/2014, no later than 2:00PM

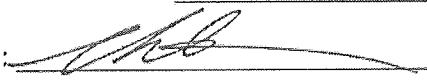
This communication should be initialed by you and annexed to your Bid upon submission.

In case any Bidder fails to conform to these instructions, its Bid will nevertheless be construed as though this communication had been so physically annexed and initialed.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: Greenman-Pedersen, Inc.

INITIALED: 

DATE: July 10, 2014

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

THE PORT AUTHORITY OF NY & NJ
PROCUREMENT DEPARTMENT
115 BROADWAY, 19TH FLOOR
NEW YORK, NY 10006

July 8, 2014

ADDENDUM #2

TO PROSPECTIVE BIDDER(S) ON **RFP #38268 - REQUEST FOR PROPOSALS FOR INDEFINITE QUANTITY CONTRACTS (IQCs) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018**

Proposal Due Date 7/14/2014 at 2:00PM

The following changes are hereby made in the documents:

I. RFP LETTER

A. In RFP Section I entitled SUBMISSION OF PROPOSALS, make the following changes:

i) In paragraph A, delete the first sentence and substitute the following:

"The Proposal shall be not more than twenty-five (25) pages (double-sided) or fifty pages (single-sided) using 12 point or greater font size, not including resumes and attachments.

ii) In paragraph I.F., delete "July 9, 2014" and substitute "July 14, 2014".

B. Delete Attachment E "Staffing Plan Template" and substitute therefor new Attachment E, which is attached hereto and made a part hereof.

C. In Attachment A, paragraph II, second paragraph, first line, delete "design of" without substitution therefor.

II. PROPOSER QUESTIONS AND ANSWERS

The following information is made available in response to questions submitted by prospective Proposer(s). It should not be deemed to answer all questions that have been submitted by Proposer(s) to the Port Authority. It addresses only those questions which the Port Authority has deemed to require additional information and/or clarification. The fact that information has not been supplied with respect to any questions asked by a Proposer(s) does not mean or imply, nor should it be deemed to mean or imply, any meaning, construction or implication with respect to the terms.

Question #1	Our firm is leading a team for Group 2 - PATH and is a sub on another team (for Group 1) which was selected for INDEFINITE QUANTITY CONTRACT (IQC) FOR EXPERT PROFESSIONAL ARCHITECTURAL AND ENGINEERING SERVICES FOR THE DESIGN OF FEDERALLY FUNDED SUPER STORM SANDY RELATED REPAIR AND RESILIENCY PROJECTS ON AN "AS NEEDED" BASIS DURING 2013 – 2017. As such, would we be precluded from participating in the above-referenced CM contracts?
Answer #1	Refer to Pages 10-12 of the RFP Cover Letter sections I and J respectively entitled "GENERAL CONFLICT OF INTEREST" and "ORGANIZATIONAL CONFLICT OF INTEREST".
Question #2	Can you please send the attachment E for the above-reference proposal? The link in the RFP document does not work.
Answer # 2	Hyperlinks have been corrected in the RFP and a revised Attachment E has been posted and is attached to this addendum.
Question #3	Please confirm that financial information (per page 5 of the RFP) should be submitted separately from the proposal document.
Answer #3	The financial information must be submitted with your proposal. For further clarification please refer to Section III "Financial Information" on Page 5 of the RFP Cover Letter.
Question #4	Please clarify if each sheet of paper, containing content on both sides counts as 1 or 2 pages in the 20 page limit. If each side of the sheet counts in the limit, please advise if sheets only containing content on one side still count toward the overall 20 page limit.
Answer #4	The requirement has been changed. The Proposal shall be not more than twenty-five (25) pages double sided or fifty (50) pages single sided.
Question #5	In the RFP, it refers to submitting 1 reproducible original copy, please clarify if this reproducible copy is to be single sided and unbound.
Answer # 5	Any format of the reproducible original is acceptable.
Question #6	In the instructions for completing the Firm's BQQ, it states that an original must be mailed to specified address and that an electronic copy was also to be sent. Please clarify if we are to include more than a statement of recent completion in our proposal under section H.
Answer # 6	Please complete the Background Qualification Questionnaire (BQQ) as instructed and with your proposal submit a statement indicating when the BQQ was submitted to the Port Authority Office of the Inspector General.

Question #7	Section III of the RFP, page 5 refers to the Financial Information. Please clarify if we are to include certified financial statements, statement of work and required numbers as part of our proposal, if so under which section, or if the information can be provided in a separately sealed package.
Answer #7	Please refer to Section III "Financial Information" on Page 5 of the RFP Cover Letter for clarification on the information that is to be submitted pursuant to this section.
Question #8	Is the NDA Agreement required to be signed and completed with our proposal for the prime firm and all sub consultants? If required, please advise if it should be included in our submission and where, or just sent directly to the referenced office and procurement contact.
Answer #8	NDA Agreements shall be submitted for the prime firm and all key sub consultants.
Question #9	Are consultants who have Federally Funded task order agreements for Sandy design eligible to be on teams who are proposing on the CM and Inspection RFP?
Answer #9	Refer to Pages 10-12 of the RFP Cover Letter sections I and J respectively entitled "GENERAL CONFLICT OF INTEREST" and "ORGANIZATIONAL CONFLICT OF INTEREST".
Question #10	Can you please let me know if RFP 38268 is an additional solicitation to the expected 2015-2018 On-call for CM services? We were anticipating an RFP to replace the current 2011-2014 Construction Management Services contracts (references P410110).
Answer #10	This RFP pertains to federally-funded Storm Resiliency projects and is independent from any other construction management RFP's.
Question #11	Will the PANYNJ recognize the ICC Reinforced Concrete Special Inspector Certification as the equivalent of the ACI Concrete Special Inspector Certification for the purpose of qualified concrete inspectors?
Answer #11	No.
Question #12	In the staffing table (Attachment E) there is no column for names. Does the PANYNJ want the names of staff shown with their company titles?
Answer #12	If known, please include names of staff. Otherwise, the anticipated titles will suffice.
Question #13	In the staffing table (Attachment E) the titles are only shown for Engineers. Some of the qualified staff who hold Certificates such as ACI Special Inspector and ICC Structural Bolting are not graduate engineers, where should we show these titles in the table?

Answer #13	Please see revised Attachment E.
Question #14	In Attachment A, Section II Scope of Work, the last paragraph states that "resiliency projects shall include, but not be limited to, design of mitigation measures to...." Does the Authority intend to utilize this Indefinite Quantity Contract for CM and inspection services, not design services?
Answer #14	There is no design as part of this RFP's scope of work. See revision to the Scope of Work section above.
Question #15	Is there a difference between ACI Level II Concrete Inspector vs. ACI Concrete Special Inspector?
Answer #15	Yes.
Question #16	Just want to confirm that Attachment C-1 and C-2 are both supposed to include project examples. C-2 requires sample projects be listed, so assume they will be called to provide a reference for our staffing resources?
Answer #16	Please include all necessary documentation in support of Attachments C1 and C2.
Question #17	It appears to us that the requirements and requested information in Attachment C-1 (Proposer Prerequisite A) and Attachment C-2 (Proposer Prerequisite B) are very similar for demonstrating a firm's experience in performing construction management and inspection services. Can you please provide further clarification on the requirements and experienced needed in order to satisfy both the Proposer Prerequisite A and Proposer Prerequisite B forms.
Answer #17	Prerequisite A demonstrates the firm having minimum 5 years CM experience. Prerequisite B demonstrates CM/inspection experience of individual staff w/min. $1.5M experience.
Question #18	Does the subconsultant need to submit Attachments C-1 and C-2, or just the Prime Consultant?
Answer #18	These attachments shall be submitted for the prime firm and, if applicable, all sub consultants whose experience and expertise will support the qualifications of the team.
Question #19	Does the subconsultant need to submit the FTA and FEMA forms, or just the Prime Consultant?
Answer #19	No. At this time, only the prime.
Question #20	Will safety staff be needed as part of this contract?
Answer #20	No.

Question #21	Is the form entitled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered.Transactions" required to be submitted by both the Prime and Subconsultants?
Answer #21	Please refer to subsection G. Contractor's Integrity Provisions, under Section V. Proposal Submission Requirements on Page 10 of the RFP cover Letter.
Question #22	Can we modify Attachments C-1 and C-2 to expand the space provided for "Brief description of Scope of Work" for each project listed on the form?
Answer #22	Yes.
Question #23	Are we required to use Attachment "E"(?) for Staff/Title listing and the "standard" titles provided, or can a similar form with additional information beyond just the "category" and "Staffing Title" be submitted?
Answer #23	Please see revised Attachment E, annexed to this Addendum.
Question #24	Are Sections F (List of Firm's Affiliates) and I (General Conflict of Interest) included in the 20 page limitation?
Answer #24	These Sections are part of the Proposal's page limitation, but the page limitation has been changed. See response to question above.
Question #25	The staffing chart on what is believed to be Attachment E (no title provided in RFP document) does not include any categories for the special inspectors required by this RFP. Should we add an "Inspector" category? If not, in which staffing category should we include these inspectors?
Answer #25	Please see revised Attachment E.
Question #26	On Page 2 of the RFP, under Section I.A. – By "attachments", does this include Project Description sheets for the firm's previous experience?
Answer #26	Attachments refers to the Port Authority Attachments included with the RFP.
Question #27	When are the documents & forms in Exhibit 7 – FTA Requirements & FEMA Requirements - to be submitted? I.e.: See page 216 (Adobe page number) which cites a form letter titled, "SUBJECT: INDEFINITE QUANTITY CONTRACTS (IQCs) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018". Two identical forms are provided in the documents, one for FEMA and one for FTA. Are both to be submitted?
Answer #27	Yes, the certifications in the FTA and FEMA provisions are to be included with your proposal.

This communication should be initialed by you and attached to your Proposal.

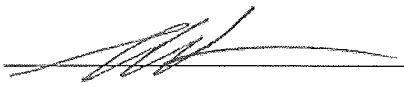
In case any Bidder fails to conform to these instructions, its submission will nevertheless be construed as though this communication had been so physically attached and initialed.

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: Greenman-Pedersen, Inc.

INITIALED: 

DATE: July 10, 2014

Attachment E

Staffing Plan Template

RFP NO. 38268

IF THE STAFFING CATEGORIES LISTED BELOW DIFFER FROM YOUR FIRM'S, LIST YOUR FIRM'S STAFFING TITLES WITHIN THE CATEGORY THAT BEST MATCHES.

Staffing Category		PROPOSER'S STAFFING TITLES
INSPECTIONS	1	
	2	
	3	
	4	
	5	
	6	
	7	
	8	
CONSTRUCTABILITY REVIEW	1	
	2	
	3	
	4	
	5	
	6	
	7	
	8	
CONTRACT ADMIN	1	
	2	
	3	
	4	
	5	
	6	
	7	
	8	
COST ESTIMATES	1	
	2	
	3	
	4	
	5	
	6	
	7	
	8	
CONSTRUCTION SCHEDULES	1	
	2	
	3	
	4	
	5	
	6	
	7	
	8	

THE PORT AUTHORITY OF NY & NJ
PROCUREMENT DEPARTMENT
115 BROADWAY, 19TH FLOOR
NEW YORK, NY 10006

July 9, 2014

ADDENDUM #3

TO PROSPECTIVE BIDDER(S) ON **RFP #38268 - REQUEST FOR PROPOSALS FOR INDEFINITE QUANTITY CONTRACTS (IQCs) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018**

Proposal Due Date 7/14/2014 at 2:00PM

The following changes are hereby made in the documents:

I. RFP LETTER

A. Delete Attachment C-2 "Proposer Prerequisite B" and substitute therefor new Attachment C-2, which is attached hereto and made a part hereof.

II. PROPOSER QUESTIONS AND ANSWERS

The following information is made available in response to questions submitted by prospective Proposer(s). It should not be deemed to answer all questions that have been submitted by Proposer(s) to the Port Authority. It addresses only those questions which the Port Authority has deemed to require additional information and/or clarification. The fact that information has not been supplied with respect to any questions asked by a Proposer(s) does not mean or imply, nor should it be deemed to mean or imply, any meaning, construction or implication with respect to the terms.

Question #28	a. This proposal is an on-call contract without a specific task identified. Would you please confirm if the NDA and Confidentiality Agreements are required to be executed at this time? b. If so, can the Authority provide an editable electronic format that addresses who the original forms should be sent to at the Authority?
Answer #28	a. The NDA and Confidentiality Agreements are to be submitted at this time with your proposal for the Prime Consultant and key members of any subconsultants. b. Please refer to Attachment H – Information Security Handbook and use link provided in RFP document.

Question #29	Do we submit resumes for all proposed staff listed in the staffing plan (Attachment E) and/or the project organization chart, or just the staff identified as Key Personnel? Please identify Key Personnel positions/titles. Are Key Personnel identified as Project Executive, Project Director, and Project Managers; or does this include the Construction Inspection Staff (minimum of 10 engineers/architects, 10 ACI Inspectors, 3 ICC Inspectors, and 1 NACE certified inspector)?
Answer #29	Resumes are required for all Key Personnel and, if known, for all staff members who are being proposed as part of the team. Consultants will have the opportunity to resubmit resumes for proposals on upcoming RFP's for specific task orders.
Question #30	It appears to us that the requirements and requested information in Attachment C-1 (Proposer Prerequisite A) and Attachment C-2 (Proposer Prerequisite B) are very similar for demonstrating a firm's experience in performing construction management and inspection services. Can you please provide further clarification on the requirements and experienced needed in order to satisfy both the Proposer Prerequisite A and Proposer Prerequisite B forms?
Answer #30	Prerequisite A's purpose is to demonstrate that your firm has at least 5 years CM experience. Prerequisite B's purpose is to demonstrate your firm's CM/inspection experience on contracts greater than $1.5M. (Note: Answer revised from Addendum 2)
Question #31	The Authority is requiring the consultant to complete a Staffing Plan (Appendix E) listing names and titles of our proposed staff in several categories as indicated on the Plan. The Plan also states that "If the staffing categories listed below differ from your firm's, list your firm's staffing titles within the categories that best matches." However, since this project calls for construction inspection, scheduling and cost estimating services in addition to construction management services, our inspectors, schedulers and estimators do not fit easily into the engineering categories on the form. Will the Authority consider or can we add categories for these services?
Answer #31	Please see revised Attachment E, issued with Addendum 2.
Question #32	The staffing chart on what is believed to be Attachment E (no title provided in RFP document) does not include any categories for the special inspectors required by this RFP. Should we add an "Inspector" category?
Answer #32	Please see revised Attachment E, issued with Addendum 2.

Question #33	Will Task Orders be issued for individual staff to be integrated with Authority and/or other consultant staff?
Answer #33	The scope of work for each individual task order will provide details on how the CM work will be undertaken. At this time, it is anticipated that some task orders may be integrated, while others may not.
Question #34	Will the Authority open all sealed cost proposals for each Task Order or only the cost proposal of the firm selected for negotiations?
Answer #34	In accordance with Attachment A, Section V (b) – Issuance of Task Order, cost proposals of the most qualified firms will be opened and evaluated.
Question #35	Under Attachment A, Task D. Quality Assurance Inspections; are materials testing services and fabrication plant inspection services contemplated in the scope of services?
Answer #35	No.
Question #36	In the course of this work will vehicles be required to facilitate CM's work and if so who will provide the vehicles? If it is the consultant's responsibility will the cost be reimbursable by the agency along with operational cost and cost associated with the insurance requirement?
Answer #36	Vehicles are not anticipated to be required. Since it is not anticipated that vehicles will be required, if a firm is required to provide a vehicle, they will be compensated for the cost to rent/lease, operational cost and insurance cost required to submit a cost proposal and firms will be compensated in accordance with Section 7(c) of the Master Agreement.
Question #37	Under Financial Information, it is requested that a statement of work be submitted. How comprehensive should this document be? For our firm, as requested on the RFP, this document would be voluminous. Is there a more specific criterion for what is being asked such as dollar amount, specific location, type of work, etc?
Answer #37	List relevant work on hand, with a brief description of the work and the other data requested.
Question #38	Should a firm's relevant project experience be demonstrated only in Attachment C-1 and Attachment C-2? Or, do you also want relevant experience in a narrative form that separately addresses the information in the RFP Section V.-A., Paragraph 2 plus bullets? If so, does this count towards the page count?

Answer #38	Firms must complete Attachments C-1 and C-2 in order to demonstrate that they meet the Pre-requisites. However, in order for firms to demonstrate that they meet the requirements of the Selection Criteria, firms must provide supporting narrative(s) as noted in Section V(A) – Firms' Qualifications and Experience. As per RFP Section I, resumes and attachments do not count towards the page count.
Question #39	The Staff Qualifications and Experience section on page seven of the RFP asks for a "chronological history of employment" for each resume proposed. Please clarify if PANYNJ is seeking a "chronological history of employment" or a "chronological history of projects an individual has worked on" in order to demonstrate Staff Qualifications and Experience.
Answer #39	History of employment, inclusive of projects.
Question #40	Under RFP Section V. PROPOSAL SUBMISSION REQUIREMENTS; Subsection A. Firm's Qualifications and Experience: Bullet 6: "The annual staff hours of full and part time labor expended in the performance of the contract/agreement" - Is an average annual hours across the full duration of the contract/agreement acceptable; since the staffing hours fluctuate across the project/agreement life-cycle predicated on the schedule? Or does the PANYNJ require the "peak" staffing hours of the contract/agreement expended in the life-cycle?
Answer #40	The average annual hours across the full duration of the contract/ agreement is acceptable.
Question #41	Would we be able to submit our project experience in our own format with pictures and description besides the 2 forms (Attachments C-1 and C-2) that are required to be submitted?
Answer #41	Firms must complete Attachments C-1 and C-2 in order to demonstrate that they meet the Pre-requisites. However, in order for firms to demonstrate that they meet the requirements of the Selection Criteria, firms must provide supporting narrative(s) as noted in Section V(A) – Firms' Qualifications and Experience.
Question #42	Will this RFP be used as the replacement contract for the active CM and Related Technical Services "Call-In" that will expire at the end of 2014?
Answer #42	This RFP pertains to federally-funded Storm Resiliency projects and is independent from any other construction management RFP's.
Question #43	Is it expected that all services requested under this contract will be performed at the Authority's facilities and offices?

Answer #43	Yes.
Question #44	In what manner will the sealed cost proposals be returned to unsuccessful proposer?
Answer #44	They will not be returned.
Question #45	a. Can the organization chart be submitted on 11x17 paper? b. Can the font on the organization chart be less than 12 pt.?
Answer #45	Yes.

This communication should be initialed by you and attached to your Proposal.

In case any Bidder fails to conform to these instructions, its submission will nevertheless be construed as though this communication had been so physically attached and initialed.

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: Greenman-Pedersen, Inc.

INITIALED: _____

DATE: July 10, 2014

Attachment C-2

Proposer Prerequisite B

Firms must have adequate staffing resources and have demonstrated experience performing construction management and/or construction inspection services in the Greater New York/New Jersey Metropolitan Area for construction projects valued, at a minimum, at $1.5 million.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite B.

Client Name/ Contracting Entity	
Contract Start Date	
Contract End Date	
Construction Value	
Brief description of Scope of work	
Client contact Name / Title	
Client Contact Email Address	
Client Contact Phone Number	

Client Name/ Contracting Entity	
Contract Start Date	
Contract End Date	
Construction Value	
Brief description of Scope of work	
Client contact Name / Title	
Client Contact Email Address	
Client Contact Phone Number	

Client Name/ Contracting Entity	
Contract Start Date	
Contract End Date	
Construction Value	
Brief description of Scope of work	
Client contact Name / Title	
Client Contact Email Address	
Client Contact Phone Number	

Note – Client Contact must be employee of Company

THE PORT AUTHORITY OF NY & NJ

PROCUREMENT DEPARTMENT
2 MONTGOMERY STREET, 3rd FL.
JERSEY CITY, NJ 07302

July 10, 2014

ADDENDUM #4

TO PROSPECTIVE BIDDER(S) ON **RFP #38268** - REQUEST FOR PROPOSALS FOR INDEFINITE QUANTITY CONTRACTS (IQCS) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018

Now Due on 7/16/2014, no later than 2:00PM

Originally Due on 7/14/2014, no later than 2:00PM

This communication should be initialed by you and annexed to your proposal to the above-referenced upon submission.

In case any Bidder fails to conform to these instructions, its submission will nevertheless be construed as though this communication had been so physically annexed and initialed.

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: Greenman-Pedersen, Inc.

INITIALED: _____

DATE: July 10, 2014

FINANCIAL INFORMATION

CERTIFIED FINANCIAL STATEMENT

GPI Greenman - Pedersen, Inc.
Engineering and Construction Services

July 2, 2014

Port Authority of NY & NJ
Two Montgomery Street, 3rd Floor
Jersey City, NJ 07302

Attn.: Bid/Proposal Custodian

RE: RFP 38268

To Whom It May Concern:

In connection with Greenman-Pedersen, Inc.'s (GPI's) proposal to the above-mentioned RFP, I am writing this letter to comply with Section III A.2 Para 2.

The attached audited financial statements are from our financial year-end, December 31, 2013, and are therefore older than 45 days. As a result, the RFP requires a statement from me asserting that the present financial condition of GPI has not diminished since the issuance of the audited statements.

I, Michael J. Buoncore, Chief Financial Officer, assert that the financial condition of GPI is at least as good as that shown in the accompanying audited financial statements.

Sincerely,
GREENMAN-PEDERSEN, INC.

Michael J. Buoncore
Sr. VP / CFO

325 West Main Street, Babylon, NY 11702
Tel: (631) 587-5060 Fax: (631) 587-5029
www.gpinet.com
An Equal Opportunity Employer

FINANCIAL INFORMATION

STATEMENT OF WORK

PART III-FINANCIAL INFORMATION – Question B.
A statement of work which the Proposer has on hand, including any work on which a bid and/or Proposal has been submitted, containing a description of the work, the annual dollar value, the location by City and State, the current percentage of completion, the expected date for completion, and the name of an individual within the Proposer's Firm that is most familiar with the Proposer's work on these jobs.

STATEMENT OF WORK FOR CURRENT PROJECTS					
Project Name and Location/Description of Work	**Owner/Contact**	**Cost of Work (in thousands)**	**Proposer Firm Project Manager**	**Percentage of Completion**	**Estimated Completion**
1. **Bayonne Bridge Navigational Clearance Program (BBNCP) Construction Management, NY/NJ.** GPI is providing construction management services for the $743-million Bayonne Bridge Navigational Clearance Program (BBNCP). This extraordinarily complex, once-in-a-lifetime project will replace more than 5,000 feet of viaduct and re-frame the existing steel arch structure to accommodate a new roadway 65 feet above the existing roadway.	Port Authority of New York & New Jersey Jersey City, NJ Ronald Gumann 201-595-4887	$743,000	Gregory Zenk	20%	2017
2. **Replacement and Upgrade of the Christopher Street Substation for PATH, New York, NY.** GPI is providing construction inspection services for the replacement and upgrade of electrical traction power substation equipment at the Christopher Street Substation.	Port Authority of New York & New Jersey Jersey City, NJ Paul Salvatore 201-216-2070	$27,000	Gregory Zenk	90%	2014
3. **John F. Kennedy International Airport, Queens, NY.** Project involves inspection services at John F. Kennedy International Airport including inspecting installation of new electrical equipment for compliance with contract, Port Authority standards and NYC codes; documenting and maintaining daily narratives on contract projects; reviewing plans, specifications and shop drawings, processing and reviewing contractor submittals, change orders and estimates; interacting with architects, engineers, contractors and Port Authority officials; and coordinating scheduled electrical shutdowns with Port Authority Electrical Shop and various departments.	Port Authority of New York & New Jersey Jersey City, NJ Paul Salvatore 201-216-2070	$36,554	Gregory Zenk	90%	2014
4. **Lincoln/Holland Tunnel, New York, NY.** This project involves the rehabilitation of the concrete catwalk at the Holland Tunnel and maintenance pavement repairs and bus ramps deck replacement at the Lincoln Tunnel.	Port Authority of New York & New Jersey Jersey City, NJ Paul Salvatore 201-216-2070	$336 fee	Gregory Zenk	90%	2014

PART III-FINANCIAL INFORMATION – Question B.
A statement of work which the Proposer has on hand, including any work on which a bid and/or Proposal has been submitted, containing a description of the work, the annual dollar value, the location by City and State, the current percentage of completion, the expected date for completion, and the name of an individual within the Proposer's Firm that is most familiar with the Proposer's work on these jobs.

STATEMENT OF WORK FOR CURRENT PROJECTS					
Project Name and Location/Description of Work	Owner/Contact	Cost of Work (in thousands)	Proposer Firm Project Manager	Percentage of Completion	Estimated Completion
5. **Port Authority Bus Terminal, Various Contracts, New York, NY.** These projects involve construction management and inspection services on an on-call basis. The Port Authority of NY & NJ supplemented their own staff with consultant-provided personnel to manage and administer construction contracts at their owned and operated facilities.	Port Authority of New York & New Jersey Jersey City, NJ Paul Salvatore 201-216-2070	$50,000	Gregory Zenk	90%	2014
6. **George Washington Bridge, Fort Lee, NJ.** This project involves joint replacement of the upper level deck. The project also involves the replacement of orthotropic deck, scupper and pipe run replacement, expansion finger joint repairs, main/secondary floorbeam repairs, stringer and stringer bearing repairs, deck rib connections, barrier repairs, paving, and coordination of maintenance of traffic.	Port Authority of New York & New Jersey Jersey City, NJ Paul Salvatore 201-216-2070	$78,000	Gregory Zenk	75%	2014
7. **Staten Island Bridges, Staten Island, NY.** The project involves construction inspection for structural, civil, mechanical, electrical, and bridge painting services for three Staten Island Bridges operated by the Port Authority of New York & New Jersey.	Port Authority of New York & New Jersey Jersey City, NJ Paul Salvatore 201-216-2070	$7,100	Gregory Zenk	90%	2014
8. **Port Authority Tenant Supervision, Jersey City, NJ.** GPI is responsible for assisting the Port Authority's manager with supervising and coordinating the development and delivery of the Real Estate Services Department's program.	Port Authority of New York & New Jersey Jersey City, NJ Paul Salvatore 201-216-2070	$5,000	Gregory Zenk	90%	2014
9. **George Washington Bridge, Rehabilitation of Palisades Interstate Parkway Helix, Fort Lee, NJ.** The objective of this contract is to develop Stage III traffic documents specific to the reconstruction of the three distinct bridge structures comprising the Palisades Interstate Parkway helix, all of which are scheduled for rehabilitation and/or replacement.	Port Authority of New York & New Jersey Jersey City, NJ Craig Fraser 973-565-7857	$88 fee	William McMenamin	50%	2014

PART III-FINANCIAL INFORMATION – Question B.
A statement of work which the Proposer has on hand, including any work on which a bid and/or Proposal has been submitted, containing a description of the work, the annual dollar value, the location by City and State, the current percentage of completion, the expected date for completion, and the name of an individual within the Proposer's Firm that is most familiar with the Proposer's work on these jobs.

STATEMENT OF WORK FOR CURRENT PROJECTS					
Project Name and Location/Description of Work	**Owner/Contact**	**Cost of Work (in thousands)**	**Proposer Firm Project Manager**	**Percentage of Completion**	**Estimated Completion**
10. **LaGuardia Airport Oversight and Support Services, New York, NY.** The primary objective of this effort is to assign on-site technical support services to provide continuous evaluation and monitoring of general traffic operations throughout the facility, the identification and subsequent replacement and/or rehabilitation of deteriorated or obsolete traffic control devices, and coordination with facility personnel to ensure safe progression through LaGuardia Airport.	Port Authority of New York & New Jersey Jersey City, NJ Steven Demetropoulos 973-565-7871	$430 fee	William McMenamin	10%	2014
11. **George Washington Bridge, Rehabilitation of Ramps 178 & 179, Bus Ramps and Bus Turnaround, New York, NY.** The objective of this contract is to develop Stage III contract documents specific to the reconstruction of five structures on the New York approach to the George Washington Bridge, previously identified in earlier design phases as being in need of structural remediation, as well as a traffic simulation model. Stage IV construction support services are also included.	Port Authority of New York & New Jersey Jersey City, NJ Craig Fraser 973-565-7857	$128 fee	William McMenamin	10%	2014
12. **Traffic Engineering Design and Construction Support Specialist, Various Locations, NY.** Included in this project are provisions to offer technical design services for both capital contracts and various work orders at any facility where services are deemed necessary by PA NY & NJ staff for a period of 18 months.	Port Authority of New York & New Jersey Jersey City, NJ Craig Fraser 973-565-7857	$545 fee	William McMenamin	80%	2014
13. **John F. Kennedy International Airport Construction Support Services, Contracts JFK-184.022 & JFK-124.007, Queens, NY.** GPI will provide construction support services during the Stage IV phase of contracts JFK-184.022 and JFK-124.007.	Port Authority of New York & New Jersey Jersey City, NJ Matthew Walker 973-565-7853	$34 fee	William McMenamin	90%	2014

PART III-FINANCIAL INFORMATION – Question B.
A statement of work which the Proposer has on hand, including any work on which a bid and/or Proposal has been submitted, containing a description of the work, the annual dollar value, the location by City and State, the current percentage of completion, the expected date for completion, and the name of an individual within the Proposer's Firm that is most familiar with the Proposer's work on these jobs.

STATEMENT OF WORK FOR CURRENT PROJECTS					
Project Name and Location/Description of Work	Owner/Contact	Cost of Work (in thousands)	Proposer Firm Project Manager	Percentage of Completion	Estimated Completion
14. **Hydrant Fueling and Medium Voltage Distribution in Central Terminal Area at LaGuardia Airport, Queens, NY.** The objective of this contract is to develop contract documents specific to the construction of upgrades to the power distribution and communications infrastructure and hydrant fueling system at LaGuardia Airport. Maintenance of traffic schemes, designed to accommodate both vehicular and pedestrian traffic, will be prepared to maintain typical operations during construction and minimize the impact to the Authority's customers.	Port Authority of New York & New Jersey Jersey City, NJ Chiu Kun Wu 973-565-7878	$74 fee	William McMenamin	85%	2014
15. **LaGuardia Airport East End Substation Building, Equipment and Feeders, Queens, NY.** The Port Authority of New York and New Jersey has issued a number of work order contracts focusing on site preparation issues in anticipation of the construction of a new electrical substation within the east parking lot at LaGuardia Airport, which currently services passengers travelling via US Airways and Delta. This primary contract focuses on the construction of this substation and all associated equipment and feeders.	Port Authority of New York & New Jersey Jersey City, NJ Chiu Kun Wu 973-565-7878	$84 fee	William McMenamin	95%	2014
16. **Technical Support and Contract Development Services, Various Locations, NY and NJ.** Technical support services on an as-required basis including development of design guidelines and installation and maintenance contracts for the PA NY & NJ facilities.	Port Authority of New York & New Jersey Jersey City, NJ Steven Demetropoulos 973-565-7871	$74 fee	Paul Lindgren	75%	2014
17. **Replacement of the Queens Approach at the Bronx-Whitestone Bridge, BW-89C, Queens/Bronx, NY.** The project involves construction management and inspection services required to support the construction work of Project BW-89C, Replacement of the Queens Approach at the Bronx-Whitestone Bridge.	Triborough Bridge & Tunnel Authority Bronx, NY Andie Yee 718-349-4231	$110,000	Gregory Zenk	75%	2015

PART III-FINANCIAL INFORMATION – Question B.
A statement of work which the Proposer has on hand, including any work on which a bid and/or Proposal has been submitted, containing a description of the work, the annual dollar value, the location by City and State, the current percentage of completion, the expected date for completion, and the name of an individual within the Proposer's Firm that is most familiar with the Proposer's work on these jobs.

STATEMENT OF WORK FOR CURRENT PROJECTS					
Project Name and Location/Description of Work	**Owner/Contact**	**Cost of Work (in thousands)**	**Proposer Firm Project Manager**	**Percentage of Completion**	**Estimated Completion**
18. **Replacement of the Upper Level Deck of the Suspended Span of the Verrazano-Narrows Bridge, VN-80B, Staten Island, NY.** This $236-million project involves reconstruction to replace the upper level roadway superstructure of the Verrazano-Narrows Bridge. The work includes removal of existing upper level roadway deck and barrier, installation of new upper level orthotropic deck, overlay, drainage systems, sign structures, lighting, barrier, painting and miscellaneous utility work.	Triborough Bridge & Tunnel Authority Bronx, NY David Riggs 718-390-8631	$236,000	Gregory Zenk	30%	2018
19. **Construction Supervision and Inspection Services, Harlem Line Drainage Improvements, Phase II, Bronx, NY.** The objective of this contract is to provide construction supervision and inspection services for drainage improvements in the track structure between Mott Haven and Fordham on Metro-North's Harlem Line in the Bronx.	MTA Metro North Railroad New York, NY Geoffrey Dopsch 212-672-1261	$5,000	Kevin Padden	15% *The work is currently on hold due to limited track time availability, as MNR is performing other track repairs.*	2014
20. **REI for the Rehabilitation of High Bridge, Boroughs of Manhattan &Bronx, NY.** Rehabilitation of the masonry arch spans, steel arch span (including deleading and painting), brick arch deck, and brick walkway; stabilization and conservation of the aqueduct pipe; providing barrier-free access and safety for pedestrian and wheeled users; rehabilitation of historic railings and walkway lighting posts; providing architectural lighting (as funding allows); and providing a visitor information system consisting of way finding signage and aqueduct interpretative signage.	New York City Dept. of Design & Construction Long Island City, NY Kalpesh Patel 212-442-7679	$50,000	James Valenti	45%	2015

PART III-FINANCIAL INFORMATION – Question B.
A statement of work which the Proposer has on hand, including any work on which a bid and/or Proposal has been submitted, containing a description of the work, the annual dollar value, the location by City and State, the current percentage of completion, the expected date for completion, and the name of an individual within the Proposer's Firm that is most familiar with the Proposer's work on these jobs.

STATEMENT OF WORK FOR CURRENT PROJECTS					
Project Name and Location/Description of Work	Owner/Contact	Cost of Work (in thousands)	Proposer Firm Project Manager	Percentage of Completion	Estimated Completion
21. **Ocean Avenue Bridge over LIRR, Brooklyn, NY.** REI services for the component rehabilitation of the Ocean Avenue Bridge over the LIRR in the Borough of Brooklyn, NY.	New York City Dept. of Transportation New York, NY Margie Banka 212-839-4870	$3,626	James Valenti	50%	2014
22. **Battery Park Underpass/West Street Emergency Contract, New York, NY.** After suffering severe damage to electrical, mechanical, ventilation, and lighting systems during Superstorm Sandy, the Battery Park and West Street underpasses require significant rehabilitation to return them to pre-storm working condition.	New York City Dept. of Transportation New York, NY Bhaskar Gusani 212-839-4150	$20,000	Gregory Zenk	1%	2016
23. **REI Services in Connection with the Protective Coating of Various Bridges in the Bronx, Bronx, NY.** GPI will provide resident engineering and coatings inspection during repainting of various bridges in Bronx, NY.	New York City Dept. of Transportation New York, NY Inna Melskaya 212-839-6353	$5,600	James Valenti	1%	2016
24. **New York City Violation Enforcement Program, Various NYC Locations, NY.** This project involves the installation of red light camera, bus lane enforcement and school speed safety enforcement equipment at various locations in New York City.	New York City Dept. of Transportation New York, NY John Tipaldo 718-433-3375	$500	Robert Pulver	30%	2015
25. **NYCDOT On-Call - Transit Signal Priority for Main Street and Kissena/Parsons Boulevard, Queens, NY.** Study and design a Transit Signal Priority system for buses along Main Street and Kissena/Parsons Boulevard in Queens, NY.	New York City Dept. of Transportation New York, NY Ernest Athanailos 718-786-8853	$389 fee	Mark Yedlin	1%	2016

PART III-FINANCIAL INFORMATION – Question B.
A statement of work which the Proposer has on hand, including any work on which a bid and/or Proposal has been submitted, containing a description of the work, the annual dollar value, the location by City and State, the current percentage of completion, the expected date for completion, and the name of an individual within the Proposer's Firm that is most familiar with the Proposer's work on these jobs.

STATEMENT OF WORK FOR CURRENT PROJECTS					
Project Name and Location/Description of Work	Owner/Contact	Cost of Work (in thousands)	Proposer Firm Project Manager	Percentage of Completion	Estimated Completion
26. **NYCDOT On-Call - Transit Signal Priority System for Webster Avenue, Utica Avenue, Hylan Boulevard, and Nostrand Avenue, Various Locations, New York, NY.** GPI is conducting data collection and traffic engineering/analysis and simulation to account for field circumstances and evolving requirements of the NYCDOT in support of its implementation of Transit Signal Priority on multiple corridors.	New York City Dept. of Transportation New York, NY Ernest Athanailos 718-786-8853	$248 fee	James Bazata	55%	2014
27. **NYCDOT On-Call - Office Engineer Positions for Various Superstorm Sandy Reconstruction Projects, New York, NY.** The City of New York retained GPI to supply office engineers to efficiently manage the records of the emergency contracts to repair the damage caused by Superstorm Sandy.	New York City Dept. of Transportation New York, NY Ernest Athanailos 718-786-8853	$796 fee	Michael Salatti	25%	2015
28. **NYCDOT On-Call - Brooklyn Bridge Fiber Optic Conduit for ITS Deployment, New York, NY.** Furnish design plans and specifications for the development of a new fiber optic and electrical conduit system across the Brooklyn Bridge for future ITS. Included in the design will be the installation of CCTV sites along the bridge structure.	New York City Dept. of Transportation New York, NY Ernest Athanailos 718-786-8853	$77 fee	Robert Pulver	70%	2015
29. **NYCDOT On-Call - Transit Signal Priority System for Webster Avenue, Bronx, NY.** Study, design and deployment of a Transit System Priority (TSP) system on approximately five miles of multiple roadways, incorporating 67 intersections, to address transportation and traffic issues along the planned Bx41 Webster Avenue Select Bus Service (SBS) corridor in the Bronx, NY.	New York City Dept. of Transportation New York, NY Ernest Athanailos 718-786-8853	$784 fee	James Bazata	65%	2014

PART III-FINANCIAL INFORMATION – Question B.
A statement of work which the Proposer has on hand, including any work on which a bid and/or Proposal has been submitted, containing a description of the work, the annual dollar value, the location by City and State, the current percentage of completion, the expected date for completion, and the name of an individual within the Proposer's Firm that is most familiar with the Proposer's work on these jobs.

STATEMENT OF WORK FOR CURRENT PROJECTS					
Project Name and Location/Description of Work	Owner/Contact	Cost of Work (in thousands)	Proposer Firm Project Manager	Percentage of Completion	Estimated Completion
30. **NYCDOT On-Call - Phase 7 Timing Initiative, New York, NY.** This Phase 7 project continues work involving traffic signal optimization along various corridors in the City of New York. The project focuses on the development of new timing plans for 513 signalized intersections along 12 corridors to assist with the flow of traffic during off-peak periods.	New York City Dept. of Transportation New York, NY Ernest Athanailos 718-786-8853	$587 fee	Robert Pulver	60%	2016
31. **NYCDOT On-Call - Phase 6 Timing Initiative, New York, NY.** This Phase 6 project continues work involving traffic signal optimization along various corridors in the City of New York. The project focuses on the development of new timing plans for 287 signalized intersections along various corridors to assist with the flow of traffic during off-peak periods.	New York City Dept. of Transportation New York, NY Ernest Athanailos 718-786-8853	$238 fee	Robert Pulver	80%	2014
32. **Eight Bridges Component Rehabilitation, HBCR02B, Various Locations, NY.** This is a total design and construction support services contract, which includes the in-depth inspection of eight bridges, preparation of a Bridge Rehabilitation Report (BRPR), preparation of preliminary and final design plans, specifications, and Engineer's estimate, bidding assistance to the city, and construction support services.	New York City Dept. of Transportation New York City, NY Kris Baweja 212-839-4872	$15,000	Paul Yuan	30%	2017
33. **NYCDOT On-Call - Transit Signal Priority System for Nostrand Avenue, Brooklyn, NY.** This project involves the study, design and deployment of a TSP system on approximately 4.4 miles of roadway, incorporating 34 intersections as part of the NYCWIN Bus Rapid Transit (BRT) project. The project also involves the development of a comprehensive field data collection program, traffic engineering and analysis to optimize the signal timings along the corridor and development of the Aimsun simulation model to evaluate the best method to implement TSP along the route and maximize its efficiency.	New York City Dept. of Transportation New York, NY Ernest Athanailos 718-786-8853	$485 fee	James Bazata	75%	2014

PART III-FINANCIAL INFORMATION – Question B.
A statement of work which the Proposer has on hand, including any work on which a bid and/or Proposal has been submitted, containing a description of the work, the annual dollar value, the location by City and State, the current percentage of completion, the expected date for completion, and the name of an individual within the Proposer's Firm that is most familiar with the Proposer's work on these jobs.

STATEMENT OF WORK FOR CURRENT PROJECTS					
Project Name and Location/Description of Work	Owner/Contact	Cost of Work (in thousands)	Proposer Firm Project Manager	Percentage of Completion	Estimated Completion
34. **NYCDOT On-Call - Transit Signal Priority System for Hylan Boulevard, Staten Island and Brooklyn, NY.** This project involves the study, design and deployment of a TSP system on approximately 14 miles of roadway, incorporating 71 intersections as part of the NYCWIN Bus Rapid Transit (BRT) project. GPI is responsible for the development of a comprehensive field data collection program, traffic engineering and analysis to optimize the signal timings along the corridor and development of the Aimsun simulation model to evaluate the best method to implement TSP along the route and maximize its efficiency.	New York City Dept. of Transportation New York, NY Ernest Athanailos 718-786-8853	$766 fee	James Bazata	65%	2014
35. **NYCEDC On-Call - Green Infrastructure Design Services, Brooklyn, NY.** This project includes the hydraulic screening and final design for approximately 550 right-of-way bioswales (ROWBs) in Brooklyn.	New York City Economic Development Corporation New York, NY Brian Larsen 212-312-3740	$917 fee	William Barrett	70%	2015
36. **NJT Group C, Inspection of Undergrade Railroad Bridges, Various Locations, NJ.** The primary objectives of this NJ Transit project are to ensure the safety of the traveling public and to protect the investment in their infrastructure. These objectives are accomplished by maintaining the structural adequacy of the NJ Transit's bridges in order to provide safe and uninterrupted service on their railway lines.	New Jersey Transit Newark, NJ Paul Falkowski 973-491-8097	$888	Kevin Padden	38%	2014

PART III-FINANCIAL INFORMATION – Question B.
A statement of work which the Proposer has on hand, including any work on which a bid and/or Proposal has been submitted, containing a description of the work, the annual dollar value, the location by City and State, the current percentage of completion, the expected date for completion, and the name of an individual within the Proposer's Firm that is most familiar with the Proposer's work on these jobs.

STATEMENT OF WORK FOR CURRENT PROJECTS					
Project Name and Location/Description of Work	**Owner/Contact**	**Cost of Work (in thousands)**	**Proposer Firm Project Manager**	**Percentage of Completion**	**Estimated Completion**
37. **Rehabilitation of Kew Gardens Interchange/Van Wyck Expressway, Queens, NY.** The project involves construction inspection services for the reconstruction of the Van Wyck Expressway (I-678), between 86th Avenue and the Grand Central Parkway in Queens County. This $150-million project involves the complete replacement of five bridges, the reconstruction of one bridge along with the reconstruction of a pedestrian tunnel and the widening of the Van Wyck Expressway.	New York State Dept. of Transportation Albany, NY Craig Ruyle 718-482-4791	$150,000	Gregory Zenk	70%	2015
38. **Southern State Parkway INFORM VMS, Nassau County, NY.** Design a VMS sign structure over the Eastbound Southern State Parkway near Hempstead Avenue.	New York State Dept. of Transportation Albany, NY Emilio C. Sosa 631-904-3014 Wiley Engineering, P.C. (Client)	$35 fee	Robert Pulver	90%	2014
39. **Route 25 Timing INFORM, Various Locations, NY.** Perform traffic signal timing optimization utilizing SYNCHRO along the Route 25 corridor in Nassau and Suffolk Counties.	New York State Dept. of Transportation Albany, NY Emilio C. Sosa 631-904-3014 Wiley Engineering, P.C. (Client)	$66 fee	Robert Pulver	50%	2014

PART III-FINANCIAL INFORMATION– Question B.
A statement of work which the Proposer has on hand, including any work on which a bid and/or Proposal has been submitted, containing a description of the work, the annual dollar value, the location by City and State, the current percentage of completion, the expected date for completion, and the name of an individual within the Proposer's Firm that is most familiar with the Proposer's work on these jobs.

STATEMENT OF WORK FOR CURRENT PROJECTS					
Project Name and Location/Description of Work	**Owner/Contact**	**Cost of Work (in thousands)**	**Proposer Firm Project Manager**	**Percentage of Completion**	**Estimated Completion**
40. **NY 27 Pedestrian Safety Improvements - Broadway to Wantagh Parkway, Hempstead and Oyster Bay, NY.** This project proposes to provide upgraded pedestrian facilities that focus on pedestrian safety on NY 27 (Sunrise Highway) between Broadway and the Wantagh State Parkway (WSP). The proposed work includes construction of new traffic signals, crosswalks that have (where possible/applicable) pedestrian indications, Count Down (CD) Timers, latching pushbuttons, ADA compliant pedestrian ramps with detectible warnings and high visibility pavement markings.	New York State Dept. of Transportation Albany, NY Shaju Chalil 631-952-6927	$2,700	Deane Fabrizio	60%	2014
41. **Southern State Parkway Safety Improvements, Queens-Nassau Line to Nassau-Suffolk Line, Queens/Nassau/Suffolk Counties, NY.** This project is being progressed to address existing safety deficiencies identified along the Southern State Parkway from the Queens County/Nassau County line to NY 110. Upgraded warning signs, delineators, and pavement markings are included as part of this work.	New York State Dept. of Transportation Albany, NY Shaju Chalil 631-952-6927	$1,800	William Stroh	95%	2014
42. **Traffic Timing & Arterial Optimization, Various Locations, NY.** GPI is developing timing plans along various corridors using Synchro software to improve control of 200+ signalized intersections. This project provides improved service to the traveling public along these corridors by improving safety, maximizing signal timing efficiency, coordinating signal timing, and reducing the overall delay on these arterials.	New York State Dept. of Transportation Albany, NY Andrew Maresca 631-904-3010	$692 fee	Robert Pulver	50%	2015
43. **Emil Realty Before & After Analysis Report, Brooklyn, NY.** This project involves assessing the highest and best use for a building where NYSDOT is to obtain a permanent easement. The property owner has filed a claim against NYSDOT contesting the compensation offered by NYSDOT.	New York State Dept. of Transportation Albany, NY Calvin A. Daley 718-482-4776	$25 fee	William Stroh	50%	2014

PART III-FINANCIAL INFORMATION – Question B.

A statement of work which the Proposer has on hand, including any work on which a bid and/or Proposal has been submitted, containing a description of the work, the annual dollar value, the location by City and State, the current percentage of completion, the expected date for completion, and the name of an individual within the Proposer's Firm that is most familiar with the Proposer's work on these jobs.

STATEMENT OF WORK FOR CURRENT PROJECTS					
Project Name and Location/Description of Work	**Owner/Contact**	**Cost of Work (in thousands)**	**Proposer Firm Project Manager**	**Percentage of Completion**	**Estimated Completion**
44. **Mendelson, Rosenthal, Hiller Before & After Analysis Report, Suffolk County, NY.** This project involves assessing the highest and best use for a building and parcel where NYSDOT is to acquire right-of-way and obtain a temporary easement. The property owner has filed a claim against NYSDOT contesting the compensation offered by NYSDOT.	New York State Dept. of Transportation Albany, NY Cliff Winter 631-952-6090	$9 fee	William Stroh	65%	2014
45. **Food Fest Depot Trade Fixtures Report, Bronx, NY.** This project involves the determination of the value of fixtures inside a building where NYSDOT is to obtain a permanent easement. The property owner has filed a claim against NYSDOT contesting the compensation offered by NYSDOT.	New York State Dept. of Transportation Albany, NY Calvin A. Daley 718-482-4776	$18 fee	William Stroh	25%	2014
46. **Food Fest Depot Before & After Analysis Report, Bronx, NY.** This project involves assessing the highest and best use for a building where NYSDOT is to obtain a permanent easement. Although the property owner has not filed a claim against NYSDOT contesting the compensation offered by NYSDOT, NYSDOT believes a suit may be pending and is preparing the case accordingly.	New York State Dept. of Transportation Albany, NY Calvin A. Daley 718-482-4776	$15 fee	William Stroh	25%	2014
47. **Freiman Fabric Corporation Trade Fixtures Report, Bronx, NY.** This project involves the determination of the value of fixtures inside a building where NYSDOT is to obtain a permanent easement. The property owner has filed a claim against NYSDOT contesting the compensation offered by NYSDOT.	New York State Dept. of Transportation Albany, NY Calvin A. Daley 718-482-4776	$18 fee	William Stroh	50%	2014
48. **New York City Police License Plate Reader (LPR) System - Phase 2, Various Locations, NY.** This project consists of developing an installation package for the installation of video camera, video equipment, power, and a mixture of fiber, coax and wireless communications back to various collection facilities.	New York City Police Department Jamaica, NY Aaron Lucas 646-763-0871	$435 fee	Robert Pulver	80%	2015

PART III-FINANCIAL INFORMATION – Question B.

A statement of work which the Proposer has on hand, including any work on which a bid and/or Proposal has been submitted, containing a description of the work, the annual dollar value, the location by City and State, the current percentage of completion, the expected date for completion, and the name of an individual within the Proposer's Firm that is most familiar with the Proposer's work on these jobs.

STATEMENT OF WORK FOR CURRENT PROJECTS					
Project Name and Location/Description of Work	**Owner/Contact**	**Cost of Work (in thousands)**	**Proposer Firm Project Manager**	**Percentage of Completion**	**Estimated Completion**
49. **Central Avenue Bus Rapid Transit/Transit Signal Priority Implementation, Westchester County, NY.** The project involves preliminary design with an option for detailed design for a bus rapid transit (BRT) system for the Central Avenue corridor in Westchester County, NY. The BRT design effort will focus on these specific components: 1) transit signal priority (TSP); 2) queue jumps; and 3) left turn lanes, where appropriate along the corridor, as indicated in previous studies.	Westchester County Dept. of Public Works White Plains, NY Naomi Klein 914-813-7758 Parsons Brinckerhoff (Client)	$153 fee	Michael Salatti	99%	2014
50. **Rockaway Boulevard Garage Relocation Traffic Study, Queens, NY.** GPI has been requested by the Logan Bus Company to conduct two separate new traffic studies in connection with their on-going Rockaway Boulevard Garage Relocation project located in Queens, NY.	Logan Bus Company Inc. Ozone Park, NY Corey Muirhead 718-738-7373 ext. 2118	$75 fee	Talha Ahmad	95%	2014
51. **Logan Bus Company Traffic Evaluation, Queens, NY.** The work involves addressing questions related to a previously-conducted traffic study and signal warrant assessment that were raised by the reviewing agencies including the Port Authority of New York & New Jersey.	Leonard J. Strandberg & Associates Freeport, NY Neil A. Strandberg 516-378-2064	$78 fee	Talha Ahmad	95%	2014
52. **Nassau County Traffic Design Engineer, Various Locations, NY.** GPI is providing an on-site traffic engineer to assist Nassau County with their traffic engineering work efforts.	Nassau County Dept. of Public Works Westbury, NY Ken Arnold 516-571-9607	$213 fee	William McMenamin	85%	2014
53. **Traffic Management Center Operations Personnel, Westbury, NY.** This project will provide full-time operations personnel to staff the County's Traffic Management Center (TMC) facility in Westbury, NY.	Nassau County Dept. of Public Works Westbury, NY Ken Arnold 516-571-9607	$500 fee	Patrick Dunckley	25%	2016

PART III-FINANCIAL INFORMATION – Question B.

A statement of work which the Proposer has on hand, including any work on which a bid and/or Proposal has been submitted, containing a description of the work, the annual dollar value, the location by City and State, the current percentage of completion, the expected date for completion, and the name of an individual within the Proposer's Firm that is most familiar with the Proposer's work on these jobs.

STATEMENT OF WORK FOR CURRENT PROJECTS					
Project Name and Location/Description of Work	Owner/Contact	Cost of Work (in thousands)	Proposer Firm Project Manager	Percentage of Completion	Estimated Completion
54. **Superstorm Sandy Emergency Services, Nassau County, NY.** GPI is providing assistance in the debris removal effort by auditing the volume of material hauled and providing expertise in tree assessments. In addition, GPI is supporting the FHWA and FEMA reimbursement efforts for emergency and permanent repair to the County's extensive signal system that was damaged. The signal management system developed by GPI is being utilized to track and manage the electrical contractor's work orders and records. All information is linked in the system via GIS mapping to identify FAUS roadway identification and preparation of the DDIR reimbursement forms of the approximately 300 locations damaged.	Nassau County Dept. of Public Works Westbury, NY Ken Arnold 516-571-9607	$230 fee	Michael Salatti	90%	2014
55. **Barnum Island Creek Bridge Improvements, Hamlet of Oceanside, NY.** This project includes preliminary and final design services for the reconstruction of the existing Long Beach Road Bridge over Barnum Island Creek. The project also includes in-depth inspection and report, load rating, development for alternatives for rehabilitation or replacement of the existing bridge superstructures, consisting of concrete encased steel girders and precast concrete box beams.	Nassau County Dept. of Public Works Westbury, NY Donna Boyle 516-571-6817	$3,000	Christian DeWalt	60%	2014
56. **Weir Street Hempstead Maintenance Facility, Hempstead, NY.** Program development, preliminary and final design, construction documents, and construction support for the reconstruction and general upgrade of the County's existing highway maintenance facility located on Weir Street. The project will be advanced under two separate construction contracts.	Nassau County Dept. of Public Works Westbury, NY Carmelo Mazza 516-571-6813	$13,500	James Garrahan	80%	2016

PART III-FINANCIAL INFORMATION – Question B.

A statement of work which the Proposer has on hand, including any work on which a bid and/or Proposal has been submitted, containing a description of the work, the annual dollar value, the location by City and State, the current percentage of completion, the expected date for completion, and the name of an individual within the Proposer's Firm that is most familiar with the Proposer's work on these jobs.

STATEMENT OF WORK FOR CURRENT PROJECTS					
Project Name and Location/Description of Work	**Owner/Contact**	**Cost of Work (in thousands)**	**Proposer Firm Project Manager**	**Percentage of Completion**	**Estimated Completion**
57. **Smith Point Erosion Remediation, Suffolk County, NY.** Environmental studies and engineering related to preparing plans for beach nourishment to repair damage from the November 2009 nor'easter. Tasks include procuring all necessary permits, directing surveys, and preparing construction plans.	Suffolk County Dept. of Public Works Yaphank, NY William Hillman 631-852-4002	$273 fee	Robert Grover	90%	2015
58. **Engineering Services in Conjunction with Improvements to CR 17, Phase III, Town of Islip, NY.** A two-part project which includes conducting a comprehensive study to determine potential traffic operation improvements at the intersection of CR 17, Carleton Avenue/Wheeler Road and CR 67, Motor Parkway and review and modification of SCDPW specifications to comply with the NYSDOT's Procedurs for Federally Aided projects.	Suffolk County Dept. of Public Works Yaphank, NY William Hillman 631-852-4002	$345 fee	James Bazata	40%	2014
59. **Engineering Services and Feasibility for CR 97, Nicolls Road from I-495 LIE to Daniel Webster Drive, Town of Brookhaven NY.** GPI will provide transportation services to prepare a study that examines the feasibility and construction cost of capacity improvements on CR 97 between the Long Island Expressway and the main entrance to Stony Brook University (Daniel Webster Drive). This study will evaluate traffic data and performed growth forecasts to develop several improvement alternatives, including roadway widening and grade separation based upon safety and capacity.	Suffolk County Dept. of Public Works Yaphank, NY William Hillman 631-852-4002	$115 fee	James Bazata	85%	2014

PART III-FINANCIAL INFORMATION – Question B.
A statement of work which the Proposer has on hand, including any work on which a bid and/or Proposal has been submitted, containing a description of the work, the annual dollar value, the location by City and State, the current percentage of completion, the expected date for completion, and the name of an individual within the Proposer's Firm that is most familiar with the Proposer's work on these jobs.

STATEMENT OF WORK FOR CURRENT PROJECTS					
Project Name and Location/Description of Work	Owner/Contact	Cost of Work (in thousands)	Proposer Firm Project Manager	Percentage of Completion	Estimated Completion
60. **Suffolk County Closed Loop Signal Project (Design Authorization 3), Yaphank, NY.** This project will install new microcomputer controllers, cabinets, communications equipment on County roads and shall connect all required signals to a closed loop signal system operated out of the County's Traffic Engineering office in Yaphank. This project will implement central communications and control at 130 intersections on 18 Suffolk County arterials.	Suffolk County Dept. of Public Works Yaphank, NY William Chandler 631-852-4249	$666 fee	Robert Pulver	50%	2016
61. **Suffolk County Closed Loop Signal Project Construction Inspection, Phases 2 through 7, Yaphank, NY.** GPI will support the County's mission to upgrade the over 400 signalized intersection in Suffolk County by providing construction management and inspection services for upgrading existing intersections with the installation of new traffic signal controllers. Routine inspections of the traffic signals will be performed to monitor construction condition and performance of equipment and materials. Along with the physical inspection routines, reporting and documentation, daily logs, inspection reports, measurement of item quantities, coordination of task and quality assurance will also be maintained.	Suffolk County Dept. of Public Works Yaphank, NY Alex Prego 631-852-4174	$750 fee	Robert Pulver	80%	2015
62. **Heartland Town Square Review, Brentwood, NY.** GPI will review the Heartland Town Square DGEIS in order to determine its traffic impacts on the surrounding and neighboring Town of Huntington's roadways.	Town of Huntington Huntington, NY Anthony Aloisio 631-351-3196	$42 fee	Michael Salatti	25%	2014
63. **Wyandanch Plaza, Wyandanch, NY.** Provided mechanical, electrical, and plumbing engineering services for the design development and final design phases of the project. The project entailed the creation of a public plaza and open space park area within the Town's "Smart Growth" development in Wyandanch.	Town of Babylon Lindenhurst, NY Peter Casserly 631-957-3025	$7,000	James Garrahan	95%	2014

PART III-FINANCIAL INFORMATION – Question B.

A statement of work which the Proposer has on hand, including any work on which a bid and/or Proposal has been submitted, containing a description of the work, the annual dollar value, the location by City and State, the current percentage of completion, the expected date for completion, and the name of an individual within the Proposer's Firm that is most familiar with the Proposer's work on these jobs.

STATEMENT OF WORK FOR CURRENT PROJECTS					
Project Name and Location/Description of Work	Owner/Contact	Cost of Work (in thousands)	Proposer Firm Project Manager	Percentage of Completion	Estimated Completion
64. **Traffic Conditions Related to Canon, U.S.A., Inc., Huntington, NY.** Comprehensive traffic impact assessment associated with the already constructed Canon U.S.A., Inc. headquarters building. This traffic impact assessment can be considered an "After Study" that mainly focuses on the effectiveness of mitigation measures that were proposed and implemented on the surrounding roadway system as a result of this project.	Town of Huntington Huntington, NY Stephen McGloin 631-351-3117	$60 fee	Talha Ahmad	40%	2014
65. **Town of Brookhaven Traffic Sign Inventory, Brookhaven, NY.** GPI was hired by the town to develop an inventory program and perform the field data collection for all town owned signs. Sign data will be utilized to develop a comprehensive database of sign locations and properties for implementation of a management program to track compliance with current standards for minimum sign retroreflectivity.	Town of Brookhaven Dept. of Traffic/Safety Farmingville, NY Jason Reznak 631-451-6213	$765 fee	Timothy Stroth	94%	2014
66. **Rockville Centre UFSD Track and Athletic Field Reconstruction and Additions and Alterations to South Side High School, Rockville Centre, NY.** The project entails the addition of several new building additions, a new parking lot, new sidewalks and paving, and the replacement of the football field and practice field as well as the reconstruction of the running track.	Rockville Centre Public Schools Rockville Centre, NY Robert Bartels 516-255-8920	$8 fee	Keith Holley	25%	2016
67. **Alternative Energy Study at St. John's Site, Queens, NY.** Conducting research and assisting owner in soliciting solar energy firms to enter LIPA/PSE&G's Feed In Tariff II (FIT II) program.	Catholic Cemeteries Diocese of Brooklyn Farmingdale, NY Randy D. Van Yahres 631-752-5230	$26 fee	James Garrahan	80%	2015

PART III-FINANCIAL INFORMATION – Question B.
A statement of work which the Proposer has on hand, including any work on which a bid and/or Proposal has been submitted, containing a description of the work, the annual dollar value, the location by City and State, the current percentage of completion, the expected date for completion, and the name of an individual within the Proposer's Firm that is most familiar with the Proposer's work on these jobs.

STATEMENT OF WORK FOR CURRENT PROJECTS					
Project Name and Location/Description of Work	**Owner/Contact**	**Cost of Work (in thousands)**	**Proposer Firm Project Manager**	**Percentage of Completion**	**Estimated Completion**
68. **Garvies Point Road Final Design, Glen Cove, NY.** GPI is providing technical support, agency liaison, and QA/QC review of materials associated with the final design plans, specifications, property acquisitions, and construction cost estimates for this locally administered federal aid project for Garvies Point Road.	City of Glen Cove Glen Cove, NY Myralee Machol Executive Director Glen Cove Community Development Agency 516-676-1625 ext. 102 Sidney B. Bowne & Son, LLP (Client)	$67,000	William Barrett	50%	2014
69. **Port Jefferson Apartments (Heritage Inn Site), Port Jefferson, NY.** Structural design for on-site bridges and retaining walls, site lighting design, site and topographic survey as well as traffic studies if necessary. In addition, GPI will provide collaborative assistance on NYSDEC issues.	TRITEC Construction Consulting Services, Inc. East Setauket, NY Martin A. DePasqale 631-706-4131	$178 fee	Deborah Chase	30%	2015
70. **Building Demolition within the Academic Village, Westbury, NY.** Final design, construction documents, and construction support for building demolition, site reconstruction, and construction of a new utility duct bank.	State University of New York at Old Westbury Old Westbury, NY Kliment Halsband Architects (Client) George George (212) 342-7400	$220,000	William Barrett	95%	2014
71. **West Drive Roadway Improvements, Stony Brook, NY.** Final design, construction documents, and construction support for reconstruction and reconfiguration of West Drive, Schomburg Drive, the Kelly Quad parking lot, and the intersection of West Drive and Circle Road.	State University of New York at Stony Brook Stony Brook, NY Louis Rispoli 631-632-6218	*Project was reduced in size and re-packaged at an estimated construction cost of $2.0M*	Deane Fabrizio	*Re-packaging design is 100% complete. Construction may begin in Fall 2014 – date uncertain*	2015 +/-

PART III-FINANCIAL INFORMATION – Question B.
A statement of work which the Proposer has on hand, including any work on which a bid and/or Proposal has been submitted, containing a description of the work, the annual dollar value, the location by City and State, the current percentage of completion, the expected date for completion, and the name of an individual within the Proposer's Firm that is most familiar with the Proposer's work on these jobs.

STATEMENT OF WORK FOR CURRENT PROJECTS					
Project Name and Location/Description of Work	**Owner/Contact**	**Cost of Work (in thousands)**	**Proposer Firm Project Manager**	**Percentage of Completion**	**Estimated Completion**
72. **Ring Road Reconstruction, Old Westbury, NY.** Final design, construction documents and construction support for drainage improvements, safety improvements, and reconstruction of the main loop road and the entrance roads. The State University of New York at Old Westbury proposes to rehabilitate approximately four miles of the campus main access Ring Road, along with other entry drives that permit access to the campus. Additionally, several site safety issues related to internal intersection geometry, lane drops, site distance, traffic volumes and pedestrian access will be investigated and evaluated for proposed improvements. Localized flooding and roadway freezing will be investigated in several problem areas and drainage improvements evaluated and proposed.	State University of New York at Old Westbury Old Westbury, NY Stephen Griffin 516-876-3173	*Final GPI construction estimate as of February 2014 is $4.5M*	Deane Fabrizio	*Design is 100% complete – Construction date uncertain – Project has been put on hold. Construction may start in 2015, depending on available money.*	2016 +/-
73. **New Life Sciences Building, Selden, NY.** Final design, construction documents, and construction support for a new, 68,500-sq-ft state-of-the-art science building.	Suffolk County Community College Selden, NY Jon DeMaio BBS Architects & Engineers, P.C. (Client)	$28,500	James Garrahan	95%	2014
74. **Expert Professional Services for the Port Newark Port Street Corridor Improvements.** Project includes the development of final design and contract documents (Stage III) and Post construction Contract Award Services for roadway, bridge, ITS, signing and lighting improvements associated with the PANYNJ Port Newark Port Street Corridor Improvement project.	Port Authority of New York & New Jersey Jersey City, NJ Manoj Desai 973-792-4366	$1,623	W. Scott Johnsen	0%	2019 (Design and Post Design)

PART III-FINANCIAL INFORMATION – Question B.

A statement of work which the Proposer has on hand, including any work on which a bid and/or Proposal has been submitted, containing a description of the work, the annual dollar value, the location by City and State, the current percentage of completion, the expected date for completion, and the name of an individual within the Proposer's Firm that is most familiar with the Proposer's work on these jobs.

STATEMENT OF WORK FOR CURRENT PROJECTS					
Project Name and Location/Description of Work	**Owner/Contact**	**Cost of Work (in thousands)**	**Proposer Firm Project Manager**	**Percentage of Completion**	**Estimated Completion**
75. **DRBA Authority Wide Construction Inspection Term Agreement for the Delaware Memorial Bridge and other DRBA Facilities, DE/NJ.** For the past 9 nine years GPI has been providing construction inspection/management services on a task order basis for multiple projects on the DRBA facilities. GPI is responsible for all aspects of the construction inspection including: establishing lines of communication with the owner, contractor and designer; scheduling, coordinating, attending and documenting all progress meetings; coordinating any meetings with outside agencies, officials or community representatives; reviewing and approving catalog cuts and methods of work and equipment; assuring compliance with the contract plans and specifications; documenting daily inspection reports; evaluating and approving the quality and workmanship of all contract work; maintaining as-builts; maintaining orderly records of project progress, quantities and costs; processing contractor Pay Certificates; reviewing Contractor's claims/requests for change orders and making recommendations to the DRBA.	Delaware River & Bay Authority David Hoppenjans, Gregory Pawlowski or Gary Mascelli 302-571-6380	$3,000	Thomas Napolitano	85%	2014
76. **NJDOT Construction Inspection, Pulaski Skyway Rehabilitation, Contract #4, Jersey City, Kearny and Newark, Hudson and Essex Counties, NJ.** This project will replace the existing bridge deck of the northbound direction for the entire length of Pulaski Skyway, (Str. # 0704-150 over Passaic River) and (Str. # 0901-150 over Hackensack River). The project will also address lighting, balustrade replacement, drainage connections, and ITS components.	New Jersey Department of Transportation Lynn Bartleson 973-601-6658	$7,302	Robert Guerin/Thomas Napolitano	0%	2016

PART III-FINANCIAL INFORMATION – Question B.

A statement of work which the Proposer has on hand, including any work on which a bid and/or Proposal has been submitted, containing a description of the work, the annual dollar value, the location by City and State, the current percentage of completion, the expected date for completion, and the name of an individual within the Proposer's Firm that is most familiar with the Proposer's work on these jobs.

STATEMENT OF WORK FOR CURRENT PROJECTS					
Project Name and Location/Description of Work	Owner/Contact	Cost of Work (in thousands)	Proposer Firm Project Manager	Percentage of Completion	Estimated Completion
77. **NJDOT Construction Inspection, Pulaski Skyway Rehabilitation,- Contract #4, Jersey City, Hudson County, NJ.** This project is a major Bridge Rehabilitation that consists of rehabilitation of the Upper and Lower sections of the Conrail Viaduct (Structure # 0904-151) and Hoboken Viaduct (Structure # 0904-152). The Hoboken Viaduct will be re-decked and its superstructure and substructure will be rehabilitated and seismically retrofitted. Operational Improvements will be made to the intersections on the Upper roadway. The Westbound Upper Roadway is on fill. The Lower Roadway is freeway in nature. The Upper Roadway serves local traffic.	Dewberry –Prime Consultant Anthony Pecci 973-780-9322	$913 (GPI Portion)	Thomas Napolitano	20%	2015
78. **NJDOT Route 35 Sandy Restoration, MP 0 to 4, Berkley Township to Toms River, Ocean County, NJ.** This is a FEMA construction project consisting of excavation of the existing roadway box, repair of sinkholes with select material, new drainage systems including 5 pumping stations, replacement of underground and aerial utilities, construction of a new pavement box, curb and sidewalk, repair or replacement of highway lighting and traffic signals, and ITS interconnect systems from Milepost 0 to Milepost 4 in Berkley Township, Seaside Heights Boro, and Toms River Township in Ocean County.	New Jersey Department of Transportation George Carroll 732-625-4217	$4,780	Robert Guerin/Thomas Napolitano	30%	2015

PART III-FINANCIAL INFORMATION – Question B.
A statement of work which the Proposer has on hand, including any work on which a bid and/or Proposal has been submitted, containing a description of the work, the annual dollar value, the location by City and State, the current percentage of completion, the expected date for completion, and the name of an individual within the Proposer's Firm that is most familiar with the Proposer's work on these jobs.

STATEMENT OF WORK FOR CURRENT PROJECTS					
Project Name and Location/Description of Work	**Owner/Contact**	**Cost of Work (in thousands)**	**Proposer Firm Project Manager**	**Percentage of Completion**	**Estimated Completion**
79. **NJDOT Route 35 Sandy Restoration, MP 4 to 9, Toms River to Mantoloking, Ocean County, NJ.** As a subconsultant to IH Engineers, PC, GPI is performing construction inspection services for this $100M FEMA project which consists of: excavation of the existing roadway box; repair of sinkholes with select material; new drainage systems, replacement of underground and aerial utilities; construction of a new pavement box; curb and sidewalk; repair or replacement of highway lighting and traffic signals; and ITS interconnect systems form Milepost 4 to Milepost 9.07 in Ocean County.	IH Engineers, PC – Prime Consultant Mike Bruno 201-487-1025	$444 (GPI Portion)	Thomas Napolitano	20%	2015
80. **NJDOT Route 35 Sandy Restoration, MP 9 to 12.5, Mantoloking to Point Pleasant, Ocean County, NJ.** As a subconsultant to Amman & Whitney/Maitra JV, GPI is performing construction inspection and administration services to assist the Department RE's.	Amman& Whitney – Prime Consultant George El-Azar 212-627-7160	$176 (GPI Portion)	Thomas Napolitano	80%	2014
81. **NJDOT Region Central Maintenance Bridge Painting 2013-3 Routes 18, 34 & 7, Monmouth and Ocean Counties. Construction Inspection Services for 12 Bridges on Routes 18, 34 and 7; Wall, Neptune, Colts Neck & Stafford Townships & Sea Girt, Belmar & Ship Bottom Boroughs; Monmouth & Ocean Counties.** Project involves monitoring 100% containment operations, MPT, quality of coating materials, proper storage, mixing, application, inspect coating application for compliance with contract specification, surface preparation (SSPC-SP10), environmental compliance, also managing and training the inspection force.	New Jersey Department of Transportation George Carroll 732-625-4217	$3,000	Robert Guerin/Thomas Napolitano	80%	2015

PART III-FINANCIAL INFORMATION – Question B.

A statement of work which the Proposer has on hand, including any work on which a bid and/or Proposal has been submitted, containing a description of the work, the annual dollar value, the location by City and State, the current percentage of completion, the expected date for completion, and the name of an individual within the Proposer's Firm that is most familiar with the Proposer's work on these jobs.

STATEMENT OF WORK FOR CURRENT PROJECTS					
Project Name and Location/Description of Work	**Owner/Contact**	**Cost of Work (in thousands)**	**Proposer Firm Project Manager**	**Percentage of Completion**	**Estimated Completion**
82. **NJDOT Region North Maintenance Term Agreement, Various Locations, NJ.** Since 2011, GPI has been providing Maintenance Construction Inspection Services for this a 3-yr Term Agreement for various 100% State Funded Contracts and Permit Projects in Region North. The majority of the maintenance work is located in the counties of Bergen, Essex, Hudson, Morris, Passaic, Sussex, Union, and Warren. Various task orders for work that includes construction inspection for maintenance drainage, paving, bridge concrete repair and moveable bridge repair contracts. Includes both roadway and bridge work, both day and nighttime operations, MPT. Task assignments have been completed on-time and within budget.	New Jersey Department of Transportation Lynn Bartleson 973-601-6658	$3,000	Robert Guerin/Thomas Napolitano	90%	2014

PART III-FINANCIAL INFORMATION – Question B.

A statement of work which the Proposer has on hand, including any work on which a bid and/or Proposal has been submitted, containing a description of the work, the annual dollar value, the location by City and State, the current percentage of completion, the expected date for completion, and the name of an individual within the Proposer's Firm that is most familiar with the Proposer's work on these jobs.

STATEMENT OF WORK FOR CURRENT PROJECTS					
Project Name and Location/Description of Work	Owner/Contact	Cost of Work (in thousands)	Proposer Firm Project Manager	Percentage of Completion	Estimated Completion
83. **DRJTBC Easton-Phillipsburg Toll Bridge Rehabilitation, PA/NJ.** GPI is performing CM & CI services on this $29.6M project. This project is a multi-faceted rehabilitation of the Easton-Phillipsburg (Route 22) Toll Bridge and related facilities. Rehabilitation project elements include bridge painting, pavement repairs, deck replacement and repair, substructure repairs, bearing replacement, electrical upgrades and toll plaza upgrades. Project includes multiple bridge structures: Main River Bridge, Broad Street Viaduct, Route 22 over SR 611, Route 22 over Bank Street, Route 22 over 3rd Street and the pedestrian tunnel at Bushkill Street. The rehabilitation project elements include: pavement repairs and reconstruction throughout the facility; Main River Bridge and Broad Street Viaduct (deck removal and replacement, cleaning and painting of all structural steel, rehabilitation/replacement of deck drainage system, structural steel and substructure repairs as defined per inspection, and rehabilitate pedestrian railing); remove and replace superstructure of the Route 22 Bridge over SR 611; construct an ADA compliant ramp to the existing pedestrian tunnel under Route 22 at Bushkill Street; replace roadway and bridge lighting throughout the facility – lighting on Snyder Street to match Easton streetscape lighting; Bank Street and 3rd Street bridges (replace bridge bearings, mill and resurface bridge deck, clean and paint stringer ends and fascia beam, miscellaneous repairs); electrical upgrades to toll facility load center in Administration Building; and minor repairs and painting to toll booth facilities.	Delaware River Joint Toll Bridge Commission Christopher Harney 215-295-5061	$2,694	Thomas Napolitano/Richard Seamon	65%	2014

PART III-FINANCIAL INFORMATION – Question B.

A statement of work which the Proposer has on hand, including any work on which a bid and/or Proposal has been submitted, containing a description of the work, the annual dollar value, the location by City and State, the current percentage of completion, the expected date for completion, and the name of an individual within the Proposer's Firm that is most familiar with the Proposer's work on these jobs.

STATEMENT OF WORK FOR CURRENT PROJECTS					
Project Name and Location/Description of Work	Owner/Contact	Cost of Work (in thousands)	Proposer Firm Project Manager	Percentage of Completion	Estimated Completion
84. **NJTA Interchange 6 to 9 Widening Program.** The construction involves the addition of 170 lane miles to the NJ Turnpike between Interchange 6 in Mansfield Township, Burlington County, and Interchange 9 in East Brunswick, Middlesex County. In addition, it includes the construction of a new toll plaza at Interchange 8 in East Windsor, Mercer County. Work is occurring along approximately 34 miles of the busy highway adding three lanes in each direction between Interchanges 6 and 8A and one lane in each direction between Interchanges 8A and 9. When the work is done, there will be a total of 12 lanes - six lanes in each direction from Interchange 6 to Interchange 11. The program is currently on schedule for completion in 2014.	New Jersey Turnpike Authority Ricardo McNeil, Frank Corso 732-750-5300	$40,199	Thomas Napolitano	90%	2014
85. **NJTA OPS P3448, GSP Shoulder Widening, MP 90.5 to 99.5.** These contracts involve the restoration of shoulders and other safety improvements by widening the GSP mainline to provide for 12-foot wide left and right shoulders and 12-foot wide travel lanes and incorporating current NJTA standards for pavement super-elevation and transitions, roadside treatments, and roadside clear zones. *Contract P200.200* includes the replacement of seven bridges, the widening and redecking of two existing bridges, the water management basins, signing, lighting, and other miscellaneous work necessary and incidental to the completion of the project. *Contract P200.201* includes the replacement of three bridges, the widening and redecking of seven existing bridges, the extension of existing culverts, construction of 13 new permanent sign structures, drainage improvements, 14 storm water management basins, signing, lighting, and other miscellaneous work necessary and incidental to the completion of the project.	New Jersey Turnpike Authority Mike Garofalo 732-750-5300	$6,205	Thomas Napolitano Richard Seamon	55%	2015

PART III-FINANCIAL INFORMATION – Question B.

A statement of work which the Proposer has on hand, including any work on which a bid and/or Proposal has been submitted, containing a description of the work, the annual dollar value, the location by City and State, the current percentage of completion, the expected date for completion, and the name of an individual within the Proposer's Firm that is most familiar with the Proposer's work on these jobs.

STATEMENT OF WORK FOR CURRENT PROJECTS					
Project Name and Location/Description of Work	**Owner/Contact**	**Cost of Work (in thousands)**	**Proposer Firm Project Manager**	**Percentage of Completion**	**Estimated Completion**
86. **NJTA OPS P3515 GSP Interchange 163 Improvements, Parkway Milepost 162.2 to 163.9.** This $66M project involves the realignment of the Garden State Parkway Northbound and Southbound roadways into the existing grass median, creating right lane exit ramps and eliminating the existing left lane ramps. The work will be accomplished in stages while maintaining the flow of traffic by utilizing multiple lane shifts and precast concrete construction barrier. Six new bridge structures are to be constructed over the existing NJDOT Route 17 alignment and the new northbound and southbound right lane exit ramp alignments.	New Jersey Turnpike Authority Kenneth Kimmel 732-750-5300	$5,524	Thomas Napolitano	5%	2017
87. **West Brook Road Bridge Replacement. GPI is performing** Construction Engineering & Inspection Services for the Replacement of West Brook Road Bridge (Str. #1600-491) over the Wannque Reservoir, Borough of Ringwood and Wannaque, Passaic County. This project consists of construction of a new three span continuous steel plategirders structure approximately 650 feet long over the Wanaque Reservoir on a new alignment south of the existing bridge, and demolition of the existingbridge.	Passaic County Steven Edmond 973-881-4456	$1,131	Thomas Napolitano	20%	2016
88. **NJ Transit On-Call CM Services Task Order.** In 2013, GPI was selected to provide Cm services on a task order basis. This contract has a maximum value of $3.5M and a duration of 3 years.	NJ Transit Kerry Donovan 973-491-7332	$3,500	Richard Seamon	33%	2016

Greenman-Pedersen, Inc. – FEIN 11-2537074

PART III-FINANCIAL INFORMATION – Question B.

A statement of work which the Proposer has on hand, including any work on which a bid and/or Proposal has been submitted, containing a description of the work, the annual dollar value, the location by City and State, the current percentage of completion, the expected date for completion, and the name of an individual within the Proposer's Firm that is most familiar with the Proposer's work on these jobs.

PENDING PROPOSALS							
Proposal Number	**Name of Requesting Agency**	**Proposal Name and Location / Description of Work**	**Potential Fee**	**Date of Bid or Proposal**	**Prime, JV, Sub**	**Proposer Firm Project Manager**	**Owner's Representative**
1. P13-070	New York State Dept. of Transportation	NY25 Thin Course Overlay - Tucker Lane to End NY25, Southold, NY, L025530-017	$500,000	7/29/13	Prime	Gregory Zenk	Scott Nussbaum [redacted]
2. P13-076	New York State Dept. of Transportation	Guide Rail Rehabilitation - Southern State Parkway, Nassau County, NY, L025530-018	$500,000	8/8/13	Prime	Gregory Zenk	Scott Nussbaum [redacted]
3. P13-080	New York State Dept. of Transportation	NY 27 Mill and Fill from Nassau/Suffolk County Line to N. Monroe Avenue, Town of Babylon, NY L025530-20	$500,000	8/13/13	Prime	Gregory Zenk	David Mackey [redacted]
4. P14-016	New York State Dept. of Transportation	Bridge Repair Contract, Multiple Locations (7), NYSDOT Region 10, D031235	$1,000,000	3/31/14	Prime	Deborah Chase	David Mackey [redacted]
5. P14-018	New York State Dept. of Transportation	I-390 Interchange Improvements D/B	$400,000	7/14	Sub	Deborah Chase	Sam Anthony, P.E., F.ASCE, Erdman Anthony (Primary Client) [redacted]
6. P14-025	Nassau County Dept. of Public Works	Civil/Site Construction Management, Task D2014-01, Nassau County, NY	$794,676	4/3/14	Prime	Gregory Zenk	Richard Iadevaio, Jr.
7. P14-026	Nassau County Dept. of Public Works	Civil/Site Construction Management, Task D2014-2, Nassau County, NY	$704,237	4/3/14	Prime	Gregory Zenk	Richard Iadevaio, Jr.
8. P14-034	Westchester County Dept. of Public Works	Rehabilitation of Midland Avenue Bridge over Bronx River Parkway, Yonkers, NY	$290,534	5/1/14	Prime	Jason Stern	Angelo Sgobbo [redacted]
9. P14-035	Triborough Bridge & Tunnel Authority	Construction Administration and Inspection Services for Project GFM-513, RFK and Miscellaneous Authority Wide Painting, PSC-14-2959	$2,000,000	5/5/14	Prime	James Valenti	Victoria Warren [redacted]

Greenman-Pedersen, Inc. – FEIN 11-2537074

PART III-FINANCIAL INFORMATION – Question B.

A statement of work which the Proposer has on hand, including any work on which a bid and/or Proposal has been submitted, containing a description of the work, the annual dollar value, the location by City and State, the current percentage of completion, the expected date for completion, and the name of an individual within the Proposer's Firm that is most familiar with the Proposer's work on these jobs.

PENDING PROPOSALS							
Proposal Number	**Name of Requesting Agency**	**Proposal Name and Location / Description of Work**	**Potential Fee**	**Date of Bid or Proposal**	**Prime, JV, Sub**	**Proposer Firm Project Manager**	**Owner's Representative**
10. P14-036	New York State Dept. of Transportation	Engineering Services to Design, Upgrade, Protect and Maintain the INFORM, Long Island ITS System, Nassau and Suffolk Counties, NY, D031245	$225,000	5/7/14	Sub	Robert Pulver	David Mackey [redacted]
11. P14-040	Triborough Bridge & Tunnel Authority	EOI CI Project RK-23A Reconstruction and Rehab. 125 St. Manhattan Approach Ramps, New York, NY	$2,500,000	5/21/14	JV	James Valenti	Victoria Warren [redacted]
12. P14-043	New York State Office of Parks, Recreation & Historic Preservation	Term Contract for Professional Engineering Design Services for the LI State Park Region, Nassau and Suffolk Counties, NY	$2,000,000	5/23/14	Sub	James Garrahan	Larry Palaski [redacted]
13. P14-045	Triborough Bridge & Tunnel Authority	Marine Parkway MP-21 Rehab of Rockaway Point Blvd. & Jacob Riis Pedestrian Overpass Design/Build, New York, NY	$1,000,000	6/3/14	Sub	Deborah Chase	Victoria Warren [redacted]
14. P14-046	State University of New York at Stony Brook	SGIC Programmming and Schematic, 13/14-199MC, Stony Brook, NY	$1,000,000	5/29/14	Sub	William Barrett	Marie D'Andrea [redacted]
15. P14-047	Metro-North Railroad	Construction Supervision and Inspection Services for Rehabilitation of Culvert - MP JS 51.00, Salisbury Mills, NY	$600,000	6/4/14	Prime	Kevin Padden	Denise Turner [redacted]
16. P14-048	Nassau County Dept. of Public Works	Mission, 49, Resurfacing, Various County Roads, Phase 36, Nassau County, NY	$155,000	5/29/14	Prime	Roy Reissig	Donna Boyle [redacted]
17. P14-049	Nassau County Dept. of Public Works	Mission, 51, Resurfacing, Various County Roads, Phase 37, Nassau County, NY	$143,000	5/29/14	Prime	Roy Reissig	Donna Boyle [redacted]

Greenman-Pedersen, Inc. – FEIN 11-2537074

PART III-FINANCIAL INFORMATION – Question B.

A statement of work which the Proposer has on hand, including any work on which a bid and/or Proposal has been submitted, containing a description of the work, the annual dollar value, the location by City and State, the current percentage of completion, the expected date for completion, and the name of an individual within the Proposer's Firm that is most familiar with the Proposer's work on these jobs.

PENDING PROPOSALS							
Proposal Number	**Name of Requesting Agency**	**Proposal Name and Location / Description of Work**	**Potential Fee**	**Date of Bid or Proposal**	**Prime, JV, Sub**	**Proposer Firm Project Manager**	**Owner's Representative**
18. P14-050	Nassau County Dept. of Public Works	Mission, 52, Resurfacing, Various County Roads, Phase 35, Nassau County, NY	$99,000	5/29/14	Prime	Roy Reissig	Donna Boyle [redacted]
19. P14-051	Metro-North Railroad	Prequal. General Engineering Consultant Services	$0 On-Call	7/1/14	Prime	Kevin Padden	Brian Bell [redacted]
20. P14-054	Suffolk County Dept. of Economic Dev. and Planning	Nicolls Road Alternatives Analysis Study, Suffolk County, NY	$98,000	7/1/14	Sub	Michael Salatti	Thomas Malanga [redacted]
21. P14-056	Hunter Roberts Construction Group on behalf of NYCEDC	Arthur Kill Vertical Lift Bridge Painting Subconsultants, Staten Island, NY and Elizabeth, NJ	$273,244	6/17/14	Prime	Christopher Farschon	Lauren Lopez [redacted]
22. P14-057	Suffolk County Dept. of Public Works	Construction Support/Inspection & Permit/Site Plan, Suffolk County, NY	$2,125,000	6/23/14	Prime	Roy Reissig	William Hillman [redacted]
23. P14-058	New York City Dept. of Design & Construction	Requirements Contract for Resident Engineering Services for Large Infrastructure Projects, Citywide	$15,000,000	7/7/14	Prime	Gregory Zenk	Maritza Ortega [redacted]
24. P14-059	Port Authority of New York & New Jersey	Indefinite Quantity Contract for Professional CMI Services for Federally Funded Storm Related Resiliency Projects	$3,500,000	7/9/14	Prime	Gregory Zenk	Cory Mermer [redacted]
25. P14-061	New York State Dept. of Transportation	NY 25 over I-495 Bridge Repair, CI, D031252, Suffolk County, NY	$898,200	6/24/14	Prime	Gregory Zenk	Scott Nussbaum [redacted]
26. P14-062	New York State Dept. of Transportation	Highway Bridge maintenance Repairs on Various Highways in Queens County, NYC, CI D031253	$1,098,000	6/26/14	Prime	Gregory Zenk	Scott Nussbaum [redacted]
27. NJ-1	New Jersey Dept. of Transportation	Solicitation #987, Design Project – NJ Route 27 ADA Ramps, Middlesex and Union Counties, NJ	$500K	6/12/14	Prime	Brian Mausert	NJDOT Procurement, Professional Services [redacted]
28. NJ-2	New Jersey Dept. of Transportation	Solicitation #988, Design Project - Route 4 Teaneck Road Bridge, Teaneck Township, Bergen County, NJ	$300k	6/10/14	Prime	W. Scott Johnsen	NJDOT Procurement, Professional Services [redacted]

Greenman-Pedersen, Inc. – FEIN 11-2537074

PART III-FINANCIAL INFORMATION – Question B.

A statement of work which the Proposer has on hand, including any work on which a bid and/or Proposal has been submitted, containing a description of the work, the annual dollar value, the location by City and State, the current percentage of completion, the expected date for completion, and the name of an individual within the Proposer's Firm that is most familiar with the Proposer's work on these jobs.

PENDING PROPOSALS							
Proposal Number	**Name of Requesting Agency**	**Proposal Name and Location / Description of Work**	**Potential Fee**	**Date of Bid or Proposal**	**Prime, JV, Sub**	**Proposer Firm Project Manager**	**Owner's Representative**
29. NJ-3	New Jersey Dept. of Transportation	Solicitation #983R – Construction Inspection – Maintenance Bridge Painting Contract 2014-1 on I-78, Warren, Hunterdon and Union Counties, NJ	$3M	5/28/14	Prime	Robert Guerin	NJDOT Procurement, Professional Services [redacted]
30. NJ-4	New Jersey Dept. of Transportation	Solicitation #982 – Design Project – Hydrology & Hydraulic Services	$500K	4/15/14	Prime	Bernard Boerchers	NJDOT Procurement, Professional Services [redacted]
31. NJ-5	New Jersey Dept. of Transportation	Solicitation #952 – Design Project, Route 40 Atlantic County Drainage, Atlantic County, NJ	$700K	9/11/13	Prime	Brian Mausert	NJDOT Procurement, Professional Services [redacted]
32. NJ-6	New Jersey Turnpike Authority	OPS T3538, Supervision of Construction Services, Improvements at Interchanges 15W and 16W, MP 108.7-112.8	$1.7M	7/8/14	Prime	Thomas Napolitano	Joshua Massa [redacted]
33. NJ-7	New Jersey Turnpike Authority	OPS A3517, Supervision of Construction Services, Operational Improvements at Alexander Hamilton Service Area and Guide Sign Improvements, GSP MP 143.2 to 172.4	$4.9M	6/23/14	Prime	Thomas Napolitano	Andrew McConnell [redacted]
34. NJ-8	New Jersey Turnpike Authority	OPS A3459, On-Call Traffic Engineering Consultant Services	$1M maximum over a 2 year term	5/14/14	Prime	Bernard Boerchers	Richard Brundage [redacted]
35. NJ-9	New Jersey Turnpike Authority	OPS P3497, Supervision of Construction Services, Bridge Deck Reconstruction, Parkway MP 121-154	$12.3M	3/12/14	Prime	Thomas Napolitano	Kenneth Kimmel [redacted]
36. NJ-10	Delaware River & Bay Authority	CS-13-07, General Engineering Consulting Services for Authority Facilities, Roadways and Bridges	$3M maximum over a 3 year term	6/27/14	Prime	Thomas Napolitano	Donna Bristol [redacted]

Greenman-Pedersen, Inc. – FEIN 11-2537074

PART III-FINANCIAL INFORMATION – Question B.
A statement of work which the Proposer has on hand, including any work on which a bid and/or Proposal has been submitted, containing a description of the work, the annual dollar value, the location by City and State, the current percentage of completion, the expected date for completion, and the name of an individual within the Proposer's Firm that is most familiar with the Proposer's work on these jobs.

PENDING PROPOSALS							
Proposal Number	Name of Requesting Agency	Proposal Name and Location / Description of Work	Potential Fee	Date of Bid or Proposal	Prime, JV, Sub	Proposer Firm Project Manager	Owner's Representative
37. NJ-11	Morris County Dept. of Engineering	Preliminary Engineering Design Services for the Replacement of Openaki Road Bridge, Denville, NJ	$392k	6/20/14	Prime	Judith Bowen	James Albine [redacted]
38. NJ-12	Morris County Dept. of Engineering	Construction Inspection Services for Sussex Turnpike Improvements, Township of Randolph, NJ	$690k	5/30/14	Prime	Thomas Napolitano	James Albine [redacted]
39. NJ-13	Delaware River Port Authority	Statement of Qualifications, Contract WW-18-2013(R) Construction Monitoring Services for Walt Whitman Bridge Toll Plaza Reconstruction	$1M	6/17/14	Prime	Thomas Napolitano	Michael Venuto [redacted]
40. NJ-14	Delaware River Port Authority	Technical and Fee Proposal, Contract CB-25-2014, Construction Monitoring Services, Commodore Barry Bridge Painting – Phase 1, NJ Approach Spans and Route 130	$2.9M	1/21/14	Prime	Thomas Napolitano	Michael Venuto [redacted]
41. NJ-15	Delaware River Joint Toll Bridge Commission	Contract C-629B Construction Inspection Services Task Order Agreement – NJ Assignment	$500k maximum over a 2 year term	5/1/14	Prime	Thomas Napolitano	Vincent Fischer [redacted]
42. NJ-16	Connecticut DOT	CSO Solicitation #2218, Inspection of Town-Owned Bridges, 20 feet or less	$750K	5/27/14	Prime	Gregory Johnson	David Mancini [redacted]

FINANCIAL INFORMATION

FEDERAL EMPLOYER NUMBER / DUN AND BRADSTREET NUMBER

Section K
Indefinite Quantity Contracts (IQCs) for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis Through 2018

FINANCIAL INFORMATION

PROPOSER'S FEDERAL EMPLOYER IDENTIFICATION NUMBER / DUN AND BRADSTREET NUMBER

As requested, Greenman-Pedersen, Inc.'s Federal Employer Identification Number is [redacted]

Our Dun & Bradstreet Number is [redacted] (Babylon, NY office location).

Greenman-Pedersen, Inc. does not utilize any credit service other than Dun & Bradstreet.

NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT

GREENMAN-PEDERSEN, INC.

NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT
BETWEEN

GREENMAN-PEDERSEN, INC.

AND

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

THIS NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT (this "**Agreement**") is made as of this 1st day of July, 2014,by and between **THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY** (the "**Port Authority**") a body corporate and politic created by Compact between the States of New York and New Jersey, with the consent of the Congress of the United States, and having an office and place of business at 225 Park Avenue South, New York, New York, 10003, and GREENMAN-PEDERSEN, INC. having an office and place of business at 325 West Main Street, Babylon, NY 11702.

WHEREAS, the Port Authority desires, subject to the terms and conditions set forth below, to disclose to Recipient Protected Information (as defined below) in connection with ___ IQCs for Perfomance of Expert CM and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As Needed" Basis through 2018; and

WHEREAS, the Recipient acknowledges that the Port Authority, in furtherance of its performance of essential and critical governmental functions relating to the Project, has existing and significant interests and obligations in establishing, maintaining and protecting the security and safety of the Project site and surrounding areas and related public welfare matters; and

WHEREAS, in furtherance of critical governmental interests regarding public welfare, safety and security at the Project site, the Port Authority has collected information and undertaken the development of certain plans and recommendations regarding the security, safety and protection of the Project site, including the physical construction and current and future operations; and

WHEREAS, the Port Authority and Recipient (collectively, the "**Parties**") acknowledge that in order for Recipient to undertake its duties and/or obligations with regard to its involvement in the Project, the Port Authority may provide Recipient or certain of its Related Parties (as defined below) certain information in the possession of the Port Authority, which may contain or include protected, confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, relating to the Project or its occupants or other matters, the unauthorized disclosure of which could result in significant public safety, financial and other damage to the Port Authority, the Project, its occupants, and the surrounding communities; and

WHEREAS, Recipient recognizes and acknowledges that providing unauthorized access to, or disclosing such information to third parties in violation of the terms of this Agreement could compromise or undermine the existing or future guidelines, techniques and procedures implemented for the protection against terrorist acts or for law enforcement, investigation and

prosecutorial purposes, and accordingly could result in significant irreparable harm and injury; and

WHEREAS, in order to protect and preserve the privilege attaching to and the confidentiality of the aforementioned information as well as to limit access to such information to a strict need to know basis, the Port Authority requires, as a condition of its sharing or providing access to such protected, confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, that the Recipient enter into this Agreement and that its Related Parties thereafter acknowledge and agree that they will be required to treat as strictly confidential and/or privileged any of such information so provided, as well as the work product and conclusions of any assessments and evaluations or any recommendations relating thereto, and to also fully comply with applicable federal rules and regulations with respect thereto; and

WHEREAS, as a condition to the provision of such information to Recipient and certain Related Parties, the Recipient has agreed to enter into this Agreement with respect to the handling and use of such information and to cause Related Parties to join in and be bound by the terms and conditions of this Agreement.

NOW, THEREFORE, in consideration of the provision by Port Authority of Information for Project Purposes (as each such term is defined below) and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged by the Recipient and each Related Party that receives such Information, the Recipient and each such Related Party agrees, as follows:

1. **Defined Terms**. In addition to the terms defined in the Recitals above, the following terms shall have the meanings set forth below:

(a) "**Authorized Disclosure**" means the disclosure of Protected Information strictly in accordance with the Confidentiality Control Procedures applicable thereto: (i) as to all Protected Information, only to a Related Party that has a need to know such Protected Information strictly for Project Purposes and that has agreed in writing to be bound by the terms of this Agreement by executing a form of Acknowledgment as set forth in Exhibit A or Exhibit B, as applicable; and (ii) as to Confidential Privileged Information, only to the extent expressly approved in writing and in advance by the Port Authority, and then only the particular Confidential Privileged Information that is required to accomplish an essential element of the Project.

(b) "**Information**" means, collectively, all information, documents, data, reports, notes, studies, projections, records, manuals, graphs, electronic files, computer generated data or information, drawings, charts, tables, diagrams, photographs, and other media or renderings containing or otherwise incorporating information that may be provided or made accessible at any time, whether in writing, orally, visually, photographically, electronically or in any other form or medium, including, without limitation, any and all copies, duplicates or extracts of the foregoing.

(c) **"Protected Information"** means and includes collectively, Confidential Information, Confidential Privileged Information, Sensitive Security Information (SSI), Critical Infrastructure Information (CII) or Health Insurance Portability and Accountability Act (HIPPA) Information and Information that is labeled, marked or otherwise identified by or on behalf of the Port Authority so as to reasonably connote that such information is confidential, privileged, sensitive or proprietary in nature. The term Protected Information shall also include all work product that contains or is derived from any of the foregoing, whether in whole or in part, regardless of whether prepared by the Recipient, the Port Authority or others, or when the Port Authority receives such information from others and agrees to treat such information as Protected. The following Information shall not constitute Protected Information for the purpose of this Agreement:

(i) Particular Information, other than Confidential Privileged Information, that is provided to the Recipient by a source other than the Port Authority, provided that such source is not subject to a confidentiality agreement, or similar obligation, or understanding with or for the benefit of the Port Authority, with respect to such Information and that the identity of such source is not itself part of such Protected Information.

(ii) Information that is or becomes generally available to the public other than as a result of a disclosure by the Recipient or a Related Party in violation of this Agreement.

(iii) Information that is known to or was in the possession of the Recipient or a Related Party on a non-confidential basis prior to the disclosure of such Information by the Port Authority.

(d) **"Confidential Information"** means and includes collectively, any and all Information, documents and materials entitled to protection as a public interest privilege under New York State law and as may be deemed to be afforded or entitled to the protection of any other privilege recognized under New York and/or New Jersey state laws or Federal laws. It also includes information that contains sensitive financial, commercial or other proprietary business information concerning or relating to the Port Authority, its projects, operations or facilities that would be exempt from release under the Port Authority Freedom of Information Code.

(e) **"Confidential Privileged Information"** means and includes collectively, (i) Information that reveals security risks, threats, vulnerabilities, documentation that identifies specific physical security vulnerabilities or revealing specific security vulnerabilities details related to emergency response protocols, egress plans, flow paths, egress capacities, (diagrams, codes, standards) etc., which is not publicly available." and any and all Information, documents and materials entitled to protection as a public interest privilege under New York State law and as may be deemed to be afforded or entitled to the protection of any other privilege recognized under New York and/or New Jersey state laws or Federal laws, and (ii) certain Critical Infrastructure Information.

(f) **"Confidentiality Control Procedures"** means procedures, safeguards and requirements for the identification, processing, protection, handling, care, tracking and storage of

Protected Information that are required under applicable federal or state law, the Port Authority Handbook, or by the terms of this Agreement.

(g) **"Critical Infrastructure Information"** (CII) has the meaning set forth in the Homeland Security Act of 2002, under the subtitle Critical Infrastructure Information Act of 2002 (6 U.S.C. §131-134), and any rules or regulations enacted pursuant thereto, including, without limitation, the Office of the Secretary, Department of Homeland Security Rules and Regulations, 6 C.F.R. Part 29 and any amendments thereto. CII may also be referred to as "Protected Critical Infrastructure Information" or "PCII", as provided for in the referenced rules and regulations and any amendments thereto.

(h) **"Sensitive Security Information"** (SSI) has the definition and requirements set forth in the Transportation Security Administrative Rules & Regulations, 49 CFR 1520, (49 U.S.C. §114) and in the Office of the Secretary of Transportation Rules & Regulations, 49 CFR 15, (49 U.S.C. §40119).

(i) **"Health Insurance Portability and Accountability Act"** (HIPAA) Information Employees, associates or other contract personnel who have access to Protected Health Information (PHI) must refer to, and comply with, the Privacy Policies and Procedures to Protect Personal Health Information. Privacy regulations issued under the Health Insurance Portability and Accountability Act of 1996 ("HIPAA" or "Privacy Laws") place restrictions on the Group Health Plans of the Port Authority and PATH (the "Plans") ability to use and disclose Protected Health Information ("PHI").

(j) **"Port Authority Handbook"** means The Port Authority of New York and New Jersey. Information Security Handbook, as may be amended by the Port Authority, from time to time.

(k) **"Project Purposes"** means the use of Protected Information strictly and only for purposes related to Recipient's and its Related Parties' participation and involvement in the Project, and only for such period of time during which Recipient and its Related Parties are involved in Project related activities.

(l) **"Related Party"** and **"Related Parties"** means the directors, employees, officers, partners or members of the Recipient, as applicable, and the Recipient's outside consultants, attorneys, advisors, accountants, architects, engineers or subcontractors or sub-consultants (and their respective directors, employees, officers, partners or members) to whom any Protected Information is disclosed or made available.

2. **Use of Protected Information.** All Protected Information shall be used by the Recipient in accordance with the following requirements:

(a) All Protected Information shall be held in confidence and shall be processed, treated, disclosed and used by the Recipient and its Related Parties only for Project Purposes and in accordance with the Confidentiality Control Procedures established pursuant to Paragraph 2(c), below, including, without limitation, the Port Authority Handbook, receipt of which is acknowledged by Recipient and shall be acknowledged in writing by each Related Party by signing the Acknowledgment attached hereto as Exhibit A or Exhibit B, as applicable, and

applicable legal requirements. Protected Information may be disclosed, only if and to the extent that such disclosure is an Authorized Disclosure.

(b) Recipient and each Related Party acknowledges and agrees that (i) any violation by the Recipient or any of its Related Parties of the terms, conditions or restrictions of this Agreement relating to Protected Information may result in penalties and other enforcement or corrective action as set forth in such statutes and regulations, including, without limitation, the issuance of orders requiring retrieval of Sensitive Security Information and Critical Infrastructure Information to remedy unauthorized disclosure and to cease future unauthorized disclosure and (ii) pursuant to the aforementioned Federal Regulations, including, without limitation, 49 C.F.R. §§ 15.17 and 1520.17, any such violation thereof or mishandling of information therein defined may constitute grounds for a civil penalty and other enforcement or corrective action by the United States Department of Transportation and the United States Department of Homeland Security, and appropriate personnel actions for Federal employees.

(c) Recipient and each Related Party covenants to the Port Authority that it has established, promulgated and implemented Confidentiality Control Procedures for identification, handling, receipt, care, and storage of Protected Information to control and safeguard against any violation of the requirements of this Agreement and against any unauthorized access, disclosure, modification, loss or misuse of Protected Information. Recipient and each Related Party shall undertake reasonable steps consistent with such Confidentiality Control Procedures to assure that disclosure of Protected Information is compartmentalized, such that all Protected Information shall be disclosed only to those persons and entities authorized to receive such Information as an Authorized Disclosure under this Agreement and applicable Confidentiality Control Procedures. The Confidentiality Control Procedures shall, at a minimum, adhere to, and shall not be inconsistent with, the procedures and practices established in the Port Authority Handbook.

(d) The Port Authority reserves the right to audit Recipient's Confidentiality Control Procedures, and those of each Related Party, as applicable, to ensure that it is in compliance with the terms of this Agreement.

(e) The Port Authority may request in writing that the Recipient or any Related Parties apply different or more stringent controls on the handling, care, storage and disclosure of particular items of Protected Information as a precondition for its disclosure. The Port Authority may decline any request by the Recipient or any of its Related Parties to provide such item of Protected Information if the Recipient or any of the Related Parties do not agree in writing to apply such controls.

(f) Nothing in this Agreement shall require the Port Authority to tender or provide access to or possession of any Protected Information to the Recipient or its Related Parties, whether or not the requirements of this Agreement are otherwise satisfied. However, if such Protected Information is provided and accepted, the Recipient and its Related Parties shall abide by the terms, conditions and requirements of this Agreement.

(g) The Recipient and each Related Party agrees to be responsible for enforcing the provisions of this Agreement with respect to its Related Parties, in accordance with the Confidentiality Control Procedures. Except as required by law pursuant to written advice of

competent legal counsel, or with the Port Authority's prior written consent, neither the Recipient, nor any of the Related Parties shall disclose to any third party, person or entity: (i) any Protected Information under circumstances where the Recipient is not fully satisfied that the person or entity to whom such disclosure is about to be made shall act in accordance with the Confidentiality Control Procedures whether or not such person or entity has agreed in writing to be bound by the terms of this Agreement or any "Acknowledgement" of its terms or (ii) the fact that Protected Information has been made available to the Recipient or such Related Parties, or the content or import of such Protected Information. The Recipient is responsible for collecting and managing the Acknowledgments signed by Related Parties pursuant to this Agreement. Recipient shall, at the Port Authority's request, provide the Port Authority a list of all Related Parties who have signed an Acknowledgment, and copies of such Acknowledgments.

(h) As to all Protected Information provided by or on behalf of the Port Authority, nothing in this Agreement shall constitute or be construed as a waiver of any public interest privilege or other protections established under applicable state or federal law.

3. **Disclosures and Discovery Requests.** If a subpoena, discovery request, Court Order, Freedom of Information Request, or any other request or demand authorized by law seeking disclosure of the Protected Information is received by the Recipient or any Related Party, Recipient shall notify the Port Authority thereof, to the extent permitted by law, with sufficient promptness so as to enable the Port Authority to investigate the circumstances, prepare any appropriate documentation and seek to quash the subpoena, to seek a protective order, or to take such other action regarding the request as it deems appropriate. In the absence of a protective order, disclosure shall be made, in consultation with the Port Authority, of only that part of the Protected Information as is legally required to be disclosed. If at any time Protected Information is disclosed in violation of this Agreement, the Recipient shall immediately give the Port Authority written notice of that fact and a detailed account of the circumstances regarding such disclosure to the Port Authority.

4. **Retention Limitations; Return of Protected Information**. Upon the earlier occurrence of either the Port Authority's written request or completion of Recipient's need for any or all Protected Information, such Protected Information, all writings and material describing, analyzing or containing any part of such Protected Information, including any and all portions of Protected Information that may be stored, depicted or contained in electronic or other media and all copies of the foregoing shall be promptly delivered to the Port Authority at Recipient's expense. In addition, as to Protected Information that may be stored in electronic or similar form, such Protected Information shall be deleted and completely removed so that such Protected Information is incapable of being recovered from all computer databases of the Recipient and all Related Parties. The Recipient may request in writing that the Port Authority consent to destruction of Protected Information, writings and materials in lieu of delivery thereof to the Port Authority. The Port Authority shall not unreasonably withhold its consent to such request. If the Port Authority consents to such destruction, the Recipient and each Related Party shall deliver to the Port Authority a written certification by Recipient and such Related Party that such Protected Information, writings and materials have been so destroyed within such period as may be imposed by the Port Authority. Notwithstanding the foregoing, to the extent required for legal or compliance purposes, the Recipient may retain copies of Protected Information (in any format), provided that (a) the Port Authority is notified in writing of such retention, and (b) Recipient

continues to abide by the requirements of this Agreement with respect to the protection of such Protected Information.

5. **Duration and Survival of Confidentiality Obligations.** The obligations under this Agreement shall be perpetual (unless otherwise provided in this Agreement) or until such time as the Protected Information is no longer considered protected, confidential and/or privileged by the Port Authority.

6. **Severability.** Each provision of this Agreement is severable and if a court should find any provision of this Agreement to be unenforceable, all other provisions of this Agreement shall remain in full force and effect.

7. **Injunctive and Other Relief.** Recipient and each Related Party acknowledges that the unauthorized disclosure and handling of Protected Information is likely to have a material adverse and detrimental impact on public safety and security and could significantly endanger the Port Authority, its facilities (including, without limitation, the Project site), its patrons and the general public and that damages at law are an inadequate remedy for any breach, or threatened breach, of this Agreement by Recipient or its Related Parties. The Port Authority shall be entitled, in addition to all other rights or remedies, to seek such restraining orders and injunctions as it may deem appropriate for any breach of this Agreement, without being required to show any actual damage or to post any bond or other security.

8. **Governing Law.** This Agreement shall be governed by and construed in accordance with the laws of the State of New York, without regard to conflict of laws principles. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient specifically and irrevocably consent to the exclusive jurisdiction of any federal or state court in the County of New York and State of New York with respect to all matters concerning this Agreement and its enforcement. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient agree that the execution and performance of this Agreement shall have a New York situs and, accordingly, they each consent (and solely with respect to the Port Authority, subject to the terms of the Port Authority Legislation (as defined below)) to personal jurisdiction in the State of New York for all purposes and proceedings arising from this Agreement. "**Port Authority Legislation**" shall mean the concurrent legislation of the State of New York and State of New Jersey set forth at Chapter 301 of the Laws of New York of 1950, as amended by Chapter 938 of the Laws of New York of 1974 (McKinney's Unconsolidated Laws §§7101-7112) and Chapter 204 of the Laws of New Jersey of 1951 (N.J.S.A. 32:1-157 to 32:1-168).

9. **Notices.** Any notice, demand or other communication (each, a "**notice**") that is given or rendered pursuant to this Agreement by either party to the other party, shall be: (i) given or rendered, in writing, (ii) addressed to the other party at its required address(es) for notices delivered to it as set forth below, and (iii) delivered by either (x) hand delivery, or (y) nationally recognized courier service (e.g., Federal Express, Express Mail). Any such notice shall be deemed given or rendered, and effective for purposes of this Agreement, as of the date actually delivered to the other party at such address(es) (whether or not the same is then received by other party due to a change of address of which no notice was given, or any rejection or refusal to accept delivery). Notices from either party (to the other) may be given by its counsel.

The required address(es) of each party for notices delivered to it is (are) as set forth below. Each party, however, may, from time to time, designate an additional or substitute required address(es) for notices delivered to it, provided that such designation must be made by notice given in accordance with this Paragraph 9.

Original to the Port Authority:	Cory Mermer The Port Authority of New York and New Jersey Two Montgomery Street, 3rd Floor Jersey City, NJ 07302
with a copy to:	The Port Authority of New York and New Jersey 225 Park Avenue South - 14th Floor New York, NY 10003 Attn: General Counsel's Office c/o Caroline Ioannou, Law DISO
If to the Recipient:	_____ _____ _____
with a copy to:	_____ _____ _____

10. **Entire Agreement.** This Agreement contains the complete statement of all the agreements among the parties hereto with respect to the subject matter thereof, and all prior agreements among the parties hereto respecting the subject matter hereof, whether written or oral, are merged herein and shall be of no further force or effect. This Agreement may not be changed, modified, discharged, or terminated, except by an instrument in writing signed by all of the parties hereto.

11. **Counterparts.** This Agreement may be executed in one or more counterparts, each of which shall be deemed to be an original, but all of which shall be one and the same document.

12. **Parties Bound.** This Agreement shall be binding upon the Recipient and its respective successors. The foregoing shall not be affected by the failure of any Related Party to join in this Agreement or to execute and deliver an Acknowledgement hereof.

13. **Authority.** The undersigned individual(s) executing this Agreement on behalf of the Recipient below represent(s) that they are authorized to execute this Agreement on behalf of the Recipient and to legally bind such party.

14. **Disclosure of Ownership Rights or License.** Nothing contained herein shall be construed as the granting or conferring by the Port Authority of any rights by ownership, license or otherwise in any Information.

15. **No Liability.** Neither the Commissioners of the Port Authority, nor any of them, nor any officer, agent or employee thereof, shall be charged personally by the Recipient with any liability, or held liable to the Recipient under any term or provision of this Agreement, or because of its execution or attempted execution or because of any breach, or attempted or alleged breach thereof.

16. **Construction.** This Agreement is the joint product of the parties hereto and each provision of this Agreement has been subject to the mutual consultation, negotiation, and agreement of the parties hereto, and shall not be construed for or against any party hereto. The captions of the various sections in this Agreement are for convenience only and do not, and shall not be deemed to, define, limit or construe the contents of such Sections.

RECIPIENT:

Signature:

Print Name: M. Denise Carter, P.E.

Title: Senior Vice President/Branch Manager

Date: July 1, 2014

EXHIBIT A

ACKNOWLEDGMENT BY RELATED PARTY INDIVIDUAL

I, M. Denise Carter, am employed as a Senior VP/Branch Manager by Greenman-Pedersen, Inc. I have been provided with and have read the Non Disclosure and Confidentiality Agreement between GREENMAN-PEDERSEN, INC. and The Port Authority of New York and New Jersey (the "**Port Authority**") dated July 1, 2014 (hereinafter the "**Agreement**"), and the Port Authority Handbook attached to the Agreement. I understand that because of my employer's relationship with Port Authority, both my employer and I may be provided with access to, and/or copies of, sensitive security materials, protected or confidential information. If it is required for me to review or receive Protected Information, as it is defined in the aforementioned Agreement, I acknowledge that I will be bound by each and every term and provision contained therein, and that failure to do so may include, but is not limited to, the imposition of disciplinary action and sanctions, and/or the institution of legal action seeking injunctive relief, monetary and/or criminal penalties for violation of law and/or Port Authority policies and procedures, as well as for violation of federal and/or state regulations.

To the extent that I am currently in the possession of, or have previously come into contact with, marked information as it relates to the aforementioned Agreement, I agree to conform my handling procedures for Protected Information to the practices and procedures set forth and defined herein, or risk loss of access to said Information, removal from said Project and/or subjecting myself to the aforementioned disciplinary actions and/or civil and criminal penalties.

Signature:

Print Name: M. Denise Carter, P.E.

Date: July 1, 2014

NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT

KS ENGINEERS, P.C.

NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT BETWEEN

[KS Engineers, P.C.]

AND

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

THIS NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT (this "**Agreement**") is made as of this [9th] day of [July], 2014, by and between **THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY** (the "**Port Authority**") a body corporate and politic created by Compact between the States of New York and New Jersey, with the consent of the Congress of the United States, and having an office and place of business at 225 Park Avenue South, New York, New York, 10003, and [KS Engineers, P.C.] having an office and place of business at [494 Broad Street, 4th Floor, Newark, NJ 07102] ("**Recipient**").

WHEREAS, the Port Authority desires, subject to the terms and conditions set forth below, to disclose to Recipient Protected Information (as defined below) in connection with [RFP NO.: 38268, INDEFINITE QUANTITY CONTRACTS (IQCs) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018] (collectively, the "Project(s)", or "Proposed Project(s)"); and

WHEREAS, the Recipient acknowledges that the Port Authority, in furtherance of its performance of essential and critical governmental functions relating to the Project, has existing and significant interests and obligations in establishing, maintaining and protecting the security and safety of the Project site and surrounding areas and related public welfare matters; and

WHEREAS, in furtherance of critical governmental interests regarding public welfare, safety and security at the Project site, the Port Authority has collected information and undertaken the development of certain plans and recommendations regarding the security, safety and protection of the Project site, including the physical construction and current and future operations; and

WHEREAS, the Port Authority and Recipient (collectively, the "**Parties**") acknowledge that in order for Recipient to undertake its duties and/or obligations with regard to its involvement in the Project, the Port Authority may provide Recipient or certain of its Related Parties (as defined below) certain information in the possession of the Port Authority, which may contain or include protected, confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, relating to the Project or its occupants or other matters, the unauthorized disclosure of which could result in significant public safety, financial and other damage to the Port Authority, the Project, its occupants, and the surrounding communities; and

WHEREAS, Recipient recognizes and acknowledges that providing unauthorized access to, or disclosing such information to third parties in violation of the terms of this Agreement could compromise or undermine the existing or future guidelines, techniques and procedures implemented for the protection against terrorist acts or for law enforcement, investigation and prosecutorial purposes, and accordingly could result in significant irreparable harm and injury; and

WHEREAS, in order to protect and preserve the privilege attaching to and the confidentiality of the aforementioned information as well as to limit access to such information to a strict need to know basis, the Port Authority requires, as a condition of its sharing or providing access to such protected, confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, that the Recipient enter into this Agreement and that its Related Parties thereafter acknowledge and agree that they will be required to treat as strictly confidential and/or privileged any of such information so provided, as well as the work product and conclusions of any assessments and evaluations or any recommendations relating thereto, and to also fully comply with applicable federal rules and regulations with respect thereto; and

WHEREAS, as a condition to the provision of such information to Recipient and certain Related Parties, the Recipient has agreed to enter into this Agreement with respect to the handling and use of such information and to cause Related Parties to join in and be bound by the terms and conditions of this Agreement.

NOW, THEREFORE, in consideration of the provision by Port Authority of Information for Project Purposes (as each such term is defined below) and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged by the Recipient and each Related Party that receives such Information, the Recipient and each such Related Party agrees, as follows:

1. **Defined Terms**. In addition to the terms defined in the Recitals above, the following terms shall have the meanings set forth below:

(a) **"Authorized Disclosure"** means the disclosure of Protected Information strictly in accordance with the Confidentiality Control Procedures applicable thereto: (i) as to all Protected Information, only to a Related Party that has a need to know such Protected Information strictly for Project Purposes and that has agreed in writing to be bound by the terms of this Agreement by executing a form of Acknowledgment as set forth in Exhibit A or Exhibit B, as applicable; and (ii) as to Confidential Privileged Information, only to the extent expressly approved in writing and in advance by the Port Authority, and then only the particular Confidential Privileged Information that is required to accomplish an essential element of the Project.

(b) **"Information"** means, collectively, all information, documents, data, reports, notes, studies, projections, records, manuals, graphs, electronic files, computer generated data or information, drawings, charts, tables, diagrams, photographs, and other media or renderings containing or otherwise incorporating information that may be provided or made accessible at any time, whether in writing, orally, visually, photographically, electronically or in any other

form or medium, including, without limitation, any and all copies, duplicates or extracts of the foregoing.

(c) **"Protected Information"** means and includes collectively, Confidential Information, Confidential Privileged Information, Sensitive Security Information (SSI), Critical Infrastructure Information (CII) or Health Insurance Portability and Accountability Act (HIPPA) Information and Information that is labeled, marked or otherwise identified by or on behalf of the Port Authority so as to reasonably connote that such information is confidential, privileged, sensitive or proprietary in nature. The term Protected Information shall also include all work product that contains or is derived from any of the foregoing, whether in whole or in part, regardless of whether prepared by the Recipient, the Port Authority or others, or when the Port Authority receives such information from others and agrees to treat such information as Protected. The following Information shall not constitute Protected Information for the purpose of this Agreement:

(i) Particular Information, other than Confidential Privileged Information, that is provided to the Recipient by a source other than the Port Authority, provided that such source is not subject to a confidentiality agreement, or similar obligation, or understanding with or for the benefit of the Port Authority, with respect to such Information and that the identity of such source is not itself part of such Protected Information.

(ii) Information that is or becomes generally available to the public other than as a result of a disclosure by the Recipient or a Related Party in violation of this Agreement.

(iii) Information that is known to or was in the possession of the Recipient or a Related Party on a non-confidential basis prior to the disclosure of such Information by the Port Authority.

(d) **"Confidential Information"** means and includes collectively, any and all Information, documents and materials entitled to protection as a public interest privilege under New York State law and as may be deemed to be afforded or entitled to the protection of any other privilege recognized under New York and/or New Jersey state laws or Federal laws. It also includes information that contains sensitive financial, commercial or other proprietary business information concerning or relating to the Port Authority, its projects, operations or facilities that would be exempt from release under the Port Authority Freedom of Information Code.

(e) **"Confidential Privileged Information"** means and includes collectively, (i) Information that reveals security risks, threats, vulnerabilities, documentation that identifies specific physical security vulnerabilities or revealing specific security vulnerabilities details related to emergency response protocols, egress plans, flow paths, egress capacities, (diagrams, codes, standards) etc., which is not publicly available." and any and all Information, documents and materials entitled to protection as a public interest privilege under New York State law and as may be deemed to be afforded or entitled to the protection of any other privilege recognized

under New York and/or New Jersey state laws or Federal laws, and (ii) certain Critical Infrastructure Information.

(f) **"Confidentiality Control Procedures"** means procedures, safeguards and requirements for the identification, processing, protection, handling, care, tracking and storage of Protected Information that are required under applicable federal or state law, the Port Authority Handbook, or by the terms of this Agreement.

(g) **"Critical Infrastructure Information"** (CII) has the meaning set forth in the Homeland Security Act of 2002, under the subtitle Critical Infrastructure Information Act of 2002 (6 U.S.C. §131-134), and any rules or regulations enacted pursuant thereto, including, without limitation, the Office of the Secretary, Department of Homeland Security Rules and Regulations, 6 C.F.R. Part 29 and any amendments thereto. CII may also be referred to as "Protected Critical Infrastructure Information" or "PCII", as provided for in the referenced rules and regulations and any amendments thereto.

(h) **"Sensitive Security Information"** (SSI) has the definition and requirements set forth in the Transportation Security Administrative Rules & Regulations, 49 CFR 1520, (49 U.S.C. §114) and in the Office of the Secretary of Transportation Rules & Regulations, 49 CFR 15, (49 U.S.C. §40119).

(i) **"Health Insurance Portability and Accountability Act"** (HIPAA) Information Employees, associates or other contract personnel who have access to Protected Health Information (PHI) must refer to, and comply with, the Privacy Policies and Procedures to Protect Personal Health Information. Privacy regulations issued under the Health Insurance Portability and Accountability Act of 1996 ("HIPAA" or "Privacy Laws") place restrictions on the Group Health Plans of the Port Authority and PATH (the "Plans") ability to use and disclose Protected Health Information ("PHI").

(j) **"Port Authority Handbook"** means The Port Authority of New York and New Jersey. Information Security Handbook, as may be amended by the Port Authority, from time to time.

(k) **"Project Purposes"** means the use of Protected Information strictly and only for purposes related to Recipient's and its Related Parties' participation and involvement in the Project, and only for such period of time during which Recipient and its Related Parties are involved in Project related activities.

(l) **"Related Party"** and **"Related Parties"** means the directors, employees, officers, partners or members of the Recipient, as applicable, and the Recipient's outside consultants, attorneys, advisors, accountants, architects, engineers or subcontractors or sub-consultants (and their respective directors, employees, officers, partners or members) to whom any Protected Information is disclosed or made available.

2. **Use of Protected Information.** All Protected Information shall be used by the Recipient in accordance with the following requirements:

(a) All Protected Information shall be held in confidence and shall be processed, treated, disclosed and used by the Recipient and its Related Parties only for Project Purposes and in accordance with the Confidentiality Control Procedures established pursuant to Paragraph 2(c), below, including, without limitation, the Port Authority Handbook, receipt of which is acknowledged by Recipient and shall be acknowledged in writing by each Related Party by signing the Acknowledgment attached hereto as Exhibit A or Exhibit B, as applicable, and applicable legal requirements. Protected Information may be disclosed, only if and to the extent that such disclosure is an Authorized Disclosure.

(b) Recipient and each Related Party acknowledges and agrees that (i) any violation by the Recipient or any of its Related Parties of the terms, conditions or restrictions of this Agreement relating to Protected Information may result in penalties and other enforcement or corrective action as set forth in such statutes and regulations, including, without limitation, the issuance of orders requiring retrieval of Sensitive Security Information and Critical Infrastructure Information to remedy unauthorized disclosure and to cease future unauthorized disclosure and (ii) pursuant to the aforementioned Federal Regulations, including, without limitation, 49 C.F.R. §§ 15.17 and 1520.17, any such violation thereof or mishandling of information therein defined may constitute grounds for a civil penalty and other enforcement or corrective action by the United States Department of Transportation and the United States Department of Homeland Security, and appropriate personnel actions for Federal employees.

(c) Recipient and each Related Party covenants to the Port Authority that it has established, promulgated and implemented Confidentiality Control Procedures for identification, handling, receipt, care, and storage of Protected Information to control and safeguard against any violation of the requirements of this Agreement and against any unauthorized access, disclosure, modification, loss or misuse of Protected Information. Recipient and each Related Party shall undertake reasonable steps consistent with such Confidentiality Control Procedures to assure that disclosure of Protected Information is compartmentalized, such that all Protected Information shall be disclosed only to those persons and entities authorized to receive such Information as an Authorized Disclosure under this Agreement and applicable Confidentiality Control Procedures. The Confidentiality Control Procedures shall, at a minimum, adhere to, and shall not be inconsistent with, the procedures and practices established in the Port Authority Handbook.

(d) The Port Authority reserves the right to audit Recipient's Confidentiality Control Procedures, and those of each Related Party, as applicable, to ensure that it is in compliance with the terms of this Agreement.

(e) The Port Authority may request in writing that the Recipient or any Related Parties apply different or more stringent controls on the handling, care, storage and disclosure of particular items of Protected Information as a precondition for its disclosure. The Port Authority may decline any request by the Recipient or any of its Related Parties to provide such item of Protected Information if the Recipient or any of the Related Parties do not agree in writing to apply such controls.

(f) Nothing in this Agreement shall require the Port Authority to tender or provide access to or possession of any Protected Information to the Recipient or its Related Parties, whether or not the requirements of this Agreement are otherwise satisfied. However, if such

Protected Information is provided and accepted, the Recipient and its Related Parties shall abide by the terms, conditions and requirements of this Agreement.

(g) The Recipient and each Related Party agrees to be responsible for enforcing the provisions of this Agreement with respect to its Related Parties, in accordance with the Confidentiality Control Procedures. Except as required by law pursuant to written advice of competent legal counsel, or with the Port Authority's prior written consent, neither the Recipient, nor any of the Related Parties shall disclose to any third party, person or entity: (i) any Protected Information under circumstances where the Recipient is not fully satisfied that the person or entity to whom such disclosure is about to be made shall act in accordance with the Confidentiality Control Procedures whether or not such person or entity has agreed in writing to be bound by the terms of this Agreement or any "Acknowledgement" of its terms or (ii) the fact that Protected Information has been made available to the Recipient or such Related Parties, or the content or import of such Protected Information. The Recipient is responsible for collecting and managing the Acknowledgments signed by Related Parties pursuant to this Agreement. Recipient shall, at the Port Authority's request, provide the Port Authority a list of all Related Parties who have signed an Acknowledgment, and copies of such Acknowledgments.

(h) As to all Protected Information provided by or on behalf of the Port Authority, nothing in this Agreement shall constitute or be construed as a waiver of any public interest privilege or other protections established under applicable state or federal law.

3. **Disclosures and Discovery Requests.** If a subpoena, discovery request, Court Order, Freedom of Information Request, or any other request or demand authorized by law seeking disclosure of the Protected Information is received by the Recipient or any Related Party, Recipient shall notify the Port Authority thereof, to the extent permitted by law, with sufficient promptness so as to enable the Port Authority to investigate the circumstances, prepare any appropriate documentation and seek to quash the subpoena, to seek a protective order, or to take such other action regarding the request as it deems appropriate. In the absence of a protective order, disclosure shall be made, in consultation with the Port Authority, of only that part of the Protected Information as is legally required to be disclosed. If at any time Protected Information is disclosed in violation of this Agreement, the Recipient shall immediately give the Port Authority written notice of that fact and a detailed account of the circumstances regarding such disclosure to the Port Authority.

4. **Retention Limitations; Return of Protected Information.** Upon the earlier occurrence of either the Port Authority's written request or completion of Recipient's need for any or all Protected Information, such Protected Information, all writings and material describing, analyzing or containing any part of such Protected Information, including any and all portions of Protected Information that may be stored, depicted or contained in electronic or other media and all copies of the foregoing shall be promptly delivered to the Port Authority at Recipient's expense. In addition, as to Protected Information that may be stored in electronic or similar form, such Protected Information shall be deleted and completely removed so that such Protected Information is incapable of being recovered from all computer databases of the Recipient and all Related Parties. The Recipient may request in writing that the Port Authority consent to destruction of Protected Information, writings and materials in lieu of delivery thereof to the Port Authority. The Port Authority shall not unreasonably withhold its consent to such request. If the

Port Authority consents to such destruction, the Recipient and each Related Party shall deliver to the Port Authority a written certification by Recipient and such Related Party that such Protected Information, writings and materials have been so destroyed within such period as may be imposed by the Port Authority. Notwithstanding the foregoing, to the extent required for legal or compliance purposes, the Recipient may retain copies of Protected Information (in any format), provided that (a) the Port Authority is notified in writing of such retention, and (b) Recipient continues to abide by the requirements of this Agreement with respect to the protection of such Protected Information.

5. **Duration and Survival of Confidentiality Obligations.** The obligations under this Agreement shall be perpetual (unless otherwise provided in this Agreement) or until such time as the Protected Information is no longer considered protected, confidential and/or privileged by the Port Authority.

6. **Severability.** Each provision of this Agreement is severable and if a court should find any provision of this Agreement to be unenforceable, all other provisions of this Agreement shall remain in full force and effect.

7. **Injunctive and Other Relief.** Recipient and each Related Party acknowledges that the unauthorized disclosure and handling of Protected Information is likely to have a material adverse and detrimental impact on public safety and security and could significantly endanger the Port Authority, its facilities (including, without limitation, the Project site), its patrons and the general public and that damages at law are an inadequate remedy for any breach, or threatened breach, of this Agreement by Recipient or its Related Parties. The Port Authority shall be entitled, in addition to all other rights or remedies, to seek such restraining orders and injunctions as it may deem appropriate for any breach of this Agreement, without being required to show any actual damage or to post any bond or other security.

8. **Governing Law.** This Agreement shall be governed by and construed in accordance with the laws of the State of New York, without regard to conflict of laws principles. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient specifically and irrevocably consent to the exclusive jurisdiction of any federal or state court in the County of New York and State of New York with respect to all matters concerning this Agreement and its enforcement. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient agree that the execution and performance of this Agreement shall have a New York situs and, accordingly, they each consent (and solely with respect to the Port Authority, subject to the terms of the Port Authority Legislation (as defined below)) to personal jurisdiction in the State of New York for all purposes and proceedings arising from this Agreement. "**Port Authority Legislation**" shall mean the concurrent legislation of the State of New York and State of New Jersey set forth at Chapter 301 of the Laws of New York of 1950, as amended by Chapter 938 of the Laws of New York of 1974 (McKinney's Unconsolidated Laws §§7101-7112) and Chapter 204 of the Laws of New Jersey of 1951 (N.J.S.A. 32:1-157 to 32:1-168).

9. **Notices.** Any notice, demand or other communication (each, a "**notice**") that is given or rendered pursuant to this Agreement by either party to the other party, shall be: (i) given or rendered, in writing, (ii) addressed to the other party at its required address(es) for notices

delivered to it as set forth below, and (iii) delivered by either (x) hand delivery, or (y) nationally recognized courier service (e.g., Federal Express, Express Mail). Any such notice shall be deemed given or rendered, and effective for purposes of this Agreement, as of the date actually delivered to the other party at such address(es) (whether or not the same is then received by other party due to a change of address of which no notice was given, or any rejection or refusal to accept delivery). Notices from either party (to the other) may be given by its counsel.

The required address(es) of each party for notices delivered to it is (are) as set forth below. Each party, however, may, from time to time, designate an additional or substitute required address(es) for notices delivered to it, provided that such designation must be made by notice given in accordance with this Paragraph 9.

Original to the Port Authority:	[Cory Mermer] The Port Authority of New York and New Jersey 2 Mongomery Street, 3rd floor [Jersey City, NJ 07302]
with a copy to:	The Port Authority of New York and New Jersey 225 Park Avenue South - 14th Floor New York, NY 10003 Attn: General Counsel's Office c/o Caroline Ioannou, Law DISO
If to the Recipient:	_____ _____ _____
with a copy to:	_____ _____ _____

10. **Entire Agreement.** This Agreement contains the complete statement of all the agreements among the parties hereto with respect to the subject matter thereof, and all prior agreements among the parties hereto respecting the subject matter hereof, whether written or oral, are merged herein and shall be of no further force or effect. This Agreement may not be changed, modified, discharged, or terminated, except by an instrument in writing signed by all of the parties hereto.

11. **Counterparts.** This Agreement may be executed in one or more counterparts, each of which shall be deemed to be an original, but all of which shall be one and the same document.

12. **Parties Bound.** This Agreement shall be binding upon the Recipient and its respective successors. The foregoing shall not be affected by the failure of any Related Party to join in this Agreement or to execute and deliver an Acknowledgement hereof.

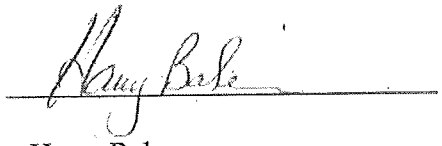
13. **Authority.** The undersigned individual(s) executing this Agreement on behalf of the Recipient below represent(s) that they are authorized to execute this Agreement on behalf of the Recipient and to legally bind such party.

14. **Disclosure of Ownership Rights or License.** Nothing contained herein shall be construed as the granting or conferring by the Port Authority of any rights by ownership, license or otherwise in any Information.

15. **No Liability.** Neither the Commissioners of the Port Authority, nor any of them, nor any officer, agent or employee thereof, shall be charged personally by the Recipient with any liability, or held liable to the Recipient under any term or provision of this Agreement, or because of its execution or attempted execution or because of any breach, or attempted or alleged breach thereof.

16. **Construction.** This Agreement is the joint product of the parties hereto and each provision of this Agreement has been subject to the mutual consultation, negotiation, and agreement of the parties hereto, and shall not be construed for or against any party hereto. The captions of the various sections in this Agreement are for convenience only and do not, and shall not be deemed to, define, limit or construe the contents of such Sections.

RECIPIENT:

Signature: 

Print Name: Harry Baker

Title: [Vice President]

Date: [July 9, 2014]

EXHIBIT A

ACKNOWLEDGMENT BY RELATED PARTY INDIVIDUAL

I, Harry Baker ("**Related Party**"), am employed as a(n) [Vice President] by [KS Engineers, P.C.]. I have been provided with and have read the Non Disclosure and Confidentiality Agreement between [Greenman-Pedersen, Inc.] (the "**Recipient**") and The Port Authority of New York and New Jersey (the "**Port Authority**") dated [07] [01], [14] (hereinafter the "**Agreement**"), and the Port Authority Handbook attached to the Agreement. I understand that because of my employer's relationship with [Greenman-Pedersen, Inc.], both my employer and I may be provided with access to, and/or copies of, sensitive security materials, protected or confidential information. If it is required for me to review or receive Protected Information, as it is defined in the aforementioned Agreement, I acknowledge that I will be bound by each and every term and provision contained therein, and that failure to do so may include, but is not limited to, the imposition of disciplinary action and sanctions, and/or the institution of legal action seeking injunctive relief, monetary and/or criminal penalties for violation of law and/or Port Authority policies and procedures, as well as for violation of federal and/or state regulations.

To the extent that I am currently in the possession of, or have previously come into contact with, marked information as it relates to the aforementioned Agreement, I agree to conform my handling procedures for Protected Information to the practices and procedures set forth and defined herein, or risk loss of access to said Information, removal from said Project and/or subjecting myself to the aforementioned disciplinary actions and/or civil and criminal penalties.

Signature: Harry Baker

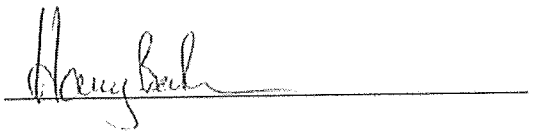
Print Name: Harry Baker

Date: [July 9, 2014]

EXHIBIT B

ACKNOWLEDGMENT BY RELATED PARTY ENTITY

The undersigned, [Harry Baker], is the [Vice President] of KS Engineers, P.C., a [Sub Chapter S Corporation] ("**Related Party**"), located at 494 Broad Street, 4th Floor, Newark, NJ 07102, and is duly authorized to execute this Acknowledgment on behalf of the above Related Party. The above Related Party is involved with the functions of Construction Inspection in connection with RFP No. 38268 for The Port Authority of New York and New Jersey (the "**Port Authority**"). I acknowledge and confirm that the above named Related Party has been provided with a copy of and shall be bound and shall abide by all of the terms, requirements and conditions set forth in the Non Disclosure and Confidentiality Agreement dated [07] [01], [14], between [Greenman-Pedersen, Inc.] (the "**Recipient**") and the Port Authority (hereinafter the "**Agreement**"), and by the Port Authority Handbook described in the Agreement. Appropriate and responsible officers and employees of the Related Party have carefully read and understand the terms and conditions of the Agreement. The Related Party has notice and acknowledges that any breach or violation of such terms, requirements and conditions may result in the imposition of remedies or sanctions as set forth or otherwise described therein against such Related Party.

Signature: 

Print Name: Harry Baker]

Date: July 9, 2014

NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT

PACO GROUP

NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT
BETWEEN

PACO GROUP, INC.

AND

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

THIS NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT (this "**Agreement**") is made as of this 30th day of JUNE, 2014, by and between **THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY** (the "**Port Authority**") a body corporate and politic created by Compact between the States of New York and New Jersey, with the consent of the Congress of the United States, and having an office and place of business at 225 Park Avenue South, New York, New York, 10003, and PACO GROUP, INC. having an office and place of business at 110 WILLIAM ST., 12th FLOOR NY, NY 10038 ("**Recipient**").

WHEREAS, the Port Authority desires, subject to the terms and conditions set forth below, to disclose to Recipient Protected Information (as defined below) in connection with RFP NO. 38268 (collectively, the "Project(s)", or "Proposed Project(s)"); and

WHEREAS, the Recipient acknowledges that the Port Authority, in furtherance of its performance of essential and critical governmental functions relating to the Project, has existing and significant interests and obligations in establishing, maintaining and protecting the security and safety of the Project site and surrounding areas and related public welfare matters; and

WHEREAS, in furtherance of critical governmental interests regarding public welfare, safety and security at the Project site, the Port Authority has collected information and undertaken the development of certain plans and recommendations regarding the security, safety and protection of the Project site, including the physical construction and current and future operations; and

WHEREAS, the Port Authority and Recipient (collectively, the "**Parties**") acknowledge that in order for Recipient to undertake its duties and/or obligations with regard to its involvement in the Project, the Port Authority may provide Recipient or certain of its Related Parties (as defined below) certain information in the possession of the Port Authority, which may contain or include protected, confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, relating to the Project or its occupants or other matters, the unauthorized disclosure of which could result in significant public safety, financial and other damage to the Port Authority, the Project, its occupants, and the surrounding communities; and

WHEREAS, Recipient recognizes and acknowledges that providing unauthorized access to, or disclosing such information to third parties in violation of the terms of this Agreement could compromise or undermine the existing or future guidelines, techniques and procedures implemented for the protection against terrorist acts or for law enforcement, investigation and

prosecutorial purposes, and accordingly could result in significant irreparable harm and injury; and

WHEREAS, in order to protect and preserve the privilege attaching to and the confidentiality of the aforementioned information as well as to limit access to such information to a strict need to know basis, the Port Authority requires, as a condition of its sharing or providing access to such protected, confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, that the Recipient enter into this Agreement and that its Related Parties thereafter acknowledge and agree that they will be required to treat as strictly confidential and/or privileged any of such information so provided, as well as the work product and conclusions of any assessments and evaluations or any recommendations relating thereto, and to also fully comply with applicable federal rules and regulations with respect thereto; and

WHEREAS, as a condition to the provision of such information to Recipient and certain Related Parties, the Recipient has agreed to enter into this Agreement with respect to the handling and use of such information and to cause Related Parties to join in and be bound by the terms and conditions of this Agreement.

NOW, THEREFORE, in consideration of the provision by Port Authority of Information for Project Purposes (as each such term is defined below) and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged by the Recipient and each Related Party that receives such Information, the Recipient and each such Related Party agrees, as follows:

1. **Defined Terms**. In addition to the terms defined in the Recitals above, the following terms shall have the meanings set forth below:

(a) "**Authorized Disclosure**" means the disclosure of Protected Information strictly in accordance with the Confidentiality Control Procedures applicable thereto: (i) as to all Protected Information, only to a Related Party that has a need to know such Protected Information strictly for Project Purposes and that has agreed in writing to be bound by the terms of this Agreement by executing a form of Acknowledgment as set forth in Exhibit A or Exhibit B, as applicable; and (ii) as to Confidential Privileged Information, only to the extent expressly approved in writing and in advance by the Port Authority, and then only the particular Confidential Privileged Information that is required to accomplish an essential element of the Project.

(b) "**Information**" means, collectively, all information, documents, data, reports, notes, studies, projections, records, manuals, graphs, electronic files, computer generated data or information, drawings, charts, tables, diagrams, photographs, and other media or renderings containing or otherwise incorporating information that may be provided or made accessible at any time, whether in writing, orally, visually, photographically, electronically or in any other form or medium, including, without limitation, any and all copies, duplicates or extracts of the foregoing.

(c) "**Protected Information**" means and includes collectively, Confidential Information, Confidential Privileged Information, Sensitive Security Information (SSI), Critical Infrastructure Information (CII) or Health Insurance Portability and Accountability Act (HIPPA) Information and Information that is labeled, marked or otherwise identified by or on behalf of the Port Authority so as to reasonably connote that such information is confidential, privileged, sensitive or proprietary in nature. The term Protected Information shall also include all work product that contains or is derived from any of the foregoing, whether in whole or in part, regardless of whether prepared by the Recipient, the Port Authority or others, or when the Port Authority receives such information from others and agrees to treat such information as Protected. The following Information shall not constitute Protected Information for the purpose of this Agreement:

(i) Particular Information, other than Confidential Privileged Information, that is provided to the Recipient by a source other than the Port Authority, provided that such source is not subject to a confidentiality agreement, or similar obligation, or understanding with or for the benefit of the Port Authority, with respect to such Information and that the identity of such source is not itself part of such Protected Information.

(ii) Information that is or becomes generally available to the public other than as a result of a disclosure by the Recipient or a Related Party in violation of this Agreement.

(iii) Information that is known to or was in the possession of the Recipient or a Related Party on a non-confidential basis prior to the disclosure of such Information by the Port Authority.

(d) "**Confidential Information**" means and includes collectively, any and all Information, documents and materials entitled to protection as a public interest privilege under New York State law and as may be deemed to be afforded or entitled to the protection of any other privilege recognized under New York and/or New Jersey state laws or Federal laws. It also includes information that contains sensitive financial, commercial or other proprietary business information concerning or relating to the Port Authority, its projects, operations or facilities that would be exempt from release under the Port Authority Freedom of Information Code.

(e) "**Confidential Privileged Information**" means and includes collectively, (i) Information that reveals security risks, threats, vulnerabilities, documentation that identifies specific physical security vulnerabilities or revealing specific security vulnerabilities details related to emergency response protocols, egress plans, flow paths, egress capacities, (diagrams, codes, standards) etc., which is not publicly available." and any and all Information, documents and materials entitled to protection as a public interest privilege under New York State law and as may be deemed to be afforded or entitled to the protection of any other privilege recognized under New York and/or New Jersey state laws or Federal laws, and (ii) certain Critical Infrastructure Information.

(f) "**Confidentiality Control Procedures**" means procedures, safeguards and requirements for the identification, processing, protection, handling, care, tracking and storage of

Protected Information that are required under applicable federal or state law, the Port Authority Handbook, or by the terms of this Agreement.

(g) **"Critical Infrastructure Information"** (CII) has the meaning set forth in the Homeland Security Act of 2002, under the subtitle Critical Infrastructure Information Act of 2002 (6 U.S.C. §131-134), and any rules or regulations enacted pursuant thereto, including, without limitation, the Office of the Secretary, Department of Homeland Security Rules and Regulations, 6 C.F.R. Part 29 and any amendments thereto. CII may also be referred to as "Protected Critical Infrastructure Information" or "PCII", as provided for in the referenced rules and regulations and any amendments thereto.

(h) **"Sensitive Security Information"** (SSI) has the definition and requirements set forth in the Transportation Security Administrative Rules & Regulations, 49 CFR 1520, (49 U.S.C. §114) and in the Office of the Secretary of Transportation Rules & Regulations, 49 CFR 15, (49 U.S.C. §40119).

(i) **"Health Insurance Portability and Accountability Act"** (HIPAA) Information Employees, associates or other contract personnel who have access to Protected Health Information (PHI) must refer to, and comply with, the Privacy Policies and Procedures to Protect Personal Health Information. Privacy regulations issued under the Health Insurance Portability and Accountability Act of 1996 ("HIPAA" or "Privacy Laws") place restrictions on the Group Health Plans of the Port Authority and PATH (the "Plans") ability to use and disclose Protected Health Information ("PHI").

(j) **"Port Authority Handbook"** means The Port Authority of New York and New Jersey. Information Security Handbook, as may be amended by the Port Authority, from time to time.

(k) **"Project Purposes"** means the use of Protected Information strictly and only for purposes related to Recipient's and its Related Parties' participation and involvement in the Project, and only for such period of time during which Recipient and its Related Parties are involved in Project related activities.

(l) **"Related Party"** and **"Related Parties"** means the directors, employees, officers, partners or members of the Recipient, as applicable, and the Recipient's outside consultants, attorneys, advisors, accountants, architects, engineers or subcontractors or sub-consultants (and their respective directors, employees, officers, partners or members) to whom any Protected Information is disclosed or made available.

2. **Use of Protected Information.** All Protected Information shall be used by the Recipient in accordance with the following requirements:

(a) All Protected Information shall be held in confidence and shall be processed, treated, disclosed and used by the Recipient and its Related Parties only for Project Purposes and in accordance with the Confidentiality Control Procedures established pursuant to Paragraph 2(c), below, including, without limitation, the Port Authority Handbook, receipt of which is acknowledged by Recipient and shall be acknowledged in writing by each Related Party by signing the Acknowledgment attached hereto as Exhibit A or Exhibit B, as applicable, and

applicable legal requirements. Protected Information may be disclosed, only if and to the extent that such disclosure is an Authorized Disclosure.

(b) Recipient and each Related Party acknowledges and agrees that (i) any violation by the Recipient or any of its Related Parties of the terms, conditions or restrictions of this Agreement relating to Protected Information may result in penalties and other enforcement or corrective action as set forth in such statutes and regulations, including, without limitation, the issuance of orders requiring retrieval of Sensitive Security Information and Critical Infrastructure Information to remedy unauthorized disclosure and to cease future unauthorized disclosure and (ii) pursuant to the aforementioned Federal Regulations, including, without limitation, 49 C.F.R. §§ 15.17 and 1520.17, any such violation thereof or mishandling of information therein defined may constitute grounds for a civil penalty and other enforcement or corrective action by the United States Department of Transportation and the United States Department of Homeland Security, and appropriate personnel actions for Federal employees.

(c) Recipient and each Related Party covenants to the Port Authority that it has established, promulgated and implemented Confidentiality Control Procedures for identification, handling, receipt, care, and storage of Protected Information to control and safeguard against any violation of the requirements of this Agreement and against any unauthorized access, disclosure, modification, loss or misuse of Protected Information. Recipient and each Related Party shall undertake reasonable steps consistent with such Confidentiality Control Procedures to assure that disclosure of Protected Information is compartmentalized, such that all Protected Information shall be disclosed only to those persons and entities authorized to receive such Information as an Authorized Disclosure under this Agreement and applicable Confidentiality Control Procedures. The Confidentiality Control Procedures shall, at a minimum, adhere to, and shall not be inconsistent with, the procedures and practices established in the Port Authority Handbook.

(d) The Port Authority reserves the right to audit Recipient's Confidentiality Control Procedures, and those of each Related Party, as applicable, to ensure that it is in compliance with the terms of this Agreement.

(e) The Port Authority may request in writing that the Recipient or any Related Parties apply different or more stringent controls on the handling, care, storage and disclosure of particular items of Protected Information as a precondition for its disclosure. The Port Authority may decline any request by the Recipient or any of its Related Parties to provide such item of Protected Information if the Recipient or any of the Related Parties do not agree in writing to apply such controls.

(f) Nothing in this Agreement shall require the Port Authority to tender or provide access to or possession of any Protected Information to the Recipient or its Related Parties, whether or not the requirements of this Agreement are otherwise satisfied. However, if such Protected Information is provided and accepted, the Recipient and its Related Parties shall abide by the terms, conditions and requirements of this Agreement.

(g) The Recipient and each Related Party agrees to be responsible for enforcing the provisions of this Agreement with respect to its Related Parties, in accordance with the Confidentiality Control Procedures. Except as required by law pursuant to written advice of

competent legal counsel, or with the Port Authority's prior written consent, neither the Recipient, nor any of the Related Parties shall disclose to any third party, person or entity: (i) any Protected Information under circumstances where the Recipient is not fully satisfied that the person or entity to whom such disclosure is about to be made shall act in accordance with the Confidentiality Control Procedures whether or not such person or entity has agreed in writing to be bound by the terms of this Agreement or any "Acknowledgement" of its terms or (ii) the fact that Protected Information has been made available to the Recipient or such Related Parties, or the content or import of such Protected Information. The Recipient is responsible for collecting and managing the Acknowledgments signed by Related Parties pursuant to this Agreement. Recipient shall, at the Port Authority's request, provide the Port Authority a list of all Related Parties who have signed an Acknowledgment, and copies of such Acknowledgments.

(h) As to all Protected Information provided by or on behalf of the Port Authority, nothing in this Agreement shall constitute or be construed as a waiver of any public interest privilege or other protections established under applicable state or federal law.

3. **Disclosures and Discovery Requests.** If a subpoena, discovery request, Court Order, Freedom of Information Request, or any other request or demand authorized by law seeking disclosure of the Protected Information is received by the Recipient or any Related Party, Recipient shall notify the Port Authority thereof, to the extent permitted by law, with sufficient promptness so as to enable the Port Authority to investigate the circumstances, prepare any appropriate documentation and seek to quash the subpoena, to seek a protective order, or to take such other action regarding the request as it deems appropriate. In the absence of a protective order, disclosure shall be made, in consultation with the Port Authority, of only that part of the Protected Information as is legally required to be disclosed. If at any time Protected Information is disclosed in violation of this Agreement, the Recipient shall immediately give the Port Authority written notice of that fact and a detailed account of the circumstances regarding such disclosure to the Port Authority.

4. **Retention Limitations; Return of Protected Information.** Upon the earlier occurrence of either the Port Authority's written request or completion of Recipient's need for any or all Protected Information, such Protected Information, all writings and material describing, analyzing or containing any part of such Protected Information, including any and all portions of Protected Information that may be stored, depicted or contained in electronic or other media and all copies of the foregoing shall be promptly delivered to the Port Authority at Recipient's expense. In addition, as to Protected Information that may be stored in electronic or similar form, such Protected Information shall be deleted and completely removed so that such Protected Information is incapable of being recovered from all computer databases of the Recipient and all Related Parties. The Recipient may request in writing that the Port Authority consent to destruction of Protected Information, writings and materials in lieu of delivery thereof to the Port Authority. The Port Authority shall not unreasonably withhold its consent to such request. If the Port Authority consents to such destruction, the Recipient and each Related Party shall deliver to the Port Authority a written certification by Recipient and such Related Party that such Protected Information, writings and materials have been so destroyed within such period as may be imposed by the Port Authority. Notwithstanding the foregoing, to the extent required for legal or compliance purposes, the Recipient may retain copies of Protected Information (in any format), provided that (a) the Port Authority is notified in writing of such retention, and (b) Recipient

continues to abide by the requirements of this Agreement with respect to the protection of such Protected Information.

5. **Duration and Survival of Confidentiality Obligations.** The obligations under this Agreement shall be perpetual (unless otherwise provided in this Agreement) or until such time as the Protected Information is no longer considered protected, confidential and/or privileged by the Port Authority.

6. **Severability.** Each provision of this Agreement is severable and if a court should find any provision of this Agreement to be unenforceable, all other provisions of this Agreement shall remain in full force and effect.

7. **Injunctive and Other Relief.** Recipient and each Related Party acknowledges that the unauthorized disclosure and handling of Protected Information is likely to have a material adverse and detrimental impact on public safety and security and could significantly endanger the Port Authority, its facilities (including, without limitation, the Project site), its patrons and the general public and that damages at law are an inadequate remedy for any breach, or threatened breach, of this Agreement by Recipient or its Related Parties. The Port Authority shall be entitled, in addition to all other rights or remedies, to seek such restraining orders and injunctions as it may deem appropriate for any breach of this Agreement, without being required to show any actual damage or to post any bond or other security.

8. **Governing Law.** This Agreement shall be governed by and construed in accordance with the laws of the State of New York, without regard to conflict of laws principles. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient specifically and irrevocably consent to the exclusive jurisdiction of any federal or state court in the County of New York and State of New York with respect to all matters concerning this Agreement and its enforcement. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient agree that the execution and performance of this Agreement shall have a New York situs and, accordingly, they each consent (and solely with respect to the Port Authority, subject to the terms of the Port Authority Legislation (as defined below)) to personal jurisdiction in the State of New York for all purposes and proceedings arising from this Agreement. "**Port Authority Legislation**" shall mean the concurrent legislation of the State of New York and State of New Jersey set forth at Chapter 301 of the Laws of New York of 1950, as amended by Chapter 938 of the Laws of New York of 1974 (McKinney's Unconsolidated Laws §§7101-7112) and Chapter 204 of the Laws of New Jersey of 1951 (N.J.S.A. 32:1-157 to 32:1-168).

9. **Notices.** Any notice, demand or other communication (each, a "**notice**") that is given or rendered pursuant to this Agreement by either party to the other party, shall be: (i) given or rendered, in writing, (ii) addressed to the other party at its required address(es) for notices delivered to it as set forth below, and (iii) delivered by either (x) hand delivery, or (y) nationally recognized courier service (e.g., Federal Express, Express Mail). Any such notice shall be deemed given or rendered, and effective for purposes of this Agreement, as of the date actually delivered to the other party at such address(es) (whether or not the same is then received by other party due to a change of address of which no notice was given, or any rejection or refusal to accept delivery). Notices from either party (to the other) may be given by its counsel.

The required address(es) of each party for notices delivered to it is (are) as set forth below. Each party, however, may, from time to time, designate an additional or substitute required address(es) for notices delivered to it, provided that such designation must be made by notice given in accordance with this Paragraph 9.

Original to the Port Authority:
[8a]
The Port Authority of New York and New Jersey
[8b]
[8c]

with a copy to:
The Port Authority of New York and New Jersey
225 Park Avenue South - 14th Floor
New York, NY 10003
Attn: General Counsel's Office c/o Caroline Ioannou, Law DISO

If to the Recipient: _____

_____

_____

with a copy to: _____

_____

_____

10. **Entire Agreement.** This Agreement contains the complete statement of all the agreements among the parties hereto with respect to the subject matter thereof, and all prior agreements among the parties hereto respecting the subject matter hereof, whether written or oral, are merged herein and shall be of no further force or effect. This Agreement may not be changed, modified, discharged, or terminated, except by an instrument in writing signed by all of the parties hereto.

11. **Counterparts.** This Agreement may be executed in one or more counterparts, each of which shall be deemed to be an original, but all of which shall be one and the same document.

12. **Parties Bound.** This Agreement shall be binding upon the Recipient and its respective successors. The foregoing shall not be affected by the failure of any Related Party to join in this Agreement or to execute and deliver an Acknowledgement hereof.

13. **Authority.** The undersigned individual(s) executing this Agreement on behalf of the Recipient below represent(s) that they are authorized to execute this Agreement on behalf of the Recipient and to legally bind such party.

14. **Disclosure of Ownership Rights or License.** Nothing contained herein shall be construed as the granting or conferring by the Port Authority of any rights by ownership, license or otherwise in any Information.

15. **No Liability.** Neither the Commissioners of the Port Authority, nor any of them, nor any officer, agent or employee thereof, shall be charged personally by the Recipient with any liability, or held liable to the Recipient under any term or provision of this Agreement, or because of its execution or attempted execution or because of any breach, or attempted or alleged breach thereof.

16. **Construction.** This Agreement is the joint product of the parties hereto and each provision of this Agreement has been subject to the mutual consultation, negotiation, and agreement of the parties hereto, and shall not be construed for or against any party hereto. The captions of the various sections in this Agreement are for convenience only and do not, and shall not be deemed to, define, limit or construe the contents of such Sections.

RECIPIENT:

Signature: _____

Print Name: LUIS LUGO, JR.

Title: PRESIDENT & COO

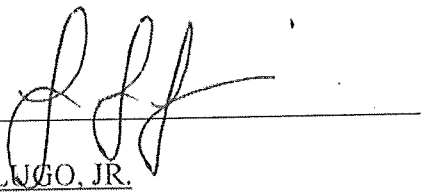
Date: JUNE 30, 2014

EXHIBIT A

ACKNOWLEDGMENT BY RELATED PARTY INDIVIDUAL

I, LUIS LUGO, JR. ("**Related Party**"), am employed as a(n) PRESIDENT & COO by PACO GROUP, INC.. I have been provided with and have read the Non Disclosure and Confidentiality Agreement between [4] (the "**Recipient**") and The Port Authority of New York and New Jersey (the "**Port Authority**") dated JUNE 30, 2014 (hereinafter the "**Agreement**"), and the Port Authority Handbook attached to the Agreement. I understand that because of my employer's relationship with GREENMAN-PEDERSEN, INC., both my employer and I may be provided with access to, and/or copies of, sensitive security materials, protected or confidential information. If it is required for me to review or receive Protected Information, as it is defined in the aforementioned Agreement, I acknowledge that I will be bound by each and every term and provision contained therein, and that failure to do so may include, but is not limited to, the imposition of disciplinary action and sanctions, and/or the institution of legal action seeking injunctive relief, monetary and/or criminal penalties for violation of law and/or Port Authority policies and procedures, as well as for violation of federal and/or state regulations.

To the extent that I am currently in the possession of, or have previously come into contact with, marked information as it relates to the aforementioned Agreement, I agree to conform my handling procedures for Protected Information to the practices and procedures set forth and defined herein, or risk loss of access to said Information, removal from said Project and/or subjecting myself to the aforementioned disciplinary actions and/or civil and criminal penalties.

Signature: 

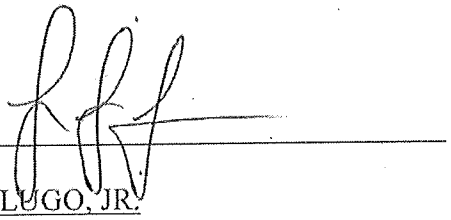
Print Name: LUIS LUGO, JR.

Date: JUNE 30, 2014

EXHIBIT B

ACKNOWLEDGMENT BY RELATED PARTY ENTITY

The undersigned, LUIS LUGO, JR., is the PRESIDENT & COO of PACO GROUP, INC., a SUBCONSULTANT ("**Related Party**"), located at 110 WILLIAM ST., 12th FLOOR NY, NY 10038, and is duly authorized to execute this Acknowledgment on behalf of the above Related Party. The above Related Party is involved with the functions of COST ESTIMATING, SCHEDULING, CONSTRUCTION INSPECTION, AND CONTRACT ADMINISTRATION in connection with RFP NO. 38268 for The Port Authority of New York and New Jersey (the "**Port Authority**"). I acknowledge and confirm that the above named Related Party has been provided with a copy of and shall be bound and shall abide by all of the terms, requirements and conditions set forth in the Non Disclosure and Confidentiality Agreement dated JUNE 30, 2014, between GREENMAN-PEDERSEN, INC. (the "**Recipient**") and the Port Authority (hereinafter the "**Agreement**"), and by the Port Authority Handbook described in the Agreement. Appropriate and responsible officers and employees of the Related Party have carefully read and understand the terms and conditions of the Agreement. The Related Party has notice and acknowledges that any breach or violation of such terms, requirements and conditions may result in the imposition of remedies or sanctions as set forth or otherwise described therein against such Related Party.

Signature: 

Print Name: LUIS LUGO, JR.

Date: PRESIDENT & COO

BUY AMERICA CERTIFICATIONS

BUY AMERICA CERTIFICATIONS

A bidder or offeror must submit to the FTA recipient the appropriate Buy America certification (below) with all bids or offers on FTA-funded contracts, except those subject to a general waiver. Bids or offers that are not accompanied by a completed Buy America certification must be rejected as nonresponsive. This requirement does not apply to lower tier subcontractors.

CERTIFICATION REQUIREMENT FOR PROCUREMENT OF STEEL, IRON, OR MANUFACTURED PRODUCTS (NON- ROLLING STOCK)

Certificate of Compliance with 49 U.S.C. 5323(j)(1)

The bidder or offeror hereby certifies that it will meet the requirements of 49 U.S.C. 5323(j)(1) and the applicable regulations in 49 CFR Part 661.5.

Date July 1, 2014

Signature M. Denise Carter, P.E.

Company Name Greenman-Pedersen, Inc.

Title Senior Vice President / Branch Manager

Certificate of Non-Compliance with 49 U.S.C. 5323(j)(1)

The bidder or offeror hereby certifies that it cannot comply with the requirements of 49 U.S.C. 5323(j)(1) and 49 C.F.R. 661.5, but it may qualify for an exception pursuant to 49 U.S.C. 5323(j)(2)(A), 5323(j)(2)(B), or 5323(j)(2)(D), and 49 C.F.R. 661.7.

Date _____

Signature _____

Company Name _____

Title _____

CERTIFICATION REQUIREMENT FOR PROCUREMENT OF BUSES, OTHER ROLLING STOCK AND ASSOCIATED EQUIPMENT (ROLLING STOCK)

Certificate of Compliance with 49 U.S.C. 5323(j)(2)(C).

The bidder or offeror hereby certifies that it will comply with the requirements of 49 U.S.C. 5323(j)(2)(C) and the regulations at 49 C.F.R. Part 661.11.

Date July 1, 2014

Signature M. Denise Carter, P.E.

Company Name Greenman-Pedersen, Inc.

Title Senior Vice President / Branch Manager

Certificate of Non-Compliance with 49 U.S.C. 5323(j)(2)(C)

The bidder or offeror hereby certifies that it cannot comply with the requirements of 49 U.S.C. 5323(j)(2)(C) and 49 C.F.R. 661.11, but may qualify for an exception pursuant to 49 U.S.C. 5323(j)(2)(A), 5323(j)(2)(B), or 5323(j)(2)(D), and 49 C.F.R. 661.7.

Date _____

Signature _____

Company Name _____

Title _____

CERTIFICATION REGARDING LOBBYING PURSUANT TO 31 U.S.C. 1352 (FTA REQUIREMENTS)

CERTIFICATION REGARDING LOBBYING PURSUANT TO 31 U.S.C. 1352

The undersigned

M. Denise Carter, P.E.

(name of authorized officer)

certifies, to the best of my knowledge and belief, that:

- No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

- If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form LLL, "Disclosure of Lobbying, Activities" in accordance with its instructions.

- The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by, 31, U.S. C. § 1352 (as amended by the Lobbying Disclosure Act of 1995). Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

Note: Pursuant to 31 U.S.C § 1352(c)(I)-(2)(A), any person who makes a prohibited expenditure or fails to file or amend a required certification or disclosure form shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such expenditure or failure.

The Contractor certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Contractor understands and agrees that the provisions of 31 U.S.C. § 3801, et seq., apply to this certification and disclosure, if any.

Executed this day 1st of July, 2014

By: _____

Signature of Authorized Official

M. Denise Carter, P.E., Senior Vice President/Branch Mgr.

Official Name and Title of Authorized Official

N/A

FTA REQUIREMENTS

STANDARD FORM LLL - DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C. 1352

1. **Type of Federal Action:**	2. **Status of Federal Action:**	3. **Report Type:**
X a. contract	X a. bid/offer/application	X a. initial filing
____ b. grant	____ b. initial award	____ b. material change
____ c. cooperative agreement	____ c. post award	
____ d. loan		**For material change only:**
____ e. loan guarantee		Year _____ quarter _____
____ f. loan insurance		Date of last report_____

4. **Name and Address of Reporting Entity:**	5. **If Reporting Entity in No. 4 is Subawardee,** Enter Name and Address of Prime:
X Prime ____ Subawardee Tier_____, if Known: **Congressional District,** *if known*:	**Congressional District,** *if known*:
6. **Federal Department/Agency:**	7. **Federal Program Name/Description:** CFDA Number, *if applicable*: _____
8. **Federal Action Number,** *if known:*	9. **Award Amount,** *if known:* $
10. a. **Name and Address of Lobbying Registrant** *(if individual, last name, first name, MI):*	b. **Individuals Performing Services** *(including address if different from No. 10a)* *(last name, first name, MI):*
11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.	**Signature:** _____ **Print Name:** _____ **Title:** _____ **Telephone No.:** _____ **Date:** _____
Federal Use Only	**Authorized for Local Reproduction** **Standard Form - LLL (Rev. 7-97)**

Rev. 1/2011

CERTIFICATION REGARDING LOBBYING PURSUANT TO 31 U.S.C. 1352 (FEMA REQUIREMENTS)

CERTIFICATION REGARDING LOBBYING PURSUANT TO 31 U.S.C. 1352

The undersigned

M. Denise Carter, P.E.

(name of authorized officer)

certifies, to the best of my knowledge and belief, that:

- No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

- If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form LLL, "Disclosure of Lobbying, Activities" in accordance with its instructions.

- The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by, 31, U.S. C. § 1352 (as amended by the Lobbying Disclosure Act of 1995). Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

Note: Pursuant to 31 U.S.C § 1352(c)(I)-(2)(A), any person who makes a prohibited expenditure or fails to file or amend a required certification or disclosure form shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such expenditure or failure.

The Contractor certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Contractor understands and agrees that the provisions of 31 U.S.C. § 3801, et seq., apply to this certification and disclosure, if any.

Executed this day 1st of July, 2014

By: _____

Signature of Authorized Official

M. Denise Carter, P.E., Senior Vice President/Branch Mgr.

Official Name and Title of Authorized Official

N/A

FEMA REQUIREMENTS

STANDARD FORM LLL - DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C. 1352

1. **Type of Federal Action:**	2. **Status of Federal Action:**	3. **Report Type:**
X a. contract	X a. bid/offer/application	X a. initial filing
___ b. grant	___ b. initial award	___ b. material change
___ c. cooperative agreement	___ c. post award	
___ d. loan		**For material change only:**
___ e. loan guarantee		Year _____ quarter _____
___ f. loan insurance		Date of last report_____

4. **Name and Address of Reporting Entity:**	5. **If Reporting Entity in No. 4 is Subawardee,** Enter Name and Address of Prime:
X Prime ___ Subawardee Tier_____, if Known: **Congressional District,** *if known*:	**Congressional District,** *if known*:
6. **Federal Department/Agency:**	7. **Federal Program Name/Description:** CFDA Number, *if applicable*: _____
8. **Federal Action Number,** *if known:*	9. **Award Amount,** *if known:* $
10. a. **Name and Address of Lobbying Registrant** *(if individual, last name, first name, MI):*	b. **Individuals Performing Services** *(including address if different from No. 10a)* *(last name, first name, MI):*
11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.	**Signature:** _____ **Print Name:** _____ **Title:** _____ **Telephone No.:** _____ **Date:** _____
Federal Use Only	**Authorized for Local Reproduction** **Standard Form - LLL (Rev. 7-97)**

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION – LOWER TIER COVERED TRANSACTIONS (FTA REQUIREMENTS)

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION - LOWER TIER COVERED TRANSACTIONS

1. The prospective lower tier participant,

Greenman-Pedersen, Inc., certifies by submission of this bid or proposal, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

3. The prospective lower tier participant shall provide immediate written notice to the Authority (and the Contractor, if applicable) if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

Executed this day 8th of July, 2014.

BY SIGNATURE OF AUTHORIZED OFFICIAL

M. Denise Carter, P.E., Sr. VP/Branch Mgr.

NAME AND TITLE OF AUTHORIZED OFFICIAL

INSTRUCTIONS FOR COMPLETION OF CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION -LOWER TIER COVERED TRANSACTIONS

1. By signing and submitting this Proposal, the prospective lower tier participant is providing the signed certification set out on the previous page.

2. This certification is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the Authority may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the Authority if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms "covered transaction," "debarred," "suspended," "ineligible," "lower tier covered transaction," "participant," "persons," "lower tier covered transaction," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definitions and Coverage sections of rules implementing Executive Order 12549 [49 CFR Part 29]. The Proposer may contact the Procurement Representative for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized in writing by the Authority.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion - Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the Nonprocurement List issued by U.S. General Service Administration.

8. Nothing contained in the foregoing shall be construed to require establishment of system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under sub-paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to all remedies available to the Federal Government, the Authority may pursue available remedies including suspension and/or debarment.

END OF FTA CONTRACT PROVISIONS

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION - LOWER TIER COVERED TRANSACTIONS

1. The prospective lower tier participant,

KS Engineers, P.C., certifies by submission of this bid or proposal, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

3. The prospective lower tier participant shall provide immediate written notice to the Authority (and the Contractor, if applicable) if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

Executed this day 1st of July, 20XX 2014.

BY SIGNATURE OF AUTHORIZED OFFICIAL

Kamal Shahid, PE, President

NAME AND TITLE OF AUTHORIZED OFFICIAL

INSTRUCTIONS FOR COMPLETION OF CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION -LOWER TIER COVERED TRANSACTIONS

1. By signing and submitting this Proposal, the prospective lower tier participant is providing the signed certification set out on the previous page.

2. This certification is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the Authority may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the Authority if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms "covered transaction," "debarred," "suspended," "ineligible," "lower tier covered transaction," "participant," "persons," "lower tier covered transaction," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definitions and Coverage sections of rules implementing Executive Order 12549 [49 CFR Part 29]. The Proposer may contact the Procurement Representative for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized in writing by the Authority.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion - Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the Nonprocurement List issued by U.S. General Service Administration.

8. Nothing contained in the foregoing shall be construed to require establishment of system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under sub-paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to all remedies available to the Federal Government, the Authority may pursue available remedies including suspension and/or debarment.

END OF FTA CONTRACT PROVISIONS

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION - LOWER TIER COVERED TRANSACTIONS

1. The prospective lower tier participant,

Luis Lugo, Jr., certifies by submission of this bid or proposal, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

3. The prospective lower tier participant shall provide immediate written notice to the Authority (and the Contractor, if applicable) if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

Executed this day 30 of JUNE, 2014.

BY SIGNATURE OF AUTHORIZED OFFICIAL

Luis Lugo, Jr. - President & COO

NAME AND TITLE OF AUTHORIZED OFFICIAL

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION – LOWER TIER COVERED TRANSACTIONS (FEMA REQUIREMENTS)

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION - LOWER TIER COVERED TRANSACTIONS

1. The prospective lower tier participant,

Greenman-Pedersen, Inc., certifies by submission of this bid or proposal, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

3. The prospective lower tier participant shall provide immediate written notice to the Authority (and the Contractor, if applicable) if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

Executed this day 8th of July, XXXX 2014.

BY SIGNATURE OF AUTHORIZED OFFICIAL

M. Denise Carter, P.E. Sr. VP/Branch Mgr.

NAME AND TITLE OF AUTHORIZED OFFICIAL

INSTRUCTIONS FOR COMPLETION OF CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION -LOWER TIER COVERED TRANSACTIONS

1. By signing and submitting this Proposal, the prospective lower tier participant is providing the signed certification set out on the previous page.

2. This certification is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the Authority may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the Authority if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms "covered transaction," "debarred," "suspended," "ineligible," "lower tier covered transaction," "participant," "persons," "lower tier covered transaction," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definitions and Coverage sections of rules implementing Executive Order 12549 [2 C.F.R. Part 3000]. The Proposer may contact the Procurement Representative for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized in writing by the Authority.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion - Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the Nonprocurement List issued by U.S. General Service Administration.

8. Nothing contained in the foregoing shall be construed to require establishment of system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under sub-paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to all remedies available to the Federal Government, the Authority may pursue available remedies including suspension and/or debarment.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION - LOWER TIER COVERED TRANSACTIONS

1. The prospective lower tier participant,

KS Engineers, P.C., certifies by submission of this bid or proposal, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

3. The prospective lower tier participant shall provide immediate written notice to the Authority (and the Contractor, if applicable) if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

Executed this day 1st of July, ~~2013~~ 2014.

BY SIGNATURE OF AUTHORIZED OFFICIAL

Kamal Shahid, PE, President

NAME AND TITLE OF AUTHORIZED OFFICIAL

INSTRUCTIONS FOR COMPLETION OF CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION -LOWER TIER COVERED TRANSACTIONS

1. By signing and submitting this Proposal, the prospective lower tier participant is providing the signed certification set out on the previous page.

2. This certification is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the Authority may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the Authority if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms "covered transaction," "debarred," "suspended," "ineligible," "lower tier covered transaction," "participant," "persons," "lower tier covered transaction," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definitions and Coverage sections of rules implementing Executive Order 12549 [2 C.F.R. Part 3000]. The Proposer may contact the Procurement Representative for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized in writing by the Authority.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion - Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the Nonprocurement List issued by U.S. General Service Administration.

8. Nothing contained in the foregoing shall be construed to require establishment of system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under sub-paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to all remedies available to the Federal Government, the Authority may pursue available remedies including suspension and/or debarment.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION - LOWER TIER COVERED TRANSACTIONS

1. The prospective lower tier participant,

Luis Lugo, Jr., certifies by submission of this bid or proposal, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

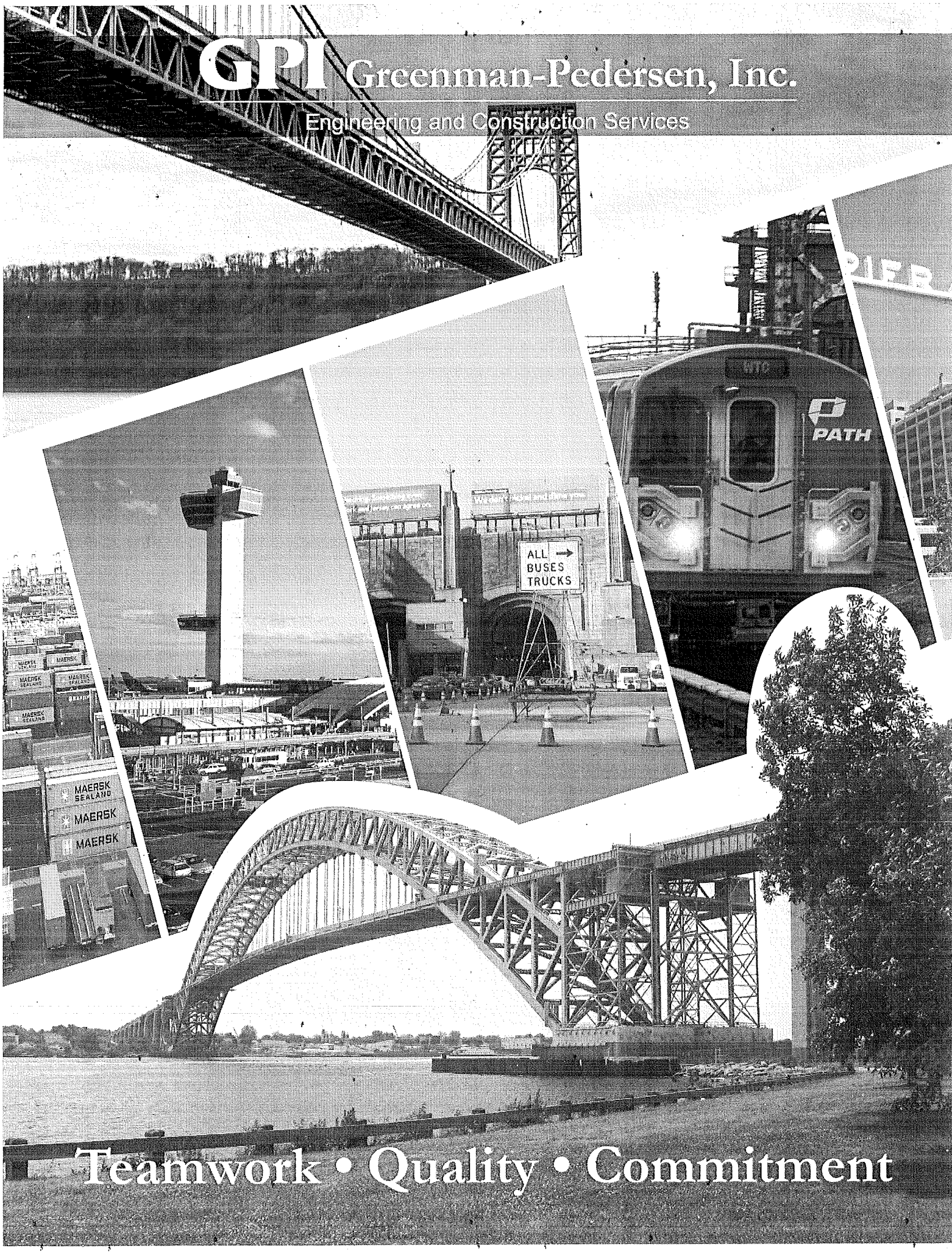
3. The prospective lower tier participant shall provide immediate written notice to the Authority (and the Contractor, if applicable) if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

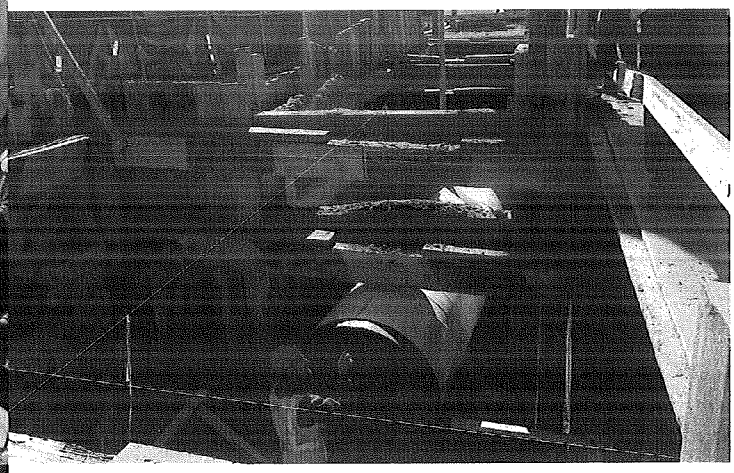
Executed this day 30 of June, 2014.

BY SIGNATURE OF AUTHORIZED OFFICIAL

Luis Lugo, Jr. - President & COO

NAME AND TITLE OF AUTHORIZED OFFICIAL


GPI Greenman-Pedersen, Inc.
Engineering and Construction Services
PATH
ALL
BUSES
TRUCKS
MAERSK SEALAND
MAERSK
MAERSK
Teamwork • Quality • Commitment



THE PORT AUTHORITY
OF NY & NJ

July
2014

Statement of Qualifications

Indefinite Quantity Contracts for Performance of Expert Professional Construction Managment and Inspection Services

For Federally-Funded, Storm-Related Resiliency Projects

RFP No. 38268

HDR

July 16, 2014

Mr. Cory Mermer
Port Authority of NY & NJ
Procurement Department
Two Montgomery St., 3rd Floor
Jersey City, New Jersey 07302

RE: RFP for Indefinite Quantity Contracts (IQCs) for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As-Need" Basis Through 2018

Dear Mr. Mermer:

HDR is proud to submit our Qualification Package for the above referenced Construction Management and Inspection Services consultant solicitation. For the past 20 years HDR has been providing successful professional design and construction management and inspection services to the Port Authority of New York and New Jersey (PANYNJ).

HDR acknowledges that the PANYNJ suffered some of the worst damage as a result of Sandy's storm-tide flooding and wind/wave action, particularly at the Lincoln and Holland Tunnels and at PATH stations along the system. PATH stations, substations, tunnels and tunnel systems were damaged, some beyond repair. Against this backdrop PANYNJ needs to develop and construct cost-effective, maintainable and sustainable mitigation strategies to guard against future weather events. PANYNJ needs a strong proactive CM Consultant team with the construction management and inspection expertise to implement these strategies.

Through HDR's full understanding of Port Authority's protocols, procedures and processes, and conducting a thorough selection process to establish a team of experienced and reliable HDR CM employees and augmenting subconsultants, we have successfully positioned ourselves to provide the necessary and timely professional schedule-driven and cost-effective CM services for this important federally-funded repair and resiliency storm recovery work program.

HDR does possess the capability to immediately complement and augment Port Authority CM staff on every single task order assignment with experienced decision making CM's that can act on Port Authority's behalf and with Port Authority's support.

After actively participating in the recent New York City Rapid Repairs Program and observing first hand in the field the vast devastation that Superstorm Sandy inflicted upon our city, I acknowledge the importance in protecting Port Authority's property assets and will have a personal obligation in managing this entire CM Contract on behalf of HDR. My lessons-learned acquired through my past 35 years of experience managing several local as-need task order contracts will also be a tremendous asset.

HDR and I look forward to having the opportunity to work with Port Authority's Construction Management Division under this contract. If you have any further questions please call me directly anytime at (212) 542-6031 or Steven.Scaglione@hdrinc.com. Your selection consideration is greatly appreciated.

Yours truly,

Steven Scaglione, PE, CCM, LEED AP
Associate Vice-President / Program Executive

hdrinc.com

500 7th Avenue, New York, NY 10018
T 212.542.6000 **F** 212.542.6100

ATTACHMENT B

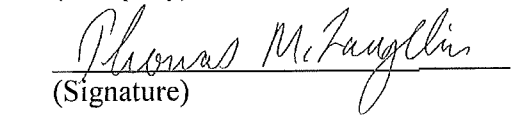
AGREEMENT ON TERMS OF DISCUSSION

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

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

Henningson, Durham & Richardson Architecture and Engineering, PC

(Company)



(Signature)

Thomas McLaughlin, PE, Authorized Representative

(Title)

July 3, 2014

(Date)

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

Attachment C-1

Proposer Prerequisite A

Firms must have Certificates of Authorization to practice Professional Engineering in the states of New York and/or New Jersey and minimum of five (5) years experience, from the date of proposal submission, which includes performing construction management services as outlined in Attachment A for major transportation facilities.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite A.

Client Name/ Contracting Entity	MTA Capital Construction
Contract Start Date	2013
Contract End Date	Ongoing
Brief description of Scope of work	HDR is part of a Joint Venture team providing construction management for the extension of the NYC No. 7 subway line to the west side of Manhattan.
Client Contact Name / Title	Ron Pezik, MTACC
Client Contact Email Address	
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	NYC Department of Design and Construction
Contract Start Date	2013
Contract End Date	Ongoing
Brief description of Scope of work	HDR is providing construction management for the installation of a trunk water main in Hudson Street.
Client Contact Name / Title	Rosemary Bussi, NYCDDC
Client Contact Email Address	
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	NYCDOT
Contract Start Date	2012
Contract End Date	Ongoing
Brief description of Scope of work	HDR is providing resident engineering inspection services on the reconstruction of the Roosevelt Island Bridge
Client Contact Name / Title	Kursheed Khan, NYCDOT
Client Contact Email Address	
Client Contact Phone Number	[redacted]

Note – Client Contact must be employee of Company

Attachment C-2

Proposer Prerequisite B

Firms must have adequate staffing resources who have demonstrated experience performing construction management and/or construction inspection services in the Greater New York/New Jersey Metropolitan Area for construction projects valued, at a minimum, at $1.5 million.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite B.

Client Name/ Contracting Entity	MTA Capital Construction
Contract Start Date	2013
Contract End Date	Ongoing
Construction Value	$2.4 Billion
Brief description of Scope of work	HDR is part of a Joint Venture team providing construction management for the extension of the NYC No. 7 subway line to the west side of Manhattan.
Client contact Name / Title	Ron Pezik, MTACC
Client Contact Email Address	
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	NYC Department of Design and Construction
Contract Start Date	2013
Contract End Date	Ongoing
Construction Value	$60 million
Brief description of Scope of work	HDR is providing construction management for the installation of a trunk water main in Hudson Street.
Client contact Name / Title	Rosemary Bussi, NYCDDC
Client Contact Email Address	
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	NYCDOT
Contract Start Date	2012
Contract End Date	Ongoing
Construction Value	$87 million
Brief description of Scope of work	HDR is providing resident engineering inspection services on the reconstruction of the Roosevelt Island Bridge
Client contact Name / Title	Kursheed Khan, NYCDOT
Client Contact Email Address	
Client Contact Phone Number	[redacted]

Note – Client Contact must be employee of Company

THE PORT AUTHORITY OF NY & NJ
PROCUREMENT DEPARTMENT
115 BROADWAY, 19TH FLOOR
NEW YORK, NY 10006

July 8, 2014

ADDENDUM #2

TO PROSPECTIVE BIDDER(S) ON **RFP #38268 - REQUEST FOR PROPOSALS FOR INDEFINITE QUANTITY CONTRACTS (IQCs) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018**

Proposal Due Date 7/14/2014 at 2:00PM

The following changes are hereby made in the documents:

I. RFP LETTER

A. In RFP Section I entitled SUBMISSION OF PROPOSALS, make the following changes:

i) In paragraph A, delete the first sentence and substitute the following:

"The Proposal shall be not more than twenty-five (25) pages (double-sided) or fifty pages (single-sided) using 12 point or greater font size, not including resumes and attachments.

ii) In paragraph I.F., delete "July 9, 2014" and substitute "July 14, 2014".

B. Delete Attachment E "Staffing Plan Template" and substitute therefor new Attachment E, which is attached hereto and made a part hereof.

C. In Attachment A, paragraph II, second paragraph, first line, delete "design of" without substitution therefor.

II. PROPOSER QUESTIONS AND ANSWERS

The following information is made available in response to questions submitted by prospective Proposer(s). It should not be deemed to answer all questions that have been submitted by Proposer(s) to the Port Authority. It addresses only those questions which the Port Authority has deemed to require additional information and/or clarification. The fact that information has not been supplied with respect to any questions asked by a Proposer(s) does not mean or imply, nor should it be deemed to mean or imply, any meaning, construction or implication with respect to the terms.

Question #1	Our firm is leading a team for Group 2 - PATH and is a sub on another team (for Group 1) which was selected for INDEFINITE QUANTITY CONTRACT (IQC) FOR EXPERT PROFESSIONAL ARCHITECTURAL AND ENGINEERING SERVICES FOR THE DESIGN OF FEDERALLY FUNDED SUPER STORM SANDY RELATED REPAIR AND RESILIENCY PROJECTS ON AN "AS NEEDED" BASIS DURING 2013 – 2017. As such, would we be precluded from participating in the above-referenced CM contracts?
Answer #1	Refer to Pages 10-12 of the RFP Cover Letter sections I and J respectively entitled "GENERAL CONFLICT OF INTEREST" and "ORGANIZATIONAL CONFLICT OF INTEREST".
Question #2	Can you please send the attachment E for the above-reference proposal? The link in the RFP document does not work.
Answer # 2	Hyperlinks have been corrected in the RFP and a revised Attachment E has been posted and is attached to this addendum.
Question #3	Please confirm that financial information (per page 5 of the RFP) should be submitted separately from the proposal document.
Answer #3	The financial information must be submitted with your proposal. For further clarification please refer to Section III "Financial Information" on Page 5 of the RFP Cover Letter.
Question #4	Please clarify if each sheet of paper, containing content on both sides counts as 1 or 2 pages in the 20 page limit. If each side of the sheet counts in the limit, please advise if sheets only containing content on one side still count toward the overall 20 page limit.
Answer #4	The requirement has been changed. The Proposal shall be not more than twenty-five (25) pages double sided or fifty (50) pages single sided.
Question #5	In the RFP, it refers to submitting 1 reproducible original copy, please clarify if this reproducible copy is to be single sided and unbound.
Answer # 5	Any format of the reproducible original is acceptable.
Question #6	In the instructions for completing the Firm's BQQ, it states that an original must be mailed to specified address and that an electronic copy was also to be sent. Please clarify if we are to include more than a statement of recent completion in our proposal under section H.
Answer # 6	Please complete the Background Qualification Questionnaire (BQQ) as instructed and with your proposal submit a statement indicating when the BQQ was submitted to the Port Authority Office of the Inspector General.

Question #7	Section III of the RFP, page 5 refers to the Financial Information. Please clarify if we are to include certified financial statements, statement of work and required numbers as part of our proposal, if so under which section, or if the information can be provided in a separately sealed package.
Answer #7	Please refer to Section III "Financial Information" on Page 5 of the RFP Cover Letter for clarification on the information that is to be submitted pursuant to this section.
Question #8	Is the NDA Agreement required to be signed and completed with our proposal for the prime firm and all sub consultants? If required, please advise if it should be included in our submission and where, or just sent directly to the referenced office and procurement contact.
Answer #8	NDA Agreements shall be submitted for the prime firm and all key sub consultants.
Question #9	Are consultants who have Federally Funded task order agreements for Sandy design eligible to be on teams who are proposing on the CM and Inspection RFP?
Answer #9	Refer to Pages 10-12 of the RFP Cover Letter sections I and J respectively entitled "GENERAL CONFLICT OF INTEREST" and "ORGANIZATIONAL CONFLICT OF INTEREST".
Question #10	Can you please let me know if RFP 38268 is an additional solicitation to the expected 2015-2018 On-call for CM services? We were anticipating an RFP to replace the current 2011-2014 Construction Management Services contracts (references P410110).
Answer #10	This RFP pertains to federally-funded Storm Resiliency projects and is independent from any other construction management RFP's.
Question #11	Will the PANYNJ recognize the ICC Reinforced Concrete Special Inspector Certification as the equivalent of the ACI Concrete Special Inspector Certification for the purpose of qualified concrete inspectors?
Answer #11	No.
Question #12	In the staffing table (Attachment E) there is no column for names. Does the PANYNJ want the names of staff shown with their company titles?
Answer #12	If known, please include names of staff. Otherwise, the anticipated titles will suffice.
Question #13	In the staffing table (Attachment E) the titles are only shown for Engineers. Some of the qualified staff who hold Certificates such as ACI Special Inspector and ICC Structural Bolting are not graduate engineers, where should we show these titles in the table?

Answer #13	Please see revised Attachment E.
Question #14	In Attachment A, Section II Scope of Work, the last paragraph states that "resiliency projects shall include, but not be limited to, design of mitigation measures to…." Does the Authority intend to utilize this Indefinite Quantity Contract for CM and inspection services, not design services?
Answer #14	There is no design as part of this RFP's scope of work. See revision to the Scope of Work section above.
Question #15	Is there a difference between ACI Level II Concrete Inspector vs. ACI Concrete Special Inspector?
Answer #15	Yes.
Question #16	Just want to confirm that Attachment C-1 and C-2 are both supposed to include project examples. C-2 requires sample projects be listed, so assume they will be called to provide a reference for our staffing resources?
Answer #16	Please include all necessary documentation in support of Attachments C1 and C2.
Question #17	It appears to us that the requirements and requested information in Attachment C-1 (Proposer Prerequisite A) and Attachment C-2 (Proposer Prerequisite B) are very similar for demonstrating a firm's experience in performing construction management and inspection services. Can you please provide further clarification on the requirements and experienced needed in order to satisfy both the Proposer Prerequisite A and Proposer Prerequisite B forms.
Answer #17	Prerequisite A demonstrates the firm having minimum 5 years CM experience. Prerequisite B demonstrates CM/inspection experience of individual staff w/min. $1.5M experience.
Question #18	Does the subconsultant need to submit Attachments C-1 and C-2, or just the Prime Consultant?
Answer #18	These attachments shall be submitted for the prime firm and, if applicable, all sub consultants whose experience and expertise will support the qualifications of the team.
Question #19	Does the subconsultant need to submit the FTA and FEMA forms, or just the Prime Consultant?
Answer #19	No. At this time, only the prime.
Question #20	Will safety staff be needed as part of this contract?
Answer #20	No.

Question #21	Is the form entitled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transactions" required to be submitted by both the Prime and Subconsultants?
Answer #21	Please refer to subsection G. Contractor's Integrity Provisions, under Section V. Proposal Submission Requirements on Page 10 of the RFP cover Letter.
Question #22	Can we modify Attachments C-1 and C-2 to expand the space provided for "Brief description of Scope of Work" for each project listed on the form?
Answer #22	Yes.
Question #23	Are we required to use Attachment "E"(?) for Staff/Title listing and the "standard" titles provided, or can a similar form with additional information beyond just the "category" and "Staffing Title" be submitted?
Answer #23	Please see revised Attachment E, annexed to this Addendum.
Question #24	Are Sections F (List of Firm's Affiliates) and I (General Conflict of Interest) included in the 20 page limitation?
Answer #24	These Sections are part of the Proposal's page limitation, but the page limitation has been changed. See response to question above.
Question #25	The staffing chart on what is believed to be Attachment E (no title provided in RFP document) does not include any categories for the special inspectors required by this RFP. Should we add an "Inspector" category? If not, in which staffing category should we include these inspectors?
Answer #25	Please see revised Attachment E.
Question #26	On Page 2 of the RFP, under Section I.A. – By "attachments", does this include Project Description sheets for the firm's previous experience?
Answer #26	Attachments refers to the Port Authority Attachments included with the RFP.
Question #27	When are the documents & forms in Exhibit 7 – FTA Requirements & FEMA Requirements - to be submitted? I.e.: See page 216 (Adobe page number) which cites a form letter titled, "SUBJECT: INDEFINITE QUANTITY CONTRACTS (IQCs) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018". Two identical forms are provided in the documents, one for FEMA and one for FTA. Are both to be submitted?
Answer #27	Yes, the certifications in the FTA and FEMA provisions are to be included with your proposal.

This communication should be initialed by you and attached to your Proposal.

In case any Bidder fails to conform to these instructions, its submission will nevertheless be construed as though this communication had been so physically attached and initialed.

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: Henningson, Durham & Richardson Architecture and Engineering, P.C.

INITIALED: Thomas McLaughlin

DATE: July 14, 2014

Attachment E

Staffing Plan Template

RFP NO. 38268

IF THE STAFFING CATEGORIES LISTED BELOW DIFFER FROM YOUR FIRM'S, LIST YOUR FIRM'S STAFFING TITLES WITHIN THE CATEGORY THAT BEST MATCHES.

Staffing Category		PROPOSER'S STAFFING TITLES
INSPECTIONS	1	
	2	
	3	
	4	
	5	
	6	
	7	
	8	
CONSTRUCTABILITY REVIEW	1	
	2	
	3	
	4	
	5	
	6	
	7	
	8	
CONTRACT ADMIN	1	
	2	
	3	
	4	
	5	
	6	
	7	
	8	
COST ESTIMATES	1	
	2	
	3	
	4	
	5	
	6	
	7	
	8	
CONSTRUCTION SCHEDULES	1	
	2	
	3	
	4	
	5	
	6	
	7	
	8	

THE PORT AUTHORITY OF NY & NJ

PROCUREMENT DEPARTMENT
2 MONTGOMERY STREET, 3RD FL.
JERSEY CITY, NJ 07302

7/3/2014

ADDENDUM #1

To prospective Proposer(s) on RFP # 38268 - REQUEST FOR PROPOSALS FOR INDEFINITE QUANTITY CONTRACTS (IQCS) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018

Now Due back on 7/14/2014, no later than 2:00PM

Originally due on 7/9/2014, no later than 2:00PM

This communication should be initialed by you and annexed to your Bid upon submission.

In case any Bidder fails to conform to these instructions, its Bid will nevertheless be construed as though this communication had been so physically annexed and initialed.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: Henningson, Durham & Richardson Architecture and Engineering, P.C.

INITIALED: Thomas M. Faughlin

DATE: July 14, 2014

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

A.

Firm Qualifications and Experience

Firm Qualifications

HDR is an employee-owned consulting firm that provides Architectural and Engineering Design and Construction Management and Resident Engineering Inspection Services. HDR excels at managing large transportation projects, with a focus towards solving challenges for our clients. Nationally, we have over 8,000 professionals in more than 185 locations worldwide and can pool resources strengths to provide solutions beyond the scope of traditional A/E/C firms. In 2013, HDR was ranked by Engineering News-Record (ENR) 12th among the Top 20 firms in Combined Design and CM / PM Professional service Revenue and 27th among the Top 100 Construction Management-for-fee and PM firms. HDR's annual average professional services revenues for the last three years is over $1 billion.

LOCAL A/E and CM SERVICES

Locally, HDR has nine (9) offices and 450 professionals in the metropolitan New York area, with business service areas including transportation, environmental engineering and science, water and wastewater, power and energy, real estate development, economics, security, design-build and construction management. HDR's local clients include the NYC Department of Design and Construction, NYC Department of Transportation, NYS Department of Transportation, NYC Economic Development Corporation, MTA Bridges and Tunnels, Port Authority of New York and New Jersey, NYS Thruway Authority, private developers and utility companies.

Since 1968 HDR continues to provide professional A/E/C services to numerous private and public New York State and City agencies on their respective Capital Construction Programs. HDR's major New York Transportation Client includes the MTA's subsidiary agencies such as MTA Headquarters, MTA CC, NYC Transit, Metro-North Railroad and the Long Island Railroad. In a Tri-Venture effort, HDR is currently providing key senior level CM personnel on the highly publicized NYC Transit's $2.2 billion No. 7 Flushing Line Extension Project. This NYC Transit Test and Acceptance and Commissioning experienced CM staff are tremendous trained assets that can be made available to this CM Contract once staff demobilization commences.

HDR's APPROACH:

Successful timely reimbursement to the PANYNJ will require careful and strict oversight with timely submissions of detailed project expenditure documentation along with periodic project status reporting. This experienced HDR CM Team can and will provide this necessary assistance for this long term multi-billion dollar program.

HDR UNDERSTANDS POST-SANDY EMERGENCY REPAIR AND RESILIENCY WORK

The destruction and disruption caused by Super-storm Sandy has brought new urgency for agencies throughout the region to make transportation systems and facilities more resilient and reliable in the face of extreme weather events. Flooding from heavy rains or extreme weather events as well as storm surge are realities these agencies and their infrastructure must endure. Federal funds have been channeled to agencies to support the study, design and construction of measures to appropriately protect their systems from flooding during extreme weather events and make these systems and facilities more resilient in the face of a future storm of Super-storm Sandy magnitude.

For the completion of the Expert Professional Construction Management and Inspection Services Federally Funded Storm Related Repair and Resiliency Projects on an "As-Needed" basis through 2018, HDR has assembled a CM team that has the expertise, experience, and availability to successfully work with the Port Authority. HDR will use this expertise and experience to apply sound construction management principles in the identification of needs, prioritization of projects, and execution of CM and inspection services that will result in more resilient systems and facilities for the Port Authority.

HDR's CM Team has direct experience with other NYC agencies performing Sandy emergency and mitigation projects at facilities similar to those owned by the Port Authority. HDR has have successfully completed projects and/or are currently under contract for construction management, construction support and inspection services for local and regional agencies including New York City Transit, Long Island Rail Road, New York City Department of Transportation, MTA Capital Construction, New York City Department of Design and Construction, and you - the Port Authority.

HDR UNDERSTANDS ON-CALL CONTRACT EXECUTION

HDR is currently providing Construction Management Services for local agencies on the following As-Needed Task Order Contracts:

- MTA Long Island Railroad - Prime
- MTA Bridges & Tunnels - major sub to Prime
- NYC Economic Development Corporation - Prime

HDR's APPROACH:

HDR has extensive On-Call Contract Execution experience where the overall contract success is a direct result of

- Partnering and effectively communicating / coordinating regularly with all affected PANYNJ Divisions / Offices and all other Project Stakeholders
- Establishing HDR Managerial Objectives specific to this PANYNJ CM Contract
- Identifying and documenting up front what the expectations, or objectives, are for each Task Order Assignment
- Maintaining an overall persistent proactive drive to push each Task Order towards successful completion even when faced with the numerous hurdles imposed by construction issues

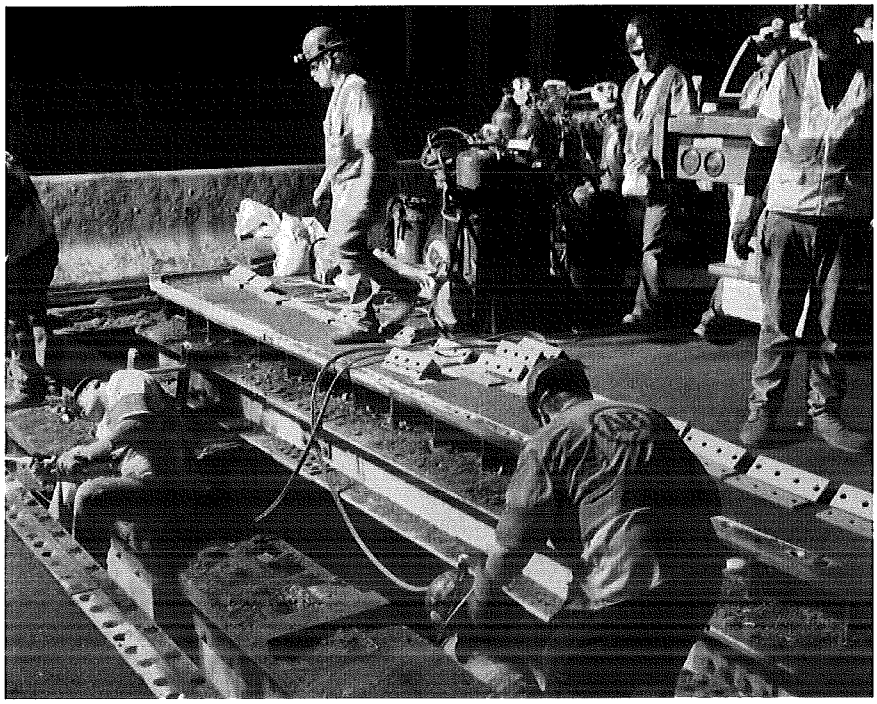
HDR HAS PROVEN HISTORY WITH PORT AUTHORITY CALL-IN PROGRAMS

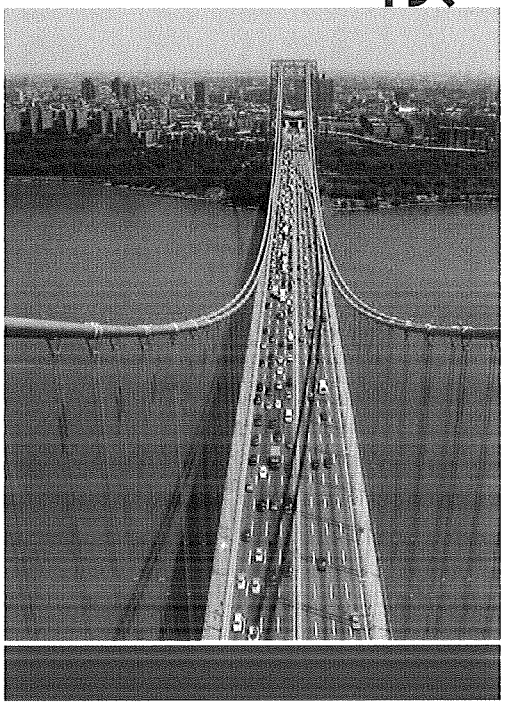
HDR has been working for the Port Authority through the Call-In program for decades and, at the moment, has over 20 Call-In contracts with various divisions including Engineering Architecture Design Division, Line Departments and the Planning Department. HDR's local operation is founded on the Port Authority Call-In contracts with the environmental, structural and the traffic engineering departments, with which HDR has held contracts since the 1990's. These contracts were the catalysts for HDR's development and hiring of staff that has allowed HDR to participate in some of the Port Authority's most significant engineering projects including the Bayonne Bridge Navigational Clearance Program and the Cross Harbor Freight Program.

HDR sees tremendous mutual benefits from the Call-In program as it provides a mechanism for HDR to aid in solving challenges for the Port Authority. The Call in program provides the Port Authority with access to HDR's 700+ local and 8,600 company-wide professionals with a wide array of technical skill sets. As HDR's goal is to become trusted advisors for our most important clients, HDR accomplishes this goal by having the opportunity to work with our clients to develop projects and programs that seek to satisfy our clients' needs by providing the opportunity to engage with all of our company's resources.

HDR has succeeded in this mission by successfully delivering a wide range of A/E Design and CM Services for numerous versified Port Authority facilities such as upfront planning and risk analysis, environmental, bridge and tunnel traffic and toll facilities, architectural, civil, structural, mechanical and electrical engineering, traction power, port commerce, rail and marine structures.

HDR continues to provide their services at nearly all of the Port Authority's facilities and on some of the Port Authority's most complex and challenging projects and facilities including the Bayonne Bridge Navigational Clearance Program, PATH Harrison Station, PATH Newport Station, and Cross Harbor Freight Program Greenville Yard.





PANYNJ George Washington Bridge Main Span Upper Level Structural Steel Rehabilitation

Fort Lee, NJ & New York, NY

KEY FEATURES

- CSS and inspection for PANYNJ facility

Duration of Contract:
Ongoing

Dates Services were Provided:
2014-Present

Dollar Value of Contract:
$500,000

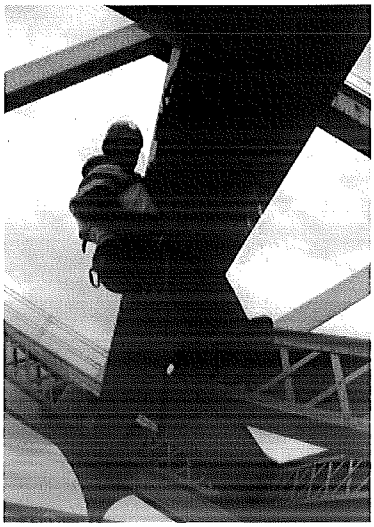
Annual Staff Hours:
3,000

Contact Name
PANYNJ
Stewart Sloan, P.E.
Principal Structural Engineer
ssloan@panynj.gov
973-792-4301

HDR was designated by the Port Authority to provide Construction Support Services for the rehabilitation of the upper level of the George Washington Bridge (GWB) structural steel deck to maintain the bridge in a state of good repair. This vital bi-state crossing was used by 49 million vehicles in 2012. This project will replace 6-foot long portions of the existing orthotropic steel deck for the full width of the upper level roadway on either side of the joint over each floor beam and addresses all priority structural steel repairs. The replacement of sections of the deck also includes replacement of the end secondary floorbeams on both sides of every existing main floorbeam. Additionally, this contract provides for resurfacing of the westbound upper level roadway, upgrade and rehabilitation of roadway drainage system, and rehabilitation of the finger joints.

HDR is providing professional engineering services including the following:

- Daytime inspection of all temporary supports and shoring prior to saw cutting of the existing deck in advance of removal
- Nighttime on-site engineer-of-record services during replacement deck panel installation to immediately address all concerns to ensure on-time reopening of the upper level to traffic
- Review and response to all contractor requests for information
- Shop drawing review, including detailed review of the contractor's means and methods to ensure construction impacts on the traveling public are minimized
- Assisting the GWB Resident Engineer's Office staff with contractor oversight, including detailed review of the contractor's nightly workplan to verify that the planned work can be reasonably be accomplished during the scheduled lane closures and ensure on-time reopening of the upper level to traffic.



PANYNJ Bayonne Bridge Navigational Clearance Program

Bayonne, NJ

KEY FEATURES

- Implementation of e-Builder as a new contract management tool
- Document Control of 30,000 submittal documents, thousands of RFI's, and coordination between PANYNJ divisions for incorporating comments
- Hands-on inspection work of the entire steel arch for additional repair work
- Directly working with Contractor for Construction Engineering services to accelerate the schedule

Duration of Contract:
Ongoing

Dates Services were Provided:
2008-Present

Dollar Value of Contract:
$33.6M

Annual Staff Hours:
10,000

Contact Name
Two Gateway Center, 16th Floor
Newark, NJ 07102
Catherine Britell, PE
973-792-4487
cbritell@panynj.gov

The Bayonne Bridge, spanning the Kill Van Kull and connecting Bayonne, NJ with Staten Island, NY, was opened to traffic on November 15, 1931. With a span of 1,652 feet from pin to pin, it is the third longest steel arch bridge in the world and was the longest in the world at the time of its completion. Its current clearance is 150 feet measured at the centerline of channel; and the height of arch above water at the crown is 325 feet.

Studies were undertaken by PANYNJ to modify or replace the bridge in order to maintain the port's competitiveness. HDR completed a study to determine the feasibility of increasing the structure's vertical navigational clearance. In the initial study (March 2009), 23 options were evaluated based on three general schemes: (1) raising the roadway within the arch, (2) raising the arch by means of jacking and (3) constructing a new structure.

In an additional assignment, HDR was retained by the PANYNJ to perform an environmental screening and alternatives analysis to provide the foundation for developing a successful and defensible National Environmental Policy Act decision on no action or alternatives to modify or replace the bridge.

HDR has continued to provide services for the PANYNJ on the project through the Construction Support Services Phase. The construction contract was awarded in May 2013, with an anticipated contract completion of September 2017. HDR is collaborating with PANYNJ - CMD as well as PANYNJ - MEU, PANYNJ - TB&T, PANYNJ - Engineering, and the Contractor to effectively review submittals, provide technical guidance, complete onsite inspections, and provide construction engineering services to move this dynamic project forward.

The estimated number of submittals for this project is 30,000 documents, which include shop drawings, catalog cuts, construction and installation procedures, and calculations packages. To process this large number of submittal documents, the project utilizes a new contract management tool called e-Builder. This is the first project the PANYNJ has used this tool for, instead of Oracle Primavera. HDR has worked closely with PANYNJ - CMD to establish routing procedures, provide input to update features on e-Builder, and streamline the review process. HDR has coordinated secondary review comments from different divisions of the PANYNJ. The use of this online tool has facilitated timely reviews of submissions, and has become an online database of all relevant contract information.

As a Net Cost item in the contract, HDR is providing a full hands-on inspection of the arch for members that are to remain. This inspection is done with the use of ropes work access to limit the impact on current construction activity and traffic. The inspection work will help identify major deficiencies to be repaired to ensure the 100 year service life project goal is met.

A number of design changes have taken place on the project to improve the schedule and accommodate the Contractor's means and methods. HDR has assisted PANYNJ - CMD in identifying cost change items resulting from these Contractor Requested Changes and has provided technical guidance on Non-Conformance Issues. HDR has also been working directly with the Contractor to perform Construction Engineering services for the arch reconstruction. This unusual agreement of working for both the Contractor and PANYNJ was due to the complexity of the project, and trying to provide the PANYNJ with the most comprehensive set of services to expedite schedule.

HDR has been dedicated to providing the PANYNJ

PANYNJ Cross Harbor Freight Program/Greenville Yard

Greenville, NJ

KEY FEATURES

- Construction support services to return rail operations within 90 days of Superstorm Sandy

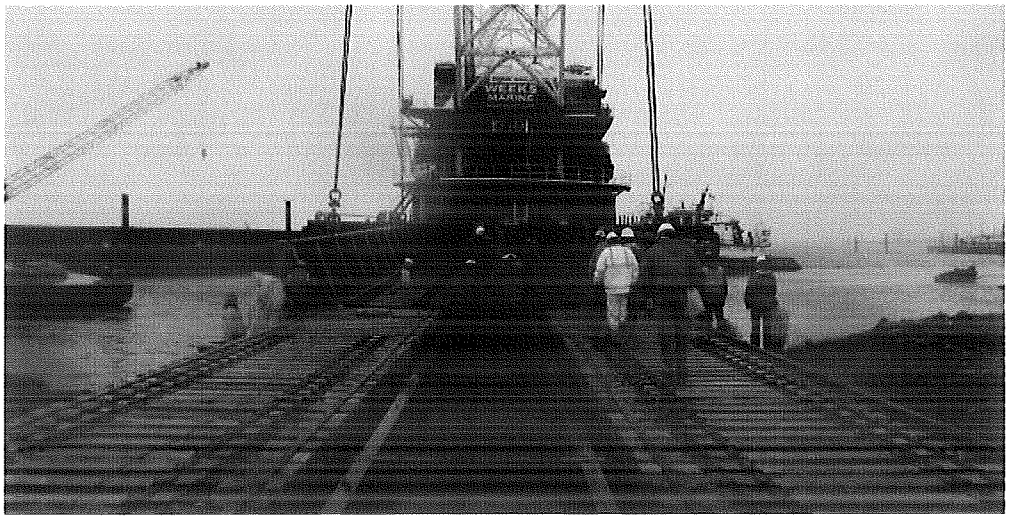
Duration of Contract:
Ongoing

Dates Services were Provided:
2009-Present

Dollar Value of Contract:
$7M

Annual Staff Hours:
10,000

Contact Name
PANYNJ
Yu Shing Wong
Senior Structural Engineer
973.792.4541



Greenville Yard is the western terminus of the current railcar float (barge) system, which operates between Jersey City and Bush Terminal on the Brooklyn waterfront. The yard, bridges and facilities had deteriorated significantly, and at the start of this project had only one remaining transfer bridge structure in operation. The overall project included 11 construction document packages which wwould be constructed in several phases to allow continuous operation of the facility. HDR is responsible for the permitting, design and construction support of this project.

In the first of the eleven contracts HDR has been retained to provide design services to perform repairs to the existing bridge, barge and rail facility to allow reliable operation while the new transfer bridges could be designed and constructed. The new facility would include two new mooring facilities with hydraulic activated transfer bridges to move rail cars on and off the barges. Two new barges will accommodate 18 rail cars each. The transfer bridges provide a movable ramp between the barge (tidal variation up to 10 feet) and the landside rail tracks. A key element of the system is the design of the bridge fender and the barge mooring system to allow rapid loading/unloading.

HDR performed an emergency shoring design to support the deteriorated gantries. However, due to the extensive damage that was caused by from Superstorm Sandy, it was determined that the existing structure was damaged beyond repair. Demolition of the existing structure was started immediately while HDR performed the design of a new temporary transfer bridge. The goals established were to return rail operation within 90 days. HDR provided "around the clock" on sight support through out much of the construction. While individual bridge elements were designed in pieces to stay ahead of the ongoing construction operations. Drawings were prepared to shop drawing level of detail. Innovative approaches were used to expedite construction and reduce cost. The existing Bush Terminal Pontoon Bridge which was abandoned when the Brooklyn side of the operation was relocated to 65th street was removed and brought over to Greenville Yard. HDR inspected the pontoon bridge and prepared a repair plan that would keep the bridge in operation until the new design could be constructed under another contract. Barges were rented and installed and secured with piles to provide a quick fender and mooring system. While this work was progressing the contract finished construction of a trestle approach span to cross the shallow water from the abutment to the location of the refurbished pontoon bridge. Rail operations were resumed 52 day after the storm, exceeding the goal.

KEY FEATURES
Construction management for major multidisciplinary tunnel project

Duration of Contract:

Dates Services were Provided:

Dollar Value of Contract:

Annual Staff Hours:

Contact Name
Ron Pezik, MTACC
[redacted]

MTA Capital Construction, #7 Line Extension CCM

New York, NY

HDR is part of a Joint Venture team that was selected to provide construction management for a project to extend the No. 7 Subway Line in New York City. The project, valued at $2.4 billion, will provide better public access to the west side of Manhattan, which includes the Jacob Javits Convention Center and an area known as the Hudson Yards.

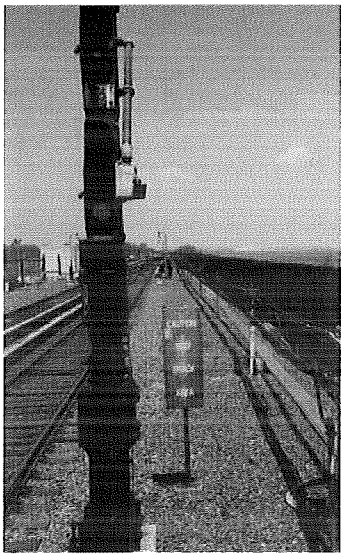
The project will extend the No. 7 Line westward from Times Square under West 41st Street and southward along Eleventh Avenue to the southerly terminus at West 24th Street. The planned extension provides 7,200 feet of new tunnel to accommodate a two-track railroad with two lay-up tracks for the storage of six trains (three on each side). The extension also provides for a new terminal station on Eleventh Avenue at West 34th Street (34th Street Station).

The joint venture is responsible for providing construction management services during all tunneling work and construction of all facilities and infrastructure including buildings, track, rail systems and stations, as well as project controls services throughout the project duration, which is anticipated to be completed by 2015.

The new twin bore 19'-16" Diameter tunnels were constructed around the following existing structures:

- Amtrak North River Tunnels
- Amtrak Access Tunnel (Empire Line)
- Lincoln Tunnels
- Port Authority Bus Terminal
- Javits Center

[redacted]



KEY FEATURES
Construction support for major post-Sandy emergency resiliency effort

Duration of Contract:
Ongoing

Dates Services were Provided:
2012-present

Dollar Value of Contract:
$2.3M

Annual Staff Hours:
15,000

Contact Name
New York City Transit
John O'Grady
[redacted]

Rockaway Emergency Embankment Stabilization

Rockaway, NY

The day after Superstorm Sandy hit the Coastline, HDR was working alongside NYCT to assess the damage to the Far Rockaway Line of the A Train. The rail line on the island between the north and south channel of the Jamaica Bay had two major breaches in the embankment, major systems damage, localized embankment damage, and debris collection. NYCT and HDR made initial assessments of the most severe damage and immediately started brainstorming on solutions to both repair the embankments and minimize the potential for future damage from Category 2 storms. HDR immediately had their coastal engineers begin analysis of the storm and the damage to determine an appropriate design criteria for storm surge and wave heights. This allowed the design team to prepare design solution options and direct the contractor on early procurement of products. The designs included:

- Sheet pile walls to stabilize the embankment against future failures and protect the tracks against wave damage and debris
- Stone revetment to mitigate scour of the beach in front of the wall and to absorb wave load and reduce wave run-up
- Flood gates which allow access to the beach but protect against wave damage and debris
- A Water Transfer Structure that when constructed will reduce the unequal water pressure on the pond embankment during a storm by allowing pond water to drain to the bay to allow its elevation to drop along with the receding bay. HDR will also be performing an Environmental Assessment in collaboration with NYCT and National Park Service.

HDR provided support during construction and is currently performing a feasibility study of additional coastal protection measures.

Hurricane Katrina Recovery and Reconstruction

New Orleans, LA

KEY FEATURES
Construction management and monitoring of federally-funded projects

Duration of Contract:
Ongoing

Dates Services were Provided:
2006-Present

Dollar Value of Contract:
Over $10M

Annual Staff Hours:
200,000

Contact Name
Duane Gapinski, PE, U.S. Army Corps of Engineers - New Orleans District
[redacted]

Since April, 2006, HDR and teaming partners have provided program and project management support to the U.S. Army Corps of Engineers (USACE) in New Orleans for the reconstruction and improvement of the Hurricane Protection System damaged during hurricanes Katrina and Rita.

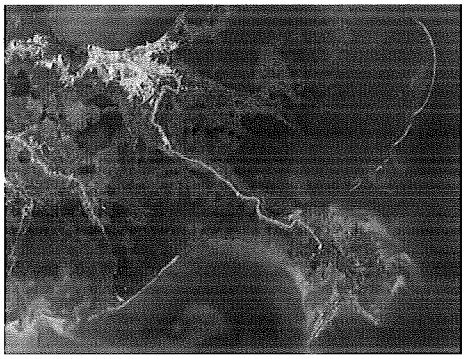
Approximately 150 full-time staff and numerous part-time and reachback team members are an integral part of the management of this $14.6 billion program. There are more than 250 individual construction projects such as levees, flood walls, navigable storm surge gates, interior drainage structures, pump station repair, pump station storm proofing and new pump station construction. HDR personnel have provided or are providing the following services in support of this program:

HDR project managers supervised pump station damage assessments conducted for the development of the pump station repair portion of the program. Additionally, after Hurricane Gustav, several HDR employees were recognized for their excellent work in tracking the progress of preliminary damage assessments.

HDR developed the Program Management Plan (PMP) for the Hurricane Protection System (HPS) program implementation and execution, including initial implementation planning, mobilization assessment, and staffing and resource requirements. HDR developed the 16,000-activity integrated master schedule using Primavera P5. Outputs from the integrated master schedule provided decision makers key information to manage the program.

HDR was intimately involved in the development of the programmatic cost estimate. The team validated and, in many cases, performed the individual cost estimates for the more than 250 construction projects. HDR economists conducted a detailed market analysis which, along with individual project cost estimates and the integrated master schedule, was used to conduct a risk analysis using a Monte Carlo Simulation to produce the programmatic cost estimate. This HDR product was used to defend the presidential budget request and ultimately led to full congressional funding of the program.

HDR is providing construction management support, monitoring the execution of construction projects and their compliance with the USACE's contract provisions. HDR is providing program management support, including program management and analysis, maintenance of the 16,000-activity integrated master schedule, development and execution of risk mitigation plans, acquisition management, coordination of visits by executive government representatives and congressional delegations, technical coordination, budget development and resource management. HDR is also providing project management support, including development and implementation of PMPs for individual projects, budget development, scheduling, resource management, technical support and administrative management. HDR and ATKINS are coordinating the necessary design, legal, real estate and environmental actions required to be completed before a construction contract may be awarded.



KEY FEATURES
Construction management for wide range of facility, station and rail projects

Duration of Contract:
Ongoing

Dates Services were Provided:
2009-Present

Dollar Value of Contract:
Over $5M

Annual Staff Hours:
5,000

Contact Name
Chris Hobart, LIRR
[redacted]

LIRR CM General Engineering Contract

Long Island, NY

Under this General Engineering Contract for Construction Management, HDR is currently providing staff on three projects for the Long Island Rail Road:

- Hudson Yards
- Hicksville Station and North Siding Rehabilitation
- Bridge Inspection and Assessment Contract

Our staff assists with scheduling, meeting minutes, contractor performance observations and documentation and other duties as assigned, with an emphasis on Resident and Office Engineer roles and responsibilities. They work varying hours as required, and, in the case of the Hudson Yards project, the typical tour of duty is over night.

HDR can cover a wide range of projects as the current ones represent. Hicksville is a major station design bundled with a rail siding and signal improvements. The LIRR's bridge Inspection and Assessment Contract involves inspections and ratings of structures within the LIRR's physical plant by third party contractors. The Hudson Yards project includes a complete overbuild over the West Side Rail Yard by a private developer.

These projects demonstrate our staff's awareness of the LIRR's safety protocols and the issues involved in working about an operating rail road.

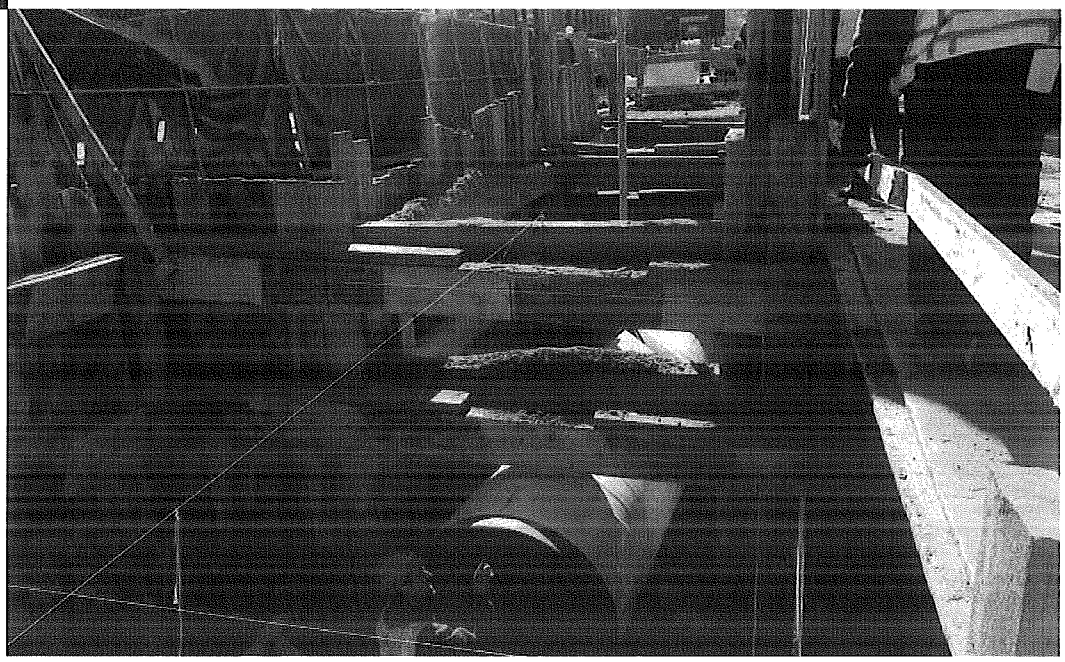
[redacted]

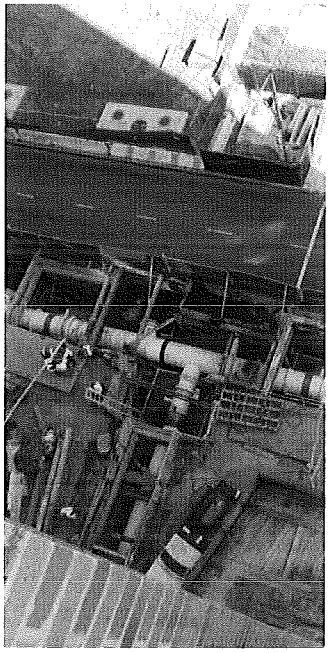
KEY FEATURES
Rock blasting in NYC
Duration of Contract:
Ongoing

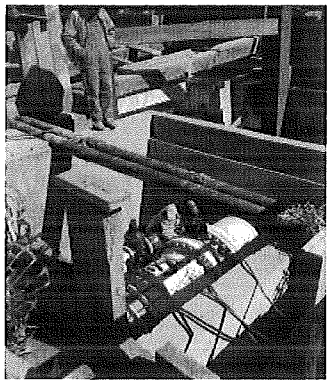
Dates Services were Provided:
2013-Present
Dollar Value of Contract:

Annual Staff Hours:
2,000

Contact Name
Rosemary Bussi, NYCDDC
[redacted]







NYCDDC MED 596, Installation of Trunk Water Main in Hudson St. in Connection to Shaft 29B

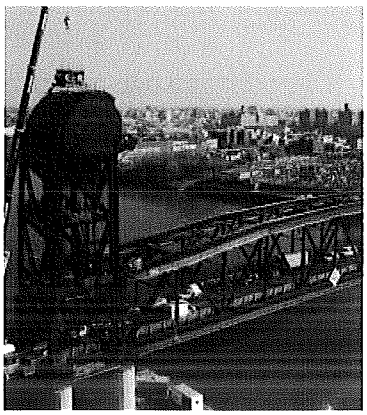
New York, NY

MED 596, Installation of Trunk Water Main in Hudson Street in Connection to Shaft 29B is part of the connection of the City water system to Water Tunnel No.3. For this contract, the connection will occur at Shaft 29B that is located on Hudson Street between Laight Street and Hubert Street. Connection work includes but is not limited to a 12'x16'x10' Venturi Chamber Flow Meter, 8'x16'x9' Pressure Regulator and two Butterfly Valves within Hudson Street roadway at this location.

MED 596 is located in the Tribeca section of Manhattan. Tribeca is a neighborhood of cobblestoned streets, world famous restaurants, and historic warehouse buildings converted to multi-million dollar lofts.

Proposed work will be complicated by the need to maintain traffic due to the proximity of the Holland Tunnel entrance and the significant amount of utility relocations that will be required to install the proposed trunk water main.

CDOT MPT Stipulations will limit access during construction requiring a complex phasing plan to maintain vehicular and pedestrian traffic in the project area.



NYCDOT, Roosevelt Island Lift Bridge

Roosevelt Island, NY

KEY FEATURES

- Traffic
- Environmental
- Public Outreach

Contact Name
Kursheed Khan, NYCDOT
[redacted]

The Roosevelt Island Bridge opened to traffic in 1955. The vertical-lift bridge spans the East Channel of the East River, connecting Roosevelt Island to Queens. More than 9,500 vehicles cross the 1,300-foot long bridge every day, with approximately one-third of them during the morning and afternoon rush hours. The Roosevelt Island Bridge Reconstruction Project completely overhauled all areas of the Bridge. Reconstruction took place in three stages over three years. During construction, the lift span remained operational to allow continued passage of marine traffic. In addition to the bridge, at the request of the community, a new turning lane from the bridge onto Vernon Blvd. south-bound was constructed and a new traffic light was installed at 36th Avenue and Vernon Boulevard. The turning lane relieves backups that occur on Roosevelt Island and creates a safer crossing for pedestrians.

Minimizing Traffic and Community Impacts. The general hours of construction operations are Monday through Friday between 7 am and 7 pm. However, night time and weekend operations took place to complete certain activities on the bridge. All staging areas were located behind a screened fence. Active measures were taken by the Contractor to reduce noise at its source, such as mufflers, sound screens, equipment placement location and use of low noise producing equipment. Because the Roosevelt Island Bridge is the only means of vehicle access to Roosevelt Island, vehicle and pedestrian traffic was maintained on the bridge at all times. The Bridge traffic was maintained in two 10-foot wide lanes, one east-bound and one west-bound. When operations that required an expanded work zone were conducted, only one 12-foot wide lane was opened to serve both directions. Flag people were present on both sides of the bridge to direct traffic. Reconstruction work requiring a lane closure usually was conducted when traffic volume was at its lowest. There was occasional weekend work. Both travel lanes were available on the bridge during non-working hours and pedestrian access was maintained on the bridge at all times.

Environmental Mitigation & Asbestos Abatement Safety Measures. The NYCDOT and its contractor will adhere strictly to the safety requirements as approved by the United States Environmental Protection Agency (USEPA) and Occupational Safety and Health Administration (OSHA), New York City Departments of Health (NYCDOH) and Environmental Conservation (NYSDEC) regarding paint removal and asbestos abatement safety measures.

Public Outreach. As the sole vehicular access to Roosevelt Island, our Resident Engineering Inspection Services required a customized Community Outreach Program to deal with a number of specific issues. HDR worked with our community outreach subconsultant, Zetlin Communications, and NYCDOT created project protocols and procedures to deal with a number of construction issues. The project's Public Outreach program included several major activities, such as distribution of brochures for Lead Paint removal and painting of the Roosevelt Island Bridge; notification at various locations on the Island of upcoming major construction activities that would impact the traveling public; coordination with Roosevelt Island Operation Commission (RIOC) for wide loads crossing the bridge at night; communicating with First Responders ahead of bridge openings during UN General Assembly Sessions; addressing public complaints during the reconstruction of the bridge; and communicating construction activities to Roosevelt Island residents

B.

Staff Qualifications and Experience

Staff Qualifications

EXPERIENCE AND STAFFING RESOURCES

PROVEN SENIOR LEADERSHIP DURING STRESSFUL SCHEDULE- DRIVEN WORK

Any CM Firm can provide professionals that possess strong technical and managerial skills but HDR can provide Senior level professionals that are also proven Leaders that can make right timely decisions during stressful schedule-driven work.
It starts right at the very top with HDR's proposed main point of contact **Project Executive, Steven Scaglione, PE, CCM, LEED AP** who, throughout his entire professional career, has constantly demonstrated successful performance under stressful schedule-driven construction work.
Any CM Firm can provide professionals that possess strong technical and managerial skills but HDR can provide Senior level professionals that are also proven Leaders that can make right timely decisions during stressful schedule-driven work.
It starts right at the very top with HDR's proposed main point of contact Project Executive, Steven Scaglione, PE, CCM, LEED AP who, throughout his entire professional career, has constantly demonstrated successful performance under stressful schedule-driven construction work.

- An experienced 28 year active duty and reserve Air Force Civil / Combat Engineering Officer including his immediate 9-11 Military Reserve call-up. Responded day after Thanksgiving to participate in recent NYC Rapid Repairs Program in response to Super-Storm Sandy victims. Led a 30-person Engineering team that worked a 12-hour / 7-day week work schedule to complete over 2,000 Staten Island residential home damage assessments within just six weeks and then prepared respective work orders along with Quality Control Inspections for immediate Construction Contractor rapid repair work over the next two months.
- A former NYCDOT employee with extensive local construction protocols and procedures.
- Extensive CM Consultant experience on large-scale infrastructure construction projects
- Excellent written and oral communication skills
- Trained to make decisive timely decisions
- Extensive CM Consultant experience on As-needed Task Order Contracts with several NYC agencies as listed following:

Mr. Scaglione Currently serves on CM JV Board for NYC Transit's $2.2 billion No. 7 Train West-side Extension Project.

ON-CALL TASK ORDER CONTRACTS			
Agency	Contract / Duration	Number of TOs	Construction Type / Costs
NY State Office of General Services (OGS)	NY State-wide CM Services Two 3-year Contracts	80 Task Orders	Office Facilities / over $250 million
NYC Department of Design & Construction	Boro-wide CM Services Two 5-year Contracts	25 task Orders	Streets & Water Mains / over $110 million
NYC Department of Transportation	As-need Engineering Design & REI Service Agreement	3 Task Orders	Roadway Bridges & Building Demolition / over $20 million
NYC Department of Environmental Protection	DEP Contract WSHD-3ACM CM Services for Miscella-neous Upstate Projects East of Hudson Miscel-laneous Upstate Projects East of Hudson	8 Task Orders	Constructability Reviews and extension of DEP Inspection staff

Mr. Scaglione brings to this important Port Authority Indefinite Quantity Contract not only his strong leadership skills but all of his Lessons-learned and will be HDR's major driving force. He will be solely responsible for CM Task Order Staffing and will monitor adherence to HDR's Environmental, Health and Safety and Quality Assurance procedures. He thoroughly understands the PANYNJ's needs and interests.

HDR's proposed Deputy Project Executive, Fred Mohrmann, CCM will be the HDR Point of Contact in the event of an extended absence of our Project Executive. Mr. Mohrman also has extensive experiene in managing As-Need Order Contracts. He is currently managing HDR's Long Island Railroad On-Call Contract and providing CM Services to three (3) simultaneous assignments

and knows agency expectations to this type of contract.

EXCLUSIVE AVAILABLE SENIOR STAFF

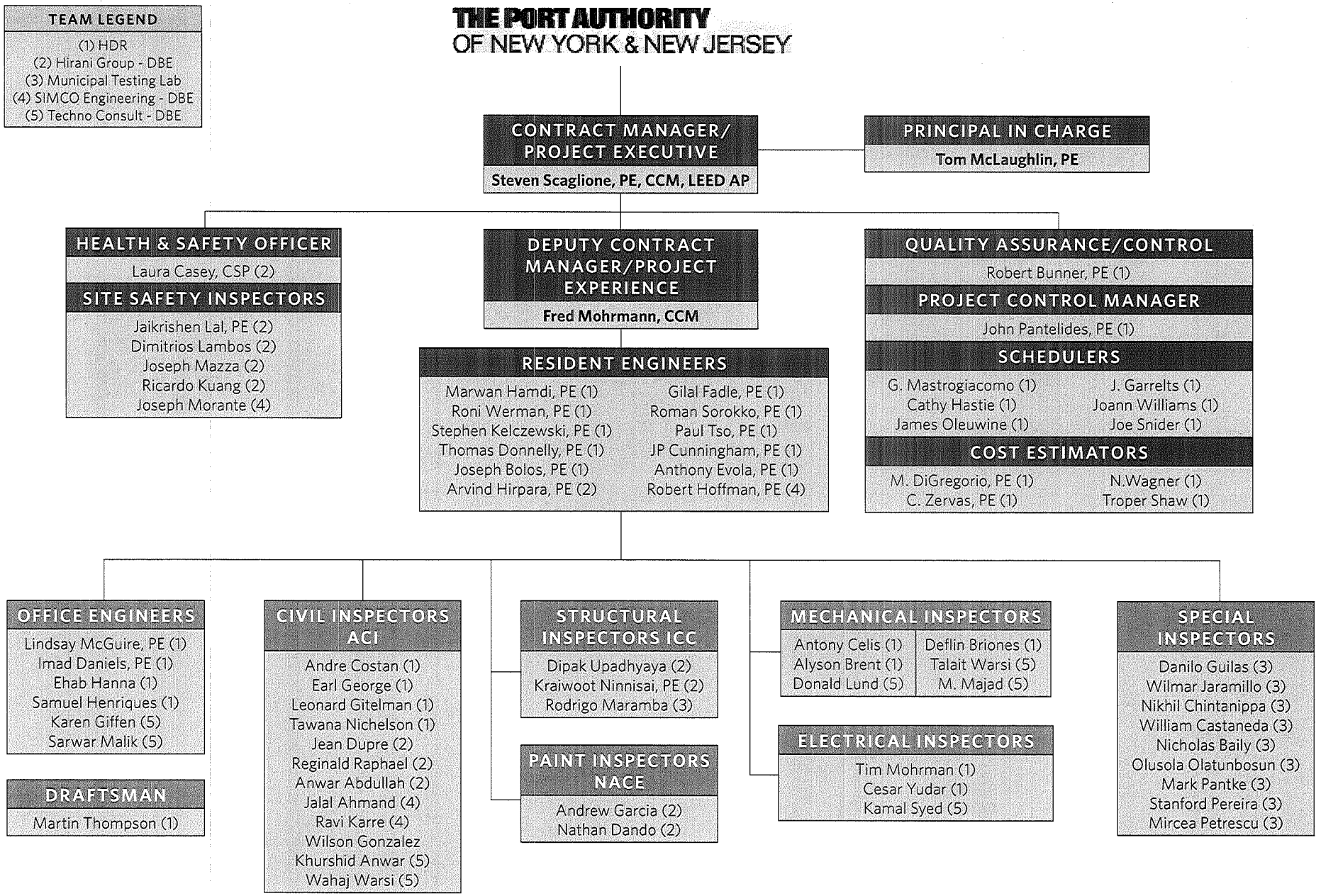
The HDR CM Team's organization provides the flexibility to respond in an expeditious manner to any type and number of simultaneous Port Authority Task Orders that could be issued. Under Mr. Scaglione's direct supervision will be an available, exclusive and designated pool of Senior Level Construction Manager Task Order Leaders that can be immediately called upon. These CMs are take charge individuals that can successful execute any assigned Task Order that will be given to them. Please reference HDR's CM Organization Chart and respective resumes for further detailed information.

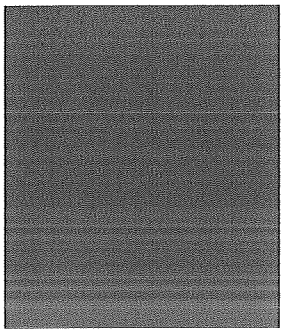
DEPTH AND BREADTH OF MULTI - DISCIPLINED HOME OFFICE AND CM STAFF

HDR will serve as the Prime Consultant for this contract. Under the direct supervision of each assigned HDR Construction Manager, Task Order Leaders will be able to assign a CM field staff of professional Architects, Engineers, certified field inspectors, technicians and specialists specifically selected for the particular Task Order SOW requirements. To augment this CM field staff when deemed necessary, HDR can drawn from the large available labor pool of HDR Manhattan Office personnel consisting of a wide range of professional disciplines as depicted on the enclosed CM Organization Chart. This allows HDR the flexibility to properly staff each assigned Task Order regardless of the assigned Task Order size and complexity.

HDR's SUBCONSULTANTS

HDR will be augmented by several very dependable and highly qualified experienced local Subconsultant firms. HDR has worked successfully with each of these subconsultants in the past. The services that these firms provide have some redundancy in order to have the flexibility to request draw upon specific capabilities in an expeditious manner. Please reference HDR's CM Organization Chart for more information on subconsultant roles.


TEAM LEGEND
(1) HDR
(2) Hirani Group - DBE
(3) Municipal Testing Lab
(4) SIMCO Engineering - DBE
(5) Techno Consult - DBE
THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY
CONTRACT MANAGER/ PROJECT EXECUTIVE
Steven Scaglione, PE, CCM, LEED AP
PRINCIPAL IN CHARGE
Tom McLaughlin, PE
HEALTH & SAFETY OFFICER
Laura Casey, CSP (2)
SITE SAFETY INSPECTORS
Jaikrishen Lal, PE (2)
Dimitrios Lambos (2)
Joseph Mazza (2)
Ricardo Kuang (2)
Joseph Morante (4)
DEPUTY CONTRACT MANAGER/PROJECT EXPERIENCE
Fred Mohrmann, CCM
RESIDENT ENGINEERS
Marwan Hamdi, PE (1)
Roni Werman, PE (1)
Stephen Kelczewski, PE (1)
Thomas Donnelly, PE (1)
Joseph Bolos, PE (1)
Arvind Hirpara, PE (2)
Gilal Fadle, PE (1)
Roman Sorokko, PE (1)
Paul Tso, PE (1)
JP Cunningham, PE (1)
Anthony Evola, PE (1)
Robert Hoffman, PE (4)
QUALITY ASSURANCE/CONTROL
Robert Bunner, PE (1)
PROJECT CONTROL MANAGER
John Pantelides, PE (1)
SCHEDULERS
G. Mastrogiacomo (1)
Cathy Hastie (1)
James Oleuwine (1)
J. Garrelts (1)
Joann Williams (1)
Joe Snider (1)
COST ESTIMATORS
M. DiGregorio, PE (1)
C. Zervas, PE (1)
N.Wagner (1)
Troper Shaw (1)
OFFICE ENGINEERS
Lindsay McGuire, PE (1)
Imad Daniels, PE (1)
Ehab Hanna (1)
Samuel Henriques (1)
Karen Giffen (5)
Sarwar Malik (5)
DRAFTSMAN
Martin Thompson (1)
CIVIL INSPECTORS ACI
Andre Costan (1)
Earl George (1)
Leonard Gitelman (1)
Tawana Nichelson (1)
Jean Dupre (2)
Reginald Raphael (2)
Anwar Abdullah (2)
Jalal Ahmand (4)
Ravi Karre (4)
Wilson Gonzalez
Khurshid Anwar (5)
Wahaj Warsi (5)
STRUCTURAL INSPECTORS ICC
Dipak Upadhyaya (2)
Kraiwoot Ninnisai, PE (2)
Rodrigo Maramba (3)
PAINT INSPECTORS NACE
Andrew Garcia (2)
Nathan Dando (2)
MECHANICAL INSPECTORS
Antony Celis (1)
Alyson Brent (1)
Donald Lund (5)
Deflin Briones (1)
Talait Warsi (5)
M. Majad (5)
ELECTRICAL INSPECTORS
Tim Mohrman (1)
Cesar Yudar (1)
Kamal Syed (5)
SPECIAL INSPECTORS
Danilo Guilas (3)
Wilmar Jaramillo (3)
Nikhil Chintanippa (3)
William Castaneda (3)
Nicholas Baily (3)
Olusola Olatunbosun (3)
Mark Pantke (3)
Stanford Pereira (3)
Mircea Petrescu (3)



Steven Scaglione, PE, CCM, LEED AP

Contract Manager/Project Executive

Mr. Scaglione has 34 years of progressive technical, construction and managerial experience in various diversified engineering organizations. He has the proven ability to lead a project from initial concept through completion and possesses the talent to manage a well-organized multi-discipline engineering team and collaborate team building skills. With excellent written and oral communication, Mr. Scaglione resolves conflicts in a professional and productive manner.

EDUCATION

Master of Science, Civil Engineering, University of New Mexico, 1988

Master of Business Admin, Administration, New Mexico Highlands Univ, 1986

Bachelor of Science, Civil Engineering, Virginia Military Institute, 1979

REGISTRATIONS

Professional Engineer, New York

Certified Construction Manager

LEED Accredited Professional

RELEVANT EXPERIENCE

As a former NYC DOT Bureau of Highways Project Manager Mr. Scaglione was assigned to the 1992 Reconstruction of Hudson Street, from Chambers to 14th Street. This two-mile-long $50 million project included the installation of a 48-inch diameter steel trunk and 12, 20, and 24-inch diameter water main lines. As a CM Consultant, he has been a Project Executive for several major NYCDDC REI Contracts to include two consecutive 3-year termed NYCDDC Staten Island Boro-wide Contracts (HWC909R & HWC914R) where he managed a staff of 36 field personnel assigned to 26 REI task assignments.

Contract No. HWC()(R -Requirements Contract for Resident Engineering Inspection Services for Staten Island, NY, NYCDDC. Proejct Executive for NYCDDC's projects within the entire borough of Staten Island. This three-year. $3.5 million On-call Task Order contract included two option years totaling an additional $2 million. The scope of work inckuded installing sanitary and storm sewers and water main lines along the street and sidewalk reconstruction, valued at $77 million in construction costs. Under this seventeen (17) Task Order contract, managed a 35-person field staff of Resident Engineers, Office Engineers, Field INspectors and Construction Community Llasons on both short and long term tasks.

NYCDDC, Contract No. HWC909R-Requirements Contract for Resident Engineer Inspection Services for the Borough of Staten Island, NY. Project Executive. Mr. Scaglione was responsible for NYCDDC's three-year, $3.5 million task order contract to provide REI Services for Capital Infrastructure projects through the five NYC boroughs. Representative tasks included:

- QED-992 Water Main Work in Various Queens Locations (Grand Avenue, 188th Street, etc.) - $21.5 million replacement of old and unlined cast iron water mains with new 8-in, 12-in, and 20-in water distribution and fire protection systems.
- HWK-1153A - Downtown Brooklyn Traffic Calming - $6.8 million project to add sidewalk space at corners and bus stops and median widening at various locations.
- HWP2009Q - Complex Queens Pedestrian Ramps - a $700,000 installation of new Queens pedestrian ramps classified as complex due to grade and obstruction issues.

NYCDDC Contract No. HWC909R-Requirements Contract for Resident Engineer Inspection Services for the Borough of Staten Island, NY. Project Executive for a three-year $3.5 million task order contract included installing sanitary and storms sewers, and water mains valued at $33 million. Under this nine (9) Task Order Contract URS provided Resident Engineers, Office Engineers, Field Inspectors and Construction Community Liaisons on both short and long-term tasks. RED-355 was under this REI contract.

NYCDDC Project HWK1154/Bed-762 - Reconstruct Crescent Street, Brooklyn, NY. Project Executive. Mr. Scaglione was Project Executive for project consisting of replacing over 7,000 LF of a 48-inch diameter trunk water main, 8-inch to 20-inch diameter distribution mains, sewers, installing and replacing sidewalks, curbs and roadways pavement. This unique project required coordination with Long Island Rail Road and New York City Transit during the installation of the water mains.

NYCDDC, Project HWQ-121 South Jamaica Street Renovation, Jamaica, NY. Resident Engineer. Mr. Scaglione was Resident Engineer for this street restoration project. Work included replacement of roadway and sidewalk, water main and sewer rehabilitation, utility coordination, removal of hazardous waste, coordination with NYC agencies and maintenance and protection of traffic.

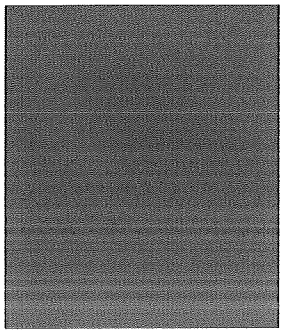
NYCDEP, Alley Creek Drainage Area Improvement Phases I & II, Queens, NY. Project Director of Area Improvement to alleviate sewer surcharging and subsequent street flooding in Alley Creek area and reduce combined sewer overflow discharged into Alley Creek. Project consists of installing new 5 MG CSO Abatement / Retention Facility; 4,000 LF of 9 ft. x 11 ft. combined sewers and chambers; 3,000 LF of storm sewers and 2,500 LF of 20-in water main.

NYCDDC, Installation of Manhattan and Queens Sidewalk, Curbs & Pedestrian Ramps as necessary, New York, NY. Resident Engineer responsible for two separate sidewalk contracts totaling $4 million for the New York City Department of Design and Construction. Managed and supervised office and field staff in the construction inspection, contractor payment, and property owner assessments, for the subject contract. ($4 million)

NYCDDC, Project HWK1154/Bed-762 - Reconstruction of Crescent Street, Brooklyn, NY. Project Executive for project consisting of replacing over 7,000 LF of a 48-inch diameter trunk water main, 8-inch to 20-inch diameter distribution mains, sewers, installing and replacing sidewalks, curbs and roadways pavement. This unique project required coordination with Long Island Rail Road and NYC Transit during the installation of the water mains. ($25 million)

NYCDDC,Contract HWQ-121 South Jamaica Street Renovation, Jamaica, NY. Mr. Scaglione was Resident Engineer for this street restoration project. Work included replacement of roadway and sidewalk, water main and sewer rehabilitation, utility coordination, removal of hazardous waste, coordination with New York City agencies and maintenance and protection of traffic.

NYCDOT - Bureau of Highways,Capital Street Reconstruction Projects, NY. Project Manager managing 10 complex street reconstruction projects involving numerous operating agencies valued at $150 million for the NYC Department of Transportation. Coordinated and expedited major efforts with other public agencies and officials, private utility companies, and consultants from initial concept and design through construction. Reviewed consultant preliminary and final designs and monitored their progress. Maintained and utilized management information systems designed to provide current information on project budget, costs, and progress scheduling. Ensured projects were on schedule and took appropriate actions to eliminate delays and claims. Attended public hearings and community board meetings to present project status reports. (1989 - 92) - $150 million



Marwan Hamdi, PE

Resident Engineer

Over 20 years of extensive construction and inspection experience on a wide variety of projects encompassing civil, structural, and waterfront engineering including major sanitary & storm sewer projects, water main projects, pedestrian ramps project, and citywide sidewalk . My background also includes service both to the private-sector and public-sector such as NYCDDC, NYCDOT, NYDEP, MTA and NYSDOT. As Resident Engineer Mr. Hamdi documents and deals with field issues that arise on projects with a proactive problem solving approach.

EDUCATION
BS, Civil Engineering, Jordanian University of Science and Technology, 1989

REGISTRATIONS
Professional Engineer, New York

NETTCP Certificate

NYC DOC Certified on-site Concrete Testing Technician

Specialized training in NYCDDC PIMS

RELEVANT EXPERIENCE

NYCDDC, SER00231 Sanitary And Storm Sewer for McBaine Ave. Project, Staten Island. June 2012 toJune 2014. Resident Engineer. This $20M contract required the installation of new sanitary and storm sewers, installation of new house sewer connection and reconnection of the existing to new sewer, replacing existing water mains and valves, installation of new manholes (cast in place, precast and drop pipe M.H) , construction of new chambers in various sizes, installation of new catch basins, modifying existing catch basins, landscaping, tree planting, relocating utility poles and traffic light signals, construction of new bus pads, installation of new fire hydrants with fenders, construction of new pedestrian ramps as per ADA codes and curb (concrete and steel face), wetland protection and reconstruction of roadway from curb to curb (macadam).

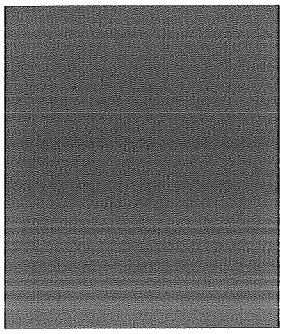
Challenges included the design of a support system to .install the sanitary sewer with depths of more than 30 feet, installation of the sanitary sewer by micro-tunneling which required excavation, supporting jacking and receiving pit. Some work also involved coordinating and scheduling work around the local public school. Furthermore, the site of this contract was surrounded by wetlands which required the installation of silt fence, dewatering into sediment tank and sand bags, protection of all inlet by placing filter fabric. Maintaining clean job sites, noise & dust control, staging areas, work areas, storage areas and enforce stipulated work hours.

Duties as resident engineer, involved overseeing all phases of construction performed by the contractor, supervising inspection staff, review and approve submittals, shop drawings, MPT plans plus detours, verify the materials certification and report activities to client and community. As well as scheduling and coordination of staff, contractor, NYCDEP, NYCDOT, OCMC, MTA Bus, Verizon, Time Warner, ConEd, National Grid, FDNY, Parks Dept., local school needs/requests, remedy community complaints while maintaining utilities and drainage during construction for residents . I also conduct all progress meetings, prepare change orders, issue field orders as needed, prepare and process contractor's payments, conduct surveying ,prepare field cards and in service sheets, prepare the flow acceptance, prepare the as-built drawings, and prepare all close-out documents.

NYCDDC ,SEQ002658, Sanitary and Storm Sewer In Various locations, Queens. Jan 2011 to June 2012. Resident Engineer. This $2M contract involved the replacement of sanitary sewer, storm sewer, water main, modifying existing catch basins,landscaping, relocating utility poles and traffic lights, new hydrants, new catch basins, new ped ramps and overlay the asphalt pavement from curb to curb.

Challenges included the replacement of existing sanitary sewer in a heavily congested area in Queens. Mr. Hamdi's work also involved coordinating and scheduling work around bus depot and public library, maintaining clean job sites, noise & dust control, staging areas, work areas, storage areas and enforce stipulated work hours.

Duties as resident engineer, involved overseeing all phases of construction performed by the contractor, supervising



Frederick C. Mohrmann, CCM

Deputy Project Executive

Mr. Mohrmann is a Certified Construction Manager with 30 years of progressive managerial experience in the construction industry. His extensive experience has bridged all facets of thisindustry - working as a Tradesman, General Contractor, Construction Manager and Owner's Representative. Equally impressive is his list of clients which include the private sector, local government and federal agencies. He has considerable experience successfully pursuing projects while developing business and maintaining client satisfaction. Projects under his direction have encompassed the coordination of, and interface with clients, owners, architectural and engineering designers, trade contractors and vendors. Mr. Mohrmann is actively involved in the Construction Management Association of America (CMAA).

EDUCATION
Bachelor of Science, Mechanical Engineering, New York Institute of Tech, 1984

REGISTRATIONS
Certifed Construction Manager, 2007

REFERENCES
Martin Fallier, PE [redacted]
Brookhaven National Lab

Jawad Assaf, N YC EDC
[redacted]

Phil Strom, [redacted]
NYC EDC [redacted]

RELEVANT EXPERIENCE

Brookhaven National Laboratories, NSLSII Facility, Upton, NY. -HDR designed the new National Synchrotron Light Source II (NSLS II) facility at the laboratories Center for Nanotechnology. This 515,000 GSF NSLS-II facility consists of a one-half mile circumference experimental hall "Ring Building" with five attached Lab-Office Buildings (LOB's) and five Service Buildings built using state of the at BIM technology. Mr. Mohrmann provided full time on site Title III Construction Support Services throughout this three year $950M construction project. Utilizing his project experience and expertise, he became a trusted advisor to the client (see attached letter). Mr. Mohrmann tracked and documented progress onsite through photographs which were instrumental in the change order negotiations with the contractors. Additionally, he expedited the RFI and submittal process between the designers and the contractors. He wrote the award applicationss about this project which resulted in awards from the ACEC, ASCE, and the CMAA.

United States Postal Service - NY Metro Facility Service Office. As Contracting Officers Representative (COR), reported directly to the NY Metro Manager of Design and Construction. Responsibilities included the overall Program Management of multiple projects within the NY Metro $100 million yearly budget. Duties included the identification and development of project scopes; estimate and funding requests; AE procurement; design and budget development; bid document preparation; negotiate and procure construction contracts; coordination of multiple contractors and AE firms with corresponding facility managers; review and approval of pay requests; track project budgets and schedules; negotiate change order requests; chair weekly progress meetings with each project team per facility; report progress and status of all projects in design and under construction; update project status in USPS Facility Management System (FMS). All projects were performed in active facilities with no disruption to mail operations by means of active communication with plant operations.

Brooklyn Public Library, Brooklyn, NY. As an independent consultant, Mr. Mohrmann performed Project Management Analysis on BPL's Planning, Design & Facilities Department. Individual goals were identified as a means to measure progress made toward a more efficiently run department. The PM Analysis made specific recommendations based upon discoveries identified to improve the efficiency of the Department in managing current and future construction projects. After the PMA was completed on schedule, Mr. Mohrmann's contract was extended to act on behalf of the Library as a Project Manager on an ongoing renovation project.

Washington Mutual Bank, Manhattan, Bronx, Queens and Long Island. Mr. Mohrmann served as a Construction Project Manager assigned to Washington Mutual projects throughout the NY Metro and Long Island areas. Duties included managing projects from inception to completion, estimating construction costs and maintaining budget compliance, enforcing the timely completion of projects, monitoring quality control, coordinating General Contractor and WaMu vendor's tasks and sequencing scheduled activities, meeting with bank officials, architects, engineers and local authorities having jurisdiction and serving as liaison between WaMu and contractors. Further responsibilities included authorizing contractor

changes, chairing site meetings and conference calls, generating site progress reports, review and respond to RFI's, change order management, and pay request authorizations. Responsible for the successful opening over twenty (20) branches at a construction cost of $34 million.

City Center Theater, New York, NY. Project Manager for the rehabilitation of the existing elevators while maintaining the historical landmark status of the building's lobby. Mr. Mohrmann provided value engineering services which resulted in providing the project with ample funding for an additional elevator to be renovated. The project also included a complete upgrade of the electric and air-conditioning in the renovated Elevator Machine Room. Final Bid document review, bid and award to NYC VENDEX approved contractor, change order processing, project financials, submissions, RFI's and meetings.

Columbia University, New York, NY. Project Manager for the School of Architecture, School of Journalism, School of Physics and Applied Mathematics, and campus-wide Fire Alarm Upgrade. Responsibility included providing pre-construction assistance in defining scope of work for each project; evaluating design proposals, negotiating design fee and procurement of AE; monitor development of design with regards to scope and budget; prepared bid documents; negotiated and procured construction contracts; coordinated meetings and provided overall construction phase services to establish project procedures and controls; negotiated change proposals; oversaw construction schedules and budgets; reported status of projects directly to the University Architect.

NYC School Construction Authority. TCU Program. Senior Construction Engineer responsible for the installation of 22 temporary classroom units at 12 New York City Public Schools. Coordinated the activities of three general contractors, supervising four sites each. Authorized and implemented field directives to the general contractors. Supervised three junior resident engineers. Investigate and resolved technical issues prior to schedule impact.

The Rockefeller University, New York, NY. Served as Project Manager for the complete interior renovation of 1 ½ floors at The Rockefeller University. This phased construction project was completed within 18 months at a cost of $5 million. The scope of work was to demolish an existing research facility and build a new state-of-the-art cancer research facility for the President of the University. Included were environmental chambers, lab stations, private offices, conference rooms and general work areas. Pre-construction services included design review and Trade Contractor pre-qualification, bidding and contract negotiations. Construction phase activities included chairing weekly meetings with the owner, Architect, and Engineer, as well as meetings with the trade contractors and vendors. A CM filing system was implemented and used to track all correspondence, purchase orders, RFI's and change orders. Responsible for the constant dialogue between the design team and the trade contractors.

NYC Department of Design and Construction Schools Projects, NY. Construction Manager for a variety of school renovation projects involving $85 million in construction for the DDC. Mr. Mohrmann provided supervision of 23 schools that averaged $1 million per month per school in window replacement and exterior repairs.

United States Postal Facilities, Various. Senior Resident Engineer responsible for repairs and alterations to the United States Postal Service Processing and Distribution Centers. Solely responsible for coordinating construction activities with contractors: monitoring, inspecting and reviewing contractor financials.

inspection staff, review and approve submittals, shop drawings, MPT plans plus detours, verify the materials certification and report activities to client and community. As well as scheduling and coordination of staff, contractor NYCDEP, NYCDOT, OCMC, MTA Bus, Verizon, Time Warner, ConEd, National Grid, FDNY, Parks Dept., local school needs/requests, remedy community complaints while maintaining utilities and drainage during construction and access to residents. I also conducted all progress meetings, prepared change orders, issued field orders as needed, prepared and processed contractor's payments, conducted surveying, prepared the as-built drawings, and prepared all close-out documents.

MTA Metro-North, Poughkeepsie, NY. 2010 - 2011. Resident Engineer. Restoration of Historical Building and Rehabilitation of Storm and Sanitary System This $18M contract incorporated three phases. The first phase was the installation of sanitary and storm sewers D.I.P inside steel casing under train tracks, placing M.H's, construction of chambers, sidewalks, and platform. This job also involved deep rock excavation, constructing a shoring system, dewatering, placing new catch basins, relocating existing water main, and welding and backfilling according to specification .

The 2nd phase was the restoration of the main historical building which included terracotta restoration, glazing of terra cotta, a thorough inspection of the main wood trusses and rafters of the roof, removal of the existing overlay on the roof, applying insulation and water proofing, installing new drains, replacing a rotted portion of the truss which suffered water damage, splicing, shear rings, and stiffener plates were used to repair the damaged truss. This phase also included replacing the roof tiles, constructing new gutter systems, brick cleaning, and window and door replacements

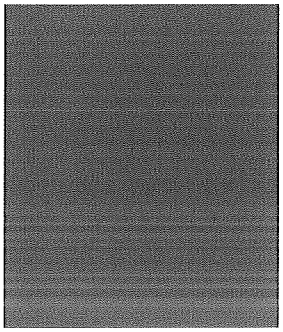
The 3rd and final phase of this project was the reconstruction of a steel pedestrian bridge . This involved micro-pile foundation and new steel beams with girders, gust plate, welding, and placing a reinforced concrete slab.

Duties as resident engineer, involved overseeing all phases of construction performed by the contractor, supervising inspection staff, review and approve submittals, shop drawings, MPT plans plus detours, verify the materials certification and report activities to client and community. As well as the scheduling and coordination of staff, contractor, and MTA, conduct progress meetings, prepare change orders, issue field orders as needed, prepare and process contractor's payments, conduct surveying, prepare the as-built drawings, and prepare all close-out documents.

NYSDOT, Route 9W at Short Clove Rd Town of Haverstraw. 2008-2010 Assistant Resident Engineer. This $40M contract involved constructing of new catch basins, chambers and manholes, installation of new water main, sanitary/storm sewers, two new bridges and the longest MSE wall in New York State.

Duties as resident engineer, involved overseeing all phases of construction performed by the contractor, review and approve submittals, shop drawings, MPT plans plus detours, conduct concrete testing and soil compaction, collect asphalt and tack coat samples, scheduling and coordination of staff, contractor NYSDEP, NYSDOT, MTA, remedy community complaints while maintaining utilities and drainage during construction and access to residents. Conduct progress meetings, preparing daily and monthly inspection reports, prepare change orders, issue field orders as needed, track contractor's payments, field surveys to locate the soldier piles for the MSE Walls, checking the elevation for the sewer pipes laid by the contractor, prepare as-built drawings, and prepare all close-out documents.

Waterside Plaza, NY. 2005-2008 Resident Engineer. This complex contains four buildings each thirty six stories high, constructed adjacent to the East River along the FDR Drive. Mr. Hamdi oversaw all construction performed by the contractor on projects including but not limited to: parking garage rehabilitation, plaza area development, installation of a new waterfront railing system, and the construction of a new British International School. He was also was in charge of the inspection of the brick facade for all four buildings. The development of the British International School required major alteration to the existing building structure, which included cutting through reinforced concrete slab for the installation of a new stairwell, removing walls and supporting the floor with additional columns.



Thomas Donnelly, PE

Resident Engineer

Mr. Donnelly has over thirty years experience in the construction management, inspection, and design of buildings, waterfront and infrastructure in New York City. As Senior Vice President in charge of HDR's Construction Management Services in New York, he currently oversees of 40 staff on 15 projects in New York City with a total construction value of over $5 billion.

Active in the leadership of Long Island's technical and professional organizations, Mr. Donnelly is a past President of the NYSSPE - Suffolk Chapter and the ASCE - Long Island Branch. Tom also served as ASCE Region 1 Governor from 2008 to 2009. In addition, Tom is a member of the CMAA, American Concrete Institute, and American Society for Quality.

EDUCATION

Master of Science, Civil Engineering, Polytechnic University of NY, 1981

Bachelor of Science, Civil Engineering, Polytechnic University of NY, 1979

REGISTRATIONS

Certified Construction Manager (CCM)

Professional Engineer, District of Columbia, Florida, New Jersey, New York, Ohio, Washington

PROFESSIONAL MEMBERSHIPS

American Society of Civil Engineers (ASCE), MET Section, Member, 1975-2009

American Concrete Institute, Member, 1980-2009

National Society of Professional Engineers (NSPE), Suffolk Chapter, Member, 1984-2009

American Society for Quality, Member, 2002-2009

Municipal Engineers of the City of New York, Member, 2004-2009

American Society of Highway Engineers, Member, 2005-2009

RELEVANT EXPERIENCE

NYCDDC, Infrastructure Projects
Mr. Donnelly was Project Executive for $70 million in sewer, water and street reconstruction work for New York City Department of Design & Construction infrastructure projects:
HWQ248D Jamaica Avenue Area, Queens, New York ($25M)
SEK002318 Owl's Head Area A, Brooklyn, New York ($12M)
HWQ1156 Reconstruction of the 161st Street Area, Queens, New York ($9M)
SE774 Installation of New 78- Combined Sewer by Microtunneling Method in Fort Hamilton Parkway, Brooklyn, New York ($9M)
HWQ631A Reconstruction of the Somerville Area, Queens, New York ($15M)

NYCDDC, HWQ248D Jamaica Avenue Area, Queens, NY. The project involves the installation of a new sanitary sewers, storm sewers, water mains, traffic signalization, street lighting and street reconstruction in this commercial and residential section of Jamaica. The project will involve extensive utility coordination regarding Con Ed and Verizon relocation work that required phased construction to allow the utility companies to complete their work. (2006-On-going, $24M)
NYCDDC, SE774 Installation of New 78- Combined Sewer in Fort Hamilton Parkway, Brooklyn, NY. Project involved the installation of a new 78" combined sewer by Microtunnelling Method including Chamber #2 that was a 67" deep shaft that is needed to receive the new 78' combined sewer pipe and allow for the removal of the Microtunnel Boring Machine. In addition, new sanitary sewers and water mains were installed and curbs, sidewalks and roadways reconstructed. The project required extensive community outreach. ($7M)

NYCDDC, SEK002318 Owl's Head Area A, Brooklyn, NY. Project involves the installation of new sanitary sewers, storm sewers and 8", 12" & 20" diameter water mains and street reconstruction in this commercial and residential section of Brooklyn. Based upon a contractor initiated heavy cleaning and sewer video taping program, it was recommended that 10 of the 14 blocks of sanitary sewer replacement be changed to an approved NYCDEP Approved In-Situ Lining System. The project involved extensive community outreach work with the numerous businesses along 86th Street. ($9M)

N**YCDOT, Brooklyn Bridge Resurfacing, New York.** Mr. Donnelly was responsible for the resident inspection for the resurfacing of the main spans of this landmark structure for NYCDOT. The project involved extensive maintenance and protection of traffic while work was performed on nights and weekends, hydro-demolition of the existing flexolith wearing surface, extensive rapid setting mortar repairs to the existing concrete-filled steel grid deck; and installation of a microsurfacing overlay. Based upon inspection results found during the course of this project, an emergency redecking project was issued by NYCDOT to replace the entire main span decking system.

NYCDOT, East Tremont Avenue Bridge over Metro-North Harlem Line Bronx, NY. The project involved complete replacement of the bridge superstructure, including steel girders, bearings, concrete bridge seat and backwall, temporary and permanent support of Empire City Subway utilities, installation of new Con Edison facilities, and new water mains. Extensive interaction with contractor, railroad and city personnel to safely erect protective shielding over the tracks and to schedule flagmen in a timely fashion to maintain

schedules. Railroad force account records were reviewed regularly and checked for accuracy in accordance with requirements before submitting for payment.

NYCDOT, Reconstruction of the Roosevelt Island Bridge over the East River East Channel, Boroughs of Queens and Manhattan Project is a $87 Million total overhaul of the bridges Architectural, Civil, Electrical, Marine Fender, Mechanical, Painting, Scour Control, Street Lighting, and the Structural elements of the entire bridge. The construction and the associated MPT will be conducted in three stages for duration of thirty-six months. Environmental Mitigation will be required for the removal of asbestos containing materials, lead paint removal and removal of pigeon waste. (2006-Present)

NYCDOT, Resident Engineering Inspection Projects. Project Manager for over $16 million of street reconstruction on including major utility relocations on the following projects:
Linden Place, Queens
Pelham Parkway, Bronx
East 170th Street, Bronx
Carter Avenue, Bronx
West 48th Street, Manhattan
Merry Avenue, Bronx

NYCDOT, Roosevelt Island Bridge Reconstruction, New York, NY. Work includes the rehabilitation of the Architectural, Civil, Electrical, Marine Fender, Mechanical, MPT, Paint system, Scour Control, Street Lighting, and the Structural elements of the entire bridge. The construction will be conducted in three stages for duration of thirty-six months. During the construction the lift span will remain operational by utilizing an auxiliary system, which would allow passage of marine traffic. In addition, vehicular and pedestrian traffic will be allowed on the bridge at all times since the bridge is the only vehicular access to the island. Furthermore, Environmental Mitigation will be required for the removal of asbestos containing materials, lead paint removal, removal of pigeon waste, and for the excavation of river material for the purpose of submarine cables installation.

NYCEDC, Boerum Place Resurfacing, Brooklyn, NY. The project involves installation of new curbs, sidewalks, street lighting, traffic signals and drainage in this congested area of downtown Brooklyn. The project requires extensive coordination with NYCDOT-OCMC, and NYC Transit and the Transit Museum.
NYCEDC, Reconstruction of Streets in the Springfield Gardens Area, Queens, NY
Mr. Donnelly was responsible for the installation of a new storm sewer system, upgrade of existing sanitary system and reconstruction of the street network for a 100 block area. The new storm sewer included box culverts and elliptical RCP. The upgrade of existing sanitary sewer includes over 15,000 LF of new sanitary sewers and over 500 house connections. The project also required extensive utility coordination with Con Edison overhead electric lines, Keyspan Energy gas facilities, Verizon telephone facilities and Time Warner cable facilities.

Joseph Bolos, PE

Resident Engineer

Mr. Bolos has over thirty years in the civil engineering rail transportation construction field interacting with the daily operations of various, transportation agencies, utility companies and local municipalities. Mr. Bolos' former position as Principal Engineer-Structures with the LIRR required him to oversee and execute the design, inspection, and repairs to many bridges, culverts, stations, and viaducts through the LIRR's system.

EDUCATION

M.S. Civil Engineering, City University of New York

B.S. Civil Engineering, Public Works

REGISTRATIONS

Professional Engineer, New York

PROFESSIONAL MEMBERSHIPS

American Society of Civil Engineers, Member

National Society of Professional Engineers, Member

Structural Engineers Institute, Member

FEMA Certified

OSHA Certified

ASCE Treasurer - Long Island Branch

RELEVANT EXPERIENCE

NYCT, Rockaway Flats Emergency Repairs | Rockaway, NY. Resident/Office Engineer acted as a liaison between NYCTA CPM department and the contractor on the $50 Million (+) repair of the damaged 3 mile long section of tracks and viaduct structures between Howard beach and Rockaway Park stations impacted by super-storm Sandy. HDR tasked to design and oversee the repair and the construction of flood-protection seawalls to restore the damaged tracks back to service. Mr. Bolos coordinated all design and field activities and managed a team of inspectors and accountants to deliver the required project documents to NYCT on a timely fashion. Service was restored one month ahead of schedule and within the allocated budget. His responsibilities included and not limited to rail and transit constructability review of the design scope, cost estimating, civil, structural and geotechnical design review, managing scope, budget, quality, safety and scheduling of Contractor's activities. Interface, coordinate, and track signal, communication, track and structural work. Ensured the inspection, testing, and acceptance requirements are properly executed and that all activities are carried out in accordance with CPM procedures and guidelines for design and construction management. He was proactive to evaluate and prepare recommendations to NYCT and the contractor regarding sequence of construction activities, and proposed ideas and solutions to speed up and improve the outcome of construction. While maintaining a tight schedule, work was executed within the transit's quality control measures such as controlling budgets and the work scope, evaluation of the schedules, and that the work is performed in accordance with NTCT and OSHA safety guidelines. All safety issues and emergencies were brought to the attention of the project manager promptly and preventative actions were proposed to prevent future occurrence. Due to the emergency nature of this assignment, all design and construction documents reviewed promptly and timely and on short notices.

LIRR, Structures Engineering Department Principal Engineer, Jamaica, NY. July 2008-June 2010. Mr. Bolos headed the Engineering-Structures Department which consisted of bridges, buildings, design, inspection, track geometry and maintenance departments consisting of design professionals, represented labor and administrative staff. He was responsible for the LIRR's structural and geometrical integrity of the physical plant managing approximately $50 million operating budget. Developed infrastructure 20 years needs assessment State of Good Repair Prioritization Plan. Directed the execution of the SOGR bridge program which was carried out by In-house design and bridge maintenance forces. Set goals for inspection and repairs of safety and structural flags on infrastructure system wide in accordance with LIRR, NYSDOT, AREMA and the FRA guidelines and standards. Oversaw force account and 3rd party contract agreements and documents. Executed inspection and evaluation of Bay Ridge and Main Line branches regarding upgrades for NYAR short line 263,000 lbs. to 286,000 lbs. Coordinated third party consultant during all phases of the study. Oversaw the design review process and the construction development

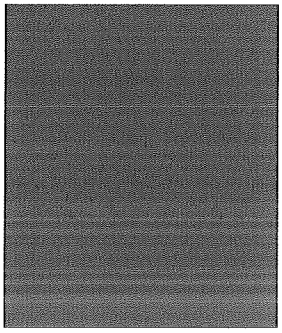
phases to replace deteriorated bridges and viaduct structures. Represented the LIRR on Federal Railway Association (FRA) joint task committee of all Railroads to up-date the bridge inspection procedures. Directed and oversaw the updating of the LIRR's bridge inspection manual.

LIRR, Senior Project Engineer - Bridge Inspection, Jamaica, NY. As a Team Leader, Mr. Bolos headed the structural and bridge inspection teams alternating between the east and west ends on as needed basis, Managing and directing a group of professionals and represented staff. He recommended and delegated all prioritized safety and structural issues to the structural maintenance department Managed, supervised and performed team leader tasks for inspection, rehabilitation and repairs of LIRR rail and highway bridges, viaducts, tunnels, culverts, stations, high tension towers and employee facilities. Performed inspection and evaluation for 263,000 lbs. and 286,000 lbs. load rating analysis. Coordinated efforts by third party consultant during all phases of the study. Task Leader for the revision and up-date of LIRR bridge inspection manual and bridge inspection training program. Assisted the Principal Engineer-Structures and Managing Engineer- Inspection and Design. Participated in updating the MTA Twenty Year Needs Assessment Structures Inventory database and the (5) Five-Year Capital Plan for Line Structures. Recommended the prioritization of line structures for capital funding. Lead member of selection committee for in-depth bridge inspections and Atlantic Ave Viaduct rehabilitation of 3rd party consultant firms. Participated in the contract RFP document submission review process. Managed and supervised in-house inspection teams for annual bridge inspection program.Interacted with Maintenance and Design Department Engineers, Supervisors and Foremen during emergencies to handle flag mitigation repairs. Performed emergency inspections during off hours, accessing damage and returning structures to service.

LIRR, Acting Project Engineer - Bridge Inspection, Jamaica, NY. Team leader. Supervised in-house in-depth inspections, document processing of bridges, viaducts, tunnels, culverts, stations and facilities.

LIRR, Field Engineer, Jamaica, NY.

- Performed inspections and supervised rehabilitation of bridges, viaducts, tunnels, culverts, stations and facilities in conjunction with Capital Program Management department.
- Reviewed 3rd party contractors submission prior to work being executed.
- Performed survey party functions.



John Cunningham, PE

Resident Engineer

Mr. Cunningham is a licensed New York State Professional Engineer since 1999. He has over 17 years of project management experience in New York State Thruway Authority construction, 15 years of progressive supervisory responsibilities, currently overseeing 180 employees, managed $200+ million annual letting program. He has extensive collaboration with multiple construction companies, utilizing excellent people skills and networking.

EDUCATION
Bachelor of Civil Engineering, Civil Engineering, Villanova University, 1992

REGISTRATIONS
Professional Engineer, New York

PROFESSIONAL MEMBERSHIPS
American Society of Civil Engineers (ASCE), Mid Hudson Chapter, Member, 1992-2005

New York State Association of Transportation Engineers, Section 8, Member, 2008-Present

American Council of Engineering Companies, Mid Hudson Region of ACEC New York, Member, 2011-Present

American Society of Civil Engineers (ASCE), Westchester Chapter, Member, 2011-Present

Construction Management Association of America, New York New Jersey Chapter, Member, 2011-Present

New York State Society of Professional Engineers, Mid-Hudson Region, Member, 2011-Present

RELEVANT EXPERIENCE

NYSTA
Mr. Cunningham was Construction Supervisor for $125 million I84/I87 Interchange consisting of 17 construction rehabilitation projects, including construction of ten new buildings, six new bridges, numerous ramps, access roads, utility corridors, and wetlands. He was Liaison Engineer on multiple I-84 Department of Transportation contracts, including the $50 million Drury Lane construction project. He was also Area Supervisor on multiple construction projects, including full bridge reconstruction projects. Mr. Cunningham supervised engineers, inspectors and Thruway personnel and conducted scope meetings and negotiated agreements with consultant inspection firms, reviewed order-on-contracts; chaired pre-award and pre-construction conference; settled potential disputes at the project level. He also reviewed the Project Engineer's daily diaries, correspondence and consultant staff's work; conducted site reviews and thoroughly reviewed contract plans and specifications. Mr. Cunningham has in-depth knowledge of the following: New York State Department of Transportation Standard Specifications and addendums; New York State Standard Sheets; Murk Manuals; Contract Proposal Language; CEES; and Stormwater Management. He has significant contact and interface with numerous units of the Thruway, both within the New York Division and at headquarters in Albany.

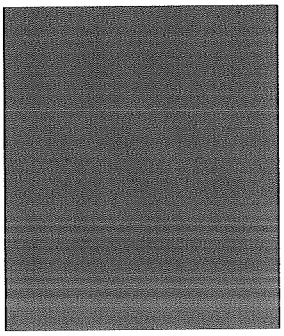
NYSTA
Mr. Cunningham was Liaison Engineer on numerous multi-million dollar construction projects including bridge reconstructions, mill and inlays, and rock rehabilitation. He was also Nighttime Engineer-In-Charge on a $35 million construction project on the Tappan Zee Bridge. He supervised engineers and inspectors, ensured contracts were completed in accordance with contract documents and specifications, reviewed contract plans, analyzed field conditions, reviewed shop drawings and designed field changes.

NYSTA, Division Construction Engineer
Mr. Cunningham was responsible for over $450 million worth of ongoing construction projects throughout the NYSTA's New York Division. He was direct Supervisor for 11 Engineers, including 6 Professional Engineers, and responsible for up to 70 consultant employees, including many Professional Engineers. He interacted, communicated and collaborated with multiple departments of the Thruway, including Highways, Tolls, Bridges, Facilities, State Police, Traffic, Personnel, Public Information, Information Technology, Communications, Contracts, Design, and Legal. Mr. Cunningham oversaw and monitored all aspects of transportation projects from planning through construction. He developed staffing tables for Thruway and consultant workforces, met with contractors and Thruway Engineers to resolve disputes, payment issues and schedule impacts as well as personnel issues such as staff workload and resources, provided technical and administrative guidance and expertise to the Project Engineers and Construction Supervisors, reviewed order-on-contracts for clarity and accuracy as well as important correspondence from Contractors, Consultants and Engineers. Mr. Cunningham was responsible for numerous budgets, including contractors and consultants.

NYSTA, Division Highway Engineer
Mr. Cunningham was responsible for the maintenance of over 660 lane miles of Interstate Highway Roadways. He was accountable for over 180 employees throughout six sections in the New York

JOHN CUNNINGHAM, PE (CONTINUED)

Division, administered programs and provides professional management and engineering expertise for the planning, maintenance, repair and rehabilitation of highways and related facilities throughout the New York Division of the Thruway. Mr. Cunningham was in charge of all aspects of maintenance, including snow and ice control, mowing, drainage, guiderail, signs and right-of-way cleanliness of Interstate 87 from New York City to New Paltz, as well as Interstate 287, and 15 miles of Interstate 95. He was also responsible for the processing of requisitions for all supplies, material and equipment used in the highway department.



Anthony Evola, PE

Resident Engineer

Mr. Evola has over 12 years of progressive experience in structural engineering. He has been involved in the in the inspection, design, and construction estimation of stations, bridges, and highways.

EDUCATION

Bachelor of Arts, Architecture, Lehigh University, 1997

Bachelor of Science, Civil Engineering, Lehigh University, 1997

REGISTRATIONS

Professional Engineer, New York

RELEVANT EXPERIENCE

Final Design of the Cedar Place School, Yonkers, NY. Duties included structural design and analysis for this new four floor composite steel structure.

NJT, Madison Station ADA Improvements, Madison, NJ. This project involved the installation of new elevators, new concrete mini high-level platforms, and repair of this historic train station. Duties included supervising project support team, progress meeting reporting, responding to RFIs, and reviewing shop drawings and submittals for steel framing, concrete reinforcement, and other elements.

NJT, Newark City Subway Retaining Wall Replacement, Newark, NJ. This project involved the remediation of a portion of historic wall along the subway train R.O.W. that has started to displace horizontally (overturn). Duties included structural inspection, analysis, preliminary design, analysis of design alternatives and cost estimation.

NJT, Newark Pennsylvania Station Elevator 30 ADA Improvements, Newark, NJ. This project involved the installation of a new passenger elevator. Duties included design and preparation of final plans and specification. During the Construction Phase Services stage, duties included shop drawing review for structural framing and other structural elements, responding to Contractor RFI's, and resolving field issues.

NYCDDC, Final Design Reconstruction of Vernon Boulevard Bulkhead. Duties included the design for the rehabilitation of a collapsed segment of a stone rubble seawall utilizing a new continuous concrete parapet wall with an integrated rubble wall cap. Mr. Evola prepared final design drawings, engineers' estimate, and developed special specifications and supplementing data.

NYCDOT, Construction Support Services on the Reconstruction of 91st Place Bridge over the Long Island Rail Road in Queens, New York and Great Kills Road Bridge over SIR, Staten Island, NY. Duties included steel/reinforced concrete design/ construction coordination, progress meeting reporting, responding to RFI's, and reviewing shop drawings for steel framing, reinforcement, wingwalls, railing, and other structural elements.

NYCDOT, Final Design on the Reconstruction of 91st Place Bridge over the Long Island Rail Road in Queens, New York and Great Kills Road Bridge over SIR in Staten Island, NY. Duties included final design and preparation of plans, specifications, and estimate for the complete replacement of these 3-span bridges.

NYCDOT, Preliminary Design on the Rehabilitation of the West 79th Street Boat Basin Structures, New York, NY
Duties include inspection, structural modeling, load rating analysis and development of preliminary design alternatives. The structure consists of a traffic circle atop a three level NYC Parks and Recreation rotunda facility. The traffic circle forms the western terminus of West 79th Street in Riverside Park with southbound connections to and from the Henry Hudson Parkway. The rotunda contains a basement-level parking garage with Parks Department facilities, and a mezzanine level consisting of a non-functioning water fountain, a public courtyard with restrooms and a small cafe.

NYCT - Jay/Lawrence Street Stations, Brooklyn, NY. This project involves the installation of a connection between two NYCT subway stations, elevators, escalators, repairs to all station elements, extensive utility relocations, and new station elements. Duties include Design Team project management, attending progress meetings, reviewing shop drawings, responding to RFI's, and resolving field issues.

NYCT, Fulton Street Transit Center New York, NY. Project included the design of a new Transit Center at street and subsurface levels that would provide consolidated access to, and transfers among, six (6) major subway routes. Duties include inspection, structural design and analysis and preparation of final design drawings and specifications. During the Construction Support Services stage, duties included shop drawing review for structural steel framing and concrete reinforcement, as well as responding to Contractor RFIs.

NYCT, Rehabilitation of 96th Street Station, New York, NY. This complex project involved the installation of new elevators and stairs, repairs to all station elements, extensive utility relocations, and complex underpinning of existing platforms, active tracks, and roofs. Duties included supervision of the structural inspection team, preparation of conceptual design schemes, and design details to bring the station up to a state of good repair. During the Construction Phase Services stage, duties include shop drawing review, responding to RFI's and resolving field issues.

NYSDOT, Design of a Curved Pedestrian Bridge and Semi-circular Viewing Platform at Swindler's Cove, New York, NY. Project consisted of the design of a Curved Pedestrian Bridge and Semi-circular Viewing Platform. Duties during design included the superstructure design, access and railing design, and preparation of plans, details, estimate, and specifications. Duties during construction included responding to RFIs and shop drawings review.

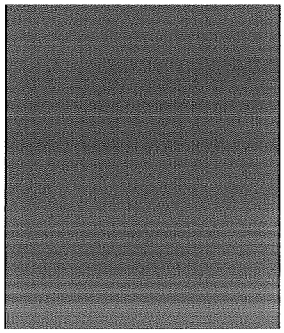
NYSDOT, FDR Drive Reconstruction, New York, NY. Lead Estimator responsible for assembling and QA of Engineer's Estimate, Specifications, and Special Notes. Supervised quantity take-off team, coordinated Item No. call-out with in-house and subconsultant team members, wrote Special Specifications and coordinated preparation of Special Notes.

NYSDOT, Grand Central Parkway Resurfacing and Safety Improvements from the Jackie Robinson Parkway to Bell Boulevard, Queens, NY. Project involved the planning, preliminary and final design services for resurfacing of the eastbound and westbound roadways. Duties included drainage table design, estimation, and preparation of the Specifications.

NYSDOT, Rehabilitation of Cross Bronx Expressway Extension (I-295) over Randall Avenue, Tremont Avenue over Cross Bronx Expressway, and I-95 over Throgs Neck Expressway (I-695), Bronx, NY
Project included inspection and load rating of each of the bridges, steel/concrete composite superstructures and reinforced concrete abutments and piers, followed by preparation of a design report analyzing traffic, substandard conditions, structural conditions and alternatives. Duties included estimation, structural inspection, analysis, preliminary design and analysis of design alternatives, substandard feature analysis, and preparation of design report.

NYSTA, Partial Superstructure Replacement of the Tappan Zee Bridge, Westchester and Rockland County, NY. Project involved the partial re-decking and steel replacement of the West Deck Truss and Main Span of the Tappan Zee Bridge. Duties included preparation of a list of payment items, technical specifications, and the construction cost estimate per NYSDOT Standard Specifications of Construction and Specifications.

PANYNJ, Port Authority Bus Terminal, New York, NY
Duties included inspection and leak repair design for this multi-model transportation facility, preparation of final design drawings and cost estimates. During the Construction Phase Services stage, duties include shop drawing review and responding to RFI's.



Gilal Fadl, PE

Resident Engineer

Mr. Fadl is a Resident Engineer with over thirty years experience in the construction arena. His areas of expertise include civil engineering, construction management, cost engineering, and estimating.

EDUCATION
Bachelor of Science, Civil Engineering, 1986

REGISTRATIONS
Professional Engineer, New York.

RELEVANT EXPERIENCE

NYCDDC, Chandler Street, Queens, NY. Resident Engineer. HDR provides Resident Engineering Inspection Services for the construction of sanitary sewers, storm sewers, water mains and wetland restorations in various streets in including Chandler Street and Battery Road in Far Rockaway, Queens. The scope of the work includes the replacement of an existing outfall with a double barrel storm water outfall which will discharge from the north end of Chandler Street into Mott Basin which then flows into Jamaica Bay. Restoration for temporary construction related impacts to the adjacent wetlands. Restoration for permanent wetland impacts in the Beach 88th/94th and at Beach 88th Street and Beach Channel Drive.

NON-HDR EXPERIENCE

NYCDDC, Construction of Sanitary, Storm Sewers and Water Mains in Peru St., Staten Island, NY. Resident Engineer.Project # SER200214(11/2012- 6/2014) The Client is DEP Resident Engineer Leading and managing the inspection team for the installation of 8", 12" & 16"distribution water mains, 10" ESVP sanitary sewers, 12", 15"& 18" ESVP, 24" , 30" RCP CL III and 38"W x 24"H & 45"W x 29"H R.C.P. CL HE-III storm sewers, sidewalks, pedestrian ramps and roadway restoration. Reviewing the contract documents and plans. Reviewing the contractor's submittals required by the city agencies. Reviewing the Contractor's plans for sampling, handling, transporting and disposal of contaminated material Coordinating the construction activities with public agencies and utilities includingWilliams Gas Pipelines which owns the 26" high pressure gas line within the project.Coordinating and participating in all project meetings and presentations.

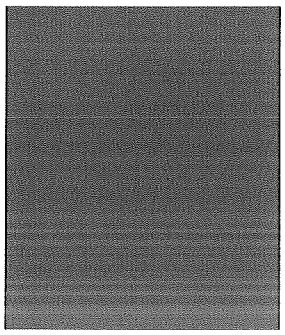
NYCDDC, Installation of sidewalks, adjacent curbs and pedestrian ramps as necessary in various locations, Citywide, NY. Project # HWS2009CW. (08/2009- 08/2010) Resident Engineer, for this project. The client is DOT. The overall project objective is to remove the accumulated sidewalk violations issued by DOT. The project also sponsored the "Expedited Program" whichallowed the home owners to request the sidewalk repair by the city after only thirtydays. Reviewed and re-evaluated the preliminary inspection reports provided bythe Sidewalk Management Unit in DOT. Supervised and managed the inspection team for the installation of sidewalks, curbs and pedestrian ramps. Coordinated the construction activities with public agencies and utilities. Coordinated and participated in all project meetings and presentations. Reviewedand implemented the contractor's health and safety plan in accordance with NYC DDC and OSHA regulations. Prepared and submitted the assessment sheets to DOT.

NYCDDC, Grinding of the existing wearing coarse (Milling) of the City's roadways in various locations, citywide, NY. Project # HW2CR08. (06/2008- 07/2009) Resident Engineer. Supervised and managed the inspection team for the milling operations. Monitored the daily quantities. Computed the theoretical quantities considering thefluff factor. Issued the task orders with the coordination with DOT. Coordinated construction activities with public agencies and utilities. Coordinated and participated in all project meetings and presentations. Reviewedand implemented the contractor's health and safety plan in accordance with NYC DDC and OSHA regulations. Reviewed and finalized contractor's Payments and all required contract closeout documents. The Construction of Sanitary Sewers and Water

NYCDDC, Mains in Owl's Head-1 (Area B), Brooklyn, NY. Project # SEK-002312. (01/2007- 08/2007) Resident Engineer. Supervised and managed the inspection team for the installation of 8", 12"& 20" distribution water mains, 10"& 12" ESVP sanitary sewers, 15"combined sewers, sidewalks, pedestrian ramps and roadway restoration. Reviewed, approved and supervised the installation of dewatering system to lower the ground water table below the sewer lines during the construction. The dewatering system required the installation of well points, mechanical pumps into the wells and discharge pipingsystem. Coordinated construction activities with public agencies and utilities. Coordinated and participated in all project meetings and presentations. Reviewed and implemented the contractor's health and safety plan in accordance with NYC DDC and OSHA regulations. Reviewed and finalized contractor's Payments, change orders and contract closeout documents.

NYCDDC, Water main installation for new building construction and for improvement to the city's water main distribution system and fire protection in various locations in the boroughs of Brooklyn and Staten Island, NY. Project No. RED-362(02/2006 - 01/2007) Office Engineer/Assistance Resident Engineer. Duties included organizing all contract data nd documents and writing professional reports. Coordinated with various city agencies and private utilities. Prepared water main documents such as Field Cards, Tap Cards and In Service Sheets. Other related works included quality, cost and time control, contractor and consultants change orders, time and material logs, overruns, project meetings. etc. Reviewed all contract pay items prior to preparing contractor payments ensuring compliance with contract provisions and standard specifications. Participated in resolving community concerns.

NYCDDC, Installation of Storm Sewers, Sanitary Sewers and Water Mains in Lenevar Avenue in Staten Island, NY. Project No. SER-769(07/2003-01/2006). Senior Inspector/ Office Engineer. Inspected the installation of various sizes and kinds of storm and sanitary sewers. Inspected sewer repairs using approved DEP lining method and TV inspection process. Inspected the installation of different sizes of water mains as per contract specifications. Inspected the installation of timber piles and utilized engineering formulas and test pile logs to determine the proper length for production piles. Inspected the installation of sidewalks and pedestrian ramps. Inspected the construction of the roadway rigid pavement in Foster Road. Inspected the construction of the Best Management Practice structures (BMP) in Lenevar Avenue which included earth grading, reinforced concrete retaining walls, wing walls, inlet spillways, outlet reinforced concrete chamber, stone facing and steel fence. Computed daily work quantities for contractor payments and created computer-tracking system for water main system installation to expedite job progress. Prepared as built drawings, in service sheets, water main field and tap cards, pile driving plans and other agencies acceptance drawings and documents.



Roman Sorokko, PE

Resident Engineer

Mr. Roman has over 17 years of experience as a NYC Resident Engineer. He has excellent business communication and computer skills; very familiar with New York City and State Rules, Regulations and Specifications including DOT, DDC, DEP, as well as NYC Building Code and OSHA.

EDUCATION
Bachelor of Science, Civil Engineering, University of Civil Engineering, St. Petersburg, Russia, 1978

REGISTRATIONS
Professional Engineer, New York

RELEVANT EXPERIENCE

NYCDDC, Contract RWQ006, Reconstruction of Jackie Robinson Parkway Retaining Wall. Resident Engineer. Demolition of the existing retaining wall and installation of new modulus retaining wall. Scope of work also included placement of temporary soil excavation support system with numerous soil anchors, soil anchors testing using pile testing technique, installation of new fence between Jackie Robinson Parkway and Cypress Hill Cemetery, corrective milling of the highway within the contract limits, placement of new wearing course, permanent concrete barrier, permanent pavement markings, and new street lights. Extensive coordination with NYS DOT and NYC DOT. Construction cost of $3M.

NYCDDC, Reconstruction of Prospect Park West, Brooklyn. Resident Engineer. The scope of work included replacement of the portion of existing water main, which was broken, from Union Street to 3rd Street. This project also included the rehabilitation of the damaged private townhouses along Prospect Park West. These townhouses were also damaged by water from old water main. The rehabilitation works were coordinated with Landmark Commission because these townhouses had the landmark status. Installation of new 8" and 12" water main along Bond Street from 3rd Avenue to Union Street. Construction cost of $1.4M.

NYCDDC, Install New Water Mains on Staten Island for Resident Home Developments. Resident Engineer. Installation of new 8-in and 12-in water mains and street rehabilitation near newly constructed one (1) and two (2) residential homes.

NYC DOT - Bureau of Movable Bridges, Metropolitan Ave Bridge over English Kills, Brooklyn, NY. Resident Engineer. New concrete sidewalks, curbs, railing, protective fencing and traffic gates were added, along with new machinery and a new electrical system in the reconstructed operator house. Approaches to the bridge were also rehabilitated. Construction cost $47M.

NYC DOT - Bureau of Movable Bridges, Borden Ave Bridge over Dutch Kills, Brooklyn/ Queens, NY. Resident Engineer. A City Emergency Contract due to the structural integrity of the roadway bridge. Construction cost $37M.

NYC Department of Transportation - Bureau of Roadway Bridges,Replacement of Steinway St. Bridge over Grand Central Parkway, Eastbound & Westbound. Resident Engineer. The single span reinforced concrete arch rigid frames bridge was replaced with new single span steel arch frames bridge. Construction cost of $15.3M.

NYC Department of Transportation - Bureau of Roadway Bridges, Northern Boulevard Bridge over Cross Island Parkway. Resident Engineer. Complete replacement of the existing structural steel element and the concrete bridge deck; new stringers erection, new deck placing, painting of structural steel, and installation of two new 30" water mains. Construction cost of $6M.

NYC Department of Transportation - Bureau of Roadway Bridges, Replacement of Avenue P Bridge, Brooklyn. Resident Engineer. Full replacement of four span concrete bridge with new composite (steel/concrete) superstructure; steel painting, 20" water main installation. Construction cost of $4 M.

NYC DDC - Resurfacing of 28th Street, Queens. Resident Engineer. The scope of work for this project included: replacement of the sidewalks, handicap ramps, and curbs; corrective milling of the roadway, placement of new wearing course and in certain street - placement of new concrete sub-base, binder, and wearing course. Extensive coordination with eleven Queens Community Boards. Construction cost of $5 M.

NYC Department of Transportation - Bureau of Highways, Rehabilitation and Water main Installation on 96th Street, Brooklyn. Chief Engineer. Responsibilities included construction, material purchasing, equipment, labors and scheduling and the companies profitability. Supervised two (2) Superintendents and 50 laborers. Construction cost of $9.1 M.

NYC Economic Development Corporation, Rehabilitation of Church Avenue and Nostrand Avenue. Resident Engineer. Replacement of water main, sewer, roadway, and sidewalks. Construction Cost of $9.1M.

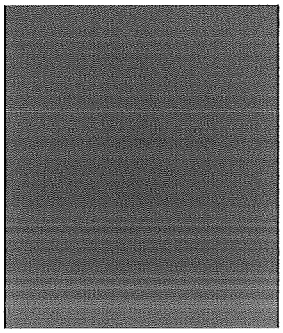
NYC Department of Transportation - Bureau of Roadway Bridges, East Fordham Road and East 180th Street Bridges Rehabilitation. Office Engineer/Senior Inspector. Rehabilitation of two concrete arch historical bridges over Bronx River near Bronx Zoo; installation of new 48" water main and cathodic protection system. NYC Department of Transportation - Bureau of Roadway Bridges, Replacement of Avenue P Bridge, Brooklyn. Resident Engineer. Full replacement of four span concrete bridge with new composite (steel/concrete) superstructure; steel painting, 20" water main installation. Construction cost of $4 M.

NYC DDC - Resurfacing of 28th Street, Queens. Resident Engineer. The scope of work for this project included: replacement of the sidewalks, handicap ramps, and curbs; corrective milling of the roadway, placement of new wearing course and in certain street - placement of new concrete sub-base, binder, and wearing course. Extensive coordination with eleven Queens Community Boards. Construction cost of $5 M.

NYC Department of Transportation - Bureau of Highways, Rehabilitation and Water main Installation on 96th Street, Brooklyn. Chief Engineer. Rossini Contracting. Responsibilities included construction, material purchasing, equipment, labors and scheduling and the companies profitability. Supervised two (2) Superintendents and 50 laborers. Construction cost of $9.1 M.

NYC Economic Development Corporation, Rehabilitation of Church Avenue and Nostrand Avenue. Resident Engineer. Replacement of water main, sewer, roadway, and sidewalks. Construction Cost of $9.1M.

NYC Department of Transportation - Bureau of Roadway Bridges, East Fordham Road and East 180th Street Bridges Rehabilitation. Office Engineer/Senior Inspector. Rehabilitation of two concrete arch historical bridges over Bronx River near Bronx Zoo; installation of new 48" water main and cathodic protection system.



Po Tso, PE

Resident Engineer

Mr. Tso has five years experience in the inspection, analysis, and structural design of NYCT subway stations including the development of feasibility studies for station rehabilitation/expansion projects. He also has experience in the inspection, analysis and design of infrastructure and bridges (rehabilitation and replacement) in New York State.

EDUCATION
Bachelor of Engineering, Engineering, Cooper Union for Adv of Sc Art, 2004

REGISTRATIONS
Professional Engineer, New York

PROFESSIONAL MEMBERSHIPS

American Society of Civil Engineers (ASCE), Member

Chi Epsilon, National Civil Engineering Honor Society, Member

Tau Beta Pi Engineering Honor Society, Member

RELEVANT EXPERIENCE

NYCEDC, Flatbush Avenue Streetscape, Brooklyn, NY. Resident Engineer. Project scope included civil and utility design services for the rehabilitation and reconstruction of the Flatbush Avenue Streetscape from Tillary Street to 4th Avenue. The design provided a viable traffic scheme that balanced pedestrians and vehicles to make Flatbush Avenue a safe and attractive urban thoroughfare for pedestrians. This project was the recipient of a combined 2008 Public Design Commission (PDC) Award for excellence in public art and streetscape design.

NYCDOT, Bridges over Amtrak Rehabilitation, West 38th to 43rd Streets, New York, NY
Project involved preliminary and final rehabilitation design of six concrete-encased steel stringer, multi-span structures to include in-depth inspection, structural coring, subsurface investigation programs, existing load capacity analysis, and development and evaluation of rehabilitation alternatives. Analyzed existing structure. Calculated dead, live and superimposed dead loads. Prepared drawings, per-formed superstructure and substructure design, quantity take-offs and miscellaneous administrative tasks. ($21.25M, 2005)

NYCDOT, New Construction of the 153rd Street Bridge, New York, NY
Project involved newly constructed crossing over four mainline tracks of MNR Harlem and New Haven Divisions with major roadway reconstruction at both approaches. Proposed structure consists of a single tower, two-span, cable-stayed bridge carrying four lanes, sidewalks and bikeways to replace the original bridge, which was demolished in the early 1990's due to safety concerns. Assisted in performing the cost estimate and quantity take-offs, prepared specifications and drawings, and performed civil (drainage, profiling, grading) work. Responsible for retaining wall designs. ($80M, 2004-2011)

NYCDOT, Reconstruction of the 11th Avenue Viaduct over the LIRR West Side Yards, New York, NY
Final design phase for rehabilitation and partial replacement of a 1600-ft viaduct, including coordination with NYCT for the No. 7 Line subway extension and the Expansion of the Javits Convention Center. A single construction package will be prepared to include the reconstruction of 5 side street ramps. Responsibilities included a comprehensive concrete pier inspection and preparation of an inspection report. Other responsibilities included seismic isolation bearing, retaining wall and steel connection design. Secondary responsibilities included preparation of drawings and structural models. ($100M, 2006-2013)

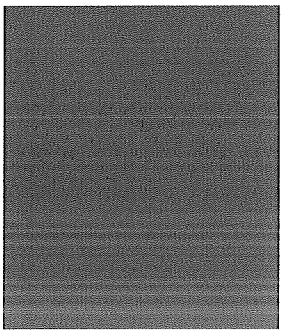
NYCDOT, Rehabilitation of Seven Bridge Structures at the West 79th Street Boat Basin, New York, NY
Project consists of a series of historic stone masonry faced steel and concrete structures with reinforced concrete abutments and piers including, a traffic circle and a three-level NYC Department of Parks and Recreation rotunda facility with southbound connections to and from the Henry Hudson Parkway. Performed quantity take-offs and miscellaneous administrative tasks. ($42M, 2004-2005)

NYSDOT, Reconstruction and Safety Improvements at the Grand Central Parkway/ Brooklyn- Queens Expressway West Leg Interchange, Queens, NY
Project includes the reconstruction of four bridges at the western leg of the GCP/BQE junction to improve overall traffic conditions,

improve roadway safety conditions, and provide high-speed ramp connections. Performed quantity takeoffs and cost estimate. ($30M, 2006, Construction Completion: 2009)

NYSDOT, Reconstruction of I-95 over the Throgs Neck Expressway (I-695), Bronx, NY
Project includes redesign of the I-95 over I-695 bridge as well as the realignment of the I-95 leg over the Throgs Neck Expressway. Reviewed shop drawings, checked calculations and acted as an intermediary between the firm and the rebar detailer. ($23M, 2003-2007)

NYSDOT, Southbound FDR Drive Rehabilitation Project, East 56th to 63rd Streets, New York, NY
Project involved replacement of a 60-year old, three-level, 1900-foot long viaduct. Reviewed shop drawings and answered contractor's questions. Assisted in performing load rating analyses. ($60M, 2004-2007)



Roni Werman, PE

Resident Engineer

Mr. Werman has over 18 years of experience in construction management, inspection, design and construction of movable and fix bridges, highways and buildings. The background spans dispute resolution, survey, design, quality control, CPM scheduling and the day-to-day construction inspection.

EDUCATION
Bachelor of Engineering, Engineering, 1991

REGISTRATIONS
Professional Engineer, New York

PROFESSIONAL MEMBERSHIPS
American Society of Civil Engineers (ASCE), NY Met Section, Member, 2001-Present

Heavy Movable Structures, Member, 2006-Present

RELEVANT EXPERIENCE

NYCDDC, Queens Blvd. Pedestrian Circulation Improvement at Various Intersections, Queens, NY. Resident Engineer. HDR provided Resident Engineering Services for a Federally Funded Project to improve pedestrian safety at eighteen intersections along Queens Boulevard Eastbound and Westbound roadways from 65th Place to 32nd Place.

NYCDDC, Reconstruction of Jamaica Area Streets, Queens, NY. Mr. Werman was Resident Engineer for the installation of 19,000 LF of new water mains varies from 6 inch to 20 inch, 17,500 LF of new sanitary sewers, 6,500 LF of storm sewers, installation of catch basins, rehabilitation of local streets and installation of new sidewalks. The work included relocation of gas mains, communication lines and power lines. In addition, elaborate MPT and extensive coordination with local community and utility companies required. (2006 -2007, $25M)

NYCDOT, Reconstruction of Roosevelt Island Bridge over the East River East Channel, Manhattan, NY. Mr. Werman is responsible for the rehabilitation of a vertical lift bridge and its approaches. Work includes the rehabilitation of the Architectural, Civil, Electrical, Marine Fender, Mechanical, MPT, Paint system, Scour Control, Street Lighting, and the Structural elements of the entire bridge. The construction is being conducted in three stages for duration of forty-eight months. During the construction the lift span remains operational, which allows passage of marine traffic. However, for a period of nine months, the lift span would be out of service for the complete replacement and testing of the electrical and mechanical components. In addition, the bridge must be operational during each month of September during the UN General Assembly Session. Vehicular and pedestrian traffic is allowed on the bridge at all times since the bridge is the only vehicular access to the island. Environmental Mitigation is required for the removal of asbestos containing materials, lead paint removal, pigeon waste removal and turbidity monitoring in the East River (2007-Ongoing, $92M)

NYCDOT, Roosevelt Island Bridge, Roosevelt Island, NY Mr. Werman was responsible for the rehabilitation of a vertical lift bridge and its approaches. Work includes the rehabilitation of the Architectural, Civil, Electrical, Marine Fender, Mechanical, MPT, Paint system, Scour Control, Street Lighting, and the Structural elements of the entire bridge. The construction will be conducted in three stages for duration of thirty-six months. During the construction the lift span will remain operational by utilizing an auxiliary system, which would allow passage of marine traffic. In addition, vehicular and pedestrian traffic will be allowed on the bridge at all times since the bridge is the only vehicular access to the island. Furthermore, Environmental Mitigation will be required for the removal of asbestos containing materials, lead paint removal, removal of pigeon waste, and for the excavation of river material for the purpose of submarine cables installation. (2007-On-going, $87M)

RIDOT, Replacement of the Sakonnet River Bridge at the Towns of Portsmouth and Tiverton in Newport, RI. Constructability reviews for demolition of existing bridge and for the construction of a bridge adjacent the existing bridge. In addition, established the Engineer's Cost Estimate for the construction of the new bridge main spans over the Sakonnet River. (N/A) $140M

Center Street & 40th Street Bridges over Route 169, New Jersey
Mr. Werman was responsible for the preparation of contract drawings, designing concrete retaining walls, developing the engineer's cost estimate, developing lead paint removal procedures and writing the contract specifications for the project. (1993-1994)

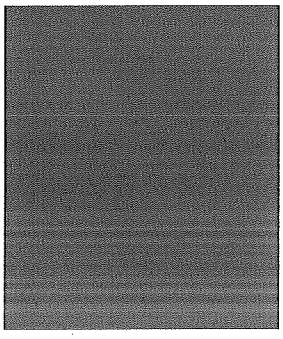
NYCDOT, Brooklyn Bridge Resurfacing, East River, NY
Mr. Werman was responsible for the major resurfacing of the suspended spans of this landmark structure. The project involved the hydro-demolition of the existing flexolith wearing surface and installation of a new micro-surfacing overlay 1/2" thick, and conducted exclusively at night and on weekends. (1998-1999, $7M)

NYCDOT, Ninth Street Bridge over the Gowanus Canal, Brooklyn, NY
Project involved the design review and construction supervision for a new vertical lift bridge. Mr. Werman supervised the construction of steel repositioning systems for nine NYCTA columns including welding and UT testing of full penetration welds. He also monitored NYCTA columns daily for movement, jacked the columns vertically and horizontally using sixteen 400-ton jacks at one column. Mr. Werman inspected the construction of a foundation system for the bridge which consists of four clusters of five thirty inch diameter drilled caissons 180 feet deep at each cluster. Other responsibilities included inspection of the construction of a new marine fender system to the bridge; supervision of the construction of a reinforced concrete control house and its mini piles foundation system; supervision of the construction of soldier pile walls; review of the monthly CPM schedule; checking construction change orders and producing cost analysis reports. (2006, $38M)

NYCDOT, Reconstruction of the Third Avenue Bridge over Harlem River, Manhattan-Bronx, NY
Project involved three stages of work for the complete replacement of a swing span and approach roadways. The work included construction of 6 foot diameter drilled shafts, mass placements of concrete pier caps, construction of flanking spans, the pivot span, a temporary bridge, new rest piers and pivot pier, reconstruction of the ramps on both sides of the bridge, structural steel, new bearings, utility relocation and protection and new drainage system. In addition, the project included fabrication, assembly and testing of the new swing span in Alabama and delivery over ocean bound barges to the construction site. The off-site work included the fabrication assembly and testing of various mechanical and electrical components. (2001-2006, $130M)

NYCDOT, Rehabilitation of the Pulaski Bridge, Queens, NY
Mr. Werman was responsible for the design review and construction supervision of a $30 million construction rehabilitation project of a bascule draw bridge. He supervised and inspected the replacement of multi-rotational bearings, steel repairs, concrete repairs and marine work, documented activities, progress, produced cost analysis reports, reviewed shop drawings and designed an extension to a new marine fender system. (1992-1994, $35M)

NYCDOT, Rehabilitation of the Riverside Drive Viaduct at 158th Street, Manhattan, NY
Resident Engineer for the painting of the viaduct steel structure that acts as the roof for NYCDOT Maintenance Facility. The work included the demolition of concrete encasement off the steel members, removal of existing lead paint and application of a 3-cost paint system. The structural steel members required blasting and repainting to maintain the structure until future replacement. Full Class 1A containment with negative pressure and vacuum system implemented for the removal of existing paint. (2000 -2001, $1.5M)



JOANN WILLIAMS

Sr. Project Controls / Scheduler

Ms. Williams is skilled in project controls management. Her experience includes review of baseline and monthly schedule submittals, analysis of schedule logic and critical path, validation of contractor payment requests, time impact analysis, forensic scheduling, claims assessment, application of linear scheduling using TILOS, and document controls oversight. JoAnn is an invaluable team member who is detail-oriented, result-oriented, and consistently looks for ways to improve processes.

EDUCATION

M.S., Recreation Administration, Brigham Young University, 1998

B.S., Psychology, Brigham Young University, 1988

RELEVANT EXPERIENCE

City of Tucson, Sun Link Tucson Streetcar Project, Arizona (Sep 2012 - Present). Program Controls Manager. Manage program controls team including schedule, cost control, and document control. Key elements include development and management of program master schedule; delay analysis; overseeing contractor schedule reviews; and coordination with the City and program management team regarding reports to FTA including monthly schedule updates, cost reports, monthly progress updates, and quarterly updates. HDR provides program management services for the City of Tucson. The project includes the design and construction of a 3.9-mile modern streetcar line that will connect many of the City's major centers and the University of Arizona. The project also includes a maintenance and storage facility to accommodate the modern streetcar fleet, and construction of the Luis Gutierrez Bridge. 196M

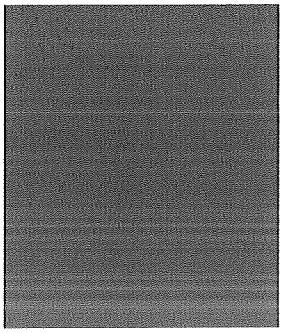
Utah Department of Transportation, Mountain View Corridor Program Management, Utah (Aug 2010 - Dec 2012). Project Controls Lead. Responsible for review of contractor schedule and payment submittals, time impact analysis to assess alternative construction approaches or potential conflicts, linear scheduling, and coordination with multiple project groups regarding schedule issues. The Mountain View Corridor is 35 miles of planned freeway, transit, and trail system in western Salt Lake and northwestern Utah counties that crosses thirteen municipalities. HDR services included providing oversight for the designer and contractor (CMGC) delivering the initial 15-mile segment in Salt Lake County and a 3-mile segment in Utah County; providing utility transmission expertise corridor-wide; and developing the design framework for future projects. $730M

Utah Department of Transportation, Access Utah County (AUC) Design-Build Program Management, Utah. HDR provided program management, project controls, design and construction oversight, and audit oversight services for four distinct design-build projects designed to improve traffic mobility. $600M

Timpanogos Highway (Aug 2010 - Present). Project Controls. Worked with Timpanogos project team in assessment of contractor claims, including month-to-month windows schedule analysis, collection of documentation relating to claims and project history, and, creation of reports/exhibits highlighting timelines, major events, and owner's position regarding claims. Provided project controls support and quality review of documentation/ submittals. The new Timpanogos Highway opened August 11, 2012. The project widened SR-92 to five lanes from I-15 to SR-74 (Alpine Highway) in Highland, provided new commuter lanes from I-15 to Highland Boulevard, and extended an existing system of multi-use trails. $148M

Pioneer Crossing (Dec 2008 - Jul 2012). Project Controls Lead. Responsible for review of contractor schedule and payment submittals, tracking project issues affecting payment (non-conformance reports, change orders), project documentation oversight, audits of Independent Quality Firm (IQF) documentation, coordination with right-of-way task force and other teams regarding potential schedule impacts, and assessment of contractor time impact claims. Pioneer Crossing opened on August 23, 2010, providing a new roadway linking two new rapidly growing communities, Eagle Mountain and Saratoga Springs, to I-15. The project included 6.2 miles of new arterial between the two communities and one mile of reconstruction on I-15. The I-15/American Fork interchange was reconstructed into a Diverging Diamond Interchange (DDI),

Geneva Road (Feb 2011 - May 2012). Project



Controls. Responsible for review of contractor schedule submittals, linear scheduling, time impact analysis of potential claims, and assessment of contractor claim submittals. Provided project controls support and quality review of documentation/submittals. Geneva Road opened on May 9, 2012. The project consisted of widening the existing road, improving mobility along the heavily traveled north-south corridor connecting Provo to Pleasant Grove. The project also included a bridge over the Union Pacific and FrontRunner tracks lines near 400 South in Orem.

UDOT, SR-193 Extension, 2000 West to I-15, Utah (Nov 2011 - Present). Project Controls. Responsible for collaborating and writing schedule specifications in RFP/contract documents prior to bids. Provide review of baseline schedules and revisions, and quality review of project controls documentation/ submittals. The project consists of widening 700 S to five lanes (2 lanes in each direction with a turn lane) from State Street to Main Street; a 5-lane bridge on 700 S; and, a connection from 200 S directly to Center Street to avoid routing traffic through neighborhoods and preserving function of the park.

UDOT, US-189 Wallsburg to Heber, Utah (Dec 2011 - Sep 2012). Project Controls. Provided project controls support and quality review of documentation/submittals. The project included widening of US-189 between S. Charleston Rd. (SR-113) and Heber Main Street (US-40) to a 5-lane section which included two lanes in each direction and a center turn lane. The project also included an extension of passing lanes between Deer Creek State Park and S. Charleston Rd., buried fiber optic conduit for traffic management, and a new connection to Daniels Road.

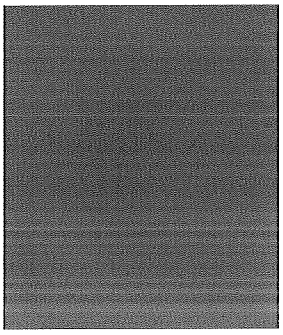
UDOT, Bangerter 7800S/7000S/6200S, Utah (Sep 2011 - Feb 2012). Project Controls. Provided project controls support and quality review of documentation/submittals. The project included reconfiguration of the intersections at 6200 South and 7000 South to continuous-flow intersections, and upgraded the intersection at 7800 South to a full, grade-separated interchange.

UDOT, I-15 Black Ridge to Iron County Project Controls, UT (Oct 2011). Project Controls. Provided project controls support and quality review of documentation/submittals. The project involved pavement rehabilitation of 12 miles of I-15 and adding a 4 mile passing lane in Washington County, Utah. HDR's responsibilities included oversight and implementation of project controls.

UDOT, SR-212 Telegraph Street, Utah (Aug 2011 - Sep 2011). Project Controls. Provided delay analysis through review of schedules and interviews with project team, produced exhibits to demonstrate delay issues and impacts. The project included widening of Telegraph Street in Washington City to four lanes with improved storm drains, landscaping, and signage, and a portion with added center medians.

UDOT, SR-32, Kamas to Peoa / Rock Cliff to Kamas, Utah (Jul 2011 - Aug 2011). Project Controls. Provided additional support to project team; reviewed schedules and consulted with project staff regarding schedule and delay concerns. The project consisted of cold-in-place recycling between the towns of Kamas and Peoa in Summit County. It also included micro-surfacing between Rockcliff and Kamas in Summit County, mill-and-fill for less than half a mile on Kamas' main street, and refurbishing two bridges.

UDOT, Statewide Project Controls Implementation, Utah (Mar 2011 - Jul 2011). Task Force Lead, Schedule Management. UDOT and HDR formed an integrated project team to launch UDOT's Project Controls Initiative. Project controls areas of focus included document management, schedule management, field data management, risk management, and dashboard/reporting. Phase I of the initiative focused on assessing UDOT's current tools and processes for project controls. Interviews were conducted with UDOT staff throughout the State to help assess existing conditions. Management assessment reports were provided to communicate findings. Phase II (currently on-hold) would focus on developing, implementing, and maintaining effective project controls in a more structured and consistent way on all UDOT projects; and the team would ultimately produce guidelines /manuals for schedule and electronic documentation management.



Cathy Hastie,

PMP Project Scheduler / Project Controls Specialist

Ms. Hastie is an innovative Project Management and Controls Specialist with 15 years of success building enterprise wide cost and schedule controls systems, establishing and implementing Best Practices, and creating Program and Project Critical Path Method (CPM) Schedules to drive Design, Construction and IT workflow planning and staff allocation. She is a skilled problem-solver, forensic schedule analyst, and trainer, prioritizing multiple projects and communicating difficult concepts to a wide audience.

Ms. Hastie has collaborated with large and small multi-disciplinary project teams to develop cost- and resource loaded, critical path schedules and program-wide templates. She delivers pivotal reports to government leaders and private stakeholders for budgeting, planning and policy development; monitors labor burn-rate and on-time completion of major pre-design, design, and construction projects from power substations and transmission lines, to new lightrail and high-speed rail programs, to new urban freeways, interchanges and bridges, to Combined Sewer Overflow facilities. Ms. Hastie conducts Project Controls data gap analyses and user requirements and follows up with software procurement, configuration and implementation for multiple state-wide transportation agencies.

EDUCATION
Bachelor of Arts Cum Laude, Linguistics, University of Oregon

REGISTRATION / CERTIFICATIONS
Registrations

RELEVANT EXPERIENCE

USACE Portland District, Columbia River Basin Levee Periodic Inspection critical-path, resource loaded schedule for multiple site visits, testing and recommendation reports; and Dairy Creek Tidal Restoration Feasibility Study, including wetland delineation, geomorphic and sediment analysis, hydrologic/ hydraulic analysis, and cultural resource investigations; and Cougar Dam Portable Floating Fish Collector, OR

City of Bend, Surface Watershed Improvements Phases 1 & 2, intake modifications, water transmission conduit, powerhouse facilities, and water treatment facilities; and Transportation Improvement General Obligation Bond Program Management Project Controls, Bend, OR

Washington State Dept. of Transportation, Statewide Project Management Group, Project Management Reporting System (PMRS) Regional Representative and Administrator; SR 520 Floating Bridge Replacement and HOV Program Schedule, Olympia and Seattle, WA

Minnesota State Dept. of Transportation, P6 Project Controls Coaching and Program-level Support for state-wide critical path, role-loaded schedule protocol development and implementation, MN

Toronto Transit Commission/Metrolinx, Eglinton Crosstown West Station Connection and Eglinton-Yonge Lightrail Transit Interchange Station Schedules, Toronto, Canada

Honolulu Authority for Rapid Transportation (HART), Honolulu High-Capacity Transit Corridor Project, Farrington Transit Center Station Group Schedule, Honolulu, HI

Port of Vancouver, West Vancouver Freight Access Project Master Plan and Improvement Program Schedules and Cost Controls, Vancouver, WA

Union Pacific Railroad, Chicago to St. Louis High Speed Rail Right of Way Acquisition Schedule, Chicago, IL

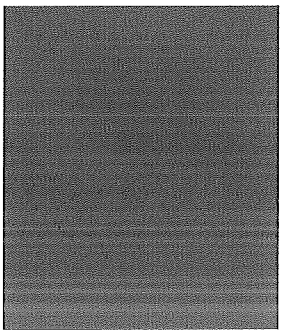
Utah Dept. of Transportation, Mountain View Corridor Program/Access Utah Design-Build, Scheduling Support, Salt Lake City, UT

Worley Parsons Group, on behalf of MPX Columbia, Guajira Thermal Coal Bankable Feasibility Study Rail Project Schedule, Columbia, South America

Bonneville Power Administration, Access Road, Transmission Line and Substation Design Program and Project Schedules, including the I-5 Corridor Reinforcement Project, new and rebuild projects from Tillamook, OR to Walla-Walla, WA

Oregon Dept. of Transportation, I-205/ Airport Way Interchange Improvement, Construction Schedule Review and Forensic Analysis, Portland, OR

Alaska Dept. of Transportation & Public Facilities, Highway to Highway Connection Environmental Impact Statement/Record of Decision Schedule, Anchorage, AK



Columbia River Crossing Program, On-call Technical Support, Vancouver, WA

Knik Arm Bridge and Tolling Authority (KABATA), Knik Arm Crossing Right of Way Acquisition Schedule, Anchorage, AK

Confidential Gas and Oil Client, Third Party EIS Schedule, North Slope, AK

Oregon Dept. of Transportation Special Projects, State Radio Project Master Schedule; Jobs and Transportation Act (JTA) Steering Team Support, OR.

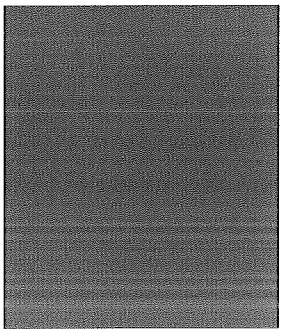
Seattle Public Utilities, Henderson and Genesee CSO Reduction and Pump Station Project Schedule, Seattle

King County, Murray Combined Sewer Overflow Control Project, North Beach Combined Sewer Overflow Reduction Project, and North Creek Interceptor Improvements Schedules, Seattle WA

Pinnell/Busch Inc., Forensic Scheduling Consultant, 2003 - 2006
Assistant Project Manager and Scheduler - Helped construction project owners and general contractors reduce expensive claims and litigation by resolving disputes early on in the design/bid/build and CM/GC process. Provided forensic scheduling, schedule analysis and evaluation and technical support to both plaintiff and defense in multiple construction claims cases involving liquidated damages and delays. Acted as part of the Owner's Representative team for a wide range of project types, from highways, buildings and military bases to the Portland Aerial Tram.

BOORA Architects, Inc., 1999 - 2003
Senior Project Assistant - Supported internal and multiple-member, sub-consultant teams with construction administration, project coordination and technical support, from many innovative elementary and secondary school facilities such as the new Clackamas High School in Clackamas, Oregon, to the Mesa Center for the Performing and Fine Arts in Mesa, Arizona, and the Cheney Cowles, Museum in Spokane, Washington.

Blackwell's Book Services, 1997 - 1999
Systems Development Project Scheduler - Scheduled time, resources and expenses for an international technology merger, major information systems upgrades and Y2K systems improvements for the world's largest book seller. Tracked progress for 100+ staff and 24,000 task hours on a single project.



James P. Garrelts, PA

Scheduling

Mr. Garrelts has more than twenty-five years of experience in the construction industry, providing contract administration, project controls, and claims resolution services on vertical and horizontal construction projects in both the public and private sectors. His accomplishments include being Director of the Construction Administration Department for a large Texas architectural firm; Project Controls Manager on several alternative delivery mega transportation projects; and a Claims Consultant defending owners on large public buildings, light rail, highway and toll road projects in Alaska, Colorado, California, Texas, Minnesota and Utah.

Mr. Garrelts also has extensive experience in the areas of construction contracts, critical path (CPM) and linear scheduling methodology (development and evaluation), claims prevention, cost and change management, budget development and control, and the development of contracts, specifications and procedures.

EDUCATION
Bachelor of Science, Construction Management, Colorado State University, 1988

RELEVANT EXPERIENCE

HDR PROJECT EXPERIENCE

North Texas Tollway Authority.
Mr. Garrelts currently provides program controls services, including schedule reviews, delay analysis and claims resolution for all sections of the $1.4B Chisholm Trail Parkway Project in Fort Worth, Texas. Mr. Garrelts is also the Senior Scheduler for the Construction Management Team of the $100M President George Bush Turnpike (PGBT) Section 28, and the $440M design-build PGBT Western Extension (SH 161) Tollway Project in Dallas County. His responsibilities on these projects include review and approval of baseline schedules, monthly updates, time impact analysis, change orders, cost/expenditure forecasts and claims resolution.
Mr. Garrelts also serves as the Deputy Corridor Manager for the Sam Rayburn (SH 121) Tollway project in Dallas/Denton Counties in Texas. He is primarily responsible for the management of the project's budget and schedule during the planning, design, procurement, and construction phases of this $639M corridor. Additional responsibilities include change management, cost control and cash flow projections, project reporting, project close-out and claims resolution.

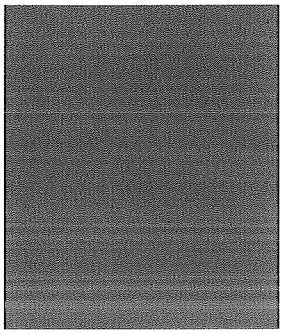
TxDOT Fort Worth District. Mr. Garrelts led the review efforts of the baseline schedule and first update of the $1.8B Public-Private Partnership (P3) for the North Tarrant Express Toll Lanes Project in Fort Worth, TX. Mr. Garrelts also assisted in development of the procurement documents for NTE Sections 3A and 3B, which is also being let as a P3 project, improving these documents with the lessions learned from the original contract TxDOT has with Cintra.

Dakota, Minnesota and Eastern Railroad.
Mr. Garrelts served as the Project Controls Manager for the $2.5B Powder River Expansion Project in Wyoming, South Dakota and Minnesota. He was responsible for management of the project's budget, schedule, and electronic document management systems during the planning, design, environmental compliance, land acquisition, and construction procurement phases of this program. Additional responsibilities include cost control, budgeting and cash flow projections, risk management, linear scheduling, project reporting, and records management during acquisition by the Canadian Pacific Railroad.

Alaska Railroad Company. Mr. Garrelts served as the Project Controls Manger for the $1B Northern Extension Program in Alaska. Mr. Garrelts conducted business process analysis for the program, made recommendations for the document control, cost and schedule management systems, and developed the program schedule during the planning, design and environmental permitting phases of the program. Additional responsibilities included budgeting and cash flow projections, earned value analysis, project reporting, and development of the project procedures manual.

Knik Arm Bridge in Anchorage, AK. Mr. Garrelts developed the program management schedule during the planning, design and environmental permitting phases of this $1B program. Additional responsibilities included cash flow projections and earned value analysis for all disciplines.

State Highway 130 Toll Road in Austin, TX.
Mr. Garrelts served as the Project Controls Manager for the $1.3B design-build State Highway 130 Toll Road in Austin, TX. He was



primarily responsible for the management of the cost, schedule, and document control systems on this Public-Private Partnership project. Additional responsibilities included change management, claims avoidance, estimating, cost control, trend analysis, risk management, contract compliance, payment approvals, budgeting and cash flow projections, project reporting, and development of the project procedures manual.

State Highway 45 SE Toll Road in Austin, TX. Mr. Garrelts served as an advisor to TxDOT and the HDR project management team for this $150M design-build toll road in Austin, TX. He was primarily responsible for review and approval of the Developer's baseline schedule, program management and subcontracting plans, and time impact analysis for project delays caused from a lawsuit challenging the environmental impact statement, which eventually lead to termination of the contract.

Trans-Texas Corridor for the Texas Turnpike Authority. Mr. Garrelts served as an advisor to TxDOT and the HNTB/HDR project management team for this $28B Public-Private Partnership. Mr. Garrelts made recommendations for set-up of the project office, IT/IS systems, software and equipment, and assisted in the development of the procurement documents, evaluation of proposers, and creation of specifications and procedures.

TxDOT Houston District Construction Projects ($130M IH-45 Galveston Causeway; State Highway 3; Farm to Market (FM) 518; State Highway 87 Galveston Ferry Staging Area; FM 1764; FM 288; and IH 610 Frontage Road). As the Lead Scheduler/Claims Specialist for the Galveston Area Office in Houston, Texas, Mr. Garrelts performed baseline and schedule update reviews, reviewed contractor submitted time impact analysis of project delays, performed independent schedule delay analysis, and made recommendations to TxDOT for their resolution.

NON-HDR PROJECT EXPERIENCE

Prior to joining HDR, Mr. Garrelts worked from February of 1999 until April of 2002 for Page Southerland Page in Austin, Texas as the Director of the Contract Administration Department and was a Senior Associate with the firm. Mr. Garrelts duties were to manage the department and staff of nine, and administer the general construction contracts for public and private owners.

Project assignments included public school additions and renovations, new city and state office buildings, hospitals, tenant finish projects including wafer fabrication cleanrooms and a law office. Additional responsibilities included contract administration, owner representation, construction monitoring, progress payment approvals, negotiation and resolution of contract changes and claims, project acceptance and close-out. Mr. Garrelts was also responsible for marketing, project profitability, and making presentations on claims avoidance practices.

From August of 1998 until February of 1999, Mr. Garrelts served as Project Controls Manager for the Advanced Technology Division of Black & Veatch in Kansas City, Kansas. As Project Controls Manager for all Advanced Manufacturing, Microelectronics, and Pharmaceutical engineering, procurement, construction and validation projects, he was responsible for supervising a staff of three, development and implementation of the internal cost and schedule control system, annual budgeting and quarterly forecasting, trend analysis, manpower projections, and business planning. Mr. Garrelts' additional responsibilities included risk management, financial audits, design-build project procurement and contracting, intranet web design, and development of the Division's procedures manual.

In July of 1997, Mr. Garrelts became Project Manager and Claims Specialist for Herndon, Stauch & Associates in Austin, Texas. He remained with this company until August of 1998. Herndon, Stauch & Associates is a Central Texas based Construction Management firm specializing in restoration projects and claims support. Mr. Garrelts' assignments included the renovation of the Steven F. Austin Hotel and two public middle schools, and provided contract administration services for the new Austin Children's Museum, St. Edwards University Campus Center, and Expansion of Taylor Hall Annex for the University of Texas. Mr. Garrelts supervised project personnel, and was responsible for business development, project profitability, as well as proposal writing, claims analysis, estimating, scheduling, and development of the company's standard operating procedures.

From May of 1996 until July of 1997, Mr. Garrelts worked as Contract Administrator/Assistant Structures Representative for HDR Engineering, Inc. in Irvine, California. While working for HDR, Mr. Garrelts' assignments included construction contract administration of Capital Improvement Projects for the Municipality of Anchorage, Alaska, and the Seismic Retrofit of three existing concrete arch bridges for the California Department of

Transportation. His primary responsibilities included supervision of nine inspectors, constructability and code compliance reviews, acquisition of permits and easements, coordination with utility and regulatory agencies, as well as construction quality oversight and project acceptance.

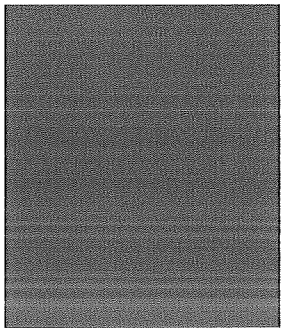
While working for Raytheon Infrastructure Services Inc. in Santa Ana, California as a Senior Scheduler and Claims Specialist from January of 1995 until May of 1996, Mr. Garrelts served as a member of the project management team for the construction of a $780M design-build Toll Road for the Transportation Corridor Agency in southern California. He was primarily responsible for the development and implementation of the internal cost, schedule, and document control systems, preparation of cost estimates, change management, trend analysis, manpower projections, revenue forecasting, and claims avoidance. Additionally, Mr. Garrelts' responsibilities included risk management, contract compliance audits, and payment approvals.

Mr. Garrelts worked for Barba-Arkhon International, Inc. of Denver, Colorado from November of 1990 until January of 1995 as a Claims Consultant. He specialized in construction contracts and interpretation, as well as the analysis and resolution of project claims and delays for the $2.2B Century Freeway and Metro Green Line Light Rail System in Los Angeles, CA; and the $60M Jefferson County Courthouse and Administrative Building in Golden, Colorado. Mr. Garrelts was responsible for analyzing a myriad of claims, including deficient plans and specifications, differing conditions, delays and disruptions, acceleration, escalation and labor/material shortages. In addition, he was responsible for monitoring construction progress against the project schedule, documentation of contractor and project delays, detailed scheduling, preparation of claims defense reports, settlement negotiations, conducting various training classes, and defending clients at dispute resolution hearings.

At Alvarado Construction, Inc. of Denver, Colorado, a small national General Contracting firm specializing in the construction of multi-million dollar projects, Mr. Garrelts served as Project Engineer from July 1988 until November 1990. Mr. Garrelts' assignments included a Flight Simulation Facility and Teaching Center for the U.S. Navy at the Miramar Naval Air Station Base in San Diego, CA; and the High Energy Research Laboratory on the Kirkland Air Force Base in Albuquerque, NM for the Corps of Engineers. He was responsible for management of the construction field office, subcontract and change order negotiations, estimating and scheduling, materials procurement, progress payments, cost control, and management of the quality control/ quality assurance program.

Additional Professional Experience

Mr. Garrelts is very knowledgeable in the areas of construction contracts, project controls, delay analysis, and claims resolution. He has performed numerous training sessions and made presentations regarding best practices for CPM scheduling, proper record keeping, and claims avoidance. Mr. Garrelts has served as a national resource for HDR on large projects and programs requiring detailed CPM scheduling or disputes resolution.



Charles J. Zervas, PE

Project Controls Manager, Scheduler and Estimator

Charles is a registered Civil Engineer with over 25 years of engineering and construction management experience. Charles developed extensive project management, estimating and CPM scheduling experience as an engineer and manager for a Commercial, Industrial and Heavy Highway contractor.

Since joining HDR, Charles has worked on a number of high profile design-bid-build, design-build and CMGC projects. Charles's background and versatility allow him to serve many roles including Program Manager, Project Manager and Project Controls Manager. Charles specializes in project controls, estimating and CPM scheduling. When estimating and scheduling he uses the same tools used by contractors across the country; Primavera P3 and P6, and HCSS HeavyBid. Charles specializes in planning and ground up schedule development, updating of schedules and, oversight of schedule development, including graphical and tabular reporting functions. He performs detailed technical and constructability reviews of third party schedules on large, high profile projects.

EDUCATION
Bachelor of Engineering, Civil Engineering, University of Arizona, 1991

REGISTRATION / CERTIFICATIONS
Professional Engineer, Arizona, Minnesota

LICENSES
State of Louisiana Contractors License - Highway, Street and Bridges

RELEVANT EXPERIENCE

Iowa Department of Transportation - (IDOT) - CBIS Program Management - Senior Estimator / Scheduler - Developed parametric and detailed production based construction estimates for projects within the billion dollar program. Also developed preconstruction CPM schedules for each project and developed CPM scheduling specifications.

Mountrail Williams Electric Cooperative - (MWEC)_- Program Manager - Charles let a team of Electrical and Construction engineers during the build out of MWEC's electrical infrastructure. Including 25 substations, 250 miles of transmission line and 1200 miles of distribution line. Developed methods to expedite ROW acquisition, design development and construction. Developed process for MWEC to expedite new service connections and work order estimating.

Riverside County Transportation Commission - (RCTC) - Perris Valley Line ($125 M) Estimator. Assisted with the development of construction estimate of light rail line from 90% plans using HCSS HeavyBid estimating software; quantity takeoffs, crew setup, and labor, equipment and material rates.

South Dakota Department of Transportation (SDDOT) - 41st St. Bridge, Bridge Replacement alternative Analysis. Senior Estimator. Develop cost estimates for seven alternatives using HCSS HeavyBid estimating software.

Chicago Toll way Authority - I90 widening and Toll Plaza Replacement - ($220 M) Senior Engineer. Participated in Value Engineering and Maintenance of Traffic study to identify cost saving measures, review and improve planned MOT and construction staging to increase safety and reduce construction time. Performed constructability reviews and developed preconstruction CPM schedule.

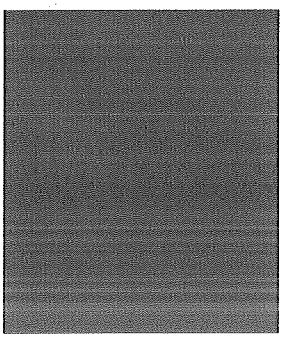
Maine Department of Transportation - (MDOT)- Sara Mildred Movable Bridge Replacement GMGC Project Senior Scheduler - Performed constructability and technical reviews of contractor provided CPM schedules.

New Hampshire Department of Transportation - (NHDOT)- Memorial Movable Bridge Replacement Project Senior Scheduler - Performed constructability and technical reviews of contractor provided cost and resource loaded baseline and update schedules. Provided claims review and analysis.

Missouri Department of Transportation - (MODOT)- Daniel Boone Bridge over the Mississippi - Senior Scheduler - Performed constructability and technical reviews of contractor provided baseline and update schedules. Provided claims review and analysis.

Minnesota Department of Transportation - (MnDOT)- Dresbach Bridges over the Mississippi and Interchange - Senior Scheduler - Performed constructability and technical reviews of contractor provided baseline and update schedules. Provided claims review and analysis.

Alaska Railroad Corporation - Northern Rail Expansion CMGC Project - Tanana Bridge ($140 M) Project Controls Engineer - Customized Primavera Contract Manager for use on the Tanana Bridge Project. Setup all modules with custom data dictionaries, custom fields and developed usage manual. Developed Infomaker reports. Developed Preliminary CPM schedule for pier construction sequencing. Performed CPM schedule review and analysis of construction schedule. Provided



recommendations for CPM scheduling special provisions.

Utah Department of Transportation - (UDOT) - Mountain View Corridor CMGC Project ($800 M) Project Controls Manger. Responsible for oversight and engineering and construction coordination, cost, scheduling, contracts and document control. Developed scheduling, invoicing, earned value reporting and document control procedures for use by the Oversight Consultant, CMGC Contractor and Design Engineers. Directed development of an integrated, cost and resource loaded P6 master schedule which included Owner, Construction and Design activities; right of way acquisition, environmental permitting, utility coordination, construction and design. Performed detailed technical analysis and constructability reviews of baseline and monthly updated design and construction schedules. Developed CPM scheduling special provisions and directed software development of cost, document, right of way acquisition, and field verification.

Minnesota Department of Transportation - (Mn/DOT) - CPM Scheduling and Analysis Training Instructor/Trainer - Worked with Mankato State University to develop and administer four levels of P6 CPM, specification development and review training.

Minnesota Department of Transportation (Mn/DOT) - Cayuga Reconstruction Project Senior Scheduler. Developed cost and resource loaded preconstruction CPM schedule for the $150 M project which included replacement of 14 bridges. Performed constructability and technical reviews of contractor provided monthly update P3construction schedules. Analyzed construction claims and provided recommendations for claims avoidance and mitigation.

Minnesota Department of Transportation (Mn/DOT) - Unweave the Weave Project - Ph II ($105 M) Senior Engineer. Performed detailed technical analysis and constructability reviews of contractor furnished baseline and update construction CPM schedules. Performed detailed claims analysis and provided claims avoidance recommendations which included maintenance of traffic adjustments to avoid delays.

Minnesota Department of Transportation (Mn/DOT) - Unweave the Weave Project - PH I ($105 M) Senior Engineer. Developed pre-bid CPM schedules which included labor, equipment, material and duration estimates. CPM schedule development included verification of complex maintenance of traffic plans and requirements; 70 detours and 100 traffic changes. Provided research and white papers on CPM scheduling and construction bidding alternatives. Also authored Special Provisions for CPM scheduling and A+B Bidding.

Minnesota Department of Transportation (Mn/DOT) - Wakota River Bridge Project, Phase II ($80 M) Senior Engineer. Developed pre-letting CPM schedule and made recommendations for the CPM special provisions for Phase II of the Wakota Bridge Project. Also performed detailed technical analysis and constructability reviews of contractor furnished baseline and updated CPM Schedules. Charles analyzed numerous acceleration alternatives, performed detailed claims analysis and provided claims avoidance advice.

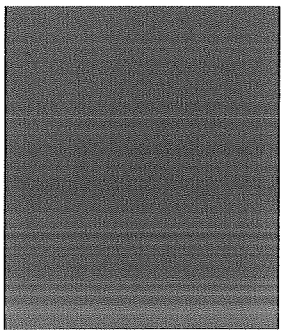
Toronto Transit Commission (TCC) - (10 M Design Fee) Eglinton Transit Station Senior Scheduler. Developed cost management standards and earned value reporting procedures. Developed and maintained cost loaded CPM schedule for the design process.

City and County of Honolulu (CCH) - Farrington ($10 M Design Fee) Transit Station Senior Scheduler. Developed and maintained cost loaded P6 CPM schedule for the design project.

Minnesota Department of Transportation - (Mn/DOT) - Elk Run Design Build Project Senior Scheduler - Performed constructability and technical reviews of contractor provided monthly update P3construction schedules. Analyzed construction claims and provided recommendations for claims avoidance and mitigation.

Minnesota Department of Transportation - (Mn/DOT) - TH13/101 Design Build Project Senior Scheduler - Performed constructability and technical reviews of contractor provided monthly update P3construction schedules. Analyzed construction claims and provided recommendations for claims avoidance and mitigation.

Utah Department of Transportation - (UDOT) - I-15 Core Design Build Project ($1.2 Billion) Engineering Project Controls Manager. Responsible for engineering coordination, cost, schedule, contract and document control. Developed invoicing, earned value and document control reporting systems and procedures. Developed and maintained cost



Norman D. Wagner

Title: Chief Transportation Estimator

Norman Wagner has over 40 years experience in the industry and an extensive background in the construction management of heavy civil and public works projects in traditional bid-build and design-build contracting methods of delivery. This has included on-site positions of Project Engineer and Project Manager on major bridge and locks and dam projects. Work has included both marine and land construction.
Has held lead and chief estimating positions in this field as well. Projects have included major bridge structures including segmental and cable-stayed, lock and dam, transit and hydropower. Projects were estimated and constructed as basically general contractor self-perform with only specialty subcontracting.

EDUCATION
Education

REGISTRATION / CERTIFICATIONS
Registrations

RELEVANT EXPERIENCE

Sarah Mildred Long Bridge, Kittery, Maine
Lead Cost Estimator on this project where HDR has been selected by Maine DOT as the Independent Cost Estimator on this new construction of a lift bridge crossing between Maine and New Hampshire. Tasks will include Cost and Schedule at various levels of design for comparison to the selected contractor's estimates. Also involved in risk assessment and Value Engineering on this $160M project. Project is now in the 60% design status.

Harper Street Asphalt Plant, New York City DOT
Developed cost estimates and constructability reviews included in a comprehensive study to replace and existing asphalt plant and associated infrastructure including a wharf at this facility in Queens, NY.

Queens Midtown Tunnel, New York City
Developed detailed engineers cost estimate of major rehabilitation including work related to Hurricane Sandy damage.
RFK Bridge, New York City
Developed detailed engineers cost estimate of major rehabilitation of Manhattan Approaches of this major NYC river crossing. Estimate included take-off and pricing of structural and civil components of this complex staged project.

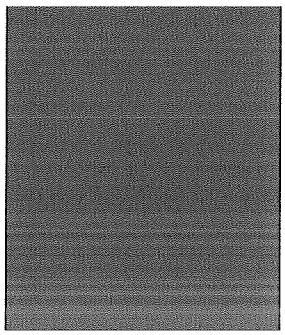
Bayonne-Battery Tunnel Rehabilitation, New York City
Developed detailed engineers cost estimate of major rehabilitation including work related to Hurricane Sandy damage. This included review and comments of an existing estimate completed by others. Our work included developing detailed costs of major items for review and comparison.

Bayonne Bridge Navigation Channel Project Port Authority New York & New Jersey. Cost Estimator as owner's consultant as various phases of design for this Project. Work scope consists of major steel renovations of this historic arch bridge to raise the roadway 65 ft allowing the passage of larger ships. The raising requires new approaches on both sides which are precast segmental superstructure. All work to be done while maintain traffic on the bridge with minimal interruption and closures. Participated in VE workshop in the early design phase and Rick Assessment.

Mountain View Corridor Project, Salt Lake City, Utah.
HDR is selected as Program Manager for this major new highway construction for the Utah Department of Transportation. Duties included developing owner's estimates used in negotiations with a selected Joint-Venture contractor to agreement on a CMGC contract. Other duties include risk assessment workshops, constructability issues and construction scheduling. Program value is $700M current, with construction cost $250M.

Tanana Railroad Bridge Crossing, near Fairbanks, AK
HDR is the Program Manager for this major levee and bridge for the Alaska Railroad Corporation. Duties are similar to the Mountain View project including estimate preparation at various levels of design, risk assessment, construction issues and scheduling. Project consists of 3,400 ft of bridge crossing this seasonal flow river founded on large diameter steel pile with a steel superstructure. Construction cost $200M.

Golden Gate Bridge Seismic Retrofit, San Francisco, CA
Cost estimating and critical path scheduling of major retrofit of the North Anchorage House and North Pylon. Work to be accomplished within restricted work times and under traffic conditions. Future work to include same tasks



for the main span seismic retrofit. Contact Information: Construction cost-various jobs $20M to $250M.
Cost, schedule and constructability studies related to type selection for this major river crossing. Worked with design group on costing various alternates and construction issues. Also included Cost Risk Assessment workshop. Ongoing, construction cost $4B.

Perris Valley Line, California Cost Estimating and Validation
Detailed cost estimating, scheduling and constructability analysis of this Commutor Rail Extension in Southern California. Estimates developed from 90% design drawings and required to verify funding requests. Participated in CRAVE study to validate estimate of program manager and manage risks and further cost development.
Point Bonita Lighthouse Bridge
Engineers estimate for CFLHD for their use in negotiating a construction contract with selected construction contractor.

Non-HDR Project Experience.
Illinois Department of Transportation, Mississippi River Bridge Substructure, St. Louis Area. Project Engineer on-site 3 years. This was the substructure contract for a major river crossing. Construction cost $30M at that time.

Louisiana Department of Transportation, Cross Lakes Bridge Project, Shreveport, LA. Project Engineer/Project Manager for this $30 million (1983 dollars) project consisting of the complete construction of a two-mile bridge over a shallow lake.

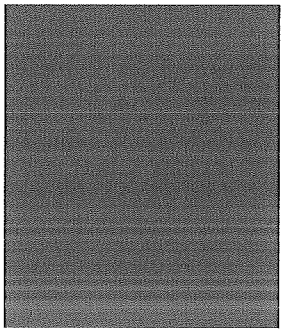
U.S. Army Corps of Engineers, Braddock Locks and Dam Replacement, Pittsburgh, PA Area. Chief Estimator and Project Manager for this $107 million (2000 dollars) project consisting of a new gated lock on the Monongahela River near Pittsburgh, PA.

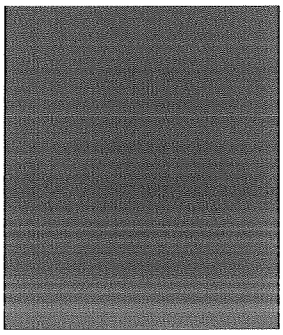
U.S. Army Corps of Engineers, Oliver Lock and Dam Replacement, Northport, AL. Estimator and Project Manager for this $73 million (1988 dollars) project consisting of the new construction of a navigation lock and spillway dam on the Black Warrior River.

Ohio Department of Transportation, Maumee River Bridge, Toledo, Ohio. Chief Estimator for contractor selected for this $220 million project consisting of a signature cable-stay bridge with precast segmental approaches crossing the Maumee River.

Woodrow Wilson Bridge, Washington, DC.
Chief estimator for contractor bidding the three major projects of this signature bridge project. Projects included segmental approaches and major steel bascule lift spans.

Hoover Dam By-Pass Bridge, Arizona-Nevada
Chief estimator for contractor bidding this Project, completed estimate and management decision was to not bid.
Contractor Estimating Pursuits, Various hard money estimate pursuit of mass transit and other heavy-civil projects including tunnels, cut-cover subway and stations, bridges and locks and dams. Projects were programs in San Francisco, Los Angeles, Buffalo, Atlanta, New York City, Boston, Baltimore, Washington D.C. and various rural locations on a national level.





MICHAEL D. DIGREGORIO, PE

Senior Estimator / Project Controls

Michael DiGregorio is a senior cost estimator within the project controls group at HDR and recently concluded his role serving as Cost Lead on the Columbia River Crossing (CRC) project in Vancouver, WA. In this role, Mr. DiGregorio was responsible for developing the cost estimating strategy and managing its implementation program-wide throughout the life of the project. Prior to this assignment, Mr. DiGregorio served within the project controls group in delivery of the Mountain View Corridor (MVC) Project in Salt Lake City, Utah where he took on various project controls responsibilities in addition to his on-going cost estimating duties. In particular, he developed a parametric tool used to estimate budgetary costs associated with significant scope expansions as well as future phases of work. He developed Utrack™, a GIS-enabled software package used to manage budget and schedule for over $65 million in utility relocations including over 475 individual utility conflicts negotiated thru 150 agreements with 28 different utility owners.

EDUCATION
M.B.A., Finance, Loyola Marymount University, 2001

B.S., Civil Engineering, University of Utah, 1999

REGISTRATION / CERTIFICATIONS
Professional Engineer, Utah

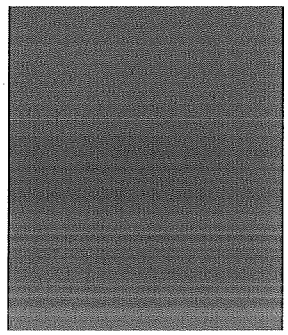
RELEVANT EXPERIENCE

Massachusetts Bay Transportation Authority, Green Line Extension, Independent Cost Estimator
The Green Line Extension project is an initiative of the Massachusetts Department of Transportation (MassDOT) and the Massachusetts Bay Transportation Authority (MBTA). This project will extend existing MBTA Green Line service from a relocated Lechmere Station in East Cambridge to Union Square in Somerville and College Avenue in Medford.
Mr. DiGregorio provided independent cost estimating services for this project. His responsibilities included analysis of estimates prepared by PM and CMGC project teams to determine reasons for cost differentials. $1 Billion | 03/2014 - 04/2014

NYC MTA Bridges and Tunnels, Hugh L. Carey Tunnel Restoration Project, Independent Cost Estimator
The Hugh L. Carey Tunnel (formerly Brooklyn Battery Tunnel) is just over 9,100 foot long from portal entrance to portal entrance and consists of twin tubes each with 2 lanes, providing 4 lanes of vehicular traffic connecting the BQE with Lower Manhattan and the West Side Highway at the Battery. The HLC Restoration Project provided environmental cleanup, leak repair and other renovations/ upgrades as a result of damage caused during hurricane Sandy.
Mr. DiGregorio provided independent cost estimating services for this project. His responsibilities included analysis/validation of estimates prepared by engineering subconsultant. | 03/2014 - 04/2014

Maine Department of Transportation, Sarah Mildred Long Bridge Replacement Project, Independent Cost Estimator
The Sarah Mildred Long Bridge, built in 1940, provides a regional link between Maine and New Hampshire over the Piscataqua River, and is the critical back-up route in case of disruption on the Interstate 95 Bridge. SML carries crucial commercial traffic along the US Route 1 Bypass including movement of people and goods to the Navy Shipyard in Kittery that employs 4,200 workers. The SML Replacement Project is a joint venture between the Maine and New Hampshire Departments of Transportation, with MaineDOT serving as the lead.
Mr. DiGregorio served as Independent Cost Estimator for this project. In this role, he was responsible for quantity take-off and reconciliation, and preparation of various portions of the production-based estimate. $170 Million | 11/2013 - 04/2014

Tualatin Valley Water District, 124th Avenue Water Line Construction, Cost Estimator
Based on projected population growth and to help sustain Washington County's expanding economy, Tualatin Valley Water District (TVWD) will require an additional source of supply around the year 2025. In support of this demand, TVWD is proposing approximately 2.2 miles of 72" steel water transmission pipeline that would eventually be connected to the Willamette River Water Supply System. This pipeline would be constructed in coordination with the County's proposed roadway construction generally along the alignment of SW 124th from the southern portion of the City of Tualatin to SW Tonquin Road near the northern city limits of the City of Wilsonville.
Mr. DiGregorio served as cost estimator for this project and was responsible for developing



contractor-style cost estimates at 30% and 60% levels of design. $10 Million | 11/2013 - 02/2014

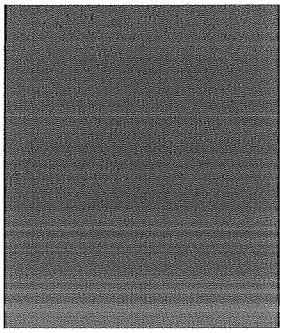
Washington/Oregon Department of Transportation, Columbia River Crossing, Cost Lead The Columbia River Crossing (CRC) is a transportation project jointly owned by the Oregon Department of Transportation (ODOT) and the Washington State Department of Transportation (WSDOT). The transit portion of the CRC project is sponsored by TriMet and C-TRAN with the Federal Highway Administration and Federal Transit Administration providing federal oversight. The CRC project was developed to improve safety and congestion in the five-mile segment of I-5 between SR 500 in Vancouver and Victory Boulevard in North Portland. CRC planned to replace the Interstate Bridge over the Columbia River, improve five miles of I-5, extend light rail to downtown Vancouver and improve bicycle and pedestrian facilities. Mr. DiGregorio served as cost lead for the CRC project and was responsible for developing and implementing the cost estimating strategy program-wide. In this role, he conducted an independent review of the existing program estimates, developed relationships with various local, state and federal agencies, managed the preparation of program estimates in preparation of FFGA submittal, and created a plan by which the program would prepare cost estimates for various construction packages throughout construction. $3.2 Billion | 02/2013 - 03/2014

Iowa Department of Transportation, Council Bluffs Interstate System Improvements Project The CBIS Improvements project is a multi-million dollar effort focused on improving Interstates 80, 29 and 480 within the Council Bluffs metropolitan area. It is intended to improve mobility throughout the region by upgrading approximately 18 miles of mainline interstate (I-80, I-29 and I-480) and 14 interchanges (three interstate-to-interstate and 11 interstate-to-local street); thus improving the condition of the roadways, reducing traffic congestion and crashes, and adding capacity. During September 11-14, 2012, Iowa DOT sponsored an Accelerated Construction Charrette. The goals of the charrette were to evaluate constructability, schedule and overall approach to Segments 2 and 3 of the CBIS Improvements project, and generate strategies and scenarios to deliver the project with the least impact to the traveling public and in the least amount of time. As facilitator, HDR Engineering, Inc. led a team of industry experts through a rigorous process to develop staging and phasing scenarios along with strategies for accelerating the project schedule for these segments.

Prior to participation in the charrette, Mr. DiGregorio conducted a preliminary constructability/schedule review of the baseline approach. Through this effort he identified various strategies that could save up to 2 years off of the baseline schedule. During the charrette, he worked with DOT and other team members to refine the initial concept to identify up to 4.5 years of schedule savings in comparison to the baseline schedule. Following the charrette, Mr. DiGregorio prepared a report to summarize the process and results for the Iowa DOT. More recently, Mr. DiGregorio has been tasked with helping the DOT develop a monthly report to document the progress of the project as it moves forward. $1.05 Billion | 09/2012 - 12/2012

Freeport-McMoRan Tenke Fungurume Mine, Tailings Storage Facility Pump Station & Pipeline, Democratic Republic of the Congo, Cost Estimator. The Tenke Fungurume Mine is a 1,600 square kilometer facility used to mine copper and cobalt at a location between the towns of Tenke and Fungurume in the DRC. In 2010, Freeport-McMoRan planned to expend the tailings storage facilities and contracted HDR to design the tailings pump station and pipeline for tailings transport to the expanded storage facility. Mr. DiGregorio prepared the engineers estimate for this project. $5 Million | 07/2012

Utah Department of Transportation, Mountain View Corridor Project, Salt Lake City, UT. Independent Cost Estimator/Project Controls.
The Mountain View Corridor (MVC) is a planned freeway, transit and trail system in western Salt Lake and northwestern Utah counties, serving 13 municipalities in the project area. The MVC will have phased implementation by building infrastructure for initial needs and gradually expanding systems over time. Initial construction includes building two lanes in each direction with signalized intersections where future interchanges will be located. Future construction will build out the remainder of the corridor by adding interchanges and more lanes to achieve a fully functional freeway. Currently, 15 miles of the 35 mile corridor are under construction with a construction value of $230 million. UDOT is utilizing Construction Manager/General Contractor (CMGC) delivery method to deliver the project. The total program value is estimated at $730 million which includes



Trooper Shaw

Senior Estimator

Mr. Shaw has more than 40 years of construction experience and possesses strong skills, especially in the areas of electrical/instrumentation and controls estimating. His experience includes field project management, detailed and conceptual estimating, functional scheduling, cost monitoring, change management, and purchasing. Mr. Shaw also has had practical experience in safety and total quality management. His systems applications experience spans Timberline and other estimating systems such as Microsoft Office/Project, and Primavera, and SureTrak.

EDUCATION
Bachelor of Arts, North Texas State University, Denton, Texas, 1976

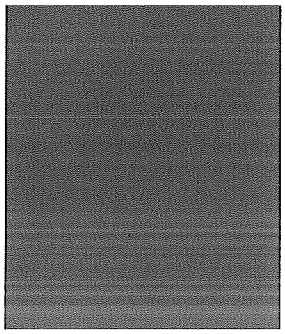
RELEVANT EXPERIENCE

Charlotte Area Transit System (CATS), North Corridor Commuter Rail, Charlotte, NC. Estimating Support. HDR is the prime consultant for the design of track stations, grade crossing improvements and structures to support the implementation of the North Corridor Commuter Rail project. This role will also require railroad coordination with Norfolk Southern Railway.

Regional Transit Authority, New Orleans Streetcar Expansion EA/PE, New Orleans, LA. Estimating Support. HDR was hired to complete this Environmental Assessment and Preliminary Engineering (EA/PE) project. HDR worked intensively with FTA Region 6 and HQ environmental and planning staff to expedite reviews and compile documentation of the EA for the TIGER-funded streetcar line within 9 months after NTP.

75th/Grandview, 95th/Nall Traffic Signal Designs, Overland Park and Merriam, KS. Estimating Support. HDR designed traffic signal replacement installations at two intersections in Overland Park: 75th/Grandview, 95th/Nall. 75th Street/Grandview Street serves the southeast entrance to the Shawnee Mission Medical Center. The northern portion of the intersection is in the City of Merriam, so the signal design required review and approval by that agency as well. 95th Street/Nall Avenue is the intersection of two important arterials. District of Columbia Department of Transportation (DDOT), Streetcar Program Management. Senior Estimator. HDR is serving as the prime consultant on a multi-disciplinary team to provide Program Management for implementation of the DC's 37-mile streetcar system to supplement existing Circulator bus, Metrobus and Metrorail services connecting neighborhoods and key areas in Washington, D.C. The program management scope includes a variety of disciplines and activities including planning and environmental review, design engineering and construction management, vehicle procurement (including new wireless technologies), strategic communications, federal coordination, and legal review of enabling legislation.

Kansas City Streetcar Final Design. Senior Estimator Kansas City's downtown area has been experiencing an urban revitalization and new, modern transit service is needed to connect employees, residents, and visitors to the ever-growing list of destinations in the corridor. The area within two blocks on either side of the streetcar route is home to 65,000 employees and 4,600 residents. More than 10,000,000 people annually visit destinations of interest in the corridor. Within less than two years from the start of the HDR's Alternatives Analysis for this project, the HDR team has advanced the project through the planning process and into final design at a record pace. HDR successfully modified the design within a constrained budget, while maintaining key project features.



Imad Danial, PE

Office Engineer

Mr. Danial is a civil engineer with experience in construction inspection, structural analysis and design. He has extensive computer skills that facilitate his duties as an office engineer, construction inspector or resident engineer.

EDUCATION

Master of Science, Computer Sciences Majors, Fordham University, 2000

Bachelor of Science, Civil Engineering, Manhattan College, 1998

REGISTRATIONS

Professional Engineer, New York

PROFESSIONAL MEMBERSHIPS

American Society of Civil Engineers (ASCE), Member

Structural Engineers Association, New York Chapter (SEAoNY), Member

RELEVANT EXPERIENCE

LIRR, Bridge Line Structural Rehabilitation and Replacements, System-wide Bridge Inspection Study program, Hillside, NY. Mr. Danial served as Project Manager on number of projects, including supervising contractors and in house departments performing Bridge rehabilitation, waterproofing and replacements. Duties include budget management and tracking, daily and monthly reports review, Invoices review and processing, organizing meetings with LIRR departments and contractors meetings.

Neptune Regional Transmission System, Upland Cable Construction, Long Island, NY
The project involved installation of approximately 12 miles, 600 megawatt line a nine-inch trio of cables packed in petroleum - along the northbound side of the Wantagh Parkway in the right side shoulder; the cables connected Pennsylvania-Jersey-Maryland Grid to LIPA. The pipe was drilled under bridges using Horizontal Directional Drilling (HDD) Technique and was laid in trench between HDD drills. HDR was retained by Prysmian to provide Construction Inspection Services responsible to the NYSDOT, as required by the highway work permit. Mr. Danial was a Senior Inspector on the project with the following responsibilities: Coordination between client/contractor/ DOT/Independent Environmental inspectors; Inspection of MPT in accordance with design plans and MUTCD; Inspection of environment protection measures, silt fence, and hay bails etc.; Inspection of HDD operations; Inspection of High Density Polyethylene (HDPE) pipe fusing operations; Inspection of trenching operations, including measurement and recording of concrete backfill materials and Observation of general site safety, construction vehicle movement etc. Wrote Inspectors Daily Reports (IDRs). ($600M, 2005-2007)

NYCDOT, Reconstruction of 11th Avenue Viaduct Over LIRR & Amtrak West Side Yard, New York, NY
Mr. Danial was a Design Engineer for rehabilitation of the existing steel girder viaduct structure that spans the LIRR west side yard. This project included replacement of the existing steel rocker bearings with friction pendulum bearings to reduce seismic loading of the existing substructure to avoid the complication of foundation retrofitting within an active rail yard. (2006-2007)

NYSDOT, Cross Westchester Expressway Route I-287 Stage 2 2A, Region 8 - Poughkeepsie, NY
Mr. Danial assisted in both the design and detailing of both steel and prestressed New England Bulb-Tee superstructures. He also assisted in designing and detailing concrete soldier pile and lagging noise barrier walls and retaining walls. These designs included examination of the seismic requirements of the proposed structures. He provided construction support services by responding to requests for information and reviewing shop drawings.

NYSTA , Third Lane Study Project
Mr. Danial was involved in the over and underpasses inspection of the New York State Thruway between exists 16 (Harriman) and 18 (New Paltz). The inspection involved structural stability and integrity of the Thruway bridges if an additional lane is to be added to the roadway in each direction, also analyses were done on minimum clearance requirements by AASHTO for all underpasses. (2002- 2002)

NYSTA, Woodbury Toll Barrier - Highway Speed E-ZPass. The purpose of this project was to implement highway speed E-ZPass at the Woodbury Toll Plaza on the New York State Thruway in Harriman. Mr. Danial

assisted in the design of numerous retaining walls throughout the project limits and the modification of existing overpass bridge scuppers. The retaining walls included barrier walls, T-Walls and 2 soil nail walls immediately adjacent to existing pile supported abutments. Mr. Danial is currently providing construction support services by responding to requests for information and reviewing shop drawings.

PANYNJ On-Call Traffic Engineering Services, *NJ, NY*
Study of traffic patterns and congestion levels in vicinity of the entrances to the Lincoln and Holland Tunnels in NYC. Tasks included field data collection, review and evaluation, traffic analysis, and development of remedial measures.

PANYNJ, Electrical Conduits, LaGuardia Airport New York, Flushing, NY
Mr. Danial was involved in structural rehabilitation work on the 2,000-foot runway extensions at LaGuardia Airport. He was involved in the design and detailing of supports for conduits carrying runway lighting power and control lines to be suspended below the concrete deck and the associated in-deck pull boxes. (2001- 2001)

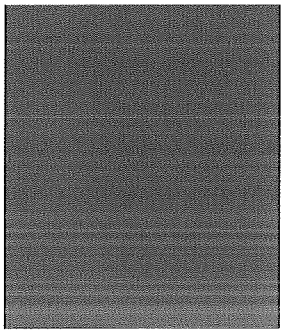
PANYNJ, Extended Runway Structural Inspection, LaGuardia Airport, Flushing, NY(July 2003- Present)
Mr. Danial is involved in structural rehabilitation work on the 2,000-foot runway extensions at LaGuardia Airport. The runway structures are pile supported and composed of prestressed, post-tensioned concrete I-girders and deck panels. He was involved in the structural rehabilitation for the entire runway extensions including piles, pile caps, edge beams, girders and deck panels. (2003- On-going)

PANYNJ, George Washington Bridge Elevators Masts Inspection, New York, NY
Mr. Danial was involved in the GWB elevator tower mast inspection. The masts are located on the north and south side of each elevator. The elevator drives on these masts with grooved gears that fit into the masts. This inspection was very critical for safety concerns. (2001- 2001)

PANYNJ, George Washington Bridge Maintenance Travelers Inspection, New York, NY
Mr. Danial was involved in the structural inspection of under-bridge travelers supporting system. The four full bridge width travelers run on two castellated tram rails suspended from the lower level floor beams on hanger assemblies with hold down springs to prevent excessive vibration. The tram rail inspection requires examining thousands of feet of fracture-critical weld. (2001- 2001)

RFK (Triborough) Bridge and Tunnel Authority (TBTA), Randalls Island, New York, Pedestal Replacement and Ramp Support, GFM-474-WO19
The project includes two parts: 1. An emergency shoring of reinforced concrete structure ramp from the Bridge to upper east side (125th street), the contractor installed 12X12 timber columns with steel bracing system, anchored onto a timber mat over compacted clean soil-aggregate/ crushed gravel. The system was used to jack the structure, then shims where installed to prevent any future structure movement. 2. Replacement of 59 pedestals around various locations of the structure. Mr. Danial is in charge of handling arrangements with contractor and sub-contractor throughout the project. The pedestal repair involves: jacking the structure on both sides of each pedestal at midpoint of diaphragms underside, MPT for traffic diversion from area to be lifted, carefully demolishing concrete pedestal, cleaning and painting existing dowels or installing new doweas if necessary and installing ties to complete pedestal cage. The bridge stringer bearings are being removed, refurbished, painted and reinstalled. Installing formwork and pouring new concrete pedestals, allowing full cure, then carefully removing the temporary supports and applying sealant protection to the new concrete pedestal. Writing Inspectors Daily Reports (IDRs). (2008-On-going)

TBTA, CI Services for Project GFM-454 on As-Needed Basis, Various Locations, NY
Inspection of pedestal repairs at the Triborough (Robert Kennedy) Bridge.



Lindsay Maguire, PE

Office Engineer

Lindsay Maguire is a Civil Engineer whose skill set includes: project management, civil structural design, earthwork analysis, site development design, site and roadway grading, utility distribution networks and stormwater best management practices. She has been involved in many stages of project design from master planning to the preparation of construction documents. Lindsay is proficient in a number of engineering software applications including AutoCAD, Bentley InRoads, StormNET, Auto Track and gINT, and is also experienced in using MicroStation and Adobe Illustrator.

By merging her experience with project management and civil structural design, Lindsay is able to reach innovative solutions for small and large scale designs.

EDUCATION
Bachelor of Civil Engineering, Civil Engineering, State University of NY Buffalo, 2008

REGISTRATIONS
ISI Envision Sustainability Professional

Professional Engineer, California, New York

PROFESSIONAL MEMBERSHIPS

U.S. Green Building Council (USGBC), New York

Women's Transportation Seminar (WTS), New York, WTS Communications, 2011-Present

Women's Transportation Seminar (WTS), New York, WTS Professional Development Committee, 2011-Present

RELEVANT EXPERIENCE

NYCT, Installation of ADA Elevators at 57th Street Station, New York, NY. Civil Engineer. Ms.Maguire is the civil engineer in charge of relocating all utilities which conflict with the proposed mezzanine elevator extension under 7th Avenue which will include two new elevators.

NYCT, Flood Mitigation and Resiliency at the 148th and 207th Street Yards and Portals, New York, NY. Civil Engineer. Ms.Maguire is leading the consulting team effort for the facility assessment, field reporting and quantity estimates for the damage done to the two transit yards from SuperStorm Sandy. This also included video inspection and cleaning of all internal yard pipes and DEP combined sewers.

LIRR, Nostrand Station Rehabilitation | Brooklyn, NY. Civil Engineer. Ms.Maguire is responsible for obtaining utility agency signoffs and NYCDOT permits to narrow Atlantic Avenue by LIRR Nostrand Station in Brooklyn. Civil scope entails relocating several utilities, redesigning new curb and roadway alignments, and rerouting drainage around the proposed infrastructure.

Aviation: Terminal 4 Redevelopment, JFK International Airport, Jamaica, NY, USA
Ms.Maguire was responsible for rerouting and upgrading existing utilities to comply with PANYNJ regulations and to meet construction demands, as well as creating profiles, details, and plans for all utilities through design phase. Project scope included planning and design of approach roadways, curbs, pedestrian routing and parking.

Commercial Property: Hunter's Point South, Long Island City, NY
Ms.Maguire was responsible for grading and design of an 11-acre waterfront park as well as producing plans, profiles and details for the park and infrastructure portion from schematic design through construction documents. This included support for roadway and utility design by creating existing, excavation and design surfaces, as well as utility pipes in InRoads for coordination with other disciplines, and meeting a number of requirements for various NYC agency guidelines. Hunter's Point South is a proposed mixed-use middle-income housing development on reclaimed industrial ground situated on approximately 30 acres.

Government: NYS2100 Commission, New York, NY USA
Ms.Maguire was Insurance consultant for New York State to define policies within the insurance, consumer and sovereign risk industries to make New York State more resilient. Created matrix weighing recommendations for cost, feasibility and length of time to assess the overall resiliency impact on New York State. He produced report to NYS Governor highlighting insurance opportunities that had been discussed and developed over a two month long brainstorming period.

Highways: Metropolitan Transit Authority (MTA) Bus Depot, New York, NY
Ms.Maguire was responsible for utility coordination and vehicle manipulation with AutoTrack and preparing plan and detail drawing set. Tender bid design scope for design of a new 400,000ft2 bus depot on a 130,000ft2 parcel of land.

Hotels and Leisure: Kampgrounds of America, Newburgh, NY
Ms.Maguire designed alternative stormwater treatment processes to best accommodate client, landscape and meet NYSDEP guidelines. Earthwork volumes balanced to cut construction costs by providing alternate parking layouts. Campgrounds site expanded for Recreational Vehicles parking.

Plot F3, Songdo, South Korea
Ms.Maguire was a Graduate Geotechnical Engineer for design of 5-level deep basement in recently reclaimed land, which is the deepest proposed in the new Songdo city. Assisted Design Engineer with proving capacities of ground anchor test program to justify use of cheaper bottom up construction method.

Project Beethoven, San Antonio, TX, USA
Ms.Maguire was Water Engineer for an innovative and highly sustainable design of a new 183,000ft2 corporate headquarters aiming to achieve LEED Platinum and includes a low impact development site design, a series of manmade lakes and a comprehensive sustainable stormwater management plan. Responsibilities included design of bio retention areas, sand filters, porous pavement, xeriscape swales and cascading channels using StormNET to model the systems, rain data, and topography. Also designed structural retaining walls located along parking lot.

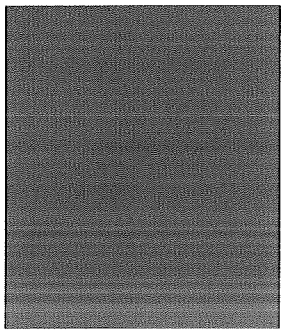
Rail: Fulton Street Transit Center, New York, NY
Ms.Maguire was responsible for the multidisciplinary project design team including the sub-consultant architects. Arup is lead consultant for the project, providing overall planning, design and project management. As one of the busiest underground interchanges in New York City, the center's six interlinked stations now serves nine subway lines and 750,000 passengers per day. The design aims to rework Fulton Street into one streamlined Transit Center with the potential to serve twelve subway lines. Plans included a new station entrance building at Broadway and Fulton Street plus a pedestrian concourse linking to the World Trade Center site.

Resources and Waste: Fresh Kills Landfill Master planning Design, Staten Island, NY
Ms.Maguire assisted in the design of highway alignment and CAD support. Conceptual design phase for a park road system providing access to the former landfill site developed according to the master plan in Staten Island.

Toronto-York Spadina Subway Extension, Toronto, ON, Canada
Ms.Maguire was responsible for the design of two new underground stations at York University and Vaughan Corporate Center for the extension of the subway line. Underground station includes the design of piled retaining wall to support a 23m deep excavation. He contributed to comprehensive desk study, analyzed ground investigation data and importing information into gINT program for illustrating ground conditions.

Van Buren Land Port of Entry, Van Buren, ME, USA
Ms.Maguire was responsible for earthwork balances, roadway alignments and signage and pavement details. Existing 21 acre US Land Port of Entry site to expand and accommodate larger traffic flows between St. Leonard, New Brunswick, Canada and Van Buren, Maine.

Water: Culvert Crossing, Newburgh, NY
Ms.Maguire designed vehicle culvert crossing and provided assistance in updating current dam to meet required 100-year storm event. Client needed crossing over floodplain to reach residence.



Tawana Nicholson

Senior Inspector

Tawana Nicholson has over twenty years experience in construction inspection.

EDUCATION
NICET IITransportation Eng. Technology

RELEVANT EXPERIENCE

NYCDDC, Chandler Street, Queens, NY. Senior Inspector. HDR provides Resident Engineering Inspection Services for the construction of sanitary sewers, storm sewers, water mains and wetland restorations in various streets in including Chandler Street and Battery Road in Far Rockaway, Queens. The scope of the work includes the replacement of an existing outfall with a double barrel storm water outfall which will discharge from the north end of Chandler Street into Mott Basin which then flows into Jamaica Bay. Restoration for temporary construction related impacts to the adjacent wetlands. Restoration for permanent wetland impacts in the Beach 88th/94th and at Beach 88th Street and Beach Channel Drive.

NYCDDC , Milling and Paving in Brooklyn & Queens, NY. Inspector for milling and paving operations including maintenance and protection of traffic and quantity measurements.

NYCDDC, Reconstruction of Jamaica Avenue Area, Queens, NY. Project involves Resident Engineering Inspection services for the reconstruction of this commercial and residential neighborhood of Jamaica, Queens. Previously, the project area was inadequately drained and subject to flooding. In addition, existing sanitary sewers are undersized and existing water distribution system is also undersized, old and unlined. The project included the reconstruction of the streets, installation of new storm drainage system, sanitary sewers and water mains within the project limits. ($24M) Completion Date: 2006-Present.

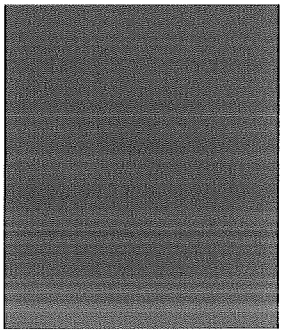
SE-774 Reconstruction of Combined Sewers in Fort Hamilton Parkway from 92nd Street to 99th Street, Brooklyn, New York NYDDC (2005-2006). The project involves the reconstruction of pavement, curbs and sidewalks as well as the installation of new combined sewers (several of which required microtunneling), water mains, street lighting and signage. Project streets are undergoing major excavation and deep trench work that employs sheeting and cross-bracing. ($9M)

NYCDDC, Construction Inspector for the SE-774 Reconstruction of Combined Sewers in Fort Hamilton Parkway from 92nd Street to 99th Street, Brooklyn, NY. The project involves the reconstruction of pavement, curbs and sidewalks as well as the installation of new combined sewers (several of which required microtunneling), water mains, street lighting and signage. Project streets are undergoing major excavation and deep trench work that employs sheeting and cross-bracing.

HWK614C Reconstruction of Bergen Avenue Area, Brooklyn, NY. Inspector for curb, sidewalk and roadway construction including signage and concrete testing.

NYCDDC, Milling and Paving in Brooklyn & Queens, NY. Inspector for milling and paving operations including maintenance and protection of traffic and quantity measurements.

Painting of Eight Bridges at various Locations between St Clair Place and Dyckman Street, New York County. Inspector Trainee for Class "A" containment for abrasive blasting of steel surfaces and checking preparation to SSPC VIS 1-89 Visual Specifications for Abrasively Blasted Steel.



Andre Costan

Inspector

Mr. Costan has 5 years experience in Construction Inspection of complex infrastructure projects. beginning his career as part of the hJoint Urban Manpower Program (JUMP), he has steadily increased his experience and knowledge regarding inspection of new construction. Over the last 2 years he has worked around LIRR operations on the Roslyn Road Grade Elimination project.

EDUCATION

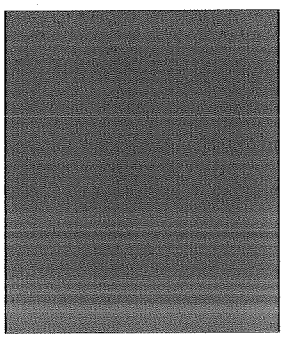
Diploma, New York City Tech. College (Degree not complete)

Degree, Computer Science, State University NY Binghamton (Degree not complete)

RELEVANT EXPERIENCE

Construction Inspection on the Long Island Expressway Capacity Improvement Project (Exits 37-40) - NYSDOT. (2002-2005)
The project purpose was to ensure conformance with contract plans and specifications. Responsibilities included inspection of pavement, retaining walls, noise barriers and bridge construction, drainage and sewer installation, fence and guiderail installation, electrical work, landscaping and preparation of daily inspector reports. (2002-2005)

Roslyn Road Grade Separation, Village of Mineola, New York - NYSDOT. (2005-Present)
HDR|Daniel Frankfurt is providing construction inspection services for a project to construct a grade separation of Roslyn Road and the Long Island Rail Road mainline tracks in the Village of Mineola. Roslyn Road is re-located to the west of the existing road while being depressed under the Long Island Rail Road tracks. Traffic is maintained on the existing alignment while the construction is done on the new alignment. Furthermore, railroad traffic is maintained at all time with interruptions except for a weekend shutdown where the new steel thru-girder bridge was rolled-in and rail operations restored for Monday morning peak. The work on this contract requires a temporary structure to support the Long Island Rail Road tracks during the construction of the new roadway. (2005-Present)



Leonard Gitelman

Senior Inspector

Leonard Gitelman has over 8 years experience in inspection new water mains, sewer lines, deep excavations and sheeting, in-place concrete placement & testing, concrete curb placement and Maintenance and Protection of Traffic. Leonard is currently working on a $26M NYCDDC construction project for the Rehabilitation of Jamaica Area Streets, which includes the installation of new water mains, placement of sewer lines and rehabilitation of existing streets and sidewalks. He was also involved with other HDR/DF projects including a $36M NYCEDC construction Rehabilitation of Lower Building Slab and Patio Repair at 25 & 45 Sutton Place South over FDR Drive; $24M NYCEDC Reconstruction of Springfield Gardens Residential Area. Leonard has a Bachelor of Science degree in Electra-Mechanics and certified by NICET and ACI as a Construction Material Testing for Concrete.

EDUCATION
Bachelor of ScienceElectro Mechanical, 1985

RELEVANT EXPERIENCE

Municipal Testing Laboratory
Responsibilities included: Identification, examination and acceptance of construction materials used in the field. Analysis of structural and architectural contract and shop drawing for contract confor-mance and NYC Codes compliance. Inspection of all types of masonry and concrete works. Reinforcement, sampling and testing of freshly-mixed concrete placing, finishing, jointing, curing and protection in accordance with ACI, ASTM, BIA, and contract documentation requirements; Inspection of structural steel including fireproofing, Soil inspection including nuclear test method using TROXLER #3440 Gauge. Mr. Gitelman prepared written test records and inspection reports; and conducted training of new employees. Projects:

For SCA: PS 233 Brooklyn, NY - $8M, 2001-2002; PS 248 Brooklyn, NY, $4M, 2002; Public Schools in all Brooklyn Boroughs

For SCC: East Sachem High School, NY, $44M, 2002-2003

For DCI DANACO: 126 Street and 146 Street Bus Depot, Manhattan, NY; Plum Island, NY Power Plant, $29M, 2002

For DEP: Paerdegat Basin Plant, Brooklyn, NY, $120M, 2003

NYCDDC, City - Wide Testing Inc., Cropsey Avenue Trunk Main
Responsibilities included: Inspection of Catch Basin; Manhole; Sidewalk; Water Main; Sewer and Concrete Base Installation. Soil inspection including nuclear test method using TROXLER #3440; 3430; 3411 Gauges. Mr. Gitelman prepared written test records and inspection reports, and conducted training of new employees. ($13M)

NYCDDC, Reconstruction of Jamaica Avenue Area, Queens, NY. Project involves Resident Engineering Inspection services for the reconstruction of this commercial and residential neighborhood of Jamaica, Queens. Previously, the project area was inadequately drained and subject to flooding. In addition, existing sanitary sewers are undersized and existing water distribution system is also undersized, old and unlined. The project included the reconstruction of the streets, installation of new storm drainage system, sanitary sewers and water mains within the project limits. (2006-On-going, $24M).

NYCEDC, Fulton Avenue Streetscape Resident Engineering Services, Brooklyn, NY. The project involves resident engineering services for this very limited access street with heavy bus traffic and pedestrians. Strict adherence to Safety and the M&PT provisions and OCMC traffic stipulations, and installation of temporary pedestrian barrier, use of flag persons to protect pedestrians, and workers while maintaining traffic movements as well as NYCT coordination are major elements of the work.

NYCEDC, The Reconstruction of Springfield Gardens Residential Area, Contract 1900011, ase A, Queens, NY. Construction Inspection for excavations, deep trenching and sheeting for installation of sewers in a residential Springfield Gardens neighborhood. Work involved new storm sewer system, sanitary sewers and water mains, in-situ sewer lining, and new streets/sidewalks upon completion of underground installations. Adhered to Quality Assurance protocol for approval of materials

and acceptance of field work, overseeing soil compaction testing and field testing for concrete air, slump, and sample cylinders. Monitored M&PT to assure compliance with requirements regarding maintaining safe and efficient traffic flow around work sites, use of temporary barrels, cones, pedestrian fencing, trench sheeting, with protective railing and 12 x 12 curb, and orange fencing around equipment and stored material. (2004-2006, $24M)

Martin Thompson

CADD

As Senior CADD Operator, Mr. Thompson has nearly 20 years of experience in drafting/ CADD. He is thoroughly knowledgeable on all aspects of CADD - including the implementation, maintenance, and filing, as well as the proper representation and specifications of all drawing types. Responsibilities include supervising workflow, reviewing CADD quality, and assisting the Project CAD Manager in the production of all deliverables at submission of project.

RELEVANT EXPERIENCE

Empire Sate Development Corporation, Queens West Stage 4 Streets, Infrastructure and Waterfront Park
Mr. Thompson coordinated CADD operations for this project. HDR is leading a multi-disciplinary team for providing all of the engineering, architecture and landscape design for a waterfront park, esplanade, water's edge structures, streets and all public infrastructure for the "Commercial Core" of this major new mixed-use development in Long Island City on the East River in the Hunters Point area. Also included are the demolition of the structures now on the site and the design of street, sidewalk, and landscaping improvements along 50th Avenue from the water's edge to and including Vernon Boulevard Plaza.

MNR, Metro North Drainage Improvements in Bronx and Putnam County, New York, NY
Mr. Thompson is coordinating CADD operations for this project consisting of drainage improvements on the Hudson and Harlem line. HDR is responsible for the planning and designs of drainage improvements for over three miles of commuter railroad line, involving installation of closed drainage systems to remediate track flooding and deterioration. Project includes conceptual and final design, geotechnical program and investigating the feasibility of connecting new drainage systems to NYCDEP sewers. Coordination with SWMM modeling regarding track backwater flooding problems, performing flow monitoring and calibration, and construction of new inverted siphon over subway tunnel is also involved in the project.

NYCDDC, Joint Capital Project No. HWQ-631A, Reconstruction of Highway, Storm, Sanitary and Water Main in the Somerville Basin Area, Queens, NY
Mr. Thompson was assisting with construction inspection and preparing as-built drawings. Work includes measurements and calculating area of newly constructed sidewalk for sidewalk cards, recording daily reports on work done by the contractor, and preparing highway and utility as-built drawings for submission to DDC.

NYCDDC, Project Identification HWQ1156/ SEQ200329, Reconstruction of Highway, Storm, Sanitary and Water Main at 161st Street Area, Queens, NY
Mr. Thompson prepared as-built drawings. Work includes field visits to collect data and use data to prepare highway and utility as-built drawings for submission to DDC.

NYCDDC, Project Identification HWQ248D, Reconstruction of Highway, Storm, Sanitary and Water Main at Jamaica Area Streets, Queens, NY
Mr. Thompson is preparing as-built drawings. Work includes field visits to collect data and use data to prepare highway and utility as-built drawings for submission to DDC.

NYCDDC, Project Identification HWQP168, Reconstruction of Highway, Storm, Sanitary and Water Main 47th Avenue, 27th Street and 30th Street, New York, NY
Mr. Thompson prepared as-built drawings. Work includes field visits to collect data and use data to prepare highway and utility as-built drawings for submission to DDC.

NYCDDC, Project Identification SE-774, Reconstruction of Combined Sewer in Fort Hamilton Parkway, New York, NY
Mr. Thompson prepared as-built drawings. Work includes collecting field data and preparing as-built drawings for submission to DDC

NYCDDC, Project Identification SEK002318, Replacement of Storm, Sanitary and water main Owls Head 1 Area A, New York, NY
Mr. Thompson prepared as-built drawings. Work includes collecting field data and preparing utility as-built drawings for submission to DDC.

NYCDOT, East 153rd Street Bridge, Bronx,NY
Mr. Thompson is assisting with CADD operations for this NYS DOT project. This bridge is to be a newly constructed crossing over four mainline tracks of the Harlem and New Haven Divisions of the Metro-North Railroad (MNRR) with major roadway reconstruction at both approaches. The original bridge was demolished in the early 1990's due to safety concerns. The new bridge structure will be a single tower, two-span, cable-stayed bridge carrying four lanes, sidewalks and bikeways. A NYC CEQR Process was initiated to assess the impacts of this project on the local community.

NYCDOT, New Construction of East 153rd Street Bridge, New York, NY
Mr. Thompson is assisting with CADD operations for this NYS DOT project. This bridge is to be a newly constructed crossing over four mainline tracks of the Harlem and New Haven Divisions of the Metro-North Railroad (MNRR) with major roadway reconstruction at both approaches. The original bridge was demolished in the early 1990's due to safety concerns. The new bridge structure will be a single tower, two-span, cable-stayed bridge carrying four lanes, sidewalks and bikeways. A NYC CEQR Process was initiated to assess the impacts of this project on the local community.

NYCDOT, Randall's Island Parking and Transportation Improvements, New York, NY
Mr. Thompson is assisting with CADD operations for the civil planning and design effort of a new park access roadway, track and field facility parking lot, and a new emergency access roadway. Work includes preparation of master stormwater, sanitary and water distribution plans for the entire island. Drainage design includes accommodation of runoff from the Triborough Bridge above, modeling of the entire drainage network, and potential use of wetland area for detention.

NYCDPR, Design Excellence Projects, New York, NY
Mr. Thompson is assisting with CADD operations for the rehabilitation of several city parks within the 5 boroughs of New York City. Mr. Thompson was also partially responsible for the design and layout of storm, sanitary and water supply throughout many of the parks. Work includes the realignment of pathways and new recreational fields, new storm, sanitary and water supply.

NYCEDC, Contract No. 21400003, Fulton Mall Streetscape, Brooklyn, NY
Mr. Thompson was assigned to perform construction inspection for the rehabilitation of sidewalks and roadway along Fulton Street between Brooklyn Bridge Boulevard and Flatbush Avenue. Work included observing contractor operation and writing daily reports on operation. Mr. Thompson also worked with the contractor to perform proper safety measures to protect the high volume of pedestrians and vehicular traffic in and around the work area.

NYCEDC, Randall's Island Sports Fields, New York, NY
Mr. Thompson was responsible for preparing all the CADD operations for civil and utility engineering, environmental and technical permitting drawings. Mr. Thompson was also responsible for the design of the alignment of all roadways, pathways, and the ball field locations. He was also partially responsible for the design of the grading and drainage of the site. Work also includes preparation CADD drawings for the demolition, roadway alignments, pathway alignments, field alignments and grading, the stormwater, sewer and water supply, and the structural designs for the electrical substation and field houses.

Olusola "Shola" Olatunbosun

Professional Experience:
Municipal Testing Lab., Inc. - Hauppauge, NY - Special Inspector 2001 – Present

Education/Training/Certifications

- American Concrete Institute (ACI):
  - Concrete Field Testing Technician Grade I
  - Concrete Special Inspector
- National Institute for Certification for Engineering Technologies
  - CMT Soil Level II
  - CMT Asphalt Level II
  - CMT Concrete Level II
- 4-Hour User Scaffold Safety Training
- 10 Hour OSHA - Occupational Safety & Health Training

Qualifications (continued on 2nd page)

QUALIFICATIONS				
GBC - General Building Construction FPS & FRC - Fire Protection Systems & Fire-Resistant Construction PMS - Plumbing & Mechanical Systems SMCO - Structural Materials & Construction Operations		PRIMARY	SUP. ALT. 1	SUP. ALT. 2
GBC	Wall Panels, Curtain Walls & Veneers			✓
GBC	Ext Insulation Finish Systems (EIFS)			✓
GBC	Chimneys			
GBC	Flood Hazard Mitigation			
GBC	Photoluminiscent Exit Path Markings			✓
FPS & FRC	Sprayed Fire-resistant Materials			
FPS & FRC	Smoke Control Systems			
FPS & FRC	StandPipe/Sprinkler Systems			
FPS & FRC	Firestop, Draftstop & Fireblock Systems			✓
FPS & FRC	Emergency Power Systems (Generators)		✓	
PMS	Mechanical Systems			
PMS	Fuel-Oil Storage & Fuel-Oil Piping Systems			
PMS	Site Storm Drainage Disposal & Detention Facilities			
PMS	Heating Systems			
SMCO	Welding: Steel HP Steam & Gas Piping, Aluminum			
SMCO	Steel - Erection & High Strength Bolting			
SMCO	Structural Cold-formed Steel			
SMCO	Non-Destructive Testing Technician (all fields)			✓
SMCO	Concrete - Cast-in-place & Precast		✓	
SMCO	Concrete Batch Plant Technician		✓	
SMCO	Concrete Field Technician (ACI I)		✓	
SMCO	Concrete NDT Technician			✓
SMCO	Prestressed Concrete			
SMCO	Masonry			
SMCO	Wood Construction			
SMCO	Soils - Site Preparation			
SMCO	Soils - Fill Placement, In-place Density			
SMCO	Soils Investigations			
SMCO	Pile Foundations & Drilled Pier Installation			
SMCO	Pier Foundations			
SMCO	Underpinning			
SMCO	Structural Safety - Stability & Mechanical Demolition			
SMCO	Seismic Isolation Systems			

Hirani Group

Kraiwoot (Michael) Ninnisai, P.E.

Senior Inspector/Structural Engineer

Education:
ME, Structural Engineering, The City College of The City University of New York, 2014
BE, Civil Engineering, King Monkut's University of Technology, Bangkok, Thailand, 1989

Registrations:
Professional Engineer: New York and Connecticut

Certifications:
ICC Special Inspector -Structural Welding and Bolting
OSHA:
Construction Safety and Health
NYC DOB 4-Hr Scaffolding User
NYC DOB 32-Hr Rigging

Years With Firm:
2 months

Years With Other Firms:
29

Experience:
Mr. Ninnisai has 29 years of engineering experience in the US and abroad. He has provided services on projects for NYCDEP as well as airlines, mass transit, commercial buildings, public schools, bridges and highways.

Project Experience

DEP Engineering Auditor, DEP, New York, New York-Senior Civil/Structural Engineer. Reviewing and approval of change order requests and drawings for registration on NYCDEP sewer and water treatment plant projects ranging from a few thousand to multi millions. Checking cost estimates based on lump sum or time and material basis. Monitored partial payment of change orders.

Project Manager/Estimator. Project Management and estimating for steel structure and fabrication for American Airline Terminal at JFK International Airport; 405 West 53rd Street, NYC; 103-105 Norfolk Street, Brooklyn.

New York MTA Train Station Rehabilitation- Structural Engineer. Works included rehabilitation above ground train station platforms, public stairs, handrails and all miscellaneous items.

Estimator/Quantity Surveyor on a wide variety of construction projects which included commercial buildings, public schools and institutions, and residential buildings. Projects included Irvington Union Free School District, PS 93X, PS 100X, Isaac E. Young Middle School, JFK Elementary School.

Bangkok Mass Transit System -Project Manager/Structural Engineer. Design and construction of an elevated heavy rail system including 25 stations, depot, and administration building, Bangkok, Thailand

Construction of Central Plaza Pinklao Project-Project Engineer. Works included a shopping plaza and a 28-floor hotel building with two underground basements, Bangkok, Thailand

The construction of The Stock Market Exchange of Thailand Building-Project Engineer. Sintorn Tower Extension Building for the stock market exchange of Thailand. Works included 32 stories building and 6 levels of car parking basement underneath ground water table level, Bangkok, Thailand.

The construction of bridge and highway in Najaran Province-Inspector/ Quality Control Engineer
The Highway Department, Kingdom of Saudi Arabia

The Construction of electrical generating structure, Phase IV-Civil/Field Engineer
Srinagarin Dam, Kanjanaburi, Thailand

Hirani Group

Joseph Anthony Mazza

Safety Engineer

EDUCATION:

SUNY Cobleskill- Business Administration
SUNY Westchester- Liberal Arts and Social Sciences NYU- Construction Management and Real Estate

TRAINING/CERTIFICATIONS:

Construction Health and Safety Certificate
30 hour OSHA workshop 2/15/2008
Registered Construction Superintendent
10 hour OSHA workshop 12/29/2007
32 Hour Rigging Foreman
32 Scaffold Erector
4 Hour Scaffold User
16 Hour Suspended Scaffold User
Hazwoper Certification
Risk Management
Confined Space Certified
Certified Crane Inspector
40 Hour SSM Class Certification
CHST Class completion
Mast Climber User certification 2009
Geothermal Heat Pump Installers Workshop 6/8/2006
CAGNY Superintendent's Training 2/10/2004
OSHA 7500 Introduction to Safety and Health Management
OSHA 3095 Electrical Standards
OSHA 7600 Disaster Site Worker
OSHA 3010 Excavation, trenching and Soil Mechanics
OSHA 7845 Recordkeeping Rule
OSHA 2225 Respiratory Protection
OSHA 7505 Accident Investigation
OSHA 7405 Fall Hazard Awareness
OSHA 510 Occupational Safety and Health Standards for the Construction Industry
Systems of Safety Applied to Construction Focus Four Hazards
NYC Construction Site Fire Safety Manager
#[redacted]

COMPUTER SKILLS:

Proficient in ProLog, Expedition, MS Word, Excel, and the Internet

EXPERIENCE:

Mr. Mazza has 11 years of experience in the engineering field providing safety and inspection services.

Specific experience includes:

Safety Inspector, 2nd Avenue Subway, MTA NYCT.
Responsible for safety audits and reviews of contractor safety program for Phase 1 of the project. *March 2012 to present*

Safety Inspector for the MTACC:
November 2010 – February, 2012

- Managed a team of Safety Professionals working on the Fulton Street Transit Center.
- Conduct Daily Safety Inspection walk of the Projects
- Review of Preliminary Contract Specifications 1 S, Safety
- Review Accident Prevention Programs
- Review Safety Engineer/Supervisor Qualifications, Conduct Interviews
- Participate in Qualifications Hearings
- Participate in Construction Kick-Off Meetings
- Conduct Safety Kick-off Meetings
- Conduct Safety Compliance Assessments at Construction work sites
- Perform Safety Compliance Assessments of the Construction Manager's Office
- Conduct and/or Coordinate Accident Investigations of Worksite Injuries
- Act as a resource for Safety Technical advice to Construction Management
- Review Safe Work Plans
- Coordinate safety oversight with the MTA OCIP Group
- Develop, review and update Safety Documents (Contractor Specification 1 S-Safety Project Management Procedures, Assessment Report Forms, etc.
- Develop and Maintain a Safety Management Database
- Conduct Quarterly audits of all contracts at the Fulton st. Transit Center

October 2008 – November 2010

- Safety Inspector in charge of 47 schools in the Borough of Queens
- Inspect all scaffolds, excavations, flood elimination, etc.
- Review Site Safety Plans for Approval
- Coordinate Safety meetings with trades on a daily basis
- Assure the safety of the general public
- Assure all workers have 10 Hour OSHA Certification
- Assure the GC holds Toolbox talks on a weekly basis
- Check all permits, DOT, DOB etc.
- Generate reports of construction sites inspected

Assistant Superintendent, Pavarini McGovern
July 2007 – October 2008
240 Park Ave South

- 18 story high end condominium
- Follow and update project schedule
- Coordinated all trades on day to day activities
- Coordinated all outstanding items to be completed on the punch list
- Implemented all safety procedures
- Reviewed shop drawings

Standard Hotel

- 20 story hotel from ground up
- Coordinated all trades on day to day activities
- Coordinated all outstanding items to be completed on the punch list
- Implemented all safety procedures

Superintendent, GC Contracting
July 2006 – May 2007
Baruch College

- 15,000 sf multipurpose room upgrade
- $100,000 audio system installed
- New isolated ceiling throughout space
- MEP upgrade throughout
- Implemented all safety procedures
- Reviewed shop drawings

JWT Advertising

- Renovation of a 10,000 sf space
- MEP upgrade throughout
- New cabinets, countertops, flooring, ceiling
- Implemented all safety procedures

Empire State Building

- Demolition of 11"' and 13th floor (36,000 sf each)
- Demolition and renovation of 25 b4hrooms
- MEP upgrades in office spaces on 10th floor, 271h floor, 43rd floor and 52nd floor
- Implemented all safety procedures

Assistant Superintendent, Bovis Lend Lease
July 2002-April 2006
Office of Emergency Management

- Maintained daily reports
- Supervised the demolition of the existing building along with asbestos removal
- Assumed responsibility for coordinating meetings with the Parks Department
- Assisted with making decisions with OEM/DDC and Bovis on anything that pertained to Parks Department guidelines

- Implemented any and all safety procedure relevant to Bovis and OSHA's standards
- Collaborated with co workers and maintained a positive rapport
- Promoted self-confidence and individualism throughout project

Jacobi Medical Center, Bronx, NY

- Assisted MEP supervisor with any and all coordination work
- Coordinated work with the brick layers and masons to keep schedules on track
- Maintained daily reports
- Implemented any and all safety procedures relevant to Bovis and OSHA's standards

Project Engineer/Assistant Superintendent, Bovis Lend Lease, 200 Park, Ave, NY, NY
March 2001 – July 2002
World Trade Center/ Disaster Recovery Project

- Maintained daily reports
- Hourly check of equipment
- Assured new equipment was provided on sight if broken and or damaged
- Managed all memorial steel that left the sight
- Responsible for all sight photography
- Department of Design and construction-Capital Improvements Program
- Forwarded submittals to A-E for review and approval
- Assisted in negotiation of change orders
- Daily reports

Rodrigo Maramba

Professional Experience:
Municipal Testing Lab., Inc. - Hauppage, NY - Special Inspector 2008 – Present

Education/Training/Certifications

- Bachelor of Science in Civil Engineering
- American Concrete Institute (ACI):
  - Concrete Field Testing Technician Grade I
  - Concrete Special Inspector
- International Code Council (ICC):
  - Spray-Applied Fireproofing Special Inspector
  - Structural Masonry Special Inspector
  - Structural Steel & Bolting Special Inspector
- 4-Hour User Scaffold Safety Training
- 10 Hour OSHA - Occupational Safety & Health Training

Qualifications (continued on 2nd page)

Rodrigo Maramba

QUALIFICATIONS				
GBC - General Building Construction FPS & FRC - Fire Protection Systems & Fire-Resistant Construction PMS - Plumbing & Mechanical Systems SMCO - Structural Materials & Construction Operations		PRIMARY	SUP. ALT. 1	SUP. ALT. 2
GBC	BC 1704.10 - Wall Panels, Curtain Walls & Veneers		✓	
GBC	BC 1704.12 - Ext Insulation Finish Systems (EIFS)			✓
GBC	BC 1704.24 - Chimneys		✓	
GBC	BC G105 - Flood Hazard Mitigation			
GBC	1 RCNY1026-01 - Photoluminiscent Exit Path Markings			✓
FPS & FRC	BC 1704.11 - Sprayed Fire-resistant Materials		✓	
FPS & FRC	BC 1704.14 - Smoke Control Systems			
FPS & FRC	BC 1704.21/22 - StandPipe/Sprinkler Systems			
FPS & FRC	BC 1704.25 - Firestop, Draftstop & Fireblock Systems		✓	
FPS & FRC	BC 1704.13 - Emergency Power Systems (Generators)		✓	
PMS	BC 1704.15 - Mechanical Systems			
PMS	BC 1704.16 - Fuel-Oil Storage & Fuel-Oil Piping Systems		✓	
PMS	BC 1704.20 - Site Storm Drainage Disposal/Detention Facilities		✓	
PMS	BC 1704.23 - Heating Systems			
SMCO	BC 1704.17/18/26 - Welding: Steel HP Steam & Gas Piping, Aluminum			
SMCO	BC 1704.3.2/3.3 - Steel - Erection & High Strength Bolting			✓
SMCO	BC 1704.3.2.4 - Structural Cold-formed Steel		✓	
SMCO	Non-Destructive Testing Technician (all fields)		✓	
SMCO	BC 1704.4 - Concrete - Cast-in-place & Precast		✓	
SMCO	Concrete Batch Plant Technician		✓	
SMCO	Concrete Field Technician (ACI I)		✓	
SMCO	Concrete NDT Technician		✓	
SMCO	BC 1704.4 - Prestressed Concrete			
SMCO	BC 1704.5 - Masonry		✓	
SMCO	BC 1704.6 - Wood Construction			
SMCO	BC 1704.7.1/7.2/7.3 - Soils - Site Preparation			
SMCO	BC 1704.7.1/7.2/7.3 - Soils - Fill Placement, In-place Density		✓	
SMCO	BC 1704.7.4 - Soils Investigations		✓	
SMCO	BC 1704.8 BC 1808.2.2 - Pile Foundations & Drilled Pier Installation		✓	
SMCO	BC 1704.9 - Pier Foundations		✓	
SMCO	BC 1704.9.1 - Underpinning		✓	
SMCO	BC 1704.19 - Structural Safety - Stability & Mechanical Demolition		✓	
SMCO	BC 1707.8 - Seismic Isolation Systems		✓	

Hirani Group

Jaikrishen K. Lal, P.E.

Site Safety Manager

Education:
M.S., Civil Engineering, Columbia University

Registrations/Certifications:
P.E. New York State
Site Safety Manager, NYC – DOB
Construction Fire Safety Manager – NYFD
OSHA 500, Trainer in Construction Safety
Instructor, Construction Safety, OSHA 10 & 30 Hour courses at Nassau Community College

Years of Experience:
31

Experience:
Mr. Lal is an experienced safety engineer with the several NYC Agencies as well as private contractors. He has more than 31 years of experience in managing the construction and contractor safety program for large scale projects.

Project Experience includes:

May 2014 to present:
Upper West Side, New York
Full Time Safety Inspector Façade: Providing Safety Inspection services on a high rise luxury condominium building to ensure safety while façade renovation is being done.

September 2013 to May 2014:
PS 311Q, Queens, NY
Supervision of all the safety concerns as per the NYCDOB codes, OSHA & the codes prescribed by New York City School Construction Authority at demolition & excavation stage.

July 2012 to August 2013:
United Nations, Facilities Management Services, New York.
Administrative/ Safety Engineer: Oversee major reconstruction of Secretariat, Conference and General Assembly Buildings estimated at $2.0 Billion. Administered Computer Assisted Facilities Management Consultant Contract. Ensured that all Contract work performed conforms to the UN regulations, NYC DOB & OSHA Codes. Attended meetings with the Designer, Construction managers and Contractors to review progress and schedules.

March 2012 to July 2013
HLS Builders Corp. Inc. Freeport, New York. Safety Engineer: Ensured that all work performed on a new 11- story building in the Bronx conformed to the NYC Building Code, Site Safety Plan and NYC DOB and OSHA regulations. Met weekly with the Project Managers, sub-contractors and Superintendents to review job progress, special inspections and Safety regulations. Prepared daily progress and safety reports.

April 2011 to Dec 2011
Technico Construction Inc., LIC, New York. Safety Engineer: Ensured that all work performed to conforms to the NYC Housing Authority Contract specifications. Inspected all sidewalk sheds, scaffolds and cranes were operated safely to ensure the safety of residents on a $10.0 Million exterior renovation of NYC Housing Authority Buildings in Brooklyn, N.Y. Attended weekly progress meetings with the NYC HA representative, Construction Managers and Contractors to ensure that all work performed was safe and complies with OSHA regulations.

August 2010 to March 2011
Gandhi Engineering, New York, NY. Resident/Safety Engineer: NYC Housing Authority, Owner's representative. Inspected NYC Housing Authority Buildings in Brooklyn NY on an exterior renovation contract estimated at $33.0 million. Inspected all work to comply with the NYC – DOB Special inspections requirements. Signed off on all the inspections for the NYC – DOB. Prepared payment requisitions; authorized change orders based on the field inspections. Ensured that all materials conformed to the Contract Specifications. Attended weekly meetings. Prepared inspection reports for the NYC Housing Authority.

Nov 2006 to August 2010
Town Of North Hempstead, Manhasset, New York, In-charge of Building & Safety Department. Ensured that all construction in the Town conformed to NYS Building, OSHA and Zoning Codes. Supervised 20 inspectors to ensue NYS required inspections were performed on all properties under construction in the Town, residential, industrial and commercial. Met regularly with the owners, Real Estate Agents, Attorneys and Council persons to review applications to issue permits and sign off Certificates of occupancy. Guideed the inspectors and advised the Town Supervisor, Town Attorney and the Building Commissioner on a regular basis on all technical matters.

June 2003 to Nov 2006: Nassau County Community College, Garden City, NY
Director of Special Projects: Construction of New Science building, estimated at $40.0 million. Prepared Scope of work and RFP to solicit bids from design Consultants. Recommended most qualified Consultants to the selection committee. Met routinely with the Nassau County Public Works Department officials in selecting a final consultant to award the design contract. Administered façade repair Contract estimated at $10.0 million. Supervised ADA compliance contracts for ramps and automatic doors from inception to completion at the College. Administered Plaza Restoration Contract estimated at $10.0 million Contract. Advised the Senior College executives on College technical and Safety.

1999–2003
NYC School Construction Authority, LIC, NY. Senior Construction Assessment Specialist.
Supervised Construction of new School Buildings to ensure that all controlled inspections are conducted in accordance with the NYC Building and OSHA Codes in all boroughs of NYC valued over $500.00 million dollars. Performed technical/Safety inspections to ensure that all Contract work is performed per Contract Specifications, and NYC Building/OSHA Codes. Ensured that the quality of work conforms to generally acceptable engineering standards. Also, Performed Building Code sign-off inspections. Ensured that all work was in compliance with the Site Safety Plans OSHA regulations.

1982-1998:
NYC Housing Authority, 90 Church Street, NY, NY 10007
In-charge of Structural Engineering/Safety Department, monitor construction contracts on the Housing Authority Buildings in all boroughs of NYC. Supervise a technical staff of 20. Ensured that all contract work is performed in conformance with the Contract documents, NYC Building codes, Housing Authority regulations and OSHA regulations. Approved payment requisitions, Safety Plans, change orders and advised senior managers on all technical matters. Prepared Contract specifications for emergency contracts. Approved Safety inspectors.

Hirani Group

Nathan Dando
Inspector

Education:
Dutchess Community College 1997-2001 – Credits earned towards degree in Construction Management

Certifications:
NACE Level 1

Years With Firm:
1

Years With Other Firms:
13

Experience:
Mr. Dando has more than 14 years of experience in all phases of construction inspection and supervision.

Project Experience includes:

Brooklyn Bridge, Contract No. 6, NYCDOT – Coatings Inspector. Replacement of failed membrane systems in the roadway and deteriorated closure walls. The existing roadway pavement will be rehabilitated. The old deck will be replaced by lifting and installing precast concrete roadway slabs over the waterproof membrane that is being installed. Historic railings dating to the original construction are being removed, refurbished and replaced. The FDR Drive roadway ramp is being widened from one to two lanes. The entire bridge is being repainted to prevent corrosion.

January 2004 – 2011
Dando Construction, Owner/Operator
General Contracting work including: Commercial/Residential Painting, All phases of carpentry, Roofing/Siding.

October 2009-October 2010
Tradesource and K+K Carpentry, Temporary Assistant Construction Manager for Toll Brothers @ Van Wyck Glen, Fishkill New York
Coordination of sub-contractors' assignments and inspection of their work, liaison between homeowners and management, punch list work as required.

2002-2004
Campillii Contracting,
Frame Carpenter
Framing of custom homes, trim work, roofing/siding, supervising a small crew as required.

2001-2002
WESTSIDE INC.
Paint Foreman
Supervision of crews on Commercial and Residential painting jobs from Albany to Westchester County, New York.

2000-2001
Metzger Construction,
Laborer/Equipment Operator
Commercial/Residential Excavation work including some public works projects.

1998-2000
Colorworks Inc.
Painters Apprentice
Surface preparations for coatings application and subsequent application of coatings. Commercial/Residential painting projects throughout New York State focused primarily in Manhattan.

Nikhil Chintanippu

Professional Experience:

Municipal Testing Lab., Inc. - Hauppauge, NY - Special Inspector — 2008 – Present

ITD Cementation India Limited – Silchar, India – Concrete Inspector — 2005 - 2007

Education/Training/Certifications

- Masters in Civil Engineering – CCNY (05/2009)
- BS in Civil Engineering, NIT – Silchar, India (2005)
- American Concrete Institute (ACI):
  - Concrete Field Testing Technician Grade I
  - Concrete Construction Special Inspector
- International Code Council (ICC):
  - Structural Masonry Special Inspector
- 4-Hour User Scaffold Safety Training
- 10-Hour OSHA

Qualifications (continued on 2nd page)

Nikhil Chintanippu

QUALIFICATIONS				
GBC - General Building Construction FPS & FRC - Fire Protection Systems & Fire-Resistant Construction PMS - Plumbing & Mechanical Systems SMCO - Structural Materials & Construction Operations		PRIMARY	SUP. ALT. 1	SUP. ALT. 2
GBC	BC 1704.10 - Wall Panels, Curtain Walls & Veneers		✓	
GBC	BC 1704.12 - Ext Insulation Finish Systems (EIFS)			✓
GBC	BC 1704.24 - Chimneys		✓	
GBC	BC G105 - Flood Hazard Mitigation			
GBC	1 RCNY1026-01 - Photoluminiscent Exit Path Markings			✓
FPS & FRC	BC 1704.11 - Sprayed Fire-resistant Materials		✓	
FPS & FRC	BC 1704.14 - Smoke Control Systems			
FPS & FRC	BC 1704.21/22 - StandPipe/Sprinkler Systems			
FPS & FRC	BC 1704.25 - Firestop, Draftstop & Fireblock Systems		✓	
FPS & FRC	BC 1704.13 - Emergency Power Systems (Generators)			
FPS & FRC	BC 1704.15 - Mechanical Systems			
PMS	BC 1704.16 - Fuel-Oil Storage & Fuel-Oil Piping Systems			
PMS	BC 1704.20 - Site Storm Drainage Disposal/Detention Facilities			
PMS	BC 1704.23 - Heating Systems			
PMS	BC 1704.17/18/26 - Welding: Steel HP Steam & Gas Piping, Aluminum			
SMCO	BC 1704.3.2/3.3 - Steel - Erection & High Strength Bolting			
SMCO	BC 1704.3.2.4 - Structural Cold-formed Steel			
SMCO	Non-Destructive Testing Technician (all fields)		✓	
SMCO	BC 1704.4 - Concrete - Cast-in-place & Precast		✓	
SMCO	Concrete Batch Plant Technician			
SMCO	Concrete Field Technician (ACI I)		✓	
SMCO	Concrete NDT Technician		✓	
SMCO	BC 1704.4 - Prestressed Concrete		✓	
SMCO	BC 1704.5 - Masonry			
SMCO	BC 1704.6 - Wood Construction		✓	
SMCO	BC 1704.7.1/7.2/7.3 - Soils - Site Preparation			
SMCO	BC 1704.7.1/7.2/7.3 - Soils - Fill Placement, In-place Density			
SMCO	BC 1704.7.4 - Soils Investigations		✓	
SMCO	BC 1704.8 BC 1808.2.2 - Pile Foundations & Drilled Pier Installation		✓	
SMCO	BC 1704.9 - Pier Foundations			
SMCO	BC 1704.9.1 - Underpinning			
SMCO	BC 1704.19 - Structural Safety - Stability & Mechanical Demolition			
SMCO	BC 1707.8 - Seismic Isolation Systems			
SMCO	BC 1704.10 - Wall Panels, Curtain Walls & Veneers			
SMCO	BC 1704.12 - Ext Insulation Finish Systems (EIFS)			

William Castaneda

Professional Experience:

Municipal Testing Lab., Inc. - Hicksville, NY - Special Inspector	2010 – Present
Tectonic Engineering – Long Island City, NY – Inspector	2007 - 2010
Citywide Testing – Maspeth, NY – Inspector	2005 - 2007

Education/Training/Certifications

- American Concrete Institute (ACI):
  - Concrete Field Testing Technician Grade I
  - Concrete Construction Special Inspector
- International Code Council (ICC):
  - Structural Masonry Special Inspector, Issued: 12/29/09
- 4-Hour User Scaffold Safety Training
- 10 Hour OSHA - Occupational Safety & Health Training

Qualifications (continued on 2nd page)

QUALIFICATIONS				
GBC - General Building Construction FPS & FRC - Fire Protection Systems & Fire-Resistant Construction PMS - Plumbing & Mechanical Systems SMCO - Structural Materials & Construction Operations		PRIMARY	SUP. ALT. 1	SUP. ALT. 2
GBC	Wall Panels, Curtain Walls & Veneers			✓
GBC	Ext Insulation Finish Systems (EIFS)			✓
GBC	Chimneys			
GBC	Flood Hazard Mitigation			
GBC	Photoluminiscent Exit Path Markings			✓
FPS & FRC	Sprayed Fire-resistant Materials			
FPS & FRC	Smoke Control Systems			
FPS & FRC	StandPipe/Sprinkler Systems			
FPS & FRC	Firestop, Draftstop & Fireblock Systems			✓
FPS & FRC	Emergency Power Systems (Generators)		✓	
PMS	Mechanical Systems			
PMS	Fuel-Oil Storage & Fuel-Oil Piping Systems			
PMS	Site Storm Drainage Disposal & Detention Facilities			
PMS	Heating Systems			
SMCO	Welding: Steel HP Steam & Gas Piping, Aluminum			
SMCO	Steel - Erection & High Strength Bolting			
SMCO	Structural Cold-formed Steel			
SMCO	Non-Destructive Testing Technician (all fields)			✓
SMCO	Concrete - Cast-in-place & Precast			
SMCO	Concrete Batch Plant Technician		✓	
SMCO	Concrete Field Technician (ACI I)		✓	
SMCO	Concrete NDT Technician		✓	
SMCO	Prestressed Concrete			
SMCO	Masonry			✓
SMCO	Wood Construction			
SMCO	Soils - Site Preparation			
SMCO	Soils - Fill Placement, In-place Density			
SMCO	Soils Investigations			
SMCO	Pile Foundations & Drilled Pier Installation			
SMCO	Pier Foundations			
SMCO	Underpinning			
SMCO	Structural Safety - Stability & Mechanical Demolition			
SMCO	Seismic Isolation Systems			

Hirani Group

Laura A. Casey CSP, CHST, CET, EMT-P

Health and Safety Officer

Education:

- Doctor of Philosophy (candidate), Occupational Safety, Century University
- MSHA, 2012, 40 hour Worker Certification, Broomfield, CO
- Master of Science, 2003, Occupational Safety & Health Administration, Century University
- Field Safety Corp., 2001, 40 hour HAZWOPER, West Hartford, CT
- SRS Workshop, 2001, OHST Prep. Workshop, Las Vegas, NV
- OSHA Outreach, 2000, OSHA 500 Construction Outreach, Massachusetts
- Black & Veatch, 2000, OSHA Scaffold Compliance, Milford, CT
- Black & Veatch, 2000, OSHA 10 & 30 hr. Construction Safety, Missouri
- Liberty Mutual, 2000, Substance Abuse Recognition, Connecticut
- Liberty Mutual, 2000, Accident/Incident Investigation, Connecticut
- RCRA/DOT/HMT, 1999, Hazardous Materials Shipping, New York, NY
- Bachelor of Science, 1990, Biomedical Photography, UCONN

Certifications:

- Certified Safety Professional Board of Certified Safety Professionals
- Construction Health and Safety Technologist Board of Certified Safety Professionals
- Connecticut Licensed Paramedic Certified Environmental Safety Trainer — NESHTA
- Construction Industry Technician - NAWIC

Years With Firm:
2

Years With Other Firms:
17

Experience:
17 years of experience as an Environmental, Safety and Health professional. She is highly adept in identifying gaps and/or risk exposure in operations as well as developing and implementing strong systems of checks and balances.

Professional experience includes:

October, 2013 – Present
Construction Safety & Health Management Services for DEP Capital Projects – Safety Officer. Providing safety services for the rehabilitation of educational facility including controlled inspection on an as-needed basis.

2001-2013
MWH Constructors, Vice President/Global Director EHS, Broomfield, CO

- Provided technical and administrative direction on all health and safety programs which are of critical importance to overall corporate objectives, operations and profitability.
- Collaborated with project management and other senior leadership in the development and revision of all safety policies, procedures, processes and programs.
- Oversaw and enforced compliance with OSHA, EPA, MSHA and DOT Regulations, as well as Local, State and Federal Environmental and Safety Regulations pertaining to company operations while maintaining awareness of any regulatory amendments.
- Developed, implemented and managed internal environmental, safety and health program for 1500 employees and several hundred sub-contractors throughout construction operations in the United States and the United Kingdom
- Provided consultation services to internal and external clients regarding a variety of environmental health and safety issues
- Developed and implemented ISO compliant document control system
- Developed and delivered training and workshops on safety topics and developed safety culture in various international locations including: United Kingdom, Africa and various nations represented at international events hosted in Washington, DC and Chicago
- Managed 15 — 30 site safety professionals assigned to various projects. Projects included mine tailings pile environmental remediation, tunnel and shaft construction, tunnel boring, micro tunneling, base build construction, environmental compliance remediation, infrastructure and demolition.

2004-2011
Malcolm Pirnie / Arcadis-US, White Plains, NY
Construction Safety Manager

- Managed internal safety and health program for several hundred construction group and design employees under a CM safety program for multiple projects in New York City totaling in valued at over 10 billion dollars
- Incident and accident investigation and reporting with root cause analysis
- Provided management and investigation of workers compensation claims and general liability claims
- Provided safety training and program over-site; air monitoring and sampling of organic compounds; application of State, local, OSHA, EPA and DOT regulations
- Created various programs, and policies; training classes; boot program; safety eyeglass program; return to work program; industrial hygiene monitoring; hazardous waste remedial activities, site safety orientations, job hazard analysis
- Managed a staff of thirteen safety engineers on multiple projects with daily site inspection and compliance audits
- Calculation of annual EMR; OSHA recordable rates; incident rates; lost workday rates and severity rates
- Site safety oversight during subcontractor building demolitions, oversight of remediation activities to correct deficiencies and bring all job sites to full safety and health compliance levels.
- Projects include tunnel and shaft construction, tunnel boring, micro tunneling, base build construction, hazardous materials remediation, roadway construction, utility work, infrastructure and demolition, S&OR Audit North Alaskan North Slope

2003-2004
Waters Construction Company, Bridgeport, CT
Safety Director/ Risk Manager

- Managed an internal safety and health program for 150 employees for a heavy highway civil contractor.
- Developed, managed and monitored pollution control policies
- Negotiated insurance policy renewals with agents and insurers and provided workers compensation claim management and investigation and general liability claim investigation
- Monitored loss reserves and managed them proactively
- Provided safety training and over-site of confined space entry operations; air monitoring and sampling of organic compounds; application of state and local regulations, OSHA, EPA and DOT regulations
- Provided site safety oversight during subcontractor small building demolitions, industrial hygiene monitoring; oversight of remediation activities to correct deficiencies and bring all job sites to full safety and health compliance levels.
- Provided incident and accident investigation and reporting with root cause analysis
- Conducted daily site inspections; equipment and fleet safety inspections; safety orientations; respiratory fit testing; new hire, random and reasonable suspicion NIDA 5 panel drug testing
- Maintenance of OSHA 300 log; cellular communication program; workers compensation files; inspection files; general liability claims and associated files; annual EMR; OSHA recordable rates; incident rates; lost workday rates and severity rates
- Created policies and procedures; job hazard analysis; various programs, and policies; training classes; boot program; safety eyeglass program; return to work program

2001-2003
HANDEX GROUP, INC., Monroe, CT
Regional Corporate Environmental Health and Safety Manager

- Managed internal Health and Safety Program for 250 employees within seven offices in the Northeast and Mid-Atlantic regions for industrial government and manufacturing clients with six office health and safety coordinators
- Provided oversight of training programs; internal programs and policies development and implementation
- Conducted industrial hygiene monitoring programs in manufacturing, construction and hazardous waste environments; hazardous waste remedial products
- Provided oversight of confined space entry operations; air monitoring and sampling of organic compounds; safety during building demolitions prior to environmental and/or construction work; application of OSHA, State, DOT, EPA and local regulations on construction and hazardous waste sites to provide compliance and employee protection
- Developed and implemented emergency response plans for numerous projects
- Managed worker's compensation claims; identified and evaluated control risk loss exposures
- Provided site inspections and regulatory compliance audits and developed loss trend analysis reports; conducted employee exposure studies
- Provided job hazard analysis and incident and accident investigation and reporting with root cause analysis
- Trained in house employees and customers in applicable Environmental, Health and Safety courses
- Created an external Health and Safety Program to defer cost of internal program which was profitable in six months and had no internal cost to the company

2000-2001
Masthead International, Inc., Hudson, MA
Safety Director

2000
Black & Veatch Construction Co., Milford, CT
Paramedic/Safety Specialist

Nicholas Bailey

Professional Experience:

Municipal Testing Lab., Inc. - Hauppauge, NY - Special Inspector 2007 – Present

CTI Consultants, Inc. – Ashland, VA – Quality Control Inspector 2005 - 2007

Education/Training/Certifications

- American Concrete Institute (ACI):
  - Concrete Field Testing Technician Grade I
  - Concrete Construction Special Inspector
- International Code Council (ICC):
  - Spray-Applied Fireproofing Special Inspector
  - Structural Masonry Special Inspector
- 10 Hour OSHA
- MTA Track Safety Trained – 09/19/13
- Wagner Rapid RH Moisture and Relative Humidity Testing

Qualifications (continued on 2nd page)

QUALIFICATIONS				
GBC - General Building Construction FPS & FRC - Fire Protection Systems & Fire-Resistant Construction PMS - Plumbing & Mechanical Systems SMCO - Structural Materials & Construction Operations		PRIMARY	SUP. ALT. 1	SUP. ALT. 2
GBC	BC 1704.10 - Wall Panels, Curtain Walls & Veneers			✓
GBC	BC 1704.12 - Ext Insulation Finish Systems (EIFS)			✓
GBC	BC 1704.24 - Chimneys			
GBC	BC G105 - Flood Hazard Mitigation			
GBC	1 RCNY1026-01 - Photoluminiscent Exit Path Markings			✓
FPS & FRC	BC 1704.11 - Sprayed Fire-resistant Materials			✓
FPS & FRC	BC 1704.14 - Smoke Control Systems			
FPS & FRC	BC 1704.21/22 - StandPipe/Sprinkler Systems			
FPS & FRC	BC 1704.25 - Firestop, Draftstop & Fireblock Systems			✓
FPS & FRC	BC 1704.13 - Emergency Power Systems (Generators)		✓	
PMS	BC 1704.15 - Mechanical Systems			
PMS	BC 1704.16 - Fuel-Oil Storage & Fuel-Oil Piping Systems			
PMS	BC 1704.20 - Site Storm Drainage Disposal/Detention Facilities			
PMS	BC 1704.23 - Heating Systems			
SMCO	BC 1704.17/18/26 - Welding: Steel HP Steam & Gas Piping, Aluminum			
SMCO	BC 1704.3.2/3.3 - Steel - Erection & High Strength Bolting			
SMCO	BC 1704.3.2.4 - Structural Cold-formed Steel			
SMCO	Non-Destructive Testing Technician (all fields)			✓
SMCO	BC 1704.4 - Concrete - Cast-in-place & Precast		✓	
SMCO	Concrete Batch Plant Technician		✓	
SMCO	Concrete Field Technician (ACI I)		✓	
SMCO	Concrete NDT Technician			✓
SMCO	BC 1704.4 - Prestressed Concrete			
SMCO	BC 1704.5 - Masonry			✓
SMCO	BC 1704.6 - Wood Construction			
SMCO	BC 1704.7.1/7.2/7.3 - Soils - Site Preparation			
SMCO	BC 1704.7.1/7.2/7.3 - Soils - Fill Placement, In-place Density			
SMCO	BC 1704.7.4 - Soils Investigations			
SMCO	BC 1704.8 BC 1808.2.2 - Pile Foundations & Drilled Pier Installation			
SMCO	BC 1704.9 - Pier Foundations			
SMCO	BC 1704.9.1 - Underpinning			
SMCO	BC 1704.19 - Structural Safety - Stability & Mechanical Demolition			
SMCO	BC 1707.8 - Seismic Isolation Systems			

Hirani Group

Anwar Abdullah

Senior Inspector

Education:
BA in Business - Jersey City State College – 1983

Certifications:
- Quality Assurance and Construction Safety
- NYCDDC Concrete Qualification-May 2009
- ACI Certified
- OSHA 30 Hour Construction Health and Safety Manager, Training-Feb2009
- NICET IV-June 2013
- E I T August 2013

Years With Firm:
8 mos.

Years With Other Firms:
10

Experience:
Mr. Abdullah has more than 10 years of construction inspection experience as a chief inspector and senior inspector on projects involving street reconstruction, sidewalks, and sewers and watermains.

Specific project experience includes:

2013 to Present
Hugh Grant Circle, Bronx, NY, NYCDDC – Senior Inspector. The project includes utility relocation, paving, tree mitigation, street lighting, striping and drainage for roadway improvements.

November 2012- September 2013
Project SER002320 – Staten Island – NYCDDC Chief Construction Inspector. Field Construction Supervision for the construction of the sanitary and storm sewers and water main works in Dahlia Street, Staten Island, NY. Responsible for all field inspections, measurements, testing, Contractor and Subs supervision, field reports, quantity surveying, design drawing verification and implementing NYCDDC standard and specific specifications for the construction of Sanitary and Storm Sewer Mains and Water Mains.

September 2011 to November 2012
Project HYDREST01 – Construction Inspector. Restoring hydrant fenders and concrete around hydrants in the city of New York, City Wide.

November 2010 to September 2011, Project QED 999, NYCDDC – Construction Inspector. Restoring various water main 6-8-12 and 20 inch main in the New Haven area of queens NY.

March 2010 – November 2010
HWS2009CW, City Wide City of New York, NYCDDC – Construction Inspector. Installation high priority pedestrian safety sidewalks, adjustments, curbs and pedestrian ramps as necessary in various locations.

March 2009 – March 2010
RED-360,REIS for Trunk Water Mains Replacement in Clove Road, Staten Island, NY, NYCDDC – Construction Inspector. Construction inspector for the improvement of the existing distribution system and fire protection in the project area and to replace the existing 66-inch water main due to long history of electrolysis leaks. This project consisted of mainly replacing 3,800 LF of trunk water main, 5,600 lf sanitary and storm sewers and 4,700 LF of distribution water main .Project includes the installation of trunk water -mains, distribution water mains and sanitary and storm sewers ; catch basins ;sidewalks; curbs; concrete and asphalt pavement; grading; hydrants and manholes;

and utilities relocation. Other project components involve removal and restoration of minor encroachments (chain link or wood fence, pavement block, etc.).

Construction Inspector – March 2008 – January 2009

Street Reconstruction - Bronx, NY, NYCDDC – Construction Inspector. Inspected compliance with MPT drawing, and OSHA safety regulations. Worked on roadway construction including concrete and soil testing, sidewalks concrete paving, pedestrian ramps /calculating ramp lay layout, curbs, structural steel adjustment, backfilling/asphalt placement at various locations, utility relocation, hydrants, traffic lights, street lighting, striping, draining, installation of catch basins, water mains, manholes, and chute connections, tree consideration, and prepared inspectors 's daily reports.

Construction Superintendent – February 2007 – March 2008

Comfort Homes Construction LLC - New York, NY

Construction Superintendent ; Coordinated with foremen of all trades to execute construction operations; supervised and managed construction work ; purchased all required materials ; ensured compliance to specification, and followed approved drawing ; coordinated with utility companies as well as NYC Department of buildings; managed the work schedule and the planning of the construction project ; coordinated the hiring of various subcontractors ;and obtained various permits for construction operations.

Construction Inspector – October 2004 – November 2006

Shah Engineering - Columbus, OH

Work involved testing concrete; taking asphalt samples and concrete cylinders to insure material compliance with the state DOT specifications. Project also entailed roadway work; concrete milling, curbs, sidewalks; installation of catch basins; manholes, and chute connections; ensuring compliance with MPT drawings, and assisting resident engineer with project record keeping. Client; Ohio State DOT; 10/04-11/06;$10 Million project Construction of Multi-family Homes, Bronx, NY

SIMCO Engineering, P.C.

Jalal Ahmad
Construction Inspector

EDUCATION:
Bachelor of Civil Engineering, NED University of Engineering & Technology, Karachi, Pakistan, 1980

CERTIFICATION/TRAINING:
- ACI Concrete Field Inspector - Level I
- 10 hrs. OSHA training
- Confined Space and Hot work permit

SUMMARY OF EXPERIENCE:
Mr. Ahmad is a highly qualified construction inspector with more than 25 years of experience in construction of water and wastewater treatment plants, installation of watermains, sewer and storm water drainage systems, extended house service water and sewer connections, embedded performed detectable warning units, installation of hydrants, fenders, trench restorations, tree pruning etc. building construction, restoration of sidewalk, curbs, driveway, pedestrian ramp, landscaping etc., He has performed field inspections, field tests and prepared tap cards, original sketches and payment sheets of watermains, sewer and storm water projects. Some of his relevant work experiences are as follow:

Construction Inspector, NYCDDC- Prior Notice Sidewalk Project, Bronx (Project # HWS 2013X): Providing construction inspection service which includes concrete placement for sidewalk, curbs, driveways, pedestrian ramp, embedded performed detectable units, installation of hydrants, fenders, tree pruning etc. including witnessing on-site concrete, asphalt and soil tests. Also monitoring the project for conformance with the plans and specifications and report any deviations to the Resident Engineer. Preparing and maintaining daily construction inspection reports. (2013 – Present)

Construction Inspector, NYCDDC- Installation of 20" Watermains on Queens Blvd: Provided construction inspection services for extending house service water connections, water sampling, sidewalk, curbs, embedded performed detectable warning units, installation of hydrants, fenders, pier and plate, trench restorations, maintenance of tree pruning, etc. Monitored & prepared watermain payment sheets including sketches of NYCDDC's capital water main project (QED 992) Union Turnpike and Queens Blvd. along with numerous side streets and ensured MPT devices in highly congested areas of Queens The project comprised of replacing of 75 years old unlined cast iron water mains with new 8-in, 12-in, 20-in and 24-in DIP water distribution and fire protection systems in the busiest area of Queens (2011 – 2013).

Construction Inspector, NYCDEP Wards Island Water Pollution Control Plant, Manhattan Grit Chamber and Bronx Grit Chamber: Provided construction inspection services for Solids Handling Facilities consisting of 12 Sludge Thickener Tanks (dia=72 ft.), 8 Digesters (dia=90 ft.) and Wiggin's Gas Holder Tank (dia= 80 ft. and height = 40 ft.); Manhattan Grit Chamber and Bronx Grit Chamber project. Responsible for quality control, monitoring and inspecting the construction activities of Sub Stations, Surface Wasting Pumping Station of Battery A, B, C, and D, Retention Pits, Electrical Manholes,

Electrical Duct banks, heavy excavation including shoring and dewatering; restoration of road, curbs, sidewalk, landscaping, witnessing on-site concrete, asphalt and soil tests, hydrostatic pressure test for water main, sludge and digester gas pipes, field test for pressure and vacuum relief valves with flame arrestors, test for the 24" emergency pressure relief manhole cover, gas holder tank's leakage test, coupling alignment for the Wemco and Moyno sludge pumps and anchor bolts and torque test for the thickeners.

Supervised the repair works of 48 Aeration Tanks (270ftx23ftx17ft), installation of rake arm, scrappers, sludge feed well, central column, thickener drive, walkway, installation of 66" dia Process Air Pipe, handrails on walkways of Aeration Tanks, installation of Baffle Walls inside the Aeration Tanks, installation of expansion joints on the walls and floor of Aeration Tanks, installation of stainless steel scum collection troughs, sluice gates, electrical duct banks, cable trays, pipes and fittings etc. Monitoring Pile Load Tests and pile foundations for 66" dia Overhead Air Header (2008 – 2012).

Construction Inspector, City Dock Netting Facility Project, Newark, New Jersey: Provided construction oversight for installation of floatable control measures inside the sewage chambers and Bergen County Utilities Authority Project, Little Ferry, New Jersey, consisting of guard house, facility road work, installation of 12" & 8" cast iron sewer, 24" water main, excavation of contaminated soil and its disposal from the site, backfill of well graded stone, installation of concrete cradle, installing house connections, street lighting, fencing, curbing and security upgrades (2007 – 2008).

Inspector, Region of Peel, Brampton, Ontario, Canada: Provided construction oversight on Erindale Woodland Project that entailed water main installations and pressure tests including tie-in T-connections, sewer connections, hooked up, trench less sewer repair by inflating the packer installed with epoxy using TV method. Restoration of road, curbs, sidewalk, landscaping, etc. as per City's requirements. Also involved in reviewing design, contract documents, safety plan, and cost control and quality assurance. Implemented safety programs in order to avoid potential hazards in accordance with the Occupational Health & Safety Act. Attended site meetings and prepared bi-weekly project forecast (2007 – 2007).

Civil Engineer, O'Keefe & Associates Ltd., Toronto, Ontario, Canada: Responsible to plan, organize, supervise, and monitor the construction activities of Robert Speck Parkway Project, Ontario, Canada including asphalting, fencing and street lightings (2006 – 2006).

Site / Construction Engineer ,Dar-Al-Majd Consulting Engineers, Dar Al-Handasah Consultant—Project : Igyad Kudai Road & Tunnel Project, Metito Arabia Industries Ltd. and Saudi Tumpane Co. Ltd. Riyadh, Kingdom of Saudi Arabia: Worked as a Site/Construction Engineer on several government funded projects including, but not limited to, buildings, roads, highways, bridges and tunnels. Reviewed shop drawings, and as built drawings. Maintained and updated record of all RFI's and CO's. Interacted and liaised with contractors, consultants, and clients (1989 – 2006).

RAVI KIRAN KARRE
Office Engineer

EDUCATION:
M.S. Transportation Planning & Engineering, 2008 Polytechnic University, Brooklyn, New York
Bachelor of Engineering, Civil Engineering, 2005, Visvesvaraya Technological University, India

CERTIFICATION:
NICET- Level III (Highway Construction)
10hrs & 30hrs OSHA in Construction Safety and Health, U.S.D.O.L
ACI Concrete Field Testing Technician - Level I (Exp Aug 24th 2018)
Work Zone Safety Awareness & Traffic Control Coordinator, Rutgers University, NJ
Confined Space Awareness Training

SUMMARY OF EXPERIENCE:

NOV 2012 – Present: SER200214 Resident Engineering Inspection services for Peru Street in the Borough of Staten Island, NYCDDC, Cost- $6 Million (E.I.C- Sameh Riad)- As an **Office Engineer,** carries out all construction contract documentations including record keeping of construction drawings, correspondence, technical informations for the replacement of existing watermains, installation of sanitary and RCP storm sewer system ,catch basins, concrete road base, asphalt concrete wearing courses etc. contract work. Coordinates, reviews and assesses contract submittals according to project schedule. Prepares weekly and monthly progress reports, coordinates monthly meetings and distributes minutes. Logs all pay items, reviews and processes contractor's progress payments and processes RFI's. Reviews contractor's claims and prepares change orders Monitores MWBE requirements. Updates final As-Built plans according to information from all shop drawings, approved sketches and notes. Reviews all incoming correspondence and iniates action on it. Prepares & disseminates all records such as status reports, punch lists to Resident Engineer.

SEP2010 – OCT 2012: HWMWTCA6B Resident Engineering Inspection services for Chambers Street Reconstruction, NYCDDC, Cost: $25M (E.I.C.- Srini Keshava)-
As a **Senior Inspector** provided inspection for replacement of existing watermains with new 20" DIP, reconstruction of the existing sewer, installation of granite curbs, pigmented sidewalks, catch basins, ornamental street lights, traffic signs, concrete road base, asphalt concrete wearing courses and private utility work. Prepared inspector reports and ensured that all work was performed in accordance with contract drawings and specifications. Coordinated utility work with the agencies in the field. Performed daily site patrol to ensure safety, security and cleanliness of the site and to monitor VMS boards for proper messages.

SIMCO Engineering, P.C.

RAVI KIRAN KARRE
Office Engineer

AUG 2009 – SEP 2010: HW2CR09A, Resident Engineering Inspection services for Pavement Milling in the Borough of Brooklyn and Staten Island- NYCDDC, Cost- $10 M (E.I.C - Stephenson Solomon)- As a **Senior Inspector** carried out inspection of milling and resurfacing of pavement; coordinate the work with other city agencies; monitored site safety after milling and before repaving operation were done. Monitored all critical aspects of the work, such as road closures, detours and other impacts of the work that could have caused interference and inconvenience to the travelling public and local residents. Coordinated regularly with local businesses, residents, community boards and other affected parties about project schedule, progress and night operation. Provided information and responded to inquiries from contractors, property owners, staff, and the general public on various issues of the project.

NOV 2008 – JULY 2009: D030569, Rehabilitate and correct existing deficiencies in approximately 30 recharge basins within Suffolk County – NYSDOT, Cost $600K (E.I.C.- Jim Deevkoski) : As an **Inspector/Assistant to Office Engineer** provided daily inspection for rconditioning of recharge basin including, clearing of vegetation and debris, construction of embankments, trimming trees, bottom scarification, pip cleaning and removal of silt build-up, and re-grading and/or re-establishing side slopes to proper grades – all according to contract plans and specifications. Also inspected repairs of Head walls, drainage outlet pads, fencing, access roadway. Prepared daily reports.
Assisted Office Engineer for tracking quantities, reviewing and reconciling daily inspection reports; keeping material testing documents and correspondence folder; took pictures of pre and after construction work. All record keepings were followed as per **MURK** guidelines.

SEP 2008 – NOV 2008: HW2CR08CW,Resident Engineering Inspection services for Pavement Milling at various locations, Citywide, NYCDDC, Cost: $6M (E.I.C.- Mansukh Mavani)- As an **Inspector** supervised milling operation as per contract plans and specifications. Monitored M&PT, safety and security of the work place; prepared daily inspection reports; recorded all complaints received.

MAY 2008 – AUG 2008: Gowanus Biennial Bridge Inspection, NYSDOT- As an **Assistant Team Leader** performed Structural Inspection for Fracture Critical/Non-Redundant Members; evaluated load bearing capacity of members; updated critical monitoring & under deck sketches and assisted in preparing flag reports; assisted in analysis and rating of all structural steel and concrete members. Took photos & measurements of structural members; monitored MPT.

FEB 2008 – MAY 2008: As a **Junior Transportation Engineer** performed detailed accident analysis for Gowanus Bridge and Staten Island Expressway by entering the accident reports into HAS; estimated true traffic volumes for Verrazano-Narrow Bridge Deck Rehabilitation MPT plan; involved in field inventory, signal timing and data entry for Liberty Street Pedestrian Analysis near WTC. Produced graphs showing the variation of traffic volumes with respect to time for the available data on Staten Island Expressway. Recorded all in-bound and out-bound passenger cars for Port Authority bus terminal parking garage survey.

Darrell Gunter
Senior Inspector

EDUCATION:
Chemical Engineering Tuskegee University (3.5 yrs) Tuskegee, AL

CERTIFICATIONS:
NICET III (IV pending)
Site Manager
OSHA Construction Safety and Health

SUMMARY OF EXPERIENCE:
Darrell Gunter has ten (10) years of experience in providing construction inspection on state and Long Island county roads/ bridge rehabilitation projects. His inspection covered milling, repairs and paving road surface, pavement markings, excavation and backfilling, drainage and guide rails installations, side walk reconstruction, utility work, structural concrete and steel erection, sign structure and traffic signal installation. He has also experience in Superstorm Sandy clean up work.

8/2011 – Present: Drainage Improvements at Sunken Meadow Parkway, Long Island, NYSDOT Project #D261600 - work consists of excavation, trenching, replacement of catch basin and connecting pipe, backfilling, utility layout, compaction, concrete, calcium concrete repairs, and MPT.

Superstorm Sandy clean up for Nassau County: inspection of household debris and tree removal from county roads, recharge basins, and nature preserves.

Superstorm Sandy repairs for the Town of Hempstead: the work consisted of tree stump grinding and removal, curb replacement, asphalt repairs, and lawn restoration.

9/2009 – 8/2011: LED Replacement on State Roadways at Various Locations on Long Island, NYSDOT Project #D261239 - work consist of maintenance and protection of traffic(MPT), LED traffic light replacement, removal of overhead signs, replacing overhead signs, installing new pedestrian crossing push buttons, and installing new pedestrian crossing signals w/count down timers. This project is a Site Manager project.

6/2008 – 9/2009: Resurfacing of Various County Roads on Long Island, #H6158710G - work consisted of shoulder milling and full mill resurfacing, raising drainage and valve castings, asphalt repairs, crack sealing, curb installation, installation of precast top slab for drainage structures, concrete sidewalks, paving, and MPT.

8/2004 – 5/2008: Wantagh State Parkway Resurfacing on Long Island, NYSDOT Project #D959479 - was responsible for the inspection of milling, spall repairs, new concrete curb, full depth calcium chloride concrete repairs, paving, blowing and sealing, raising and lowering catch basins, guide rails, clearing and grubbing, milled in rumble strip (MIRS), mow strip, backfilling, permanent pavement

markings, roadway signs and delineators, as-builts, and landscaping.

Triborough Bridge Widening, NYC, TBTA Project #TB64B: inspection responsibilities included demolition of structural concrete, structural concrete, concrete footings, structural steel erection, removal of existing bearings, installation of elastometric bearings, drilling and epoxy grouting, demolition of roadway deck, installation of precast deck panels, installation of new drainage system, rivet encapsulation and removal, strengthening of existing brackets, demolition of existing steel, backfilling, post tension concrete brackets, various formworks for structural concrete, torquing of bolts, site safety and other miscellaneous duties.

Recharge Basin Reconditioning at Various Locations on Long Island, NYSDOT Project #D260680: work consisted of excavating unwanted soil, trimming basin floors, clearing and grubbing, fence repairs, rebuilding and paving ramps, installing bird houses, establishing turf, embankment, installing new signs, catch basin and pipe cleaning, cleaning of headwalls, headwall repairs, installation of stone aprons and spillways.

SIMCO Engineering, P.C.

Wilson González
Senior Inspector/Office Engineer

EDUCATION:

Bachelor of Civil Engineering/Structural Design, La Salle University, Bogotá Colombia, 1995-2000

CERTIFICATION:

- NICET III (Equivalent)
- OSHA 10 hours, Occupational Safety and Health Training
- ACI Field Technician Certification, Concrete Field Testing Technician - Level I
- Research Engineers International Structural Analysis & Design Certified Engineer
- SENA National Learning Center Construction Institute - Control Construction additives; Construction Wood and Industry; Steel Construction Seminar; Piping Systems
- NYSDOT Project Readiness Consulting Sessions

SUMMARY OF EXPERIENCE:

Mr. Gonzalez has over 13 years of experience as a designer and construction inspector for civil engineering projects. His experience in design has covered blast walls, cantilever 2-3 tier walls systems, retaining & Gabion walls, anchored sheet pile bulkhead, timber piles, floating docs, reinforce concrete foundation and head wall, timber decking, steel columns and bracings, He has also provided construction inspection for installation of water mains, sanitary and combined sewer, sidewalks, pedestrian ramps, and roadway restoration. Mr. Gonzales has effective knowledge on ACI code, Manual of Steel Construction, State and NY City specifications and standards, AASHTO, STAAD and other computer programs. Following is a brief description of project experience:

East Side Access (MTA Capital Construction Corporation): On-site senior inspector monitoring construction activities for this massive tunnel project connecting the Long Island Rail Road's Sunnyside yard (Queens, NY) with Metro-North's Grand Central terminal in Manhattan.

New York City Department of Design and Construction (NYCDDC) (2011-2012):
Worked as an Office Engineer/Inspector for water main installation at Owl's Head Area B in the Boroughs of Brooklyn and Staten Island, NY. Project included removal and replacement of water mains, sanitary sewer, underground utilities, roadway, drainage structure, sidewalk and pedestrian ramp.

NYS Department of Transportation Contract # D025023, PIN X806.46, Assignment# 4, Bridge Corrective repairs in NYC (2010-2011): Worked as an Assistant Team Leader/Structural Engineer for field inspection of yellow flags of several bridges (88 locations) in the five boroughs of New York City. Prepared report for repairing deficient conditions.

New York City School Construction Authority Contract # HWCSCH3A (2010-2011): As an Inspector, worked for the school safety Improvement throughout the city (phase III) in the boroughs of Queens, Brooklyn and Manhattan

SIMCO Engineering, P.C.

Wilson González
Senior Inspector/Office Engineer

New York City Economical Development Corporation Contract #14830003, Hunts Point Streetscape, Bronx, New York (2009-2010): Worked as an Inspector and Office Engineer for the beautification and improvement of Hunters Point Ave, from Bruckner Blvd to Stanford Ave.

New York City DDC contract #HWS2009K (2009): Worked as an Office Engineer for the Installation of High Priority Pedestrian Sidewalks in Brooklyn.

Westchester County Department of Public Works Contract # D08-538 (2008-2009)
Design and construction inspection of bridge replacement (BINs 3348800 & 3348810) on Bronx River Parkway.

Private developer, Metal Arch Culvert Bridge at Hamlet Wood, ST James (2006-2008): Designed superstructure and foundation, grading, drainage & alignment plans, road profile, elevations, slab and joint layouts.

Huntinton Yacht club, Forest Daly Roselyn Inlet Marine, Huntington Hospital, Wendy's in Syosset, Payton Lanes Nursing Homes, SUNY Stony Brook, and Port Jefferson Marina, Long Island(2004-2006)

Design engineer for the following :

- Design of 20 ft blast wall, backfill and drainage at Huntington Hospital;
- Cantilever 2-3 tier walls systems 15-30 ft in height at Wendy's Syosset, Tutor Time, East Moriches Meadow Pond Living;
- Design of Keystone Retaining & Gabion Walls at Payton Lanes Nursing Homes and SUNY Stony Brook respectively;
- Design & Cost Estimate of the anchored sheet pile bulkhead with timber piles at Port Jefferson, NY Marina by free earth support method;
- Design of floating docks; reinforce concrete head wall system on piles, & timber decking at Port Jefferson , NY Marina;
- Design of the Timber Bulkhead at Forest Daly Roselyn Inlet Marina by fixed earth support method;
- Complete structural design of roof, beam, columns, bracings, piers, HS20 foundation slab, interior & exterior piers, foundation slab on grade, & foundation wall, anchor bolts, and column plates of Bio-diesel industrial plant;
- Design of 60 ft reinforces concrete pedestrian bridge at Stony Brook president's house
- Design of 160 ft reinforces concrete arch pedestrian bridge at East Moriches Meadow Pond;
- Design of reinforce concrete baffle walls and foundation slab at Seldon Sever Treatment Plant;
- Design of development and lap splice lengths for compression and tension reinforcing bars in foundation slab at column walls at Smithhaven Mall Sanitary Sewer Plant;
- Evaluation & Design of deep foundation on piles and shallow foundation for residential project at Ocean Watch Marina;
- Design of shallow foundation on surgestone & column piers at Sarachel Developments

residential project;
- Design of light poles bases and parking lot with geo-synthetic material at Lord and Taylor.

SIMCO Engineering, P.C.

Musfiqur Rahman

Office Engineer

EDUCATION:
Bachelor in Business Management (1986), Bangladesh

CERTIFICATION:
NICET II - Certificate No. [redacted]
NICET III & IV in Process
OSHA Construction Safety Training 10 hrs

SUMMARY OF EXPERIENCE:
Mr. Rahman has over 12 years of experience of management in the field of construction; and worked on several NYCDDC infrastructure projects throughout New York. These projects involved, but were not limited to: water mains, sewers, sidewalk and concrete paving, steel and concrete curbs, pedestrian ramps, excavation, asphalt pavement, drainage system, catch basins, installation of street and traffic lights, and cables, asphalt placement/milling and filling, pavement marking, and MPT. He has worked closely with contractors and have ensured compliance with state and specifications, regulations, and requirements.

RELEVANT EXPERIENCE:
NYCDEP Project # C-554 AND # C BORE-1. Senior Field Assistant-Jenny/BAC Killam (HMM), a joint-venture. Worked in close coordination with the **New York City Department of Environmental Protection (NYCDEP**) and assisted the NYCDEP in relation to the City Water Tunnel # 3 Project - the **largest capital project** ever undertaken by the city of New York. The project required very close coordination among the geologists, engineers, design & drilling crews, and office support staff.

C-554 NYCDEP Bureau of Environmental Engineering, Water Works Construction. Required test borings for City Water Tunnel # 3 and upstate sites for the purpose of obtaining soil and rock samples to be used in the design and construction of the Water Tunnel # 3; and Contract Bore 1 (Soil Environmental & Archeological Borings), for the purpose of obtaining soil and rock samples for the design, construction, or rehabilitation of NYC buildings, facilities, and other capital improvement projects. Was involved with many phases of this multi-task oriented project as follows:

- Performed field inspections on soil (split Spoons, Shelby tubes, Hollow Stem Augers) and rock samples, concrete testing, accommodated DEPs subcontractors in environmental sampling.
- Inspected the installation of ground water monitoring wells and data collection. Worked with DEP geological consultants, during the inspection of soil and rock.
- Directly involved in the preparation of master worksheet for payment to various Geotechnical services under contract C-554, GEO-CM-01 and Bore –1
- Prepared and submitted Daily Geotechnical Reports to the NYCDEP
- Prepared Daily Activity Report for the Core Storage Facility at Jerome Avenue, weekly Payment Reports for the NYCDEP, preparing and processing all Change Ordes Payments along with the registration and paper works, Keeping daily Attendance Log of personnel working at Jerome Avenue.

Office Engineer:

SIMCO Engineering, P.C.

Musfiqur Rahman
Office Engineer

-SEQ200491 - Sanitary Sewer and Water Mains in Fern Place, Borough of Queens
-SEQ002626 - Sanitary Sewer Replacements, Storm Sewer Extension & Water Main Replacement. Work
-NYC DDC Project # SEX 20041 Installation of 24"&12" New Sanitary Sewer and 8" Water Mains Distribution for Valhalla Drive, Bronx.
Involved: Replacement of existing, 10"and 8" ESVP sanitary sewers and reconnecting to the house connection drains to the new sewers. Set up the field Office, assisted Resident Engineer for maintaining complete documentation of project including payment, overrun, change-orders, expediting schedule, permits, executive reporting and health & safety. Attended progress meetings; communicated daily progress work to DDC and DOT.

Office Engineer: NYCDDC Project # SEX20039 Installation of New 30", 24, 18", and 15" Sanitary Sewer, Storm Sewer and 12" and 8" Water Mains Distribution for Fairfax Avenue Bronx. Assigned to projects involving the installation of new sanitary sewer, storm sewer and water main in the Bronx. Responsibilities included: Preparing as built drawing for sewer and water mains and update distribution maps, fixed assets summery for sewer and water, catch basin inventory, preparing monthly construction reports, monthly estimates for payments, cost estimates for contract modification operations and change orders. Preparing and processing substantial and final payments. Addressing public concerns and coordinating work among city agencies, contractor and with the public.

Inspector/Office Engineer: NYCDDC Project #HWQP 1183 - Hillside Avenue Project. Preparing as built drawing for water mains and updated distribution maps. Preparing monthly construction reports, monthly estimates for payments, cost estimates for contract modification operations and change orders/overrun. Inspected construction of 4" and 7" concrete sidewalk, water main, installation of catch basin, reconstruction of new road base and asphalt pavement, street marking, installation of new signals and street lights.

Inspector/Assistant Supervisor: Provided engineering inspection and supervision service for Borough of Bronx for the NYCDDC. Scope of work included: installation of 48 thousand (48,000) feet of distribution/trunk water main, house services, tap cards, in service of 20"/12"/ 8"/ 6" D.I.P. including, test pit excavation, installation of new hydrants, removing high pressure hydrent, removal and disposal of existing high pressure water mains, valves; construction of 4" and 7" thick concrete sidewalk, reconstruction of new road base and asphalt pavement, milling, street marking, installation of new signals and street light foundations with anchor bolts type (A,B,T and M) and cables, twenty(20) feet pole with attachments, luminaires, cobra head (hardware with pole), mast arm etc; also was responsible for maintainance of overall site safety .

Joseph M. Morante
Senior Inspector/Environmental, Health & Safety Officer

EDUCATION:

John Jay (New York, NY): Criminal Justice, 1996

Columbia Southern University (Orange Beach, AL): Occupational Health & Safety, Currently Enrolled

CERTIFICATION/TRAINING:

OSHA 10 hr Construction Industry
OSHA 30 hr Outreach
OSHA 40 hr HazWoper
Confined Space Supervisor
NYC DOB 4 Hour Suspended Scaffold
Erosion & Sediment Control (SWPPP Qualified Insp.)
RCRA Hazardous Waste Management
Chemical Awareness Training (Chlorine)
DOT Hazardous Waste Transportation
Hot Work Permit Authorizing Individual (NYCDEP)
FDNY Construction Site Fire Safety Manager
Spill Awareness, Prevention and Reporting (NYCDEP)
C-5 Competent Person for Deleading Industrial Structures
Member of American Society of Safety Engineers

SUMMARY OF EXPERIENCE:

Mr. Morante is a well-rounded person with a varied background in environmental health & safety, construction inspection, community involvement and who has an established history of maintaining excellent client relations through the delivery of quality services.

Environmental Health & Safety Officer, HAKS Engineers, New York, NY:

- Developed, maintained, updated, and enforced policies and procedures including the following: Injury and Illness Prevention Program (IIPP), Emergency Action Plan, blood borne pathogen procedures, personal protective equipment procedures, and Safety Contingency Plans. Revised policies and procedures to minimize potential hazards.
- Played key role in developing the CMEHS Management Plan that resulted in the first CMEHS Management Plan for HAKS Engineers.
- Monitored and prevented potential workplace safety hazards through routine inspections and training; accurate and up-to-date documentation of policies, procedures, and data; and investigations into accidents, injuries, and unsafe conditions.
- Maintained Material Safety Data Sheets (MSDS) on chemicals used in the workplace.
- Documented, filed and maintained proper inspection records and quality assurance documents.
- Managed numerous projects simultaneously within budgetary restrictions.

Joseph M. Morante
Senior Inspector/Environmental, Health & Safety Officer

Lead Inspector, GRB Environmental, New York, NY:

- In charge of the site lead program on New York City Mass Transit Authority, sampling, soil remediation, and field documentation, laboratory analysis, hazardous waste sampling, air sampling (high volume and mini ram): of site and regulated areas, visible emission monitoring, abatement oversight, daily logs, and report preparation.
- Site worked on: Various Train Stations, NYCMTA (01/ 2008 to 10/2008)

Inspector, DOI, New York, NY:

Worked with Inspector General's office performing double checks on HPD Inspectors, reviewing field paperwork for site safety and hazardous waste abatement related issues, auditing, conducting Under Cover operations for integrity check. (06/2007 to 01/2008)

Inspector, Shaw Group, , New York, NY:

- In charge of safety and lead programs on MTA projects, sampling and field documentation laboratory analysis, hazardous waste management, visible emission monitor, abatement oversight, daily logs and report preparation.
- Sites worked on: NYC MTA. (02/ 2003 to 06/2007)

Inspector, GRB Environmental, New York, NY:

- Responsibilities include: asbestos, lead paint, and soil survey/sampling and field documentation, laboratory analysis, hazardous waste sampling, air sampling (high volume and Mini Ram: of site and regulated areas, visible emission monitoring, abatement oversight, daily logs, and report preparation.
- Sites worked on: NYCMTA, NYCDOS, and NYCDOT. (08/1999 to 02/2003)

Inspector, Tiger Environmental, Elizabeth, NJ:

- Responsibilities include: asbestos, lead and soil paint survey/sampling and field documentation, laboratory analysis, hazardous waste sampling, air sampling (high volume and Mini Ram: of site and regulated areas, visible emission monitoring, abatement oversight, daily logs, and report preparation.
  Sites worked on: Merck Building Linden, NJ. (03/1997 to 08/ 1999)

SIMCO Engineering, P.C.

ROBERT G. HOFFMANN, P.E.
Construction Administrator

EDUCATION:
Manhattan College, Riverdale, NY BSCE (1981)

REGISTRATION:
Professional Engineer - New York #[redacted](1984); Louisiana #[redacted](2009)

AFFILIATIONS:
Society of American Military Engineers

CERTIFICATIONS:
MTA NYTC Transit Safety Trained
MTA Metro-North Railroad Safety Trained

SUMMARY OF EXPERIENCE:
Mr. Hoffmann has over 39 years of experience in the planning, design, construction inspection, construction management and program management for transportation and infrastructure projects in the New York metropolitan area. He has worked with most major metropolitan area highway, bridge, rail and infrastructure agencies and many ENR "Top 50" engineering firms including on-going assignments with Jacobs Engineering Group.

Construction Management Services - Newtown Creek Water Pollution Control Plant Modernization (NYCDEP). Mr. Hoffmann was the Construction Manager/Project Director for a Joint Venture overseeing construction activities for the modernization of a 300MGD wastewater treatment plant from Primary to Secondary treatment to comply with Federal Clean Water Act standards.

The project involved four (4) individual construction contracts - NC-47, South Battery and So Battery Controls Building, NC-41 - Central Residuals Building, NC-60 - Process "Wrap-Up" and NC-50 - New Sludge Barge Docking Facilities - totaling $1.3-Billion. As a Wickes Law project the contracts were being executed by 12 Prime contractors representing General, Electrical, Mechanical and Plumbing disciplines/trades.

Mr. Hoffmann was the project day-to-day POC with the owner, design team, on-site operations personnel, contractors, public advocacy group and other stakeholders. Mr. Hoffmann was responsible for a CM operation that involved 65 construction professionals including Deputy CM and office administration to multiple Resident Engineers, Assistant Resident Engineers, Inspectors and specialists in code compliance, scheduling, permitting, health & safety and NYC Department of Buildings special inspections.

SIMCO Engineering, P.C.

ROBERT G. HOFFMANN, P.E.
Construction Administrator

Combined Sewer Overflow 29 & 29A Chamber Modifications, The Bronx, NY (NYC Department of Environmental Protection). Subject Matter Expert for constructability review of maintenance and protection of traffic design plans and specifications for consistency with construction operations, traffic operations and safety of traveling public, pedestrians and workers during construction. The project is located in an urban area surrounding a major metropolitan area medical center and university.

City-Wide GIS Sewer Mapping (NYCDEP). Mr. Hoffmann was Project Director for a GIS digital mapping project to capture the entire sewer system for the City of New York. The project involved over 6,000 miles of sanitary, storm and combined sewers and 300,000 drainage structures (manholes, chambers, etc.) throughout the five (5) boroughs. Mr. Hoffmann coordinated field investigations of over 13,000 manholes by survey where "source data" did not exist. Over 250,000 plans were scanned, digitally rectified and the sewer system plotted. The base mapping consisted of 2,500 sheets, or tiles, based on the NYC GIS map. Mr. Hoffmann managed the efforts of multiple sub-consultants working in offices in NY, PA, VA and Mexico City, Mexico. The project also involved the design of custom software which the DEP uses internally to evaluate "what if" scenarios and programming future capital improvements to the system.

Other NYC Department of Environmental Protection Assignments (NYCDEP). Project Executive for provision of Construction Management services for the Coney Island Water Pollution Control Plant modernization (close out activities), Spring Creek Aux WPCP, Project Manager for Concrete Quality Assurance Contract (CQAC), On-site engineering consultant to Chief, Construction Services, CQAC.

Superstorm Sandy Resiliency Projects, Hudson Line, MTA Metro-North Commuter Railroad. Mr. Hoffmann is the Project Executive for the provision of civil engineering, roadway design and maintenance and protection of traffic plans, specifications and estimate for the reconstruction of three (3) DC electrical substations at Riverdale, Tarrytown and Croton-On-Hudson in Metro-North's Hudson Line operating territory. Each substation is approximately 20' wide and 175' long and will be constructed on a new platform approximately 10' above existing ground. These projects will provide for new traction power sub-stations that will be above the new FEMA 100 year base flood elevations and MTA adjustments for wave action and storm surge. Demolition plans for the removal of the existing substations and restoration of the site is also included in the project.

SIMCO Engineering, P.C.

Arun Suthar
Inspector

EDUCATION:
Bachelor's Degree in Civil Engineering - 1981

CERTIFICATION:
N Y City Department of Design & Construction Concrete Certification
OSHA -10 Hour Training in 2009 (Confined Spaces)
MTA NYCT Track Safety Training

REGISTRATION:
Fundamentals of Engineering (EIT) New York.

SUMMARY OF EXPERIENCE:
Mr. Arunbhai has a BS degree and over twenty (20) years of experience in construction inspection in the metropolitan area. His work experience is as follows:

Inspector: SEQ002658 Sanitary and Storm Sewer at Various Locations in Queens, NY - NYCDDC. Work involves replacement of Sanitary Sewer, Storm Sewer, Water Mains, Hydrants, Sidewalks Catch Basins Curbs and Manholes. Construction Cost: $1.9M. NYCDDC.

This contract consists of installing 3 sewers in Queens at the following locations: 89th Ave between Merrick Blvd and 168th St., 107th Ave between Sutphin Blvd and 150 St., and 115 Ave between Inwood St. and 147th St.

At 89th Ave the contract consists of installing 600 lf of 10" ESVP Sanitary Sewer on Concrete Cradle. It involves a small amount of water main reconnection to assist in the installation of the sewer. At 107th Ave, the work involves installing 2- 10" DIP Sanitary Sewers on Concrete Cradles each approximately 185 lf. The project also calls for installing 180 lf of 8" DIP and 75 lf 12" DIP water mains. The last location, 115 Ave. calls for installing 270 lf of 24" RCP Storm Sewer on Concrete Cradle and 285 lf of 18" ESVP Storm Sewer on Concrete Cradle. These Storm Sewers will be installed on treated timber piles. 4500 VF of timber piles is allocated at this location. In addition 750 lf of 8" DIP water main will be installed. The roadway restoration at all three sites consists of paving in trench followed by 2" overlay curb to curb.

Due to local conditions, continuous monitoring and inspection and quality control of MPT was necessary to ensure that all work zone safety devices, including construction signs and pavement markings, were properly installed and maintained at all times during construction.

Inspector: HWS2009K Installation of High Priority Pedestrian Sidewalks in Brooklyn, NY - NYCDDC. Project involved the reconstruction of concrete curbs, sidewalks, driveways, pedestrian ramps, detectable warning signs, pavement restoration, and pavement markings.

SIMCO Engineering, P.C.

Arun Suthar
Inspector

Inspector: HWS2009M Installation of Priority Sidewalks in the Borough of Manhattan - NYCDDC: Project involved the reconstruction of concrete curbs, sidewalks, driveways, pedestrian ramps, detectable warning signs, pavement restoration and pavement markings. The utility work included below ground gas main relocation, electric conduits offsets, and hydrant relocation for the sidewalk reconstruction. Duties included inspection of daily construction activities to verify its compliance in accordance with the contract plans and specifications. Identified violated sidewalk flags, curbs and pedestrian ramps to be replaced under the contract. Verified MPT set up in compliance with the MUTCD. Coordinated sidewalk reconstruction work with the homeowners/business affected by the reconstruction work. During concrete placement performed concrete field tests including temperature verifications, concrete slump tests, concrete air-entrainment tests and prepared concrete cylinders to determine concrete compressive strength per contract. Prepared inspector's daily reports for the work executed with the quantity takeoff for payment purpose. Prepared sidewalk cards in accordance with NYCDDC specification

Inspector: HWP2005Q- Installation of Pedestrian Ramps as per ADA curbs, catch basins, pavement keys, utilities and hardware in Queens, NY – NYCDDC. Worked as an inspector on NYC DOT project for installation of Pedestrian ramps at various locations in Queens as per ADA amounting $ 7.0 Millions. This work includes marking of the area for the work to provide12 ft. radius of the curb, utility, pole locations and interferences if any. Supervised contractor's daily activity by interpreting drawing and following specifications including field testing of materials, concrete to follow standard drawing & specification of the contract. Prepared daily report with work locations, sketches, measurement, calculation of the quantity of the work done, site patrol. Prepared the detail sketches with measurements, photos of the locations not constructed due to any obstructions like poles, fire hydrant, trees, traffic signals involving any conditions that prevent follow the standard of NYC DOT for construction. Mega Engineering. (10/06-10/09)

Assistant Team Leader-Condition survey of various buildings at JFK Airport - Port Authority of NY & NJ. Performed condition survey of Port Authority (New York & New Jersey) buildings # 14 (which was previously used as Hanger by inspecting the structural framing system, foundation system, structural slab of roof & floors, expansion joints, and other special structural features and systems as per Port Authority specifications. Inspected architectural features, non-structural elements like roofing and drainage systems, parapet walls, façades, windows, awnnings & canopies of the buildings, hung ceilings and suspended systems, bearing masonry and interior partition walls, support for the electrical, plumbing, HVAC, fire protection, alarm & security systems, support for elevator & escalator systems, cladding, fire proofing & architectural ornamentals and other special non-structural features and systems as per Port Authority specifications. Gannet Flaming (07/09-08/09)

Education

- BS/Civil Engineering, Cum Laude, Arizona State University, Tempe, AZ
- AS in Mathematics & Science, Rockland Community College, Suffern, NY
- Fundamentals of Engineering Exam (EIT)

Professional Qualifications and Certifications

- ACI Concrete Field Testing Technician Grade 1 Certification
- ICC Commercial Mechanical Inspector
- Member of American Society of Civil Engineers (ASCE)
- Member of American Society of Safety Engineers (ASSE)
- Member of Chi Epsilon, National Civil Engineering Honor Society
- Member of Golden Key National Honor Society
- Competed OSHA 40-Hours HAZWOPER
- OSHA 30-Hours Construction Safety Course
- OSHA Confined Space Entry Course

Summary

Mr. Lund has 30 years of professional experience including 15 plus years working in senior level positions on different projects. A very experienced engineer, he brings to the table years of practical experience gained from coordinating and monitoring contractor performance.

Experience

Techno Consult, Inc., Princeton, NJ:
$2.5 billion Croton Water Filtration Plant, Van Cortland Park, NY, NYCDEP

Mr. Lund is working as Lead Mechanical Engineer and his responsibilities include examining the construction of structures and sewer, water, and electrical systems, to ensure compliance with contract requirements and local building codes. Management of the construction of the NYCDEP Resident Engineer's Field Offices, construction cost estimating, testing of main excavation rock bolts, monitoring rock blasting and excavation. Reviewing payment requisitions, reviewing of time and material reports. Collecting as-built data, supervision of the implementation of Best Available Technology (BAT), on non-road diesel powered construction vehicles as required by the City of New York's Local Law 77.

The most unique aspect of the project is that the facility will be built completely underground. Construction of the facility will require two major underground construction phases: site preparation and tunneling. Each phase requires specialized expertise by both the contractors and the construction management team. The complexity includes the fact that a massive rock excavation must be undertaken before subsequent stages can begin, and tunnels must be completed before the plant can go on line. These contracts have particular risk because they are subject to unanticipated or unknown rock conditions.

John P. Picone, Inc.: Construction and Demolition of NYCDEP's Wastewater Processing Facility, Hunts Point, NY

As a Project Engineer, Mr. Lund coordinated construction and demolition activities and work included improvements to plant head works including the construction of a new Forebay throttling gate chamber, the replacement of main sewage pumps with variable frequency drive control, the installation of new bar screen equipment, the installation of a new scum and sludge processing system, the construction of a new personnel facility and centralized residuals handling facility, and the installation of a plant-wide instrumentation and control system. His responsibilities included coordination of work activities with various fabricators and subcontractors, procuring submittal approvals and materials and preparation of As-Built drawings, coordination of the layout of new structures and equipment with a team of surveyors, coordination of the removal of hazardous materials from worksite and development of safe work procedures and maintaining safety records.

TECTONIC Engineering Consultants P.C.

As a Project Engineer he was responsible for site planning and design related to wireless communication site; prepared construction and permitting drawings; performed structural analysis and design of telecommunication related equipment; scheduled CADD personnel to ensure project deadlines were met; inspection of sites during and after construction for coherence with design drawings.

M.G. McLaren Consulting Engineers P.C.

As a Project Manager, Mr. Lund performed structural analysis and design of marine and special structures; performed structural inspection of marine facilities.

US Department of Energy – Industrial Assessment Center
As a Project Engineer, Mr. Lund conducted analysis of energy usage and waste streams for Arizona manufacturers; generated comprehensive reports with recommendations for methods to conserve energy and reduce operating costs.

Thor Lund Co. Inc., Bronx, NY
As an elevator Mechanic, Mr. Lund performed construction and repair of sidewalk elevators and electric dumbwaiters; prepared bid proposals for new construction and repair of elevator units; prepared plans and specifications for lifts submitted to NYC Building department.

Education
- BS/Civil Engineering, Luzon University, Dagupan City, Philippines

Professional Qualifications and Certifications
- National Institute of Civil Engineering Technology
- Society of Asphalt Technology, New York Chapter
- NYSDOT QA/QC Technician
- U.S. Nuclear Regulatory Commission (Moisture/ Penetrant Certified Inspector)
- ACI Concrete Special Inspector Level 2
- ACI Concrete Laboratory Testing Technician
- ACI Concrete Field Technician Level 1
- Confined Space Entry Trained
- 40 hour HAZWOPER Trained
- Federal Aviation Administration Asphalt Technician

Summary
Mr. Capito has 30 years of experience experience in conducting engineering inspections and testing, preparing reports, monitoring field activities, reviewing and approving plans and specifications, overseeing rebar and concrete placement, soil compaction, asphalt pavement inspection, masonry, fire stopping, fireproofing and trouble-shooting.

Experience

Techno Consult, Inc., Princeton, NJ

Goethals Bridge Maintenance Building and Administration building Roof Replacement, The Port Authority of NY & NJ

Mr. Capito's responsibilities monitor contractor's daily work by installing roofing and flashing system; inspecting completed work in conformance with plans and specification; preparing daily inspection reports which indicates and includes work performed by the contractor, manpower and equipment used; assisting in other project field inspections; attending constructors progress meetings.

The project is to remove and replace Goethals bridge maintenance and administration building roof (entire roof).

Downstate Misc. CM-Hunts Point WPCP Phase III Upgrade, NY

Mr. Capito's responsibilities include reviewing submittals for the project, monitoring day to day construction activities; conducts review and approval of contractor's payment requisitions; conducts progress meetings, and prepares reports.

The work includes emptying and cleaning the tanks, then replacing the seals between the roof slab and walls (upper corner - visualize the wall-ceiling interface in a room) and the seal between the wall and floor; replacing various mechanical components on the roof, sight glasses, sample ports, cavity drains, the roofing membrane and the various valves and pumps associated with the digester tanks.

CDM, NY: Catskill/Delaware Water Treatment Ultraviolet Light Disinfection Facility, NY

For the City of New York Department of Environmental Protection, Mr. Capito was serving as the on-site resident inspector for the demolition of Catskill and Delaware aerators, the backfilling operations with +/- 200,000 cubic yards of fill materials, the construction of two dewatering system which includes the installation of 100+ ejector wells, the removal of contaminated and non-contaminated water and soil inside the supply and aerators pipelines and the daily activities performed by the contractor and sub-contractors.

Soil Vapor Extraction System Project, NY

Mr. Capito was serving as the resident project representative for the New York State Department of Environmental Conservation's (NYSDEC's) soil vapor extraction interim remedial measure project. The project involves the construction of six new soil vapor extraction (SVE) wells and five monitoring points that connect to the existing SVE wells. The purpose of the system is to remediate soil gas containing VOC (perchloroethylene) vapors along the vadoze zone. His responsibilities have included reviewing submittals for the project, monitoring day to day construction activities, specifically the removal and disposal of excavated and augered contaminated material (soil) on the jobsite. He conducts review and approval of contractor's payment requisitions; monitors the start-up period on the new system; conducts progress meetings, and prepares reports.

Appari & Associates: Spring Creek Auxiliary Water Pollution Control Plant Upgrade, NY

For the New York City Department of Environmental Protection, Mr. Capito was assigned as the civil inspector on the $90M project. He was responsible for engineering inspection, monitoring construction activities and preparing reports. He oversaw earthwork activities (including soil excavation, soil testing, compaction, and site grading), rebar and concrete placement, formwork, structural steel erection, and other related testing and inspection activities on the jobsite.

Slattery, NY: Air Rail Transit at JFK Airport, New York, NY
For the Port Authority of New York and New Jersey, Mr. Capito performed inspections and coordinated general construction activities from foundation to finished work. He was in charge of and supervised a group of independent (sub-contractor) testing laboratories covering inspections on soil excavation, backfill and compaction operation. He assisted the project manager with preparing inspector/technician construction inspection procedures for soil, concrete, asphalt and other construction inspection related materials.

Cole Consulting, Inc.: American Airlines Redevelopment Project, NY
For the Port Authority of New York and New Jersey, Mr. Capito was the supervising inspector and engineer at JFK Airport, New York for the rehabilitation and reconstruction of concrete and asphalt runways and taxiways. He managed and supervised field and laboratory personnel. He conducted engineering inspections and testing; prepared reports; monitored field activities; and reviewed and approved plans and specifications. In addition, he oversaw all rebar and concrete placement, soil compaction, asphalt pavement inspection, masonry, fire stopping, fireproofing and consultations with the client on non-conformance issues. He also provided trouble-shooting for all projects.

Municipal Testing, NY: Harrisburg International Airport Redevelopment Project, Harrisburg, PA
For the Harrisburg International Airport in Harrisburg, Pennsylvania, Mr. Capito was responsible for supervising inspectors overseeing soil excavation, backfilling and compaction, rebar and concrete placement, asphalt paving, masonry, and fireproofing. In addition, he performed concrete and asphalt plant inspection, and supervised general construction activities from foundation to super-structures and finished work.

Queens Hospital, New York, NY
As Construction Inspector, for the Dormitory Authority of the State of New York (DASNY), Mr. Capito was responsible for supervising inspectors overseeing soil excavation, backfilling and compaction, rebar and concrete placement, asphalt paving, masonry, and fireproofing. In addition, he performed concrete and asphalt plant inspection and supervised general construction activities from foundation to super-structures and finished work.

Nassau and Suffolk Counties Road Improvements, New York, NY
For the Long Island, New York, Department of Transportation, Mr. Capito was the construction inspector where he inspected road improvement projects in the Town of Oyster Bay, New York.

Various Projects for New York City School Construction Authority, NY
For the New York City School Construction Authority, as Construction Inspector, Mr. Capito was responsible for supervising inspectors overseeing soil excavation, backfilling and compaction, rebar and concrete placement, asphalt paving, masonry, and fireproofing. In addition, he performed concrete and asphalt plant inspections and supervised general construction activities from foundation to super-structures and finished work.

Public Works and Highways, Manila
As a Junior Civil Engineer, Mr. Capito aided senior staff in preparing and ensuring the accuracy of design, estimates, drawings and inspections for government projects.

Education

- BS/Civil Engineering, NED University of Engineering and Technology, Pakistan

Professional Qualifications and Certifications

- ACI Concrete Construction Special Inspector Cert#[redacted]
- ACI Concrete Field Testing Technician Grade I Cert#[redacted]
- ICC Special Inspector - Structural Steel and Bolting Inspection
- OSHA 10Hr. Construction Safety & Health Course
- Confined Space Entry Training
- 40 Hour HAZWOPER

Summary

Mr. Feroz has 20 years of experience working on diversified projects. He is a skilled Inspector having performed work very successfully on the different projects, Construction, Water Supply and Water Treatment. He is familiar with the various day-to-day reporting requirements for Civil Engineering Projects.

Experience

Techno Consult, Inc., Princeton, NJ

Storm and Sanitary Sewers in South Railroad Street, Borough of Staten Island for NYCDDC, NY

Mr. Feroz responsibilities include inspection and preparation of reports for the installation of DI Pipe Water Mains at various streets, inspection and preparation of reports for the installation of Storm Water Sewer at various streets and inspection and preparation of reports for the installation of Sanitary Sewer at various streets.

QED 992, Water Main Work in Various Locations (Grand Ave., 188 Str., ETC.) for NYCDDC, NY

Mr. Feroz was responsible for performing construction inspection; coordinate with the field and the design team to resolve conflicts in the drawings; coordinate with contractor and the Maintain as-built drawings of the work; Perform all other inspection and field duties as required by the Resident Engineer.

Resident Engineering Inspection Services for NYCDDC Capital Water Main Project limits in very highly traveled areas in Queens (QED 992): Grand Central Parkway, Union Turnpike and Queen Blvd along with numerous side streets. The area has numerous commercial businesses and MTA bus route, NYC Transit Subway system along Queens Blvd. The project comprises of replacing of old unlined cast iron water mains with new 8-in, 12-in, and 20-in water distribution and fire protection systems in the busiest area of Queens.

$5 million East Windsor Twp. Water Mains Improvement Project, NY

Mr. Feroz was responsible for the preparation of daily construction inspection reports, which indicated the contractor's work activities, progress of the work, crew size and composition, weather, equipment utilization, and all other information relative to the execution of the work. Maintain payment records, including the verification of the contractor's time and material sheets, and assist in the review of the contractor's partial payment requests. Monitor contractor's work progress based upon his approved construction schedule and report any deviation. Perform all field duties as required by the Resident Engineer.

The Township of East Windsor, New Jersey is embarked a project for the Improvement of their Water Main, which includes laying of 5,645 feet of pipes in three different segments, which are as follows:

Millstone Road - Laying of 2,914 feet of 16" dia. Ductile Iron Pipe (DIP) by open cut method both in paved and non-paved areas, including all fittings, bends, gate valves, manual air release valves, pressure testing at 125 psig, pavement restoration and lane striping.

Rocky Brook Road - Laying of 1,691 feet of 12" dia. Ductile Iron Pipe (DIP) by open cut method both in paved and non-paved areas, including all fittings, bends, gate valves, manual air release valves, reducers, pressure testing at 125 psig, pavement restoration and lane striping.

Old Cranbury Road - Laying of 275feet of 12" dia. Ductile Iron Pipe (DIP) by open cut method both in paved areas, including all fittings, bends, gate valves, manual air release valves, pressure testing at 125 psig, pavement restoration and lane striping.

Laying of 765feet of 12" dia. High Density Polyethylene (HDPE) pipe by Horizontal Directional Drilling (HDD) method in paved areas, including all fittings, bends, gate valves, manual air release valves, heat fusing of pipes and connection with DIP pipe at both ends, pressure testing at 125 psig,

house connections, pavement restoration , and lane striping.

$25 million CSO Abatement Project for the City of Newark, NJ

As a Civil Inspector, Mr. Feroz was responsible for performing construction inspection for conformance with the plans and specifications, and report any deviations to the Resident Engineer; prepare and maintain daily construction inspection reports, maintain and update shop-drawing log; coordinate with the field and the design team to resolve conflicts in the drawings; review contractor's monthly requisition; coordinate with contractor and the maintain as-built drawings of the work, including any deviations from the contract drawings or approved shop drawings; perform all other inspection and field duties as required by the Resident Engineer.

The project is spread out in phases. Phase: I consist of sewer separation projects in the Third Avenue, Orange Street and Bridge Street drainage areas. Specifically, this phase involves the installation of sanitary and storm sewers, cleaning of storm sewers and modifications to existing regulators. Phase II will include the removal of illegal connections from storm sewers in the Meadowbrook, Oriental, Brown, Lockwood, Blanchard, and Haynes Avenue drainage areas, and Phase III includes the construction of ten (10) screening facilities covering 14 outfalls, one each in the Verona, Delevan, Herbert, Fourth, Clay, Rector/Saybrook, City Dock, Jackson/Polk, Freeman and Roanoke drainage areas and four (4) in-ground netting facilities covering 6 outfalls, one each in the Adams, Wheeler, Queen and Waverly drainage areas.

Government of Sindh, Pakistan: Local Government/ Public Health Engineering Department, Sindh, Pakistan

As a Section Officer (Technical) Mr. Feroz worked for scrutinizing, evaluation, and processing of development projects related to water supply and sanitation sector.

Planning Monitoring and Evaluation Section, Local Government/Public Health Engineering Department for Social Action Program (SAP – A World Bank Program)

Mr. Feroz served as an Assistant Director (Civil Engineering), the main objective was to coordinate Government of Sindh and World Bank for Water Supply and Sanitation Sector in rural areas of Sindh as the SAP was designed for betterment and improvement of standard of livings of rural areas. Periodically, discussions and understanding of policy matrix prepared by the World Bank for the implementation of program. The main focus was on the sustainability of the projects and finalization of methodology for the community mobilization through project implementation, teams and awareness campaign through electronic and as well as print media for the World Bank delegations endured that efforts are made for the preparation, implementation/execution of schemes by the Departmental/Local Engineers.

Frontier Works Organization (FWO), Sindh, Pakistan: Indus Highway Project (Rato Dero – Ghouspur Section) for execution and supervision of 162 RCC Box Culverts and 08 Bridges

The nature of job was to coordinate and exchange of structural information and progress/performance between the consultant and FWO; discuss and sort out the solutions of structural problems that pointed out during execution, maintain the record of Chainage (locations) and confirmation of layout; requisition and planning for procurement and supplying of material i.e. steel, cement and aggregates as required. Stage-wise supervision and checking of sizes and yield strength of reinforcement (steel), aggregates and crushing strength of concrete. Checked the placing of reinforcement (steel) as per drawings provided by consultants. Checked the quality and levels of form work and prior to pouring to confirm the dimensions of structural members. Checked the provision of clear covers in all members and provision of chairs in slab. During pouring as per mix design to supervise the water cement ratio of concrete and ensured that there is no segregation in the concrete and it should be uniform. To make sure that there must be proper use of vibrators to void honey combining of the concrete. Finally, suggestion for rectification and remedial measures, preparation of the report and submitted to the consultants.

Education

- BS/Civil Engineering, NED University of Engineering and Technology, Pakistan

Professional Qualifications and Certifications

- OSHA Confined Space Safety
- Asphalt Paving Construction Technologist (SAT)
- ACI Concrete Field Testing Technician Grade 1Cert#[redacted]
- ACI Concrete Construction Special Inspector
- OSHA 10-Hr Construction Safety and Health Course
- Traffic Control Coordinator, TCC (Rutgers University)

Summary

Mr. Anwar has extensive experience in heavy industrial projects, power plants, bridges, highways, drainage, earthwork projects etc. Anwar worked with Cansult Inc. in Riyadh Saudi Arabia in their Riyadh Sewerage and Storm Project & Supervised the construction of laying of RCC, AC, PVC, GRP pipes ranging from 8" to 72" in diameter and testing , manholes, catch basins, house connections etc. Construction supervision of pre-cast and cast in-situ concrete box channel with cell, retaining walls, level control for rock excavation and concrete pours. Construction of deep manholes, invert checking, catch basins, checking. Coordinated between team members and construction supervisors for the assigned works. Responsible for land development project which include planning, designing and specifications preparation for a sub-division of Toronto, Canada, including roads, water mains, storm water, sanitary and lot grading. He participated in preparing tenders, specifications, evaluation and clarification and provide liaison with sub-contractors, suppliers and clients. He planned prepared follow up of site activities from site handing over up to the project completion. He worked with FIDIC and was involved in the contract interpretation clauses. He has good knowledge of several PC applications such as MS Office Applications, MS Project, and Primavera Scheduling Software P3/P5/P6 etc.

Experience

Techno Consult, Inc., Princeton, NJ

REI Services for Resurfacing, Pavement Improvements and General Repairs at Various Locations within Brooklyn, the Bronx & Queens

Mr. Anwar is responsible for the construction inspection for conformance with the plans and specifications; prepare and maintain daily construction inspection reports; maintain payment The Project includes milling & resurfacing, concrete work (curbs, sidewalks and pedestrian ramps) and Tree work.

REI Services for NYCDDC Annadale Road Sanitary & Storm Sewer Project, Borough of Staten Island, NY

As a Civil Inspector, Mr. Anwar is responsible for the preparation of daily construction inspection reports; maintain payment records, including the verification of the contractor's time and material sheets, and assist in the review of the contractor's partial payment requests; Monitor contractor's work progress based upon his approved construction schedule and report any deviation; Perform all field duties as required by the Resident Engineer. He's also performing inspection of Micro-Tunneling for the 12" Sanitary Pipe about 2000 linear feet long.

The $14 million Project includes laying of Sanitary and Storm Sewer in Annandale Road between Arden Avenue & Walcott Avenue; Detroit Avenue between Arden Avenue & Grantwood Avenue; Edgegrove Avenue between Carlton Blvd & Grantwood Avenue; Arden Avenue between Carlton Blvd & Ionia Avenue; Carlton Blvd between Drumgoole Road & Edgegrove Avenue; Grantwood Avenue between Ionia Avenue & Detroit Avenue. Installation of sanitary sewer in Carlton Blvd between Arden and Detroit Avenue; Arden Avenue between Ionia Avenue & Detroit Avenue; Ionia Avenue between Arden Avenue & Grantwood Avenue; Construction of Chamber on existing storm sewer at the intersection of Genesee Avenue and Richmond Avenue.

Downstate Misc. CM-Chemical & Petroleum Bulk Storage Facilities Upgrade - Wards Island WPCP

The project mainly consists of constructing a number of concrete containment pads to prevent spillage or contamination from chemical or fuel oil loading trucks. It includes modification of existing ferric chlorite and hypochlorite tanks. It also includes installing two new ferric chlorite tanks along with related pumps, dyke, piping and associated filling containment pad. The contract also includes work at Boiler Building where the existing temporary fuel tank has to be removed cleaned and replaced with a new 4,000 liter tank along with associated new piping, new transfer pumps and new 275 liter day tank. The

most important aspect of Boiler Building is to install (3) new 15,000 liters permanent aboveground fuel oil tanks along with related piping and pumps. As an Office Engineer, Mr. Anwar's job functions included as-built updates, maintaining all tracking logs, processing monthly pay requisitions, tracking material certification, maintaining field office files and filing system, preparing correspondence, preparing change orders and facilitating RFI's and writing meeting minutes.

$300 million Polycarbonate Industrial Project, Saudi Arabia

As Project Control Manager, Mr. Anwar was responsible for SR 1 billion (approx $ 300 million) comprising of heavy Civil, Mechanical, Electrical works including Construction RCC Pipe racks, Tank farms, Sub-station buildings, Remote Interface buildings, Incinerator building, heavy equipment foundations, vessel foundations, development of Infrastructure, underground/overhead piping, steel structures etc. Mr. Anwar's major duties included to review and analyze contractor's resource-loading Primavera P6, baseline schedule, monthly progress schedule updates, prepare responses to contractor's schedule narrative reports, independent cost estimates for delay claims using RS Means methods, analyze contractor's time extension and/or liquidated damages based on TBTA Master Legal, attend monthly project meetings. Mr. Anwar also independently prepared several monthly schedule updates in the absence of contractor's schedules for the client.

$75 million Natural Gas Pipeline (N.G.L ARAMCO), Saudi Arabia

As Project Control Manager, Mr. Anwar was responsible for SR 250 million (approx $75 million) comprising of heavy Civil, Mechanical, Electrical work including Construction of RCC Pipe racks, heavy Foundations, underground/overhead piping, plumbing stations, infrastructure development. His major duties include reviewing and analyzing contractor's resource-loading Primavera P5, baseline schedule, monthly progressing schedule updates, preparing responses to contractor's schedule narrative reports, analyzing risk exposure on a monthly basis using variances and exceptions delay claims.

Toronto Land Development Project, Toronto, Canada

As Project Coordinator, Mr. Anwar was responsible for C$ 10 million land development project which include planning, designing and specifications preparation for a sub-division of Toronto including roads, water mains, storm water, sanitary and lot grading. He participated in preparing tenders, specifications, evaluation and clarification and provide liaison with subcontractors, suppliers and clients. He planned and prepared construction schedules and milestones and monitored progress against established schedules; Follow up of site activities from site handing over up to the project completion; Coordinated with other engineers, suppliers/subcontractors for the execution of the project on time and to the cost; Prepared as built drawings of the project; Attended monthly progress meetings, weekly site meeting and submitted weekly reports on site activities; Attended to problem that rose during implementation phase and reported the same to the head of the section. Implemented company HSE policy and suggested improvements. Designed and operated common database and engineering software and use spreadsheets and project management applications.

$400 million Karachi International Airport, Pakistan

As a Senior Quality Control Engineer for $ 400 million project, Mr. Anwar supervised and monitored construction and erection of pre-cast facades, departure level bridge, terminal building & satellites Inspection of batching, placing and curing of concrete as per specification and quality control Inspected and monitored laying of R.C.C, A.C, Fiber glass and steel pipes, surface drains, Manholes etc. liaised with Laboratory.

$450 million 172 Km Canal Project, Baluchistan, Pakistan

As a Senior Contract Engineer on 172 km long (10,000 cusecs discharge capacity) Canal worth $450 million comprising of Earthwork 1 billion ft3, Construction of new bridges and remodeling of old bridges, Construction of Culverts, Construction of roads on both banks of Canal all in accordance with AASHTO Specification, Construction of Division Structures, Super-passages and other related Structures, Erection/Fabrication of Heavy Steel Structure Gates, Construction of Outfall Drain Structures etc.

Education

- BEng (Hon.) – in Civil Engineering, Aston University, Birmingham, England (1991)
- CEng - Chartered Engineer in the UK

Professional Qualifications and Certifications

- Engineer-In-Training
- M.ASCE - Member of the American Society of Civil Engineers
- MICE - Member of the Institution of Civil Engineers in the UK

Summary

Ms. Giffen has over 8 years of experience in project and engineering management on a wide variety of infrastructure and building projects. Her experience has included transportation, water and wastewater projects, structural monitoring and Health and Safety. She has extensive experience working for Designers, Contractors and Owners in successfully working with teams to tight deadlines with limited budgets and resources.

Experience

Project: BAA Contract Safety Documentation, Heathrow Airport UK / Project Manager

Seconded to BAA Ltd to manage safety procedures and documentation for various project teams on Heathrow Airport. Integrating across disciplines and with all levels of project staff to ensure safe working practices planned at all stages of projects, including baggage handling and airside security operations

- Modifications to airports
- Health and Safety requirements

Project: Great Manmade River project, Libya / Design Engineer

Design of appurtenant structures to pipeline to International Design codes. Managing program and budget constraints as well as design requirements
Water related projects

Heathrow Express Rail Link, Heathrow Airport UK / Section Manager

Managing construction teams as Client Representative. Responsible for package amending and upgrading services around the airport to prevent damage and support construction during tunneling works.

- Modifications to Airports
- Tunneling requirements
- Services co-ordination and amendment
- Construction Management

Project: Thames Water Extended Arm, vs sites in South East England / Site Engineer/Inspector

Site Engineer acting as Client representative on construction of various Water and wastewater related construction and refurbishment projects. Liaison with all levels of site management. Responsible for all aspects of quality control of subcontractors work, maintenance of budget and schedule.

- Water and wastewater new build
- Water and wastewater refurbishment
- Construction Management

Project: Docklands Light Railway extension, London, UK / Site Engineer/Inspector

Site Engineer on Gallions reach section, ensuring construction compliance during construction of overhead rail. Assistant Project Planner, supporting creation of project plan for Multimillion dollar project

- Piling
- Reinforced concrete construction
- Precast concrete construction
- Project planning

Education

- Bachelor of Electrical Engineering, NED University of Engineering and Technology, Pakistan (1979)

Professional Qualifications and Certifications

- NEC 2011 Review course
- OSHA 10-Hr Construction Safety and Health Course
- Certification from Professional Engineers Ontario, Canada
- Registered Professional Engineer, Pakistan Engineering Council
- Member of Institution of Engineers, Pakistan
- Member of Association for the Advancement of Cost Engineering (AACE), USA
- SCADA and DCS course

Summary

As a senior electrical inspector Mr. Syed has many key qualifications like:

- Management of a Management of a team of multi-discipline/multi-national professionals which involved creating and managing financial budgets, human/capital resource allocation plans, and supervising and reviewing preparation of contract documents and schedules.
- Conversant with North American codes and standards such as CSA, NEC IEEE, NEMA, NFPA etc, computer well-versed and able to use engineering software.
- *Completed switchgear system design and selection of equipment for High voltage system (34.5KV, 13.8KV, 4.16KV and LV Systems.) for expansion of seawater Cooling facility in Jubail, Saudi Arabia*
- Development of Control System Engineering related to power generation, distribution and pumping station along with DCS logics.
- Supervised the design and execution of medium and low voltage (34.5KV, 13.8KV) distribution network including transformers, switchgears, cables and related protection system.
- Development of electrical infrastructure network, plant's major electrical system & equipment.
- Completed auxiliary system design, UPS, DC chargers, Batteries and Fire alarm systems.
- Preparation of electrical drawings, single line diagrams, schematics, wiring cable block diagrams, schedules and various layout drawings.
- Investigation of electrical systems, UPS, SCADA and DCS system failures, and preparing and implementing directives for corrective actions.
- Analysis and investigation of plant problems and developing remedial strategies.
- Development and implementation of operations/maintenance plan and procedures and quality assurance guidelines.

Experience

Techno Consult, Inc., Princeton, NJ

$1.3 billion CAT/Del UV Disinfection Facility, Valhalla, NY, NYCDEP

In accordance with the terms of the Filtration Avoidance Determination (FAD) issued by the USEPA, the New York City will construct and place into operation an Ultraviolet Light (UV) Disinfection Facility for the Catskill/Delaware Water Supply System capable of disinfection a maximum flow of 2,020 million gallons per day (mgd), with an average flow of 1,310 mgd. The project will meet the water supply needs of the City and lower Westchester County and will comply with state and federal drinking water standards. The introduction of the UV Disinfection Facility will provide an additional disinfection "barrier" against *Giardia* and *Cryptosporidium* which will significantly enhance the City's water supply protection program.

Mr. Syed is responsible for construction inspection, prepare and maintain daily construction inspection reports, maintain and update shop-drawing log; coordinate with the field and the design team, review contractor's monthly requisition; perform all other inspection and field duties as required by the Resident Engineer.

$260 million Wards Island Wastewater treatment Plant, Borough of Manhattan, NYC, NYCDEP

Construction phasing will be conducted in seven phases, the first of which has been completed. Phase 2 involves the construction of the Bronx and Manhattan Grit chambers. Phase 3 consists of solids handling and miscellaneous improvements. Phase 4 involves construction of personnel facilities and other miscellaneous improvements. Phase 5 involves Secondary System Improvements. Phase 6 involves Residuals Handling and Miscellaneous Improvements, and Phase 7 consists of miscellaneous improvements.

Mr. Syed was responsible for technical review of engineering packages comprised of following systems: power distribution and equipment, illumination, fire alarm and protection, lightning protection and grounding, monitoring and security, data/voice communication and cathodic protection system. Perform engineering and commissioning using PANELBUILDERS 32, QUANTUM, FAUNC, WONDERWARER, MATH CAD, RSVIEW32, CIMPLICITY, PMCS, and VERSAPRO and perform construction inspection for conformance with design and contract specification. Prepare and implement directives for corrective actions. Evaluate modifications, change orders and prepare recommendations for negotiations and approvals. Coordinate and review the CPM schedule and perform all other inspections and evaluations. Supervise the execution of day to day work on site; Preparing and recommending solution of day-to-day problems encountered during the execution of work on-site.

$166 million Flushing Bay CSO Retention Facility, NYCDEP, NY

The project consists of the construction of screening and chemical treatment plant, offices and recreation facilities and equipped with the following: An advanced telemetry system control through SCADA; Power and protection monitoring system; Fire alarms and fire lighting system; Grounding and lighting protection system; Public address system; Securitiy System; All of these above are implemented controlled and monitored through the "DCS" System.
Mr. Syed was responsible for reviewing and implementing the contract documents and designs; reviewing the modifications and change orders for approvals and implementations; review and recommend the monthly payments of contractors for final approval; Review and approve the as-Built drawings and final documents of the contracts; Supervise the execution of day to day work on site; Preparing and recommending solution of day-to-day problems encountered during the execution of work on-site.

Expansion project of technical coating facility in Burlington for Dextran Chemical Products Scarborough and GEN pharmaceutical Company

As an Electrical Designer he developed complete engineering package for reconstruction of Dextran chemical products. He was also responsible for completing design of low voltage distribution loads center and illumination, grounding, lighting protection system and fire alarm system, supervising the execution of construction activities of all electrical works and certifying progress payment claims, and developing complete engineering package for several community centers.

Cooling Water System, Royal Commission for Jubail and Yanbu, Saudi Arabia

Mr. Syed worked as the Senior Project Engineer at the largest cooling water system of the world providing process cooling water to the entire Industrial township of Jubail in Saudi Arabia comprising many basic industries. He was responsible for preparing the basic engineering package for world's largest seawater cooling facility in Jubail, completing the review of detailed technical packages for a project over $ 1 billion US, with SCADA application and state of the art (DCS) distributed control system, providing engineering support for the plant, de-bottlenecking studies and implementation guidelines, supervising installation and commissioning of advanced telemetry network for flow measurement. Mr. Syed was also responsible for creating and implementing maintenance plan for electrical distribution systems, comprising of transformers, switch gear and control circuits, motor driver units and motor control panels, transformer rectifiers and related control circuits.

Various Projects for Ministry of Defense and Aviation (MODA), Saudi Arabia

Mr. Syed was responsible for completing the review and approval for design, calculations and specifications for contractibility for large and complex engineering projects of Ministry of Defense and Aviation, Prepared capital and human resources allocation plans for implementation, and also completing the review of as-built drawings and final documentation.

Various Projects, Saudi Arabia

Mr. Syed managed the execution and commissioning of high voltage (34.5KV, 13.8KV) distribution network includes transformers, switchgears, cables and related protection system as a turnkey project.

Education

- Katherine Gibbs School, New York, NY Business Management Degree (Associates)

Professional Qualifications and Certifications

- ICC Structural Steel and Bolting Special Inspector
- ACI Concrete Construction Special Inspector
- ACI Concrete Filed Testing Technician – Grade I Certification
- MTA NYCT Track Safety
- Path Roadway Worker Protection Certification (Employee in Charge)
- Special Inspection of Structural Masonry Construction (The Masonry Society 10 hour Seminar)
- OSHA Training (10 hour)

Summary

Mr. Nunez has 15 years of experience as a Civil Construction Inspector. This knowledge has given him the expertise in inspecting for different projects in which he supervised 400 guest room renovations, inspected the construction for the phase of the MTA 1/9 subway lines and performed construction inspection for transit center police renovation.

Experience

Techno Consult, Inc., Princeton, NJ
Journal Square Transit Center Police Command Renovation & Christopher Street Substation Upgrade/Renovation, The Port Authority of NY & NJ

Responsibilities for Mr. Nunez, working at Journal Square Transit Center Police renovation & Christopher St. Substation upgrade consists of performing construction inspection for conformance with the plans and specifications, and report any deviations to the Resident Engineer; Preparing and maintaining daily construction inspection reports, which shall indicate the Contractor's work activities, progress of the work, crew size and composition, weather, equipment utilization, and all other information relative to the execution of the work. Maintain payment records, including the verification of the contractor's time and material sheets, and assist in the review of the contractor's partial payment requests. Review contractor payment requests and recommend reasonableness to the Resident Engineer. Identify potential extra work issues and keep Resident Engineer advised of issues. Prepare estimates of extra work, Maintain as-built drawings of the work, including any deviations from the contract drawings or approved shop drawings. Review plans for constructability and prepare comments. Assist in the preparation and negotiation of construction change orders. Coordinate with the contractor towards the preparation of the CPM schedule. Monitor contractor's work progress based upon his approved construction schedule and report any deviation. Perform all other inspection and field duties as required by the Resident Engineer. Run and keep meeting minutes on project meetings.

JSTC PAPD Renovation: Renovation of the Police Command Facility located on the concourse level of One Path Plaza in Jersey City to include new command desk, new locker rooms, new kitchen, upgrade of security systems (Access Control), upgrade of data systems, intercom and telephone.

Christopher Street PATH Substation: Upgrade/renovation of the Christopher Street PATH substation to include steel reinforcement of existing floors receiving new electrical system. Construction of new offices , new access and egress for the existing five story building.

PB-URS-World Trade Center Transportation HUB/SITE, The Port Authority of NY & NJ

Mr. Nunez's responsibilities included inspection of construction during underpinning (preloading/loading) phase of the MTA 1/9 Subway line, demolition, excavation and clean-up for Towers Two, Three, Four & Path Hub building areas. Assisting as requested by Resident Engineers, on both the East and West Bathtubs work packaged by conducting inspection services during construction of WTC East/West connector. Ensuring arch erection, concrete/steel reinforcement installation and fire proofing application was performed in accordance with the approved contract documents. Assuring project site specific rules and regulations and applicable plans for operations management, site safety and quality management are followed. Responsibilities including monitoring daily activities of all trades under General Condition Package and keeping detailed documentation and maintenance of working files, monitoring and approving all time and material for payment; daily report completion, management of material deliveries and supporting documents. Daily inspections of job site for safety

and compliance as a result of on-site problem solving.

NY Hilton & Towers, New York, NY
Mr. Nunez's responsibilities included management and coordination of staff members; assigned tasks to various trades as an engineering and maintenance dispatcher.

Martin Construction Brooklyn, NY
As a Foreman, Mr. Nunez worked on numerous residential renovation projects. His responsibilities included estimating, purchase materials, as well as, oversee crew to ensure work was performed as per the contract. Hands on field responsibilities including the coordination and oversight of electrical systems, demolition and installation of 120/240 volts lighting and power circuits, panel board and transformer installation with associated conduit, sink and tub installation, heater and a/c systems, plastering, drywall installation and painting.

New Yorker Hotel, New York, NY
As a Construction Team Foreman, Mr. Nunez's responsibilities included supervision of 400 guest room renovation project, prepared purchase orders, submitted daily progress reports, kept time and material log.

Education

- B.S. Mechanical Engineering: Nov' 1992
- Key Courses: Energy Resources & Utilities; Refrigeration & A/C; Heat Transfer; Thermodynamics; Welding Technology; Electrical Technology; Gas Dynamics, Strength of materials, Machine Design & Engineering Graphics

Professional Qualifications and Certifications

- Engineer-In-Training (EIT), Fundamentals of Engineering (FE)
- 10 Hour Construction Industry Outreach
- 10-Hour Occupational Safety and Health Training Course in Construction Safety & Health
- Certification in Auto Cad awarded by Edit system Pvt. Ltd. India
- Certification in Air Conditioning Refrigeration awarded by Government of India.
- Certifications in 3d Animations awarded by Edit system Pvt. Ltd. India

Summary

Mr. Majid has more than 15 years of experience in both mechanical design and inspection. He has extensive HVAC design and implementation using AutoCAD. He is also experienced with Microsoft office Carriers HAP 4.30, Cad pipes and was exposed to pipe/fitting/welding economics.

Experience

Techno Consult, Inc., Princeton, NJ

1.5 billion Newtown Creek Wastewater Treatment Plant, NY

This project involves the completion of significant upgrades to the structures and systems that treat wastewater from a combined sewage treatment system. Some of the project elements include improvements to the plant bar screens, electrical, plumbing, HVAC, and controls and instrumentation upgrades, new screening and control buildings, new barge facilities and site work. The plant is undergoing a major capital improvement and upgrade program to expand its intended capacity from 1.2 to 1.8 cubic meters per day – a 50% increase. Process improvements will result in dramatic reductions of biochemical oxygen demand (BOD), and will help bring NYC into compliance with the secondary treatment standards required under the Clean Water Act.

Mr. Majid is responsible for inspection of mechanical components and systems associated with wastewater treatment. He oversees testing and acceptance of mechanical components and systems and reports any deviations to the Resident Engineer. Generating daily reports on contractor activity on jobsite. Assisting the Resident Engineer with resolution of issues resulting from field conditions and with contractor relations. Interacting with design and trade personnel with the aim of progressing the work in an orderly and timely manner.

Various projects for DEP, MTA, LIRR, NYCT, Metro North Railroad and NJ Transit & New Jersey Turnpike Authority

Mr. Majid gained HVAC experience in the design, coordination and construction of water / wastewater treatment plants, government and transit facilities. He performed different tasks as a mechanical engineer for numerous projects for clients including DEP, MTA, LIRR, NYCT, Metro North Railroad and NJ Transit & New Jersey Turnpike Authority. Familiar with design / construction processes and requirements. He was responsible for the design process including calculations, scoping reports, equipment sizing, layout coordination (between all trades), contract drawings/ specifications, cost estimates, shop drawing review and requests for information from contractors / engineer coordination and on-site inspection.

Project: DC WASA 358 Main and "O" Pumping Station Rehabilitation

Responsibilities involved sizing and layout of piping, boilers, pumping system, heating and ventilation units, Fans and Ductwork. Verified existing conditions in the field for HVAC Design. Responded to RFI. Prepared Design Revisions. Prepared Cost Estimation. Reviewed contract HVAC submittals with respect to contract drawings & specifications involved during field coordination. Calculated sufficient air-change per hour in the Battery room to keep the hydrogen level low and maintained explosion proof equipment selection for battery room.

Project: Newtown Creek Contract 30H, Main Building South Addition –

Reviewed contract HVAC submittals with respect to contract drawings & specifications. Maintained proper relocation of convectors in the staircases. Calculated heating and ventilation requirements.

Project: Bowery Bay –57H & 58H - HVAC Design, Prepared cost Estimation
Reviewed contract HVAC submittals with respect to contract drawings & specifications & involved during Field Coordination. Prepared Change Orders during construction phase.

Project: Catskill Delaware
Calculated Heating & Ventilation Loads, HVAC Equipment, Ductwork & Piped layouts in the various locations of the facility.

Project: New York state office of Mental Retardation and Development Disabilities
Prepared Estimated Cost for HVAC equipment by piping, having pipe support for feasibility study for New York state office building. Copiloted engineering data to analyze Energy Efficient Strategies.

Project: Adam Clayton Powell Jr., State office Building
Reviewed Contract HVAC submittals with respect to Contract Drawings & specifications.

Project: Rutgers Houses
Reviewed Contract HVAC submittals with respect to Contract Drawings & specifications.

Project: Lehman HS, Bronx
Surveyed existing school conditions at the basement floor "Ballet Studio/Smoke Purge system" and prepared a report describing Mechanical findings & Recommendations for air-Handling unit & Ventilation system for the Ballet Studio and Smoke Purge System as per New York City Building Codes & SCA Standards. Completed Scoping phase, Design phase & Construction phase. Performed Cooling load calculation using computer software to ensure existing system-cooling performance, and proposed new HVAC equipment to optimize the Cooling performance.

Project: NYCSCA Public School PS-229, Bronx
Surveyed existing conditions for the Structural Stabilization & Water Leaks; Replaced Existing HVAC Equipment, and Duct & Pipes. Completed HVAC Design phase & Prepared HVAC contract drawings.

Project: NJSCC New Elementary School #5, East Orange - HVAC Design & CAD

Project: NYCSCA Public School PS-41K & PS-332K - HVAC Design & CAD

Project: Newtown Creek New York
Completed a $28Million HVAC Job Including 9 Boilers, 15 Pumps, 6 Heat-Ex-changers, Heat-Recovery Units, Air-Handling Units, Control Room Air Conditioner Units, Condensers, and Unit Heaters & Convectors etc. At DEP New York, NY (Newtown Creek). Complete in-charge of Design/Drafting using AutoCAD 2000 & Cad pipe. Successfully Completed the Process of Co-ordination with all other trades on the project. Reviewed Pipe Hangers Details. Resolved all field conflicts with other trades. Prepared Pipe fabrication sketches for complete project. Reviewed Submittals for Equipment/Pipe/Fittings/Instrumentation/Pipe Hangers. Worked with Consultant Engineers to Co-ordinate with other trades on the Project. Prepared Change Orders & negotiated Quantities with Engineers. Prepared Valve Charts. Prepared As-Built Drawings/Weld Maps. Took off Materials. Calculated Labor hours for Estimation.

Project: East River Re-powering Project New York
Responsibility for developing Isometric piping drawing for installation using Orthographic plans & Sections as a part of Design/Drafting team. Prepared Change Orders for extra Materials Pipe/Fittings/Pipe Supports/Welds. Checked fabrication Iso-drawings. Prepared Change Orders. Worked with Steam fitters/plumbers to resolve field Conflicts.

Project: CSO-Combine Sewage Over-flow New York
Responsibility of laying out 600ft of 48" Ductile Iron Underground Drain piping using AutoCAD & Cad pipe. Prepared Plans & Sections for 24" Stainless Steel Air Piping. Prepared Plans & Sections for 18", 12" & 6" Ductile iron Flushing Water piping. Prepared Accurate Plans & Detail piping layout using Surveying data.

Project: Manhattan Criminal court Building, New York
Completed a $6Million HVAC Job Including 4 Boilers, 6 Pumps & Dearetor tank. As part of a team completed all drawings for High Pressure Steam Piping Drawings. Completed all plans, Sections & Details. Checked fabrication spools. Laid out all equipment & Coordinated with other trades.

Education

- BS/Facility Management
- AAS/Civil Engineering Technology
- AAS/Construction Management

Professional Qualifications and Certifications

- ACI Concrete Field Testing Technician, Grade 1
- ACI Concrete Construction Special Inspector
- NICET Material Testing Method, Level 1
- USNRT, Radiation Safety, Nuclear Densometer
- OSHA Occupational Safety and Health Administration 10 Hours
- Member of ASCE
- Member of ASTM
- Member of ACI

Summary

Mr. Mowla has over 10 years of experience as a Civil Engineer Inspector. As an inspector he has worked for various companies in which his skills have been beneficial. His duties have included maintaining daily inspection reports, supervising and evaluating staff with daily details on building departments requirements and ensuring field technicians were properly trained.

Experience

Techno Consult, Inc., Princeton, NJ

LT-234.026 Structural Rehabilitation and Repaving the Helix, NJ, The Port Authority of NY & NJ

Mr. Mowla's responsibilities for the Structural Rehabilitation and Repaving of the Helix are preparing and maintaining daily construction inspection reports, which indicated the Contractor's work activates progress of the work, crew size and composition, weather, equipment utilization and all other information relative to the execution of the work; performing special inspections for special work, such as, the concrete placement, welding, bolting, and soil investigation; maintaining payment records (creating monthly log of payments, forecast of upcoming work / payment), including the verification of the Contractor's time and material sheets and assist in the review of the Contractor's partial payment requests; reviewing contractor payment requests and recommend reasonableness the Resident Engineer (RE); identifying potential extra work issues and keep RE advised of issues. Preparing Estimates of extra work (PACC); maintaining as-build drawings of the work, including any deviations from the contract drawings or approved shop drawings; authorizing related sketches and documentation; reviewing plans for constructability and prepare comments; assisting the preparation and negotiation of construction change orders along with the coordination of the contractor towards preparation of the CPM schedule.

the Lincoln Tunnel Route 495 roadway approach, known as the Helix. This iconic roadway structure leading directly into the Lincoln Tunnel is more than 70 years old, and is nearing the end of its useful life. The Lincoln Tunnel Helix Rehabilitation Project will repair this crucial infrastructure over a period of three years in order to extend the roadway's usability.

DELTA Testing Laboratories, NY

As a Senior Inspector/Quality Assurance Officer, Mr. Mowla's responsibilities included supervising and evaluation of field and laboratory technicians and provide daily management details, specifications and building Department requirement; provide Quality Assurance by meeting with clients and contractors in the field to validate reports and to coordinate and surrounding metropolitan area at major projects such as schools, hospital, theaters, office buildings, shopping centers and residential units. Specializing in the inspection of construction with regard to soils and subgrade, reinforcing steel, formwork, concrete, structural steel, structural stability, integrity of building modifications and investigation of material failures; performed MEP controlled inspections at commercial and residential job sites for various life safety systems, for suppression systems, fuel burning and storage systems, chimney and breeching systems, air conditioning and ventilation systems and refrigeration systems; supervise, perform and witness Mechanical, Electrical and Plumbing functional operational test including but not limited to fire suppression / detection systems, emergency generators, fire pumps, emergency lighting & exit sign, domestic water and storm piping at construction projects; provided technical oversight and supervisory guidance to maintain various accreditations such as AMRL, CCRL, IAS and AASHTO.

The project is Quality Management of field and Laboratory operations for a Construction Inspection / Material Testing Laboratory that provides Quality and Inspection Sign-Off of Building Construction site Development.

Independent Testing Laboratories, Inc., NY

As a Field Technician / Lab. Manager/Inspector, Mr. Mowla's responsibilities included ensuring Field Technicians are properly trained, ensuring job coverage and overseeing their performance in the field and in the laboratory. Concrete, Mortar, & Grout Inspection by determining P.S.I. using the Windsor Pin & Windsor Probe Test System; determining lump using Slump Cone; obtaining Air Percent in Concrete utilizing Air Pressure Pot; obtaining Concrete Core Samples using Concrete Coring Drilling Equipment; Concrete Batch Plant Inspection and Masonry and Core drilling. Steel Inspection by Reinforcement Steel Inspection; Bolting Inspection; Fire stopping Inspection and Load test / Pull test. Soil Inspection by Soil Compaction using Nuclear Densometer / Sand Cone; Determining Soil Bearing Capacity using the Windsor Penetrometer; Sub grade Inspection and Soil Boring. Laboratory Testing by Wash Sieve Analysis; Compressive strength of concrete materials; Calibration of various gauges; Soil classification; Air content (concrete); Wash Sieve Analysis; Unit Weight test; Brick & CMU Absorption test; Plastic Limit, Liquid Limit; and Modulus of Elasticity.

U.S. Construction, Inc.

As a Project Manager, Mr. Mowla's responsibilities include management of general construction projects with respect to estimating, purchasing, subcontracting, scheduling, billing and project coordination; provided field supervision for site development work consisting of site remedial work, roads, utilities, landscaping, foundations, common septic systems and pump station as well as overseeing the 3rd party inspection and testing agency; successfully coordinated the MEP details and specifications for the CLUB house to achieve LEEDS objectives while pursuing alternative HVAC methods such as radiant floor heating.

Education

- MS, Construction Management (Project Management), 2005, Heriot-Watt University, Edinburgh, UK.
- BS, Civil Engineering, 2003, Aligarh University, Aligarh, India.

Professional Qualifications and Certifications

- Graduate Member of Institution of Civil Engineers United Kingdom (Membership Number: [redacted]) with option for eventual progression to Member (Chartered Engineer).
- CITB certificate course in Advanced Surveying & Setting-out from National Construction College, Kings Lynn, United Kingdom
- Spill Prevention and Response Training Certificate from New York City Department of Environmental Protection (DEP)
- Occupational Safety and Health Administration (OSHA) - Construction Industry Outreach Certificate

Summary

Mr. Mahmood has proven successfully that he has the extensive knowledge needed to perform multi-tasking in the field of heavy construction projects. Such tasks included estimating, scheduling and management systems using a variety of Project Management & Information System software such as Primavera, Prolog and Expedition. He also managed Quality Control, budget control, and conducted Field Inspections.

Experience

Techno Consult, Inc., Princeton, NJ

Project: Hunts Point Phase 4 – Carbon Addition (WPCP), New York City Department of Environmental Protection (DEP), the Borough of the Bronx, New York - Office Engineer/Scheduler

The purpose of this facility is to add a supplemental carbon source, glycerol, to the waste water flow to enhance de-nitrification, as required under the BNR Consent Order Schedule. Duties are detailed below:

Schedule: Update review every month; Prepare Schedule Analysis Report for DEP; Conduct CPM Meeting every month; Schedule reply to Contractor every month

Payment: Negotiate Pencil payment with the contractor; Prepare Partial payment package; Prepare Partial payment backup for Engineer's Audit *Office (EAO) DEP*: Answer any EAO DEP's concerns as and when they arrive; Provide Additional backups from contractor by following up; Reply to US Census bureau questions on the monthly partial payments

Progress meeting: Prepare Progress meeting agenda and minutes of meeting; Send out minutes of meeting through prolog; Monitor the project closely during meeting using through knowledge of project schedule

Monthly I&T Report: Help Resident Engineer prepare the monthly progress report; Ensuring that all the current and potential project issues are addressed in the monthly report; Final Review of Monthly I&T Report prior to being sent.

Issues & Concern through email: This phases involves interaction with the other construction phases of the plant and therefore there are questions through email every day which requires a quite thoughtful reply. My job involves guiding the project team in drafting the email responses for these critical questions on time and accurate.

Delay letters

I&T Meeting: Preparing the slides for the I&T Meeting Guiding the project team before the meeting about critical issues to discuss in the meeting

Change order: Involved in helping the project team send out the scope of the change order; Involved in negotiating the change order with the contractor; Involved in sending the final package to the DEP

Project: Contract WI-270, (Approx. $14 Million) Wards Island Water Pollution Control Plant (WPCP), New York City Department of Environmental Protection (DEP), Manhattan, New York - Scheduler/Office Engineer

Responsible for technical and administrative duties pursuant to the Office Engineer's scope of work, including preparation of monthly schedule updates. The scope of construction work under this contract includes the upgrading of chemical bulk storage tanks, temporary fuel oil storage tank and construction of chemical bulk storage tanks, temporary fuel oil storage tank and construction of chemical transfer pads, installation of emergency vents, vents, cathodic protection system, inventory control system, pipe signs and petroleum transfer pads.

- Checking the contractor's monthly schedule updates, including reporting any deviation to the Resident Engineer.
- Preparing schedules for the balance of all work in the project using Primavera Project Planner.

- Material clearances (coordinating with Materials Engineer regarding status of materials approvals).
- Maintaining and organizing contract records, current plan sets and all tracking logs for the resident engineer and staff.
- Maintaining project correspondences, Non-Conformance Notices (NCN), change orders, and their corresponding logs.
- Assisting the Resident Engineer in processing the contractor's monthly payment requisitions.
- Maintaining payment records including the verification of the contractor's time and material sheet
- Preparing change orders, facilitating RFI's and writing meeting minutes.
- Performing construction inspection for conformance with the plans and specifications, and reporting any deviations to the Resident Engineer, including compliance with its approved SSHSP.
- Preparing and maintaining the daily construction inspection reports, which shall indicate the contractor's work activities, progress of the work, crew size and composition, weather, equipment utilization and all other information relative to the execution of the work.
- Assisting the Resident Engineer in overseeing that the contractor conducts the waste characterization transportation and disposal process, erosion control process, dewatering process, and lead and asbestos remediation process as required by the NYC DEP, New York State and federal agencies.
- Provide updated information and keep DEP informed of all special case and issues.

Projects:

Opus Tower (Approx. $400 Million), Architect Zaha Hadid, Business Bay Dubai, UAE
Schon Business Park (Approx $100 Million), Dubai, UAE; Al Manara Tower (Approx $75 Million), Dubai, UAE; Beach Tower-2 (Approx $50 Million), Sharjah, UAE; Palm Tower-1 (Approx $50 Million), Sharjah, UAE
Scheduler

Responsible for technical & administrative duties pursuant to scheduling, planning and tracking of installations in high rise Business developments around Dubai, United Arab Emirates using Primavera Project Planner.

- Responsible for preparing detailed cost and resource load construction schedules (containing up to approx. 3000 activities, including detailed testing & commissioning), in conjunction with Principal Contractor's master schedule, and meeting all the constraints & milestones defined in their schedule.
- Performed monthly schedule and cost updates and provided two (2) week look-aheads for tracking progress in the field; submitted periodic reports to the clients and other stakeholders, while ensuring that monthly partial payment matches the progress on the Primavera Project Planner Schedule.
- Responsible for Resource Loading/VIDI Download/Cost Control Report, with computation of Earned Values; investigated the reasons for variances.
- Responsible for preparing manpower histograms, s-curves and manpower projections for completion of work and coordinated with the Principal Contractor to generate their Monthly Progress Reports, including Expenditure Reports, Cost Performance Reports and cost-curves.
- Operated common database and engineering software, and used spreadsheets and project management applications to develop and maintain effective work relationships with logistics and engineering counterparts, in a multi-cultural, multi-ethnic environment.
- Proactively managed the resource allocations by ensuring that appropriate resources and tools were assigned to the tasks according to the project plan.
- Assisted the Human Resources Manager in his recruitment strategy by providing him six month labor projections for the project.

Various Projects Experience & Knowledge

Prepared detailed resource baseline schedules, using Primavera Project Planner.
Analyzed risk exposure on a monthly basis, attended meetings, and took actions on items of key concern, following up with the suppliers spread all over the globe.
Prepared RFI's and shop drawings logs. Coordinated with other engineers, suppliers and subcontractors to insure delivery of the project on time and within budget.

Education

- Bachelor of Engineering (Civil), N.E.D. University of Engineering and Technology Karachi, Pakistan

Professional Qualifications and Certifications

- OSHA 30 hours Construction Safety Training
- ACI Concrete Field Testing Technician Grade 1 Cert #[redacted]
- TCC Traffic Control Coordinator (Rutgers)
- Certified Asphalt Technologist (SAT)
- Work Zone Safety Awareness
- Hazardous Waste Operations and Emergency Response – 40 hours
- DOT hazardous Materials Transportation

Summary

Mr. Malik is a construction and development professional with 29 years of expertise in all facets of the industry; verifiable track record for the completion of multi million dollars projects through coordinating trades, developing partnership and building positive rapport with architects, engineers, local officials, vendors and clients while maintaining costs; versed in contract negotiation, project estimating, impending design problems, documents preparation, building code and regulations, material purchasing, site management. Areas of expertise lie in: Handling Multiple Projects; Cost Control Management; Team Building and Leadership; Quality Control Management; Permitting and Building Code Safety and Compliance management; Construction Planning and Scheduling; Organization and Time Management; Critical Path Project Management; Vendors and Material Management; Budget Analysis; Estimating and Job Costing.

Experience

Techno Consult, Inc., Princeton, NJ

REI Services for Resurfacing, Pavement Improvements and General Repairs at Various Locations within Brooklyn, the Bronx & Queens / Office Engineer

As an Office Engineer, Mr. Malik is responsible for the following:

Coordinating with materials engineer regarding status of material approvals

Maintaining and organizing contract records

Maintaining current plan sets and contract files for the Resident Engineer and staff Maintaining project correspondence, Non-Conference Notices (NCN), change orders and their corresponding logs

Preparing and maintaining daily construction inspection reports and payment records, including the verification of the contractor's time and material sheets.

Reviewing the contractor partial payment requests.

Monitoring the contractor's work progress based upon his approved construction schedule and reporting any deviation to the RE.

Project Overview:

The Project includes milling & resurfacing, concrete work (curbs, sidewalks and pedestrian ramps) and Tree work.

Detail quantities of work are as follow:

1. Grind. Ex. Asp. Conc. Wearing Course (Milling)
2. ASP. Conc. Wearing Course 2"(Paving)
3. Pre-identified Binder mixture
4. Concrete Curb 18" Deep
5. Straight Steel Face Curb 18" Deep, 24,000 LF
6. Corner Steel Face Curb 18" Deep, 9,000 LF
7. 4" Concrete Sidewalk (Un-pigmented), 37,500 SF
8. 7" Concrete Sidewalk (Un-pigmented), 37,500 SF
9. Embedded Preformed Detectable Warning Unit
10. Maintenance Tree Pruning (Under 12" CAL)

Citywide Street Milling, NYCDDC

REI Services for Prior Notice Sidewalks in the Borough of the Bronx, NYCDDC

Mr. Malik is responsible for performing sidewalk construction inspection; coordinating with the field and the design team to resolve conflicts in the drawings; coordinating with the contractor and the Maintain as-built drawings of the work; Performing all other inspection and field duties as required by the Resident Engineer; preparing and maintaining daily construction inspection and activities reports.

Multiple School Safety Improvement Projects, New York

Mr. Malik worked as a Civil Inspector in multiple School Safety Projects in Brooklyn and Queens for the following Projects: PS 190, PS 257 and PS 91 in Brooklyn and PS 227 in Queens, Duties as an inspector included:

Sidewalk supervision including Curbs and Pad-Ramps, Road Neck-Down, Street Milling and Paving and Road Marking; Supervised the Water Main and Sewer Relocation and installation of new systems; Supervised the removal of old site fixtures such as Hydrants, Valves and DIP 6" to 20" Pipes; Catch Basins and Manholes installation supervision and

inspection; Supervised the Field-Testing for Soil, Concrete and Asphalt; Managed the Punch List.

Mass Transit Projects, Hotel, Laboratory Building, Karachi, Pakistan
As a Project Manager, Mr. Malik's primary responsibilities were Karachi City Govt. Mass Transit Project funded by World Bank and Asian Development Bank; Construction of Boys Hostel for University of Karachi; Construction of Girls Hostel for University of Karachi; Construction of Basement + Ground + 24 story; Tower Building for Karachi Port Trust; Construction of Agha Khan Medical Centre Clifton Karachi; Construction of Laboratory Building and Oncology Building Agha Khan; University Hospital.

Construction of Exchange Buildings, Telecom Network, Jeddah and Makah, Saudi Arabia
Mr. Malik's primary responsibilities were Designing of Primary and Secondary Telecom Network; Installation of Microwave Towers in Jeddah and Makah Region; Construction of Exchange Buildings in Jeddah and Makah Region; Installation of Telecom Network in Qasim, Jeddah and Makah Region
Involved in materials testing and inspection of Parking structure construction, asphalt, soil, concrete and steel rebar inspection.

Various Primary and Secondary Telecom Network Projects, Pakistan
Mr. Malik's primary responsibilities were designing of Primary and Secondary Telecom Network; Installation of Microwave Towers all over Pakistan; Construction of Exchange Buildings all over Pakistan; Installation of Telecom Network all over Pakistan.

Various Multi-purposes Buildings, Hospital, Abu Dhabi, UAE
As a Project Manager, Mr. Malik's primary responsibilities were overseeing the construction of various projects such as Low Cost Houses projects in Abu Dhabi; Residential Complex for ADNOC Ruwais; Construction of Mufraq Hospital Abu Dhabi; Construction of G + 22 story Residential Buildings(8 Units)

Toyota Complex, Abu Dhabi, UAE
As a civil engineer, Mr. Malik's assisted project manager in oversight and support of construction activities, attended progress and activity meetings, reviewed design as-built drawings and submittals, evaluated Contractor's claims and submissions, maintained detailed and complete documentation of construction activities and prepared project.

Education
- BS/Mechanical Engineering, NED University of Engineering and Technology, Pakistan

Professional Qualifications and Certifications
- ICC Certified Commercial Mechanical Inspector
- PPE Training (Equipment and Hazardous Communication)
- Confined Space Training (Entry & Rescue): OSHA 29 CFR 1910.146
- Completed construction safety & health : OSHA 10-Hr Course
- Training of Lead Containment, Asbestos and Polychlorinated bi-phenols
- Registered Professional Engineer, Pakistan Engineering Council
- Member of American Society of Heating, Ventilation and Air Conditioning Engineers (ASHRAE)
- Basic Rigging Awareness Training
- Member of American Society Of Quality (ASQ)
- 4-Hour NYC Department Of Building (Scaffold Training)

Summary
Mr. Warsi has extensive managerial and on-site practical experience of electro mechanical multimillion construction and maintenance projects in various capacities from site engineer to consultant engineer to design, installation and testing of pipelines of drinking water, steam, fire fighting, sewer mains along with installation of boilers, chiller units, packaged units, air handling units, split units and supply/return ducting and computerized building management system.

Experience
Techno Consult, Inc., Princeton, NJ
26th Ward Plant Emergency Generator Upgrade: Up gradation of Emergency Generation Plant to 7.5MW for New York City 180mgd Wastewater Treatment Plant, NYCDEP
As an Electro-Mechanical Inspector/Mechanical Engineer, Mr. Warsi is working on the following aspects: Cost Analysis, Resource load CPM Schedule, Processing Payments, Managing Inspections and Reviewing Start Up and Commissioning Plan for System. He is also supervising mechanical and instrumentation construction work including PLC system for Odor Control Monitoring panel and all other inspections and evaluations.
Work is being done and is in progress by being segregated into the following Phases:
Phase.1: Managed and completed installation of Diesel Fuel Transfer system. Cleaning the above-ground and under-ground fuel Storage Fuel Tanks and installation, startup strategy as per approved SOP'S and Commissioning of step-up transformers
Phase.2: Field inspected, installation of 2.5MW MSDG(middle speed diesel generators) and 600kw black start generator, Permanent Fuel Transfer System with leak detection and central system monitoring including 5KV switchgear
Phase.3: Work on Quality assurance, attending construction strategic meeting for POP(Priority Operational Plan) writing reports on any contract deviation and various proposed site modifications
Phase.4: Performing engineering and technical support to connect Black Start Generator, Emergency generator with switchgear and existing Plant Distribution System.

$44 million (Contract 33) and $85 million (Contract 35) for the Upgrade of the Odor Control System of the North River Water Pollution Control Plant, New York City, NYCDEP
Mr. Warsi worked as a Mechanical Inspector and was responsible for inspection of mechanical components and systems associated with wastewater treatment He oversaw testing and acceptance of mechanical components and systems. Reported any deviations to the Resident Engineer. Generated 0 daily reports on contractor activity. Assisted the Resident Engineer with resolution of issues resulting from field conditions and with contractor relations. Interacted with design and trade personnel. Assisted with writing, evaluating and pricing of change orders. Monitored contractor's work progress based upon his approved construction schedule and report any deviation. Performed all other inspection and field duties as required by the Resident Engineer. In addition to all Mechanical Works (Pumps, Various pipes, Process & Normal Valves, tanks, scrubbers, absorbers, HVAC System, AHU'S etc.) Mr. Warsi performed the following duties in 35G Contract:
Attended the start-up meetings to clarify all incomplete "Action Items"(related electrical panels functions with PMCS display); Prepared comments

on related instrument drawings all missing display/warning/sensing instruments comparing the Specifications. Witnessed calibrations of: Pressure Gauges, Level Transmitters, Pressure Sensors, emergency alarms, Emergency Eye wash/Shower, Pressure Switches, Leak Detectors, duplex and simplex sump pumps controls. Witnessed "Functional Testing" & "Operational Testing" with Complete PLC (Program Logic Control) on PMCS and Local Station Panel and confirmed as per approved "Field Test Procedure"; Chemical Dosing and sampling system control strategy with existing system (includes DCU'S & SCP'S); Sub-contractors: (ABB, Maverick, Sage Controls, North East Controls, Dual Div.) for System Panel instruments "Functional" demonstration report to him and am scheduled to meet with them on site.
The Project included installation of new motorized FRP dampers on all scrubber and carbon adsorber inlets and outlets; Elimination of bypass dampers between scrubber discharges and adsorber inlet plenum; Installation of new recirculation pumps; Replacement of existing scrubber media with Jaeger Tripack media; all existing chemical metering pumps and associated piping as well as PH and ORP probes and controllers; existing carbon in carbon adsorbers with new carbon; existing sprays nozzles within the scrubbers; modification of existing carbon adsorber beds; Construction of new plenum and installation of new fans for North Odor Control System. In addition to the upgrading of the existing odor control systems under Contract 33, a number of process improvements are included in the contract: Extension of Baffle Walls within the Aeration Tanks; Installation of new waste sludge line from RAS splitter box; Replacement of existing Dissolved Oxygen (DO) Control System; 18-inch dumps valves for aeration tanks; aeration tank diffusers and piping including new droplegs and diffuser grid piping; installation of 2.0 MW Emergency Generator.

Fisher Stainless Steel Tubing Inc, Waterloo, Canada
As Quality Assurance Coordinator, Mr. Warsi was responsible for production of stainless steel tubing as approved standard, laboratory analysis of failure parts, process improvement study using lean manufacturing system, FMEA and PPAP studies as per client requests. He was responsible to develop and deploy project management techniques, process and procedures which include technical and financial exposure, provide technical expertise for material selection, process design, product development and reduction in rejection rates / lead-time / production costs; prepare bid packages for mechanical trades, estimate change orders.

Stackpole Inc., Mississauga, Canada
As an Installation Engineer, Mr. Warsi worked on various commercial and residential projects and was responsible for evaluating the project cost, bill of materials and required manpower; performed the planning, execution and installation of mechanical works such as laying of pipelines for drinking water, fire fighting and sewage and design and installation of ducting works for supply/return air and testing of chillers, packaged units and computerized building management system. He took active part in technical seminars and project planning for incoming projects using software management tools.

Ministry of Interior Housing Projects, Jeddah, Saudi Arabia: Housing Complex Project ($200 mm)
As a Department Mechanical Engineer, Mr. Warsi was responsible to study and design the project requirements which included kindergarten and secondary schools, health care center, auditorium, supermarket, Administration Buildings, Sewage treatment plant and religious spots. Mr. Warsi was also involved in the design of the maintenance plan for the completed projects; review and approval of shop-drawings and required manpower for various sites; responsible for mechanical shop drawings, equipment approval submittal, installation and testing of chilled water, drinking water, process pipes, chillers and split units.

Omar-Alesayi Contracting Company, Jeddah, Saudi Arabia: Renovation of Madina International Airport ($150 million)
As a Site Mechanical Engineer, Mr. Warsi was responsible for all the site works related to mechanical in which laying and testing of pipelines for water supply, firefighting, process pipes, installing of HVAC units and related electrical panels and building management computerized control systems; for as-built drawings and submission of all technical submittals for client's approval.

Education

- BS/Civil Engineering, NED University of Engineering and Technology, Pakistan

Professional Qualifications and Certifications

- ASCE Grade PIV
- OSHA 10Hr. Construction Safety & Health Course
- ACI Concrete Field Testing Technician Grade I Cert#[redacted]
- HOT WORK PAI (Permit Authorizing Individual)
- 8 hour HAZPOWER Refresher Course
- 40 hour HAZWOPER
- Confined Space Entry
- Structural Steel and Bolting Inspection(completed course work)
- Structural Welding Inspection(completed course work)

Summary

Mr. Warsi has extensive experience working on large projects in different parts of the world. He is a very skilled inspector having performed work very successfully on projects for CSO Abatement, Bridge Rehabilitation, Building Construction, and Water Supply. Mr. Warsi is also very familiar with the various day-to-day reporting requirements for Civil Engineering Projects.

Experience

Techno Consult Inc., Princeton, NJ

REI Services for Resurfacing, Pavement Improvements and General Repairs at Various Locations within Brooklyn, the Bronx & Queens

Mr. Warsi is responsible for the construction inspection for conformance with the plans and specifications; prepare and maintain daily construction inspection reports; maintain payment The Project includes milling & resurfacing, concrete work (curbs, sidewalks and pedestrian ramps) and Tree work. Detail quantities of work are as follow:
Grind. Ex. Asp. Conc. Wearing Course (Milling); ASP. Conc. Wearing Course 2"(Paving); Pre-identified Binder mixture; Concrete Curb 18" Deep; Straight Steel Face Curb 18" Deep.

$1.5 billion Newtown Creek Wastewater Treatment Plant for NYCDEP, NY

Mr. Warsi is responsible for the construction inspection for conformance with the plans and specifications; prepare and maintain daily construction inspection reports; maintain payment records, including the verification of the contractor's time and material sheets, and assist in the review of the contractor's partial payment requests. Maintain as-built drawings of the work, including any deviations from the contract drawings or approved shop drawings and monitor contractor's work progress based upon his approved construction schedule and report any deviation.
The project involves the completion of significant upgrades to the structures and systems that treat wastewater from a combined sewage treatment system. Some of the project elements include improvements to the plant bar screens, electrical, plumbing, HVAC, and controls and instrumentation upgrades, new screening and control buildings, new barge facilities and site work. The plant is undergoing a major capital improvement and upgrade program to expand its intended capacity from 1.2 to 1.8 cubic meters per day – a 50% increase. Process improvements will result in dramatic reductions of biochemical oxygen demand (BOD), and will help bring NYC into compliance with the secondary treatment standards required under the Clean Water Act.

$155 million Delaware Aqueduct Rehabilitation of Shafts 9, 10 & 18 for NYCDEP, Carmel/Kent, NY

As a Cost Engineer, Mr. Warsi was responsible for checking and reviewing certified payroll, prevailing wages and daily report with the inspector's reports; checking quantities and the percentage of work done; verify pencil copy of the invoices with the site representative and notify the contractor of any deviation; send out request for insurance verification for the contractor and their sub-contractors to NYCDEP; review final copy from the pencil copy and start processing payment and update payment log and make power point presentation for NYCDEP auditors.
As a Civil Inspector, Mr. Warsi was responsible for supervision and inspection of structural steel, placing and splicing of rebar, quality and quantities of reinforced concrete in compliance of project specification; supervision of storm water and sewer water pipes (gravity and force main) inverts and elevations of distribution network containing of pump stations man holes and cleanouts; supervision of storm water prevention protection plan, supervision of site safety and assure local and state regulation, assisting Deputy Resident Engineer, interfacing both,

site main office and field office; keeping track of scope of work, machinery, man power and T&M items, supervision of demolition work and disposal of debris according to city and state regulation.
The project consists of replacing all existing sluice gates and operators; Remediate hazardous materials including lead paint, asbestos, mercury, and PCBs; Replace existing incremental valves and piping; Replace existing manually cleaned screens with mechanically cleaned screens; Install a new chlorination feed system in a building addition; Install a chlorine gas scrubber; Replace all un-watering and sump pumps ; Replace house water system, including a new separate potable water system; Construct a new water quality station; Provide improved entrance and parking area; Install a new emergency power generator in a dedicated structure; Dredge influent channel of sediment; Upgrade electrical and HVAC systems; Replace chemical feed and storage facilities, including chemical unloading stations; Replace all un-watering and sewage pumps; Install a new water quality station; Install a separate potable water system; Replace the flat roof over the Operator Building; Install an emergency power generator in a dedicated structure; Provide improved entrance and parking area; Upgrade electrical and HVAC systems; Stabilize eroded embankment.

$25 million Kensico Flow Improvement & Control Project for NYCDEP, Valhalla, NY

As a Civil/Structural Inspector, Mr. Warsi was responsible for the construction inspection for conformance with the plans and specifications, and report any deviations to the Resident Engineer; prepare and maintain daily construction inspection reports; maintain payment records, maintain as-built drawings; assist in the preparation and negotiation of construction change orders; coordinate with the contractor towards the preparation of the CPM schedule; monitor contractor's work progress.
The project was divided into three phases: Phase I Construction of a Dividing Wall Buttress at Hillview Reservoir; Phase II Kensico Flow Control Modifications, construction of the Flow Control Structure; Phase III Construction of the Hillview Cover. Flow Control Modifications - Shaft 18 & 19. The new structure includes access man-ways for inspection of the structure and accompanying supply conduits as well as stop plank grooves with removable concrete planks at the ground elevation for isolation of the supply conduit sluice gates; connection with piping and a blind flange for a future drinking water connection for the Town of Mount Pleasant and a similar connection for a water supply to a future water fountain in the existing Aerator. Modifications to Shaft 19 of the Delaware Aqueduct consist in removal of the existing concrete weirs and provision of a new vent structure at the shaft if necessary. These modifications will reduce head losses through the structure, and increase the flow discharge capacity of the aqueduct.

$25 million CSO Abatement Project for the City of Newark, NJ

Mr. Warsi was responsible for performing construction inspection for conformance with the plans and specifications; prepare and maintain daily construction inspection reports, maintain and update shop-drawing log; review contractor's Monthly Requisition to conform the percentage completion of pay items; perform all other inspection and field duties as required by the Resident Engineer.
The project was spread out in phases. Phase: I consist of sewer separation projects in the Third Avenue, Orange Street and Bridge Street drainage areas. Specifically, this phase involves the installation of sanitary and storm sewers, cleaning of storm sewers and modifications to existing regulators. Phase II will include the removal of illegal connections from storm sewers in the Meadowbrook, Oriental, Brown, Lockwood, Blanchard, and Haynes Avenue drainage areas, and Phase III includes the construction of ten (10) screening facilities covering 14 outfalls, one each in the Verona, Delevan, Herbert, Fourth, Clay, Rector/Saybrook, City Dock, Jackson/Polk, Freeman and Roanoke drainage areas and four (4) in-ground netting facilities covering 6 outfalls, one each in the Adams, Wheeler, Queen and Waverly drainage areas.

Rehabilitation of Betsy Ross and Commodore Barry Bridges – Delaware River Port Authority, Maple Shade, NJ

Mr. Warsi's responsibilities included performing construction inspection for conformance with the plans and specifications, and report any deviations to the Resident Engineer; Prepare and maintain daily construction inspection reports, which shall indicate the Contractor's work activities, progress of the work, crew size and composition, weather, equipment utilization, and all other information relative to the execution of the work.

C.

Technical and Management Approach

MANAGEMENT TECHNICAL APPROACH

INTRODUCTION

HDR understands the nature of performing work under Federally Funded Super Storm Sandy related repair & resiliency projects. There is a sense of urgency where project milestones, design budgets and construction cost limits must be strictly adhered to, in order to maintain eligibility for reimbursement of funding. We also understand that specific reporting measures must regularly occur to fully document the project progress in order to remain within. This makes the role of Management of this Contract and the Task Order Assignments that fall under this contract, of utmost importance to the success of this IQC contract. HDR has set a standard for project management that has been successful on many projects for the Port Authority as well as many of our other clients.

HDR's MANAGEMENT APPROACH OBJECTIVES

HDR's Approach to your agency's On-Call Task Order Contract has been well thought out and will be a major aspect to the overall success of this contract. HDR's established Managerial Objectives are to:

- Keep abreast of all upcoming PANYNJ requirements and new Task Orders
- Identify and document up front what the expectations, or objectives, are for each Task Order Assignment
- Mitigating each Project Risk must be thoroughly planned out in advance during the Pre-Construction Phase in order to avoid any serious construction delays.
- Proactively guard against surprises and unanticipated Task Order deviations
- Partner and effectively communicate / coordinate regularly with all affected PANYNJ Divisions / Offices and all other Project Stakeholders
- Coordinate with other on-going Sandy Related Repair and Resiliency projects to ensure compatibility and consistency within the PA facility
- Accurately appraise the PANYNJ of Task Order Status
- Provide professionally timely responses to all PANYNJ Needs / Requests
- Ensure Safest and Highest Quality Professional Services are rendered at all times
- Maintain respective established Task Order Schedules and Budgets
- Implement Cost, Change Control and Schedule Management Procedures
- Provide timely FTA, FEMA and other Federal Grantors Regulations Compliance
- Establish and track all Project Deliverables
- Implement well-defined established Project Controls in order to efficiently complete all assigned Task Orders:
- Implement technically sound decisions / solutions
- Maintain an overall persistent proactive drive to push the project to successful completion even when faced with the numerous hurdles imposed by construction issues

IQC SERVICES APPROACH

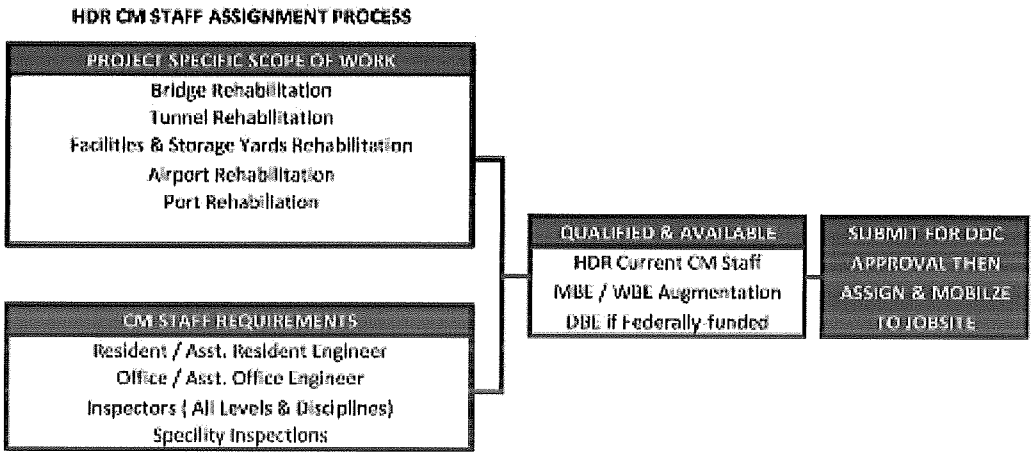
HDR's approach to this PANYNJ IQC Contract will be built upon HDR's Port Authority experience and similar experience with other agencies where HDR currently under Indefinite Quantity Task Order Contracts.. In addition to the 19 On-Call Contracts that HDR has with the Port Authority, HDR holds IQC type contracts with major transportation agencies nationwide, and with all of the major transportation agencies in this region, including NYSDOT, NJDOT, MTA Bridges & Tunnels, NJ Transit, Metro North Railroad, Long Island Rail Road, New York City Transit Authority, MTA Bus Company, as well as NYC School Construction Authority, NYC Economic Development Corporation and others. The majority of our work comes from these types of IQC Contracts.

HDR CM STAFF ASSIGNMENT PROCESS AND PRE-CONSTRUCTION

HDR fully understands that each task order issued under this PANYNJ IQC will have to go through the established As-Needed Task Order Selection Process. However, at the same time HDR will simultaneously proceed with its own internal HDR CM Staff Assignment Process as depicted below:

STEP 1 - UNDERSTAND THE PROJECT SCOPE OF WORK

Although there is work that is common to all projects, each project has its own identity regarding its unique local community sensitivity and technical issues and complexities which all



must be properly addressed and resolved in a safe, professional, and timely manner throughout construction. HDR will not only review all available construction contract documents (plans, specs, geotechnical reports, etc.) but will visit the project location and conduct additional research in order to have a total understanding of the project in order to properly submit a CM Project Proposal.

STEP 2 - ADDRESS CM STAFF REQUIREMENTS AND AVAILABILITY

The properly identified Project-specific Scope of Work will dictate the type and level of expertise required of the assigned CM staff, including years of experience, experience type, licensing requirements, etc. HDR's proposed Project Executive, Steven Scaglione, PE, CCM, LEED AP will have the sole authority for CM Staff Selections. He has successful executed numerous local agency On-call Contracts and knows what needs to be done. HDR will develop a list of potential candidate form their current staff. If the project is Federally-funded then DBE Consultant augmentation will also be screened and selected. In order to meet HDR's contract obligations all non-Federally-funding projects will go through the same process HDR's MBE / WBE Consultants. At this point in time potential HDR Construction Support Services will also be identified. They will be available continuously on an as-needed basis to support our Resident Engineers in the field for any technical issues, which may require their unique expertise.

STEP 3 - APPROVAL REQUEST OF SELECTED CM STAFF AND COST

Once the entire HDR CM Staff along with its augmenting DBE / MBE / WBE Subconsultants have been identified HDR will submit detailed experience resumes, as well as the current wage rate of each individual proposed to the PANYNJ for final review and approval. Upon selection and NTP, HDR CM Staff will then mobilize to the jobsite.

STEP 4 - PROACTIVE PRE-CONSTRUCTION ACTIVITIES

Upon official Task Order NTP, HDR will immediately commence with all Pre-construction Planning, Phasing, Constructability Reviews, Coordination, organizing, and mobilization in order for the Task Order to commence on time with no delays. Early identification of all Project Stakeholders and emphasis on all important Construction Contractor submittals is critical and will be addressed during the pre-construction conference.

STEP 5 - PROJECT ENVIRONMENTAL HEALTH AND SAFETY

All Task Order assignments will involve risks and challenges which will include potential Environmental, Health and Safety (EHS) issues and concerns such as but not limited to:

- Environmental Issues (lead paint / asbestos / contaminated soil) require proper means and methods of abatement and disposal in compliance with all Federal, State and City rules and regulations

Health and Safety Issues such as:

- o Air, dust, noise, water, vibration monitoring not exceeding Federal, State and City standard levels
- o Safe project access and egress and construction staging
- o Safe and secure storage of materials and equipment

To mitigate these Risks and Challenges, HDR will:
Submit and implement an HDR project-specific Environmental, Health & Safety (EHS) Plan

- Submit, approve and implement a Construction Contractor Project-specific EHS Plan
- Document daily Construction Contractor Safety Tool-box meetings
- Document daily monitoring for full compliance
- Document non-compliances for immediate Construction Contractor corrective action

STEP 6 - QUALITY ASSURANCE AND QUALITY CONTROL

To render the highest quality CM services and construction work at all times, HDR will:

- Submit and implement an HDR project-specific Quality Assurance Plan
- Know "what to inspect" at all times with installed work being in strict plans and specs compliance
- Document and submit daily field inspection reports for full compliance
- Immediately document and issue non-compliances for construction contractor corrective action

HDR will verify that the Construction Contractor will:

- Submit, approve and implement a construction contractor project-specific Quality Control Plan
- Ensure that all sub-contractors, material and equipment vendors are also in strict QC compliance
- Provide all required documents such as off-site testing & inspection

STEP #7 - CONSTRUCTION INSPECTION

DAILY CM INSPECTOR REPORTS

Accurate and detailed HDR CM Field Inspector's Daily Reports are essential for a successful project.

HDR's APPROACH:

- All required Daily Construction Inspection Reports and associated Construction Inspection Checklists will be identified and procured prior to construction
- All Inspection Reports to be submitted on a daily basis.
- All On-site Test results will be recorded and included in HDR Inspector's Daily Reports.
- HDR Office Engineer will perform QA Reviews for complete and comprehensive Construction Inspection Reporting and for Quantity Verification in order to perform an accurate review of the Construction Contractor's quantities for monthly payment approvals

REVISED DRAWINGS AND SKETCHES

Designer of Record will issue new drawings and sketches

HDR's APPROACH:

HDR will verify latest design documents (approved Shop drawings, RFI sketches etc.) are distributed in timely manner to all Project Participants including HDR's assigned CM Field Inspectors prior to construction

CONSTRUCTION MATERIAL AND EQUIPMENT VERIFICATION

- Construction contractor will install material and equipment as per approved submittals

HDR's APPROACH:

- HDR will verify all materials and equipment installations required by Contractor Submittals are in full compliance with the contract documents
- Properly stored and protected from weather, moisture and contamination

APPROACH FOR KEEPING THE AUTHORITY INFORMED

Properly administrating each Task Order is also just as important. The following are just some of several administrative tasks HDR will be performing in order to achieve a successful project:

PROJECT MANAGEMENT & WORK PLANS

Critical to HDR's Management Approach is the development of a written Project Management Plan (PMP) and a Project Work Plan (PWP) to be delivered to the Port Authority upon authorization to proceed with a particular assignment. HDR's Management Plan will define clear lines of communication and areas of project responsibilities. All contractual communication to and from the Authority will be executed through HDR's Project executive Steven Scaglione. He will work closely with the team to ensure that the right information gets to the right staff and follow-up actions are scheduled to track progress and deliverables.

HDR's APPROACH:

HDR's PMP will be distributed to all team members, in addition to the Port Authority, so that all involved in the projects are aware of the relationships between our various team members and their designated areas of responsibility. This PMP will also contains an organization chart and a project directory that

provides team contact information and staffing assignments, and identifies all team members within each organization.
HDR's PWP will define project execution details to include HDR's established procedures to track scope, cost, schedule, quality, and budget. HDR's PWP will also contain a detailed CPM schedule, cost tracking and controls, progress reporting methodology, and a project specific Quality Assurance Plan. HDR's PWP will also define the resources required to fulfill the requirements of each task and deliverable, including the identification of review and approval time requirements. HDR's acknowledges that the PMP and PWP will be coordinated with the Port Authority and needs to be properly developed, implemented and periodically audited for continuous improvement. This PMP and PWP will be considered a "living documents" and will be revised when deemed necessary. PLAN the WORK then WORK the PLAN.

PROJECT MEETINGS

Typical Project Meetings that must be conducted during project duration are:

- Pre-Construction Meeting
- Construction Progress Meetings
- Schedule Update Meetings
- Special Utility Coordination Meetings
- Critical Construction Operation Meetings
- Community Board Meetings - if necessary

HDR's APPROACH:

- Effective meetings need agendas distributed in advance so attendees can be prepared to discuss agenda items
- Each open / pending meeting minute item should have a person assigned as Responsible Person along with estimated completion date
- Notify individuals with decision making authorization
- Open items need constant follow-up verification until properly completed / closed out
- Critical Construction Operation Meetings - proven effective to maintain work progress and alert all parties to potential problem areas early on so corrective actions can be taken before major problems develop.

PROJECT RECORDS

- Organizing, filing, periodic retrieval and storage of all generated Project records are essential for proper contractual requirements and any potential Legal claims actions.

HDR's APPROACH:

- Record on daily basis all project activities / events
- Must be complete and accurate
- Maintained in field office in accordance with all PANYNJ Procedures and Protocol requirements

COMPUTERIZED DOCUMENT CONTROL SYSTEM (CDCS)

A CDCS is a very efficient way of administratively collecting, reviewing, distributing, tracking, controlling, reporting and coordinating all Project Documents among the PANYNJ, the Designer, HDR CM and the Construction Contractor during entire project duration quickly and efficiently and drastically improves efficiently and productivity.

HDR's APPROACH:

HDR has the capability to implement a standardized office filing system that resides in an in-house Computerized Program named ProjectWise if approved by the PANYNJ. HDR's assigned Office Engineer will maintain this CDCS which includes but is not limited to:

- Shop drawing management and control
- Contract deliverables management
- Project document generation and storage
- Request for Information (RFI) process
- In and out-going project correspondence
- Quality Assurance & Quality Control records
- Document Construction CO & Punch-lists

CORRESPONDENCE / DOCUMENT LOGS

All Project documentation will filter through HDR's assigned Office Engineer. Therefore, HDR will always be aware of the status of all open issues and will be able to maintain a complete filing system of all pertinent project correspondence.

RFI / RFC LOGS

As RFIs (Request for Information) and RFCs (Request for Clarification) are provided to the PANYNJ, they will be logged recording the date sent, whether the item is on the critical path, who will be responsible for answering, and the due date expected for the answer. HDR's Office Engineer will continually monitor the log status and track questions that require answers to ensure that all design problems are resolved in a timely manner. The RFI / RFC Log provide a useful way to identify at a glance of who will be responsible for addressing each question and how long the particular request has been outstanding.

CLEAR AND TIMELY COMMUNICATION / COORDINATION

Open, honest and clear communication is major aspect to a success-

ful project. HDR's contractual responsibilities and the possibility of having multiple Task Order assignments at any one time, will involve day-to-day integrated communication with the Port Authority and members of the project team.

HDR's APPROACH:

Our Contract Manager / Project Executive, Steven Scaglione, PE, CCM, LEED AP will be responsible for the overall management of the contract and will serve as the primary contact with decision-making authority with the Port Authority. HDR will also empower our field Resident Engineers (RE) to respond rapidly and authoritatively to our clients in order to avoid important assignments becoming mired in overly bureaucratic processes. It will be HDR's Resident Engineer's responsibility to keep the assigned Port Authority Project Representative informed of critical task issues and progress. There will be regular discussions of task progress and issues at the bi-weekly meetings, the project coordination meetings and other meetings as required. In addition, HDR's RE will inform the Port Authority of any critical issues which arise, requiring immediate action HDR will issue a monthly Progress Report for review by the Port Authority. The progress report will highlight the work accomplished in the previous 30 days; estimate the completion percentage; identify the budget and schedule status provide a recovery strategy if necessary. HDR will also identify key project milestones and open items that are critical to the maintenance of the project schedule.

PROJECT SCHEDULE MANAGEMENT

HDR will take a proactive hands-on approach to monitor report and control the Construction Contractor's established construction schedule. HDR's assigned Construction Managers and CPM Schedulers will conduct thorough reviews of the Construction Contractor's schedule and will provide recommendations when deemed necessary. There are key process steps regarding management of a typical construction schedule.

BASELINE CPM CONSTRUCTION SCHEDULE

- Baseline CPM Construction Schedule must integrate every project element into a logical, well-structured plan for execution.
- Construction Contractor responsible for overall construction means and methods.
- All design, procurement, construction, testing and commissioning activities must be identified and coordinated

HDR's APPROACH:

- Timely submission of Baseline CPM Construction Schedule must be strongly emphasized during Pre-Construction Conference as per Construction Contract requirements.
- Initial submission of Baseline CPM Construction Schedule to be reviewed for completeness, logical sequencing, long-lead item procurements and technical correctness in activity relationships.
- If necessary, multiple baseline iterations and resubmissions could be required until it is finally approved. \

This particular baseline schedule must take into account:

- o Logical construction activity durations and sequence
- o PANYNJ Interim Milestones
- o Cost Loading (no Front-end Loading)
- o Testing / Start-up / Commissioning
- o Substantial Completion Milestones
- o Punch List / Final Acceptance
- o Ensure all Contractor Submittals are listed

WEEKLY / MONTHLY SCHEDULE UPDATES

- Construction Contractors submit weekly and monthly construction schedule updates.
- Updates must accurately reflect the completed work.
- Items that are being forecasted as becoming critical must be clearly identified.

HDR's APPROACH:

- HDR's CM will request in writing the submission of all required schedule updates.
- HDR's CM and CPM Scheduler will conduct thorough schedule reviews and will identify potential problems early enough so that corrective actions can be implemented in order to avoid / minimize any schedule delays and / or cost overruns.

RECOVERY CONSTRUCTION SCHEDULES

- Required when project might be falling behind schedule

HDR's APPROACH:

- HDR's CM will coordinate with all Project Team Players, Stakeholders and the Construction Contractor to develop a realistic Recovery Schedule

PROJECT COST AND CHANGE MANAGEMENT

- Real-time Project Cost Control and Reporting must be conducted throughout the entire Work Task duration and are essential in making timely decisions that affect the project budget.

PRE - CONSTRUCTION PHASE

Manage budget from earliest project stage

HDR's APPROACH:

- Implement Cost Control & Reporting procedures
- Ensure with PANYNJ that consistent and compatible Project Reporting methods are used

CONSTRUCTION PHASE

CONTRACTOR PROGRESS PAYMENTS

- Critical timely reviews, approvals and processing
- Project budget status / balance are up to date
- Avoid potential cash flow problems with Subcontractors and Material and Equipment Vendors

CONSTRUCTION CHANGE ORDERS

- Change Orders (COs) can be directed by NYCT or requested by Construction Contractor.
- Legitimate COs will be processed in a timely manner to minimize cost and schedule impact.
- Frivolous and capricious CO requests will be discharged clearly and quickly, and any potential claims will be documented, tracked and appropriately resolved

HDR's APPROACH:

- HDR will effectively manage progress payments by:
- Conduct timely field measurements, computations and field sketches of completed work
- Document different payment types: Lump Sum, Unit Price and Time & Materials
- Have complete and accurate measurements of all payment items on a current basis
- Review and certify all estimates for payment (includes change orders)
- Process payment requisitions expeditiously after determining that they truly represent the value of the completed work
- Stress importance of advance pencil copy to correct any quantity or cost discrepancies and to avoid potential payment delays from NYCT Audit discrepancies or deductions

HDR will effectively manage COs by

- Construction CO backlog cannot be permitted
- To expedite the CO Process, conduct an initial CO Scope Meeting ensuring Construction Contractor fully understands the CO's SOW in order to provide a more accurate CO cost estimate
- Upon issuing a CO, a Contractor Cost Estimation submission due date must be established and enforced by the HDR CM Team to ensure timely CO processing
- An Independent CM CO Cost Estimate / Schedule will be prepared and analyzed to be used for Construction Contractor negotiation
- Negotiate and process COs immediately to avoid schedule delays

CLOSE-OUT PHASE

Task Order Close-out cannot drag out
Needs to be completed in reasonable time frame
Administratively closing out a Task Order should be completed in a reasonable time frame

HDR's APPROACH:

- Ensure a timely Task Order close-out period
- Punch-lists: Issue Non-conformances with immediate corrective actions to reduce Punch-lists at the end of the project
- As-built Drawings - On-going periodic review of Red-line drawings and early As-built preparation
- Conduct Final Inspections for Final Completion
- Prepare detailed punch-lists with all outstanding items being resolved prior to Final Acceptance
- Deliver project's document control system to NYCT
- Project documentation includes but is not limited to:
- All Reports / Project Record Package
- Engineer's Diary/Monthly & Final Estimates
- Inspection Reports / Survey Field Books
- Test & Acceptance of all installed Equipment
- As-Built Drawings
- Certified HAZMAT Abatement Records
- Contractor Bonds & Payrolls

CONCLUSION

WHY THIS HDR CM TEAM?

HDR understands the Port Authority's:

- Operation and Current Construction Workload
- Sandy Recovery Work Program
- Anticipated Scope of Work

- Protocols, Procedures and Processes
- HDR has the:
- Right Approach for every Task Order
- Proven Senior Leadership during Stressful Emergency Work
- Exclusive available Senior Staff
- Depth and breadth of Multi-disciplined Home Office and CM Field Staff
- Right experienced Subconsultants
- Ability to assign the Right People in the Right Positions
- Ability to get the job done right the first time and successfully for the Port Authority.

D.

DBE Participation

D. DBE Participation

HDR is committed to meeting and exceeding the 17% DBE goal set forth for this contract. Our team includes several qualified DBE firms, and we intend to meet the goal for each individual task order as we have done successfully on our other Port Authority call-in contracts. Below please find a list of disciplines that will be supported by our DBE subconsultants.

NAME OF DBE	SERVICE
Hirani Group	Inspection
Techno Consult	Civil, Electrical and Mechanical Inspection
SIMCO Engineering	Civil Inspection, Resident Engineering

E.

Pricing & Compensation

E. Pricing and Compensation

Per the RFP, HDR will submit a cost proposal upon request from the Port Authority for individual task orders under this contract.

[redacted]

[redacted]

F.

Firm's Affilitates

F. Firm Affiliates

Name of Affiliate
HDR ENVIRONMENTAL, OPERATIONS AND CONSTRUCTION, INC.
HDR ALASKA, INC.
HDR ARCHITECTURE, INC.
HDR ARCHITECTURE, P.C.
HDR ARCHITECTS & ENGINEERS, P.C.
HDR CONSTRUCTION CONTROL CORPORATION
HDR CONSTRUCTORS, INC.
HDR ENGINEERING, INC. OF THE CAROLINAS
HDR, INC.
HDR INTERNATIONAL, INC.
HDR MICHIGAN, INC.
HDR SECURITY OPERATIONS, INC.
HENNINGSON, DURHAM & RICHARDSON INTERNATIONAL INC.
HDR ENGINEERING, INC.

G.

Integrity Provisions

G. Integrity Provisions

The HDR team and our subconsultants can comply with all clauses listed on page 10, Section G of the RFP.

H.

Background Qualifications Questionnaire

H. Background Qualifications Questionnaire

As of July 9, 2014, HDr and each of our subconsultants has mailed a completed BWW form to the Port Authority or has an up-to-date BQQ on file with the Port Authority per your request.

I.

General Conflict of Interest

I. General Conflict of Interest

The HDR team and our subconsultants do not currently have any conflicts of interest with any part of this project, nor do we anticipate having conflicts of interest in the future. Should we encounter such a conflict, however, HDR will provide a detailed mitigation plan to ensure that the conflict is addressed and handled without affecting our work under this contract.

J.

Organizational Conflict of Interest

J. Organizational Conflict of Interest

The HDR team and our subconsultants do not currently have any conflicts of interest with any part of this project, nor do we anticipate having conflicts of interest in the future. Should we encounter such a conflict, however, HDR will provide a detailed mitigation plan to ensure that the conflict is addressed and handled without affecting our work under this contract.

K.

Financial Information

EY

Building a better
working world

Supplemental Schedules

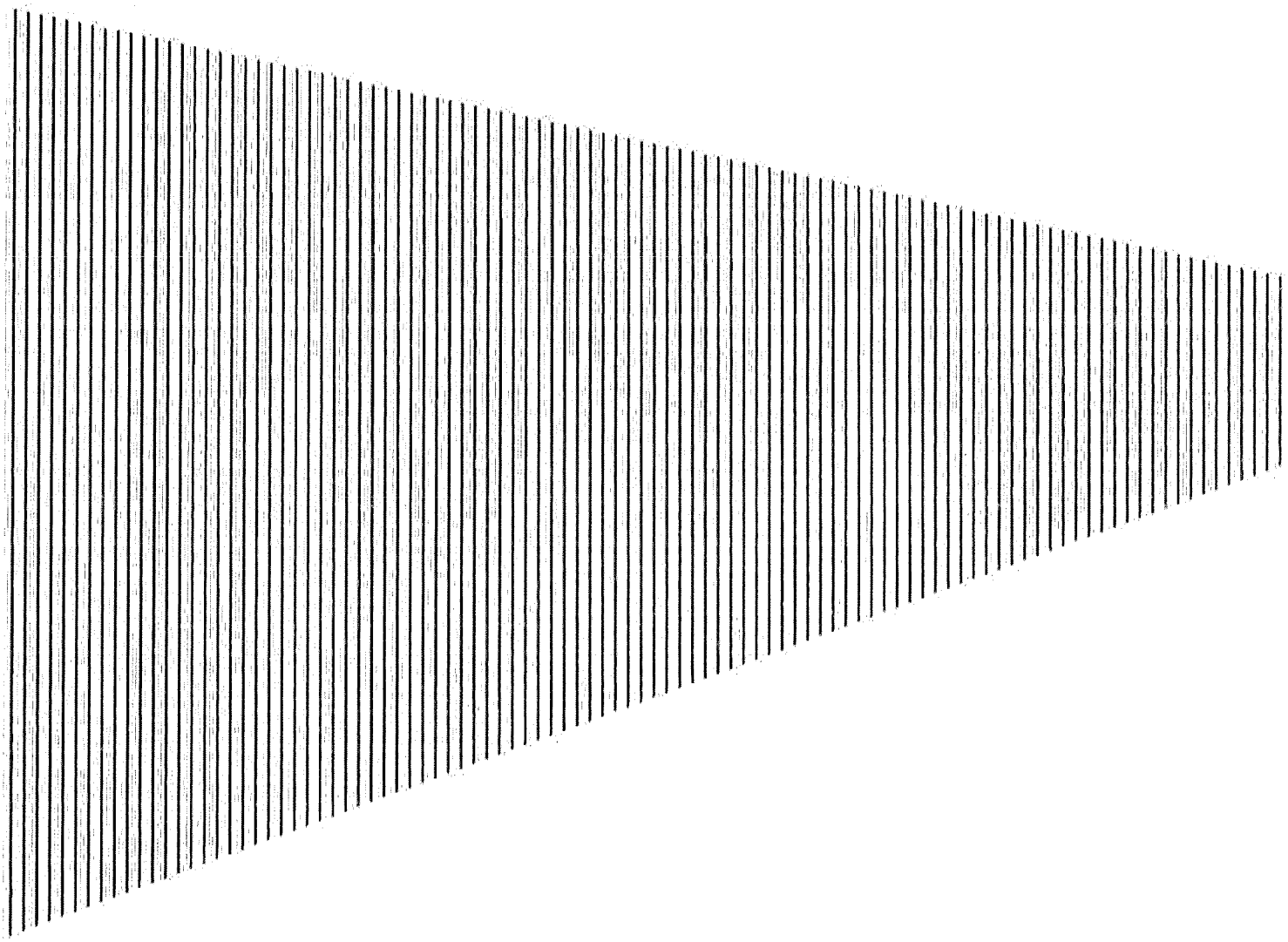
EY | Assurance | Tax | Transactions | Advisory

About EY
EY is a global leader in assurance, tax, transaction and advisory services. The insights and quality services we deliver help build trust and confidence in the capital markets and in economies the world over. We develop outstanding leaders who team to deliver on our promises to all of our stakeholders. In so doing, we play a critical role in building a better working world for our people, for our clients and for our communities.

EY refers to the global organization, and may refer to one or more, of the member firms of Ernst & Young Global Limited, each of which is a separate legal entity. Ernst & Young Global Limited, a UK company limited by guarantee, does not provide services to clients. For more information about our organization, please visit ey.com.

© 2013 Ernst & Young LLP.
All Rights Reserved.

ey.com



HDR's 10 Largest Current Projects

Owner Name	Contract	Contract Name	Est Fee	Description of work	Annual dollar value	City & State	Percent complete	Expected date of completion	Contract Manager
Washington State Dept of Transportation	CON0014446	WSDOT - SR520 Bridge Replacement	$ 223,238,995	Bridge Replacement and HOV Proj General Eng Cons	$ 6,000,000	Olympia, WA	86%	12/31/2016	Kyle,Lawrence A
NYS Thruway Authority	CON0078480	Tappan Zee Bridge Replacement	$ 170,978,168	Design Bridge replacement	$ 40,000,000	Tarrytown, NY	82%	12/31/2017	Han, Jeffrey
Denver Transit Partners	CON0056907	RTD Eagle P3	$ 85,266,446	Design of commuter rail from Denver city center to DIA	$ 30,000,000	Denver, CO	99%	Construction 12/15	Brackett,Charles J
Utah Department of Transportation	CON0028483	UDOT Reg 3 Capacity Mgt Progrm	$ 57,554,987	Program Management	$ 2,500,000	Salt Lake City, UT	98%	3/31/2014	Alvord,Joanna
Texas Department of Transportation	CON0082003	I-35 from Dallas to Denton County	$ 49,977,252	Right of way, Quality and Environmental services	$ 12,000,000	Dallas Texas	58%	7/16/2016	Hanley,Phillip D
Utah Department of Transportation	CON0043578	Mtn View Corridor Project mgmt	$ 46,861,619	Engineering Analysis related to Moutain View Corridor	$ 2,000,000	Utah County, UT	100%	11/22/2013	Shingleton,Bethany R
Knik Arm Bridge and Toll Authority	CON0007709	Knik NEPA EIS, Permit/Pre Eng	$ 38,180,431	EIS and Pre engineering for Knik Arm Bridge	$ 1,000,000	Anchorage AK	95%	2013	Hippe,Duane A
SANBAG	CON0052776	Redlands First Mile	$ 34,807,834	Feasibilty study	$ 4,400,000	San Bernardino, CA	91%	2014	Klovsky,Robert
Oregon Department of Transportation	CON0024310	WOC 12 CEI Services	$ 33,185,150	State Bridge Eng. Construction Inspection	$ 100,000	Salem, Oregon	100%	5/1/2013	Lenning,Craig R
Riverside County Transportation Comm	CON0031422	I-15 Corridor Improvement proj	$ 34,327,080	Eng services to improve I-15 Corridor	$ 1,500,000	San Bernardino, CA	86%	2013	Anderson,David J

Federal EIN: 47-0596632

Summary of all other projects in NY/NJ area: $66,107,647

10. Employee Benefit Plans (continued)

participants. The Company has classified these investments as trading securities and has recorded the fair value of $68.1 million and $68.9 million in its consolidated balance sheets at December 28, 2013 and December 29, 2012, respectively. Additionally, the Company has recorded a related liability within deferred compensation at December 28, 2013 and December 29, 2012. In 2013 and 2012, the Company made annual contributions of $2.0 million to the executive deferred compensation plan. In connection with the above plans, the Company has recorded $13.3 million and $13.3 million of cash surrender value of life insurance in other non-current assets as of December 28, 2013 and December 29, 2012, respectively.

Phantom Stock Plan

This deferred compensation plan provides for grants in the form of phantom stock units for certain officers and other designated employees of the company. The grants are generally used as hiring incentives, performance incentives and for meeting certain profit and HDR, Inc. common stock price increases. In 2013, 445,000 shares were granted and generally vest over a three-to-five-year period.

Participants within the Diamond Plus Executive Deferred Compensation Plan are allowed to use compensation deferred under the plan to purchase phantom stock. In 2013 and 2012, a total of 359,870 and 572,715 shares of phantom stock were purchased net of sales, respectively.

The value of a phantom stock unit is equal to the market value of a share of HDR, Inc. common stock.

Stock Appreciation Rights Plan

The deferred compensation plan provides for grants in the form of stock appreciation rights (SARs) for certain officers and other designated employees of the Company. The value of a SAR is equal to the difference between the exercise price of the SAR and the market value of a share of HDR, Inc. common stock.

Supplemental Schedules

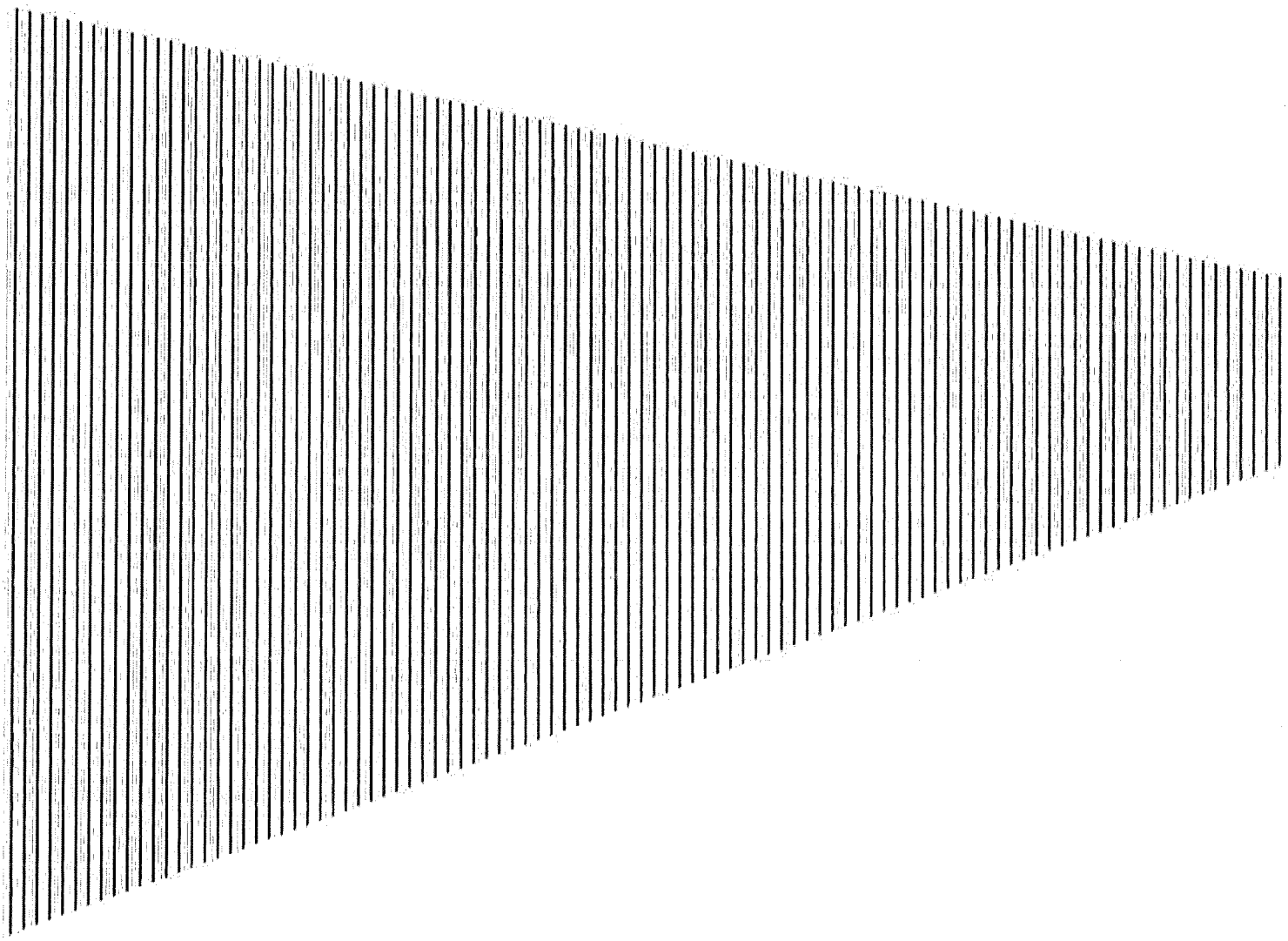
EY | Assurance | Tax | Transactions | Advisory

About EY
EY is a global leader in assurance, tax, transaction and advisory services. The insights and quality services we deliver help build trust and confidence in the capital markets and in economies the world over. We develop outstanding leaders who team to deliver on our promises to all of our stakeholders. In so doing, we play a critical role in building a better working world for our people, for our clients and for our communities.

EY refers to the global organization, and may refer to one or more, of the member firms of Ernst & Young Global Limited, each of which is a separate legal entity. Ernst & Young Global Limited, a UK company limited by guarantee, does not provide services to clients. For more information about our organization, please visit ey.com.

© 2013 Ernst & Young LLP.
All Rights Reserved.

ey.com



July 17, 2014

To Whom It May Concern:

To the best of our knowledge, our present financial condition is at least as good as the financial statements submitted dated December 28, 2013.

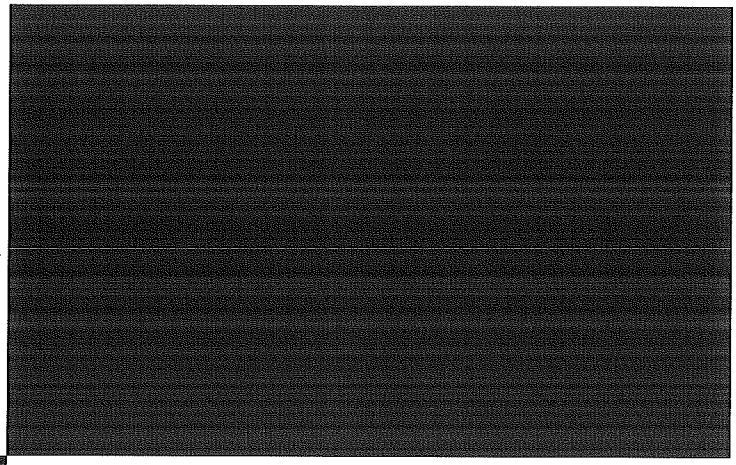
For Financial Information Item D Statement of Work in the RFP, please see Section D Qualifications and Experience of the Firm.

Thomas McLaughlin

Thomas C. McLaughlin, PE | Authorized Representative

hdrinc.com

500 Seventh Avenue, New York, NY 10018
T 212.542.6000 F 212.542.6100



500 7th Avenue
New York, NY 10018
212.541.6000

hdrinc.com

We practice increased use of sustainable materials and reduction of material use.

© 2014 HDR, Inc., all rights reserved.

Submitted To:

THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY

Proposal

RFP NO: 38268

Request for Proposals for

Indefinite Quantity Contracts (IQCs) for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects

on an "As-Needed" Basis Through 2018

Submitted By:

HAKS

With Subconsultants:
CB&I Environmental & Infrastructure, Inc
A.G. Consulting Engineering, PC (DBE)
Ellana, Inc. (DBE)
IH Engineers, P.C. (DBE)
JLC Environmental Consultants, Inc. (DBE)

Original
July 16, 2014

This page was intentionally left blank

HAKS Construction Management Engineering Architecture
Land Surveying Material Testing

40 Wall Street, 11th Floor • New York, NY 10005 • Phone: (212) 747-1997 • Fax: (212) 747-1960 • www.haks.net

July 16, 2014

Mr. Cory Mermer
Port Authority of New York and New Jersey
Two Montgomery Street, 3rd Floor
Jersey City, New Jersey 07302

Re: Request for Proposals for Indefinite Quantity Contracts (IQCS) for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis Through 2018

RFP NO.: 38268

Dear Mr. Mermer:

HAKS is pleased to submit our qualifications to provide services for the Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis Through 2018.

HAKS is a multi-disciplined construction management, engineering, architectural, and land surveying firm headquartered in New York City. Our professional services include Engineering and Architectural Design, Structural Integrity/Condition Evaluations, Asset Management, Land Surveying, Special Inspections and Construction Management.

HAKS was established in 1991 and has grown into a full-service, multi-discipline consulting firm of more than 550 employees. Our longstanding reputation for delivering innovative, integrated and sustainable solutions has been the foundation for becoming one of the most respected firms in our field. HAKS has been working for the PANYNJ for almost two decades, providing Construction Management and Inspection Services, condition assessment and rehabilitation design for various facilities and Infrastructure.

In response to the RFP requirements, HAKS has assembled a team with broad resources and experienced staff to manage and deliver a variety of services quickly and efficiently on as-needed basis.

HAKS will be responsible for overall Project Management, Construction Administration and Inspection Services, and will be supported by the following sub-consultants:

- **CB&I Environmental & Insfrastructure**- will provide of a wide range of services including construction management (CM) and inspections, construction, fabrication, maintenance, and environmental services.
- **A.G. Consulting Engineering, P.C.** is a certified DBE firm specializing in the design and construction management/inspection of mechanical and electrical for projects including, but not limited to, New Construction and Rehabilitation. A.G. will help to supplement our Inspection and Fire Protection staff. They bring a vast amount of experience working on projects associated with: Airports, Tunnels, Bridges, Terminals, Commercial Buildings, Railroads, and Ports.
- **Ellana, Inc.** is a certified DBE Cost Estimating firm. Ellana brings a varied amount of experience working on storm related projects for PANYNJ as well as other agencies such as NYCHA, NYCSCA, NYC Parks and Recreation, and New York City Health and Hospitals. They are well familiar with working on FEMA projects.
- **IH Engineers, P.C.** is a certified DBE firm. They will help to augment the inspection staff on our team. IH is familiar with both PANYNJ and Superstorm Sandy Restoration projects. We are currently working on our second consecutive Construction Management On-Call as a Prime for PANYNJ, currently working on Route 35 Sandy Reconstruction as a Prime from NJDOT, and recently completed repairs to the Superstorm Sandy damaged Route 35 Cheesequake Moveable Bridge as a Prime for NJDOT.

40 Wall Street, 11th Floor • New York, NY 10005 • Phone: (212) 747-1997 • Fax: (212) 747-1960 • www.haks.net

- **JLC Environmental Consultants, Inc.** is a certified DBE Environmental firm. JLC's recovery projects have ranged from inspection services to the management of the emergency response effort. Through our work during the recovery at Ground Zero after 9/11, as well as in the aftermath of both Hurricane Irene and Superstorm Sandy, JLC has demonstrated the expertise required to guide clients through the recovery process. In addition, JLC has successfully directed many emergency response projects and fast paced construction programs for municipalities, housing complexes and commercial and mixed use properties, working under strict deadlines.

These firms were selected based on their reputation for quality and expertise in each individual discipline. We have worked with them to great success in the past and look forward to doing the same on this contract.

The key to effectively addressing the technical issues and challenges of this contract will be in providing competent management and experienced personnel. The HAKS team recognizes the responsibility and opportunities presented by the program and have hand-picked technical experts and leaders with the right mixture of technical expertise, personal enthusiasm, and commitment to teamwork and partnership with PANYNJ that is necessary for the success of this type of contract. With years of experience working on a variety of transportation and facility type projects, we will provide day to day management as well as technical expertise throughout the entire project.

The HAKS Team offer the following to PANYNJ:

- An unyielding commitment to safety and quality
- In-depth experience in on-call and Storm Resiliency work
- Our commitment to meeting or exceeding the DBE goals
- Experienced Staff that is available to start work immediately

We thank you for the opportunity to submit our proposal and we look forward to working with the PANYNJ on this contract.

Should you have any questions, please contact me at (212)747-1997 ext. 512 or via email avillaman@haks.net.

Sincerely,

HAKS

Alberto Villaman, P.E.

Senior Vice President

TABLE OF CONTENTS

SECTIONS **PAGES**

1. Attachment B (Agreement on Terms)..... 1-6

2. Firm's Qualifications and Experience..... 7-20

- *Attachment C-1*
- *Attachment C-2*

3. Staff Qualifications and Experience..... 21-286

- *Attachment E*
- *Organizational Chart*
- *Resumes*

4. Management/Technical Approach..... 287-314

5. DBE Participation..... 315-320

- *Attachment D1*
- *Attachment D2*
- *Attachment D3*

6. Pricing and Compensation (*Not applicable at this time*)

7. Firm's Affiliates..... 321-322

8. Integrity Provision and Background Qualifications Questionnaire..... 323-324

9. General and Organizational Conflict of Interest..... 325-326

10. Financial Information..... 327-354

11. FEMA & FTA Forms..... 355-360

12. Acknowledgment of Addenda..... 361-364

13. Appendix..... 365-464

- *Licenses and Certifications*
- *Non-Disclosure and Confidentiality Agreement*

This page was intentionally left blank

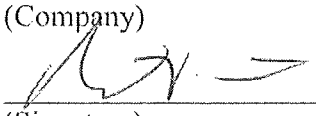
ATTACHMENT B

AGREEMENT ON TERMS OF DISCUSSION

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

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

HAKS
(Company)


(Signature)

Senior Vice President
(Title)

7/8/2014
(Date)

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

ATTACHMENT B

AGREEMENT ON TERMS OF DISCUSSION

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

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

CB&I Government Solutions, Inc
(Company)

(Signature)

Director
(Title)

14 July 2014
(Date)

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

ATTACHMENT B

AGREEMENT ON TERMS OF DISCUSSION

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

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

A.G. Consulting Engineering, PC
(Company)

A.S. Guleria, PE
(Signature)

President
(Title)

6/30/2014
(Date)

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

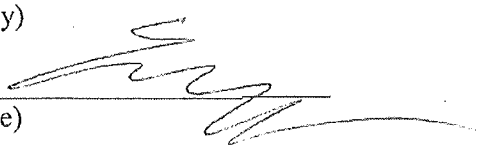
ATTACHMENT B

AGREEMENT ON TERMS OF DISCUSSION

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

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

Ellana, Inc.
(Company)


(Signature)

President
(Title)

6-23-2014
(Date)

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

ATTACHMENT B

AGREEMENT ON TERMS OF DISCUSSION

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

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

IH Engineers, P.C.
(Company)

(Signature)
David C. Battaglia, PE, CME, CFM

Manager, Business Development
(Title)

July 7, 2014
(Date)

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

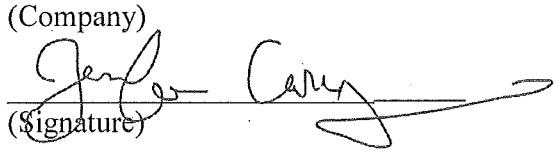
ATTACHMENT B

AGREEMENT ON TERMS OF DISCUSSION

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

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

JLC Environmental Consultants, Inc.
(Company)


(Signature)

President
(Title)

7/3/14
(Date)

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

Attachment C-1

Proposer Prerequisite A

Firms must have Certificates of Authorization to practice Professional Engineering in the states of New York and/or New Jersey and minimum of five (5) years experience, from the date of proposal submission, which includes performing construction management services as outlined in Attachment A for major transportation facilities.

*Note – Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to Satisfy Prerequisite A.

Client Name/ Contracting Entity	Port Authority of New York and New Jersey
Contract Start Date	2007
Contract End Date	2009
Brief description of Scope of work	At the New Jersey Marine Terminals, we provided construction inspectors to monitor pile driving, installation, repairs, wrapping, and jacking. HAKS worked on the rehabilitation of relieving platforms, underwater and above-water pier and bulkhead repairs. New construction included fender systems, buildings, digital video monitoring systems, paving, concrete, asphalt and other site work.
Client Contact Name / Title	Paul Salvatore, P.E., Engineer of Construction, Contract Administration
Client Contact Email Address	psalvato@panynj.gov
Client Contact Phone Number	(201) 595-4892

Client Name/ Contracting Entity	Port Authority of New York and New Jersey
Contract Start Date	2004
Contract End Date	2007
Brief description of Scope of work	HAKS also provided Office Engineering services at New Jersey Marine Terminals and New York Marine Terminals (Brooklyn Marine Terminal, Red Hook Container Terminal, Howland Hook Marine Terminal, Downtown Manhattan Heliport, Battery Park Ferry Landings and Gateway Center – Construction Division). Office Engineer's duties included contracts administration from pre-construction through close-out including all financial information and payments, extra work, daily reports, material certifications, equal opportunity and wage compliance, insurance, and correspondence for all contracts. Individual construction contracts involved a wide range of site/facility construction and well as marine construction. Office Engineers utilized Port Authority database systems for record keeping and contract payments. Office Engineering services were also provided through the construction management/general contracting services capital security program for the following facilities: Bayonne Bridge, George Washington Bridge, Newark, JFK and LaGuardia Airports, PATH, Journal Square, Teterboro Airport, Holland Tunnel, and Lincoln Tunnel.
Client Contact Name / Title	Paul Salvatore, P.E., Engineer of Construction, Contract Administration
Client Contact Email Address	psalvato@panynj.gov
Client Contact Phone Number	(201) 595-4892

Client Name/ Contracting Entity	New York State Department of Transportation
Contract Start Date	2006
Contract End Date	2009
Brief description of Scope of	Major reconstruction items were deck replacement, superstructure repairs and emergency repairs

work	to the Gowanus Viaduct; widening/replacement of the BQE Connector; and pavement rehabilitation on the Prospect Expressway/Lower Gowanus. Initial work focused on priority deck and steel repairs to ready the structure for the staged reconstruction to follow, and to assure the structural integrity of the viaduct as work progressed. The work also involved seismic improvements, fatigue upgrades and bearing replacements. Construction also took place on the approaches and ramps, new lighting was installed, and the steel structures were painted, with lead abatement procedures put in place during steel cleaning. Construction operations on the BQE Connector included excavation, pile foundations, new footings and columns, and a new superstructure to support the widened ramps. HAKS and its joint venture partner evaluated traffic management strategies such as construction phasing, lane closure restrictions, night and weekend work. Critical Path Method scheduling was employed, which was essential to assuring on-time project delivery. In addition, we were involved extensively with local communities and their representatives, and coordinated regularly with many New York City agencies.
Client Contact Name / Title	Albert Wong, P.E., EIC (NYSDOT)
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Note – Client Contact must be employee of Company

Attachment C-2

Proposer Prerequisite B

Firms must have adequate staffing resources and have demonstrated experience performing construction management and/or construction inspection services in the Greater New York/New Jersey Metropolitan Area for construction projects valued, at a minimum, at $1.5 million.

*Note – Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to Satisfy Prerequisite B.

Client Name/ Contracting Entity	New York City Department of Environmental protection
Contract Start Date	2011
Contract End Date	2022 (On-going)
Construction Value	$400 Million
Brief description of Scope of work	Work was under way in August 2011 when Hurricane Irene created record-setting flood waters that damaged the dam's spillway and stair steps. Approximately 4,000 cubic yards of concrete were placed to repair the channel stair step. HAKS coordinated with regulatory agencies to acquire, modify and implement emergency permits associated with the reconstruction of the jobsite and slope stabilization adjacent to Schoharie Creek. HAKS also managed additional monitoring and permitting for certain work activities located within the Schoharie Reservoir, such as underwater stone placement upstream of the dam. In 2012, HAKS completed a $20 million project that involved constructing over 15,000 linear feet of drainage swales, placing 1,000 linear feet of reinforced concrete piping, excavating over 130,000 cubic yards of soil, installing truck wash stations with oil-water separators and constructing multiple wetlands. The firm's current assignment is a $121 million reconstruction of the dam face and masonry, including east side site preparation for the bypass tunnel, east side access to the new gallery constructed in the dam face and the west side training wall and gate chamber reconstruction.
Client Contact Name / Title	Emory Chase; Gilboa Dam Construction Accountable Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	New York State Department of Transportation
Contract Start Date	2008
Contract End Date	2015
Construction Value	$20 Million
Brief description of Scope of work	Construction Inspection Term Agreement, Bridge Cleaning And Painting, Region 10. Under the term agreement, HAKS inspectors are assigned to the various locations as and when needed by NYSDOT. Because of the exacting inspection requirements, the project has been staffed with experienced inspectors who carry certifications and training from the Steel Structures Painting Council and the National Association of Corrosion Engineers. Major inspection items include pressure washing, abrasive blast cleaning and painting of steel surfaces in accordance with industry standards and state specifications. As the construction contract requires, the contractor conducts cleaning and painting operations within Class A or Class B containments to assure worker and public safety and environmental protection. HAKS will review shop drawings for the containments and inspect for proper erection of them and for containment integrity during operation. Contractor operations will also be inspected for lead-contaminated waste handling and disposal; compliance with federal, state and

	local requirements for lead health and safety, air quality, water quality, and noise. Another important aspect of safety includes daily monitoring of maintenance and protection of traffic in general and traffic control procedures in particular.
Client Contact Name / Title	Ann Elias, EIC
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Client Name/ Contracting Entity	New York State Department of Transportation
Contract Start Date	2006
Contract End Date	2009
Construction Value	$214 Million
Brief description of Scope of work	Major reconstruction items were deck replacement, superstructure repairs and emergency repairs to the Gowanus Viaduct; widening/replacement of the BQE Connector; and pavement rehabilitation on the Prospect Expressway/Lower Gowanus. Initial work focused on priority deck and steel repairs to ready the structure for the staged reconstruction to follow, and to assure the structural integrity of the viaduct as work progressed. The work also involved seismic improvements, fatigue upgrades and bearing replacements. Construction also took place on the approaches and ramps, new lighting was installed, and the steel structures were painted, with lead abatement procedures put in place during steel cleaning. Construction operations on the BQE Connector included excavation, pile foundations, new footings and columns, and a new superstructure to support the widened ramps. HAKS and its joint venture partner evaluated traffic management strategies such as construction phasing, lane closure restrictions, night and weekend work. Critical Path Method scheduling was employed, which was essential to assuring on-time project delivery. In addition, we were involved extensively with local communities and their representatives, and coordinated regularly with many New York City agencies.
Client Contact Name / Title	Albert Wong, P.E., EIC (NYSDOT)
Client Contact Email Address	[redacted]
Client Contact Phone Number	[redacted]

Note – Client Contact must be employee of Company

EXPERT CONSTRUCTION MANAGEMENT AND TECHNICAL SERVICES ON CALL-IN BASIS, 2011-2014, PANYNJ

NEW YORK & NEW JERSEY

HAKS is providing call-in construction management, on-site inspections, and related technical services to the Port Authority of New York and New Jersey (PANYNJ) as part of a four-year contract with the agency. HAKS will provide quality assurance and safety officers, office engineers, inspectors, engineers, and additional qualified personnel to direct the work of contractors over the duration of the multi-year contract, which runs from 2011 through 2014.

Our services include Office Engineering, Construction Inspection and Fire Protection Engineering as needed at the Authority's New Jersey and New York marine terminals, airports, tunnels and Operations Unit. Additional duties involve Tenant Alteration Application (TAA) projects. Duties include monitoring all construction activities, daily contract paper work, auditing architects/engineers of record, special inspections, preconstruction and monthly progress meetings, reviewing closeout packages, conducting and coordinating all life and safety testing and inspections before a Permit to Occupy or Use is issued.

Individual construction contracts cover a wide range of site/facility construction as well as marine construction. We are providing Construction Inspectors to monitor pile installation, pile repairs including wrapping and jacketing, relieving platform rehabilitation, underwater and above-water pier repairs, bulkhead repairs and new construction, fender systems, buildings, digital video monitoring systems, paving, concrete, asphalt and other site work.

Office Engineering (OE) duties include contract administration from pre-construction through closeout covering all financial information, payments, extra work, daily reports, material certifications, EEO and wage compliance, insurance, correspondence and more. Additional services are provided for construction management/general contracting services capital security programs at Stewart Airport, Port Newark and Howland Hook Marine Terminal.

HAKS' Fire Protection Engineers focus on maintaining a fire safe environment at Authority facilities for employees, tenants and patrons and on an effective Highly Protected Risk-based property loss prevention program. They conduct and witness annual and acceptance tests of fixed fire protection systems and equipment; review/comment on plans for fire code compliance, and participate in special technical investigations, inspection and plan review at various facilities for Authority contract and Tenant Alteration projects. Post 9/11, their assignment grew to include risk assessment for survivability of certain Authority structures in the event of another terrorist attack or other disaster.

Recent work involved inspections/evaluations for new American Airlines and Jet Blue Airways Terminals at Kennedy, other work at Newark Liberty, LaGuardia and Stewart International Airports, and reviewing drawings for TAA and major Authority projects, including the Freedom Tower, Towers 2, 3 and 4 and the Memorial at the World Trade Center site.

OWNER/CLIENT
PANYNJ
2 Montgomery St. 3rd. floor,
Jersey City, NJ 07302

CONTRACT DURATION
3 YEARS

SERVICE DATES
2011-2014

REFERENCES
Paul Salvatore,
201-595-4892

ANNUAL STAFF HOURS
Full time: 28,044.75
Part time: N/A

CONTRACT FEE
$5 million

CALL-IN TERM AGREEMENT FOR CONSTRUCTION MANAGEMENT AND INSPECTION OF PORT TERMINALS, 2007 TO 2009, PANYNJ

NEW YORK & NEW JERSEY

HAKS provided engineering and inspection services on a call-in basis to the Port Authority of New York and New Jersey, as part of a $5 million, 3-year term agreement from 2007 to 2009. Work locations included the New Jersey & New York Marine Terminals, Operations Units and Pavonia Station.

At the New Jersey Marine Terminals, we provided construction inspectors to monitor pile driving, installation, repairs, wrapping, and jacking. HAKS worked on the rehabilitation of relieving platforms, underwater and above-water pier and bulkhead repairs. New construction included fender systems, buildings, digital video monitoring systems, paving, concrete, asphalt and other site work.

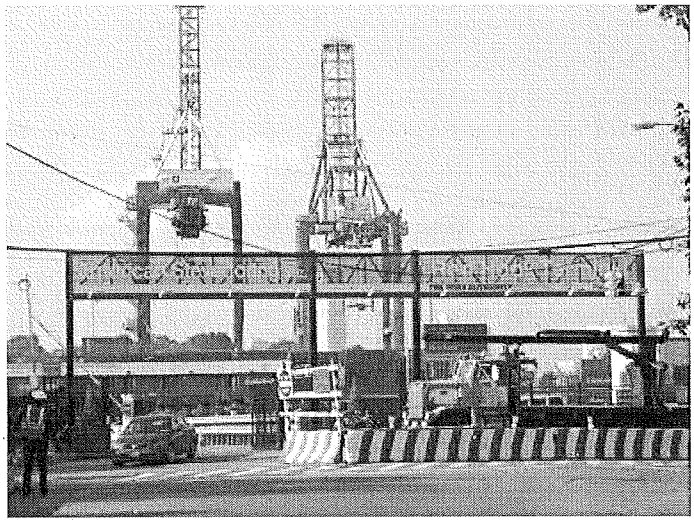
New Jersey Marine Terminals inspection work included Berth 36 & 63 Wharf Reconstruction at Port Newark. Inspection responsibilities included the removal of the existing wharf structures; dredging; installation of steel sheet "H" and pipe piles; inspection of steel pile integrity; galvanized rebar installation; concrete placement for pile caps, deck slabs and seawalls; and installation of timber pile fender systems along the face of the wharf. Other inspection processes included backfill and compaction using I-12 material, installation of 12-inch D.I.P with hydrant connections, hydrostatic pressure tests, roadway concrete placement, asphalt placement, and railroad track replacement. All inspections were conducted to ensure conformance with specifications and safety standards at Port Newark. Construction cost: $9 million.

Other New Jersey inspection projects included:

- Port Newark – Berth 8 and 10 Wharf Reconstruction
- Port Newark – Berth 6 Wharf Reconstruction
- Port Newark – Maintenance Dredging: Berths 18, 20, and 22
- Port Newark – Bound Creek Wetland Mitigation and Storm Water Management System

HAKS also provided Office Engineering services for tenant alteration projects at Port Ivory and Teleport Facilities in Staten Island as well as all TAA projects at Brooklyn Piers.

Office Engineer duties included contracts administration from pre-construction through close-out including all financial information and payments, extra work, daily reports, material certifications, equal opportunity and wage compliance, insurance, and correspondence for all contracts. Individual construction contracts involved a wide range of site/facility construction as well as marine construction. Office Engineers utilized Port Authority database systems for record keeping and contract payments.



OWNER/CLIENT
PANYNJ
2 Montgomery St. 3rd. floor,
Jersey City, NJ 07302

CONTRACT DURATION
3 YEARS

SERVICE DATES
2007-2009

REFERENCES
Paul Salvatore,
201-595-4892

ANNUAL STAFF HOURS
Full time: 35, 550.25
Part time: N/A

CONTRACT FEE
$5 million (Maximum)

POST-HURRICANE SANDY EMERGENCY CM SERVICES P.S. 52, I.S. 2 AND P.S. 38, STATEN ISLAND, NY; P.S. 61 AND P.S. 112, MANHATTAN, NY FOR THE NEW YORK CITY SCHOOL CONSTRUCTION AUTHORITY (NYCSCA)

STATEN ISLAND & MANHATTAN, NY

Immediately following Hurricane Sandy, HAKS responded to the NYCSCA's request for emergency CM support to remediate severe damage to schools in Staten Island and Manhattan.

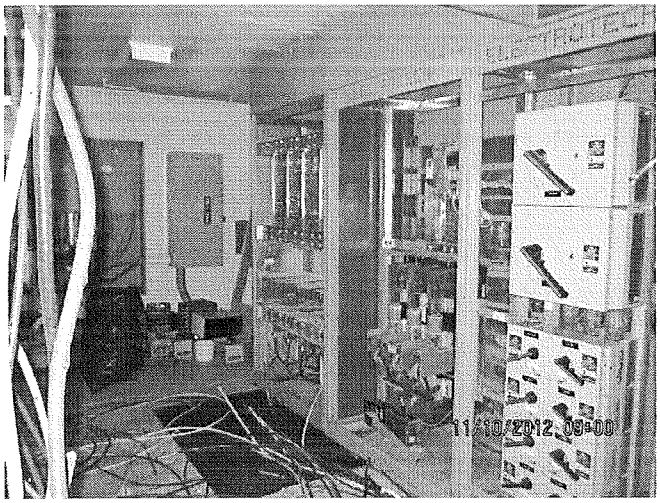
HAKS dispatched personnel within two hours to P.S. 52, South Beach, and I.S. 2, Midland Beach, both hard-hit areas in Staten Island, and to P.S. 61 and P.S. 112, Manhattan.

Both Staten Island schools were in Zone A areas and flooded, sustaining severe damage to their electrical systems and boiler plants. HAKS assessed the damage, managed the cleaning of the basements, and had emergency generators and temporary boiler systems installed. HAKS' contractors worked mostly around the clock to finish the MEP work required to bring power and heat back, restoring these services in both schools within three weeks. New electrical panels were installed in both buildings, and Con Edison electrical service was returned to the schools.

In Manhattan, P.S. 112, in Zone B of East Harlem near the RFK Bridge, flooded with 8-10 feet of water that submerged the basement and boiler pit located 10 feet below basement grade. School staff pumped out the water, but the boiler plant and associated electrical equipment were damaged and inoperable. HAKS contractors had a temporary boiler system installed and restored heat after completion of MEP work, six days after the temporary boiler and fuel tank delivery.

The basement of P.S. 61, in Zone A of the East Village, was filled with six to eight feet of water. HAKS oversaw the rapid work of contractors who completed pumping out the basement and cleaning the site in 36 hours.

Additionally, temporary classroom unit (TCU) trailers at P.S. 38, Midland Beach, were flooded, requiring some demolition work, replacement of floors, ceiling tiles and walls, as well as electrical work and other interior repairs.



OWNER/CLIENT
NYCSCA
30-30 Thomson Ave.
LIC, NY 11101

CONTRACT DURATION
ON-GOING

SERVICE DATES
2012 - PRESENT

REFERENCES
Michael Eitingon (SI)
[redacted]

ANNUAL STAFF HOURS
Full time: 13,877.50
Part time: N/A

CONSTRUCTION COST
$1.6 million

POST-HURRICANE SANDY EMERGENCY CM SERVICES FOR THE NEW YORK CITY HOUSING AUTHORITY (NYCHA) IN CONEY ISLAND, RED HOOK (EAST & WEST) AND MARINERS HARBOR PUBLIC HOUSING DEVELOPMENTS

BROOKLYN & STATEN ISLAND, NY

HAKS responded to Hurricane Sandy under its contract with NYCHA to provide CM oversight of emergency services for public housing developments in Coney Island and Red Hook (East and West), Brooklyn, and in Mariners Harbor, Staten Island.

In the aftermath immediately following the storm, at the Coney Island and Red Hook Houses, some of the most battered areas of New York City, HAKS managed the work of approximately 10 contractors with over 150 skilled tradesmen and laborers working two 12-hour shifts on a 24/7 schedule. HAKS managed all mechanical, electrical and plumbing (MEP) work for the installation of temporary boilers and generators, and for the emergency replacement of damaged electrical equipment and water pumps to restore water to affected buildings. HAKS' quick response to Hurricane Sandy returned power, heat and hot water to 44 buildings in Coney Island and 28 buildings in Red Hook within three weeks of the storm. Over the next 10 months, HAKS managed nearly $80 Million worth of HVAC rehab work in order to maintain these emergency system installations and oversaw clean-up operations in its ongoing work at both these occupied public housing developments. Additionally, HAKS provided condition assessments of buildings for short- and long-range restoration.

In Mariners Harbor Houses on Staten Island, HAKS managed cleaning and restoration services for 22 NYCHA public housing development buildings.

OWNER/CLIENT
NYCHA
90 Church Street
NY, NY 10007

CONTRACT DURATION
10 MONTHS

SERVICE DATES
2012 - 2013

REFERENCES
Douglas McNevin
[redacted]

ANNUAL STAFF HOURS
Full time: 34,019
Part time: N/A

CONSTRUCTION COST
$4.6 million

ST. GEORGE TERMINAL INTERLOCKING SANDY REPAIRS
STATEN ISLAND, NEW YORK
STATEN ISLAND, NY

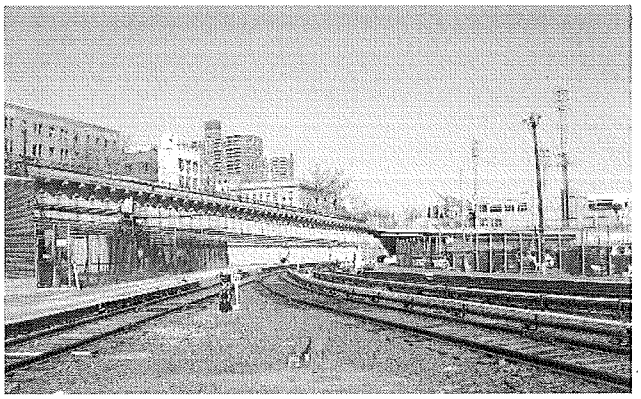
The St. George Terminal in Staten Island is a park-and-ride and sea, railway and bus transit center located on the northernmost end of the Staten Island Railway. The Staten Island Ferry operates between the St. George Terminal and Whitehall Terminal in Lower Manhattan. Flooding from Hurricane Sandy caused irreparable damage to switches, cables and wiring of the existing interlocking area, which consists of 17 switches and 12 operating tracks.

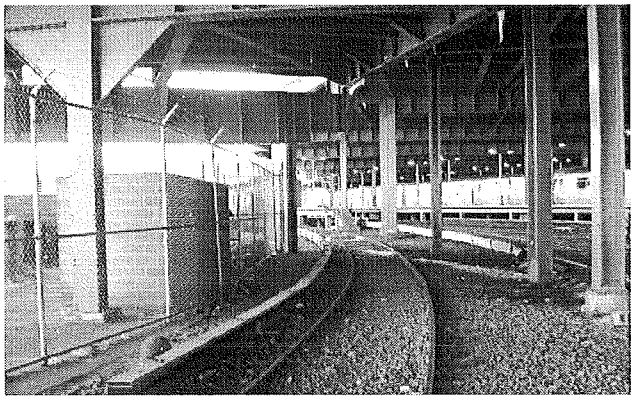
HAKS is a member of the construction management team providing services to New York City Transit (NYCT) to restore vital flood-damaged signal systems of the St. George Terminal yard and interlocking. The three-year, $100 million project will include modernization and replacement of the St. George interlocking signal system; removal of existing track and ballast; installation of new ballast and track and a new traction power system; and drainage and site work.

HAKS will be specifically responsible for conformance to Sandy audit requirements; utilization of Constructware software as a project management tool; overseeing monitoring of noise, vibration and air and water quality; and coordination of material testing, including off-site testing by an independent entity. Upon construction completion, HAKS will acquire as-built drawings and documentation for review and approval.

The constructability review will focus on site access, working space and materials storage; sequence of operations; logistics and handling; specification tolerances; vulnerability of materials; and environmental and safety considerations. Environmental protection and safety will focus on removal of hazardous materials and protocols for access and protection of NYCT assets.

The project team will monitor occupancy and acceptance procedures to ensure a smooth transition from construction to occupancy and use of the facility.





OWNER/CLIENT
NYC Transit
2 Broadway
NY, NY 10004

CONTRACT DURATION
3 YEARS

SERVICE DATES
2014 - 2017

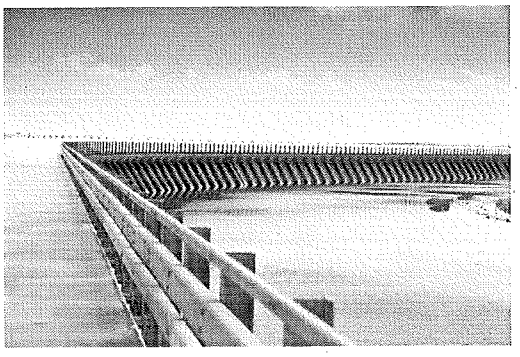
REFERENCES
Sankar Chakraborty
Program Manager
[redacted]

ANNUAL STAFF HOURS
Full time: 3,025
Part time: N/A

CONSTRUCTION COST
$100 million

INNER HARBOR NAVIGATION CANAL SURGE BARRIER

LOUISIANA



IHNC is the largest ($1.1 billion) civil works design-build project in the history of the USACE. CB&I Government Solutions, Inc. (CB&I) fast-tracked the design and construction of nearly 2 miles of surge barrier with gated, above-grade structures, into a compressed 3-year schedule. Completed in 2011, this 2 mile-long barrier at Lake Borgne rises 26 feet above water and provides 100-year storm surge protection to Orleans and St. Bernard Parishes.

CB&I designed and constructed the barrier, composed of: a 7,625-foot-long floodwall (>95 percent complete); a 150-foot-wide, hydraulically operated, steel sector gate and 150 foot-wide, concrete swing-barge bypass gate and channel (GIWW); and a 56 foot-wide lift gate (BB).

As prime contractor, CB&I provided project and 100 percent construction management of 6 design and 10 construction subcontractors, and 55 small business contractors (44 Louisiana firms), in executing project work. At work peak, CB&I managed over 350 onsite workers and over 2,000 craft workers. The entire project required over 5 million manhours. Equipment at peak included: 17 barge-mounted cranes; 55 work/material barges for construction; and 8 tugs/work vessels.

CB&I used a multi-step, pre-construction design process to address performance requirements in the design and construction with USACE involvement. This process included an in-progress review followed by an internal technical review; then an independent technical review; a USACE design review; and finally an independent peer review. The process produced excellent results.

CB&I's innovative braced concrete pile wall design enabled late design-phase pile length changes without impacting the fabrication schedule. CB&I used its Delcambre, LA, manufacturing shop to fabricate and facilitate transport of the 617 36-inch diameter piles to the site. CB&I is also fabricating the two hydraulically operated sector gate units for the GIWW site at this facility, which allows for tighter controls and timely delivery of material, resulting in cost savings to USACE.

Using two 10-hour shifts, 6 days/week, project construction progressed on schedule. The wall was 100 percent complete to meet the June 1, 2011 deadline. CB&I completed the original floodwall/pile-driving activity ahead of schedule.

"Everyone is pleased with the progress. We get nothing but positive feedback and we are on schedule for the whole project to meet the June 1, 2011 date." *Ron Elmer, USACE IHNC Project Manager, April 13, 2010*

OWNER/CLIENT
USACE
PO Box 60267
New Orleans, LA
70160-0267

CONTRACT DURATION
4 Years

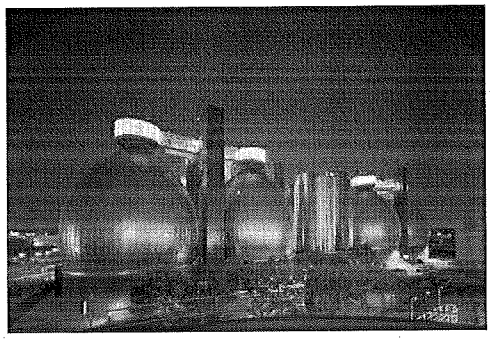
SERVICE DATES (YEARS)
2008 - 2012

REFERENCES
Timothy Black
[redacted]

CONTRACT FEE
$1.2 Billion

CONSTRUCTION MANAGEMENT FOR NEWTOWN CREEK INDUSTRIAL/ADMINISTRATIVE BUILDINGS AND SEWAGE TREATMENT FACILITY

NEW YORK



CB&I Government Solutions, Inc. (CB&I) is providing Construction Management (CM) services to the New York City Department of Environmental Protection (NYCDEP) for this $1.5 billon public works project in Brooklyn, which involves the completion of significant upgrades to the structures and systems that treat wastewater from a combined sewage treatment system. Some of the project elements include improvements to plant bar screens, electrical, plumbing, HVAC, and controls and instrumentation upgrades, new screening and control buildings, new barge facilities and site work. CB&I's suite of CM services:

- Resident Engineering inspection
- Overall Construction Management including technical, administrative and inspection staff, oversight of subcontractors, liaison to NYCDEP and operations staff at the treatment plant
- MBE/WBE compliance
- Coordination and direction of multiple site contractors underway simultaneously
- Coordination of upgrade work with ongoing WPCP operations
- Cost and schedule tracking and control for the various subcontracts and integration to a Master Schedule
- QA inspection of work for compliance with work plans and applicable codes and standards
- Constructability reviews
- Review of contractor requests for payment
- Change order management
- Abatement and hazardous waste management
- Permitting and compliance
- Safety and risk management
- Environmental monitoring and development of impact mitigation and control plans for stormwater, dust suppression, asbestos and lead airborne particles, construction noise and vibration, traffic and pedestrian plans, and hazardous waste manifests
- Review and filing of as-built drawings
- Review of contractor work plans including safety plans

CB&I's innovative project BIM, scheduling, and cost controls were put in place and contributed to millions of dollars of savings.

OWNER/CLIENT
NYCDEP
250 Broadway
New York, New York
10007

CONTRACT DURATION
14 Years

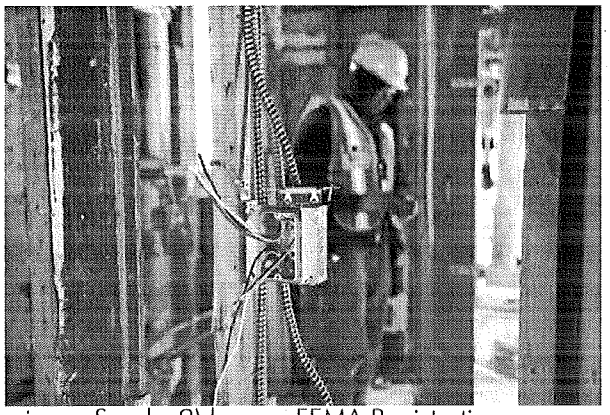
SERVICE DATES (YEARS)
1999 - 2014

REFERENCES
Ken Moriarty
[redacted]

CONTRACT FEE
$1.5 Billion

NEW YORK CITY RAPID REPAIRS PROGRAM, PROGRAM MANAGEMENT SUPPORT

NEW YORK



On November 9, 2012, in an effort to provide relief to suffering residents, New York City Mayor Michael Bloomberg established the Rapid Repairs Program (RRP). The program offered free emergency repairs for the restoration of heat, power, and hot water to eligible owner-occupied (single-family) and tenant-occupied (apartment complexes, high-rises) residential structures damaged by Hurricane Sandy. The program also provided for the removal of flood-damaged drywall, wall coverings and ancillary repairs to protect impacted homes from further weather-related damage.

Eligibility requirements were simple and streamlined: 1) must be a residential property owner in designated area affected by Hurricane Sandy; 2) have a FEMA Registration number; and 3) unit needed to be free of standing water and structurally sound. Residents applied by calling 311, registering on-line or visiting a designated Restoration Center. Due to the large number of displaced residents and residents living without adequate utility service in winter conditions, coupled with the lack of adequate temporary housing alternatives, it was imperative that repair work start immediately.

The City contracted CB&I Government Solutions, Inc. (CB&I) to provide program management support to help manage and control this first-of-its-kind massive effort. Major support areas of the program management office (PMO) included environmental health and safety (EHS), project controls, customer service, communications, standard protocols, construction oversight, utility coordination, quality assurance/quality control (QA/QC), and FEMA accounting. CB&I also provided staff augmentation to the PMO in each of these areas to ensure that the program was delivered consistently and efficiently across all construction contracts.

The Results

The RRP completed repairs to over 11,500 buildings, comprising nearly 20,000 residential units, thus enabling occupants to "shelter in place" and thereby reducing interruptions of their daily employment, education, and social interaction. CB&I mobilized a highly skilled professional and craft workforce of approximately 200 employees from across the country to work on this program.

OWNER/CLIENT
NYCDEP
250 Broadway
New York, New York
10007

CONTRACT DURATION
4 Months

SERVICE DATES (YEARS)
2012 – 2013

REFERENCES
Danielle Grillo
[redacted]

CONTRACT FEE
$600 million

NEW JERSEY RECONSTRUCTION, REHABILITATION, ELEVATION AND MITIGATION (RREM) PROGRAM MANAGEMENT

NEW JERSEY

New Jersey Department of Community Affairs (NJDCA) selected CB&I Government Solutions, Inc. (CB&I) to provide program management services for the HUD CDBG-DR funded Homeowner Reconstruction, Rehabilitation, Elevation, and Mitigation (RREM) Program. This program provides up to $150,000 in grant funding assistance to eligible homeowners damaged by Hurricane Sandy.

The program is assisting approximately 3,500 homeowners in the nine most impacted and distressed counties along the NJ coast. We developed program policies and procedures, workflow diagrams, inspection and construction management services, among other duties. CB&I performs damage assessments, develops detailed scopes of work, engineering and architectural design, progress inspections, and project close-outs.

As a construction management provider under RREM, CB&I focuses on various approaches that expedite program schedules, including:

- Mobilized staff immediately with nearly identical hurricane and federal program experience to add value to early start-up operations
- Used comprehensive communication strategy, information tracking, and streamlined policies and major construction management processes previously developed and utilized
- Used proven system (Worltrac®) for applicant processing including automation of key documentation and data transfers
- Used homebuilder performance metrics
- Used standardized practices from past HUD funded disaster recovery housing programs and experienced staff familiar with the processes.

The Results

The RREM program started accepting applications early summer 2013 and approximately 3,500 homeowners are expected to receive RREM assistance in the first round of the program. From our efforts today, policies and procedures are finalized, almost 400 initial damage inspections have been completed, data exchanges with stakeholders have been formalized and are occurring, and qualified homebuilder pools have been established.

OWNER/CLIENT
NJDCA
101 South Broad Street
Trenton, New Jersey
08625-0800

REFERENCES
Stacy Bonnaffons
[redacted]

CONTRACT FEE
$24.4 million

CONTRACT DURATION
2 Years

SERVICE DATES (YEARS)
2013 – 2015

HURRICANE SANDY DAMAGE ASSESSMENT OF PORT AUTHORITY FACILITIES
NEW YORK CITY, NY

This project involves providing cost estimating and report preparation for the PA properties damaged by the hurricane Sandy. Services included site visits, reports and estimates preparation from the off-site conditions for the proposed facilities repair and replacement, including immediate repairs and budgeting for future provision.

LaGuardia Airport
JFK Airport

OWNER
Port Authority of NY & NJ (PANYNJ)

SERVICE DATES
CURRENT

PROJECT VALUE
Various

Client Reference:
Hill International
D. Clark Pile
One Penn Plaza, Suite 3415
New York, NY 10119
212.244.3700

HURRICANE SANDY DAMAGE ASSESSMENT OF NYC HOUSING BUILDINGS
NEW YORK CITY, NY

The project scope involved providing cost estimating assistance during due diligence report and initial design of public spaces rehabilitation of the NYC Housing properties damaged during hurricane Sandy, including option for the replacement in kind, and option of the mitigation provisions. The properties include:

- Gravesend Houses, Brooklyn NY – 15-building development with common plazas, playgrounds, community center and children center
- Bernard Haber Houses, Brooklyn, NY - threebuilding development with a common plaza and a community center
- O'Dwyer Houses, Brooklyn, NY – six-building development with a common plaza and playground
- Surfside Gardens, Brooklyn, NY – five -building development with a common plaza and playground

OWNER
New York City Housing Authority

SERVICE DATES
CURRENT

PROJECT VALUE
Various

Client Reference:
Purcell Architects

Attachment E
Staffing Plan Template
RFP NO. 38268

IF THE STAFFING CATEGORIES LISTED BELOW DIFFER FROM YOUR FIRMM'S LIST YOUR FIRM'S STAFFING TITLES WITHIN THE CATEGORY THAT BEST MATCHES.

Staffing Category		PROPOSER'S STAFFING TITLES
INSPECTIONS	1	Project Manager QA
	2	Resident Engineer
	3	Assistant Resident Engineer
	4	Chief Inspector
	5	Senior Inspector
	6	Inspectors - Plumb, Electric, Civil, MEP
	7	Special Inspections
	8	
CONSTRUCTABILITY REVIEW	1	Senior Project Manager
	2	Project Engineer
	3	Assitant Project Engineer
	4	Resident Engineer
	5	Senior Engineer
	6	Engineer
	7	Engineer EIT
	8	
CONTRACT ADMIN	1	Senior Project Manager
	2	Project Manager
	3	Resident Engineer
	4	Assistant Resident Engineer
	5	Senior Office Engineer
	6	Office Engineer
	7	Document Control Administrator
	8	Administrative Staff
COST ESTIMATES	1	Project Mnager
	2	Resident Engineer
	3	Project Control Manager
	4	Senior Estimator
	5	Estimator
	6	Jr. Estimator
	7	
	8	
CONSTRUCTION SCHEDULES	1	Project Manager
	2	Resident Engineer
	3	Project Controls Manager
	4	Senior Scheduler
	5	Scheduler
	6	
	7	
	8	

This page was intentionally left blank

KEY

H: HAKS
(CB&I): CB&I Environmental & Infrastructure, Inc.

DBE SUBCONSULTANTS
AG A.G. Consulting Engineering, P.C. (DBE)
ELLANA Ellana, Inc. (DBE)
IH IH Engineers, PC (DBE)
JLC JLC Environmental Consultants, Inc. (DBE)

REQUEST FOR PROPOSALS FOR INDEFINITE QUANTITY CONTRACTS (IQCs) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018

THE PORT AUTHORITY OF NY & NJ

PRINCIPAL IN CHARGE
Elliot G. Sander (H)

PROJECT MANAGER
Alberto Villaman, PE (H)

ASSISTANT PROJECT MANAGER
Eliecer Pertuz (H)

QA MANAGERS
Lawrence King, PE (H)
Lance Payne (H)

SAFETY
Jan Brown (H)
Alexandria Belinky (H)
Barry Conaway (CB&I)

PROJECT CONTROL

SCHEDULING
Hosney Abdelgelil (H)
Mor Diao (H)
Rohit Ahuja (Ellana)
Matthew Dolin (CB&I)
David Orphey (CB&I)

COST ESTIMATING
Magdi Sidarous (H)
Douglas Depena (H)
Chandra Revuru (H)
Qualser Hashmi, PE (H)
Walter Fitzer (Ellana)
Andrew Denyer (Ellana)
Henry Chin (Ellana)
Paul Santoro (CB&I)

FIRE PROTECTION
Richard Koch (H)
Elliot Greenberg (H)
Ardash Meguerdichian, CIPE (AG)

CONSTRUCTION MANAGERS/RESIDENT ENGINEERS

Magdi Elkafafi, PE (H)
Victor Sanchez, PE (H)
Nick Shah, PE (H)
Hesham Kotby, PE (H)
Harold Palmer, PE (H)
Paul Diamond, PE (H)
Tom Vargo, PE (H)
Moustafa Rezk, PE (H)
Lucio Rivera, PE (H)
Khaled Husein, CCM (H)
Ashraf Abdalla, PE CCM (H)
Eirik Rundhovde, PE (H)
Imad Morcos, PE (H)
Charles Ayoub, P.E. (CB&I)
Hesham Mohammed, PE (H)
Al Refai, PE (H)
Ashraf Mondal, PE (IH)
Adel Elsekhily, PE (CB&I)
Peter Julo, PE (CB&I)
William Brennan, PE (CB&I)
Donald Ellis (CB&I)
David Stahl P.E. (CB&I)
Peter Burd, P.E. (CB&I)
Thomas Farrell P.E. (CB&I)
Syed Ali (CB&I)
Robert Ivers P.E. (CB&I)

CONSTRUCTABILITY/DESIGN REVIEW
Richard Hallahan, PE (HAKS)
Peter Nardone, PE (HAKS)
Byron Alford, PE (HAKS)
Kenneth Mangam, PE (HAKS)
Peter Koncelik, PE (H)
Joseph Menasce, PE (IH)
Chandra Revuru (H)
Paulina Calderon, RA (H)
James Ghaglan P.E. (CB&I)
Thomas Farrell P.E. (CB&I)
Peter Burd, P.E. (CB&I)
David Stahl P.E. (CB&I)

ASST. RESIDENT ENGINEERS/ CHIEF INSPECTORS
Mohy Abotaleb, PE (H)
Maher Mahmoud, N-IV (H)
Richard Georges (H)
Dennis Corpas, N-IV (H)
Serajul Haque (H)
Richard Morris (H)
Cherian George, NACE (H)
Maksudur Rahman (IH)
Gary Gastiger P.E. (CB&I)
Alex Liberman P.E. (CB&I)
Hooshang Sharif (CB&I)
John Bihm (CB&I)
Maggie Buechi (CB&I)
Adel Elsekhily P.E. (CB&I)

CONTRACT ADMINISTRATORS
Reda Gendy (H)
James Reynolds, Jr., N-IV (H)
Georgiana Inturrisi (H)
John Sweet (H)

INSPECTORS

Josias Innocent, N-III (H)
Saul Correa, N-II (H)
Jose Pinto (H)
Mikeal Ramessar, N-III (H)
Nestor Santana (H)
Jean Vilus (H)
Pierre Dillard, PE (H)
Antonio Dias (H)
Jose Velasco (H)
Hector Beltran, N-III (H)
Nikolay Mikhalchuk (CB&I)
Christopher Cooke (CB&I)
Sebastian Bochicchio (CB&I)
William Brodsky (CB&I)
Mitra Khorsandi (CB&I)
George Nater (CB&I)
Gary Aubain (IH)
Donna Fernandez (IH)
Deena Jain (IH)

SPECIAL INSPECTIONS
Paul Hoffman (H)
Haris Khan, RA (H)
Philip Resiniti, RA (H)
Radomir Delic (H)
Fereshteh Hajihassani (H)
Ahmed Isa (H)
Hatim Elsaid (H)
Mostafa Elmasry (H)
Caesar Hernandez (H)
Samuel Bautista (H)
Syed Khurshid (H)
Robert Milo (H)
Joseph Orlovsky (H)
Glen Ramkissoon (H)
Ahmed Abodeshisha, LEEP AP (H)
Kareem Baksh (H)
Daniel Castro (H)
James Puplampu, EIT (H)
Arkadiy Ioffe (H)

SPECIALTY SERVICES

EMERGENCY DISASTER RECOVERY PLANNING
Kipp Nelson (CB&I)

MARINE
Dorian Valdes P.E. (CB&I)

AVIATION
William Faulkner (CB&I)
Kulbinder Singh (AG)
Raja Anupindi (AG)
Phil Tropea (AG)
Luis Nina (AG)

RAIL & TRANSPORTATION FACILITIES
David Orphey (CB&I)
Vinny Shankar (AG)
Melvin Douglas (AG)

ENVIRONMENTAL
Ron Prann, Ph.D (CB&I)
Joe McLaughin (CB&I)
David Stoll, PG (CB&I)
Matthew Sausville (CB&I)
Ron Grapin P.E. (CB&I)
Gerald Tiss (JLC)
Paola Cano (JLC)
Arthur Doyle (JLC)
Sean Murray (JLC)

HAKS

This page was intentionally left blank

ELLIOT G. SANDER

Principal-In-Charge

EDUCATION

Bachelor of Science in Foreign Service, Georgetown University

PROFESSIONAL AFFILIATIONS

Regional Plan Association

Chairman; Greater Jamaica Development Corporation

Board Member; Rudin Center for Transportation Policy and Management at the Robert F. Wagner Graduate School of Public Service

Founder; New York University

Adjunct Associate Professor ; National Surface Transportation Infrastructure; Finance Commission, Commissioner; American Public Transit Association (APTA), Chair APTA 2050; National Association of City Transportation Officials (NACTO), Founding Chair; Empire State Transportation Alliance, Founding Co-Chair; Transportation Research Board

Committee on Large Cities, Founding Chair

SUMMARY OF RELEVANT EXPERIENCE

Elliot "Lee" Sander has over 30 years of experience successfully delivering world-class infrastructure and transportation programs and projects. He is responsible for directing the daily operations of HAKS' national and international offices.

Mr. Sander previously served as Chief Executive Officer of the Metropolitan Transportation Authority of New York, the largest public transportation and toll network in the western hemisphere. He was also Commissioner of the New York City Department of Transportation, the largest municipal transportation agency in the United States, as well as Senior Transportation Advisor to the Mayor of the City of New York.

Mr. Sander is Chairman of the Regional Plan Association, which has played a critical role in developing the infrastructure and economy of the New York metropolitan area. He is the founder of the Rudin Center for Transportation Policy and Management at the Robert F. Wagner Graduate School of Public Service, and co-founder of the Empire State Transportation Alliance, which played a critical role in helping secure the highway, bridge, and transit capital programs in New York State. After the September 11, 2001 terrorist attack, at the request of Governor George Pataki, Mr. Sander played a leadership role in developing the transportation plan for the recovery of Lower Manhattan.

REPRESENTATIVE PROJECTS

Mr. Sander is providing executive oversight for:

- Expert Construction Management and Technical Services on a Call-In Basis, 2011-2014 - PANYNJ
- Hugh L. Carey Tunnel Superstorm Sandy Restoration and Mitigation and Brooklyn Plaza Rehabilitation - TBTA
- St. George Terminal Interlocking Sandy Repairs - NYC Transit Authority
- Broadway Phase I, Manhattan - NYCDDC
- Fulton Street Reconstruction Phase II, Manhattan - NYCDDC
- Atlantic Avenue Trunk Water Main Installation, Brooklyn - NYCDDC

Chief Executive Officer - Metropolitan Transportation Authority of New York, 2007-2009: Mr. Sander was responsible for management of the largest public transportation and toll network in the western hemisphere, including a $10 billion dollar operating budget, $21 billion capital program, and 70,000 employees. Individual agencies under his overall direction included New York City Transit, Long Island Rail Road, Long Island Bus, Metro North Railroad, MTA Bridge and Tunnels, MTA Capital Construction, and the MTA Bus Company. Mr. Sander led the MTA to its highest level of operational performance, historically, while successfully implementing large-scale organizational reform.

Senior Vice President - DMJM Harris, 1996-2006: Mr. Sander oversaw the strategic planning and development efforts of DMJM Harris, a legacy

AECOM company, and served as the Metro group manager and New York unit manager, overseeing the firm's acclaimed work in transit, highways and bridges, marine, and aviation projects in the New York metropolitan area.

Commissioner - New York City Department of Transportation (NYCDOT), New York, 1994-1996: Directed the NYCDOT, the largest municipal, multimodal transportation agency in the United States, with a staff of 8,100, a $4 billion capital program, and an annual operating budget over $500 million. He implemented a highly successful broad-based program of organizational reform, capital program delivery, and enhanced operational performance.

Director of Transit - New York State Department of Transportation (NYSDOT), New York, 1992-1994: Responsible for New York State's transit program with direct oversight of $5 billion in operating expenditures, $2 billion in capital expenditures, and the operating and capital program performance for approximately 75 transit properties, including the Metropolitan Transportation Authority. Implemented the Innovative Mobility Demonstration program, the establishment of a statewide transit performance measurement system, and the first five-year capital and operating plan for non-MTA properties.

Deputy Commissioner/New York State Rent Administrator - New York State Division of Housing and Community Renewal, 1988-1992: Responsible for the New York State Office of Rent Administration, which oversees the 1.1 million rent-regulated apartment units in New York State. Achieved a highly acclaimed turn-around program involving dramatically improved case-processing, policy formulation and implementation, quality assurance, public information, and stakeholder and legislative relations.

General Manager, Manhattan Division/Surface Transit, New York City Transit Authority (NYCTA) - New York, 1983-1988: Directed and managed a workforce of 2,700 people, a $150 million operating budget, and a fleet of 770 buses which carry over 500,000 passengers daily. Implemented a highly successful turnaround program that significantly improved operational performance, including on-time performance, MDBF, quality assurance, and passenger commendations/complaints. Extensive involvement in the development of Surface Transit's depot reconstruction program, with particular emphasis on 126th Street, 100th Street, 54th Street, and Hudson Depot facilities.

Executive Director - New York City Department of Transportation (NYCDOT), New York, 1981-1983: Responsible for the management of all non-enforcement traffic operations in the City of New York, including the municipal parking system, all traffic signs and road markings, and all local traffic engineering planning. Directed a work force of 350 people, an expense budget of $20 million, and a revenue budget of $37 million. Major accomplishments included the design and implementation of the Comprehensive Parking Program (CPP), which increased annual revenue from $28 million to $37 million, full reconfiguration of the municipal parking system, and the design, construction, and operation of a state-of-the-art coin-counting facility.

ALBERTO VILLAMAN, PE

Project Manager

EDUCATION

Bachelor of Science, Civil Engineering, Columbia University, NY, 1989

PROFESSIONAL REGISTRATION

Professional Engineer - New York 1995, #[redacted] 1; Connecticut 2010, [redacted]; New Jersey 2011, #[redacted]; Maryland 2011, #[redacted] Washington, D.C. 2011, [redacted]; Pennsylvania 2011, [redacted] Massachusetts 2012, #[redacted]

LICENSES & CERTIFICATIONS

OSHA 30-Hour Occupational Safety and Health Standards, 2002
OSHA Confined Space Awareness, 2008
Concrete Strengthening Techniques & Design Considerations Seminar - 4 of Credits AIA/CES Learning Units, 2008
Training in Contract Control using Primavera Expedition 7.5, 2002

SUMMARY OF RELEVANT EXPERIENCE

Mr. Villaman oversees HAKS' infrastructure projects, including highways, bridges, tunnels, dams, water and sewer lines and utility infrastructure. With more than 25 years of experience, Mr. Villaman has served in the positions of principal-in-charge, project executive, project manager, construction manager and resident engineer since joining the firm in 2000. His award-winning projects include the $122 million rehabilitation of the New Croton Aqueduct for the NYCDEP, which received the 2012 ACEC New York Diamond Award, and the $175 million NYCDOT design-build rehabilitation of the St. George Ferry Terminal in Staten Island, recipient of the 2013 ASCE-Met Design-Build Project of the Year Award and the 2012 Municipal Engineers of New York Project of the Year Award.

Mr. Villaman is also leading resident engineering inspection services for the $40 million electrical renovation of the Brooklyn Battery Tunnel for MTA Bridges and Tunnels; the $600 million Gilboa Dam Reconstruction, the $176 million activation of the Third Water Tunnel, and the $21 million interconnection of the Catskill-Delaware Aqueducts at Shaft 4, all for NYCDEP; the $213 million Phase II of the Gowanus Expressway deck replacement for NYSDOT; the $80 million Catenary Replacement on the New Haven Main Line for ConnDOT; the $28 million South Brooklyn Marine Terminal Infrastructure Rehabilitation for NYCEDC; and the $10 million Fulton Street Improvement project for NYCDDC, among others. Mr. Villaman is also overseeing the firm's construction inspection work for several DC Water Clean Rivers Act projects and the firm's safety consultancy services for the construction of 18 highway projects for the National Highway Authority of India.

REPRESENTATIVE PROJECTS

Principal-In-Charge, PANYNJ - Expert Construction Management and Technical Services on a Call-In Basis, 2011-2014. Scope of work includes Office Engineering, Construction Inspection and Fire Protection Engineering as needed at the Authority's New Jersey and New York marine terminals, airports, tunnels and Operations Unit.

Principal-in-Charge, NYCDDC Reconstruction of Broadway Phase I, Lower Manhattan. Principal-in-Charge for the replacement of aged water mains, sewers, street lights, traffic signals and utilities on Broadway from Ann to Rector Streets, and to construct a new roadway with sidewalks, curbs and more. Key issues addressed include: Improved Project Management Systems; Technical/Construction Factors; Safety and Maintenance and Protection of Traffic; and Community Concerns. Construction Cost $41.7 million. (08/13 – present)

Principal-in-Charge, NYCDEP CAT-DEL Aqueduct Interconnection Construction Management, New Paltz, NY. HAKS is managing a $22 million project to interconnect flow from the open channel Catskill Aqueduct with the pressurized Delaware Aqueduct. Major project elements will include installation of a reinforced concrete flow/pressure control structure; distribution header; chambers for transferring flow between the Delaware and Catskill Aqueducts; and buried 72- and 48-inch-diameter piping. The installations will require controls and instrumentation for mechanical process, electrical and HVAC work. Construction Cost $22 million. (06/11 – present)

Project Manager – NYSDOT Gowanus Expressway Deck Replacement, 4th Ave. to 52nd Street, Brooklyn. Major components of the reconstruction effort include emergency replacement or repair of the viaduct deck and superstructure, construction of a new slip ramp in the median, replacement of an existing ramp and widening of another ramp, and widening of the at-grade portion of the Gowanus. A relief viaduct ramp, to be built within a 2-year stage, will carry HOV lane traffic over the southbound Shore Parkway entrance ramp to eliminate the traffic weaving that now takes place. Ramp construction requires reinforced concrete foundations and 24 steel columns. Other work involves blast cleaning and painting of the steel superstructure, drainage system improvements and the installation of six overhead sign structures. Construction Cost $244 million. (12/10 – present)

Principal-in-Charge, NYCDEP Reconstruction of Gilboa Dam located at the North End of the Schoharie Reservoir in the Northern Catskill Mountains. This dam and reservoir are important elements in providing reliable water supply to New York City. The cyclopean concrete and earth dam is being reconstructed with a movable gate system and refaced and strengthened with roller compacted concrete steps and post tensioned multi-longstran anchors. Construction Cost $600 million. (2009 – present)

Project Executive, NYCDOT Reconstruction of Claremont Parkway Bridge over Metro-North Railroad. Claremont Parkway Bridge is a single-span concrete encased steel superstructure with a non-composite reinforced concrete deck supported on stone masonry. The work is taking place within the special requirements that Metro-North places on construction operations in its rights-of-way. HAKS's field staff is coordinating with Metro-North on Force Account work and safety requirements. Construction Cost $10.7 million. (4/11 – 11/13)

Project Executive, NYSDOT Region 8 Reconstruction of Interchange 8, I-287, Cross Westchester Expressway, Harrison and White Plains, NY. The project involves reconstructing approximately 1.2 miles of existing road and Interchange 8, and constructing 0.8 miles of new road, extensive bridge work including three new bridges, removal and replacement of two existing bridges and the rehabilitation of three other bridges. Work at existing bridges also includes new culvert installations, culvert extensions and repairs, plus headwall and wingwall installations and repairs. Other construction includes retaining walls using soldier pile and precast concrete lagging, drainage, traffic signals, guide rail, utilities, ITS System, temporary erosion controls with permanent wetland mitigation measures. Construction Cost $55 million. (10/10 – 2013)

Principal-in-Charge, NYCDEP TCM-52, Third City Water Tunnel. Principal-in-Charge for HAKS's joint venture construction management services for the final construction phase of the 8.5-mile Manhattan leg of the $5 billion new tunnel, which will provide critical redundancy for the city's water supply. Once operational, the 600-foot-deep, 60-mile tunnel will deliver 1.3 billion gallons of water daily, allowing Tunnels No. 1 and 2 to be inspected and repaired for the first time since they were put into service in 1917 and 1936, respectively. Construction Cost $176 million. (2009 – 2013)

LAWRENCE KING, PE

Corporate QA/QC Officer

EDUCATION

B.S. in Civil Engineering, CCNY - School of Engineering, NY, 1972

PROFESSIONAL REGISTRATION

Professional Engineer -New York 1984, #[redacted]

LICENSES AND CERTIFICATIONS

OSHA Permit Confined Space Entry, 2010

OSHA 10-Hour and 30-Hour Construction Outreach Trainer, 2010

OSHA 10-Hour Construction Safety and Health Training Course, 2010

OSHA 30-Hour Construction Safety and Health Training Course, 2010

ACES 4-Hour Supported Scaffold User Training Course, 2010

Memberships

Mu Alpha Theta National Mathematics Honor Society

NYC Partnership for Rebuilding Infrastructure

American Society of Civil Engineers

SUMMARY OF RELEVANT EXPERIENCE

Mr. King has over 40 years of design, construction and quality assurance experience. He is currently HAKS' QA/QC Officer, providing quality assurance and quality control for all projects. Before joining HAKS, Mr. King was Deputy Chief Engineer for the New York City Department of Transportation and was responsible for consultant and contract supervision, as well as management and quality control of the design for all land and waterway bridges under the city's jurisdiction, and a budget of $2.3 billion. Prior to that, he served as the Director of Quality Assurance in NYCDOT Division of Bridges, where he developed and initiated QA policy and materials acceptance procedures.

As the Quality Assurance/Quality Control Officer for HAHS, Mr. King oversees implementation of the QA/QC Plans and Health and Safety Plans for all construction management, engineering, architecture, land surveying and material testing projects, and ensures the quality of design, inspection and record keeping. He is also responsible for the development and implementation of processes that will enable each department to become ISO 9001 certified. Under Mr. King's leadership, HAKS obtained ISO Certification for the Construction Management/Inspections Division and is currently in a pursuit of the ISO 9001 certification for the design division (expected first quarter of 2014).

REPRESENTATIVE PROJECTS

Rehabilitation and steel repair of the Gowanus Viaduct Interchange over Third Avenue, Brooklyn - NYSDOT. QA/QC Officer responsible for independent quality assurance, project record reviews as well as site visits. Construction cost $214 million. (Ongoing)

Construction Management Services for Alley Park Environmental Restoration and Oakland Lake Park Improvement in Queens for NYCDEP. QA/QC Officer responsible for independent quality assurance, project record reviews as well as site visits. Construction cost: $12 million.6/10 - present)

Reconstruction of 5 Metro North Bridges, Fairfield County - ConnDOT. QA/QC Officer responsible for independent quality assurance, project record reviews as well as site visits. Construction cost: $85 million. (2007 - present)

Reconstruction of 3 Bridges over I-287, Westchester County - NYSDOT. QA/QC Officer responsible for independent quality assurance, project record reviews as well as site visits. Construction cost: $56 million. (2010 - 2012)

Reconstruction of 2 Bridges over Route 110 and the Route 110 Interchange, Suffolk County - NYSDOT. QA/QC Officer responsible for independent quality assurance, project record reviews as well as site visits. Construction cost: $56 million. (2011 - 2013)

Resident Engineering Inspection Services, Paulding Avenue Reconstruction Phase II, Bronx - NYCDDC. QA/QC Officer responsible for independent quality

assurance, project record reviews as well as site visits. Construction cost $29 million. (2009 – 2013)

Resident Engineering Inspection, Fulton Street Phase II Reconstruction, Manhattan – NYCDDC. QA/QC Officer responsible for independent quality assurance, project record reviews as well as site visits. Construction cost: $28.2 million. (2009 - 2013)

Rehabilitation and Steel Repair of the Tappan Zee Bridge over the Hudson River – NYSTA. QA/QC Officer responsible for independent quality assurance, project record reviews as well as site visits. Construction cost $29 million. (2008-2011)

Rehabilitation of JFK Boulevard Columbus Bridge over Conrail and PATH, Hudson County, NJ. QA/QC Officer responsible for independent quality assurance, project record reviews as well as site visits. Construction cost: $1.6 million. (2008-2011)

Construction Management Services for Alley Creek CSO Abatement Facilities for NYCDEP. QA/QC Officer responsible for independent quality assurance, project record reviews as well as site visits. Construction cost: $59 million. (6/10 – 9/10)

New York City DOT, Bureau of Roadway Bridges. Deputy Chief Engineer responsible for all fixed land and waterway bridges under jurisdiction of the Division of Bridges. Duties included: directing all activities related to consultant supervision, contract supervision and contract management for design, construction, reconstruction and rehabilitation projects; executing and overseeing structural, electrical and architectural design and related engineering work for the construction and/or rehabilitation of all bridges and related structures, at all times coordinating design efforts with interested public and private agencies; reviewing and commenting on structural plans submitted by private developers, governmental agencies, and public utility companies; and managing all work of the Bureau under the terms of the Interfund Agreement (IFA), keeping its budget in line with fees charged by private consulting contractors. Had full responsibility for major structural construction and rehabilitation projects valued in excess of $2.3 billion over the last 12 years, and ensured that construction activities were performed in accordance with city, state, and federal rules and regulations, all agency rules and regulations and the Code of Conduct.

His duties also included preparing a quarterly budget for capital expenditures; directing and reviewing staff performance in accordance with the Division's Managerial Objectives; monitoring and evaluating the actions and performance of private consultants and contractors working under the City's responsibility; allocating the expenditures of OTPS funds authorized for disbursement through the Bureau in accordance with the Integrated Financial revision of the City Charter; working closely with both Federal and State authorities in preparing capital construction projects; coordinating and routing an accurate flow of information about each project undertaken by the Bureau to the respective Borough Presidents, the City Planning Commission, and affected Community Boards; representing the Bureau in City, State, and Federal agency conferences, and in meetings with community groups, contractors, consultants, and private developers; assuring that all work undertaken met requirements stipulated by the Federal Highway Administration (FHWA); implementing Agency management orders and directives; tracking projects and keeping records that enabled data for management activities could be channeled through the Chief Engineer; supervising actions of private consultant firms engaged in inspecting bridges assigned to the Bureau; establishing and maintaining liaison with high-level officials and representatives of government, business and civic or community organizations; representing Division of Bridges on boards, committees and technical organizations/task forces; and performing other related high-level engineering, administrative and managerial duties at the request of the Chief Engineer and the Commissioner. (10/98 – 3/10)

LANCE PAYNE

Quality Assurance Representative

EDUCATION

ATI Inspection School – concrete, plan reading, fireproofing (2009)

Larsen Inspection Training – concrete, plan reading, structural steel and bolting (2007)

Fresno State

CERTIFICATIONS

ACI Concrete Field Testing Technician – Grade I, 2006
OSHA 10-Hour, Construction Safety & Health Training Course
ICC Reinforced Concrete Special Inspector, 2009
ICC Spray-Applied Fireproofing Special Inspector, 2009
ICC Structural Steel and Bolting Inspector, 2009
ICC Structural Masonry Special Inspector, 2010
ICC Structural Welding Special Inspector, 2011
ICC Master of Special Inspections, 2011
NYCDOB 4-Hour Supported Scaffold, 2010
Nuclear Gauge Soil Testing Certification, 2006
ASE Welding and Quality Control Certification, 2011
[redacted] Lead Auditor
RABQSA International, Lead Auditor, Quality Management Systems Scheme 2012, [redacted]

SUMMARY OF RELEVANT EXPERIENCE

Mr. Payne has over 13 years of experience in special inspections, quality assurance inspections, construction inspections, quality management and auditing. As a Master of Special Inspection and an ISO and RABQSA Certified Lead Auditor, Mr. Payne has in-depth knowledge of quality systems. As one of the first Masters of Special Inspection in New York, he also has an in-depth knowledge of structural special inspections, including structural masonry, reinforced concrete, structural steel (erection & bolting), and structural steel (welding inspections).

Since joining HAKS, his work has included Quality Assurance Director for the firm's special inspections for the New York City Rapid Repairs Program in the aftermath of Hurricane Sandy for the New York City Department of Environmental Protection (NYCDEP). Prior to joining the firm, he served as Senior Quality Assurance Auditor for the NYCDEP with responsibility for coordination and review of the quality assurance and environmental site safety manual for various construction sites and for performing control/special inspection audits.

REPRESENTATIVE PROJECTS

Director for Rapid Repairs Program NYCEDC - Responsible for Quality Assurance program on Post Sandy Recovery Efforts. Responsibilities included putting together programs and systems to ensure that the quality and integrity of the program was not compromised. Auditing reports and field activities. (2013 - present)

Director for Rapid Repairs Program NYCDEP- Responsible for Quality Assurance program on Sandy Recovery Effort for Coney Island and Far Rockaway. Additional responsibilities included putting together programs and systems to ensure that the quality and integrity of the program was not compromised. (2013 - 2013)

Director for Quality Assurance Programs-NYCDEP Gilboa Dam-BT-1 Bypass Tunnel- Responsible for the quality of a major NYCDEP project in excess of $500 million. Responsibilities include directing quality program quarterly audits and consulting. (2010 - 2013)

Director/Project Manager Quality Assurance NYCDEP Audit Program- Responsible for leading a team of auditors on all NYCDEP projects where results are reported directly to the Deputy Commissioner and acting as a consultant to improve the quality of NYCDEP sites statewide. (2012 - 2013)

Senior Quality Assurance Auditor-NYCDEP, NY, NY. - Responsible for coordination and review of Quality Assurance and Environmental Site Safety manual for various construction sites for the NYCDEP. Additional

responsibilities include field audits to assure implementation of Quality Assurance and Environmental Site Safety manuals. (2012 - 2013)

Senior Quality Assurance Auditor-NYCDEP, NY, NY. - Responsible for performing Control/Special Inspection audits for the NYCDEP for various citywide construction sites. On behalf of owner, responsible for review and assurance of compliance with NYCDEP standard operating procedures, applicable building codes and contract documents. Additional responsibilities include the submission of audit inspection reports to the Commissioner of the NYCDEP. (2010 - 2011)

Senior Quality Assurance Consultant-NYCDEP, NY, NY- Responsible for writing current Standard Operating Procedure 417A and 417B in accordance with governing applicable laws, regulations, codes, and requirements. Additional responsibilities include the submission of audit inspection reports to the Commissioner of the NYCDEP. (2012)

Senior Quality Assurance Auditor- NYCDEP, NY, NEWTON CREEK- Responsible for Quality Management of the Re-Inspection program to ensure compliance with NYCDEP Standard Operating Procedures, applicable building codes and contract documents. (2010-2011)

Senior Quality Assurance Auditor- NYCDEP, NY, NY- Responsible for performing Construction Management, Standard Operating Procedures and Control/Special Inspection audits for the NYCDEP for various citywide construction sites. Responsibilities for these high level audits included, but were not limited to, Implementation of Standard Operating Procedures, Phase 2 Audit Preparation, Construction Management Program, and creating Corrective Action Plans for the following NYCDEP sites: Alley Creek, Hunts Point, Croton Falls Dam, Croton Aqueduct, Wards Island, Tallman Island. (2009-2010)

Senior Quality Assurance Auditor- NYCDEP, NY, NY-Gilboa Dam- Responsible for Quality Management that ensures compliance with DEP Standard Operating Procedures, applicable building codes and contract documents. Responsible for performing Construction Management, Standard Operating Procedures and Control/Special Inspection audits on a monthly basis. (2009)

Chief Special Inspector- New York City Housing Authority, NYC - Responsible for forensic re-inspection to assure code compliance, including detailed in-depth review of construction documents to find and document deficiencies; providing consulting repair recommendations on procedures required to assure compliance with code. (2009 - 2010)

Special Inspector – New York City School Construction Authority, NYC - Responsible for Special Inspection for various schools throughout Brooklyn and Staten Island for the SCA. Included assurance that construction document requirements were implemented in the fields; inspection of material used in construction; verification of concrete structures reinforcement, formworks epoxy coated reinforcement and formwork, structural steel erection and high strength bolting, structural steel welding, metal decking, wood and masonry structures, fireproofing, and firestopping. (2009 - 2010)

JAN BROWN, RPIH, CESCO

Corporate Environmental Health & Safety

EDUCATION

B.S. - Occupational Safety & Health Engineering, Columbia Southern University
M.S. – Environmental Management, Ashford University

LICENSES AND CERTFIFICATIONS

Association of Professional Industrial Hygienists (APIH) / Registered Professional Industrial Hygienist (RPIH)
National Registry of Environmental Professionals (NREP) / Certified Environmental Safety Compliance Officer (CESCO)
American Safety & Health Institute (ASHI) / Master Instructor Trainer (MIT)
Emergency Care & Safety Institute (ECSI) / Instructor Trainer (IT)
First Safety Institute (FSI) / Instructor

SUMMARY OF RELEVANT EXPERIENCE

Mr. Brown is a Senior Industrial Hygienist with over 30 years of experience in management and performance of hazardous materials/industrial hygiene surveys, remediation projects and health and safety programs.

He has served as Senior Environmental Health and Safety Specialist on several New York City Department of Environmental Protection (NYCDEP) construction projects, including the Rondout West Branch Tunnel Rehabilitation project. Additionally, Mr. Brown has served as Program Manager for all environmental, safety, and public health activities at Stewart Air Base in Newburgh, New York, and as Senior Industrial Hygienist responsible for USAF and USMC occupational safety and health programs. He is a member of the American Safety & Health Institute (ASHI) and serves as a Master Instructor Trainer conducting all aspects of environmental, safety, health and quality training programs. In addition, Mr. Brown is certified as an Instructor Trainer by the Emergency Care and Safety Institute (ECSI). He is a certified Instructor with the First Safety Institute (FSI), conducting initial and advanced safety training for clients in the federal, state, and local governmental as well as civilian business sectors.

REPRESENTATIVE PROJECTS

Environmental Consultant Services During Underwater Construction. Mr. Brown has served as Project Manager for construction environmental health and safety oversight throughout the Rondout West Branch Tunnel Rehabilitation project. Dive-specific services have included review and approval of dive plans, review of dive team credentials, equipment calibration and maintenance logs, setup of initial training program with outside dive consultant and implementation of training program for duration of dive events and inspection and monitoring of underwater activities utilizing video surveillance systems. Scheduled and coordinated EHS staffing for ongoing 24-hour/day, 7-day/week dive operations. Also responsible for development, review and approval of task specific JHAs, review and comment on contractor HASPs, enforcement of contractor HASP requirements and implementation of CM HASP.

Environmental Consultant Services During Construction. Mr. Brown served as Project Manager for construction health and safety oversight and hazardous materials management for various NYCDEP construction projects, including the Croton Water Treatment Plant and Ultraviolet Light Disinfection Facility, Hillview Reservoir Chamber Reconstruction Contract, and Rondout West Branch Tunnel Rehabilitation. Health and safety services included the preparation and implementation of site-specific health and safety plans (HASP), review of contractor HASPs and various submittals associated with

solid and hazardous materials management, monitoring contractor compliance with approved project plans, monitoring noise and air quality during construction, determining if work can continue based on the established OSHA and NIOSH exposure guidelines, and recommendation of mitigative actions to allow work to proceed in the presence of hazardous materials. Assigned, trained, and supervised field staff.

Industrial Hygiene Services. Mr. Brown has extensive experience in providing industrial hygiene services as briefly summarized below.

- Program Manager for all Environmental, Safety, and Public Health activities at Stewart Air Base with 23 years' experience.
- Sr. Industrial Hygienist responsible for USAF and USMC occupational safety and health programs. Including all aspects found in industrial and administrative work centers.
- Provide IH support and consultation for United States Military Academy, West Point, New York.
- Manage Respiratory Protection Program (RPP) for 42 industrial shops including 420 personnel.
- Manager of Occupational Safety & Health (OS&HD) database, allowing Industrial Hygiene (IH) technicians to efficiently accomplish surveys.
- Created and managed the Hazardous Communications Pro-gram (HAZCOM). Recognized as benchmark Air Force program, successful in preparing over 3000 employees for working in a safe and healthy environment.
- Accomplished IH surveys for all industrial shops and administrative work areas. Collects employee data, determined workplace monitoring requirements based on the nature and condition of the work environment, and performs needed sampling, analysis and monitoring.
- Authored technical IH and occupational safety & health survey reports detailing findings based on scientific fact.
- Investigated accidents and developed policy to correct problems through risk assessment, risk management, and effective risk communication.
- Trained shop personnel to protect themselves in the work environment. Education provided using anticipate, recognize, evaluate and control (AREC) model for chemical, physical, bio-logical and radiological exposures.
- Served as a voting member on the Environmental Protection Committee, Occupational Safety and Health Committee, Aero-space Medicine Council and Medical Group Executive Management Committee.
- Supervised selection and use of all Personal Protective Equipment & Clothing (PPE & PPC) for industrial and administrative work centers.

ALEXANDRIA BELINKY

Quality Assurance Manager

EDUCATION

Bachelor of Science in Environmental Policy and Behavior, with a Minor in Global Climate Change, University of Michigan, 2004

LICENSES AND CERTIFICATIONS

NYC Department of Buildings 40 Hour Site Safety Manager

30 Hour OSHA

4 Hour Supported Scaffold User Training

16 Hour Suspended Scaffold User Training

State of New York Asbestos Project Monitor

EPA Lead Safe Work Practices

SUMMARY OF RELEVANT EXPERIENCE

Ms. Belinky has over 8 years of experience in a variety of Construction related activities, including Design Build contracts, Full-phase construction, Environmental Regulatory Compliance, Health and Safety Training, Environmental Inspections, Surveys and Training, Asbestos and Lead Compliance, Consensus Building and consultant coordination. Proficient in implementing local, state and federal government project standards and guidelines, including asbestos and lead compliance.

REPRESENTATIVE PROJECTS

Inspector, New York City Department of Environmental Protection City Water Tunnel No. 3 – Stage 2, Manhattan Leg – Monitored the tunnel's shaft locations in Manhattan, and was fully responsible for the activities therein. A critical function was to ensure that valve positions were in the correct position for each phase of activation. Assisted with Site Safety practices, as well as coordinating contractor activities and reporting on construction progress.

Office Engineer/ Document Control Specialist/ Inspector, New York City Department of Environmental Protection Waste Water Treatment Plants. Set up the field office, approved subcontractors and vendors, clarified and answered RFIs, reviewed and responded to submittals, and worked with both the client and the contractor to review, inspect and complete outstanding Work Orders and finalize payments.

Site Manager/Document Control Manager, New York City Rapid Repairs Hurricane Sandy Recovery at Coney Island, Brooklyn and Breezy Point, Queens. Responsible for the day-to-day operations of HAKS' Quality oversight program for the City of New York. Duties included scheduling and reviewing the work of over 30 monitors, interacting and coordinating with the client, the contractors, representatives from the city and members of the public, as well as, developing and utilizing quality control methods for inventory, manpower tracking, and Time and Materials approval. Additionally responsible for the development and implementation of a data collection and entry system that allowed real time, address specific data and photograph tracking. Managed 10 document control personnel responsible for maintaining the data generated by monitors in the field, and then providing accurate, current information to the City of New York regarding productivity in the field, as well as any ongoing issues or reoccurring problems. (December 2012 – April 2013)

Document Control Manager/Environmental Safety Coordinator: Creative Environment Solutions (CES) – On-site Document Control Specialist at New

York City Transit's New Mother Clara Hale Bus Depot Design-Build Project. Represented CES (sub-consultant to Consultant Construction Management firm SHAW Engineering) as construction field office representative and coordinated all contract related documents, including but not limited to: Health and Safety Submittals, NYC Fire Department Permits, LEED submittals, MSDS, Storm Water Management Plan, Waste Management Plan, Noise Mitigation Plan, Monthly Progress Reports, Monthly Status Reports/ Correspondence and Special Inspections. (February 2011 – November 2012)

Environmental/Safety Coordinator: Creative Environment Solutions (CES) – Streamlined, improved and expanded CES' Environmental Health and Safety training program. Boosted enrollment through expanding outreach, increasing efficiency of the registration process and improving record keeping. CES' training program is regulated and audited by many outside entities including, New York City Department of Buildings, New York State Department of Health, New York State Department of Labor, United States Environmental Protection Agency, and the National Fire Protection Association. (April 2010 – February 2011)

Program Coordinator: Edison Wetlands Association – Developed and implemented strategies to protect human health and the environment through conservation and the cleanup of hazardous waste sites. This role included policy research, fieldwork, event planning, consensus building and fostering close working relationships with both community groups and regulatory entities (USEPA, NJ Dept. of Environmental Protection). (November 2004 – May 2006)

Program Coordinator: New Jersey Community Water Watch – Worked to protect water resources and raise awareness of local water quality issues by engaging college students and community members through environmental education programs, stream monitoring and river cleanups. Successful in increasing chapter membership and organizing river cleanups attended by over 100 people. (August 2004 – November 2004)

Fellowship: National Oceanic and Atmospheric Administration – Field and lab work to determine impact of invasive predatory zooplankton on native cladocerans in Lake Michigan. Duties included: research, data collection, management and analysis, grant writing, conference presentations, writing and editing manuscripts. (April 2003 – September 2003)

Research Assistant: Center for Great Lakes Studies – Prepared detailed comparisons of historic data on fish and invertebrates; assisted in capture, measurement, identification and analysis of stomach contents of Great Lakes fish and interpretation and management of data trying to determine why yellow perch have virtually disappeared from Lake Michigan. (May 2002 – September 2004)

BARRY CONAWAY, CSP

H&S Manager

FIRM

CB&I Government Solutions, Inc.

Education

BS, Occupational Safety and Hygiene Management, Millersville University of Pennsylvania , Millersville, Pennsylvania, 1994

Registrations/ Certifications

Certified Safety Professional (CSP), 2000, [redacted] Active, Nationwide, 12/2015

Occupational Health & Safety Technician, 1995, [redacted], Active, Nationwide, 12/2014

SUMMARY OF RELEVANT EXPERIENCE

Mr. Conaway is a Certified Safety Professional (CSP) and a Certified Occupational Health and Safety Technologist with 25 years working experience as an Environmental Health and Safety Manager at clean construction sites and hazardous waste sites where EPA Level C and Level B personal protective equipment is required. He has specialized training in construction safety, personal and respiratory protective equipment, program implementation, and in the proper use of air monitoring instruments, air sampling methods, and interpretation of results. Mr. Conaway is knowledgeable of all applicable federal, state, and local occupational health and safety regulations.

REPRESENTATIVE PROJECTS

Hurricane Katrina Emergency Protection, City of New Orleans, New Orleans, Louisiana

Health & Safety Manager for this project to clean and remove flood-damaged debris and perform temporary repairs of roofs on City-owned buildings. Mr. Conaway coached contractors on all aspects of health and safety at the project, such as safety inspections, roof safety, mold safety, and selection of personal protection equipment. More than 1,300 contractors participated in safety orientations for the City of New Orleans activities. Shaw managed the various stages of cleanup of more than 300 buildings and roofs.

Hurricane Katrina Wood Debris Pickup, St. Tammany Parish, St. Tammany Parish, Louisiana

Site Safety Manager ensuring the health and safety of workers placed at various roadside and debris burning sites to observe truck drivers' pick-up, unload, and consolidate wood debris. More than 200 personnel observed this activity at the sites, 7 days a week, in Tammany Parish.

Hudson River Sediment Remediation Project, Confidential Client, Ft. Edward, New York

Site Safety and Health Officer overseeing all safety-related efforts onsite, including the development and implementation of the site-specific Health and Safety Plan (HASP). He managed the site safety representatives responsible for preparing documentation in an accurately and timely manner, as well as in compliance with CB&I and the client's safety programs.

FMC Middleport, FMC Corporation, Middleport, New York

Site Safety Manager for the excavation of 25 CY of soil contaminated with arsenic, lead, and pesticides and the installation of a seven acre geo-synthetic membrane cap. Work activities occurred along an active rail line, high school, and private properties. Mr. Conaway coordinated the site's air monitoring program that included sampling for arsenic, lead, pesticides, particulates, and volatile organic compounds on the perimeter and personal; obtaining a daily safe work permit; establishing levels of protection; developing and reviewing activity hazard analyses; and completing all other site related safety concerns.

Shaw I completed this project free of any safety incidents.

Supervision of Construction Services OPS T3201, Interchange 6 to 9 Widening, New Jersey Turnpike Authority, Trenton, New Jersey

As Construction Field Safety Officer, prepared the HASP for the widening of Interchanges 7A, 16W, and 18W, the most traveled highway in the state and Interchange 67 of the Garden State Parkway. He observed the safe work performance of construction activities that include asbestos work, lead work, demolition, and concrete pours. He also performed Tier II Safety Audits of the site and identified potential work hazards for the construction inspectors and Owner Occupied Insurance Program.

New Haven Rail Yard Facilities Improvement Program Management Services, Connecticut Department of Transportation (CTDOT), New Haven, Connecticut

As Health and Safety Manager this project, prepared a Program Management HASP and addressed comments from reviewers. He also toured CTDOT facilities to identify potential work hazards that were incorporated into the plan.

Sodium Process Line Dismantlement, Bayer, Institute, West Virgnia

Site Safety Manager for this project in which Shaw dismantled two surge tanks and approximately 2,000 feet of process line filled with sodium metal. Shaw placed the sodium metal into 55-gallon drums and covered them with mineral oil for disposal. Mr. Conaway's management contributed to the incident-free completion of this project.

PCB Sediment Removal Project, General Motors, Massena, New York

Site Safety Supervisor for this project, in which Shaw constructed and installed a dewatering/water treatment system for removing PCB-contaminated sediments from under the St. Lawrence River. Mr. Conaway managed all project safety related matters, including perimeter air sampling, project safety orientation, and daily toolbox meetings. The project involved 40 personnel from both union and non-union trades performing earthmoving, geotechnical liner installation, fabrication and diving activities.

ELIECER PERTUZ

Assistant Project Manager

EDUCATION

Bachelors of Science, Architectural Technology, New York Institute of Technology - 1988

Associates Degree, Construction Engineering Technology, Farmingdale State University of New York - 1986

SUMMARY OF RELEVANT EXPERIENCE

Mr. Pertuz offers 23 years of experience in the management and oversight of construction projects, including procurement, administration, staffing, database management, and training. Typical project services include construction management, scheduling, inspections, quality assurance, constructability reviews and bid analysis.

REPRESENTATIVE PROJECTS

Project Manager, PANYNJ - Expert Construction Management and Technical Services on a Call-In Basis, 2011-2014. Scope of work includes Office Engineering, Construction Inspection and Fire Protection Engineering as needed at the Authority's New Jersey and New York marine terminals, airports, tunnels and Operations Unit. Additional duties involve Tenant Alteration Application (TAA) projects. Duties include monitoring all construction activities, daily contract paper work, auditing architects/engineers of record, special inspections, preconstruction and monthly progress meetings, reviewing closeout packages, conducting and coordinating all life and safety testing and inspections before a Permit to Occupy or Use is issued.

Project Manager, NYCEDC - Resident Engineering Inspection, Infrastructure Reconstruction at South Brooklyn Marine Terminal. This is a waterfront project, from 2nd Avenue to the pier line, and from 39th Street to 29th Street. It involves partial removal of a building structure at the northwest side, including asbestos abatement, strengthening of the two remaining wings and construction of closure walls. Placement of security fence in the perimeter of the property (5,800 ft). Removal of several railroad tracks (8,000 ft) and construction of two new railroad tracks coming from 1st Avenue (2,300 ft). Removal of existing light poles. Erection of new high mast light poles throughout the property including deep foundations. Installation of three electrical substations: 38-15kV, 15kV-480V, 15kV/27mV. This work includes trenching for new conduits for the light poles and service feeds, fiber optic cable for communications, manholes and hand holes.

Project Manager, NYCEDC - Construction Management Services, Hunts Point Streetscape Project, Bronx NY. Scope of work included landscaped medians, new pavements, sidewalks and curbs, new street lighting, traffic signals and street signs, site furniture and general site landscaping.

Project Manager, Construction Management and Inspection Services, Phase I Citywide Streetscapes, Newark, NJ. This phase calls for improvements to Clinton and South Orange Avenues in the form of sidewalks, decorative

lighting, trees, decorative crosswalks and modernized traffic signals. Project services include construction management, construction surveys, coordination, scheduling, administration, inspections, quality assurance materials testing, project records and project close-out documents. We are currently assisting the City with constructability reviews and will provide pre-bid and bid analysis services for all contracts, as well as permitting as needed.

Director, New York City Department of Parks & Recreation Capital Projects – Oversaw all ongoing Construction Projects in the Bronx. Supervised a staff consisting of five directors and 30 project managers in the field. Projects ranged from building facilities, large and midsize playgrounds and historic monuments. Assisted with management and oversight of all Bronx/Croton associated projects, procurement, personnel, administrative, productivity reporting, database management and tracking, training and related programs. Managed and motivated assigned staff to meet agency objectives. Helped plan and implement staff training programs and performed staff evaluations. Communicated clearly and effectively with all levels of management. Managed complex jobs and projects that required prompt attention and resolution and addressed and resolved time-sensitive issues that impacted agency services and/or completion of division and agency initiatives. Represented the agency and division at high level meetings, interagency conferences and other venues. Responsibilities included:

- Monitoring documentation to ensure the timely completion of all projects.
- Monitoring, supervising and implementing work schedules for all staff members.
- Reviewing and resolving construction & personnel issues, evaluating the performance of Project Residents.
- Tracking the progress of all active projects and reviewing all Resident Engineers' daily and weekly reports.
- Resolving all construction related disputes as per City guidelines
- Overseeing & conducting site meetings for all major projects
- Devising practical solutions to existing field conditions

Selective Project Experience at NYC Parks:

- Reconstruction of small to large buildings structures consisting of maintenance comfort stations to larger recreational facilities and MEP projects. Construction of indoor and outdoor pool structures.
- Construction & Reconstruction of small to Larger sports complexes consisting of Indoor and outdoor running tracks and field events.
- Construction & Recreation of large scale Gold course projects Van Cortlandt, Pelham and Ferry Point Golf course.
- Reconstruction of numerous Historic Monuments, statues and Building Structures, Macomb's Dam Bridge, Orchard Beach Promenades.
- Reconstruction of large scale parade grounds, drainage and Pond dredging projects, Pelham, Soundview and Van Cortland Parks.
- Reconstruction of large scale parade grounds, drainage and Pond dredging projects, Pelham, Soundview and Van Cortland Parks.
- Reconstruction of Large scale bikeway projects thought-out the Bronx-Van Cortlandt, Soundview, Pelham and Co-op City parks. (01/02 – 04/12)

RICHARD HALLAHAN, PE

Constructability/Design Review

EDUCATION

Bachelor of Science, Civil Engineering, Union College, Schenectady, NY, 1974

PROFESSIONAL REGISTRATION

Professional Engineer – New York 1981, #[redacted]
New Jersey1980, #
[redacted]

SUMMARY OF RELEVANT EXPERIENCE

Mr. Hallahan, SVP, is responsible for a full range of professional engineering services in the areas of Material Testing, Special Inspection services, transportation, structures and railroads. In regards to concrete performance, and testing, he has extensive experience in design, and construction inspection of a variety of public works and infrastructure projects including bridges, buildings, water supply/ water treatment facilities, stadiums, pipelines, retaining walls, pile and spread foundations, and renovations; in addition, extensive knowledge of soil/rock/geotechnical conditions and stabilization, structural integrity inspection, construction methods and materials. He serves as Principal-In-Charge for major metropolitan clients, including the New York City Department of Environmental Protection, the New York City Housing Authority, the New York City School Construction Authority, the Dormitory Authority of the State of New York, New York State Department of Transportation, the New York State Thruway Authority, the Connecticut Department of Transportation, the Port Authority of New York and New Jersey, the New York City Department of Transportation, as well as other public and private sector clients. Mr. Hallahan is responsible for the endorsement of Special Inspection initial and final NYC DOB Technical Reports (TR1, TR2, & TR3) for Special and Progress Inspections. The Material Testing, Special Inspections Agency report directly to Mr. Hallahan. His representative projects include:

REPRESENTATIVE PROJECTS

Principal-in-Charge, Condition Surveys of Building Facilities, Port Authority Marine Terminal, Port Elizabeth, for PANYNJ. Work involves conducting detailed inspections (100% visual and 10% hands-on) to find and document any deficiencies; providing repair recommendations in the inspection report; documenting the status of previous priority repairs and safety items; evaluating their conditions at the time of inspection. Fee: $219,000

Principal-In-Charge, Structural Inspection and Design for Rehabilitation of Upper Level Structural Steel, George Washington Bridge for PANYNJ. Work involved providing priority repair details, including stringers, floor beams, orthotropic deck elements, transverse deck joints, finger joints, upper chords of stiffening trusses, curb barriers; addressing drainage system repairs; summarizing all criteria to be used in designing the repairs, including loads, material grades, utilities, codes and assumptions. Construction Cost $30

million (2/09 – 6/09)

Principal-In-Charge, School Construction Authority (SCA) - On call contract to provide inspection for testing and engineering services for over 130 NYC public schools to ensure both the quality of work performed by the construction contractors and their subcontractors, in regards to concrete batching and field testing, as well as compliance with all applicable laws, regulations, codes, and requirements. Fee: $7 million (3/10 – present)

Principal-In-Charge, New York City Housing Authority (NYCHA) - On call contract involving overseeing quality of concrete testing & reinspection and its compliance with established procedures. Fee: $1.5 million (9/09 – present)

Principal-In-Charge, New York City Housing Authority (NYCHA) - Forensic investigative services for various residential and community centers to determine issues encountered during the construction process or post-construction of structural steel, reinforced concrete, masonry, sprayed fire resistance material, and firestopping, utilizing destructive or non-destructive testing methods. Fee: $1.2 million (9/09 – present)

US Government Project of Tajikistan-Afghanistan Bridge. U.S. Army Corps of Engineers, TransAtlantic Program Center (TAC). Construction of a 672 meter (2200 ft.) long concrete and steel structure over the Pyandzh River. The project has significant economic, social, and security impact to both Tajikistan and Afghanistan as it was evidenced by the attendance of the Presidents of Tajikistan and Afghanistan and the US Ambassador to Afghanistan who were all present at the ground breaking. The $30 million project was funded by the United States, Norway, and Japan. The successful design-built contractor was an Italian firm. Key construction personnel came from various European countries. Local construction personnel were recruited from both Tajikistan and Afghanistan making this assignment a truly international and unique effort. Responsibilities included supervision of management of field inspection staff and supporting all USACE technical and administrative needs on this international design-built project. A unique aspect of the project involved maintaining materials quality assurance and control throughout construction. QA/QC procedures were critical given the location of the project. Team consulting on the design of over 50 concrete mixes and established plant and on-site materials laboratory to test constituent materials, freshly mixed concrete, cast and then cure and break concrete cylinders to maintain material quality and conformance with contract specifications. All test data were recorded and statistically analyzed. November 2005 - October 2006.

Principal-In-Charge, Concrete Quality Assurance Services. New York City Department of Environmental Protection Division of Construction Services for a regional concrete quality assurance project involving all structural concrete poured on any DEP construction project in the City of New York and upstate watersheds. The DEP construction project exceeded $1 billion annually. Daily operations included close supervision over 50 construction inspectors from numerous subconsultants as well as subcontracted material testing lab field and lab personnel. Supervision of scheduling and supervising of stuff assignments covering all daily scheduled concrete pours at construction projects. This included batch plant inspection prior to mix shipping to each site, on-plant ticket documentation, on-site fresh concrete standard testing, concrete cylinder molding, curing and transportation to the Client Laboratory, observation test breaks and statistical analysis using proprietary computer software. Participated in mix design development and testing, reviewed and revised DEP standard concrete specifications. Team in-depth structural integrity inspections of various DEP structures, settling tanks, digesters, underground storm water storage tanks and other DEP facilities. (99 -05).

PETER NARDONE, PE

Constructability/Design Review

EDUCATION

B.S. in Civil Engineering, Manhattan College, NY, 1983

PROFESSIONAL REGISTRATION

Professional Engineer – New York 1992, #[redacted]
Connecticut 2014, [redacted]

LICENSES & CERTIFICATIONS

ATSSA trained Traffic Control Technician (TCT)

ATSSA trained Traffic Control Supervisor (TCS)

CPESC (Certified Professional in Erosion and Sediment Control) (pending)

CPESC Certification (pending)

10-hour OSHA trained

SUMMARY OF RELEVANT EXPERIENCE

Mr. Nardone has over 30 years of experience working on highway, bridge, railroad, foundation, and industrial building construction projects. Clients have included NYSDOT, NYCDOT, NYDOS, PANYNJ, MNR, Amtrak, and TBTA. Mr. Nardone has served as Project Manager, Project Field Supervisor, Assistant Project Field Supervisor, Site Office Engineer, Project Cost Estimator, and Corporate Safety Officer. His diverse experience in construction has given him the knowledge to understand plans, specifications, schedules, construction practices, and the responsibilities of both contractor and owner, from planning to final inspection. This exposure has given him the ability to execute many types of projects and complete them on time and within budget. Mr. Nardone provided both technical and managerial direction to his staff of engineers, estimators, project managers, and field supervisors during all aspects of construction. He has complete understanding of the project requirements and laws as they pertain to safety, environment, labor, permits, EEO, MBE/WBE/DBE participation, materials, scheduling, maintenance and protection of traffic, and construction methods and procedures. His representative project work follows:

REPRESENTATIVE PROJECTS

NYSDOT Kew Gardens Interchange Contract 2A, Queens, NY. Mr. Nardone served as the Project Manager for this project. Managed Phase 1 construction of the widening of the mainline Van Wyck Expressway, including new viaducts, drainage, roadway pavements, retaining walls, utilities, and access ramps. Responsibilities included oversight and review of the project CPM schedule, submittal of site safety plan, meeting MBE/WBE subcontractor participation goals, material purchasing and subcontractor scopes, planning and implementing construction stages as per design, coordination and implementing MPT requirements, project change orders and negotiations, attending job site progress meetings with NYS, and planning bi-weekly look-ahead field meetings with construction staff to keep job on schedule. Additional project construction tasks involved weekly safety tool box talks, shop drawing submissions, correspondents, and RFI recordkeeping using Primavera Contract Manager P6, design and planning of bridge demolition procedures including crane-lifting plans for concrete slabs and structural steel, safety protection shielding design and installation, hazardous/non-hazardous soil classification and removal, groundwater testing and treatment, steel sheeting for earth excavation, pipe pile installations, foundations and concrete pier construction, steel erection, concrete bridge decks, soil nail walls, precast retaining walls, water mains, drainage, temporary vehicle bridge, environmental protection and stormwater runoff controls, retention basins, vortex installations and erosion control elements. Construction cost: $112 million. (5/12 – 5/13)

NYSDOT Gowanus Expressway Deck Replacement, Brooklyn, NY. Mr. Nardone served as the Project Manager/Estimator for this project. Managed all phases of construction for this project requiring over 500,000 square feet of concrete deck replacement with associated steel repairs on the Gowanus Expressway, including new ramp viaducts, pile foundations, concrete piers, drainage, roadway pavements, retaining walls, utilities, signage, weekend operation for concrete deck replacement and implementing 10 stages of MPT traffic control for an average daily traffic (ADT) of 200,000 vehicles during construction, including the daily operation of an HOV lane with moveable barrier transfer vehicle. Responsibilities included oversight and review of the project CPM schedule, submittal of site safety plan, meeting MBE/WBE subcontractor participation goals, material purchasing and subcontractor scopes, planning construction stages, coordination and implementing MPT requirements, community outreach and notification of lane closures, project change orders and negotiations, attending job site progress meeting with NYS, and planning bi-weekly look ahead field meetings with construction staff to keep job on schedule. Additional project construction tasks involved weekly safety tool box talks, shop drawings, correspondents and RFI recordkeeping, prepared concrete and steel demolition/erection procedures including crane lifting plans, safety protection shielding design and installation, hazardous/non-hazardous soil classification and removal, groundwater testing and treatment, steel sheeting for earth excavation, structural steel repairs and replacement of primary members, daily concrete deck placement in active traffic, and multiple 56-hour continuous weekend work operations involving full-span deck replacement using Non-Chloride Rapid Setting Concrete. Construction cost: $152 million. (5/06 – 7/10)

NYSDOT Bruckner Expressway I-278/Cross Bronx Expressway I-95 Deck Replacement, Bronx, NY. Mr. Nardone served as the Project Manager/Estimator for this project. This project required over 250,000 square feet of concrete deck replacement including the widening of the existing viaduct, new structural steel, concrete pipe pile foundations, new piers and abutments, cast in place concrete decks with new safety barrier, temporary steel bridge crossover, 250-ton jacking towers used for bearing replacement, extensive demolition protection shielding and safe work platforms, new highway lighting and railing, new drainage structures, large-scale landscaping including tree removals and replacements, environmental site work, erosion control, multi-staged pavement removal and replacement with concrete and superpave asphalt. This project also had Incentive/Disincentive provisions with nine B-Clock milestones. Over $10 million in bonuses were secured for early completion of milestones. Over 15 stages of MPT traffic control were implemented for an ADT of 170,000 vehicles during construction. Responsibilities included oversight and review of the project CPM schedule, submittal of site safety plan, meeting MBE/WBE/DBE subcontractor participation goals, material purchasing and subcontractor scopes, planning construction stages, coordination and implementing MPT requirements, community outreach and notification of lane closures, project change orders and negotiations, attended job site progress meetings with NY State and Bronx Community Board, planned bi-weekly look-ahead field meetings with construction staff to keep job on schedule. Additional project construction tasks involved weekly safety tool box talks, shop drawing submittals, correspondents and RFI recordkeeping, design and planning of concrete and steel demolition/erection procedures including crane lifting plans, safety protection shielding design and installation, hazardous/non-hazardous soil classification and removal, groundwater testing and treatment, steel sheeting for earth excavation, structural steel repairs and replacement of primary members, 350 cubic yard weekly concrete deck placement in active traffic, and weekend work operations involving on-grade pavement replacement using Non-Chloride Rapid Setting Concrete. The project estimate needed an accurate CPM schedule to plan and execute each milestone event and multiple crew and equipment performing various item of working simultaneously throughout the project. Construction cost: $242 million. (5/99 – 7/02)

BYRON ALFORD, PE

Constructability/Design Review

EDUCATION

B.S. in Civil Engineering, University of Virginia, 1983

PROFESSIONAL REGISTRATION

Professional Engineer -New York, 2002, #[redacted]

SUMMARY OF RELEVANT EXPERIENCE

Mr. Alford has 32 years of experience in construction. He has over 30 years working for NYSDOT.

REPRESENTATIVE PROJECTS

NYCDOT St. George Ferry Terminal Reconstruction Staten Island, New York. Mr. Alford is currently serving as the Project Manager for this project. Scope of work includes deck replacement (full and partial), concrete abutment repair, rehabilitation of deteriorated steel super and substructure members as well as complete removal and installation of new paint system on all exposed structural steel. Other duties include complete replacement of the existing bridge lighting and drainage systems, replacement of the existing underground storm water drainage system from the bridges to the final point of discharge in the Upper New York Bay, installation of a pigeon deterrent system, reconstruction of the North Municipal Parking Field and architectural enhancements to the bus canopies and pedestrian breezeway. Construction Cost $191 million (7/13 – present)

NYCDOT Resident Engineering Inspection Services, Reconstruction of Claremont Parkway Bridge over Metro North Rail Road, Bronx, NY. Mr. Alforsd is currently serving as the Project Manager for this project. Claremont Parkway Bridge is a single-span concrete encased steel superstructure with a non-composite reinforced concrete deck supported on stone masonry. The work is taking place within the special requirements that Metro North places on construction operations in its rights-of-way. HAKS' field staff is coordinating with Metro North on Force Account work and safety requirements. Construction Cost $10.7 million. (7/13 – present)

NYSDOT Civil Engineer 5, Regional Construction Engineer. Managed the Region's $200 million annual Capital Construction Program, supervised Construction Area Supervisors, Engineers-in-Charge, technical services, and resolved any contractor disputes. He managed regional resources such as overtime, livery, consultant funding, and staffing of projects. He prepared yearly work plan and assignment of personnel, and performed final inspection of projects and recommended acceptance. He oversaw federally funded local construction projects for compliance with FHWA requirements. (1/08 – 7/13). Significant projects that he managed during this time include:

- Wantagh Parkway over Sloop Channel Bascule Bridge construction. $67M construction cost.
- Rehabilitation of Northbound Robert Moses Causeway over Great

South Bay. $40M construction cost.
- Replacement of Roslyn Viaduct. $130M construction cost.
- Replacement of Northern State Parkway over NY110 Bridge. $57M construction cost.
- Replacement of I495 (Long Island Expressway) bridge over NY110. $30M construction cost.
- Reconstruction NY347 from NY454 to NY111. Construction cost $30M.

NYSDOT Civil Engineer 3, Construction Area Supervisor. Managed multiple complex construction contracts and ensured projects were constructed in accordance with the plans of the department and regional requirements. He managed and supervised Engineers-in-Charge, department staff, and consultant staff, and communicated with the public, contractor, involved parties, elected officials, outside agencies and utilities, and resolved construction issues and disputes (3/97 – 1/08). Significant projects he managed during this time include:
- Reconstruction of I495/NY135 interchange. $100M construction cost.
- Construction of I495 HOV lanes from exit 57 to exit 64. $50M construction cost.
- Reconstruction of Southbound Robert Moses Causeway over Great South Bay. $92M construction cost.

NYSDOT Civil Engineer 2, Engineer-in-Charge (9/90 – 3/97). Significant projects that he was in charge of include:
- Reconstruction of NY25 from Robbins lane to NY135. Project included the replacement of LIRR bridge over NY25. $20M construction cost.
- Reconstruction of NY135 from NY24 to NY25. $20M construction cost.

NYSDOT Civil Engineer 1, Engineer-in-Charge. His responsibilities included ensuring contractor was performing work in accordance with contract plans and specifications, and issuing work assignments to inspectors. Prepared Change Orders and Monthly Progress Payment for contractor. He interacted with the community and traveling public. (3/85 – 9/90)

NYSDOT Senior Engineer Technician. Field Inspector assigned to construction projects. Responsibilities included recording contract payment quantities, ensuring contractor's compliance with contract plan specifications and other department requirements. (6/81 – 3/85)

KENNETH MANGAM, PE

Constructability/Design Review

EDUCATION

Bachelor of Science, Civil Engineering, Rutgers University, 1992

PROFESSIONAL REGISTRATION

Professional Engineer - New York 1998, #[redacted]

LICENSES AND CERTIFICATIONS

OSHA 10-Hour Construction Safety & Health Training Course, 2000

Context Sensitive Solutions, Connecticut Transportation Institute, 2003

Deep Foundations Institute (DFI) - Augered Cast-In-Place Piles, 2004

Design & Construction of Tunnels - ASCE, 2005

NJDOT Training on 2006 Standard Specifications for Road and Bridge Construction, 2006

Society of American Military Engineers, 2004

SUMMARY OF RELEVANT EXPERIENCE

Mr. Mangam is a project manager in civil and structural engineering design with extensive experience in the rehabilitation and replacement of infrastructure (bridges, buildings, railroads, highways and related facilities) in and around New York and New Jersey. He has been responsible for all phases of project development, including structural inspections, engineering analyses, rehabilitation designs, agency coordination and preparation of comprehensive contract documents for multi-disciplined engineering design projects. His relevant experience includes:

REPRESENTATIVE PROJECTS

Project Manager, Condition Survey Inspection of Buildings 264, 290, 292 and 301 at Port Newark, NJ Marine Terminal, Newark, NJ, PANYNJ. Managed the structural condition inspection and reporting of four buildings (420,000 sf total) in accordance with PANYNJ Condition Survey Guidelines. Coordinated efforts with the extremely active New Jersey Marine Terminal Site, inspection subconsultants, lift equipment vendors and security escorts for airside inspections. Fee $170,000. (10/11 – 04/12)

Project Manager, Condition Survey of Richmond Terrace and Central Crossway Bridges, Four (4) Facility Buildings, and 44 High Mast Light towers at Howland Hook, New York Marine Terminal, Staten Island, NY, PANYNJ. Managed the structural condition inspection and reporting of two bridges, four buildings (208,000 sf total) and 44 steel High Mast Light Towers and foundations in accordance with PANYNJ Condition Survey Guidelines. Coordinated efforts with the extremely active New York Marine Terminal Site, inspection subconsultants and lift equipment vendors. Fee $160,000. (10/11 – 04/12)

Project Manager, Condition Survey of Buildings 30, 34, 36, 37, 38, 39 and 178 (Terminal C Parking Garage) located at Newark Airport, Newark, NY, PANYNJ. Managed the structural condition inspection and reporting of seven buildings (1.4M sf total) including the four-level Terminal C Parking Garage in accordance with PANYNJ Condition Survey Guidelines. Coordinated efforts with PANYNJ facility operations, inspection subconsultants and lift equipment vendors. Performed emergency inspections of EWR facilities in the wake of Hurricane Irene during the summer of 2011. Fee $220,000. (06/11 – 01/12)

Project Manager, Condition Survey of 7 Buildings at Newark International and Teterboro Airports, Queens, NY, PANYNJ. Managed the structural condition inspection and reporting of seven buildings (350,000 sf total) including the Newark International Airport Control Tower façade in accordance with PANYNJ Condition Survey Guidelines. Coordinated efforts

with PANYNJ facility operations, rope rappelling trainers/riggers, inspection subconsultants, lift equipment vendors and security escorts for airside inspections. Fee $250,000. (06/10 – 01/11)

Project Manager, Condition Survey of 3 Buildings at JFK Airport, Queens, NY, PANYNJ. Managed the structural condition inspection and reporting of three steel-framed buildings (280,000 sf), including the Calpine JFK Energy Center, in accordance with PANYNJ Condition Survey Guidelines. Work included structural analysis of existing steel members due to changed conditions from prior inspections. Coordinated efforts with PANYNJ Facility Operations, inspection subconsultants, lift equipment vendors and security escorts for airside inspections. Fee $220,000. (08/09 – 3/10)

Project Manager, Condition Survey of 6 Buildings at Elizabeth – Port Authority Marine Terminal, Elizabeth, NJ, PANYNJ. Managed the structural condition inspection and reporting of six steel-framed buildings (550,000 sf) at Port Elizabeth in accordance with PANYNJ Condition Survey Guidelines. Coordinated efforts with PANYNJ Facility Operations, inspection subconsultants and lift equipment vendors. Fee $220,000. (05/09 – 12/09)

Project Manager, Professional Services for Structural Engineering Services on a "Call-In" Basis during 2005, 2006 & 2007 for Port Authority of NY&NJ. Served as PANYNJ's on-call structural designer for a three-year period preparing structural engineering studies, condition surveys, designs, contract drawings, technical specifications, and construction cost estimates for a wide variety of new facility structures and structural renovation and rehabilitation projects. Major tasks include the Structural Design for Rehabilitation of the George Washington Bridge NY Approach Ramps LX1, LX2, and Lower Level Ramps HR3, HR4, a $10 Million construction effort. (2005 – 2008)

Project Manager, ADA Feasibility Study At 59th St / 4th Ave BMT and Eastern Parkway / Brooklyn Museum IRT Stations for New York City Transit (NYCT) Responsible for the performance of structural and civil engineering inspections and analyses of several alternatives for each station, most requiring significant structural revisions, including mezzanine expansion, existing member strengthening, new foundation walls and footings, new elevator shafts, etc. Topographic survey, utility relocation design schemes and grading analyses were also provided. The end result was a planning study for achieving ADA-compliant vertical accessibility between: (a) the street and fare control area levels, and (b) the fare control area and platform levels. Several feasible alternatives were developed for each station, incorporating the physical, operational, and economic feasibility and requirements associated with ADA compliance. The recommended alternative will be incorporated into MTA's project master plan. (2013)

Project Manager, Deck Replacement of Hylan Blvd. Bridges over the Staten Island Expressway, Staten Island, NYSDOT. Manager of design and construction support services for the rehabilitation of two steel multi-girder bridges over the high-volume Staten Island Expressway. Rehabilitation includes deck replacement, superstructure repairs, bearing replacement and substructure modifications. Work includes in-depth inspection, load ratings, traffic analysis, hazardous materials investigation and a concrete coring and assessment program. Estimated Construction Cost: $7 Million (03/10 – Present)

Quality Control Engineer, Design for the Reconstruction (Design-Build) of the Harlem River Drive at the RFK Bridge, for TBTA as subconsultant to DeFoe Corp., the construction contractor. Project design elements included new structural steel framing, concrete deck, joints, bearings and seismic analysis of existing substructure elements. Construction Cost: $10 million. (11/11 – 10/12)

PETER KONCELIK, PE

Constructability/Design Review

EDUCATION

Bachelor of Science, Civil Engineering, Clarkson University, Potsdam, New York, 1986

Bachelor of Science, Physics, SUNY College at Cortland, Cortland, New York, 1984

PROFESSIONAL REGISTRATION

Professional Engineer –New York #[redacted]

SUMMARY OF RELEVANT EXPERIENCE

Mr. Koncelik has over 26 years of experience in planning, designing, and construction of new site developments and major municipal and industrial complexes. He is accomplished in subsurface utility design, storm water/sanitary sewer analysis, site

REPRESENTATIVE PROJECTS

Project Manager, LaGuardia Airport - Expansion of Bowery Bay Boulevard, New York, New York, Port Authority of New York and New Jersey. Responsible for preparing the Stage I report documents for the feasibility of expanding Bowery Bay Blvd behind the Marine Air Terminal (MAT). The Stage I report documents were prepared as per PANYNJ Design Guidelines.

Project Manager, LaGuardia Airport – Rehabilitation of Parking Lot 6 and Marine Terminal Road, New York, New York, Port Authority of New York and New Jersey. Responsible for preparing the Stage I report documents for the rehabilitation of Parking Lot 6 and Marine Terminal Road. The Stage I report consisted of the analysis of two alternatives for the redesign of Parking Lot 6, adjacent to the Marine Air Terminal (MAT). The Stage I report documents were prepared as per PANYNJ Design Guidelines.

Project Manager, Stewart Airport – Drainage Study, Orange County, New York, Port Authority of New York and New Jersey. Responsible for preparing a drainage analysis report for the existing storm water outfalls at Stewart Airport. The drainage areas for the storm water outfalls at Stewart Airport were analyzed using the TR-55 approach.

Project Manager, Stewart Airport – Parking Lot B Entrance Reconfiguration, Orange County, New York, Port Authority of New York and New Jersey. Responsible for preparing a Stage III & IV design for the reconfiguration of Parking Lot B entrance.

Project Manager, Stewart Airport – Taxiway C Object Free Area Improvements, Orange County, New York, Port Authority of New York and New Jersey. Responsible for preparing a Stage III & IV design services for analyses and redesign of the Taxiway C Object free area at Stewart Airport.

Project Manager, LaGuardia Airport – Reconfiguration of Parking Lot 4, New York, New York, Port Authority of New York and New Jersey. Responsible for the design services of the reconfiguration of Parking Lot 4 at LaGuardia Airport. The design documents were prepared as per PANYNJ Design Guidelines.

Project Manager, LaGuardia Airport – Central Terminal Drive Repaving, New York, New York, Port Authority of New York and New Jersey. Responsible for design services for the repaving of Central Terminal Drive at LaGuardia Airport. The design documents were prepared as per PANYNJ Design Guidelines.

Project Manager, LaGuardia Airport – Parking Lots 7E & 10W Repaving, New York, New York, Port Authority of New York and New Jersey. Responsible for the design services of the reconfiguration and repaving of Parking Lots 7E & 10W at LaGuardia Airport. The design documents were prepared as per PANYNJ Design Guidelines.

Project Manager, Civil Design Services For Greenstreets And R.O.W. Urban Bio-Swales, Flushing River Sewershed, Bb-006, NYCDPR, Flushing, NY. Lead Green Infrastructure site investigation and design project for installation of urban bioswales in NYC streets right-of-way. Construction Cost $1.3 million.

Project Manager, Design Services, Reconstruction of Collect Pond Park, Manhattan, NYCDPR. Project Manager in charge of the design for water feature elements including water play features, pond pump, water fountains and ground hydrants; drainage and on-site detention, permitting with NYCDEP; coordination with ConEd for new electrical service; sign-off from NYCDOT for Builders' Pavement and traffic signal revisions. Construction Cost $4.4 Million.

Project Manager, Structural, Civil & Permitting Services 79th Street Boat Basin, Dock 'A' Reconstruction. Project Manager in charge of the reconstruction of A-Dock subsurface (piles and pile caps) and superstructure (reprocessed lumber and fiberglass stringers and perlins); NYSDEC permitting and utility design. Construction Cost $2 million.

Project Manager, Civil Design Services For Cedar Grove Beach Park, NYCDPR, Staten Island, NY. Inspection, Civil & MEP design, NYCDOB and NYSDEC permitting. Construction Cost $2 million.

Project Manager, Washington Street Reconstruction (Design and Construction Management), New York, New York, New York City Economic Development Corporation. Responsible for the design of the reconstruction of a lower Manhattan Street to become a pedestrian only area. Also held position of Resident Engineer during construction ensuring the project was constructed in accordance with the contract documents. Performed and/or oversaw controlled testing including concrete slump, air entrainment and pavement density testing. Prepared daily reports and processed contractor payments and change orders.

Civil Engineer, NYCDDC On Call Site Engineering and Landscape Architecture, New York, New York, New York City Department of Design and Construction. Responsible for an on-call contract with the NYC DDC, completing various site improvement assignments throughout the five boroughs of New York City. The work included drainage and storm water system design, lighting improvements, landscape architecture, preparation of specifications and cost estimates, and providing support services during construction.

Civil Engineer, Dyker Beach Park and Fieldhouse, Brooklyn, New York, New York City Department of Parks and Recreation. Responsible for site design development associated with three playground rehabilitations at Dyker Beach Park. Additionally, an existing fieldhouse was converted for community service and park staff use.

CHANDRA S. REVURU, CSI, CDT, CCM

Construction Manager/Constructability/Design Review

EDUCATION

SAPM - Stanford Advanced Project Management, Stanford University (Expected Dec 2014)

MS, Civil Engineering.

BS, Civil Engineering.

BS, Business Mgmt.

Diploma, Ground Water Exploration.

LICENSES AND CERTIFICATIONS

CCM – Certified Construction Manager

CSI, CDT – Construction Specifications Institute, Certified Construction Document Technologist

PMI Member ID #[redacted]

CSI Member ID #[redacted]

USGBC, NY Member ID #[redacted]

SUMMARY OF RELEVANT EXPERIENCE

28 years' experience in management of construction projects involving residential, commercial, schools, colleges, industrial buildings, auditoriums and other structures. Has extensive expertise in preparation of feasibility reports, formulation of client requirements, development of projects, constructability reviews, value engineering, budgeting, scheduling, procurement, management of field operations and proper project close out. Also has extensive experience managing and performing quality control on all types of projects for the New York City Housing Authority. Knowledgeable in proper construction practices, including safety practices and QA/QC procedures best industry standards.

REPRESENTATIVE PROJECTS

New York City Housing Authority – Post Sandy Emergency CM Services, Brooklyn, NY. Served as Sr. Project Manager to undertake massive Post Hurricane Sandy emergency infrastructure rebuilding effort for various Housing Developments located at Coney Island and Red Hook (East and West), Brooklyn, and at Mariners Harbor, Staten Island. Coney Island and Red Hook developments are some of the most battered parts of New York City due to Hurricane Sandy. Managed and coordinated the work of about 10 contractors with approximately 150 skilled trades and laborers working two 12-hour shifts on a 24/7 schedule to restore utilities to 44 high rise buildings in Coney Island and 28 high rise buildings in Red Hook. Over saw all MEP work for the installation of temporary infrastructure facilities to affected buildings. As part of on-site CM services, also provided condition assessments of buildings for short and long-term restoration. At Mariners Harbor, managed restoration of services for 22 NYCHA buildings. The scope also included review of project proposals for new projects developed by several AE firms for completeness of scope, constructability reviews, and verification of drawings for compliance to field conditions, value engineering, organizing coordination meetings with clients, consultants and other stake holders, contract documents review, bid sets review, contract administration and contract close out in client specified format. During infrastructure rehabilitation process, managed Time and Material, Conventional and on call emergency procurement contracts to accomplish various tasks.

During emergency restoration process, due to lack of drawings, scope, contract documents and specifications for various projects, gathered vast field information on existing conditions to better understand the project. Analyzed each project to understand and clarify the required functions. Generated several ideas on all the possible ways to accomplish required functions. Synthesized ideas and concepts to select feasible ideas for development into

specific value improvement. Based on quick review and discussion with clients, development personnel, consultants and other stake holders, selected and prepared the "best" alternative(s) for improving value. Presented the value recommendation to the project stakeholders for review and implementation. Our quick response to Hurricane Sandy, facilitated to restore utilities to scores of NYCHA housing units within two to three weeks of the storm's strike. As part of emergency CM services, coordinated new design efforts by various consultants. Analyzed several options to achieve project completion at the lowest total cost consistent with requirements for performance, reliability, quality, and maintainability. Suggested robust project program plan to the client for review and implementation for each sub project.

New York City Housing Authority – Bond B projects Constructability Review at all five boroughs, NY. Served as Senior Project Manager to perform pre construction phase scope of work, which includes review of 75% construction drawings and preparation of exhaustive Constructability Review reports for NYCHA developments at Glenwood Houses, Rangel Houses, Coney Island Houses, Glenmore Houses and Lafayette Houses. Extensive studies were conducted on code compliance, safety issues and best construction practices for work to be performed at occupied developments. Attended several coordination meetings with clients, designers and consultants to reconcile constructability review observations. Verify compliance of constructability review comments in contract drawings at each stage. As part of value engineering reports, suggested various alternate means and methods of construction for achieving cost savings in all projects. Analyzed various options to achieve project completion at the lowest total cost, consistent with requirements for performance, reliability, quality, and maintainability. Suggested robust project program plan to client for review and implementation.

New York City Housing Authority – Mix Finance and Asset Management projects; Brooklyn/Staten Island, NY. Served as Project Manager and Close-out Manager for repairs and improvements to Williams Plaza, Independence Towers and Bushwick Houses in Brooklyn and Stapleton Houses on Staten Island. Work began in March 2010 and was completed by May 2012 to meet Federal guide lines. The scope of work included asbestos abatement, roof replacement with stack and parapet repairs and repairs to the exterior brickwork and windows. Responsibilities included participating in the planning and formulation of alternatives and solutions for the project; administering project budgets and controls, contract and quality control provisions; overseeing all aspects of the day-to-day management of construction; monitoring and coordinating work performed by contractors; ensuring that the project is in compliance with specifications and with Local, State and Federal policies and regulations, establishing performance and delivery criteria, preparing reports pertaining to operations, equipment, policies and procedures, and/or other issues. Also, verified and finalized all project activities such as contractor payments, change orders, RFIs and As-Built drawings to formally closeout the project.

PAULINA G. CALDERON RA, LEED AP BD

Constructability/Design Review

EDUCATION

University Of Chile, Santiago, Chile

Professional Degree - Architecture. MS-Architecture - 1995

LICENSES AND CERTIFICATIONS

Registered Architect

NY

Registered Architect: Chile

LEED Accredited Professional BD+C

SUMMARY OF RELEVANT EXPERIENCE

Ms. Calderon has over 18 years of experience in all phases of architectural design including; Construction administration and inspection, new building design, space planning, building rehabilitation and renovation, inspection, and the preparation of contract document for such designs. Her representative project experience includes:

REPRESENTATIVE PROJECTS

Senior Inspector, PANYNJ - Expert Construction Management and Technical Services on a Call-In Basis, 2011-2014. Scope of work includes Office Engineering, Construction Inspection and Fire Protection Engineering as needed at the Authority's New Jersey and New York marine terminals, airports, tunnels and Operations Unit. (8/2012- Present)

Project Director, Roosevelt Island Operating Corporation - Roosevelt Island Tramway Renovation, New York, NY. Responsibilities include evaluation and physical assessment of existing passenger stations serving the Roosevelt Island Tramway and Renovation of Stations as part of 20-million Dollar infrastructure upgrades. (2007-2010)

- Project Director - National Property Board of Sweden – Swedish Residence Kitchen Remodeling, New York, NY. Responsibilities include at the Swedish Ambassador's Residence planning, programming and reconfiguration of an existing 1911 Mansion to house a commercial kitchen, support areas and façade stabilization involving underpinning of limestone clad masonry façade.

  Swedish Consular Residences – Responsibilities include planning, programming and reconfiguration of three residential buildings to replace infrastructure, elevators, and to enhance facades and roof. (2008-2010)

- Project Director - New York Presbyterian Hospital - NYPH Service Building Electrical Infrastructure Upgrade, New York, NY .

  Service Building & Eye Clinic, Infrastructure Upgrade in partnership with Syska & Hennessy, New York, NY (2008-2010)

  Vanderbilt Clinic Infrastructure Upgrade in partnership with Syska & Hennessy, New York, NY

  Milstein Hospital Fire-Alarm & Electrical Upgrades in partnership with Syska & Hennessy, New York, NY

- Project Director - Atria Senior Living -Atria Senior Living Façade Investigation and Atria Senior Living Site Waterproofing, Great Neck, NY

Responsibilities include Façade Redevelopment and Plaza Waterproofing of a 140-Unit, 6 Story building with Parking Plaza & Underground parking. Site Drainage Reconfiguration of 2-acre development. (2007-2010)

Project Architect - New Jersey Devils - Newark Arena, Newark, NJ; Responsible for coordinating the building exterior elevations and details, as well as all roof details. In addition, coordinated the building systems, locations, and operations within the building and roof; all ceiling types and locations for lighting layouts throughout the building including all high-end spaces such as restaurants, club lounges, suites, owner's dining room, etc. Also, provided construction administration/inspection to support on all interior millwork and interior coordination for all the floors, including suite levels, club levels, restaurant, bars, owners' dining rooms, bunker suites, and lounges, and sponsor's rooms/alumni rooms. Construction Cost $375 million. (2005 - 2007)

Project Manager, NJSCC - Jersey City Program Management Contract, Jersey City, NJ; (2004) Responsible for providing a wide range of technical support to the Program Management Firm, including: design reviews, value engineering, scheduling, and construction inspection services for all new school construction work planned for Jersey City Public Schools during the first three years of the program (2004).

Project Architect, La Casa de Don Pedro Association - First Street Early Childhood Center, Newark, NJ. Project Architect responsible for the complete renovation and addition to convert a garage facility into an Early Childhood Center that will house seven classrooms, administration offices, and a full catering kitchen capable of serving 800 meals per day on First Street in Newark, NJ (2003-2004)

JOSEPH MENASCE, P.E.

Mechanical Engineer/Inspector

EDUCATION

CCNY, New York, NY (6/80-6/83)

MSME IN Solid Mechanical

CCNY, New York, NY (9/76-6/80)

BSME in Mechanical Engineering

Cairo University, Cairo, Egypt (9/72-6/75)

Mechanical Engineer

PROFESSIONAL REGISTRATION

Professional Engineer, New York

SUMMARY OF RELEVANT EXPERIENCE

Mr. Menasce has over 25 years of experience in HVAC, Plumbing, Electrical and Fire Protection design and construction for commercial, residential and institutional projects including schools, hospital, libraries and post offices.

REPRESENTATIVE PROJECTS

PANYNJ, LaGuardia Airport - Worked on various mechanical construction projects at LaGuardia Airport such as construction of a new pumping station, installation of HVAC equipment, and misc building mechanical upgrades. (4/12 – 6/14)

Rand Engineering and Architecture – Sr. Mechanical Engineer: As a department head, he oversaw HVAC, Fire Protection & Plumbing design for commercial and institution spaces, mostly residential and commercial spaces, including hospital. Developed design drawings, written specifications and cost estimates for competitive bid contracts. Prepared physical condition survey for residential Co-op /condo and for commercial spaces. Called on as an expert witness in litigation matters. Addressed solutions to specific problems during construction or to improve and upgrade mechanical systems (9/04 - 3/12)

AG Consulting Engineers – Sr. Mechanical Engineer: As a department head, he oversaw Mechanical Electrical & Plumbing design for commercial and institution spaces, mostly schools, libraries and post offices. (2/04-9/04)

STV – Project Coordinator: As an HVAC Engineer, designed HVAC system for institutions, school (SCA), transportation (PA, MTA), and military in a fast paced environment. (6/01-1/04)

Einhorn Yaffee & Prescott - Project Engineer: Designed entire HVAC system for number of projects including school of fine arts in compliance with industrial hygienist guidelines, which involved many specialized hood designs and residence halls. (7/00-6/01)

DCAS, Department of Citywide Administrative Services, New York, NY - Inspected commercial buildings for leasing or purchasing for governmental use, developed scope of work, cost estimates and reports. Reviewed design developed by consultants for adherence to our requirements and code compliance. Reviewed change orders cost estimates. (4/98-7/00)

Engineering and Construction Group, MTA Bridges and Tunnels, New York, NY - Mechanical Engineer: Reviewed HVAC, fire protection and plumbing design drawings, specifications and progress reports developed by consultants for adherence to standards and monitored their progresses. Prepared engineering design using Microstation Intergraph. Represented

the Authority in relations with consultants and other City agencies in relaying department design and construction interests. Managed projects, specified scope of work, coordinated with various disciplines, and selected Consultants

Capital Planning Division, City of New York, NY - Mechanical Engineer: Supervised Mechanical Engineers/ Designers in the development of HVAC, plumbing, and fire protection designs for correctional facilities and courthouses. Reviewed plans, specifications and progress reports developed by consultants. Planned by developing the scope requirements, estimated construction cost for budgetary purposes and expedited the timely procurement of design and construction. Inspected the construction, operation and progress of construction contract. (8/88-10/91)

Treadwell Corp. – Design Engineer-Mechanical/Machinery Division: Supervised Engineers in a pharmaceutical company in the preparation of piping & instrumentation diagrams (process and utility). Designed new machinery concepts, including stress analyzed machine components and performed structural analysis. Designed mechanical systems for submarine's oxygen generators. Designed HVAC, plumbing and fire protection for industrial plants. (4/87-8/88).

Gibbs & Cox Engineers – Mechanical Engineer: Developed resilient mount pipe hangers standards for Navy destroyers. Designed the distribution of resilient mounts for equipment; modified programs for the development of natural frequencies of resiliently mounted equipment; and performed dynamic analysis of ducting systems and piping flexibility analysis. (2/86-4/87)

A. Friedland Consulting Engineers, Long Island, NY – Mechanical Engineer: Performed heat transfer calculations for heating and air conditioning projects. Selected equipment, designed for air distribution, laid out ducts and piping. Designed plumbing lines and drafted plumbing plan and schematic riser diagram. (3/85-2/86)

Stone & Webster Engineering Corporation – Stress Analyst Engineering Mechanics: Analyzed nuclear safety related piping for dynamic conditions, including seismic utilizing finite element method computer programs. Prepared reports for Nuclear Regulatory Committee certifying the adequacy of piping systems and supports. (12/80-1/85)

American Electric Power – Design Engineer: Laid out piping systems for fossil and nuclear plants. Performed stress analysis of systems in compliance with NRC bulletins. Designed pipe supports. (9/78-12/80)

Chemtex Inc. – Designer: Designed machinery for a polyester plant. Designed pressure vessel, designed and drafted plant layout. (6/77-9/78)

Mason Industry – Designer: Designed vibration isolation bases for fans, HVAC, pumps, compressors and engines. Involved in product development cost analysis, client billing and solving shop problems. (3/76-6/77)

MAGDI ELKAFAFI, PE

Resident Engineer

EDUCATION

Bachelor of Science, Civil Engineering, City College of New York, 1996 (with Honors)

Attended 12 graduate credits (Structure major), CCNY

PROFESSIONAL REGISTRATION

Professional Engineering – New York 2001, #[redacted] 1; Maryland 2012, [redacted]

LICENSES & CERTIFICATIONS

OSHA 10-Hour, Construction Safety & Health Training Course, 2007
MPT ATSSA – Traffic Control Technician, 1999
Certified for Concrete Testing DDC/QMS
Professional Development Hour Credit – Practical Applications of FRP on Civil Engineering Structures
Member of the American Society of Civil Engineers (ASCE)

SUMMARY OF RELEVANT EXPERIENCE

Mr. Elkafafi has over 23 years of experience in construction inspection services. As Resident Engineer, he is responsible for the on-site, day-to-day operations of projects. He is knowledgeable of and performs standard-discipline engineering activities on projects and coordinates technical issues with other departments on projects including constructability requirements and reviews. He provides technical direction for specific tasks and assigns work to subordinate senior engineers, engineers, designers, drafters or project sub-groups. His representative projects experience includes:

REPRESENTATIVE PROJECTS

Resident Engineer, NYSDOT Gowanus Expressway Deck Replacement, 4th Ave. to 52nd Street, Brooklyn. Major components of the reconstruction effort include emergency replacement or repair of the viaduct deck and superstructure, construction of a new slip ramp in the median, replacement of an existing ramp and widening of another ramp, and widening of the at-grade portion of the Gowanus. A relief viaduct ramp, to be built within a 2-year stage, will carry HOV lane traffic over the southbound Shore Parkway entrance ramp to eliminate the traffic weaving that now takes place. Ramp construction requires reinforced concrete foundations and 24 steel columns. Other work involves blast cleaning and painting of the steel superstructure, drainage system improvements and the installation of six overhead sign structures. Construction Cost $244 million. (9/10 – present)

Resident Engineer, NYCDDC Trunk Water Main Replacement, Clove Road, Staten Island. Work includes excavating pits, surveying the site, developing information for determining the exact route and layout of pipes, providing input to the fabricator to help manufacture the pipe. Construction cost $28 million. (11/07 – 8/10)

Resident Engineer, NYCDDC Reconstruction of 86th Street from Shore Road to Gatling Place, Brooklyn. Work included installing new granite, concrete and steel faced concrete curb, pigmented and un-pigmented concrete sidewalk, installing concrete base roadway and concrete bus pads, new hydrants, resetting/replacing subway vent gratings, surveying/location under-sidewalk vaults to maintain their structural integrity, installing new street and traffic lighting and special street light posts, providing emergency stand-by service to handle any unexpected areas of contamination encountered, documenting all work involving soil removal, sampling and disposal, overseeing and directing all activities involving environmental concerns. Construction cost $$26.5 million. (4/07– 9/07)

Resident Engineer, NYCDDC Construction of Water Mains on Richmond Road, Borough of Staten Island. Some 6.500 feet of 72-inch, 66-inch and 48-inch trunk water mains and appurtenances were built on Richmond Road from Narrows Road North to Targee Street and on Vanderbilt Avenue from Targee Street to Tompkins Avenue. In addition, 20-inch, 12-inch and 8-inch distribution water mains were installed. A new 60-inch steel water main was to have been included in the project, along with a 20-inch regulator, 60-inch butterfly valve and 60-inch Venturi meter, at Swan Street, but the work was eliminated when groundwater was encountered. Construction cost $22.5 million. (5/06 – 3/08)

Resident Engineer, NYCDDC Construction of Sanitary and Storm Sewers and Water Mains, Lenevar Avenue, Staten Island. Work included reviewing trap surveys to determine sewer house connection elevations and their viabilities to be connected to proposed sanitary sewers. Also reviewing drill and cut sheets for proposed sanitary and storm sewers. Also providing construction supervision for the construction of storm water Best Management Practices and associated facilities in Lemon Greek. Work includes erosion and sediment control practices in bluebelt areas, the installation of head and retaining walls, planting and landscaping. Duties include managing the entire project and ensuring the accuracy and completeness of work activities in conformance to the project plans and specifications. Computer programs have been created to expedite job performance significantly. Also coordinate progress meetings, brief local politicians and community representatives on project status. Construction cost $18 million. (8/03 – 11/06)

Resident Engineer, NYCDDC Installation and Testing of a New 36" Water Main and Appurtenances on Cropsey Avenue from Bay Parkway to Stillwell Avenue, Brooklyn. Mr. Elkafafi received a Letter of Recommendation form NYCDDC for his exemplary performance on this project. Work included installation of 10", 12", 15", 18", ESVP storm sewer and 24", 30", 36", 42", 54", RCP storm sewer, both encased in concrete and/or on piles; installation of 10", 12", 15", 18", ESVP sanitary sewer encased in concrete and/or on piles; installation of 48" and 36" steel trunk water main; installation of 20", 12" and 8" distribution water main; installation of catch basins and chute connections; installation of curbs, sidewalks and pedestrian ramps; removal and disposal of contaminated (non-hazardous) soil; roadway trench restoration included 8" concrete base and 3" asphalt wearing course; installation of street lighting, traffic signals and fire alarms; maintenance and protection of traffic. Construction cost $12.4 million. (12/01 – 8/03)

Assistant Resident Engineer, NYCDDC Reconstruction of Catch Basins, etc. (SE-CB-02K/R); Construction of Pedestrian Ramps as Necessary (HWP20000R); and Installation of Sidewalks, Curbs & Pedestrian Ramps (HWS20098X). Duties included assigning daily inspection tasks and coordinating work schedules with contractors. Checked the accuracy and completeness of all inspectors' daily reports in conformance with the project plans and specifications as well as the MURK format; created computer tracking system for sidewalk assessments to expedite job performance significantly; coordinated monthly progress meetings; briefed local politicians and community representatives on project status. Maintained meeting minutes and correspondence between all parties involved with the construction contracts. (9/99 – 12/01)

VICTOR SANCHEZ, PE

Resident Engineer

EDUCATION

Master of Science, Geotechnical Engineering, Polytechnic University, New York, NY, 1989

Bachelor of Science, Civil Engineering, Polytechnic University, New York, NY, 1985

PROFESSIONAL REGISTRATION

Professional Engineer - New York 2004, #[redacted]

LICENSES & CERTIFICATIONS

OSHA 10-Hour Construction Safety and Health Training Course, 2011
Rutgers Work Zone Safety Awareness, 2011
Slope Stability and Landslides Certification Course, Wisconsin University, Madison, 1986
Biotechnical Slope Protection and Erosion Control Certificate Course, Wisconsin University, Madison, 1986

SUMMARY OF RELEVANT EXPERIENCE

Mr. Sanchez has over 25 years of experience in geotechnical and civil engineering and construction inspection. Examples of his representative projects are as follows:

REPRESENTATIVE PROJECTS

Resident Engineer, Resident Engineering Inspection Services, Installation of New Storm and Sanitary Sewers in Richmond Valley, Staten Island, NY for NYCDDC. The project involves water main replacement, best management practices (BMP) for storm water management and the use of micro tunneling for a 42-inch sanitary sewer in Richmond Valley Road and Boscombe Avenue. Scope of work includes construction of approximately 8,500 feet of sanitary sewer requiring direct pipe jacking of 2,800 feet of 42 -inch reinforced concrete pipe (RCP); Installation of 3,657 feet of storm sewer and 8,000 feet of water mains, along with curbs, sidewalks and BMP work; Site safety, maintenance and protection of traffic (MPT) and community liaison. Construction Cost $3.8 million (2012 – 11/2014)

Resident Engineer, Resident Engineering Inspection Services, Citywide Street Milling for NYCDDC. Scope of work includes conducting detailed inspections, identifying technical and construction issues and solutions, addressing safety concerns, and maintaining and protecting traffic. Construction Cost $40 million (10/11 – present)

Resident Engineer, Resident Engineering Inspection Services for Water Street, Brooklyn, for NYCDDC. Work involved replacing existing 48" and 36" water mains with new ones, and various sizes of distribution water mains. Additional construction included new granite curbs, sidewalks and a cobble stone roadway, combined sewers, and a section of an interceptor sewer. The project limits extend Old Fulton Street to Adams Street, located in DUMBO. Construction cost $20 million. (9/09 – 10/11)

Resident Engineer, Resident Engineering Services for the Protective Coating of Belt and Shore Parkway Bridges in Brooklyn, NYCDOT. Work includes reviewing the contractor's submittals: MPT plans, shop drawings, design calculations and catalog cuts, as well as providing clarification of the plans and specifications as needed. Verifying the compliance of Class 1A, Class 3P and rapid deployment containment installations and removals with the approved plans, details and specifications, including those of SSPC. Additional tasks include reviewing contractor schedules and implementing adjustments as needed; reviewing contractor payment requisitions; providing NYCDOT with estimates for verifying the payments and generating all related documentation; resolving all environmental issues related to containment,

lead abatement and waste management. Overseeing and coordinating the field staff concerning all MPT-related operations during day and night shifts. Construction Cost $5.3 million. (7/11 – present)

Resident Engineer – Resident Engineering Inspection, Infrastructure Reconstruction at South Brooklyn Marine Terminal, NYCEDC. Work included the following elements: demolition of 115,000 sf of the center section of a 35-foot-high steel warehouse including asbestos abatement; construction of two steel and concrete closure walls with metal siding; and the retrofit of the sprinkler system. Replacement of security fence in the perimeter of the property (5,800 ft) and installation of several swing and sliding gates. Removal of several railroad tracks (8,000 ft) and construction of two new railroad tracks (2,300 ft). Removal of 16 existing high mast light poles and erection of 20 new high mast light poles on deep reinforced caissons. Construction and installation of 38 kV Con Edison main substation, one 15 kV distribution substation, and two 15 kV-480V remote electrical substations. Construction of the concrete slab foundations above the flooding line and setting of the four prefab metal enclosures. Construction of 12,000 feet of concrete-encased medium and low voltage duct banks, and construction of 11,000 feet of concrete-encased communication duct banks. Installation of 1,000 feet of fiber optic cable, installation of 20 manholes and 65 hand holes. (1/09 – 7/11)

Resident Engineer, Construction of two ramps connecting the approach to the Macombs Dam Bridge, with two parking garages for the new Yankee Stadium. Work included modification to the existing sidewalks, construction of the reinforced concrete ramps, relocation of a light pole, installation of new structural beams, diaphragms, bridge bearings, and armored joints. Responsible for the verification and coordination of work with the general contractor, designer and NYCDOT. Construction Cost $1 million (11/08 – 10/09)

Resident Engineer, Installation of sidewalks at various locations in Manhattan for NYCDDC. Supervised staff of five inspectors and office engineer, and assured all construction was in accordance with contract plans and specifications. Responsibilities included project budget control, contractor payment estimates, verification of completed work and quantities, interaction with community boards, and coordination with schools, parks and residents adjacent to various work sites. Construction cost $3.8 million. (8/07 – 11/08) Reference: Mr. Ashwin Patel, Engineer-in-Charge, (212) 442-7990.

Controlled Inspections Engineer, Conducted inspections at several schools in the Bronx for the School Construction Authority, including soils, concrete reinforcement and fireproofing; pile driving inspections and pile testing to verify piling installations met specifications; testing concrete structures with ultrasonic rebar locator to determine if reinforcements were correctly sized and spaced. Inspections for NYC Department of Design and Construction at World Trade Center site, including temporary support of pedestrian bridge and control excavation of ground around it, and retrofitting construction inspection of fire houses in Brooklyn involving excavation and bracing of walls. (3/07 – 8/07)

Assistant Resident Engineer, Reconstruction on the Brooklyn-Queens Expressway from Flushing/ Classon Avenues to Nassau Concord Viaducts for NYSDOT. The work included deck replacement and superstructure repairs for the Park Avenue and Nassau/Concord viaducts. The deck replacement includes replacement of all expansion joints, replacement of steel railing with single slope concrete barrier and drainage improvements for both viaduct structures. The Park Avenue viaduct will be widened (by approximately 0.6 m on each side) and receive seismic improvements, fatigue upgrades and bearing replacements. Also included is the related work on associated approaches and ramps, installation of new lighting and lead abatement/painting of the steel. This project includes traffic management strategies such as construction phasing, lane closure restrictions, night and weekend work, critical path method scheduling provisions, involvement with the communities and many New York City agencies. Construction Cost $124 million. (11/05 – 3/07)

NILESH "NICK" SHAH, PE

Resident Engineer

EDUCATION

Master of Science, Civil Engineering, Stevens Institute of Technology, New Jersey, 1994

Bachelor of Science, Civil Engineering, Sardar Patel University, India, 1985

PROFESSIONAL REGISTRATIONS

Professional Engineer –New York 1997, #[redacted]

Delaware 1996, [redacted]

New Jersey, Pending

LICENSES & CERTIFICATIONS

NJTA Traffic Safety Class, 2010

Rutgers NJ Traffic Control Coordinator, 2011

Expires: July 31, 2013

Rutgers Work Zone Safety Awareness Course, 2011

NJSAT Asphalt Paving Construction Technologist, 2011 Expires: February 02, 2016

OSHA 10-Hour Outreach Training Course, 2011

OSHA Confined Space Awareness Training, 2008

SUMMARY OF RELEVANT EXPERIENCE

Mr. Shah has over 25 years of experience on various construction projects. Examples of his experience include:

REPRESENTATIVE PROJECTS

Senior Geotechnical Engineer, Terminal 4 Redevelopment and Landside Roadways at JFK International Airport, NY, Port Authority of New York and New Jersey. As a Senior Geotechnical Engineer, responsibilities included oversight of the installation of over 3,400 piles (reinforced concrete fill) supporting the construction of a new international arrivals terminal and the reconfiguration of the access roadway to the terminal. The pile-testing program included dynamic and pile integrity and the static load test such as compression, lateral and tension tests were performed. Construction Cost $1.8 billion (8/98–1/00)

Resident Engineer, Supervision of Construction Services for New Jersey Turnpike Authority Contract No. P300.165 Operational and Access Improvements at Interchanges 141 and 145 on the Garden State Parkway. The Project consists of work at Interchange 141 at Vauxhall Road in Union Township and at Interchange 145 in East Orange. The improvements at Interchange 141include widening and realigning the southbound GSP Exit Ramp, highway lighting and constructing a traffic signalization of the modified intersection at Vauxhall Road, and removal of the existing median along Vauxhall Road. Work at Interchange 145 includes widening ramp G, striping improvements on GSP northbound in the vicinity of the Central Ave and the Erie Lackawanna Overpasses, removal of existing sign structure and construction of a new overhead sign structure between the Toll Plaza from north bound GSP and the I-280 Ramps along with reconstruction of shoulders and curbs allowing for operational improvements. Construction cost $3 million. (6/11-present)

Resident Engineer, Supervision of Construction Services for New Jersey Turnpike Authority Contract No. P200.146 Removal of Northbound Tolls at Pascack Valley Toll Plaza. Contract P200.146 involves staged operations to remove the Northbound Toll Plaza on the Garden State Parkway at MP 165. Stage 1A includes removal of the four "EZ Pass Only" pavement markings and existing toll plaza EZ Pass signs and installation of temporary work zone including advance warning signs for demolition of the toll plaza. Stage 1B includes removal of existing concrete barriers from ramp B and GSPNB and placing temporary pavement, switch the one way toll to GSPSB, and shifting traffic from Northbound lanes to Northbound Express lanes. Stage 2 involves removal of existing sign structures, Demolition of NB toll islands, booths and canopy (booths and facilities to be salvaged) and reconstructing the existing

GSPNB three lanes for a ¾ of a mile. Other work involves drainage improvements, install Overhead Cantilever sign structure with foundations of 54" drilled shafts and installation of overhead cantilever sign structure with sign, electrical lighting including Home Land Security Camera & Surveillance Camera for Parkway and conduit including fiber optic and wiring, rip-rap stone for Flared End section (Soil Erosion) and curb and sidewalks. Stage 3 the final stage, involves installing the final surface course of hot-mix asphalt with permanent Pavement marking and traffic signing and landscaping. Traffic control and coordination with toll facility and Turnpike Operations is a major responsibility. Construction cost $2 million (12/09 – 05/11)

Resident Engineer, Resident Engineering Inspection for Paulding Avenue Area, Bronx, NYCDDC – Responsibilities included the replacement and regarding of worn and deteriorated streets including sidewalk, concrete and granite curbs, pedestrian ramps and geometric alignment modifications, new street lighting, drainage and environmental studies, and study of traffic patterns. Construction Cost $38 million (7/08-11/09) Reference: Mr. John Pavalik, NYCDDC Engineer-in Charge (917)939-7334.

Resident Engineer, REI Services for Reconstruction of Step Street at East 183rd Street Borough of the Bronx for NYCDDC. Responsibilities include demolition of the north and south stairs and replacement with new stairs, structural steel installation (box beam girder) including expansion bearings, reconstruction of sidewalks, pedestrian ramps and curbs, utility lines, replacing street lights and installing new decorative stair lights, traffic signals, removal and replacing the existing roadway pavements, pavement markings, stabilization of the rock face (450' x 50' ft high) by installing rock anchors and protection of the rock face by installing wire mesh and anti-climb fences and performed tension test on rock anchors for stability. Also trees planting and landscaping at lower level area. Construction Cost $5 million (5/07-11/09)

Resident Engineer, Downtown Flushing Pedestrian Project, Flushing, NY, NYCEDC. Resident Engineer for this project to provide pedestrian amenities at various locations within Historic Downtown Flushing. Project includes rehabilitation of the Lippmann Arcade that connects Roosevelt Avenue to the Municipal Parking lot, sidewalk, curbing including handicap ramps and roadway rehabilitation on 39th Avenue between Union Street and 138th Street and at the intersection of Bowne Street and 37th Avenue. In addition, sixteen historic sites will receive pedestrian amenities such as lighting, signage, historic markers and inlaid thermoplastic crosswalks. Construction Cost $5 million (7/05-5/07)

Resident Engineer, Rehabilitation of Lincoln Road Bridge, Brooklyn, NY, NYCDOT. Resident Engineer responsible for oversight of the removal and reconstruction of the existing bridge over MTA (subway line B & D at Prospect Park) including sidewalks, curbs and approach roadways. Demolition of the upper portion of existing abutments to remain as a retaining wall, construct new integral abutment on Steel H piles driven behind the existing abutment including batter piles, new parapet. Installation of new utilities under new sidewalk including new 48" & 12' dia Water Main and provide support for existing utilities. Construction Cost $8 million (5/04-6/05)

Assistant Resident Engineer, Reconstruction of I-87 & 1-287 from Tappan Zee Toll Plaza to Saw Mill River Parkway, Westchester, NY, NYSTA. Assistant Resident Engineer for this $190M project, which included the removal and reconstruction of multiple steel girder bridges (6 new and 6 old bridges), the construction of new flyover ramps, rock blasting and excavation, drainage and lighting improvements, retaining and noise wall construction, grading and asphalt concrete paving. The Bridge I-87 over 287 is the longest overfly span bridge has no intermediate support in entire State of NY with 65 degree Skew and built with HP steel. Construction Cost $190 million (4/02-4/04)

HESHAM KOTBY, PE

Resident Engineer

EDUCATION

Bachelor of Science, Civil Engineering, Alexandria University, Egypt, 1984

PROFESSIONAL REGISTRATION

Professional Engineering – New York 1997, #[redacted] 1; Delaware 1997, [redacted]

LICENSES & CERTIFICATIONS

OSHA 10-Hour Construction Safety and Health Training, 2007
OSHA Confined Space Awareness. 1910.146, 2008
Certified Concrete Inspector, NYCDOT
Professional Development Hour Credit - Practical Applications of FRP on Civil Engineering Structures

SUMMARY OF RELEVANT EXPERIENCE

Mr. Kotby has more than 24 years of experience as a Project Manager and as a Resident Engineer. As a Project Manager, Mr. Kotby is currently responsible for the oversight of all NYCDDC projects. Mr. Kotby attends all projects meetings, interacts with clients and advises the appropriate parties when advice is needed. Mr. Kotby assumes a proactive role when dealing with project issues. As a Resident Engineer, Mr. Kotby was responsible for the on-site day-to-day operations of each project and coordination of contract work with utility companies and other government agencies. Other tasks include, but are not limited to, the preparation and modification of reports, inspection of construction site progress and monitoring of specifications and construction safety standards. His representative project experience includes:

REPRESENTATIVE PROJECTS

Resident Engineer, NYCDDC Reconstruction of Fulton Street Phase II (HWMWTCA8B) in Manhattan. Funded by the FHWA, City of New York, Con Edison, Verizon, Time Warner Cable and New York City Transit, this Joint Bid project incorporates capital improvements by private utilities and public agencies. The scope of work area encompasses Fulton Street from Church to South Street, as well as Nassau Street from Fulton to Spruce. As part of the Fulton Corridor Revitalization Program, Fulton St. Reconstruction will have completed the following at the end of the project: lined 800□ of combined sewers, installed 4,300□ of 20- & 24-inch water main, 7,500□ of new granite curbs, and approximately 102,000 square feet of pigmented landmark concrete sidewalk. Additionally, 34,000 feet of repairs and upgrades of conduits for private utilities will have been completed and 10,000 feet of NYC Transit ducts installed. Duties involve the newly joint bid contract and organizing the work procedures between the general contractor and all utility companies. Construction cost $28.2 million. (2/09 – present)

QA/QC, Preliminary and Final Design Services for the Reconstruction of Bloomingdale Road from Arthur Kill Road to Amboy Road, Borough of Staten Island, NY, for NYCDDC. (2011 – 2012)

Project Manager, South Brooklyn Marine Terminal Infrastructure Rehabilitation for NYCEDC. This is a waterfront project, from 2nd Avenue to the pier line, and from 39th Street to 29th Street. It involves partial removal of a building structure at the northwest side, including asbestos abatement, strengthening of the two remaining wings and construction of closure walls. Placement of security fence in the perimeter of the property (5,800 ft). Removal of several railroad tracks (8,000 ft) and construction of two new railroad tracks coming from 1st Avenue (2,300 ft). Removal of existing,

light poles. Erection of new high mast light poles throughout the property including deep foundations. Installation of three electrical substations: 38-15kV, 15kV-480V, 15kV/27mV. This work includes trenching for new conduits for the light poles and service feeds, fiber optic cable for communications, manholes and hand holes. Construction Cost $68 million (2009 – 2011)

Project Manager / Resident Engineer, REI Services for the Reconstruction of 86th Street from Shore Road to Gatling Place, Brooklyn, NY, for NYCDDC. The project requires the installation of a 72" trunk water main, sewers, new curbs and sidewalks, as well as reconstruction of the roadway. Construction Cost $3.5 million (7/06 – present)

Project Manager, REI Services for the Reconstruction of Complex Pedestrian Ramp, Brooklyn, NY, NYCDDC. The project requires the installation of pedestrian ramps at various locations in Brooklyn. Construction Cost $9 million (7/06 – present)

Project Manager, REI Services for the Reconstruction of Paulding Ave. Area, Bronx, NY, NYCDDC. The project requires the installation of water mains, sewers, curbs and sidewalks, as well as a new roadway. Construction Cost $39 million (11/06 – present)

Project Manager, REI Services for the Reconstruction of 183rd Step Street, Bronx, NY, NYCDDC. The project requires the replacement of a 120-foot-high staircase and the stabilization of the rock retaining wall, curbs and sidewalks, as well as roadway restoration. Construction Cost $7 million (4/07 – present)

Project Manager, REI Services for the Reconstruction of North Rail Road area, Staten Island, NY, NYCDDC. The project requires the installation of a water main, storm and sanitary sewers, new curbs and sidewalks, reconstruction of the roadway, and the rehabilitation of two BMP areas for NYCDEP. Construction Cost $38 million (6/07 – present)

Project Manager, REI Services for the Reconstruction of Clove Rd, Staten Island, NY, NYCDDC. The project requires the installation of a 72" trunk water main, sewers, new curbs and sidewalks, as well as reconstruction of the roadway from the Staten Island Expressway service road to Victory Blvd. Construction Cost $29 million (3/07 – present)

Project Manager, REI Services for the Rehabilitation of 48" Trunk Water Main in Madison Ave, New York, NY, NYCDDC. The project requires the lining of 48" trunk water main using HDPE type of lining, replacing sections of the existing 48" and 36" trunk water mains and roadway restoration. This project is the first of its kind in the New York City area and serves as a test to decide whether or not this method is cost effective and/or environmentally friendly. This method was also chosen to minimize the impact of construction to the adjacent surroundings. The project runs from 79th street to 36th street along Madison Ave. Construction Cost $19 million (1/07 – present)

Project Manager, Construction Management Services, Hunts Point Streetscape Project, Bronx NY, for NYCEDC. Scope of work included landscaped medians, new pavements, sidewalks and curbs, new street lighting, traffic signals and street signs, site furniture and general site landscaping. Construction Cost $10 million (10/2009)

HAROLD PALMER, PE

Resident Engineer

EDUCATION

Bachelor of Science, Mechanical Engineering, Polytechnic University of New York, 1987

PROFESSIONAL REGISTRATION

Professional Engineer – New York 1996, #[redacted]; Connecticut 2002, [redacted]

LICENSES & CERTIFICATIONS

NJSAT Asphalt Paving Construction Technologist, 2003

Traffic Control Coordinator, Rutgers, The State University of New Jersey, 2003

OSHA 10-Hour Construction Safety and Health Training Course, 2009

SUMMARY OF RELEVANT EXPERIENCE

Since 1987, Mr. Palmer has had progressive experience in transportation construction projects. Beginning as a junior engineer with NYSDOT, he has served as an office engineer, field engineer, assistant engineer-in-charge, and resident engineer on bridge, roadway and railroad projects in the New York metropolitan area. Examples of his experience are as follows:

REPRESENTATIVE PROJECTS

Resident Engineer , REI Services, Bridge Maintenance by Contract, 56 Bridges in Various Locations, Orange and Rockland Counties, NY for NYSDOT. This project entails the rehabilitation and resurfacing of numerous bridge decks, structural steel repairs and painting, concrete substructure repairs and load-bearing improvements, and the construction of elastomeric and asphalt plug joints at numerous locations. Responsibilities include supervising and assigning inspection staff to each work location to ensure contractor compliance to all contract documents and ensure the safety of the public and all agency and project personnel. Also responsible for the review of and the response to project submittals, RFIs, contractor payment requests, the contractor's schedule, and other project documents. (3/12 – present)

Resident Engineer, REI Services, Reconstruction of Claremont Parkway Bridge over Metro-North Railroad, Bronx, NY for NYCDOT. Claremont Parkway Bridge is a single-span concrete-encased steel superstructure with a non-composite reinforced concrete deck supported on stone masonry. The work is taking place within the special requirements that Metro-North places on construction operations in its rights-of-way. HAKS' field staff is coordinating with Metro-North on force account work and safety requirements. (4/11 – 1/12)

Resident Engineer, REI Services in connection with the Emergency Reconstruction of Borden Avenue Bridge for NYCDOT. Responsibilities include supervising HAKS inspection staff to oversee contract work to ensure conformance to contract plans and specifications; ensure conformance to HASP and safety of public, contractor, consultant, and agency personnel; review project submittals, RFIs and maintain database of review status; review contractor payment requests; review contractor's schedule; coordinate inspection and acceptance of material acceptance; chair weekly progress meetings; provide updates on progress to agencies. (1/09 – 4/11)

Resident Engineer, Resident Engineering Services, Vanderbilt Yard Reconstruction, Brooklyn, for Long Island Rail Road. Scope of work included construction and relocation of rail yards and tracks, new tracks, integrated

signals, new portal to existing tunnel. Estimated Construction Cost $300 million (12/06 –11/08)

Geotechnical Engineer, Construction Inspection Services for Harmon Shop Replacement - Phase III & Wheel Truing Facility, M-7 Bench Test Equipment and MTA Police K-9 Yard for Metro-North Railroad. Scope of work for this project included removal of existing tracks, pavements, and electrical feeds; construction of pile-supported foundations for a coach shop, a locomotive shop, and a wheel truing facility, which entails the driving of over 1,500 taper tube piles; the construction of new employee parking lots; the replacement of over a dozen realigned tracks; overhaul of two electrical substations; and associated electrical work in the MNR Harmon Yard. Construction Cost $300 million (12/06 – 7/07)

Resident Engineer, REI Services for the Reconstruction of Metropolitan Avenue Bascule Span Bridge over English Kills, Brooklyn, NY for NYCDOT. Scope of work included removal of approach spans on structure and replacement of new approach slabs on grade; removal of load bearing walls and replacement of new concrete retaining walls on concrete piles and concrete pier walls; replacement and removal of stone-faced retaining walls, railings and guide rails beyond existing approach slabs on structures; removal of flanking spans, support steel and replacement with new reinforced concrete slab on new structural steel; removal and replacement of existing grid deck and stringers of the main bascule span; cleaning and painting of superstructure, including blasting to bare metal and using a 3-coat paint system with vacuum containment. The "Safespan" decking system was employed suspended below the girders. Removal of bridge railing bascule span and replaced with four steel bridge railings with pedestrian fencing; removal and replacement of first and second floors of the operator house; removal of ACM pipe cover and replacement of non-ACM pipe cover; removal and replacement of machinery such as open gearing, shafting, couplings, bearings, brakes, sump pumps and machinery support; removal and replacement of electrical equipment such as electrical motors, control equipment, control desk, relay panels, service lighting, navigation lighting and traffic control equipment; installation of new current transformer cabinets, automatic transfer switch (ATS), step-up transformer and main circuit breakers; main power was stepped up to 460 volts for motor operations, etc. Construction Cost $40 million (7/04 – 12/06)

Office Engineer, Pavement milling contract in the Bronx and Manhattan Counties for NYCDDC. Monitored progress of milling operation, prepared payments, and prepared change orders for this project. Construction Cost $8 million (2/04 – 7/04)

Assistant Resident Engineer / Chief Inspector, NYS Thruway Authority, I-87/I-287 from Tappan Zee Bridge to Saw Mill Parkway, Westchester County, NY. The project included complex MPT, extensive rock blasting, the reconstruction of two interchanges (8 and 9), the reconstruction of the entire mainline pavement, 11 new/reconstructed bridges, major construction of retaining walls, noise barriers, ITS, auxiliary lanes, replacement and upgrading guide rails, non-vegetative surface treatment, materials control, and environmentally sensitive issues crossing Talleyrand Swamp. Construction Cost $169 million (2/03 – 2/04)

PAUL DIAMOND, PE

Resident Engineer

EDUCATION

Bachelor of Science, Civil Engineering, Manhattan College, 1972

PROFESSIONAL REGISTRATION

Professional Engineer – New York 1985, #[redacted]

LICENSES & CERTIFICATIONS

OSHA 10-Hour Construction Safety and Health Training Course, 2011

SUMMARY OF RELEVANT EXPERIENCE

Mr. Diamond has over 38 years experience on construction projects. Examples of his experience are as follows:

REPRESENTATIVE PROJECTS

Resident Engineer, Resident Engineering Inspection Services, Reconstruction of Claremont Parkway Bridge over Metro North Rail Road, NYCDOT. Claremont Parkway Bridge is a single-span concrete encased steel superstructure with a non-composite reinforced concrete deck supported on stone masonry. The work is taking place within the special requirements that Metro North places on construction operations in its rights-of-way. HAKS' field staff is coordinating with Metro North on Force Account work and safety requirements. (04/11-01/12) Construction Cost $10.7 Million.

Resident Engineer, Construction Management Services, Croton Reservoir System, Putnam County, NY for NYCDEP. Project involves the reconstruction of Croton Falls Dam, Croton Falls Diverting Dam and Cross River Dam in Putnam County, NY. Construction Cost $80 million (3/07 – present)

Project Manager, Engineering Inspection Services for Reconstruction of Throgs Neck Area, Borough of The Bronx, NY Owner: NYCDDC Location: Bronx County, NY Construction Cost $8.3 million (2/06 – 10/06) Scope of Services for this project involved:

- Reconstruction and replacement of combined sanitary sewer (15", 18" ESVP, 24", 30", 36", 48" RCP 76"x48" HERCP Class III) and 8" DIP water mains (including manholes)
- Installation of sewer outfall in U.S. bulkhead area requiring special NYS DEC Wetlands Permit
- Installation of catch basins and chute connection
- Construction of new sidewalks including survey work for encroachments
- Roadway work including placement of 6" open graded stone base over filter fabric, 6" concrete base and 3" asphalt wearing course
- Pruning, transplanting, removal and planting of trees per direction of tree consultant
- Relocation of utility poles in accordance with field survey
- Identify encroachments and notifying as well as working with owners to remove/relocate encroachments Located curb where discrepancies existed
- Made design recommendations on curb, sidewalk and roadway
- Minimized new grade impact to properties by adjusting grades
- Pavement markings, street name signs, traffic signs, street & traffic lights

- Original contractor defaulted, worked with DDC, bonding company & new contractor to ensure satisfactory completion of project.

Resident Engineer, Construction Inspection Services (CIS) for the NYSDOT Region 8 Term Agreement in Rockland, Westchester, Orange, Putnam, Dutchess, Ulster and Columbia Counties. Total construction cost is estimated at $35M. Construction operations include roadway milling and asphalt resurfacing in Westchester, Rockland, Orange and Ulster Counties; and roadway crack sealing, bridge cleaning and painting, bridge washing, highway repairs, bridge repairs, pavement markings and tree removals in all counties. (8/05 – 2/06; 10/06 – 3/07)

Resident Engineer, Reconstruction of I-684, Region 8, NYSDOT. Work included reconstruction of 3.1 miles of highway and component rehabilitation of 5 bridges between Exit 2 and I-287. (11/02 – 7/05)

Resident Engineer, Emergency Structural Repairs to Bridges, Region 8, NYSDOT. Work included heat straightening of steel members, permanent shoring of wingwalls, modifications to superstructure for clearance, bridge joint replacement and temporary shoring of bridge piers. (11/02 – 7/05)

Resident Engineer, Potter Ave. Bridge over MNRR New Haven Line and NYS Thruway, Westchester County, NYSTA. Work included replacement of a 5 span bridge over active railroad. Maintenance and protection of existing catenary, signal and communication systems below the bridge work. (3/01 – 11/02)

Resident Engineer, Engineering Inspection Services, Replacement of Water Mains, Canal Street Area, New York City for NYCDDC. Work included removing and disposing of high pressure water mains, hydrants, hydrant valves, rims and covers. Excavated test pits to uncover underground facilities. Managed project and ensured that all work was completed in compliance with the contract requirements. Construction Cost $8.7 million (01/01 – 03/01)

Resident Engineer, Honeywell St. Bridge and Queens Blvd. Bridge, NYC, NYCDOT. Work included replacement of 21 and 18 span bridges over active railroad and the Sunnyside Railroad Yard, the largest Amtrak facility in the United States. Extensive hazardous waste removal. The catenary system was supported by the existing bridges. Prior to demolition, new foundations and catenary support structures were constructed for the replacement catenary system. (11/96 – 1/01; 9/82 – 12/86)

Resident Engineer, Resident Engineering Inspection Services, Madison Ave. Bridge, NYC, NYCDOT. Work included rehabilitation of a 307 ft. swing bridge, complete replacement of the main span floor system, repairs to the main trusses and replacement of 1200 ft. of approach viaducts over the Harlem River. The project also included painting using Class "A" containment, complete mechanical and electrical replacements, rehabilitation of the fender system, new submarine cables, new overhead lighting and replacement of the control houses. Construction cost $45 million. (11/96 – 1/01; 9/82 – 12/86)

Resident Engineer, Riverside South, NYC, Trump/New World. Work included construction of 3 bridges over active railroad and 2 roadway structures on 100,000 cy to fill to extend the grid of Manhattan streets over the old Penn Central train yard. (11/96 –1/01; 9/82 – 12/86)

Resident Engineer, Rockaway Park Station, Brooklyn, NYCT. Work included construction of an addition to an existing train station, new station structure, track work signals and communications, and all station finishes. (11/96 – 1/01; 9/82 – 12/86)

THOMAS A. VARGO, PE, CCM

Resident Engineer

EDUCATION

Bachelor of Science, Civil Engineering, New Jersey Institute of Technology

PROFESSIONAL REGISTRATION

Professional Engineer - NJ, PA, MA

Certified Construction Manager

LICENSES & CERTIFICATIONS

CSI Certified Contract Document Technician
Certified NJDOT Traffic Control Coordinator

SUMMARY OF RELEVANT EXPERIENCE

Mr. Vargo has over 25 years of experience with program development, management, operations, project safety and quality control management of heavy civil, highway and critical facility construction projects. His specific project work includes managing field operations for various heavy civil construction projects, including water supply and wastewater treatment and collection systems, water and wastewater pumping stations, foundation excavations, concrete and modular block retaining walls and roadway construction projects.

REPRESENTATIVE PROJECTS

Resident Engineer, NYCDEP BB-205, Replacement/Upgrading of CBS and PBS tanks at the Bowery Bay WPCP, Queens, NY. The scope of work contains three distinct projects: the Chlorine Building will be modified and refurbished the roof, doors louvers, windows and all process equipment will all be replaced; the Ferric Chloride system will be replaced including tanks, dike system enclosure, pump house enclosure, fill station and new; various petroleum bulk storage tanks will be upgraded this includes providing a remote fill station for three underground 10,000 gallon tanks. Construction Cost: $7.9 Million (11/12 – Present)

Resident Engineer, NYCDEP PW-65, Bowery Bay and Tallman Island WPCP, Interim Transshipment Facilities. The scope of work includes construction management services supervising the installation of sludge pumps and piping at the Tallman Island WPCP and the Bowery Bay WPCP. Construction Cost: $8.3 Million (11/12 – Present)

Design/Construction Manager, Arcadis-US. Worked with NYC Department of Environmental Protection senior staff, Construction Manager and Prime Contractors to develop and respond to change orders, RFIs and RFCs to maintain project schedule and completion of a $350 million wastewater treatment plant upgrade. This work included new BNR treatment with new blowers, RAS pumps, new 27 kV electrical substation, 5 kV distribution system and new main sewage pumps. Managed a staff of design engineers from two JV Companies to develop timely and viable responses to Contractor and Construction Manager RFIs, RFCs and change orders. Involved with DEP OSHA 1910 inspections of new work and managed changes in design to meet these standards.

Project Manager/Lead Estimator, Porchetta Contracting. Managed field operations for various heavy civil construction projects including; water supply and wastewater treatment and collection systems, water and

wastewater pumping stations, foundation excavations, concrete and modular block retaining walls and roadway construction projects up to $12 million. Also procured pricing and contracted for construction materials, subcontractors and subconsultants for this work. Developed bidding strategies and prepared hard bid estimates for various utility, roadway and foundation excavation projects up to $35 million. Initiated a cost control program to track project labor, equipment and material costs on a project basis. Educated the owners, managers, office staff and field personnel on its use.

Project Manager, Syska Hennessy Group. Oversaw General Contractor installing $45 million infrastructure improvements, including new cooling towers and risers, new utility power connections, standby emergency power, and uninterruptible power supply systems in a high profile building in New York City for The Bank of America. Worked with the GC on scheduling, subcontractor management and resolving construction and design issues. Monitored the work of the Bank's contractors and was the point man in communicating the progress of the contractor's work to the building owner and the building's other tenants and coordinating the access to various part of the building for the contractor's use.

Operations Manager, Syska Hennessy Group. Led a two office (Los Angeles and New York) design-build team to provide a total of 25 "Point of Presence" internet sites for Genuity. The work consisted of site location selection and design to construction and commissioning. Was responsible for coordinating the design with the Owner and provide oversight and quality assurance during design and construction of the facilities. Developed project communications, tools and methods in that the Company received an excellent rating by the Client and became 1 of 2 preferred vendors out of an original field of 8.

Project Manager, Kiewit Contractors. For Level One Communications, managed completion of $37 million Design/Build long haul fiber optic construction segment, including highway and railroad ROW installation, fiber optic cable installation, testing and verification. Oversaw installation of 280 miles of fiber optic cable, splices and quality testing. Managed 25 person regional CAD department. Increased production of construction drawings from 35 man hour/mile to 8 man hour/mile. Coordinated schedules, costs and work plans with subcontracted design engineer. Managed process of subcontracting out and awarding $95 million of work. Oversaw distribution of $88 million of materials for four area offices. Managed and maintained budgets, schedules and reporting requirements for Area Office. Developed cost projections for $650 million of regional work. Developed and coordinated region wide training program.

Project Manager/Lead Estimator, Aponte Construction Co. Managed field operations for various heavy civil construction projects including; water supply and wastewater collection systems, water and wastewater pumping stations, foundation excavations, concrete and modular block retaining walls and roadway construction projects up to $10 million. Also procured pricing and contracted for construction materials, subcontractors and subconsultants for this work. Developed bidding strategies and prepared hard bid estimates for various utility, roadway and foundation excavation projects.

Project Manager/Design Engineer, Directed a construction management program including onsite inspection and claim evaluations for a project that included 27,000 feet of a large diameter pipeline and a 25 million gallon per day pump station. Directed the conceptual design and layout of water supply systems including pipelines, booster stations and storage tanks, for a major water utility company. Negotiated with municipal officials, attorneys and developers to expand and develop the system.

MOUSTAFA REZK, PE, CCM, LEED AP

Resident Engineer

EDUCATION

B.S Degree in Civil Engineering- Alexandria University-Egypt-June 1984

Certified Construction Site Safety Manager - NYC Dept. of Buildings - [redacted]

Construction Field Management – NYU - 2004

7-Hour Refresher Course for Site Safety Manager - 2004

Rooftop Quality Assurance - Roof Consultants Institute – 2004

PROFESSIONAL REGISTRATION

1997/Civil Engineering Professional Engineer - New York # [redacted]

SUMMARY OF RELEVANT EXPERIENCE

Mr. Rezk offers 25 years of experience in design and construction. Since joining HAKS in 1999, he has coordinated various contractors and subcontractors and managed a number of construction contracts in New York City, some of which were under the Wicks Law. He has employed CPM scheduling and is knowledgeable of proper construction practices, including safety practices, claims avoidance and mitigation and QA/QC procedures.

Mr. Rezk's project portfolio includes serving as Resident Engineer for Post Hurricane Sandy Emergency Work at Red Hook Houses for the New York City Housing Authority (NYCHA); the $5 million Hunts Point Streetscape in the Bronx for the New York City Economic Development Corporation (NYCEDC); the $113 million Charleston Bus Annex construction in Staten Island for New York City Transit (NYCT); the Brooklyn Battery Tunnel Service Building construction supervision and inspection for MTA Bridges & Tunnels; the New York City School Construction Authority (NYCSCA) Building Condition Assessment Survey of approximately 1,450 assets citywide; and the $54 million Vladeck Houses restoration work for NYCHA.

REPRESENTATIVE PROJECTS

St. George Terminal Interlocking Sandy Repairs, Staten Island, New York. He is serving as the Resident Engineer for this project. The project includes services to New York City Transit (NYCT) to restore vital flood-damaged signal systems of the St. George Terminal yard and interlocking. The three-year, $100 million project includes modernization and replacement of the St. George interlocking signal system; removal of existing track and ballast; installation of new ballast and track and a new traction power system; and drainage and site work.(12/2013-Present)

Hurricane Sandy Emergency Work, New York, NY. He is serving as Project Manager for HAKS Hurricane Sandy emergency response work for NYCHA. HAKS is managing the installation of temporary boilers and new electrical panels and switchgear at Coney and Red Hook Houses. (11/2012-12/2013)

NYC EDC, Hunts Point Streetscape, Bronx, NY. He served as Resident Engineer for this project. The project was designed to reduce air pollution, elevate quality of life standards and control the traffic flow to the food market and beatify the area. The contract provided for the construction of raised center islands along Hunts Point Ave and Spofford Ave, planting 350 trees and tree guards, provide for watering via sprinkle systems, install granite blocks, park benches, bike racks, street and directional signs and asphalt pavement. Duties include monitoring the contractor's daily activities to assure conformance to the contract plans, specifications and quality requirements, review the contractor's payment requisitions and coordinating material testing on site and at independent testing labs to ensure the quality

of materials. Construction Cost $5 million. (3/2012-11/2012)

Charleston Bus Depot Annex, Staten Island, NY. He served as Resident Engineer for the construction of this $113 million New York City Transit project which involved the design and construction of a new bus annex to meet bus storage and service assignments in the Borough of Staten Island. Duties included monitoring the contractor's work daily to assure conformance to the contract plans, specifications and quality requirements, review the contractor's payment requisitions and coordinating material testing on site and at independent testing labs, to assure the quality of materials going into the project. (7/2007-3/2012)

Project BB-21A, Brooklyn Battery Tunnel Service Building, Brooklyn, NY. The scope of work includes construction supervision and inspection and coordination with ongoing service activities in the building to assure tenant safety and uninterrupted tunnel operations. Project work included removing the existing roofing to the roof deck, making deck repairs, and installing a new SBS built-up, modified-bitumen roof throughout. Other components included expanding the General Manager's office on the second floor, installing a new HVAC system, replacing window and door and installing new doors, the removal/ replacement of the second floor façade—the new facade is insulated stainless steel panels, restoring and power washing the brick facade and stone, concrete repairs in the basement boiler room, and installing a new concrete floor slab. Work also includes asbestos and incidental lead abatement.

Building Condition Assessment of Approximately 1,450 NY Schools for NYCSCA/Board of Education, New York, NY. As a Resident Engineer provided guidance and direction to a team of multi-disciplined inspectors to conduct condition surveys and submit comprehensive reports to the New York City School Construction Authority (SCA) regarding the needs assessment for the maintenance of schools and administrative facilities. Work includes physical surveys and preparation of assessment reports on building facades, interior and exterior structural elements, roofs, mechanical and electrical systems, ADA compliance and site improvements. These reports assist the SCA to maintain the current stock of schools and administrative buildings in structurally sound and water tight condition under the Capital Plan. Assessments were undertaken for site areas, building envelope (exterior), interior and transportable/ temporary units. Site inspection includes paved and unpaved surfaces, landscape, site drainage, lighting, playgrounds, street furniture, etc. Building inspections include all exterior and interior components such as façade, roof, stairs, structure, doors, windows, finishes, electrical and mechanical systems. Inspections for electrical systems include building site and exterior security lighting; communication & security systems – which includes CCTV system, intrusion alarm system, remote annunciator, panic switches, ultrasonic sensors, etc.; fire alarm & emergency lighting systems.

Construction Inspection and Related Work at Vladeck Houses (Phase II & III), New York, NY. Served as Resident Engineer for the provision of structural inspection and trouble shooting for work at Vladeck Houses (Phases II & III) for NYCHA; work included comprehensive rehabilitation work of 1,600 apartments in (24) occupied housing development buildings. This project was completed with the utmost safety compliance and no disruptions to the facilities tenants. Items of work include architectural modifications; concrete; thru slab reconstruction; beams, columns and foundations; masonry repair; new building roof replacement and new concrete parapet wall.

LUCIO RIVERA, PE

Resident Engineer

EDUCATION

M.S. in Electrical Engineering, Manhattan College, Riverdale, NY, 2006

B.S. in Electrical Engineering, National Polytechnic School, Quito, Ecuador, 1996

PROFESSIONAL REGISTRATION

Professional Engineer – New York 2009, #[redacted]

Professional Engineer – District of Columbia 2012, [redacted]

Professional Engineer, Connecticut 2012, #PEN.[redacted]

LICENSES & CERTIFICATIONS

ICC Commercial Electrical Inspector, 2011

SUMMARY OF RELEVANT EXPERIENCE

Mr. Rivera has over 10 years of experience on electrical projects including Instrumentation and Controls Systems, Switchgear Replacements and the installation of HVAC Systems. He is knowledgeable in proper construction practices, including safety practices and QA/QC procedures.

Mr. Rivera's project experience includes serving as Project Manager for the 14th Street/Union Square Station Complex Electronic Security System construction management project for TBTA. Additionally, he served as Resident Engineers for the Brooklyn Battery Tunnel Electrical Upgrade also for TBTA.

REPRESENTATIVE PROJECTS

Construction Management and Inspection Services, Brooklyn Battery Tunnel Electrical Renovations for MTA TBTA. As resident engineer, Mr. Rivera performed the constructability review of the project; he is charge of the technical direction, administration and coordination of all the construction activities for the BB-45 Project. His duties include supervising on-site inspection activities, construction schedule, quality control and safety procedures. He also assists the TBTA with contractor's payments, extra work orders, request of approval of materials and subcontractors. In addition, and jointly with the environmental subcontractor, he is responsible for the supervision and support services in connection with the asbestos and lead abatement work.

14th Street Union Square Station Electronic Security Project. Mr. Rivera is Resident Engineer for the construction of an Electronic Security System (ESS) for the 14th Street/Union Square Station Complex under our on-call contract with the MTA Bus Company. The goal of the ESS and the Command, Control and Communications (C3) System is to provide NYCT personnel with a comprehensive security awareness and to assist responders during an incident by enhancing the ability of the MTA to effectively prevent, detect, alert, protect, respond, and recover from any situation, threat, any event or incident involving MTA infrastructure, operations, employees, passengers, rolling stock, and tenants in an effort to ensure their safety and security.

Wards Island DEP Plant Stabilization Substation, Fifth Feeder Improvement, and Plant Stabilization Gas System Reconstruction. As Principal Engineer Mr. Rivera managed field staff to perform resident engineer's activities. Prepared change orders. Reviewed contract drawings, shop drawings, submittals and as-built drawings. Reviewed contractor progress payment requests. Supervised and controlled construction activities. Coordinate work with the contractors.

Applications Engineer – EE Controls, Brewster NY. Applications Engineer responsible for AC/DC motor controls design, technical support, coordination, analysis of order specifications, drawing preparation, bill of materials, assembling and testing.

KEYSPAN, Hicksville NY, Planning Department. Engineer resonsible for System Impact Reliability Study for Transmission and Generation Projects; Planning studies, Load Flow, Stability Analysis, Short Circuit Analysis and Transient Analysis.

Engineer, KEYSPAN, Hicksville NY, Performance Engineering Department, Planning Department Design and Update of Underground Distribution Construction Standards: Distribution General, Risers, UG Primary Terminals, UG General, UG Primary Splices, UG Secondary Splices, UG Conduit, Services Secondary UG and UG Primary Sectionalizing. Design and Revision of Electric Procedures: Design and Application Standards, General Operating Procedures, Operating Instructions and Testing Instructions; New Equipment and Products Evaluation.

Estimator – Keating Electric, Hawthorne NY, Commercial, Residential and Industrial Electrical Installations.

Technician – Arcuri Alarms, Harrison NY, Fire and Security Alarms Installation (Commercial and Industrial)

Electrician – White Electric, White Plains NY, Commercial and Residential Electrical Installations.

Emelnorte, Ibarra-Ecuador, Design and Construction of 13,23 and 35 kV Overhead Distribution Lines at Distribution Department. Electrical Engineer responsible for 35k V Substation Construction. Electrical Losses Control and Reduction at Commercial Department. Electronic Meters (ABB, Schlumberger, PSI), Installing and Programming at Commercial Department. Electrical System Inventory Project: Inventory and Maintenance of Electrical Distribution Lines System Database using GIS Technology.

Power Laboratory National Polytechnic School, Quito Ecuador, – Served as assistant in Electrical Machines Laboratory; Electrical Testing of Standards in Power Transformers at High Voltage Laboratory; Electrical Distribution of Systems Department, Assistant in Laboratory.

KHALED T. HUSEIN, CCM

Construction Manager

EDUCATION

BS, Civil Engineering, New Mexico State University, Las Cruces, 1984

AS, Applied Science, Rockland Community College, Suffern, New York, 1982

Engineer-In-Training, New York, 1988 Certificate #[redacted]

Ordinary National Diploma in Engineering, United Kingdom, 1980

PROFESSIONAL REGISTRATION

Certified Construction Manager (CCM) by CMCI/2005

Member, Construction Management Association of America (CMAA)

Member, American Society of Civil Engineers (ASCE)

Member, NYC Metro Building Information Modeling Forum (BIM) 2008

40-hr OSHA Site Safety Managers Course

30-hr OSHA Construction Safety & Health

10-hr OSHA Construction Safety & Health

Confined Space Entry

G/PRO Certified by US Green Building Council, Cert #[redacted]

SUMMARY OF RELEVANT EXPERIENCE

Mr. Husein offers 26 years of national and international experience in the construction industry on both public- and private-sector projects. He has solicited and negotiated joint ventures, solicited international partnerships, recruited senior-management professionals and guided the restructuring of firms. As Senior Project Manager, Mr. Husein recently led HAKS' construction management group in its mission to provide Construction Management services to the New York City Housing Authority (NYCHA) and manage post- Hurricane Sandy recovery efforts to restore power, heat and hot water. He also served as Project Executive for an $80 million NYCHA capital improvement program that included the award-winning Queensbridge Boiler Replacement Project in Long Island City and for a $26 million project for repairs and improvements to Williams Plaza, Independence Towers and Bushwick Houses in Brooklyn and Stapleton Houses in Staten Island. Mr. Husein served as Senior Project Manager for the $22 million Alley Park Environmental Restoration Project and the Bowery Bay Wastewater Treatment Plant chlorination system replacement, both in Queens.

REPRESENTATIVE PROJECTS

Senior Project Manager - Hurricane Sandy Emergency Work, New York, NY. He is serving as Senior Project Manager for HAKS Hurricane Sandy emergency response work for NYCHA. HAKS is managing the installation of temporary boilers and new electrical panels and switchgear at Coney and Red Hook Houses.

Project Executive - Hempstead Road Maintenance Facility, Long Island, NY. Project Executive for the redevelopment of the Nassau County DPW's Road Maintenance Facility on Wier Street, Hempstead, NY. Scope of work for this the project includes the removal of existing structures, remediation of contaminated soil, construction of a salt storage structure, a new fueling facility with canopy and site improvements including a recharge basin with required grading and drainage, pavement, temporary electrical service, landscaping and possible soil remediation.

Project Executive - Security Improvements at Eastchester and LaGuardia Bus Depots. Project Executive providing CM and inspection services for a security upgrade, including access control, intrusion detection, CCTV, and license plate recognition while both bus depots remain fully operational. The project also includes perimeter hardening at the LaGuardia Depot. HAKS will serve in part as the MTA's technical advisor and will also monitor and review the development of the test program and commissioning plans and their concurrent schedule requirements.

Senior Project Manager - Citywide 3A, New York, NY. He is serving as Senior Project Manager managing the construction of capital improvements at various New York City Department of Environmental Protection (DEP) facilities;

services are underway at several WWTPs. Assignments are made through Task Orders from various DEP bureaus including the Bureau of Wastewater Treatment, Bureau of Water and Sewer Operations and Bureau of Water Supply. HAKS will also provide technical assistance to the Bureau of Engineering Design and Construction such as furnishing experienced and qualified staff for Project Management, Resident Engineering, Inspection and Project Operations. HAKS will provide full-time, on-site management for each assignment to coordinate and supervise contractors, scheduling, constructability review, construction inspection, quality assurance, site safety, and environmental compliance, among others. In addition, we will monitor all equipment, material, shop drawings, preliminary and final field tests, determine the acceptability of field tests in conformance with the construction contracts.

Project Manager - Glen Cove Wastewater Treatment Plant, Electrical Upgrades, Glen Cove, NY. He is serving as Project Manager for the Glen Cove Waste Water Treatment Plant – Electrical Service Replacement includes: replacing existing electrical service with new LIPA metered service and main incoming switchgear; installing new feeder conduits in the Control Building, installing new feeders; disconnecting the 480V feeder to the Incinerator Building, and testing and commissioning all switchgear and all protective trip units. The project is being built under a single prime electrical contract.

Construction Project Manager - PW-65 Interim Transshipment Facilities, New York, NY. He served as Construction Project Manager for this DEP Project - supervising the installation of sludge pumps and piping at the Tallman Island WPCP and the Bowery Bay WPCP.

Senior Project Manager - Newtown Creek WWTP, Queens, NY. He is serving as Senior Project Manager for various projects at the Newtown Creek WWTP. Projects included under this assignment are the: Central Residuals Building; South Battery Reconstruction and South Control Building; Final Site Work; Newtown Creek Sludge Barging Facilities, and Main Building Northwest Wing Modifications.

Senior Project Manager - Wards Island WPCP; Chemical and Petroleum Bulk Storage Facilities Upgrade, New York, NY. He served as Senior Project Manager for the $13 million removal of the old and installation of new underground and above-ground storage tanks; construction of new containment pads, upgrade and modification of the existing sodium hypochlorite tanks, ferric chloride tanks and fuel oil tanks.

Senior Project Manager - Alley Creek CSO Abatement Facilities, Queens, NY. He served as Senior Project Manager for the $35 million upgrade and expansion of an existing pump station, extensive site piping, utilities and wetlands restoration work. This was Phase 2 of the Alley Creek CSO Facilities Project which improved the water quality of Alley Creek and Little Neck Bay by abating Combined Sewer Overflows. The project activated the 5 million gallon CSO Retention Facility which was built under Phase 1, upgraded the Old Douglaston Pumping Station, installed air treatment system to treat exhaust air from the Retention facility and rehabilitated outfall T1-008 in Alley Park south of Northern Blvd.

Project Manager - 1st Precinct Station, Nassau County, NY. He is serving as Project Manager for the new, $10 million First Precinct Station Building in Baldwin, NY, under contract with the Nassau County Department of Public Works. The scope of work includes: master planning the construction sequencing and scheduling; best practices constructability reviews, value engineering; best value contracting strategy; phased demolition of

ASHRAF ABDALLA, P.E., LEED AP, CCM

Construction Manager

EDUCATION

Bachelor of Science in Civil Engineering, Alexandria University, Egypt, 1984

Certified OSHA/EPA Lead Inspector Training

PROFESSIONAL REGISTRATION

Professional Engineer, Pennsylvania 1999; New York 2011, #[redacted]

LEED AP, 2009

Certified Construction Manager (CCM) #[redacted] 2012

OSHA 10-Hour Construction Safety & Health Training Course, 2008

40-Hour HAZWOPER, 2010

NYC Buildings, Construction Superintendent 2009, #[redacted]

Construction Management Association of America (CMAA), NY CMAA Professional Construction Management Course Certificate, 2012

SUMMARY OF RELEVANT EXPERIENCE

Mr. Abdalla has over 24 years of experience in the construction management of various facilities, including police stations, residential developments, hospitality facilities and airports. Responsibilities have included project management, cost control, payment reviews, change orders, trade coordination and various administrative duties, preparation of reports, maintenance of project records, interpretation of plans, drawings and specifications, and negotiation of contract changes. He is knowledgeable in proper construction practices, including safety and QA/QC procedures.

REPRESENTATIVE PROJECTS

New Terminal at JFK Airport, Queens, NY. Provided field inspection in compliance with contract documents for the construction of a new international arrivals terminal;adhered to building codes and industry standards. Maintained extensive inspection and progress reports and follow-up to assure compliance with the contract documents and evaluated field conditions and provided solutions to conditions not detailed in drawings. Attend and prepare progress meetings on a weekly basis to discuss work progress and prepare the meeting minutes as well as issued directives and field memos to contractors for non-compliance.

Resident Engineer, NJ State Police Facility, Bloomfield, NJ. He is serving as Resident Engineer for a new $12.3 million state-of-the-art, State Police facility for Troop D. The new facility will house administrative offices, holding cells, training and conference rooms, interview rooms, ammunition storage, motorcycle and other vehicle storage, a sally port, an exercise room, lounges, elevators, and a new helipad. Responsibilities include complete oversight and management of the contractor to deliver the project on-time and within budget; conducting preconstruction and progress meetings, resolving field issues, coordinating the work with the existing operations, processing contractor's payment requests, negotiating and processing of change orders, and all related project correspondence. (12/12 – present)

General Super Intendant - 121st Police Precinct, Staten Island, NY. He served as General Superintendent for the new $52 million, 52,000-sf 121st Precinct, which was constructed under a CM/Build contract. The LEED Silver facility was designed by world-renowned architect Rafael Vinoly. HAKS competitively bid and held and managed all contractor contracts. He provided leadership for on-site field administration and technical management for construction operations including direct supervision of tradesmen and subcontractors. He directed the planning, coordination and safe execution of field operations; assisted with developing CPM schedules;

reviewed shop drawings from; performed work on time and within budget, while attaining or exceeding profit goals. The facility opened on July 1, 2013. (10/08 – 03/12)

Project Manager, NJ State Police Facility, Holmdel, NJ. Served as Project Manager for a new $8.2 million state-of-the-art, three-level building that will house administrative offices, holding cells, training and conference rooms, interview rooms, ammunition storage, motorcycle and other vehicle storage, a sally port, an exercise room, lounges, elevators, and a new helipad. This project was constructed adjacent to the existing operating police facility and therefore must be carefully planned and phased to accommodate the existing operation. Responsibilities included complete oversight and management of the contractor to deliver quality building on-time and within budget. Specific duties include conducting pre-construction and progress meetings, resolving field issues, coordinating the work with the existing operations, processing contractor's payment requests, negotiating and processing of change orders, and all related project correspondence. (03/07 – 04/09)

Police Service Area No. 4, New York, NY. This new $23 million five-story, 90,000-sf building with a separate 100-car parking located in lower Manhattan houses administrative offices, interview rooms, holding cells, conference/training rooms, recreational facilities, lounge areas, secured storage, etc. Responsibilities included monitoring and overseeing the construction from preconstruction through close-out, conduct progress meetings, reviewed field inspection reports, progress reports, submittals, and requests for payments, change orders and other related correspondence throughout the project. Discussed technical problems with consultants and developed practical solutions. (11/99 – 12/00)

189 Stanton Street, New York, NY. Managed and supervised construction activities for the construction of a new $12 million residential building in compliance with contract documents and industry standards. Reviewed field inspection reports, progress reports, submittals, requests for payments, change orders and other related correspondence throughout the project; attended progress meetings with senior management and executives.

New York City Housing Authority (NYCHA), Brick Facades/Concrete Repairs Citywide, New York, NY. Responsible for administrating and managing construction projects from inception through to completion by serving as the single point of accountability during design, construction and closeout phases. Provided technical support and trained division staff responsible for preparing project status reports and logs. Reviewed change orders and payment requests; coordinated and supervised activities of designers and adherence to performance schedules, compliance with design criteria and satisfaction of end-user needs; resolved design-related issues and coordinated design process with consultants and end users. Monitored compliance with all safety rules and regulations; held weekly meeting, resolved all field issues with the designers and contractors, reviewed and approved contractor payments, reviewed, negotiated and approved change orders as required.

NYCHA, New Construction of Community Centers, New York, NY. Monitored project budgets so that it proceeded within budget and took corrective actions as required, visited construction sites as needed to see that project objectives were met, discussed construction related problems and made recommendations for resolution.

EIRIK RUNDHOVDE, PE

Resident Engineer

EDUCATION

Bachelor of Science, Civil Engineering, South Dakota School of Mines, 1973

PROFESSIONAL REGISTRATION

Professional Engineer – New York 1986, #[redacted]
Missouri 1978, #[redacted]

LICENSES & CERTIFICATIONS

NYSDOT Maintenance & Protection of Traffic

Fundamentals of Seismic Evaluation of Bridges

Crane Safety Training

OSHA Outreach Training

SUMMARY OF RELEVANT EXPERIENCE

Mr. Rundhovde has over 39 years of Resident Engineering experience significantly in large, complex roadway, rail, marine and bridge rehabilitation and construction projects. He has particular expertise in the installation of auger piles, sheet piles, H-Piles and caisson foundations in difficult soils, including marine environments, as well as cofferdam construction, dewatering methods and perimeter flood protection. He is familiar with the New York construction market and methods to maintain vehicular and rail traffic.

REPRESENTATIVE PROJECTS

Resident Engineer, NYCDDC Resident Engineering Inspection Services for the Reconstruction of Broadway, Phase I, Lower Manhattan. Responsibilities include leading and managing construction inspection services for the replacement of aged water mains, sewers, street lights, traffic signals, Con Edison and ECS utilities from Ann to Rector Streets and to construct a new roadway with, curbs and more. Four key issues that are being addressed during construction by HAKS are Improved Project Management Systems, Technical/Construction Factors, Safety and Maintenance and Protection of Traffic and Community Concerns. Construction cost $41.7 million (est.) (8/13 - 8/17)

Resident Engineer, NYSDOT Contract D030916, Construction Inspection for I-287, Cross Westchester Expressway, Interchange 8, Region 8. Responsibilities include leading and managing construction inspection services for this major reconstruction project on I-287, Harrison and White Plains, NY. The work involves reconstructing approximately 1.2 miles of existing road and Interchange 8, and constructing 0.8 miles of new road. Extensive bridge work involves removal and replacement of two existing bridges and the construction of two new bridge. Installation of H-Piles, auger piles and steel sheet piles. Lagging walls and concrete retaining walls. Site drainage work, earth work and embankment construction and flood protection. Culvert installations, culvert extensions and repairs, plus headwall and wing wall installations and repairs. Trenchless installation of pipes and removal of contaminated soils, ACM and lead paint. Construction Cost $55 million (9/10 – 12/12)

Resident Engineer, NYCDOT Resident Engineering Services, Protective Coating of Belt/Shore Parkway Bridges, Brooklyn, NY. Responsibilities included closing out the project where the work included reviewing the contractor's submittals, which included MPT plans, shop drawings, design calculations, catalog cuts and more, as well as providing engineering

clarification of the plans and specifications as needed. The work required verifying the compliance of Class 1A, Class 3P and rapid deployment containment installations and removals with the approved plans, details and specifications, including those of SSPC. Also managed and coordinated the field staff for all paint operations with special attention to maintenance and protection of traffic operations for both day and night shifts. Construction Cost $5.3 million (9/10 – 10/10)

Resident Engineer, MTA Bridges and Tunnels, Henry Hudson Bridge, Lower Level Deck Replacement, HH80. Responsibilities included managing and leading resident engineering and construction inspection services for the lower level deck replacement, structural steel replacement and repairs; complete reconstruction of the north approach structure; new bridge lighting and drainage; seismic retrofitting. Removal of ACM, lead paint and contaminated soils. Construction Cost $85 million (2006 – 9/10)

Resident Engineer, NYSDOT Contract D258865 Van Wyck Expressway Bridge Rehabilitation at Kew Gardens, Queens, NY. Responsible for construction supervision of 86th Ave Pedestrian Bridge and operational improvements on northbound Van Wyck Expressway including replacement of median barrier; reconstruction of Van Wyck Expressway over southbound Main Street and reconstruction of Manton Street over Main Street. Installation of auger piles, H-piles and steel sheet piles. Construction of concrete retaining walls and earth work. Construction Cost $40 million (2003 – 2006)

Resident Engineer, NYSDOT Contract D257503 Route 9A Reconstruction, Segment 3, New York, NY. Responsible for leading construction inspection services for this roadway reconstruction project that was performed in four stages inside concrete barrier closures while traffic was maintained in all directions. Construction activities included removal of existing roadway, installation of new underground utilities, including 20-inch and 48-inch-diameter water lines, electrical and communication duct banks, storm and sanitary sewer lines, tide gates and regulators, and construction of a new European design 50-year concrete pavement. The project also included extensive urban design and plantings with irrigation. This fast-track (A + B bidding) construction project with extensive bonuses for early completion was a highly visible project involving intensive community participation, strict environmental restrictions, and participation from federal, state, city, and local utilities. All job records were maintained in accordance with the NYSDOT Manual of Uniform Record Keeping (MURK). Construction Cost $72 million (1997 – 2003)

Resident Engineer, NYSDOT Contract 3A D254955 and 3B D254956 Bruckner Expressway Reconstruction, Bronx, NY. Responsible for resident engineering services for rehabilitation of a 2.5-mile portion of the Bruckner Expressway and Sheridan Expressway and the ramps at the Triborough Interchange. The work was done in four stages inside concrete barrier closures while traffic was maintained in all directions. Construction activities included the removal and replacement of existing concrete deck and placement of a high density concrete overlay, sandblasting and subsequent repainting of steel members, replacement of bearings, retrofitting for earthquake resistance, and the maintenance and protection of traffic. Responsible for document management, on-site field tests of all materials and items of work, field measurements and collection of data necessary to prepare monthly progress and payment reports, final estimates, and record plans. All records were kept in accordance with the Manual of Uniform Record Keeping (MURK). Construction Cost $75 million (1993 – 1997)

EMAD MORCOS, PE

Resident Engineer

EDUCATION

B. S. in Civil Engineering - New Jersey Institute of Technology, Newark, NJ

PROFESSIONAL REGISTRATION

New York State Professional Engineer, License # [redacted]

TRAINING

10-Hour OSHA
4-Hour Scaffolding

SUMMARY OF RELEVANT EXPERIENCE

Mr. Morcos is an engineering professional with over 15 years of experience in administrative aspects and design and construction inspection aspects of construction management. His diversified professional experience includes combined civil engineering experience related to all aspects of construction inspection, design and field surveying. His relevant projects include:

REPRESENTATIVE PROJECTS

Assistant Resident Engineer, NYCDEP Newtown Creek WPCP Upgrade - Sludge Forcemain and Loading Dock (NC-50G/E), Brooklyn, NY. This contract includes the construction of a 2 – 20" DI new sludge forcemain and loading dock along the Whale Creek Canal to transfer digested sludge to marine vessels for daily transport to another WPCP for further processing. The contract will clean, cap and abandon in-place the existing 18" DI sludge forcemain from Newtown Creek WPCP to the East River Sludge Storage Tank. The East River Sludge Storage Tank will be demolished and the area graded and fenced for use by the community. The contract includes maintenance dredging at the mouth of East River and the Whale Creek Canal to allow the marine vessels to navigate these areas. The contract also includes some work in the existing Sludge Facilities to allow the transfer of sludge from the Sludge Storage Tanks to the marine vessels. Construction cost $50 million.

Assistant Resident Engineer, NYCDEP Alley Creek CSO Retention Facilities/ Environmental Restoration ER-AC2/ER-AC3, Queens, NY. Assisted the RE to oversee the field operation of this project to ensure schedules are adhered to and the overall construction program maintained. This contract is the 2nd phase of a 3-phase Project. The 1st Contract $100 million in Construction costs involved the construction of new 16□-0□ W x 7□-6□ H Double Barrel Outfall Sewer, approx. 1,250' in Length. On the sides, provide 5 MGD CSO Storage Facility, approx. 120'W x 600' L x 15' D. The 2nd phase entails the activation of the CSO; construction of an Interim Pumping Station; upgrade and rehabilitation of the Old Douglaston Pumping Station (ODPS); installing an air treatment facility to treat exhaust air from the storage facility; new 24" DIP sewer connecting the CSO storage facility to the ODPS. The 3rd phase providing permanent Environmental Restoration of approx. 23.5 Acres within Alley Pond Park. This area which was disturbed under the 1st phase of the project. Additionally, providing 8 Acres of Upland/Parkland and planting trees, shrubs and grasses. Mr. Morcos's responsibilities included ensuring that the safety procedures are strictly followed to minimize accidents, hazardous spills and achieve the least disruption to the surrounding community. Monitor MPT to ensure its compliance with NYSMUTCD and Contract Documents. Review and monitor the Contractor's daily and weekly work progress.

Coordinate the activities of this contract with other on-going contracts and with utility companies. Conduct job coordination meetings. Review periodic, substantial and final payments; and negotiate change orders. Ensure staff maintains highest ethical standards. Construction cost $62 million.

NYCDDC Reconstruction of East 149th Street/Melrose Avenue, Bronx, NY.

- Senior Construction inspector/Office Engineer assigned to inspect a variety of work activities on this project, including the replacement and/or rehabilitation of sanitary and storm sewers; water mains; sidewalks and curbs and roadway pavement. Construction cost $25 million.
- Senior Engineer provided "As-Built" drawings for existing under-sidewalk vaults in accordance with DDC CADD requirements. Work included the research of existing NYC Highway and Building Department plan information, coordination and reduction of vault field investigation and the creation of CADD background for highway elements including ROW/building lines, sidewalks and streets.

NYCDDC Reconstruction of Sutter Avenue, Queens, NY.

- Senior Construction Inspector/Office Engineer assigned to inspect a variety of work activities on this project, including the replacement and/or rehabilitation of sanitary and storm trunk sewers; water mains; sidewalks and curbs and roadway pavement. Construction cost $7 million.
- Project Engineer/Survey Party Chief involved with final topographic survey and mapping and the preparation of "As-Built" plans according to NYCDDC standards and requirements.

NYSDOT Reconstruction of Clearview Expressway/Long Island Expressway Interchange Improvements, Queens, NY.

- Senior Construction Inspector/Office Engineer assigned to inspect a variety of work activities on this project, including eight (8) ramp reconstruction, widening and resurfacing; lengthening of ramp acceleration and deceleration lanes; safety improvements and the widening and rehabilitation of eight (8) bridges at the interchange. Additionally, inspected the construction of 1,500' section of noise barrier wall at the northern end of the Clearview Expressway at Willets Point. Construction cost $30 million.

NYCDDC Reconstruction of Three Bridges: Throgs Neck; East Tremont Avenue; and Randall Avenue, Bronx, NY.

- Project Engineer/Party Chief assigned to perform Survey and Engineering Services performed as a sub-consultant to Judlau Construction. The Surveying Services included the layout of the Temporary Bridges at Throgs Neck and East Tremont Ave. during the demolition and reconstruction of the proposed bridges. The Layout of various noise walls, steel piles for the proposed pier and abutment footings.

HESHAM MOHAMMED, PE

Resident Engineer

EDUCATION

Bachelor of Science, Civil Engineering, Alexandria University, Egypt

PROFESSIONAL REGISTRATION

Professional Engineer – New York, #[redacted]

SUMMARY OF RELEVANT EXPERIENCE

Mr. Mohamed has 17 years of experience as an engineer. His highlighted experience includes office engineering, inspection of various construction activities including water mains, sewers, asphalt and roadway reconstruction, the design and engineering of a hospital foundation. The work involved intricate technical evaluations such as designing cross sections of columns for reinforcing concrete. His representative experience includes:

REPRESENTATIVE PROJECTS

Resident Engineer, NYCEDC Railroad Improvements, Brooklyn, NY. Installation of new railroad tracks, removal of existing tracks, Installation of 30", 36", 42" DIP epoxy coated Strom Sewer, Installation of Combined Sewers, replacement of 12", 20" water main, reconstruction of an out fall, removal of contaminated material, replacement of catch basins and connections, reconstruction a new road way. (1/12 – present)

Assistant Resident Engineer, NYCEDC Railroad Improvements, Brooklyn, NY. Installation of new rail road tracks, removal of existing tracks, Installation of 30", 36", 42" DIP epoxy coated Strom Sewer, Installation of Combined Sewers, replacement of 12", 20" water main, reconstruction of an out fall, removal of contaminated material, replacement of catch basins and connections, reconstruction a new road way. (2/11 – 12/11)

Assistant Resident Engineer, NYCDDC Lining of 48" Trunk Water Main in New York, NY. Task involved lining of 48" trunk water main and installing new 36" trunk water main. Scope of work included the processing of payments requisitions, prepare and process change orders, prepare meeting minutes, maintain material certification log and payment book, contractor's evaluation, and prepare contract closeout documents. (6/10 – 1/11)

Assistant Resident Engineer, NYCDDC Replacement of 72" Trunk Water Main in Clove Road, Staten Island, NY. Task involved the installation of 72" WM steel pipe to replace existing 66" steel main. Scope of work included the processing of payments requisitions, prepare and process change orders, prepare meeting minutes, maintain material certification log and payment book, contractor's evaluation, and prepare contract closeout documents. Construction of the project included day and night shifts which required Mr. Mohamed to be the acting RE and resolve any occurring problems when the RE is covering the other shift. (1/08 – 5/10)

Office Engineer, NYCDDC Trunk Water Main Replacement, Clove Road, Staten Island, NY. Work included replacement of an 8-inch sanitary sewer

with 6,000 feet of 10-inch clay and 10-inch ductile iron pipe sanitary sewers, individually air testing welded joints, ensuring proper insulation in accordance with AWWA specifications. Construction cost $28 million. (12/07 – 1/08)

Office Engineer, Distribution Water/Main/Extensions Replacement (New Buildings), Staten Island & Brooklyn, NY. (6/07)

Office Engineer, NYCDDC REI Services on an As-Needed Basis in Brooklyn, NY. Task involved Trench Restoration Project. Scope of work included the process payments requisitions, review and process change orders, prepare meeting minutes, maintain material certification log and payment book, and prepare contract closeout documents. (4/07 – 12/07)

Inspector, NJDOT Route 9 Bus Shoulder Use and Pedestrian Improvements, Township of Old Bridge, Middlesex County, NJ. This project entails the creation of a 4.2 mile shoulder lane for use by busses in two sections of Old Bridge Township, Middlesex County. Additionally, pedestrian improvements such as crosswalks and sidewalks, traffic signal improvements, and drainage improvements are included. Work area was restored to base course grade at the end of each work shift. Involved significant night work. (8/06 – 12/06)

Inspector, NYCDDC REI Services on an As-Needed Basis in Brooklyn, NY. Task involved Trench Restoration Project. Scope of work included the inspection process for the excavation of trench five feet deep, backfilling, grinding existing roadway curb to curb and asphalt, MPT, safety, trench boxes, sheeting, replacing soil, asphalt and roadways. Responsibilities included inspection and quality control of material, and recording daily quantities and recording entries in an estimation book. (11/05 – 12/07)

Inspector, NYCDDC Installation of Sanitary and Storm Sewer and Water Main, Marcy Avenue and Vicinity, Staten Island, NY. Scope of work included installation and offsetting of 8", 12" and 20" ductile iron pipe water mains in advance of the installation of sanitary and storm sewer lines in a primarily residential area in Woodrow, Staten Island. This work included the installation/removal of water valves and fire hydrants and the reconnection of water services to homes. Approximately 20,000 feet of sanitary (11,000 ft.) and storm (9,000 ft.) sewer lines were installed together with more than 120 manholes and sewer chambers. The sanitary sewer lines are 10" & 12" E.S.V.P. pipe either on cradles and piles. The storm sewer lines range in size between 12" and 48" diameter pipes. These are either encased in concrete or on piles. (4/04 – 11/05)

Inspector, NYCDDC New 36" Water Main and Appurtenances on Cropsey Avenue from Bay Parkway to Stillwell Avenue, Brooklyn, NY. Scope of work included installation of concrete and/or piles 10", 12", 15", 18" ESVP storm sewers, as well as 24", 30", 36", 42", and 54" RCP storm sewers; Installation of 48" and 36" steel trunk water mains and 20", 12" and 8" distribution water mains; Installation of catch basins, chute connections, sidewalks, and pedestrian ramps; removal and disposal of contaminated (non hazardous) soil: The work includes the removal of over 39,000 tons of contaminated (non hazardous) material; Installation of street lighting, traffic signals, and fire alarms; including roadway trench restoration and 8" concrete base and 3" asphalt wearing course. (9/02 – 10/02)

AL REFAI, P.E., LEED AP BD+C

Resident Engineer

EDUCATION

B.S.C., School of Engineering - Cairo University - 1983
Associates in Applied Science in Computer Network Systems Administration, LaGuardia Community College, December 2007

PROFESSIONAL REGISTRATION

Professional Engineer – NY #[redacted] CT #[redacted] NJ #[redacted]

LEED AP BD + C, #[redacted]

LEED Certified, Green Building Certification Institute, 2007

LICENSES & CERTIFICATIONS

MTA NYCT Track Safety Certificate, 2013

ICC-Certified Commercial Mechanical Inspector-M2

ICC Certified Structural Steel and Bolting Special Inspector- S1

OSHA 10-Hour Cert

Asbestos Awareness Course Certificate

Hot Work Cert

Confined Space Cert

Fall Protection Cert

Supported Scaffolds Cert

SUMMARY OF RELEVANT EXPERIENCE

Mr. Refai's extensive construction management and inspection experience includes serving in project management, resident engineer, quality control and inspection capacities on a wealth of projects in the tri-state area. He has in-depth knowledge of construction standards, codes and safety practices as well as CPM scheduling, constructability reviews, claims avoidance and QA/QC procedures.

REPRESENTATIVE PROJECTS

Resident Engineer, S- Curve- Rail Track realignment, Brooklyn (NYC-EDC). Mr. Refai is served as a Resident Engineer, providing construction management and inspection services. The project includes alignments and installations of standard gauge rail track, installation of different types and sizes of underground storm sewer and water mains such as PRCP, DIP and ESVP on concrete cradle, concrete encasement, and CFA piles as well as other miscellaneous works such as excavation, shoring, milling, paving, curbing sidewalks and sidewalks repairs.

Assistant Resident Engineer, Activation of City Water Tunnel No. 3, Stage 2, Manhattan Leg. He is serving as an Assistant Resident Engineer providing construction management and inspection services to the NYCDEP for completing the Activation phase ($28 million) of City Water Tunnel No. 3, Stage 2, Manhattan leg. The project includes installation of various instrumentations in all ten shafts such as security camera, alarm system, temperature/flow/pressure sensing devices, water quality monitoring stations, etc. He also participated in managing the risk register identification/ qualitative analysis and the activation process simulation tabletop exercise for tunnel cleaning, pressurization, flushing, disinfection, etc. (10/12- Present)

Senior Inspector, Brooklyn Battery Tunnel, Brooklyn, NY. He served as a Senior Inspector providing construction management and inspection services to the Triborough Bridge and Tunnel Authority (TBTA) for its $40 million switchgear and power distribution system replacement project at the Brooklyn Battery Tunnel. The project replaced electric switchgear and power distribution systems for four tunnel blower/vent buildings, Manhattan Blower Building, Governors Island Blower Building, Brooklyn Blower Building, and the Manhattan Underground Exhaust Building. (3/12- 10/12)

Resident Engineer, Highway Maintenance Facility Rehabilitation and Salt Shed Construction, New Canaan, CT- ConnDOT. Served as Resident Engineer and client contact for the rehabilitation/addition to a highway maintenance facility and construction of a new salt storage shed in New Canaan, CT. Responsible for analyzing the construction sequence and staging plans before

the work to identify potential problems that could impede progress. He instituted effective procedural controls associated with managing and controlling the project budget, schedule, quality and safety in addition to monitoring the work of the General Contractor and 33 subcontractors to assure strict compliance with the contract plans and specifications, quality construction, timely completion of work and cost control. This project included site work, material remediation, paving, drainage, monitoring wells, erosion control, landscaping, cavity and retaining walls, sheet piling, historic slate, copper and asphalt shingles roofing, mechanical, electrical and associated commissioning of various mechanical and electrical equipment (generator, boilers, pumps, fire alarms systems, EFs, AHUs), gasoline/diesel underground tank installation and monitoring unit and other building instrumentation as Building Automation System (BMS) and fire alarm system. The project was awarded the 2012 ACEC/CT Engineering Merit Award. (7/09 – 3/12)

Lead Engineer, NYC School Construction Authority, New York, NY. He Served as Chief Inspector for mechanical systems in various NYC public schools, including air conditioning systems, heating systems and heating plants as well as other mechanical and electrical systems including stand pipe and sprinkler assemblies, fire/smoke detectors, alarm switches, fire booster pump assembly and monitoring equipment. The project involved inspecting the current conditions and assessing the physical needs of all New York City public schools. Work included calculations for current system capacities and replacement quantities as well as assessing feasibility of possible system upgrades. The project involved assessing the current condition and the remaining useful life of existing equipment and rating the physical needs, calculating/ estimating current system capacities, calculating/estimating replacement quantities as well as assessing feasibility of possible system upgrades. (8/08 – 6/09) and (8/07 – 6/08)

Resident Engineer – Reconstruction of Fire Alarm System and building rehabilitation for NYCDEP - Water Pollution Control Plant in Red Hook, Brooklyn, NY. He served as Resident Engineer for a $2.5 million contract to remove and replace the fire alarm system. The scope of work included demolishing the fire alarm system and installing a new state-of-the-art Fire Alarm System (Notifier) in nine designated plant areas. Each area had local control panels, smoke detectors, heat detectors, conduit, wire and other devices. The nine areas were networked together so they could be monitored through a central control station at the plant. Existing HVAC panels were connected and modified to shutdown fans in the event of a fire. Two elevators were also connected with the fire alarm system and their controls were modified to provide elevator recall service. Major responsibilities included ensuring that the contractors adhere to drawings and specifications, clarifying scopes of work and answering technical questions, approving contractors' monthly requisitions, reviewing, evaluating, negotiating and processing change orders and chair progress meetings. Identified and resolved field and coordination issues; managed and inspected all phases of construction. (2/08 – 8/08)

Supervising Manager-Comprehensive Physical Needs Assessment and Hazardous Materials Assessment for Newark Housing Authority elderly facility, Newark, NJ (NHA). Served as Project Manager managing the condition survey and value assessment based on a strategic sample of residential apartments plus common areas in high rise buildings. The project provided NHA with a Capital Plan to maintain its building assets in a state of good repair for many years to come. Surveys were undertaken for the site, buildings and facilities (assets). Included in the site inspection were paved and unpaved surfaces, landscape, site drainage, lighting, playgrounds, street furniture, etc. Building and facilities inspections included all exterior and interior components such as facade, roof, stairs, structure, doors, windows, and finishes, as well as electrical and mechanical systems. His responsibilities was managing teams of inspectors assessing the dwelling units and review, accept or reject all submitted assessments reports which included descriptions of the existing conditions with representative photographs, hazardous materials reports, recommendations for potential improvements, and estimates of improvement costs. (12/06 – 7/07)

SYED ALI, PE

Construction Manager

FIRM

CB&I Government Solutions, Inc.

EDUCATION

Master of Science, Transportation Engineering, New Jersey Institute of Technology, Newark, New Jersey, 1990

Bachelor of Engineering, Civil Engineering, NED University of Engineering and Technology, Karachi, Pakistan, 1987

Bachelor of Science, Applied Chemistry, University of Karachi, Karachi, Pakistan, 1983

PROFESSIONAL REGISTRATION

Professional Engineer, Civil, 1987, NY

LICENSES AND CERTIFICATIONS

xxxxxxxxxxxx

SUMMARY OF RELEVANT EXPERIENCE

Mr. Ali has over twenty years of comprehensive experience in Civil Engineering, Construction Management (field engineering, LEED compliance, inspection, testing, cost/schedule control) and OSHA safety regulations of major infrastructure projects for various governmental agencies including PANYNJ, NYCT, NYCDEP, NYCDDC, NYCDOT, NYSDOT, NJDOT and Thruway Authority.

REPRESENTATIVE PROJECTS

Construction Manager, Contract C-40455, Design and Construction of Mother Clara Hale Bus Depot, Borough of Manhattan, New York

As the resident engineer, Mr. Ali was responsible for the following:

- Constructability Review of 10% conceptual design prepare by NYCT
- Participate in various actual design phases by design built team
- Review and Monitor LEED Implementation Plan
- Facilitating Partnering Workshops
- Conflict Resolution
- Preparing Monthly Management Progress Reports for senior NYCT Managements to reflect the status of construction progress, change orders and contract's budget etc.
- Conducting Progress, Scheduling, Design Review and Open Issues meetings, various Safety and QA/QC Co-ordination meetings, Change Order Negotiation meetings, Start-up and Commissioning meeting etc.
- Coordinating with outside agencies such as Con Edison, NYFD, DEP, DOT, DOB and NYC Parks for their timely response
- Ensuring all applicable Federal, State, Local and NYCT PMPs, PMGs, OSHA and ISO 14001 rules and regulations are enforced
- Monitoring MBE/WBE Goals

Mr. Ali oversaw field inspectors to cover various construction activities; inspector's daily reports, shop drawings and construction progress schedule; develop project baseline budget; supervise document generation/control and retention using Constructware and BIM software; finalize (DCBs) contract items cost breakdown as per lump sum and unit cost basis; review and respond to the contractors RFI's; review contract documents to identify missing work items in the original contract and initiate change order request for missing/additional work items; supervise change order estimates preparation for various Civil, Architectural, Electrical, Mechanical, HVAC and Plumbing items; write field/design contract change orders; evaluate and negotiate contractor's change order cost proposal and prepare reconciliation memos; coordinate with various NYC agencies including, NYCT Capital Program Management; NYCT Department of Buses; supervise processing of contractor's monthly progress payments, stored materials packages; monitor construction progress compliance with contract documents; conduct Monthly Site Safety walk through to ensure compliance of OHSA regulations; contractors RFIs and construction progress schedule; review and approve as-built drawings; supervised preparation of Certificate of Occupancy Document (Occupation or use prior to completion), Final payment package; time extension and liquidated damage analysis reports.

Resident Engineer, WP-56 Plant upgrade, Hunts Point, WPCP, Present, New York City Department of Environmental Protection, Bronx, New York

Resident Engineer-Phase II for $191 million Water Pollution Control Plant upgrades contracts. Responsibilities include: Conduct weekly site safety meeting to ensure OHSA compliance; assign field inspectors to cover various construction activities; supervise hazardous soil mitigation and disposal process ensuring state and local regulations compliance; review and approve request for an additional excavation and borrow fill quantities, inspector's daily reports, shop drawings and construction progress schedule; develop project baseline budget; supervise document generation/control and retention using Pro-Log software; finalize contract items cost breakdown as per lump sum and unit cost basis; review and respond to the contractors RFI's; review contract documents to identify missing work items in the original contract and initiate change order request for missing/additional work items; supervise change order estimates preparation for various Civil, Architectural, Electrical, Mechanical, HVAC and Plumbing items for all four contracts; write field/design contract change orders; evaluate and negotiate contractor's change order cost proposal and prepare reconciliation memos; coordinate with various NYC agencies including, Capital Program Unit and Mayor's office of construction; supervise processing of contractor's monthly progress payments, stored materials package and leverage vs. liability analysis reports; monitor construction progress compliance with contract plans and specifications.

Resident Engineer, Construction of Residuals Handling Facility/Pier Construction and Docking Facilities, New York City Department of Environmental Protection, New York

Resident Engineer for $27 million reconstruction contracts. Responsibilities included: Coordinate construction, safety and public relations activities. Supervise and administer all aspect of construction management, including Pile driving operation; review of driving logs; evaluate additional pile quantities for (Pipe Pile with Tremie Concrete, Timber Pile Cluster, H-Piles and Sheet piles); monitor pile load test (Dynamic/Static); conduct weekly progress and site safety meetings to ensure compliance of OHSA harbor work regulations; assign field inspectors to cover various construction activities; supervise hazardous soil mitigation and disposal process ensuring state and local regulations compliance; review and approve request for an additional excavation and borrow fill quantities, inspector's daily reports, contractor's RFI's and construction progress schedule; review and approve as-built drawings; supervised preparation of Article-17(Occupation or use prior to completion) and Article-43(Final payment package) packages for public works projects; time extension and liquidated damage analysis reports; prepare weekly and monthly management reports to reflect the status of construction progress, change orders and contract's budget.

Assistant Resident Engineer, Reconstruction of Staten Island Expressway, New York State Department of Transportation, New York, $60 Million

Assistant Resident Engineer for the $60 million reconstruction of the Staten Island Expressway East and West bound. Project responsibilities included: Review and approve contractor schedule using Primavera; write order-on contract; evaluate extra work proposals; assign field inspectors to cover various construction activities; review inspectors daily reports; supervise contractors monthly payment processing by using NYSDOT CEES (estimation software); review/approve contractor MPT (maintenance and protection of traffic) plans ensuring compliance with contract plans and specifications; investigate accidents and prepare accident report assessment; supervise as-built drawings preparation; check shop drawings for compliance with project plans & standard specifications; prepare minutes of the meeting.

CHARLES AYOUB, PE

Resident Engineer

FIRM

CB&I Government Solutions, Inc.

EDUCATION

MS, Civil/Structural Engineering, Polytechnic University, 1997

BS, Civil Engineering, Polytechnic University, 1986

PROFESSIONAL REGISTRATION

Registered Professional Engineer: NY

LICENSES AND CERTIFICATIONS

Registered New York City Asbestos Investigator

SUMMARY OF RELEVANT EXPERIENCE

Mr. Ayoub is a senior engineer at CB&I's Trenton, NJ, office, and New York registered professional engineer, performing inspection services since 1989, when he was an Assistant Team Leader for the biannual bridge inspections for NYSDOT, including the Robert Moses Causeway over Long Island Sound, the Gowanus Expressway in Brooklyn, and East Gunhill Road Bridge in Bronx, NY. He is currently the Resident Engineer for CB&I on a $15 million project to construct new bridges over Route 3 East and West Bound Meadowlands area. This project requires extensive coordination between NJTA and NJDOT, (Engineering / Operations / State Police / Maintenance) and third party agencies such as NJDEP. Construction activities include temporary sheeting, placing Surcharge, driving Steel H-Piles, erecting Steel Girders, placing HPC Deck and installing Overhead Sign Structure. In addition, this project involves widening of roadways / ramp, embankment and roadway box construction, asphalt resurfacing, drainage modifications, utility relocations, with emphasis placed on traffic shifts and maintenance and protection of traffic.

REPRESENTATIVE PROJECTS

Engineer-in-Charge, New York City Department of Transportation (DOT), Division of Bridges, New York, New York

Engineer-in-Charge/Supervising Engineer, 2005-2007, directly responsible for 45 personnel and the management of all engineering and construction activities associated with maintenance, repair and improvements for the City of New York's 13 movable bridges, other elevated structures and adjacent roadways. This includes oversight of the inspection, prioritization, planning, engineering, scheduling, execution and supervision of construction for all work performed on these bridges and roadways. Construction is performed in accordance with NYSDOT and NYCDOT Standards and Specifications. Construction projects and activities involve heavy highway and bridge construction on heavily traveled bridges and adjacent roadways involving significant maintenance and protection of traffic, staged construction and nighttime operation. Responsible for cost, schedule and quality controls, construction safety program and associated reporting requirements. Recently received commendation from MTA Staten Island Railroad for outstanding performance on work performed on NCDOT structure over SIRR tracks.

Engineer-in-Charge, New York City DOT, Division of Bridges, Multiple Construction Projects, New York, New York

Served as Engineer-in-Charge/Construction Manager for construction projects on the Brooklyn Bridge, Queensboro Bridge and Williamsburg Bridge with construction costs approximately $15 million annually. Responsible for administration and coordination of preparation of contract documents, plans and specifications and construction management for projects on these three major structures. Construction activities included rehabilitation and improvements to bridge substructures, superstructures and adjacent roadways including abutments and wingwalls, bridge piers, structural steel, bridge bearings, concrete bridge decks, headblocks, deck joints, parapets, asphalt pavements, median barriers, drainage, sign structures, lighting systems, staged construction and significant maintenance and protection

of traffic. Responsibilities included cost, schedule and quality controls, construction safety program and associated reporting requirements, supervision of Resident Engineers, Office Engineers, Field inspectors and field office staff, monthly budget status reports and construction contract progress reports, review of contractor's CPM progress schedule, review and approval of certificates of payment and change orders, claims analysis, review and approval of contractor's construction methods, maintenance and protection of traffic, monthly progress meetings, coordination with outside agencies. Supervised Contractor's performance and construction compliance with New York State DOT Specifications and the contract documents.

Project Engineer, New York City DOT, Division of Roadway & Bridges, Reconstruction, Rehabilitation, and Demolition Projects, New York, New York

Project Engineer for the following Division of Roadway & Bridges Projects:

- $14 million reconstruction of Guy R. Brewer Boulevard Bridge over Belt Parkway
- $7 million reconstruction of Lafayette Avenue Bridge over AMTRAK and CSX
- $2 million rehabilitation of 3 Forest Park Drive Bridges over LIRR & Myrtle Avenue
- $1 million demolition of 172nd Avenue Bridge over LIRR

Construction activities for these projects included demolition and reconstruction of various bridge components involving integral abutments and wingwalls, reinforced concrete bridge bearings, approach slabs and roadways, staged construction and maintenance and protection of traffic. Responsibilities included supervision and direction of the field office and construction inspection staff; maintained quality assurance to ensure construction compliance with contract plans and specifications; direct reporting and coordination of activities with NYCDOT management; chair progress meetings; safety program implementation; preparation of monthly cost status reports; review of contractor's CPM progress schedule; preparation of certificates of payment and change orders; claims review; material testing; review of contractor's MPT request; field survey checks; performing final inspections and preparation of punchlists; and preparation of as built drawings and final documentation.

Project Engineer, New York City Department of Transportation, Section of Quality Assurance, New York, New York

Served as a Project Engineer in the Quality Assurance group performing QA/QC activities for ongoing bridge and roadway construction projects throughout the City of New York as follows:

- Performed Project Quality Assurance Audits to ensure construction contract compliance
- Chaired orientation meetings with construction management consultants and materials testing laboratory inspectors to establish lines of communication and report submittal procedures.
- Reviewed concrete and asphalt mix design formulas
- Performed construction inspection of concrete and asphalt placement operations
- Reviewed project field office records for compliance with Murk Manual
- Reviewed contractor monthly progress payment and change orders
- Oversaw soil compaction operation for compliance with ASTM Standards and Soil Control Procedures.

Assistant Team Lead, Division of Bridge Inspection, New York, New York

Assistant Team Leader for performance of biannual bridge inspections for NYSDOT including the Robert Moses Causeway over Long Island Sound, Gowanus Expressway in Brooklyn.

ASHRAF MONDAL, PE

Civil Construction Engineer

EDUCATION

MSCE,1996 - University of Mississippi; BSCE 1991 - Bangladesh University

PROFESSIONAL REGISTRATION

Professional Engineer

NJ 2006, CT 2005, NY 2009

LICENSES AND CERTIFICATIONS

ACI-CCTC

Structural Steel and Bolting pending

NJSAT - Asphalt Certification

Rutgers Work Zone Safety

OSHA 10 hour

SSPC - Steel Cleaning

SUMMARY OF RELEVANT EXPERIENCE

Mr. Mondal has diverse construction and materials inspection experience and is also well experienced with office engineering, construction scheduling, and both structural and civil design. He has prior experience in roadway, pile foundations, structures and bridge inspection in marine environments. He also is well educated in Civil/Structural Engineering and experienced in materials testing including soils, concrete, and asphalt.

REPRESENTATIVE PROJECTS

PANYNJ, Goethals Bridge Project (2014) Provided structural design services on this Design/Build project for the new Goethals Bridge.

NJTA, Interchange 7A, NJ Turnpike Widening (2011-2013) Construction Inspector on this $250 million contract. The project included bridge construction, roadway construction, and maintenance and protection of traffic.

NJ Transit, Tonnelle Ave Bridge (Route US 1 & 9) Bridge over Future Tracks of Trans Hudson Express Tunnel Project, Hudson County (2007-2010) Performing Civil Engineering for the Preliminary Engineering (Civil, Structural Engineering) portion of this project which is an early stage part of the design of a new tunnel crossing under the Hudson River. Design work includes Structures, Buildings and Miscellaneous Structures. This includes Viaduct structural design including framing, piles, pile caps, embankment, sheet piles, drainage, buildings and facilities, etc. Also performed site evaluations.

NYCT, 2nd Avenue Subway Extension (2002-2004) (2006-2008) Construction Inspection and coordination the daily onsite operations of roadway utility test pit program consisting of 220 test pits in 2nd Avenue. This included preparation of test pit drawing plans, obtaining NYCDOT permits, estimating costs. Prepared daily progress reports, coordinated with others including geotechnical engineers, environmental engineers and contractors. Prepare NYC DOT road opening permit applications. Produce field reports. Also prepared detail data reports, log preparation for existing buried structure including water, sewer, gas, steam, ECS communication and soil conditions. Provided inspection and survey of buildings including existing foundations for subsidence and underpinning impact, structural condition, plumbing and utility connection impact on the station's structural box design. Also inspected for 95% soil compaction, proper concrete strength and asphalt requirements. Prepared contractor payments, item log sheets, for construction progress and maintained all documents.

NJDOT, Route 78, Contract A (2006) Provided Construction Inspection for this $33 million high speed, high volume project from MP 50.9 to 52.8 which included reconstruction and repairs, milling, HMA paving, drainage improvements, high traffic lane shifts using concrete barrier and other traffic control devices, multiple staging and bridge rehabilitation. Included night

work.

NYSDOT, Northern State Parkway Guide Rail Replacement (2006) Responsible for construction inspection of guide rail installation including lane closures, traffic control, replacement of substandard BGR including rails, posts, spacers, end treatments and associated bituminous pavement and non-vegetative work.

NJTA, Interchange 12 Improvement Project (2004-2006) Construction Inspector for the first phase of this multimillion dollar project. Inspected construction of new ramps and bridges from the eastern end of the existing toll plaza to Industrial Road. Included reconstruction of portions of Roosevelt Avenue including grading, earthwork, milling, curb, HMA paving, traffic markings, guiderail, traffic signals, lighting, drainage and traffic control. Included night work. Also assisted Resident Engineer with office engineering.

NJTA, Electronic Toll Collection Implementation Program (1999-2002) Duties included construction inspection of the installation of buried fiber optic cables along the roadway, hand holes and manholes including directional boring, structural steel hangers, soil compaction and stabilization for foundations of toll plaza buildings. Installation of vehicle-counting treadles and complete ETC system, including AVI reader and antenna, IR curtain, ticket height sensor, VES camera, all electronic cabinets, toll reading equipment, conduits, wiring on-site prefabricated buildings, emergency generators, and power hook ups. Monitor Maintenance of Traffic setups for compliance and update project schedule. Extensive Night time work is required.

NJ Transit, Undergrade Bridge Inspection, NJ (1999) Performed field inspection of 39 bridges; including evaluation of all structural components, assessment of their physical condition, analysis and load rating of structural components. Some of these bridges were in a marine environment. Prepared detailed reports of findings.

USCOE, Infrastructure Upgrade at the Various Facilities at USMA, West Point, New York (1997-1998) US Army Corp of Engineers, West Point, NY. Construction Inspection of excavation work, installation of underground water lines, resurfacing of roadway, asphalt paving, line striping, MPT. Other items of work included drainage, conduit, electrical cable, MI cable, conduit, control panel for high and low voltage switch, GWB,CMU fire rated wall partition, concrete testing, concrete pads, electrical turnstile and doors and testing of concrete samples, fire alarm, water pressure/chlorination testing of the new water system.

DAVID STAHL, PE

Construction Manager

FIRM

CB&I Government Solutions, Inc.

Education

BS, Civil Engineering, Villanova University, Villanova, Pennsylvania, 1990

Registrations/ Certifications

Professional Engineer, State of New York

SUMMARY OF RELEVANT EXPERIENCE

Mr. Stahl is a registered civil engineer with more than 20 years of experience in diverse design, construction and remediation projects. A Construction Manager who is well versed in interpreting and using project management tools such as Primavera cost reporting software to accurately report project status using earned value methodology. Mr. Stahl's responsibilities include communicating with Project Team and supporting major programs to ensure accurate tracking and feedback is provided for regarding forecast and budgets. Additionally, he is responsible for administering project controls and cost scheduling support upon project award which includes attending initial kickoff meeting, regular monthly project review meetings and client meetings, job setup upon notice to proceed, review contract awards to ensure they are correct with the final negotiated proposal, preparation and analysis of weekly/monthly reports and schedules for submittal to clients and internal management to help identify and mitigate any risk to project in a timely manner, identifying any deviations from baseline schedule or scope of work and work with project team to identify means of minimizing impact to project.

REPRESENTATIVE PROJECTS

NYCDEP, Manhattan Water Tunnel No. 3 Phase 2, New York

Engineer / Commissioning Coordinator for the activation of the 7 mile potable water tunnel under Manhattan. Mobilized in January 2013 to complete the activation by October 15, 2013. This date is in jeopardy and it has been handed down by the mayor's office that this date must be met. Responsible to coordinate contractor, design engineer, and NYC Bureau personnel to bring the activation in on time.

NYCDEP, North River WWTP, New York

After flooding from Hurricane Sandy, mobilized to lead an engineering assessment and repair protocol for all critical equipment. Developed an assessment scorecard for tracking all engineering assessments and repair by asset ID number. Coordinated assessment and repair work with the facility's electrical contractor. Reviewed assessments and recommended repairs. Critical pumping was restored within 3 days after the storm. Rehabilitation work is currently being completed.

NYCDEP, North River WWTP, New York

Resident Engineer/Construction Manager for the $40 million recovery effort to restore the facility to working order after a fire in July 2011. The emergency response scope essentially covers the work activities needed to restore the facility's pumping systems and to regain associated power and control; HVAC, life safety systems (gas detection, fire alarm, phone and PA systems) back on line by temporary means. After the plant was stabilized, nine separate contracts were let to restore the facility to pre-incident conditions and to upgrade the fire suppression, emergency shutdown, fuel delivery and gas delivery systems. Responsible for the management and coordination of the nine contractors as well as the coordination with the Engineer of Record and change management. Construction value

approximately $40M. Main project challenges were to coordinate the multiple contractors' work with minimal impact on the operating facility while maintaining the CPM schedule.

NYCDEP, Owls Head WPCP, New York

Resident Engineer/Construction Manager for a $60M upgrade to the Owls Head Waste Water Treatment Facility, located in Brooklyn, NY. The upgrades consisted of a new three floor reinforced concrete structure with a brick and limestone facade as an extension to the existing Grit and Scum Building. The project also includes roadway and drainage improvements in the facility's cul-de-sac area as well as lighting improvements to the perimeter roadway. The main features of the mechanical upgrade were improvements to the activated carbon odor control equipment, replacement of six existing primary sludge and grit pumps, new cyclone degritters, new classifiers, scum transfer pumps and a new service water system. Responsible for the management and coordination of 4 prime contractors – General, Plumbing, Electrical and HVAC. Sealed all closeout documents.

Guardian Installation Protection System (Nationwide)

Served as SAIC's Director of Construction for the Guardian Installation Protection Program. Responsible for all construction activities at multiple DoD facilities within the US. The $1.5 Billion scope was to model and install Chem/Bio/Radiation (CBR) detection and monitoring equipment which consisted of Radiation Portal Monitors (RPMs), chemical/bio detectors as well as collective protective (ColPro) HVAC equipment to protect critical missions within the facilities. In addition to the construction activities, responsible for all Computer Communication Command Control Instrumentation (C4I) installation associated with the detection and warning systems. Also included within the scope was the training and exercising of installation personnel on the installed equipment. Personally managed construction/installation at Ft. Campbell (Kentucky), NAS Norfolk (Virginia), and Andrews AFB (Maryland) concurrently, each with a budget of roughly 3-6 million. Required to complete monthly cost and schedule status in accordance with Sarbanes-Oxley requirements for all projects in the construction/implementation phase. Responsible for baseline cost and schedule as well as continual updates.

Republic Services Inc., Nevada

Construction Manager for the following design/CM contracts at Republic's Apex Regional Landfill, one of the largest municipal landfills in the country:

- 35 acre landfill cell design/construction consisting of the blasting, and processing of approximately 2.2 million CY of limestone in order to meet the required geomembrane grades. Responsible for the final design, the construction cost and schedule, as well as all construction quality control. Avoided approximately $10 million in construction costs by eliminating double handling of the blasted rock and implementing a conveyor system for transport of material out of the excavation area.
- Arid environment cap design/construction consisting of a soil cover and armored cap constructed out of crushed rock. Includes development of a full engineering design and specification package along with bid reviews and management of the actual construction. The stormwater management structures are being designed to pass the runoff from the 100 year storm event. The project was slated to go to construction in late 2012.
- Preliminary design of a rail siding and two rail bridges to allow Republic to accept waste via rail. The ultimate design will include two bridges on the Union Pacific rail line as well as an 8,000 ft rail siding and intermodal offloading facility. Responsible for approving the preliminary design and cost estimate. The final design and construction are pending an economic upturn and need.

General Electric, PCB remediation, Upper Hudson River, New York

Construction Quality Control Systems Manager for the operation and maintenance of a sophisticated sediment handling and processing system on the Hudson River. The System consisted of a trommel screen, intermediate shaker screen, two hydrocyclones and twelve of the largest filter presses ever manufactured. Successfully processed over 300,000 CY of PCB contaminated sediment and over treated 80 million gallons of contaminated water. The project was fast tracked and very schedule driven. Worked six -12 hr shifts per week (3:00 am to 4:30 pm). Responsible for all quality related aspects of the project. Managed the onsite geotechnical laboratory and the onsite waste water treatment system as well as all chemical/geotechnical sampling.

DONALD ELLIS, CCM, CHMM, CS

Resident Engineer

FIRM

CB&I Government Solutions, Inc.

Education

B.S./Civil Engineering/1986/Northeastern University

Registrations/ Certifications

Certified Construction Manager, 2010

Certified Hazardous Materials Manager (CHMM), 2006

Construction Supervisor, 2000

SUMMARY OF RELEVANT EXPERIENCE

Mr. Ellis has 20 years of construction management (CM) experience managing remedial and contract TO work on cost reimbursable or FFP contracts. He has managed contracts on an active wastewater treatment plant, supervised site cleanup work at two Superfund sites. He has developed strong working relationships with USACE, EPA Region 1 & 2 as well as Massachusetts and New Jersey state regulators. He has directed earthwork, excavation, tunneling, trucking, and rail transport operations; slurry wall installation, as well as dredging, bioremediation/land farming, soil separation, and wetlands remediation. He is a CCM and CHMM with the comprehensive training to oversee all aspects of RAC work including: USACE Construction Quality Management for Contractors, Hazardous Waste Site Manager, Radiation Worker, Utility Contractors Association of New England (UCANE) Competent Person, Asbestos Contractor / Supervisor and Work Operations (Class II), OSHA 500 Construction Safety and Health, DOT HAZMAT Handling, and 40-hour HAZWOPER and Refresher training.

REPRESENTATIVE PROJECTS

Resident Engineer/Construction Manager, NYCDEP North River WWTP Emergency Response, New York, New York

Serving as Resident Engineer (RE) for Construction Manager (CM) Services associated with Emergency Response (ER) and Restoration contracts at the North River Wastewater Treatment Plant. Responsibilities include management of CM concerning staff oversight, safety and quality oversight; plant and contractor operational coordination, sequencing, and scheduling; management of correspondence, submittals, RFIs and RFCs, and inspection of work to eliminate claim and change conditions. During the impacts of Superstorm Sandy, Mr. Ellis mobilized immediately during the aftermath of the storm to coordinate emergency response activities to work with the representatives of the DEP BEDC management staff and DEP BWT plant staff as well as the Engineer of Record to manage safe entry and develop strategy for evaluation and repair of damages to maintain operation of the DEP BWT WWTP. In addition to being the RE for management of the North River (NR) ER contracts, Mr. Ellis is also RE for the DEP NR Thickening Centrifuge contract and assisting close out of the DEP Owls Head contract.

Superintendent/Construction Manager, Maywood Chemical Superfund Site, Maywood, New Jersey

Served as Construction Manager at job site in EPA Region 2 and earlier at EPA Region 1 locations. He reported directly to the project managers in each of these efforts, and with full responsibility for day-to-day supervision of onsite crews and onsite subcontractors. Interacted with client on a regular basis.

Construction Manager, Maywood Chemical Superfund Site, Maywood, New Jersey

Construction Manager on a 15-year, $380M cost-reimbursable (CR), low-level radiological remedial action at an EPA Region 2 Superfund site. He oversees RA and geotechnical and vertical construction operations. Manages 8 construction supervisory staff, 25 direct-hire professionals, and over 40 union craft, as well as subcontractors for rail transport and trucking, bypass pumping, earth retention/shoring, paving, landscaping, electrical, and plumbing. Performs daily coordination with client construction and management representatives, leads weekly progress meetings with the client and staff, and provides daily, weekly, and monthly reporting requirements. Operations include mobilization, site preparation, excavation and hauling, backfilling and site restoration. To date, the project has completed remediation of 16 of 24 properties and substantially completed another 3 properties. Over 222,000 cy of waste were excavated and transported by rail for offsite disposal under his management, and 19 million gallons of excavation dewatering waste were treated and discharged under permit. Coordinates daily with safety, QC, engineering, project controls, and procurement departments to ensure proper planning and schedule adherence. Attends rights-of-entry and access agreement meetings with client, property owners, and town and borough representatives concerning constructability issues for this job. Project received a USACE Commander's Gold Coin in 2004. On January 1, 2009, the project reached 1 million hours without a lost-time accident (LTA); by February 6, 2009, it had achieved a record of 2,000 Days with an LTA.

Site Manager, Nashua River Asbestos Removal Site, Massachusetts

As Site Manager for 3.5 years, supervised $2.6M CR RA that included an onsite water treatment system; excavation of asbestos and coal tar-laden soils and sediment (as high as 80 percent asbestos), coordination with city officials for delivery of materials to a local landfill, and manifesting, handling, and disposal of river embankment and sediment soils to both local and Canadian landfills.

Site Manager, Nyanza Landfill/Wetlands Superfund Site, Massachusetts

Site Manager for 3.5 years for a $12M CR Superfund cleanup. Managed ten field staff, various subcontractors, and up to 25 direct hire union craft; planned, scheduled, and procured equipment, materials, and associated labor crews for all phases (mobilization through completion); attended progress meetings, conducted site tours with client representatives, prepared daily QC reports; and supervised operations to confirm compliance with specifications and SSHP and monitor water, soil, and air sampling programs. Work included removal of approximately 46,000 cy of contaminated wetlands sediment, placement in onsite landfill, and groundwater extraction and treatment. Developed construction work sequence that saved $2.5M in project costs. Supervised access road construction within wetland/floodplain environments, Town of Ashland waterline installation and coordination, preparation of decontamination facilities, and material staging areas for wetlands sediment drying, placement, and compaction within the onsite landfill.

Project received USACE Commander's Coin in 1999. Nominated by the International Union of Operating Engineers, Local 4, AFL-CIO for Construction Management Association of America Public Project of the Year.

Site Manager, Boston Harbor Project, Massachusetts

For five years, managed $77M cost-reimbursable three-phased remediation and construction project that included 1.25 miles of revetment placement and replacement of a 9-ft diameter live sewer line delivering Metropolitan Boston's Northern flows to Deer Island's Treatment Plant. Work included construction of a temporary waste storage facility, removal of UST, drums and contaminated materials, a GW extraction treatment and petroleum recovery system, and Island-wide emergency response operations (both onshore and offshore). Worked with MWRA, EPA, and MADEP to expedite attaining 350 federal, state, and local permits, and ensured compliance with 85 general construction contracts. Construction was completed ahead of schedule and below the estimated $5.6B budget; actual cost was $4.1B.

Project won 1995 Construction Management Association of America Project of the Year Award and the 2001 Nova Award, Construction Innovation Forum: "Ventilation of the Effluent Tunnel."

ROBERT IVERS, PE

Resident Engineer

FIRM

CB&I Government Solutions, Inc.

Education

BE, Mechanical, Villanova University, Villanova, Pennsylvania, 1995

Undergraduate Studies, Villanova University, Villanova, Pennsylvania

Registrations/ Certifications

Professional Engineer, Electrical, 2012, 090274, Active, New York, 12/2014

Certified HAZWOPER, 2001, [redacted] Active, New York, 04/2008

SUMMARY OF RELEVANT EXPERIENCE

Mr. Ivers, is a registered Professional Engineer with over 18 years of construction management experience on contracts ranging from $500,000 to $700 million dollars for water, wastewater and remediation projects. Mr. Ivers is currently working for CB&I as the Resident Engineer for a $300 million dollar project to construct a new Central Residuals Building at the NYC DEP Newtown Creek WPCP Plant. In his short tenure at the Newtown Creek project, he has worked his way up from Senior Electrical Inspector, Office Engineer and Startup Manager of the $700 million dollar South Battery Upgrade project prior to moving the the new position. Mr. Ivers has an intimate working knowledge of mechanical / electrical / control systems and an firm understanding of the coordination required to build out these major facilities, coordinating with the client, the designers, the contractors and other construction management staff to progress the work.

REPRESENTATIVE PROJECTS

Resident Engineer/Construction Manager, NYCDEP North River WWTP Emergency Response, New York, New York
Construction Manager, NYCDEP Newtown Creek Water Pollution Control Plant Upgrade, Bronx, New York

Provides resident engineering and construction management services for up to 16 separate construction contracts during a ten year time frame to complete the final upgrades to the Newtown Creek Water Pollution Control Plant, New York City's larges treatment plant. The upgrades to the plant are being performed while keeping the plant operating and multiple contracts are on going at any given time. As startup manager, successfully started up the South Battery for Milestone #2 ahead of schedule. Demonstrated skill sets and leadership qualities by leading the SBG Start Up and Testing Team to successfully meet NC-47 South Battery Milestone #2 fifty-one days ahead of the schedule and set the stage for meeting Milestone #3 in March of 2012, also well ahead of schedule. Led a multi-disciplinary inspection team in the entire Start-Up effort. This included coordinating with the various Prime contractors in completing their construction activities. Demonstrated the ability to work closely with the Prime contractors and DEP BEDC & BWT. Perform field inspection services for any and all contracts related to electrical and I&C systems. Prepare daily reports on construction activities and delegate other inspection duties to new inspectors as needed. Translate daily report activities to assist payment engineer with processing contractor's monthly invoices. Attend meetings related to electrical and I&C work performed for any contracts. Review plans and specifications for scheduling concerns and take actions to correct problems as they occur.

This page was intentionally left blank

PETER JULO, PE

Resident Engineer

FIRM

CB&I Government Solutions, Inc.

Education

BS, Civil Engineering – Construction Management and Geotechnical Engineering, Drexel University

Registrations/ Certifications

Professional Engineer, Civil: NJ and PA

SUMMARY OF RELEVANT EXPERIENCE

Mr. Julo is a results-driven, dedicated, and highly motivated registered professional engineer with experience-based knowledge of construction procedures and time-tested management, organizational, and team building skills. He is adept at conveying complex building concepts in a simple and compelling manner while leading personnel through daily tasks and ensuring the highest performance for each project.

REPRESENTATIVE PROJECTS

New Jersey Department Of Community Affairs – Management of the Reconstruction, Rehabilitation, Elevation and Mitigation Program (RREM), Various Locations, New Jersey, 2013 - present

As part of the start-up team and engineer for repairs for the HUD CDBG-DR funded Reconstruction, Rehabilitation, Elevation, and Mitigation Program (RREM), Mr. Julo is managing documents and drawings. The Program is assisting approximately 6,000 homeowners in the most heavily damaged nine counties along the coast of New Jersey. CB&I to develop program policies and procedures and provide construction management services, including the performance of damage assessments, development of detailed scopes of work, engineering and architectural design, progress inspections, and project close-outs.

Project Engineer, SunPower Corporation, Trenton, New Jersey, January 2011 – April 2013

As a Project Engineer, Mr. Julo was responsible for working with a design team and managing the submittal of a permit package to the permit agency for this vertically integrated solar panel provider. He assisted the project manager in creating and compiling bid packages, including scope of work as well as coordinated drawings, and schedules. He provided assistance with budget forecasts capturing actual budget commitments, as well as foreseeable risk items and commitments. He also managed subcontractor RFIs, submittals, warranty paperwork, as-builts, and testing reports post-construction.

Project Manager, Ondra Huyett Associates, Inc., Allentown, Pennsylvania, January 2010 – October 2010

As Project Manager, Mr. Julo was responsible for project budget management, cost control, field operations, and executing customer deliverables per contract terms for this commercial construction manager/general contractor. He prepared detailed subcontractor scopes of work, negotiated subcontracts, awarded bids, planned and established schedules, and followed up performance against estimates. He also conducted meetings with owners and subcontractors to coordinate project activities and ensure project goals were achieved.

Project Manager, John S. Clark Company, Wilmington, North Carolina, December 2007 – June 2009

In this role, Mr. Julo was responsible for project profitability and ensured projects were completed on-time and within budget for this full-service general contractor, construction manager, and design-build contractor. He handled bid document preparation, bid

solicitation, vendor/subcontractor negotiation, and procurement of equipment/ materials. He reviewed and negotiated change orders, RFIs, and submittals. He also monitored and ensured project compliance with the QA/QC program and company safety regulations.

Project Engineer, ENSR Construction & Engineering, Inc., Piscataway, New Jersey, 1989 – January 2001

Mr. Julo directed project functions from initial construction through to final close out for this full-service global provider of construction management, consulting, engineering, and remediation services. He reviewed submittals and shop drawings for coordination, maintained contract documents, and developed bi-weekly/monthly project schedules and resource allocations for construction phases. He prepared detailed bid packages, solicited subcontractors, awarded bids, negotiated contracts, and procured materials and equipment as needed to sustain project milestones.

Civil Engineer, QA & QC Engineering, Superintendent, Health & Safety Officer, ENSR Construction & Engineering, Inc., Piscataway, New Jersey, 1989 – 1996

Mr. Julo provided engineering design, consulting expertise, construction surveillance and subcontractor management for various remediation projects including water and wastewater treatment facilities, contaminated soil excavation/ transportation/disposal, soil and water sampling/disposal, UST removal, geotechnical investigations, Phase I and Phase II site assessments, groundwater sampling, landfill closures and regulatory compliance reporting.

PETER BURD, PE

Project Manager- Subject Matter Expert

FIRM

CB&I Government Solutions, Inc.

Education

BS, Civil Engineering, 1979

Registrations/ Certifications

Professional Engineer/1984/Civil/NJ, NY, PA, DE
OSHA Haz. Waste Oper. 29 CRF 1910.120 Supervisor
OSHA Lead Abatement 29 CFR 1926.62(L)
NJDEP UST Certified

SUMMARY OF RELEVANT EXPERIENCE

Mr. Burd has more than 30 years of experience in the construction and engineering industry. He has direct experience as Project Manager, Construction Manager, Field Project Manager/Engineer and Resident Engineer on heavy highway and major bridge construction and environmental mitigation/remediation projects. He is a New Jersey-licensed Professional Engineer with direct structural design experience, and has managed large groups of multi-disciplined engineers.

REPRESENTATIVE PROJECTS

New Jersey Turnpike Authority (01/2003 – Present)

As Project Manager, manages supervision of construction services for Bridge Deck Repairs and Resurfacing from Mile 83 to 117 and Newark Bay-Hudson County Extension Contract Nos.T100.244, T100.207, T100.153, T100.106, T100.077, T100.042, T100.010, R-1499, R-1476, R-1461 and R-1448. These projects involve resident engineering and construction inspection of concrete bridge deck replacements, deck spall repair, bridge deck joint reconstruction, parapet replacement, sidewalk repairs, removal of asphalt surfacing and resurfacing, strip seal joint installation, removal and reinstallation of roadway lighting, headblock and backwall reconstruction, and extensive coordination of MPT.

New Jersey Turnpike Authority (08/2008 – Present)

Project Manager for Contract P300.043, the Authority's $20M reconstruction project for Interchange 67 of the Garden State Parkway in Barnegat, NJ. Contract No. P300.043 primarily involves the construction of two new bridges carrying West Bay Avenue (County Route 554) over the Northbound and Southbound roadways of the Garden State Parkway, removal of the two existing bridges, construction of an elevated section of roadway between the two new bridges, East and West approaches, and construction of two new ramps to provide Southbound Entry and Northbound Exit at Interchange 67.

New Jersey Turnpike Authority (07/2005 – 12/2008)

Field Project Manager for Contract No. R-1393B, the Authority's $65M reconstruction project for the 48 span, 6,950 ft-long Passaic River Bridge in Newark, NJ. This 3-year, 7-stage, high visibility bridge construction project is located on the Turnpike's Easterly Alignment, one of the busiest sections of the Turnpike. Responsibilities include overall supervision and direction of the field office and construction inspection staff; and direct reporting and coordination of activities with Authority's supervising and project engineers. Construction activities include removal and replacement of existing bridge decks with new High-Performance Concrete (HPC) bridge decks, structural steel repairs and modifications, major bearing replacements, latex-modified concrete (LMC) overlays, parapets, median barrier, drainage, roadway lighting systems, sign structures and control systems, roadway reconstruction, asphalt paving, significant staged construction with major long-term traffic shifts.

New Jersey Turnpike Authority (02/2002 – 07/2005)

Field Project Manager for Contract No. R-6108, the Authority's $43M, 3-year, multi-stage, high visibility reconstruction project for 17 bridges and adjacent roadways in Elizabeth, NJ.

Provided overall supervision and direction of the field office and construction inspection staff; and direct reporting and coordination of activities with Authority's supervising and project engineers. Construction activities included demolition of existing bridges and adjacent roadways, structural steel modifications, new HPC bridge decks, LMC overlays of remaining portions of existing bridge decks, parapets, median barrier, drainage, roadway lighting systems, sign structures and control systems, roadway reconstruction, asphalt paving, staged construction including mainline detour ramps, and extensive MPT.

New York City Department of Sanitation (09/1999 – 12/2003)

Construction Manager for completion of $150M leachate containment, collection and treatment system at the Fresh Kills Landfill, Staten Island, NY. Overall responsibility for administration of NYCDOS construction contracts with multiple concurrent contractors. Full responsibility for field office and multi-disciplined construction management/ inspection staff. Project involving extensive soil-bentonite slurry walls, perimeter leachate collection trenches, double-wall leachate transmission forcemain piping, excavation and disposal of hazardous materials, leachate pumping stations, perimeter access roads, major stormwater retention basins, major earthwork, wetlands remediation and mitigation, fiberoptic communication systems, control instrumentation and operational startup and testing.

New Jersey Turnpike Authority (07/1993 – 04/1998)

Served as both Field Project Engineer and Resident Engineer for the $30M widening of the 2,000-ft-long, 16-span, Oak Island Viaduct and adjacent roadways as part of Section 6B-2 of the Southern Mixing Bowl Widening project. This was a large, multi-staged, complex project. Construction activities included excavation, pile driving, footings, abutments, retaining walls, pier columns, pier caps, bridge bearings, structural steel erection, reinforced concrete bridge decks, LMC overlays, parapets, median barrier, drainage, roadway lighting systems, sign structures and control systems, automated traffic surveillance and control systems, roadway and ramp construction, asphalt paving, staged construction, and maintenance and protection of traffic.

WILLIAM BRENNAN, PE, CCM

Construction Manager

FIRM

CB&I Government Solutions, Inc.

Education

BECE, City College of New York, New York

REGISTRATIONS

Professional Engineer, NY

LICENSES AND CERTIFICATIONS

Certified Construction Manager
Fellow, American Society of Civil Engineers

SUMMARY OF RELEVANT EXPERIENCE

Mr. Brennan has a unique professional record of achievement having successfully delivered a variety of complex and high profile Construction Management, Resident Engineering, and Inspection projects for more than 40 years on time and budget. He has demonstrated an ability to apply sound judgment, effective communication, and provide technically sound recommendations on critical issues relating to the performance of contractors, change order avoidance and scope growth. Mr. Brennan has led the successful completion of major infrastructure construction projects for the NYCDEP, MTA, PANYNJ, and other NYC agencies. He is active in the Construction Management Association of America. He is retired as a Lieutenant Colonel US Army (Reserve) and he was awarded the Bronze Star Medal while serving as the Engineer Operations Officer of a Combat Engineer Brigade during Operations Desert Shield and Desert Storm.

REPRESENTATIVE PROJECTS

Port Authority of New York and New Jersey, Port Commerce Department, New York

As a senior engineer working for the Port Authority, Mr. Brennan was assigned as Project Manager for a variety of capital projects at port and terminal facilities in New York and New Jersey. He was accountable for representing the department with in-house or consultant design professionals managed the capital budget based on the five and twenty year business plan in concert with the Port Authority Senior Operations Management staff. For Howland Hook Marine Terminal, he was the project manager for the department during the construction of a tropical fruit climate controlled storage facility that allowed for rapid transfer of the commodity to the facility directly from the cargo vessels. At the same facility Mr. Brennan was on a team that developed the preliminary design parameters for a wharf extension. At the New York Marine Terminal he participated on a study to protect wood piles from marine borer infestation. This led to a solution involving the reduction of oxygen in the water that destroyed the borer habitat. In each assignment Mr. Brennan was responsible for managing the design and resident engineer budgets.

26th Ward Water Pollution Control Plant Emergency Generator System Upgrade, New York City Department of Environmental Protection, New York, NY Construction Manager

Mr. Brennan is accountable for providing Construction Management Services for a Tri-Venture Partnership during the installation on an expedited basis of three (3) 4.16 KV, 25,000 KW Medium Speed Diesel Generators and a 600MW, 480 V Blackstart Generator while maintaining emergency power to an existing water pollution control plant. At the completion of the commissioning and permitting process, the existing emergency system will be removed together with all fueling and control systems. The Construction Management Services being provided include Resident Engineer Inspection required by contract and the coordination of Special Inspections required by the New York Department of Buildings and

management of several sub-consultants retained for securing operating permits from various agencies to include fire protection and fire alarm systems. Reporting requirements to the client consists of a monthly program summary report including all current issues and tasks, cost and schedule performance index analyses, a critical review and recommendations to the contractors joint CPM type monthly update and the status of change orders.

Newtown Creek Water Pollution Control Plant, Phase 3 Upgrade, New York City Department of Environmental Protection, New York, NY

Construction Site Manager 2. Mr. Brennan was assigned to the project position of Deputy Construction Manager for a Tri-Venture Partnership during the final stage of a multi-year upgrade of the Newtown Water Pollution Plant. The Phase 3 program was under a court ordered consent decree for compliance with the Federal Clean Water Act and consisted of twelve separate contracts for the construction of primary settlement and aeration tanks, electrical power and control systems, four anaerobic digesters, wharf rehabilitation and sludge discharge facility and a Residuals Handling Building. The as-bid construction cost for the scope of work was $3.2B. He was responsible for pre-construction liaison with the Engineer of Record and the client with respect to the Work Breakdown Structure and the development of a Construction Management Project Execution Plan. Also participated in a number of constructability reviews and made recommendations that resulted in changes to the 50% design. Additionally, he was responsible for developing an organization for the execution of Construction Management Services that at its peak totaled 70-75 personnel. Mr. Brennan also managed project controls, resident engineer inspection, change order administration and document control through direct reporting personnel and was accountable for QA/QC.

East River Tunnel Ventilation System Rehabilitation, Amtrak / Long Island Railroad, New York

Resident Engineer. Mr. Brennan was assigned as the Resident Engineer during the rehabilitation of a portion of the railroad tunnels between Long Island and Manhattan and the ventilation shaft on Long Island. The major portion of the structural work included the removal of existing concrete from the walls of four ventilation shafts from grade to tunnel track level, a depth of approximately 120 feet, reinforcing the original steel caissons after the concrete was removed and placing new reinforced concrete on the refurbished caisson wall while working over active rail tracks. The existing DC traction power system was replaced with two temporary substations while two new substations were installed in a new reinforced structure that also served an enclosure for the rehabilitated ventilation shafts. In order to stage the temporary work he was assigned to work with the client to perform a Benefit Cost Analysis and Constructability Review that resulted in a significant reduction in the staging sequence and was a benefit to the schedule by creating positive float which became useful later. Mr. Brennan was accountable for Resident Engineer Inspection, QA/QC payments to contractors, change order management, status reports to the client and project management functions including staffing, personnel management the construction services budget and meetings with the client on operational issues.

WILLIAM FAULKNER, GC, LEED AP, PMP

Construction Manager- Subject Matter Expert

FIRM

CB&I Government Solutions, Inc.

Education

Bachelor of Science, Ergonomics, University of California at Santa Barbara

MBA Accelerated Courses, University of Florida

Petroleum Engineering, University of Southern California

Project Management Professional (PMP), Villanova University

Registrations/ Certifications

Advanced Airport Planning Certification, Massachusetts Institute of Technology (MIT)

Program Management Certification, Parsons

SUMMARY OF RELEVANT EXPERIENCE

Mr. Faulkner has over 29 years of experience in design, program management, construction management, business development and residential development of major projects such as infrastructure facilities, high rise commercial buildings, ports and harbors, airports, parking structures, high rise construction, retail development, utilities in U.S., Middle East, Eastern Europe and Greece. He is experienced in all types of project delivery, including Build Operate Transfer (BOT), Design-Build, CM-at-Risk, Lump Sum and CM for Fee in green field, new construction and renovation capacity.

Mr. Faulkner has in-depth knowledge and hands on experience in the commercial, residential, transportation, infrastructure and the public works industries. He also has advanced technical and business skills including negotiations, contract management, project controls, claims mitigation, business plans, business development, constructability, value engineering, client relations, project documentation and field supervision.

REPRESENTATIVE PROJECTS

Consultant to Tishman Construction, $250 Million World Trade Center Retail Program, Port Authority of New York and New Jersey, New York City, New York

Mr. Faulkner served as a consultant to Tishman Construction for the CM for Fee to the Port Authority of New York and New Jersey for the construction of the World Trade Center 850,000-Square Foot Retail Project. After a delay of three years, Mr. Faulkner completed the trade contracts and the "buying out" of the job for both MEP and architectural trades. He developed risk analysis reports, budgets and construction service contract with Port Authority. He also managed the CM for Fee of the architectural fit-out of the World Trade Center Retail Project. This contract expands across all of the facilities within the World Trade Center including HUB, Towers 1, 2, 3 and 4 VSC/Parking.

Executive Director of Construction, $900 Million World Trade Center Design/Build Retail Program, Port Authority of New York and New Jersey, New York City, New York, May 2008 – October 2009

Mr. Faulkner worked with the Port Authority of New York and New Jersey to complete the development of the 850,000-square foot Design/Build Retail Program. He oversaw the construction of core and shell work by the base builder. He finalized the Preconstruction Phase of the World Trade Center Retail Program. This included the development of the logistics plan, schedule, engineering estimate, constructability and RFP for construction management services. He also completed design review and contract documents, value engineering, retail layout, and the interface plan with stakeholders.

Executive Project Director, $650 Million Kuwait Airport's Air Space System and Infrastructure, Kuwait

As Executive Project Director, Mr. Faulkner finalized and managed the development of the air navigation system for Kuwait. He completed the planning of the integration systems and the IT communication infrastructure, and managed the installation and related system and building infrastructure. He also successfully developed and managed the release of tender documents for the design-build delivery method for air systems, electrical power station, IT systems, Crises Management Center, Air Traffic Control Center, and high rise administrative facility. He managed the construction management team responsible for design review and approval of submittals, testing and factory acceptance, supervision of installation of systems and construction of buildings, testing and commissioning, contract administration and project controls.

Construction Manager, $65 Million Parking Structure Design-Building Project, John Wayne Airport, Orange County, California

Mr. Faulkner was the Construction Manager for the design-build, multi-level 210,000 square foot parking structure to accommodate 2,500 spaces of parking at Orange County airport with Air Cargo facility. He wrote the Request for Proposal, managed the contract award, and design/construction oversight of the project. He was also responsible for the development of the bid documents for the new Terminal A.

Principal Program & Construction Manager, $800 Million Tom Bradley International Terminal, Los Angeles World Airports, Los Angeles, California

Mr. Faulkner was the Principal Program and Construction Manager for the renovation of the Tom Bradley International Terminal working with local airport and city officials. He managed the completion of the contract documents for the new baggage handling system, security and IT upgrades, and terminal air bridges and construction modification. He completed the pre-construction phase ahead of schedule which included constructability review of over 3,000 drawings, budgets, phasing, schedule, construction phasing, and contract implementation. He also ensured the completion of the construction documents and phasing/security plans.

Senior Project and Construction Manager, Continental Airlines, March 1996 – May 1998

Mr. Faulkner was responsible for the timely completion of budgets, design management, construction oversight, coordination with Port Authority of New York and New Jersey and Continental Operations, cost and schedule control and "buy out" of trades. Primary projects included:

- Continental Terminal Renovation, LaGuardia Airport – $32 million
- 134 foot Operations Control Tower and President Club, Newark International Airport – $24 million
- Continental Jet bridge Replacement, LaGuardia Airport – $1.9 million
- Continental Gate 108 Presidents Club, Newark International Airport – $800,000

JAMES OHNIGIAN, PE

Construction Manager- Subject Matter Expert

FIRM

CB&I Government Solutions, Inc.

Education

ME, Industrial Engineering, Pennsylvania State University, University Park, Pennsylvania, 1985

BS, Civil Engineering, Pennsylvania State University, University Park, Pennsylvania, 1978

Postgraduate Studies, Construction Management, Pennsylvania State University, University Park, Pennsylvania

Registrations/ Certifications

Professional Engineer, Civil, Pennsylvania License No. [redacted]

SUMMARY OF RELEVANT EXPERIENCE

Mr. Ohnigian is a Professional Engineer with 30 years of experience in construction supervision, administration and management of fixed price and cost reimbursable construction contracts. This work has included several rail maintenance facilities, large metropolitan water and wastewater treatment, storage and distribution system construction, Superfund remediation, landfill construction, highways, railroads, bridges, and the utilities (including open-cut and pipe jacking), industrial facilities, private development, power plant construction, tunnel and slurry wall construction. His experience includes coordination with clients, contractors, resident inspectors, and designers to facilitate the resolution of construction conflicts to support contract budgets, schedules, and compliance with contract documents.

REPRESENTATIVE PROJECTS

Project/Construction Manager, North Dorchester Bay Combined Sewer Overflow Storage Project, Massachusetts Water Resources Authority (MWRA), May 2005 - Present

Site Construction Manager on the Massachusetts Water Resources Authority's North Dorchester Bay CSO Storage Tunnel and Pump Station located in South Boston, MA. Responsibilities include oversight of up to three construction contracts providing CM services, including: construction management, resident engineering and inspection services, cost and schedule control, change/claim management, estimating, QA/QC, safety and environmental oversight, LSP services, geotechnical monitoring, system testing and startup. Project includes a two (2) mile 17-ft finished diameter soft ground tunnel mined with an Earth Pressure Balanced Tunnel Boring Machine (EPBTM); the installation of two (2) slurry wall supported shafts and associated cast-in-place maintenance access structures, six (6) adits and drop shafts, and over 6,000 linear feet of cut and cover sewer, drainage and water pipe in city streets.

Construction Manager, $1.18 Billion New Haven Rail Maintenance Facility Improvements Project, Connecticut Department of Transportation, New Haven, CT, June 2008 – Present.

Responsibilities include program management oversight of the construction phase of up to six (6)construction contracts providing Program Management services, including: coordination of the construction work and rail operations; constructability reviews, schedule and estimate validation, integrated master cost and schedule control; change/claim dispute resolution; and document control. The work includes the new construction of the following: M-8 Rail Passenger Car Acceptance Facility, Fuel Facility, Independent Wheel Truing Facility, Component Changeout Shop, West End Yard reconfiguration, and EMU & CSR Shop Improvements.

Construction Manager, Fall River Combined Sewer Overflow Tunnel and Shafts, MWRA, February 2000 - April 2005.

Mr. Ohnigian managed the construction of a 3.5 mile x 20 ft. diameter CSO unlined conveyance tunnel with portal entrance, adits, access shaft and 4 drop shafts. Tunnel mined

by TBM in granite bedrock up to 100 ft. below ground surface. Shafts up to 8 ft. diameter mined by down-hole vibratory drill. As Regional Construction Manager for Shaw, he was responsible for the staffing, administration and overall performance of the project.

Construction Manager, Braintree-Weymouth Wastewater/Force Main/Sludge Line Shafts and Tunnel, MWRA.

Mr. Ohnigian managed the construction of a 2-mile x 13 ft. diameter TBM mined tunnel in metamorphic/igneous bedrock and a ½ mile X 13 ft. diameter drill-and-blast tunnel. Traversed across land and sea approximately 150 ft. underground. As Shaw's Regional Construction Manager, was responsible for the staffing, administration and overall performance of the project.

Construction Manager, MetroWest Water Supply Tunnel Project, MWRA

As Regional Construction Manager for Shaw, Mr. Ohnigian was responsible for all aspects of this $770M water tunnel project. Prior roles also included Assistant Site Manager. Mr. Ohnigian was responsible for managing the construction of the $41M Loring Road Water Storage Tanks, $3M Massachusetts Highway Department Salt Storage Shed, and the startup of the $250M Water Supply - Middle Tunnel, under a Construction Management contract. This 18-mile, 16-ft-diameter, 450-mgd capacity tunnel provides a redundant drinking water supply to more than 2.5 million customers in the Greater Boston area. Completed work ahead of schedule and within 1% of budget after all changes/claims.

Primary Clarifier Batteries C and D - Boston Harbor Deer Island Project, MWRA

Mr. Ohnigian served as Senior Resident Engineer for the construction of two 10.5M-gallon concrete double-stacked clarifier batteries. Scope of work included construction of scum and sludge collection/pumping systems; including supporting electrical substation and distribution systems, instrumentation and control systems, environmentally controlled pipe galleries and four support buildings including building finishes. The work also included construction of a new 500-MGD cut-and-cover outfall bypass conduit, live connection to the existing outfall and remediation of contaminated soils. The outfall work included emergency crack repair work within the 2,000 foot long tunnel.

DORIAN VALDES, PE

Construction Manager- Subject Matter Expert

FIRM

CB&I Government Solutions, Inc.

Education

BS, Chemical Engineering, University of South Florida, 1971

BA, Chemistry, University of South Florida, 1971

Registrations/ Certifications

Professional Engineer (Civil), Florida, License No. [redacted]

SUMMARY OF RELEVANT EXPERIENCE

Mr. Valdes has over 30 years of experience in Program Planning and Management of major capital improvement projects. His experience within the last 10 to 15 years has been for the planning, management, and implementation of projects and programs with Miami Dade County that have exceeded $2.0 billion. As the Assistant Port Director at Port Miami the Miami Dade County Seaport Department, Mr. Valdes was the designated County Representative for overseeing the design and construction of the Port of Miami Tunnel (POMT), which is estimated to cost approximately $1 billion. The Port of Miami Tunnel (POMT) is scheduled to be completed in 2014. Mr. Valdes oversaw and managed the the FEMA/DORM Program that successfully managed the performance of needed repairs and mitigations at under $500 million while addressing over 2600 drainage and roadway sites and dredging over 28 miles of County canals to its original design profiles.

REPRESENTATIVE PROJECTS

Senior Client Manager, Crane Program Engineering Services: Project Management Services for Cranes 13 – 16 and related Wharf Projects, Miami Dade County Port Miami, 945 Antarctica Way, June 10 - December 2013

Provided inspection services on four new cranes #13, #14, #15, and #16 prior to shipping to the Port. The inspections ranged from the major structural criteria to aspects of painting, lighting, and tie down equipment. In addition, represented the Port's interests and concerns in meetings with high government officials that manage the Chinese firm ZPMC. All outcomes were handled successfully. The other service is that of making sure that the Wharf Strengthening Program (SWP) proceeds as scheduled because the wharf has to be ready to receive the new cranes on their arrival. This requires coordination with the County's staff, CEI representatives and the Contractor, Odebrecht. Again all schedules construction is being done and holding schedule at this time.

Division Chief, Division of Recovery and Mitigation (DORM), September 2001 – May 2006

As a result of the flooding associated with Hurricane Irene and the "No-Name Storm", the Federal Emergency Management Agency (FEMA) approved projects totaling approximately $740 million. On August 17, 2001, the County Manager created the DORM for the purpose of managing the design and construction activities of the projects by of FEMA, the Department of Community Affairs (DCA), and Miami-Dade County. These large public works type projects are identified as roadway restoration including resurfacing, drainage replacement, three major neighborhood improvements including two pump stations, canal dredging, and drainage system cleaning. The responsibilities of the oversight and management of the FEMA Program, consultants, and contractors was handled by the DORM Division Chief. This position managed and directed a County staff of 38 with consultants' support of 141 firms, along with 57 contractors, and 21 sediment-hauling firms. The DORM was successful in accomplishing all construction repairs and mitigations at under $500 million and in doing so was able to save approximately $240 million of the amount allocated. The FEMA Program has completed the construction of over 2600 sites in a very

short time period, less than 4 years.

Assistant Port Director, Capital Development Division, Port of Miami Tunnel, Miami Dade County, Port Miami, July 2008 to April 2013

As the Assistant Port Director at Port Miami the Miami Dade County Seaport Department, Mr. Valdes was the designated County Representative for overseeing the design and construction of the POMT, which is estimated to cost approximately $1 billion. The POMT is scheduled to be completed by May of 2014. Both East Bound and West Bound tunnel have been mined. This project required the direct coordination with FDOT & MAT & BCWF (the PPP), FDEP, TIFFA, City of Miami, and all other County departments when necessary to assure the POMT moved along without delays.

Assistant Port Director, Capital Development Division, Port of Miami Wharf Strengthening Program, Miami Dade County, Port Miami, July 2008 - April 2013

Provided oversight on the consultant and contractor selection for the design, and construction of the 6100 linear feet of cargo wharfs at the Port. There are weekly coordination meetings to discussion and resolve issues as they relate to the coordination of scheduling of construction activities with the Port, and operators, along with the pending requirements of the new cranes arrivals from China schedule to arrive on October 9, 2013.

Assistant Director, Miami Dade County Department of Environmental Resources Management (DERM), Stormwater Utility

The Division of Water Management administers the Miami-Dade County Stormwater Utility that is responsible for the planning, design, construction, operating, and maintaining of the stormwater management system of the County. These stormwater utility fees are used for the stormwater master planning efforts, performing stormwater runoff evaluations, preparing water resources maps, and funding the department of Public Works for the design, construction, and maintenance of the County's stormwater management systems. In addition, this division administers the U. S. Department of Agriculture Natural Resources Conservation Service federal funding for the debris removal from the County's secondary canal systems as a result of Hurricanes Katrina and Wilma. The Stormwater Utility collects over $21 million annually. It also oversees the expenditures of over $16 million provided to the County's Public Works Department for various services from drainage infrastructure cleaning to maintenance of the secondary canal systems in the County. These projects require the direct interaction with federal and State regulatory agencies for permitting and cost sharing. Also, the budget and CIP have to approve annually by the Board of County Commissioners requiring the presentation before the Board.

ADEL ELSEKHILY, PE

Resident Engineer

FIRM

CB&I Government Solutions, Inc.

Education

MS, Civil Engineering, Rutgers, Trenton, New Jersey

BS, Civil Engineering, Alexandria University, Alexandria, Egypt, 1985

Registrations/ Certifications

Professional Engineer, Civil, 2010, [redacted], Active, New Jersey

Professional Engineer, Civil, 1999, [redacted] Active, New York

40 hours HAZWOPER Certificate, 29 CFR 1910.120(e), Eidson, New Jersey, 2005

SUMMARY OF RELEVANT EXPERIENCE

Mr. Elsekhily has more than 23 years of experience in the construction and engineering industry. As Resident Engineer, his experience includes heavy highway construction, major bridge structures, bridge deck reconstruction and repair, buildings, drainage, electrical and maintenance and protection of traffic for staged construction. He has extensive experience in bituminous concrete paving for bridge and roadway resurfacing, latex-modified concrete overlays, High Performance Concrete, and Construction Safety.

REPRESENTATIVE PROJECTS

New Jersey Turnpike Authority (08/2008 – Present)

Resident Engineer for Contract P300.043, the Authority's $20M reconstruction project for Interchange 67 of the Garden State Parkway in Barnegat, NJ. Contract No. P300.043 primarily involves the construction of two new bridges carrying County Route 554 over the NB and SB roadways of the Garden State Parkway, removal of the two existing bridges, construction of an elevated section of roadway between the two new bridges, bridge approaches, and construction of two new ramps to provide SB Entry and NB Exit at Interchange 67. Significant utility relocations, earthwork, drainage and major retention basins with outfall control structures.

New Jersey Turnpike Authority (08/2005 – 07/2008)

Resident Engineer for Contract No. R-1393B, the Authority's $65M reconstruction project for the 48 span, 6,950 ft-long Passaic River Bridge in Newark, NJ. This 3-year, 7-stage, high visibility bridge construction project is located on the Turnpike's Easterly Alignment, one of the busiest sections of the New Jersey Turnpike. Responsibilities include overall supervision and direction of the field office and construction inspection staff; direct reporting and coordination of activities with Authority's supervising and project engineers. Construction activities include removal and replacement of existing bridge decks with new HPC bridge decks, structural steel repairs and modifications, major bearing replacements, LMC overlays of remaining portions of existing bridge decks, parapets, median barrier, drainage, roadway lighting systems, sign structures and control systems, roadway reconstruction, asphalt paving, mainline traffic shifts, and extensive MPT, including State and County roads.

New Jersey Turnpike Authority (10/2002 – 07/2005)

Resident Engineer for Contract No. R-6108, $43M-reconstruction project for 17 bridges and adjacent roadways in Elizabeth, NJ. This 3-year, multi-stage, high-visibility bridge construction project was performed along one of the busiest sections of the New Jersey Turnpike. Supervised and directed the field office and construction inspection staff. Construction activities included demolition of existing bridges and adjacent roadways, structural steel modifications, new HPC bridge decks, LMC overlays of remaining portions of existing bridge decks, parapets, median barrier, drainage, roadway lighting systems, sign structures, roadway reconstruction, asphalt paving, staged construction including mainline detour ramps, and extensive MPT.

Triboro Bridge and Tunnel Authority (3/2001 – 9/2002)

Resident Engineer for $13M reconstruction of roadway approaches at Verrazano Narrows Bridge Project. Project involved reconstruction of concrete roadway pavements, drainage systems, electrical systems and roadway appurtenances. Responsibilities included oversight of inspection/field office staff and contractor/subcontractor operations; review of contract drawings and specifications; preparation of as-built documentation; regularly updating project plans, schedule adherence to milestones, coordination with external parties to address/resolve project issues; maintain quantities and project overrun and underrun items; review/approval of monthly partial payments; quality control and documentation/record keeping; coordination between all parties for resolution of field problems; and chair monthly progress meetings.

NYC Dept. of Transportation (6/2000 – 3/2001)

Resident Engineer for $2M rehabilitation of three bridges located in Queens NY, over active LIRR tracks and local roads. Included rehabilitation of multi-span concrete-encased steel structures, bridge abutments, piers and decks, full and partial depth concrete repairs, new back walls reconstruction, bridge seat replacement, MPT.

NYC Dept. of Transportation (2/1995 – 3/2000)

Assistant Resident Engineer for $137M rehabilitation of Macombs Dam Bridge Project over the Harlem River. Construction of temporary bridge for traffic detour and staged construction, bridge structure jacking for bearing replacements, structural modifications to steel floor beams, truss girders and tower columns along 155 span viaduct. Also included new roadway joints, bridge and roadway drainage systems, reconstruction of approach roadways, lead abatement with Class A containments for structural steel cleaning and painting operations.

NYS Dept. of Transportation (3/1997 – 7/1999)

Assistant Resident Engineer/Senior Inspector for $85M replacement of I-287 Viaducts in Westchester County. Project involved the complete replacement of two structurally deficient viaducts over the Bronx River and Sawmill River Parkway including construction of new approach roadways with improved highway gradient curvature and pavement features, monotube pile driving, new bridge abutments, reinforced concrete bridge decks with LMC overlays, post-tensioning of reinforcement bars holding pier segments as a single unit, and cable tensioning to pre-cast concrete deck, installation of bridge bearings, erection of steel box girders, pre-cast pier segments, pre-cast concrete deck.

THOMAS FARRELL, PE

Construction Manager

FIRM

CB&I Government Solutions, Inc.

Education

Bachelor of Science, Civil Engineering, University of Massachusetts, Lowell, Massachusetts, 1973

Registrations/ Certifications

Professional Engineer, Civil, 1980, [redacted] Active, New York, 12/2006

SUMMARY OF RELEVANT EXPERIENCE

Mr. Farrell has over 40 years of experience in engineering and construction of major power and infrastructure projects. He began his career with Stone & Webster and maintained his longstanding connection to those projects since the acquisition of that firm by Shaw Environmental & Infrastructure in 2002. As a construction manager, he is responsible for overall construction management including all technical aspects, financial controls and schedule maintenance for assigned projects.

REPRESENTATIVE PROJECTS

New Jersey Turnpike Authority (08/2008 – Present)
Construction Manager, Croton Water Treatment Plant, New York City Department of Environmental Protection (NYCDEP), Bronx-Cortland Park Section, New York

Mr. Farrell currently serves as the Construction Manager for the overall project team providing full-service construction management services to the NYCDEP for the construction of the Croton Water Treatment Plant in the Van Cortland Park Section of the Bronx. This $1.2B project is being built under a Federal consent order and is scheduled to be completed in 2013. Construction of the plant requires a significant focus on "quality of life" issues for the neighboring community. This project includes several major construction elements including tunneling, excavation, concrete placement, installation of electrical substation and distribution systems, as well as chemical treatment and mechanical systems.

His overall experience leading this multi-discipline team has direct applicability to Tom's ability to manage a billion dollar program that is required to meet multiple deadlines and competing concerns that are not limited to the technical components of the construction contracts. In addition to having the experience in tunneling with the NYCDEP, his leadership with this team of 100+ construction professionals through the administrative aspects of the DEP will prove invaluable. Major construction components of this project include:

- 800' inlet tunnel
- 2-4800' clean water tunnels
- Connections to the existing water supply system
- Removal of 950,000 cubic yards of rock
- Excavation of 250,000 cubic yards of soil
- Construction of a new water filtration facility below grade
- Quality of Life (noise, vibration, dust) monitoring
- Construction of a 7 mile pipeline to an existing sewer treatment plant
- Golf course restoration and new club house facilities

Construction Manager, Construction Management Services – On Call, Metropolitan Transit Authority (MTA) Long Island Railroad (LIRR), New York

As Construction Manager, Mr. Farrell was responsible for providing the LIRR with broad-based construction management personnel including Resident Engineering and Inspection staff in support of a multi-discipline, on-call, task-order services contract. This contract

supported the LIRR's capital improvement program. Tasks for which Shaw provided services under this contract included:

- East River Tunnel Safety Improvements
- Port Jefferson Bridge and Viaduct Rehabilitation
- Huntington Station Rehabilitation
- Penn Station Track Improvements
- Tactile Warning Strip Installation at Station Platforms
- Richmond Hill Train Wash and Employee Facility
- Safety and Risk Management Inspection.
- Port Jefferson Diesel Yard

Project Manager, Rehabilitation of the Queens Midtown Tunnel, MTA Bridges and Tunnels, New York, New York

Mr. Farrell was responsible for managing and directing a resident engineering staff of 15 for this $120 million rehabilitation project. The team, led by Mr. Farrell, provided overall construction management, technical direction and coordination, and administration of the construction activities that included removal and replacement of the existing tunnel ceiling with new cast-in-place concrete slab with a porcelain veneer ceiling to improve the structural integrity and the lighting in the tunnel. In addition, new electrical, gas, and water services were provided to its ventilation buildings. The existing fire-line system was rehabilitated, including the installation of heat tracing and fire detection monitoring. New roadway lighting was installed along with new VMS and line signals.

Project Manager, Rehabilitation of the Brooklyn Battery Tunnel, MTA Bridges and Tunnels, Brooklyn, New York

Mr. Farrell managed and directed the resident engineering staff of 10 for this $70 million rehabilitation project at the Brooklyn Battery Tunnel in New York City. The team, led by Mr. Farrell, provided overall construction management, technical direction and coordination, and administration of the construction activities which included lead abatement; asbestos abatement; ceiling removal, repair and replacement; roadway level wall repair; and furnishing and installation of new traffic signal and roadway lighting systems.

Project Manager, Docks Rehabilitation Projects, NYCDEP, New York, New York

Responsible for managing the resident engineering staffs at the 26th Ward, Wards Island and Red Hook sites. The $20 million construction of the new docks consisted of the removal of existing docks and the installation of piles, new precast and cast-in-place concrete decking and roadway surfaces. Work was being coordinated around plant operations.

RICHARD KOCH

Fire Protection

EDUCATION

Staten Island Community College, Staten Island, NY 1970

Union College Barbourville Kentucky, 1970/1971

LICENSES & CERTIFICATIONS

NICET Fire Alarm Training, 9/2009

FEMA Emergency Management Institute, NIMS, 4/2005

OSHA Confined Space Awareness, 3/1997

OSHA Trenching and Excavation, 5/2000

EMS/1st Responder Decon, Triage & Treatment, 4/2003

Fire Training Certificate, Fire Police Procedures

Fire Training Certificate, Incident Command Systems, 10/2003

Fire Training Certificate, Trench Collapse Operations, 5/2003

Fire Training Certificate, Trench Concepts, 5/2003

NYS Association of Fire Chiefs, Three-Hour Risk Assessment, 1/2003

Structural Collapse Rescue Series - 24 Hrs. May 2003

SUMMARY OF RELEVANT EXPERIENCE

Mr. Koch has over 30 years experience in fire protection and safety. As Assistant Resident Engineer he is responsible for performing all the administrative and operational functions necessary for the day to day operation of the project. He provides construction supervision services on each project to ensure that the design documentation is safely and accurately implemented on site, and that the requirements of the construction contract are followed.

REPRESENTATIVE PROJECTS

Construction Management Services for Projects on a "Call-In" Basis during 2001-2009 for the Port Authority of NY & NJ. He is serving as Fire Protection Engineer for the PANYNJ's Risk Management Division of the Operations Unit, providing fire protection engineering services including inspection and plan review at various facilities including Kennedy, Newark, LaGuardia Airports and other PA facilities. Work includes maintaining a fire safe environment at Authority facilities for employees, tenants and patrons and on an effective HPR (highly protected risk) based property loss prevention program. Responsibilities include conducting and witnessing annual and acceptance tests of fixed fire protection systems and equipment review and comment on plans for fire code compliance, and participating in special technical investigations.

Project Consultant/Manager, New York, NY. He served as a Consultant Project Manager for the installation of inter-agency emergency communication systems for Port Authority Police; New York City Police Department; Federal Aviation Administration; US Coast Guard and Port Authority Aviation Operations.

JFK International Airport, Queens, NY. He served as both the Fire Marshall and the Assistant Fire Marshall at JFK International Airport; he was Fire Marshal at the airport from 1999 to his retirement 2003 and was Assistant Fire Marshal at the airport from 1994 to 1999. Duties encompassed all aspects of fire prevention and follow up procedures; inspected all construction sites to ensure that building codes are being followed; liaison with New York City Fire Department companies, to ensure facility training and familiarization with Kennedy Airport. Coordinated, oversaw and directed all work orders for Police Buildings at Kennedy Airport with maintenance, mechanical and electrical units of the Port Authority, also coordinated all trades with construction, equipment installations and repair from start to finish for specification compliance. Supervised and maintained building Fire Safety Program's and served as Lead Fire Safety Coordinator; coordinated all buildings safety crises responses and disaster recovery efforts; served as

Liaison to Emergency Response Agencies in Crises Management.

Port Authority of NY & NJ, Various Locations. He served as Port Authority Police Officer at JFK Airport to protect life and property on Port Authority owned and operated facilities, utilizing strong observation skills; upheld laws and codes of New York and New Jersey; cooperated with local and federal law enforcement agencies; maintained community relations; give seminars on Law Enforcement Careers.

ELLIOT GREENBERG

Fire Protection

EDUCATION

BS, Mechanical Engineering, City College of New York

LICENSES & CERTIFICATIONS

Advance Issues in Asbestos Detection & Control 02/04/1999

OSHA 10-Hour Outreach Training Course, 2011

OSHA 8-HR Hazardous Waste Operations & Emergency Response – Annual Refresher 2000, 1997, 1996, 1994, 1992

OSHA 2-HR Asbestos Awareness Training Seminar 06/30/1998

Lockout/Tag out Training Program Port Authority of NY & NJ Issue Date 03/09/2004

OSHA Fall Protection, Scaffolding and Stairway/ Ladder Safety 11/03/2004

Permit-Required Confined Space Training Program PANY&NJ 12/08/2004

Enclosure Integrity Certification Level 1, Witness 03/07/2003

Trench Safety Awareness 06/15/2004

Pan American Training Institute IATA Handling of Dangerous Goods by Air 03/2002

NICET Fire Alarm Training 09/2009

SUMMARY OF RELEVANT EXPERIENCE

Mr. Greenberg has 34 years experience in fire protection and safety. As Assistant Resident Engineer he is responsible for performing all the administrative and operational functions necessary for the day to day operation of the project. He provides construction supervision services on each project to ensure that the design documentation is safely and accurately implemented on site, and that the requirements of the construction contract are followed.

REPRESENTATIVE PROJECTS

Construction Management Services for Projects on a "Call-In" Basis during 2001-2009 for the Port Authority of NY & NJ. He is serving as Fire Protection Engineer for the PANYNJ's Risk Management Division of the Operations Unit, providing fire protection engineering services including inspection and plan review at various facilities including Kennedy, Newark, LaGuardia Airports and other PA facilities. Work includes maintaining a fire safe environment at Authority facilities for employees, tenants and patrons and on an effective HPR (highly protected risk) based property loss prevention program. Responsibilities include conducting and witnessing annual and acceptance tests of fixed fire protection systems and equipment review and comment on plans for fire code compliance, and participating in special technical investigations.

New York University, New York, NY. He served as Senior Safety Specialist who was primarily responsible for the management of all Fire Safety and Fire Protection Engineering program matters for New York University. Duties included review and approval of construction plans for compliance with laws, codes, regulations, policies and procedures; development and monitoring University standards for all fire protection systems; and primary liaison with governmental agencies and insurance organizations regarding University issues. Directly responsible for the development, presentation and implementation of Fire Safety training programs for University employees as well as developing and issuing periodic reports to top University management for its ongoing Fire Safety Inspection program. In addition, he provided project management for the installation and/or repair of fire protection systems, hazardous waste, annual NYC right-to-know reporting and periodic laboratory inspections conducted by FDNY and assisted and participated with asbestos management, indoor air quality, internal laboratory inspections and emergency chemical spill response.

IRM, Baltimore, MD. He served as the Loss Control Manager for all Loss Control Operations of IRM's largest regional office, covering a geographical area from Maine through Maryland; duties included the direct supervision

of a field staff of 12 Loss Control Representatives and office staff. Responsible for salary and performance appraisal reviews, loss control budget and weekly work and expensive reporting. Loss control duties included review of all prospective new business surveys and supervision of all loss control review activities.

IRM, Baltimore, MD. He served as Home Office Engineer providing Fire Protection Engineering for large accounts, the largest of which was the State of New Jersey. Duties included reviewing plans for major new construction projects and installation of fire protection systems and equipment; corresponding directly with the New Jersey State Office of Risk Management and attending various meetings; was in charge of research and preparation of technical information bulletins on fire protection engineering practices and standards for distribution to IRM field representative and insurers; assisted in the development of training materials and programs for presentations to company engineering and outside organizations.

ITT, New York, NY. He served as Property Loss Control Analyst responsible for establishing and administering property conservation program for all of ITT Corporation Domestic Units. Responsibilities included review and analysis of all property insurance loss prevention reports; assisted the Property Insurance Manager in various risk management and administrative functions including review of insurable property values and establishment of rate schedules, preparation of premium cancellations to various policies issuance of certificates of insurance, and control of loss handling procedures.

ARDASH MEGUERDICHIAN, CIPE

SR. PLUMBING/FIRE PROTECTION INSPECTOR

EDUCATION

New York University, New York, New York, 1986

New York Institute of Technology, B.S., New York, 1976

PROFESSIONAL REGISTRATION

NY Certified in Plumbing Engineering

SUMMARY OF RELEVANT EXPERIENCE

Mr. Meguerdichian has over 34 years of experience in the design and engineering of cold water, hot water, sanitary, medical gases, site utility, sprinkler, dry stand pipe, and pre-action systems gas lines. Mr. Meguerdichian is experienced in planning and design of integrated fire protection systems for various buildings, including healthcare facilities, educational facilities, landmark buildings, research and medical laboratories, corporate facilities, and hotels. Responsibilities include preparation of reports, design, existing condition surveys, budget estimating, coordinating, specification writing, approving shop drawings, troubleshooting and field inspection. He reviewed extensively plumbing design projects from the constructability point of view and improved the final design and specification accordingly. Mr. Meguerdichian was a member of the Technical Committee for NYC Building Code 2008.

REPRESENTATIVE PROJECTS

TBTA, BBT Project BB-15A Control & Monitoring Enhancements/ Control Room Modernization, Brooklyn Battery Tunnel, New York; Project Description: Scope included Administrative Procedures, Investigations and Feasibility of Design; Advanced Design with Constructability Review; Final Design, Pre-Construction and Design Support during Construction; and System Programming and Maintenance Requirements. Due to the critical nature of the tunnel, a complete temporary control room was designed. The electrical design included the control room power, communication systems and lighting, development of the temporary control room design package including power, UPS and communication wiring.

LIRR New Morris Park Locomotive Repair & Overhaul Shop, Jamaica, NY; Project Description: Appreciating the competency of AG, LIRR awarded the team with the design and construction administration of the New Morris Park Locomotive Repair and Overhaul Shop to replace the aged LIRR Morris Park Facility. The new facility's main function will be component change-out, heavy repairs, life cycle maintenance, and overhauls of locomotives. Scope involved HVAC, plumbing, fire protection systems design and construction administration services including office areas, conference room/lunch room, restrooms and locker facilities.

NYCT Rehabilitation of 12 Stations on the West End Line, Brooklyn, NY; Project Description: The West End Subway Line in Brooklyn, NY is a branch line from the Broadway (Manhattan) – Fourth Avenue (Brooklyn) subway. AG is providing HVAC, Plumbing and Fire Protection engineering design services

for the upgrade and rehabilitation of these 12 stations, both underground and above ground stations.

MTA Bus Baisley Park Bus Depot, Jamaica, NY; Project Description: Under an MTA Bus Company Task Order, AGCE is preparing a facility condition survey report and a complete set of construction documents including plans, specifications, and Engineer's estimate for the design of complete mechanical, plumbing and electrical systems of the entire facility. AG is also providing support during pre-construction and construction phases.

NYCT Fulton Street Center Station Complex, New York, NY; Project Description: The FSTC is a new above ground structure to be located on Broadway, between Fulton and John Streets. The FSTC complex will link NYC Transit facilities with PATH service and provide for a new underground corridor that will be extended in the future into the redeveloped World Trade Center area. The contract services include the development of electrical, HVAC and plumbing, fire protection design concepts, including the performance of studies, and preparation of Preliminary Engineering documents (plans, specifications, cost estimates and schedules designated as Phases I), Final Design (Phase II) and Construction Support Services (Phase III).

Work History (chronological history of employment)

Role	*Firm*	*Duration*
Sr. Plumbing/Fire Protection Inspector	Ag Consulting Engineering, PC	2/2014- Present
Chief Plumbing / Fire Protection Engineer	Lakhani & Jordan Engineers	2003 – 2/2014
Chief Plumbing / Fire Protection Engineer	Lilker Assoc	2000 - 2003
Chief Plumbing / Fire Protection Engineer	Lakhani & Jordan Engineers	1995 - 2000
Project Engineer	Syska & Hennessey Engineers	1993 - 1995
Project Engineer	A. Epstein and Sons	1990 1993
Project Engineer	DCI Contracting,	1987 - 1990
Designer	Michael Lynn & Associates	1982 - 1987
Sanitary/Fire Protection Engineer	Various companies such as Ebasco Services; Burns and Roe; Gibbs and Hill.	1975 - 1982

KIPP NELSON

Emergency/Disaster Recovery Planning- Subject Matter Expert

FIRM

CB&I Government Solutions, Inc.

Juris Doctorate & Graduate Degree, Civil Law, Louisiana State University, 2010

MBA, Louisiana State University, 2009

BS, Construction Management, Louisiana State University, 2001

SUMMARY OF RELEVANT EXPERIENCE

Mr. Nelson is an Emergency Response Recovery Consultant with over 10 years of Emergency Response Management. He has experience advising multiple agencies with emergency response activities. He is an expert in analyzing costs, scope, damages, etc. and assists in development various housing related Project Worksheets (PW's).

REPRESENTATIVE PROJECTS

Consultant and Temporary Project Hire, Self / CB&I Environmental & Infrastructure Group, Inc. FEMA PA Policy Advisor, New York, NY, November 2012 - Present

Mr. Nelson advises various New York City (NYC) agencies, including: Office of Management & Budget, Department of Environmental Protection, and other associated agencies regarding FEMA Public Assistance policy associated with implementation of new Shelter and Temporary Essential Power Program (STEP).

He assists in development of backup documentation to support expedited PW's for STEP initiative. Mr. Nelson analyzes costs, scope, damages, etc. and assist in development various STEP and housing related PW's. He also advises NYC Program Management Office regarding contracting methodology, procurement, and eligibility in order to maximize FEMA assistance for STEP initiative.

Consultant - Self-Employed, Problem Resolution Officer/Project Management Lead James Lee Witt Associates/LA Governor's Office of Homeland Security & Emergency Preparedness (GOHSEP) Baton Rouge, Louisiana, December 2008 - Present

Mr. Nelson assisted GOHSEP Recovery Division Public Assistance Management & approximately 1,500 State of Louisiana public and private non-profit (PNP's) Applicants regarding:

- Evaluating/negotiating eligibility of direct and indirect administrative costs under FEMA's Section 324 Management Policy regime and statutory administrative allowance.
- In conjunction with FEMA - developing standard estimating models, assessing historical documentation, and developing reasonable cost models.
- Training FEMA staff, GOHSEP staff, and Applicants in identifying and distinguishing between Architectural/Engineering tasks, Project Management tasks, and direct/indirect administrative tasks.
- Preparing cost analysis for GOHSEP and Applicants to evaluate reasonableness of costs.
- Negotiating and developing scopes of work for various types of management costs for FEMA Project Worksheets.

Consultant - Self-Employed, James Lee Witt Associates/LA Governor's Office of Homeland Security & Emergency Preparedness (GOHSEP), Problem Resolution Officer/Project Management LeadBaton Rouge, Louisiana

Mr. Nelson was responsible for troubleshooting reimbursement request, OIG audit responses, appeals, and arbitration requests including preliminary management review and

recommendations to GOHSEP management staff. He identified and managed long term audit & closeout associated risk analysis. He was responsible for refining internal management processes and procedures.

Consultant - Self-Employed, State Applicant Liaison (SAL), James Lee Witt Associates/LA Governor's Office of Homeland Security & Emergency Preparedness, Baton Rouge, Louisiana, July 2008 - December 2008

Mr. Nelson was the primary interface between Grantee (GOHSEP), FEMA, and Applicants, including primarily approximately 70 state agencies and multi-parish entities.

Deputy lead for PW version request management process.
Primary responsibilities included:

- Project Worksheet review, including primarily: scope of work, damage description, and cost estimates.
- Identifying and implementing Applicant priorities for PW preparation and reimbursement.
- Consultant - Self-Employed (Continued), James Lee Witt Associates/LA Governor's Office of Homeland Security & Emergency Preparedness State Applicant Liaison (SAL), Baton Rouge, LA
- Resolving Applicant identified reimbursement problems.
- Facilitating GOHSEP's grant management/administration processes.

Consultant - Self-Employed, Operations/Project Management Consultant Insituform Technologies, Inc., Baton Rouge, Louisiana, September 2006 – July 2008

Mr. Nelson was temporarily asked to fill vacant positions and/or functions, including: Project Manager, Operations Manager, and General Manager for international specialty utility contractor North American operating division.

Mr. Nelson was Profit/Loss responsibility for two separate $18 million business units with approximately 50 employees. He also was responsible for coordinating estimating, sales, finance, project management, and operations. His primarily focused on New England market, with later support for the Mid-Atlantic area. He also located, hired, and trained permanent employees to staff a high growth market.

KULBINDER SINGH, LEED AP

MECHANICAL INSPECTOR

EDUCATION

MS Engineering, Computer Integrated Manufacturing, India, 1998; BS Mechanical, Electronics and Telecommunications, India, 1995; Technical College Diploma, Electronics and Communications, 1992

SUMMARY OF RELEVANT EXPERIENCE

Mr. Singh has over 20 years experience in the design and construction inspection of electrical and telecommunication systems. He specializes in the design of electrical lighting, security systems including CCTV, card access system, communications, public address system, LAN/WAN system and power distribution. He is also experienced in preparing cost estimates from schematic to 100% construction documents. Through constant vendor contacts, he is able to maintain current material pricing. He acts as a liaison with architects and engineers to obtain all necessary information to provide accurate cost estimates.

REPRESENTATIVE PROJECTS

Construction Management Services, New Staten Island Courthouse, Staten Island, NY; Project Description: Mr. Singh is provided construction management and inspection services for a new 154,000 gross square feet Staten Island courthouse, which will house the surrogate, supreme criminal and supreme civil courthouse. Space includes 14 courtrooms and related parking. The courthouse will be constructed at St. George, Staten Island.

Thomas A. Edison Rehabilitation at Glenmont/Cottage and Barn, West Orange, NJ; Project Description: Construction Management of the complete renovation of this Historical Landmark Building undertaken by Federal Government (National Parks Department). The work of this contract consisted of construction for the rehabilitation and repair of the Edison National Historic Site, Glenmont Unit, historic greenhouse, gardening and barn facilities. Major items include rehabilitation of the Greenhouse, installation of a new roof, parapet at the Gardener's Cottage, reinforcement of the Greenhouse walls, new doors and new mechanical/electrical systems. Additional works at Building 14 and Building 16 are ventilation, lighting, power, plumbing, sanitary and misc. electrical systems, general windows, and doors.

Thomas A. Edison Preservation of Historic Buildings & Collections Glenmont – HVAC & Fire Protection, West Orange, NJ; Project Description: Construction management and complete supervision of General Contractor/ Sub-contractor work. The work consists of HVAC systems and electrical system upgrade at the Glenmont Estate at Edison NHS. The scope of the work included the replacement of natural gas fired hot water boiler, the installation of a new vertical borehole type geothermal heat exchanger, water-to-water type geothermal heat pumps, new modular air handling units with both chilled and hot water coils, a new direct digital automatic temperature control system, cleaning of existing low pressure ductwork, installation of external duct insulation on existing supply/return ductworks, new electrical service, and the installation of new branch circuit panels as required for the

new HVAC system. In addition to the HVAC systems upgrade, the scope of work included a new automatic fire detection, alarm and dry pipe sprinkler system. Electrical work included new indoor/roadway lighting, power distribution, fire alarm system, security system and telecommunication system. Architectural/Civil components include removal, salvage and storage of historical items, excavation, exterior ground repairs, masonry repairs, rough and finish carpentry, repair of various architectural finishes including lath, plaster, ceramic tile and decorative painted finishes.

Ellis Island – Southside Stabilization and Infrastructure – Phase 3, Ellis Island, NY; Project Description: Construction management services for the work of this contract consisting of general building stabilization, environmental clean-up and utility work at Ellis Island, a unit of Statue of Liberty Monument and Ellis Island. Ellis Island is a ca. 28-acre U-shaped island in New York Harbor comprised by what are referred to as Islands 1,2 and 3 with Islands 2 and 3 collectively referred to as Southside, the area in which the majority of this project occur.

Inspection Services for MTA Bus Company - New Roof and Ventilation System at La Guardia Bus Depot, NY; Project Description: Mr. Singh provided Construction Management & Inspection Services for the La Guardia Bus Depot, Jackson Heights, NY. The depot will remain operational while this work is performed. This project will replace an approximate 112,000 sq ft roof and a new ventilation system in the Main Building. The scope of the work includes removal of the existing roof to the concrete deck, disposal of all removed material, and installation of a new 112,000 sq ft roof with a minimum warranty of 20 years. A new bulkhead and staircase will be installed to allow safe access to the roof. Windows on the roof level will be replaced where applicable.

Work History (chronological history of employment)

Role	*Firm*	*Duration*
Mechanical Inspector	AG Consulting Engineering, PC	2001 – Present

EDUCATION

PhD, Mechanical Engineering, University of Missouri, 2011
MS, Mechanical Engineering, University of Missouri, 2005
BS, Mechanical Engineering, Jawaharlal Nehru Technological University (JNTU), 2003

PROFESSIONAL REGISTRATION

Mechanical Engineer: California

ICC Certified - Commercial Mechanical Inspector

RAJA ANUPINDI, PH D, PE, CEM, LEED AP

MECHANICAL INSPECTOR

SUMMARY OF RELEVANT EXPERIENCE

Mr. Anupindi is a Mechanical engineer experienced in both design and the field. He visited the field, performed the existing field condition survey, preparing report with photos. He recommended for the rectification of the defects. He is a detail oriented meticulous designer and field inspector conforming to the proper installation of mechanical equipment. He has proven expertise in field inspection, progress reporting, progress photos, supervising and guiding subcontractors. He also performed special mechanical inspection of the project.

REPRESENTATIVE PROJECTS

La Guardia Central Terminal Building, Queens, New York; Project Description: Mr. Anupindi is providing professional engineering services for electrical design including Air Traffic Control Tower (ATCT) including demolition of existing tower below the roof, line of the concourse, line of site, shadow, reflection studies, hydrant fueling system, airside layout and technical evaluations, utility assessments, roadway layouts and traffic analysis, program development, design criteria summary(ies), sustainable design analysis, project phasing and construction staging, preliminary design of airport roadways, bridge structures, aircraft pavement, structural, rail alignment right-of-way, and site and landscape development criteria and analysis.

Rehabilitation of 12 Stations on the West End Line, Brooklyn, NY Project Description: The West End Line, Subway line in Brooklyn, NY is a branch line from the Broadway (Manhattan)-Fourth Avenue (Brooklyn) subway. Mr. Anupindi is providing HVAC design services for the upgrade and rehabilitation of these 12 stations, both, underground and above ground stations. He was also the Project Manager of this project during design phase.

LIRR Morris Park Locomotive Repair & Overhaul Shop, New York, NY; Project Description: Mechanical Engineer responsible for design and construction administration of the new Morris Park Locomotive Repair and Overhaul Shop to replace the aged LIRR Morris Park Facility. The Morris Park facility was placed in service in 1889 and is in need of replacement. Due to the deteriorated condition of the Morris Park Facility, there are no LIRR facilities available to efficiently conduct heavy repairs of locomotives. The new Heavy Equipment Shop facility's main function will be component change-out, heavy repairs, life cycle maintenance, and overhauls of locomotives used in revenue service and those used as work trains.

Baisley Park Bus Depot, Queens, NY; Project Description: Under an MTA Bus Company Task Order, A.G. Consulting Engineering, PC is preparing a facility condition survey report and a complete set of construction documents including plans, specifications, and Engineer's estimate for the design of complete mechanical, plumbing and electrical systems of the entire facility.

AG is also providing support during pre-construction and construction phases.

Bleecker Street Station Lexington Avenue, Number 6 Line, New York, NY; Project Description: Design of mechanical systems for the Bleecker Street (IRT) and Broadway-Lafayette Street (IND) Stations Transfer Connection, Rehabilitation, and ADA Key Stations Project Expansion. The IRT station currently provides only southbound transfer to the IND line. The uptown platform is being extended 300 feet, and a stairwell and elevators added to link the extension to the IND platforms below. New ADA-approved elevators will provide street access to both lines at Crosby and Houston Streets, and four internal elevators will provide transfer between the lines.

Work History (chronological history of employment)

Role	*Firm*	*Duration*
Mechanical Inspector	AG Consulting Engineering, PC	7/2009 - Present
Project Engineer	WB Engineers / Consultants, NY,	3/2007 – 7/2009
Instructor	Teaching/Research Assistant, UMKC School of Computing and Engineering, Kansas City	8/2003 – 12/2006
Power Plant Maintenance Trainee	GVK Power Plant, Rajahmundry, India	Summer 2002
Anodizing Plant Supervisor	Satya Surya Aluminum Industries, Hyderabad, India	Summer 1998

PHIL TROPEA

CIVIL INSPECTOR

EDUCATION

Business Management, Pace University, 1982

LICENSES AND CERTFIFICATIONS

Association of Professional Industrial Hygienists (APIH) / Registered Professional Industrial Hygienist (RPIH)
National Registry of Environmental Professionals (NREP) / Certified Environmental Safety Compliance Officer (CESCO)
American Safety & Health Institute (ASHI) / Master Instructor Trainer (MIT)
Emergency Care & Safety Institute (ECSI) / Instructor Trainer (IT)
First Safety Institute (FSI) / Instructor

SUMMARY OF RELEVANT EXPERIENCE

Mr. Tropea has more than twenty five years hands-on experience implementing and leading high-visibility construction for municipal, institutional, residential, municipal and industrial programs from Notices to Proceed to Certificates of Occupancy and close-outs. Provided supervision, inspection of civil and structural work in order to complete the project successfully, safe and on schedule and within budget. Lead contractors and vendors in coordination and interpretation of the contract documents for structurally sound and aesthetic facilities in preparation for end-user and/or Owner acceptance. Anticipate plan and address issues prior to them becoming problematic, by taking timely action to achieve resolution. Deliver tangible results; negotiate contractual changes and settlements; preparation of requests for payment to the Owner and authorization of progress payments to the subcontractors, consultants and vendors. Maintaining the highest level of integrity in managing the support staff and field operations, in conjunction with the overall responsibility for the projects while demonstrating himself as a major player. He is well versed with the construction procedure, method, rules and regulations of New York City Department of Building.

REPRESENTATIVE PROJECTS

NYCT, Montague Tube Rehabilitation, New York; Project Description: Duties included inspection of the extent of demolition, appropriate disposal of debris and inspection of new construction.

New York City Housing Authority multi-dwelling building renovation program, NY; Project Description: Responsibilities include major asbestos abatement, new electrical service, a 750 unit apartment mod and a 61 unit elevator mod.

NYCSCA, PS 21, New York; Project Description: Responsible for a mechanical / rest room upgrade at Stuyvesant Vocational and exterior / interior gymnasium modernization and investigation / coordination of an asbestos abatement program.

NYCSCA, PS 21, PS 52 and PS 14, New York; Project Description: Responsible for the coordination and implementation of foundation work for two school six classroom additions in Staten Island, NY for the New York School Construction Authority. PS 52 and PS 14 located at 450 Buel and 100 Tompkins Avenues, Staten Island, NY, respectively, both valued at $16M, Contract No. C-4654. Each set of prefabricated units were in set in place prior to his departure.

Upgrades at Sikorsky Memorial Airport , CT; Project Description: Responsible for general estimates, appropriation of funds, selection of engineering firms and implementation of a Structural Reinforcement Program, a major abatement program, new equipment installations; new w/s roof top units and various process and manufacturing system upgrades and improvements; inclusive, a perimeter site security program.

Work History (chronological history of employment)

Role	*Firm*	*Duration*
Inspector	A.G. Consulting Engineering, PC	8/2013 – 1/2014
General Contracting Consultant	HE2PD and Aerotek/Shawgroup	9/2011 – 8/2013
Project Manager	ABAX Incorporated	2/2011 – 8/2011
Project Manager/General Superintendent	Neelam Construction Corp.	3/2010 – 10/2010
Construction Manager	Tetra Tech FC, Inc.	10/2006 – 8/2009
General Superintendent	BFC Partners - Schaefer Landing	11/2005 – 9/2006
Project Manager	WDF, Inc	9/2004 – 10/2005
Project Manager / Superintendent	Kullman Industries, Inc	6/2004 – 9/2004
Project Manager	WDF, Inc	7/2003 – 5/2004
Project Manager	Don Todd Associates	1/2003 – 7/2003
Project Officer II	NYCHA	4/1998 – 1/2003

LUIS NINA

CIVIL INSPECTOR

EDUCATION

BS, Civil Engineering Technology
A.A.S, Civil/Construction Engineering Technology

LICENSES AND CERTIFICATIONS

NICET: Construction Material Testing - Concrete I, II, Construction Material Testing - Soil I, Transportation

ACI - Concrete Field Testing Technician

Municipal Engineering Construction Inspection Part I (Rutgers CAIT)

Municipal Engineering Construction Inspection Part II (Rutgers CAIT)

40 Hours Hazwoper Training Certification

Quality Control Certification for Concrete Inspection (ACI Committee)

SUMMARY OF RELEVANT EXPERIENCE

Mr. Nina is a young energetic construction inspector with cross functional experience in high way construction industry. He is self driven, result oriented motivated professional with exceptional oral communication skills. He is excellent in daily report writing in detail. He is dependable, conscientious and an outstanding team player.

REPRESENTATIVE PROJECTS

McMill and Reservoir Dam, NJ; Project Description: Inspector for the construction of upper and lower outfall structures, grouting of stones face, cofferdams, abutments and bridge hanger extension, valve, siphon installation. All inspections in accordance/ with reference to required standards: Planning & Zoning Board - Municipality Regulations, RSIS, IBC, Escrow, and Contracts Laws (NJSA 40.1), ACI, ASTM, APA, DOT.

Overpeck Park Landfill, NJ; Project Description: Utilities Work sanitary, leachate, and storm, pump stations, grinder pump, flared end structures and scour holes. Responsibilities included generating daily construction records including reports, quantities, budgets, punch list. Communicating with contractors and project engineers, and handling day-to-day construction operations and client interaction.

Municipal Programs, NJ; Project Description: Inspector for various Highways/Roads, Bridge, Pool, Tennis Court, Park, Building, Parking Lot, Landfill, Equestrian Center, Horse Stable, Running Track, Fire Station, Retaining Walls, Traffic Light, Substation, Storage Oil Tanks.

Tabor Road, Morris Plains, NJ; Project Description: Responsible for the testing of Sub-grade HMA compaction density and air void percentage Proctor density by nuclear gauge. Reported to resident engineer.

Giralda Farms, Madison, NJ; Project Description: Underground Parking Garage (Concrete). Senior Inspector Responsible For All Phases Of Building Construction.

Work History (chronological history of employment)

Role	*Firm*	*Duration*
Civil Inspector	AG Consulting Engineering, PC	2/2014 – Present

Construction Observer/Inspector	Birdsall Engineering, Inc.,	6/2007 – 2/2014
Senior Construction Inspector/Technician	Atlantic Engineering Laboratory Inc.	5/2003 – 6/2007

MELVIN DOUGLAS

ELECTRICAL INSPECTOR

EDUCATION

Electrical Engineering Training Program, International Brotherhood of Electrical Workers

A.S., Mechanical Engineering, Guilford Technical College, Greensboro, NC

A.S. Business Management, Monroe College, NY Bach of Law, Specialization in Law of Contracts-1974

SUMMARY OF RELEVANT EXPERIENCE

Mr. Douglas has over 30 years experience in Construction Management. This includes planning, reviewing for QA/QC, constructability, electrical trade and cost estimation, and construction of new and existing building projects. He is highly skilled in the oversight and execution of all aspects of electrical construction installation and management responsibilities on major NYC projects.

REPRESENTATIVE PROJECTS

Brooklyn Battery Tunnel Ventilation Building, Manhattan, NY Project Description: Mr. Douglas is currently working as Electrical Inspector on Brooklyn Battery Tunnel Ventilation Building at Manhattan, Brooklyn and Governor's Island. Total upgrading of electrical system including replacement 2-5,000 AMP switch gear, 100HP motors, ATS for generator, rewiring of transformer feeder cable, installation of new wires and conduits.

Staten Island Supreme Courthouse, Staten Island, NY; Project Description: Mr. Douglas was the Sr. Electrical Superintendent for a new five story 154,000 gross square feet Staten Island Supreme Courthouse, which will house the Surrogate, Supreme Criminal and Supreme Civil Courthouse. Space includes 14 Courtrooms and related parking.

Long Island University Wellness Center Building, Long Island, NY Project Description: New medical and recreational facility building with a new NCAA competition swimming pool and basketball court, hospitality suites, a wellness and fitness center and a rooftop running track and tennis court. Worked as electrical superintendent for the installation of all equipment, switchgear, transformer, generator, motors, cable installation, and conduit layout.

Fashion Institute of Technology (FIT) Dormitory Building, NYC, NY Major renovation for the conversion of an existing warehouse building into the primary dormitory facility for FIT. Electrical superintendent for electrical upgrading of electrical system to fit dorms requirements. Most of the dorm rooms were converted to efficiency apartments. Recreational room, lounge, cafeteria etc were built with electrical lighting and power system.

Queens Hospital New Emergency Service Building, Queens, NY Project Description: New three story emergency service medical building. Worked as electrical superintendent to close out the project. Checked the project was constructed as per drawing, punch list items were addressed adequately, change orders were resolved properly, all close out documents were submitted as per specification and final payment to the construction contractor.

Work History (chronological history of employment)

Role	*Firm*	*Duration*
Electrical Construction Manager	AG Consulting Engineering, PC	7/2011 – Present
Sr. MEP Superintendent	Skanska USA Building	2004-2010
Sr. MEP Superintendent	Bovis Lend Lease	1998-2004
Sr. MEP Superintendent	HRH Construction Corporation	1989 - 1998

EDUCATION

BS, Mechanical Engineering, Punjab Engineering College, 1980

VINNY SHANKAR

QA/QC Manager

SUMMARY OF RELEVANT EXPERIENCE

Mr. Shanker has twenty six years of experience in Quality Management of projects, planning, maintenance, and manufacturing. Result based work style of targeting deadlines, budgets, and special customized requirements. He has worked on several government facilities including, military and airline facilities. Developed and improvised quality management methodologies to achieve better organizational goals.

REPRESENTATIVE PROJECTS

Five Substation Locations, Brooklyn and Queens Substation Enclosure Rehab Project , New York, NY; Project Description: Duties include develop preparation and implementation of various quality documents for the project, coordinate task execution General Contractor – Subcontractor – Inspecting agencies MTA and NYCT Inspectors. Train people for 1J (Quality) and 1SI (Special Inspections). Pre-construction and Post-construction surveys and documentation. Handle Quality elements of Hold points and prep-phase meetings resolve field issues. Train personnel and Develop distribute training material. Coordinate Internal / External Quality Audits / develop distribute Quality Posters to train.

Dyckman Substation, New York, NY; Project Description: Duties included preparing QA/QC reports, Resolving matters of discrepancies, conducting Internal and External Quality audits periodically, monitoring the database of project progress Issuing and reviewing six weeks look ahead and interfacing with constructware for project updates, FAT (Factory Acceptance Tests) witnessing commissioning and testing of equipment and quality inspection of Civil Mechanical, Plumbing, Utilities, Electrical Power traction, Telemetering – PLC interface Fiber optic interface, Communication equipment, Electrical power and lighting fixtures, fore substation rehabilitation including sub-jobsites of 73rd street substation transformer replacement.

US – Various Military Projects; Project Description: Quality Assurance/Quality Control of AE deliverables including plans, specs, cost and calculations for a wide range of projects. Document management and control with Material Safety Data Sheet (MSDS) compliance and Emergency Planning Community Right to know Act (EPCRA). Developed MS Excel Macros for Project Quality Management and Electronic Bid Sheet (EBS). Managed projects on Projnet software. Developed and implemented Electronic Project File Management Systems.

Pictinny Arsenal Base, New York; Project Description: Quality Control by several excel modules for productivity and handling large volume of data for analysis. Quality Assurance, evaluation & preparation of Project Budgetary Estimates for client evaluation. Key role in Data Validation of Picatinny Arsenal Hazardous Materials Systems Database reports. Quality Control

by sample demonstration disk of the database for the data validation to enhance of the project under EPCRA requirements. Quality Assurance by Project Cash flow Invoice tracking and reconciliation modules. Quality Control by Project Schedule Tracking System Module for project controls. Review and QA/QC of design, equipment layouts, electrical one line, site plans, etc.

US Corp of Engineers- Vehicle Maintenance Shops at Fort Drum, NY; Project Description: Minor field updates, changes, revisions on AutoCAD. Coordination with Principals, Vendors, Designers, Consultants for contract compliance and Quality Assurance. Quality Assurance by Project Control Functions for the generation of various project reports. Develop documents, manuals for New Systems & Equipment for Quality Control. Monitor, maintain and control New & Refurbished Equipment Status for project and Quality Control.

Work History (chronological history of employment)

Role	*Firm*	*Duration*
QA/QC Engineer/Manager	AG Consulting Engineering, PC	2006 – 2011, 2/2014 – Present
QA/QC Engineer/Manager	F&S Contracting LLC	2011 – 2/2014
Senior Engineer Projects Management and QA/QC	The Louis Berger Group, Florham Park, NJ	2004 - 2006
Project Engineer Support & Controls; Projects Controls/ Quality Assurance	Tetra Tech EMI, Rockaway, NJ	2003 - 2004
Project Engineer Support & Controls	Tosco Refining Co. / Conocophillips	1998 - 2003
Project Coordinator	Vira Manufacturing	1996-1997
Inventory Specialist	Digital Equipment Corporation	1995-1995

MATTHEW SAUSVILLE

Environmental Engineer

FIRM

CB&I Government Solutions, Inc.

Education

MS, Geotechnical Engineering, Rensselear Polytechnic Institute, 2005

SUMMARY OF RELEVANT EXPERIENCE

Mr. Sausville is a Project Manager with eight years of experience in landfill design, groundwater treatment system design/remediation design, pump station design, geotechnical engineering design/general civil engineering. Additionally, he has experience in cost estimating and specifications, field oversight /inspection, preparation of design drawings using Autocad/Microstation/GIS Arc View. Radiation Safety Officer (RSO) paperwork and transportation and operation of the gauges.

REPRESENTATIVE PROJECTS

Task Manager/Project Engineer, Knolls Atomic Power Lab Soil Remediation Project, Niskayuna, New York

As Task Manager, responsible for soil borings, monitoring well installation, groundwater sampling, and test pits in support of CB&I's land areas remediation project at the DOE's Knolls Atomic Power Lab. As Project Engineer, works on the current soil radiological remediation project. Radiologically contaminated soil is excavated and shipped offsite to a disposal facility.

Quality Control Engineer, Hudson River PCB Processing Facilities, Hudson Falls, New York

CB&I operates facilities needed to manage dredged sediments, including a size separation unit where sediments will be delivered and unloaded; a dewatering building that will press water from dredged sediments a water treatment plant that will remove PCBs from the water. Monitors all quality/engineering aspects of the project.

Engineer, Above Ground Storage Tank Installation and UST Removal, Central New York Region

Prepares contractor work packages for the installation of aboveground storage tanks and removal of USTs for the New York State Office of General Services (NYSOGS). Contract has included multiple site locations.

Engineer, New York State DEC, Upstate New York

Provided ARC/GIS mapping services for Phase I investigations of a contaminated groundwater plume. Maps included orthoimagery of the site and parcel information obtained from the county.

Engineer, Bloody Brook Site Remediation Project, Lockheed Martin, Central New York

Project engineer involved in preparation of a Remedial Action Work Plan (RAWP) for the remediation of cadmium impacted soil along a drainage district in central New York. Responsibilities included preparation of Autocad drawings, cost estimating, field investigations, and conceptual design.

Engineer, CSX Selkirk, New York

Project engineer involved in design of a pump station system discharging treated wastewater and design of a force main pumping untreated wastewater. Included full design and oversight of installation and preparation of Autocad drawings.

This page was intentionally left blank

RON GRAPIN, PE

Environmental Engineering

FIRM

CB&I Government Solutions, Inc.

Education

MS, Environmental Engineering, Pennsylvania State University, 1990

BS, Chemical Engineering, Widener University, 1988

Registrations/ Certifications

Professional Engineer, Environmental, 2011, [redacted] Active, New Jersey, 04/2014

Registered Professional Engineer: Commonwealth of Pennsylvania ([redacted]);

Registered Professional Engineer: State of Maryland ([redacted])

SUMMARY OF RELEVANT EXPERIENCE

Mr. Grapin has over 25 years of experience providing environmental compliance, auditing and due diligence services in the environmental consulting and utility industries. He has lead and performed projects in the areas of water, wastewater and storm water management, pollution prevention, process evaluation, air quality management, waste management, and regulatory compliance issues. Mr. Grapin has conducted numerous engineering evaluations for commercial and industrial clients with regard to compliance with all major state and federal environmental regulatory programs. He has also performed several due diligence evaluations for asset acquisition and divestiture as well as multimedia environmental audits.

REPRESENTATIVE PROJECTS

Engineer, Shaw Environmental & Infrastructure, Inc., Monroeville, Pennsylvania

Various project assignments and experience includes:

- Performed an evaluation of sanitary wastewater treatment options for an electric generating facility. Currently engineer of record for design and installation of a 1800 gpd SBR treatment system.
- Performed a conceptual design and regulatory evaluation of a 5 MGD mine dewatering plant associated with the operation of a coal fired electric generation station.
- Responsible for operational/design oversight of a groundwater treatment system associated with ongoing remediation activities at a site contaminated with organic and inorganic constituents.
- Performed acquisition due diligence evaluations and compliance assessment activities for various industrial clients.
- Participated in electric generating facility air quality system retrofit projects. Participation included water quality permitting and technical review of wastewater treatment design information.
- Participated in performing a Critical Systems Environmental Risk Assessment (CSERA) for a coal fired electric generation station. The CSERA focused on identifying potentially significant multimedia environmental impacts from ongoing operations.
- Evaluated a process air quality control device system for a consumer products manufacturer.
- Prepared and certified PPC, SPCC, ICP, and FRP plans for landfill gas, natural gas, and oil fired electricity generation facilities and hydroelectric plants.
- Currently managing business line operations in the Trenton, NJ office.
- Modified and permitted a 25 gpm wastewater treatment system for mineral oil and PCB contaminated groundwater and storm water.

- Managed the department responsible for environmental compliance oversight in electric and natural gas transmission and distribution operations throughout a five-state service area.
- Performed asset divestiture and acquisition due diligence evaluations for electric and natural gas transmission and distribution operations, determined and evaluated environmental liability of legacy assets, and implemented environmental liability tracking process.
- Established environmental contract management procedures that reduced operational costs and enhanced regulatory compliance.
- Developed and coordinated interdepartmental strategies for environmental initiatives.
- Managed departmental staff budgets, determined annual capital and O&M environmental expenses for various operating departments, and coordinated company-wide environmental risk and liability financial evaluations.
- Responsible for environmental remediation projects, developing a corporate Environment, Health and Safety management system, and Sarbanes Oxley compliance with respect to environmental operations.
- Performed environmental engineering and industrial regulatory compliance activities for numerous industrial and legal clients.
- Performed a multimedia compliance audit for a steel mill in western Pennsylvania.
- Designed a 25 gpm wastewater treatment system for mineral oil and PCB contaminated groundwater and stormwater.
- Evaluated a Process Safety Management Program for a chemical manufacturer in order to determine compliance with OSHA standards.
- Assisted in the design of wastewater treatment system upgrades at a refinery, including responsibility for material procurement and oversight of the system installation.
- Designed, coordinated, and implemented remedial cleanup activities, including field operation oversight, for a state CERCLIS site.
- Prepared a closure plan and conducted treatability study testing for cleanup of a RCRA regulated disposal area.
- Prepared and implemented environmental investigatory and sampling plans for sites associated with the electric generation and distribution industry.
- Performed environmental compliance audits with respect to local, state, and federal regulations.
- Prepared environmental permit applications and developed an environmental management program for a heavy equipment manufacturer.
- Performed pollution prevention assessments and process evaluations with respect to waste generation and treatment.
- Conducted ASTM Phase I environmental site assessments at industrial facilities.
- Responsible for client management, including project budget responsibility, at several regional manufacturing facilities.
- Developed a PCB management program including associated record keeping and reporting activities.
- Negotiated air quality and water quality management permits with state regulatory agencies.
- Planned, implemented, and documented the closure of a former TSCA regulated and permitted waste storage facility.

DAVID STOLL, PG

Environmental Scientist

FIRM

CB&I Government Solutions, Inc.

Education

MS, Geology, Idaho State University, Pocatello, Idaho, 1991
BS, Geology (Environmental Science Minor), Juniata College, Huntingdon, Pennsylvania, 1984

Registrations/ Certifications

Professional Geologist, State of New York

SUMMARY OF RELEVANT EXPERIENCE

Mr. Stoll is a senior project manager our of CB&I's Latham, New York office and is directly responsible for client management and project direction including determining project strategy and scope, selection and design of remedial technologies, regulatory negotiations, preparation of technical reports, data synthesis and geologic/hydrogeologic problem definition and solution. His multidisciplinary experience includes developing groundwater assessment, indoor air and vapor phase assessments, site characterization, remediation, and closure plans for hazardous, petroleum, and municipal waste sites. Mr. Stoll also serves as an expert witness in litigation proceedings, including depositions and courtroom testimony involving organic and inorganic groundwater degradation and site suitability for landfills.

As a Client Program Manager he is directly responsible for client management and project direction, including project strategy and scope, selection and design of remedial technologies, regulatory negotiations, report preparation, data synthesis, and geologic/hydrogeologic problem definition and solution.

REPRESENTATIVE PROJECTS

Managerial and Technical Lead, Indoor Air Assessment Activities, Confidential Client, Endicott, New York

Mr. Stoll directed all site investigative and. The project spanned a 20 square mile area and included the identification of potential vapor source areas, indoor air testing and mitigation and associated assessment activities. Project responsibilities include management of all Shaw project personnel, client management, budget preparation, management and invoicing, procurement, subcontractor management, residential sampling, correlation, interpretation and presentation of all deliverables associated with the project to the state regulatory agency and community stakeholders.

Program Manager, Assessment Activities, RCRA Disposal Facilities, Various Locations

Sites include lagoons, drum storage areas, incineration units, landfills, underground storage tanks, leaking floor drains and oil/water separation units. Contaminants have included miscellaneous volatile organic and inorganic compounds as wells and metals, PCB's and MGP wastes.

Program Manager, Confidential Client, Endicott, NY

Supervised the preparation of a focused work plan and field implementation of a PSA at a potential Class II site in Endicott, New York. Work scope included surface geophysical assessment to identify the presence of USTs/storage systems, site wide soil gas survey and installation and sampling of soil and groundwater samples.

Project Manager Remedial Design .New York

As part of remedial design activities at this facility, directed and was the senior staff person responsible for the preparation of an indoor air/vapor phase work plan. The plan included field sampling activities, proposed 'action' levels (consistent with the industrial usage of the facility) and cogent technical details confirming that mitigation of indoor air was not warranted.

Assisted both clients in negotiations with the NYSDEC and NYSDOH to refute the agencies' contentions that indoor air and vapor phase assessments were required at both sites. These requirements included a critical evaluation of site data and demonstration that vapor phase impacts could not exist under those groundwater or soil conditions.

Brownsfield Redevelopment Candidate-NYSDEC Work Order 35

Supervised the preparation and field implementation of a PSA, engineering, structural and asbestos/lead paint assessment of a potential Brownsfield candidate near Utica, New York. All work was completed under a Brownfields Redevelopment Grant provided by the U.S. EPA.

Class II Hazardous Waste Site, Central New York

Supervised the preparation of a PSA and IRM work plan that resulted in the removal of over 10,000 cubic yards of impacted soils and the management of over 1,000,000 gallons of groundwater under a Consent Order negotiated with the NYSDEC. All field work was completed within three (3) months.

Project Director, Multi Facility Fossil Fuel Power Generation Facilities

Supervised the design and execution of multi-site environmental assessment for six fossil fuel electric generation facilities in New York and Pennsylvania. Project included site interviews and site audits to assess potential historic and present impacts to the environment and intrusive environmental investigation at each facility. Project was completed within six weeks.

Real Estate Transfer Assessments –

Supervised the divestment and sale of over 60 commercial / retail petroleum stations. All work completed in six weeks. Responsibilities included:

- Supervised and directed the execution of more than 250 Phase I/Phase II assessments at industrial and commercial properties to secure a commercial public offering for a real estate investment trust. All work completed within six months of contract date to public offering.
- Directed the divestment of over 15 international manufacturing facilities. All due diligence activities (including intrusive investigations) completed in less than 20 business days.
- Designed and executed comprehensive assessment of -numerous complex multi-layer bedrock aquifer systems. Contaminants included salt, petroleum, inorganic dissolved and separate-phase (both LNAPL and DNAPL) volatile organic constituents.
- Development and execution of numerous investigations to assess the extent of adsorbed, dissolved, and separate-phase petroleum hydrocarbon constituents. Work scope included Phase I and II assessments and UST system compliance audits at each facility.
- Negotiated environmental liabilities and post-closing requirements with major lending institutions and bond rating agencies during public offering of real estate investment portfolios.

JOE MCLAUGHIN

Environmental Permitting

FIRM

CB&I Government Solutions, Inc.

Education

MS, Meteorology, Rutgers University, New Brunswick, New Jersey, 1977

Registrations/ Certifications

Asbestos Air Sampling Technician, New York, 12/2007

Asbestos Building Inspector, New York, 12/2007

Lead Inspector, EPA, New York, 12/2007

SUMMARY OF RELEVANT EXPERIENCE

Mr. McLaughlin has more than 34 years of professional experience in the environmental consulting field with primary focus on permitting, regulatory compliance, environmental assessments, environmental impact statements, air quality evaluations, management system evaluation reports, and emergency response planning.

Mr. McLaughlin is currently the Environmental Compliance Manager for a major superfund site in Maywood, New Jersey, which includes the remediation of residential, commercial, municipal and state or federal properties. These properties contain radiologically-contaminated soil that was generated by the former Maywood Chemical Works. Shaw is conducting remediation activities for these properties under a 10-year contract with the United States Army Corps of Engineers.

Mr. Mc Laughlin also has DEP experience and has been assisting the City with environmental compliance and permitting in connection with the Newtown Creek WPCP upgrades. In addition, he was responsible for environmental permitting for the removal and replacement of the Piers 1 and 2 at the Tallman Island's Marine Barging facility from 2003 to 2009 under contract SM-104.

REPRESENTATIVE PROJECTS

Environmental Permitting, Proposed Dock Work at the Tallman Island Water Pollution Control Plant, New York City Department of Environmental Protection, Queens, New York

The marine facility at the Tallman Island Water Pollution Control Plant (WPCP) was in poor condition due to old age and damage caused by the marine borer. The DEP proposed the demolition and subsequent replacement of Piers 1 and 2. In addition, the fender system on Pier 4 was replaced.

Responsible for obtaining all federal, state and New York City permits required for the implementation of proposed dock work at the Tallman Island WPCP. Permits/approvals for the project must be obtained from the U.S Army Corps of Engineers, the New York State Department of State, the New York State Department of Environmental Conservation, the New York State Office of General Services, and the New York City Department of City Planning. Key tasks included the preparation of the Joint Application for Permit and supporting materials, the development of the application materials required by the U.S. Army Corps of Engineers, and the development of the application materials needed to obtain a lease to utilize state-owned lands under water for the pier reconstruction. In addition, served as the liaison among the above regulatory agencies and the client regarding various permitting issues.

Environmental Compliance, FUSRAP Maywood Superfund Site, 102682, United States Army Corps of Engineers, Maywood, New Jersey

The Formerly Utilized Sites Remedial Action Program (FUSRAP) Maywood Superfund Site consists of 88 residential, commercial, municipal and state or federal properties designated under the Comprehensive Environmental Response, Compensation, and Liabilities Act (CERCLA). These properties contain radiologically-contaminated soil that was generated by the former Maywood Chemical Works. Shaw is conducting remediation activities for these properties under a 10-year contract with the United States Army Corps of Engineers.

Prepared various elements of the Annual Environmental Monitoring Report for the Maywood Interim Storage Site. Monitoring is conducted at the site for radon gas and airborne particulates. In addition, monitoring is performed for various radiological constituents and chemical parameters in the sediment, surface water and groundwater. This data is analyzed and compliance with the applicable federal, state and local regulations is determined and the results presented in the Annual Environmental Monitoring Report. Responsible for preparation of the General Environmental Protection Plan (GEPP) for the FUSRAP Maywood Superfund Site. The purpose of the GEPP is to address the controls necessary to prevent environmental pollution from soil, water and air emissions resulting from the remedial actions performed at the site. Key tasks included the identification of the applicable Federal, State and local regulations; evaluation of the required permits/approvals necessary to implement the remedial actions; development of the applicable or relevant and appropriate requirements (ARAR's) for site remediation; and an assessment of the control measures required in the areas of wastewater, soil erosion, dust, spill prevention and recycling and waste minimization. Mr. McLaughlin also acted as a liaison among the various regulatory agencies (i.e., EPA, DOE, NRC, NJDEP and town officials) and the client regarding myriad permitting issues associated with the remediation activities at the Maywood Interim Storage Site and vicinity properties.

Lead Environmental Scientist, Proposed Dock Work at Three Water Pollution Control Plants, New York City Department of Environmental Protection, New York

Was responsible for the design and construction activities required to replace and upgrade the existing marine facilities at three of the DEP's Water Pollution Control Plants in New York City. As part of this effort, Stone & Webster was also responsible for obtaining the required Federal, State and local permits for the construction of the project.

Mr. McLaughlin was responsible for obtaining all federal, state, and city permits required for the implementation of proposed dock work at the 26th Ward, Red Hook, and Wards Island Water Pollution Control Plants (WPCP's). The proposed scope of work includes an extension to the existing pier at the 26th Ward WPCP to accommodate barge delivery of clean soil for capping at the Pennsylvania Avenue landfill; the demolition and partial replacement of docking facilities at the Red Hook WPCP, as well as the construction of a small boat basin facility with wave-breakers for docking DEP's skimmer and harbor survey boats; and shoreline reconstruction at the Wards Island WPCP to stabilize the existing property boundary. Key project tasks included the development of a Permitting Approach Report that identifies the overall permitting strategy and required permits, and the preparation of an Environmental Assessment Statement for each of the above sites to satisfy the NYC Environmental Quality Review (CEQR) process.

RON PRANN, PhD

Environmental Permitting- Subject Matter Expert

FIRM

CB&I Government Solutions, Inc.

Education

Doctorate, Business Administration, Kennedy-Western, New Jersey

MS, Environmental Science, Rutgers University, New Jersey

BS, Environmental Science, East Stroudsburg University, Pennsylvania

Registrations/ Certifications

Asbestos Air Sampling Technician, New York, 12/2007

Asbestos Building Inspector, New York, 12/2007

Lead Inspector, EPA, New York, 12/2007

SUMMARY OF RELEVANT EXPERIENCE

Dr. Prann has over 21 years of project management experience in the biological sciences specializing in wetlands and land use issues. This experience includes regulatory review and conducting agency negotiations for large commercial and government land use projects, performing environmental impact statements (NEPA) and Natural Resource Damage Assessments (NRDA) at sites nationwide. He has conducted wetland delineation's and habitat evaluation studies on private plus Superfund and federal government sites in over 35 states. He has performed more than 650 wetland delineation's using both the Federal Manual and the US Army Corps of Engineers (USACE) Methodologies. He also provides expert testimony for government and commercial clients during wetland-related litigation cases.

REPRESENTATIVE PROJECTS

National Director, Natural Resources, CB&I Environmental & Infrastructure, Inc., Trenton, New Jersey

Responsible for technical oversight on all natural resource projects and development of the natural resource business both in the domestic and international market.

- Consultant to the CPA in Baghdad, Iraq addressing long term monitoring and success criteria in the southern wetlands of Iraq.
- Consultant to the Government of Saudi Arabia Presidency for Meteorology and the Environment to address coastal marshland restoration along the Persian Gulf.
- Permitting one of the world's largest ethylene plants (750,000t/yr) in the Al-Jubail Industrial City, Saudi Arabia.

Vice President, Natural Resources, IT Corporation (The Shaw Group Inc. acquired substantially all of the operating assets of The IT Group Inc. in May 2002), Trenton, New Jersey

Responsible for developing Natural Resources business for IT and providing technical oversight on wetland and watershed projects throughout the country.

Responsibilities include management of Natural Resource projects throughout the country. His experience includes project management with specific technical skills including wetlands assessments and an in-depth understanding of their relationship with land use issues, field delineation's of wetlands, wetland restoration and mitigation, design and construction, species identification, data analysis and interpretation, and threatened and endangered species investigations.

Project Manager for permitting of 1,500 miles of fiber optic cable installation crossing 7 states

Permits ranged from local construction permits to state permits to USACOE wetland permits. In association with the permitting activities were detailed field investigations, for threatened and endangered species including negotiations with the USFWS concerning construction technique and timing restrictions.

Technical coordinator for the Wyckoff Mills Wetland Mitigation Bank, Monroe, New Jersey

Provided technical oversight and agency coordination for the construction of the 168 acre wetland bank. Construction involved the grading of over 800,000 cubic yards of dirt and the planting of 90,000 trees and shrubs.

Project manager for the AFCEE Pope AFB, Red Ramp Environmental Assessment (EA) Project (NEPA) Fayetteville, North Carolina

The project included an array of ecological field data collection for the preparation of an EA following the NEPA process. The EA included a detailed wetland mitigation plan which ultimately resulted in a Finding of No Significant Impact (FONSI).

Designed and constructed a 3.5 acre forested wetland for a commercial developer in compliance with a permit issued by the USACE. The wetland met the specifications of Section 401 Water Quality Certification and now serves to hold and improve the water quality of the area. Three distinct communities were created: open water, emergent wetlands, and forested wetlands. Completed work on site included design, permitting, site preparation, planting, seeding, stabilization, and monitoring for a 3-year period to ensure success.

Project Manager for the Exxon Sludge Lagoon Operable Unit (SLOU) regulatory review and permitting and design/build project, Linden, New Jersey

This project involved the detailed review and understanding of the proposed remedial action and its regulatory components. CB&I prepared the design, prepared a detailed list of federal, state, and local permits required and obtained all permits. CB&I also performed all site preparation, grading, planting, seeding, stabilization and long term monitoring.

Managed environmentally sensitive area mapping effort, including wetlands, for a 60-mile portion of the Delaware River and its tributaries for discharge prevention and clean-up plans for the Delaware River Environmental Awareness Mapping (DREAM), a 23 member organization of oil and hazardous materials storage facilities.

Managed activities involved in an emergency response Natural Resource Damage Assessment (NRDA) effort in the Arthur Kill region following a No. 2 fuel oil spill in 1990. Coordinated containment and cleanup activities; performed a 14-month sediment, water, and biota study; and completed the wetland mapping effort.

Delineated the wetlands of a 445-acre tract in Ocean County, New Jersey.

Evaluated the existing uplands for feasibility of conversion, designed a 32-acre forested wetland mitigation plan that was approved by the USACE, monitored construction, planting, and plant survivability, and successfully conducted a three-year monitoring program.

Developed the clean-up design plan and damage assessment restoration plan (NRDA) for freshwater wetlands in Floreffe, PA following the largest in-land oil spill in the US.

Designed, permitted, and managed the removal of 9,000 cubic yards of PCB contaminated sediments in tidal wetlands, and conducted a successful Spartina alterniflora restoration project.

Performed oversight on a 2,600-foot river bank replacement project, and conducted a river bank and wetland restoration project consisting of more than 75,000 rooted trees, shrubs, and forbs

ARTHUR C. DOYLE

SENIOR PROJECT MANAGER

EDUCATION

B.A. Biological Science,

Wesleyan University, 1993

LICENSES AND CERTIFIFATIONS

EPA/NYS DOL Certified Asbestos Inspector

EPA/NYS DOL Certified Project Designer

EPA/New York City Asbestos Investigator

EPA Lead Inspector

SUMMARY OF RELEVANT EXPERIENCE

Arthur Doyle has worked on a variety of projects in both the private and public sector. He has successfully consulted with organizations such as the Port Authority of New York and New Jersey, Dormitory Authority of the State of New York and the Office of General Services. At various airports he has completed projects for Hertz Rental Cars and Federal Express. Mr. Doyle has extensive experience in conducting investigations which involve identifying and quantifying suspect hazardous materials, developing remediation designs and managing construction services to abate these conditions. He is well-versed with industry standards and has experience involving a variety of project types from exterior facades and roofing to interior renovations.

REPRESENTATIVE PROJECTS

Port Authority of New York and New Jersey (PANY&NJ): Mr. Doyle worked closely with PANY&NJ personnel and the client, Flying Food Group, to complete a gut renovation of a 100,000 square foot building (Building 146) at JFK Airport. This project had several environmental components including hazardous waste, universal waste, asbestos containing materials, lead containing paint and contaminated soils.

Teconic Correctional and Bedford Hills Facilities: Working as sub-consultant for the engineering firm FPM Group, Mr. Doyle coordinated inspections in both of these prisons located in Bedford, New York. JLC tested for asbestos containing building materials (ACBM) and lead based paint (LBP). Detailed inspection reports were created along with remedial specifications which assisted in the abatement of the environmental hazards found on this project.

Apollo Theatre, NY, NY: Managed the environmental team during this ulti-phase renovation of the historic theatre. Working with the owner's representatives, Jones Lang LaSalle (JLL), he managed the environmental components from initial site inspections through construction oversight services and closeout.

Dormitory Authority of New York (DASNY) - Project Manager: Mr. Doyle has work on many properties managed by DASNY. Mr. Doyle has coordinated inspection teams and remediation design documents for several DASNY projects, including a variety of college and hospital projects.

This page was intentionally left blank

GERALD TISS

SENIOR PROJECT MANAGER

EDUCATION

B.S. Zoology, State University of New York at Oswego

Post Graduate Electronics Studies - Grumman Data Systems Technical School

LICENSES & CERTIFICATIONS

Environmental and Occupational Health Science Institute "Improving Air Quality in Non-Industrial Buildings" course

- Occupational Safety and Health (OSHA) 40 Hour Hazardous Materials Management Course
- Environmental Investigator – New York University
- NYS DOL Asbestos Inspector
- IAQA Certified Microbial Consultant (CMC)

SUMMARY OF RELEVANT EXPERIENCE

Mr. Tiss joined JLC in 1991 after departing Raytheon–Sedco Systems where he was a test engineer working on B-52 aircraft radar for seven years. He has participated in a New York State Pollution Elimination and Distribution Systems studies and has completed many projects that had special testing requirements. He has worked with major clients on the design and implementation of subsurface soil investigations, underground storage tank remediation and air quality monitoring projects.

REPRESENTATIVE PROJECTS

City of Long Beach, Long Beach, NY - Project Manager; Mr. Tiss acted as a project manager on the post Sandy clean up of the Water Pollution Control Plant and the Water Treatment Plant for this coastal city.

125th Street Viaduct Rehabilitation, Lead Paint Management, Project Manager; Mr. Tiss developed both the air sampling protocol and the soil sampling protocol for this project during the rehabilitation of the Metro North Railroad's 125th Street Station. He supervised his team during the collection and analysis of all soil samples from 110th Street to 137th Street. This project, which took two years to complete, was managed entirely by Mr. Tiss. He was responsible for summarizing all data and implementing any necessary corrective actions.

Stormwater Monitoring/Confined Space Testing, Various Locations – Project Manager; As a sub-consultant to ADS Environmental, Mr. Tiss managed the confined space monitoring of combustible gases for workers involved with installing flow sensors in the New York City storm sewer system from the East River to the Hudson River in Manhattan from Wall Street in the south to 215th Street in the north. This work was completed as part of the NEYC DEP efforts to protect the storm drain system, to monitor flow rates and to detect illegal dumping in the storm drain system.

This page was intentionally left blank

EDUCATION

B.A. Psychology, City University of New York

M.P.H., Environmental Health and Safety, CUNY Hunter College (expected 2014)

LICENSES AND CERTIFICATIONS

US EPA Lead Inspector - NYS DOL Asbestos Inspector

- NYC Investigator - OSHA 30 Hour Construction Safety

PAOLA CANO

ASBESTOS INVESTIGATOR

SUMMARY OF RELEVANT EXPERIENCE

Ms. Cano has several years experience in the environmental industry and has worked on many projects where a variety of testing has been required. She is trained in OSHA 30 Hour construction safety and has undertaken NYC MTA track safety training as well.

REPRESENTATIVE PROJECTS

Queensboro Correctional Facility, Long Island City, NY- Inspector
As the Project Inspector, Ms. Cano completed the inspection for a roofing replacement project at the Queensboro Correctional Facility acting as a sub-consultant to FPM Group for the General Services Administration (GSA) on this project.

U.S. Custom House, Bowling Green, New York, NY
JLC was a member of the WASA Studio A Architects and Office of General Services team on this project to upgrade this historical national landmark. Work was done with historic preservation in mind to preserve the buildings integrity. Ms. Cano worked on various stages of the project over several months. During that time, she and her team provided detailed inspection services and remediation design documentation.

Madison Yards, East Side Access Project, NY, NY
Ms. Cano served as the senior environmental inspector for the MTA and Dragados-Judlaw joint venture team during the reopening of the Madison Yards. The Madison Yards is an underground complex in midtown which runs from 42nd Street to 54th Street from Lexington to Madison Avenues. It was one of the final stages to be completed in the MTA East Access redevelopment.

The New York Botanical Gardens, Bronx, NY- Project Manager
Ms. Cano has completed several projects at The New York Botanical Gardens facilities in the Bronx. The most recent was the environmental testing for the LEED Silver accredited Snuff House Mill renovation.

Hillview Reservoir, Yonkers, NY – Project Manager
Ms. Cano managed the Uptake Chamber renovations of this NYCDEP Water Treatment facility. This project required asbestos and lead based paint inspections during the course of the construction work along with daily chlorine gas monitoring.

This page was intentionally left blank

SEAN MURRAY

Project Monitor Technician

EDUCATION

SUNY at Delhi, College of Technology (attended)

CERTIFICATIONS

10-Hour Occupational Safety and Health Administration Certification

- NYSDOL Asbestos Project Monitor
- NYSDOL Asbestos Air Sampling Technician
- NYSDOL/AHERA Asbestos Inspector
- RMD XRF Certification

SUMMARY OF RELEVANT EXPERIENCE

Sean Murray has over 24 years of experience in the environmental industry. Mr. Murray has conducted asbestos inspections, assessments/surveys and air monitoring.

Mr. Murray has provided project monitoring/air sampling on over 300 environmental projects throughout the northeast. Mr. Murray has experience with both public and private sector projects including the observation and monitoring of abatement activities involving hazardous materials, to insure compliance with federal, state and city regulations. He has exceptional knowledge of applicable laws and the proven ability to resolve difficult situations with a correct interpretation of regulations.

REPRESENTATIVE PROJECTS

Inwood Garden Apartments, Inwood, New York – Project Monitor; Mr. Murray acted as the on-site project monitor for this project that on this post Hurricane Sandy remediation of hazardous materials from several buildings in this large residential complex in the Five Towns area of Long Island.

City of Long Beach, Long Beach, NY - Project Monitor; Mr. Murray conducted ambient air sampling, inspection and asbestos abatement monitoring for projects in various buildings following the devastation of Hurricane Sandy on this coastal Long Island city.

Pilgrim State Psychiatric Hospital, Brentwood, NY – Project Monitor; Mr. Murray conducted air sampling and abatement over-site services during the remediation of asbestos containing materials at this large complex in Suffolk County New York.

NY Presbyterian Hospital, NY, NY – Senior Project Monitor; Mr. Murray acted as the Senior Project Monitor during construction. He oversaw remediation services during removal of hundreds of square and linear feet of Thermal System Insulation (TSI).

This page was intentionally left blank

HOSNEY ABDELGELIL

Scheduler

EDUCATION

Ph.D., Civil Engineering Student: NYU-Poly Brooklyn, NY, expected 2016

M.S., Civil Engineering: New Jersey Institute of Technology (NJIT) Newark, NJ, 1995

Graduate Diploma in Construction Management: Ain Shams University, Cairo, Egypt, 1991

Professional Certification in Project Management: Bremen University, Bremen, Germany, 1988

B.S., Civil Engineering: Cairo University, Giza, Egypt, 1983

AFFILIATIONS

National Board Member and Vice President - PMI –Former College of Scheduling

Co-Founder and Former Lead Organizer - NYC Metro BIM of the Building Smart Alliance (bSa)

Co-Founder and Board Member - BIMplex Inc., Center for BIM Collaboration and Education (under formation)

Member - Project Management Institute (PMI)

Member – Manahttan Chamber of Commerce – Green Committee

SUMMARY OF RELEVANT EXPERIENCE

Mr. Abdelgelil has 29 years of Program and Construction Management experience in construction, pre-construction and associated business development efforts for educational facilities, commuter rail systems, subway tunnels, energy projects, residential/commercial/public buildings, cultural institutions, airports, manufacturing facilities, and courthouses. His relevant projects include:

REPRESENTATIVE PROJECTS

Scheduling Consultant, The Port Authority of New York and New Jersey (PANYNJ): Loss Recovery Project – claim analysis services to support the FEMA/Insurance reimbursement process pertaining to the WTC disaster of 9/11 (over $1B). Mr. Abdelgelil prepared the probable construction phasing simulation analysis for the interagency and developers' projects, and a CPM Master Schedule for the replacement in-kind of the WTC PATH Station.

Project Controls Manager, The Port Authority of New York and New Jersey (PANYNJ): Newark International Airport Monorail Project, Newark, New Jersey ($450M) and the Newark Airport Redevelopment Program ($1.5B), where Mr. Abdelgelil served as the Project Controls Manager providing program level scheduling, earned value evaluations, budget monitoring, present and planned workload studies in addition to monthly and special reporting.

Scheduler, Newton Creek Relief Sewer Construction, NYCDEP. He is serving as a Scheduler/Estimator for the NYCDEP. The project consists of planning, designing, constructing, operating, and evaluating the CSO abatement projects in all of 18 New York City's water bodies. The facility plan will construct a relief sewer that can aid in reducing CSO discharges in an effort to eliminate odors, greatly reduce floatable, and improved dissolved oxygen concentrations to meet existing water quality standards. The projects included a design of a 72 inch diameter relief sewer to the East River at the Bowery Bay Drainage Area near Dutch Kills, design of floatable controls for three Newton Creek drainage area outfalls, and design of bending weirs for two regular chambers in the Newton Creek drainage areas.

Scheduler, BB-205, Queens, NY. He is serving as Scheduler for this DEP Project at the Bowery Bay WWTP. The scope of work contains three distinct projects: the Chlorine Building will be modified and refurbished the roof, doors louvers, windows and all process equipment will all be replaced; the Ferric Chloride system will be replaced including tanks, dike system enclosure, pump house enclosure, fill station and new; various petroleum bulk storage tanks will be upgraded this includes providing a remote fill station for three

underground 10,000 gallon tanks.

Scheduler, Hamilton Avenue Asphalt Plant, Brooklyn, NY. He is serving as Scheduler for the CM/Design-Build services for the reconstruction of the Hamilton Avenue Asphalt Plant with the New York City Department of Design and Construction (DDC). The project includes the design and construction of all site/civil work, equipment demolition and removal, as well as new equipment purchase and installation. HAKS will let, award, and hold all contracts for the work, including the site work design package. Under a compressed schedule, all subsurface work must be completed first, then all asphalt plant equipment installation and utility tie-ins will occur during the second closure period. To meet these dates without incurring liquidated damages, HAKS has incorporated expert scheduling and comprehensive site logistics and phasing plans that will be in effect throughout all of the project phases.

Pre-Construction Manager, Metropolitan Transportation Authority (MTA): Pre-Construction Manager No. 7 Line Subway Extension Project ($2.5B). Mr. Abdelgelil was in charge of Project Controls, Safety, Quality Assurance and Pre-Construction Services.

Project Controls Director, New York City Department of Design and Construction (NYCDDC): The Madagascar Exhibit at the Bronx Zoo ($45M); The Staten Island Zoo Reptile Wing ($15M); El Museo del Barrio ($12M); Museum of the City of New York ($60M); Brooklyn Public Library ($11M); Schomburg Center for Research in Black Culture ($8M); Queens Theater in the Park ($13M); Kingsbridge Branch Library ($20M); The Weeksville Heritage Center ($15M) and the Queens Public Library - Children's Library Discovery Center ($16M). Mr. Abdelgelil led a team of schedulers, estimators, and seasoned project managers to prepare project budgets and schedules and to conduct constructability reviews for NYCDDC during the Pre-Construction phase. Additional tasks included bid analysis and recommendations, construction earned value analysis, and budget projections and reporting.

Project Controls Director, The Dormitory Authority of the State of New York (DASNY): New Queensborough Community College - Holocaust Resource Center ($5M); New Bronx County Hall of Justice ($375M) construction completion contract. As Project Controls Director, Mr. Abdelgelil supervised a team of controls professionals to prepare, review, and update the project master schedule with all contractors (22 prime contractors), interagency end-users, and DASNY. Additional tasks included change-order analysis and negotiations (2,500+ ea), earned value analysis, budget projections, and reporting.

MOR DIAO

Scheduler

EDUCATION

B.A. in Information Systems, Minor in Information Assurance in the Criminal Justice System, Pace University, New York. NY, May 2010

Associates in Applied Science in Computer Network Systems Administration, LaGuardia Community College, December 2007

LICENSES & CERTIFICATIONS

Project Management in Primavera P6 and P3 Training
Project+

DEP 4 hours EHS Standards Training

SUMMARY OF RELEVANT EXPERIENCE

Mr. Diao has five years of scheduling experience.

Mr. Diao's project work includes coordinating the activities of subcontractors, reviewing subcontractor schedules and preparing detailed schedules from drawings, specifications and estimates. He is currently serving as a scheduler on the Route 110 Intersection Reconstruction project in Long Island, New York, with responsibilities including updating the approved baseline schedule.

REPRESENTATIVE PROJECTS

Brooklyn Battery Tunnel Replacement of Electrical Switchgear, Brooklyn, NY, MTA Bridges and Tunnels. Serving as the Project Scheduler. Reviewing and recommending approval/revision/rejection of the contractor's baseline schedule and monthly schedule updates for compliance with the construction contract in accordance with the Critical Path Method schedule to assure on-time project completion and present schedule analysis report to MTA Bridges and Tunnels. The scope contains the replacement of electrical equipment in four different buildings and the replacement of electrical cable inside the Brooklyn Battery Tunnel. The buildings are the Brooklyn Ventilation Building, the Manhattan Blower Building, the Governor's Island Ventilation Building and the Manhattan Underground Exhaust Building. Construction Cost $47 million

NYSDOT NY Route 110 Intersection Reconstruction, Huntington-Long Island. As Scheduler, Mr. Diao is developing detailed construction Master Schedules for Route 110 Intersection Reconstruction. Duties also include updating the approved baseline schedule to reflect progress and submitting monthly schedule update reports to the client for compliance with the construction contract in accordance with Critical Path Method Schedule to assure on-time project completion.

NYCDEP Bowery Bay (Contract No. BB-205). Replacement/Upgrading of CBS and PBS tanks at the Bowery Bay WPCP – Provided Construction Management services for the installation of a chemical feed system for the addition of Ferric Chloride and Sodium Hypochlorite at the Plant Discharge Conduit at the Bowery Bay WPCP. As Scheduler, Mr. Diao's duties includes reviewing and recommending approval/ revision/rejection of the Contractor's baseline schedule and monthly schedule updates for compliance with the construction contract in accordance with Path Method Schedule to assure on-time project completion.

NYCDEP Bowery Bay and Tallman Island WPCP (Contract No. PW-65). The scope of work includes construction management services for upgrade of the Tallman Island/Powell's Cove Pump Station, College Point, Queens, under the on-call basis. We worked closely with the designer, contractor and DEP to resolve constructability issues and field problems as they arise. Our services encompass construction inspection, project administration. Interpreting, clarifying, refining contract document details as they arise, preparing changes due to field condition, identifying constructability issues, and detecting potential construction delays. As Scheduler, Mr. Diao's duties include reviewing all schedules and reports prepared by contractors to assure conformance with project completion dates. If and when delays are identified, request and analyze the contractor's proposed means and methods of recovery.

NYSDOT General Maintenance of 56 Bridges Rockland and Orange Counties. The scope of work includes the general maintenance of 51 bridges and 1 bridge rehabilitation (#56): joint replacement and repair, bearing replacement and repair structural steel repair, painting, wearing surface replacement, pedestal and pier columns repairs, concrete repair, site work and environmental protection repair. As Scheduler, Mr. Diao's duties include reviewing and recommending approval/revision/rejection of the Contractor's baseline schedule and monthly schedule updates for compliance with the construction contract in accordance with Path Method Schedule to assure on-time project completion. In addition, responsible for verifying that the baseline schedule covers the entire project and ensure that the level of detail of the schedule is adequate to illustrate the progress of the work.

NYCDOT Resident Engineering Inspection Services, Reconstruction of Claremont Parkway Bridge over Metro North Rail Road. Claremont Parkway Bridge is a single-span concrete encased steel superstructure with a non-composite reinforced concrete deck supported on stone masonry. The work is taking place within the special requirements that Metro-North places on construction operations in its rights-of-way. HAKS' field staff is coordinating with Metro-North on Force Account work and safety requirements. As Scheduler, Mr. Diao's duties include reviewing, evaluating and preparing comments on the baseline schedule. Conducting periodic schedule review meetings and preparing the minutes. Reviewing and commenting on the schedule updates and accompanying narrative.

NYSDOT NY Route 110 between Prime Avenue and Young's Hill Road, Huntington-Long Island. As Scheduler, Mr. Diao's duties include developing detailed construction Master Schedules for Route 110 drainage and road improvements approximately 1.5 miles of existing road. Drainage improvements include the installation of a large culvert under Creek Road, the replacement of existing tide gates, the relocation of sewer line, the construction of a filtration pond and cleaning of the existing creek. Highway improvements include the construction of two roundabouts, the construction of continuous left turn lane and the replacement of existing curb and sidewalk.

NYSDOT Construction Inspection Services, Interstate 287 Reconstruction, Harrison-White Plains. Mr. Diao is the Scheduler for this $55 million project. Scope of work includes inspecting the major, reconstruction now underway on I-287, Harrison and White Plains, NY, under contract with the New York State Department of Transportation. The project involves reconstructing approximately 1.2 miles of existing road and Interchange 8, and constructing 0.8 miles of new road. Inspection services ensure the quality of construction, and assure the project is built in accordance with the contract plans and specifications. We will conduct detailed inspections of all contractor and subcontractor operations, on-site materials testing, field measurements and data collection for monthly and final construction estimates, progress reports and record plans. In addition, our staff is proactive in monitoring the adequacy of contractor personnel, equipment, material supplies and CPM schedule to assure on-time project completion.

EDUCATION

MS/Industrial & Systems Engineering/Rutgers University
BS/Mechanical Engineering/ Panjab University

LICENSES AND CERTIFICATIONS

PMI - [redacted]

ROHIT AHUJA

Senior Scheduler

SUMMARY OF RELEVANT EXPERIENCE

Mr. Ahuja has 20 years of experience in CPM scheduling, construction management, project and program management, project controls, claims analysis, resource/ cost management, strategic and organizational planning, business process reëngineering, and performance improvement. Clients include both private and public organizations in the fields of construction, transportation, pharmaceutical, process, finance, real estate, and information systems. Responsibilities include developing, updating, analyzing, and reporting on detailed cost/resource loaded CPM schedules.

REPRESENTATIVE PROJECTS

PANYNJ, Terminal B Renovations, Newark Liberty Int'l Airport, Newark, NJ. This project included providing CPM scheduling for major renovations at Terminal B. The scope of work comprised final design and contract documents (stage iii) and post award services (stage iv) for terminal b mid and upper levels and other related infrastructure.

PANYNJ, North Cargo Building Facility, Newark Liberty Int'l Airport, Newark, NJ This project involved developing, managing, updating and analyzing detailed CPM schedules for North Air Cargo Building. Responsibilities included developing and maintaining detailed resource and cost-loaded CPM schedules. Also responsible for performing time-impact analyses and making presentations to clients.

United Airlines. This project involved analyzing and developing strategies, schedules, resources and costs for the construction of a $1 billion Maintenance Operations Center for United Airlines.

PANYNJ, Continental Airlines Terminal Expansion, Newark Liberty Int'l Airport, Newark, NJ This project included developing, managing, updating and analyzing detailed CPM schedules for this Continental Airlines terminal expansion project. Responsibilities included developing and maintaining detailed resource and cost-loaded CPM schedules. for the North Air Cargo Building at Newark Airport. Also responsible for performing time-impact analyses and making presentations to clients.

PANYNJ, Newark Liberty Int'l Airport, Project Management Support, Newark, NJ This project involved developing, updating, analyzing and reporting on detailed cost / resource loaded CPM schedules using Primavera.

JFK International Airport, Terminal 4, Queens, NY This project involved the construction of a new $1.4 billion, 1.5 million-sf terminal, which replaced JFK's old International Arrivals Building. Services involved developing and managing a detailed CPM schedule for the electrical contractor client during the construction phase, who was under a separate contract with the PANYNJ for the extensive, approximately $20 million electrical scope of work.

PANYNJ, JFK International Airport, Project Management Support, Queens, NY. This project involved developing, updating, analyzing and reporting on detailed cost / resource loaded CPM schedules using Primavera.

PANYNJ HQ, 4 World Trade Center, New York, NY. This project entails providing cost estimating and scheduling services to STUDIOS Architects for the new corporate offices of the Port Authority, consolidating about 1,700 of their staff from multiple buildings in Manhattan and New Jersey in one central location (approximately 450,000sf) at 150 Greenwich Street in Manhattan. The offices will cover approximately 15 to 20 contiguous floors, 1 podium floor (approximately 35,000sf), and 1/3 of the subgrade space in the new Tower 4 building.

World Trade Center, New York, NY. This project involved the development of CPM schedules and re-construction strategies to restore the entire World Trade Center facility, within an aggressive time frame, following the explosion in February, 1993. There were evaluations to the damages to the World Trade Center, incorporated in the CPM schedule and analyzed impacts. Assistance was given to the Port Authority in preparation of claims to the insurance companies as a result of the blast. These claims were presented in Primavera graphics and schedule formats. Conducted schedule and risk analysis on the project. These claims were used for testifying against the persons responsible for the bombing of WTC. Project and program controls/management support services for a $970 million capital program for World Trade Center, New York. The capital program had four major programs: Building Systems, Security Systems, Public Space and Asset Renewals. These programs were divided into 30 major projects and 110 sub-projects consisting of software design, development, computer hardware, security and digital equipment procurement, installation, renovation, base building and interior construction. Develop, manage and update detail cost and resource loaded CPM Schedules for an integrated Program Controls / Project Management System (PC/PMS) for the World Trade Center Capital Program from conception to delivery. The system was developed in Sybase with Power Builder in LAN environment. Major role in managing the design, development, testing and implementation of the PC/PMS.

MTA "Task Order" Design/Technical Services - Security Capital Program, New York, NY. This assignment involves providing cost estimating and project scheduling services for engineering design and technical services for the MTA security improvement capital program. Services include risk and vulnerability assessments, development of a security program and security design guidelines, engineered solutions for threat mitigation, cost/benefit analyses of alternative mitigations, conceptual design, design development, final design, contract document preparation including drawings and specifications, preparation of project phasing plan and cost estimates, value engineering, and pre- and post-construction contract award services for a variety of security projects.

Metropolitan Transit Authority – Rail Control Center, New York, NY. This project involved developing, and updating detailed CPM schedules. Responsibilities also included analyzing delays, and performing time impact analyses. This was a project for a Bonding company that resulted from a defaulted contractor. Tasks involved managing the scheduling efforts that include developing and analyzing the detailed CPM schedules for remaining work, as well as working with new contractors and subcontractors to develop strategy, WBS and CPM schedules to complete remaining work.

MTA – Times Square and 53rd Street Renovations, New York, NY. This project involved providing scheduling services for various renovations.

MTA – Union Square Station, New York, NY. This project involved providing scheduling services for various renovations.

DAVID ORPHEY

Project Controls

FIRM

CB&I Government Solutions, Inc.

Education

Coursework, Electronic Engineering, DeVry Institute of Technology, Phoenix, Arizona

Registrations/ Certifications

FCC Licensed GMRS Radio Operator, 2007, [redacted] Active, Nationwide, 11/2017

SUMMARY OF RELEVANT EXPERIENCE

Mr. Orphey has worked over 30 years in the engineering and construction industry during which several years of hands on craft experience provided a real world basis and perspective to his strong Project Controls experience. He has a broad range of project experience, including infrastructure and environmental projects. Extensive background in estimate and proposal development, planning and scheduling, Earned Value Management Systems (EVMS), cost and schedule, risk analysis, performance trends, forecasting, cash flow analysis, and contractual budget change control. He is currently the Director of Project Controls supporting the CB&I Government Solutions business lines. He has been responsible for directing the activities of multiple personnel, responsible for contract monitoring, cost reporting, planning and scheduling, procurement, billing, payroll and overall administration of over $6 Billion in environmental and infrastructure programs for both Federal and Commercial clients.

REPRESENTATIVE PROJECTS

Project Controls Manager, New York City Rapid Repairs Program, 148103, NYCDEP, Manhattan, Brooklyn, Queens & Staten Island, $600,000,000.00, 11/2012 - Present

Provide Project Management Office (PMO) support to the NYC DEP to manage and administer the New York City Rapid Repairs Program. This program provided expedited repairs to residences in the areas impacted by Hurricane Sandy. These repairs allowed over 10,000 residents to return to their homes with basic services, including heat and water.

Project Controls Manager, Newtown Creek Wastewater Treatment Plan, 129136, NYCDEP, Brooklyn, NY, $1,200,000,000.00, 01/2012 - Present

The project provides Construction Management Services (CM) across 4 contracts, (NC-41, 47, 50 & 60), encompassing major elements of the demolition, construction and upgrading of the largest of the 14 treatment plants serving NY City and the surrounding boros. The Constrcution Management team is made up of a joint venture of Shaw, Michael Baker and Gannett Flemming. (SBG JV). Assumed the role of Deputy Project Controls Manager and participated for 4 months as a member of an assessment team brought in to implement improved project cost, schedule and client reporting for the Construction Management, (CM), Joint Venture. As part of the assessment team, assisted with the refinement of four contractor's schedules to verify work in place, and establish a comprehensive construction completion and startup schedule for Contract 41. In addition, participated in the implementation of a comprehensive CM staffing plan, assisted in the streamlining of the project Accounts Receivable process and helped to fortify the subcontract management system. Participated in the implementation and management of the 4D Modeling system, which linked the 3D design model with the project construction schedule.

This page was intentionally left blank

MATTHEW DOLIN

Project Controls

FIRM

CB&I Government Solutions, Inc.

Education

BS, Engineering, Drexel, Philadelphia, PA

SUMMARY OF RELEVANT EXPERIENCE

Mr. Dolin is a project controls engineer experienced at providing financial and scheduling control, as well as successfully trouble-shooting invoice issues and financial concerns.

REPRESENTATIVE PROJECTS

North River Emergency Response and Restoration, New York City Department of Environmental Protection, New York

Project Controls Engineer for this $5.6M project, Mr. Dolin provides financial and scheduling control to the N. River Emergency Response Project. Worked directly with the Operations Manager and the client to create and maintains tools to report productivity, to forecast future efforts, maintain budgets and to review invoices for integrity

Construction Management Services for 26th Ward Water Pollution Plants Emergency Generator Upgrade, New York City Department of Environmental Protection, New York, New York

Project Controls Engineer for this $7.4M tri-venture project, Mr. Dolin provides financial control, tracking the tri-venture partnership's financials and project costs. He provides monthly financial status reports to the client. He troubleshoots invoicing issues or financial concerns as they arise. He informs the JV Board Members of the financial status and deviations from the accepted execution plan.

Downstate Projects, New York City Department of Environmental Protection, New York

As the Project Controls Engineer Mr. Dolin manages finances and provides project controls services for $5.6M IDIQ contract with the DEP comprised of various tasks including Emergency Sandy Construction Management Coverage at various sites.

Other Project Controls Experience Includes

- Monticello Uprate: BOP Piping Evaluation, Emergency Service Water Task Report Evaluation / PUSAR input
- Comanche Peak Uprate: TPCW Hydraulic Flow Analysis and TPCW Heater Exchanger Calculation
- Point Beach Uprate: Main Steam Pressure Line Drop Calculation
- Turkey Point Uprate: Condensate & Feedwater (CFW) Equipment Sizing Hydraulic Analysis, CFW MSLB Analysis, Auxiliary Feedwater (AFW) System & Accident Analyses, AFW Engineering and Licensing Reports, Worked as on-site liaison to the project
- Turkey Point Uprate Feasibility Study: Service Water and Spent Fuel Pit Cooling Water Sections

This page was intentionally left blank

MAGDI SIDAROUS

Cost Estimator

EDUCATION

Bachelor of Architecture and Urban Planning, Helwan University, Cairo, Egypt

Diploma of Architecture, Leonardo Da Vinci Institute, Cairo, Egypt

SUMMARY OF RELEVANT EXPERIENCE

Mr. Sidarous has over 30 years of experience in the field of construction. His background includes resolving complex construction, engineering, and financial issues; assisting clients in contract administration,; reviewing plans and specifications; assisting in the preparation of design changes and modifications and financial analysis of individual construction activities and entire projects.

REPRESENTATIVE PROJECTS

Hurricane Sandy Emergency Work, New York, NY. He served as an Estimator for HAKS Hurricane Sandy Emergency response work for NYCHA. HAKS was managing the installation of temporary boilers and new electrical panels and switchgear at Coney and Red Hook Houses.

IDIQ CM as Agent Services, Various Locations, New York, NY. Mr. Sidarous is serving as Senior Estimator as part of the team providing IDIQ Task Order construction management services to NYCHA. HAKS' services include Construction Management of renovation and capital projects, construction inspection, scheduling, estimating, reviewing construction drawings and specifications, progress analysis, record keeping, project reporting and contractor evaluations. As part of this contract, Mr. Sidarous has produced and reconciled the estimates for five of the projects in NYCHA's Bond B program. These services included the 90% and 100% estimates and their final reconciliations for the Glenwood Houses, Brown Houses / Glenmore Plaza, Lafayette Houses, Coney Island Houses and Rangel Houses projects.

Glenwood Houses, Brooklyn, NY. He is serving as an Estimator on a $38 Million project for 20 buildings, which includes $5.7 Million for Façade Repairs and, $10.0 Million for Roof Replacements. There is evidence of serious water infiltration through the building envelopes; many top floor apartments and other locations have reported water damage. Glenwood Houses was completed in 1950 and contains 1,186 apartments in 20 Six storied-story buildings spread over 22.39 Acres of site area.

Fort Washington Houses, New York, NY. He served as Estimator for the $6 million Fort Washington Roofing Project which required the removal of existing asbestos-containing roofing materials, asbestos abatement, new roof installation and related work. Responsibilities included preparing estimates, developing bid packages, participating in constructability reviews, assisting in the preparation of contract documents, reconciling estimates, reviewing applications for payment, change order review and estimating, preparing and finalizing closeout documentation.

Harlem River Houses, New York, NY. He served as Estimator for the $7.6 million Harlem River Brickwork Project which entailed extensive brickwork, the replacement of steel lintels and incidental roofing. Responsibilities included preparing estimates, developing bid packages, participating in constructability reviews, assisting in the preparation of contract documents, reconciling estimates, reviewing applications for payment, change order review and estimating, preparing and finalizing closeout documentation.

Rangel Houses, New York, NY. He served as Estimator for the $8.6 million Rangel Brickwork and Roofing Project which replaced roofs on 7 development buildings and the parapets for two buildings as well as selective replacement/repair of brickwork and steel lintels. Responsibilities included preparing estimates, developing bid packages, participating in constructability reviews, assisting in the preparation of contract documents, reconciling estimates, reviewing applications for payment, change order review and estimating, preparing and finalizing closeout documentation.

Williams Plaza, Brooklyn, NY. Served as Estimator for the $9.3 million project which required the replacement of all roofing at main roofs and bulkhead roofs, new tapered insulation, fascia, gravel stops, and all other necessary items. HAKS services under the CM/Build contract covered pre-construction, construction, construction management, inspection, supervision, coordination and administration. Responsibilities included preparing estimates, developing bid packages, participating in constructability reviews, assisting in the preparation of contract documents, reconciling estimates, reviewing applications for payment, change order review and estimating, preparing and finalizing closeout documentation.

Independence Towers, Brooklyn, NY. He served as Estimator for the $6.1 million CM/Build contract which included the removal and disposal of the existing roofing; cleaning debris and foreign matter from the roof drains; treating and cleaning drain leaders as required and replacing all drain bodies and domes; patching, repairing and preparing roof slabs for new roofing installation; removing raggle-block brickwork at the bulkheads and installing new through wall flashing and new brickwork; removing asbestos containing flashing, caulking and asbestos contaminated bricks and disposing of it according to protocols in Division 2; removing lead paint at steel shelf angles and disposing of it according to protocols in Division 2; removing steel saddles and deteriorated doors and door frames at bulkhead doors and installing new steel doors, frames, saddles, hardware; installing new 4 ply build-up roofing at all buildings. HAKS services under the CM/Build contract covered pre-construction, construction, construction management, inspection, supervision, coordination and administration. Responsibilities included preparing estimates, developing bid packages, participating in constructability reviews, assisting in the preparation of contract documents, reconciling estimates, reviewing applications for payment, change order review and estimating, preparing and finalizing closeout documentation.

DOUGLAS DEPENA

Cost Estimator

EDUCATION

MBA, Accounting, Mercy College, Dobbs Ferry, NY, Currently Enrolled

Bachelor of Science, Accounting, Mercy College

Associate of Science, Civil Engineering, Westchester Community College

Diploma - Construction Management, New York University, 2001

Teterboro School of Aeronautics - Metallurgy, Framing Systems, Hydraulic Systems, Welding, Electrical Systems, HVAC, Engine Design

LICENSES & CERTIFICATIONS

Lead Abatement

Asbestos

OSHA 10-Hour, Health & Safety Training Course, 2010

Licensed Instrument Rated Pilot

SUMMARY OF RELEVANT EXPERIENCE

Mr. Depena possesses extensive experience in Construction Management having worked on Residential, Commercial and Industrial construction projects. The following is a list of his representative experience:

REPRESENTATIVE PROJECTS

Estimator, Chemical and Petroleum Bulk Storage Systems Upgrade, Ward's Island for NYCDEP. Responsible for change order (DEP), water treatment plant. (11/09 – 12/09)

Estimator, Water Pollution Hudson River, NYCDEP. Responsible for change order. (10/2009)

Estimator, (HAKS Medford Job # JM09-289) Elmer Train Station Relocation Project (Transportation Enhancement Program) (10/2009)

Estimator, Newark Housing Authority (NHA) Detailed Physical Needs Assessment Survey at Gi Gi Foushee Towers, Newark, New Jersey – Project involved site inspections of paved and unpaved surfaces, landscape, site drainage, lighting, playgrounds, street furniture. Building and facilities inspections consisted of all exterior and interior components such as façade, roof, stairs, structure, doors, windows, finishes, and electrical and mechanical systems. (9/09-10/09)

Scheduler, NHA – (J04-021) RFP #03-P1887-2 A/E Services for A Complete Roofing System Tear-Off and Replacement/ Exterior waterproofing Design at NJ2-17 & NJ2-21A, Kretchmer Elderly, and NJ2-21E & NJ2-21F, Seth Boyden Elderly (7/2009)

Scheduler, Professional Architectural & Engineering Services for the due diligence and design projects at River-Terrace Apartments at 157-10 Riverside Drive West, New York, NY. (7/2009)

Estimator, Construction Management Services, Miscellaneous Downstate Area Projects, NYCDEP – Work included providing CM services for construction contracts in the New York Downstate area, which will involve contracts for installing and operating chlorination/de-chlorination facilities, all mechanical, electrical, instrumentation and civil work; fire alarm system upgrades; and sludge dewatering facilities improvements. Fee: $13 million (6/09 - present)

Scheduler, Construction Supervision and Inspection Services for the Holmdel State Police Facility in Holmdel, NJ – Responsibilities included reconstruction of parking lots, a new reinforced concrete helipad, sand filter drainage system, sidewalks, colored concrete walkways, site lighting, landscaping, and installing interior and exterior security cameras, radio antenna, data and fiber optic cabling, backup power, two-way mirrored windows, bullet-resistant glass and wall panels and impact-resistant architectural bollards in front of entrances. $ 8.2 million (6/09-7/09)

Scheduler, Architectural and Engineering Design Services, Rehabilitation of Claremont V, Bronx, NYCHA – Scope of work included preparing contract documents for removing the existing boilers and replacing them with new ones to serve the complex. $ 5.4 million (10/08 & 9/09)

Scheduler, Resident Engineering Inspection, Infrastructure Reconstruction at South Brooklyn Marine Terminal, NYCDEC – Responsibilities included work on electric substations, lighting and fiber optic upgrades, removal and realignment of antiquated rail lines serving SBMT, rehabilitation of the main track at Brooklyn Army Terminal. $ 28 million (9/2008)

Scheduler, Design Services, reconstruction of Storm Drainage System Outfall-G, Consolidated Edison Astoria Facility, Queens, NY – Scope of work included conducting studies to indicate inadequate portions of the system for design storm. $ 700,000 (9/2008)

Estimator, Requirement Contract for Construction Management Services for Various Capital Construction Projects for NYCHA. Work under this contract included the rehabilitation of the exterior envelope of buildings within housing developments throughout the five boroughs of New York City. Also included are upgrades to building systems such as electrical, HVAC and security systems, as well renovations to community centers and improvements to sidewalks and landscaping. Tasks included: Fort Washington Roofing; Harlem River Brickwork; and Rangel Brickwork and Roofing. (8/08-10/09)

Chief Estimator/Project Supervisor, Responsibilities included obtaining new work projects; estimating and scheduling; and managing meetings. Wrote the Scope of Work for buyouts. Took responsibility as Project Supervisor on various projects conducting layouts, shooting grades, and ensuring work conformity to job specifications.

Estimator/Project Supervisor, Worked on project for the New York City Department of Parks and Recreation constructing a $2.5 million park.

Project Manager, Responsibilities included managing day to day operations, conducting project related meetings, reviewing payment requisition for accuracy, approvals and rejections, and other managerial duties. Hired testing laboratories and reviewed work to ensure conformity to contract specifications. Kept projects on CPM schedule.

President, Was President and Owner of a General Contracting construction company that specialized in school construction projects. Company was fully bonded and worked on projects only as the Prime Contractor.

Estimator/Project Manager, Worked for a mid-sized construction and painting company. Responsible for estimating and managing projects that painted schools and new construction developments.

QUAISER HASHMI, PE

Cost Estimator

EDUCATION

M.S., Civil Engg, City College, NY, 1986

B.E., Civil Engg, N.E.D. University, Karachi, Pakistan, 1981

PROFESSIONAL REGISTRATION

Professional Engineer – New York 1991, #[redacted]

LICENSES & CERTIFICATIONS

Bridge Repair Supervisor, NYSDOT
Project Manager, NYSDOT
Methods of Bridge Inspection, NYSDOT
Region NDE Team training in Magnetic Particle and Dye Penetrant Testing, NYSDOT
Value Engineering C.V.S. Module I Workshop - Seminar #96027-1
Supervising NYS: The Introductory Program
Design and Construction of Segmental Concrete Bridges, NJDOT, July 2003
Bridge Structures: Assessment, Design & Contraction - Bridge Engineering Association, Oct 2004
ACI (7.5 AIA/CES LU/HSW) for Participation in the Design of Concrete Slabs on Ground

SUMMARY OF RELEVANT EXPERIENCE

Mr. Hashmi has over 30 years of experience in the field of bridge/structural engineering. In the last twelve years with HAKS, he has prepared approximately fifty (50) bid documents including preparation of detailed itemized cost estimates, special provisions and special specifications for the reconstruction and replacement of highways, bridges and retaining walls in NYC metropolitan area. . Previous to HAKS, Mr. Hashmi worked as a supervisor in the NYSDOT bridge maintenance unit. His relevant experience includes:

REPRESENTATIVE PROJECTS

Senior Estimator, Prepared detailed cost estimate as a single pay item for Painting George Washington Bridge Tower. Scope of work included preparing cost estimate for erecting containment enclosure structure for Painting East and West towers, as part of the final design. Construction cost $50 million (8/00 – 10/00).

Project Manager, Expert Professional Structural Engineering Services on a Call-In Basis for Port Authority of NY&NJ. Assignments included:

- Design and support services for rehabilitating two sign structures at the Holland Tunnel entrance in New Jersey
- Design and construction support services for replacement of tunnel cameras at Holland Tunnel
- Design and related services for toll building at Palisades Interstate Parkway connector ramp to lower level roadway, New York, NY
- Design and construction support services for replacement of the Lincoln Tunnel's center and south tubes, New York and New Jersey.

(12/01 – 10/03)

Senior Estimator, Prepared detailed itemized cost estimate, special provisions and special specifications for replacement of the 4-span, 600-foot-long Swatara Creek Bridge; two one-span prestressed concrete adjacent box beam bridges, 55 feet long, on reinforced concrete abutments with pin pile foundation; and construction of two, 160 linear feet cast-in-place retaining walls on HP pile foundations, two 800 linear foot MSE retaining walls, and 7,500 linear feet of sound walls. The estimated construction Cost $100 million. (6/2008-8/2012)

Project Manager, Prepared detailed itemized cost estimate, special provisions and special specifications for Palisade Avenue Retaining Wall, Bronx and Jackie Robinson Parkway, Queens, for NYCDDC. Prepared itemized and special provisions including special specifications and bid documents for replacement of existing wall with precast concrete block wall.

Construction Cost $8.5 million (4/09 –4/12)

Project Manager, Resident Engineering Inspection, Fulton Street Phase II Reconstruction, Manhattan, for NYCDDC. Work included monitoring extensive sidewalk reconstruction to ensure compliance with ADA requirements, pedestrian safety and access to buildings; and attending the weekly meetings of the Lower Manhattan Construction Command Center. Construction Cost $28.2 million (6/09 – 10/09)

Project Manager, Resident Engineering Inspection, Infrastructure Reconstruction at South Brooklyn Marine Terminal, NYCEDC. Scope of work included conducting value engineering reviews of the project during the preconstruction period, developing alternate bid items to save costs, and developing design and construction plan changes to keep work within budget. Construction Cost $28 million (6/08 – 1/09)

Project Manager, Total Design and Construction Support, Bruckner Expressway Bridge over Westchester Creek, Bronx, NYCDOT. Scope of work included in-depth inspection of bridge cellular concrete structures (14 spans of west and east approach), and preparing inspection report and alternative design study for the rehabilitation and replacement schemes. Work also included contract drawing preparation form preliminary design to PS&E submission, itemized cost estimates and specifications. Project Construction Cost $25 million (10/03 – 6/07)

Project Manager, Rehabilitation of Willow Avenue and Park Avenue Viaduct, for Hudson County, NJ. Willow Avenue: 22 spans, 1,000 ft; Park Avenue: 14 spans, 1,000 ft. Scope of work included inspections and preparation of contract documents for repairs involving drainage, paving blocks, sidewalks, decks, bridge and property fences, bridge railings, curbs, approach pavement and approach slabs, and steel. The project required extensive MPT and staged construction on account of the average traffic volume (AADT) being greater than 100,000. Project Construction Cost $5.5 million (6/02 – 12/03)

Project Manager, Rehabilitation of Various Bridges for Hudson County. Scope of work included in-depth inspection and preparation of report for prioritizing repairs with the available budget under Bridge Bond 1999. Duties also included developing contract plans, specifications and estimates for sidewalk replacement, bearing replacement, abut repairs, back wall modification, concrete repairs to spandrel beams, arch ribs and underside of bridge deck, railing, parapet, and modification to bridge deck to meet handicap requirements. Construction Cost $7 million (5/02 – 12/03)

EDUCATION

BS/Quantity Surveying/
Wellington Polytechnic/
Wellington, New Zealand

LICENSES & CERTIFICATIONS

Associate Value Specialist (AVS), 2010

ANDREW DENYER

Senior Project Cost Estimator

SUMMARY OF RELEVANT EXPERIENCE

Mr. Denyer has 20 years of experience in construction management, general contracting, value engineering and cost estimating for both public and private sector projects. He serves as the leader of the cost estimating teams in our New York office. Mr. Denyer has a degree in quantity surveying from Wellington Polytechnic in Wellington, New Zealand, and he has project experience in several US cities, the United Kingdom and New Zealand.

REPRESENTATIVE PROJECTS

Hurricane Sandy Damage Assessment of Port Authority Facilities, New York City, NY. Senior Project Cost Manager responsible for providing cost estimating and report preparation for the PA properties damaged by the hurricane Sandy. Services included site visits, reports and estimates preparation from the off-site conditions for the proposed facilities repair and replacement, including immediate repairs and budgeting for future provisions: JFK Airport; LaGuardia Airport

Hurricane Sandy Damage Assessment of Smith Houses, New York, NY. This project involved providing cost estimating for the Smith Housing Development, including infrastructure damaged by Hurricane Sandy. Services included estimate preparation from the narrative style damage assessment reports, including immediate repairs and budgeting for future provisions.

Hurricane Sandy Damage Assessment of Veteran Administration Buildings, New York, NY. This project involved providing cost estimates preparation for immediate repairs, emergency relocation and future mitigation options for the long term improvement of the Veteran Administration Buildings damaged during hurricane

- Manhattan VA – Temporary Relocation of Primary Care Clinics to 10 West
- Manhattan VA Medical Center at West 23rd Street – Repairs to damaged areas throughout including architectural repairs, and mechanical/ electrical alterations and replacements

MTA Task Order 58 - Upgrades to Various Subway Stations, New York, NY. This project involved providing construction estimating services for various mitigation measures proposed for two (2) station complexes - 42nd Street/ Times Square and Lexington Avenue/53rd Street. Both stations serve multiple subway lines. The mitigation measures elevated the performance standard of these stations in the event of an emergency event (explosion, blast, fire, smoke), both natural and man-made. The proposed improvements minimized damage, loss of life and property. The mitigation measures did not involve physical hardening of any of the station components.

MTA "Task Order" Design/Technical Services - Security Capital Program, New York, NY. This assignment involves providing cost estimating and project scheduling services for engineering design and technical services for the MTA security improvement capital program. Services include risk and vulnerability assessments, development of a security program and security design guidelines, engineered solutions for threat mitigation, cost/benefit analyses of alternative mitigations, conceptual design, design development, final design, contract document preparation including drawings and specifications, preparation of project phasing plan and cost estimates, value engineering, and pre- and post-construction contract award services for a variety of security projects.

MBTA South Acton Station, Fitchburg Line, Acton, MA. This project involved providing cost estimating services directly to the program manager under, a term services contract, during the construction documents stage for the design of a new, ground-up construction of the South Acton Station on the Fitchburg line.

MTA IQC for Concrete Consultant Services (PS 829), New York, NY. This project involves providing cost estimating and scheduling services to the SGH team for this indefinite-quantity contract to provide concrete consultant services.

Newport PATH Station, Jersey City, NJ. This project involved providing pre-construction services for smoke-evacuation system at existing, operating PATH station in NJ.

WTC Vehicle Security Center & Tour Bus Parking Facility, New York, NY. This project involved providing construction cost estimating and project controls services for the four story 295,700sf vehicle and tour bus parking and screening facility. The structure which is a mix of structural steel and concrete on deck with cast in place walls was built to the standards for all the buildings at the WTC site. One of the tasks we were assigned with is to keep the overall cost split into East and West because the Deutsche Bank occupies half of the site and the construction could not get started until the building was demolished. Due to the complex nature of the project, the estimating team spent extra effort in coordinating the trades and various design aspects of the project as the design evolved. In addition, the project site was landscaped to become Liberty Park, since the majority of the building is below grade, and contained within the WTC "bathtub".

East 91st Street Marine Transfer Station, New York, NY. This project involved providing cost estimating services during value engineering workshops held at the NYCOMB. Services included preparation of independent, detailed, quantity take-off cost estimates for the final design for the East 91st Street Marine Transfer Station.

Metro-North Railroad Design of Guard Booth Access Control Points, Bridgeport and Stamford, CT. This project involved providing cost estimating services to URS team at all stages of project development. The project scope involves the construction of new guard booth access points. The work includes new asphalt paving, concrete sidewalks and new fence; electrical power distribution, electronic safety and surveillance systems.

Renovation to Fairplay Station Elevator Addition, Dover, DE. The project scope covers construction of a new elevator at the Fairplay train station. The scope of work includes demolition work, associated with removal existing chair lift; electrical and site work, repair and patching of concrete stairs.

LaGuardia Airport, Queens, NY. This project involved providing pre-construction services for the $3 billion replacement of the main terminal.

Newark Airport, Newark, NJ. This project involved providing preconstruction services for Terminal B modifications.

EDUCATION

BS in Architecture, New York Institute of Technology, 1985

PROFESSIONAL REGISTRATION

Licensed Architect in the State of New York, # [redacted]

HENRY CHIN

Senior Cost Manager

SUMMARY OF RELEVANT EXPERIENCE

Mr. Chin has more than 25 years of experience in architectural design and construction cost estimating, specializing in conceptual project budgeting and detailed cost estimating at various stages of design and construction. Mr. Chin has a unique combination of estimating knowledge and sensitivity to architectural design and costs. Prior to joining ELLANA, he was the lead estimator with a major construction management firm for many high-profile New York City and national projects. His project experience includes construction cost estimating and master planning of high-rise office buildings, hospitals, museums, research facilities, airports, schools, residential developments, hotels, and alteration and renovation of existing buildings for adaptive reuse.

REPRESENTATIVE PROJECTS

Hurricane Sandy Damage Assessment of Port Authority Facilities, New York City, NY. Senior Project Cost Manager responsible for providing cost estimating and report preparation for the PA properties damaged by the hurricane Sandy. Services included site visits, reports and estimates preparation from the off-site conditions for the proposed facilities repair and replacement, including immediate repairs and budgeting for future provisions: JFK Airport; LaGuardia Airport

Hurricane Sandy Damage Assessment of NYC Parks, New York City, NY. Senior Project Cost Manager responsible for providing cost estimating services for various repairs to beaches and boardwalks at selected sites for the Parks Department throughout the five Boroughs of New York. The damages and recommendations were assessed by RSA to determine immediate actions necessary to preserve public safety damaged during the Sandy hurricane. Midland Beach; Wolfe's Pond Beach; Orchard Beach; South Beach

Hurricane Sandy Damage Replacement Haven Plaza Housing Development, New York, NY. Senior Project Cost Manager responsible for providing cost estimating services for the replacement of equipment and repairs to the three-building development damaged by flood waters caused by the Sandy hurricane. The damages and recommendations were assessed by the architect to determine the actions necessary which included mold remediation and HVAC and electrical equipment replacements damaged during the Sandy hurricane.

Port Authority of New York & New Jersey Headquarters, New York, NY. This project involved providing cost estimating and scheduling services for the new corporate offices of the Port Authority of NY & NJ, consolidating about 1,700 Port Authority staff from multiple buildings in Manhattan and New Jersey in one central location (approximately 450,000sf) at 150 Greenwich Street in Manhattan. The offices will cover approximately 15 to 20 contiguous floors, 1 podium floor (approximately 35,000 square feet located on the retail level to include a cafeteria, conference center, and an emergency command post), and 1/3 of the subgrade space in the new World Trade Center - Tower 4 Building. In compliance with current PANYNJ sustainability objectives, all office buildings will comply with the World Trade Center Sustainable Guidelines, leading to a

LEED® Gold rating.

PANYNJ, World Trade Center Tower One, New York, NY. Senior Cost Manager responsible for providing cost estimating and project cost control services for the 3-million square-foot Tower One at the World Trade Center site. Services include assisting the Project Program Manager with independent estimate preparation for trade bid packages; bid reviews; estimate preparation for bulletins, addenda, and change orders; and tracking and updating budget costs.

Port Authority Bus Terminal - South Wing Physical Assessment, New York, NY. Senior Cost Manager responsible for providing cost estimating services at three phases. The first included a physical assessment of the south wing building (including the bridge connecting south and north wings). A future growth impact report and recommendations to the PA, which itself included a summary of assessment criteria and assumptions that explained how the future growth figures received from the PA are used, the relationship between life-cycle replacements and future growth, and anticipated technology changes over the years and a final report summary of the assessment criteria and assumptions. The level of required detail was for major deficiencies only, and focused on areas for which no previous inspections or reports are available.

WTC Vehicle Security Center & Tour Bus Parking Facility, New York, NY. Senior Cost Manager responsible for providing construction cost estimating and project controls services for the four story 295,700sf vehicle and tour bus parking and screening facility. The structure which is a mix of structural steel and concrete on deck with cast in place walls was built to the standards for all the buildings at the WTC site. One of the tasks we were assigned with is to keep the overall cost split into East and West because the Deutsche Bank occupies half of the site and the construction could not get started until the building was demolished. Due to the complex nature of the project, the estimating team spent extra effort in coordinating the trades and various design aspects of the project as the design evolved. In addition, the project site was landscaped to become Liberty Park, since the majority of the building is below grade, and contained within the WTC "bathtub".

World Trade Center Memorial & Museum, New York, NY. Senior Cost Manager responsible for providing schematic, design development, and construction document cost estimate preparation for the WTC Memorial & Museum, being built at the former location of the Twin Towers, on an as-needed basis. Services include: project estimating; cost allocation; cost evaluations of the various design options; value engineering; and cost reconciliation with the construction manager. The project comprises the memorial, designed by Michael Arad and Peter Walker, consisting of two reflecting pools ringed by plaques with the victims' names; and a 120,000sf museum, designed by Steven Davis, of Davis Brody Bond Aedas, that is sited below the pools and makes existing foundations, slurry wall, and other elements of the site a part of the museum exhibit. Work also included supporting mechanical and administrative spaces and a memorial plaza finished with architectural stone and landscaping. This 250,000sf project is designed to LEED® requirements.

MTA Task Order 58 - Upgrades to Various Subway Stations, New York, NY. This project involved providing construction estimating services for various mitigation measures proposed for two (2) station complexes - 42nd Street/Times Square and Lexington Avenue/53rd Street. Both stations serve multiple subway lines. The mitigation measures elevated the performance standard of these stations in the event of an emergency event (explosion, blast, fire, smoke), both natural and man-made. The proposed improvements minimized damage, loss of life and property. The mitigation measures did not involve physical hardening of any of the station components.

MTA "Task Order" Design/Technical Services - Security Capital Program, New York, NY. This assignment involves providing cost estimating and project scheduling services for engineering design and technical services for the MTA security improvement capital program. Services include risk and vulnerability assessments, development of a security program and security design guidelines, engineered solutions for threat mitigation, cost/benefit analyses of alternative mitigations, conceptual design, design development, final design, contract document preparation including drawings and specifications, preparation of project phasing plan and cost estimates, value engineering, and pre- and post-construction contract award services for a variety of security projects.

EDUCATION

AAS, HVAC & Refrigeration/ SUNY Farmingdale - Agricultural & Technical Institute

CERTIFICATIONS

Certified HVAC Specialist/ American Society of Heating, Refrigeration & Air Conditioning Engineers

WALTER FITZER

Senior MEP Cost Manager

SUMMARY OF RELEVANT EXPERIENCE

Mr. Fitzer has more than 30 years of experience in mechanical/electrical design, field supervision, and cost budgeting and estimating. He has a wide range of project experience and is responsible for MEP estimate preparation from the conceptual through construction document phases, as well as coordination of MEP scopes and costs with the architectural trades. He is fully involved in value engineering sessions and project cost analyses, estimates, presentations, cost reconciliations, and negotiations.

REPRESENTATIVE PROJECTS

Hurricane Sandy Damage Assessment of Port Authority Facilities, New York City, NY. Senior Project Cost Manager responsible for providing cost estimating and report preparation for the PA properties damaged by the hurricane Sandy. Services included site visits, reports and estimates preparation from the off-site conditions for the proposed facilities repair and replacement, including immediate repairs and budgeting for future provisions: JFK Airport; LaGuardia Airport

Hurricane Sandy Damage Assessment of NYC Parks, New York City, NY. Senior Project Cost Manager responsible for providing cost estimating services for various repairs to beaches and boardwalks at selected sites for the Parks Department throughout the five Boroughs of New York. The damages and recommendations were assessed by RSA to determine immediate actions necessary to preserve public safety damaged during the Sandy hurricane. Midland Beach; Wolfe's Pond Beach; Orchard Beach; South Beach

Hurricane Sandy Damage Assessment of SCA Buildings, New York City, NY. Senior MEP Cost Estimator responsible for providing cost estimating assistance during due diligence phase of the damages assessment and recommendation for repair of the SCA schools damaged during hurricane. Estimates were prepared for the immediate repairs to keep schools operations, and future provisions for future upgrades, rehabilitation and permanent repairs (mitigation options). The proposed repairs include major mechanical/electrical equipment replacement, civil work, architectural and structural repairs and upgrades. PS198, Queens; PS 105, Queens; PS 253, Brooklyn; PS 410, Brooklyn; PS 620, Brooklyn.

NYC Metropolitan Transportation Authority, Amtrak, and NJ Transit Rail Transit Experience, NY and NJ. Chief Mechanical/Electrical Estimator responsible for cost estimates for the following:

- MTA LIRR, Air Conditioning
- MTA LIRR, Ventilation Studies, Track Level
- MTA NYCT, 72nd Street Subway Station - Site Utilities and Interior Upgrades

- MTA Metro-North, Grand Central Terminal Building Modifications - Interior and Track work
- NJ Transit, Montclair Connection, New Light Rail

MTA Task Order 58 - Upgrades to Various Subway Stations, New York, NY. This project involved providing construction estimating services for various mitigation measures proposed for two (2) station complexes - 42nd Street/Times Square and Lexington Avenue/53rd Street. Both stations serve multiple subway lines. The mitigation measures elevated the performance standard of these stations in the event of an emergency event (explosion, blast, fire, smoke), both natural and man-made. The proposed improvements minimized damage, loss of life and property. The mitigation measures did not involve physical hardening of any of the station components.

MTA "Task Order" Design/Technical Services - Security Capital Program, New York, NY. This assignment involves providing cost estimating and project scheduling services for engineering design and technical services for the MTA security improvement capital program. Services include risk and vulnerability assessments, development of a security program and security design guidelines, engineered solutions for threat mitigation, cost/benefit analyses of alternative mitigations, conceptual design, design development, final design, contract document preparation including drawings and specifications, preparation of project phasing plan and cost estimates, value engineering, and pre- and post-construction contract award services for a variety of security projects.

MTA IQC for Concrete Consultant Services (PS 829), New York, NY. This project involves providing cost estimating and scheduling services to the SGH team for this indefinite-quantity contract to provide concrete consultant services.

James A. Farley Post Office Building/Penn Station Redevelopment, New York NY. This project involved providing cost estimating services for the cost evaluation and tenant cost breakdown for the complete redevelopment of this 1913 McKim Mead & White landmarked building. This building currently houses the Farley Post Office and is to be turned into the new Moynihan Station (Penn Station/NY) as part of a larger redevelopment of the area. Work included structural and mechanical upgrades and interior and exterior restoration/renovation of 1,272,000 sf that encompasses historic restoration and preservation, an architecturally-significant skylight, and building entrances.

Metro-North Railroad Design of Guard Booth Access Control Points, Bridgeport & Stamford, CT. This project involved providing cost estimating services to URS team at all stages of project development. The project scope involves the construction of new guard booth access points. The work includes new asphalt paving, concrete sidewalks and new fence; electrical power distribution, electronic safety and surveillance systems.

PATH Tunnel Emergency Evacuation Shafts-Lighting & Exit Signage, New York, NY & Jersey City, NJ. The project objective involved the replacement and/or installation of new signage, emergency lighting and photoluminescent markings at six (6) locations to allow for safe egress from the tunnels in the event of an emergency. The PATH railway system includes emergency evacuation shafts (stairwells) within the underground tunnel system that lead passengers to street level in an emergency event. The engineering department evaluated the conditions and provided recommendations for several of these shafts - Washington Street and 15th Street located in New Jersey, and Morton Street shafts located in New York.

PATH Christopher/9th Street Station Entrances, New York, NY. This project involved providing cost estimating services to the design team at the conceptual design stage for the preparation of an analysis report for both stations and conceptual design for a new station entrance at the 9th Street Station through the Fontana Center building. The logistically-challenging proposed new 9th Street Station entrance includes an underground mezzanine tunnel over the existing PATH lower-level platform tunnel. The scope involved extensive utility relocation; maintenance and protection of traffic; the Fontana Building substructure and structural work; as well as vertical ingress/egress elements.

PAUL SANTORO

Cost Estimator

FIRM

CB&I Government Solutions, Inc.

Education

BS, Construction Engineering Technology, Louisiana Tech, Ruston, Louisiana, 1989

SUMMARY OF RELEVANT EXPERIENCE

Mr. Santoro has over 25 years of experience and his primary responsibilities include preparing cost estimates, revenue project costs, preparing bid form proposals, and supporting other company sectors with projected cost on existing projects. Other responsibilities may include T&M/Cost reimbursement estimates, budget projections, takeoffs of material and quantities, and change order estimates.

REPRESENTATIVE PROJECTS

Estimator, Inner Harbor Navigation Canal (IHNC) Hurricane Protection Project, , Unites States Army Corps of Engineers, New Orleans, $1,300,000,000.00, 04/2008 - 06/2011

Project consists of dredging, coastal restoration, and approximately 10,000 lf of pile founded Category 5+ Hurricane Protection Floodwall. Additionally, project consists of two (2) sector gates and associated navigational and control / safe house features. Served as the estimator on the largest Design-Build Civil Works Project awarded in USACE history. Prepare detailed estimates in accordance with the scope of work, perform quantity take-offs, determining manpower, equipment requirements, material items and subcontractors. Responsible for quarterly estimates indicating project cost by Work Breakdown Structure. Performed check estimates on subcontractor pricing to establish price reasonableness.

Estimator, Peace River Reservoir Expansion Project, 501134085.10106302, Peace River/Manasota Regional water Supply Authority, Arcadia, FL, $72,000,000.00, 06/2007 - 06/2007

Construction of an engineered earthen embankment approximately 4 miles in length, approximate height of about 35 feet above the existing ground with a geosynthetic impervious membrane as a water-retaining barrier, a soil bentonite slurry wall, an internal chimney drain and finger drains and a perimeter seepage collection drain collect and convey seepage to monitored outfalls.

- Construction of an auxiliary spillway at existing Reservoir #1.
- Construction and operation of temporary stormwater/construction water management ponds to be used in managing construction water during the course of the project
- Construction of a water supply inlet structure within the reservoir.
- Construction of a 66-inch raw water pipe approximately 5,500 feet in length.
- Construction of a dual chamber outlet/spillway structure in Reservoir #2.
- Construction of 54" & 42" transfer pipelines from Reservoir #2 to Reservoir #1.
- Construction of a 36-inch spillway pipeline from the outlet/spillway structure and a discharge structure combining the 54 and 36-inch pipelines.
- Construction of a perimeter security fence (approximately 7 miles in length)

This page was intentionally left blank

MOHY ABOTALEB, PE

Assistant Resident/Chief Inspector

EDUCATION

B.S. Civil Engineering, Alexandria University, Egypt, 1987

PROFESSIONAL REGISTRATION

Professional Engineer – New York, [redacted]

SUMMARY OF RELEVANT EXPERIENCE

Mr. Abotaleb has Over 20 years experience in design, construction and inspection of infrastructure projects. He provides technical leadership, monitors construction progress and reviewes construction progress schedule. He provides guidance and training to inspection staff. He has supervised construction of several sewage treatment plants and served as the site representative responsible for overall field management .he is also experienced in processing and negotiating claims and change orders.

REPRESENTATIVE PROJECTS

Lead Civil Inspector, Newtown Creek Water Pollution Control Plant, Queens, NY. He served as Lead Civil Inspector for various projects at this water pollution control plant.

- Duties and responsibilities included directing the field inspection staff in the assignments of their duties and reviewing their daily inspection reports;
- Provided engineering decisions based on the plans, specifications, and special provisions;
- Conducted on-site observations of work to verify that the procedures, materials, and construction conform to the specifications and examined the workmanship of finished installations for conformity and approved installation.
- Also,interpretedplansand specifications for contractor anddiscussed deviations from specified construction materials and procedures with engineer of record and supervised concrete placement. Reviewed CIP daily log and Specimen COC;
- Assistedinsetting placement code numbers; discussed andreviewed the field requirements for mass concrete with the contractor; prepared concrete log sorted by location of placement, mix design psi, test cylinder number, quantities placed, CM-ID number, and NYC DEP CQAS CODE and DOB permit number for every set of cylinders.
- Coordinated the activities of the civil, electrical and mechanical inspectors;
- Reviewed monthly payment requisitions, change order payments and prepared recommendations for extra work issues. Attended weekly issues, progress and pre-construction meeting;
- Performed quality control inspection supervision for expansion joint, rebar details, pile cut-off, payment, DBS, fireproofing, firestopping,

thermal proofing, pipe expansion joints, concrete topping, cementitious fireproofing, cracks, leakage, shoring earth work, drainage, water stop, and concrete placement.

- Ensured that contractor adheres to plans and specifications.
- Prepared I & T monthly report, pile installation logs, contractor's manpower, materials, and equipment. Inspected and monitored time and material (T&M) work so that T&M records were maintained.

Civil Inspector, Newtown Creek Water Pollution Control Plant, Queens, NY

He served as Civil Inspector for various projects at this water pollution control plant

- Coordinated concrete placements in the field with the contractor, the CM and the concrete field inspectors; inspected concrete walls, beams, slabs and walkways so that construction complies with the design drawings, specifications and shop drawings
- Monitored that all control inspections and tests required are performed and appropriately documented; inspected H-pile installation and pile cap installation, prepared inspection reports for daily work
- Performed quality control inspection for drainage, earthwork, water stop, reinforcing steel and concrete placement; inspected plugging of Queens-Brooklyn Pump Station Active Force-main
- Resolved problems that arise during construction and reviewed contractor's payment requisitions.

Project Manager - Pre-engineered Garage

Served as Project Manager for the construction of a pre-engineered garage

- Responsibilities included preparing engineering reports and plans for relocation of the main water line; site inspection and quality assurance of Packed Tower Aeration System for two water wells, as well as witnessing the water system pressure test, and pump test. Interpreted complicated drawings and assisted in feasibility study for alternative water source for airport;
- Updated the design and approved shop drawings for rehabilitation of commercial swimming pool. Supervised the Dismantling and Demolition of an existing Incinerator and Designed drainage system for Village Hall and designed detailed plans and specifications, prepared the design calculations, and drafted detailed plans for pump station for drainage system. Altered the design, supervised the installation, performed field measurements
- Prepared As-Built records and drawings for water system alterations between two water wells.

Project Manager, He served as Project Manager preparing engineering reports, hydraulic analysis, design calculations, detailed plans and specifications, AutoCAD plans and specifications for gravity sewer systems, pump stations, force mains and temporary septic disposal systems. Provided analysis of: house connections to existing sewer lines; gravity sewer design systems and supplied grease trap calculations; prepared pump station Operation & Maintenance Manuals and detailed plans and specifications including scan and trace of existing site plans. Performed field inspections and took field measurements; prepared topographic maps from existing contour and aerial maps and adjusted scales to locate the site boundaries and location. Assisted in the preparation of structure design; prepared septic system and water connection plans and specifications; prepared as-built detailed plans; assisted in hydraulic analysis of storm drainage and ground water conditions. Also assisted with the preparation of plans and specifications for electrical work; reviewed shop drawing and prepared detailed plans and specifications, and force main for sewage pump stations and prepared preliminary design plans.

MAHER A. MAHMOUD

Structural Chief Inspector

EDUCATION

Postgraduate Courses in Hydraulics & Soil Mechanics Engineering, Colorado State University, Colorado, 1989

Master of Science, "Hydraulics & Soil Mechanics", Ain Shams University, Cairo, Egypt, 1989

Bachelor of Science, Civil Engineering, Ain Shams University, Cairo, Egypt, 1984

PROFESSIONAL REGISTRATION

NICET Level IV #[redacted]

LICENSES & CERTIFICATIONS

ACI Concrete Field Testing Technician - Grade I, 2006

ACI NJ Chapter – Concrete Construction Technology Course, 2008

OSHA 10-hour Construction Safety and Health Training Course, 2008

NJSAT, 2008

TCCP Certification

NYCT Track Safety Training

LIRR Track Safety Training

MTA Safety Training

Member of ASCE

SUMMARY OF RELEVANT EXPERIENCE

Mr. Mahmoud has 23 years of engineering and construction experience. Examples of his experience are as follows:

REPRESENTATIVE PROJECTS

Resident Engineer/Senior Project Engineer, Extension of the 7 subway line from 41st & 8th Avenue westward under 41st Street to 11th Avenue, and southward under 11th Avenue to West 25th Street, for MTA Capital Construction. Work site consisted of five staging areas, construction of three shafts to provide access for tunnel mining operations, construction of an adit, two Tail Tunnels and two TBM Assembly Chamber/Starter Tunnels. Construction of five cross passages that connect the two running tunnels, underpinning and structural modification of the existing 8th Avenue subway structure. Retrofit of the existing 7 subway line tunnel structure. Construction of two bored tunnels, 22 feet in diameter, each about 120 feet below ground level, construction of a permanent roadway decking system within the lower level of the existing Port Authority Bus Terminal and construction of electrical substation. Duties include providing construction management services that include QA/QC program to assure the project work is carried out in a planned, controlled manner and in compliance with MTACC guidelines. (10/08 – present)

Chief Inspector/Asst. Resident Engineer, REI Services for Reconstruction of Grand Concourse from East 161st St. to East 166th St. (Contract # HWXP136R), and Reconstruction of East 161st St. Bridge (Contract # HBX1104), Bronx NY for NYCDOT. Work included replacement of an arch overpass and 6-block reconstruction of a major urban 10-lane-wide thoroughfare. Providing REI services for two multi-staged projects including demolition of a 60-ft wide, 550-ft long concrete arched bridge, construction of reinforced concrete abutments, back walls, pedestals, bearings, superstructure deck and approaches. Reconstruction of four staircases at the portals of the bridge, reconstruction of the underpass roadway and sidewalks. Rock tie backs to existing wing wall. Reconstruction of combined sewer system, water main, street lighting, traffic signals, Con Edison duct banks, telephone, medians, pedestrian ramps and landscaping. Placement of concrete base roadway and HMA Superpave. Duties include supervision of daily construction activities, review shop drawing and suggestion. Participated in monthly progress meetings with the A/E consultant, contractor and the client. Reviewed and approved contractor's CPM schedule and

prepared monthly progress reports. Coordinated and managed all project documentation. Construction cost $55 million. (3/06 – 10/08)

Chief Inspector/Asst. Resident Engineer, REI Services for the Reconstruction of Metropolitan Avenue Bascule Span Bridge over English Kills (Contract # HBK1149), Brooklyn, NY for NYCDOT. Scope of work consisted of demolition and reconstruction of the steel grid deck slab roadway filled with lightweight concrete, structural steel floor beams, steel stringers, lateral bracing, reinforced concrete wing walls supported on cast-in-place concrete piles, rest pier walls, pilasters, concrete counterweight, painting of structural steel, seismic retrofit of the trunnion columns, new submarine cables, machinery operating systems, new hydraulic operating system, and construction of two-story operating house with all operating equipment. Duties included participating in progress and technical meetings, overseeing field inspection of all aspects of work, MPT as per MUTCD, assisting the project manager in reviewing/negotiating change orders. Reviewing contractor payments, preparing progress reports, reviewing CPM and making recommendations. Inspection of existing structure steel conditions prior to construction and recommending repairs. Construction Cost $40 million. (3/04 – 2/06)

Chief Inspector/Assistant Resident Engineer, Design-Build Contract for JFK International Airport AirTrain Light Rail System with Connection to Long Island Railroad (LIRR) train station at Jamaica Avenue and New York City subway system for Port Authority of NY&NJ (Contract # LRS 100.001). Led a team of 12 inspectors providing quality assurance of all phases of construction of the 8.4 mile elevated light rail system. The scope of work consisted of driving of steel piles, cast-in-place concrete piles, pile caps, foundations, columns, beams and superstructure erection of the segmental pre-cast concrete box for the elevated double track structure. Construction of 10 structural steel substations, widening of Van Wyck Expressway from Rockaway Boulevard to Atlantic Avenue to accommodate the installation of the elevated structure along the expressway's median from the airport to LIRR Jamaica station, widening of 12 entrance and exit ramps, installing new catch basins, manholes, concrete curbs, concrete base roadway, asphalt pavement (Superpave) and concrete median barriers in accordance with NYSDOT standards and specifications, structure retaining walls with tie backs including performance and proof tests of soil anchors and corrosion control electric system in accordance with NYSDOT specification and standards, new ITS (Intelligent Traffic Systems), inspection of MPT devices and construction signs to ensure compliance with plans, specifications and MUTCD, reviewing the inspector's daily reports, participating in daily QA/QC meetings, reviewing contractor's daily activities and details with field inspectors, and participating in progress construction and weekly safety meetings. Construction cost $1.9 billion. (11/99 – 10/01)

RICHARD K. GEORGES

Inspector

EDUCATION

Faculte Des Sciences-Universite D'Etat D' Haiti-Port-Au-Prince, Haiti

Physics, Chemistry and Mathematics Certificate, 1971

Bachelor of Science, Electro-Mechanical Engineering, 1974

Professional Training 26th Session Jeunes Cadres, EDF, France, 1976

41st Session Prevention Technique Electrique EDF France, 1976

Transmission of Electrical Energy – 27th Session EDF France, 1979

LICENSES & CERTIFICATIONS

NICET Level III 2009, #[redacted] Traffic Control Coordinator, Rutgers The State University of New Jersey, 04/16/10; ACI Concrete Field Testing Technician – Grade I, 2013; NJSAT Asphalt Paving Construction Technologist, 2014; OSHA 10-Hour Construction Safety and Health Training Course, 2007

SUMMARY OF RELEVANT EXPERIENCE

Mr. Georges has over 35 years experience in Construction Management and Inspection industry. Responsibilities have included construction inspection, cost control, claim review, payment reviews, change orders, time impact analysis, coordination between contractors, and various administrative duties, prepared reports and maintained project records. Examples of his experience are as follows:

REPRESENTATIVE PROJECTS

Senior Inspector, NYCDOT Construction Inspection of St. George Ferry Terminal Ramps Reconstruction. Scope of work includes eight vehicular ramp structure and one pedestrian bridge consisting 73 spans deck replacement, concrete abutment repair, rehabilitation of deteriorated steel super and substructure members as well as complete removal and installation of new paint system on all exposed structural steel. Also include complete replacement of the existing above and under deck bridge lightings, five bus canopy lighting, bridge drainage systems and underground storm water drainage system. Installation of a pigeon deterrent system, reconstruction of the North Municipal Parking Field and architectural enhancements to the bus canopies and pedestrian breezeway. Construction Cost $191 million (09/10 – present)

Senior Inspector, NYCDEP Alley Creek Pump Station upgrade, Queens, NY. Project consisted of an upgrade and expansion of an existing pump station, extensive site piping, utilities and wetlands restoration work. Also included is the rehabilitation of the Alley Pond Environmental Center building. Responsibilities included the inspection of both power and instrumentation/ controls equipment and systems. Construction Cost $30 million (7/09 – 09/10)

Senior Inspector, MTA NYCT Integrated Electronic Security System. Work included inspection of wiring, conduit, CCTV, fiber optics for security camera systems in various stations including Penn Station as well as East River Tunnels. Coordination was necessary between various Rail Road agency's including Amtrak and the NYC subway system. (2/07 – 6/09)

Senior Inspector, NYCDOT Reconstruction of Manhattan Bridge Contract No. 11. Scope of work included concrete deck repairs, steel reinforcement, new concrete deck placement, steel joints and shear studs, structural steel repairs at floor beams and diaphragms, new steel floor beams, stringers, grid deck and haunches, major welding inspections throughout the bridge, torquing of bolts at all connections, New traffic barrier installations, electrical service replacement and refurbished including panels, wiring and piping for

new bridge lighting and traffic signals. (5/06 – 2/07)

Senior Inspector, TBTA Replacement of roof and building repairs at the Brooklyn Battery Tunnel Services Building. Scope of work includes installation of HVAC and electrical panel for project BB-21A, installation of AC condenser, roof drain and plumbing, installation of sump pump in the Service Building, demolition of existing roof and installation of new roofing components. Construction Cost $3 million (6/05 – 5/06)

Senior Inspector, NYSDOT Bruckner Expressway Corridor for Intelligent Transportation System in Bronx County. Work includes installation of new fiber optic cable, communication conduits and pull boxes along the Cross Bronx, Bruckner, Sheridan and Throgs Neck Expressways and the Bronx River Parkway; installation of 14 CCTV camera, 2 permanent Variable Message Signs, 11 Radar detectors, 17 Vehicle amplification detectors and modifying 2 permanent Variable Message Signs. Maintenance of the above equipment. Construction Cost $17.4 million (7/01 – 5/05)

Resident Engineer, NYCDPR Reconstruction of Irrigation Systems and related work at La Tourette, Silver Lake and South Shore Golf Courses, Staten Island, NY. Scope of work included construction of concrete curb.; planting trees, sod; asphalt pavement; construction of chain link fence; maintenance and protection of traffic; plumbing work; electrical work; computerized irrigation sprinkler system; water wells and rock excavation. Construction Cost $6 million (5/00 – 7/01)

Inspector, NJDOT MAGIC 1A Project on Routes 4 and 80. Work included installation of fiber optic wires; installation of cameras; installation of VM Signs; electrical work. The construction and testing of the fiber optic fusion splices and splice enclosures were performed per EIA/TIA, CCITT and FDDI standards. All fusion splices were made using a fusion splicer ensuring that the splice enclosure was air tight, water tight, corrosion resistant, rodent proof and re-enterable. Certified by manufacturer for below ground and having sufficient capacity to splice up to 144 optical fibers. Performed attenuation tests on all spliced optical fibers with an OTDR capable of recording and displaying anomalies of 0.2 dB as a minimum. Inspected OTDR print out with numerical loss values to approve the splices. Construction Cost $20 million (4/99 – 5/00)

DENNIS CORPAS

Assistant Resident Engineer/Chief Inspector

EDUCATION

Associate in Applied Science, Electrical Engineering, New York City Technical College, Brooklyn, New York, 1994

PROFESSIONAL REGISTRATION

NICET IV 2003, [redacted]

Engineer-In-Charge (EIC) training, 1998

LICENSES & CERTIFICATIONS

OSHA 10-Hour, Construction Safety & Health Training Course, 2005

ACI NJ Chapter -Concrete Construction Technology Course, 2008

Rutgers - Traffic Control Coordinator Program, 04/16/2010

NJSAT, 2008

Asbestos control and containment training

Structural Steel cleaning containment systems

SUMMARY OF RELEVANT EXPERIENCE

Mr. Corpas has more than 24 years of experience on roadway and bridge construction projects. He has experience in electrical utilities including the latest ITS systems, drainage systems, roadways on grade, elevated roadways, bridge construction, tunnels, deck overlays, city parks and playgrounds. His experience includes:

REPRESENTATIVE PROJECTS

Assistant Resident Engineer, NYCDOT St. George Ferry Terminal Ramps Design-Build. Scope of work includes eight vehicular ramp structure and one pedestrian bridge consisting 73 spans deck replacement, concrete abutment repair, rehabilitation of deteriorated steel super and substructure members as well as complete removal and installation of new paint system on all exposed structural steel. Also include complete replacement of the existing above and under deck bridge lightings, five bus canopy lighting, bridge drainage systems and underground storm water drainage system. Installation of a pigeon deterrent system, reconstruction of the North Municipal Parking Field, including asphalt pavement, and architectural enhancements to the bus canopies and pedestrian breezeway. Construction Cost $191 million (09/10 – 07/13)

Assistant Resident Engineer, NYCEDC Infrastructure Reconstruction at South Brooklyn Marine Terminal. Reconstruction included removal of existing facility's asphalt parking lot and installation of hot mix asphalt pavement. In addition, existing roadway reconstruction included removal of trolly tracks and cobblestones and the installation of new asphalt pavement and striping. Work included developing alternate bid items that led to cost savings, developing design and construction changes that kept the work within the available budget, site management and schedule control. Construction Cost $53 million. (12/08 – present)

Chief Inspector, NYSDOT Region 10 Southern State Parkway, Mill and Fill, NYC Line to Nassau Road, Nassau County. Two inches of existing asphalt pavement overlay was milled and resurfaced. Some areas required concrete pavement and joint repairs. This project included traffic management strategies such as construction phasing and lane closures. It also involves significant night work. Construction cost $16.5 million. (7/07 – 10/08)

Chief Inspector, NYSDOT Implementation of an Advanced Traffic Management System (ATMS) on the Major Deegan Expressway from Triboro Bridge to City Line in the Bronx and Manhattan. Oversaw and supervised installation of project, staff and documentation. The ATMS included an ITS

configuration which would yield a system capable of full scale traffic and incident management. The system was equipped with closed circuit television cameras which would provide video surveillance on the roadways within this sub region. Traffic sensors were placed at mainline and ramp locations to provide real-time traffic information and to detect the occurrence of incidents. Variable Message Signs (VMS) and Highway Advisory Radio (HAR) were included for motorist information and route diversion purposes. Work involved ITS installation of two independent major roadways, over 15 miles, simultaneously as well as equipment installation at command center. Installation of camera, radar and message board units, using overhead cantilever structure. Testing and troubleshooting performed with Optical Time Domain Reflectometer, OTDR equipment. Work also included modifying and converting existing variable Message Board units from cellular to fiber-optic system and integration into new system. Installation of new equipment into existing operation center. Cataloging all connection points in the system, creating thorough documentation for maintenance of system. Construction cost $26 million. (2/04 – 8/07)

Chief Inspector, NYSDOT Preventive Maintenance and Maintenance Repairs/Replacements for the ITS Systems in Region 11. Oversaw ITS inspectors, operations, maintenance troubleshooting and repair of ITS field and operations center system where and when necessary in 5 boroughs of New York with over 60 miles of roadway. Included cameras, speed and classification radar detectors. Maintaining Traffic Monitoring devises, field devices. Maintenance, troubleshooting and repair of ITS Traffic Central Operations Center. Network comprised of a variety of systems – Fiber-optic, microwave (wireless), T1 lines (broadband), and cellular service. Cataloging and report generating. Varied agency interaction. (10/03 – 1/04)

Office Engineer, NYCDOT Reconstruction of the 7th Ave. Bridge over the NYCT-BMT Yard, Brooklyn, NY. Responsibilities included all aspects of maintaining and operating the field office according to NYSDOT MURK. Responsibilities included processing the monthly estimates for contractor payments. Preparing and processing of change orders, time extensions, verifying material certifications, scheduling of meetings and preparing minutes of meetings. Assigning the inspection crew their daily operations and reviewing the inspectors daily reports. (2002 – 9/03)

Chief Inspector/Senior Inspector - Worked on the following NYSDOT projects: (11/97 – 5/00)

- Chief Inspector - Route 9A Segment 6 (Manhattan County). Responsibilities involved scheduling weekly progress meetings. Coordinating job progress with the contractor. Acting as liaison between NYSDOT, and the General Contractor and the various State, City and Community agencies involved with the contract. Assuring quality control by assigning appropriate field assignments and holding weekly safety and inspection meetings. Oversaw all ITS operations assuring work was done to contract document specifications. Installation of ITS network equipment fiber-optic network for Traffic Observation System, cameras, speed radar detectors. New conduits, electrical cables, street lighting, traffic signals. Realignment and redesign of intersection along rural Route 9A installation of turning lanes for illumination and traffic control. Daily reports, quantity reporting, meeting participation with city state agencies for the resolution of design and other issues. Responsibilities required maintaining record plans for locations of items installed. Also responsible for the inspection of the installation of tide gates, manholes, catch basins and their pipe connections. Performed inspection for the installation of European design roadway pavement including subbase and sub-grade preparation, reinforcement installation and joint layout.

SHERAJUL HAQUE

Assistant Resident Engineer/Chief Inspector

EDUCATION

Master of Commerce; Management - National University, Dhaka, Bangladesh

Associate in Science - Dhaka Board, Dhaka, Bangladesh

PROFESSIONAL REGISTRATION

NICET Level III

LICENSES & CERTIFICATIONS

ACI Concrete Field Testing Technician - Grade I

OSHA-10 Hour General Industry Outreach

OSHA Confined Space Training

Health, Safety and Welfare from NYCSCA - 2 Learning Units Hours

SUMMARY OF RELEVANT EXPERIENCE

Mr. Haque has over 6 years of construction experience as an inspector for NYCDDC reconstruction projects involving water mains, storm and sanitary sewer installation, construction of roadways and sidewalks. He has in-depth understanding of field inspection and construction site supervision. He possesses expertise in human relations and management; development, integration and coordination of technology programs and has the ability to effectively communicate in a positive manner with management, employees and clients in all situations at all levels. His representative projects are as follows:

REPRESENTATIVE PROJECTS

Senior Inspector, NYCDDC REI Services for the Installation of Storm and Sanitary Sewers Along The N.B. Whitestone Expressway Service Road, Queens, NY. The project includes installation of new 8-inch, 12-inch and 20-inch water distribution mains with mechanical joint fittings, valves and fire hydrants; construction of more than 7,000 L.F. of storm sewers including 7'-6"W x 9'-0"H, 9'-0"W x 9'-0"H and 11'-6"W x 7'-0"H flat top reinforced concrete (FTRC) storm sewer on continuous flight augered (CFA) piles; 24-inch to 66-inch RCP and various sizes of storm sewers; construction of a siphon chamber and storm sewer outfall at the Flushing River; 10-inch, 15-inch and 18-inch sanitary sewers; installation of catch basins (both standard and shallow) and chute connections; new street lights, tree planting including landscaping, erosion and sediment control plan; and roadway restoration. (06/2012 – Present)

Senior Inspector, NYCDDC Contract HWX647B, Reconstruction of Paulding Avenue, Phase II, Bronx, NY. The scope of work includes installation of distribution water mains 8", 12", 20" and water trunk mains sized 36" and 48", installation of combined sewers 15" ESVP and 24", 30" 42" RCP as well as many utilities to be relocated. Responsibilities included overseeing installation of sewers and water mains; preparation of Tap Cards for house service connection and field cards as well as in-service sheets of installed water main; MPT plans; utility relocation/coordination; and water shutdown coordination in accordance with NYDEP, NYDDC and NYCDOT construction procedures, plans and specifications. Perform quantity takeoffs, daily inspection reports and as-built drawings. Construction Cost $25 Million (2010-present)

Senior Inspector, NYCDDC Contact HWX647A, Reconstruction of Paulding Avenue, Phase I, Bronx, NY. The scope of work included installation of water main pipe and appurtenances up to 20" diameter, connection of new 20"

water main to existing 48" steel pipe and house connection. Responsibilities included coordination with the field office and DEP personnel regarding water shut downs taking water samples; also responsible for Tap cards for house service connection and field cards as well as in service sheets of installed water main; oversaw the construction activity, utility relocation/coordination and water shutdown coordination in accordance with NYCDEP, NYCDDC and NYCDOT construction procedures, plans and specification. Performed inspections on a wide range of DDC construction projects including storm and sanitary sewer lines, catch basins, backfill and roadway restoration and compliance with standard details, specifications and approved plans. Documented construction progress, computed costs for payments and final quantities. Coordinated construction of City projects with utility companies, City departments, contractors and sub-contractors. Responded to complaints and requests for information regarding construction projects, reviewed quantities and specifications prior to construction, prepared record drawings and took samples for testing. Performed quantity takeoffs, daily inspection reports and as-built drawings. Completed Sidewalk construction report card for violation assessment as required by NYCDOT; updated the Sewer and Highway contract drawings. Interfaced with the contractor on daily bases and trouble shoot problems. Monitored the project MPT and ensured compliance; implementing contract safety procedures with zero tolerance ensuring the contractor's personnel and public safety. Communicated with the public to resolve complaints and facilitated requests for information regarding construction projects. Coordinated with survey personnel in preparation of record drawings and harmonized of efforts to improve operations, decrease turnaround times, streamline work processes. Construction Cost $40 Million (2007-2010)

Assistant Super, M.S.I. Contracting, Queens, NY. Lay out of project dimensions and site survey points. MPT plans; utility relocation/coordination; and construction procedures, plans and specifications. I was also responsible for quantity takeoffs, daily inspection reports and as-built drawings. (2004-2007)

Lead Cashier and Customer Experience Manager, SEARS, Rego Park, NY. Verified all Point of Sale Transactions; evaluation of personnel, technical and supply needs; organization of systems for the maintenance and delivery of supplies; preparation of weekly schedules for our team of 50 cashiers; evaluation and resolution of issues relating to cash variances (over and shorts) at Point of Sale registers; cooperation with management and staff as a coach and supervisor for our team to ensure maximum customer satisfaction and observance of all proper personnel and financial requirements; development, coordination and evaluation of customer satisfaction programs and training. (2004-2007)

Manager, Military Engineering System, Haque's Construction & Trading Corporation, Bangladesh. Managed and developed customer and financial relations for the family construction business. Worked with the military Engineering System to provide supplies and maintenance services on army bases. Designed and completed infrastructure projects for Roadways and Bridges. (2001-2004)

RICHARD MORRIS

Assistant Resident Engineer/Chief Inspector

EDUCATION

Civil Engineering Program,

City College of New York

(Incomplete), 1992

3 Year Diploma-Quantity Surveying / Construction Management, College of Arts, Science, and Technology, Jamaica, W.I., 1980

Civil Service - Audit Department, Local Government, Jamaica, W.I., 1977

Cornwall College High School, Jamaica W.I., 1975

PROFESSIONAL REGISTRATION

NICET Level IV, #[redacted]

LICENSES & CERTIFICATIONS

Traffic Control Manager, Maryland State Highway Administration

Erosion & Sediment Control, MD

Lead Abatement, NY

SUMMARY OF RELEVANT EXPERIENCE

Mr. Morris has over 28 years of experience in engineering and construction inspection industry. Examples of his representative projects are as follows:

REPRESENTATIVE PROJECTS

Office Engineer, NYSDOT Contract D030916 Reconstruction of Cross Westchester Expressway I 287 and Interchange 8. Duties included project record keeping for reconstruction of approximately 1.2 miles of existing road and Interchange 8, and constructing 0.8 miles of new road. Extensive bridge work includes three new bridges, removal and replacement of two existing bridges and the rehabilitation of three other bridges. Work at existing bridges also includes new culvert installations, culvert extensions and repairs, plus headwall and wing wall installations and repairs. Construction Cost $55 million (09/10 – present)

Office Engineer, TANY 09-37B, Mill and Inlay 8 Bridges in New York Division. Duties included record keeping in accordance with NYSTA Standards including but not limited to estimates, change orders, material certifications, filing, inspection and preparation of final accounts. (7/09 – 9/10)

Project Engineer, Responsibilities included cost control and supervising construction of multi-story Apartment Complex including roads and associated infrastructure. (1/08 – 7/09)

Office Engineer, Demolition of Old and Construction of New Woodrow Wilson Bridge Connecting Virginia to Maryland for MSHA. Responsible for record keeping for the construction of the widest, post tension segmental bridge in the world, consisting of 12 lanes with capacity for future rail service. Duties included complete financial control, preparation of pay estimates, materials certifications, preparation of change orders, status reports for client and contractor; maintaining project records in accordance with State standards; reviewing inspectors' daily reports for accuracy and conformance check quantities to ensure correct application of item numbers and specifications; attending to Federal and State Highway and D.O.T auditors for conformance on all levels. Construction Cost $132 million (6/03 – 1/08)

Senior Office Engineer, NYCDDC. Responsible for reviewing various projects and resolving final account conflicts. Client was very pleased with the resolution of final accounts. (5/02 – 5/03)

Chief Inspector, Resurfacing Various Routes in Nassau and Suffolk Counties, NY. Project involved milling and resurfacing of highways. Duties

included inspection of all aspects of project, survey, layout and scheduling of operations. Reported directly to Resident Engineer and responsible for training of personnel. (4/00 – 4/02)

Office Engineer, Historical Street Lighting & Infrastructure Works on Meadowbrook Parkway. Lighting for major six lane highways included paving and drainage in NY. Responsible for maintaining project records in accordance with NYSDOT standards. (3/99 – 3/00)

Office Engineer, Structural Steel Repairs to 166 Piers on the Tappan Zee Bridge. Several piers exceeded 100 feet in height. The number of repairs that required tracking was in the thousands. Project a l s o included bearing rehabilitation. Responsible for maintaining records in accordance with New York State Thruway Authority Standards. (10/97 – 2/99)

Office Engineer, Structural Steel and Navigation Light Repairs on the Tappan Zee Bridge for NYSTA. Project included various structural steel repairs and painting. Painting involved sand-blasting and complete containment. Contract Costs exceeded $12 million (7/95 – 9/97)

Office Engineer, Emergency Repairs to Existing Pier Fender Systems on the Tappan Zee Bridge for NYSTA. Depths exceeded 130 feet. Fender system consisted of "H" piles with Green-heart timber from Guyana. Project duration was approximately 8 months and was completed in conjunction with steel repair project. Duties included review of inspector's reports, update engineer's diaries and ensure records are in compliance with NYSTA standards. Also responsible for processing monthly estimates, maintaining material acceptances, item files and all correspondence. (7/95 – 9/97)

Office Engineer, Reconstruction of I-95 Viaduct over Metro North Rail Road, New York, NY, for NYSDOT. Project involved the widening of the existing bridge deck. Duties included incorporating simple and continuous span girders; cantilevered bridge deck; jacking span and replace bearings; major traffic re-routing; structural steel painting and latex concrete overlay. Construction Cost $28 million (6/89 – 5/94)

Office Engineer, Rehabilitation of I-895 Exit Ramp to Westchester Avenue, New York, NY, for NYSDOT. Project involved compete demolition and reconstruction of the exit ramp to Westchester Avenue from the Sheridan Expressway in Bronx, NY. Existing steel was re-furbished and re-installed and new deck placed. This project was completed in conjunction with the re-construction of I-95 viaduct. Duties included review of inspectors' reports, update engineer's diaries and ensure records are in compliance with NYSDOT standards. Also responsible for processing monthly estimates, maintaining material acceptances, item files and all correspondence on both contracts. Construction Cost $3 million (6/89 – 5/94)

Office Engineer, Resurfacing the Cross Bronx Expressway and Various Improvements for NYSDOT. Project expenditure exceeded $10M. Work included the milling and resurfacing of the entire length of the Cross Bronx Expressway, one of the busiest highways in NYC. Project involved improvements on various highways – concrete barrier, fencing, police facilities, drainage and structural steel painting. Duties included reviewing inspectors' reports; updating engineer's diaries; ensuring records are in compliance with NYSDOT standards; process monthly estimates; maintaining material acceptances, item files and all correspondence. (6/87 – 5/89)

CHERIAN GEORGE

Inspector

EDUCATION

Bachelor of Science, Civil Engineering, University of Karnataka, India, 1990

LICENSES & CERTIFICATIONS

NACE Level I, 2013

ACI Concrete Field Testing Technician - Grade I, 2011

OSHA 10-hour Occupational Safety and Health Training Course, 2009

NETTCP Soils and Aggregate Inspector #[redacted]2011

Q/C Resource Training Course #12833, 2011

NYCDDC Certification for concrete testing

LIRR Roadway worker protection training course

SUMMARY OF RELEVANT EXPERIENCE

Mr. George has over 13 years of experience in construction inspection projects.

REPRESENTATIVE PROJECTS

Senior Inspector, Northern State Parkway Interchange Reconstruction at Route 110, Suffolk County, NY Contract D030921, NYSDOT. As senior soils inspector, Mr. George was responsible for all soil compaction testing for 125,000 CM of embankment in place; 30,000 CM of Trench and Culvert Excavation and 12,000 CM of selected structural fill. He recorded approximately 120,000 CM of unclassified excavation and disposal. Construction Cost $55 million (6/11- present)

Senior Inspector, St. George Ferry Terminal Ramps Rehabilitation for NYCDOT. Project consisted of rehabilitating 8 existing ramps; architectural improvements to the bus gate and canopies; improvements to the pedestrian access; refurbishing the Flute Sculpture; painting all structures and installation of new drainage system. Mr. George's responsibilities included inspection in accordance with to NYCDOT standards, specifications and approved drawings; checked the MPT and safety for pedestrians; inspected the site and prepared weekly SPDES/SWPPP reports; took measurements of various quantities and prepared daily inspection reports. Construction Cost: $175 Million. (1/11 – 6/11)

Senior Inspector, REI Services for NYCDDC on an As-Needed Basis. (2003-2011) Representative Projects included:

- 11th Avenue, North Queens reconstruction of sanitary and storm sewers, catch-basins and connections, water mains and roadway restoration of trenched areas. (Construction cost $1.5 million)
- Reconstruction of 211 Street, North Queens sanitary and storm sewers, catch-basins and connections, water mains and roadway restoration of trenched areas. (Construction cost $3 million)
- Bronx area wide catch basin replacement. Work included replacement and installation of catch-basins throughout Bronx County. (Construction cost $1 million.)
- Douglaston Parkway, North Queens - Reconstruction of sanitary and storm sewers, catch-basins and connections, water mains and roadway restoration of trenched areas. (Construction cost $5 million).

Office Engineer, Alley Park Environmental Restoration & Oakland Lake Park Improvement Program for NYCDEP. Project consisted of the restoration of Alley Park & Oakland Lake Park which included wetland restoration; excavation and disposal of regulated & hazardous materials; installing new wetland sand; removal of trees, construction of sidewalk & curb, reconstruction of catch basins and construction of berms/ mounds for planting trees. His responsibilities included review and check calculations in the inspector's daily reports; Preparation of a log of quantities for various items and entering quantities in the payment estimate book to prepare monthly progress payments; Prepared and processed change orders; Prepared monthly progress reports; attended monthly progress meetings & prepared meeting Agenda & Minutes; Prepared the log of various permits; Reviewed the submittals and prepared log of submittals; Reviewed contractor's certified payroll and daily sign-in sheets; Prepared contractor's payment requisition package; Prepared subcontractor approval package. Construction cost: $25 Million. (12/08 – 12/10)

Office Engineer, Alley Creek CSO Abatement Facilities (ER-AC2) for NYCDEP. Scope of the work included upgrading the existing sewer pump station, extensive site piping, utilities and wetlands restoration work. Work also included the rehabilitation of the Alley Pond Environmental Center building. His responsibilities included review of inspector's daily reports and entering quantities in the payment estimate book; Preparing payment requisition package; Preparing subcontractor approval package; Assisted the Resident Engineer in preparing change orders; Prepared monthly progress reports; Attended monthly progress meeting and prepared meeting agenda and minutes. Construction cost: $30 Million. (6/07 – 11/08)

Team Leader, Building Condition Assessment Survey (BCAS) of the existing multistoried housing projects for NYCHA and School Buildings for NYCSCA. A team of four Engineers of various disciplines performed this survey. His responsibilities were to assess the structural stability/integrity of the existing buildings by inspecting various building components, taking photographs for any deficiency and to calculate the quantities to be replaced for various items; prepared inspection reports with photographs & sketches, reporting of any hazardous or life threatening conditions; coordinated between other team members and made sure the job was completed in a safe and professional manner. (5/05 – 5/07)

Construction Inspector, Engineering Inspection Services for the Reconstruction of Catch Basins at various locations in the borough of Bronx for NYCDDC. The scope of work included removal of existing catch basins and installation of new ones; installation of new manholes wherever necessary; relocation of water mains that interfered with the installation of catch basins & manholes; and reconstruction of sidewalks, curbs and pedestrian ramps adjacent to the new catch basins. His duties were to inspect the work on a daily basis and make sure the job was performed according to the approved drawings and NYCDDC standard specifications; checked the MPT and the safety of the pedestrians & workers; prepared concrete test specimens and conducted slump and air tests to make sure the concrete mets the specification standards; prepared inspector's reports & sketches and as-built drawings. He calculated the quantities of various items installed for payment purpose. Construction cost: $12 Million. (1/04 – 4/05)

Construction Inspector, Construction Inspection at Vladeck Houses for NYCHA. His duties were to inspect the construction of new masonry bulkhead including installation of dowels, ties, and flashing; inspection of brick work on new parapet wall as per drawings and specifications including installation of shelf angles, copper flashing, positive drainage, wall ties, air cavities and coping stones, etc.; ensure for the evenness of the wall, mortar joints and mortar; examine caulking for the coping stones and the expansion joints; inspect the existing façade for deteriorated/damaged bricks, mortar joints & sills to be removed and reconstructed; inspection of the installation of new roofing; prepared quantities of the above items and prepared the final punch list. Construction cost $10 Million. (3/03 – 12/03)

M. MAKSUDUR RAHMAN

Senior Inspector

EDUCATION

BSCE

LICENSES & CERTIFICATIONS

NICET III
Rutgers Traffic Control Coordinator
ACI Certified (Concrete Field Testing)
ACI-CCTC
ACI - Special Inspector
SAT Certified (Asphalt)
Project Management (Primavera)
Construction Safety Outreach (10 Hr)
OSHA HWO & Emergence Response
SSPC Certified

SUMMARY OF RELEVANT EXPERIENCE

Mr. Rahman is experienced with reinforced concrete and steel, substructure and superstructure work including footings, piers, abutments, steel framing, bearings, deck and deck joint replacement, membrane waterproofing etc. He also has experience in various pile foundations including drilled shaft, concrete/steel pipe, sheet, concrete, H-piles, etc. His roadway experience includes milling, paving, grading, drainage, utility relocations, etc. Mr. Rahman has also inspected project safety and maintenance and protection of traffic for various agencies.

REPRESENTATIVE PROJECTS

PANYNJ, MFP 926.519, Road and Utility Installations Port Newark/ Elizabeth (2014) - Duties and responsibilities included on-site inspection of milling, HMA, water main and service installation, excavation, temporary sheeting, curb, sidewalk, drainage, and traffic control.

Easterly Hack Bridge Rehabilitation, NJTA (2011 - 2013) Inspector on this $150 million bridge rehabilitation which includes deck replacement, bridge painting, demo, staging, and a significant traffic control.

Bridge Replacement over NJ Transit M&E Line, NJDOT (2008 - 2011) Inspector for the demolition and replacement of multiple roadway bridges over NJ Transit rail lines. Inspection includes demo, excavation, reinforced concrete sub and superstructure, steel framing, bearings, HPC decks, parapets, waterproofing, paving, drainage, traffic control, etc.

Rancocas Creek Bridge, NJTA (2007) Inspector for this ten span steel framed bridge over water including structural repairs, framing replacement and new deck. Value $16 Million. Inspected girder jacking, removal and replacements of framing members and concrete encasement. Also inspected lead paint removal, bridge painting, guiderail removal, upgrades and SRTs, sounding bearing pads, new bearings, traffic control, etc.

Bridge Sound Barrier Removal and Replacement MP 100-101, NJTA (2006) Inspector for the demolition and removal of existing sound barriers, modifications to steel structures, erection of new lightweight pre-cast concrete barriers including Maintenance and Protection of Traffic.

Pavement Resurfacing Project, MP 60.2 to MP 74.9, NJ Highway Authority (2001) Inspector of pavement restoration and miscellaneous improvements at the above locations. Responsibilities included MPT, layout of work area and control thickness and placement of asphalt pavement, core sampling, pavement markings, measurement for payment, etc.

Rt. 78 Roadway Rehabilitation Contract A- NJDOT (2006-2007) Inspector for this project which consisted of roadway reconstruction, major drainage improvements, bridge deck repairs and highway lighting from MP 50.50 to 52.80. This was a high profile project with very heavy traffic, multiple complex stages and intense traffic control. Inspection duties mainly included HMAC paving, roadway excavation, DGA, utility work MPT, night work, signs and highway lighting.

Route 21, TSM6 #1, Newark, NJDOT (2003-2006) Inspector for this project which included demolition and reconstruction of a NJ TRANSIT bridge to accommodate the widening of Rt. 21 (McCarter Highway) from Raymond Boulevard to I-280. Included significant substructure and superstructure work including steel H piles for the construction of new piers, steel framing, bearings, HP concrete, concrete slope protection, new concrete deck with membrane waterproofing and sheet piling . Project also included roadway realignment and drainage improvements, MSE retaining walls, extensive utility relocation, multiple stages, concrete barrier curb, subbase and subgrade, milling and paving, line striping, traffic control, roadway lighting, signing. Nighttime work was required.

Route 21, Sec. 2N, Cont. B, Newark, NJDOT (2002) Inspector on this project which included demolition and reconstruction of several bridges and associated roadway work. Structural items included bridge demolition over and adjacent to live traffic, drilled shaft piles, MSE walls, reinforced concrete foundations, sheet piling, piers, abutments, slope protection, major drainage work, structural steel framing, jacking of superstructure for bearing replacement, containment of lead paint during demolition, HP Concrete, new concrete decks, deck repairs, parapets, waterproofing , utility relocations. Also included concrete spall repairs, LMC overlay, repair/replace structural steel. Include milling and asphalt paving, electrical conduits, lighting, loop detectors, installation of joints, concrete barrier curb, MPT, capping of hazardous waste, etc.,

Southern New Jersey Light Rail Transit, NJ Transit (2002-2003) Inspector that provided construction engineering support for the construction inspection of this 34-mile Light Rail system between Camden and Trenton. Performed the Soil Investigation Program (pre-loading) including investigation of differential settlement of station platforms. Reviewed Compaction Grouting Procedure for Correcting Differential Caisson Settlement. Reviewed Drilling and Load Testing methods.

American Standard Testing and Consulting Laboratories Inc., NYC (1999-2000) Inspector for concrete forms, reinforcing bar and other embedded items prior to pouring concrete, concrete inspection and testing at plant, field and laboratory for slump, air and compressive strength. Also performed soil, aggregate testing.

Various Projects Outside the US – (1979-1998) Civil Engineer/Inspector on various projects such as a Computer Academy For Advanced Technology in Toronto, Canada, Flyover Bridges and Highways from Muscat City to Ibri in Oman, Commercial and Residential Site Development in Oman.

GARY GASTIGER, PE

Senior Electrical Inspector/ Office Engineer

FIRM

CB&I Government Solutions, Inc.

Education

M.B.A. – 1987, University of New Haven, West Haven, CT

B.S. Electrical Engineering – 1974, Worcester Polytechnic Institute, Worcester, MA

Registrations/ Certifications

Professional Engineer, New York

Professional Engineer, Connecticut

SUMMARY OF RELEVANT EXPERIENCE

Mr. Gastiger is a licensed professional engineer in the state of New York, with 39 years of hands-on construction experience. He has extensive experience in complex waste water, railroad, bridge, and power plant projects as well as quality assurance and inspection. Gary has exceptional New York based construction, start-up and testing experience at DEP wastewater treatment and railroad maintenance sites and has the ability to successfully manage multiple ongoing projects. In addition he has demonstrated his ability to complete projects on time and within budget.

REPRESENTATIVE PROJECTS

Resident Electrical Engineer, City of New York Department of Environmental Protection, Hunt's Point Waste Treatment Plant, Bronx, New York

Responsible for the management of phase 3 electrical and instrumentation work which began while phases 1 and 2 were ongoing. Work included replacing the digester motors and controls, new electrical distribution system, new polymer system and plant upgrade modifications to lighting and instrumentation and controls.

Duties included coordination and expediting of the electrical and instrumentation contractors' work activities; review of shop drawings, writing test and inspection procedures, electrical and instrumentation inspection, equipment testing, operations and placing into service; evaluation and resolution of electrical field engineering problems; initiation, preparation and negotiation of electrical contract change orders.

For phases 1 and 2, responsible for the management of the prime electrical contracts. Work included a new substation and transferring the existing plant to the new distribution system while maintaining plant operations. Duties included coordination and expediting of the electrical contractors' work activities; inspection, testing, and operations; evaluation and resolution of electrical field engineering problems; initiation, preparation and negotiation of electrical contract change orders; final contract closeouts. Coordination and direction of the electrical field engineering and inspection staff.

Resident Engineer, Metropolitan Transit Authority, Bridge and Tunnel Division, Randalls Island, New York

Responsible for the construction management of a $17 million dollar vehicle repair shop, $5 million dollar HVAC system upgrade and a $20 million dollar electrical system addition and refurbishment. Duties included construction coordination and planning for all three projects, electrical inspection and oversight of the civil and mechanical inspectors, equipment and systems testing and initial operations of equipment for the vehicle shop and electrical equipment for the electrical improvement contract; evaluation and resolution of all field engineering problems; payment approval and verifications; abatement project management for asbestos removals, lead paint and lead cable removals and PCB containing equipment removals. Work had to be planned and coordinated in operating administration facilities and an operational toll bridge with temporary power requirements, maintenance and protection of traffic and the public (vehicles and pedestrians). Vehicle facility included vehicle lifts, fuel islands, emergency generator, underground fuel storage, and office support

facilities. The HVAC upgrade included removal of old ductwork, installation of new ductwork, equipment and a Building Management System. Electrical improvement contract included duct banks, new 15 KV and 5 KV switchgear and control/monitoring systems, new bridge roadway lighting power and controls, replacement of seven old 5 KV substations and an emergency generator and automatic transfer system. The Electrical Improvements to Randalls Island Contract won the New York City Construction Management Association award for the best managed project in the $20 to 450 million dollar range.

Electrical Construction Manager, Long Island Railroad, Richmond Hill Yard and Locomotive Shop, Richmond Hill, New York

Responsible for the management of a $12 million electrical contract (of a $32 million general contract) for the construction of a new 27 KV substation, new electric locomotive shop, and AC and DC distribution systems. Work involved new construction and modifications to existing yard facilities and tracks while maintaining railroad operations. Duties included construction coordination and planning, electrical inspections, equipment and systems testing, initial operations of electrical equipment and systems/components, operational training, evaluation and resolution of electrical field engineering problems, payment verification and approval, review and approval of change orders and as-built drawing review and approval.

Resident Electrical Engineer, City of New York Department of Environmental Protection, Hunt's Point Waste Treatment Plant, Bronx, New York

Responsible for the management of the electrical contracts as part of the New York City Wick's Law. Duties included coordination and expediting of the electrical contractors' work activities; inspection, testing, and operations; evaluation and resolution of electrical field engineering problems; preparation and negotiation of electrical contract changes; final contract closeout. Coordination and direction of the joint venture electrical field engineering and inspection staff.

Senior Project Manager, Pfizer Incorporated-A/Z Corporation Alliance Program

Responsible for new construction, facility and laboratory renovations, utility upgrades and maintenance services for the Pfizer Groton Connecticut site. Specific duties included performing and coordinating project designs, estimating project scopes, preparing bid packages for sub-contractors, scheduling and coordinating projects with the facility managers and end users, cost tracking and resource allocation and updating the facility as-built information. Supervised a staff of thirty-five employees which included project managers, superintendents and tradesmen. Major projects included; the Incinerator Building, Site Nitrogen System, HVAC System, and Locker Room renovations/upgrades; Fire/Smoke Damper and Fire Alarm System revisions to meet current building and fire alarm codes; Laboratory and manufacturing area renovations including lighting control systems; Clean Area upgrades; and the network Control Room relocation and upgrade.

ALEX LIBERMAN, PE

Senior Mechanical Inspector

FIRM

CB&I Government Solutions, Inc.

Education

MS, Mechanical Engineering, Moscow Power University, Moscow, Russia, 1965

Registrations/ Certifications

Professional Engineer, Mechanical, 1981, [redacted] Active, New York, 01/2008

Professional Engineer, Mechanical, 1995, [redacted] Active, New Jersey, 04/2006

Asbestos Project Monitor – License [redacted]

Lead Risk Assessor – License NY-[redacted]

SUMMARY OF RELEVANT EXPERIENCE

Mr. Liberman is a registered professional engineer with over 40 years experience in the environmental and engineering fields. As Project Manager, Project Engineer and Lead Mechanical Engineer he demonstrated ability to lead many environmental, power, industrial and institutional projects, both new construction, remediation and retrofit applications. He has directed multidiscipline engineering and design work which included feasibility studies, site investigation, abatement, conceptual engineering, detailed design and construction. He has participated actively in the engineering, design and construction of various power plants, cogeneration plants, resource recovery facilities, water treatment plant, chiller and boiler plants. He has designed fluid systems, prepared flow diagrams, performed system and equipment sizing calculations, prepared specifications, and performed bid evaluations and vendor selections. He has coordinated client, contractor and vendor efforts during both engineering and construction phases, and interfaced with various state and local agencies.

Mr. Liberman was directly involved and managed a team of consultants and contractors in the cleanup, abatement to reactivate Subway system (1&9 trains) after September 11 disaster. Operated at 24/7, team was able to complete this effort one month ahead of schedule that allowed GC to complete restoration one year earlier.

REPRESENTATIVE PROJECTS

Lead Mechanical Equipment Engineer, NYCDEP Croton Water Treatment Plant, New York

Mr. Liberman, as lead mechanical equipment engineer, supervises a team of inspectors for installation of the 290 MGD Croton Water Treatment plant. Mr. Liberman oversee and coordinate work related to the testing of the various system and equipment such as: skimmers, sluice gates, stop logs, flocculators, hoists, bridge cranes, etc... He reviews all engineering specification, submittals and contract documents to provide supervision and guidance for inspectors and clarification to CM team. He prepares, reviews and provides responses and clarification for RFI/RFC. Additionally, he coordinates field work with General Contractor, Design Engineer and NYCDEP.

Project Manager, NYC Department of Corrections, Rikers Island Cogen Facility, New York

As Project Manager, Mr. Liberman led the project team in the feasibility and design of the Cogen Facility at Rikers Island for NYC Department of Corrections. This facility consisted of 27.5 MW Solar units with 13.8 KV substation and ductbank network. He conducted investigations and provided recommendations for integration of the new cogen facility with existing boiler plant and other facility and electrical integration with multiple site emergency

generators and interface with Con Edison to optimize parallel and island type of operation. Mr. Liberman conducted extensive review of permitting requirements and restrictions that were incorporated in equipment specification for compliance including interface with NYSDEC and NYCDEP. He also coordinated technical and commercial work of numerous subconsultants in environmental, geotechnical and estimating. This project included pre-purchase of the major equipment to meet tight schedules and close coordination and negotiation of the scope of supply, performance commitments and delivery schedule and methods based on the Riker's Island unique location, connected bridge load limitation and security issues.

Client Program Manager, MTA, CM 1184 Contract, New York

Mr. Liberman was Client Project Manager for several NYCT projects. A major project was MTA's CM1184 asbestos/lead survey, design and project air monitoring during abatement. This was a 5 year, $10 Million project, averaging 15 people plus several subconsultants to be completed at the end of 2006. Several milestones of this project included successful tasks such as Clean up and restoration 1/9 subway trains after 9/11 disaster and East Side Access survey/design and abatement of 2 miles of tunnel. Both tasks were fast track projects and completed ahead of schedule. Additionally, Mr. Liberman monitored budget, control cost, cost estimates and served as client and subcontractor liaison. Over 120 tasks with value over $7M were awarded.

Lead Mechanical Engineer, MTA, Bus Maintenance Facility and Training Facility, Bronx, New York

Mr. Liberman coordinated the work of the Mechanical Engineering and Design Team in HVAC, Plumbing, and Fire Protection Systems for 250,000 square feet Bus Maintenance Facility and Training center in the Bronx. He was responsible for equipment selection, system design, vendor and client liaison and coordination of work with other disciplines.

Project Manager, APC Retrofit Project, Hillsborough County Resource Recovery Facility, New York

Mr. Liberman coordinated the work of the project team to engineer and design APC Retrofit Project for Hillsborough County Resource Recovery Facility. He monitored budget controls, cost, prepared general construction specifications and cost estimates, and served as client, contractor and vendor liaison. He directed plant performance optimization, plant noise attenuation and interface with county and state agencies and local utilities. He was involved with site/plant environmental issues and resolution of hazardous materials including asbestos, lead, and mercury.

Project Engineer/Lead Mechanical Engineer, Low NOx Emissions Control Project, U.S. Army Corps of Engineers, Picatinny Arsenal, New Jersey

Mr. Liberman was responsible for coordination the work of the project team, including mechanical, electrical, civil/structural and environmental disciplines to investigate, engineer and design the modification retrofit of the existing boiler plant to be in compliance with environmental regulations. He also monitored the engineering and design budgets, evaluated and selected vendor proposals, prepared general construction specifications, and served as client and vendor liaison. He also supervised various investigations and provided recommendations to the client on the most cost effective and technically efficient approach.

HOOSHANG SHARIF, PhD, PE

Electrical Inspector

FIRM

CB&I Government Solutions, Inc.

Education

Doctor of Philosophy, Electrical Engineering, City University of New York, New York, New York, 2005

MS, Electrical Engineering, City College of New York, New York, New York, 1987

Registrations/ Certifications

Professional Engineer, State of New York

SUMMARY OF RELEVANT EXPERIENCE

Mr. Sharif has more than 24 years of experience in commercial and industrial building design and construction including design of electrical service and distribution systems, supervision in all matters of construction, including contract procurement and administrative matters such as permits and approvals of regulatory agencies. Mr. Sharif's project management experience includes supervision of design staff and resident engineers in capital projects of a wide range from electrical/security systems, mechanical systems, new construction, to facade and roofing systems.

Other experience includes managing a portfolio of projects of various scopes, anticipating budgetary and scheduling issues. Mr. Sharif is currently a Lead Electrical Engineer involved in a water treatment plant project.

REPRESENTATIVE PROJECTS

Lead Electrical Engineer, Croton Water Treatment Plant, City of New York, DEP, Croton Water Treatment Plant, Jerome Ave, Bronx, New York

Responsibilities include providing support to Deputy Electrical Construction Manager in assigning daily tasks and providing training to inspectors, reviewing shop/working drawings for code and spec compliance, daily quality inspections of construction, resolution of coordination and field installation issues, prepare equipment checklists for inspectors, review inspector daily reports, review contractor requisitions and conduct meeting with auditors, establish procedures for daily installation material quantities.

Deputy Director of Construction, City of New York, Department of Design and Construction, Long Island City, New York

Worked as an Engineer-In-Charge, responsible for supervising and administering all functions pertaining to developing contract documents and plans for performing of Cyclical preventive maintenance, planning, scheduling and performing cost analysis for the contract work items of the three bridges. Supervised Resident Engineers, Office Engineers and Field Inspectors. Performed Quality Control of contract items means and method during construction. Monitored contractor's schedule of work. Supervised contractor's performance and compliance with New York State specification and the contract documents. Analyzed contractor's submittals of field change orders. Reviewed and approved contractor's submittals of the maintenance and protection of traffic and safety plan. Verified and approved the design of the Lead-containing paint removal containment and hazardous waste disposal. Monitored the compliance of the contractor with The Federal Highway Administration for lead during the removal operation. Reviewed and approved Micro-Surfacing replacement process during the construction phase. Monitored and evaluated the contractor's performance yearly.

Deputy Program Director, City of New York, Department of Design and Construction, Long Island City, New York

Established scope of work, budget, schedule, and supervision in NY Police Department & Correction Department projects from design inception through construction. Supervised project managers and represented the agency in coordination efforts with client agencies and design/construction firms. Projects included:

- NYPD Headquarters Electrical & Fire Alarm System Upgrade,
- NYPD New Queens South Task Force construction,
- NYPD New 33rd Precinct construction.

Electrical Engineer, City of New York, Department of General Services, New York

Prepared project scope of electrical work, reviewed design documents prepared by consulting engineers at various stages of design, and designed electrical substations for various public facilities. Substation design projects included step-down substations and service equipment design for various Dept. of Correction buildings at the Rikers Island, New York.

JOHN BIHM

Senior Inspector

FIRM

CB&I Government Solutions, Inc.

EDUCATION

BS, Environmental Studies, 1993

LICENSES AND CERTIFICATIONS

NICET Level IV Certification
ACI Concrete Field Testing Technician – Grade 1
ACI Concrete Construction Technology Course (CCTC)
NJSAT Asphalt Paving Construction Technologist
Rutgers Traffic Control Coordinator
40 Hour HAZWOPER Certification

SUMMARY OF RELEVANT EXPERIENCE

Mr. Bihm has 25 years of experience in the heavy highway and bridge construction industry. He possesses NICET IV Certification as well as ACI, NJSAT, TCC and Building Inspector and Fire Inspector Certifications in the State of New Jersey. His experience includes bridge repair and reconstruction, heavy highway construction, structures, buildings, drainage, utilities and maintenance and protection of traffic for staged construction. He has extensive experience with concrete and bituminous concrete paving for bridge and roadway resurfacing, and high performance concrete bridge deck construction. He has also served as Construction Inspector and Building Inspector on numerous projects including highways, bridges, structures and buildings for many agencies in New Jersey.

REPRESENTATIVE PROJECTS

New Jersey Turnpike Authority (01/2012 - Present)

Serving as Chief Construction Inspector for the $52M Contract No. P200.136 as part of the Authority's Garden State Parkway Widening from Milepost 57.8 to Milepost 64.9 in Ocean County, NJ. This 18 month, multi-stage, high visibility roadway widening and bridge construction project involves the widening of the Garden State Parkway Mainline to add a third travel lane in each direction. Project attributes include extensive utility coordination and relocation, GSP Mainline roadway construction, staged bridge reconstruction for 4 new bridges over CR539 and Stafford Ford Road, widening of 2 mainline bridges over State Route 72, earthwork, sheeting, pile driving, substructure footings and piers, MSE walls, elastomeric bearings, structural steel erection, High Performance Concrete bridge decks and parapets, drainage, culverts ,roadway reconstruction, roadway widening, Superpave asphalt paving totaling over 400,000 Ton , sign structures, drilled shafts, staged construction including construction of mainline/interchange ramps, roadway lighting, signalized intersections, and extensive SESC and basins for compliance with NJDEP requirements. The project was constructed in multiple stages and involved unique maintenance and protection of traffic measures to minimize the impact on traffic and maintain the number of travel lanes through the construction zone. Over 51,000 lf of precast concrete construction barrier were used during the project to encapsulate work areas.

New Jersey Turnpike Authority (01/2011 – 12/2011)

Served as Chief Inspector for Contract P200.159 the Authority's $8M Advance Clearing Contract for the GSP Widening from Milepost 30 to 64.5. Work includes the clearing, removal and disposing of trees, shrubs and under growth at various locations along the Garden State Parkway in both the northbound and southbound directions in Atlantic, Burlington, and Ocean Counties, New Jersey. In addition, soil conservation items, fencing and maintenance and protection of traffic.

New Jersey Turnpike Authority (01/2011 – 12/2011)

Served as Senior Construction Inspector for Contract T869.120.402, the Authority's $112M Bridge and Roadway Construction Project as part of the Turnpike's Widening Program at Interchange 7A. This contract includes significant utility relocations and installations, removal of existing bridge structures and construction of nine new bridge structures including

Interstate 195 EB and WB over the Turnpike Mainline (bridge demolition, earthwork, sheeting, piles, bridge substructures, elastomeric bearings, structural steel erection, utility installs, HPC bridge decks and parapets), five miles of new 3-lane roadways, median barrier, extensive earthwork and superpave asphalt paving, eight new ramps into and out of Interchange 7A, rehabilitation and extension of the 7A Toll Plaza adding 3 new lanes and utility tunnel, detention basins, drainage systems, roadway lighting systems, extensive MSE walls, two noise barriers, and seventeen new sign structures, and extensive maintenance and protection of traffic for the Turnpike mainline, Interchange 7A and Interstate 195.

Manchester Township Public Works (11/2006-12/2010)

Principal Project Engineer responsible for inspection of all Public Works and Utilities Projects (road work, paving, intersections, curbs, sidewalks, drainage, underground utilities (storm, sanitary sewer, potable water). Review engineer's design calculations and reports. Review design plans and specifications to insure the proposed project conforms to the Township's material and construction standards along with NJDOT standards. Review and approve performance guarantees for the proposed improvements. Review and approve shop drawings and product data for all elements of the improvements to insure conformance with approvals, Township standards and NJDOT specifications. Review and approve as-built drawings of the constructed improvements for completeness and accuracy. Monitor and review performance of improvements during guarantee period and coordinate corrective work as required.

Gloucester Township Public Works (2005 – 2006)

Project Manager for inspection and administration of site clearing, earthwork, grading, utility installation (storm, water, sewer, natural gas, electric), irrigation, site and field lighting, paving structure (DGA subbase, 1-2 base paving, 1-5 top paving), concrete curbs, sidewalks, traffic signage and parking, landscaping, fencing, detention basin, All construction per NJDOT Specifications.

MAGGIE BUECHI

Office Engineer

FIRM

CB&I Government Solutions, Inc.

Education

BS, Management Science/Accounting, 1989

LICENSES AND CERTIFICATIONS

NICET Level III – Highway Construction
NJSAT Certification
ACI Certification – Technician Grade I

SUMMARY OF RELEVANT EXPERIENCE

Ms. Buechi has more than 18 years of experience as Office Engineer on heavy highway and bridge construction projects, including numerous successful projects for the New Jersey Turnpike Authority. She is very proficient in all aspects of project documentation, records management, communications, project reporting, cost and schedule controls, quality and quantity controls, preparation of payment certificates and change orders, and utilization of the Authority's Capex Manager System.

REPRESENTATIVE PROJECTS

New Jersey Turnpike Authority (08/2008 – Present)

Office Engineer for Contract P300.043, the Authority's $20M reconstruction project for Interchange 67 of the Garden State Parkway in Barnegat, NJ. Contract No. P300.043 primarily involves the construction of two new bridges carrying County Route 554 over the NB and SB roadways of the Garden State Parkway, removal of the two existing bridges, construction of an elevated section of roadway between the two new bridges, East and West approaches, and construction of two new ramps to provide SB Entry and NB Exit at Interchange 67.

New Jersey Turnpike Authority (08/2005 – 09/2008)

Office Engineer for Contract No. R-1393B, the Authority's $65M reconstruction project for the 48 span, 6,950 ft-long Passaic River Bridge in Newark, NJ. This 3-year, 7-stage, high visibility bridge construction project is located on the Turnpike's Easterly Alignment, one of the busiest sections of the New Jersey Turnpike. Construction activities include removal and replacement of existing bridge decks with new High Performance Concrete (HPC) bridge decks, structural steel repairs and modifications, major bearing replacements, LMC overlays of remaining portions of existing bridge decks, parapets, median barrier, drainage, roadway lighting systems, sign structures and control systems, roadway reconstruction.

New Jersey Turnpike Authority (10/2002 – 07/2005)

Office Engineer for Contract No. R-6108, the Authority's $43M reconstruction project for 17 bridges and adjacent roadways in Elizabeth, NJ. This 3-year, multi-stage, high-visibility bridge construction project is being performed along one of the busiest sections of the New Jersey Turnpike. Construction activities include demolition of existing bridges and adjacent roadways, structural steel modifications, new HPC bridge decks, LMC overlays of remaining portions of existing bridge decks, parapets, median barrier, drainage, roadway lighting systems, sign structures, roadway reconstruction, asphalt paving, baseline control and monument installation, staged construction including construction of mainline detour ramps, and extensive MPT.

New Jersey Turnpike Authority — Route 1-95 Signing Improvement (07/2002 – 07/2005)

Office Engineer for Contract No. R-1318, involving the removal of existing overhead span signs and cantilever sign support structures, the furnishing and erecting of new overhead

span, cantilever and butterfly sign support structures, the furnishing and erection of new changeable message signs and the furnishing of new emergency speed warning and speed limit signs from MP 118.0 to MP 122.0.

New Jersey Turnpike Authority —ATSC Weather Surveillance System (03/2000 – 05/2001)

Office Engineer for Contract No. R-1317I. Work included installation of weather station towers and Remote Processing Units, solar power sources, pavement condition sensors and incidental work between Mile 1.0 and Mile 122.0. Also included installation of computer Systems at nine Maintenance Districts and the Turnpike Administration Building to monitor real-time weather data.

New Jersey Turnpike Authority- Variable Message Signs (01/2000 – 12/2000)

Office Engineer for Contract No. R-1265A. This involved installation of nine overhead span VMS sign structures with walk-in enclosures and command center computer control of sign system. Extensive underground electrical and communications systems installation.

New Jersey Turnpike Authority — Median Barrier / Guardrail Improvements Contract R-1266 (12/1999 – 08/2001)

Office Engineer for Contract No. R-1266, improvements to Route 95 local and express medians between Route 80 and George Washington Bridge (Federal Aid Project). Also included bridge reconstruction over Conrail Railroad tracks.

New Jersey Turnpike Authority — Median Barrier / Roadway Lighting Improvements (09/1998 – 12/1999)

Office Engineer for Contract No. R-1299 involving improvements to opposing traffic medians between Interchanges 14 and 15E. Construction of 42-inch high concrete median barrier, extensive drainage systems, shoulder pavement, bridge reconstruction over active Conrail Railroad tracks, and new roadway lighting systems.

New Jersey Turnpike Authority — Southern Mixing Bowl Widening Contracts (10/1994 – 12/1996)

Office Engineer for the Construction Inspection of two contracts, W-6411-I/W-6412. Project included construction of new bridges; rehabilitation of existing structures; retaining wall construction; and associated earthwork, drainage.

REDA GENDY

Contract Administrator

EDUCATION

Bachelor of Science
Computer Information Systems, CUNY NYC College of Technology, 2003

LICENSES & CERTIFICATIONS

ACI Concrete Field Technician – Level I 2015, #[redacted]

NJSAT Asphalt Paving Construction Technologist, 2017

Traffic Control Coordinator, Rutgers New Jersey Course #[redacted] 2007

SUMMARY OF RELEVANT EXPERIENCE

Mr. Gendy has over 11 years of experience in the construction inspection industry in New York City. He has performed office engineering duties as well as field inspection for various projects for NYCDOT, NYCDDC & PA of NY & NJ. He is familiar with NYC record keeping procedures and contract requirements. His representative projects include:

REPRESENTATIVE PROJECTS

Office Engineer, Port Authority of NY & NJ – Various Projects on a "Call-In" Basis. Assigned as Office Engineer for the George Washington Bridge Resident Engineer. Responsibilities included creating and processing change orders, payments, lump sum agreements, work order contracts, tracking submittals, insurance, RFI's, some estimating and scheduling. Generated monthly reports tracking work-in-place figures, current year forecast and budge numbers. Maintained work in process report detailing progress on each work order; attend bi-weekly progress meetings and job meetings at various facilities, as well as site visits. (9/08 – 8/10)

Office Engineer, NYCDDC Construction of Storm and Sanitary Sewers, and Trunk and Distribution Water Mains, in Coney Island, Brooklyn, NY. The scope of work includes installation of 8" distribution and 36" steel trunk water mains, and 10" ESVP sanitary sewers. Work also includes the installation of new storm sewers that vary in size from 12" DI Pipe to 7' x 5' FTRC Box and 26' x 38' RC Outfall, all combined with manholes, catch basins, and chute connections. All above mentioned sewer work is built on CFA pile. All underground work will be followed by curb and sidewalk restoration and roadway concrete and asphalt paving. Construction Cost $27.7 million (1/13 – present)

Office Engineer, NYCDOT St. George Ferry Terminal Ramps. The scope of work for this Design-Build project includes deck replacement (full and partial), concrete abutment repair, rehabilitation of deteriorated steel super and substructure members as well as complete removal and installation of new paint system on all exposed structural steel. Other items include the complete replacement of the existing bridge lighting and drainage systems, replacement of the existing underground storm water drainage system from the bridges to the final point of discharge in the Upper New York Bay, installation of a pigeon deterrent system, reconstruction of the North Municipal Parking Field and architectural enhancements to the bus canopies and pedestrian breezeway. Construction Cost $175 million (8/10 – 12/12)

Office Engineer, NYCDDC Installation of Bus Pads, Citywide. Scope of work included replacement of damaged asphalt Bus Pads with steel reinforced concrete Bus Pads. Responsibilities included management of all project documents utilizing NYSDOT MURK system, preparation and issuance of task orders, review of Inspector's Daily Report for payment quantity, preparation of monthly partial payments and maintenance of certification and material acceptance log. Verified quantities of pay items, preparation of Change Orders and Overruns as needed. Monitored the permits for expiration and stipulation to ensure the contractor's compliance with all regulations. Prepared all documents related to close-out procedures including the punch list, Final & Substantial Payments. (3/08 – 8/08)

Office Engineer, NYCDDC Reconstruction of Fulton Street, Manhattan – Phase I. Project included installation of 20" and 24" water mains. A high profile project that involved working directly with Lower Manhattan Capital Construction (LMCC) as well as the Mayor's office. Heavy utility interference that required close monitoring of all pay items to determine which entity is being charged. Responsibilities included management of all project documents utilizing NYSDOT MURK system, preparation and issuance of task orders, review of Inspectors' Daily Report for payment quantity, preparation of monthly partial payments and maintenance of certification and material acceptance log as well as TEA Forced Accounts. Verified quantities of pay items, preparation of Change Orders and Overruns as needed. Monitored the permits for expiration and stipulation to ensure the contractor's compliance with all regulations. (10/07 – 3/08)

Office Engineer, NYCDDC Installation of Catch Basins, Various Locations – Manhattan. Scope of work included the replacement of 52 damaged and/or abandoned catch basins in the borough of Manhattan mindful of utilities displacement. Responsibilities included management of all project documents utilizing NYSDOT MURK system, preparation and issuance of task orders, review of Inspectors' Daily Report for payment quantity, preparation of monthly partial payments and maintenance of certification and material acceptance log. Verified quantities of pay items, preparation of Change Orders and Overruns as needed. Monitored the permits for expiration and stipulation to ensure the contractor's compliance with all regulations. Prepared all documents related to close-out procedures including the punch list, Final & Substantial Payments. (7/06 – 10/07)

Office Engineer, NYCDDC Installation of Pedestrian Ramps, Manhattan. Conducted a comprehensive survey based on a list of locations provided by NYCDOT and compiled the data recommending the feasibility of pedestrian ramp installation. Communication with all three Community Boards encompassing the project during pre-construction and post-construction phases. Responsibilities included management of all project documents utilizing NYSDOT MURK system, preparation and issuance of task orders, review of Inspectors' Daily Report for payment quantity, preparation of monthly partial payments and maintenance of certification and material acceptance log. Verified quantities of pay items, preparation of Change Orders and Overruns as needed. Monitored the permits for expiration and stipulation to ensure the contractor's compliance with all regulations. (7/05 – 7/06)

Inspector, NYCDDC Installation Pedestrian Ramps, Brooklyn. Field inspections of pedestrian ramps installation which included concrete curb, steel faced concrete curb, concrete sidewalk and catch basins modification & rehabilitation, and placement of temporary and permanent asphalt pavement. Monitored the Maintenance and Protection of Traffic procedures, prepared field reports describing work performed, quantity of material used, amount of work force, and equipment. (9/04 – 7/05)

JAMES REYNOLDS, JR

Contract Administrator

EDUCATION

Associate of Applied Science, Architectural Technology, Dutchess Community College, Poughkeepsie, NY - 1987

PROFESSIONAL REGISTRATION

NICET Level IV 2008, #[redacted]

LICENSES & CERTIFICATIONS

OSHA 10-Hour Construction Safety and Health Training Course, 2008
OSHA 10-Hour Outreach Training Course, 2011
Secure Worker Access Consortium (SWAC), 2009

SUMMARY OF RELEVANT EXPERIENCE

Mr. Reynolds has over 22 years of experience. Following is a list of his representative experience:

REPRESENTATIVE PROJECTS

Office Engineer/Chief Inspector, Construction Management Services for Projects on a "Call-In" Basis for Port Authority of NY & NJ. Assigned to conduct construction inspections and perform Office Engineering duties at the Port Authority Stewart International Airport in New Windsor, New York. He is responsible for processing all Contractual documents for the Resident Engineer's Office from pre-construction through project closeout using Wintrak to maintain all information on a daily basis. Duties include contract administration covering all financial information, payments, extra work, daily reports, material certifications, EEO and wage compliance, insurance, correspondence, etc. (06/08-Present)

Office Engineer, NYSDOT – REI Services, Drury Lane Access to Stewart International Airport, New Windsor - Work included reconstructing Drury Lane, constructing International Boulevard (Route 747), and constructing a diamond interchange between I-84 and Drury Lane. (12/05-05/08)

Office Engineer/Construction Inspector, NYSDOT Region 8 Project D259096 – Asphalt Concrete Reconstruction and Safety Improvements on Routes 22, 433 & 120 at Interstate 684 Exits 2 and 3 in the Town of North Castle. Construction Cost $8 million (05/04 – 12/05)

Office Engineer/Construction Inspector, NYSDOT Region 8 Project D258517 – Construction of approximately 9.1KM of bikeway in the village of Mahopac and the Town of Carmel, with the majority of the bikeway constructed along the existing abandoned Putnam Division railroad bed right of way. Construction Cost $8 million (04/03 – 05/04)

Office Engineer/Construction Inspector, NYSDOT Region 8 Project D258626 – Construction of approximately 1.0KM of bikeway in the Town of Pleasantville, with the majority of bikeway constructed along side of Route 9A and a small portion of bikeway constructed along the existing abandoned railroad bed right of way. Construction Cost $1 million (04/02 – 04/03) EIC: Richard Scott Kehoe

Office Engineer/Construction Inspector, NYSDOT Region 8 Project D257080 – Replacement of 3 bridges on Route 302, 17M and County Route 29 in the Towns of Wallkill and East Fishkill, Orange and Dutchess Counties. Construction Cost $10 million (04/01 – 04/02)

Office Engineer/Construction Inspector, NYSDOT Region 8 Project D258020 – Reconstruction and widening of seventeen kilometers of the Palisades Interstate Parkway (PIP). Rehabilitation of twenty seven bridges crossing the PIP. Replacement of the Conrail bridges over the PIP, and the Thruway (Interstate 87) bridges over the PIP in the Towns of Orangetown and Clarkstown, Rockland County. Construction Cost $58 million (09/99 – 04/01)

Office Engineer/Construction Inspector, NYSDOT Region 8 Project D257732 – Replacement of the Route 300 Bridge over Interstate 84, and the Thruway (Interstate 87) ramp bridge over Route 300, with reconstruction and widening of Route 300 in the Town of Newburgh, Orange County. Construction Cost $8 million (02/97 – 09/99)

Office Engineer/Construction Inspector, NYSDOT Region 8 Project D256577 – Rehabilitation of Route 17 bridges over Conrail and County Route 13. Reconstruction of Route 17M, Route 94 intersection with safety improvements in the Town and Village of Chester, Orange County. Construction Cost $7 million (07/95 – 02/97)

Construction Inspector/Office Engineer, NYSDOT Region 8 Project D254479 – Reconstruction and widening of Route 17, Route 207 interchange with safety improvements and establishment of federal wetlands in the Town of Goshen, Orange County. Construction Cost $5 million (06/93 – 07/95)

Construction Inspector, NYSDOT Region 8 Project D254375 – Cleaning of 240 bridges in Rockland and Westchester County. Construction Cost $1 million (04/93 – 06/93)

Graphic Technician/Database Administrator, IBM New York, Vermont and California Facilities – Field inspection and CAD drafting of architectural, mechanical (HVAC) and electrical technologies for generation of building reproductions. (06/87 – 11/92)

Construction Inspector, NYSDOT Region 8 Project D251595 – Construction of hanger access road and taxiway apron off of Route 17K at Stewart Airport in the Town of Newburgh, Orange County. Construction Cost $2 million (05/86 – 09/86)

Construction Inspector, NYSDOT Region 8 Project D500088 – Reconstruction of the Balmville Road Bridge over Interstate 84 including construction of a major retaining wall in the Town of Newburgh, Orange County. Construction Cost $1 million (05/85 – 09/85)

Quality Control Inspector, Insured that all concrete produced from various concrete plants through out Region 8 met NYSDOT specifications. (05/84 – 09/84)

GEORGIANA INTURRISI

Contract Administrator

EDUCATION

Academy of Advanced Traffic, New York, NY

Katharine Gibbs School, Montclair, New Jersey

LICENSES & CERTIFICATIONS

PANYNJ Maritime Security Awareness Course, 2010

SWAC – Secure Worker Access Consortium, 2010

OSHA 10-Hour Outreach Training Course, 2011

SUMMARY OF RELEVANT EXPERIENCE

Ms. Inturrisi has over 20 years of experience in construction. Her representative projects are as follows:

REPRESENTATIVE PROJECTS

Office Engineer, Construction Management Services for Projects on a "Call-In" Basis for Port Authority of NY & NJ. Create and process change orders, payments, lump sum agreements, work order contracts, tracking submittals, insurance, RFI's, some estimating and scheduling. Generate monthly report tracking work-in-place figures, current year forecast and budget numbers. Maintain work in process report detailing progress on each work order; attend bi-weekly progress meetings and job meetings at various facilities, as well as site visits. Assignments included Office Engineer at Port Newark. (6/05 - Present)

Office Engineer, Port Authority of NY & NJ, Airtrain Project. Office: Compose change order packages to Engineering for architectural, structural, electrical and mechanical project changes. Research history of change, construct estimate at times, gather applicable contract drawings, and modify drawings if necessary, RFI's, and any other documentation necessary to make change. Construct paperwork in layman's terminology that includes the description, reason of change and associated documentation. Field: Frequent visits to site to visually clarify changes to contract. Assignments include Office Engineer for Jamaica Airtrain Project with a total of $450,000,000 building superstructure and railroad construction project. (1/04 - 6/05)

Office Engineer, Port Authority of NY & NJ. Office: Create and process change orders, payments, lump sum agreements, work order contracts, tracking submittals, insurance, RFI's, some estimating and scheduling. Generate monthly report tracking work-in-place figures, current year forecast and budget numbers. Field: Daily site visits of the job to inspect job progress, safety issues, problems on site, maintenance of traffic, as well as subcontractors' work schedules. Assignments included Office Engineer for the Holland and Lincoln Tunnels and Bus Terminal with a total contract value of $50 million roads/building construction projects and consisted of 20-25 contracts. Additional Assignment included Office Engineer for two $60 million bridge construction projects. (12/00 - 1/04)

Contract Administrator, Window Manufacturer & Installer. Contract Work: Generate and update monthly AIA requisitions; create and update change

orders, invoices, purchase orders, collections. Maintain schedules, union reporting, invoices and stamps for union employees. Report and distribute payroll, maintain vacation schedule and personnel records for non-union employees. Contact with distributor regarding payments due, tracking jobs in production, ordering replacement parts. AIR — NP: Maintain and determine taxes due for federal and state sales tax (NJ, PA, NY). Maintain database with regards to recording accounts payable and accounts receivable, transfer monies to various accounts, issue all company checks. (4/98 – 12/00)

Assistant Project Manager, General Contractor. Job Site: Assistant Project Manager for $5 million project at the Passaic Valley Sewerage Commission renovating existing buildings. Tracked CPM schedule, generate all required reports; generate RFI's, change orders; cost coding of project, massive record-keeping; daily contact with vendors, architects and project superintendent; attendance at monthly progress meetings; initiate all job correspondence; Safety Officer. Assisted in bidding for new contracts inclusive of buy-outs, contracts, purchase orders and submittals. (2/95 – 4/98)

JOHN SWEET

Contract Administrator

EDUCATION

Bachelor of Science, Civil Engineering, Manhattan College, Riverdale, NY, 1993

SUMMARY OF RELEVANT EXPERIENCE

Mr. Sweet has over 20 years of experience in residential building and development. He also has extensive experience with the NYC Department of Parks and Recreation as a resident engineer. His job skills include management, supervision, budgeting, estimation and inspection of various types of construction projects. Examples of his relevant experience are as follows:

REPRESENTATIVE PROJECTS

Inspector, NYCDDC Construction of Storm and Sanitary Sewers, and Trunk and Distribution Water Mains, in Coney Island, Brooklyn, NY. The scope of work includes installation of 8" distribution and 36" steel trunk water mains, and 10" ESVP sanitary sewers. Work also includes the installation of new storm sewers that vary in size from 12" DI Pipe to 7' x 5' FTRC Box and 26' x 38' RC Outfall, all combined with manholes, catch basins, and chute connections. All above mentioned sewer work is built on CFA pile. All underground work will be followed by curb and sidewalk restoration and roadway concrete and asphalt paving. Construction Cost $27.7 million (1/13 – present)

Office Engineer, South Brooklyn Marine Terminal (SBMT) - Rail Extension to Sims Property at South Brooklyn Marine Terminal, Brooklyn, NY for NYCEDC. This major rail infrastructure project consists of four separate construction contracts:

- Infrastructure improvements to SBMT including electric substations, lighting and fiber-optic upgrades (2008);
- S-Curve elimination and rail reconstruction which includes rail and turnout construction, new water main, combined sewer, high-level storm sewer construction, and private utility relocations in public streets, 1st Avenue and 39th Streets (2010);
- Rail extension to the Sims recycling facility (2011);
- Rehabilitation of the main track at Brooklyn Army Terminal (2012)

Scope of work: This project involved installation of railroad track. This included installation of ballast, subballast, filter fabric, perforated underdrain pipe, ties, rubber rail seal and track. Concrete pads were installed between the track and underground lines for protection. Installation of electrical substations, foundations, underground drainage structures, electrical duct banks (cable in conduit encapsulated in concrete), high mast light poles and

foundations, bollards and chain link fencing were also performed. A large portion of a hanger building on site was demolished and two walls, along with large roll-up doors were constructed to close off the open sides of this building. Some other operations involved were asbestos abatement, breaking and removal of concrete, asphalt and concrete paving, grading, removal of existing railroad track, light poles, bollards and concrete walls/curbs/footings/slabs. Construction Cost $38 million (6/08 – 12/12)

Construction Manager, A & J Sweet Inc. Managed construction from conception to completion. Responsibilities included acquisition and development of properties; development of plans with architects and engineers, application for permits with proper municipalities; scheduled inspections; negotiated with contracting and supervising subcontractors, updated budgets, prepared documentation and scheduled utility work. Scope of work included construction of concrete block and poured basement walls; pouring of concrete slabs; re-bar installation; wood and steel framing; installation of sidewalks, curbs, footings, roofing, siding, plumbing, HVAC systems, electric, installation of drywall, painting, windows and doors, molding work, hardwood flooring, tile, carpeting, fireplaces and cabinetry; grading; paving; installation of drywells, septic systems and connections to public utilities; landscaping; fencing; etc. (1985 – 2/09)

Construction Supervisor, Ahern Contracting Inc. Construction management and supervision of the restoration and reconstruction of historical buildings on the campus of the City College of New York. Responsibilities included design of steel members, clips and fasteners to support GFRC replica stones; cataloging all individual stones; preparing change orders; logging daily man hours and job progress; conducting safety meetings with safety engineers and OSHA; ordering materials; labor management and supervision; attending and preparing minutes for SCA meetings and preparing and filing all compliance; conducting meetings and resolving issues with union and coalition labor and officials. Scope of work included demolishing all existing decorative stone and replacing them with GFRC stones with steel skeleton; re-pointing of existing schist stones; constructing scaffolding; constructing brick walls; welding and epoxy bolting new steel in place; installing new electric, plumbing, studding, drywall, windows and paint; pointing, grouting and caulking; asbestos abatement, etc. (1999 – 2001)

JOSIAS INNOCENT

Inspector

EDUCATION

Bachelor of Science, Engineering Science, Staten Island College, 1999

Bachelor of Science, Civil Engineering Higher Technical Institute, 1984

PROFESSIONAL REGISTRATION

NICET Level IV 2002, #[redacted]

Engineer-In-Training 2002, New York

LICENSES & CERTIFICATIONS

OSHA 10-Hour Construction Safety & Health Training Course, 2000
Concrete Field Testing Training Course – NYCDDC
Traffic Control Coordinator – Rutgers, NJ 2005
Nuclear Gauge Safety Training – Troxler Electronic Laboratories, Inc., March 2004
Asphalt Paving Construction Technologist Certification – NJSAT, 2005
ACI Concrete Field Testing Technician Grade I, 2007
NETTCP Soils and Aggregate Inspector, 2010

SUMMARY OF RELEVANT EXPERIENCE

Mr. Innocent has over 20 years experience in construction inspection projects. Examples of his experience are as follows:

REPRESENTATIVE PROJECTS

Chief Inspector, NYCDOT Rehabilitation of Ramp Structures at the St. George Ferry Terminal, Staten Island, NY. The project involves the demolition of existing ramp structures and the construction of new ones; replacement of canopy roofs for four platforms; the installation of overhead pipe; and the replacement of scuppers. Construction Cost $175 million (5/11 – present)

Chief Inspector, NYSDOT Region 8 – Reconstruction of Interchange 8, I-287, Cross Westchester Expressway, Harrison and White Plains, NY. The project involves reconstructing approximately 1.2 miles of existing road and Interchange 8, and constructing 0.8 miles of new road, extensive bridge work including three new bridges, removal and replacement of two existing bridges and the rehabilitation of three other bridges. Work at existing bridges also includes new culvert installations, culvert extensions and repairs, plus headwall and wingwall installations and repairs. Other construction includes retaining walls using soldier pile and precast concrete lagging, drainage, traffic signals, guide rail, utilities, ITS System, temporary erosion controls with permanent wetland mitigation measures. Construction Cost $55 million (10/10 – 5/11)

Senior Inspector, NYCDOT Emergency Reconstruction of Borden Avenue Bridge, Queens. Work involved installing a steel-sheeted cofferdam around abutment and wing walls; demolishing the existing timber relieving platform beneath the wing walls, demolishing concrete abutment, excavating the cofferdam to elevation, constructing a reinforced abutment and wing wall stems, bridge seats and pedestals, and replacing the armored joint. Construction Cost $37 million (1/09 – 9/10)

Senior Inspector, NYSDOT Region 10 – Southern State Parkway Mill and Fill, Town of Hempstead, Nassau County. This project required 13.2 kilometers of Asphalt Concrete Milling and Paving. Pavement condition surveys were conducted to determine proper repair details such as restoration of existing joints, installation of new joints, crack sealing and full depth pavement removal and replacement with rapid setting calcium chloride concrete. Other work included; existing condition drainage structure surveys to determine repair details such as rebuilding tops of existing drainage structures, resetting

frames and grates or replacement of frames and grates; application of new waterproof membrane systems on bridge decks; placement of new Epoxy Reflectorized Pavement Markings and installation of thirty-six (36) new loop detectors. Construction Cost $12 million (8/07 – 12/07)

Senior Inspector, NJDOT Central Region – Maintenance Roadway Resurfacing Contract #C201 on Route 202 and 206. Scope of work included variable depth milling and installation of Superpave Hot Mix Asphalt, concrete pavement repairs, drainage structure repairs, concrete curbs and sidewalks/driveways, extensive maintenance and protection of traffic for night operations. Construction Cost $17.4 million (4/08 – 10/08)

Senior Inspector, CDOT Catenary and Bridge Rehabilitation on the New Haven Main Line, Fairfield and Bridgeport, CT. Major construction included installing catenary structures, foundations and associated track, signal and communication upgrades, replacing open deck superstructures with ballasted decks, and rehabilitating abutments of five Metro-North bridges. An interim signal system was installed to support the construction and final track configuration. Construction Cost $80 million (12/07 – 4/08)

Senior Inspector, MNRR Metro-North Switchgear Replacement Project, New York, NY. Responsibilities included civil/structural inspection services for construction work to upgrade Metro North's 59th Street facility and its 72nd Street substation; repair of the roadway waterproofing membrane on Park Avenue and street level reconstruction work; rehabilitation of the existing storage room to provide a suitable location for housing new auxiliary electrical equipment. Construction included brick/mortar repairs, new door jamb and door installations, concrete floor work and more; interception and relocation of existing lighting/receptacle circuits from existing electrical panel board equipment. Fee: $174,895 (5/07 – 8/07)

Senior Inspector, NYCDOT Reconstruction of Grand Concourse Bridge Over East 161st Street, Lou Gehrig Plaza & 161st to 166th Street. Responsibilities included; demolition of existing bridge structure above the spring lines, construction of top of bridge abutment and back walls utilizing soldier pile and wood lagging, rehabilitation of existing concrete on abutment wall, construction of new superstructure consisting of precast, pre-compressed concrete/steel composite superstructure units. Construction Cost $9 million (6/2007)

Senior Inspector, NJDOT Reconstruction of Route 21 (McCarter Highway), Newark. In charge of inspecting demolition of buildings adjacent to the work site; construction of a new combined sewer (storm and sanitary) separation chamber; construction of large diameter combined sewers, and reconstruction of existing brick sewers; extensive water main installation with cathodic protection; new Verizon and PSE&G electrical and gas distribution facilities; full-depth roadway reconstruction; intensive traffic management; extensive urban landscaping, including colored and patterned concrete, brick pavers, granite curbing, wide-scale plantings. Construction Cost $31 million (2/05 – 4/07)

SAUL CORREA

Inspector

EDUCATION

New York City Technical College (City University of NY), 1992-1998

Associate in applied Science-Construction Technology, December 1998

LICENSES & CERTIFICATIONS

NICET IV # [redacted] expires 07/01/14
Traffic Control Coordinator - Rutgers, The State University of New Jersey-Refresher Workshop – 4/16/2010
Asphalt Paving Construction Technologist - NJSAT – June 2014
OSHA 10 Hour Construction Safety and Health Training - 3/01/07
PCI Quality Control Personnel Certification - Level I - expires 08/02/13
ACI Concrete Field Technician Grade I , expires 5/9/13
ACI Associate Concrete Construction Special Inspector - Oct 2008 expires 10/06/13

SUMMARY OF RELEVANT EXPERIENCE

Mr. Correa offers more than 12 years of experience performing inspections in the New York/New Jersey area. His project work since joining HAKS includes serving as Senior Inspector for the $14 million Atlantic Avenue Trunk Water Main Installation, Water Main installation, and Sewer pipe installation Project in Brooklyn for the New York City Department of Design and Construction (NYCDDC). He previously served as Inspector for the New York State Department of Transportation (NYSDOT) Region 10 Southern State Parkway Mill/Fill in the Town of Hempstead, which required extensive coordination with the New York State Police Department, local maintenance forces and the New York State Information FOR Motorists (INFORM) intelligent transportation system (ITS).

REPRESENTATIVE PROJECTS

Senior Inspector, NYCDDC Atlantic Avenue Trunk Water Main Installation Project Bed778, Brooklyn, NY. The scope of the contract involves the installation of 7,600 feet of 48-inch and 72-inch trunk water mains, and distribution water mains with diameters of 8 inches to 20 inches. The project includes the installation of 1,750 feet of combined sewers with diameters of 15 inches to 24 inches, manholes, catch basins and chute connections. In the final phases of the project, improvements comprise new roadway pavement and striping, sidewalks, curbs, traffic lights and signals, and final restoration. Construction Cost $14 Million. (2010 - present)

Senior Inspector, Requirements Contract for Resident Engineering Inspection Services, Brooklyn, NY:

- Task #8 – SEQ002624, Trench Restoration #10. Cost $2.9 million (1/08 - 11/09)
- Task #20 – HWK732C, 5th Avenue – 24th Street to 34th Street. Cost $10 million. (11/09 - 2010)

Inspector, NYSDOT Region 10 Southern State Parkway Mill/Fill, Nassau & Suffolk Counties, NY. This project required 13.2 kilometers of Asphalt Concrete Milling and Paving on the Southern State Parkway in the Town of Hempstead, Nassau County. Daily extensive coordination was required to properly schedule contractor day and night field operations with the New York State Police, local New York State maintenance forces and intelligent highway facilities coordinator INFORM. Pavement condition surveys were conducted to determine proper repair details such as restoration of existing joints, installation of new joints, crack sealing and full depth pavement

removal and replacement with rapid setting calcium chloride concrete. Other work typical of this project included; existing condition drainage structure surveys to determine repair details such as rebuilding tops of existing drainage structures, resetting frames and grates or replacement of frames and grates; application of new waterproof membrane systems on bridge decks; placement of new Epoxy Reflectorized Pavement Markings and installation of 36 new loop detectors in the new asphalt concrete pavement. Construction cost $16 million. (9/07 - 10/09)

Inspector, NJDOT Reconstruction of Route 21, Newark, NJ. The project consists of widening and realignment along a section of a major urban roadway, Route 2 (McCarter Highway) in downtown Newark. It extends from I-280 North to the Route 21 Viaduct at Oriental Street in the vicinity of Passaic Street. Grading, paving, drainage, electrical work, extensive utility relocations and landscaping are major elements of construction. Construction cost $31 million. (3/05 - 8/07)

Construction Inspector, NYSDOT Reconstruction of the Long Island Expressway (I-495) between Exits 32 and 37 to provide a High Occupancy Vehicle (HOV) lane, plus replacement of the Willis Avenue/ Mineola Boulevard Bridge, Nassau County, NY. Work included construction of composite pavement and full-depth asphalt pavement; pavement resurfacing; ramp reconstruction; mainline widening and shoulder reconstruction; construction of retaining walls and noise barrier; and overall improvement and modifications to drainage, lighting and INFORM systems. Replacing and widening the existing steel girder Willis Avenue/Mineola Boulevard Bridge. The project utilized A + B bidding to ensure timely completion, and also included incentive/disincentive, lane rental and Critical Path Method scheduling provisions. This project involved day and night construction. Construction cost $97.5 million. (6/03 - 3/05)

Water Main Inspector, NYCDDC Installation and Testing of New 36" Water Main and Appurtences on Cropsey Avenue from Bay Parkway to Stillwell Avenue, Brooklyn, NY. Work included installation of 10", 12", 15", 18", ESVP storm sewer and 24", 30", 36", 42", 54", RCP storm sewer both encased in concrete and/or on piles; installation of 10", 12", 15", 18", ESVP sanitary sewer encased in concrete and/or on piles; installation of 48" and 36" steel trunk water main; installation of 20", 12" and 8" distribution water main; installation of catch basins and chute connections; installation of curbs, sidewalks and pedestrian ramps; removal and disposal of contaminated (non hazardous) soil; roadway trench restoration includes 8" concrete base and 3" asphalt wearing course; installation of street lighting, traffic signals and fire alarms; maintenance and protection of traffic. Construction cost $12.4 million. (3/03 - 5/03)

Construction Inspector, NYCDDC Engineering Inspection Services for the Construction of Marble Hill Avenue Area, Borough of the Bronx. Scope of work included installation of 15" ESVP sanitary sewer on concrete cradle, reconstruction of existing 15" diameter circular combined sewer using D.E.P approved lining method, reconstruction of existing 28"Wx42"H egg-shaped combined sewer using D.E.P approved lining method, installation of 12" distribution water mains, installation of catch basins and chute connections, installation of pavement using 3" ACWC on 8" concrete base and 11" reinforced concrete pavement for steep graded streets, installation of steel faced and concrete curbs and concrete sidewalks, installation of traffic signals and fire alarms, installation of street lighting and planting of New Trees. Construction cost $4.5 million. (9/02 - 2/03)

JOSE PINTO

Inspector

EDUCATION

Bachelor of Science, Civil Engineering, New Jersey Institute of Technology, 1996

LICENSES & CERTIFICATIONS

ACI Concrete Field Testing Technician – Grade I, #[redacted]

NJ Rutgers, Work Zone Safety Awareness Program 2008, #[redacted]

OSHA 10-Hour Construction Safety and Health Training Course, 2008

DDC Concrete Field Testing Certificate, 2000

SUMMARY OF RELEVANT EXPERIENCE

Mr. Pinto has over 14 years of experience in the field of civil engineering, including construction supervision of roadway construction, rehabilitation of bridges, sewers, and water main. He is also proficient with NYSDOT, NYCDOT, NYCDDC, NYCDEP specifications, ACI and ASTM field sampling and testing procedures.

REPRESENTATIVE PROJECTS

Senior Inspector, NYCDEP TCM-52 Construction Management Services in connection with the completion of Manhattan Leg portion of City Tunnel No. 3, Stage 2. Work consists of the installation of mechanical and electrical systems within the ten shafts and controls for the interconnection of the shafts with the City's distribution system. The activation was performed in 4 phases. Each shaft outfitted with telemetering equipment; the tunnel is cleaned, flushed, disinfected, and put into service; and water is delivered to the distribution system through the shafts. The 1st phase work involved filling the newly constructed water supply system with fresh water and pressuring the system in order to locate and identify leaks and failure. Pressure was maintained 24 hours for 7 days. Responsibilities include monitoring and recording water readings at the distribution chambers, monitoring for valve leaks, seal leaks and pipe joint leaks, assuring distribution chamber were in the proper position for the work being performed. The second phase involved reducing the pressure and discharging all water from the new water tunnel and manually removing sediment collected in the tunnel during the filling phase 1. He inspected water tunnel and distribution pipes for acceptable cleaning and removal of sediments. He performed sampling and testing of chlorination concentration for chlorination (disinfecting) and the de-chlorination (activation). Chlorine testing was conducted at all shaft locations (10 total) to assure chlorine distribution throughout the system. (10/11– Present)

Inspector, Extension of the #7 Subway from 41st & 8th Avenue Westward under 41st Street to 11th Avenue and Southward under 11th Avenue to West 25th Street for MTA Capital Construction. Work site consisted of five staging areas, Construction of three shafts to provide access for tunnel mining operations, construction of an adit, two Tail Tunnels and two TBM Assembly Chamber/Starter Tunnels. Construction of five cross passages that connect the two running tunnels, underpinning and structural modification of the existing 8th Avenue subway structure. Retrofit of the existing no.7 Line tunnel structure. Construction of two bored tunnels , 22-feet diameter each about 120 feet below ground level, construction of a permanent roadway decking system within the lower level of the existing Port Authority Bus Terminals

(PANYNJ) and construction of electrical sub-station. Duties included providing construction management services that includes QA/QC program to assure the project work is carried out in a planned, controlled manner and in compliance with MTACC guidelines. The quality program includes forms and procedures for planning, scheduling, assigning work, recording, retention and retrieval of records for construction activities. It also included provision for identifying and resolving deficiencies and verifying compliance with the QA program and contract documents. CCM develops and implements this QA program that meets MTACC requirements. Construction cost $1,900 million. (10/08 – 10/11)

Inspector, Region Central Resurfacing - Maintenance Roadway Repair Central, Sub-Region C-2, Contract C201 and Maintenance Roadway Repair Central, Sub-Region C-3, Contract C301, Burlington. Hunterdon, Monmouth, Ocean, and Somerset Counties, NJ for NJDOT. Project involves milling, asphalt paving, line striping, traffic control and night time operations. (4/08-10/08)

Senior Inspector, Contract No. HWS2007K2 – Installation of Prior Notice Sidewalks-Serving as senior inspector for this project involving excavation, compaction of sub grade, concrete pouring of curbs and sidewalks. Preparing Task Orders, field measurements and calculations for payment quantities and preparing sidewalk assessment construction cards. (7/07 – 4/08)

July 2000 to June 2007

Inspector, Contract No. HWK472 – Reconstruction of Flushing Ave. Served as an inspector for this project involving inspection of the new 8" to 20" distribution water main, hydrants, valves, wet connections, fittings, including daily field cards, and tap cards. Inspection of the new 15" to 54" combined sewer, catch basins, manhole and house connections. Inspection of full restoration of roadway including paving and concrete base. Also assisted in installation of new 30" to 72" trunk water main. Inspection of television inspection and video taping of sewers and lining of exiting sewers, (shotcrete etc.)

Inspector, Contract No. HD-153B1- Restoration of Edgemere Phase 2B- Served as an inspector for this project involving inspection of driving of timber piles and concrete filled steel pipe piles. Installation of new 6" to 18" sanitary and storm sewers on concrete cradle or encased in concrete including house connections, manholes, chambers, catch basins, etc.

Inspector, Contract No. HBX663 Reconstruction of 3rd Ave. Bridge over Harlem River. Served as an inspector for this project involving inspection of demolition of exiting superstructure and substructures. Inspected daytime and nighttime M.P.T. implementations including lane closures, construction signs, temporary barriers, type 3 barriers, inertial barrier modules, temporary striping, portable VMS installation and removal. Tested and inspected placement of various classes of concrete such as A,C, HP, HP with DCI, HP lightweight, G, G modified etc. Monitored dewatering of excavated material and kept record/ payment of Traffic Enforcement Agents.

Inspector, Contract No. HBQ656R. Rehabilitation of Cross Bay Blvd. Bridge. Inspected structural concrete placement, reinforcement installation, formwork for abutment wall, columns, pedestals, footings, superstructure and structural approach slabs.

Chief Inspector, Contract No. HWP2002K. Installation of Pedestrian Ramps in Brooklyn. Served as a chief inspector for the installation of pedestrian ramps at multiple locations. Duties included excavation, installation of steel curb, placement of concrete, temporary and permanent asphalt. Also monitoring of M.P.T, prepare field reports, and oversee work/ reports of other inspectors.

MIKEAL RAMESSAR

Inspector

EDUCATION

Associate in Applied Science in Civil Engineering Technology, NYC College of Technology, City University of NY - 2005

PROFESSIONAL REGISTRATION

NICET Level III, # [redacted]
Expires 5/1/2014

LICENSES & CERTIFICATIONS

ACI Field Technician - Level I, 2009

ACI Concrete Special Inspector, 2009

OSHA 10-Hour Construction Safety and Health Training Course, 2009

OSHA Confined Space Awareness # [redacted] 2009

SUMMARY OF RELEVANT EXPERIENCE

Mr. Ramessar has over 8 years of experience in construction inspection for various bridge and highway projects. His representative projects are as follows:

REPRESENTATIVE PROJECTS

Senior Inspector, Construction Management Services for Projects on a "Call-In" Basis for Port Authority of NY&NJ. Construction inspection at the New Jersey Marine Terminal/Port Newark Facility for the Port Authority Resident Engineer. General duties include the inspection of construction activity on a daily base to ensure contractors follow specification and safety standards on the job site, taking photographs & maintain daily log of construction activities.

Current project assignment is Berth 36 & 63 Wharf Reconstruction – Port Newark. Work on this project includes removal and disposal of existing wharf structures, dredging, up-land disposal of dredged material, reconstruction of reinforced concrete wharf structure supported on steel pipe piles and replacement of utility lines. Responsibilities include inspection for removing existing wharf structure, dredging, installation of steel sheet, "H" and pipe piles, inspect steel pile integrity, galvanize rebar installation, concrete placement for pile caps, deck slabs and seawalls, installation of timber pile fender systems along face of wharf, backfill and compaction using I-12 material, installation of 12" D.I.P with hydrant connections, perform hydrostatic pressure test, roadwayconcrete placement, asphalt placement, railroad track replacement to ensure conformance with specifications and safety standards at Port Newark. Construction cost $ 9 Million. (03/09 – Present)

Construction Inspector, NYCDOT Reconstruction of Grand Concourse over East 161st Street to East 166th Street, Bronx, NY. Project included replacement of an arch overpass and 6-block reconstruction of a major urban 10 lane wide through fare. Two multi-staged projects included: reconstruction of combined sewer system, water main, street lighting, traffic signals, Con Edison duct banks, telephone, mediums, pedestrian ramps and landscaping. Placement of concrete base roadway and HMA super pave. Responsibilities included: monitoring soldier pile installation with wood lagging, demolition of 60-ft wide, 550- ft long concrete arched bridge, abutments stem wall, stair cases, steel grating, steel stringers, underpass roadway, sidewalk & concrete barrier, construction of reinforced concrete abutments, back walls, pedestals, bearing, superstructure deck and approaches. Reconstruction of four staircases at the portals of the bridge,

reconstruction of the underpass roadway and sidewalks, permanent grouted tieback to existing wing wall, installment of water mains, drainage structures & manhole, MPT, painting new & existing abutment stem wall, approach slab with pressure relief joints, installation of elastomeric bridge bearings, install armored joint system with compression seal, open steel floor, construction of Lou Gehrig Plaza includes sidewalks, median island ,bridge parapets with architectural fencing and landscaping, installation of new tunnel & street lighting system, pavement striping & traffic signals, resurfacing upper arteries. Construction Cost $52 million (5/06 – 03/09)

Construction Inspector, ConnDOT Replacement of the Sikorsky Bridge over the Housatonic River-Stratford/Milford, CT. Work on this project included the demolition of the existing Sikorsky Bridge and construction of a new five-span continuous steel structure with a composite concrete deck. The substructure includes post-tensioned pier caps with concrete footings supported by six-foot diameter drilled shafts embedded in rock sockets. The new structure has six lanes with left and right shoulders as well as a sidewalk on the north side. The bridge was constructed in two major stages. Upon completion of the first stage of construction, the existing bridge was demolished. Traffic was diverted to the newly completed section; the second half of the new bridge was then constructed. Route 15, on both approaches to the Bridge, was widened to six lanes with median barriers and shoulders adjacent to the left and right travel lanes. A walkway/bikeway was constructed on the north side of Route 15. The Route 15 Bridge over Milford Parkway under went superstructure replacement and substructure repairs. This project required pier construction and steel erection from barges in the river and temporary trestles over the tidal grasses, as well as the construction of a haul road due to limited site access. Environmental issues include protection of wetlands, prevention of river pollution during demolition of the existing bridge, and proper identification/processing of hazardous materials. Extensive maintenance and protection of traffic and multi-staged construction was required to maintain heavy traffic volumes on Route 15. Work over the active Metro-North Railroad right-of-way was coordinated with the train schedule. Other major considerations include development of a detailed CPM schedule and coordination with local, state and federal agencies, including the Army Corps of Engineers, Coast Guard, EPA and Metro-North. Responsibilities included: monitoring structural steel, sheet piling, riprap, and post tension pier cap rebar installation, parapet wall, piers, bridge deck, keeper block and wing wall installation of finger joint, bearing pads and metal bridge rail and form liner placement, dam proofing, and guide rail, shear connector studs, construction access, cofferdam and dewatering. Construction Cost $90 million (5/05-4/06)

NESTOR SANTANA

Inspector

EDUCATION

Bachelor of Science, Engineering, Universidad De Santo Domingo

LICENSES & CERTIFICATIONS

OSHA 30-Hour Construction Safety and Health Training Course, MNR Track Certified

SUMMARY OF RELEVANT EXPERIENCE

Mr. Santana has over 18 years of engineering and construction experience. Examples of his experience are as follows:

REPRESENTATIVE PROJECTS

Inspector, Post-Hurricane Sandy Emergency A/E Services Red Hook (East & West), O'Dwyer Gardens and Hammel Houses Public housing Developments for the New York City Housing Authority. HAKS conducted walkthroughs of the Red Hook Public Housing Development, Hammel Houses Public Housing Development and the O'Dwyer Gardens Public Housing Development to evaluate reported sink holes caused by the storm. Sink holes were found at both the Red Hook and Hammel Houses and although there was neither structural damage nor compromise to the structural integrity of both building complexes, the sink holes presented a dangerous life safety hazard and created a potential habitat for rodents and other animals. At the O'Dwyer Development, HAKS found that the collapsed basement concrete block walls were partition walls and did not bear any structural loading, a conclusion supported by existing building drawings. Therefore HAKS determined that the structural integrity of the buildings was not compromised by storm damage.

Senior Inspector, Construction Management and Inspection Services, Brooklyn Battery Tunnel BB-45 Electrical Renovations. Services include inspection of: MPT, asbestos, lead and PCB abatement, shop drawing review, payments, work orders, material approvals, project closeout and more. The $40 million project involves electric switchgear and power distribution for four tunnel blower/vent buildings: Manhattan Blower Building (MBB), Governors Island Blower Building (GIBB), Brooklyn Blower Building (BBB) and Manhattan Underground Exhaust Building (MUEB).

Senior Inspector, Inspection, MPT, asbestos, and PCB abatement. Investigated surveys and drafted a constructability report based on that survey, highlighting any significant deterioration other irregularities not previously addressed in the design documents.

Senior Electrical Inspector, Croton-Harmon Maintenance Facility Replacement, Phase III for Metro-North Rail Road. Duties included electrical/civil inspection services for construction of Maintenance Facility for locomotives and coach cars to ensure that the Contractor perform the work according to the terms and conditions of the contract documents in a

timely manner. Scope of work included: building a locomotive shop, a coach shop, a locomotive wash, oil-water separators, and power systems related. Installation of following systems: AC power substations, 750 Vdc power substation and 700Vdc Bug & Stinger switches, 480Vac wayside power, 750Vdc snow melter, rail & track heaters, fire alarm, train derail and movement warning, public address, telephone and data network, CCTV for security and access control, SCADA, emergency generators; monitor and controls of NO2, CO gas leak detection, variable air volume, temperature sensors, etc.; Bridge cranes, Car hoist and body supports, split rails, truck hoist and rotators, compressed air, etc. Construction Cost $300 Million. (9/08 - 10/09)

Senior Electrical Inspector, Installation of MTA Integrated Electronic Security System and Control Centers for Amtrak, LIRR, and NYCT; New York. Checked work of Building Contractors installing Power Equipment such as disconnective means, transformers, panelboards, electrical feeders, fiber optic cables, fire alarm and suppression system, fireproofing of ceiling and water proofing of facilities, installation of chilled water and split A/C units, Cameras, Infrared detectors, card readers, etc. in order to ensure that each task had been completed, standard procedures were followed, the workmanship was qualified, and that the materials used were previously approved and installed following the manufacturer's requirements. Witnessed and verified Integrity test of FM-200 piping network and testing of refrigerant piping system. Filled out daily inspection reports, collected contractor performance information, identified potential problems that could have led to low quality construction. Ensured that Building Contractors were complying with the required Building Codes: NEC, New York City Transit Code, etc. (2/08 – 12/08)

Senior Inspector, Construction Supervision/Inspection for Metro-North Switchgear Replacement Project, New York, NY for Metro-North Railroad. Duties included civil/structural inspection services for construction work to upgrade Metro North's 59th Street facility and its 72nd Street substation. Scope of work included: repair of the roadway waterproofing membrane on Park Avenue and street level reconstruction work; rehabilitation of the existing storage room to provide a suitable location for housing new auxiliary electrical equipment. Construction included brick/mortar repairs, new door jamb and door installations, concrete floor work and more. Installation of new DC switchgear equipment, traction power cables, station battery systems, interconnection with existing Park Avenue Tunnel Alarm System, SCADA Remote Terminal Unit, new 3000 KW Rectifiers, new 3,460 KVA transformer, auxiliary power equipments, grounding system, ductwork, exhaust fans, etc. Construction Cost $9 Million. (8/07 - 12/07)

Senior Inspector, Resident Engineering Inspection Services for Reconstruction of Manhattan Bridge Contract No. 11 for NYCDOT. Scope of work included concrete deck repairs, steel reinforcement, new concrete deck placement, steel joints and shear studs, Asphalt Milling & Paving Structural steel repairs at floorbeams and diaphragms, new steel floorbeams, stringers, grid deck and haunches, major welding inspections throughout the bridge, torquing of bolts at all connections, New traffic barrier installations, electrical service replacement and refurbished including panels, wiring and piping for new bridge lighting and traffic signals. Construction Cost $150 Million. (8/05 – 8/07)

JEAN VILUS

Inspector

EDUCATION

Bachelor of Science, Civil Engineering, College of Applied Science
1996

Associates in Applied Science, Construction Management. NYC College of Technology, Brooklyn N.Y. 2012

LICENSES & CERTIFICATIONS

Certify BPI Building Analyst

Certify Asbestos Handler

ACI Concrete Strength Testing Technician

Certificate in Construction Management @ Pace University - New York, NY.

Certificate in Construction Cost Estimating @ Port Authority of NY & NJ

Certificate in Construction Contract Administration @ Baruch College, NY, NY

SUMMARY OF RELEVANT EXPERIENCE

Mr. Vilus has over 10 years of experience in Construction Inspection and Supervision. His representative projects include:

REPRESENTATIVE PROJECTS

Inspector – City of Newark – Delancy Street Drainage and Roadway Improvements. The project involved the redevelopment of existing street to include new drainage systems consisting of reinforced concrete pipes and new drainage structures along a 2000 LF abandoned street and discharging into the City of Newark Bay. Work consisted of removal and disposal of contaminated soil. Installation of sewer pipes of various sizes and installation of precast concrete drainage structures and new full depth asphalt pavement. Inspection services included the following: Silt fence installation, fill importation and truck measurements, concrete curb installation, inspection of asphalt milling and new full depth asphalt installation. Prepared detailed daily inspection report. Project Cost 4.1 Million 2014 – Present

Inspector: City of Newark –Clinton and South Orange Avenue. Newark NJ. Streetscape Project. The project involved the removal and replacement of existing concrete sidewalk pavement and installation of new colored concrete sidewalk and handicap ramps along both Streets. Removal and replacement of existing concrete curbs and installation of misc. drainage structures and existing frames. Installation of new tree pits, granite block drainage pavement and new trees. Removal and replacement of existing street lighting and traffic lights and associated electrical control cabinets. Prepared detailed daily inspection report. • Project Cost: $3.8 Million – 2014 - Present

AM&G Waterproofing, LLC, Brooklyn, NY. Title: Construction Estimator. Duties: Attended pre-bid meetings/walkthroughs/site visits performed quantity take-offs; Prepared bid proposal packages, CD-5 packages, submittal packages, schedule of values; Prepared shop drawings using AutoCAD. 10/2007 - 02/2009

Jean Max A Vilus Inspector. Genet Engineering, Queens, NY. Title: Project Coordinator. Duties:

- Performed design and drafting under the supervision of a licensed professional engineer
- Performed zoning calculations;
- Worked as filing representative with Department of Buildings (DOB),

prepared DOB

- paperwork for violation removals, construction permits, project sign-offs;
- Assessed existing conditions of project sites, hand surveyed, sketched for project design and construction/ renovation;
- Met with clients to discuss scope of work.

06/2006 - 09/2007

PIERRE DILLARD, PE

Mechanical Engineer/Special Inspector

EDUCATION

Bachelor of Mechanical Engineering 1962 - Pratt Institute, Brooklyn, New York

Master of Science in Mechanical Engineering 1976 - Polytechnic institute of Brooklyn, New York

PROFESSIONAL REGISTRATION

Professional Engineer - New York State - #[redacted] 1971; New Jersey - [redacted]

LICENSES & CERTIFICATIONS

NYCDOB 4 Hr Supported Scaffold User Certification

SUMMARY OF RELEVANT EXPERIENCE

Pierre A. Dillard is a Licensed Professional Engineer with over thirty five years of combined experience as a consulting engineer, special inspector, and educator in applied mechanics, thermal and vibration stress analysis, thermodynamics and fluid mechanics. He has extensive experience in all phases of cost estimating, design, specification and construction of mechanical systems for industrial, commercial, institutional and residential building developments. His areas of expertise include construction management, fume and dust control, Industrial process piping, thermal and dynamic stress analysis, air and water quality, heating, ventilation, air-conditioning, controls, storm and sanitary drainage, waste treatment, plumbing, fire protection, energy conservation and sustainable building construction. His professional experience demonstrates a strong working knowledge of the governing construction codes and industry standards. His representative projects are as follows:

REPRESENTATIVE PROJECTS

Special Inspector, Port Authority of New York and New Jersey - World Trade Center. Responsible for Mechanical and related work Special Inspections. Inspection included Verification of work done in accordance with approved specifications, contract documents, and applicable codes.

Special Inspector, On Call contract performing Special Inspection services for Ongoing Special Inspections Projects for the New York School Construction Authority (SCA) throughout Brooklyn and Staten Island, NY. Responsibilities include verification of compliance with specifications and applicable codes through inspection of multiple special inspection items including: Energy Code Progress Inspections, Mechanical Systems, Emergency Power Systems, Photoluminescent Exit Path Markings, and Smoke Control Systems.

Senior Mechanical Engineer, NYC School Construction Authority Building Condition Assessment Surveys (BCAS) – 2008-2009. Inspected mechanical systems and equipment in public schools for condition and needs capital planning. Systems included sprinkler/standpipe, plumbing and HVAC. Prepared and submitted reports on findings to client. (11/08-2/09)

Senior Mechanical Engineer, NYC Department of Design and Construction for A&E and construction related services. Performed calculations and applications for filing sewer construction with DEP. Included sanitary and storm drainage load determinations, and review of design documents. (2008)

Senior Mechanical Engineer – Newark Housing Authority A&E Services for Needs Assessment at Designated Elderly Sites in Newark, NJ. Performed

site inspections for plumbing, fire protection and HVAC at 11 sites. Developed report on findings and cost estimated for mechanical work for submission to client. (2007-2008)

Senior Engineer, Physical Needs Assessment for the Newark Housing Authority Elderly Sites, Newark, NJ for Newark Housing Authority. This group of developments includes 24 buildings with a total of 2,975 dwelling units. Surveys were undertaken for the site, buildings and facilities (assets). Site inspection includes paved and unpaved surfaces, landscape, site drainage, lighting, playgrounds, street furniture, etc! Building and facilities inspections include all exterior and interior components such as facade, roof, stairs, structure, doors, windows, and finishes, as well as electrical and mechanical systems. (8/07-3/08)

Senior Project Manager, Lorshel, Inc., 216 West 135th Street, New York, New York 10030. Residential and commercial construction - construction management; owners' representative; architects' representative. (4/02-8/06)

Senior Mechanical Project Manager, Full Spectrum Building Development, Inc. 1400 5th Avenue, New York, New York 10026. Commercial and institutional construction - construction management; on site monitoring; field progress and non-compliance reports. (7/99-8/01)

Director of Mechanical & Electrical Engineering - Goodkind & O'Dea, Inc. 15 East 26th Street, New York, New York 10010. Wireless signaling stations - Municipal service buildings - business development; marketing; budgeting; scheduling; staff engineers supervision. (3/98-5/99)

Principal Engineer and Administrator, Pierre A. Dillard Consulting Engineer. 353 East 58th Street, New York, New York. Commercial, institutional and residential construction - Full service consulting engineering firm; mechanical surveys; construction documents; code compliance; field engineering; commissioning; troubleshooting. Major project contracts included Jacob Javits Convention Center; New York City Police Academy; New York School Construction Authority-Aircraft Noise Abatement; New York Rousing Authority Police Headquarters; Federal Express Service Centers. New York Housing Preservation & Development - Affordable Housing Programs. Commercial projects have included offices, restaurants, retail shops, theaters, churches, printing shops, swimming pools and fitness centers. (1/78-3/98)

Evening Instructor, Technical Career Institute, 320 West 31st Street, New York, New York 10001. Climate Control Technology Division - Subjects recently taught include: Heating Principles, HVAC Controls, and Commercial Refrigeration. Heating and Cooling Equipment, Heating and Cooling Design, Residential Refrigeration and Air- Conditioning, Physics. (9/91-present)

Pipe Stress Analysis Engineer, Chemical Designs, Inc., 200 West 42nd Street, New York, New York. Chemical plant design/build – chemical piping design and analysis for thermal stresses and deflections. (8/76-1/78)

Plant Engineer, E.I. Dupont Denemours, Inc., Linden, New Jersey. Chemical plant operation - construction estimating and scheduling; preventative maintenance monitoring; operations troubleshooting; repair documentation; purchasing. (8/72-5/73)

Lead Engineer/Analyst, Heyward Robinson, Inc., 100 Church Street. New York, New York. Chemical plant design/build – chemical piping stress analysis; supervision of pipe restraint design; development of company design standards. (10/74-8/76)

ANTONIO T. DIAS

Electrical Chief Inspector

EDUCATION

Bachelor of Science, New Jersey Institute of Technology, Newark, NJ, 1998

LICENSES & CERTIFICATIONS

OSHA 10 hours

SUMMARY OF RELEVANT EXPERIENCE

Mr. Dias has over ten years of experience in all aspects of design, construction, and electrical equipment and associated systems in an engineering environment.

He has extensive background in the field of inspection, fire alarm, lighting layouts/ calculations, security, power distribution, and power generation systems. He possesses strong technical and methodical aptitude with an innate ability to analyze, coordinates, and synthesizes data, and is a strong team member, who is able to motivate team to reach goals and deadlines.

REPRESENTATIVE PROJECTS

Electrical Engineer, Served as the lead Electrical Engineer in providing design and AutoCAD of LV and MV single lines, power distributor, generator systems, UPS systems with power distribution, cable/conduit schedules, site and building layouts, lighting layouts/calculations, and installation details. He interacted with vendors, performed witness and factory acceptance testing. Responsible for coordination effort with other disciplines during the design stage and maintained the project manager updated. Provided support for Design Services. During Construction (DSDC) on any field issues and provided resolutions. He has been involved with the various major projects which are: Newtown Creek Waste Water Treatment, Rye Lake Pumping Station, Combined sewer Overflow Planning, In- Line Storage Inflatable Dams, New Castle Water System Interconnection Village of Mt. Kisco, and Paedegat Basin Combined Sewer Overflow Facility. (2005-2012)

Electrical designer, Responsible for electrical design, completion, and administration of contract drawings for all type of facilities. Job description includes preparing contract drawings, construction documents, and code analysis, providing technical review of construction documents and on site inspection. Projects that Mr. Dias was involved in included: NYS Thruway Authority I-84/I-87 Interchange, the Headquarters for the Facilities Maintenance and Division Bridge Units which was LEED certified. East Orange Police Headquarters converted a bank building into the Headquarters for the City of East Orange. Health and Safety Projects provided life safety improvements, and MEP upgrades of Newark Public School, Orange School district, Passaic Public Schools and the Paterson Public School systems. Rehabilitation of the Jay Lawrence Stations and the construction of the Jay/ Lawrence transfer connection, designed communication and the fire alarm systems. (2002-2005)

Manufacturing Engineer, Responsibilities included developing processes and instruction procedures to ensure proper build of product. Review new

designs and construct a bill of materials to standardize costs. Research new material and methods in order to improve product and make it more cost effective. (2000-2001)

Quality Engineer, Responsibilities included evaluations of RMA's and disposition of said products, documenting the process as per ISO 9001 requirements. Developed, revised, and implemented the RMA system. Prepared data and documentation of source inspections. Trained and certified as a J-STD-001 inspector. Participated in design review meeting as well as Material Review Board. (2000-2000)

Production Support Specialist, Responsibilities included order processing, scheduling of said orders, interaction as well as managing the manufacturing floor. Responsible for making new drawings as per customer specifications of CAD, also updating and interacting with sales on work orders to be processed. Hold daily meetings with the manufacturing floor to update on work progress with assemblers. Coordinate with Quality Control and shipping to maintain on-time deliveries as well as receiving of key material that is essential to the completion of work order. (1997-2000)

JOSE VELASCO

Inspector

EDUCATION

Bachelor of Science, Mechanical Engineering, Philippines, 1979

LICENSES & CERTIFICATIONS

NYSDOT Region 11 - Traffic Control/MPT Training Seminar, 1993; ACI Concrete Field Testing Technician - Grade 1, 2002; OSHA 10-Hour Construction Safety Course, 2005; FEMA IS- 631 Public Assistance, 2004; Safety Orientation, 2006; Hazard Communication, 2006; Defensive Driving Awareness Training, 2006; CS/LE-Authorized Entrant, 2006; CS/LE -Attendant, 2006; CS/ LE-Entry Supervisor, 2006; Scaffolding Training, 2006; General Excavation Safety Training, 2006; Trench/Excavation Safety; Training, 2006; Operation 1 Essential of Project Management; Mastering Project Management; Master Certificate in Applied Management; Project Management Advanced Strategic Management Practices; Auto Mechanic, Electrician, HVAC Certifications, 1988

SUMMARY OF RELEVANT EXPERIENCE

Mr. Valasco has over 25 years of experience in all phases of construction inspection, supervision, management, design coordination and scheduling. Construction inspection experience includes highways, bridges and marine projects with an emphasis in project management, record keeping, quality control, material testing and constructability reviews. His representative projects are as follows:

REPRESENTATIVE PROJECTS

Senior Inspector, Construction Inspection Services under Backdrop Agreement for Various Projects in Region 8, NYSDOT. Under the first project assignment of inspecting a maintenance bridge repair contract involving 54 bridges in Orange and Rockland Counties, at a construction cost of $13.5 million, the construction includes structural repairs and replacements for bridge bearings, joints, scuppers, wearing surfaces, pedestals, deck, paint, concrete and steel repairs. Extensive coordination with local municipalities, New York State Thruway Authority, Metro-North and CSX Railroads and the Department of Environmental Conservation is also required for lane closures, traffic stoppages, working over the railroad and working over rivers and streams. Fee: $4 million (4/12 – present)

Senior Inspector, NYCDEP Croton Aqueduct Rehabilitation and Site Restoration. Project scope included removal of buried shaft covers, removal of ladders, concrete shaft wall repairs and grouting of leaks and voids; rehabilitation of the concrete surface structure, blow-off chamber, stream raceway and related surface improvements; and rehabilitation of the 7-mile-long pressure tunnel lining, including crack repairs, brick replacement, contact grouting, consolidation grouting and leak repairs. Construction Cost $94 million (7/09 – 10/11)

Senior Inspector, NYCDOT Replacement of Steinway Street Bridge over Grand Central Parkway, Queens, NY. Project involved replacement of concrete bridge deck, approach slabs, asphalt pavement, sidewalks, ADA ramps, steel railings, chain link fence, pedestrian and traffic signals, light poles on the bridge and on the GCP median, luminaire installation on the underpass and permanent roadway pavement markings. (2008 – 2009)

Senior Inspector, NYCDOT Emergency Repairs of Existing Bridges in Manhattan, Queens, Bronx, Brooklyn and Staten Island, New York. Project scope included repairs of the substructure of bridges on a time and material basis including concrete abutment, pier, column and pedestal repairs, bearings, foundations and wingwalls etc. After completion, closed out the flagged conditions and submitted to the client for their reference, review, and

budget scheduling. Recommended priority repairs depending on the condition of the structures and its role within the entire bridge system. (2008)

Senior Inspector, TBTA Replacement of Existing Exhaust Fans at Queens Midtown Tunnel Vent Buildings. Responsible for inspection of the replacement of 23 unit exhaust fans, concrete placement, replacement of damper doors, installation of fan bearing support and motor pedestals, installation of fixed and floating bearing, inlet cones, fan rotor, steel partition wall, u-bolt, drainage system, construction shield, transition assembly, fan housing, fan bearing support and motor anchors, damper operator and 24 hour test run of the new fan. Demolition of the existing fan housing and partition wall. (2006)

Senior Inspector, NYSDOT Henry Hudson Parkway Maintenance Repair of 19 Bridges, New York. Inspected steel repairs to girders; joint replacement; asphalt overlay; concrete deck repairs; joint resealing; replacement of bearings with elastomeric bearings; epoxy coating of abutments, pedestals and back walls; shaft drilling, column replacement, and repairs to approach slabs and pavements. (2002-2006)

Senior Inspector, NYCDDC Milling and Paving Various NYC Roadways, Manhattan and Bronx, New York. As senior inspector responsible for the construction of a new asphalt wearing course on existing streets and roadways. (2001)

Debris Specialist, FEMA, WTC Fire/Explosion Recovery Effort. Responsible for the inspection and monitoring of debris removal at the World Trade Center site, Manhattan, NY (2001)

Structural Engineer, NYSDOT FDR Drive East 60th Street Pier Rehabilitation, New York. Responsible for in-depth inspection, preliminary estimates and structural studies of the present condition of the receiving platform and supports. Involved in preliminary design for rehabilitation of sheet piles and recommend means of reinforcing the present condition of the bulkhead for comment & studies from NYSDOT. (2001)

Senior Inspector, Metro North Railroad Mount Kisco Bridge, New York. Responsible for the inspection of demolition of steel frame bridge and replacement with box beam stringers. Work included installation of box beam modules and post-tensioning of cable strands, installation of reinforced concrete deck, half section concrete parapet, bridge rail, epoxy deck sealer, stone ballast and rail tracks. (2000)

Structural Engineer, NYCDOT West 26th Street Float Bridge, New York. Performed structural analysis of the existing structure to determine its reaction during lifting for repair and transporting to Virginia for rehabilitation. Conducted structural analysis for each preliminary design of skirts for pile protection. (2000)

Office Engineer, NJDOT MAGIC Project, Installation of fiber optic along Route 80, Interstate 287, Route 46 & George Washington Bridge, New Jersey. Maintained incoming and outgoing correspondence, daily entry of quantities to computer, mark-up for as-built, daily schedule for inspectors, maintained the function of office equipment & office supplies; sent agenda to contractor and parties involved with the project and took minutes of the progress meetings. (1999)

Office Engineer/Inspector, NYSDOT Erskine Road Bridge, Queens, New York. Inspection of pile driving, deflection of piles and slurry placement of the annular of the grade casing and pile at both abutments. Supervised the relocation of the high pressure pipe from the pump station to the filtration plant that interfered with the construction of the abutment. (1998)

HECTOR BELTRAN

Senior Inspector

EDUCATION

Master of Science, Civil Engineering, Polytechnic University, 1997

Bachelor of Science, Civil Engineering, Polytechnic University, 1994

AAS, Civil Engineering, NYC Technical College, 1992

LICENSES AND CERTIFICATIONS

NICET Level III 2001, #[redacted]

ACI Concrete Field Testing Technician - Grade I, 2007

ACI Associate Concrete Construction Special Inspector, 2008

OSHA Confined Space Awareness, 2008

PCI Quality Control Personnel Certification - Level I and II, 2008

Traffic Control Coordinator, Rutgers, the State University of New Jersey, 2003

SUMMARY OF RELEVANT EXPERIENCE

Mr. Beltran has over 26 years experience in construction inspection services including supervision, ensuring conformance with contract plans and specifications, measuring quantities and monitoring contractors operations. His representative projects are as follows:

REPRESENTATIVE PROJECTS

Senior Inspector - NYSDOT Gowanus Expressway Deck Replacement, 4th Ave to 52nd Street, Brooklyn, NY. Major components of the reconstruction effort include emergency replacement or repair of the viaduct deck and superstructure, construction of a new slip ramp in the median, replacement of an existing ramp and widening of another ramp, and widening of the at-grade portion of the Gowanus. A relief viaduct ramp, to be built within a 2-year stage, will carry HOV lane traffic over the southbound Shore Parkway entrance ramp to eliminate the traffic weaving that now takes place. Ramp construction requires reinforced concrete foundations and 24 steel columns. Other work involves blast cleaning and painting of the steel superstructure, drainage system improvements and the installation of six overhead sign structures. Construction Cost $244 million. (12/10 – present)

Senior Inspector - NYSDOT Region 11 Term Agreement. Ensured the quality of construction and that the contractor conforms to all provisions of the contract documents. Work included detailed inspections, on-site testing of materials, field measurements and data collection for monthly and final construction estimates, progress reports, preparation of record plans and more. Completed projects include the following: (4/10 – 10/10)

- $4 million repair and expansion of park-and-ride facilities in Eltingville and Huguenot, Staten Island.
- Five highway pavement and resurfacing jobs, totaling 15.7 miles, in Bronx, Queens, and New York counties, incorporating portions of the Henry Hudson Parkway, Harlem River Drive, Long Island Expressway, Major Deegan Expressway, and Bruckner Expressway. The repair work has a construction value of $19 million.
- Structural steel and concrete repairs to the Kosciuszko Bridge and I-278 (Brooklyn-Queens Expressway).

Senior Inspector - NYSDOT Rehabilitation of Macombs Dam Bridge over the Harlem River in Bronx. Responsibilities included replacement of the roadway and approaches; removal of lead paint using SSPC sand blast method; Construction of a temporary bridge (pile driving, steel girder erection, etc) during deck slab removal; installation of new trusses for staging, to support the viaduct over Jerome Avenue; weighing swing span end reactions; replacement of truss members; removal, repair, and strengthening of existing

shafts and gearing components; installation of new swing span machinery. Construction Cost $137 million (11/09 – 3/10)

Senior Inspector – NYSDOT Emergency Repair and Interim Deck Replacement on the Gowanus Expressway, Kings County, NY. Work involves deck replacement, BQE Connector widening/replacement, lower Gowanus Expressway pavement rehabilitation, structural steel and concrete repairs, structural steel painting, drainage work, and operation of the existing HOV lane. This is a large deck replacement project located in a high speed, high traffic volume, urban area. This project includes traffic management strategies such as construction phasing, lane closure restrictions, night and weekend work, etc. Construction Cost $152 million (7/06 –11/09)

Senior Inspector – NYCDDC Reconstruction of Prospect Park West, Brooklyn, NY. Work involved the installation of 8-inch and 20-inch ductile iron pipe water mains and house service connections; removal of unsuitable subbase from the building line to the street; installation of new hydrants; new granite curb and 4-inch and 7-inch pigmented concrete sidewalk; new concrete base roadway; survey of building basements to assure their structural integrity; new 3-inch asphaltic concrete pavement; new sewer construction; review of contractor submittals pertaining to the landmark work. Construction Cost $1.4 million (7/2006)

Senior Inspector – Metro-North Railroad Switchgear Replacement Project. Construction work to upgrade Metro North's 59th Street Facility and its 72nd Street substation included repair of the roadway waterproofing membrane on Park Avenue and street level reconstruction work; rehabilitation of the existing storage room to provide a suitable location for housing new auxiliary electrical equipment – construction included brick/mortar repairs, new door jamb and door installations, concrete floor work and more; interception and relocation of existing lighting/receptacle circuits from existing electrical panel board equipment. Fee: $174, 895 (6/06 – 7/06)

Senior Inspector – MTA Bridges & Tunnels Construction Management and Inspection Services for VN-28. Work included the installation of new Steel Faced Concrete Curb, replacement of pre-cast Scuppers and painting. (3/06 – 6/06)

Senior Inspector – NYCDOT Metropolitan Avenue Bridge over English Kills in Brooklyn, NY. Scope of work included eliminating and reconstructing the existing approach spans with concrete slab over grade; constructing new concrete sidewalks, curbs, railing, protective fencing and traffic gates; installing new machinery and a new electrical system in a reconstructed operator's house. Construction Cost $45 million (3/06)

Senior Inspector – Resident Engineering and Construction Inspection Services for the implementation of an Advanced Traffic Management System (ATMS) on the Major Deegan Expressway from Triboro Bridge to City Line in the Bronx and Manhattan subregion for NYSDOT. The ATMS includes an ITS configuration which would yield a system capable of full scale traffic and incident management. The system will be equipped with closed circuit television cameras which would provide video surveillance on the roadways within this subregion. Traffic sensors will be placed at mainline and ramp locations to provide real-time traffic information and to detect the occurrence of incidents. Variable Message Signs (VMS) and Highway Advisory Radio (HAR) will be included for motorist information and route diversion purposes. Construction Cost $26 million (4/05 – 3/06)

Senior Inspector – Construction Inspection Services for reconstruction of the BQE from Broadway to 25th Avenue, Queens, NY for NYSDOT. Work included replacing / rehabilitating deteriorating pavements, bridges including and railroad bridge, retaining walls, utility lines, and drainage structures, reduce or eliminate safety deficiencies, such as limited sight distance, and improve other non-standard features such as lane merges. Construction Cost $254 million (3/02 – 4/05)

NIKOLEY MIKHALCHUK

Senior Civil Inspector

FIRM

CB&I Government Solutions, Inc.

Education

MS, Engineering, Naval Architecture, The Odessa Institute of Maritime Transport Engineering, Odessa, Ukraine, 1970

Registrations/ Certifications

Professional Engineer, Connecticut

ACI Certification: Concrete Field Testing Technician Grade 1

ICC Certifications: Structural Steel and Bolting Special Inspector

Spray-Applied Fireproofing Special Inspector

SUMMARY OF RELEVANT EXPERIENCE

Mr. Mikhalchuk has over 30 years of construction experience performing on-site inspection of construction work (civil, structural, mechanical, electrical). He is experienced in construction progress reports, costing, estimating, sketching, construction materials placement quality control/assurance, ship design and repair projects.

REPRESENTATIVE PROJECTS

NYCDEP, NYC Hurricane Sandy Program Management Services, New York City Rapid Repairs Program, Department of Environmental Protection, New York

New York City contracted with CB&I to provide program management and technical support to help manage and control this massive over $600 million recovery initiative. Mr. Mikchalchuk was part of the QA team brought on board for Q/A monitoring and damage assessments after Sandy for Con Edison at Staten Island, NY.

NYC DEP. Newtown Creek WPCP. Capital Project WO-283. Contract NC-CM-03. Project NC-41G (CRB Structure), New York

On-site inspection of construction (civil and structural) work. Prepared daily reports and supporting data.

Construction Inspector, Hunts Point Water Pollution Control Plant Upgrade, Phase II, WP-56, HP-2G, New York City Department of Environmental Protection, The Bronx, New York

Performs construction inspection, prepares progress reports and cost estimates for monthly payments to Contractor.

Field Engineer, Bridge Deck Reconstruction and Roadway Resurfacing, R-6108, New Jersey Turnpike Authority, Elizabeth, New Jersey

Specific role on project: Performed field inspection of civil & structural work, including welding and installation of Seismic Isolators for Bridge Bearing System for the New Jersey Turnpike Authority project SNI & NSI Roadways between exits 13 and 13A.

NYC DEP 26th WARD, Red Hook and Wards Island WPCP, New York

Docking Facilities Modifications Projects (Contracts SM140 & SM141). Wards Island WPCP - Residues Handling Facility (Contract 112) - Pile Static Load Tests in accordance with ASTM D1143: Took readings, kept pile load data sheets. Pile Installation work: Kept Pile Driving records. On-site inspection of construction work (civil, structural, mechanical, electrical): Prepared daily progress reports, took progress pictures, drafted sketches with AutoCAD. Reviewed and processed partial payment documents, change order estimates and as-built drawings. Prepared punch lists.

This page was intentionally left blank

MITRA KHORSANDI, LEED AP, CEM

Mechanical Inspector

FIRM

CB&I Government Solutions, Inc.

Education

BE, Mechanical Engineering, Bangalore University, College of Engineering, Bangalore, India, 1978

Registrations/ Certifications

Certified Building Commissioning Professional

NY State CEM Certification

EIT Certified Engineer

SUMMARY OF RELEVANT EXPERIENCE

Ms. Khorsandi is a Mechanical/HVAC Engineer, Certified Building Commissioning Professional in the State of New York & certified CEM/LEED, with thirty years of experience on projects including but not limited to Design/inspect/ system maintenance facilities, like schools, Fire department facilities, Day care centers, IBM, buildings, stadiums and rail stations. This experience includes conceptual through final design, construction support, and construction management, estimating project cost for HVAC trade, underground tank/ Veeder-root installation. Refrigeration system trouble shoot, and maintenance of HVAC & refrigeration. Skill set includes project management and modeling software, and strong verbal and written communication. Leadership background includes managing consultants (review scope, review cost estimate, design document, Refrigeration system, management assistance, bid management, field managing engineering, inspection team oversight, design management, training and mentoring of engineers. Commission all building systems in accordance with LEED compliance Managing. Review DOB violation, recommend for compliance for all local law 41/16 for emergency/exit light, supervisory inspection of Fire Alarm/ Fire protection system. Managing / review DOB violation, recommend for compliance for all Fire dampers at Day care centers. Trouble shoots for HVAC/ Refrigeration systems in IBM, Material research, colleges' upstate, NY.

REPRESENTATIVE PROJECTS

MTA New York City Transit, Contract C-40455, Design and Construction of Mother Clara Hale Bus Depot, Borough of Manhattan, New York

Ms. Khorsandi's responsibilities include review of Contract Documents (HVAC, Fire Alarm and BMS controls, Underground tank, Bulk fluid, Generator, Elevator) for compliance with OPR / NYCT standards and NYC Building Code; review Commissioning Plan, LEED requirements and provide comments. Additionally, she approves Contractor's Work Quality Plan/ Requisitions; verifies installations/ inspection and witnesses Pre- Functional, Functional and acceptance tests for listed Building systems& verify LEED compliance. Ms. Khorsandi also serves as site safety manager.

NYC School Construction Authority, Various Locations, New York

Ms. Khorsandi served as Commissioning Engineer while at NYS School Construction Authority. Her responsibilities included:

- Review contract documents and verify design submissions for compliance with SCA Standards and Owner's Program of Requirements
- Verify installations and witness functional performance and acceptance tests for listed Building systems (Waste management Plan and Green school requirements , HVAC&R; Fire Alarm; Lighting, P.A., and Intrusion Alarm controls; Emergency Generator; Renewable Energy and associated controls; Domestic HW; Vertical Transportation Systems)
- Present information relative to Commissioning activities and NYC Green Schools

Guide at Project Meetings and verify that contractor submissions conform to Contract requirements
- Verify project documentation is complete using Commissioning Reports with commissioning Matrix

NYC Fire Department, Various Locations

As Contract Development and Fiscal Services Staff Analyst, it was Ms. Khorsandi's responsibilities to:

- Prepare Mechanical, Electrical, Environmental, and Fire Protection Standards
- Determined the scope of contractual services for the Agency Chief Contracting Officer and participated in the selection and evaluation of appropriate vendors.
- Developed check lists for inspection, repair, and maintenance of Agency equipment and apparatus.
- Supervisory Inspector - Fire Alarm / Fire Prevention Electrical Unit responsibilities included:
- Supervised and performed inspections to ensure compliance with all rules, regulations, codes, directives, safety and laws.
- Performed plan examination duties including review of plans and certificates of correction. Served as a witness representing the Fire Prevention Unit at trials, hearings, and inquests.
- Provide direction to FDNY Bureau of Fire Prevention clients regarding technical issues and administration of the Fire Code; Building Code; and related reference codes (NFPA, NEC, MEA)
- Witness's tests on new and existing Fire Alarm system installations, identifying hazardous or emergency situations and recommending appropriate corrective action

GEORGE NATER

Electrical Inspector

FIRM

CB&I Government Solutions, Inc.

Education

BS, Electrical Engineering, 1977

SUMMARY OF RELEVANT EXPERIENCE

Mr. Nater has more than 25 years of experience in the electrical engineering field, both as control systems engineer and control systems department supervisor. He has worked with programmable controllers and computer-based, real-time control systems for bulk material handling facilities. Mr. Nater is currently serving as Resident Engineer responsible for the implementation and start-up of the Instrumentation and Control System for the upgrade of the Hunts Point Water Pollution Control Plant. He also provides construction management service to the City of New York for the Plumbing, Heating and Ventilation Contracts at Hunts Point. At the same location he also as manages the field inspection service for process systems installation, testing and commissioning.

REPRESENTATIVE PROJECTS

Lead Electrical Engineer Infrastructure Rehabilitation Program, $96 million, New York Metropolitan Transit Authority, New York

This project involved the repair of leaks throughout the tunnel, as well as rehabilitation of walls, ceiling and fireline. His role of this project encompassed the coordination and the maintenance of a good working relationship among the various organizations which were called upon in support of the major electrical endeavor, both within the Authority's own organization and the contractors. He supervised, and maintained the vigorous databases required to rigorously track the installation of complex electrical systems. The project required the installation of two new electrical services, various power distribution and control systems for tunnel lighting, emergency communication, traffic monitoring and control systems, as well as fire protection systems.

New York City Land-Based Sludge Management Project, New City Department of Environmental Protection, New York

Mr. Nater was assigned to the Oakwood Beach project as a liaison to the project engineer. Mr. Nater was found to be an excellent assistant to the start-up coordinator and was promoted to lead electrical engineer. His duties involved directing the electrical inspectors' review of contract drawings, coordination of electrical and control contractors, and inspection and testing of installed electrical and control systems and devices.

Mr. Nater was responsible for the review of vendor prints and data and checking affected drawings. He maintained an understanding of the control scope of work responsible to various contractors and in keeping Lead Engineer informed of all scope changes. Mr. Nater was responsible for expediting approval of all vendor control prints, as well as coordinating designs with other applicable departments, including electrical and construction management. Mr. Nater's background allowed him to assist the City of New York in the development of the specifications for a bureau wide computer-based maintenance scheduling and inventory control system.

This page was intentionally left blank

CHRISTOPHER COOKE

Field Engineer / Mechanical Inspector

FIRM

CB&I Government Solutions, Inc.

Education

BS, Construction Management, State University of New York, Farmingdale, New York, 2009

Registrations/ Certifications

Certified Safety Professional (CSP), 2000, 16184, Active, Nationwide, 12/2015

Occupational Health & Safety Technician, 1995, 1095, Active, Nationwide, 12/2014

SUMMARY OF RELEVANT EXPERIENCE

Mr. Cooke has more than 9 years of experience in rehabilitation, retrofit and new construction projects. He has managed projects valued over $10 million. His background consists of piping rehabilitations and valving retrofits in water and waste water treatment plants, tax credit low income housing renovations, construction of new housing developments (residential and commercial), and lead paint abatement. As a project manager/superintendent, he is responsible for maintaining project files, issuing contracts, generating and executing project schedules and budgets. He is also responsible for oversight of personnel, equipment, procurement of equipment, materials, and services, as well as project health and safety compliance, and client liaison.

REPRESENTATIVE PROJECTS

Level 2 Field Engineer, NYCDEP Croton Water Treatment Plant, New York, New York

Responsibilities include overseeing mechanical process piping and equipment for the Croton Water Treatment Plant. Insure proper installation according to contract documents and working knowledge of mechanical systems. Allocate payments according to work completed. Update CPM and progress schedules. Coordinate work with other trades and facility limits.

Project Manager , Lipsky Enterprises, School Construction/Commercial Residential, Bayport, New York

Prepared submittals for project architects and/or engineers, bid proposals, issued contracts to corresponding trades, purchase orders to vendors, prepared change orders and supplemental agreements, as well as managed field operations. Projects consisting of schools, libraries, and low income housing.

Project Manager/Field Super, Griffon Associates, Residential Construction, Elmsford, New York

Performed field inspections on new construction of planned communities, consisting of 55 and older apartment buildings, high end carriage and single family homes, club houses, and retail space, from site work to closing dates. Managed field operations for a $10 million dollar housing renovation project. Worked with a team of architects engineers and funding institutions to complete project according to specification and time requirements. Negotiated change orders with all parties and secured their funding through funding sources, such as private lenders, owners, and Government Agencies. Devised relocation plan to move tenants threw the construction process. Project completed 12 months ahead of schedule.

Project Manager/Field Superintendent, Crescent Contracting, Municipal / Industrial / Commercial / Lead Abatement, Bronx, New York

- Managed a half million-dollar change order to automate valving of hot air blowers on Phase II of the Hunts Point Pollution plant project. Responsible for several design ideas to ease installation of this "retro fit" design, as well as assisted Project Manager and Field Super on all aspects of Phase I & II.

- Ran field operations and assisted Project Manager on all aspects of City Wide Sludge project, a twelve million dollar fast track project with a 9 million dollar change order to replace Hypo and Caustic lines, as well as build containment areas around chemical storage tanks in the Dewatering/odor control buildings of seven pollution plants around NYC. Sites consisted of Bowery Bay, Tallman Island, Hunts Point, Wards Island, 26th Ward, Jamaica, and Oakwood Beach.

- Acted as Project Manager and Field Super for two simultaneous plumbing renovation and bathroom remodel for the DDC, consisting of Engine Co. 320 and Engine Co. 83.

- Performed and built drawings and takeoffs for project wide change order for Amtrak stand pipe project where new pipes were installed in Amtrak tunnels between NY and NJ.

- Devised rigging plan and oversaw landing of mechanical equipment as well as carried out punchlist items on two new buildings and an addition on a third building for the Metro North Croton Harmon Rail Yard project and Staten Island Transfer Station.

- Performed daily field inspections of ongoing projects, ranging from gut renovations of multiple dwelling buildings to scheduling, supervising lead abatement for HPD violations.

SEBASTIAN BOCHICCHIO

Senior Electrical Inspector

FIRM

CB&I Government Solutions, Inc.

Education

Lafayette College/BA/1987/Engineering
Construction Management/1999/New York University

REGISTRATIONS

NYC Superintendent License #[redacted]

LICENSES AND CERTIFICATIONS

ATC: Apprentice training program 1968 / 1972, Basic Estimation course 1997, ICS Electrical Inspectors course.
OSHA Compliance work shop July 19& 20, 2000
Workers Safety and OSHA Compliance November 2, 2000
OSHA: the complete Compliance Workshop
State of New Jersey board of examiners of electrical contractors
30 hour Construction Standard
10 hour General Industry Safety & Health
Confined space permits
OSHA HAZ-COM
OSHA Trenching & excavating
Numerous Supervisory Seminars
NJ Transit 21st Century Rail Safety Training
ICS Electrical Inspector Course
Construction Estimating Course

SUMMARY OF RELEVANT EXPERIENCE

Mr. Bochicchio provided supervision and oversight of construction projects including subcontractor management, safety and quality inspections, development of labor plans and cost saving schemes, manpower forecasting and mobilization, design document coordination with construction, change order management, estimating, coordination and integration of subcontractors work, interfacing with Union officials. He is a member of the International Brotherhood of Electrical Workers.

Other duties include performing site management and quality assurance inspections for electrical, mechanical and elevator systems for numerous construction projects including, NJ Transit, Hudson Generator (power house) High Voltage 13 Kva Sub Station, Generators, telecommunication installations, apartment and condominiums, shopping malls, hospital facilities, office buildings, Newark and Teterboro Airports, New Jersey School Construction Authority, DASNY - CCNY College located in the Bronx NY, NYCHA Brooklyn, NY, DASNY / OMH - Rockland NY, Jersey City State Courthouse building, senior housing projects, hotels, laboratories, Bergen County Utility Authority.

REPRESENTATIVE PROJECTS

Manager Technical Services / Electrical Commissioning – Site Safety Manager Technical Services / Electrical Inspector DASNY / OMH Constructing New Children Psychiatric Center

Performed electrical commissioning of the new 500kva Generator & ATS switches along with site construction and Safety inspection for OMH / DASNY at the New Rockland Children Center in Orangeburg NY. Overall duties consist of verifying contractor work complies with contract documents and recognized industry standards. Duties include: reviewing plans, specifications, industry related trade practices, documentation of contractor activities, inspections performed and quality control testing completed, monitoring and stat using progress and resolution of technical issues.

Superintendent/ Electrical Quality Assurance Inspector, NYCHA Project – New York City Housing Authority, Whitman / Ingersoll - Low Rise Elevator Rehabilitation (61 Elevators) and Apartment Modernization (610 Apartments)

Performing electrical site construction inspection(s) for apartment renovations and elevator project located in downtown Brooklyn, NY. Overall duties consist of verifying contractor work complies with contract documents and recognized industry standards. Duties include: reviewing plans, specifications, industry related trade practices, documentation of contractor activities, inspections performed and quality control testing completed, monitoring and stat using progress and resolution of technical issues.

NEAD Electric of New Jersey, Project Manager / Safety Director of New York & New Jersey

Supervised and managed Safety & Health program for the New York and the New Jersey IBEW. Performed safety inspections, prepared accident reports and investigations. As Project

Manager was responsible for all aspects of construction of New Jersey projects along with change orders.
TSC Total Safety Consulting, Full time site safety and quality inspector for CCNY College in New York City. Provided supervision, oversight and quality inspection of asbestos abatement and demolition of a 7-story building, instillation of a new roof system, installation of rooftop HVAC Units and associated piping subsystems. Performed crane inspections and permit review for 300 ft. crane used for major equipment lifts. Abatement was conducted of existing school laboratories while school was in session utilizing "clean room" approach for laboratory location.

Safety Inspector, Xanadu Complex at the Meadowlands.

Provided quality oversight of site utilities activities, especially excavations and trenches for the installation of the water piping throughout the complex. Special consideration for deep excavations and proper stabilization of open trenching requirements for benching and soil stabilization. This project exceeded $200M and more than 1,000,000 sf in size.

SCC, Safety Direct, NJ School Construction Corporation in Paterson New Jersey

Full time safety director and quality inspector for the construction of the schools in Paterson, NJ. Responsible for oversight of work performed by subcontractors including compliance with design documents, NJSCC Safety Manual, permits, confined space entry, excavations and ranching, asbestos abatement, PPE personal protection equipment.

Manager & Safety Director, HUGH O'KANE Electric of New Jersey

Responsible for the installation of over 10,000 feet of new conduit for the new fiber optical cable Cad # 5 cable and the installation of new manholes for the Maher Terminals at Port Newark, NJ. Supervised the installation of 5 kv High Voltage cabling in existing manholes to the new switch gear. Monitor the use of proper confine space entry techniques including air monitoring devices and tripod safety devices at the manhole locations for construction of the Royal Caribbean Tours located in Bayonne, NJ.

WILLIAM BRODSKY

Office Engineer

FIRM

CB&I Government Solutions, Inc.

Education

BE, Engineering Science, State University of New York

REGISTRATIONS

Engineer in Training, 1993, Active, New York

LICENSES AND CERTIFICATIONS

Emergency Medical Technician, 1990, [redacted] Inactive, New York, 03/2004

SUMMARY OF RELEVANT EXPERIENCE

Mr. Brodsky has more than 18 years of construction management, engineering, and transportation related experience. He has held positions as Owner's Representative, Safety Engineer, Office Engineer, Construction and Senior Construction Engineer, Assistant Resident and Resident Engineer. Mr. Brodsky's current project is a multibillion dollar water filtration construction project for the City of New York. His responsibilities include inter-city agency coordination and coordination of project contractors and the DEP operational groups.

He is also responsible for coordination with utilities for temporary construction and permanent power, phone service and internet communications. He manages the 12,000 sf field office which houses approximately 100 staff. His duties include day to day management of the site computer system and network as well as system upgrades to support the changing needs of this major project.

Mr. Brodsky also has experience with commercial construction projects, although most of his tenure has involved project and construction management and coordination of heavy construction efforts within operating commuter railroad environments, cogeneration and most recently water filtration. Most comfortable as project point person between the contractor and all affected railroad or plant operations, maintenance, line management and engineering groups, Mr. Brodsky is accustomed to 24/7 project coordination responsibilities.

REPRESENTATIVE PROJECTS

Assistant Resident Engineer NYCDEP Croton Water Filtration Project, Bronx, New York

As Assistant Resident Engineer for the 1.2 Billion contract. Mr. Brodsky serves as liaison between NYCDEP, NYC Department of Parks & Recreation (NYCDPR), The First Tee of Metropolitan New York (TFTMNY) as well as all contractors and sub-contractors on the construction of a $2M clubhouse, and a $1M maintenance facility as well as $3M in golf course improvements. These three projects are for TFTMNY and NYCDPR as restitution for displacement and loss of clubhouse and associated greens during the Water Filtration Project. Mr. Brodsky is responsible for design clarifications, cost tracking, overall coordination as well as change order analysis for all three projects.

Safety Engineer/Office Engineer, Amtrak Fire Life and Safety Upgrade, New York

Working on a Fire & Life Safety Upgrade Program on the rebuild of six Amtrak railroad tunnels operating in and out of Manhattan. Mr. Brodsky developed, supervised and managed all aspects of the Project's Safety Program. He reviewed and commented on the GC's Safety Program. Oversaw and monitored Environmental Protection work and site security procedures. Mr. Brodsky reviewed and commented on the safety aspect of construction methods. Monitored all construction activities for compliance with applicable federal, state, local and jurisdictional agency requirements. Directed and managed the CM team's compliance with safety rules and regulations. Investigate and report all injuries.

Responded to all safety, security and environmental protection events and direct the appropriate response. Reviewed, commented, distributed Contractor Site Specific Work Plans (SSWP). Obtained signature from all appropriate Amtrak groups associated with the SSWP. Setup of office procedures (correspondence sent / received, filing systems in Expedition) Purchased and distributed all safety equipment for CM staff as well as general project / office purchasing. Arranged project inspector staffing for 55 hour outages. Force Account coordination. Setup of Expedition and the general practices associated with this database. Assisted in the training of office staff. Coordinated with OCIP representatives. Coordinated with Amtrak Safety / Fire Safety / and Environmental groups. Coordinated Amtrak Contractor Safety Training for all Contractor, Sub-Contractor, and CM personnel.

Bay Area Rapid Transit District, Oakland, California, Various Locations

Served as a Sr. Construction Engineer and Construction Engineer and a Resident Engineer within the Maintenance and Engineering department, working in the Special Services group as a liaison between BART and outside agencies doing construction and/or maintenance in or adjacent to district property. Responsibilities included:

- Review and comment on the Contract plans and Specifications, Site Specific Work Plans and issue Interim Operating Plans as required if Contractor work plans impact operations.
- Coordinate review of submittals with required engineering specialties.
- Inspected construction on an ongoing basis to ensure Contractor compliance with approved plans.
- Inspection required during evening and weekend hours. Over 2000 hours of on rail inspection / supervision.
- Attended weekly Track Allocation Meetings to request force account project support (3rd rail outages and safe clearance / route prohibits / on rail vehicle support / utility relocation / line management supervision when passenger flow is affected).
- Represented BART at weekly progress / schedule meetings for all projects.
- Staffing of projects with Inspectors & Safety Monitors / Construction monitors with BART employees as well as contract employees.

Construction Overseer/Safety Monitor, Area Rapid Transit District (BART), Oakland, California

Served as a Construction Overseer/Safety Monitor - Responsible for overseeing outside Contractors operate within or adjacent to BART property. Verifying/Inspecting Contractors compliance with technical specifications and safety/OSHA requirements. Liaison between Contractor and BART representatives, (i.e. operations, maintenance, construction, etc.). Coordinate with operations in setting route prohibits and electrical safe clearances to enable Contractor personnel entrance to right of way and oversee worksite safety. April 1995 to November 1997: Assigned to an $80 million section of the $933 million Cypress Highway Replacement Project in Oakland, CA. This section of the six lane elevated highway passes over an aerial BART structure. This elevated section of BART is their busiest, carrying passengers to and from the City of San Francisco from Oakland, with trains passing every 3 minutes. BART remained fully operational throughout this project. December 1994 to April 1995: Assigned to a seismic upgrade project at a BART railroad yard/maintenance facility in Richmond CA. The City of Richmond was upgrading an existing four lane BART over crossing in order to meet increased seismic requirements.

GARY AUBAIN

Civil Construction Engineer / Inspector

EDUCATION

BSCE, 1983 – New Jersey Institute of Technology

LICENSES AND CERTIFICATIONS

ACI Concrete Field Testing Technician Grade I

AutoCAD

MicroStation

HCS Trans

Primavera

Stadpro 2002

SUMMARY OF RELEVANT EXPERIENCE

Mr. Aubain has over 16 years of experience providing construction services to various clients on various projects with an emphasis on underground construction. Some of his experience is as follows:

REPRESENTATIVE PROJECTS

PANYNJ, Various Projects at PATH – Worked on various projects at PATH RR such as elevator rehabilitations and station upgrades.

Washington DC Water and Sewer Authority, Cross Town Tunnel Rehabilitation (2013) Senior Inspector

- Assisted in the rehabilitation of Cross-Town
- Tunnel water main in Washington DC.
- Inspected installation of new DC water supply for construction of the Cross-Town Tunnel rehabilitation project.
- Inspected installation, grouting and welding of horizontal and vertical liner pipe for the Cross Town Tunnel rehabilitation project.
- Planned and directed actions concerned with the construction and coordination of activities involved with monitoring progress of contractor for the Cross Town Tunnel Rehabilitation project.

NYCDDC, Replacement of Existing Water Siphons between Brooklyn and Staten Island (2012-2013) Senior Tunnel Inspector

- Assisted in the replacement of the existing water siphons between Brooklyn and Staten Island using Caterpillar EPB TBM, the first used in New York City.
- Coordinate and supervise project execution for the implementation of pipe jacking, thrust boring and microtunnelling work from project initiation and planning, to commissioning and handover.
- Provided professional measures for technical matters.
- Closely monitored services provided by vendors and contractors and make timely instructions.
- Summarized project progress and reviewed project schedule.

MTA, Eastside Access Project (2011-2012) Project Engineer/Tunnel Inspector

- Assisted in the implementation of engineering relating to major tunnel construction work.
- Assisted in the coordination of engineering activities to apply standardized engineering criteria for tunnel construction project.
- Member of team to meet project targets, ensure successful delivery and resolve day to day problems on-site.

MTA, Eastside Access Project (2010-2011) Civil Engineer/Tunnel Inspector

- Field Engineer, Construction Inspector for pressurized Tunnel Boring Machine assembly work on East Side Access Project with MTA.
- Field Engineer on construction of 4 soft ground tunnels which comprise the NYC MTA East Side Access Contract No. CQ-031, in Queens NY.

The tunnels were to be constructed using Herrenknecht slurry, TBM of 21"6" diameter and were supported with a 19"6" finish and gasketed precast concrete segmental liner.
- Inspector on installation of excavation support systems, soil nail wall, slurry wall construction, tiebacks in rock, blasting, secant piles at east side access project with MTA
- Analyzed, coordinated, tracked and interpreted initial understanding of TBM generated data (VMT, TIMS, Inspection Reports).

PANYNJ, Newark Airport, Newark, NJ (2008 & 2009) Assistant Engineer
- Handled field inspection of asphalt and concrete projects
- Coordinated contractor's work with resident engineer's office.
- Inspected expansion joint replacement and repair of bridges.
- Inspector on major drainage relocations and street reconstruction at Newark International Airport.
- Inspector on rehabilitation of taxiways and runways at Newark International Airport.

Ganthier Construction, New Jersey (2003-2007) Project Engineer
- Provided guidance to laborers to complete residential projects in time and with quality
- Prepared estimates using Microsoft Excel for residential projects
- Coordinated personnel required to build residential homes for construction work and site work
- Responsible for acting as site and project supervisor

DPW Haiti (2003-2004) Project Engineer
- Managed the contractor Requests for Information (RFIs) and ensure timely responses
- For design-build projects, ensure effective communication and coordination between the project manager, design manager, contract specialist, the contractor, the project technical team, the client, and others as appropriate.
- Reviewed technical engineering specifications and statements of work covering complex and diverse engineering designs or changes.
- Wrote and spoke to report on progress and outcome of technical assignments and to present recommendations to CM.
- Monitored construction projects to a successful and timely completion.
- Enforced safety and occupational health principles, practices, procedures, laws and regulations as relating to engineering performance requirements.

EDUCATION

B.S. Electrical Engineering, Union College, Schenectady, NY

CERTIFICATIONS

MS Office
Primavera
Microsoft Project

DONNA FERNANDEZ

Electrical Engineer/Inspector

SUMMARY OF RELEVANT EXPERIENCE

Ms. Fernandez is an Electrical Engineer with several years with supervising the maintenance of Power Substation and Power Traction electrical equipment. Effectively coordinated the construction and restoration of over 150 sites for the DEP SCADA project.

REPRESENTATIVE PROJECTS

Port Authority, 42th Street Bus Terminal 2013-2014; Electrical Inspector Inspected the construction of the following projects:

1. Replacement of Primary Electrical Service – BT.254-130
2. Emergency Generator Upgrade – BT.200-200 : Work Order # 18 Installation and electrical commissioning of 5th floor exhaust fan
3. Priority PABT Repairs – BT.924-122: Work Order # 1 Installation of lighting on 40th and 41st street.
4. South Wing Replacement of HVAC Units and Associated Electrical Distribution System – BT.254-042

Construction Manager; NYCDEP, New York, NY 2010-2012; Managed the construction, installation and restoration over 150 sites for the DEP SCADA monitoring system around New York City and Staten Island.

- Coordinated and directed the efforts of construction workers and all subcontractors including electricians, ConEd, Verizon, Concrete delivery, Safety inspectors and DEP officials.
- Proficient in reading various prints such as DEP chamber layouts, electrical schematics, preconstruction and restoration drawings.
- Reviewed safety, contractual and permit conditions of construction site daily prior to commencement of any work.
- Typed and submitted detailed reports daily and effectively communicated progress by including pictures with inspection reports.
- Assisted with organizing recovery schedule by serving as liaison between both Project Management and Construction Management team to meet critical project milestones.
- Entered then inspected DEP chambers to ensure the correct placement of SCADA monitoring instruments.

Project Manager; MTA Long Island Rail Road, Queens, NY 2009-2010

- Planned, directed and coordinated the construction of 5 traction Power Substations.
- Organized tasks between several departments including Track, Communications and Substations.

- Reviewed and verified time sheets, invoices and submittals throughout entire construction project.
- Attended weekly field meetings to discuss schedules, budgets and milestones.
- Knowledgeable with safety procedures and personal protective equipment needed for compliance.
- Proficient in reading prints and building layouts including plumbing and electrical schematics.
- Scheduled overtime with all disciplines to ensure milestone deadlines were met.
- Assisted with compiling recovery schedule if project was off course.
- Facilitated daily job briefing with foreman to discuss project obstacles and daily objectives.
- Analyzed data and prepared reports for incidents involving equipment failure and on site injuries.
- Approved expenditures for labor, supplies and equipment within departmental budgets.
- Maintained mandatory compliance and skills training required and company specifications by facilitating all job specific training, briefings and safety talks.
- Travelled to Oklahoma with Quality Control to minimize corrections to change orders.

Maintenance Manager; MTA Long Island Rail Road, Queens, NY 2008-2009

- Responsible for maintaining 54 Traction Power Substations located in Manhattan, Queens,
- Brooklyn and Long Island to ensure performance of passenger trains.
- Delegated orders to 4 foreman and 25 electricians on a daily basis.
- Prioritized forces according to emergencies and daily operational demands.
- Coordinated efforts with Signal, Track, Third Rail, Communications and Substations department s for completion of substation equipment upgrades.
- Responsible for reviewing and authorizing daily time sheets, overtime and vacation requests.
- Performed random safety audits and attendance checks to ensure that employees followed all safety procedures and personal protective equipment worn.
- Subjected to internal audits from Quality Control and NYFD Fire Marshall inspections.
- Analyzed data and prepared reports for incidents involving train delays, equipment failure and employee injuries.

Operating Supervisor; Consolidated Edison, New York, NY 2006-2007

- Supervised technicians responsible for performing vibration analysis on rotating equipment in electrical generating stations.
- Utilized Preventive Maintenance software to create PM schedule for rotating equipment.
- Wrote procedures for preventive maintenance program and notified the control center upon commencement and completion of job.
- Coordinated with Plant Managers and contractors to schedule repairs on equipment out of service.
- Assisted with developing recovery budgets during emergencies and prioritizing future PM projects.
- Responsible for staying within departmental budgets while performing maintenance, contracting repairs and authorizing training for employees.
- Supervised electricians performing Polarization Index, DC Resistance, Micro Ohm drop and AC impedance tests on electrical equipment.
- Delivered yearly reviews of employees and developed initiatives to improve work output
- Maintained mandatory compliance and skills training required by OSHA and company specifications by facilitating all job specific training, briefings and safety talks.

DEENA JAIN

Electrical Engineer/Inspector

EDUCATION

BS – Electrical Engineering

LICENSES AND CERTFIFICATIONS

TCP - Rutgers Traffic Control Coordinator

Rutgers Work Zone Safety Awareness

OSHA Confined Space Training

Training on the National Electrical Code

10 Hour OSHA Safety Training

QA & Document Security Training (for WTC Transportation Hub Project)

QA/QC Certification, Contractor's Safety Workshop, Quality Workshop, PMP/PMG Training (NYCTA)

SUMMARY OF RELEVANT EXPERIENCE

Deena is an accomplished, proactive engineer with a BS in Electrical Engineering and over ten years experience as an Electrical Engineer on construction projects for NYCDOT, NYSDOT, NYCDEP, AMTRAK, PATH-WTC, NYCHA, SCA and NYCTA. She has the ability to prioritize and remain focused on the essence of an issue and is recognized for strong adherence to Safety and Quality. She has the ability to work as an independent and as well as a team member with proven technical, interpersonal, communication, multi-tasking skills, and exceptional work ethic. She is experienced in handling multi-projects and deadlines concurrently. Used Primavera P3, Expedition, and MS Office (Word and Excel) for Office Engineering.

REPRESENTATIVE PROJECTS

NJDOT, Whittpenn Moveable Bridge (12/11 to 6/14) - Office Engineer/ Electrical Inspector on this $500 million Replacement of a Vertical Lift Bridge.

Replacement of the $650 Million Willis Avenue Bridge over Harlem River Drive, Manhattan and Bronx, NY (9/08 to 11/11)

Electrical Inspector performing the following tasks:

- Onsite civil and electrical construction Inspection of various civil and electrical construction activities related to replacement of Willis Avenue Bridge for the NYCDOT Movable Bridge Group including electrical facilities installation, traffic control, and installation of street lighting, ITS, and VMS Signs over Major Deegan Expressway for NYSDOT.
- Performed office engineering duties utilizing computer based applications including Primavera Expedition.

NYCDEP – City Wide SCADA Project (6/08 to 8/08)

Electrical/Civil Inspector for the following tasks:

- On site Inspection of various construction activities related to City wide SCADA system installation for Water Pollution Treatment Plants for NYCDEP.
- Onsite inspection of the installation of a Pump Station and witnessing testing of various electrical cables and equipment.
- Provided solution for various electrical issues for Ground Water Treatment Plant-Operable Units.
- Assisted Electrical designers for QA work the upcoming Arc Flash Project, Fire Alarm System Project for Water Pollution Control Plants and administrative functions for ongoing projects.

Downtown Design Partnership- $2 Billion WTC Transportation Hub Project (2/08 to 5/08)

Electrical Estimator/Electrical Inspector for the following tasks:

- Worked as hands on estimator/inspector on the PATH HUB Project (World Trade Center Redevelopment). Prepared detailed take offs and estimates for 90% Design and Final Design documents for 15KV and 480V Power Distribution, Lighting, Fire Alarm, Security, SCADA, Controls, and Fiber-optic & Radio Communication Systems. Reconciled estimates with the design engineers and independent estimating group. Prepared variance reports.
- Performed on site inspection of various electrical, fire alarm, and controls items.

AMTRAK $130 Million Fire and Life Safety Project (11/06 to 7/07) Electrical Inspector for the following tasks:

- Electrical Inspector on Amtrak's $130M vent shaft projected located at 34th Street and First Avenue in New York City. The project consisted of the installation of six (6) remotely controlled SCADA 350 HP ventilation fans to allow extraction of smoke and fumes and to supply air to Amtrak's four (4) tunnels located under the East River. Duties included the inspection of the installation of all electrical equipment for substations, conduits, wiring and termination testing to ensure compliance with specifications and drawings. Witnessed the pre-installation testing of various pieces of equipment both electrical and mechanical based on my familiarly with the ongoing progress on the job site. Also inspected civil aspects of fan installations. Reviewed electrical portion of contractor's monthly pay request to ensure correctness and updated quantities in the biweekly progress report. Reviewed electrical and mechanical shop drawings & as built drawings.

NYCHA & SCA Projects (5/07 to 10/07) Senior Electrical Inspector for the following tasks:

- Existing condition assessments survey for various Building Systems and associated Components, which included Existing Panels, Power & Lighting systems, Building Site and Exterior Lighting, Communication & Security Systems Fire Alarm & Emergency Lighting Systems, Electrical Systems associated with other building systems, e.g. HVAC equipment, plumbing systems, Vertical Transportation Systems etc. to facilitate long term capital planning, maintenance & rehabilitation projects for New York City Housing Authority & School Construction Authority.
- Prepared Assessment Reports using collected data on Mobile Validity Hand Held Computers (CITRIX program) which includes Condition based rating, priority ranking, comparison between statistical anticipated useful life of various systems and probable useful life of operational system, based on evaluations made, deficiencies that exists at the time of survey, probable cause and recommended remedial work for deficiencies, estimate of remaining useful life. QA/QC review and approval of reports prepared by various inspectors using NYCHA's CITRIX program.

PAUL HOFFMAN

Special Inspections

EDUCATION

Schoolcraft College, MS/BA courses computer sciences Boston University Corporate Education, Project Management

LICENSES & CERTIFICATIONS

New York University, CM Project Management Institute, PMP*

SUMMARY OF RELEVANT EXPERIENCE

Mr. Hoffmann has over 20 years of experience overseeing Special and Progress Inspections, construction management services, building compliance, operations and construction monitoring. He has lead in the managing of over $60,000,000 of Special Inspection contracts, with representative construction values over three billion dollars. He has extensive experience in New York City school Special Inspections, and has in-depth knowledge of all relevant building codes, standards and ordinances, an expert in the area of Special Inspections, inspector certifications, qualifications, Technical Reports and related issues. Significant experience in resolution of complex construction compliance with critical inspections and strong interface skills, relationships and understanding of New York City Department of Buildings issues and concerns.

REPRESENTATIVE PROJECTS

Project Executive, Special & Monitoring Inspections for Port Authority of New York & New Jersey (PANYNJ) World Trade Center (WTC). Over $10,000,000 contract for the entire WTC site construction and reconstruction efforts, including Tower One, the Transportation Hub, Vehicular Security Center, Retail/Parking, Cooler and all related properties. Inspections include off-site locations worldwide.

Project Executive, Hurricane Sandy NYC Rapid Repair - Responsible for the creation of Monitoring Inspector teams for confirmation of material, time and delivery of critical power and water systems being installed in massive areas of NYC boroughs. The program resulted in thousands of verification reports allowing homes and businesses to have vital services restored before FEMA funds arrived to the City, allowing the same necessary rules of FEMA for return of NYC preemptive funds. Program employed over 60 field monitoring inspections on 12 hour/7day work weeks under conditions with both power and communication challenges. Developed IT system for data delivery of required reports via hot-spot wireless and managed team on document control personnel both on site and off.

Project Executive, Special Inspections for NYCSCA at over 110 school locations throughout the 5 Boroughs. In charge of project management team and Special Inspectors delivered on site to assure compliance with specifications and applicable code in relations to contractors' work

performance. Designed and directed project management teams with specialties in various skills such as schedules, reporting, client communications and successful delivery of services. Executive in charge of Technical Responsibility forms and files with New York City Department of Buildings (DOB) and led management team in meeting with department officials in all resolution issues with clients. Special Inspections covered welding, concrete, masonry, firestops, fireproofing, bolting, soils and subgrade and others encompassing over 40 Special and Progress Inspections. Lead all kick-off meetings and related compliance communication with client contractors and subcontractors.

Project Executive, Special Inspections for NYCHA at Community Centers, apartment complexes and a garage at more than 30 locations. Managed teams of Special Inspectors delivered on site to assure compliance with specifications and applicable code in relations to contractors' work performance. Designed and led project management teams with specialties in various skills such as schedules, reporting, client communications and successful delivery of services. Executive in charge of Technical Responsibility forms and files with New York City Department of Buildings (DOB) and led management team in meeting with DOB officials in all resolution issues with clients." Special Inspections covered welding, concrete, masonry, firestops, fireproofing, bolting, soils and subgrade.

Project Executive, Special Inspections for NYCEDC-Hudson Meridian projects including 1060 Lexington Avenue, Bush Terminal, Police Vehicle Storage Site A, Pier 34/35 and others. Work include sophisticated drilled piers, pile foundations, storm water retention/detention, soils, concrete, masonry, firestops and others with construction values in excess of $50,000,000.

Project Executive, Special Inspections for DASNY at New York Technical College, South Beach Psychiatric Center, Queensborough Community College, Stonybrook University, Pilgram Psychiatric, Family Court (Bronx), Hostos Community College, Fashion Institute of America and others.

Project Executive, Heschel School, Special Inspections for K-9 private school, encompassing over 30 special and progress inspections for this $110,000,000 ground-up project. Inspections include all field and multiple plant.

PHILIP RESINITI, RA

Special Inspections

EDUCATION

Master of Science, Construction Management, New York University, 2010

Bachelor of Architecture, New Jersey Institute of Technology, 2006

LICENSES & CERTIFICATIONS

40-Hour Hazardous Materials Training HAZWOPER #[redacted]

American Welding Society (AWS) Member #[redacted]

OSHA 30-Hour Construction Safety and Health Training Course, 2006

OSHA 10-Hour Construction Safety and Health Training Course, 2012

OSHA 30-Hour Construction Safety and Health Training Course, 2006

NYCDOB 4-Hour Supported Scaffold, 2010

SWAC Certifi ed #[redacted]

SUMMARY OF RELEVANT EXPERIENCE

Mr. Resciniti has more than 9 years experience working as a Project Architect & Project Manager within the architectural, construction, & engineering industry. He also has widespread knowledge within the field of Construction Management, Scheduling, & Estimating as well as extensive experience in Special Inspections and Managing Special Inspections.

Some special experience possessed by Mr. Resciniti includes an indepth knowledge of all relevant building codes, NYC DOB standards and ordinances, inspector certifi cations, qualifi cations, Technical Reports and related issues. He also has a vast knowledge of all Technical Responsibility forms (TRs) and the completion of such forms.

REPRESENTATIVE PROJECTS

Senior Project Manager, Port Authority of New York & New Jersey - WTC Site; New York, NY. Management of all Special Inspections, Construction Inspections, & Monitoring Inspections site wide for the new WTC complex which includes six different "site programs," all which are managed by a separate division of the PANYNJ. Other responsibilities also include the scheduling of Special Inspectors on site to assure compliance with specifications and applicable codes in relations to the contractors' work performance as well as the management and resolution of all non-conformance items. Some key inspections include the oversight of the Path Hall roof load transfer which consists of the inspection and monitoring of the relocation of over 55,000 tons of steel and concrete. This monumental task lasted more than 6 weeks in duration and was monitored and inspected 24 hours day for the entire duration of the transfer. This inspection was extremely critical due to the operational Path trains which were in service during the transfer. Mr. Resciniti is also responsible for the management and oversight of multiple factory/ plant inspections around the world which include locations such as China, Austria, & Italy. These plant/factory inspections are especially critical since they are the first line of defense against non-conforming work. When non-conforming work is discovered in the plant/factory it saves our client a great deal of time and money, which are significant to the success of every project. Mr. Resciniti is also responsible for managing the budget and finances for each of the six WTC site programs, which is extremely critical due to the unique nature of these inspections.

Senior Project Manager, New York School Construction Authority; New York, NY. Management of more than 300 Ongoing Special Inspections

projects for the NYC SCA throughout the five boroughs totaling over $500 million in construction costs. Responsibilities include the supervision and oversight of all special inspectors & inspections for the SCA as well as the management & assurance that all testing and inspections are completed correctly and within a timely manner. Other responsibilities also include the scheduling of Special Inspectors on site to assure compliance with specifications and applicable codes in relations to the contractors' work performance as well as the management and resolution of all non-conformance items, which demand immediate attention from the contractor, the owner, and the Architect or Engineer of Record. Additional responsibilities include the submission of tests and/or inspection reports to the NYC Department of Buildings. Also responsible for managing the budget and finances of the project assuring that each project is completed on time, on budget, and to the satisfaction to clients.

Project Manager, Abraham Joshua Heschel School; New York , NY. Management of the Special, Progress, and Controlled Inspections for a new private school. This new $100-million expansion and relocation project for the "The Heschel School" located on Manhattan's West Side consists of a new 150,000 SF, nine-story building which will house students from nursery school through eighth grade. Responsibilities include the supervision and oversight of all Special Inspections & Progress Inspections during construction of the school, as well as the management & assurance that all testing and inspections are completed correctly and within a timely manner. Other responsibilities also include the scheduling of Special Inspectors on site to assure compliance with specifications and applicable codes in relations to the contractors' work performance as well as the management and resolution of all non-conformance items, which demand immediate attention from the contractor, the owner, and the Architect or Engineer of Record. Additional responsibilities include the submission of tests and/or inspection reports to the NYC Department of Buildings and any other designated person in accordance with Special Inspections. Also responsible for managing the budget and finances of the project assuring that each project is completed on time, on budget, and to the satisfaction to clients.

Project Manager, Dormitory Authority of New York State; New York State. Management of more than 20 Ongoing Special Inspections Projects for DASNY throughout New York State. Responsibilities include the supervision and oversight of all special inspectors & inspections for DASNY as well as the management & assurance that all testing and inspections are completed correctly and within a timely manner. Other responsibilities also include the scheduling of Special Inspectors on site to assure compliance with specifications and applicable codes in relations to the contractors' work performance as well as the management and resolution of all non-conformance items, which demand immediate attention from the contractor, the owner, and the Architect or Engineer of Record. Additional responsibilities include the submission of tests and/or inspection reports to the DASNY Building Code Compliance division and any other designated person in accordance with Special Inspections. Also responsible for managing the budget and finances of the project assuring that each project is completed on time, on budget, and to the satisfaction to clients.

HARIS KHAN, RA, LEED AP

Special Inspections

EDUCATION

M.S. Facilities Management, Pratt Institute, New York, 2005

Bachelor of Architecture, National College of Arts, 2000

Bachelor of Economics, Government College, 1995

PROFESSIONAL REGISTRATION

Registered Architect – New York, #[redacted]

LEED AP, 2008

LICENSES AND CERTIFICATION

ACI Concrete Field Testing Technician – Grade I, 2010

OSHA 10-Hour Construction

Safety and Health Training Course, 2007

NYCDOB 4-Hour Supported Scaffold, 2010

NYCDOB Filing Representative

Seminar: Integrated Project Delivery (IPD): Enhanced BIM Collaboration, 2009

New Building Code Training Series by NYSCA, 2008

SUMMARY OF RELEVANT EXPERIENCE

Mr. Khan has seven years of experience in Project Management and Architecture. He is experienced as a Supervisor and Project Team Leader to coordinate and direct activities ensuring projects are accomplished within the time frame and funding parameters. His work also includes conferring with project staff to outline work plan and to assign duties, responsibilities and scope of authority. He has also worked on many federal, state and local governmental projects. Projects with agencies have included the New York City School Construction Authority, Port Authority of New York and New Jersey, New York City Housing Authority, and Newark Housing Authority. Examples of his experience are as follows:

REPRESENTATIVE PROJECTS

Project Manager, Management of Multiple Ongoing Special Inspections Projects for the New York City Parks & Recreation Department (NYCDP&R) throughout New York city Area. Responsibilities include the supervision and oversight of all special inspectors & inspections as well as the management & assurance that all testing and inspections are completed correctly and within a timely manner. Also include the management and resolution of all non-conformance items, which demand immediate attention from the contractor, the owner, and the Architect or Engineer of Record. Additional responsibilities include the submission of tests and/or inspection reports to the Building Official and any other designated person in accordance with Special Inspections. Also responsible for managing the budget and finances of the project assuring that each project is completed on time, on budget, and to the satisfaction to clients. (3/13 – present)

Project Manager, Management of Special Inspections for On-call contracts with New York City Health & Hospital Corporation (NYCHHC). Responsibilities include the coordinating projects and ongoing inspections. Also assuring that all testing and inspections are completed correctly and within a timely manner & resolution of all non-conformance items. (3/13 – present)

Project Manager, Management of Multiple Ongoing Special Inspections Projects for the School Construction Authority (NYCSCA) throughout Brooklyn and Staten Island, NY. Some responsibilities include the supervision and oversight of all special inspectors & inspections for the SCA as well as the management & assurance that all testing and inspections are completed correctly and within a timely manner. Also include the management and resolution of all non-conformance items, which demand immediate attention from the contractor, the owner, and the Architect or Engineer of Record. Additional responsibilities include the submission of tests and/or inspection reports to the Building Official and any other designated person

in accordance with Special Inspections. Also responsible for managing the budget and finances of the project assuring that each project is completed on time, on budget, and to the satisfaction to clients. (3/10 – present)

Project Manager, Management of Special Inspections for Henry Hudson Bridge. Responsibilities include the coordinating reporting to Hardesty & Hanover LLP about ongoing inspections and project progress. Also assuring that all testing and inspections are completed correctly and within a timely manner & resolution of all non-conformance items. (9/11 – present)

Assistant Project Manager, Management of Ongoing Special Inspections Project at Coler Goldwater Hospital in Roosevelt Island for the Dormitory Authority of State of New York (DASNY). (9/11 – 3/13)

Project Manager, Management of Special Inspections Projects for the Cushman Wakefield at 425 Park Avenue, New York. Responsibilities include the supervision and oversight of all special inspectors & inspections as well as the management & assurance that all testing and inspections are completed correctly and within a timely manner, resolution of all non-conformance items.

Scheduler, Various Clients, New York and New Jersey State, Responsible for scheduling and supervising Special Inspectors for major metropolitan clients including the Port Authority of New York and New Jersey, the New York City Department of Transportation, the New York City Department of Environmental Protection, the New York City Housing Authority, the New York City School Construction Authority, the Dormitory Authority of the State of New York, the New York State Department of Transportation, as well as other public and private sector clients. Scheduling of Special Inspectors on site is coordinated to assure inspector is certified and qualified for requested services while in compliance with applicable codes, regulations, requirements, and specifications. Support and maintain daily dialogue with field monitoring, engineering, and special inspectors to assure non-conformance items are immediately addressed and reported to the contractor, project manager, owner, Architect or Engineer of Record. As Special Inspection Scheduling Manager, responsible for keeping of records of all inspections, while coordinating with certified transportation technician to ensure the timely and appropriate procedures of storage and transportation of field samples. (09/11- 06/12)

RADOMIR DELIC

Special Inspections

EDUCATION

Master Degree Structural Engineering- CUNY

PROFESSIONAL REGISTRATION

Professional Engineer License New York #[redacted]

LICENSES & CERTIFICATIONS

ICC Masonry Special Inspector #[redacted]

ICC Soils Special Inspector

ACI- Field Testing Technician- Grade I #[redacted]

10-Hour OSHA Safety Training

4-Hour Scaffold Training

EIFS

SUMMARY OF RELEVANT EXPERIENCE

Mr. Delic has over 30 years of experience in direct Field Engineering, Special Inspections, Project Development, Project Management, Planning, Structural Design restoration and inspection of industrial, commercial, sport facilities, parking and defense structures. His work directly impacted several $100 million dollars in construction projects with both the public and private sectors. Some of the representative projects and qualified experience includes:

REPRESENTATIVE PROJECTS

Senior Special Inspector, Port Authority of New York and New Jersey, World Trade Center - Responsible for Special Inspection supervision and quality assurance for the PANYNJ WTC-Memorial and Museum Center. Responsibilities include overseeing quality assurance of concrete and soil preparation special inspection and its compliance with established procedures. (09 – present)

Senior Special Inspector, New York City Economic Development, NYC - Performed Special Inspection and Forensic Investigations for Pier 35/36 as part of the transformation of the East River, for the New York City Economic Development Corporation (NYCEDC). Responsibilities include Pile Foundations & Drilled Pier visual inspection during driving operations and testing of pile foundations, and preparation of complete and accurate records. (09 – present)

Senior Inspector, New York City Housing Authority, NYC - Forensic investigative services for various residential and community centers for the NYCHA to determine issues encountered during the construction process or post-construction of structural steel, reinforced concrete, masonry, sprayed fire resistance material, and firestopping, utilizing destructive or non-destructive testing methods. Responsibilities include detailed in-depth review of construction documents and inspection reports to find and document deficiencies; providing repair recommendations in the inspection report; proceeding with retesting of elements to assure safety and structural integrity. (09 – present)

Senior Inspector, NYC School Construction Authority, NYC - On Call contract performing Special Inspection services for more than 130 Ongoing Special Inspections Projects for the New York School Construction Authority (SCA) throughout Brooklyn and Staten Island, NY. Responsibilities include verification of compliance with specifications and applicable codes through

special inspection of various special inspection items including: structural cold-formed steel, structural safety – stability, mechanical demolition, reinforced masonry, seismic isolation systems, fire protection and smoke control, soil site preparation, exterior insulation finish systems, underpinning, and site storm drainage disposal and detention system installation. Also responsible for full service of inspection services for Energy Code Progress Inspections. (09 – present)

Senior Project Manager, Various Clients, NYC - Responsible for restoration design and the repairs and construction monitoring of numerous commercial and residential building envelopes, and parking and sidewalk vault structures. Work entailed property condition assessment, critical examination of building exterior walls and appearances and report as well as design for repair of glazed curtain walls, brick, terra-cotta, stone, concrete and steel building elements and roofing and waterproofing systems. (10/07-11/09)

Senior Project Manager, Various Clients, NYC - Responsible for plans and specifications review to ensure compliance with construction documents. Performed construction monitoring of commercial and residential building envelopes, parking structures, sidewalk vaults, glazed curtain walls, brick, terra-cotta along with numerous concrete and steel building structures, and full service of inspection services in connection with significant New York City projects on behalf of owners, architects, engineers and construction managers. Work included assurance that construction document requirements were implemented in the fields; inspection of material used in construction; verification of foundation sub-soils, excavation and foundations, pile driving, pile caps, retaining walls; slab on grade; foundation underpinning as well as inspection of concrete structures reinforcement and formworks, structural steel erection, high strength bolting and welding, metal decking, wood and masonry structures, shoring and scaffolding, fireproofing, waterproofing, heating systems, curtain walls, and mechanical systems. (02/05-10/07)

Senior Project Manager, Various Clients, NYC - Responsible for evaluation, design, and repairs of numerous building structures, facades, roofs and sidewalks. Work included extensive structural work regarding the conditions of the building elements such as brick, terra-cotta, stone, concrete, metal and masonry. In addition, work included structural design and construction inspection of new or repair of the existing buildings structures, underpinning of the existing buildings foundation, pile driving and the pile caps installation, scaffolding, building alterations and sidewalk vault replacement. (10/00-11/05 & 05/97-10/98)

Quality Assurance Manager/Project Manager, Various Clients, NYC - Quality Assurance Manager - Responsible for overall management of all construction quality assurance matters for multi-million dollar, design-build of a new commissary at Forth Hamilton military base in Brooklyn, and for an addition to MTA-Central Electronics shops at Woodside, Queens, New York. Project Manager - Responsible for the installation of a new emergency generator and auxiliaries in active WNYW-Fax television studio, and for renovation and four floor addition and conversion of the existing Chemical Club building in mid Manhattan (at East 41st Street) to Grand Palace Hotel (Dylan Hotel). (08/98-10/00)

Senior Project Manager/ Structural Engineer, Various Clients, NYC - Responsible for full range of construction management and consulting services and quality assurance program in accordance with ISO 9000 for a new hospital, a new residential district, a hotel and renovation of the word heritage landmark buildings dating from the 14th century in Dubrovnik. Work included special inspection pile foundations for the new buildings and the old city port. Responsible for capital development of a new city district of about 5,000 residential units including atomic shelters. Responsibilities included market research, budget development, project planning, and coordination among project designs, project budget and cash flow, schedule and quality assurance for overall development. Engineer of record for structural and seismic design of numerous building whose structures were steel or concrete.

FERESHTEH HAJIHASSANI

Sr. Special Inspector / Sr. Welding QA

EDUCATION

M.S. in Mechanical Engineering

B.S. in Mechanical Engineering

Associate Diploma in Industrial Design

LICENSES & CERTIFICATIONS

International Welding Engineer (IWE); Certified Welding Inspector (CWI); NDE Inspector: Ultrasonic Testing (UT) ; ASNT Level I &II; Liquid Penetrate Testing (PT); ASNT Level I & II; Magnetic Particle Testing (MT); ASNT Level I & II ; Visual Testing (VT); ASNT Level I & II; Certified in Technical & Vocational Skill in Industrial Drawing Level I & II; Certified in Photography of Cavendish College in UK; Member of American Society of Nondestructive Testing (ASNT); Member of National Fire Protection Association (NFPA); Member of American Society of Mechanical Engineers (ASME) ; Member of American Society for Metals (ASM International) ; Member of The Welding & Joining Society in UK (WJS); Member of American Welding Society (AWS) ; 10 Hour OSHA ; 4 Hour Scaffolding

SUMMARY OF RELEVANT EXPERIENCE

Following are her representative project experience:

REPRESENTATIVE PROJECTS

Sr. Special Inspector for Oversight of welding and radiographic testing of a High Pressure Steam Pipe located throughout the World Trade Center- New York City site. The Surveillance activities for this task order were provided for all phases of welding and radiographic testing. (02/2012- Present)

QA Engineer/Specialist, (Supplier Quality Surveillance (SQS)) – Provided quality assurance support activities on assigned project/program and/ or functional area(s) to ensure that products or services provided are in accordance with customer and Parsons quality requirements, which works under the guidance of and/or reports to the Quality Assurance Manager, Senior Supervising, or Lead/Supervising. Regularly interacts with representatives from a variety of functional groups, including program management, design/engineering, purchasing, construction, and other personnel. (06/10 – 2/12)

QA-QC Manager and Head of Training Department for the Shipyard's project in Las Calderas, Dominican Republic in Caribbean with overall responsibility for welding engineering specifications, requisitions, and for coordination with engineering, processing control, NDT and final inspection and other project functions. The Shipyard was to develop and implement selected technology, specifications for design, fabrication, calibration and testing of systems. Developed training for welding engineer and welder. Provided engineering support and technical assistance to the ship building and repair group. Evaluated and approved final report submitted by repair managers. (2008 – 2009)

Principal Stress Analysis Engineer and International Welding Engineer for engineering, procurement and general contracting at the Aghajari site, with overall responsibility for pip welding and analyzing engineering specifications, requisitions, and for coordination and inspection with engineering Welding Procedure Specification (WPS), (PQR) and other project functions. Developed specifications for design, fabrication and testing of systems. Performed calculations and provided engineering support and technical assistance to the design group. Developed engineering requisitions with all the pertinent technical requirements. Evaluated and approved final report submitted by Contractors. (2004 – 2007)

Mechanical Engineer Specialist for consulting, engineering at the Mobin Petrochemical project, with overall responsibility for pipe stress analyzing and supporting, requisitions with engineering. (2003 – 2004)

Mechanical Engineer for consulting, engineering at Mobin Petrochemical Project, with overall responsibility for pipe stress analyzing and supporting, requisitions with engineering. Conducted various calculations to assure engineering compliance with the industry standard requirements. Attended and received a certificate for completing the Design Technology class taught within the company. (2002 – 2003)

Mechanical Engineer, Developed technical specifications for numerous projects. Reviewed, developed and improved company engineering standards, specifications and procedures that govern the selection, design, application and operation of materials, components and systems that cost effectively meet long term company needs. Designing fire fighting system for the mechanized unit of storage and off taking sulfur. Developed general technical specifications and procedures for gas & gas liquid 18" & 6" pipe line engineering and piping engineering for zinc melting & restoring 10,000 tones factory. (2002)

AHMED M. ISA, PE

Master Special Inspection, CWI

EDUCATION

Bachelor of Science in Civil Engineering, Alexandria University, Alexandria, Egypt - 1992

PROFESSIONAL REGISTRATION

Professional Engineer -New York 2001, # [redacted] - 2001

LICENSES & CERTIFICATIONS

Site Safety Manager License NY, # [redacted] 2007

OSHA Trainer Certificate (30HR & 10 Hr Construction Training Courses) - 2009

Certified Welding Inspector (CWI) American Welding Society (Certificate # [redacted] - 2008

ICC - Master of Special Inspections - 2008

ICC – Certified Welding Special Inspector, S2 - 2008

ICC – Certified Reinforced Concrete Special Inspector, RCSI - 2008

ICC – Certified Structural Masonry Special Inspector - 2008

ACI – Certified Concrete Field Inspector - 2008

SUMMARY OF RELEVANT EXPERIENCE

Following are his representative project experience:

REPRESENTATIVE PROJECTS

Master of Special Inspection, Responsible for all operations in the field, laboratory and office supporting the QA/QC programs of our clients for their projects. Actively involved in the preparation of the group's bid packages for new projects QA/QC programs as well as the existing projects' concrete evaluation programs for new projects QA/QC programs as well as the existing projects' concrete evaluation programs as per the new NYC DOB in light of the recent news about the concrete industry in New York City. Designed and conducted training programs for all field and laboratory personnel to comply with the new NYC Construction Code requirements as special inspectors. Attended to our clients' needs and requests for all technical consultations with no limitations to the scope of work. Maintained the Quality Manual of the company and update it to qualify the company to be an approved Special Inspection Agency as per the new NYC Construction Code' requirements. Currently involved in the QA/QC Programs, Materials' Testing & Inspections for the World Trade Center – Tower 3 Project, United Nations Redevelopment Project, Delta Airlines' JFK Terminals 2 & 3 Redevelopment Project and Queens West Four Residential Towers Projects beside many others around New York City. (05/09 – 02/12)

Structural Steel Special Inspector, NYC School Construction Authority, NYC – Served as Special Inspection of Structural Steel for multiple NYC public schools throughout Brooklyn, Bronx, and Staten Island. Performed Inspection services on beams / columns / plates to ensure compliance with construction documents. Reviewed procedure qualification reports, welding procedure specifications, and welder qualification report's to assure all code requirements were met prior to the commencement of welding. Performed visual verification of Skidmore testing to verify tension control bolts are in conformance with pre-determined psi. Performed field test, Torque Wrench testing to verify compliance with code, fillet weld metal gauge testing to verify size and length of weld. Performed special and construction inspection for all phases of structural steel erection and fabrication inspection

Master of Special Inspection, Responsibilities include but not limited to Ensuring work carried out conforms to required quality levels and Standards and ensuring documentations demonstrate compliance, continued conformance and corrective actions taken and Non-Conformances resolved.

As the Division Manager, he oversaw contractors and consultants in the projects to ensure that they were also comply with relevant QA/QC methodologies. He was also responsible for the Geotechnical & Drilling Projects and overseeing the Research and Chemical Analysis Departments and Metallurgy & Failure Analysis Laboratory in New Jersey as well as the supporting fabrication shops all over the US and Canada. (06/07 – 04/09)

Master of Special Inspection, Responsible for all field and laboratory QA/QC programs of major projects in New York and New Jersey and overlooking the QA/QC programs at the out-of-state/country shops. Working independently under the supervision of the President of the company, he participated in many Network Meetings marketing the company's capabilities for handling projects as well as assisting in tender process and contact clients following up on proposals and bid packages. He also managed a team of field engineers and lab technicians on daily and weekly basis as the projects progress and maintain their schedule. As a manager, he participated in preparation of the in-house trainings for various national certification programs. (02/04 – 06/07)

Resident Construction Project Manager, Managing two projects for the New York City Housing Authority totaling about $15 million. As the resident construction project manager, he was responsible for the repair work of the concrete façade for 9 high story buildings that vary between 22-35 stories. Maintained all the documentations for the projects including the as-built drawings and conduct bi-weekly construction meetings with the contractors and the Authority Management. Process and approve all the payment requisitions and change orders. Maintained the construction schedules and monitor the cost in lieu of the estimated budget. Review the submittals and enforce the safety as per NYCDOB and OSHA standards. Supervise the contractors' staff to maintain the scope of work as per the contract and to assure the quality of the work performed in reference to the standards and specification. (10/03 – 01/04)

Resident Construction Project Manager , Managing a series of three projects for the New York City Housing Authority totaling about $37 million. As the resident construction project manager, he was responsible for the repair work of the brick façade and the concrete structures for 16 high story buildings that vary between 16-32 stories. Maintain all the documentations for the projects including the as-built drawings and conduct bi-weekly construction meetings with the contractors and the Authority Management. Process and approve all the payment requisitions and change orders. Maintain the construction schedules and monitor the cost in lieu of the estimated budget. Review the submittals and enforce the safety as per NYCDOB and OSHA standards. Supervise the contractor's staff to maintain the scope of work as per the contract and to assure the quality of the work performed in reference to the standards and specification. (03/03 – 08/03)

Professional Engineers/Sr. Structural Inspector/Resident Engineer, Supervised and participated in the structural inspections for various projects throughout New York City for several City Agents and Authorities such as DDC, SCA, NYCHA, PANYNJ, DASNY and DOT. Duties were but not limited to the inspection of the Reinforced Concrete forms and steel reinforcements, the Sub-grade and the determination of the bearing capacity of the soil, the Structural Stability & Integrity of the building and its adjacent structures. As a resident engineer, he supervised a team of field engineers in various projects for maintaining the project scope of work with contractors and documents the as-built drawings. As a professional engineer, he prepared the certification packages for the Owner to the New York City Building Department. (04/02 – 12/10)

HATIM ELSAID, PE

CWI- Master of Special Inspections

EDUCATION

B.S. in Civil Engineering, Alexandria University, Egypt - 1999

LICENSES & CERTIFICATIONS

Licensed Professional Engineer, PE, in NY

AWS Certified Welding Inspector

ACI- Field Testing Technician- Grade I

ACI- Concrete Construction Special Inspector

ICC Master of Special Inspections

ICC Masonry Special Inspector

ICC Reinforced Concrete Special Inspector

ICC Structural Bolting Special Inspector

ICC Structural Welding Inspector

GSSI Structural Optical Scan Training

10-Hour OSHA Safety Training

4-Hour Scaffold Training

SUMMARY OF RELEVANT EXPERIENCE

Mr. Elsaid has over 6 years of experience in the field of special inspection, construction and structural engineering. Some of his representative experience includes:

REPRESENTATIVE PROJECTS

Supervising Special Inspector, NYC School Construction Authority, NYC. – New York City, New York. Provided monitoring and inspection services for the NYCSCA, All City Leadership High School, Worked on the construction of school addition to ensure compliance with approved contract documents, applicable codes, and specification. Supervised performance of Special & Progress Inspections, of masonry, rebar, steel welding & bolting, concrete, soil site preparation and fill placement, Wall panels & curtain walls, sprayed fire resistant materials, smoke control systems, mechanical systems, fire stopping, site storm drainage, sprinkler systems, footings & foundations, Frame inspections, mechanical systems, fire proofing and Energy code compliance inspections.

CWI-Bridge Shop Inspections, TBTA – Conducted shop inspections for the extensive repairs of coatings, structural elements, plate girders and other in-process fabrication of structural components for the Henry Hudson bridge.

Special Inspector, NYC School Construction Authority, NYC. Responsible for Special Inspection for the NYC SCA, throughout multiple locations in Brooklyn, Bronx, and Staten Island. Work includes reading and assuring approved specifications of design documents were on site and enforced. Field work includes visual inspection of all masonry construction, preparing mortar samples, identifying mortar types and strengths, labeling and assuring proper curing until pick-ups occur. Responsible for assuring all work was in compliance with plans and specifications, and UL ratings during Fire stopping inspections. Performed concrete inspection and testing on site including sampling, temperature, slump cone, unit weight, air content test, and molding of concrete specimens in the field.

GPR Operator, New York City Dept. of Environmental Protection (NYC-DEP), and Various Clients, NY, NY. Performed Ground Penetration inspections to locate reinforcement. Work included applying and analyzing subsurface Interface to locate metal objects such as rebar deeply embedded within a slab, beam, column, and various other structural elements.

Special Inspector, Dormitory Authority of New York State (DASNY) – New York City, New York. Provided monitoring and inspection services at different

sites, to ensure compliance with approved contract documents, applicable codes, and specification. Responsibilities include Ground Penetrating Radar operation, Soil Classification and Analysis, Fill Placement and In-place Density testing, Cast-in-place and Reinforced Concrete.

MOSTAFA ELMASRY, PE

Senior Engineer /Special Inspector

EDUCATION

BS. - Civil Engineering (Highway/Transportation), University of Alexandria, Egypt, (1983)

PROFESSIONAL REGISTRATION

Professional Engineer License New York, #[redacted]

LICENSES & CERTIFICATIONS

ACI Field Tech Grade I

40 Hour HAZWOPER

4 Hour Support Scaffolding

10 Hour OSHA

Scuba Diver, NAUI Worldwide, (1999)

SUMMARY OF RELEVANT EXPERIENCE

Mr. Elmasry has over 30 years of direct field engineering, special inspection, project development, project management, planning, restoration and inspection of industrial, commercial, and parking structures. His work directly impacted several million dollars in construction projects with both the public and private sectors. Some of the representative projects and qualified experience includes:

REPRESENTATIVE PROJECTS

Senior Inspector, NYC School Construction Authority, NYC. On Call contract performing Special Inspection services for more than 130 Ongoing Special Inspections Projects for the New York School Construction Authority (SCA) throughout Brooklyn and Staten Island, NY. Responsibilities include verification of compliance with specifications and applicable codes through special inspection of various special inspection items including:, structural safety – stability, reinforced masonry, soil site preparation, and site storm drainage disposal and detention system installation. Also responsible for full service of inspections for Energy Code Progress Inspections. (10 – present)

Senior Inspector, New York City Housing Authority, NYC - Forensic investigative services for various residential and community centers for the New York City Housing Authority to determine issues encountered during the construction process and post-construction of reinforced concrete, masonry, sprayed fire resistance material, and firestopping, utilizing destructive or non-destructive testing methods. Responsibilities include detailed in-depth review of construction documents and inspection reports to find and document deficiencies; providing repair recommendations in the inspection report; proceeding with retesting of elements to assure safety and structural integrity. (09 – present)

Senior Inspector, New York City Housing Authority, NYC - Review of NYC Local Law 11/98 reports 'Periodic Façade Inspection', correcting unsafe conditions from Cycle 5 buildings façade inspection, estimate for required repairs and removing all violations issued to 'NYCHA' by filing amended reports with the New York City Department of Buildings. Utilizing power point, excel, and adobe programs for presentations, drawings, and cost estimate. Work required working on hanging scaffolds. Projects include NYCHA residential buildings throughout NYC five boroughs. (7/05-10/09)

Senior Inspector, New York City Parks Department, NYC. Managed various projects for New York City Parks Department, including renovation of Yankee Stadium 17,000 sq. yd parking lot. Work included new pavement and

replacement of new fence. Processed all payment requisitions and change orders. (7/05-10/09)

Senior Inspector, New York City Housing Authority, NYC - (Extended Staff Assignment for NYCHA) Managing 'Sedgwick Houses' Bronx- project for NYCHA total cost $1.2 million. Work included repair of the façade, repointing, chimney replacement for 7 buildings. Conducted meetings, approved payments, resolved claims. (7/04-06/05)

Structural Inspector, Port Authority of New York and New Jersey, NY, NY. Performed condition inspection of Port Authority Bus Terminal and ventilation Building, Manhattan, NY. Inspection and evaluation of all structural elements; foundations, columns, beams. Prepared reports and advised owner of any repair needed and any safety or priority condition. (1/04-6/04)

Senior Inspector, New York City Housing Authority, NYC - (Extended Staff Assignment for NYCHA) Managing 'Gowanus Houses' project for the NYCHA, total cost $1.7 million. Scope of work included the repair of the roofing and parapet walls for 7 residential buildings. Maintained all the documentations for the project and conducted bi-weekly construction meetings with the contractor and the Authority management. Processed all payment requisitions and change orders. Maintained the construction schedules and monitored the cost in lieu of the estimated budget. Reviewed the submittals and enforced the safety as per NYCDOB and OSHA standards. (10/02-12/03)

Field Engineer (Assigned to Newark Airport Cargo in North Area Project) (1/01-9/02)

- Performed timber piles, pile caps, and grade beam inspection
- Performed rebar, masonry, and structure steel inspection
- Generated computerized daily evaluation reports

Field Engineer– (Assigned to Promenade Condominium Project, Edge Water, NJ.)

- Performed rebar inspection and concrete testing
- Performed post tension flat slab inspection

Field Engineer / Project Manager, Various Clients, NY, NY. (2/89-9/99)

- Field layout of facilities and supervision of fieldwork
- Sub-Contractor coordination, including weekly meetings, scheduling of all activities, resolving all technical issues, payments, invoices, etc.
- Project experience includes, structures for manufacturing facilities, warehouses, and high rise buildings

Structural Engineer, Various Clients, NY, NY. (8/83-1/89)

- Preparation of structural steel drawings, and the required engineering calculations utilizing computer program
- Design of reinforced concrete structures including, footing, piles, columns, slabs, and beams
- Prepared cost/quantity estimate
- Field follow-up of project work to ensure compliance with contract documents

CESAR MANUEL HERNANDEZ

Special Inspector / CWI

EDUCATION

Industrial Engineering, Pontifica Universidad Catolica Madre y Maestra (PUCMM)

LICENSES & CERTIFICATIONS

ICC Structural Steel & Bolting

American Welding Society: AWS CWI [redacted]

Ultrasonic, Magnetic Particle, and Penetrant Dye Testing Level 1 Technician

OSHA10 Hour

NYC DOB 4hr Supported Scaffold

American Society for Quality: Calibration Technician Certification Course

SUMMARY OF RELEVANT EXPERIENCE

Following are his representative project experience:

REPRESENTATIVE PROJECTS

Special Inspector, Hardesty and Hanover, LLP-TBTA - Responsible for inspection of Structural Steel shop & site inspection for Henry Hudson Bridge. Performed inspection for manufacturing procedures of elastomeric bearings, logistics of modular expansion joints, welded plate girders. Also prepared, required audit reports for all bridge renovation work. (2011 –present)

Structural Steel Special Inspector – NYC School Construction Authority, NYC – Served as Special Inspection of Structural Steel for multiple NYC public schools throughout Brooklyn, Bronx, and Staten Island. Performed Inspection services on beams / columns / plates to ensure compliance with construction documents. Reviewed procedure qualification reports, welding procedure specifications, and welder qualification report's to assure all code requirements were met prior to the commencement of welding. Performed visual verification of Skidmore testing to verify tension control bolts are in conformance with pre-determined psi. Performed field test, Torque Wrench testing to verify compliance with code, fillet weld metal gauge testing to verify size and length of weld. Performed special and construction inspection for all phases of structural steel erection and fabrication inspection (11/11 – present)

Quality Control Checker, Responsible for the ongoing quality control inspections on structural steel fitting and welding. (07/10 – 04/11)

Safety & Quality/Shop Manager, Responsible for administration of the quality management system including but not limited to all document management/ maintenance and control activities as well as Q/A/QC management of the steel structures fabrication process. (07/10 – 01/11)

Field Quality QA/QC Inspector, Responsible for performing all the field NDT inspection and QA/QC activities (Reports, record keeping, etc) of the Ortega & Gasset Bridge in Santo Domingo, Dominican Republic.(Spring 2010)

Field Quality Assurance/Quality control manager, Field QA/QC manager for the construction of the Oxidation facilities Autoclave and Boiler Buildings in the Barrick Gold – Goldcorp gold mine project in Pueblo Viejo, Dominican Republic. Activities in this project included keeping track of all the Quality inspections (Steel erections and civil works including concrete and grout pouring) and quality documentation management required by the general

contractor. (2009 – 2010)

Welding Technician, Among the tasks for this position were: welder qualification, welding process inspection, welders training, monitoring of the compliance to the Welding Procedure Specification and welding department records keeping. (2007 – 2009)

SAMUEL R. BAUTISTA, PE

Special Inspections

EDUCATION

Bachelor of Science in Civil Engineering, Feati University, Manila, Philippines - 1983

PROFESSIONAL REGISTRATION

Professional Engineer - New York 2003, #[redacted]
Connecticut 2002, [redacted]

Registered Civil Engineer, Philippines License No. [redacted]

LICENSES & CERTIFICATIONS

ACI Concrete Field Testing Technician Grade I

ACI Concrete Construction Special Inspector

ICC Spray -Applied Fireproofing Special Inspector

ICC Masonry Special Inspector

ICC Steel and Bolting Special Inspector

OSHA 10-Hour Outreach Training Course,

NYCDOB 4 Hr Supported Scaffold User Certification

SUMMARY OF RELEVANT EXPERIENCE

Following are his representative project experience:

REPRESENTATIVE PROJECTS

Special Inspector, NYC School Construction Authority, NYC. Responsible for Special Inspection for the NYC SCA, throughout multiple locations in Brooklyn, Bronx, Queens and Staten Island. Work includes reading and assuring approved specifications of design documents were on site and enforced. Field work includes multiple special inspections. Responsible for assuring all work was in compliance with plans and specifications.

Project Inspector, Construction of East Rive Plaza, a commercial complex located at the corner of FDR Drive & 116 St. Conducts daily inspection for precast erection and high strength grout application. Construction of the World Trade Center Memorial Project. Performed reinforcing steel, formworks and concrete placement inspection for the construction of the slurry wall of the project. Grouting of caissons at the United Nations CMP Project. Construction of 303 E 33rd Condominiums – performed rebar, concrete placement and masonry inspection for the project. Lincoln Center Redevelopment Project – conducted rebar, concrete placement, steel erection, welding and bolting inspection for packages 5, 6 and 9 of the project. United Nations CMP Project – conducted rebar, concrete placement, fireproofing, steel erection welding and bolting inspection for the project. Museum for African Art Project – performed fire stopping inspection, masonry inspection, steel erection, welding and bolting inspections. Columbia University Northeast Science Building – conducted fireproofing and fire stopping inspections, masonry inspection and reinforcing bar inspections.

Supervising Engineer, Served as Resident Engineer for the construction of various water supply system projects as well as the rehabilitation of existing water supply system facilities.

- Ensured that all construction plans and specifications were in accordance with Local Water Utilities Administration's (LWUV) specifications which embodies in part provisions of the American Water Works Association Standards (AWWA), American Concrete Institute (ACI) and American Society on Testing of Materials (ASTM) (1989 – 2007)

Senior Engineer, Served as action officer for various water supply system projects in the Philippines; Prepared plans and contract documents for tendering and bidding projects, including gathering pertinent data necessary for the project's design such as demographic data and existing conditions

of the system. Coordinated with various divisions regarding the design of various program components. (1989 – 1998)

Construction Supervisor/Project Engineer, Project managed the construction of Vista's two 16-story residential condominiums for the high-profile Ortigas family, owners of Vista Buena and one of the country's prime real estates.

- Led all construction activities, including project scheduling, cost tracking, quality controls, preparing quantity estimates for comparison with the contractor's monthly billing, tracking the project's progress and preparing monthly progress reports for the owner
- Ensured conformity with the National Building Code as well as provisions of the American Concrete Institute and American Society on Testing of Materials. (1988 -1989)

Civil Engineer, Performed civil engineering for this government agency charged with implementing infrastructure development throughout the country; collaborated with consultants in the construction of highway and bridge projects.

- Served as Project Inspector supervising the construction of the Eastern Samar Road Project, a 200-km road development project funded by the World Bank as well as about 44 bridge projects on the island of Samar; ensured that all activities conformed to the provisions of the ACI Code. AASHTO, ASTM and the Asphalt Institute.
- Worked closely with consultants, Green Intemational, Inc., USA and DCCD Engineering Corporation; conducted daily field inspection on the contractor's (Hanjn Development Corporation of South Korea) activities such as earthworks, drainage and erosion works such as grouted ripraps, rock slope protections, lined ditches, culverts and retaining walls;
- Directed the construction of retaining walls, including preparing cost estimates and grouted riprap for embankment exposed to tidal action as well as bridge abutment protections
- Performed Field Density Test on subbase and base courses, gathered concrete samples for various concrete placing activities

SYED M.A. KHURSHID

Mechanical Engineer/ Special Inspector

EDUCATION

Masters of Mechanical Engineering (Manufacturing), 2005

Masters of Business Administration (MBA), 1999

Bachelors of Mechanical Engineering, 1986

LICENSES & CERTIFICATIONS

ICC Commercial Mechanical Inspector

Associate Welding Inspector (AWS) Certificate # [redacted]

4-Hour Supported Scaffold

10-Hour OSHA

Marine Engineering Specialization Course

Vibration Analysis Course for Predictive and Preventive Maintenance

Safety Officer's Course

Advanced Safety Management

Quality Assurance Course

Workshops on ISO 9001-2000 Quality Management

SUMMARY OF RELEVANT EXPERIENCE

Mr. Khurshid has over 23 years of diversified hands on Mechanical Engineering and Management experience with progressively increasingly responsibility. The track record of the experience is associated with acquisition of exceptional results with the responsibilities encompassing planning, installation, maintenance and inspections of mechanical systems for various facilities. Mr. Khurshid has a vast experience of conducting inspections of boiler components and associated pressure parts along with HVAC condition assessments. Some of the relevant project experience includes:

REPRESENTATIVE PROJECTS

Special Inspector, NYC School Construction Authority, NYC - On Call contract performing Special Inspection services for Ongoing Special Inspection Projects for the New York School Construction Authority (SCA) throughout Brooklyn and Staten Island, NY. Responsibilities include verification of compliance with specifications and applicable codes through inspection of multiple special inspection items including: Energy Code Progress Inspections, Mechanical Systems, Emergency Power Systems, Photo luminescent Exit Path Markings, and Smoke Control Systems, Fire Stopping, Chimney, Sprinkler Systems, Standpipe, Fire Rated Construction, Heating Systems and Fuel Oil Systems.

Mechanical Inspector – BCAS Project of M/s PB & AW through the aegis of M/s AEG since last 2 years.

Mechanical Engineer, Pakistan Navy. Performed routine condition assessment on the Physical Operating Plant Systems. This included the High pressure and low pressure steam generating system, Air conditioning systems such as chilled water system, Direct expansion type air conditioning units, Package type air conditioning units, Heating and cooling system temperature regulation and control system sprinkler and fire suppression system, electrical distribution system, elevators, domestic water pressure boosting system etc. Responsibilities also included Evaluation of machinery life expectancy, establishment of relation between machinery reliability and failure expectancy, determination of constant hazard function, establishment of systems reliability its MTBF and MTTR; Carrying out investigation to establish equipment / machinery failure modes, identifying its effect on the system, analyze the root cause of failure utilizing different techniques and identify/take remedial measures to avoid its future recurrence; Ensuring maximization of ROA (return on asset) through conduct of cost analysis with regards to hidden costs in terms of failures/poor quality (COPQ), identifying and suggesting cost saving and cost avoidance parameters; utilization of

NDT techniques for Safety Assurance and detection of surface and sub-surface defects of ferrous and non ferrous material utilizing various NDT techniques. Supervision of life safety testing.

Project Manager, Supervision of the work for refurbishment of Naval Berths. Scope of work included replacement of cope beams, replacement of deck slabs, replacement of crane tracks, provisioning of service trenches, repair of sheet piles, construction of service road, installation of berth searchlights and relaying of services. The estimated cost of the project was 590 M Pak Rupees; Design and construction of Stand pipe / Ring Main System for fire cover. Duties performed included building of powerhouse, installation of desalination plant, distilling plant and water pumping station. Responsibilities included inspection of all phases of construction and equipment installation ensuring compliance of work as per plan and specifications laid down in the contract document; Technical scrutiny of procured material and inspection of warehouse; Construction and inspection of structures and machine foundations. Installation of diesel generators, control room equipment, transformers, rectifiers, converters, OCBs, VCBs, PFIs, laying of cables, installation of air-conditioning plants, evaporators, reverse osmosis based desalination plant, and other relevant auxiliary machinery.

Operation & Maintenance Engineer, Responsibilities included operating, maintaining and carrying out fault diagnosis of a large variety of mechanical plants power generation systems equipments and machineries ranging from high pressure Boilers, Heating Ventilation, Refrigeration and Air-conditioning, Rotary machines including Steam turbines, Gas turbines, Turbo generators, Internal Combustion Engines, Pumps, Hydraulically operated systems, Power Generation Systems, Mechanical Power Transmission Systems, Auxiliary machineries, including inspection and repairs of metallic superstructures etc. Duties also included Implementation of Planned Maintenance System (PMS). Assuring continued availability of facilities/resources with acceptable degree of reliability and minimum possible down time; Conducting Predictive & Preventive Maintenance (PPM) Techniques (Spectrometric oil analysis, Vibration Monitoring and Non destructive testing techniques) for ensuring equipment and machinery health monitoring; Managing and supervising repairs, overhauls, testing, calibrations etc. of a wide range of plants, systems, machinery and equipment ranging from large machines such as boilers, power plants etc to a wide variety of rotating machineries of following classification, reciprocating machines, hydraulically operated machines, pneumatically operated machines, hydro-pneumatically operated machines, steam operated machines, gas propelled machines, electrically operated machines etc. through established in house repair and overhaul facilities.

ROBERT MILO, P.E., LEED AP (BD&C)

Special Inspector/ Mechanical Engineer

EDUCATION

Bachelor of Science in Mechanical Engineering, Polytechnic University of Tirana Albania 1986.

Certificate in Computer Programming-Mainframe Globe Institute of Technology, New York, NY 1999.

PROFESSIONAL REGISTRATION

Licensed Professional Engineer – in the State of New York and New Jersey.

Licensed LEED AP (BD&C) by Green Building Certification Institute.

LICENSES & CERTIFICATIONS

OSHA 10 Hours Training

OSHA 30 Hours Training

NYCDOB 4-Hour Supported Scaffold

SUMMARY OF RELEVANT EXPERIENCE

Mr. Milo is a Professional Engineer and a LEED AP (BD&C). He has in-depth understanding of commercial construction in all disciplines, civil, architectural, mechanical and electrical, expertise with system installations, solid understanding of Instrumentation and Controls, strong background in computer software and hardware, solid communication & leadership skills, strong organizational problem solving and follow-through skills.

REPRESENTATIVE PROJECTS

Special Inspector, Port Authority of New York and New Jersey - World Trade Center. Responsible for mechanical Inspections at various locations at World Trade Center site. Assuring work done is in accordance with approved specifications, contract documents, and applicable codes.

Special Inspector, NYC School Construction Authority, NYC - On Call contract performing Special Inspection services for Ongoing Special Inspection Projects for the New York School Construction Authority (SCA) throughout Brooklyn and Staten Island, NY. Responsibilities include verification of compliance with specifications and applicable codes through inspection of multiple special inspection items including: Energy Code Progress Inspections, Mechanical Systems, Emergency Power Systems, Photo luminescent Exit Path Markings, and Smoke Control Systems.

Chief Inspector, NYCDEP – Construction Management Services, Alley Creek Rehabilitation Facilities, Queens – Leading a Team of Construction Inspectors, assuring conformance with applicable codes and construction documents. Work includes upgrading of the existing Old Douglaston Pump Station with renovation/rehabilitation of the existing structure, process equipment, HVAC, plumbing, electrical, instrumentation and associated controls. Also included demolition, rehabilitation and reconstruction of two existing outfalls, which involved temporary roadway construction through adjacent wetlands to provide access. He is preparing Commissioning and close out documents, reviewing shop drawings, making recommendations. Preparing partial payment for contractor and subcontractors, negotiating the engineer's estimate for change orders, Preparing the Start-Up testing procedure and operation of the pumping station, preparing performance logs for the equipment of MEP systems. Preparing Fixed Assets Capitalization for the project. Preparing Regulatory Compliance Plan for Construction. Reviewing As-built drawings. Construction Cost $35 million. (11/09-Present)

Construction Inspector, MTA Metro North Railroad – Construction Inspection, Harmon Croton Yard Replacement Phase III and Additional Facilities, Harmon, NY – Inspected testing-adjusting-balancing and commissioning of M E P systems, Reviewed start-up testing procedure on both shops. Reviewed shop drawings for all disciplines and made recommendations, Inspected all trades of contractors and sub-contractors during installation of building systems, assuring conformance with codes and construction documents, prepared partial contractor payments and Take-offs for change orders, Reviewed As-built drawings. Work included removal of existing tracks, pavements and electrical feeds, demolishing of existing buildings, driving piles for pile-supported foundations for a coach and a locomotive facility, steel structure framing and roof for the shops, building a drop table in locomotive shop and car hoists in coach shop, heating plants, HVAC system with controls, fire protection system, building an underground oil water separation system, installation of new underground utilities for both shops, replacement of more than a dozen realigned tracks, and overhaul of two electrical substations and associated electrical work. Construction Cost $300 million. (08/07-10/09)

Quality Assurance / Quality Control Lead, NYCSCA – QA/QC Lead for BCAS project required by SCA for New York City Public Schools. Trained and mentored staff in assessing building condition for civil, architectural, mechanical and electrical disciplines. Monitored quality of work done by inspectors on-site as well as provided solutions in eliminating or minimizing deficiencies that buildings have had in terms of initial cost and operating costs. Streamlined the software menu to be used by mechanical engineers on site to identify building systems and their components, in addition to condition and deficiency rating. Work included Building inspections, all exterior and interior components, physical surveys and preparation of assessment reports on building facades, interior and exterior structural elements, roofs, mechanical and electrical systems, ADA compliance and site improvements. These reports assisted the SCA to maintain the stock of schools and administrative buildings in structurally sound and water tight condition under the Capital Plan. (2004 – 2007)

Project Manager / Estimator, Prepared cost estimating for general contractors to bid in construction jobs for various locations in New York and New Jersey. Oversaw the administration of construction projects encompassing all phases of the construction project cycle. Supervised, provided guidance to, and coordinated efforts of the planning, design and construction management activities. Assigned personnel within construction project environment. (1998-2004)

JOSEPH ORLOVESKY, P.E., LEED AP

Mechanical Engineer / Special Inspector

EDUCATION

Master of Science in Mechanical Engineering, Concentration in HVAC and Steam Boilers, F.E.G.S., City College of New York City, NY - 1996

HVAC, F.E.G.S. Trades and Business School, Brooklyn, NY - 1994

Bachelor of Engineering in Thermal Power Plants, Lvov Polytechnic University, Lvov, Ukraine - 1976

PROFESSIONAL REGISTRATION

Professional Engineer –New York

LEED Accredited Professional

Construction Project Management Certificate NYU

LICENSES & CERTIFICATIONS

OSHA Construction Safety Certification

DuPont Managing Safety Certification

Master Scuba Diver, 2002

Scuba Rescue Diver, 1998

SUMMARY OF RELEVANT EXPERIENCE

Following are his representative project experience:

REPRESENTATIVE PROJECTS

Special Inspector, NYC School Construction Authority, NYC - On Call contract performing Special Inspection services for Ongoing Special Inspection Projects for the New York School Construction Authority (SCA) throughout Brooklyn and Staten Island, NY. Responsibilities include verification of compliance with specifications and applicable codes through inspection of multiple special inspection items including: Mechanical Systems, Energy Code Compliance Progress Inspections, , Emergency Power Systems, Photo luminescent Exit Path Markings, and Smoke Control Systems.

Senior Engineer, Responsibilities included specialized inspection of building mechanical systems; MEP Project Management and Energy Compliance Inspection. (03/10 – 08/12)

Project Officer for SCA MEP Projects, New Schools in Brooklyn and Staten Island (Budget $70 Million) Responsibilities included:

- Value engineering analysis
- Project bidding process
- Monitor permitting process
- Identification of long-lead purchase items
- Development of construction schedule
- Review contract submittals
- Coordination with city, governmental agencies (DOT, DEP, FD, BD) and utilities
- Approve contractor progress reports
- RFIs, Change orders
- Inspection for conformance to design
- Administration of quality and safety control programs
- Punchlist development and administration
- Certification of substantial completion
- Start-up and recommended maintenance

MEP Superintendent, Arena Project, Newark, NJ (Budget $400 million) Responsibilities included:

- Installation of ice floor 375 tons refrigeration system, and Roof HVAC air handlers

- Superintendent at OGS Project
- renovation of Brooklyn Psychiatric Center
- Oversaw and ran a $38MM full renovation of Administration Building
- Full demo rebuild of all architectural, mechanical and electrical work
- Responsible for payment schedules, job site deadlines, manpower, etc.
- Directed all phases of construction, state code inspection and field design builds

Superintendent, Mayor Modernization of Stony Brook University – Construction of new ambulatory building (joint venture with Gilbane Building Co.,80MM budget). Managed installation and start-up of HVAC and fire suppressions systems. (11/01 – 09/06)

Resident Engineer, Greenpoint Incinerator (Budget $9.5 million). DOC project Construction, West 158th street maintenance and repair facility for the NYCDOT (Total budget $32 million consisting of General Construction Work: $12 million, HVAC: $11.3 million, Plumbing Work: $5.4 million, Electrical Work $3.3 million). Responsibilities include:

- Inspection of conformance to design
- Shop drawings and sample control
- Interpretation of plans and specifications
- Reviews Schedules of construction procedures and staging
- Punchlist development
- Approve contractor progress payments with retainages
- Administration of safety and quality control programs

Mechanical Engineering, HVAC, projects: RCN, J.P. Morgan, Jupiter.com, SFX Entertainment, Hebrew Home for Ages. Responsibilities included: renovation and base-building projects for health care, commercial and industrial facilities, design of mechanical systems, boiler and chiller plants, prepared energy analysis and specifications, performed coordination trades, interpreted contract documents and supervised various tasks in construction, performed quality control and code compliance of construction materials, thoroughly checked shop drawings prior to implementation into construction and managed conflict resolution. (03/00 – 10/01)

GLEN RAMKISSOON

Special Inspector/CWI

LICENSES & CERTIFICATIONS

AWS - Certified Welding Inspector

ASNT - ACCP Level II

10-Hour OSHA Training for Safety Practices in Construction

TSC - 4 Hour Scaffolding

SUMMARY OF RELEVANT EXPERIENCE

Mr. Ramkissoon has over eight years of experience in Special and Construction Inspection. He has in-depth knowledge of applicable codes for welding inspections. He has performed visual and testing inspections using applicable testing methods for the following disciplines: Welding of Structural Steel, High Strength Bolting and Erection and Quality Control inspections. Following is a list of his representative experience:

REPRESENTATIVE PROJECTS

Structural Steel Special Inspector, NYC School Construction Authority, NYC – Served as Special Inspection of Structural Steel for multiple NYC public schools throughout Brooklyn, Bronx, and Staten Island. Performed Inspection services on beams / columns / plates to ensure compliance with construction documents. Reviewed procedure qualification reports, welding procedure specifications, and welder qualification report's to assure all code requirements were met prior to the commencement of welding. Performed visual verification of Skidmore testing to verify tension control bolts are in conformance with pre-determined psi. Performed field test, Torque Wrench testing to verify compliance with code, fillet weld metal gauge testing to verify size and length of weld. Performed special and construction inspection for all phases of structural steel erection and fabrication inspection.

CWI, tructural Steel Welding Shop Inspections (South Carolina) – Hudson Yards Foundation Platform – Conducted shop inspections for several hundred caissons being installed for the foundation platform at the Hudson Yards Project in NYC. Reviewed procedure qualification reports, welding procedure specifications, and welder qualification report's to assure all code requirements were met prior to the commencement of welding.

CWI, Structural Steel Welding Shop Inspections (Pennsylvania) – Memorial Sloan Kettering Cancer Center – Conducted shop inspections for the structural steel being installed for the Memorial Sloan Kettering Cancer Center. Reviewed procedure qualification reports, welding procedure specifications, and welder qualification report's to assure all code requirements were met prior to the commencement of welding.

Structural Steel Welding Inspector, Bronx Mental Health Project, NYC - Served as Special Inspector of Structural Steel Welding for the new construction of the Bronx Mental Health Hospital in NYC. Performed Inspection services on beams / columns / plates to ensure compliance with construction documents. Reviewed procedure qualification reports, welding procedure specifications, and welder qualification report's to assure all code

requirements were met prior to the commencement of welding.

AHMED ABODESHISHA, LEED AP, E.I.T.

Special Inspector

EDUCATION

Bachelor of Science in Facilities Management, New York City College of Technology, New York, NY -2010

Associates Degree in Civil Engineering Technology, The City University of New York, New York, NY - 2008

LICENSES & CERTIFICATIONS

LEED AP O+M 2012

LEED Associate AP – 2011

ICC Masonry Special Inspector – 2011

ICC Fire Proofing Special Inspector – 2010

ACI Concrete Special Inpector - 2015

ACI Level 2 Reinforcement Special Inspector – 2009

OSHA 10 Hours Safety Training Course – 2008

S.W. A. C – 2012 AMTRAK & LIRR Safety

Training - 2009

SUMMARY OF RELEVANT EXPERIENCE

Mr. Abodeshisha offers 8 years of experience in the area of special inspections. Since joining HAKS in 2011, he has served as a Resident Lead Special Inspector for the $1.4 billion Fulton Street Transit Center and as a Special Inspector for the New York City School Construction Authority (NYCSCA) in the boroughs of Brooklyn, the Bronx, Queens and Staten Island. He also served as a Construction Special Inspector for the World Trade Center site.

REPRESENTATIVE PROJECTS

Construction Special Inspector – Performed daily field inspections of the World Trade Center site. Responsible for seeking out deficiencies. Conducted a full quality control inspection of the transportation hub. Recent Projects include:

- WTC Transportation Hub Quality Control consulting
- WTC World Trade Center Tower 4 lead inspector – 10/09 – 01/14/11
- Mott Haven Campus, NYC SCA – 08/08 – 02/09
- Adelphi University, Garden City, NY – 02/07 – 07/08

Resident Lead Special inspector – Fulton Street Transit Center. Responsible for verifying that inspections are in compliance with contract's specifications and Building codes and monitoring the progress for six sub-contractors. Additional duties include updating contract drawings and indicating nonconformance locations. Mr. Abodeshisa's is also responsible for assisting in the preparation of RFI's and CDRs and monitoring a $50 million change order. Construction Cost $1.4 Billion. (10/11- present)

Special Inspector – NYC School Construction Authority, NYC. Responsible for Special Inspection for the NYC SCA, throughout multiple locations in Brooklyn, Bronx, Queens and Staten Island. Work includes reading and assuring approved specifications of design documents. Mr. Abodeshisa's field work responsibilities included special inspection of Fire proofing and Masonry construction work and assuring all work is in compliance with plans and specifications.

This page was intentionally left blank

KAREEM BAKSH

Special Inspector

LICENSES & CERTIFICATIONS

ACI Concrete Field testing Technician – Grade I, expires 8/30/15

ACI Concrete Laboratory Testing Technician – Grade I, expires 11/01/13

ACI Concrete Construction Special Inspector - Oct 2008 expires 8/3/2018

ACI concrete Flatwork Technician # [redacted] expires 11/10/2016

NICET II - Concrete # [redacted]

NICET II - Soil # [redacted], expires 8/01/2014

NorthEast Transportation Training Certification Program #734 expires 4/03/2014.

Certified by QC/QA Technician Hot Mix Asphalt by Alfred State College # 11-05A expires - 4/14/2016

PCI Quality Control Personnel Certification - Level I - expires 08/21/13

PCI Quality Control Personnel Certification - Level II - expires 09/05/13

SUMMARY OF RELEVANT EXPERIENCE

Mr. Baksh has extensive experience in the field, plant and laboratory testing of Special Inspection and construction materials including structural concrete sampling and testing, soils testing and analysis, asphalt plant and field. His experience includes:

REPRESENTATIVE PROJECTS

Special Inspection – EECruz Construction - New York City. Quality Control of Concrete and Soil for Whitestone Bridge Rehabilitation. Work included concrete sampling, slump, air content, and temperature testing; concrete plant, and concrete laboratory testing to determine concrete compressive strength. Performed soil compaction testing using nuclear density gauge. (2011- Present)

Special Inspector/Laboratory Technician – New York City Department of Design and Construction (NYCDDC) – New York City, New York. Resident Special Inspector, NYCDDC, Fulton Street Phase II, NY, NY. Responsible for concrete plant inspections. Plant work included fine and coarse aggregates gradation, moisture content, calculation and checking conformance to approved mix design, writing and signing batch plant tickets. Handled, sampled and tested concrete in accordance with applicable ASTM code, specification, and approved mix design. Performed Concrete field-tests including slump, air content, temperature, density, and sampling concrete. Lab work including curing cylinders, strength testing at designated age, reducing samples of aggregate to testing size and preparing reports; testing of coarse and fine aggregates, specific gravity and sieve analysis. Performed soil compaction and asphalt field testing using nuclear density gauge, verified asphalt temperature and thickness; performed standard and modified proctor testing on soil. (9/09-present)

Special Inspector – NYC School Construction Authority (NYC SCA) – New York City, New York. Special Inspection services for the NYC SCA throughout Brooklyn, Bronx, and Staten Island, NY. Responsible for Masonry and reinforcement inspection - verified placement, type, and size of reinforcing steel, connectors, pre-stressing tendons, and anchorage. Assured spacing, support, lap splices, length, and location of all reinforcing bars was done accordance to approved specifications. Concrete field-tests including slump, air content, temperature, density, and sampling concrete. Performed soil compaction and asphalt field testing using nuclear density gauge, verified asphalt temperature and thickness. (9/09-present)

Plant Inspector/Laboratory Technician – DOMANI Consulting, Inc. – New York State. On-Call Special Inspection and Material Testing. Duties include concrete plant inspection, asphalt and soils fill placement & in-place density, and compressive strength testing of cylinders in the testing laboratory.

(9/09-present)

Special Inspector – Dormitory Authority of the State of New York (DASNY) – New York State. Special Inspection and Material Testing of rehabilitation of Steam Tunnel for Manhattan Psychiatric Center for DASNY. Work included concrete field inspection, sampling, air content and temperature testing; inspection of reinforcing installations; soil sampling and laboratory analysis in the field and in the lab; inspection/ testing of on-site soil density. Reinforcement inspection - verified placement, type, and size of reinforcing steel. (08-09)

Special Inspector/Laboratory Technician – MTA TBTA – New York State. Quality Control of Concrete, Soil and Asphalt for Cross Bay Bridge Rehabilitation for TBTA. Work included concrete site sampling, slump, air content, and temperature testing; concrete plant, and concrete laboratory testing to determine concrete compressive strength. Performed soil compaction and asphalt field testing using nuclear density gauge, verified asphalt temperature and thickness; performed standard and modified proctor testing on soil. (07-09)

Special Inspector – Dormitory Authority of New York State (DASNY) & NYC Department of Design and Construction (DDC) – New York State. Performed inspection services for roadway construction projects, drainage construction projects and other related roadway/highway or site development projects for major metropolitan and various private clients. Construction inspections including sewer and water systems construction inspection and testing. Observe construction activities and inspect work to ensure that project/ work meets approved plans and quality standard specifications required and comply with County, State and Federal regulations. Inspect road grading and surfacing work for proper materials, width, depth, grade, drainage and mixture. Sample and perform road surface (asphalt) mixture field and laboratory tests. Perform soil-sampling test. Determine quantities of materials used and monitor work project completion according to contract specifications and time frames/schedules. Conducted all kind coating inspection. Identified, verified, and supervised coating actives to ensure work is within specifications. 04/99-7/07.

DANIEL CASTRO JR.

Special Inspector

EDUCATION

John Jay College for Criminal Justice NYC, NY
(23 Completed Credits)

LICENSES AND CERTIFICATIONS

ACI Concrete Field Testing Tech Grade 1

ACI Concrete Construction Special Inspector

NYC DOB 4-HR Supported Scaffold User Certificate

MTA Track Safety Certified

OSHA 10 Hour Certification

OSHA 30 Hour Certification

SWAC Certified

WTC Access Certified

ACI Aggregate Testing Technician – Level 1

SUMMARY OF RELEVANT EXPERIENCE

Mr. Castro has over 19 years of experience in the field of Special Inspections and specializes in concrete inspection. Following are his representative project experience:

REPRESENTATIVE PROJECTS

Project Manager – MTA New York City Transit – Mr. Castro is the Project Manager for the Concrete Batch Plant Inspections servicing a number of NYC Transit projects, including: The 2nd Avenue Subway, The No. 7 Subway Line Extension and The East Side Access Project. Mr. Castro is responsible for all matters pertaining to this project and supervising special inspection staff. Inspections include: inspection services at Concrete batch plants / Asphalt batch plants, inspection of concrete mix trucks, moisture content of aggregates, inspection of scale calibrations, aggregate sieve analysis mix, and witnessing of Design Mix to verify materials, batching, mixing, and storage, for over 47 plants located throughout New York City, and neighboring counties.

Construction Material Inspector – As a Construction Inspector, Mr. Castro was responsible for verifying that materials being used for construction were acceptable and met specified criteria. (12/02 – 03/12)

- Dispatcher/Scheduler - responsible for scheduling and dispatching inspectors to projects and answered clients' requests, questions and concerns.
- Laboratory Administrator - responsible for overseeing all laboratory activities including proper material sample testing, safety, employee productivity, and providing clients with results on materials tested associated with their projects.
- Quality Control - responsible for insuring concrete field and batch plant inspectors were following proper testing procedures and adhering to safety requirements, generated reports based on observations and concerns to our Director and Project Managers for review.

Construction Materials Inspector – Performed inspections of construction materials such as concrete fireproofing, and masonry work, including field and material production plant inspections. (1994 – 12/02)

This page was intentionally left blank

JAMES B. PUPLAMPU, EIT

Senior Inspector

EDUCATION

Master of Science, Engineering Management, NJIT, currently pursing; Graduate Certificate, Project Management, NJIT, 2006; Bachelor of Science, Civil Engineering, Kwame Nkrumah University of Sciences and Technology, Kumasi, Ghana, 2000

PROFESSIONAL REGISTRATION

Engineer-In-Training

NICET Level I and II – Soils, Asphalt, Concrete, Exploration, Construction, Laboratory and Generalist; NICET Level II – Highway Materials; NICET Level III – Soils, Construction and Exploration

LICENSES AND CERTIFICATIONS

ACI Concrete Field and Strength Testing Technician – Grade I; NJSAT Asphalt Plant Technologist Level 2; NJSAT Asphalt Field Technologist Level 1; ICC Structural Masonry ICC Reinforced Concrete; ICC Prestressed Concrete; ICC Soils Special Inspector; ICC Spray-Applied Fire-Resistive Materials ICC Structural Steel & Bolting ICC Welding; NJDCA Special Inspector – Concrete Placement NJDCA Special Inspector – Reinforced Concrete; NJDCA Special Inspector – Structural Masonry; 4 Hour Support Scaffold; 10 Hour OSHA 1 ACI Concrete Construction Special Inspector, 2018

SUMMARY OF RELEVANT EXPERIENCE

Mr. Puplampu has over 8 years experience in geotechnical engineering, construction material testing and inspection services for a variety of clients. He is an expert in performing various field duties including concrete, asphalt, soil, fireproofing, fire stopping, structural steel, welding and geo-technical exploration work. Material testing laboratory duties includes; grain size analysis, moisture content, Atterberg's Limits, Standard and Modified Proctor, California Bearing Ratio (CBR), Asphalt core thickness, relative density and composition, Relative Density and Absorption of Architectural Cast Stone, Compressive Strength Testing of concrete cylinders, grout prisms, mortar cubes, cast stone cubes, rock core cut samples etc. Examples of Mr. Puplampu's representative projects are as follows:

REPRESENTATIVE PROJECTS

Special Inspector – World Trade Center – VSC fireproofing special inspections. (May, 2012 – Present)

Special Inspector – 201 57th Street, New York, NY Structural Steel & Bolting, Structural Welding and Structural Masonry Inspections. (January – April, 2012)

Special Inspector – Fulton Street Transit Center (FSTC). Periodically Performed Structural Masonry, Fire Stopping & SFRM Special Inspections. (Jan – May, 2012)

Special Inspector – NYC School Construction Authority (NYC SCA) – New York City, New York. Special Inspection services for the NYC SCA, throughout multiple locations in Brooklyn, Bronx, and Staten Island, NY. Responsible for inspection of all structural steel members including welding, bolting, and erection. Maintained detailed written reports that were presented to owners, design professionals and contractors, including detailed listing of non-complaint items. Additional special inspection included performing reinforced and non-reinforced concrete inspection, and in-place density testing to verify compliance with specifications. (June 2011 – Present)

Senior Engineering Technician – Princeton University, Princeton, NJ: (September 2010 – June 2011)

- 1, ALI YAZNADI LABORATORY; Provided quality assurance services including using borescope and magnet to ensure ferrous materials are completely removed in cored holes, materials preparation observed to make sure it meets manufacturer's recommendations and fabrication of grout cubes for compressive strength testing.
- 2, HIGH PERFORMANCE COMPUTER SCIENCE CENTER (HPCSC) Scope of work included performing field density testing of building pad, footing bearing capacity testing, pipe backfill testing, rebar inspection, fresh mortar, grout and concrete sampling – including temperature, air

content and slump test and molding cylinders and cubes for compressive strength testing.

Special Inspector – Macguire Airforce Base, NJ. Scope of work included performing field density testing of building pad, footing bearing capacity testing, backfill testing, rebar inspection, fresh mortar, grout and concrete sampling – including temperature, air content and slump test and molding cylinders and cubes for compressive strength testing. (January – June, 2011)

Special Inspector – High Concrete Plant Inspection, Buena, NJ. Duties include providing QA concrete plant special inspection for the production of hollow core and solid slab pre-stressed pre-cast units. (February – June, 2010)

Senior Engineering Technician – PATCO-Collingswood Viaduct for Delaware River Port Authority (DRPA), Camden, NJ. Performed quality control work including pachometric testing, pull and torque testing, grout and concrete plastic testing and moldings of cubes and cylinders for compressive strength testing. (February 2009 – March, 2011)

Senior Engineering Technician – Various Locations in NJ and PA for Mount Construction, West Berlin, NJ. Performed emergency work on Beverly Rancocas Road, Stokes Road, Camden Gateway Project, Betsy Ross Bridge, Route 45 and Salem Nuclear Plant. These are basically soil and HMA observation and testing. (January 2008 – June 2011)

Senior Engineering Technician – Super 8, Pennsville, NJ, for Delco. Provided quality control inspection and testing on behalf of the Owner (Delco). Duties included performing field density testing of building pads; footing & rebar inspection as well as sampling of fresh mortar, grout and concrete – including temperature, air content & slump test and molding cylinders for compressive strength testing. (May – October, 2010)

Senior Engineering Technician – Monmouth Care Center, South Amboy, NJ, for C&C Construction Management, Inc. Provided quality control testing and inspection on behalf of the General Contractor. Scope of work included performing field density testing of building pads, pipe backfill, rebar inspection, fresh mortar, grout and concrete sampling – including temperature, air content and slump test and molding cylinders for compressive strength testing. (June – November, 2009)

Senior Engineering Technician – Rowan University, Rowan Boulevard Mixed-Use Development, Glassboro, NJ, for SORA Holdings, LLC. Performed Pachometry and involved with the soils and geotechnican inspection and testing related to the new Student Housing and other various building/portions of this mixed-use development project. (March – August, 2010)

Senior Engineering Technician – CVS, Vineland, NJ. Performed soil density, rebar inspection and concrete plastic testing and molding of concrete cylinders for compressive strength testing for this new CVS store. (April – July, 2009)

Senior Engineering Technician – United States Military Academy Preparatory school (USMAPS), West Point, NY. Worked with the drilling firm crew in drilling borings (with a lot of rock coring) and installation of wells for ground water monitoring. Samples were collected and boring logs were prepared. (October – December, 2008)

EDUCATION

College of Civil Engineering, Vorkuta, USSR, 1972

PROFESSIONAL REGISTRATION

Engineer-In-Training

NICET Level I and II – Soils, Asphalt, Concrete, Exploration, Construction, Laboratory and Generalist; NICET Level II – Highway Materials; NICET Level III – Soils, Construction and Exploration

LICENSES AND CERTIFICATIONS

ACI Concrete Field Testing Technician – Grade I, 2006

ACI Concrete Construction Special Inspector, 2018

Certified QC/QA Technician Hot Mix Asphalt – by Alfred State College

Troxler Certification in Using the Nuclear Density Gauge

Soils Asphalt Field Inspector Qualification No. [redacted]

ARKADIY IOFFE

Special Inspector

SUMMARY OF RELEVANT EXPERIENCE

Mr. Ioffe has over 15 years of experience including extensive experience in material testing. His representative projects are as follows:

REPRESENTATIVE PROJECTS

Inspector/Testing Technician - projects include: (4/08-present)

- Concrete Cylinder Testing Services for NYC Transit.
- Concrete & Asphalt Quality Control for deck and structural rehabilitation for MTA.
- Concrete and soils inspection in the field, and laboratory testing for the New York State Department of Transportation I-278 (BQE) rehabilitation. The project cost is approximately $146 million. Molding and curing standard 6x12 concrete cylinders, and testing them early. Concrete maturity test techniques used to get concrete strength based on gauge readings at an early age. A calibration curve developed by breaking companion cylinders as early as 9 hours after molding and every 3 hours thereafter. At the same time, gauge readings were taken to establish correspondence between actual strength and gauge number. Secured grout cubes in accordance with AASHTO standards to test them after 7 and 28 days.
- Concrete Quality Control at Supplier Batch Plants, Brooklyn and Queens, NY. Providing quality control testing for Ferrara Brothers at the company's concrete batch plants in Maspeth and College Point, Queens, and in Red Hook, Brooklyn. Work includes picking up concrete cylinders from the Ferrara plants as directed, transporting them to the HAKS Material Testing Laboratory, curing the cylinders then testing them for strength at 7 days, 28 days or at any other period that the client requires. The Ferrara plants are supplying concrete to construction projects in the area. Also performing concrete mix testing at the Ferrara plants. Perform these tests on batch plant trial batches. The high early strength concrete is tested for air content, temperature and slump. Results are reported immediately to the Ferrara QC Department for their records and for making adjustments in the mixes or in the batching operations if required.
- Term Contract for Material Testing and Inspection Services for DASNY.

Testing Technician – Metrics Engineering and Testing Labs, Inc. Responsibilities include concrete tests at various plant sites including: Ferrara Bros., Best Concrete and Casa Ready mix; and asphalt tests at various plant sites including: Grace Rason, Scatt Materials and Kings Park. Responsibilities also include concrete tests, masonry inspections and soils inspections at construction sites. (7/07 – present)

Testing Technician – Materials Testing Labs, Inc. Responsibilities included concrete and asphalt tests at various plant sites including: Kings Ready Mix, Casa Ready Mix, Jenna Concrete, Greco Concrete, Stillwell Concrete, Seville Concrete Quandrozzi Concrete, City Ready Mix, Empire Transit, Tec-crete Concrete, Elite Ready Mix, Ferrara Bros., Best Concrete, Maspeth Concrete; Wellets Point, College Point, Grace Rason, Twin County, RCA, Canal, Pasillico, Scatt Materials and Vanbro. Responsibilities also included concrete tests, masonry inspections and soils inspections at construction sites. (1999 – 6/07)

TECHNICAL APPROACH

Introduction

HAKS, along with our sub consultants CB&I, AG, IH Engineers, Ellana and JLC are pleased to submit this proposal for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects as Requested on a "As-Needed" Basis during 2014 – 2018. The team has worked successfully together on past projects, providing outstanding construction management and inspection services to our clients.

On October 29, 2012 Hurricane Sandy brought a 14-foot storm surge upon the coastline of New York and New Jersey, flooding roads, subway stations, and electrical facilities, paralyzing transportation networks and causing power outages. The Port Authority experienced heavy damage as a result of Super Storm Sandy. The water surge damaged existing Port Authority infrastructure and support systems along coastal properties along New York and New Jersey shorelines, which consisted of Airports, Marine Terminals, Tunnels, Bridges and Rail Systems. Out of the devastation rose a renewed determination to make coastal property more resilient in the face of severe weather events. The Port Authority through its recent Request for Proposals No. 38268 has indicated a need to retain the services of several Consulting Engineer firms to provide on-call Professional Services as needed to perform construction inspection services, constructability reviews, contract administration, and preparing construction cost estimates and schedules for various facilities within the Port Authority jurisdiction. These Resiliency Projects shall include, but not be limited to, design of mitigation measures to prevent and/or mitigate future damage to the Port Authority assets caused by severe meteorological events, for example, hurricane and flood. The extent of the work will include everything from constructing "adaptable floodwalls," storm-surge barriers and dune systems, including revising building codes in an effort to protect Port Authority coastline assets.

HAKS Engineers along with CB&I and respective specialized sub consultants are pleased to offer our experienced team of professionals to serve The Port Authority as the Administrators and to provide Inspection Services for these on-call projects. Our team members have an excellent track record of successful projects; HAKS along with CB&I have successfully worked on the following projects with excellent results:

- New York City Hurricane Sandy Rapid Repairs Program
- NYCDEP North River WPCP – Special Inspections
- NYCDEP Owls Head WPCP Shore Rd.
- NYCDEP Downstate 2 IDIQ (various city sites) – JV
- NYCDEP Newtown Creek – sub to SBG (Shaw, Baker, Gannett tri-venture) for special inspection services
- Con Edison Kent Avenue Generating Station

HAKS team members have an excellent track record of successful projects, of utmost relevance is the CM services for the **ongoing BB-45 "Replacement of Electrical Switchgear and Power Distribution Equipment at the Brooklyn Battery Tunnel "**. The HAKS Team is very familiar with **Port Authority Facilities including Path Trains thru our CM Contract, Design Contract and QA (Facility Inspection) Contract.** We have Experience with **Post Sandy Work including Resiliency projects with NYCDOT, NYCTA, TBTA, NYCHA, EDC and Nassau County**. Our staff along with our sub-consultants are well experience working on FTA, FEMA and FHWA Funded Projects. Our integrated Staff have Port Authority experience in Airports, Bridges, Tunnels, Rails and Transportation Facilities.

As with all our projects, our team will strive to ensure that our efforts translate into fewer demands on your time, better decision-making, reduced risk and a much higher likelihood of on-time and on-budget delivery. HAKS is an **ISO 9001** Certified company for "Construction Management- Construction Inspection." **This means we have met and maintain a set of higher quality management system standards** that are based on a number of quality management principles, including a strong customer focus, the motivation and implication of top management, the process approach and continual improvement. Our firm has also won numerous industry awards, including the most recent **2014 American Council of Engineering Companies (ACEC) diamond (D) and platinum (P) awards** for; Reconstruction of the Hamilton Avenue Asphalt Plant (D), Construction of the 121st Police Precinct (D), Interstate 287, Exit 8 Interchange Reconstruction (P).

These awards are another example of our extremely high standard of excellence and recognition that we value and share with our clients.
In HAKS, the Port Authority can take comfort in that it has a partner that will share the prestige and recognition of our extremely high standard of excellence.

By integrating our inherent knowledge of transportation infrastructure construction with our disaster recovery and resiliency expertise, and leveraging our local CM and inspection service experience with PANYNJ, TBTA, NYCT, NYCDEP, LIRR, NYCDDC, NJTA, NJDEP, and other New York/New Jersey agencies, the HAKS team will optimize efficiencies in each of the scope of work areas; resulting in significant value-added benefits for Port Authority projects. This value add also includes in-depth understanding of the required level of cost segregation and documentation for FEMA funded projects.

Team Qualifications and Experience of the Staff

HAKS will only provide qualified construction management and on-site inspection teams with particular and prior experience in the respective Port Authority facilities. We will organize our staff accordingly to suit the Port Authority facilities inventory. Support services will be sub-divided into Aviation, Marine Terminals, Bridges and Tunnels, Rail, Building and Operations in an effort to effectively coordinate and direct the work of the respective contractors on each specific assignment through final completion. We have within the HAKS organization a well-experienced staff of over 580 full-time employees that include construction management/inspection professionals, engineers, architects, reviewers, estimators and schedulers that we will mobilize as needed to meet all the requirements of each assignment from the Authority. We will supplement the selected HAKS project team with support from our pool of specialty sub-consultants as needed.

The following chart summarizes HAKS Certifications

	Professional Engineers		ACI Concrete Construction Special Inspectors	ICC Certified as a Structural Steel and Bolting Inspectors	NACE Level 1 Coatings Certfified Inspector
	New York	New Jersey			
Number of Personnel	75	12	55	18	5

Qualifications of the Firm

HAKS is intimately familiar with Authority facilities, needs and level of service required, based on our past and current experience in providing these same construction management/inspection services to the Port Authority. HAKS has provided this type of service for Construction Inspection to the Port Authority under Contracts 405-03-021, 410-01-030, 410-04-007, 410-07-008 and based on our extensive experience with "on-call" contracts, we know that construction management projects require personnel who can think on their feet as part of a team working towards a common goal. They also require personnel who are willing to perform above and beyond what is expected to ensure the job gets done safely, correctly, within budget and on time. HAKS has demonstrated its capability to successfully manage this type of contract, and to assign experienced field personnel to project assignments from our vast pool of construction managers and inspectors.

Quality of Similar Services provided to Others

We have served as Construction Manager and Resident Engineering Inspection Consultant for on-call contracts for numerous other agencies including the New York State Department of Transportation, New Jersey Department of Transportation - Southern Region, New York City Department of Design and Construction, and Triborough Bridge and Tunnel Authority.

As one of the region's leading AEC firms, HAKS possesses term/on-call experience as evidenced by our continuing involvement in supporting numerous on-call programs, including multiple assignments for repeat clients. The range of resources available to HAKS has been instrumental in our ability to staff on-call task order assignments.
For many firms, task order and on-call contracts represent "side" work; however, these on-call contract opportunities are a perfect complement to the full range of services HAKS offers, and have therefore become a highly valued and core component of our business.

The following list of representative projects illustrates HAKS' experience and understanding in providing on-call services to governmental agencies and authorities:

Examples:

- **Port Authority Special Inspections Contract**- HAKS is providing on-call professional consultant services for Special and Monitoring Inspections for the multi-billion-dollar World Trade Center Construction (WTCC) and World Trade Center Redevelopment (WTCR) projects in New York City. The work is being done under a $10.5 million contract between HAKS and the Port Authority of New York and New Jersey
- **Port Authority Contracts 410-11-045**. HAKS filled over six positions during the course of these contracts: One Office Engineers/Civil Inspector at Stewart Airport, One Office Engineer at Howland Hook Marine Terminal. One Civil Field Inspector at the New Jersey Marine Terminal, One Senior Inspector at LaGuardia Airport and Two Fire Safety Engineers working out of Kennedy Airport and the Tech Center in Jersey City.
- **Port Authority Contract 410-07-008** HAKS filled eight positions: two fire protection engineers; one senior inspector; one administrative assistant; three office engineers and one assistant resident engineer.
- **Port Authority Contracts 410-01-030 and 410-04-007.** HAKS filled nine positions during the course of these contracts: two Office Engineers at the New York Marine Terminal, one Civil Field Inspector at the New Jersey Marine Terminal, two for the temporary PATH restoration and four Fire Safety Engineers working out of the Tech Center in Jersey City .
- **NYCSCA – Post Hurricane Sandy Emergency CM Services** P.S. 52. I.S. 2 P.S. 38, Staten Island, NY P.S. 61 & P.S. 112, Manhattan, N.Y. HAKS Immediately dispatched personnel within 2 hours to various facilities to support and remediate severe damage to schools in Staten Island and Manhattan.
- **NYCHA- Post Hurricane Sandy Emergency CM Services**- HAKS Immediately provided qualified personnel and provided CM services for over 90 City own buildings in Brooklyn and Staten Island. HAKS managed all mechanical, electrical and (MEP) work for installation of temporary boilers and generators. HAKS quick response to Hurricane Sandy returned power to all buildings within 3 weeks.
- **NYC Build it-Back Program**- HAKS was a major part of the team providing Disaster Recovery Monitoring and special inspection for the Build it Back Program, managed by the Mayor's Office of Housing Recovery Operations and supported with the program's $648 million in federal funding. HAKS Immediately deployed teams of inspectors and monitors to inspect construction and confirm compliance with plans and building codes and to meet city and federal funding requirements and guidelines for approximately 5,000 homes.
- **NYC Post –Hurricane Sandy Rapid Repairs Program**- HAKS responded quickly to the devastation Hurricane Sandy caused throughout New York City by providing building inspections, assessments and contractor monitoring services in support of the NYC Rapid Repairs
- **NYC Transit- Post Hurricane Sandy Emergency CM Services** at St. George Terminal. HAKS provided Construction services to repair existing damaged switches, cables and wiring of the existing interlocking area, which consisted of 17 switches and 12 operating tracks.
- **New York State Dept. of Transportation, Region 8 On-Call Contract No. D015487**. On this contract HAKS provided 21 positions. Of particular note is the initial request for eight inspectors that HAKS received on a Friday for a starting date the following Monday. We met this demanding request by drawing on our extensive personnel resources and working through the weekend to identify candidates, contact and assign them to the project.
- **TBTA On-Call Contract GFM-405A**. We were tasked with 41 assignments and successfully placed a total of 48 personnel, which included Resident Engineers, Hazardous Waste Specialists, NACE Certified Coatings Inspectors, Office Engineers and NICET Certified or equivalent field inspectors.
- **NYC Transit, Worldwide Inspection On-Call Contract # CMM 1432**. Contract stipulations state that HAKS is to provide ANST Certified inspectors and Professional Engineers within four days of receipt of request. Assignment locations unspecified. To date we have provided six inspectors for work locations in the states of Massachusetts, Georgia, Pennsylvania, New York, New Jersey and Washington. In one assignment we provided a Professional Engineer to establish fabrication and shop inspection protocols at a pre-stressed concrete plant in Seattle, Washington. This protocol is now the template for use by the other consultants working on this contract.

- **New Jersey Dept. of Transportation, Region South On-Call Contract #2005 BCE499F.** Requests for multiple inspectors have been received for three tasks. To date HAKS has successfully placed seven candidates on these tasks including Professional Engineers, asphalt paving inspectors and NACE certified painting inspectors.

HAKS professionals are among the region's most skilled construction managers, project control specialists, planners, designers, resident engineers and inspectors. With our variety of services, HAKS offers one stop shopping, working from our offices or as an extension of staff from the offices of our clients. HAKS early commitment to listen to client's requirements and to respond proactively has led to many long-term client relationships. Personal service, expert project management and quality management - while it is sometimes difficult to quantify the results of these three qualities in action, perhaps the statistic of which HAKS is most proud is our **90 percent rate of repeat business**.

In order to better prepare for this challenging contract, HAKS has reviewed the contents of the RFP Package and has also participated and attended various waterfront resiliency conferences including the 2014 Waterfront Conference - Rebuilding our Waterfront. HAKS along with sub consultants CB&I are deeply familiar with New York and New Jersey Resiliency Programs and will fully support the Port Authority resiliency goals by providing award-winning technical resources and the specialized expertise needed to properly restore, protect, and mitigate future damage to Port Authority assets along the New York and New Jersey coast line.

HAKS is aware that specific sites and scopes have yet to be determined by the Port Authority. HAKS along with our specialized sub consultants are well equipped to effectively provide construction management and inspection services at the following facilities and assets listed below which have been severely affected as the result of Hurricane Sandy.

Facility Legend:

1-Aviation	2- Ports & Terminals	3-Bridges & Tunnels	4- Rails & Transportation Facilities	5-WTC

Facility	Facility Locations and anticipated Sandy Related Reconstruction Projects Description
2	Port Newark – Transfer Bridge Reconstruction
1	Repair Pier damage at LaGuardia Airport Flooding at Airfield
1	Reconstruct Bridge wing walls at Newark Airport Protection of Street-Level Openings
1-5	Protection of Tunnel Portals and Internal Tunnel Sealing Hardening of Ventilation Plants
1-5	Hardening of Substations, Installation of water tight doors
1-5	Flood Mitigation in facility Yards,
3-5	Pumping Capacity Improvements
1-5	Right-of-Way Equipment Hardening
4	Internal Station Hardening
2	Flood Resiliency for Critical Bus Depots
1-5	Emergency Communications Enhancements
1-5	Flood Resiliency for Critical Support Facilities
5	World Trade Center – Resiliency Improvements
2	Port Authority Bus Terminal – Galvin Plaza Bus Annex

2	PATH – Ninth Street Crossover - Upgrades to power traction systems, signals, elevators, escalators, and other electrical devices at Path Stations
4	Air-Train – Howard Beach - Flood Mitigation & upgrades at facility Yards;
2	Port Authority Bus Terminal – Back-up Power
3	Protection of Tunnel Portals and Internal Tunnel Sealing @ Holland Tunnel-Pumping Capacity Improvements
4	Upgrades to power traction systems, signals, elevators, escalators, and other electrical devices at Path Stations
4	Moynihan/Penn Water Proofing & Hardening of Life Safety Systems, Electrical Power

THE HAKS TEAM

HAKS is pleased to present its team members and sub consultants:

- **Chicago Bridge & Iron Company, parent company to CB&I Government Solutions, Inc. (collectively, CB&I)** is one of the most complete providers of a wide range of services including design, engineering, construction management (CM) and inspections, construction, fabrication, maintenance, and environmental services; no project is too big for CB&I. With 125 years of experience and the expertise of approximately 55,000 employees, CB&I provides reliable solutions while maintaining a relentless focus on safety and an uncompromising standard of quality.
  CB&I has supported numerous New York and New Jersey agency clients with rehabilitating, upgrading, and constructing a wide range of critical infrastructure, transportation, and municipal facilities. To date, we have provided engineering, inspection, and CM services on over $2B worth of large infrastructure construction projects in New York and New Jersey. With five Metro area offices, CB&I is geographically well positioned and staffed to support Port Authority projects regardless of size or location.
  Having worked at over 150 ports, airports, and rail facilities around the world, including 60 in the U. S., a 30-year history of performing CM and inspection services in New York and New Jersey; and possessing unrivaled FEMA funded response and recovery program management expertise in New York and New Jersey, CB&I has the ideal combination of technical resources and specialized experience to provide the Port Authority with expert professional CM and inspection services for federally funded storm related resiliency projects.
- **A.G. Consulting Engineering, P.C.** is a certified DBE firm specializing in the design and construction management/inspection of mechanical and electrical for projects including, but not limited to, New Construction and Rehabilitation. A.G. will help to supplement our Inspection and Fire Protection staff. They bring a vast amount of experience working on projects associated with: Airports, Tunnels, Bridges, Terminals, Commercial Buildings, Railroads, and Ports.
- **Ellana, Inc.** is a certified DBE Cost Estimating firm. Ellana brings a varied amount of experience working on storm related projects for PANYNJ as well as other agencies such as NYCHA, NYCSCA, NYC Parks and Recreation, and New York City Health and Hospitals. They are well familiar with working on FEMA projects.
- **IH Engineers, P.C.** is a certified DBE firm. They will help to augment the inspection staff on our team. IH is familiar with both PANYNJ and Superstorm Sandy Restoration projects. We are currently working on our second consecutive Construction Management On-Call as a Prime for PANYNJ, currently working on Route 35 Sandy Reconstruction as a Prime from NJDOT, and recently completed repairs to the Superstorm Sandy damaged Route 35 Cheesequake Moveable Bridge as a Prime for NJDOT.
- **JLC Environmental Consultants, Inc.** is a certified DBE Environmental firm. JLC's recovery projects have ranged from inspection services to the management of the emergency response effort. Through our work during the recovery at Ground Zero after 9/11, as well as in the aftermath of both Hurricane Irene and Superstorm Sandy, JLC has demonstrated the expertise required to guide clients through the recovery process. In addition, JLC has successfully directed many emergency response projects and fast paced construction programs for municipalities, housing complexes and commercial and mixed use properties, working under strict deadlines.

D/M/WBE team members **A.G Consulting Engineers, Ellena, IH Engineers, JLC** will meet and exceed the mandatory goals while adding value and not just participation to the team.

THE RIGHT TEAM

Project Manager:

Leading our efforts will be **Project Manager Alberto Villaman, P.E**. Mr. Villaman has over 26 years of diverse experience on a wide range transportation and infrastructure projects bridge and highway projects, including thirteen years with NYSDOT in Region 11. He is the Project Executive on the current PANYNJ "As-Needed" contract for Expert Construction Management and Technical Services On Call-In Basis, 2011-2014. Among the major NYSDOT projects that he has managed is the Emergency Repairs along the Gowanus Expressway Viaduct (I-278), with a construction cost of $212 million .

Assistant Project Manger:

Mr. Eliecer J. Pertuz will assist Mr. Villaman in the day to day coordination required to get the job done on time and on budget. Mr. Pertuz has over 23 Years of experience in construction management, inspection, and supervision of similar on call contracts and currently manages all Port Authority construction services contracts. **Mr. Pertuz, will be available 24 hours a day, 7 days a week** to respond to all of the Authority's needs. Mr. Pertuz will be responsible for formally submitting all staff for Port Authority approval to carry out the work required. These people will be identified and made available immediately on emergency assignments, and within no more than 7 days of notification where time is not a factor.

Larry King, P.E., will serve as HAKS' **Quality Assurance and Safety Officer.** Mr. King has over 40 years of experience in both design and construction. He is authorized through the Occupational Safety and Health Administration (OSHA) to teach construction and general industry occupational safety and health standards and policy. As an OSHA Construction Outreach Trainer, Mr. King conducts regularly scheduled internal 10- and 30-hour construction industry outreach courses and issues completion cards to the attending HAKS employees. As an adjunct to his teaching duties, **Mr. King conducts independent quality assurance and field safety inspections** on HAKS managed sites where he draws on his many years of construction experience to target areas of concern typical to all construction projects, and to identify unsafe practices particular to individual projects.

Assistant Safety Manger:

Mr. Jan Brown will assist Mr. King in monitoring the day to day safety requirement to get the job done on time and on budget.

William Brennan, PE, CCM
Construction Manager/Resident Engineer

Mr. Brennan has a unique 40-year professional record of achievement having successfully delivered a host of complex and high profile Construction Management, Resident Engineering, and Inspection projects on time and within budget. He has demonstrated an ability to apply sound judgment, effective communication, and provide technically sound recommendations on critical issues relating to contractor performance, change order avoidance and scope growth. Mr. Brennan has led successful completion of major construction projects for the Port Authority, NYCDEP, MTA, LIRR, and other NYC agencies. He is retired as a Lieutenant Colonel US Army (Reserve) and was awarded the Bronze Star Medal while serving as Engineer Operations Officer of a Combat Engineer Brigade during Operations Desert Shield and Desert Storm.

Thomas Farrell, PE
Construction Manager/Resident Engineer

Mr. Farrell has over 40 years of experience in engineering and construction of major infrastructure and power projects. As a construction manager, he is responsible for overall construction management including all technical aspects, financial controls and schedule maintenance for assigned projects. Mr. Farrell currently serves as Construction Manager for the overall project team providing full-service construction management services to NYCDEP for construction of the Croton Water Treatment Plant in the Bronx. His overall experience leading this multi-discipline team has direct applicability to Tom's ability to manage a billion dollar program that is required to meet multiple deadlines and competing concerns that are not limited to the technical components of the construction contracts.

David Stahl, PE
Construction Manager/Resident Engineer

Mr. Stahl has over 20 years of experience in diverse design, construction and remediation projects. A licensed Professional Engineer in the State of New York, Mr. Stahl has provided critical construction management and oversight for various Hurricane Sandy recovery and resiliency projects and programs in New York including the North River Wastewater Treatment Plant rehabilitation project. Mr. Stahl mobilized and led an engineering assessment of Sandy related flood damage and prepared the repair protocol for all critical equipment. Additionally, Mr. Stahl developed an assessment scorecard for tracking all engineering assessments and repair by asset ID number and coordinated assessment and repair work with the facility's electrical contractor. All critical pumping was restored within 3 days after the storm and rehabilitation work is currently being completed. Mr. Stahl's CM and recovery/resiliency experience will bring significant value to this on-call contract.

Peter Burd, PE
Senior Engineer - Constructability Design Review

Mr. Burd has more than 30 years of direct experience as Project Manager, Construction Manager, Field Project Manager/Engineer and Resident Engineer on wide ranging transportation and infrastructure construction projects as well as environmental mitigation/remediation projects. He is a Professional Engineer licensed in both New York and New Jersey and has extensive experience managing large and complex on-call contracts for government agency and authority clients in both New York and New Jersey.

Walter Kipp Nelson, JD, MBA
Senior Consultant – Federal Grants Administration

Mr. Nelson has 20 years of consulting experience and is a renowned subject matter expert in FEMA –DHS OIG audits, procurement, grants administration, PA alternative procedures, emergency protective measures, expedited project worksheets (PWs), insurance, and arbitration/appeals. His diverse technical, management, and legal experience coupled with a successful track record of enhancing efficiency and effectiveness on major recovery programs will be a major asset to the HAKS team and benefit the Port Authority on this on-call contract.

CRITICAL ISSUES:

Port Authority projects such as Airports, Marine Terminals, Rails, Transportation, Bridges & Tunnels bring unique challenges and potential issues that, if not foreseen and dealt with properly, can hinder the project's progress and render unpredictable or unwanted results. The HAKS team will always be proactive rather than reactive and will use best management practices that focus on continuous improvement.

Our top priority is always to deliver a safe, budget-conscious and on-time project that exceeds the client's expectations. HAKS takes safety as the primary focus on all our projects and, as such, we have detailed a thorough and systematic safety plan that has proven successful in many of our high-profile projects, including the ongoing BB-45 and Gowanus Expressway Viaduct (1-278).

We have carefully studied similar Sandy-related Transportation Projects, reviewed Sandy-related Port Authority infrastructure damage reports, and attended various resiliency technical symposiums and conferences including the Metropolitan Waterfront Alliance's 2014 Waterfront Conference - Rebuilding our Waterfront. Our research and participation in these efforts, the HAKS team has identified key issues that are relevant and unique to Port Authority projects. Based on this research, we have identified and developed strategies for key issues that relate to the delivery of upcoming Port Authority Projects. We believe that the construction administration and inspection team must address the following issues to ensure successful completion of the project:

- ✓**Minimize potential problems during project construction**
- ✓**Establish a construction process that guarantees uninterrupted facility operation**
- ✓**Maintain records for reporting to federal agencies**
- ✓**Ensure safe and uninterrupted movement of traffic**
- ✓**Coordinate work with outside agencies and the public**

KEY ISSUE 1 - Minimize Potential Problems During Project Construction

The key to a thorough and effective constructability review is to identify obstacles before a project is actually built in order to reduce or prevent errors, delays, and cost overruns. If not properly addressed, these issues could result in change orders, claims, disputes and time extensions, all of which have a negative impact on the advancement of the work.

HAKS Team's Strategy to Constructability

Our approach starts with having key personnel such as our Project Manager, Resident and Assistance Resident Engineer engaged on construction issues from day one.
These key individuals have been identified for their experience, expertise, and success in delivering major capital improvement projects to a number of clients, particularly the Port Authority.
In addition to having key personnel engaged during the preconstruction phase, we have identified a ***"Constructability Review Support Team"*** that has many years of experience representing stakeholders at all the different areas of project management. Our constructability support team was strategically assembled based on its members' diverse construction backgrounds and ability to work together effectively. These individuals bring a fresh perspective to problem solving by identifying potential problems based on a collaborative effort that centers its efforts on different and unique key areas as indicated on the attached organization chart.

PROPOSED APPROACH

We have reviewed the Task of work described in the solicitation and we can state with confidence that the proposed HAKS Team has experience in every aspect of the work for Port Authority Sandy related projects and we will bring our specialized knowledge and experience to benefit the Port Authority. For each assignment, we will designate a Project Manager and a Resident Engineer who will be responsible for the day-to-day management of field activities. They will be assisted by project controls personnel, inspectors, and special services experts to augment the staff as needed. HAKS' goal is to have the project staffed at the required level by appropriately skilled personnel, as needed and when needed. There will be no idle personnel to pay for.

Because of the strength of the resource base within the HAKS Team, we can adjust quickly and flexibly to the project needs and Port Authority requirements. We manage projects by providing experienced personnel and effective reporting systems under a management program custom-tailored to the planning, organizing, directing, controlling and reporting requirements of the project. The recognition of specific project requirements determines how our systems will be applied, and which people will be selected to satisfy the job best. As Construction Managers, we will supply the expertise and labor that the Port Authority needs without adding permanent employment obligations and will work to effect the most practical and cost-efficient arrangement for the project.

The HAKS Team recognizes that our continued success depends on the full and effective use of qualified people. We will select our staff members for this assignment as much for their management ability and experience as for their construction-related technical expertise. Personnel decisions are based on job-related qualifications and performance.

In conjunction with the Port Authority, HAKS will develop specific procedures for each task order. These procedures will be customized to be consistent with the construction contract provisions. Our years of construction management experience and our proficiency in using state-of-the-art methods will be invaluable at this juncture. The procedures will be established and formally adopted to become the detailed governing guidelines for each aspect and phase of construction. Procedures will contain all project administration forms and will include specific direction and processes for the elements involved in schedule and budget control, progress reporting, inspection and field engineering, and any additional services required on the construction site, including support from our home office. The experience that HAKS and our sub-consultants have gained in managing on-call contracts specifically Sandy Related Projects has given us valuable insight into how best to provide the services required so that they are performed thoroughly, effectively, economically and to the highest possible level of quality.

TASK A. CONSTRUCTABILITY / BIDDABILITY AND GENERAL ENGINEERING REVIEW

1. Coordinate biddability and/or constructability reviews with the Authority's in-house or externally retained technical staff.

The HAKS team will perform constructability reviews, operational analyses, value engineering reviews, and design reviews geared to minimize costs and ultimately develop construction documents that avert adverse impacts to the Authority. Constraints to the construction process must be clearly identified within contract documents. Additionally, designs must be developed in a manner that permits construction operations to proceed within those constraints .

We utilize this combined infrastructure CM and disaster recovery and preparedness planning experience during design constructability reviews integrating lessons learned and industry Best Practices to ensure completed projects achieve resiliency and energy efficiency goals and meet New York/New Jersey regulations and codes.

As an example gained through this experience, we have developed a deep understanding of storm-related adverse impacts to infrastructure (e.g. salt water intrusions impacts on electrical equipment) that need to be addressed and mitigated in the design phase.
We will ensure these storm-related risk factors are thoroughly addressed during constructability reviews so Port Authority achieves the required degree of resiliency on its completed projects.

The HAKS team will mobilize immediately upon receipt of NTP and focus on a thorough review of the project documents prepared to-date for constructability, maintainability and claims avoidance. The Construction Industry Institute (CII) defines constructability as "the optimum use of construction knowledge and experience in planning, design, and procurement and field operations to achieve the overall project objectives." The basis of this concept is that experienced construction personnel need to be involved with the project from the earliest stages to check that the construction focus and their experience can properly influence the owners, planners, and designer, as well as material suppliers. Constructability input is intended to supplement and enhance the design effort to check the final design is the most complete, cost-effective and constructible product possible.

The HAKS team's goal is to produce high-quality, cost-effective design documents that can be reasonably constructed in the field without unnecessary cost or project delays, and without sacrificing quality. We will develop a partnering atmosphere with the design team, the Port Authority and all other players involved in the project. Communication is the key to this effort. Through this partnership we will work with the design team to develop clearly defined constructible documents. Reviews will be performed by a team of individuals with extensive field experience, as well as a clear understanding of the project's goals, the constraints of the project site, and the concerns of the surrounding communities and the various regulatory agencies involved in the project.

The HAKS team will advise the Port Authority on a variety of issues, such as construction feasibility and practicality, selection and availability of materials, availability of required labor, time requirements for procurement and construction activities, construction procedures, selection of systems and components, site use and claims avoidance. These reviews will include an assessment of drawings, specifications and engineering calculations that enable us to provide advice on construction methods, materials and equipment requirements and availability, subcontractor availability, cost schedule, claims avoidance and safety. Constructability reviews will assess how each project can be built economically within given site constraints and market conditions in addition to ensuring efficient contract sequencing and the preparation of biddable construction packages. This will be particularly important when complicated staging and phasing of construction is required. Since most construction claims emerge from incomplete, ambiguous or unworkable contract documents, early constructability reviews and technical coordination help to clarify ambiguities, and help protect the Authority's interests.

The HAKS team has the skill to review the latest drawings, specifications, project schedule and other supporting documents for all selected projects and provide Constructability and Biddability (C&B) comments. HAKS has the recent experience of performing Construction Inspection on the Brooklyn Battery Tunnel Project BB-45 including the restoration activities performed in the aftermath of Hurricane Sandy;, therefore, our team of experts is already aware of the key structural, mechanical and electrical elements in the tunnel tubes . This experience will add value to the review process which will benefit the Port Authority by addressing potential issues in the design stage and avoid costly design changes after the bid letting. The HAKS Team will review the locations and conditions of the existing site and use their knowledge from the Brooklyn Battery Tunnel and similar Sandy Related projects listed above to compare them to the contract plans and identify any discrepancies in a location or condition.
Prior to the C&B review HAKS will submit to the Engineer a proposed review methodology and resumes of the personnel who will do the review. The personnel used for the review will have experience in both design and construction on projects facilities of similar size and complexity and have experience in constructability reviews.

2. Provide business analysis services, as required to identify owner's project requirements and define/document project scope.

The HAKS team will Develop and implement a project management plan to include project scope, schedule and budget for all selected projects consistent with the Port Authority project management mythology to be defined as project are identified. The Team will prepare a comprehensive Construction Management Plan for the project. We recommend that the Plan be prepared in accordance with the Federal Transit Administration's (FTA) "Project and Construction Management Guidelines.

The Plan will contain comprehensive information to help control, direct, coordinate, and evaluate cost, time, and quality in the administration and contractual agreements relating to each aspect of the program. The plan will include a definition of the program, the individual projects, project objectives, work statements, organization, duties, staffing, and written procedures.

The Construction Management Plan will establish the rules and procedures for program and project administration, identify organizational and reporting relationships between responsible parties, and provide guidelines for orderly interaction. Finally, the Construction Management Plan will define control mechanisms, decision-making processes, and systems for measuring.

Organization of the Construction Management Plan as a roadmap to project information, organization, processes and procedures helps insure the longevity of the information. We have found that a short description of program elements with reference to the source documents is an efficient way to assure the latest revision of program elements is implemented. This also serves to facilitate maintenance of the documents and limits the need for updates. The Construction Management Plan will be placed under version control in the project's configuration management system. The plan will include a general overview of the project's purpose and need, clear milestones and deliverables, and proven project controls that will track performance against established baselines. The Construction Management Plan outline below was recently used on a similar program:

The Project Construction Management Plan outline will be created to conform to FTA requirements and to fit the requirements of each unique project performed under this contract. The HAKS team recognizes the importance of timely and definitive decision making in keeping on-call projects on pace. We will include an element in the Organization and Staffing section of the PMP that describes decision rights and identifies the types of decisions that will need to be made. The PMP will assign the authority and responsibility for those decisions to the appropriate organizational element. This process will assure that decisions are made at the lowest appropriate level, and that they are enduring.

Procedures will be developed to define and control project management activities. Procedures will be developed in accordance with existing Authority Project Management guidelines. In recognition of the importance of maintaining project momentum, procedures will be designed for speed while maintaining control. Only process-essential tasks will be on the primary (critical) path. Control, audit, and failure tasks will be performed on a parallel path and will not lengthen the primary processing time. All procedures will be designed and analyzed to assure that they enhance rather than impede performance.

During the course of the program we will identify and discuss the fundamental principles and innovative techniques that are available to efficiently manage capital projects and programs. These techniques include but are not limited to: capital program management procedures, business case analysis components and methods, and cost-effective capital project execution methodologies. This methodology will also identify techniques for the planning and implementing capital projects and programs. Program development and management, as well as individual project implementation should be studied in accordance with the following management components: Building a Program—identifies best practice fundamentals for ascertaining projects and assembling a prioritized program to meet the Authority's requirements, including the appropriate components of a business case for capital investments.

Implementing Projects—recommend best practice fundamentals for delivering individual and coordinated projects. Recommend innovative techniques for planning and implementing projects. Recommend and evaluate alternative delivery methods and consider the merits of each.

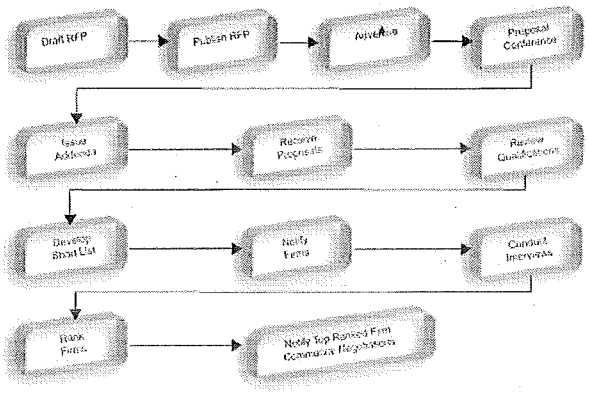
Managing a Program—identifies the best practice fundamentals for management and implementation of a program

3. Coordinate project team alignment and team-building activities.

HAKS will develop a partnering atmosphere with all stakeholders involved in the project. Communication is the key to this effort. Through this partnership we will work to develop project teams that are only focused on the project at hand and working cooperatively with each other. HAKS emphasizes and promotes the principles of partnering throughout the construction phase by implementing a formal process of feedback, evaluation, and improvement. We will organize, coordinate, and participate in partnering workshops with key representatives from the Authority, contractors, utility companies, and other key stakeholders, if required.

Initial activities are critical so that the entire project team is brought together and establishes a cooperative approach to attaining project objectives.

4. Assist in the preparation of Requests for Proposals (RFP's) for the performance of expert professional architectural and engineering services.



Advertise, Communicate and Issue the RFQ/RFP

- Advertise – Scope, services and RFQ/RFP requirements
  - References
  - Newspaper – website – local industry associations
  - Vendor registration
- Define Procurement Milestones
- Establish method for submittal and responding to questions
- Issue required addenda
- Receive and Distribute Issue the RFQ/RFPs to the Selection Committee
- Confirm issuance of short list and interview dates

Evaluation and Award

- Conduct selection committee review
  - Evaluate on qualifications, not proposed fee
  - Carefully evaluate qualifications and references
  - Rank and develop the short list
- Publish short list and schedule interviews
  - Require project team members to be present
  - Get a feel for their style and best fit
  - Tabulate ranking and publish final recommendation
- Obtain authority to negotiate

Negotiations and Contract

- Start negotiations with No.1 ranked
  - If negotiations are not successful within a reasonable time, formally conclude and move on to the next ranked
- Refine scope of services with selected firm
  - Reconcile fees, scope, budget and schedule
- Keep the contract as direct and simple as possible
  - Consider using industry acceptable templates
  - Identify key PM staff and contacts
  - Protect the Authority's interests
- Execute the contract

5. Coordinate project related risk analysis and management activities.

The purpose of risk management is to identify threats to project success and to mitigate or eliminate negative impacts to the project. Analysis of the risks also identifies opportunities that should be pursued to provide additional benefit to the project or the organization as a whole. The scope of risks to be considered includes technical, management, solicitation and contracting, performance, budget, resources, political, natural disasters, security, etc.
Not all risks can be eliminated, but mitigation and contingency plans can be developed to lessen their impact if they occur.

Risk management is an integral part of program management on any project. Risk management processes are utilized from project initiation through development, maintenance and operations, and end only when the project/ system is shutdown or retired. Risk is the combination of likelihood and magnitude of undesirable outcomes; the corollary to risk is opportunity, which is the combination of likelihood and magnitude of desirable outcomes. The HAKS team will develop a systematic process to manage such risks and opportunities, hereafter collectively termed risks and discussed in risk terms (although opportunities are also implied). Our approach to developing a systematic risk management process for the project and its component projects is to identify, characterize, evaluate, and manage risks in each stage of design, construction, and operation. Our approach to managing risk essentially involves addressing the following five basic questions:

What Could Go Wrong?

Things that could go wrong may be defined in terms of various scenarios. Major causes of things going wrong include, for example, significant deviations from assumed baseline conditions, equipment failure/malfunction, operator error that causes an accident, and the occurrence of extreme events ("hazards") not considered in the design/planning stages. It is important to identify a relatively comprehensive and non-overlapping set of such potential problems. Typically we do this in a structured way through facilitated interviews / workshops, after first establishing the relevant project performance measures and the process for completing the project (planning, construction and subsequent operation). Typical performance measures include worker and public safety, environmental impact, property damage to existing facilities, and impact to program cost and schedule.

How Badly Can it Go Wrong?

The magnitude of the consequences (vis-à-vis the performance measures) if the problem occurs defines that problem's severity. These consequences may be uncertain, ranging from minor to catastrophic. We assess these "conditional" consequences (including significant uncertainties) for each potential problem in a structured way through facilitated interviews / workshops, based on data and expert opinion, correcting for any assessment biases. It will be necessary to recognize and appropriately consider possible dependencies among outcomes, either among different types of outcomes for one problem or among different problems.

What Are the Chances of it Going Wrong?

The likelihood of each potential problem, as defined by its severity, will also be assessed in a structured way through facilitated interviews/workshops, based on data and expert opinion, correcting for any assessment biases. Obviously, the likelihood of more severe events is typically less than for less severe events. Again, it will be necessary to recognize and appropriately consider possible dependencies among the occurrences of different problems.

How Significant Are the Risks?

The significance of the various potential problems can be evaluated in terms of their "expected value" outcome or the product of the likelihood of the problem occurrence and the expected value of consequences if it does occur. For example, potential problems that are unlikely to occur and only have minor consequences if they do occur are clearly insignificant, whereas potential problems that are likely to occur and have major consequences if they do occur are significant. When different types of outcomes are considered, then "tradeoffs" among those various outcomes must be established in order to combine them into a single measure. Such tradeoffs are policy rather than technical issues and must be established by management, for example by facilitated interviews / workshops. The potential problems can be categorized and ranked in terms of their expected values. For planning and budgeting purposes, probability distributions can also be developed to display the uncertainty in various project performance measures (e.g., program schedule and costs) due to all potential problems.

What Should We Do About the Risks?

Risks can be reduced, generally at some cost, in various ways, which can be categorized as some combination of the following:

Prevention: Reduce the probability of a potential problem occurring. Examples: additional geotechnical investigations regarding subsurface conditions (to reduce the chance of surprises), increased margin of design safety (to reduce the chance of failure), use of more reliable equipment (to reduce the chance of breakdowns), and expanded personnel training (to reduce operator errors).

Mitigation: Reduce the severity of consequences of a problem if it does occur. Examples: improved emergency response planning (to reduce health impacts), additional protection to existing facilities (to reduce vulnerability to subsidence), and buying additional insurance (to transfer the risk to another party).

The cost effectiveness of each feasible risk reduction option (including no action) can be assessed and used to objectively determine which option should be adopted. The cost of implementing each measure, and its impacts on risk (reducing the likelihood and/or consequences of particular potential problems) if it is implemented, will be assessed in a structured way through facilitated interviews / workshops, based on data and expert opinion, correcting for any assessment biases. It will be necessary to recognize and consider how combinations of risk reduction measures will perform, e.g., typically two measures that address the same risk will not have the same benefit as the sum of the benefits of either acting alone. For planning and budgetary purposes, the residual risks (for a particular risk reduction program) can be assessed in the same way as before. In order to facilitate the risk management process, a Risk Register will be developed and maintained throughout the project. The Risk Register will:

- Document the various risks (i.e., the potential problem) and keep the risk characteristics (i.e., likelihood and consequences of occurrence) up-to-date, based on current information (including the results of risk reduction activities)
- Present a current evaluation of the significance of each potential problem and the associated ranking of each potential problem
- Present plans for managing each risk (which may be simply acceptance for relatively insignificant risks) and the current status of those plans
- Present a current prioritization of all remaining risk management activities (based on the significance of the risks they address and how well they address them).

Risk Identification

HAKS will hold structured, facilitated workshops periodically throughout the project (typically at key design and construction milestones) in which risks will be identified and quantified. Optionally, probability distributions for ultimate project cost and schedule, as well as other performance measures, can be developed. The results of these workshops will be documented in a Risk Register, and will generate prioritized risk lists.

Risk Management Plan

A risk management plan will be developed, consistent with the approach described in this proposal, defining roles and responsibilities and a detailed procedure for identifying and managing project risks.

Risk Mitigation

Risk mitigation strategies will be developed to address each of the most significant risks identified. HAKS will document these strategies in the Risk Register and regularly monitor and report on progress implementing these strategies.

6. Prepare presentations, documents and conduct presentation.

HAKS will prepare presentations and documents and conduct presentations to assist the Port Authority with Project Initiation services for this assignment.

7. Coordinate and monitor shop drawing review process and respond to contractor's Request for Information (RFI's).

HAKS will establish and implement procedures and coordinate and review shop drawing submittals, Requests for Information, samples, product data, change orders, payment requests, material delivery dates and other procedures; and maintain logs, files and other necessary documentation. We will log in all submittals with the date received, the number of copies received, distribution list, the return date from reviewers, and the status (such as approved, approved with comments, resubmit, or rejected). The appropriate design consultant will have the responsibility for approval.

We will expedite any question raised by the contractor in connection with the contract drawings, maintaining continuous communication, and acting as liaison with the contractor, architects/engineers, and the Authority. Our work will coordinate, expedite, and distribute the preparation of composite and/or coordination drawings by others and resolve disputes, inconsistencies or conflict among various trades performing the work. As per the construction documents provided, we will coordinate and direct information to the architects/engineers when unexpected field conditions are encountered.
We will assist the architects/engineers with technical clarification as needed and issuing construction change directives, change orders, etc. We will review and approve CPM schedules, staging plans, erection plans, and related project matters.

An aggressive submittal program for this project will be an important part of the success of each project. HAKS recognizes the significance that the submittal process can have on the overall project. Its importance to the contractor, design team, owner and construction manager has been clearly demonstrated on other projects. The submittal process invariably is identified as a top issue of concern.
Most project management software allows the creation of a submittal log with relative ease. We intend to take advantage of an electronic process to create the most efficient submittal process possible. In it, submittals and submittal packages can be added as needed. HAKS will be thoroughly familiar with the Authority's contract documents as they relate to submittals. They will be reviewed against the plans and specifications and any corrections will be recorded and reported appropriately. A submittal schedule will be incorporated into the Master Schedule so that all design professionals can predict when submittal reviews will be required and therefore any periods of high volume can be mitigated in advance. The submittal log will be established during the start-up phase of the project. All submittals and shop drawings will be reviewed by HAKS prior to being transmitted to the design team and will bear a written statement by HAKS that the submittals and shop drawings are consistent with the Contract Documents. Any submittals or shop drawings submitted without this approval will be returned. Additionally, HAKS proposes that a weekly meeting occur to work through all critical submittals so that they are resolved by the meeting's end.

HAKS will include with each submittal and shop drawing, a letter indicating all deviations from the design team's drawings and specifications. It will be HAKS's obligation and responsibility to check all of its submittals and shop drawings and to be fully responsible for them and for coordination with connecting work. By reviewing or transmitting submittals and/or shop drawings, HAKS represents that it has determined and verified material and product availability, field measurements, field construction criteria, catalog numbers and similar data, or will do so, and that it has checked and coordinated each submittal and/or shop drawing with the requirements of the work and of the Construction Documents. If any specified material item or part is not available, HAKS will so indicate to the design team. The design team will review and approve submittals and shop drawings and return them to HAKS within a previously agreed to timeframe. If the review and approval are delayed beyond the agreed to timeframe, the design team will notify HAKS and the Authority in writing stating the reason for the delay.

If the design team returns a submittal or shop drawing to HAKS with the notation "rejected", "revise and retransmit", or "approved as noted", HAKS so as not to delay the work, will promptly transmit a submittal or shop drawing conforming to the requirements of the Construction Documents and indicating in writing on the submittal or shop drawing and on the transmittal what portions have been altered to meet with the approval of the design team. Any other differences between the resubmittal and the prior submittal will also be indicated on the shop drawing and on the resubmittal as a special note.

Fabrication of work will not commence until HAKS has received written approval. HAKS will furnish prints of approved submittals and shop drawings to all the contractors whose work is in any way related to the work. It should be emphasized that it is everyone's responsibility to review each and every submittal for conformance to the contract design documents. The contractor must provide a quality submittal or it should be immediately returned indicating that any further delay may result in a delay of schedule. The Construction Manager should provide a thorough review of each submittal color coding their comments on the submittal so the design team knows that this process is a team effort. The design team should also color code their comments and return the submittal within the agreed upon maximum time which should never exceed a ten working day period. This team effort will provide the contractor with a coordinated effort that will expedite the final completion of the submittal, and in turn, maintain the schedule.

TASK B CONTRUCTION STAGING: Logistics is the art and science of defining and managing the procurement, maintenance, and transportation of material, equipment, and personnel—that is, management of the details in support of the construction activities. Logistics starts at the onset of the project and, properly developed, assists in the planning and design of the project. HAKS will develop logistics plans addressing each project's requirements for control of material, traffic, site security, utility services, facilities, safety and construction staging. This logistics planning will coordinate all of the work in and around construction zones so as to mitigate impact on patrons and surrounding communities and provide the most expeditious construction progress.

Control of the project and the ability to manage the construction process in densely populated urban areas over a period of years is an ambitious and challenging endeavor. There will be multiple contractors, numerous mobilizations and work sites, large volumes of material, and significant labor force utilization, construction traffic and activity. Development of a sophisticated and usable logistics plan will be a key element in properly managing project assignments, and the plan should be developed as project design develops.

HAKS is uniquely qualified to manage development of the logistics plan for Port Authority projects. Our unique combination of relevant experience, public and private sector exposure, previous and current participation in large, complex, and highly visible projects and dedication to excellence, will provide the Authority with all of the tools needed to complete each project safely, on time and within budget.

Safety and Maintenance and Protection of Traffic (MPT). HAKS understands the challenges posed by construction on heavily traveled transportation facilities, and the need for effective MPT. **We place the highest priority on achieving a safe working environment, both for the traveling public and for all personnel working at project sites.** It cannot be repeated often enough that safety is of primary concern on every construction project. However, unless the consultant is ever vigilant, it might be taken for granted on "on-call" assignments. We are aware of this and will never be complacent about safety. Our field personnel are ever mindful that the smallest and largest tasks alike require the same high level of safety concern, inspection and enforcement.

We regard safety as the most critical element on any construction site, and our field staff focuses on maintenance and protection of traffic, public and worker safety every day. Before any work begins we will make sure that the contractor submits a **health and safety plan** that gives due consideration to the specific site conditions and ensures that contractor personnel are OSHA trained. Once the work starts, we will make sure that the contractor implements the plan and safety procedures. We will recommend to the Department a no-tolerance safety policy, and will report any offenses found, detailing the circumstances and responses as related to the contractor's operations. Our Quality Assurance inspections typically include tailgate talks for continued safety education. As noted above, HAKS has its own in-house, certified OSHA trainer in Safety Officer Lawrence King, P.E., who will make sure everyone assigned to this project has the 10-hour OSHA safety course.

TASK C SCHEDULE DEVELOPMENT AND MONITORING .

Assist Authority staff in the scheduling and implementation of selected projects.

HAKS understands that the Port Authority continues to strive for an aggressive and ambitious schedule for completion of selected projects under this contract. The Team will work efficiently with the Port Authority to evaluate and develop a project control system that utilizes best practices, lessons learned and proven technology to best fit the needs of each individual contract/project. We believe that schedule component of the overall system is the backbone for the program and the tool that allows the team to drive it to successful completion. The HAKS Team will perform the following Scheduling Development and Monitoring Services:

- Develop detailed construction schedules for individual contracts. The schedules shall identify the critical path and address staging, project interferences, facility operational restraints and other requirements. Schedules shall be updated on a continuous basis, beginning at the receipt of bids. When problems are identified that impact the schedule, the Consultant shall recommend alternative solutions to minimize or eliminate any negative impact on the schedule.
- Review contractors' schedules as received, for consistency with contract requirements and appropriateness, provide comments and recommend schedules for approval or disapproval, as appropriate, giving reasons therefor. Provide regular monitoring of contractor schedules as construction progresses. Where contractor performance is not in conformance with contract schedule requirements, recommend methods to accelerate the contractor's work to meet schedule requirements.

We will review what has already been developed by the Port Authority and quickly enhance it appropriately for overall system integration. Our approach will be in full coordination with the Port Authority to ensure consensus with all parties involved for the tools, methodology, reporting requirements and other factors. We are well-versed in the most current schedule software and will suggest the full integration of Primavera's Enterprise Suite for schedule, cost and document control. We will utilize the schedule for:

- Improving Efficiency—by coordinating activity on the project site to verify that the proper work sequence is observed, while maximizing the activities being accomplished in all available areas.
- Logistics Planning—by assigning both manpower and material values to all scheduled activities, we will forecast manpower loading levels, material storage and staging area requirements throughout the duration of the project, and establish an appropriate plan to manage the workforce on the project site.
- Financial Planning—by assigning budgeted cost values to the individual schedule activities, we forecast the anticipated installed value of the project across the duration of the construction effort. This "cash flow" projection will be utilized not only to plan anticipated expenditures, but by evaluation of the overall project requirements, certain components of the work may be deferrable until later in the project, without impact on the overall completion schedule. The cash flow will form the basis of other analyses.
- Progress Monitoring & Contingency Plan—by continuous monitoring of the actual progress of the project against the planned schedule, variances is identified early when corrective action can be implemented. Where especially aggressive approaches are planned in the project schedule, back-up or contingency plans and schedules will be prepared for implementation, if required. The schedule will be developed as an all-inclusive document which addresses the activities of all the members and participants involved in the program. It is not solely a construction schedule but rather an integrated network of responsibilities and actions required to fully achieve the project requirements through all phases. The design team(s) will establish the activities, durations and interrelated logic required for design preparation, evaluation of alternatives, obtaining approvals and development of the final drawings. These network components will be evaluated and compared to the time parameters established when setting the objectives program-wide .

Our monthly analysis of the construction contractor will focus on:

- Early identification of baseline variances
- Knowledge of schedule health
- Tracking of project milestones and critical driving paths.
- Our Monthly schedule reviews will be implemented to determine:
- If the schedule depicts a realistic time timeframe for completion
- If sufficient detail is provided]\
- If logical progression and sequencing is reflected in the schedule
- If resource loading is accurate and attainable
- If omission of critical work activities is present
- Monthly Program Deliverables:
- Critical Path Analysis
- Summary bar chart Schedules

If required, alternate corrective action plan work-arounds for the contractor to re-gain schedule losses
Schedule updates will be monitored on a monthly basis and appropriate steps will be taken to help ensure timely completion of the project. We will review the monthly schedule updates for accuracy and schedule logic. Activity durations, percent complete, start dates and completion dates will be verified. HAKS will also pay close attention to the language chosen for the schedule update narratives to help ensure that it presents an objective account of the reasons for any delays, claims, or other potentially controversial issues.

- In the event that significant delays develop during the job, with resultant delay and recovery claims from the Contractor and liquidated damage/time extension issues, we take the lead in performing detailed delay analysis and assist in developing the Port Authority's position and response.

Ensure that selected projects are staffed and started as planned.

As appropriate, the HAKS team will maintain a competent full-time staff at each project site for the purpose of coordinating and providing general direction for the work and progress of the contractors. We will observe that the materials and equipment being incorporated into the work are handled, stored and installed properly and adequately and are in compliance with the contract documents for each project.

The HAKS team will report to the Authority regarding the status of such activity. We will endeavor to guard against defects and deficiencies and will advise the Authority of deviations, defects or deficiencies the HAKS observes in the work. HAKS observation duties will include reasonable diligence to discover work that is not in compliance with the contract documents. We will review contractor's recommendations for corrective action on observed nonconforming work. The HAKS team will make recommendations to the Authority in instances where we observe work that, in our opinion, is defective or not in conformance with the contract documents. The HAKS team will observe the contractor's work to verify that all authorized changes are properly incorporated in the project and we will report to the Authority regarding the status of such activity and provide a written record of the same.
The HAKS team will keep a daily log containing a record of weather, the contractors working on the site, number of workers, work accomplished, problems encountered, and other relevant data or such additional data as the Authority may require.

Update program level schedules.

The HAKS team will develop and implement a Schedule for each selected project and will regularly update and maintain the Schedule incorporating the activities of contractors on each project, including activity sequences and durations, allocation of labor and materials, processing of shop drawings, product data and samples, and delivery of products requiring long lead time procurement. The Schedule will include the Port Authority's occupancy requirements showing portions of a project having occupancy priority. The HAKS team will update, reissue and distribute the Schedule as required to show current conditions and revisions required by the actual experience. We will prepare and distribute the updates to the Schedule on a monthly basis to maintain the Schedule. After an evaluation of the actual progress as observed by the HAKS team, scheduled activities will be assigned percentage-complete values. The report will reflect actual progress as compared to scheduled progress and note any variances. We will identify problems encountered in accomplishing the work and recommend appropriate action to the Port Authority to resolve these problems with a minimum effect on the timely completion of the contract/project.

TASK D QUALITY ASSURANCE INSPECTIONS:

Field Inspection:

For every project assignment from the Authority, HAKS will assign expert professional construction managers and certified inspectors with the experience, knowledge, and judgment required that will produce the highest level of construction inspection, which will assure the work is done in accordance with contract plans and specifications, and the resulting end product is of the highest quality. Our inspectors will prepare for the work by studying and becoming thoroughly familiar with the contract drawings, specifications, approved submittals, required certifications and testing requirements. We will inspect all work performed, and coordinate with the contractor to assure coverage of every operation, at whatever time and to whatever extent required. We will see that our staff is completely familiar with the Authority's procedures and guidelines as well as all project specific critical issues. HAKS will ensure that the materials furnished and the work performed by the contractor conforms to the contract plans and specifications. We will make sure that work progresses on schedule and within budget. HAKS will identify potential problems in the schedule or budget and make recommendations to resolve conflicts. Any discrepancies not immediately resolved will be brought to the attention of the contractor and Port Authority management. We will document all inspections by completing daily reports and diary entries, and we will maintain all inspection records, outside inspections, meeting minutes, correspondence and reports. Included in our records will be a list of deficiencies and omissions, and corrective actions, as well as drawings of our own that will be used to verify the contractor's as-built plans.

Availability of qualified personnel on short/immediate notice for the contract duration

We understand that many assignments may be of short duration. We have the depth of inspector resources to meet such assignments, and have done so many times in the past. Inspectors are assigned with the aid of a computerized "Employee Matrix" database of all of our inspectors, which contains all active projects, personnel assigned, and each inspector's experience, skills, licenses/certifications/training and availability. This information gives us the flexibility to quickly identify qualified candidates and availability, and to fulfill any assignments from the Port Authority, even on short notice. In addition, our **key personnel** are not only highly experienced in construction, but in on-call assignments as well. They will bring to the task the kind of knowledge and experience that will assure quality construction carried out in accordance with the plans and specifications, and completion on time and within budget.

The HAKS team will provide civil, structural, mechanical, electrical, special inspections, and environmental inspection services, as needed, to ensure conformance to all construction contract requirements by the contractors involved.

These services shall include but not be limited to, monitoring the contractor's conformance to contract requirements, to conformance with safety requirements (including maintenance and protection of traffic), and to quality construction standards.

Quality Assurance/Quality Control - Inherent in the way the HAKS Team conducts business is ensuring the quality of construction through a rigid application of quality assurance plans and quality control procedures developed on a project-specific basis. These will then guide the HAKS staff, which provides the first line of defense for QA/QC in the field. Our Project Manager will regularly review the implementation, status and adequacy of the QA plan.

HAKS management will review and audit the QA program and its applications to assure that it is functioning properly and producing the intended quality results. These audits will check into procedures, record keeping, review of work, identification of conditions adverse to quality and corrective actions, construction documents and standards, changes, as-built records, control of purchases, construction process controls and inspection controls. Adjustments will be made immediately to correct any deficiencies found. **In addition, Lawrence King, in-house quality assurance officer (QAO) for HAKS, will provide independent quality audits of all work on a regular basis**.

Management Review and Audit. The QAO shall regularly review the adequacy of the quality program, and implement necessary program additions or changes. This review may be accomplished by:

- Review of project reports.
- Discussions with project and client personnel.
- Formal audit by an independent audit team.

Formal audits shall include an evaluation of quality assurance practices, procedures, and instructions; the effectiveness of implementation; and conformance with policy directives. In addition, the audits shall include evaluation of work areas, activities, processes and items, and review of documents and records.

The QAO shall define the scope of the audit and select an audit team experienced in auditing techniques, competent in the technical areas to be evaluated, and independent of project responsibilities. Mr. King will see that the audit is planned and carried out in accordance with written audit procedures or checklists, and the results will be reported back to him, who is responsible for initiating and evaluating corrective action.

Inspection planning shall include:

- Production/inspection sequencing and identification of mandatory hold points.
- Inspection procedure, personnel qualification and equipment requirements.
- Scheduling inspector training and certification.
- Identifying inspection and testing to be subcontracted.
- Scheduling inspections and tests.
- Identifying individuals authorized to request and to approve inspections and tests.

Inspection Procedures. The QAO shall prepare inspection procedures that establish:

- Characteristics to be inspected.
- Inspection methods.
- Acceptance and rejection criteria.
- Methods for recording inspection results.
- Special preparation, cleaning, or measuring devices.

Inspection Records. Inspection and testing records shall be identified, collected and indexed to assure retrieval. The records shall include the results of reviews, inspections, tests, and audits, monitoring of work performance, materials analyses, and inspection logs. The records shall also include, as appropriate, closely related data such as qualifications of personnel, procedures, and equipment. Inspection and test records shall, at a minimum, identify the date of inspection or test, the inspector or data recorder, the type of observation, the results, the acceptability, and the action taken in connection with any deficiencies noted.

Required records shall be legible, identifiable, and retrievable. They shall be reviewed to assure legibility and completeness. The records shall be suitably protected against fire, theft, and damage.

The QAO shall identify, collect, review, index, maintain and arrange for the transfer of inspection records to the Port Authority, which may be done periodically during the project and at the end of the project. The Project Manager shall obtain the specific consent of the Port Authority prior to the destruction of any inspection records.

Corrective Action for Conditions Adverse to Quality. Conditions adverse to quality may be identified by a number of techniques:

- Audits of HAKS by the Port Authority.
- Internal HAKS audits.
- Audits of suppliers by HAKS.
- Project reports.
- QAO review of projects.
- Discrepancy Reports.

Each of these techniques has a mechanism to correct the condition found to be adverse to quality; for example, the audit technique has the audit report and response to the audit report mechanism; the project report and the QAO review result in management action; and the discrepancy report has the disposition mechanism.

Significant Conditions Adverse to Quality. These conditions are those that extend beyond a single condition or item. A significant condition adverse to quality must be generic in nature to a large number of items, or a deficiency in the quality program. Each condition adverse to quality shall be analysed to see if it represents a significant adverse quality condition. The individual making the disposition of the condition shall perform this analysis. The QAO shall perform an analysis to determine if there are any broad programmatic problem areas or if any negative trends are detectable. This analysis shall be performed at least semi-annually, as part of the management review.

TASK E. CONTRACT ADMINISTRATION

1. Manage the implementation of the project management plans and the work performed by all of the program and/or project members.

One of the crucial lessons HAKS has learned in starting up major projects/programs is that the first months are the most critical time-frame for maximizing program success. During this period, all of the management procedures and systems must be put in place to establish a design and construction process that runs smoothly. It is also during this time that the master program schedule will be finalized, and estimates and budgets are validated. HAKS will manage the implementation of its project management plan so that it is used as an effective tool to help guide the program. HAKS will coordinate and monitor the work performed by all its team members and that the work is performed in accordance with the drawings, specifications and contract documents.

2. Conduct meetings (including project kick-off and progress meetings) with the project team, record all minutes, distribute for review and revise as necessary.

In order to enhance communications among the project team members we will, during the course of the project, schedule regular meetings to review progress and to report on the estimated cost status of the project. We will prepare agendas and minutes of these meetings. We will highlight areas where information is lacking and advise on the completeness of the information received to date. Meetings will be held weekly. Project progress meetings will continue throughout the duration of the project, so that all parties will be informed of job progress costs issues, information missing and decisions required.

3. Manage preparation of study reports, construction cost estimates and preliminary and final contract documents.

HAKS will manage and prepare various reports, estimates and preliminary and final contract documents for this contract. We will review the preliminary planning cost estimates and the basis for any assumptions that were utilized in the preparation of those estimates. We will then proceed with developing an independent estimate, comparing it to previous estimates, reconciling any variations. This effort will then be reviewed with the Authority, with the outcome being a validated cost estimate that will be the basis for the formal program and project budgets.

4. Establish, through meetings with facility personnel, staging restrictions/requirements based upon operational and maintenance constraints.

Construction planning must take place on several levels: the program level by the program manager and the project level by designers and contractors. Development of a construction-phasing/staging plan is the primary element in the overall construction planning effort.

This plan will be developed interactively with the master schedule and will be based on the concept of vertical and horizontal area zoning. Through this method, we have been successful in identifying, early in the planning stages, potential conflicts between program elements. From day one we will have a prototype construction plan that will enable us to proceed with gathering information for preparation for the implementation of your program. The construction phasing/staging and logistics plan must be frequently updated during the course of the program. We will hold frequent coordination information exchange meetings with team participants in which all parties will provide updated information, express concerns, and suggest viable alternatives to resolve sequencing and scheduling issues before they become major problems affecting program completion.

5. Review studies, preliminary designs and contract documents for conformance to approved scope and budget. HAKS will gather all of the previously prepared documentation associated with the program, review the planning basis for the execution of the program, and assess whether any adjustments may be warranted. A resource library will be created in which these and other critical documents will be stored.
The outcome of this review will be presented to the Authority's staff for input and concurrence relative to any possible changes that will benefit the program's goals.

6. Prepare project documentation, correspondence and maintain project file.
The establishment of a proficient record keeping system for any project is essential to the proper management of the project. Current information must be easily retrieved and documented to support all project activities, decisions and actions must be developed. This will be accomplished through the Information Management System and the utilization of a computerized Document Tracking and Retrieval System which will provide document control.

This information will be automatically stored in electronic file repositories located in either the minicomputer or the remote servers, with daily automated tape back-up which will prevent the information from being unintentionally lost.

The project records will be maintained through a document imaging system which will enable the project team members to access, retrieve, and display and output documents from a variety of sources including archives, current files or special work in process databases. Every document stored in the system can be listed and selected for retrieval within the security parameters established for the users. The retrieval system will provide for optical reading, distributed printing or facsimile importation with seamless integration with the other LAN based applications and utilities on the project. The project records will not be limited to:

- Correspondence
- Contracts
- Contract Documents
- Estimates
- Budgets
- Change Orders
- Subcontracting Plan
- Surveys
- Special Studies
- Directives
- General Ledger Accounts
- Anticipated Cost Reports
- Procedures Manual
- Safety Manual
- Phasing Plans
- Logistics Plans
- Value Engineering Reports
- Shop Drawings & Samples
- Market Analyses
- Contract Document Control Logs
- Shop Drawing Control Log
- Change Order Control Log
- Procurement Status Reports
- Daily Reports
- EEO Reports
- Compliance Inspection Reports
- Test Reports
- Safety Reports
- Non Conformance Reports
- Progress Reports
- Progress Payment Requests
- Payrolls

- Constructability Reviews
- Maintainability Reviews
- Operability Reviews
- Claim Case Files
- Punch Lists
- Meeting Minutes

7. Coordinate bidding and award of construction contracts including:

- recommending procurement options
- coordinating preparation of Addenda, as required
- evaluating bids
- preparing award authorization documents and briefing materials for executive staff

The HAKS team will receive and analyze the bids. We will analyze the scope of work, exclusion and qualifications that may be listed and conduct meetings with each contractor to assure scope compliance and knowledge of the job and obtain the contractor's commitment to complete the project on time. During the evaluation process, we will provide the Port Authority with current pricing information, trade contractor proposals, unit and alternate price lists, and the status of contractor negotiations. Pre-award comparison sheets will analyze the following:

- Completeness of scope
- Adherence to the overall schedule of the project
- Elimination of ambiguities in defining the bid package, and clarification of confusing areas
- Base and unit pricing
- Acceptability of any proposed alternates and how these should be structured
- Compliance with financial requirements of both the project and the proposed construction
- Negotiation with bidders to verify that all involved parties have a complete and thorough understanding of their performance, quality and financial responsibilities

8. Coordinate preparation of Post Award Contract Changes (PACC's).

Contract changes that occur during construction are inevitable. These changes may be caused by a variety of factors such as design changes, additional work elements, or field changes due to unforeseen site conditions, encountering previously unidentified utility conflicts and/or hazardous materials. Our approach to managing the schedule and the changes and avoiding impacts to the project budget involves close cooperation with the Authority and application of the following elements:

Early notification and communication. Continuous communication between the Authority and HAKS enables pending changes and unforeseen conditions to be known immediately by all parties allowing for the resolution and mitigation process to begin expeditiously.

Cooperative planning. Contract changes must be addressed in the spirit of partnering. The Authority and HAKS will work cohesively to determine the best method of implementing contract changes to minimize project costs.

Reviewing for potential design changes that minimize project impacts. Often, changes associated with encountering unforeseen site conditions can be mitigated or eliminated through design modifications. HAKS will examine potential change situations for this opportunity.

Schedule accommodation. Each change will be assessed for schedule impact and provisions will be made to accommodate the change within the original project schedule, if at all possible.

Fair and open negotiations. A successful partnering relationship will enable the Port Authority to negotiate contract changes fairly and openly. We are committed to providing the Authority with all documentation required to evaluate change pricing.

Additionally, if the Port Authority uses a change control database to manage the paperwork and the approval process of contract changes, we would expect to adopt this same system. If not, we will propose a system that utilizes a database application for data management, process control and reporting. We would also strongly recommend the use of a Change Control Board (CCB) in the event that the number and magnitude of contract changes becomes significant. A by-product of the change control process is documentation of any changes to scope, time or cost.

We will implement a process designed to communicate these changes to all affected parties and to trigger the modification of current configuration data (drawings, specifications, data systems) in a controlled manner such that the most current information is available to all parties at all times.

9. Attend construction progress meetings and coordinate facility force account work, as required.

HAKS will conduct and document weekly project meetings with the contractors, subcontractors and the Port Authority. These meetings will typically cover such items as submittals, progress of work, scheduling milestones, critical issues, nonconforming work, safety, material and equipment testing, and start-up. We will consecutively number the weekly minutes, thereby providing a tracking device for outstanding items. Responsibilities and deadlines will be established for completing these items. Monitoring and follow-up will occur at subsequent meetings, ensuring a rapid response to each item. HAKS will prepare and distribute detailed meeting minutes to all meeting attendees.

Force Account

In order to efficiently and effectively plan and coordinate force account work elements the schedule must accurately depict those work elements that will be supported (flagging or other protection) and/or performed directly by the Authority force account labor. HAKS experience working for many local railroads and transit agencies in this region provides a working knowledge of force account operations and a keen understanding of work elements that would normally and customarily be performed by railroad force account labor. To ascertain an accurate understanding of current labor agreements and standard practices. We will closely coordinate with the Authority's craft labor disciplines to review current labor agreements and standard practices as well as to gain an in-depth understanding of all contractual elements such as overtime, headquarter requirements, per diem requirements, hours of service requirements, etc. As force account construction scopes are defined, we will work closely with the Authority to proactively develop typical craft labor crew compositions, establish standard crew sizes, costs and production rates and formulate a Crew Cost Library necessary for resource planning. We will use the Crew Cost Library to assure the consistent application of standard and typical crew consists for each force account labor element by discipline for integration into the schedule. Railroad resource projections by trade/craft discipline will be identified by the Authority confirming whether it can readily support the projected force account workload in conjunction with other capital construction commitments, and if not, for developing alternate force account negotiations and/or agreements.

HAKS will proactively work with the Authority's management personnel to monitor that unions provide formal labor clearances for all work scopes to be performed by railroad force account personnel. During the development of contract documents, language will be introduced into the contract that identifies the responsibility for coordinating force account activities with the contractor, and require the inclusion of force account activities within the contractor's CPM schedule. To assure efficient force account integration, HAKS will proactively assist the various contractors with coordination of all force account operations. Weekly coordination meetings will be held with the contractor(s), the Authority project representatives for reviewing work scopes, constraints on activities and the overall schedule to avert impacts to critical activities. A clear understanding of force account activities will give contractors a comfort level during bidding, which will ultimately reduce costs.

Constraints to the construction process must be clearly identified within contract documents. Windows for allowable work periods will be limited and of minimal duration.

10. Maintain records for and preparation of Record Drawings.

We will use our computerized document control system to manage the design, procurement, and construction activities of the project. All drawings, documents, correspondence, reports, and invoices produced or received will be identified according to an established index. Each document received will be date-stamped and logged. The document control system will store and protect the following documents

- FI logs
  - Change order logs
  - Document (general contract correspondence) log
  - Directive or bulletin log
  - Inspector's daily diary
  - Inspection reports
  - Meeting minutes

- Noncompliance notice log
- Progress payment (verification)
- Punch list

The Office Engineer will be responsible for maintaining the project correspondence files in accordance with the Uniform Filling System and other approved document control procedures. This procedure provides for the assignment of documents to locations in the document management system, retention periods, and the retention period for each document. Project files are subject to audit for compliance with procedures by Quality Assurance surveillance.

11. Provide support services for the following:

- Updating of the Agency's project management manual of standards and procedures including development of new modules and/or procedures, as requested.
- Document control including, tracking and expediting shop drawing process through the use of Oracle's Primavera Contract Manager software currently used by the Authority.
- Coordinate project control functions through the use of Oracle's Primavera project portfolio management software currently used by the Authority and as assisted by the PMO's Project Control staff.
- Prepare technical presentations and assist in responding to inquiries from outside entities and the public, as requested.

HAKS will provide all necessary support services to the Port Authority as required. We will:

- Update the Authority project management manual of standards and procedures and will develop new modules and/or procedures as requested.
- Use the Port Authority's current software, Wintrak, Primavera Contract Manager, for document control and tracking and expediting the shop drawing process.
- Use the Port Authority's current software Wintrak, Primavera project portfolio management software to coordinate the project control functions on this assignment
- Prepare technical presentations and assist in responding to inquiries from outside entities and the public, as requested.
- Evaluate impact of changes on approved scope, schedule and budget and obtain approval for the change. HAKS will explicitly execute the Port Authority's procedure for change orders including defining responsibilities and authorities for contract price and/or time modifications. In support of these procedures we will implement timely, efficient and effective means of recording, tracking, and reporting change orders. Actively identifying, managing and mitigating change is the essence of a successful program/project manager. We take advantage of its depth and breadth of our construction experience to anticipate and identify potential changes so that the program/project management staff can aid in averting potential cost or time impacts. Each potential or proposed change is thoroughly investigated and evaluated to determine any potential undisclosed issues that could affect a timely, cost and time efficient, resolution, and to determine if alternate resolutions are available. We will perform these duties in a way that is auditable, verifiable, and transparent to the Authority. From the moment a proposed change is identified HAKS will be fact finders, prepare the preliminary estimate, and perform a preliminary schedule impact analysis. During these steps we will also evaluate the merit and contractual validity, perform labor productivity, material, and equipment comparisons, assess constructability, and evaluates life- cycle-costs so that related potential cost or time impacts can be assessed in the context of the project. HAKS will prepare recommendations for each Proposed Contract Modification and, in cooperation with the Authority, aid in negotiations with the contractor(s). We will appropriately group approved PC's into packages for final approval by the Authority. HAKS approach to change management mirrors the Authority's procedures with the added advantage of including the proactive approach to anticipating potential changes, identifying roadblocks to resolution, and early identification of alternate solutions to minimize project cost or schedule impacts.

This enhanced approach will empower the Authority to make sound, informed, cost effective, and timely business decisions at each step of the process.

Schedule and organize briefings for executive staff on status of projects, as required.
In order to enhance communications among the project team members we will, during the course of the project, organize and schedule regular briefings for the executive staff to review the status and progress of the projects. We will prepare agendas and minutes of these meetings and we will highlight areas where information is lacking and advise on the completeness of the information received to date. Briefings will continue throughout the duration of the project so that all parties will be informed of job progress, schedule, costs and decisions required.

TASK F. COST ENGINEERING / ESTIMATING SERVICES

1. HAKS will monitor and report on the actual consultant/contractor/staff performance, comparing the approved management plan versus the recommended corrective action, when required. The Team will provide cost estimating services throughout design and construction stages in accordance with Port Authority's Construction Estimating Guide., The Team will provide Port Authority with estimates of the time required to complete construction for each project, as well as an estimates of delivery time for all long lead items. The HAKS Team will prepare construction schedule in bar chart format using days, weeks or months, as deemed appropriate by the Port Authority..

2. Update and review monthly actual and forecasted project costs and schedule(s) on an earned value basis in a manner consistent with the Authority's project management methodology.
This task will define the linkage between project costs and schedule and the financial plan. We will track these linkages to highlight specific problems in time to take corrective action. Success in satisfying this plan will depend on a project that remains within budget, on schedule, and meets the specific requirements for individual financial components. It is also important to track likely receipts and forecasts for any dedicated taxes and funds that may be used to support the project. Any shortfall in any individual item may place the overall program at risk. We will define the linkages among each element at the beginning—a "logic diagram" that shows the connections between the project itself and individual sources of funds. Once the linkages are defined, we will track them and identify any potential shortcomings in time to make adjustments— we will also identify additional potential sources of funding.

A key part of this effort will be to provide regular and systematic reports on the specific risks to the financial plan. These reports will vary in time and level of detail based on the degree to which any problems have been identified. They will begin with quarterly reports that cover all dimensions of the financial plan equally and then shift emphasis as needed.

The HAKS team recognizes the importance of its responsibility to provide up to date and accurate information condensed into timely financial reports. Our experience has shown us that using the schedule in conjunction with the project budget and the change management tracking system we can provide the most accurate forecasting for the project. By assigning budgeted cost values to the individual schedule activities, we forecast the anticipated installed value of the project across the duration of the construction effort. This "cash flow" projection will be utilized not only to plan anticipated expenditures, but by evaluation of the overall project requirements, certain components of the work may be deferrable until later in the project, without impact to the overall completion schedule. With this information available, we can then provide accurate and timely information on reports that can be utilized for:

- Budget controls
- Cash flow management
- Payment verification
- Construction schedule and sequence control
- Control of trade contractor submissions
- Anticipated Cost Control

Anticipated Cost reports will be prepared on a trade by trade basis that documents the Original Budget information, budget adjustments and the amount of the adjusted budget, Committed Contract Costs, Change Orders, Adjusted Contracted Amount, the value of Work Completed, forecast of the cost to complete the work, the percentage of completed work and the variance of the anticipated cost to complete the work from the adjusted budget amount.

The Anticipated Cost Report is presented in complete detail which lists each contract and each change order. A summary sheet accompanies the Anticipated Cost Report to provide for Executive Overview of the Financial Status of the Project. The Anticipated Cost report is kept current on a continuous basis as entries are made daily.
The HAKS team understands that cost tracking and forecasting are critical to the success of any project.

3. Monitor progress of construction, including review of actual and forecasted construction in place (CIP) and schedule versus authorized contract budget and schedule.
Our management staff will continuously monitor each contractor's performance to ensure all contractors perform per the dictates of the technical and commercial provisions of their contracts. Deviations from contract requirements will be immediately identified and rapidly resolved and protracted breaches of contract requirements will not be tolerated. HAKS will review construction progress, based on progress and a previously agreed to schedule of values.

We will also maintain accounting records in accordance with the Authority procedures and prepare monthly reports detailing budgets, committed costs, and anticipated costs to complete, and program cash flow reports.

4. Prepare monthly status reports addressing accomplishments, issues, and schedule and budget status, including corrective actions, if required.
The HAKS team will produce reports at various levels of detail to provide an organized and timely basis for directing the project. A monthly executive summary, focusing on schedule, cost status, proposed changes, and problem areas for each project will be provided. This report will address as a minimum:

- Overall project status
- Areas of concern and corrective measures
- Analysis of any actual or potential schedule slippage
- Change Orders
- A list of potential claims and mitigation strategies
- A report of actual versus planned construction expenditures.

5. Evaluate design consultant invoices for earned value and recommend payment.
The HAKS team will review and approve design consultant's schedule of values for each of the activities included in their schedule of events. The HAKS team will develop and maintain a master schedule of values and will develop and implement procedures for the review and processing of applications by design consultant(s) for progress and final payments. The HAKS team will review then and make recommendations to the Authority pertaining to design consultant payments.

TASK G. RESOURCES

HAKS will provide expert professional construction management staff, material testing services (as a prime and not as a sub-consultant) and vehicles as needed to perform the required services.

HAKS has its own Material Testing Lab where we do asphalt, concrete including pre-cast concrete, soils and steel testing for a number of agencies including the Port Authority of New York and New Jersey, New York Thruway Authority, New Jersey Turnpike Authority, New York City Transit, New York City School Construction Authority and others. Lab Director Richard Hallahan P.E., is a recognized expert in cast-in-place and pre-cast concrete, concrete mix design, field and laboratory QA/QC procedures and their use in construction. He leads our New York City Department of Buildings (NYCDOB) licensed concrete testing laboratory with a team of laboratory technicians skilled in performing complicated testing and reporting with 100% consistency.

HAKS is providing on-call professional consultant services for Special and Monitoring Inspections for the multi-billion-dollar World Trade Center Construction (WTCC) and World Trade Center Redevelopment (WTCR) projects in New York City. The work is being done under a $10.5 million contract between HAKS and the Port Authority of New York and New Jersey.

Special Inspection Management Approach

Should the Port Authority require Special Inspections, HAKS can provide this service. We take a proactive or "non-compliance preventive" approach to Special Inspection services and have worked successfully in the past on this service as the owner's representative and consultant. Our special inspection professionals include 10 certified welding inspectors.

Work Assignments. Our assigned staff will review all construction documents and specifications for new construction and confirm the identified special inspections, along with the time line to needed to successfully meet the needs on site.

- Project Kick-Off. The HAKS Project Management Team, including a member of senior management, will attend the kick-off meeting for the project at which time the required Special Inspections will be presented. The Team will inform the owner's representative, contractor, subcontractors, engineer and architect of record of the requirements of these inspections and review the construction schedule and time line to anticipate the dates that these inspections and inspectors will be needed on site; the meeting will define the special inspections requirements and answer any questions about it. As part of our overall partnering effort, we will involve the contractor, and all participants will be made aware of the critical nature of these inspections. Contractors will be advised not to call for special inspections unless they are fully prepared to meet the required acceptance criteria. We will work closely with all parties to save the owner both time (delays in construction to fix faults) and money (cost for multiple inspections and the associated cost of additional construction management time).
- Trades Kick-Off Meetings. The HAKS project management team will meet with each trade that requires special inspections, i.e., concrete, masonry, welding, erection and bolting and others. This will allow specific subs to also be aware of the special inspection process and the need for compliance.
- Reporting. HAKS provides extensive reporting, not only from reports logged and kept at field sites, but also the reports reviewed by the PM team and forwarded to off-site managers. These reports focus on construction progress as it relates to special inspections and compliant and non-compliant items. There will be a progress report, punch-list report and material testing results reports for concrete, masonry and density tests that will verify structural, code and specification results as they relate to design requirements.
- Field Visits. Extensive field visits are a part of the ongoing benefits the HAKS team offers to the Authority, by providing timely advice concerning job progress, field conditions, contractor and subcontractor performance and the like. This will work not just to the advantage of the owner but to that of all stakeholders as well.

Why HAKS Team

The HAKS Team has outstanding technical capabilities and extensive relevant experience in managing Sandy Related on-call construction projects involving major infrastructure, building structures and transportation facilities.

The HAKS Team is very familiar with Port Authority Facilities and have provided construction management & inspection services for Port Authority including Path Trains thru our CM Contract, Design Contract and QA (Facility Inspection) Contract. We have Experience with Post Sandy Work including Resiliency projects with NYCDOT, NYCTA, TBTA, NYCHA, NYCDEP, NYCEDC and Nassau County, through these projects HAKS has developed a thorough understanding of the demands and challenges of performing construction work on major infrastructures projects consisting of major systems and facility upgrades as a result of damages caused by Hurricane Sandy. The planning, phasing, and logistics issues are of paramount importance and HAKS has the experienced professionals who have "been there and done that" in the past with great success. The individuals comprising the management team for this project have been hand-selected for their specific construction management expertise in the various aspects of the work required for this contract. We are completely confident that this team possesses the requisite experience, skills and expertise to make this project a success for all stakeholders. Our depth of resources, familiarity with Port Authority projects and our history of providing top-quality, responsive construction management services, makes HAKS extremely well qualified to perform the services required.

We take the role of Construction Manager very seriously and will work not only to report and document all activities, but we will proactively manage the project utilizing all our collective experience to drive the project to a successful completion, always looking for opportunities to enhance quality, safety and ways to positively affect the schedule.

The HAKS Team offers the Port Authority:

- Vast pool (over 1200) of readily available, highly experienced Construction Management professionals.
- Proactive Management approach to drive each project to successful completion.
- Well rounded Team with expertise in all the technical disciplines required to support the project.
- Proven ability to provide highly qualified professionals who understand the Port Authority regulatory requirements, political climate and construction conditions
- Successful experience as Construction Managers to public agencies on numerous projects.
- Extensive knowledge of the local Construction Industry.
- Effective project control systems and tools, project tested and proven.
- Commitment to exceeding the DBE goals established for this assignment.

This page was intentionally left blank

ATTACHMENT D-1

DBE GOALS STATEMENT

The undersigned Bidder has satisfied the requirements of the Contract in the following manner (Complete the appropriate spaces):

The Bidder is committed to meeting the DBE utilization goal set forth in this Contract.

or

The Bidder is unable to meet the DBE utilization goal set forth in this Contract, but is committed to a minimum of 17% DBE utilization on this Contract and submits the attached narrative and documentation demonstrating good faith efforts consistent with Appendix A of 49 CFR 26 to meet the DBE utilization goal set forth in this Contract.

Attach as many pages as necessary to provide a full and complete narrative and supporting documentation of good faith efforts made. This narrative shall be submitted on company letterhead and signed.

It is the present intent of the Bidder to utilize the specific DBE firms identified in Appendix A2 in the performance of the Work of this Contract. If for any reason, one or more of the DBE firms identified in Appendix A2 are unable or unwilling to participate, the Bidder will make good faith efforts to replace the DBE firm with another DBE firm in accordance with Part II clause entitled "DBE Program".

Bidder Name: HAKS

Federal Tax ID No.: [redacted]

By: _____ Senior Vice Prsedent

Signature and Title

ATTACHMENT D2

THE PORT AUTHORITY OF NY & NJ – OFFICE OF BUSINESS DIVERSITY AND CIVIL RIGHTS
DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT

Instructions: Submit one DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT form for each DBE firm used on this Contract.

CONTRACT NUMBER AND TITLE: 38268 - Indefinite Quantity Contracts (IQCs) for Performance of Expert Professional Construction Management and Inspection Services for Federally-Funded Storm Related Resiliency Projects on an "As Needed" Basis Through 2018

PROPOSER:
Name of Firm: HAKS

Address: 40 Wall Street, 11th Floor, New York, NY 10005 Telephone: (212) 747-1997

Email Address: _____

DBE:
Name of Firm: A.G. Consulting Engineering, PC

Address: 131 West 33rd Street, Ste 12B, New York, NY 10001 Telephone: 212-268-0950

Description of work to be performed by DBE: Construction Management & Inspection Services

Calculation (supply only): _____

The Proposer is committed to utilizing the above-named DBE for the work described above. The estimated dollar value of this work is $_____ or ____% of the total contract amount of $ 25M. The anticipated start date is 2014 and the anticipated completion date is 2018.

AFFIRMATION

The above-named DBE affirms that it will perform the portion of Contract for the estimated dollar value as stated above.

By: _____ (Gary) A.S. Guleria, PE President Date: 6/30/2014
Signature of DBE and Title

If the Proposer does not receive award of the Contract, any and all representations in this DBE Participation Plan and Affirmation Statement shall be null and void.

By: _____ Date: _____
Signature of Proposer and Title

FOR OBDCR USE ONLY

Contract Goals: ☐ Approved ☐ Rejected ☐ Preliminary Plan Approved
Reviewed By: _____
OBDCR Business Development Representative
Signature: _____ Date: _____

Please Note: Only 60% of the expenditure to a DBE material supplier will be counted toward the DBE goal. Please show calculation above. Example: $100,000 x 60% = $60,000 estimated DBE dollar value of work. Plan cannot be accepted without calculation

APPENDIX D2
THE PORT AUTHORITY OF NY & NJ – OFFICE OF BUSINESS DIVERSITY AND CIVIL RIGHTS
DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT

Instructions: Submit one DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT form for each DBE firm used on this Contract.

CONTRACT NUMBER AND TITLE: 38268 - FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018

PROPOSER:
Name of Firm: _____

Address: _____ Telephone: _____

Email Address: _____

DBE:
Name of Firm: Ellana, Inc.

Address: 32 Broadway, Suite 801, New York, NY 10004 Telephone: 212-971-0936

Description of work to be performed by DBE: Cost Estimating and Scheduling

Calculation (supply only): _____

The Proposer is committed to utilizing the above-named DBE for the work described above. The estimated dollar value of this work is $_____ or ____% of the total contract amount of $_____. The anticipated start date is _____ and the anticipated completion date is _____.

AFFIRMATION

The above-named DBE affirms that it will perform the portion of the Contract for the estimated dollar value as stated above.

By: _____ President Date: 6-23-2014
Signature of DBE and Title

If the Proposer does not receive award of the Contract, ~~any~~ and all representations in this DBE Participation Plan and Affirmation Statement shall be null and void.

By: _____ Date: _____
Signature of Proposer and Title

FOR OBDCR USE ONLY

Contract Goals: ☐ Approved ☐ Rejected ☐ Preliminary Plan Approved
Reviewed By: _____
OBDCR Business Development Representative
Signature: _____ Date: _____

APPENDIX D2
THE PORT AUTHORITY OF NY & NJ – OFFICE OF BUSINESS DIVERSITY AND CIVIL RIGHTS
DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT

Instructions: Submit one DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT form for each DBE firm used on this Contract.

CONTRACT NUMBER AND TITLE: RFP #38268 IQC Sandy Resiliency

PROPOSER:
Name of Firm: HAKS
Address: 40 Wall Street, New York, NY 10005 Telephone: 212-747-1997 x506
Email Address: tjames@haks.net

DBE:
Name of Firm: IH Engineers, P.C.
Address: 103 College Road East, Princeton, NJ 08540 Telephone: 609-734-8400
Description of work to be performed by DBE: Construction Inspection Services

Calculation (supply only): N/A

The Proposer is committed to utilizing the above-named DBE for the work described above. The estimated dollar value of this work is $ TBD or TBD % of the total contract amount of $ TBD. The anticipated start date is 2014 and the anticipated completion date is 2018.

AFFIRMATION

The above-named DBE affirms that it will perform the portion of the Contract for the estimated dollar value as stated above.

By: David C. Battaglia, PE; Manager of BD and Communication Date: 07-07-2014
Signature of DBE and Title

If the Proposer does not receive award of the Contract, any and all representations in this DBE Participation Plan and Affirmation Statement shall be null and void.

By: _____ Date: _____
Signature of Proposer and Title

FOR OBDCR USE ONLY

Contract Goals: ☐ Approved ☐ Rejected ☐ Preliminary Plan Approved
Reviewed By: _____
OBDCR Business Development Representative
Signature: _____ Date: _____

APPENDIX D2
THE PORT AUTHORITY OF NY & NJ – OFFICE OF BUSINESS DIVERSITY AND CIVIL RIGHTS
DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT

Instructions: Submit one DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT form for each DBE firm used on this Contract.

CONTRACT NUMBER AND TITLE: PANYNJ 38268 CM CI Services - Federally Funded Resiliency -

PROPOSER:
Name of Firm: HAKS

Address: 40 Wall Street 11th Floor Telephone: 212.747.1977

Email Address: tjames@haks.net

DBE:
Name of Firm: JLC Environmental Consultants, Inc.

Address: 2343 W. 30th Street- 7th fl. Telephone: 212.420.8119

Description of work to be performed by DBE: environmental and hazardous materials consulting services

Calculation (supply only): _____

The Proposer is committed to utilizing the above-named DBE for the work described above. The estimated dollar value of this work is $ TBD or ____% of the total contract amount of $_____. The anticipated start date is _____ and the anticipated completion date is _____.

AFFIRMATION

The above-named DBE affirms that it will perform the portion of the Contract for the estimated dollar value as stated above.

By: _____ Date: 7/3/14
Signature of DBE and Title

If the Proposer does not receive award of the Contract, any and all representations in this DBE Participation Plan and Affirmation Statement shall be null and void.

By: _____ Date: _____
Signature of Proposer and Title

FOR OBDCR USE ONLY

Contract Goals: ☐ Approved ☐ Rejected ☐ Preliminary Plan Approved
Reviewed By: _____
OBDCR Business Development Representative
Signature: _____ Date: _____

ATTACHMENT D-3

INFORMATION ON SOLICITED FIRMS

The bidder must complete this form for itself and for all firms which gave the bidder a quotation for any work planned to be subcontracted regardless of whether they are ultimately chosen to participate in the Contract. Provide the information required below for every firm that provided a bid or a quote for a subcontract – even if the id or quote from the firm is not used in the preparation of the final Proposal.

Name of Firm	Address of Firm	Phone Number	Contact Person	Firm Age	Annual Gross Revenue Range Note: See Footnote Below	DBE Certified (Yes/No)
HAKS	40 Wall Street, 11th Floor, NY, NY 10005	(212) 747-1997	Alberto Villaman, P.E.	23	Over $5 Million	No
CB&I	1633 Broadway, 30th Floor NY, NY 10019	(212) 290-6108	Rick Faircloth	125	Over $5 Million	No
A.G. Consulting Engineering, PC	131 W 33rd St, Ste 12B NY, NY 10001	212-268-0950	(Gary) A.S Guleria	19	$2 - $5 Million	Yes
JLC Environmental Consultants, Inc.	243 West 30th Street - 7th fl. NY, NY 10001	(212) 420-8119	Arthur Doyle	26	$1 - $2 Million	Yes
Ellana, Inc.	32 Broadway, Suite 801 NY, NY 10004	(212) 971-0936	Ella Bereznitsky	16	$1 - $2 Million	Yes
IH Engineers, P.C.	103 College Road East Princeton, NJ 08540	(609) 734-8400	David C. Battaglia	18	Over $5 Million	Yes

Footnote: Annual Gross Revenue ranges: Less than $500,000; $500,000 - $1 Million; $1 - $2 Million; $2 - $5 Million; Over $5 Million – Select the category that best identifies the annual gross revenue of the solicited firm.

List of Affiliates

Name	Address	EIN
HAKS Engineers, P.C. (CT)	306 Industrial Park Rd, Suite 201 Middletown, CT 06457	
HAKS Engineers, Architects and Land Surveyors, P.C. (NJ)	33 Wood Avenue South, 8th Floor Iselin, NJ 08830	
HAKS, LLC (CT)	306 Industrial Park Rd, Suite 201 Middletown, CT 06457	
HAKS Engineers, Inc. (MD)	401 East Pratt Street, Suite 2245 Baltimore, MD 21202	
HAKS Group, Inc. (NY)	40 Wall Street, 11th Floor New York, NY 10005	
HASA Construction, LLC	22 Central Drive Farmingdale, NY 11735	
HASA Realty, LLC	40 Wall Street, 11th Floor New York, NY 10005	

This page was intentionally left blank

Integrity Provisions

Should HAKS be selected for performance of the subject services, we will have no conflict with signing any of the clauses entitled "Certification of No Investigation (Criminal Or Civil Anti-Trust), Indictment, Conviction, Debarment, Suspension, Disqualification and Disclosure Of Other Information" and "Non-Collusive Proposing, and Code Of Ethics Certification; Certification of No Solicitation Based On Commission, Percentage, Brokerage, Contingent or Other Fees".

Background Qualifications Questionnaire

HAKS' Background Qualifications Questionnaire was emailed to the Office of Inspector General on July 9, 2014, and a hard copy delivered July 14, 2014.

Alberto Villaman, P.E.
Senior Vice President

7/9/2014
Date

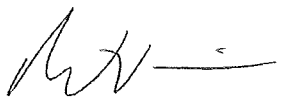
This page was intentionally left blank

General Conflict of Interest

HAKS, or any employee, agent or subconsultant of HAKS on this pursuit, does not have a possible conflict of interest with the provisions of this contract.

Organizational Conflict of Interest

HAKS, or any employee, agent or subconsultant of HAKS on this pursuit, does not have any possible organizational conflict of interest with the provisions of this contract.



Alberto Villaman, P.E.
Senior Vice President

7/9/2014
Date

This page was intentionally left blank

Financial Information

Federal ID:

Dun and Bradstreet Number: [redacted]

Banking Contact:

CITI Bank
Stephen O'Keefe
Tel: 212-559-5125

This page was intentionally left blank

Project Name	Work Description	Dollar Value	Location	Percentage completion	Date of Completion	Firm's Contact
Expert CM and Technical Services On Call-In Basis, 2011-2014, PANYNJ	Our services include Office Engineering, Construction Inspection and Fire Protection Engineering as needed at the Authority's New Jersey and New York marine terminals, airports, tunnels and Operations Unit. Additional duties involve Tenant Alteration Application (TAA) projects. Duties include monitoring all construction activities, daily contract paper work, auditing architects/engineers of record, special inspections, preconstruction and monthly progress meetings, reviewing closeout packages, conducting and coordinating all life and safety testing and inspections before a Permit to Occupy or Use is issued.	$5 million (Fee)	New York & New Jersey	85%	12/2014	Alberto Villaman, P.E. (Principal-In-Charge)
Hugh L. Carey Tunnel Superstorm Sandy Restoration and Mitigation/ Tunnel and Brooklyn Plaza Rehabilitation	Our services include preconstruction (constructability and biddability review); construction administration, inspection, testing and specialty CPM services; independent confirmatory inspections and testing; and post-construction, including project close-out. HAKS will ensure that critical systems such as ventilation, communications, traffic, lighting, fire and drainage are maintained and provide temporary construction oversight, including MPT, to ensure safe and uninterrupted tunnel operations for the duration of the project.	$350 Million	Manhattan & Brooklyn, NY	0%	2020	Alberto Villaman, PE. (Principal-In-Charge)

Project Name	Work Description	Dollar Value	Location	Percentage completion	Date of Completion	Firm's Contact
Gilboa Dam Reconstruction, NYCDEP	Construction Management services for the $400 million reconstruction of the Gilboa Dam located at the north end of the Schoharie Reservoir—the firm's largest construction management project to date. The cyclopean concrete and earth dam is being reconstructed with a movable gate system and refaced and strengthened with roller-compacted concrete steps and post-tensioned multi-long-strand anchors.	$400 million	Scoharie County, NY	35%	2022	Alberto Villaman, P.E. (Principal-In-Charge)
Gowanus Expressway Deck Replacement, 4th Ave to 52nd Street, NYSDOT	Major components of the reconstruction effort include emergency replacement or repair of the viaduct deck and superstructure, construction of a new slip ramp in the median, replacement of an existing ramp and widening of another ramp, and widening of the at-grade portion of the Gowanus. A relief viaduct ramp, to be built within a 2-year stage, will carry HOV lane traffic over the southbound Shore Parkway entrance ramp to eliminate traffic weaving. Ramp construction requires reinforced concrete foundations and 24 steel columns. Other work involves blast cleaning and painting of the steel superstructure, drainage system improvements and the installation of six overhead sign structures.	$214 Million	Brooklyn, NY	70%	2015	Alberto Villaman, P.E. (Principal-In-Charge)

This page was intentionally left blank

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION - LOWER TIER COVERED TRANSACTIONS

1. The prospective lower tier participant,

HAKS _____, certifies by submission of this bid or proposal, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

3. The prospective lower tier participant shall provide immediate written notice to the Authority (and the Contractor, if applicable) if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

Executed this day 9 of July, 2014.

_____

BY SIGNATURE OF AUTHORIZED OFFICIAL

Alberto Villaman, P.E., Senior Vice President

NAME AND TITLE OF AUTHORIZED OFFICIAL

CERTIFICATION REGARDING LOBBYING PURSUANT TO 31 U.S.C. 1352

The undersigned

Alberto Villaman, P.E.

(name of authorized officer)

certifies, to the best of my knowledge and belief, that:

- No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

- If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form LLL, "Disclosure of Lobbying, Activities" in accordance with its instructions.

- The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by, 31, U.S. C. § 1352 (as amended by the Lobbying Disclosure Act of 1995). Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

Note: Pursuant to 31 U.S.C § 1352(c)(I)-(2)(A), any person who makes a prohibited expenditure or fails to file or amend a required certification or disclosure form shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such expenditure or failure.

The Contractor certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Contractor understands and agrees that the provisions of 31 U.S.C. § 3801, et seq., apply to this certification and disclosure, if any.

Executed this day 9 of July, 2018 4

By: _____

Signature of Authorized Official

Alberto Villaman, P.E., Senior Vice President

Official Name and Title of Authorized Official

STANDARD FORM LLL - DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C. 1352

1. Type of Federal Action:	2. Status of Federal Action:	3. Report Type:
X a. contract	X a. bid/offer/application	X a. initial filing
____ b. grant	____ b. initial award	____ b. material change
____ c. cooperative agreement	____ c. post award	
____ d. loan		**For material change only:**
____ e. loan guarantee		Year _____ quarter _____
____ f. loan insurance		Date of last report_____

4. Name and Address of Reporting Entity:	5. If Reporting Entity in No. 4 is Subawardee, Enter Name and Address of Prime:
N/A X Prime ____ Subawardee Tier_____, if Known: **Congressional District, *if known*:**	N/A **Congressional District, *if known*:**
6. Federal Department/Agency: N/A	**7. Federal Program Name/Description:** N/A CFDA Number, *if applicable*: _____
8. Federal Action Number, *if known*: N/A	**9. Award Amount, *if known*:** $ N/A
10. a. Name and Address of Lobbying Registrant *(if individual, last name, first name, MI):* N/A	**b. Individuals Performing Services** *(including address if different from No. 10a)* *(last name, first name, MI):* N/A
11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.	**Signature:** _____ **Print Name:** Alberto Villaman, P.E. **Title:** Senior Vice President **Telephone No.:** (212) 747-1997 **Date:** 7/9/2014
Federal Use Only	**Authorized for Local Reproduction** **Standard Form - LLL (Rev. 7-97)**

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION - LOWER TIER COVERED TRANSACTIONS

1. The prospective lower tier participant,

HAKS, certifies by submission of this bid or proposal, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

3. The prospective lower tier participant shall provide immediate written notice to the Authority (and the Contractor, if applicable) if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

Executed this day 9 of July, 2014.

BY SIGNATURE OF AUTHORIZED OFFICIAL

Alberto Villaman, P.E., Senior Vice President

NAME AND TITLE OF AUTHORIZED OFFICIAL

CERTIFICATION REGARDING LOBBYING PURSUANT TO 31 U.S.C. 1352

The undersigned Alberto Villaman, P.E.
(name of authorized officer)
certifies, to the best of my knowledge and belief, that:

- No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

- If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form LLL, "Disclosure of Lobbying, Activities" in accordance with its instructions.

- The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by, 31, U.S. C. § 1352 (as amended by the Lobbying Disclosure Act of 1995). Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

Note: Pursuant to 31 U.S.C § 1352(c)(I)-(2)(A), any person who makes a prohibited expenditure or fails to file or amend a required certification or disclosure form shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such expenditure or failure.

The Contractor certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Contractor understands and agrees that the provisions of 31 U.S.C. § 3801, et seq., apply to this certification and disclosure, if any.

Executed this day 9 of July, 2014

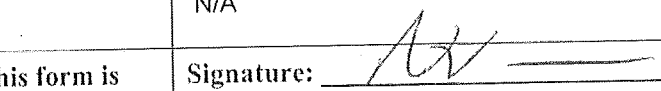
By: _____
Signature of Authorized Official

Alberto Villaman, P.E., Senior Vice President
Official Name and Title of Authorized Official

STANDARD FORM LLL - DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C. 1352

1. Type of Federal Action:	2. Status of Federal Action:	3. Report Type:
X a. contract ___ b. grant ___ c. cooperative agreement ___ d. loan ___ e. loan guarantee ___ f. loan insurance	X a. bid/offer/application ___ b. initial award ___ c. post award	X a. initial filing ___ b. material change **For material change only:** Year _____ quarter _____ Date of last report_____

4. Name and Address of Reporting Entity:	5. If Reporting Entity in No. 4 is Subawardee, Enter Name and Address of Prime:
N/A X Prime ___ Subawardee Tier_____, if Known: **Congressional District,** *if known*:	N/A **Congressional District,** *if known*:
6. Federal Department/Agency:	**7. Federal Program Name/Description:** CFDA Number, *if applicable*: N/A
8. Federal Action Number, *if known:* N/A	**9. Award Amount,** *if known:* $ N/A
10. a. Name and Address of Lobbying Registrant *(if individual, last name, first name, MI):* N/A	**b. Individuals Performing Services** *(including address if different from No. 10a)* *(last name, first name, MI):* N/A
11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.	**Signature:**  **Print Name:** Alberto Villaman, P.E. **Title:** Senior Vice President **Telephone No.:** (212) 747-1997 **Date:** 7/9/2014
Federal Use Only	**Authorized for Local Reproduction** **Standard Form - LLL (Rev. 7-97)**

Rev. 1/2011

THE PORT AUTHORITY OF NY & NJ

PROCUREMENT DEPARTMENT
2 MONTGOMERY STREET, 3RD FL.
JERSEY CITY, NJ 07302

7/3/2014

ADDENDUM #1

To prospective Proposer(s) on RFP # 38268 - REQUEST FOR PROPOSALS FOR INDEFINITE QUANTITY CONTRACTS (IQCS) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018

Now Due back on 7/14/2014, no later than 2:00PM

Originally due on 7/9/2014, no later than 2:00PM

This communication should be initialed by you and annexed to your Bid upon submission.

In case any Bidder fails to conform to these instructions, its Bid will nevertheless be construed as though this communication had been so physically annexed and initialed.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: HAKS

INITIALED: _____

DATE: 7/8/2014

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

This communication should be initialed by you and attached to your Proposal.

In case any Bidder fails to conform to these instructions, its submission will nevertheless be construed as though this communication had been so physically attached and initialed.

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: HAKS

INITIALED:

DATE: 7/8/2014

Answer #43	Yes.
Question #44	In what manner will the sealed cost proposals be returned to unsuccessful proposer?
Answer #44	They will not be returned.
Question #45	a. Can the organization chart be submitted on 11x17 paper? b. Can the font on the organization chart be less than 12 pt.?
Answer #45	Yes.

This communication should be initialed by you and attached to your Proposal.

In case any Bidder fails to conform to these instructions, its submission will nevertheless be construed as though this communication had been so physically attached and initialed.

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: HAKS

INITIALED: E.R.

DATE: 7/16/2014

THE PORT AUTHORITY OF NY & NJ

PROCUREMENT DEPARTMENT
2 MONTGOMERY STREET, 3rd FL.
JERSEY CITY, NJ 07302

July 10, 2014

ADDENDUM #4

TO PROSPECTIVE BIDDER(S) ON **RFP #38268** - REQUEST FOR PROPOSALS FOR INDEFINITE QUANTITY CONTRACTS (IQCS) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018

Now Due on 7/16/2014, no later than 2:00PM

Originally Due on 7/14/2014, no later than 2:00PM

This communication should be initialed by you and annexed to your proposal to the above-referenced upon submission.

In case any Bidder fails to conform to these instructions, its submission will nevertheless be construed as though this communication had been so physically annexed and initialed.

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: HAKS

INITIALED: E.P.

DATE: 7/16/2014

To: Licensee/Registrant

- Please review the Registration Certificate below to be sure the information on it is correct.
- If any of the information is not correct, please contact us at OPREGFEE@mail.nysed.gov or (518) 474-3817, Ext. 410.
- If the information is correct, sign above the Licensee/Registrant block and please destroy any previous Registration Certificates you may have, as certificates with incorrect information are not valid and should not be kept.
- Should your address or name change, please notify us as described on the reverse and a new certificate will be issued.

UPON RECEIPT OF THIS REGISTRATION CERTIFICATE YOUR PREVIOUSLY ISSUED REGISTRATION CERTIFICATE IS NULL AND VOID. PLEASE DESTROY THE PREVIOUSLY ISSUED REGISTRATION CERTIFICATE.

SEE BACK FOR IMPORTANT INFORMATION

The University of the State of New York
Education Department
Office of the Professions

REGISTRATION CERTIFICATE

Do not accept a copy of this certificate

License Number: [redacted] Certificate Number: 8032655

VILLAMAN ALBERTO
[redacted] NJ 08816-0000

is registered to practice in New York State through 12/31/2015 as a(n)
PROFESSIONAL ENGINEER

LICENSEE/REGISTRANT

COMMISSIONER OF EDUCATION

EXECUTIVE SECRETARY

DEPUTY COMMISSIONER
FOR THE PROFESSIONS

This document is valid only if it has not expired, name and address are correct, it has not been tampered with and is an original - not a copy. To verify that this registration certificate is valid or for more information please visit www.op.nysed.gov.

THIS DOCUMENT IS PRINTED ON WATERMARKED PAPER WITH A MULTICOLORED BACKGROUND AND MULTIPLE SECURITY FEATURES. PLEASE VERIFY AUTHENTICITY.

State Of New Jersey
New Jersey Office of the Attorney General
Division of Consumer Affairs

THIS IS TO CERTIFY THAT THE
Board of Prof. Engineers & Land Surveyors

HAS LICENSED

Alberto Villaman
[redacted]

FOR PRACTICE IN NEW JERSEY AS A(N): Professional Engineer

03/21/2014 TO 04/30/2016
VALID

[redacted]
LICENSE/REGISTRATION/CERTIFICATION #

Signature of Licensee/Registrant/Certificate Holder

DIRECTOR

New Jersey Office of the Attorney General
Division of Consumer Affairs
THIS IS TO CERTIFY THAT THE
Board of Prof. Engineers & Land Surveyors
HAS LICENSED
Alberto Villaman
Professional Engineer
03/21/2014 TO 04/30/2016
VALID
SIGNATURE
DIRECTOR
[redacted]
License/Registration/Certificate #

PLEASE DETACH HERE

IF YOUR LICENSE/REGISTRATION/ CERTIFICATE ID CARD IS LOST PLEASE NOTIFY:
Board of Prof. Engineers & Land Surv
P.O. Box 45015
Newark, NJ 07101

PLEASE DETACH HERE

Alberto Villaman EXPIRATION DATE **2016**
YOUR LICENSE/REGISTRATION/CERTIFICATE NUMBER IS [redacted] PLEASE USE IT IN ALL CORRESPONDENCE TO THE DIVISION OF CONSUMER AFFAIRS. USE THIS SECTION TO REPORT ADDRESS CHANGES. YOU ARE REQUIRED TO REPORT ANY ADDRESS CHANGES IMMEDIATELY TO THE ADDRESS NOTED BELOW.

Board of Prof. Engineers & Land Surveyors
P.O. Box 45015
Newark, NJ 07101

PRINT YOUR NEW **ADDRESS OF RECORD** BELOW.
YOUR ADDRESS OF RECORD IS THE ADDRESS THAT WILL PRINT ON YOUR LICENSE/REGISTRATION/CERTIFICATE AND IT MAY BE MADE AVAILABLE TO THE PUBLIC.

HOME ☐
BUSINESS ☐

TELEPHONE
INCLUDE AREA CODE

PRINT YOUR NEW **MAILING ADDRESS** BELOW.
YOUR MAILING ADDRESS IS THE ADDRESS THAT WILL BE USED BY THE DIVISION OF CONSUMER AFFAIRS TO SEND YOU ALL CORRESPONDENCE.

HOME ☐
BUSINESS ☐

TELEPHONE
INCLUDE AREA CODE

If the law governing your profession requires the current license/registration/certificate to be displayed, it should be within reasonable proximity of your original license/registration/certificate at your principal office or place of business.

The University of the State of New York
Education Department
Office of the Professions

REGISTRATION CERTIFICATE

Do not accept a copy of this certificate

License Number: [redacted] Certificate Number: [redacted]

KING LAWRENCE S
[redacted]

is registered to practice in New York State through 11/30/2014 as a(n)
PROFESSIONAL ENGINEER

LICENSEE/REGISTRANT

EXECUTIVE SECRETARY

ACTING COMMISSIONER OF EDUCATION

This document is valid only if it has not expired, name and address are correct, it has not been tampered with and is an original - not a copy. To verify that this registration certificate is valid or for more information please visit www.op.nysed.gov.

The University of the State of New York
Education Department
Office of the Professions

REGISTRATION CERTIFICATE

Do not accept a copy of this certificate

License Number: [redacted] Certificate Number: 7911446

ELKAFAFI MAGDY ATTIA
[redacted] [redacted]

is registered to practice in New York State through 12/31/2015 as a(n)
PROFESSIONAL ENGINEER

LICENSEE/REGISTRANT

COMMISSIONER OF EDUCATION

EXECUTIVE SECRETARY

DEPUTY COMMISSIONER
FOR THE PROFESSIONS

This document is valid only if it has not expired, name and address are correct, it has not been tampered with and is an original - not a copy. To verify that this registration certificate is valid or for more information please visit www.op.nysed.gov.

COPY COPY COPY

To: Licensee/Registrant

- Please review the Registration Certificate below to be sure the information on it is correct.
- If any of the information is not correct, please contact us at OPREGFEE@mail.nysed.gov or (518) 474-3817, Ext. 410.
- If the information is correct, sign above the Licensee/Registrant block and please destroy any previous Registration Certificates you may have, as certificates with incorrect information are not valid and should not be kept.
- Should your address or name change, please notify us as described on the reverse and a new certificate will be issued.

UPON RECEIPT OF THIS REGISTRATION CERTIFICATE YOUR PREVIOUSLY ISSUED REGISTRATION CERTIFICATE IS NULL AND VOID. PLEASE DESTROY THE PREVIOUSLY ISSUED REGISTRATION CERTIFICATE.

SEE BACK FOR IMPORTANT INFORMATION

The University of the State of New York
Education Department
Office of the Professions
REGISTRATION CERTIFICATE
Do not accept a copy of this certificate

License Number: [redacted] Certificate Number: [redacted]

THE UNIVERSITY OF THE STATE OF NEW YORK · THE STATE EDUCATION DEPARTMENT · EXCELSIOR · 1784

SANCHEZ VICTOR MANUEL
[redacted]

is registered to practice in New York State through 11/30/2015 as a(n)
PROFESSIONAL ENGINEER

LICENSEE/REGISTRANT

COMMISSIONER OF EDUCATION

EXECUTIVE SECRETARY

DEPUTY COMMISSIONER
FOR THE PROFESSIONS

This document is valid only if it has not expired, name and address are correct, it has not been tampered with and is an original - not a copy. To verify that this registration certificate is valid or for more information please visit www.op.nysed.gov.

COPY

The University of the State of New York
Education Department
Office of the Professions

REGISTRATION CERTIFICATE

Do not accept a copy of this certificate

License Number: [redacted] Certificate Number: [redacted]

SHAH NILESH A
[redacted] [redacted]

is registered to practice in New York State through 12/31/2014 as a(n)
PROFESSIONAL ENGINEER

LICENSEE/REGISTRANT

COMMISSIONER OF EDUCATION

EXECUTIVE SECRETARY

DEPUTY COMMISSIONER
FOR THE PROFESSIONS

This document is valid only if it has not expired, name and address are correct, it has not been tampered with and is an original - not a copy. To verify that this registration certificate is valid or for more information please visit www.op.nysed.gov.

To: Licensee/Registrant

- Please review the Registration Certificate below to be sure the information on it is correct.
- If any of the information is not correct, please contact us at OPREGFEE@mail.nysed.gov or (518) 474-3817, Ext. 410.
- If the information is correct, sign above the Licensee/Registrant block and please destroy any previous Registration Certificates you may have, as certificates with incorrect information are not valid and should not be kept.
- Should your address or name change, please notify us as described on the reverse and a new certificate will be issued.

UPON RECEIPT OF THIS REGISTRATION CERTIFICATE YOUR PREVIOUSLY ISSUED REGISTRATION CERTIFICATE IS NULL AND VOID. PLEASE DESTROY THE PREVIOUSLY ISSUED REGISTRATION CERTIFICATE.

SEE BACK FOR IMPORTANT INFORMATION

COPY

The University of the State of New York
Education Department
Office of the Professions
REGISTRATION CERTIFICATE
Do not accept a copy of this certificate

License Number: [redacted] Certificate Number: [redacted]

KOTBY HESHAM M
[redacted]

is registered to practice in New York State through 06/30/2015 as a(n)
PROFESSIONAL ENGINEER

LICENSEE/REGISTRANT

EXECUTIVE SECRETARY

COMMISSIONER OF EDUCATION

DEPUTY COMMISSIONER
FOR THE PROFESSIONS

This document is valid only if it has not expired, name and address are correct, it has not been tampered with and is an original - not a copy. To verify that this registration certificate is valid or for more information please visit www.op.nysed.gov.

The University of the State of New York
Education Department
Office of the Professions

REGISTRATION CERTIFICATE

Do not accept a copy of this certificate

License Number: [redacted] Certificate Number: [redacted]

DIAMOND PAUL RICHARD
[redacted]

is registered to practice in New York State through 08/31/2014 as a(n)
PROFESSIONAL ENGINEER

LICENSEE/REGISTRANT

COMMISSIONER OF EDUCATION

EXECUTIVE SECRETARY

DEPUTY COMMISSIONER
FOR THE PROFESSIONS

This document is valid only if it has not expired, name and address are correct, it has not been tampered with and is an original - not a copy. To verify that this registration certificate is valid or for more information please visit www.op.nysed.gov.

The University of the State of New York
Education Department
Office of the Professions

REGISTRATION CERTIFICATE

Do not accept a copy of this certificate

License Number: [redacted] Certificate Number: [redacted]

REZK MOUSTAFA M
[redacted]

is registered to practice in New York State through 08/31/2014 as a(n)
PROFESSIONAL ENGINEER

LICENSEE/REGISTRANT

COMMISSIONER OF EDUCATION

EXECUTIVE SECRETARY

DEPUTY COMMISSIONER
FOR THE PROFESSIONS

This document is valid only if it has not expired, name and address are correct, it has not been tampered with and is an original - not a copy. To verify that this registration certificate is valid or for more information please visit www.op.nysed.gov.

To: Licensee/Registrant

- Please review the Registration Certificate below to be sure the information on it is correct.
- If any of the information is not correct, please contact us at OPREGFEE@mail.nysed.gov or (518) 474-3817, Ext. 410.
- If the information is correct, sign above the Licensee/Registrant block and please destroy any previous Registration Certificates you may have, as certificates with incorrect information are not valid and should not be kept.
- Should your address or name change, please notify us as described on the reverse and a new certificate will be issued.

UPON RECEIPT OF THIS REGISTRATION CERTIFICATE YOUR PREVIOUSLY ISSUED REGISTRATION CERTIFICATE IS NULL AND VOID. PLEASE DESTROY THE PREVIOUSLY ISSUED REGISTRATION CERTIFICATE.

SEE BACK FOR IMPORTANT INFORMATION

The University of the State of New York
Education Department
Office of the Professions
REGISTRATION CERTIFICATE
Do not accept a copy of this certificate

License Number: [redacted] Certificate Number: [redacted]

RIVERA LUCIO T
P O BOX 806
BREWSTER NY 10509-0000

is registered to practice in New York State through 06/30/2014 as a(n)
PROFESSIONAL ENGINEER

LICENSEE/REGISTRANT

EXECUTIVE SECRETARY

COMMISSIONER OF EDUCATION

DEPUTY COMMISSIONER
FOR THE PROFESSIONS

This document is valid only if it has not expired, name and address are correct, it has not been tampered with and is an original - not a copy. To verify that this registration certificate is valid or for more information please visit www.op.nysed.gov.

The University of the State of New York
Education Department
Office of the Professions
REGISTRATION CERTIFICATE
Do not accept a copy of this certificate

License Number: [redacted]

Certificate Number: [redacted]

MORCOS EMAD LUKA

[redacted]

[redacted]

is registered to practice in New York State through 12/31/2014 as a(n)
PROFESSIONAL ENGINEER

LICENSEE/REGISTRANT

EXECUTIVE SECRETARY

COMMISSIONER OF EDUCATION

DEPUTY COMMISSIONER
FOR THE PROFESSIONS

This document is valid only if it has not expired, name and address are correct, it has not been tampered with and is an original - not a copy. To verify that this registration certificate is valid or for more information please visit www.op.nysed.gov.

THE UNIVERSITY OF THE STATE OF NEW YORK

EDUCATION DEPARTMENT

BE IT KNOWN THAT

HESHAM MOHAMED

HAVING GIVEN SATISFACTORY EVIDENCE OF THE COMPLETION OF PROFESSIONAL AND OTHER REQUIREMENTS PRESCRIBED BY LAW IS QUALIFIED TO PRACTICE AS A

PROFESSIONAL ENGINEER

IN THE STATE OF NEW YORK

IN WITNESS WHEREOF THE EDUCATION DEPARTMENT GRANTS THIS LICENSE
UNDER ITS SEAL AT ALBANY, NEW YORK
THIS ELEVENTH DAY OF JULY, 2011.

PRESIDENT OF THE UNIVERSITY
AND ACTING COMMISSIONER OF EDUCATION

EXECUTIVE SECRETARY
STATE BOARD FOR
ENGINEERING AND LAND SURVEYING

LICENSE NUMBER [redacted]

COPY

The University of the State of New York
Education Department
Office of the Professions

REGISTRATION CERTIFICATE

Do not accept a copy of this certificate

License Number: [redacted] Certificate Number: [redacted]

REFAI ALAAELDIN MOHAMED
5 CONCORD SQ
SAYREVILLE NJ 08872-2303

is registered to practice in New York State through 08/31/2014 as a(n)
PROFESSIONAL ENGINEER

LICENSEE/REGISTRANT

EXECUTIVE SECRETARY

ACTING COMMISSIONER OF EDUCATION

This document is valid only if it has not expired, name and address are correct, it has not been tampered with and is an original - not a copy. To verify that this registration certificate is valid or for more information please visit www.op.nysed.gov.

The University of the State of New York
Education Department
Office of the Professions

REGISTRATION CERTIFICATE

Do not accept a copy of this certificate

License Number: [redacted] Certificate Number: [redacted]

HALLAHAN RICHARD T

[redacted]

is registered to practice in New York State through 05/31/2017 as a(n)
PROFESSIONAL ENGINEER

LICENSEE/REGISTRANT

EXECUTIVE SECRETARY

COMMISSIONER OF EDUCATION

DEPUTY COMMISSIONER
FOR THE PROFESSIONS

This document is valid only if it has not expired, name and address are correct, it has not been tampered with and is an original - not a copy. To verify that this registration certificate is valid or for more information please visit www.op.nysed.gov.

THE UNIVERSITY OF THE STATE OF NEW YORK

EDUCATION DEPARTMENT

BE IT KNOWN THAT

BYRON PAUL ALFORD

HAVING GIVEN SATISFACTORY EVIDENCE OF THE COMPLETION OF PROFESSIONAL AND OTHER REQUIREMENTS PRESCRIBED BY LAW IS QUALIFIED TO PRACTICE AS A

PROFESSIONAL ENGINEER

IN THE STATE OF NEW YORK

IN WITNESS WHEREOF THE EDUCATION DEPARTMENT GRANTS THIS LICENSE UNDER ITS SEAL AT ALBANY, NEW YORK THIS NINTH DAY OF AUGUST, 1990

LICENSE NUMBER [redacted]

PRESIDENT OF THE UNIVERSITY AND COMMISSIONER OF EDUCATION

EXECUTIVE SECRETARY STATE BOARD FOR ENGINEERING AND LAND SURVEYING

The University of the State of New York
Education Department
Office of the Professions

REGISTRATION CERTIFICATE

Do not accept a copy of this certificate

License Number: [redacted] Certificate Number: [redacted]

MANGAM KENNETH PATRICK
[redacted]

is registered to practice in New York State through 12/31/2015 as a(n)
PROFESSIONAL ENGINEER

LICENSEE/REGISTRANT

COMMISSIONER OF EDUCATION

EXECUTIVE SECRETARY

DEPUTY COMMISSIONER
FOR THE PROFESSIONS

This document is valid only if it has not expired, name and address are correct, it has not been tampered with and is an original – not a copy. To verify that this registration certificate is valid or for more information please visit www.op.nysed.gov.

THIS DOCUMENT IS PRINTED ON WATERMARKED PAPER WITH A HIDDEN COLORED BACKGROUND AND MULTIPLE SECURITY FEATURES. PLEASE VERIFY AUTHENTICITY.

State Of New Jersey
New Jersey Office of the Attorney General
Division of Consumer Affairs

THIS IS TO CERTIFY THAT THE
Board of Prof. Engineers & Land Surveyors

HAS LICENSED

Kenneth P. Mangam
[redacted]

FOR PRACTICE IN NEW JERSEY AS A(N): Professional Engineer

04/14/2014 TO 04/30/2016
VALID

Signature of Licensee/Registrant/Certificate Holder

[redacted]
LICENSE/REGISTRATION/CERTIFICATION #

ACTING DIRECTOR

The University of the State of New York
Education Department
Office of the Professions

REGISTRATION CERTIFICATE

Do not accept a copy of this certificate

License Number: [redacted] Certificate Number: [redacted]

KONCELIK PETER LUCAS

[redacted]

is registered to practice in New York State through 10/31/2016 as a(n)
PROFESSIONAL ENGINEER

LICENSEE/REGISTRANT

EXECUTIVE SECRETARY

COMMISSIONER OF EDUCATION

DEPUTY COMMISSIONER
FOR THE PROFESSIONS

This document is valid only if it has not expired, name and address are correct, it has not been tampered with and is an original - not a copy. To verify that this registration certificate is valid or for more information please visit www.op.nysed.gov.

To: Licensee/Registrant

- Please review the Registration Certificate below to be sure the information on it is correct.
- If any of the information is not correct, please contact us at OPREGFEE@mail.nysed.gov or (518) 474-3817, Ext. 410.
- If the information is correct, sign above the Licensee/Registrant block and please destroy any previous Registration Certificates you may have, as certificates with incorrect information are not valid and should not be kept.
- Should your address or name change, please notify us as described on the reverse and a new certificate will be issued.

UPON RECEIPT OF THIS REGISTRATION CERTIFICATE YOUR PREVIOUSLY ISSUED REGISTRATION CERTIFICATE IS NULL AND VOID. PLEASE DESTROY THE PREVIOUSLY ISSUED REGISTRATION CERTIFICATE.

SEE BACK FOR IMPORTANT INFORMATION

The University of the State of New York
Education Department
Office of the Professions

REGISTRATION CERTIFICATE

Do not accept a copy of this certificate

License Number: [redacted] Certificate Number: [redacted]

DILLARD PIERRE A
[redacted]

is registered to practice in New York State through 01/31/2015 as a(n)
PROFESSIONAL ENGINEER

LICENSEE/REGISTRANT

EXECUTIVE SECRETARY

COMMISSIONER OF EDUCATION

DEPUTY COMMISSIONER
FOR THE PROFESSIONS

This document is valid only if it has not expired, name and address are correct, it has not been tampered with and is an original - not a copy. To verify that this registration certificate is valid or for more information please visit www.op.nysed.gov.

COPY

The Construction Manager Certification Institute

Certified Construction Manager

Ashraf M. Abdalla

CMCI ID #: A2129

having voluntarily met the prescribed criteria of the CCM program with regard to formal education, field experience and demonstrated capability and understanding of the CM body of knowledge, and having met the professional standards and having demonstrated a commitment to and interest in providing the highest quality professional CM services available, has earned the designation of Certified Construction Manager.

This certification is issued by the Construction Manager Certification Institute on this 31th *day of* March, 2012.

Chairman

This certificate is valid through March 2015.

CONSTRUCTION MANAGER CERTIFICATION INSTITUTE ★ CMCI

Construction Manager Certification Institute
7926 JONES BRANCH DRIVE • SUITE 800 • MCLEAN, VIRGINIA 22102
(703)356-2622 • FAX: (703)356-6388 • WWW.CMCERTIFICATION.ORG

March 7, 2014

Khaled T. Husein
[redacted]

CMCI ID: A0858

Dear Khaled T. Husein:

Congratulations on your recent re-certification as a CCM. This letter serves as confirmation of your re-certification status until ***December, 2016***. As a reminder, in the years between your re-certification, you will need to keep track of the recertification points earned to maintain your CCM status.

You can download the current renewal categories and guidelines by going to the CM Certification website at http://cmaanet.org. Along the left hand side of the webpage, scroll over "CM Certification" link and then click on "Certification Renewal." This is a word document that you can save to your desktop and use to maintain your renewal points. We recommend that you set up a file for collecting documentation for your next re-certification and check your progress every six months.

Please remember that you have ***three (3) years*** to meet the requirements for renewal points. If any changes are made to the re-certification requirements, you will be informed.

To help give you recognition for your accomplishment of maintaining the CCM designation, we have enclosed a press release to publicize your re-certification. To use the press release, fill in the areas in parentheses and send to those publications where you would like to see it published.

Also, don't forget to update any new contact information because I send out periodic updates and new recertification opportunities that become available. If you have any questions or concerns, please call me at 703.356.2622 or email me at apavon@cmaanet.org. Thank you.

Sincerely,

Andrea Pavon
Recertification Associate

The Construction Manager Certification Institute

Certified Construction Manager

Khaled T. Husein

CMCI ID [redacted]

having voluntarily met the prescribed criteria of the CCM program with regard to formal education, field experience and demonstrated capability and understanding of the CM body of knowledge, and having met the professional standards and having demonstrated a commitment to and interest in providing the highest quality professional CM services available, has earned the designation of Certified Construction Manager.

This certification is issued by the Construction Manager Certification Institute

on this 29th *day of* December, 2005.

Chairman

This certificate is valid through December 2016.

This certificate was last renewed on 1/30/2014.

The Construction Manager Certification Institute

Certified Construction Manager

Chandra S. Revuru

CMCI [redacted]

having voluntarily met the prescribed criteria of the CCM program with regard to formal education, field experience and demonstrated capability and understanding of the CM body of knowledge, and having met the professional standards and having demonstrated a commitment to and interest in providing the highest quality professional CM services available, has earned the designation of Certified Construction Manager.

This certification is issued by the Construction Manager Certification Institute

on this 8th *day of* February, 2014.

Chairman

This certificate is valid through: February 2017.

AMERICAN CONCRETE INSTITUTE

This is to certify that

SAMUEL R BAUTISTA

has demonstrated knowledge and ability by successfully completing the ACI Certification requirements and is hereby recognized as an

ACI Concrete Construction Special Inspector

Certified Date: 08/03/2013 **Expires:** 08/03/2018

Examiner of Record: Jeffrey T Stoicescu

ACI Managing Director of Certification

The Authenticity of this certification can be verified at www. ACICertification .org/verify

Report Print Date:8/15/13

ACI Certification Results Report

ACI Concrete Construction Special Inspector

Testing Session Information:

Session: 132049 Exam Date: 08/03/2013 Exam Location: Stony Point, NY
ACI Sponsoring Group: New York Eastern Chapter ACI Phone:(518) 283-8637
Examiner of Record: Jeffrey T Stoicescu

Examinee Information

Samuel R Bautista
[redacted]

Certification ID
[redacted]

Status Information

Certification Status: *CERTIFIED* ACI Concrete Construction Special Inspector

Certification Issue Date: 08/03/2013 Thru 08/03/2018

ACI Comments:

Congratulations! You are now Certified. This is an accomplishment you can be very proud of and we will be happy to confirm this credential to anyone upon request. Enclosed is your wallet card and certificate attesting this accomplishment. In addition, a directory of all ACI Certified individuals can be found at www.ACICertification.org.

Required Results

Written Examination	*PASS*
Plans Reading Exam	*PASS*
Field Testing Technician Certification	*PASS*

Work Experience	*PASS*

The Detailed Subtest Results section on next (back) page.

Detailed Subtest Results

To pass the written exam and/or the plans reading exam you must score 70% or higher.

QUALIFICATION	P/F - Session	% Score
Written Examination	PASS-132049	90.00
Work Experience	PASS-132049	100.00
Plans Reading Exam	PASS-132049	95.00
Field Testing Technician Certification	PASS-132049	100.00

If you have any questions about this program, or other ACI activity, please feel free to contact us at 248/848-3790.

ACI Concrete Construction Special Inspector

SAMUEL R BAUTISTA

Certification ID [redacted]

Expires on: 08/03/2018

aci certification

Verify at CheckACI.org

AMERICAN CONCRETE INSTITUTE

This is to certify that

HECTOR BELTRAN

has demonstrated knowledge and ability by successfully completing the ACI Certification requirements and is hereby recognized as an

ACI Associate Concrete Construction Special Inspector

Certified Date: 10/06/2008 **Expires: 10/06/2013**

Examiner of Record: Noel F John

ACI Managing Director of Certification

The Authenticity of this certification can be verified at www. ACICertification .org/verify

Detailed Subtest Results

To pass the written exam and/or the plans reading exam you must score 70% or higher.

QUALIFICATION	P/F - Session	% Score
Written Examination	PASS-082226	90.00
Work Experience	FAIL	0.00
Plans Reading Exam	PASS-082226	85.00
Field Testing Technician Certification	PASS-082226	100.00

If you have any questions about this program, or other ACI activity, please feel free to contact us at 248/848-3790.

ACI Concrete Construction Special Inspector

DANIEL CASTRO JR

Certification ID [redacted]
Expires on: 11/21/2014

certification

Verify at CheckACI.org

AMERICAN CONCRETE INSTITUTE

This is to certify that

SAUL CORREA

has demonstrated knowledge and ability by successfully completing the ACI Certification requirements and is hereby recognized as an

ACI Concrete Construction Special Inspector

Certified Date: 02/15/2014 **Expires: 02/15/2019**

Examiner of Record: Mr Casimir J Bognacki

ACI Managing Director of Certification

The Authenticity of this certification can be verified at www. ACICertification .org/verify

ACI Concrete Construction Special Inspector

SAUL CORREA

Certification ID [redacted]
Expires on: 02/15/2019

ACI certification

Verify at CheckACI.org

AMERICAN CONCRETE INSTITUTE

This is to certify that

ARKADIY IOFFE

has demonstrated knowledge and ability by successfully completing the ACI Certification requirements and is hereby recognized as an

ACI Concrete Construction Special Inspector

Certified Date: 08/03/2013 **Expires:** 08/03/2018

Examiner of Record: Jeffrey T Stoicescu

ACI Managing Director of Certification

The Authenticity of this certification can be verified at www. ACICertification .org/verify

Report Print Date:8/15/13

ACI Certification Results Report

ACI Concrete Construction Special Inspector

Testing Session Information:

Session: 132049 Exam Date: 08/03/2013 Exam Location: Stony Point, NY
ACI Sponsoring Group: New York Eastern Chapter ACI Phone:(518) 283-8637
Examiner of Record: Jeffrey T Stoicescu

Examinee Information

Arkadiy Ioffe [redacted]

Certification ID [redacted]

Status Information

Certification Status: *CERTIFIED* ACI Concrete Construction Special Inspector

Certification Issue Date: 08/03/2013 Thru 08/03/2018

ACI Comments:

Congratulations! You are now Certified. This is an accomplishment you can be very proud of and we will be happy to confirm this credential to anyone upon request. Enclosed is your wallet card and certificate attesting this accomplishment. In addition, a directory of all ACI Certified individuals can be found at www.ACICertification.org.

Required Results

Written Examination	*PASS*
Plans Reading Exam	*PASS*
Field Testing Technician Certification	*PASS*

Work Experience	*PASS*

The Detailed Subtest Results section on next (back) page.

Detailed Subtest Results

To pass the written exam and/or the plans reading exam you must score 70% or higher.

QUALIFICATION	P/F - Session	% Score
Written Examination	PASS-132049	92.50
Work Experience	PASS-132049	100.00
Plans Reading Exam	PASS-132049	95.00
Field Testing Technician Certification	PASS-132049	100.00

If you have any questions about this program, or other ACI activity, please feel free to contact us at 248/848-3790.

ACI Concrete Construction Special Inspector

KAREEM BAKSH

Certification ID [redacted]
Expires on: 08/03/2018

aci certification

Verify at CheckACI.org

AMERICAN CONCRETE INSTITUTE

This is to certify that

KAREEM BAKSH

has demonstrated knowledge and ability by successfully completing the ACI Certification requirements and is hereby recognized as an

ACI Concrete Construction Special Inspector

Certified Date: 08/03/2013 **Expires: 08/03/2018**

Examiner of Record: Jeffrey T Stoicescu

ACI Managing Director of Certification

The Authenticity of this certification can be verified at www. ACICertification .org/verify

ACI Associate Concrete Construction
Special Inspector

JAMES B PUPLAMPU

Certification ID [redacted]
Expires on: 08/03/2018

certification

Verify at CheckACI.org

AMERICAN CONCRETE INSTITUTE

This is to certify that

JAMES B PUPLAMPU

has demonstrated knowledge and ability by successfully completing the ACI Certification requirements and is hereby recognized as an

ACI Associate Concrete Construction Special Inspector

Certified Date: 08/03/2013 **Expires: 08/03/2018**

Examiner of Record: Jeffrey T Stoicescu

ACI Managing Director of Certification

The Authenticity of this certification can be verified at www. ACICertification .org/verify

AMERICAN CONCRETE INSTITUTE

This is to certify that

MIKEAL RAMESSAR

has demonstrated knowledge and ability by successfully completing the ACI Certification requirements and is hereby recognized as an

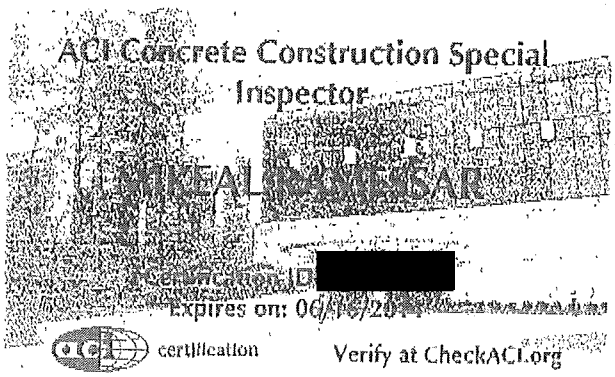
ACI Concrete Construction Special Inspector

Certified Date: 06/16/2009 **Expires: 06/16/2014**

Examiner of Record: Mr Casimir Bognacki

ACI Managing Director of Certification

The Authenticity of this certification can be verified at www. ACICertification .org/verify


ACI Concrete Construction Special Inspector
[redacted]
Certification ID [redacted]
Expires on: 06/[redacted]/2014
certification
Verify at CheckACI.org

Report Print Date:6/26/09

ACI Certification Results Report

ACI Concrete Construction Special Inspector

Testing Session Information:

Session: 091492 Exam Date: 06/16/2009 Exam Location: Jersey City, NJ
ACI Sponsoring Group: The Concrete Industry Board Inc Phone:(212)213-0410
Examiner of Record: Mr Casimir Bognacki

Examinee Information

Mikeal Ramessar [redacted]

Certification ID [redacted]

Status Information

Certification Status: *CERTIFIED* ACI Concrete Construction Special Inspector

Certification Issue Date: 06/16/2009 Thru 06/16/2014

ACI Comments:

Congratulations! You are now Certified. This is an accomplishment you can be very proud of and we will be happy to confirm this credential to anyone upon request. Enclosed is your wallet card and certificate attesting this accomplishment. In addition, a directory of all ACI Certified individuals can be found at www.ACICertification.org.

Required Results

Written Examination	*PASS*
Plans Reading Exam	*PASS*
Field Testing Technician Certification	*PASS*

Work Experience	*PASS*

The Detailed Subtest Results section on next (back) page.

INTERNATIONAL CODE COUNCIL

CESAR M HERNANDEZ

The International Code Council attests that the individual named on this certificate has satisfactorily demonstrated knowledge as required by the International Code Council by successfully completing the prescribed written examination based on codes and standards then in effect, and is hereby issued this certification as:

Structural Steel and Bolting Special Inspector

Given this day of April 27, 2012

Certificate No. [redacted]

William D Dupler
President, Board of Directors

INTERNATIONAL CODE COUNCIL, INC
CERTIFIED
WASHINGTON, D.C.

Richard P. Weiland
Chief Executive Officer

ICC INTERNATIONAL CODE COUNCIL

This certificate is the property of ICC and must be returned to ICC in the event of suspension or revocation of the certificate.

Home > My ICC

Certified Professional Information:

Last, First MI: Payne, Lance A
Certified under this name: Lance A Payne
City, State Zip: Bayville, NY 11709
Phone: (760)429-8937
Certification Type(s): Master of Special Inspection (expires 01/12/2015)
Reinforced Concrete Special Inspector (expires 01/12/2015)
Spray-applied Fireproofing Special Inspector (expires 01/12/2015)
Structural Masonry Special Inspector (expires 01/12/2015)
Structural Steel and Bolting Special Inspector (expires 01/12/2015)
Structural Welding Special Inspector (expires 01/12/2015)

Contact Information

1-888-ICC-SAFE (422-7233), ext. 5524

Contact Us

Listings here may not reflect today's changes, additions, exam results, or certifications from organizations other than ICC (including BOCA, ICBO, and SBCCI). Listings are updated nightly on this web site, so please allow a full 24 hours for changes to be reflected here. ICC certification for code enforcement professions attests to competent knowledge of construction codes and standards in effect on the date of certification or renewal.

ICC does its best to maintain the privacy requests of its members and constituents. If you believe that phone number or address information listed here should not be displayed please contact us at 1-888-ICC-SAFE (422-7233) between 8am and 7pm (CT) for personal assistance.

Terms of Use: This listing is provided as a service to the constituents of ICC for these purposes: locating a certified professional or contractor in your area, or confirming status for individuals. Any other use, sale, transfer, or reproduction in any form without the express written consent of ICC is strictly prohibited. ICC reserves the right to incorporate some false names to detect improper use of this service.

SAVE™ Sustainable Attributes Verification and Evaluation Program
One Resource—Multiple Green Rating Systems

INTERNATIONAL CODE COUNCIL

ALAAELDIN REFAI

The International Code Council attests that the individual named on this certificate has satisfactorily demonstrated knowledge as required by the International Code Council by successfully completing the prescribed written examination based on codes and standards then in effect, and is hereby issued this certification as:

Structural Steel and Bolting Special Inspector

Given this day of May 8, 2012

Certificate N[redacted]

William D Dupler
President, Board of Directors

Richard P. Weiland
Chief Executive Officer

ICC INTERNATIONAL CODE COUNCIL®

INTERNATIONAL CODE COUNCIL, INC. CERTIFIED WASHINGTON, D.C.

This certificate is the property of ICC and must be returned to ICC in the event of suspension or revocation of the certificate.

NACE INTERNATIONAL

Certificate of Achievement

NACE International Recognizes

Cherian George

NACE Coating Inspector Level 1—Certified

CIP Certification Number 43772

Certification Awarded
February 2013

Executive Director

cip NACE INTERNATIONAL

564865

This page was intentionally left blank

NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT
BETWEEN
HAKS
AND
THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

THIS NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT (this "**Agreement**") is made as of this 9th day of July, 2014, by and between **THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY** (the "**Port Authority**") a body corporate and politic created by Compact between the States of New York and New Jersey, with the consent of the Congress of the United States, and having an office and place of business at 225 Park Avenue South, New York, New York, 10003, and HAKS having an office and place of business at 40 Wall Street, 11th Floor, NY, NY 10005 ("**Recipient**").

WHEREAS, the Port Authority desires, subject to the terms and conditions set forth below, to disclose to Recipient Protected Information (as defined below) in connection with 38268; Contract duration: 5yrs; RFP for Indefinite Quantity Contracts (IQC's) for performance of professional construction Mgt & Insp. Services for Federally funded storm related resiliency projects on an as-needed basis through 2018 (collectively, the "Project(s)", or "Proposed Project(s)"); and

WHEREAS, the Recipient acknowledges that the Port Authority, in furtherance of its performance of essential and critical governmental functions relating to the Project, has existing and significant interests and obligations in establishing, maintaining and protecting the security and safety of the Project site and surrounding areas and related public welfare matters; and

WHEREAS, in furtherance of critical governmental interests regarding public welfare, safety and security at the Project site, the Port Authority has collected information and undertaken the development of certain plans and recommendations regarding the security, safety and protection of the Project site, including the physical construction and current and future operations; and

WHEREAS, the Port Authority and Recipient (collectively, the "**Parties**") acknowledge that in order for Recipient to undertake its duties and/or obligations with regard to its involvement in the Project, the Port Authority may provide Recipient or certain of its Related Parties (as defined below) certain information in the possession of the Port Authority, which may contain or include protected, confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, relating to the Project or its occupants or other matters, the unauthorized disclosure of which could result in significant public safety, financial and other damage to the Port Authority, the Project, its occupants, and the surrounding communities; and

WHEREAS, Recipient recognizes and acknowledges that providing unauthorized access to, or disclosing such information to third parties in violation of the terms of this Agreement could compromise or undermine the existing or future guidelines, techniques and procedures implemented for the protection against terrorist acts or for law enforcement, investigation and

prosecutorial purposes, and accordingly could result in significant irreparable harm and injury; and

WHEREAS, in order to protect and preserve the privilege attaching to and the confidentiality of the aforementioned information as well as to limit access to such information to a strict need to know basis, the Port Authority requires, as a condition of its sharing or providing access to such protected, confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, that the Recipient enter into this Agreement and that its Related Parties thereafter acknowledge and agree that they will be required to treat as strictly confidential and/or privileged any of such information so provided, as well as the work product and conclusions of any assessments and evaluations or any recommendations relating thereto, and to also fully comply with applicable federal rules and regulations with respect thereto; and

WHEREAS, as a condition to the provision of such information to Recipient and certain Related Parties, the Recipient has agreed to enter into this Agreement with respect to the handling and use of such information and to cause Related Parties to join in and be bound by the terms and conditions of this Agreement.

NOW, THEREFORE, in consideration of the provision by Port Authority of Information for Project Purposes (as each such term is defined below) and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged by the Recipient and each Related Party that receives such Information, the Recipient and each such Related Party agrees, as follows:

1. **Defined Terms**. In addition to the terms defined in the Recitals above, the following terms shall have the meanings set forth below:

(a) "**Authorized Disclosure**" means the disclosure of Protected Information strictly in accordance with the Confidentiality Control Procedures applicable thereto: (i) as to all Protected Information, only to a Related Party that has a need to know such Protected Information strictly for Project Purposes and that has agreed in writing to be bound by the terms of this Agreement by executing a form of Acknowledgment as set forth in Exhibit A or Exhibit B, as applicable; and (ii) as to Confidential Privileged Information, only to the extent expressly approved in writing and in advance by the Port Authority, and then only the particular Confidential Privileged Information that is required to accomplish an essential element of the Project.

(b) "**Information**" means, collectively, all information, documents, data, reports, notes, studies, projections, records, manuals, graphs, electronic files, computer generated data or information, drawings, charts, tables, diagrams, photographs, and other media or renderings containing or otherwise incorporating information that may be provided or made accessible at any time, whether in writing, orally, visually, photographically, electronically or in any other form or medium, including, without limitation, any and all copies, duplicates or extracts of the foregoing.

(c) "**Protected Information**" means and includes collectively, Confidential Information, Confidential Privileged Information, Sensitive Security Information (SSI), Critical Infrastructure Information (CII) or Health Insurance Portability and Accountability Act (HIPPA) Information and Information that is labeled, marked or otherwise identified by or on behalf of the Port Authority so as to reasonably connote that such information is confidential, privileged, sensitive or proprietary in nature. The term Protected Information shall also include all work product that contains or is derived from any of the foregoing, whether in whole or in part, regardless of whether prepared by the Recipient, the Port Authority or others, or when the Port Authority receives such information from others and agrees to treat such information as Protected. The following Information shall not constitute Protected Information for the purpose of this Agreement:

(i) Particular Information, other than Confidential Privileged Information, that is provided to the Recipient by a source other than the Port Authority, provided that such source is not subject to a confidentiality agreement, or similar obligation, or understanding with or for the benefit of the Port Authority, with respect to such Information and that the identity of such source is not itself part of such Protected Information.

(ii) Information that is or becomes generally available to the public other than as a result of a disclosure by the Recipient or a Related Party in violation of this Agreement.

(iii) Information that is known to or was in the possession of the Recipient or a Related Party on a non-confidential basis prior to the disclosure of such Information by the Port Authority.

(d) "**Confidential Information**" means and includes collectively, any and all Information, documents and materials entitled to protection as a public interest privilege under New York State law and as may be deemed to be afforded or entitled to the protection of any other privilege recognized under New York and/or New Jersey state laws or Federal laws. It also includes information that contains sensitive financial, commercial or other proprietary business information concerning or relating to the Port Authority, its projects, operations or facilities that would be exempt from release under the Port Authority Freedom of Information Code.

(e) "**Confidential Privileged Information**" means and includes collectively, (i) Information that reveals security risks, threats, vulnerabilities, documentation that identifies specific physical security vulnerabilities or revealing specific security vulnerabilities details related to emergency response protocols, egress plans, flow paths, egress capacities, (diagrams, codes, standards) etc., which is not publicly available," and any and all Information, documents and materials entitled to protection as a public interest privilege under New York State law and as may be deemed to be afforded or entitled to the protection of any other privilege recognized under New York and/or New Jersey state laws or Federal laws, and (ii) certain Critical Infrastructure Information.

(f) "**Confidentiality Control Procedures**" means procedures, safeguards and requirements for the identification, processing, protection, handling, care, tracking and storage of

Protected Information that are required under applicable federal or state law, the Port Authority Handbook, or by the terms of this Agreement.

(g) **"Critical Infrastructure Information"** (CII) has the meaning set forth in the Homeland Security Act of 2002, under the subtitle Critical Infrastructure Information Act of 2002 (6 U.S.C. §131-134), and any rules or regulations enacted pursuant thereto, including, without limitation, the Office of the Secretary, Department of Homeland Security Rules and Regulations, 6 C.F.R. Part 29 and any amendments thereto. CII may also be referred to as "Protected Critical Infrastructure Information" or "PCII", as provided for in the referenced rules and regulations and any amendments thereto.

(h) **"Sensitive Security Information"** (SSI) has the definition and requirements set forth in the Transportation Security Administrative Rules & Regulations, 49 CFR 1520, (49 U.S.C. §114) and in the Office of the Secretary of Transportation Rules & Regulations, 49 CFR 15, (49 U.S.C. §40119).

(i) **"Health Insurance Portability and Accountability Act"** (HIPAA) Information Employees, associates or other contract personnel who have access to Protected Health Information (PHI) must refer to, and comply with, the Privacy Policies and Procedures to Protect Personal Health Information. Privacy regulations issued under the Health Insurance Portability and Accountability Act of 1996 ("HIPAA" or "Privacy Laws") place restrictions on the Group Health Plans of the Port Authority and PATH (the "Plans") ability to use and disclose Protected Health Information ("PHI").

(j) **"Port Authority Handbook"** means The Port Authority of New York and New Jersey, Information Security Handbook, as may be amended by the Port Authority, from time to time.

(k) **"Project Purposes"** means the use of Protected Information strictly and only for purposes related to Recipient's and its Related Parties' participation and involvement in the Project, and only for such period of time during which Recipient and its Related Parties are involved in Project related activities.

(l) **"Related Party"** and **"Related Parties"** means the directors, employees, officers, partners or members of the Recipient, as applicable, and the Recipient's outside consultants, attorneys, advisors, accountants, architects, engineers or subcontractors or sub-consultants (and their respective directors, employees, officers, partners or members) to whom any Protected Information is disclosed or made available.

2. **Use of Protected Information.** All Protected Information shall be used by the Recipient in accordance with the following requirements:

(a) All Protected Information shall be held in confidence and shall be processed, treated, disclosed and used by the Recipient and its Related Parties only for Project Purposes and in accordance with the Confidentiality Control Procedures established pursuant to Paragraph 2(c), below, including, without limitation, the Port Authority Handbook, receipt of which is acknowledged by Recipient and shall be acknowledged in writing by each Related Party by signing the Acknowledgment attached hereto as Exhibit A or Exhibit B, as applicable, and

applicable legal requirements. Protected Information may be disclosed, only if and to the extent that such disclosure is an Authorized Disclosure.

(b) Recipient and each Related Party acknowledges and agrees that (i) any violation by the Recipient or any of its Related Parties of the terms, conditions or restrictions of this Agreement relating to Protected Information may result in penalties and other enforcement or corrective action as set forth in such statutes and regulations, including, without limitation, the issuance of orders requiring retrieval of Sensitive Security Information and Critical Infrastructure Information to remedy unauthorized disclosure and to cease future unauthorized disclosure and (ii) pursuant to the aforementioned Federal Regulations, including, without limitation, 49 C.F.R. §§ 15.17 and 1520.17, any such violation thereof or mishandling of information therein defined may constitute grounds for a civil penalty and other enforcement or corrective action by the United States Department of Transportation and the United States Department of Homeland Security, and appropriate personnel actions for Federal employees.

(c) Recipient and each Related Party covenants to the Port Authority that it has established, promulgated and implemented Confidentiality Control Procedures for identification, handling, receipt, care, and storage of Protected Information to control and safeguard against any violation of the requirements of this Agreement and against any unauthorized access, disclosure, modification, loss or misuse of Protected Information. Recipient and each Related Party shall undertake reasonable steps consistent with such Confidentiality Control Procedures to assure that disclosure of Protected Information is compartmentalized, such that all Protected Information shall be disclosed only to those persons and entities authorized to receive such Information as an Authorized Disclosure under this Agreement and applicable Confidentiality Control Procedures. The Confidentiality Control Procedures shall, at a minimum, adhere to, and shall not be inconsistent with, the procedures and practices established in the Port Authority Handbook.

(d) The Port Authority reserves the right to audit Recipient's Confidentiality Control Procedures, and those of each Related Party, as applicable, to ensure that it is in compliance with the terms of this Agreement.

(e) The Port Authority may request in writing that the Recipient or any Related Parties apply different or more stringent controls on the handling, care, storage and disclosure of particular items of Protected Information as a precondition for its disclosure. The Port Authority may decline any request by the Recipient or any of its Related Parties to provide such item of Protected Information if the Recipient or any of the Related Parties do not agree in writing to apply such controls.

(f) Nothing in this Agreement shall require the Port Authority to tender or provide access to or possession of any Protected Information to the Recipient or its Related Parties, whether or not the requirements of this Agreement are otherwise satisfied. However, if such Protected Information is provided and accepted, the Recipient and its Related Parties shall abide by the terms, conditions and requirements of this Agreement.

(g) The Recipient and each Related Party agrees to be responsible for enforcing the provisions of this Agreement with respect to its Related Parties, in accordance with the Confidentiality Control Procedures. Except as required by law pursuant to written advice of

competent legal counsel, or with the Port Authority's prior written consent, neither the Recipient, nor any of the Related Parties shall disclose to any third party, person or entity: (i) any Protected Information under circumstances where the Recipient is not fully satisfied that the person or entity to whom such disclosure is about to be made shall act in accordance with the Confidentiality Control Procedures whether or not such person or entity has agreed in writing to be bound by the terms of this Agreement or any "Acknowledgement" of its terms or (ii) the fact that Protected Information has been made available to the Recipient or such Related Parties, or the content or import of such Protected Information. The Recipient is responsible for collecting and managing the Acknowledgments signed by Related Parties pursuant to this Agreement. Recipient shall, at the Port Authority's request, provide the Port Authority a list of all Related Parties who have signed an Acknowledgment, and copies of such Acknowledgments.

(h) As to all Protected Information provided by or on behalf of the Port Authority, nothing in this Agreement shall constitute or be construed as a waiver of any public interest privilege or other protections established under applicable state or federal law.

3. **Disclosures and Discovery Requests.** If a subpoena, discovery request, Court Order, Freedom of Information Request, or any other request or demand authorized by law seeking disclosure of the Protected Information is received by the Recipient or any Related Party, Recipient shall notify the Port Authority thereof, to the extent permitted by law, with sufficient promptness so as to enable the Port Authority to investigate the circumstances, prepare any appropriate documentation and seek to quash the subpoena, to seek a protective order, or to take such other action regarding the request as it deems appropriate. In the absence of a protective order, disclosure shall be made, in consultation with the Port Authority, of only that part of the Protected Information as is legally required to be disclosed. If at any time Protected Information is disclosed in violation of this Agreement, the Recipient shall immediately give the Port Authority written notice of that fact and a detailed account of the circumstances regarding such disclosure to the Port Authority.

4. **Retention Limitations; Return of Protected Information.** Upon the earlier occurrence of either the Port Authority's written request or completion of Recipient's need for any or all Protected Information, such Protected Information, all writings and material describing, analyzing or containing any part of such Protected Information, including any and all portions of Protected Information that may be stored, depicted or contained in electronic or other media and all copies of the foregoing shall be promptly delivered to the Port Authority at Recipient's expense. In addition, as to Protected Information that may be stored in electronic or similar form, such Protected Information shall be deleted and completely removed so that such Protected Information is incapable of being recovered from all computer databases of the Recipient and all Related Parties. The Recipient may request in writing that the Port Authority consent to destruction of Protected Information, writings and materials in lieu of delivery thereof to the Port Authority. The Port Authority shall not unreasonably withhold its consent to such request. If the Port Authority consents to such destruction, the Recipient and each Related Party shall deliver to the Port Authority a written certification by Recipient and such Related Party that such Protected Information, writings and materials have been so destroyed within such period as may be imposed by the Port Authority. Notwithstanding the foregoing, to the extent required for legal or compliance purposes, the Recipient may retain copies of Protected Information (in any format), provided that (a) the Port Authority is notified in writing of such retention, and (b) Recipient

continues to abide by the requirements of this Agreement with respect to the protection of such Protected Information.

5. **Duration and Survival of Confidentiality Obligations.** The obligations under this Agreement shall be perpetual (unless otherwise provided in this Agreement) or until such time as the Protected Information is no longer considered protected, confidential and/or privileged by the Port Authority.

6. **Severability.** Each provision of this Agreement is severable and if a court should find any provision of this Agreement to be unenforceable, all other provisions of this Agreement shall remain in full force and effect.

7. **Injunctive and Other Relief.** Recipient and each Related Party acknowledges that the unauthorized disclosure and handling of Protected Information is likely to have a material adverse and detrimental impact on public safety and security and could significantly endanger the Port Authority, its facilities (including, without limitation, the Project site), its patrons and the general public and that damages at law are an inadequate remedy for any breach, or threatened breach, of this Agreement by Recipient or its Related Parties. The Port Authority shall be entitled, in addition to all other rights or remedies, to seek such restraining orders and injunctions as it may deem appropriate for any breach of this Agreement, without being required to show any actual damage or to post any bond or other security.

8. **Governing Law.** This Agreement shall be governed by and construed in accordance with the laws of the State of New York, without regard to conflict of laws principles. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient specifically and irrevocably consent to the exclusive jurisdiction of any federal or state court in the County of New York and State of New York with respect to all matters concerning this Agreement and its enforcement. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient agree that the execution and performance of this Agreement shall have a New York situs and, accordingly, they each consent (and solely with respect to the Port Authority, subject to the terms of the Port Authority Legislation (as defined below)) to personal jurisdiction in the State of New York for all purposes and proceedings arising from this Agreement. "**Port Authority Legislation**" shall mean the concurrent legislation of the State of New York and State of New Jersey set forth at Chapter 301 of the Laws of New York of 1950, as amended by Chapter 938 of the Laws of New York of 1974 (McKinney's Unconsolidated Laws §§7101-7112) and Chapter 204 of the Laws of New Jersey of 1951 (N.J.S.A. 32:1-157 to 32:1-168).

9. **Notices.** Any notice, demand or other communication (each, a "**notice**") that is given or rendered pursuant to this Agreement by either party to the other party, shall be: (i) given or rendered, in writing, (ii) addressed to the other party at its required address(es) for notices delivered to it as set forth below, and (iii) delivered by either (x) hand delivery, or (y) nationally recognized courier service (e.g., Federal Express, Express Mail). Any such notice shall be deemed given or rendered, and effective for purposes of this Agreement, as of the date actually delivered to the other party at such address(es) (whether or not the same is then received by other party due to a change of address of which no notice was given, or any rejection or refusal to accept delivery). Notices from either party (to the other) may be given by its counsel.

The required address(es) of each party for notices delivered to it is (are) as set forth below. Each party, however, may, from time to time, designate an additional or substitute required address(es) for notices delivered to it, provided that such designation must be made by notice given in accordance with this Paragraph 9.

Original to the Port Authority:
The Port Authority of New York and New Jersey
Cory Mermer
Two Montgomery Street, 3rd Floor, Jersey City, NJ 07302

with a copy to:
The Port Authority of New York and New Jersey
225 Park Avenue South - 14th Floor
New York, NY 10003
Attn: General Counsel's Office c/o Caroline Ioannou, Law DISO

If to the Recipient:
HAKS
40 Wall Street, 11th Floor, NY, NY 10005
Attn: Alberto Villaman, P.E., Senior Vice President

with a copy to:
_____
_____
_____

10. **Entire Agreement**. This Agreement contains the complete statement of all the agreements among the parties hereto with respect to the subject matter thereof, and all prior agreements among the parties hereto respecting the subject matter hereof, whether written or oral, are merged herein and shall be of no further force or effect. This Agreement may not be changed, modified, discharged, or terminated, except by an instrument in writing signed by all of the parties hereto.

11. **Counterparts**. This Agreement may be executed in one or more counterparts, each of which shall be deemed to be an original, but all of which shall be one and the same document.

12. **Parties Bound**. This Agreement shall be binding upon the Recipient and its respective successors. The foregoing shall not be affected by the failure of any Related Party to join in this Agreement or to execute and deliver an Acknowledgement hereof.

13. **Authority**. The undersigned individual(s) executing this Agreement on behalf of the Recipient below represent(s) that they are authorized to execute this Agreement on behalf of the Recipient and to legally bind such party.

14. **Disclosure of Ownership Rights or License**. Nothing contained herein shall be construed as the granting or conferring by the Port Authority of any rights by ownership, license or otherwise in any Information.

15. **No Liability**. Neither the Commissioners of the Port Authority, nor any of them, nor any officer, agent or employee thereof, shall be charged personally by the Recipient with any

liability, or held liable to the Recipient under any term or provision of this Agreement, or because of its execution or attempted execution or because of any breach, or attempted or alleged breach thereof.

16. **Construction**. This Agreement is the joint product of the parties hereto and each provision of this Agreement has been subject to the mutual consultation, negotiation, and agreement of the parties hereto, and shall not be construed for or against any party hereto. The captions of the various sections in this Agreement are for convenience only and do not, and shall not be deemed to, define, limit or construe the contents of such Sections.

RECIPIENT:

Signature: _____

Print Name: Alberto Villaman, P.E.

Title: Senior Vice President

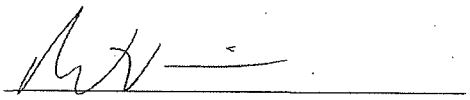
Date: 7/9/2014

EXHIBIT A

ACKNOWLEDGMENT BY RELATED PARTY INDIVIDUAL

I, Alberto Villaman, P.E. ("**Related Party**"), am employed as a(n) Senior Vice President by HAKS. I have been provided with and have read the Non Disclosure and Confidentiality Agreement between HAKS (the "**Recipient**") and The Port Authority of New York and New Jersey (the "**Port Authority**") dated July 9, 2014 (hereinafter the "**Agreement**"), and the Port Authority Handbook attached to the Agreement. I understand that because of my employer's relationship with "Port Authority", both my employer and I may be provided with access to, and/or copies of, sensitive security materials, protected or confidential information. If it is required for me to review or receive Protected Information, as it is defined in the aforementioned Agreement, I acknowledge that I will be bound by each and every term and provision contained therein, and that failure to do so may include, but is not limited to, the imposition of disciplinary action and sanctions, and/or the institution of legal action seeking injunctive relief, monetary and/or criminal penalties for violation of law and/or Port Authority policies and procedures, as well as for violation of federal and/or state regulations.

To the extent that I am currently in the possession of, or have previously come into contact with, marked information as it relates to the aforementioned Agreement, I agree to conform my handling procedures for Protected Information to the practices and procedures set forth and defined herein, or risk loss of access to said Information, removal from said Project and/or subjecting myself to the aforementioned disciplinary actions and/or civil and criminal penalties.

Signature: 

Print Name: Alberto Villaman, P.E.

Date: 7/9/2014

EXHIBIT B

ACKNOWLEDGMENT BY RELATED PARTY ENTITY

The undersigned, _____, is the _____ of _____, a _____ ("**Related Party**"), located at _____, and is duly authorized to execute this Acknowledgment on behalf of the above Related Party. The above Related Party is involved with the functions of _____ in connection with _____ for The Port Authority of New York and New Jersey (the "**Port Authority**"). I acknowledge and confirm that the above named Related Party has been provided with a copy of and shall be bound and shall abide by all of the terms, requirements and conditions set forth in the Non Disclosure and Confidentiality Agreement dated _____, _____, _____, between _____ (the "**Recipient**") and the Port Authority (hereinafter the "**Agreement**"), and by the Port Authority Handbook described in the Agreement. Appropriate and responsible officers and employees of the Related Party have carefully read and understand the terms and conditions of the Agreement. The Related Party has notice and acknowledges that any breach or violation of such terms, requirements and conditions may result in the imposition of remedies or sanctions as set forth or otherwise described therein against such Related Party.

Signature: _____

Print Name: _____

Date: _____

This page was intentionally left blank

NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT
BETWEEN

CB&I Government Solutions, Inc. (CB&I)

AND

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

THIS NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT (this "**Agreement**") is made as of this 15th day of July, 2014, by and between **THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY** (the "**Port Authority**") a body corporate and politic created by Compact between the States of New York and New Jersey, with the consent of the Congress of the United States, and having an office and place of business at 225 Park Avenue South, New York, New York, 10003, and CB&I having an office and place of business at 1633 Broadway, 30th Floor NY, NY 10019 ("**Recipient**").

WHEREAS, the Port Authority desires, subject to the terms and conditions set forth below, to disclose to Recipient Protected Information (as defined below) in connection with RFP No. 38268 (collectively, the "Project(s)", or "Proposed Project(s)"); and

WHEREAS, the Recipient acknowledges that the Port Authority, in furtherance of its performance of essential and critical governmental functions relating to the Project, has existing and significant interests and obligations in establishing, maintaining and protecting the security and safety of the Project site and surrounding areas and related public welfare matters; and

WHEREAS, in furtherance of critical governmental interests regarding public welfare, safety and security at the Project site, the Port Authority has collected information and undertaken the development of certain plans and recommendations regarding the security, safety and protection of the Project site, including the physical construction and current and future operations; and

WHEREAS, the Port Authority and Recipient (collectively, the "**Parties**") acknowledge that in order for Recipient to undertake its duties and/or obligations with regard to its involvement in the Project, the Port Authority may provide Recipient or certain of its Related Parties (as defined below) certain information in the possession of the Port Authority, which may contain or include protected, confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, relating to the Project or its occupants or other matters, the unauthorized disclosure of which could result in significant public safety, financial and other damage to the Port Authority, the Project, its occupants, and the surrounding communities; and

WHEREAS, Recipient recognizes and acknowledges that providing unauthorized access to, or disclosing such information to third parties in violation of the terms of this Agreement could compromise or undermine the existing or future guidelines, techniques and procedures implemented for the protection against terrorist acts or for law enforcement, investigation and

prosecutorial purposes, and accordingly could result in significant irreparable harm and injury; and

WHEREAS, in order to protect and preserve the privilege attaching to and the confidentiality of the aforementioned information as well as to limit access to such information to a strict need to know basis, the Port Authority requires, as a condition of its sharing or providing access to such protected, confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, that the Recipient enter into this Agreement and that its Related Parties thereafter acknowledge and agree that they will be required to treat as strictly confidential and/or privileged any of such information so provided, as well as the work product and conclusions of any assessments and evaluations or any recommendations relating thereto, and to also fully comply with applicable federal rules and regulations with respect thereto; and

WHEREAS, as a condition to the provision of such information to Recipient and certain Related Parties, the Recipient has agreed to enter into this Agreement with respect to the handling and use of such information and to cause Related Parties to join in and be bound by the terms and conditions of this Agreement.

NOW, THEREFORE, in consideration of the provision by Port Authority of Information for Project Purposes (as each such term is defined below) and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged by the Recipient and each Related Party that receives such Information, the Recipient and each such Related Party agrees, as follows:

1. **Defined Terms.** In addition to the terms defined in the Recitals above, the following terms shall have the meanings set forth below:

(a) "**Authorized Disclosure**" means the disclosure of Protected Information strictly in accordance with the Confidentiality Control Procedures applicable thereto: (i) as to all Protected Information, only to a Related Party that has a need to know such Protected Information strictly for Project Purposes and that has agreed in writing to be bound by the terms of this Agreement by executing a form of Acknowledgment as set forth in Exhibit A or Exhibit B, as applicable; and (ii) as to Confidential Privileged Information, only to the extent expressly approved in writing and in advance by the Port Authority, and then only the particular Confidential Privileged Information that is required to accomplish an essential element of the Project.

(b) "**Information**" means, collectively, all information, documents, data, reports, notes, studies, projections, records, manuals, graphs, electronic files, computer generated data or information, drawings, charts, tables, diagrams, photographs, and other media or renderings containing or otherwise incorporating information that may be provided or made accessible at any time, whether in writing, orally, visually, photographically, electronically or in any other form or medium, including, without limitation, any and all copies, duplicates or extracts of the foregoing.

(c) "**Protected Information**" means and includes collectively, Confidential Information, Confidential Privileged Information, Sensitive Security Information (SSI), Critical Infrastructure Information (CII) or Health Insurance Portability and Accountability Act (HIPPA) Information and Information that is labeled, marked or otherwise identified by or on behalf of the Port Authority so as to reasonably connote that such information is confidential, privileged, sensitive or proprietary in nature. The term Protected Information shall also include all work product that contains or is derived from any of the foregoing, whether in whole or in part, regardless of whether prepared by the Recipient, the Port Authority or others, or when the Port Authority receives such information from others and agrees to treat such information as Protected. The following Information shall not constitute Protected Information for the purpose of this Agreement:

(i) Particular Information, other than Confidential Privileged Information, that is provided to the Recipient by a source other than the Port Authority, provided that such source is not subject to a confidentiality agreement, or similar obligation, or understanding with or for the benefit of the Port Authority, with respect to such Information and that the identity of such source is not itself part of such Protected Information.

(ii) Information that is or becomes generally available to the public other than as a result of a disclosure by the Recipient or a Related Party in violation of this Agreement.

(iii) Information that is known to or was in the possession of the Recipient or a Related Party on a non-confidential basis prior to the disclosure of such Information by the Port Authority.

(d) "**Confidential Information**" means and includes collectively, any and all Information, documents and materials entitled to protection as a public interest privilege under New York State law and as may be deemed to be afforded or entitled to the protection of any other privilege recognized under New York and or New Jersey state laws or Federal laws. It also includes information that contains sensitive financial, commercial or other proprietary business information concerning or relating to the Port Authority, its projects, operations or facilities that would be exempt from release under the Port Authority Freedom of Information Code.

(e) "**Confidential Privileged Information**" means and includes collectively, (i) Information that reveals security risks, threats, vulnerabilities, documentation that identifies specific physical security vulnerabilities or revealing specific security vulnerabilities details related to emergency response protocols, egress plans, flow paths, egress capacities, (diagrams, codes, standards) etc., which is not publicly available," and any and all Information, documents and materials entitled to protection as a public interest privilege under New York State law and as may be deemed to be afforded or entitled to the protection of any other privilege recognized under New York and or New Jersey state laws or Federal laws, and (ii) certain Critical Infrastructure Information.

(f) "**Confidentiality Control Procedures**" means procedures, safeguards and requirements for the identification, processing, protection, handling, care, tracking and storage of

Protected Information that are required under applicable federal or state law, the Port Authority Handbook, or by the terms of this Agreement.

(g) "**Critical Infrastructure Information**" (CII) has the meaning set forth in the Homeland Security Act of 2002, under the subtitle Critical Infrastructure Information Act of 2002 (6 U.S.C. §131-134), and any rules or regulations enacted pursuant thereto, including, without limitation, the Office of the Secretary, Department of Homeland Security Rules and Regulations, 6 C.F.R. Part 29 and any amendments thereto. CII may also be referred to as "Protected Critical Infrastructure Information" or "PCII", as provided for in the referenced rules and regulations and any amendments thereto.

(h) "**Sensitive Security Information**" (SSI) has the definition and requirements set forth in the Transportation Security Administrative Rules & Regulations, 49 CFR 1520, (49 U.S.C. §114) and in the Office of the Secretary of Transportation Rules & Regulations, 49 CFR 15, (49 U.S.C. §40119).

(i) "**Health Insurance Portability and Accountability Act**" (HIPAA) Information Employees, associates or other contract personnel who have access to Protected Health Information (PHI) must refer to, and comply with, the Privacy Policies and Procedures to Protect Personal Health Information. Privacy regulations issued under the Health Insurance Portability and Accountability Act of 1996 ("HIPAA" or "Privacy Laws") place restrictions on the Group Health Plans of the Port Authority and PATH (the "Plans") ability to use and disclose Protected Health Information ("PHI").

(j) "**Port Authority Handbook**" means The Port Authority of New York and New Jersey, Information Security Handbook, as may be amended by the Port Authority, from time to time.

(k) "**Project Purposes**" means the use of Protected Information strictly and only for purposes related to Recipient's and its Related Parties' participation and involvement in the Project, and only for such period of time during which Recipient and its Related Parties are involved in Project related activities.

(l) "**Related Party**" and "**Related Parties**" means the directors, employees, officers, partners or members of the Recipient, as applicable, and the Recipient's outside consultants, attorneys, advisors, accountants, architects, engineers or subcontractors or sub-consultants (and their respective directors, employees, officers, partners or members) to whom any Protected Information is disclosed or made available.

2. **Use of Protected Information**. All Protected Information shall be used by the Recipient in accordance with the following requirements:

(a) All Protected Information shall be held in confidence and shall be processed, treated, disclosed and used by the Recipient and its Related Parties only for Project Purposes and in accordance with the Confidentiality Control Procedures established pursuant to Paragraph 2(e), below, including, without limitation, the Port Authority Handbook, receipt of which is acknowledged by Recipient and shall be acknowledged in writing by each Related Party by signing the Acknowledgment attached hereto as Exhibit A or Exhibit B, as applicable, and

applicable legal requirements. Protected Information may be disclosed, only if and to the extent that such disclosure is an Authorized Disclosure.

(b) Recipient and each Related Party acknowledges and agrees that (i) any violation by the Recipient or any of its Related Parties of the terms, conditions or restrictions of this Agreement relating to Protected Information may result in penalties and other enforcement or corrective action as set forth in such statutes and regulations, including, without limitation, the issuance of orders requiring retrieval of Sensitive Security Information and Critical Infrastructure Information to remedy unauthorized disclosure and to cease future unauthorized disclosure and (ii) pursuant to the aforementioned Federal Regulations, including, without limitation, 49 C.F.R. §§ 15.17 and 1520.17, any such violation thereof or mishandling of information therein defined may constitute grounds for a civil penalty and other enforcement or corrective action by the United States Department of Transportation and the United States Department of Homeland Security, and appropriate personnel actions for Federal employees.

(c) Recipient and each Related Party covenants to the Port Authority that it has established, promulgated and implemented Confidentiality Control Procedures for identification, handling, receipt, care, and storage of Protected Information to control and safeguard against any violation of the requirements of this Agreement and against any unauthorized access, disclosure, modification, loss or misuse of Protected Information. Recipient and each Related Party shall undertake reasonable steps consistent with such Confidentiality Control Procedures to assure that disclosure of Protected Information is compartmentalized, such that all Protected Information shall be disclosed only to those persons and entities authorized to receive such Information as an Authorized Disclosure under this Agreement and applicable Confidentiality Control Procedures. The Confidentiality Control Procedures shall, at a minimum, adhere to, and shall not be inconsistent with, the procedures and practices established in the Port Authority Handbook.

(d) The Port Authority reserves the right to audit Recipient's Confidentiality Control Procedures, and those of each Related Party, as applicable, to ensure that it is in compliance with the terms of this Agreement.

(e) The Port Authority may request in writing that the Recipient or any Related Parties apply different or more stringent controls on the handling, care, storage and disclosure of particular items of Protected Information as a precondition for its disclosure. The Port Authority may decline any request by the Recipient or any of its Related Parties to provide such item of Protected Information if the Recipient or any of the Related Parties do not agree in writing to apply such controls.

(f) Nothing in this Agreement shall require the Port Authority to tender or provide access to or possession of any Protected Information to the Recipient or its Related Parties, whether or not the requirements of this Agreement are otherwise satisfied. However, if such Protected Information is provided and accepted, the Recipient and its Related Parties shall abide by the terms, conditions and requirements of this Agreement.

(g) The Recipient and each Related Party agrees to be responsible for enforcing the provisions of this Agreement with respect to its Related Parties, in accordance with the Confidentiality Control Procedures. Except as required by law pursuant to written advice of

competent legal counsel, or with the Port Authority's prior written consent, neither the Recipient, nor any of the Related Parties shall disclose to any third party, person or entity: (i) any Protected Information under circumstances where the Recipient is not fully satisfied that the person or, entity to whom such disclosure is about to be made shall act in accordance with the Confidentiality Control Procedures whether or not such person or entity has agreed in writing to be bound by the terms of this Agreement or any "Acknowledgement" of its terms or (ii) the fact that Protected Information has been made available to the Recipient or such Related Parties, or the content or import of such Protected Information. The Recipient is responsible for collecting and managing the Acknowledgments signed by Related Parties pursuant to this Agreement. Recipient shall, at the Port Authority's request, provide the Port Authority a list of all Related Parties who have signed an Acknowledgment, and copies of such Acknowledgments.

(h) As to all Protected Information provided by or on behalf of the Port Authority, nothing in this Agreement shall constitute or be construed as a waiver of any public interest privilege or other protections established under applicable state or federal law.

3. **Disclosures and Discovery Requests**. If a subpoena, discovery request, Court Order, Freedom of Information Request, or any other request or demand authorized by law seeking disclosure of the Protected Information is received by the Recipient or any Related Party, Recipient shall notify the Port Authority thereof, to the extent permitted by law, with sufficient promptness so as to enable the Port Authority to investigate the circumstances, prepare any appropriate documentation and seek to quash the subpoena, to seek a protective order, or to take such other action regarding the request as it deems appropriate. In the absence of a protective order, disclosure shall be made, in consultation with the Port Authority, of only that part of the Protected Information as is legally required to be disclosed. If at any time Protected Information is disclosed in violation of this Agreement, the Recipient shall immediately give the Port Authority written notice of that fact and a detailed account of the circumstances regarding such disclosure to the Port Authority.

4. **Retention Limitations; Return of Protected Information**. Upon the earlier occurrence of either the Port Authority's written request or completion of Recipient's need for any or all Protected Information, such Protected Information, all writings and material describing, analyzing or containing any part of such Protected Information, including any and all portions of Protected Information that may be stored, depicted or contained in electronic or other media and all copies of the foregoing shall be promptly delivered to the Port Authority at Recipient's expense. In addition, as to Protected Information that may be stored in electronic or similar form, such Protected Information shall be deleted and completely removed so that such Protected Information is incapable of being recovered from all computer databases of the Recipient and all Related Parties. The Recipient may request in writing that the Port Authority consent to destruction of Protected Information, writings and materials in lieu of delivery thereof to the Port Authority. The Port Authority shall not unreasonably withhold its consent to such request. If the Port Authority consents to such destruction, the Recipient and each Related Party shall deliver to the Port Authority a written certification by Recipient and such Related Party that such Protected Information, writings and materials have been so destroyed within such period as may be imposed by the Port Authority. Notwithstanding the foregoing, to the extent required for legal or compliance purposes, the Recipient may retain copies of Protected Information (in any format), provided that (a) the Port Authority is notified in writing of such retention, and (b) Recipient

continues to abide by the requirements of this Agreement with respect to the protection of such Protected Information.

5. **Duration and Survival of Confidentiality Obligations.** The obligations under this Agreement shall be perpetual (unless otherwise provided in this Agreement) or until such time as the Protected Information is no longer considered protected, confidential and or privileged by the Port Authority.

6. **Severability.** Each provision of this Agreement is severable and if a court should find any provision of this Agreement to be unenforceable, all other provisions of this Agreement shall remain in full force and effect.

7. **Injunctive and Other Relief.** Recipient and each Related Party acknowledges that the unauthorized disclosure and handling of Protected Information is likely to have a material adverse and detrimental impact on public safety and security and could significantly endanger the Port Authority, its facilities (including, without limitation, the Project site), its patrons and the general public and that damages at law are an inadequate remedy for any breach, or threatened breach, of this Agreement by Recipient or its Related Parties. The Port Authority shall be entitled, in addition to all other rights or remedies, to seek such restraining orders and injunctions as it may deem appropriate for any breach of this Agreement, without being required to show any actual damage or to post any bond or other security.

8. **Governing Law.** This Agreement shall be governed by and construed in accordance with the laws of the State of New York, without regard to conflict of laws principles. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient specifically and irrevocably consent to the exclusive jurisdiction of any federal or state court in the County of New York and State of New York with respect to all matters concerning this Agreement and its enforcement. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient agree that the execution and performance of this Agreement shall have a New York situs and, accordingly, they each consent (and solely with respect to the Port Authority, subject to the terms of the Port Authority Legislation (as defined below)) to personal jurisdiction in the State of New York for all purposes and proceedings arising from this Agreement. "**Port Authority Legislation**" shall mean the concurrent legislation of the State of New York and State of New Jersey set forth at Chapter 301 of the Laws of New York of 1950, as amended by Chapter 938 of the Laws of New York of 1974 (McKinney's Unconsolidated Laws §§7101-7112) and Chapter 204 of the Laws of New Jersey of 1951 (N.J.S.A. 32:1-157 to 32:1-168).

9. **Notices.** Any notice, demand or other communication (each, a "**notice**") that is given or rendered pursuant to this Agreement by either party to the other party, shall be: (i) given or rendered, in writing, (ii) addressed to the other party at its required address(es) for notices delivered to it as set forth below, and (iii) delivered by either (x) hand delivery, or (y) nationally recognized courier service (e.g., Federal Express, Express Mail). Any such notice shall be deemed given or rendered, and effective for purposes of this Agreement, as of the date actually delivered to the other party at such address(es) (whether or not the same is then received by other party due to a change of address of which no notice was given, or any rejection or refusal to accept delivery). Notices from either party (to the other) may be given by its counsel.

The required address(es) of each party for notices delivered to it is (are) as set forth below. Each party, however, may, from time to time, designate an additional or substitute required address(es) for notices delivered to it, provided that such designation must be made by notice given in accordance with this Paragraph 9.

Original to the Port Authority:	The Port Authority of New York and New Jersey
with a copy to:	The Port Authority of New York and New Jersey 225 Park Avenue South - 14th Floor New York, NY 10003 Attn: General Counsel's Office c/o Caroline Ioannou, Law DISO
If to the Recipient:	CB&I Government Solutions, Inc. 1633 Broadway, 30th Floor NY, NY 10019
with a copy to:	CB&I Government Solutions, Inc. 4171 Essen Lane Baton Rouge, LA 70809

10. **Entire Agreement.** This Agreement contains the complete statement of all the agreements among the parties hereto with respect to the subject matter thereof, and all prior agreements among the parties hereto respecting the subject matter hereof, whether written or oral, are merged herein and shall be of no further force or effect. This Agreement may not be changed, modified, discharged, or terminated, except by an instrument in writing signed by all of the parties hereto.

11. **Counterparts.** This Agreement may be executed in one or more counterparts, each of which shall be deemed to be an original, but all of which shall be one and the same document.

12. **Parties Bound.** This Agreement shall be binding upon the Recipient and its respective successors. The foregoing shall not be affected by the failure of any Related Party to join in this Agreement or to execute and deliver an Acknowledgement hereof.

13. **Authority.** The undersigned individual(s) executing this Agreement on behalf of the Recipient below represent(s) that they are authorized to execute this Agreement on behalf of the Recipient and to legally bind such party.

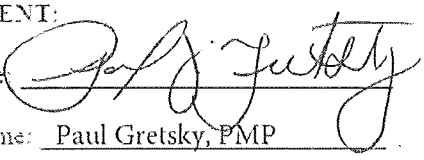
14. **Disclosure of Ownership Rights or License.** Nothing contained herein shall be construed as the granting or conferring by the Port Authority of any rights by ownership, license or otherwise in any Information.

15. **No Liability.** Neither the Commissioners of the Port Authority, nor any of them, nor any officer, agent or employee thereof, shall be charged personally by the Recipient with any

liability, or held liable to the Recipient under any term or provision of this Agreement, or because of its execution or attempted execution or because of any breach, or attempted or alleged, breach thereof.

16. **Construction.** This Agreement is the joint product of the parties hereto and each provision of this Agreement has been subject to the mutual consultation, negotiation, and agreement of the parties hereto, and shall not be construed for or against any party hereto. The captions of the various sections in this Agreement are for convenience only and do not, and shall not be deemed to, define, limit or construe the contents of such Sections.

RECIPIENT:

Signature: 

Print Name: Paul Gretsky, PMP

Title: Director

Date: July 15, 2014

This page was intentionally left blank

NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT
BETWEEN

A. G. CONSULTING ENGINEERING, P.C.

AND

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

THIS NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT (this "**Agreement**") is made as of this 10th day of July, 2014, by and between **THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY** (the "**Port Authority**") a body corporate and politic created by Compact between the States of New York and New Jersey, with the consent of the Congress of the United States, and having an office and place of business at 225 Park Avenue South, New York, New York, 10003, and A. G. CONSULTING ENGINEERING, P.C. having an office and place of business at 131 West 33rd Street, Suite 12B, New York, New York 10001 ("**Recipient**").

WHEREAS, the Port Authority desires, subject to the terms and conditions set forth below, to disclose to Recipient Protected Information (as defined below) in connection with Request For Proposal 38268 - Federally Funded Storm Related Resiliency Projects (collectively, the "Project(s)", or "Proposed Project(s)"); and

WHEREAS, the Recipient acknowledges that the Port Authority, in furtherance of its performance of essential and critical governmental functions relating to the Project, has existing and significant interests and obligations in establishing, maintaining and protecting the security and safety of the Project site and surrounding areas and related public welfare matters; and

WHEREAS, in furtherance of critical governmental interests regarding public welfare, safety and security at the Project site, the Port Authority has collected information and undertaken the development of certain plans and recommendations regarding the security, safety and protection of the Project site, including the physical construction and current and future operations; and

WHEREAS, the Port Authority and Recipient (collectively, the "**Parties**") acknowledge that in order for Recipient to undertake its duties and/or obligations with regard to its involvement in the Project, the Port Authority may provide Recipient or certain of its Related Parties (as defined below) certain information in the possession of the Port Authority, which may contain or include protected, confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, relating to the Project or its occupants or other matters, the unauthorized disclosure of which could result in significant public safety, financial and other damage to the Port Authority, the Project, its occupants, and the surrounding communities; and

WHEREAS, Recipient recognizes and acknowledges that providing unauthorized access to, or disclosing such information to third parties in violation of the terms of this Agreement

(c) "**Protected Information**" means and includes collectively, Confidential Information, Confidential Privileged Information, Sensitive Security Information (SSI), Critical Infrastructure Information (CII) or Health Insurance Portability and Accountability Act (HIPPA) Information and Information that is labeled, marked or otherwise identified by or on behalf of the Port Authority so as to reasonably connote that such information is confidential, privileged, sensitive or proprietary in nature. The term Protected Information shall also include all work product that contains or is derived from any of the foregoing, whether in whole or in part, regardless of whether prepared by the Recipient, the Port Authority or others, or when the Port Authority receives such information from others and agrees to treat such information as Protected. The following Information shall not constitute Protected Information for the purpose of this Agreement:

(i) Particular Information, other than Confidential Privileged Information, that is provided to the Recipient by a source other than the Port Authority, provided that such source is not subject to a confidentiality agreement, or similar obligation, or understanding with or for the benefit of the Port Authority, with respect to such Information and that the identity of such source is not itself part of such Protected Information.

(ii) Information that is or becomes generally available to the public other than as a result of a disclosure by the Recipient or a Related Party in violation of this Agreement.

(iii) Information that is known to or was in the possession of the Recipient or a Related Party on a non-confidential basis prior to the disclosure of such Information by the Port Authority.

(d) "**Confidential Information**" means and includes collectively, any and all Information, documents and materials entitled to protection as a public interest privilege under New York State law and as may be deemed to be afforded or entitled to the protection of any other privilege recognized under New York and/or New Jersey state laws or Federal laws. It also includes information that contains sensitive financial, commercial or other proprietary business information concerning or relating to the Port Authority, its projects, operations or facilities that would be exempt from release under the Port Authority Freedom of Information Code.

(e) "**Confidential Privileged Information**" means and includes collectively, (i) Information that reveals security risks, threats, vulnerabilities, documentation that identifies specific physical security vulnerabilities or revealing specific security vulnerabilities details related to emergency response protocols, egress plans, flow paths, egress capacities, (diagrams, codes, standards) etc., which is not publicly available." and any and all Information, documents and materials entitled to protection as a public interest privilege under New York State law and as may be deemed to be afforded or entitled to the protection of any other privilege recognized under New York and/or New Jersey state laws or Federal laws, and (ii) certain Critical Infrastructure Information.

acknowledged by Recipient and shall be acknowledged in writing by each Related Party by signing the Acknowledgment attached hereto as Exhibit A or Exhibit B, as applicable, and applicable legal requirements. Protected Information may be disclosed, only if and to the extent that such disclosure is an Authorized Disclosure.

(b) Recipient and each Related Party acknowledges and agrees that (i) any violation by the Recipient or any of its Related Parties of the terms, conditions or restrictions of this Agreement relating to Protected Information may result in penalties and other enforcement or corrective action as set forth in such statutes and regulations, including, without limitation, the issuance of orders requiring retrieval of Sensitive Security Information and Critical Infrastructure Information to remedy unauthorized disclosure and to cease future unauthorized disclosure and (ii) pursuant to the aforementioned Federal Regulations, including, without limitation, 49 C.F.R. §§ 15.17 and 1520.17, any such violation thereof or misbandling of information therein defined may constitute grounds for a civil penalty and other enforcement or corrective action by the United States Department of Transportation and the United States Department of Homeland Security, and appropriate personnel actions for Federal employees.

(c) Recipient and each Related Party covenants to the Port Authority that it has established, promulgated and implemented Confidentiality Control Procedures for identification, handling, receipt, care, and storage of Protected Information to control and safeguard against any violation of the requirements of this Agreement and against any unauthorized access, disclosure, modification, loss or misuse of Protected Information. Recipient and each Related Party shall undertake reasonable steps consistent with such Confidentiality Control Procedures to assure that disclosure of Protected Information is compartmentalized, such that all Protected Information shall be disclosed only to those persons and entities authorized to receive such Information as an Authorized Disclosure under this Agreement and applicable Confidentiality Control Procedures. The Confidentiality Control Procedures shall, at a minimum, adhere to, and shall not be inconsistent with, the procedures and practices established in the Port Authority Handbook.

(d) The Port Authority reserves the right to audit Recipient's Confidentiality Control Procedures, and those of each Related Party, as applicable, to ensure that it is in compliance with the terms of this Agreement.

(e) The Port Authority may request in writing that the Recipient or any Related Parties apply different or more stringent controls on the handling, care, storage and disclosure of particular items of Protected Information as a precondition for its disclosure. The Port Authority may decline any request by the Recipient or any of its Related Parties to provide such item of Protected Information if the Recipient or any of the Related Parties do not agree in writing to apply such controls.

(f) Nothing in this Agreement shall require the Port Authority to tender or provide access to or possession of any Protected Information to the Recipient or its Related Parties, whether or not the requirements of this Agreement are otherwise satisfied. However, if such Protected Information is provided and accepted, the Recipient and its Related Parties shall abide by the terms, conditions and requirements of this Agreement.

imposed by the Port Authority. Notwithstanding the foregoing, to the extent required for legal or compliance purposes, the Recipient may retain copies of Protected Information (in any format), provided that (a) the Port Authority is notified in writing of such retention, and (b) Recipient continues to abide by the requirements of this Agreement with respect to the protection of such Protected Information.

5. **Duration and Survival of Confidentiality Obligations.** The obligations under this Agreement shall be perpetual (unless otherwise provided in this Agreement) or until such time as the Protected Information is no longer considered protected, confidential and/or privileged by the Port Authority.

6. **Severability.** Each provision of this Agreement is severable and if a court should find any provision of this Agreement to be unenforceable, all other provisions of this Agreement shall remain in full force and effect.

7. **Injunctive and Other Relief.** Recipient and each Related Party acknowledges that the unauthorized disclosure and handling of Protected Information is likely to have a material adverse and detrimental impact on public safety and security and could significantly endanger the Port Authority, its facilities (including, without limitation, the Project site), its patrons and the general public and that damages at law are an inadequate remedy for any breach, or threatened breach, of this Agreement by Recipient or its Related Parties. The Port Authority shall be entitled, in addition to all other rights or remedies, to seek such restraining orders and injunctions as it may deem appropriate for any breach of this Agreement, without being required to show any actual damage or to post any bond or other security.

8. **Governing Law.** This Agreement shall be governed by and construed in accordance with the laws of the State of New York, without regard to conflict of laws principles. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient specifically and irrevocably consent to the exclusive jurisdiction of any federal or state court in the County of New York and State of New York with respect to all matters concerning this Agreement and its enforcement. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient agree that the execution and performance of this Agreement shall have a New York situs and, accordingly, they each consent (and solely with respect to the Port Authority, subject to the terms of the Port Authority Legislation (as defined below)) to personal jurisdiction in the State of New York for all purposes and proceedings arising from this Agreement. "**Port Authority Legislation**" shall mean the concurrent legislation of the State of New York and State of New Jersey set forth at Chapter 301 of the Laws of New York of 1950, as amended by Chapter 938 of the Laws of New York of 1974 (McKinney's Unconsolidated Laws §§7101-7112) and Chapter 204 of the Laws of New Jersey of 1951 (N.J.S.A. 32:1-157 to 32:1-168).

9. **Notices.** Any notice, demand or other communication (each, a "**notice**") that is given or rendered pursuant to this Agreement by either party to the other party, shall be: (i) given or rendered, in writing, (ii) addressed to the other party at its required address(es) for notices delivered to it as set forth below, and (iii) delivered by either (x) hand delivery, or (y) nationally recognized courier service (e.g., Federal Express, Express Mail). Any such notice shall be deemed given or rendered, and effective for purposes of this Agreement, as of the date actually

13. **Authority.** The undersigned individual(s) executing this Agreement on behalf of the Recipient below represent(s) that they are authorized to execute this Agreement on behalf of the Recipient and to legally bind such party.

14. **Disclosure of Ownership Rights or License.** Nothing contained herein shall be construed as the granting or conferring by the Port Authority of any rights by ownership, license or otherwise in any Information.

15. **No Liability.** Neither the Commissioners of the Port Authority, nor any of them, nor any officer, agent or employee thereof, shall be charged personally by the Recipient with any liability, or held liable to the Recipient under any term or provision of this Agreement, or because of its execution or attempted execution or because of any breach, or attempted or alleged breach thereof.

16. **Construction.** This Agreement is the joint product of the parties hereto and each provision of this Agreement has been subject to the mutual consultation, negotiation, and agreement of the parties hereto, and shall not be construed for or against any party hereto. The captions of the various sections in this Agreement are for convenience only and do not, and shall not be deemed to, define, limit or construe the contents of such Sections.

RECIPIENT:

Signature: Gary Guleria

Print Name: Gary Guleria

Title: President

Date: July 10, 2014

This page was intentionally left blank

NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT
BETWEEN

Ellana, Inc.

AND

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

THIS NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT (this "Agreement") is made as of this 14th day of July, 2014, by and between THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY (the "Port Authority") a body corporate and politic created by Compact between the States of New York and New Jersey, with the consent of the Congress of the United States, and having an office and place of business at 225 Park Avenue South, New York, New York, 10003, and Ellana, Inc. having an office and place of business at 32 Broadway, Suite 801, New York, NY 10004 ("Recipient").

WHEREAS, the Port Authority desires, subject to the terms and conditions set forth below, to disclose to Recipient Protected Information (as defined below) in connection with PANYNJ - IQ Contract for Federally Funded Storm Related Projects on An As-Needed Basis through 2018 (collectively, the "Project(s)", or "Proposed Project(s)"); and

WHEREAS, the Recipient acknowledges that the Port Authority, in furtherance of its performance of essential and critical governmental functions relating to the Project, has existing and significant interests and obligations in establishing, maintaining and protecting the security and safety of the Project site and surrounding areas and related public welfare matters; and

WHEREAS, in furtherance of critical governmental interests regarding public welfare, safety and security at the Project site, the Port Authority has collected information and undertaken the development of certain plans and recommendations regarding the security, safety and protection of the Project site, including the physical construction and current and future operations; and

WHEREAS, the Port Authority and Recipient (collectively, the "Parties") acknowledge that in order for Recipient to undertake its duties and/or obligations with regard to its involvement in the Project, the Port Authority may provide Recipient or certain of its Related Parties (as defined below) certain information in the possession of the Port Authority, which may contain or include protected, confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, relating to the Project or its occupants or other matters, the unauthorized disclosure of which could result in significant public safety, financial and other damage to the Port Authority, the Project, its occupants, and the surrounding communities; and

WHEREAS, Recipient recognizes and acknowledges that providing unauthorized access to, or disclosing such information to third parties in violation of the terms of this Agreement could compromise or undermine the existing or future guidelines, techniques and procedures implemented for the protection against terrorist acts or for law enforcement, investigation and

prosecutorial purposes, and accordingly could result in significant irreparable harm and injury; and

WHEREAS, in order to protect and preserve the privilege attaching to and the confidentiality of the aforementioned information as well as to limit access to such information to a strict need to know basis, the Port Authority requires, as a condition of its sharing or providing access to such protected, confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, that the Recipient enter into this Agreement and that its Related Parties thereafter acknowledge and agree that they will be required to treat as strictly confidential and/or privileged any of such information so provided, as well as the work product and conclusions of any assessments and evaluations or any recommendations relating thereto, and to also fully comply with applicable federal rules and regulations with respect thereto; and

WHEREAS, as a condition to the provision of such information to Recipient and certain Related Parties, the Recipient has agreed to enter into this Agreement with respect to the handling and use of such information and to cause Related Parties to join in and be bound by the terms and conditions of this Agreement.

NOW, THEREFORE, in consideration of the provision by Port Authority of Information for Project Purposes (as each such term is defined below) and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged by the Recipient and each Related Party that receives such Information, the Recipient and each such Related Party agrees, as follows:

1. **Defined Terms.** In addition to the terms defined in the Recitals above, the following terms shall have the meanings set forth below:

(a) "**Authorized Disclosure**" means the disclosure of Protected Information strictly in accordance with the Confidentiality Control Procedures applicable thereto: (i) as to all Protected Information, only to a Related Party that has a need to know such Protected Information strictly for Project Purposes and that has agreed in writing to be bound by the terms of this Agreement by executing a form of Acknowledgment as set forth in Exhibit A or Exhibit B, as applicable; and (ii) as to Confidential Privileged Information, only to the extent expressly approved in writing and in advance by the Port Authority, and then only the particular Confidential Privileged Information that is required to accomplish an essential element of the Project.

(b) "**Information**" means, collectively, all information, documents, data, reports, notes, studies, projections, records, manuals, graphs, electronic files, computer generated data or information, drawings, charts, tables, diagrams, photographs, and other media or renderings containing or otherwise incorporating information that may be provided or made accessible at any time, whether in writing, orally, visually, photographically, electronically or in any other form or medium, including, without limitation, any and all copies, duplicates or extracts of the foregoing.

(c) "**Protected Information**" means and includes collectively, Confidential Information, Confidential Privileged Information, Sensitive Security Information (SSI), Critical Infrastructure Information (CII) or Health Insurance Portability and Accountability Act (HIPPA) Information and Information that is labeled, marked or otherwise identified by or on behalf of the Port Authority so as to reasonably connote that such information is confidential, privileged, sensitive or proprietary in nature. The term Protected Information shall also include all work product that contains or is derived from any of the foregoing, whether in whole or in part, regardless of whether prepared by the Recipient, the Port Authority or others, or when the Port Authority receives such information from others and agrees to treat such information as Protected. The following Information shall not constitute Protected Information for the purpose of this Agreement:

(i) Particular Information, other than Confidential Privileged Information, that is provided to the Recipient by a source other than the Port Authority, provided that such source is not subject to a confidentiality agreement, or similar obligation, or understanding with or for the benefit of the Port Authority, with respect to such Information and that the identity of such source is not itself part of such Protected Information.

(ii) Information that is or becomes generally available to the public other than as a result of a disclosure by the Recipient or a Related Party in violation of this Agreement.

(iii) Information that is known to or was in the possession of the Recipient or a Related Party on a non-confidential basis prior to the disclosure of such Information by the Port Authority.

(d) "**Confidential Information**" means and includes collectively, any and all Information, documents and materials entitled to protection as a public interest privilege under New York State law and as may be deemed to be afforded or entitled to the protection of any other privilege recognized under New York and/or New Jersey state laws or Federal laws. It also includes information that contains sensitive financial, commercial or other proprietary business information concerning or relating to the Port Authority, its projects, operations or facilities that would be exempt from release under the Port Authority Freedom of Information Code.

(e) "**Confidential Privileged Information**" means and includes collectively, (i) Information that reveals security risks, threats, vulnerabilities, documentation that identifies specific physical security vulnerabilities or revealing specific security vulnerabilities details related to emergency response protocols, egress plans, flow paths, egress capacities, (diagrams, codes, standards) etc., which is not publicly available," and any and all Information, documents and materials entitled to protection as a public interest privilege under New York State law and as may be deemed to be afforded or entitled to the protection of any other privilege recognized under New York and/or New Jersey state laws or Federal laws, and (ii) certain Critical Infrastructure Information.

(f) "**Confidentiality Control Procedures**" means procedures, safeguards and requirements for the identification, processing, protection, handling, care, tracking and storage of

Protected Information that are required under applicable federal or state law, the Port Authority Handbook, or by the terms of this Agreement.

(g) **"Critical Infrastructure Information"** (CII) has the meaning set forth in the Homeland Security Act of 2002, under the subtitle Critical Infrastructure Information Act of 2002 (6 U.S.C. §131-134), and any rules or regulations enacted pursuant thereto, including, without limitation, the Office of the Secretary, Department of Homeland Security Rules and Regulations, 6 C.F.R. Part 29 and any amendments thereto. CII may also be referred to as "Protected Critical Infrastructure Information" or "PCII", as provided for in the referenced rules and regulations and any amendments thereto.

(h) **"Sensitive Security Information"** (SSI) has the definition and requirements set forth in the Transportation Security Administrative Rules & Regulations, 49 CFR 1520, (49 U.S.C. §114) and in the Office of the Secretary of Transportation Rules & Regulations, 49 CFR 15, (49 U.S.C. §40119).

(i) **"Health Insurance Portability and Accountability Act"** (HIPAA) Information Employees, associates or other contract personnel who have access to Protected Health Information (PHI) must refer to, and comply with, the Privacy Policies and Procedures to Protect Personal Health Information. Privacy regulations issued under the Health Insurance Portability and Accountability Act of 1996 ("HIPAA" or "Privacy Laws") place restrictions on the Group Health Plans of the Port Authority and PATH (the "Plans") ability to use and disclose Protected Health Information ("PHI").

(j) **"Port Authority Handbook"** means The Port Authority of New York and New Jersey, Information Security Handbook, as may be amended by the Port Authority, from time to time.

(k) **"Project Purposes"** means the use of Protected Information strictly and only for purposes related to Recipient's and its Related Parties' participation and involvement in the Project, and only for such period of time during which Recipient and its Related Parties are involved in Project related activities.

(l) **"Related Party"** and **"Related Parties"** means the directors, employees, officers, partners or members of the Recipient, as applicable, and the Recipient's outside consultants, attorneys, advisors, accountants, architects, engineers or subcontractors or sub-consultants (and their respective directors, employees, officers, partners or members) to whom any Protected Information is disclosed or made available.

2. **Use of Protected Information.** All Protected Information shall be used by the Recipient in accordance with the following requirements:

(a) All Protected Information shall be held in confidence and shall be processed, treated, disclosed and used by the Recipient and its Related Parties only for Project Purposes and in accordance with the Confidentiality Control Procedures established pursuant to Paragraph 2(e), below, including, without limitation, the Port Authority Handbook, receipt of which is acknowledged by Recipient and shall be acknowledged in writing by each Related Party by signing the Acknowledgment attached hereto as Exhibit A or Exhibit B, as applicable, and

applicable legal requirements. Protected Information may be disclosed, only if and to the extent that such disclosure is an Authorized Disclosure.

(b) Recipient and each Related Party acknowledges and agrees that (i) any violation by the Recipient or any of its Related Parties of the terms, conditions or restrictions of this Agreement relating to Protected Information may result in penalties and other enforcement or corrective action as set forth in such statutes and regulations, including, without limitation, the issuance of orders requiring retrieval of Sensitive Security Information and Critical Infrastructure Information to remedy unauthorized disclosure and to cease future unauthorized disclosure and (ii) pursuant to the aforementioned Federal Regulations, including, without limitation, 49 C.F.R. §§ 15.17 and 1520.17, any such violation thereof or mishandling of information therein defined may constitute grounds for a civil penalty and other enforcement or corrective action by the United States Department of Transportation and the United States Department of Homeland Security, and appropriate personnel actions for Federal employees.

(c) Recipient and each Related Party covenants to the Port Authority that it has established, promulgated and implemented Confidentiality Control Procedures for identification, handling, receipt, care, and storage of Protected Information to control and safeguard against any violation of the requirements of this Agreement and against any unauthorized access, disclosure, modification, loss or misuse of Protected Information. Recipient and each Related Party shall undertake reasonable steps consistent with such Confidentiality Control Procedures to assure that disclosure of Protected Information is compartmentalized, such that all Protected Information shall be disclosed only to those persons and entities authorized to receive such Information as an Authorized Disclosure under this Agreement and applicable Confidentiality Control Procedures. The Confidentiality Control Procedures shall, at a minimum, adhere to, and shall not be inconsistent with, the procedures and practices established in the Port Authority Handbook.

(d) The Port Authority reserves the right to audit Recipient's Confidentiality Control Procedures, and those of each Related Party, as applicable, to ensure that it is in compliance with the terms of this Agreement.

(e) The Port Authority may request in writing that the Recipient or any Related Parties apply different or more stringent controls on the handling, care, storage and disclosure of particular items of Protected Information as a precondition for its disclosure. The Port Authority may decline any request by the Recipient or any of its Related Parties to provide such item of Protected Information if the Recipient or any of the Related Parties do not agree in writing to apply such controls.

(f) Nothing in this Agreement shall require the Port Authority to tender or provide access to or possession of any Protected Information to the Recipient or its Related Parties, whether or not the requirements of this Agreement are otherwise satisfied. However, if such Protected Information is provided and accepted, the Recipient and its Related Parties shall abide by the terms, conditions and requirements of this Agreement.

(g) The Recipient and each Related Party agrees to be responsible for enforcing the provisions of this Agreement with respect to its Related Parties, in accordance with the Confidentiality Control Procedures. Except as required by law pursuant to written advice of

competent legal counsel, or with the Port Authority's prior written consent, neither the Recipient, nor any of the Related Parties shall disclose to any third party, person or entity: (i) any Protected Information under circumstances where the Recipient is not fully satisfied that the person or entity to whom such disclosure is about to be made shall act in accordance with the Confidentiality Control Procedures whether or not such person or entity has agreed in writing to be bound by the terms of this Agreement or any "Acknowledgement" of its terms or (ii) the fact that Protected Information has been made available to the Recipient or such Related Parties, or the content or import of such Protected Information. The Recipient is responsible for collecting and managing the Acknowledgments signed by Related Parties pursuant to this Agreement. Recipient shall, at the Port Authority's request, provide the Port Authority a list of all Related Parties who have signed an Acknowledgment, and copies of such Acknowledgments.

(h) As to all Protected Information provided by or on behalf of the Port Authority, nothing in this Agreement shall constitute or be construed as a waiver of any public interest privilege or other protections established under applicable state or federal law.

3. **Disclosures and Discovery Requests.** If a subpoena, discovery request, Court Order, Freedom of Information Request, or any other request or demand authorized by law seeking disclosure of the Protected Information is received by the Recipient or any Related Party, Recipient shall notify the Port Authority thereof, to the extent permitted by law, with sufficient promptness so as to enable the Port Authority to investigate the circumstances, prepare any appropriate documentation and seek to quash the subpoena, to seek a protective order, or to take such other action regarding the request as it deems appropriate. In the absence of a protective order, disclosure shall be made, in consultation with the Port Authority, of only that part of the Protected Information as is legally required to be disclosed. If at any time Protected Information is disclosed in violation of this Agreement, the Recipient shall immediately give the Port Authority written notice of that fact and a detailed account of the circumstances regarding such disclosure to the Port Authority.

4. **Retention Limitations; Return of Protected Information.** Upon the earlier occurrence of either the Port Authority's written request or completion of Recipient's need for any or all Protected Information, such Protected Information, all writings and material describing, analyzing or containing any part of such Protected Information, including any and all portions of Protected Information that may be stored, depicted or contained in electronic or other media and all copies of the foregoing shall be promptly delivered to the Port Authority at Recipient's expense. In addition, as to Protected Information that may be stored in electronic or similar form, such Protected Information shall be deleted and completely removed so that such Protected Information is incapable of being recovered from all computer databases of the Recipient and all Related Parties. The Recipient may request in writing that the Port Authority consent to destruction of Protected Information, writings and materials in lieu of delivery thereof to the Port Authority. The Port Authority shall not unreasonably withhold its consent to such request. If the Port Authority consents to such destruction, the Recipient and each Related Party shall deliver to the Port Authority a written certification by Recipient and such Related Party that such Protected Information, writings and materials have been so destroyed within such period as may be imposed by the Port Authority. Notwithstanding the foregoing, to the extent required for legal or compliance purposes, the Recipient may retain copies of Protected Information (in any format), provided that (a) the Port Authority is notified in writing of such retention, and (b) Recipient

continues to abide by the requirements of this Agreement with respect to the protection of such Protected Information.

5. **Duration and Survival of Confidentiality Obligations.** The obligations under this Agreement shall be perpetual (unless otherwise provided in this Agreement) or until such time as the Protected Information is no longer considered protected, confidential and/or privileged by the Port Authority.

6. **Severability.** Each provision of this Agreement is severable and if a court should find any provision of this Agreement to be unenforceable, all other provisions of this Agreement shall remain in full force and effect.

7. **Injunctive and Other Relief.** Recipient and each Related Party acknowledges that the unauthorized disclosure and handling of Protected Information is likely to have a material adverse and detrimental impact on public safety and security and could significantly endanger the Port Authority, its facilities (including, without limitation, the Project site), its patrons and the general public and that damages at law are an inadequate remedy for any breach, or threatened breach, of this Agreement by Recipient or its Related Parties. The Port Authority shall be entitled, in addition to all other rights or remedies, to seek such restraining orders and injunctions as it may deem appropriate for any breach of this Agreement, without being required to show any actual damage or to post any bond or other security.

8. **Governing Law.** This Agreement shall be governed by and construed in accordance with the laws of the State of New York, without regard to conflict of laws principles. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient specifically and irrevocably consent to the exclusive jurisdiction of any federal or state court in the County of New York and State of New York with respect to all matters concerning this Agreement and its enforcement. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient agree that the execution and performance of this Agreement shall have a New York situs and, accordingly, they each consent (and solely with respect to the Port Authority, subject to the terms of the Port Authority Legislation (as defined below)) to personal jurisdiction in the State of New York for all purposes and proceedings arising from this Agreement. "**Port Authority Legislation**" shall mean the concurrent legislation of the State of New York and State of New Jersey set forth at Chapter 301 of the Laws of New York of 1950, as amended by Chapter 938 of the Laws of New York of 1974 (McKinney's Unconsolidated Laws §§7101-7112) and Chapter 204 of the Laws of New Jersey of 1951 (N.J.S.A. 32:1-157 to 32:1-168).

9. **Notices.** Any notice, demand or other communication (each, a "**notice**") that is given or rendered pursuant to this Agreement by either party to the other party, shall be: (i) given or rendered, in writing, (ii) addressed to the other party at its required address(es) for notices delivered to it as set forth below, and (iii) delivered by either (x) hand delivery, or (y) nationally recognized courier service (e.g., Federal Express, Express Mail). Any such notice shall be deemed given or rendered, and effective for purposes of this Agreement, as of the date actually delivered to the other party at such address(es) (whether or not the same is then received by other party due to a change of address of which no notice was given, or any rejection or refusal to accept delivery). Notices from either party (to the other) may be given by its counsel.

The required address(es) of each party for notices delivered to it is (are) as set forth below. Each party, however, may, from time to time, designate an additional or substitute required address(es) for notices delivered to it, provided that such designation must be made by notice given in accordance with this Paragraph 9.

Original to the Port Authority:	The Port Authority of New York and New Jersey _____ _____
with a copy to:	The Port Authority of New York and New Jersey 225 Park Avenue South - 14th Floor New York, NY 10003 Attn: General Counsel's Office c/o Caroline Ioannou, Law DISO
If to the Recipient:	_____ _____ _____
with a copy to:	_____ _____ _____

10. **Entire Agreement.** This Agreement contains the complete statement of all the agreements among the parties hereto with respect to the subject matter thereof, and all prior agreements among the parties hereto respecting the subject matter hereof, whether written or oral, are merged herein and shall be of no further force or effect. This Agreement may not be changed, modified, discharged, or terminated, except by an instrument in writing signed by all of the parties hereto.

11. **Counterparts.** This Agreement may be executed in one or more counterparts, each of which shall be deemed to be an original, but all of which shall be one and the same document.

12. **Parties Bound.** This Agreement shall be binding upon the Recipient and its respective successors. The foregoing shall not be affected by the failure of any Related Party to join in this Agreement or to execute and deliver an Acknowledgement hereof.

13. **Authority.** The undersigned individual(s) executing this Agreement on behalf of the Recipient below represent(s) that they are authorized to execute this Agreement on behalf of the Recipient and to legally bind such party.

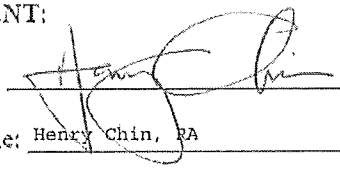
14. **Disclosure of Ownership Rights or License.** Nothing contained herein shall be construed as the granting or conferring by the Port Authority of any rights by ownership, license or otherwise in any Information.

15. **No Liability.** Neither the Commissioners of the Port Authority, nor any of them, nor any officer, agent or employee thereof, shall be charged personally by the Recipient with any

liability, or held liable to the Recipient under any term or provision of this Agreement, or because of its execution or attempted execution or because of any breach, or attempted or alleged breach thereof.

16. **Construction.** This Agreement is the joint product of the parties hereto and each provision of this Agreement has been subject to the mutual consultation, negotiation, and agreement of the parties hereto, and shall not be construed for or against any party hereto. The captions of the various sections in this Agreement are for convenience only and do not, and shall not be deemed to, define, limit or construe the contents of such Sections.

RECIPIENT:

Signature: 

Print Name: Henry Chin, RA

Title: Vice President

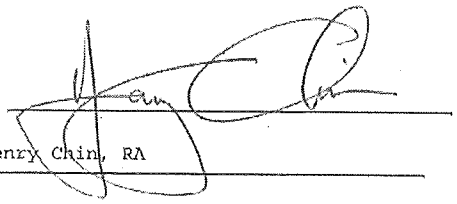
Date: July 14, 2014

EXHIBIT A

ACKNOWLEDGMENT BY RELATED PARTY INDIVIDUAL

I, Henry Chin ("**Related Party**"), am employed as a(n) Vice President by Ellana, Inc.. I have been provided with and have read the Non Disclosure and Confidentiality Agreement between Ellana, Inc, (the "**Recipient**") and The Port Authority of New York and New Jersey (the "**Port Authority**") dated July 14, 2014 (hereinafter the "**Agreement**"), and the Port Authority Handbook attached to the Agreement. I understand that because of my employer's relationship with The Port Authority of NY and NJ, both my employer and I may be provided with access to, and/or copies of, sensitive security materials, protected or confidential information. If it is required for me to review or receive Protected Information, as it is defined in the aforementioned Agreement, I acknowledge that I will be bound by each and every term and provision contained therein, and that failure to do so may include, but is not limited to, the imposition of disciplinary action and sanctions, and/or the institution of legal action seeking injunctive relief, monetary and/or criminal penalties for violation of law and/or Port Authority policies and procedures, as well as for violation of federal and/or state regulations.

To the extent that I am currently in the possession of, or have previously come into contact with, marked information as it relates to the aforementioned Agreement, I agree to conform my handling procedures for Protected Information to the practices and procedures set forth and defined herein, or risk loss of access to said Information, removal from said Project and/or subjecting myself to the aforementioned disciplinary actions and/or civil and criminal penalties.

Signature: 

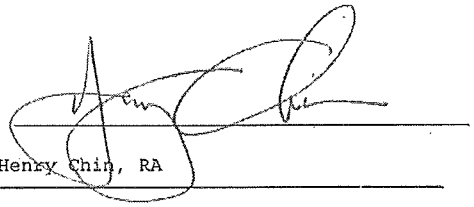
Print Name: Henry Chin, RA

Date: July 14, 2014

EXHIBIT B

ACKNOWLEDGMENT BY RELATED PARTY ENTITY

The undersigned, Henry Chin, RA, is the Vice President of Ellana, Inc., a Cost Estimating Firm ("Related Party"), located at 32 Broadway, Suite 801, New York, NY 10004, and is duly authorized to execute this Acknowledgment on behalf of the above Related Party. The above Related Party is involved with the functions of PANYNJ - IQ Contract for Federally Funded Storm Related Projects on An As-Needed Basis through 2018 in connection with _____ for The Port Authority of New York and New Jersey (the "**Port Authority**"). I acknowledge and confirm that the above named Related Party has been provided with a copy of and shall be bound and shall abide by all of the terms, requirements and conditions set forth in the Non Disclosure and Confidentiality Agreement dated July 14, 2014, between Ellana, Inc. (the "**Recipient**") and the Port Authority (hereinafter the "**Agreement**"), and by the Port Authority Handbook described in the Agreement. Appropriate and responsible officers and employees of the Related Party have carefully read and understand the terms and conditions of the Agreement. The Related Party has notice and acknowledges that any breach or violation of such terms, requirements and conditions may result in the imposition of remedies or sanctions as set forth or otherwise described therein against such Related Party.

Signature: 

Print Name: Henry Chin, RA

Date: July 14, 2014

This page was intentionally left blank

EXHIBIT B

ACKNOWLEDGMENT BY RELATED PARTY ENTITY

The undersigned, Jennifer Carey, is the President of JLC Environmental Consultants, ("Related Party"), located at 243 W. 30th St. 7th fl., NY, NY 10001, and is duly authorized to execute this Acknowledgment on behalf of the above Related Party. The above Related Party is involved with the functions of subconsultant in connection with Indef. Qty. Contract for performance of Prof. Constr. and Inspection Services (related to Sandy) (the "Project") for the Port Authority of New York and New Jersey (the "**Port Authority**"). I acknowledge and confirm that the above named Related Party has been provided with a copy of and shall be bound and shall abide by all of the terms, requirements and conditions set forth in the Non Disclosure and Confidentiality Agreement dated _____, _____, _____, between _____ (the "**Recipient**") and the Port Authority (hereinafter the "**Agreement**"), and by the Port Authority Handbook described in the Agreement. Appropriate and responsible officers and employees of the Related Party have carefully read and understand the terms and conditions of the Agreement. The Related Party has notice and acknowledges that any breach or violation of such terms, requirements and conditions may result in the imposition of remedies or sanctions as set forth or otherwise described therein against such Related Party.

Signature: _____

Print Name: Jennifer Carey

Date: 7/14/14

This page was intentionally left blank

NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT
BETWEEN

IH Engineers, P.C.

AND

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

THIS NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT (this "**Agreement**") is made as of this 14th day of July, 2014, by and between **THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY** (the "**Port Authority**") a body corporate and politic created by Compact between the States of New York and New Jersey, with the consent of the Congress of the United States, and having an office and place of business at 225 Park Avenue South, New York, New York, 10003, and IH Engineers, P.C. having an office and place of business at 103 College Road East, Princeton, NJ 08540 ("**Recipient**").

WHEREAS, the Port Authority desires, subject to the terms and conditions set forth below, to disclose to Recipient Protected Information (as defined below) in connection with IQC for Performance of Expert Professional Construction Management and Inspection for Storm Related (collectively, the "Project(s)", or "Proposed Project(s)"); and Resiliency Projects on an "As-Needed" Basis Through 2018

WHEREAS, the Recipient acknowledges that the Port Authority, in furtherance of its performance of essential and critical governmental functions relating to the Project, has existing and significant interests and obligations in establishing, maintaining and protecting the security and safety of the Project site and surrounding areas and related public welfare matters; and

WHEREAS, in furtherance of critical governmental interests regarding public welfare, safety and security at the Project site, the Port Authority has collected information and undertaken the development of certain plans and recommendations regarding the security, safety and protection of the Project site, including the physical construction and current and future operations; and

WHEREAS, the Port Authority and Recipient (collectively, the "**Parties**") acknowledge that in order for Recipient to undertake its duties and or obligations with regard to its involvement in the Project, the Port Authority may provide Recipient or certain of its Related Parties (as defined below) certain information in the possession of the Port Authority, which may contain or include protected, confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, relating to the Project or its occupants or other matters, the unauthorized disclosure of which could result in significant public safety, financial and other damage to the Port Authority, the Project, its occupants, and the surrounding communities; and

WHEREAS, Recipient recognizes and acknowledges that providing unauthorized access to, or disclosing such information to third parties in violation of the terms of this Agreement could compromise or undermine the existing or future guidelines, techniques and procedures implemented for the protection against terrorist acts or for law enforcement, investigation and

prosecutorial purposes, and accordingly could result in significant irreparable harm and injury; and

WHEREAS, in order to protect and preserve the privilege attaching to and the confidentiality of the aforementioned information as well as to limit access to such information to a strict need to know basis, the Port Authority requires, as a condition of its sharing or providing access to such protected, confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, that the Recipient enter into this Agreement and that its Related Parties thereafter acknowledge and agree that they will be required to treat as strictly confidential and or privileged any of such information so provided, as well as the work product and conclusions of any assessments and evaluations or any recommendations relating thereto, and to also fully comply with applicable federal rules and regulations with respect thereto; and

WHEREAS, as a condition to the provision of such information to Recipient and certain Related Parties, the Recipient has agreed to enter into this Agreement with respect to the handling and use of such information and to cause Related Parties to join in and be bound by the terms and conditions of this Agreement.

NOW, THEREFORE, in consideration of the provision by Port Authority of Information for Project Purposes (as each such term is defined below) and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged by the Recipient and each Related Party that receives such Information, the Recipient and each such Related Party agrees, as follows:

1. **Defined Terms**. In addition to the terms defined in the Recitals above, the following terms shall have the meanings set forth below:

(a) "**Authorized Disclosure**" means the disclosure of Protected Information strictly in accordance with the Confidentiality Control Procedures applicable thereto: (i) as to all Protected Information, only to a Related Party that has a need to know such Protected Information strictly for Project Purposes and that has agreed in writing to be bound by the terms of this Agreement by executing a form of Acknowledgment as set forth in Exhibit A or Exhibit B, as applicable; and (ii) as to Confidential Privileged Information, only to the extent expressly approved in writing and in advance by the Port Authority, and then only the particular Confidential Privileged Information that is required to accomplish an essential element of the Project.

(b) "**Information**" means, collectively, all information, documents, data, reports, notes, studies, projections, records, manuals, graphs, electronic files, computer generated data or information, drawings, charts, tables, diagrams, photographs, and other media or renderings containing or otherwise incorporating information that may be provided or made accessible at any time, whether in writing, orally, visually, photographically, electronically or in any other form or medium, including, without limitation, any and all copies, duplicates or extracts of the foregoing.

(c) "**Protected Information**" means and includes collectively, Confidential Information, Confidential Privileged Information, Sensitive Security Information (SSI), Critical Infrastructure Information (CII) or Health Insurance Portability and Accountability Act (HIPPA) Information and Information that is labeled, marked or otherwise identified by or on behalf of the Port Authority so as to reasonably connote that such information is confidential, privileged, sensitive or proprietary in nature. The term Protected Information shall also include all work product that contains or is derived from any of the foregoing, whether in whole or in part, regardless of whether prepared by the Recipient, the Port Authority or others, or when the Port Authority receives such information from others and agrees to treat such information as Protected. The following Information shall not constitute Protected Information for the purpose of this Agreement:

(i) Particular Information, other than Confidential Privileged Information, that is provided to the Recipient by a source other than the Port Authority, provided that such source is not subject to a confidentiality agreement, or similar obligation, or understanding with or for the benefit of the Port Authority, with respect to such Information and that the identity of such source is not itself part of such Protected Information.

(ii) Information that is or becomes generally available to the public other than as a result of a disclosure by the Recipient or a Related Party in violation of this Agreement.

(iii) Information that is known to or was in the possession of the Recipient or a Related Party on a non-confidential basis prior to the disclosure of such Information by the Port Authority.

(d) "**Confidential Information**" means and includes collectively, any and all Information, documents and materials entitled to protection as a public interest privilege under New York State law and as may be deemed to be afforded or entitled to the protection of any other privilege recognized under New York and or New Jersey state laws or Federal laws. It also includes information that contains sensitive financial, commercial or other proprietary business information concerning or relating to the Port Authority, its projects, operations or facilities that would be exempt from release under the Port Authority Freedom of Information Code.

(e) "**Confidential Privileged Information**" means and includes collectively, (i) Information that reveals security risks, threats, vulnerabilities, documentation that identifies specific physical security vulnerabilities or revealing specific security vulnerabilities details related to emergency response protocols, egress plans, flow paths, egress capacities, (diagrams, codes, standards) etc., which is not publicly available," and any and all Information, documents and materials entitled to protection as a public interest privilege under New York State law and as may be deemed to be afforded or entitled to the protection of any other privilege recognized under New York and or New Jersey state laws or Federal laws, and (ii) certain Critical Infrastructure Information.

(f) "**Confidentiality Control Procedures**" means procedures, safeguards and requirements for the identification, processing, protection, handling, care, tracking and storage of

Protected Information that are required under applicable federal or state law, the Port Authority Handbook, or by the terms of this Agreement.

(g) "**Critical Infrastructure Information**" (CII) has the meaning set forth in the Homeland Security Act of 2002, under the subtitle Critical Infrastructure Information Act of 2002 (6 U.S.C. §131-134), and any rules or regulations enacted pursuant thereto, including, without limitation, the Office of the Secretary, Department of Homeland Security Rules and Regulations, 6 C.F.R. Part 29 and any amendments thereto. CII may also be referred to as "Protected Critical Infrastructure Information" or "PCII", as provided for in the referenced rules and regulations and any amendments thereto.

(h) "**Sensitive Security Information**" (SSI) has the definition and requirements set forth in the Transportation Security Administrative Rules & Regulations, 49 CFR 1520, (49 U.S.C. §114) and in the Office of the Secretary of Transportation Rules & Regulations, 49 CFR 15, (49 U.S.C. §40119).

(i) "**Health Insurance Portability and Accountability Act**" (HIPAA) Information Employees, associates or other contract personnel who have access to Protected Health Information (PHI) must refer to, and comply with, the Privacy Policies and Procedures to Protect Personal Health Information. Privacy regulations issued under the Health Insurance Portability and Accountability Act of 1996 ("HIPAA" or "Privacy Laws") place restrictions on the Group Health Plans of the Port Authority and PATH (the "Plans") ability to use and disclose Protected Health Information ("PHI").

(j) "**Port Authority Handbook**" means The Port Authority of New York and New Jersey, Information Security Handbook, as may be amended by the Port Authority, from time to time.

(k) "**Project Purposes**" means the use of Protected Information strictly and only for purposes related to Recipient's and its Related Parties' participation and involvement in the Project, and only for such period of time during which Recipient and its Related Parties are involved in Project related activities.

(l) "**Related Party**" and "**Related Parties**" means the directors, employees, officers, partners or members of the Recipient, as applicable, and the Recipient's outside consultants, attorneys, advisors, accountants, architects, engineers or subcontractors or sub-consultants (and their respective directors, employees, officers, partners or members) to whom any Protected Information is disclosed or made available.

2. **Use of Protected Information**. All Protected Information shall be used by the Recipient in accordance with the following requirements:

(a) All Protected Information shall be held in confidence and shall be processed, treated, disclosed and used by the Recipient and its Related Parties only for Project Purposes and in accordance with the Confidentiality Control Procedures established pursuant to Paragraph 2(c), below, including, without limitation, the Port Authority Handbook, receipt of which is acknowledged by Recipient and shall be acknowledged in writing by each Related Party by signing the Acknowledgment attached hereto as Exhibit A or Exhibit B, as applicable, and

applicable legal requirements. Protected Information may be disclosed, only if and to the extent that such disclosure is an Authorized Disclosure.

(b) Recipient and each Related Party acknowledges and agrees that (i) any violation by the Recipient or any of its Related Parties of the terms, conditions or restrictions of this Agreement relating to Protected Information may result in penalties and other enforcement or corrective action as set forth in such statutes and regulations, including, without limitation, the issuance of orders requiring retrieval of Sensitive Security Information and Critical Infrastructure Information to remedy unauthorized disclosure and to cease future unauthorized disclosure and (ii) pursuant to the aforementioned Federal Regulations, including, without limitation, 49 C.F.R. §§ 15.17 and 1520.17, any such violation thereof or mishandling of information therein defined may constitute grounds for a civil penalty and other enforcement or corrective action by the United States Department of Transportation and the United States Department of Homeland Security, and appropriate personnel actions for Federal employees.

(c) Recipient and each Related Party covenants to the Port Authority that it has established, promulgated and implemented Confidentiality Control Procedures for identification, handling, receipt, care, and storage of Protected Information to control and safeguard against any violation of the requirements of this Agreement and against any unauthorized access, disclosure, modification, loss or misuse of Protected Information. Recipient and each Related Party shall undertake reasonable steps consistent with such Confidentiality Control Procedures to assure that disclosure of Protected Information is compartmentalized, such that all Protected Information shall be disclosed only to those persons and entities authorized to receive such Information as an Authorized Disclosure under this Agreement and applicable Confidentiality Control Procedures. The Confidentiality Control Procedures shall, at a minimum, adhere to, and shall not be inconsistent with, the procedures and practices established in the Port Authority Handbook.

(d) The Port Authority reserves the right to audit Recipient's Confidentiality Control Procedures, and those of each Related Party, as applicable, to ensure that it is in compliance with the terms of this Agreement.

(e) The Port Authority may request in writing that the Recipient or any Related Parties apply different or more stringent controls on the handling, care, storage and disclosure of particular items of Protected Information as a precondition for its disclosure. The Port Authority may decline any request by the Recipient or any of its Related Parties to provide such item of Protected Information if the Recipient or any of the Related Parties do not agree in writing to apply such controls.

(f) Nothing in this Agreement shall require the Port Authority to tender or provide access to or possession of any Protected Information to the Recipient or its Related Parties, whether or not the requirements of this Agreement are otherwise satisfied. However, if such Protected Information is provided and accepted, the Recipient and its Related Parties shall abide by the terms, conditions and requirements of this Agreement.

(g) The Recipient and each Related Party agrees to be responsible for enforcing the provisions of this Agreement with respect to its Related Parties, in accordance with the Confidentiality Control Procedures. Except as required by law pursuant to written advice of

competent legal counsel, or with the Port Authority's prior written consent, neither the Recipient, nor any of the Related Parties shall disclose to any third party, person or entity: (i) any Protected Information under circumstances where the Recipient is not fully satisfied that the person or entity to whom such disclosure is about to be made shall act in accordance with the Confidentiality Control Procedures whether or not such person or entity has agreed in writing to be bound by the terms of this Agreement or any "Acknowledgement" of its terms or (ii) the fact that Protected Information has been made available to the Recipient or such Related Parties, or the content or import of such Protected Information. The Recipient is responsible for collecting and managing the Acknowledgments signed by Related Parties pursuant to this Agreement. Recipient shall, at the Port Authority's request, provide the Port Authority a list of all Related Parties who have signed an Acknowledgment, and copies of such Acknowledgments.

(h) As to all Protected Information provided by or on behalf of the Port Authority, nothing in this Agreement shall constitute or be construed as a waiver of any public interest privilege or other protections established under applicable state or federal law.

3. **Disclosures and Discovery Requests**. If a subpoena, discovery request, Court Order, Freedom of Information Request, or any other request or demand authorized by law seeking disclosure of the Protected Information is received by the Recipient or any Related Party, Recipient shall notify the Port Authority thereof, to the extent permitted by law, with sufficient promptness so as to enable the Port Authority to investigate the circumstances, prepare any appropriate documentation and seek to quash the subpoena, to seek a protective order, or to take such other action regarding the request as it deems appropriate. In the absence of a protective order, disclosure shall be made, in consultation with the Port Authority, of only that part of the Protected Information as is legally required to be disclosed. If at any time Protected Information is disclosed in violation of this Agreement, the Recipient shall immediately give the Port Authority written notice of that fact and a detailed account of the circumstances regarding such disclosure to the Port Authority.

4. **Retention Limitations; Return of Protected Information**. Upon the earlier occurrence of either the Port Authority's written request or completion of Recipient's need for any or all Protected Information, such Protected Information, all writings and material describing, analyzing or containing any part of such Protected Information, including any and all portions of Protected Information that may be stored, depicted or contained in electronic or other media and all copies of the foregoing shall be promptly delivered to the Port Authority at Recipient's expense. In addition, as to Protected Information that may be stored in electronic or similar form, such Protected Information shall be deleted and completely removed so that such Protected Information is incapable of being recovered from all computer databases of the Recipient and all Related Parties. The Recipient may request in writing that the Port Authority consent to destruction of Protected Information, writings and materials in lieu of delivery thereof to the Port Authority. The Port Authority shall not unreasonably withhold its consent to such request. If the Port Authority consents to such destruction, the Recipient and each Related Party shall deliver to the Port Authority a written certification by Recipient and such Related Party that such Protected Information, writings and materials have been so destroyed within such period as may be imposed by the Port Authority. Notwithstanding the foregoing, to the extent required for legal or compliance purposes, the Recipient may retain copies of Protected Information (in any format), provided that (a) the Port Authority is notified in writing of such retention, and (b) Recipient

continues to abide by the requirements of this Agreement with respect to the protection of such Protected Information.

5. **Duration and Survival of Confidentiality Obligations**. The obligations under this Agreement shall be perpetual (unless otherwise provided in this Agreement) or until such time as the Protected Information is no longer considered protected, confidential and or privileged by the Port Authority.

6 **Severability**. Each provision of this Agreement is severable and if a court should find any provision of this Agreement to be unenforceable, all other provisions of this Agreement shall remain in full force and effect.

7. **Injunctive and Other Relief**. Recipient and each Related Party acknowledges that the unauthorized disclosure and handling of Protected Information is likely to have a material adverse and detrimental impact on public safety and security and could significantly endanger the Port Authority, its facilities (including, without limitation, the Project site), its patrons and the general public and that damages at law are an inadequate remedy for any breach, or threatened breach, of this Agreement by Recipient or its Related Parties. The Port Authority shall be entitled, in addition to all other rights or remedies, to seek such restraining orders and injunctions as it may deem appropriate for any breach of this Agreement, without being required to show any actual damage or to post any bond or other security.

8 **Governing Law**. This Agreement shall be governed by and construed in accordance with the laws of the State of New York, without regard to conflict of laws principles. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient specifically and irrevocably consent to the exclusive jurisdiction of any federal or state court in the County of New York and State of New York with respect to all matters concerning this Agreement and its enforcement. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient agree that the execution and performance of this Agreement shall have a New York situs and, accordingly, they each consent (and solely with respect to the Port Authority, subject to the terms of the Port Authority Legislation (as defined below)) to personal jurisdiction in the State of New York for all purposes and proceedings arising from this Agreement. "**Port Authority Legislation**" shall mean the concurrent legislation of the State of New York and State of New Jersey set forth at Chapter 301 of the Laws of New York of 1950, as amended by Chapter 938 of the Laws of New York of 1974 (McKinney's Unconsolidated Laws §§7101-7112) and Chapter 204 of the Laws of New Jersey of 1951 (N.J.S.A. 32:1-157 to 32:1-168).

9. **Notices**. Any notice, demand or other communication (each, a "**notice**") that is given or rendered pursuant to this Agreement by either party to the other party, shall be: (i) given or rendered, in writing, (ii) addressed to the other party at its required address(es) for notices delivered to it as set forth below, and (iii) delivered by either (x) hand delivery, or (y) nationally recognized courier service (e.g., Federal Express, Express Mail). Any such notice shall be deemed given or rendered, and effective for purposes of this Agreement, as of the date actually delivered to the other party at such address(es) (whether or not the same is then received by other party due to a change of address of which no notice was given, or any rejection or refusal to accept delivery). Notices from either party (to the other) may be given by its counsel.

The required address(es) of each party for notices delivered to it is (are) as set forth below. Each party, however, may, from time to time, designate an additional or substitute required address(es) for notices delivered to it, provided that such designation must be made by notice given in accordance with this Paragraph 9.

Original to the Port Authority:	The Port Authority of New York and New Jersey
with a copy to:	The Port Authority of New York and New Jersey 225 Park Avenue South - 14th Floor New York, NY 10003 Attn: General Counsel's Office c/o Caroline Ioannou, Law DISO
If to the Recipient:	IH Engineers, P.C.
with a copy to:	IH Engineers, P.C. 103 College Road East, Princeton, NJ 08540 Attn: David C. Battaglia, Mgr. Business Development

10. **Entire Agreement**. This Agreement contains the complete statement of all the agreements among the parties hereto with respect to the subject matter thereof, and all prior agreements among the parties hereto respecting the subject matter hereof, whether written or oral, are merged herein and shall be of no further force or effect. This Agreement may not be changed, modified, discharged, or terminated, except by an instrument in writing signed by all of the parties hereto.

11. **Counterparts**. This Agreement may be executed in one or more counterparts, each of which shall be deemed to be an original, but all of which shall be one and the same document.

12. **Parties Bound**. This Agreement shall be binding upon the Recipient and its respective successors. The foregoing shall not be affected by the failure of any Related Party to join in this Agreement or to execute and deliver an Acknowledgement hereof.

13. **Authority**. The undersigned individual(s) executing this Agreement on behalf of the Recipient below represent(s) that they are authorized to execute this Agreement on behalf of the Recipient and to legally bind such party.

14. **Disclosure of Ownership Rights or License**. Nothing contained herein shall be construed as the granting or conferring by the Port Authority of any rights by ownership, license or otherwise in any Information.

15. **No Liability**. Neither the Commissioners of the Port Authority, nor any of them, nor any officer, agent or employee thereof, shall be charged personally by the Recipient with any

liability, or held liable to the Recipient under any term or provision of this Agreement, or because of its execution or attempted execution or because of any breach, or attempted or alleged breach thereof.

16. **Construction**. This Agreement is the joint product of the parties hereto and each provision of this Agreement has been subject to the mutual consultation, negotiation, and agreement of the parties hereto, and shall not be construed for or against any party hereto. The captions of the various sections in this Agreement are for convenience only and do not, and shall not be deemed to, define, limit or construe the contents of such Sections.

RECIPIENT:

Signature: _____

Print Name: John W. Korunow, Jr., PE, CME

Title: Operations Manager

Date: July 14, 2014

EXHIBIT A

ACKNOWLEDGMENT BY RELATED PARTY INDIVIDUAL

I, John W. Korunow, Jr., PE, CME ("**Related Party**"), am employed as a(n) Operations Manager by IH Engineers, P.C. I have been provided with and have read the Non Disclosure and Confidentiality Agreement between HAKS Engineering (the "**Recipient**") and The Port Authority of New York and New Jersey (the "**Port Authority**") dated _____ _____, _____ (hereinafter the "**Agreement**"), and the Port Authority Handbook attached to the Agreement. I understand that because of my employer's relationship with HAKS Engineering, both my employer and I may be provided with access to, and or copies of, sensitive security materials, protected or confidential information. If it is required for me to review or receive Protected Information, as it is defined in the aforementioned Agreement, I acknowledge that I will be bound by each and every term and provision contained therein, and that failure to do so may include, but is not limited to, the imposition of disciplinary action and sanctions, and or the institution of legal action seeking injunctive relief, monetary and or criminal penalties for violation of law and or Port Authority policies and procedures, as well as for violation of federal and or state regulations.

To the extent that I am currently in the possession of, or have previously come into contact with, marked information as it relates to the aforementioned Agreement, I agree to conform my handling procedures for Protected Information to the practices and procedures set forth and defined herein, or risk loss of access to said Information, removal from said Project and or subjecting myself to the aforementioned disciplinary actions and or civil and criminal penalties.

Signature: _____

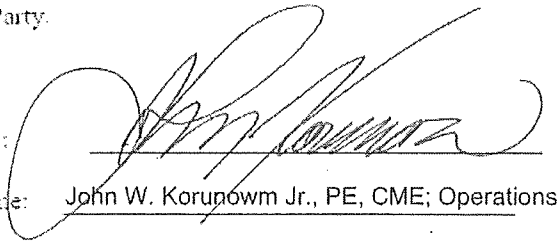
Print Name: John W. Korunow, Jr., PE, CME

Date: July 14, 2014

EXHIBIT B

ACKNOWLEDGMENT BY RELATED PARTY ENTITY

The undersigned, John W. Korunow, Jr., PE, CME, is the Operations Manager of IH Engineers, P.C., a Professional Corporation ("**Related Party**"), located at 103 College Road East, Princeton, NJ 08540, and is duly authorized to execute this Acknowledgment on behalf of the above Related Party. The above Related Party is involved with the functions of Construction Management and Inspection in connection with RFP No. 38268 for The Port Authority of New York and New Jersey (the "**Port Authority**"). I acknowledge and confirm that the above named Related Party has been provided with a copy of and shall be bound and shall abide by all of the terms, requirements and conditions set forth in the Non Disclosure and Confidentiality Agreement dated July 14, 2014, between HAKS Engineering (the "**Recipient**") and the Port Authority (hereinafter the "**Agreement**"), and by the Port Authority Handbook described in the Agreement. Appropriate and responsible officers and employees of the Related Party have carefully read and understand the terms and conditions of the Agreement. The Related Party has notice and acknowledges that any breach or violation of such terms, requirements and conditions may result in the imposition of remedies or sanctions as set forth or otherwise described therein against such Related Party.

Signature: 

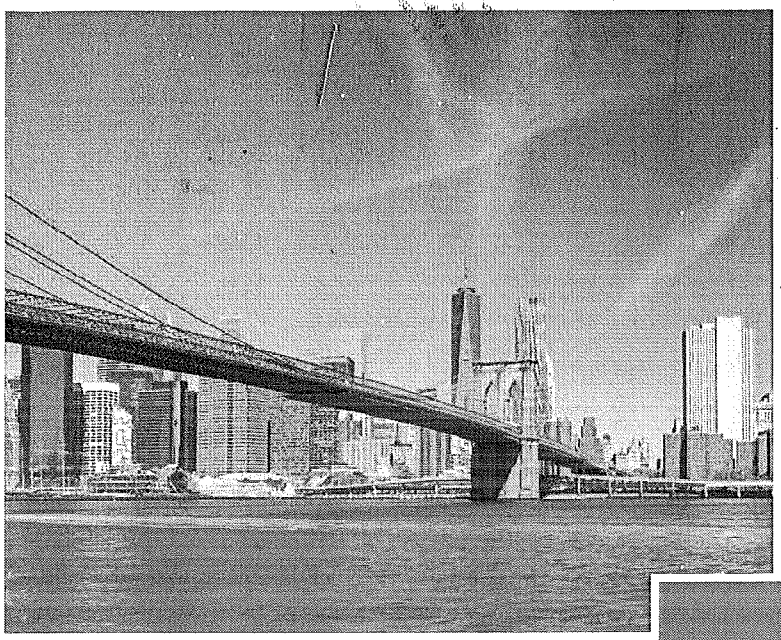
Print Name: John W. Korunowm Jr., PE, CME; Operations Manager

Date: July 14, 2014

This page was intentionally left blank

HAKS

40 Wall Street, 11th Floor
New York, NY 10005
tel: (212) 747-1997
fax: (212) 747-1947
www.haks.net



Hirani Group

KSE

the mccloud group

JCMS, Inc.

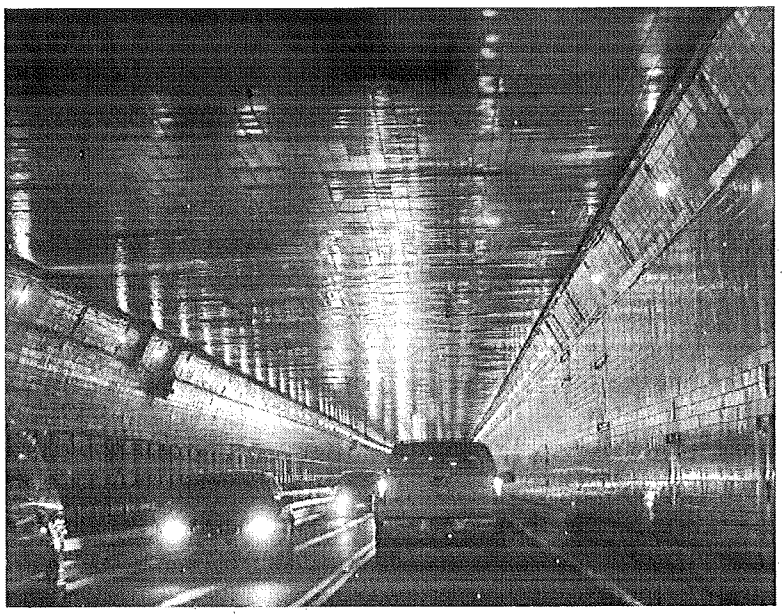
Indefinite Quantity Contracts (IQCs) for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis through 2018, RFP No. 38268

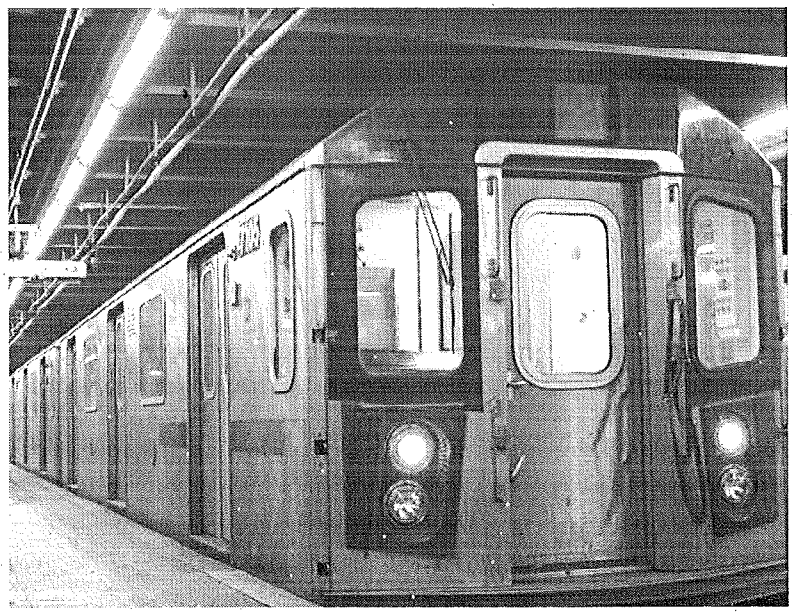
July 9, 2014

Submitted by:
The McCloud Group, LLC
79 Hudson Street, Suite 506
Hoboken, NJ 07030
Ph: 201-222-7769
F: 201-222-3491
www.themccloudgroup.com

THE PORT AUTHORITY OF NEW YORK & NEW JERSEY

Submitted to:
The Port Authority of NY and NJ
Procurement Division
Two Montgomery Street, 3rd Floor
Jersey City, NJ 07302
Attention: Bid/Proposal Custodian





July 16, 2014

THE MCCLOUD GROUP, LLC
Construction Management
Pre-Construction
Design / Build

The Port Authority of New York and New Jersey
Procurement Department
Two Montgomery Street, 3rd Floor
Jersey City, NJ 07302
Attn: Bid/Proposal Custodian

RE: RFP No. 38268, Indefinite Quantity Contracts (IQCs) for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Resiliency Projects on an "As-Needed" basis through 2018

To Whom It May Concern:

The McCloud Group (TMG) is pleased to submit for your consideration, our proposal in response to the Port Authority of New York and New Jersey's (PANYNJ) RFP for "Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an 'As-Needed' Basis through 2018."

The McCloud Group first established itself in the New York / New Jersey metropolitan area in 2002 with the award of a $12M, 61,000 sq. ft. construction management project for the South River Primary School. Since that time, TMG has become an established local presence in the area, working on projects for The City University of New York (CUNY), NYC School Construction Authority (NYCSCA), and the New Jersey City University, among others. We are construction professionals who understand the day-to-day activities and effective management of projects during the design and construction process.

the mccloud group
www.themccloudgroup.com

NEW JERSEY

79 Hudson Street,
Suite 506
Hoboken, NJ 07030
ph: (201) 222-7769
f: (201) 222-3491

✓ A Record of Success

As professional construction managers, TMG serves as the Owner's representative and advocate throughout all phases of projects, including on-call contracts, under a variety of delivery methods. We have been engaged to provide on-call CM services for a number of public sector projects in New Jersey, New York, Connecticut and Pennsylvania. In fact, over the past 12 years, we have been awarded 7 multi-year on-call contracts for agencies including:

- **NYC Department of Design and Construction (DDC)** - The McCloud Group was hired by the NYC DDC to provide professional construction management services on various projects throughout the five boroughs of the City of New York. Under this contract, TMG provided CM for a $5M renovation of the Jamaica Center for Arts & Learning cultural facility. The work was phased over two years to accommodate the facility's need to remain operational throughout the renovation work.
- **City University of New York (CUNY)** - The McCloud Group provided CM services as-needed to various CUNY campuses. The work included laboratory renovation to the City College of Technology, Brooklyn College, Queens College, Kingsborough Community College, and Hunter College.

- **New York City School Construction Authority (NYCSCA)** - TMG has provided CM services for $336 Million worth of construction projects since 2006.
- **New Jersey School Development Authority (NJSDA)** - The McCloud Group is providing CM services on a number of repair projects to schools. We are managing water infiltration repairs, asbestos abatement, and brick repair.
- **Greenwich Public Schools** - Since 2010, TMG has been providing construction management, performing over 30 projects across 13 different schools, and handling multiple facilities concurrently.
- **School District of Philadelphia (SDP)** - TMG is currently providing SDP with staff to supplement the district's in-house staff on an as-needed basis. Work to date includes sinkhole remediation, subsurface drainage, structural repairs, and facade restoration. Our past work for the SDP includes a contract for MEP upgrades at three schools.

✓ Experienced Team

Supporting The McCloud Group will be a highly qualified team of subconsultants certified to perform engineering and inspection services in New York and New Jersey:

- **KS Engineers (KSE)** - A certified DBE, KSE has performed construction management services for major transportation facilities in the NY/NJ metropolitan area, including the Port Authority Bus Terminal, AirTran at the Newark Liberty International Airport, NYC rail stations, and ports.
- **JCMS** - A certified DBE, **JCMS** has an impressive roster of clients including the PANYNJ, Amtrak, Long Island Rail Road (LIRR), and the NYS Department of Transportation (NYSDOT), among others. The firm is experienced in handling on-call contracts and resiliency repairs.
- **Hirani Engineering & Land Surveying (Hirani)** - also a certified DBE, Hirani provides CM and engineering services to the transportation market, recently serving clients such as PANYNJ, NYCDOT, and MTA Bridges and Tunnels.

the mccloud group

We look forward to the opportunity to further discuss our proposal submission with you and how The McCloud Group team can assist you in meeting your budget, schedule, and quality objectives. If you should have any questions or require additional information with regard to our submission please contact me at your convenience at (201) 222-7769 or email robert@themccloudgroup.com.

Very truly yours,
The McCloud Group, LLC

Robert McCloud
President & CEO

TABLE OF CONTENTS

Attachment B, Agreement on Terms of Discussion

A Firm's Qualifications and Experience

- Attachment C-1
- Attachment C-2

B Staff Qualifications and Experience

- Organization Chart
- Key Personnel
- Attachment E, Staffing Plan
- Resumes

C Management / Technical Approach

D DBE Participation

E Pricing and Compensation

F Firm's Affiliates

G Integrity Provisions

H Background Qualifications Questionnaire

I General Conflict of Interest

J Organizational Conflict of Interest

K Forms and Certifications

- Certified Financial Statements
- Federal Employer Identification Number
- Attachment F, Non-Disclosure and Confidentiality Agreement
- Federal Transit Provisions
- FEMA Provisions
- Port Authority Standard Agreement
- Receipt of Addendum #1

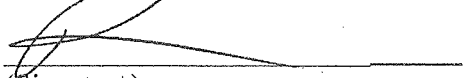
ATTACHMENT B

AGREEMENT ON TERMS OF DISCUSSION

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

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

The McCloud Group, LLC
(Company)

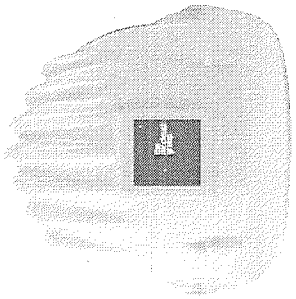

(Signature)

President and CEO
(Title)

07/16/2014
(Date)

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

A - Firm's Qualifications
and Experience



A | Firm's Qualifications and Experience

Attachment C-1, Proposer Prerequisite A

Firms must have Certificates of Authorization to practice Professional Engineering in the states of New York and/or New Jersey and a minimum of five (5) years experience, from the date of the proposal submission, which includes performing construction management services as outlined in Attachment A for major transportation facilities.
See attached certificates of authorization to practice Professional Engineering in the States of New York and New Jersey.

KS Engineers

Client Name / Contracting Entity	**Port Authority of New York and New Jersey**
Contract Start Date	2007
Contract End Date	2009
Brief Description of Scope of Work	*Performance of Expert Professional Construction Management Services (MBE/WBE) on a "Call-In" Basis, 2007, 2008, and 2009.* Services provided under this contract generally consisted of performing construction management and inspection services including construction contract administration, constructability review, construction scheduling, and cost estimating.
Client Contact Name / Title	James Starace, Deputy Director of Engineering
Client Contact Email Address	jstarace@panynj.gov
Client Contact Phone Number	(212) 435-7449

Client Name / Contracting Entity	**NJ TRANSIT Corporation**
Contract Start Date	2009
Contract End Date	2012
Brief Description of Scope of Work	*Task Order Contract - Construction Management Services*, including: constructability review of plans, project scheduling and schedule analysis, cost estimating and review, construction administration and site inspection, shop drawing review, change order analysis, claims assistance, construction value engineering, site safety inspection, construction survey.
Client Contact Name / Title	James Marcello, Director of Passenger Facilities
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name / Contracting Entity	**NYNJ Link Developer LLC / Port Authority of NY and NJ**
Contract Start Date	2013
Contract End Date	2018 (expected)
Brief Description of Scope of Work	*Goethals Bridge Replacement Project* - KSE was retained as the lead consultant by the Developer (NYNJ Link Developer LLC) of this PPP project, to provide independent construction quality assurance (QA) and Construction Engineering and Inspection (CEI) services.

A | Firm's Qualifications and Experience

KS Engineers

Client Contact Name / Title	Luke Chenery
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Hirani Group

Client Name / Contracting Entity	**GPI/Parsons Joint Venture/MTA Bridges & Tunnels**
Contract Start Date	2009
Contract End Date	2014
Brief Description of Scope of Work	*Bronx Whitestone Bridge* - Hirani inspection personnel are inspecting the construction of new foundations and 15 double-arched concrete piers to support the widened roadway, the construction of steel girders and concrete deck.
Client Contact Name / Title	Carolyn Alleg, Asst. Vice President
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name / Contracting Entity	**Parsons/MTA NYC Transit**
Contract Start Date	2007
Contract End Date	2015
Brief Description of Scope of Work	*2nd Avenue Subway* - Hirani is providing safety engineering services to monitor construction operations compliance with the site safety program, tunnel operations safety, and the use of explosives.
Client Contact Name / Title	Thomas Peyton, Project Manager
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name / Contracting Entity	**NYC Department of Design and Construction**
Contract Start Date	2009
Contract End Date	2014
Brief Description of Scope of Work	*Requirements Contract for Resident Engineering Inspection Services* - Hirani was selected as a prime consultant to provide resident engineering inspection services for various infrastructure construction projects with estimates of $25,000,000 or less on a task order basis.
Client Contact Name / Title	Eric Macfarlane, Deputy Commissioner
Client Contact Email Address	[redacted]
Client Contact Phone Number	

A | Firm's Qualifications and Experience

JCMS

Client Name / Contracting Entity	**Port Authority of New York and New Jersey**
Contract Start Date	2009
Contract End Date	Ongoing
Brief Description of Scope of Work	*Project Delivery Services* - JCMS is responsible for maintaining an enterprise level schedule in Oracle Primavera P6 for projects both in design and construction. JCMS has also performed Feasibility Studies to evaluate the constructability and logistics for the following projects: Bus Parking and Staging Facility for the Lincoln Tunnel and PABT; Replacement of the Current Toll Collection System with Multi-Facility (Holland Tunnel, Lincoln Tunnel, GWB, Bayonne Bridge and Goethals Bridge and Outer Bridge Crossing); and All Electronic Tolls System.
Client Contact Name / Title	Owais Ahmed, PANYNJ
Client Contact Email Address	oahmed@panynj.gov
Client Contact Phone Number	(646) 285-1909

Client Name / Contracting Entity	**Port Authority of New York and New Jersey**
Contract Start Date	2011
Contract End Date	Ongoing
Brief Description of Scope of Work	*Expert Professional CM Support Services as Requested on "Call-In" Basis 2011 - 2014.* MEP Projects at LaGuardia Airport Include: MER Access and Expansion Tank Improvement; Replacement of CTB Concourse HVAC System; and the Replacement of Taxi Dispatch Booths.
Client Contact Name / Title	Armando Martinez, Resident Engineer, PANYNJ
Client Contact Phone Number	[redacted] office); (973) [redacted] mobile)

Client Name / Contracting Entity	**Port Authority of New York and New Jersey / AECOM**
Contract Start Date	2008
Contract End Date	2011
Brief Description of Scope of Work	*PANYNJ - PATH Planning, Oversight and Related Services on an "As-Needed" Basis* - The project consists of developing integrated resource loaded schedule and optimizing resource requirements for proposed $2.5B, 10-year capital program. Included are: WTC Transportation Hub and Permanent PATH Terminal; Security Program Implementation; New Rail Car and Signal Programs; Station Modernization including Capacity Enhancement and Platform Extensions; and Rehabilitation and Extension of Platforms to accommodate 10-car trains.
Client Contact Name / Title	Michael Marino, Sr., AECOM Transportation
Client Contact Email Address	[redacted]
Client Contact Phone Number	

A | Firm's Qualifications and Experience

Attachment C-2, Proposer Prerequisite B

Firms must have adequate staffing resources who have demonstrated experience performing construction management and/or construction inspection services in the Greater New York / New Jersey Metropolitan Area for construction projects valued, at a minimum, at $1.5 million.

The McCloud Group

Client Name / Contracting Entity	**NYC School Construction Authority (NYCSCA)**
Contract Start Date	12/2006
Contract End Date	07/2008
Construction Value	$35 Million
Brief Description of Scope of Work	*New Gregorio Luperon High School* - The McCloud Group was hired by the NYCSCA to provide Construction Management services for the management of their multi-billion dollar capital improvement program. Specifically, The McCloud Group provided CM services to projects for the $35 million new Gregorio Luperon High School, a 4-story, 56,800 sq. ft. building with 2 elevators.
Client Contact Name / Title	Mr. Craig Collins, VP, Administration
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name / Contracting Entity	**The City University of New York (CUNY)**
Contract Start Date	11/2013
Contract End Date	04/2014
Construction Value	$11 Million
Brief Description of Scope of Work	*Kingsborough Community College Laboratory Renovation* - Under an $11 million project for Kingsborough Community College, TMG provided CM services for the renovation of two buildings. This included the total demolition of existing interiors. Both buildings required roof replacement, new mechanical systems, sprinklers, and electrical upgrades.
Client Contact Name / Title	Mr. Gary DeBiasse, Project Architect for Kingsborough College Renovation
Client Contact Email Address	[redacted]
Client Contact Phone Number	

A | Firm's Qualifications and Experience

The McCloud Group

Client Name / Contracting Entity	**New Jersey Schools Development Authority (NJSDA)**
Contract Start Date	10/2013
Contract End Date	10/2016 (projected)
Construction Value	$6.81M (to date)
Brief Description of Scope of Work	*Construction Management Services for the NJ SDA* -TMG is providing Construction Management services to the NJSDA to manage complex projects from the planning phase to post-occupancy. Our work includes overseeing replacement of roofs at three Irvington School District facilities, and mechanical upgrades and window replacements for Newark Schools. In West New York, TMG is providing services for water infiltration repairs, asbestos abatement, and brick repair.
Client Contact Name / Title	Ms. Sharon Johnson-Thomas, Senior Human Resources Specialist
Client Contact Email Address	not available
Client Contact Phone Number	[redacted]

Client Name / Contracting Entity	**Town of Hammonton, NJ**
Contract Start Date	01/2007
Contract End Date	04/2008
Construction Value	$5.6M
Brief Description of Scope of Work	*New Hammonton Municipal Complex / Town Hall* - TMG provided construction management services for the new Hammonton Municipal Complex - a 3-story, 25,263 sq. ft. building located in downtown Hammonton, NJ. It serves as the home to essential municipal operations such as the police department, municipal court, tax collector, tax assessor, construction office, the town clerk and the Mayor's office. The building was designed to accommodate a future third floor expansion. The project approach required that operations of the existing Town Hall remain uninterrupted during construction of the new Municipal Complex (Phase I). Once move-in at the new Municipal Complex was completed, the existing Town Hall was demolished and a new 41-stall parking lot was built, complete with hard and soft landscaping.
Client Contact Name / Title	Mayor John DiDonato, Town of Hammonton
Client Contact Email Address	not available
Client Contact Phone Number	[redacted]

A | Firm's Qualifications and Experience

The McCloud Group

Client Name / Contracting Entity	**NYC Department of Design & Construction (DDC)**
Contract Start Date	05/2007
Contract End Date	04/2011
Contract Value	$5 Million (Jamaica Center for Arts & Learning)
Brief Description of Scope of Work	*On-Call Construction Management Services* - The McCloud Group team was hired by the NYC DDC to provide professional construction management services on various projects throughout the five boroughs of New York City. The types of projects covered by the contract included roadways, police and fire facilities, museums, libraries, and correctional facilities. Under this on-call contract, TMG provided construction management services for the renovation of the Jamaica Center for Arts & Learning, a cultural facility in Queens, NY. The project was phased over two years to accommodate the facility's need to remain operational throughout the renovation work.
Client Contact Name / Title	Ms. Sundari Cockalingam, Contract Administrator
Client Contact Email Address	not available
Client Contact Phone Number	[redacted]

Client Name / Contracting Entity	**NYC School Construction Authority (NYCSCA)**
Contract Start Date	10/2013
Contract End Date	09/2016
Contract Value	Various (on-call)
Brief Description of Scope of Work	*Emergency Response Program* - The McCloud Group team was hired by the NYCSCA to provide Construction Management services in response to critical project needs in connection with the Emergency Response Program.
Client Contact Name / Title	Mr. Craig Collins, VP, Administration
Client Contact Email Address	[redacted]
Client Contact Phone Number	

A | Firm's Qualifications and Experience

The McCloud Group

Client Name / Contracting Entity	**NYC School Construction Authority (NYCSCA)**
Contract Start Date	2012
Contract End Date	2015
Contract Value	$100M
Brief Description of Scope of Work	*Construction Management / Mentor Contract* - The McCloud Group is currently working not only as construction managers ensuring that projects are completed safely, on-time and within budget, but also mentoring and providing technical assistance to participating firms. The Mentor Program partners emerging M/W/LBE firms with some of the industry's largest construction management firms, providing the M/W/LBE firms with construction dollars and valuable experience. The program provides: experience working on NYCSCA projects; techncial assistance and training; general business, organizational and personnel skills development; marketing and business development; fast-track payment systems; and access to working capital and bonding.
Client Contact Name / Title	Mr. Craig Collins
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name / Contracting Entity	**NYC School Construction Authority (NYCSCA)**
Contract Start Date	07/2006
Contract End Date	06/2008
Contract Value	$60.8M
Brief Description of Scope of Work	*New Middle/High School 362* - The McCloud Group provided MEP and Site Inspection Services for the construction of a new $60.8M Middle School / High School in the Bronx, NY. Consisting of two Middle Schools and two High Schols, one on each floor, the building is a 4-story, 188,000 sq. ft. steel structure with pre-fabricated concrete panels and masonry. A separate entrance is provided for the Middle and High School students on 228th and 229th Streets. The building includes 68 classrooms and labs, administrative and faculty offices. Common areas include a 560 seat auditorium, gymnasium, exercise rooms, 1,668 seat cafeteria and library. The building is fully air conditioned with 13 roof top units. The gymnasium and auditorium are housed in separate 2-story wings allowing the instructional envelope of the building to maximize the use of sun light in all classrooms in the "L-shaped" main building elevations.
Client Contact Name / Title	Mr. Craig Collins, VP, Administration
Client Contact Email Address	[redacted]
Client Contact Phone Number	

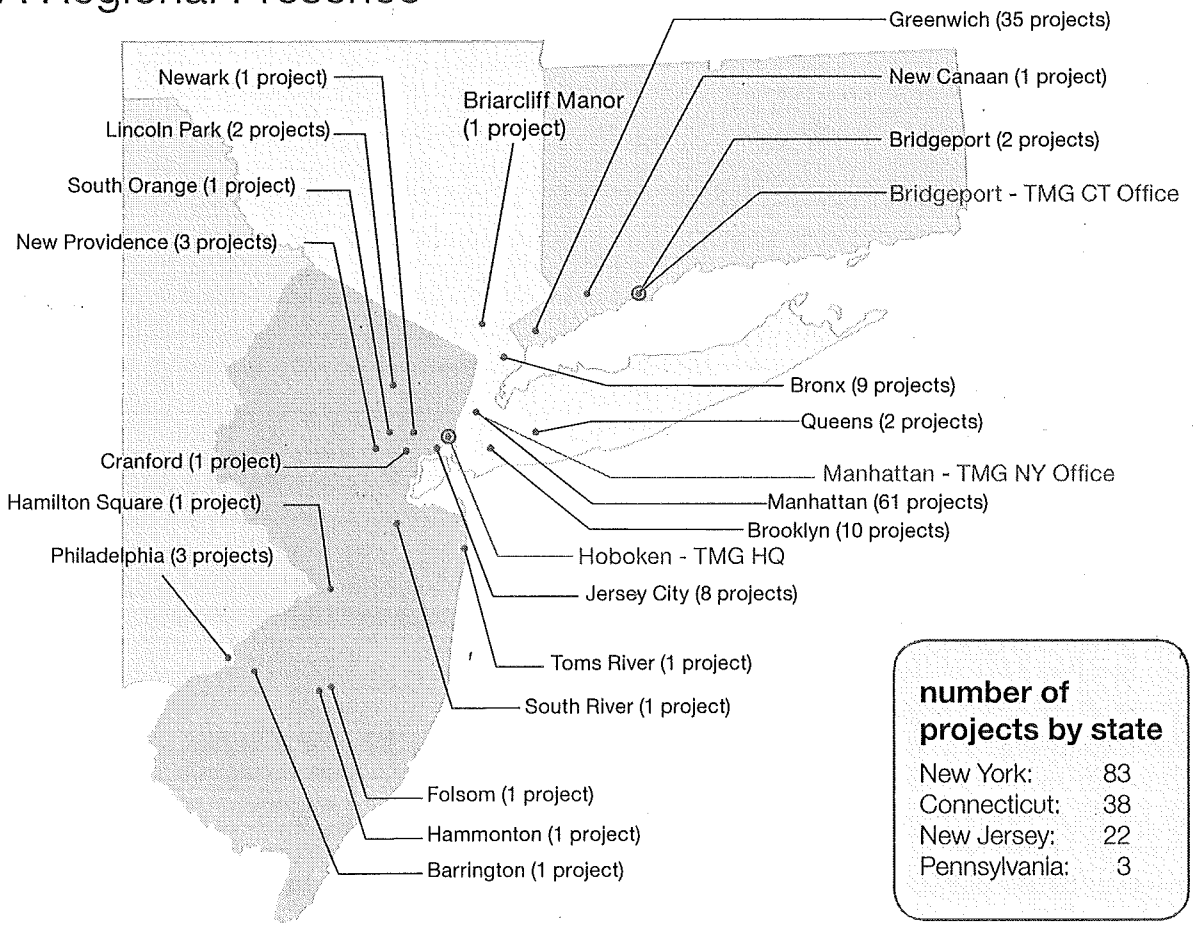
A | Firm's Qualifications and Experience

Founded in 2002, The McCloud Group, LLC (TMG) is a program and construction management (CM) firm specializing in the construction and renovation of municipal, educational, residential and cultural facilities, as well as detention centers and private sector financial institutions and commercial facilities. As construction consultants, TMG serves as the owner's representative and advocate through all phases of a project and under a variety of delivery methods.

Drawing upon his years of experience working with some of the largest construction companies in the Tri-State area, TMG's President & CEO, Robert McCloud, set out to build a construction management firm that combines the sophisticated project management controls and systems typical of the largest firms with the executive level accessibility typical of a more mid-sized organization. The successful melding of these qualities has allowed TMG to build long-term productive relationships with numerous clients, including such organizations as the NYC School Construction Authority, The New Jersey School Development Authority, The City University of New York, the City of Bridgeport and Greenwich Public Schools.

Active primarily in New Jersey when the company was formed, TMG has spent the past 12 years building a diverse project portfolio that includes work in New York, New Jersey, Connecticut and Pennsylvania. Likewise,

A Regional Presence

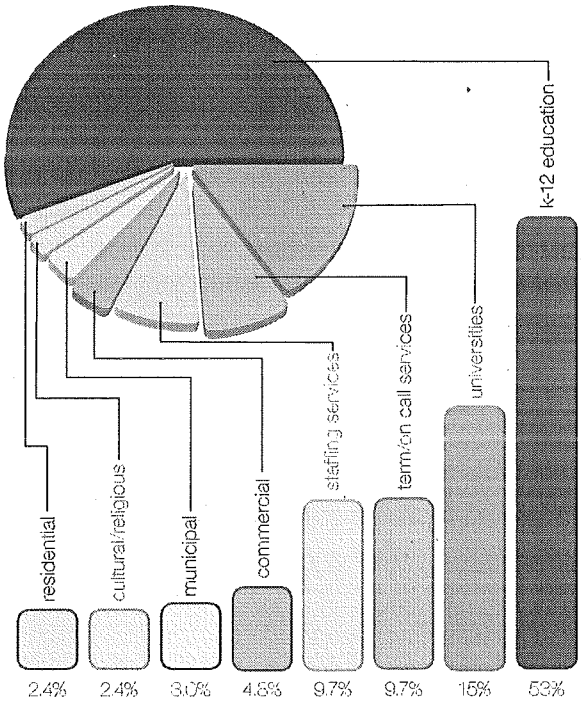


number of projects by state

New York:	83
Connecticut:	38
New Jersey:	22
Pennsylvania:	3

A | Firm's Qualifications and Experience

our project experience is diverse as well, as described in the following chart:



Within this range of project experience, TMG has developed core expertise in the areas of K-12 Education, University and Municipal construction projects. Having worked with many schools and municipal authorities, we as a company and as a group of construction professionals, have developed a keen understanding of the requirements, visions and goals of these organizations and their stakeholder groups.

Municipal Experience

Municipalities have an obligation to their constituents to provide accountability and transparency with respect to public construction projects. As a municipality's construction representative, we provide the expertise and assistance to the municipality in terms of community affairs—be it providing support at town meetings or interfacing with residents affected by a project, TMG is there to lend a hand. We want the municipality and the community to be pleased with their new or renovated facility.

We brought this approach to the $5.6 million Hammonton Municipal Complex, a new facility that consolidated a large number of municipal services including the police department, mayor's office, town clerk and the municipal courts.

TMG is currently working closely with the Town of New Canaan, CT on their 30,000 sq. ft., $12 million Town Hall Renovation and addition project. Like Hammonton, one of the project's goals is to consolidate a number of public services into a single building.

New Ganaan, CT Town Hall

Universities

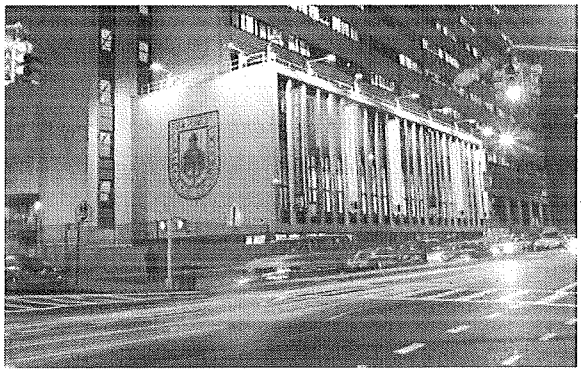
Universities typically operate year round. As such, any university project—whether new construction or renovation—will almost certainly take place on an active campus or in an operational facility, making safety an even more prevalent factor in the overall project strategy. TMG works closely with our university clients to ensure that project safety strategies minimize risk to students and faculty with out compromising cost and schedule.

TMG has provided construction management and design/build services for universities in both New York and New Jersey. TMG's foray into higher education projects began with a contract for on-call CM services for New Jersey City University. Over a two-year period we managed 14 projects in 9 separate buildings on their Jersey City Campus.

Since 2011, TMG has been providing on-site construction management of several science laboratory renovations for the City University of New York, on campuses in Brooklyn, Queens and Manhattan. Most

A | Firm's Qualifications and Experience

recently completed in late 2012 was the $4.5 million renovation of various laboratory facilities at Hunter College. In 2013, TMG is slated to work on an additional $5 million renovation project at Kingsborough Community College.



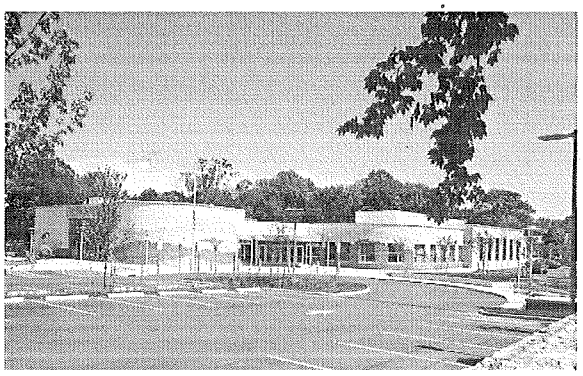
NYC College of Technology

K-12 Education

TMG has developed a particular expertise in K-12 projects, dating back to our first major school contract in 2002: the construction management of the 61,000 sq. ft. South River K-2 Primary School in New Jersey. Since then, we have moved on to larger and more complex primary education projects including the 2011 completion of the $32 million Interdistrict Discovery Magnet School in Bridgeport, CT as well as our current contract for the $73 million gut renovation of Bridgeport's Central High School.

While all K-12 construction is closely tied to the start and finish of the academic year, renovation projects in particular tend to be challenging, since their schedules tend to fall within the summer off-months. Over the course of managing more than 50 K-12 renovation/addition projects—over 90% of which took place in occupied facilities—we have developed a refined and proven approach to managing these time sensitive projects.

Another major aspect of K-12 work in the Tri-State area includes construction staffing augmentation services for school authority in-house project teams. TMG has been providing these services as well as CM mentoring services for well over 100 projects for the NYC School Construction Authority since 2008, and the New Jersey Schools Development Authority since 2013.



Interdistrict Discovery Magnet School

Experienced Personnel

Our success over the past 12 years is largely attributable to our team of highly experienced construction staff. We employ a diverse pre-construction and construction management staff of structural, mechanical, electrical and civil engineers; architects; technology specialists; scheduling and cost control personnel and construction estimators and accountants.

Our teams provide expert consultation and guidance throughout all phases of a building project: from early stage master planning, to pre-construction and procurement and through construction to final occupancy. Moreover, our project executives and project managers have the capability to evaluate and assist in the selection of designers, consultants and contractors for a project. Our project teams stand by our clients every step of the way.

A | Firm's Qualifications and Experience

Project Experience - The McCloud Group

The McCloud Group has been providing expert, professional construction management services to clients across New Jersey, New York, Pennsylvania, and Connecticut. TMG provides a level of quality and service that has led to repeat work and long-term relationships with many of our clients.

Discovery Magnet Elementary and Central High Schools	
Client/Location	City of Bridgeport, CT
Duration	12/2008 - 04/2011 (Discovery) 09/2014 - present (Central)
Value	$32 Million (Discovery) $73 Million (Central)
Summary of Services	
TMG provided CM as Advisor services for the new science-themed Interdistrict Discovery Magnet School, located on the grounds of the Discovery Museum. The new two-story, 67,000 sq. ft. building featured classrooms, cafeteria, a commercial-grade kitchen, prep rooms, science laboratories, gymnasium, faculty and building support spaces, as well as an exterior play area, parking lot, and media center. The project also included expanded parking capacity for the adjacent museum as well as the relocation of a solar panel field. The Discovery Magnet School is a LEED Gold project. As a result of this work for the City of Bridgeport, TMG was awarded a contract for the gut renovation of the existing 270,000 sq. ft. Central High School and three additions to be integrated into the building. The design re-organizes the school around four academies that will accommodate 1,900 students.	
Reference	
Dr. John Ramos, Sr., Former Superintendent of Bridgeport Schools • [redacted] **Mr. John Ireland,** Project Architect for Central HS • Silver/Petrucelli + Associates • [redacted]	

New Canaan Town Hall	
Client/Location	Town of New Canaan, CT
Duration	09/2013 - 04/2015
Value	$17.9 Million
Summary of Services	
TMG was selected by the Town of New Canaan to provide CM as Advisor services for the oversight of this 30,000 sq. ft. project that includes the interior demolition, abatement and renovation of the Town Hall originally constructed in 1909. A new two-story addition and approximately 18,000 sq. ft. will expand the overall building allowing for the consolidation of a number of municipal services and administrative functions suited to the Town's growing needs, including a Town Meeting Center, Tax Assessor's Office, Fire Marshall's Office, and the Town Clerk's Office.	
Reference	
Mr. Mike Pastore, PE, Director of Public Works • [redacted]	

The City University of New York (CUNY)	
Client/Location	CUNY, NY
Duration	2010 - 2014
Value	$30 Million
Summary of Services	
The McCloud Group has been providing CM Services as-needed to various CUNY campuses. Our work includes laboratory renovation to the City College of Technology, Brooklyn College, Queens College, Kingsborough Community College, and Hunter College. Our services include procuring, coordinating and supervising multiple specialty contractors that are renovating existing spaces.	
Reference	
Mr. Gary DeBiasse, Project Architect for Kingsborough College Project • [redacted]	

A | Firm's Qualifications and Experience

NYC Department of Design & Construction (DDC) On-Call Construction Management	
Client/Location	NYC DDC, NY
Duration	09/2009 - 08/2011
Value	$5 Million
Summary of Services	
TMG was selected under an on-call CM services contract for the NYC DDC. Our work included the renovation of the Jamaica Center for Arts & Learning. The project was phased over two years to accommodate the facility's need to remain operational throughout the renovation work. As Construction Manager, we were responsible for guiding the project from pre-construction through to project close-out.	
Reference	
Ms. Sundari Cockalingam, Contract Administrator, NYC DDC • [redacted]	

NYC School Construction Authority (NYCSCA) Construction Management Mentor Contract	
Client/Location	NYCSCA, NY
Duration	2012 - 2014
Value	$100 Million
Summary of Services	
TMG is currently working not only as construction managers ensuring that projects are completed safely, on-time and within budget, but also mentoring and providing technical assistance to participating M/W/LBE firms. Representative projects include: • PS 234: Paved areas, concrete renovation • PS 5: School safety upgrades • PS 36, 143, 241: Low Voltage electrical • PS 197: Library renovation • PS 198: Gymnasium flooring, ceiling and lighting	
Reference	
Mr. Craig Collins, VP, Administration • NYCSCA • [redacted]	

New Jersey Schools Development Authority (NJSDA) CM Services	
Client/Location	NJSDA, Northern NJ
Duration	2013 - 2015
Value	$7.4 Million
Summary of Services	
The McCloud Group is currently providing CM services to NJSDA in support of a number of repair projects to school districts. Under this contract, we provided oversight to mechanical system upgrades and window repairs at the Dr. E. Alma Flagg Elementary School in Newark, NJ. We also oversaw partial roof replacements at Madison Avenue, Union Avenue, and Chancellor Avenue Schools in Irvington, NJ. Currently, TMG is managing water infiltration repairs, asbestos abatement, and brick repair at Public Schools #1 and #5 in West New York, NJ.	
Reference	
Ms. Sharon Johnson-Thomas, Senior Human Resources Specialist • NJSDA • [redacted]	

The School District of Philadelphia (SDP)	
Client/Location	Philadelphia, PA
Duration	10/2013 - 10/2015
Value	Various
Summary of Services	
TMG was selected to supplement in-house School District Staff on an as-needed basis in support of their Facilities Master Plan. Work to date has included sinkhole remediation at Martin Luther King High School; subsurface drainage at Locke Elementary School; structural repairs at Wagner Middle School; and facade restoration at Harding Middle School, Taggart Elementary, Bryant Elementary, Martha Washington Elementary, and Southwark Elementary.	
Reference	
Mr. Jesse Jones, Construction Project Manager • SDP • [redacted]	

A | Firm's Qualifications and Experience

The School District of Philadelphia (SDP) - MEP Upgrades	
Client/Location	Philadelphia, PA
Duration	03/2005 - 02/2008
Value	$15.7 Million
Summary of Services	
TMG was hired to provide construction management services for MEP upgrades at three Philadelphia schools. Specifically, work consisted of boiler replacement, heating fuel oil tank removal and re-installation, fire alarm installation, electrical distribution upgrades, and lighting upgrades.	
Reference	
Mr. Jesse Jones, Construction Project Manager • SDP • [redacted]	

Team of Subconsultants

Our team approach to this project provides the full scope of as-needed pre-construction, construction, and post-construction phase services and expertise required. Each team member has been carefully selected to maximize the success of the PANYNJ's program:

Major Subconsultant, KS Engineers (KSE)

A certified DBE, KSE has earned a reputation for being a top-ranked, highly regarded, client responsive professional engineering, survey, and construction management firm. KSE is certified to practice Professional Engineering in the states of both New York and New Jersey, and has performed construction management services for major transportation facilities in the NY/NJ metropolitan area. Their work has included CM/CI for the Port Authority Bus Terminal, AirTran for the Newark Liberty International Airport, NYC rail stations, and ports.

KSE provided in-depth inspection of the Port Authority Bus Terminal in NYC, inspecting bus and parking level slabs, columns, beams, and other structural components of the facility. All work was performed during night time in order to minimize disruptions to public and normal operations of the facility.

For the MTA Bridges and Tunnels, KSE's portfolio of work includes inspection of the Queens Midtown Tunnel, Vent Buildings, Queens and Manhattan Plazas, and High Mast light towers.

PANYNJ MBE/WBE Call-In	
Client/Location	NY and NJ
Duration	2007 - 2009
Value	Various (on-call)
Summary of Services	
Performance of Expert Professional Construction Management Services (MBE/WBE) on a "Call-In" Basis 2007, 2008, and 2009. Services provided under this contract generally consisted of performing construction management and inspection services including construction contract administration, constructability review, construction scheduling, and cost estimating.	
Reference	
Mr. James Starace, Deputy Director of Engineering, PANYNJ • (212) 435-7449	

NYNJ Link Developer LLC / PANYNJ, Goethals Bridge Replacement Project	
Client/Location	NY
Duration	2013 - 2018 (expected)
Summary of Services	
KSE was retained as the lead consultant by the developer (NYNJ Link Developer, LLC) of this PPP project, to provide independent Construction Quality Assurance (QA) and Construction Engineering and Inspection (CEI) services.	
Reference	
Mr. Luke Chenery, NYNJ Link • [redacted]	

A | Firm's Qualifications and Experience

Major Subconsultant, JCMS

Also a certified DBE, JCMS has been providing professional project and construction management services since 1985. JCMS' has built an impressive roster of clients including the Port Authority of New York and New Jersey (PANYNJ), Amtrak, Delaware River Port Authority (DRPA), Long Island Rail Road (LIRR), and New York State Department of Transportation (NYSDOT), among others.

JCMS is currently providing Program Management and Cost Estimating services on Sandy-related repair and resiliency projects. In addition, the firm has mass transit experience, having provided Construction Management services on over 200 mass transit projects over a period of 27 years, as both a prime and subconsultant. JCMS's wide range of mass transit construction experience includes stations, bus and rail maintenance shops, trackwork, bridges and structures, tunnels, yards, signal and communication, catenary and traction power, ROW improvements, and ADA accessibility improvements.

Various PANYNJ Contracts

Client/Location	NY and NJ

Summary of Services

- PATH Performance of Expert Planning, Oversight and Related Services 2008 - 2010 [$2.5B]
- PANYNJ PATH World Trade Center Transit Hub [$3.4B]
- PATH A/E Services for Replacement and Upgrade of PATH Substation #8 [$21M]
- Newark International Airport Roadway Access Improvements [$81M]
- Newark International Airport Bridge & At Grade Roadway [$40M]

Various NJ TRANSIT Contracts

Client/Location	NJ

Summary of Services

- Sandy Related Repair and Resiliency Projects - Program Management Services [$1.4B]
- Sandy Related Repair and Resiliency - A/E Services for the Repair, Reconstruction and/or Replacement of Electrical Substations & Related Equipment at Hoboken MMC and Bay Head
- Trans Hudson Express Tunnel A/E & CM [$8.7B]
- Bi-Level Rail Car Procurement [$500M]
- Bergen Tunnel Reconstruction [$60M]
- Hoboken Ferry Terminal - Phase 2 [$125M]
- Port Morris Rail Yard [$56M]
- Hoboken Terminal & Yard Complex [$330M]
- Rail Car & Locomotive Procurement [$600M]
- Southern NJ Light Rail Transit System [$600M]
- Newark Airport/NEC Rail Station [$95M]
- Hudson-Bergen Light Rail Transit System (MOS-1 and MOS-2) [$1.1B]

Various NYCT Projects

Client/Location	NYC

Summary of Services

- Second Avenue Subway - Phase 1 [$3.4B]
- Fulton Transit Center [$740M]
- Atlantic Avenue Station Complex [$135M]
- Grand Ave. Bus Depot & Maintenance Facility [$216M]

A | Firm's Qualifications and Experience

PB/Bovis JV - CCM, NYCT Fulton Street Transit Center	
Client/Location	NYC
Duration	2005 - 2013
Value	$750M
Summary of Services	
This critical project will improve access to and connections between 12 subway lines for hundreds of thousands of daily commuters and Lower Manhattan residents and visitors, and will link NYC Transit facilities with PATH service at the World Trade Center site. JCMS is responsible for providing construction supervision and inspection services on this project which includes supervision, inspection and coordination of civil, structural and architectural elements of the project. JCMS is also responsible for document control and coordination with the client, the contractor and the design of record; tracking submittals, RFIs and change orders; review of monthly payment requests, approval and payment; preparing ARRA reports; reviewing LEED component of submittals, running monthly LEED progress meetings and maintaining all relevant data for LEED certification.	
Reference	
Mr. Patrick Bronner, Project Manager, Bovis Lend Lease, Inc. • [redacted]	

Major Subconsultant Hirani Engineering & Land Surveying (Hirani)

Hirani, a certified DBE, has established itself as a leading multi-disciplined consulting firm in the areas of engineering design, land surveying, and construction management. The firm's market sectors are primarily transportation (bridge, rail and highway infrastructure), building and facility projects, medical care, housing, waste water treatment, commercial and site development, and municipal engineering.

NYC Department of Transportation Brooklyn Bridge Rehabilitation of the Approach and Ramps, and Painting of the Bridge	
Client/Location	NYC Department of Transportation, Brooklyn and Manhattan, NY
Completed	2014
Value	$250M
Highlights	• Painting Inspection • Ramps and Approaches • Rehabilitation
Summary of Services	
Hirani was part of the team selected to provide inspection services for the rehabilitation of ramps and approaches on the Manhattan and Brooklyn side to improve safety and reduce congestion at approach roadways. Ramps are being rehabilitated and widened, and the entire bridge is being repainted. The work includes replacement of failed membrane systems in the roadway and deteriorated closure walls. The existing roadways pavement will be rehabilitated. The old deck will be replaced by lifting and installing precast concrete roadway slabs over the waterproof membrane that is being installed. Historic railings dating to the original construction are being removed, refurbished and replaced. The FDR Drive roadway ramp is being widened from one to two lanes. The entire bridge is being repainted to prevent corrosion. Hirani is providing a NICET II inspector and NICET III inspector, and may be asked to provide on-call surveyors as needed by the Resident Engineer	
Reference	
Hasam Amed, PE • [redacted]	

A | Firm's Qualifications and Experience

MTA Bridges and Tunnels, Whitestone Bridge Queens & Bronx Approaches	
Client/Location	MTA Bridges and Tunnels
Completed	2014
Value	$192.8 M
Highlights	• Concrete Deck • Foundations • Steel Girders • Toll Plazas
Summary of Services	
The 70 year old Bronx-Whitestone Bridge is undergoing a major rehabilitation of the Bronx approach. The four year project is divided into three stages, and is widening the roadway and supporting structure. The project requires traffic control for the maintenance of five plaza traffic lanes during rush hour. The entire existing roadway of the Bronx side is being completely replaced. Hirani inspection personnel are inspecting the construction of new foundations and 15 double-arched concrete piers to support the widened roadway, the construction of steel girders and concrete deck. The roadway will be upgraded to 12 lanes with adequate shoulders, eliminating the 1930 era narrow width roadways.	
Reference	
Caryn Alleg • [redacted]	

PANYNJ Call-In Contract for Construction Management Services	
Client/Location	PANYNJ, Various Locations, NY and NJ
Completed	2013
Value	$1.5M
Summary of Services	
Hirani was selected to provide construction management services at all PANYNJ facilities. **Electrical System Rehabilitation of the PATH System Station, Yards and Tunnels** Hirani's responsibilities are for coordinating and inspecting work of numerous contractors working on the PATH rail system. Project inspection included the rehabilitation of electrical power and lighting equipment, system upgrades for alarm and communication equipment, and site work at PATH stations, rail yards and tunnels, and the supervision of the installation of electrical cable in all PATH tunnels. **Safety Engineering Inspection Services** Hirani is providing safety engineering inspection services reporting directly to the engineer of construction for tunnels, bridges and terminals in the Construction Management Division. Safety inspection is being provided for construction projects at the following locations: George Washington Bridge, LaGuardia Airport, Port Authority Bus Terminal, JFK Airport, Goethals Bridge, Outerbridge Crossing, Lincoln Tunnel, Holland Tunnel, Newark Airport and the PATH Ferry. **Office Engineering Services** Hirani personnel are providing office engineering services for general construction contracts administered at the Port Authority technical services facility at 241 Erie Street, Jersey City, NJ.	
Reference:	
Wallace Caban • (212) 435-7000	

A | Firm's Qualifications and Experience

Certificates to Practice Engineering in New York and New Jersey

THE UNIVERSITY OF THE STATE OF NEW YORK
EDUCATION DEPARTMENT

THIS IS TO CERTIFY THAT HAVING MET THE REQUIREMENTS OF SECTION 7210 OF THE EDUCATION LAW AND IN ACCORDANCE THEREWITH THIS CERTIFICATE OF AUTHORIZATION IS GRANTED WHICH ENTITLES

KS ENGINEERS PC
494 BROAD STREET
4TH FLOOR
NEWARK, NJ 07102-0000

TO PROVIDE PROFESSIONAL ENGINEERING SERVICES IN THE STATE OF NEW YORK FOR THE PERIOD 03/01/2012 TO 02/28/2015.

DOUGLAS E LENTIVECH
DEPUTY COMMISSIONER
FOR THE PROFESSIONS

CERTIFICATE NUMBER
0008987

JOHN B KING JR
PRESIDENT OF THE UNIVERSITY
AND COMMISSIONER OF EDUCATION

KSE Engineers . Surveyors . Construction Managers
KS Engineers, P.C. 494 Broad Street, 4th Floor, Newark, NJ 07102 . P: 973.623.2999 . F: 973.242.2955 . www.kseng.com

Pursuant to the "Professional Service Corporation Act, "N.J.S.A. 14A:17-1 et seq." KS Engineers, P.C. is exempt from obtaining a Certificate of Authorization to perform professional engineering and/or land surveying services in the State of New Jersey.

JON S. CORZINE
Governor

New Jersey Office of the Attorney General
Division of Consumer Affairs
State Board of Professional Engineers and Land Surveyors
124 Halsey Street, 3rd Floor, Newark, NJ 07102
www.njconsumeraffairs.gov

ANNE MILGRAM
Attorney General

STEPHEN B. NOLAN
A cting Director

Mailing Address:
P.O. Box 45015
Newark, NJ 07101
(973) 504-6460
FAX: (973) 273-8020

PROFESSIONAL ENGINEERS AND LAND SURVEYORS

RE: CERTIFICATE OF AUTHORIZATION

Please be advised that any corporation (except a professional service corporation established pursuant to the "Professional Service Corporation Act, "N.J.S.A. 14A:17-1 et seq.), offering or providing professional engineering and/or land surveying services in the State of New Jersey **must obtain a Certificate of Authorization** from the State Board of Professional Engineers and Land Surveyors to perform these functions. Any corporation offering or providing said services without the requisite Certificate of Authorization is in violation of N.J.S.A. 45:8-56.

Very truly yours,

Joseph Grabowy
Acting Executive Director
State Board of Professional Engineers
and Land Surveyors

THE UNIVERSITY OF THE STATE OF NEW YORK
EDUCATION DEPARTMENT

THIS IS TO CERTIFY THAT HAVING MET THE REQUIREMENTS OF SECTION 7210 OF THE EDUCATION LAW AND IN ACCORDANCE THEREWITH THIS CERTIFICATE OF AUTHORIZATION IS GRANTED WHICH ENTITLES

HIRANI ENGINEERING AND LAND SURVEYING PC
30 JERICHO EXECUTIVE PLAZA
SUITE 200C
ATTN REBECCA LIPSCOMB
JERICHO, NY 11753-0000

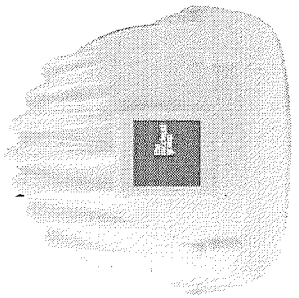
TO PROVIDE PROFESSIONAL ENGINEERING SERVICES IN THE STATE OF NEW YORK FOR THE PERIOD 01/01/2012 TO 12/31/2014.

DOUGLAS E LENTIVECH
DEPUTY COMMISSIONER
FOR THE PROFESSIONS

CERTIFICATE NUMBER
0008470

JOHN B KING JR
PRESIDENT OF THE UNIVERSITY
AND COMMISSIONER OF EDUCATION

B - Staffing Qualifications
and Experience

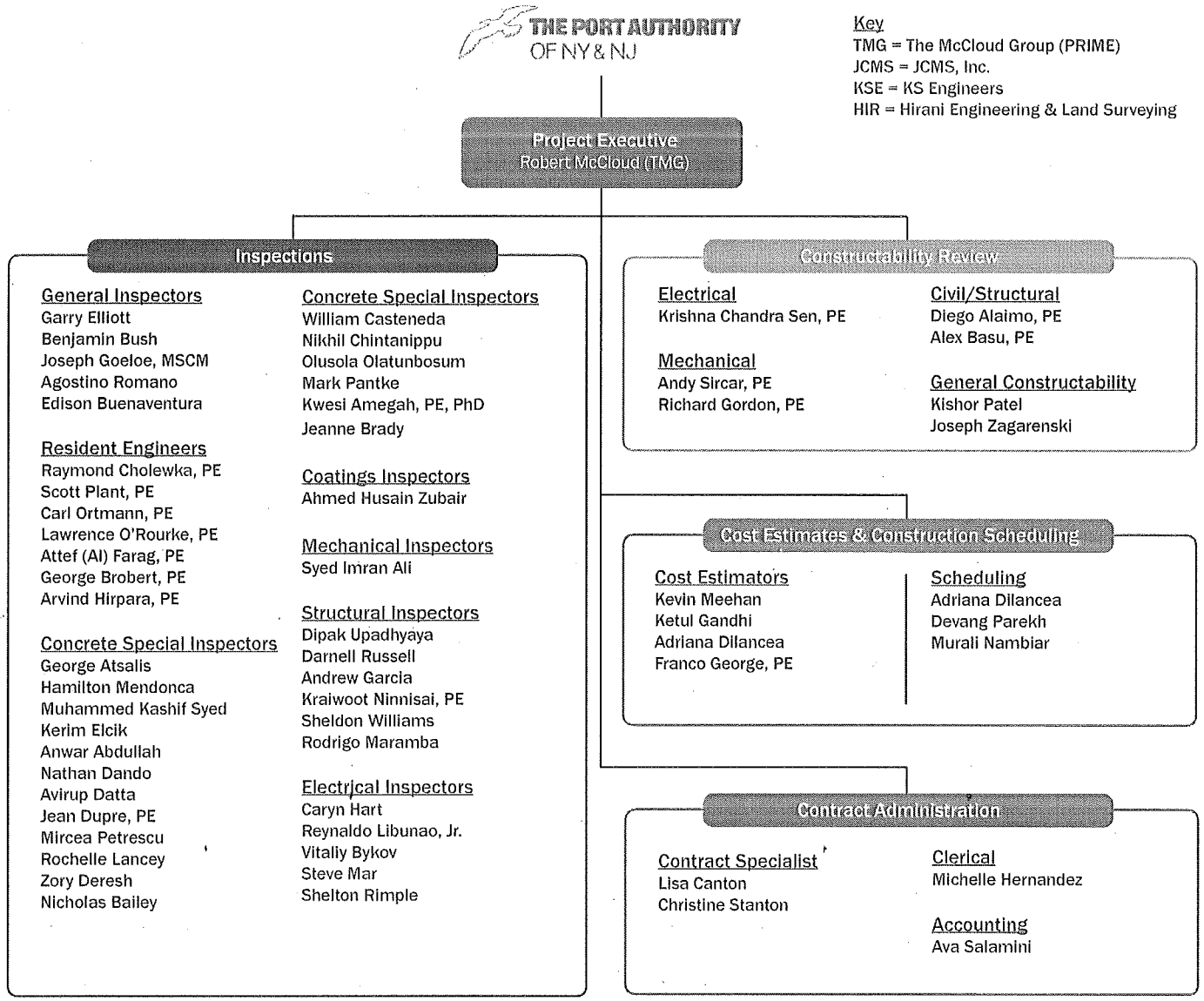


B | Staff Qualifications and Experience

The McCloud Group (TMG) has assembled a team of construction and project mangement professionals with the requisite experience and technical capabilities required by the Port Authority of New York and New Jersey.

We have outlined below our vision for the team structure and communication hierarchy based on our assessment of your needs. This team will be supported by TMG's complete in-house resources to ensure that they have everything they need to manage the project through to successfulful project outcome.

ORGANIZATION CHART



B | Staff Qualifications and Experience

Key Personnel
Project Executive, Mr. Robert McCloud

With over 28 years of experience, Mr. Robert McCloud has held multiple executive level positions with Fortune 500 companies. In 2002, Robert formed The McCloud Group with the opening of its Hoboken, NJ office, followed by the Bridgeport, CT and New York, NY offices. He is responsible for setting and implementing the strategic direction of the entire organization.

Mr. McCloud's familiarity is rooted in the construction industry, having managed corporate departments and construction projects for both public and private sector clients. Mr. McCloud is a proven construction professional with industry experience built on an established and creditable reputation in the marketplace. He is a former employee of NYCT, and has been involved projects such as the $60M Union Square Station Rehabilitation and the $40M Canacl Street Station Rehabilitation.

Under his leadership, The McCloud Group has worked for top public and private organizations such as the New York City School Construction Authority and The City University of New York in New York; the Schools Development Authority in New Jersey; and the City of Bridgeport and Greenwich Public Schools in Connecticut. The McCloud Group is an award winning company that has won multiple awards such as the Business & Economic Development Award from the State of New York and the State of Connecticut.

As Principal-in-Charge of this contract, Mr. McCloud will be responsible for the success or failure of our team. He will work with the Port Authority and ensure effective project management and appropriate resources are allocated to projects.

Mr. McCloud will be supported by a team of resources, shown below.

Name / Position	Construction Management / Inspection	Transportation Experience	Certifications				
			NYS PE	NJ PE	ACI Concrete Construction Special Inspector	ICC Certified Structural Steel and Bolting Inspector	NACE Level 1 Coatings Certified
Robert McCloud, Project Executive	✓	✓					
Raymond Cholewka, PE, Resident Engineer	✓	✓	✓	✓			
Scott Plant, PE, Resident Engineer	✓	✓	✓	✓	✓		
Carl Ortmann, PE, Resident Engineer	✓	✓	✓				
Lawrence O'Rouke, PE, Resident Engineer	✓	✓		✓			
Attef (Al) Farag, PE, Resident Engineer	✓	✓	✓				
George Broberg, PE, PP, Resident Engineer	✓	✓	✓	✓			
Arvind Hirpara, PE, Resident Engineer	✓	✓	✓		✓		

B | Staff Qualifications and Experience

Name / Position	Construction Management / Inspection	Transportation Experience	Certifications				
			NYS PE	NJ PE	ACI Concrete Construction Special Inspector	ICC Certified Structural Steel and Bolting Inspector	NACE Level 1 Coatings Certified
Garry Elliott, General Inspector	✓						
Benjamin Bush, General Inspector	✓						
Joseph Goeloe, MSCM, General Inspector	✓						
Agostino Romano, General Inspector	✓						
Edison Buenaventura, General Inspector	✓						
George Atsalis, Concrete Special Inspector	✓	✓			✓		
Hamilton Mendonca, Concrete Special Inspector	✓	✓			✓		
Muhammed Kashif Syed, Concrete Special Inspector	✓	✓			✓		
Kerim Elcik, Concrete Special Inspector	✓	✓			✓		
Anwar Abdullah, Concrete Special Inspector	✓	✓			✓		
Nathan Dando, Concrete Special Inspector	✓	✓					✓
Avirup Datta, Concrete Special Inspector	✓	✓			✓		
Jean Dupre, PE, Concrete Special Inspector	✓	✓	✓		✓		
Mirceau Petrescu, Concrete Special Inspector	✓	✓			✓		
Rochelle Lancy, Concrete Special Inspector	✓	✓			✓		
Zory Deresh, Concrete Special Inspector	✓	✓			✓		
Nicholas Bailey, Concrete Special Inspector	✓	✓			✓		
William Casteneda, Concrete Special Inspector	✓	✓			✓		
Nikhil Chintanippu, Concrete Special Inspector	✓	✓			✓		
Olusola Olatunbosum, Concrete Special Inspector	✓	✓			✓		
Mark Pantke, Concrete Special Inspector	✓	✓			✓		
Jeanne Brady, Concrete Special Inspector	✓	✓					
Kwesi Amegah, PE, PhD, Concrete Special Inspector	✓	✓	✓		✓		
Ahmed Husain Zubair, Coatings Inspector	✓	✓					✓
Syed Imran Ali, Mechanical Inspector	✓	✓					
Dipak Upadhyaya, Structural Inspector	✓	✓				✓	
Darnell Russell, Structural Inspector	✓	✓					
Andrew Garcia, Structural Inspector	✓	✓					

B | Staff Qualifications and Experience

Name / Position	Construction Management / Inspection	Transportation Experience	Certifications				
			NYS PE	NJ PE	ACI Concrete Construction Special Inspector	ICC Certified Structural Steel and Bolting Inspector	NACE Level 1 Coatings Certified
Kraiwoot Ninnisai, Structural Inspector	✓	✓	✓			✓	
Sheldon Williams, Structural Inspector	✓	✓					
Rodrigo Maramba, Structural Inspector	✓	✓				✓	
Caryn Hart, Electrical Inspector	✓	✓					
Reynaldo Libunao, Jr., Electrical Inspector	✓	✓					
Vitaliy Bykov, Electrical Inspector	✓	✓					
Steve Mar, Electrical Inspector	✓	✓					
Shelton Rimple, Electrical Inspector	✓	✓					
Krishna Chandra Sen, PE, Electrical	✓	✓	✓				
Andy Sircar, PE, Mechanical	✓	✓	✓				
Richard Gordon, PE, Mechanical	✓	✓	✓	✓			
Diego Alaimo, PE, Civil/Structural	✓	✓	✓	✓			
Alex Basu, PE, Civil/Structural	✓	✓		✓			
Kishor Patel, Construction Manager	✓	✓					
Joseph Zagarenski, Construction Manager	✓						
Franco George, PE, Cost Estimator	✓	✓	✓	✓			
Adriana Dilancea, Cost Estimator and Scheduler	✓						
Ketul Gandhi, Cost Estimator	✓						
Devang Parekh, Scheduler	✓						
Murali Nambiar, Scheduler	✓						
Lisa Canton, Contract Specialist	✓	✓					
Christine Stanton, Contract Specialist	✓	✓					

B | Staff Qualifications and Experience

Subconsultants

The McCloud Group will be supported by a team of qualified DBE subconsultants:

KS Engineers (KSE) - is a certified Port Authority DBE specializing in construction inspection and management services in the New York and New Jersey metropolitan area. Nearly half of the firm's revenue is generated from construction inspection and management services. KSE's construction inspectors meet the highest industry standards and maintain up-to-date certifications with the National Institute for Certification in Engineering Technologies (NICET Levels I, II, III and IV), American Concrete Institute (ACI field technicians and inspectors), National Association of Corrosion Engineers (NACE certified steel bridge painting inspectors), NJ Society of Asphalt Technologies (NJSAT), USOSHA Hazardous Waste Operations/Emergency Response, Traffic Control Coordinators (TTC), Leadership in Energy and Environmental Design (LEED) and others.

Hirani Engineering & Land Surveying - is a certified Port Authority DBE providing construction inspection/management, site safety, civil and structural engineering, land surveying and special inspection services to markets including transportation such as highway, bridge, and rail infrastructure. Hirani has a highly experienced staff of NICET and NACE certified inspectors. In addition, the firm has inspectors who are certified for lead abatement and asbestos handling. To our team, Hirani brings a relationship with **Municipal Testing Laboratory**, a locally and nationally accredited construction material testing and special inspection services organization. Municipal Testing Laboratory's Special Inspectors are certified by the ACI, American Welding Society (AWS), American Society for Non-Destructive Testing (ASNT), NICET, and the New York State Department of Transportation (NYSDOT).

JCMS, Inc. - has been providing Program Management services since 1985. JCMS has over eighty five employees on its full time staff in various disciplines. They are cost and scheduling engineers, cost estimators, computerized document control specialists, office engineers, resident engineers and construction inspectors.

Name / Role	Staffing Areas				
	Inspections	Constructability Review	Cost Estimates	Construction Scheduling	Contract Administration
The McCloud Group, Prime Consultant	✓	✓	✓	✓	✓
KS Engineers, Subconsultant	✓	✓	✓	✓	✓
JCMS, Inc., Subconsultant	✓		✓	✓	
Hirani Engineering & Land Surveying	✓	✓			

B | Staff Qualifications and Experience

Attachment E, Staffing Plan [RFP No. 38268]

If the staffing categories listed below differ from your firm's, list your firm's staffing titles within the category that best matches.

STAFFING CATEGORY		PROPOSER'S STAFFING TITLES
INSPECTIONS	1	General Inspectors
	2	Resident Engineers
	3	Concrete Special Inspectors
	4	Coatings Inspectors
	5	Mechanical Inspectors
	6	Structural Inspectors
	7	Electrical Inspectors
CONSTRUCTABILITY REVIEW	1	Electrical
	2	Mechanical
	3	Civil / Structural
	4	General Constructability
CONTRACT ADMINISTRATION	1	Contract Specialist
	2	Clerical
	3	Accounting

B | Staff Qualifications and Experience

STAFFING CATEGORY		PROPOSER'S STAFFING TITLES
COST ESTIMATES	1	Cost Estimators
CONSTRUCTION SCHEDULES	1	Scheduling Consultant

B | Staff Qualifications and Experience

Team Resumes

Inspections

Constructability Review

Contract Administration

Cost Estimates

Construction Schedules

Robert McCloud | project executive

Education
- AAS/Architectural Design Technology, Pittsburgh Technical Institute

Certificates & Training
Primavera Systems
- Resource & Cost Analysis
- CPM Scheduling

Affiliations & Memberships
- Assoc. Member of NJASA & NJSBA
- Assoc. Member of NYSSBO
- Board Member of the Regional Alliance of Small Contractors

EMPLOYMENT HISTORY

2002 -	President and CEO, The McCloud Group
2001 - 2002	Assistant Vice President, Business Development/Marketing, Barney Skanska
1998 - 2000	Director Business Development, NY Region, URS/O'Brien Kreitzberg Inc.
1997 - 1998	Director of Business Development and Marketing, McKissack & mcKissack
1993 - 1997	Associate Project Manager, MTA, New York City Transit
1984 - 1993	Manager of Project Controls, Field Inspector / Schedule Engineer, Schneider Incorporated./ Minnotte Contracting Corp.

Years Experience: 28

SUMMARY
Mr. McCloud has over 28 years of experience in the construction industry, which includes management and supervision of corporate departments and construction projects, as well as development and coordination of various new business campaigns for both public and private sector clients.

Mr. McCloud is a proven marketing and construction professional with entrepreneurial thinking towards increasing new business opportunities, company growth and profitability for The McCloud Group. His extensive industry experience is built on an established and creditable reputation in the marketplace, allowing easy access to prospective clients and teaming partners.

The McCloud Group has a diverse portfolio of clients from the largest owners and constructors in the world to those owners and agencies with leaner budgets. As President and Chief Executive Officer of The McCloud Group, Robert has responsibility for the firm's day-to-day operations and oversight of projects in such market sectors as K-12 Education, Higher Education, Transportation, Public Facilities, Banks, Residential Facilities and Religious Institutions. Mr. McCloud is a member of several industry and community organizations, including serving on the board of the Regional Alliance for Small Contractors.

RELEVANT PROJECT EXPERIENCE
Transit

NYCT Union Square Station Rehabilitation of Three Stations and Signal Systems	$60M
NYCT Canal Street Station Rehabilitation of Three Stations and Signal Systems	$40M
NYCT Union Square Station Rehabilitation	$60M
NYCT Canal Street Complex Rehabilitation	$40M

Robert McCloud | resume continued

NYCT Woodside Station Rehabilitation	$45M
NYCT 207th Street / 8th Avenue Station Rehabilitation	$15M
NYCT 57th and 7th Street Station Rehabilitation	$19M

Highway and Bridges

George Washington Bridge (Structural Repairs)	$40M
Repair of (4) Orphan Bridges	$10M
Route 130/30 Road Widening and Bridge Rehabilitation	$30M
New Jersey Turnpike, Road and Structural Repair Project	$15M

Municipal

New Canaan Town Hall Renovation & Addition, New Canaan, CT	$18M
Hammonton Municipal Complex & Town Hall, Hammonton, NJ	$5.6M
Ocean County Juvenile Detention Center Renovation & Addition, NJ	$2.5M

K-12 Schools

Greenwich Public Schools CM Services Contract - 2010-2014	$18M
Interdistrict Discovery Magnet School, Bridgeport, CT	$32M
Central High School Gut Renovation, Bridgeport, CT	$73.0M
K-2 South River Primary School, South River, NJ	$12.0M
Three School Renovations with Additions, New Providence, NJ	$10.0M
Roof Replacement at Two Schools, Barrington Township, NJ	$10.0M
Jersey City P.S. 34 Historic Façade and Roof Repairs, Jersey City, NJ	$8.0M
Folsom Elementary School Capital Expansion & Renovations, Folsom, NJ	$7.5M
Lincoln Park Elementary / Middle Schools Roof Replacement, NJ	$5.5M
NYCSCA Mentor Program, Manhattan, NY	$100M
NYCSCA Middle / High School 362, New York, NY	$60.8M
NYCSCA Mentor Proram, New York, NY	$50.0M
NYCSCA P.S. 227 Renovations, New York, NY	$35.0M
NYCSCA New Gregorio Luperon High School, New York, NY	$37.0M
K-8 Interdistrict Discovery Magnet School, Bridgeport, CT	$32.0M
Philadelphia School District CM Services MEP Upgrades, Philadelphia, PA	$15.7M

B | Staff Qualifications and Experience

Team Resumes - Inspections

B | Staff Qualifications and Experience

Team Resumes - Constructability Review

Garry Elliott | general inspector

Education

- Liberal Arts, Fairleigh Dickenson University
- Architecture, Pratt Institute

Years Experience: 30

EMPLOYMENT HISTORY

2006 -	Project Manager, The McCloud Group
2004 - 2006	Project Manager, Eastern Builders
2003 - 2004	Construction Manager, EPIC Management
1991 - 2002	Construction Manager, National Business Parks
1988 - 1990	Assistant Project/Construction Manager, Hall Construction
1984 - 1988	Architectural Designer, Joseph R. Peters Architect
1983 - 1984	Architectural Designer / Project Director, NY Design Group

SUMMARY

Mr. Elliott has over 30 years of experience in the construction industry working with both public and private sector clients. He is a construction professional who has provided expert site management services that include coordinating and supervising all on-site construction and administrative functions, as well as inspecting work on-site for compliance with contract plans, specifications and guidelines. Mr. Elliott interacts with architects, engineers and municipal agencies on a daily basis to ensure that design, budget, schedule and quality objectives are being met. On any given project, Mr. Elliott is typically involved in the development of project phasing and scheduling, reviewing and approving contractor payment requests, processing shop drawings, managing as-built drawing documentation and developing scopes for contract additions. He is often involved in estimating and negotiating changes to contracts.

RELEVANT PROJECT EXPERIENCE

NJSDA School Repairs, Irvington, NJ - Project Manager

- *Madison Avenue Partial Roof Replacement:* $0.25M, Partial roof replacement effort as part of the Governor's Emergent Repairs program which funds critical repair and rehabilitation projects deemed necessary for health and safety.
- *Union Avenue Middle School Repairs:* $2.4M, Exterior masonry and partial roof repairs needed as a result of water infiltration.
- *Chancellor Avenue School Roof Replacement:* $0.56M, Partial roof repairs and masonry replacement, addressing water infiltration issues.
- *University Middle School Repairs:* $1.6M, Repair and replacement of portions of the roof as well as the replacement of up to 1,120 linear feet of ventilator and window lintels.
- *West New York Public School #1*, $1.2M , Water infiltration repairs, asbestos abatement, and brick repair
- *West New York Public School #5*, $0.8M , Water infilatration repairs, asbestos abatement, and brick repair

NYSCA Gregorio Luperon High School, New York, NY - Project Manager

Project Cost: $37M; 56,800 sq. ft. four-story plus basement and two elevators project
Responsible for the construction of this new high school and associated site work including shoring of existing structures on adjacent properties. Building includes science labs, a medical suite, technology lab, classrooms, a library, and faculty and staff offices.

Garry Elliott | resume continued

Hightstown High School, Hightstown, NJ - Project Manager

Project Cost: $5M; 10,000 sq. ft.

Responsibilities included overseeing and coordinating the high school addition and alteration, which included demolition and reconstruction of a cafeteria, an addition of a seating area, snack bar, mechanical systems, new addition of 16 classrooms, 3 labs, converting existing "shop area" into classrooms, and gutting and converting a 10,000 sq. ft. metal building into New District Office. Site work included an addition and expansion of parking lots, bus "loops", sidewalks, storm piping, recharge pit and surface detention pond, soft soils removal, and grading.

Riverside Elementary, Littlebrook Elementary School, Princeton, NJ

Project Cost: $3M and $3.5M for two 10,000 sq. ft. schools

For the two schools, Garry was responsible for overseeing additions to new classrooms, art rooms, gymnasium, gutting, and the alteration to existing main offices, nurse's area, and cafeterias.

National Business Parks, Princeton, NJ – Project Manager

Project Cost: $5,000 - $5M; 1,000-75,000 sq. ft.

Consisted of new construction, interior renovations and tenant build-outs for commercial office space and R & D laboratories.

New Madison Fire and Police Building, Madison, NJ – Project Manager

$12 Million; 10,000 sq. ft.; New 2-story plus basement and apparatus bay building

Responsible for overseeing and coordinating all phases of new construction for this new Fire and Police Building.

Riverview Medical Center, Red Bank, NJ – Architectural Designer

$3 Million; 7,500 sq. ft. of Triage and Emergency Room area renovation

Prepared preliminary design sketches through final working drawings for this renovation of Triage and Emergency Room areas.

Additional School Experience

P.S. 128 Audobon School, Window Replacement, Roof Repair, Masonry Repairs	$5.8M
P.S. 165 Roof Tile Repairs and Snow Protection	$2.2M
P.S. 218 Flood Elimination and Window Replacement	$1.9M
I.S. 218 Low Voltage Electrical Upgrades	$1.0M
P.S. 005 Fire Alarm System Replacement	$1.6M
P.S. 098 Sink Hole Repair, Waterproofing and Exterior Masonry Repairs	$1.2M
P.S. 333 Asbestos Abatement, Toilet Upgrades, Accessibility, Roof	$5.8M
P.S. 003 Rooftop Greenhouse (1st in NYC), Solar Collectors	$2M
P.S. 005 Curtain Wall Replacement	$3.8M
P.S. 128 Masonry Restoration, Roof Replacement (seven roofs), Safety Systems	$6M

Benjamin Bush | general inspector

Education
- BA, English, State University of New York at Stony Brook, 2000

Licenses/Certifications
- OSHA 30-hr Certification
- Suspended Scaffolding
- Notary Public

Years Experience: 14

EMPLOYMENT HISTORY
2014 - Project Manager, The McCloud Group
2007 - 2014 Project Superintendent / Project Manager, WDF, Inc.
2000 - 2007 Office / Project Manager, Carr Construction Associates

SUMMARY
Benjamin Bush is a professional construction and project manager with over 14 years of industry experience. He is skilled in managing projects of various budgets and sizes, and experienced in pre-bid submittals, project planning, working cooperatively with POs, engineers, architects, and inspectors, and implementing and assuring all safety programs are followed stringently. As a Project Superintendent, Benjamin has supervised large-scale construction projects, prepared and protected job sites, scheduled and coordinated all work with clients, subcontractors, and trades, and documented all changes in scopes of work and provided quality control. In total, Benjamin has closed over 60 school projects in all stages of completion. **He has managed budgets over $100 Million and has been involved in Sandy Relief projects, requiring coordination with the NY MTA and DEP.** All projects managed by Benjamin have no recordable jobsite accidents.

RELEVANT PROJECT EXPERIENCE
WDF, Inc., Mount Vernon, NY - Project Superintendent/Project Manager
Supervise and manage numerous SCA projects. Handle all project operations from project buyouts, submittals, subcontractors, requisitions, and all day-to-day operations. Specializing in project closeout to have projects completed including, FID sign-offs, final close out documentation and project transfer. All projects completed within budget and in timely fashion after substantial completion. No recordable jobsite accidents in 14 years of SCA projects.

Carr Construction Associates, Sewell, NJ - Office/Project Manager
Performed window installation work on numerous city agency projects in NY, NJ, PA, DE, DC and VA. Handled all company operations, including accounts payable/receivables. Processed all office payroll and trade payroll, including union and non-union. Ordered all jobsite materials and handled all coordination of all deliverables and work. Worked on and won numerous project bids utilizing trade wage scales in every state of all projects. No recordable jobsite accidents in 7 years of numerous agency projects.

ADDITIONAL PROJECT EXPERIENCE
Housing

NYCHA Temporary Boilers to NYCHA for Sandy Relief, Rapid Response

Benjamin Bush | resume continued

K-12 Schools

Bard High School, Manhattan, NY
Public School 196M, Manhattan, NY
Public School 101M, Manhattan, NY
Forsyth High School, Manhattan, NY
Public School 7M, Manhattan, NY
Public School 66M, Manhattan, NY
Intermediate School 10/200, Manhattan, NY
Julia Richmond School, Manhattan, NY
High School for Health Professionals, Manhattan, NY
Public School 134/137/184, Manhattan, NY
Lehman High School, Bronx, NY
Public School 71X, Bronx, NY
Public School 4/171, Bronx, NY
Evander Childs High School, Bronx, NY
Walton High School, Bronx, NY
Intermediate School 84X, Bronx, NY
Public School 30X, Bronx, NY
Public School 99X, Bronx, NY
Suspension High School, Bronx, NY
Public School 277X, Bronx, NY
JFK High School, Bronx, NY
Public School 234X, Bronx, NY
Intermediate School 84X, Bronx, NY
Campus Magnet, Queens, NY
Public School 269Q, Queens, NY
Young Woman's Academy, Queens, NY
John Bowne High School, Queens, NY
JHS 198, Queens, NY
Jamaica Learning Center, Queens, NY
Public School 58Q, Queens, NY

Joseph Goeloe, MSCM | general inspector

Education
- MS/Construction Management, New York University
- BA/Humanities/Literature, New York University
- AAS/Business, New York University

Licenses/Registrations/Certifications
- OSHA 30-Hr
- OSHA 16-Hr Disaster Site Worker
- NYS Fire Safety Director
- NYS Pesticide Applicator
- Liberty Mutual - Mobile Cranes in Construction
- IUOE Underground Utilities
- IUOE Forklift Operations
- Bonding & Insurance - NYC Technical College

Affiliations & Memberships
- Construction Management Association of America
- Telecommunication Workers of America
- U.S. Green Building Council, NYS Chapter
- International Union of Operating Engineers, Local 825

Years Experience: 25

EMPLOYMENT HISTORY
2013 -	Superintendent, The McCloud Group
2008 - 2013	Project Officer, Noble Strategy
1995 - 2007	Project Manager, Verizon Communication
1993 - 1995	Contractor / Construction Manager, Pistilli Construction

SUMMARY
Mr. Goeloe has over 25 years of experience in the New York construction and telecommunication industries completing projects ahead of schedule while also providing savings to the owner. As a Project Manager, Joseph provides Construction Management services starting from the early stages of pre-construction through to day-to-day operations on-site. He has successfully managed multiple projects concurrently and regularly interfaces with A/E teams, Owner's Representatives, and coordinates the work of contractors and suppliers. Mr. Goeloe has proven his ability in various market sectors, and has extensive experience with cost estimating, scheduling, construction means and methods, logistics, site safety and sustainable/green design.

RELEVANT PROJECT EXPERIENCE
NYC Office of Emergency Management/City Hall Command Response Center, Manhattan, NY
Responsible for managing a mission critical project for the new Command Center and Temporary City Hall during and after the terror attacks on 9/11/2001

NYCSCA, Mentor Program, New York, NY – Superintendent
Managed over 30 NYCSCA mentor projects valued at $35 million in building restoration projects. Individual project values ranged from $100,000 to $750,000. The bulk of the work involved masonry and façade restoration at various schools throughout New York City. He worked closely with project architects and engineers to inspect

building substrates to determine the formulation of mortar products to ensure successful and lasting repairs. He has coordinated skilled masonry contractors in the removal and installation of mortars, glazes, masonry paints and stains. Repair work in these projects include facades, masonry wall structures, concrete formwork, concrete footings, expansion and control joints and foundation walls. Joseph was able to complete each of these projects on-time and within budget, as well as accident-free.

Some of the restoration projects under this contract include:

- *John Adams High School & Campus Magnet High School:* Cathedral stone façade restoration
- *Public School 33, Queens, NY:* New and renovation work including, brick re-pointing, new CMU wall installation, roofing repairs, masonry restoration and finishes.
- *Public School 71, Queens, NY:* New and renovation work including, waterproofing, flood barrier membrane installation and brick re-pointing.
- *Public School 117, Queens, NY*– New and renovation work including, waterproofing, flood barrier membrane, new brick wall and new coping stone.
- *John Adams High School:* New and renovation work including swimming pool upgrade, concrete slab installation, tiling, finishes and MEP upgrades.
- *Public School 66, Queens, NY:* Demolition of existing electrical systems and installation of new systems from street crabs, including grounding, mainframe panel boards, high voltage cables, receptacles, underground service, branch circuits, switched, BX cable, Romex cable, conduits, greenfield, GFI and outlets.

NYCSCA Public School 149M, Boiler Work and Climate Control Project, Manhattan
$4 Million project value; Demolition and Rebuild
Process work for boiler and climate control work including asbestos abatement, demolition, mechnical, plumbing and electrical work. Responsibilities including the planning, administration, managing and coordinating design.

NYCCHA – Electrical & Telecommunications Rehabilitation, NYC
Project Manager responsible for overseeing and coordinating the rehabilitation work associated with building electrical systems, telecommunication digital cable technologies and low voltage electrical systems upgrades. Work involved extensive core and shell drilling and conduit installation. The Rehabilitation work was performed at various NYCHA sites on the Lower East and West sides of NYC, including:

- Baruch Houses, 100 Columbia Street
- Nathan Strauss Houses, 344 East 28th Street
- Alfred E Smith Houses, 21 St. James Place
- LaGuardia Houses, 250 Madison Street
- Campos Plaza, 633 East 13th Street
- New School for Social Research
- New York University
- P.S. 34, Manhattan

Approximately $10 million in rehabilitation work was completed at the Southern Manhattan properties. From the standpoint of keeping residents informed, notices were posted in all common areas of the affected buildings describing the work and the expected impact, as well as providing the field office number and customer relations numbers for inquiries or complaints. It also became a source of inquiries for residents seeking jobs. Work crews were escorted into and off the property and safety plans were monitored regularly.

Agostino Romano | general inspector

Education
- Construction Management, Institute of Design and Construction

Licenses/Registrations/Certifications
- NYC Buildings Construction Superintendent, Reg. #[redacted]
- OSHA 10-Hr, Safety Course
- OSHA 30-Hr. Safety Course
- NYC Certified Fire Safety Manager, #[redacted]
- OSHA 16-Hr. Disaster Site Worker

Years Experience: 26

EMPLOYMENT HISTORY

2012 -	Superintendent, The McCloud Group
2010 - 2012	SCA Safety Inspector Staff, Lehigh Technical Services
2002 - 2010	Superintendent, Bovis Lend Lease
2001 - 2002	General Supervisor, Bradford Construction Corporation / Heery International

SUMMARY
Mr. Romano has more than 26 years of comprehensive experience managing all phases of the construction process, including pre-construction, the bid process, change orders, all aspects of construction on-site, commissioning, project closeout and post construction services. His work with the NYCSCA and past work experience with the NYC Board of Education on numerous projects gives him an in-depth understanding of institutional construction projects and stakeholder expectations with regard to facility design and programming, cost, schedule, and quality control.

RELEVANT PROJECT EXPERIENCE
NYCSCA, Mentor Program, New York, NY – Superintendent
$100 Million New York City School Mentor Program
Services were provided for school rehabilitation projects city-wide. The program targets smaller construction contracts for M/W/LBE bidding, with the intent to place experienced Construction Firms with smaller firms to assist in project management as well as aiding firms in developing their businesses and enhancing their ability to manage construction projects. Involved in the following projects:

- P.S. 14 Total Window Replacement, Staten Island, NY
- P.S. 44 Masonry Replacement, Staten Island, NY
- Monroe High School New Library Upgrade, Bronx, NY
- P.S. 46 New Roofing System and Science Lab Demo, Staten Island, NY
- P.S. 145 New Fire Alarm System and Auditorium Upgrade, Bronx, NY
- Junior High School 127, The Castle Hill, Accessibility Program, Bronx, NY
- Junior High School 123, James M. Kieran, Science Lab, Bronx, NY
- Hunts Point Middle School 424, Cafeteria MPR Upgrade, Bronx, NY
- Science and Medicine Middle School 366, NY
- P.S. 304 Early Childhood School Auditorium, Bronx, NY

- Margaret Gioiosa School, Public School 003 School of the Future
- Intermediate School 80 Auditorium Lighting Furniture
- P.S. 440 Pool
- P.S. 190 Science Lab
- P.S. 170 Egress at Rear Yard
- P.S. 234 Close-Out
- P.S. 59 Library Upgrade
- P.S. 66 Cafeteria / MP Room

NYCSCA New Public School 93, Manhattan, NY – Project Manager
$60 Million project value; New 80,000 sq. ft. public school
Managed the project from preliminary design phase to project closeout. Managed building code compliance, oversaw contractor work and reviewed requisitions for payment.

NYCSCA New Public School, Bronx, NY – Project Manager
$29 Million project value; New 35,000 sq. ft. addition to an existing school
Supervised building trades and implemented all safety construction parameters throughout the project. Scheduled all facility buildings inspections and A/E meetings on bi-weekly basis. Managed daily construction operations.

DASNY Buena Vida Nursing Home, Brooklyn, NY – Project Manager
$50 Million project value, New 10-story, 90,000 sq. ft.
New nursing home for the Greater Bushwick District Council. New facility included a 1st floor medical center. Involved in the project from pre-construction through to project completion. Managed daily construction operations.

Ridgewood Bushwick Citizens Group, Low Income Housing, Brooklyn, NY – Project Manager
$10 Million project value; New 6-story, 40-unit low-income residential building
Project included demolition of existing structures and stabilization of adjacent properties. Supervised building trades, and managed daily construction operations.

Day Top Village, Dormitory, Rhinebeck, NY – Superintendent
$6 Million project value, New 3-story, 40-bedroom dormitory
New dormitory for a drug and alcohol rehabilitation facility. Managed the project from foundation to finished landscaping. Managed daily construction operations.

Edison Buenaventura | general inspector

Education
- Construction Management Certificate, Rutgers State University
- B.A., Physics and Mathematics, Aguirre Abad National College, Ecuador

Licenses/Certifications
- OSHA 40-Hr Safety Course
- OSHA 10-Hr Construction Course
- Job Safety Analysis Course
- Hydraulic Hoist Safety Seminar
- Elevated Work Surface - Fall Protection Course
- Site Safety Manager Course
- 40-Hr Site Safety Manager
- NYC Buildings Construction Superintendent Reg. #[redacted]

Years Experience: 17

EMPLOYMENT HISTORY
2012 -	Superintendent, The McCloud Group
2010 - 2012	Project Manager, Perfetto Enterprises
2008 - 2010	Project Manager, Nexus Development
2008 - 2008	Field Superintendent, Eastern Builders
2003 - 2008	Field Superintendent, Admiral Construction

SUMMARY
Edison Buenaventura is highly motivated, team-oriented Project Manager with 17 years of experience managing construction projects in the public and private sectors. Edison's focused approach and exceptional organizational skills ensure that TMG projects are constructed in accordance with our clients' design, budget, schedule and quality goals. Edison's particular expertise lies in the public education sector, have provided management oversight on number of renovation, upgrade and accessibility projects for the NJSDA and NYCSCA.

RELEVANT PROJECT EXPERIENCE
NYC Parks Department, Annex to Olmstead Center, NY
New $7.25 Million pre-fabricated annex building
New pre-fabricated annex building connected to the Parks Department's headquarters. Involved soils remediation and LEED and DEP compliance for soil disposal and de-watering methods.

NYCSCA Mentor Program, Queens, NY
$100 Million New York City School Mentor Program.
Services were provided for school rehabilitation projects city-wide. The program targets smaller construction contracts for M/W/LBE bidding. A few representative projects include: Intermediate School 324 Health Clinic; Public School 180 Science Lab Upgrade; Public School 191 Multimedia Center; Public School 377 Science Lab; Public School 76 Science Lab Upgrade; Health & Science School Auditorium Upgrade; Intermediate School 43 Library Upgrade; Public School 36 Low Voltage System; and Intermediate School 143 Electrical Upgrade.

NYCSCA Public School Exterior Modernization Projects, New York, NY
$17.05 Million; Five (5) projects part of a school modernization program initiated by the NYCSCA
Projects entailed extensive building envelope renovations including window and door replacement, masonry

repair and replacement, concrete and roofing. Masonry scope included cornice and parapet replacement, brick replacement, brick pointing and stitching. Projects also included chimney replacements, alarm system installations, ground level storefront replacements, and remedial hard landscaping.

NYCSCA Program Accessibility Projects, New York, NY
$6.4 Million; Four (4) projects part of an NYCSCA-initiated program to bring schools up to accessibility standards
Projects entailed installation of a new elevator, interior and exterior demolition, excavation, earthworks, foundations, structural steel, masonry repairs, new doors and upgrades to HVAC, plumbing and electrical systems.

NYCSCA Martin Van Buren High School, Manhattan, NY
$8.7 Million building envelope renovation
Building envelope renovation including window and door replacement, masonry, concrete and roofing. Scope included parapet, coping and brick replacement, pointing and stitching. Project also involved extension correction of existing interior defects, ground floor storefront replacement, as well as installation of doors and oil tank alarm system.

NJSDA & Brunswick Board of Education, South Brunswick Elementary School, Brunswick, NJ
New $6.5 Million school addition
School addition that included a new auditorium, gymnasium and classrooms. Project also included a complete interior renovation of the existing school building.

GRM Headquarters, Offices Renovation
$2.45 Million; 30,000 sq. ft. of office space
Complete interior renovation of 30,000 sq. ft. of office space. Scope included interior demolition, carpentry, new MEPS systems, offices, kitchen area, conference rooms, finishes and an extensive custom millwork package.

Sabon Headquarters, Offices Renovation
$0.85 Million; 2,500 sq. ft. of office space
Complete interior renovation of 2,500 sq. ft. of office space. Scope of work for this $0.85 Million project included interior demolition, carpentry, upgrades to HVAC, plumbing and electrical, drywall, finishes and an extensive custom millwork package for administrative and executive offices.

Raymond Cholewka, PE | resident engineer

KSE

Education
- Graduate Geotechnical Studies, Carnegie Mellon University, Pittsburgh PA
- BS/Civil Engineering, The Cooper Union, NYC

Professional Registrations/Certifications
- Professional Engineer: New York, New Jersey, Connecticut
- National Society of Professional Engineers
- American Society of Civil Engineers

Selected Software Skills
Plaxis 2D and 3D analyses; SASSI analyses of bridge foundations, site specific response spectra using SHAKE, FLUSH; Unipile, UniSettle, WEAP, LPILE, SHAFT, GROUP, FBPier; Stabl, UTEXAS Slope/W, Sigma/W, Seep/W, Temp/W, FLAC; Company priority software for cantilever and anchored shoring design, and for Newmark Sliding Block Analysis Integration of earthquake time histories. University based seismic hazard analysis (SHA) and Fast Fourier Transform (FFT) analysis of earthquake time histories. PCOL.

Years Experience: 45

EMPLOYMENT HISTORY

2012 -	Resident Engineer, KS Engineers
2011	CM-Site Safety Officer, URS Corporation
2009 - 2010	Resident Engineer, TECTONIC Engineering Consultants
1998 - 2008	Change Order Manager; Resident Engineer, AECOM
1996 - 1998	Business Manager/Project Manager, HAKS Engineers
1990 - 1995	Resident Engineer, Berger, Lehman Associates
1986 - 1990	Project Manager, Hazen & Sawyer
1985 - 1986	Resident Engineer, Storch Engineers
1982 - 1985	Resident Engineer, Hardesty & Hanover
1981 - 1982	Resident Engineer, Leonard S. Wegman Co.
1979 - 1981	Senior Engineer/Project Manager/Resident Engineer, Vollmer Associates
1978 - 1979	Structural Engineer, Tippetts-Abbett-McCarthy-Stratton
1969 - 1978	Assistant Resident Engineer, Mueser, Rutledge

SUMMARY
Mr. Cholewka has 45 years of experience in construction management of major transportation and wastewater projects, with special emphasis on bridge construction and rehabilitation projects for the NYSDOT, NYCDOT, and ConnDOT Highways and Bridges.

RELEVANT PROJECT EXPERIENCE
Port Authority of New York & New Jersey (PANYNJ), Bollard Project at Newark-Liberty, John F. Kennedy, and LaGuardia Airports, New York, NY and Newark, NJ - Resident Engineer. Supervised construction of crash barriers on the Port Authority Bollard Project at three major NYC Airports. The work involved constructability reviews and bid package preparations for 12 separate contracts plus construction management of two individual contracts at La Guardia Airport (Terminals C & D).

New York City Department of Transportation (NYCDOT), 15th Avenue Bridge over Sea Beach Line, Brooklyn, NY - Resident Engineer. Supervised repair of cracked deck and sidewalk on 4 span 15th Avenue Bridge over Sea Beach Line (N Train) for the NYCDOT in Brooklyn, NY. Work included installation of micro silica

Raymond Cholewka, PE | resume continued

concrete overlay on milled sidewalks and application of epoxy resin sealer to penetrate and fill cracks in precast post-tensioned piers. Attended safety training for MTA-NYC Transit Track Safety Certification. Worked closely with NYC Transit Inspectors & Flagmen at 18th Ave. & New Utrecht Ave. Subway Stations during General Outages.

New York City Department of Environmental Protection (NYCDEP), New Croton Aqueduct (NCA) Rehabilitation Project, New York - CM Site Safety Officer. Successfully reduced the accident rate by promoting compliance by the CM field inspection staff and the Contractor's work force with their respective Health and Safety Plans (HASP) for this $100 Million unique repair project. Updated the CM HASP and reviewed job hazard analyses for all major work activities. Participated in routine safety audits conducted by BEDC EHS representatives and documented all significant safety and environmental incidents with independent reports that identified root causes and recommended corrective actions.

New York State Department of Transportation (NYSDOT), Interstate 86 Upgrade of Route 17, Orange County, NY - Resident Engineer. Supervised 12 inspectors and field office staff providing construction inspection services for the $65 Million Interstate 86 upgrade of Route 17 in Orange County for the NYSDOT (Region 8). This 9 mile stretch of highway from Exit 116 to Exit 121 at Middletown was successfully rehabilitated on time by using Primavera P6 software for schedule control. Sections of roadway were milled, rubblized, and resurfaced, including a 4 mile section with full depth reconstruction. Three bridges underwent various repairs and upgrades including replacement of concrete deck, back walls, pedestals, and bearings. Also supervised the construction of a new multi-steel girder bridge carrying Route 17 over a future Town of Wallkill connecting road between two shopping centers in Middletown. Environmental considerations mandated the construction of 6 wetland mitigation areas on project. Work involved coordination with Metro North RR personnel for the rehabilitation of an existing bridge carrying Route 17 over the Port Jervis Commuter RR line.

NYCDEP, Bowery Bay Water Pollution Control Plant, New York - Resident Engineer. Supervised a field staff of 12 inspectors during construction for the upgrade of the NYCDEP Bowery Bay Water Pollution Control Plant. This $200 Million project included construction of new process air headers for aeration tanks, installation of 5 new process air blowers, replacement of sluice gates and actuators for the final settling tanks and installation of new influent bar screens. In addition, successfully reconstructed concrete tanks, provided mini-pile foundations for temporary blowers and performed lead paint abatement for the removal of old piping and other hazardous waste material, following OSHA guidelines and procedures.

Connecticut Department of Transportation (ConnDOT), I-95 Rehabilitation, Bridgeport, CT - Resident Engineer. Coordinated and managed 18 inspectors and office staff involved in the supervision of construction for 7 replacement bridges along a mile long section of Interstate I-95 in southern Connecticut. Work included temporary sheet piling with tie-back anchor installations, reinforced-earth retaining walls, 8' diameter drilled shaft caissons, post-tensioned pier cap beams as well as curved steel girder erection, and placement of concrete for new abutments, wingwalls and bridge decks. This $122 Million, six-year ConnDOT project required management of hazardous waste materials and other environmental concerns encountered along this heavily traveled transportation corridor. Work involved extensive coordination with Metro North Railroad flagmen and power division personnel for 4 track outages necessary during existing bridge removal and new steel girder erection over catenary power cables of the New Haven Commuter RR line.

Scott Plant, PE | resident engineer

KSE

Education
- BS, Civil Engineering, University of South Florida, 1988

Professional Registration
- Professional Engineer: NY and NJ

Professional Certifications
- PTI Bonded Post-Tensioning Field Specialist, Level 1, November 2013
- ACI Concrete Construction Technology Course Recertification –October 2013
- ACI Concrete Field Testing Technician – Grade 1, 2012
- MTA NYC Transit Track Safety Certification, November 2013
- Amtrak Contractor Orientation Safety, November 2013
- TSC NYCDOB 4-hr Supported Scaffold User Certification, November 2013
- MTA LIRR Roadway Worker Protection Training, September 2013
- Staten Island Railway Roadway Worker Training, November 2013
- Traffic Control Coordinator, 2012
- NJSAT Asphalt Paving Construction Technologist, 2009
- Implementing Complete Streets, TYLI, July 2013
- OSHA 10-hour Construction Safety and Health, Feb. 2011
- Work Zone Safety Awareness Program, Rutgers, June 2008

Years Experience: 25

EMPLOYMENT HISTORY

2014 -	Resident Engineer, KS Engineers
2013	Senior Construction Manager, TY LIN International
1990 - 2007 2009 - 2013	Construction Manager / Resident Engineer, CTE Engineers/DMJM Harris/AECOM
2007 - 2008	Construction Manager / Resident Engineer, Jacobs Engineering Corporation
1988 - 1990	Civil Engineer / Project Engineer, Williams & Associates / Adience Corporation

SUMMARY
Mr. Plant has over 25 years of experience providing Resident Engineering services for many of the local Transportation Agencies in the New York and New Jersey marketplace including: NJ Turnpike, NYSDOT, NYCDOT, MTA-Metro North and MTA-Bridges and Tunnels.

RELEVANT PROJECT EXPERIENCE
Manhattan West Platform - Brookfield Properties, New York, NY – Project Manager for this project involves the construction of a segmental girder platform over LIRR track to the Hudson Yards and Amtrak's Northeast Corridor. The platform is constructed with 16 segmental girders composed of 33 precast segments which are post-tensioned and grouted together to form one girder. The each girder is placed adjacent to each other on cap beam bearings to create the working platform for high-rise building construction. As Project Manager, Mr. Plant's responsibilities include management and supervision of independent 3rd party post-tensioning and grouting inspection, and secondary inspection of bearing installation, anchorage elastomeric coating, temporary post-tensioning and material handling.

14th Street Viaduct Construction Management, Hudson County, Harrison, NJ – Resident Engineer for the existing 14th street viaduct is a 30 span, 1459 feet long bridge running east to west from Willow Avenue to Manhattan Avenue in the city of Hoboken, Hudson County, NJ. The viaduct crosses over several local streets

such as Madison Street, Jefferson Street, Adams Street, Grand Street, Clinton Street and also NJ Transit rail tracks towards the west end under Span 28. The existing bridge superstructure comprises of multiple steel girders in most of the spans except two truss spans - one over Adams Street and the other over the NJ Transit tracks. The substructure units are steel bents supported on piles. The existing bridge structure has been showing signs of deterioration and has required a few emergency repairs. This contract is for providing construction management service for this project. As Resident Engineer, Mr. Plant's duties included being the Owner's direct on-site representative to the contractor, direct supervision of the Construction Project's Field Inspection / Engineering staff, performing quality assurance oversight of major items of work in progress and ensuring that the project is constructed in accordance with the plans and specifications for the owner. Specific items overseen/inspected by Mr. Plant included:

- MPT on local roads.
- Construction of pedestrian precast concrete tunnel and retaining walls.
- Installation of lighting conduits and wiring.
- Rock excavation for new abutment construction.
- Substructure construction of reinforced concrete footings, pier columns and caps.

Rehabilitation of Dodd St and Clark St Bridges, Essex County, NJ – Resident Engineer for this project involved design engineering and construction inspection services for the Replacement of the Center Street Bridge over Third River in the Township of Nutley, and the Rehabilitation of of Dodd Street Bridge over Second River in East Orange and the Rehabilitation of Clark Street Bridge over Toney's Brook in Glen Ridge. As Resident Engineer, Mr. Plant's duties included being the Owner's direct on-site representative to the contractor, direct supervision of the Construction Project's Field Inspection / Engineering staff, performing quality assurance oversight of major items of work in progress and ensuring that the project is constructed in accordance with the plans and specifications for the owner. Specific items overseen/inspected by Mr. Plant included:

- MPT on local roads.
- Complete demolition of a temporary sidewalk bridge over Second River.
- Superstructure construction of elastomeric bearings, precast concrete deck beams and barrier parapets.
- Reconstruction of asphalt driveway aprons

New Jersey Turnpike Authority, New Jersey Turnpike Widening Program Contract 201, Bordentown, NJ – Resident Engineer for this project included the construction of one mile of three northbound and southbound outer travel lanes, seven MSE walls, three steel-framed bridges, narrowing two existing bridges, VMS and static sign structures, tunnel and under-bridge lighting. As Resident Engineer, Mr. Plant was responsible for a constructability review program wide, construction inspection and material testing supervision, field issue resolution, utility and agency coordination, change order/claim resolution, and payment processing.

PANYNJ, World Trade Center Vehicle Security Center, Manhattan, NY – Estimator for this project included all estimation of work involved with the proposed construction of the Vehicle Security Center. As Estimator, Mr. Plant's responsibilities included performing quantity take-offs and developing costs for all building trade work.

Carl Ortmann, PE | resident engineer

KSE

Education
- MS/Civil Engineering, Manhattan College, Bronx, NY, 1985
- BS/Civil Engineering, Manhattan College, Bronx, NY, 1980

Professional Registration
- Professional Engineer: NY and CT

Professional Affiliations
- American Society of Civil Engineers, Member
- OSHA 30 Hour Training - Construction Safety & Health, Certificate 600034771
- C3 Supervisor/Competent Person
- NYS SPDES Certification

Years Experience: 30

EMPLOYMENT HISTORY

2012 -	Resident Engineer, KS Engineers
2006 - 2011	Senior Project Manager / Senior Estimator, The Laquila Group, Inc.
2004 - 2006	Project Manager, Francis A. Lee Company
2000 - 2004	Chief Inspector, Nab Construction
1995 - 2000	Resident Engineer / Asst. Resident Engineer, AECOM
1989 - 1995	Resident Engineer / Asst. Resident Engineer, Parsons Transportation Group

SUMMARY
Mr. Carl Ortmann has more than 30 years of experience in the successful completion of major bridge and highway projects, building foundations, power plant and transit structures. He has provided on-site administrative and technical supervision on heavy construction projects, directed multi-trade craft work forces and determined methods of construction, manpower levels, material quantities, equipment, temporary facilities and work schedules. In addition, he supervised all construction activities, materials and equipment received for compliance with company directives, contract drawings, specifications, approved submittals and standards of accuracy. Mr. Ortmann has been in charge of monitoring the quality of work completed and provides quality assurance as required, coordinated submittals to owners, overseen work progress and schedule compliance to ensure a completed project within budget and schedule, resolved field and drawing problems, and reviewed and implemented change orders. He coordinated scheduling of subcontractors and suppliers, reviewed project safety manual and monitored compliance with safety procedures.

RELEVANT PROJECT EXPERIENCE
PANYNJ, George Washington Bridge Lower Level, New York - Team leader for the Priority, Safety and Routine Verification inspection of the lower level including the lower level roadway and framing, the bottom chord of the stiffening truss, the New Jersey abutment and New York anchorage, and the travelers including their support framing and connections. The purpose of this inspection was to determine the overall condition of the lower level structure and to identify structural and non-structural deficiencies.

PANYNJ, Center Avenue Bridge over the Upper and Lower Approaches to the George Washington Bridge, NJ – Team leader for the inspection and verification of the existing condition of the bridge elements including the roadway, superstructure, substructure and appurtenances to determine the rehabilitation or replacement design options.

Carl Ortmann, PE | resume continued

NYSDOT, Contract D261292 I-278 Staten Island Expressway Improvements, Staten Island, NY - Senior Project Manager providing on-site project management for the $74.8 million I-278 Staten Island Expressway Improvement Project including 2.78 Km of asphalt and concrete highway reconstruction including the demolition and widening of three (3) bridges with precast concrete deck units and the construction of a new on-ramp using precast concrete deck units. Maintenance of site storm water run-off and implementing compliance with the environmental protection requirements for Brady's Pond. Installation of new drainage systems, new roadway lighting and ITS installations. Maintenance and protection of traffic included 4 stages of construction.

World Trade Center, Tower 1, Manhattan, NY - Project Manager for the $40 million construction of the 120,000 SF foundation for Tower 1 including rock excavation, support of excavation, drilling and grouting of rock anchors, placement of reinforcing steel and concrete for the core, building perimeter footings, slab on grade. Coordination with the PATH and Port Authority Resident Engineer's Office personnel.

NYC Transit, Reconstruction of West 72nd Street Station, NY - Project Manager for the $35 million completion of the renovation and restoration of the existing landmark station house, construction of a new station building including installation of elevators, lengthening of both existing platforms, complete electrical upgrade including new station lighting, floor and wall finishes, and expansion of Verdi Park pedestrian plaza. Coordination of over 40 subcontractors and suppliers.

New York Post Port Morris Printing Facility, Bronx, NY - Project Manager for the $22 million demolition and replacement of reinforced concrete 2nd floor inserting area in stages while newspaper production maintained. Erection of structural steel to reinforce existing 80 foot long floor trusses.

Astoria Energy Power Plant, Phase 1, Astoria, New York - Project Manager for the $9 million installation of structural steel support structure, unloading from barges and erection of 12 modular air cooled condensers weighing 280 tons each, erection of steam duct and riser sections weighing up to 60 tons and miscellaneous mechanical equipment. Reviewed and submittal of crane placement and erection plans.

PANYNJ, Newark International Airport Parking Structure, Newark, NJ - Project Superintendent for the 485 million construction of a six-level parking structure including erection of steel columns and support beams, erection of prestressed concrete double tee deck units, cast in place double threaded reinforced concrete helix access ramps. Installation of elevator shafts and elevators, site work, electrical work, erection of a prestressed concrete 3 span bridge and approach roadways, parking lot, entry and exit plazas and canopies in Parking Lot E. Coordination of subcontractors and suppliers.

TBTA, Triborough Bridge Randall's Island Junction Structure and Bronx Truss over the Bronx Kill, New York - Assistant Resident Engineer for this $145 million project including the Bronx Truss that has a main span of 383 feet and a total length of 1,217 feet. Project work included demolition of the existing substructure and superstructure on the Bronx Approach and replacement with new cast in place concrete substructure with precast concrete deck panels. The Bronx Truss reinforced concrete deck was removed and replaced with steel orthotropic deck panels on the Bronx Truss. Inverset deck panels were placed on the Queens-Bronx Mainline, and curved welded plate girders with composite reinforced concrete deck for the Junction Structure ramps. A full length construction shield provided debris collection and fall protection for the workers, mariners and the Bronx Kill. Multiple construction stages with extensive Maintenance and Protection of Traffic (MPT) Plans to maintain vehicular traffic and toll revenue for the facility. Project constructed in accordance with NYSDOT's construction specifications.

Lawrence O'Rourke, PE (ASCE IV) | resident engineer

KSE

Education
- BS/Civil Engineering, New Jersey Institute of Technology, Newark, NJ

Certificates/Training/Licenses
- Professional Engineer: New Jersey

Professional Affiliations
- New Jersey Association of County Engineers, President 2002
- American Society of Highway Engineers, President 1994 – 1995
- Founding Member Award, 2005

Years Experience: 46

EMPLOYMENT HISTORY

2008 -	Resident Engineer, KS Engineers
2003 - 2008	Project Manager, McKeon-Grano Associates
1994 - 2002	Construction Project Manager, Foster Wheeler Estate Development Corp
1991 - 1994	Project Manager, Frassetto Construction Co.
1986 - 1991	Project Manager, Middlebury Development Co.
	Project Manager and Site Superintendent, Prismatic Development Corp
	Project Manager and Site Superintendent, Baker Firestone, Inc.
	Project Manager and Site Superintendent, Bellemead Development Corp
	Resident Engineer, New Jersey Department of Transportation
	NJ Assistant Township Engineer, Parsippany-Troy Hills

SUMMARY
Mr. O'Rourke has more than 46 years of Construction Project Management and Resident Engineer experience in all types of construction; including highways and bridges, commercial buildings, research laboratories, educational facilities, healthcare, residential, and other heavy construction.

RELEVANT PROJECT EXPERIENCE
NJ Transit, Construction Inspection Services for Construction of the Tonnelle Avenue Underpass, a part of the Trans-Hudson Express (THE) Tunnel Project" - Resident Engineer, responsible for construction of a railroad underpass at Tonnelle Avenue in North Bergen. The underpass will be adjacent to where the $8.7 billion project goes underground, allowing the two new rail tracks to begin their descent under Palisades Mountain. In addition to the Tonnelle Avenue underpass, the contract requires demolition of two commercial buildings, construction of new electrical and fire pump rooms, relocation of utilities and construction of a new railroad embankment immediately west of Tonnelle Avenue. Tonnelle Avenue's four traffic lanes will remain open during construction. The underpass project is expected to be completed in 2012.

Essex County, NJ – Construction Inspection Services for Roadway Resurfacing and Incidentals Program – Project Manager and Resident Engineer for several projects to provide survey, inspection and quality assurance staffing for reconstruction of approximately 15 miles of roads at a cost of $15 million throughout Essex County. Work includes construction of new curbs, sidewalks and ADA ramps, milling of existing asphalt pavement and resurfacing with new asphalt, resetting and reconstruction of inlets and manholes, utility relocations and striping. Work also includes installation of new traffic signals and controls.

Lawrence O'Rourke, PE (ACSE IV) | resume continued

Meadowlands Management, LLC. NJSC Roadway and NJTA Ramps Improvements, Meadowlands Agreement with Xanadu, Roadways and Ramp, Secaucus, NJ - Resident Engineer for this relocation and improvements to NJSE Authority roadways in the Meadowlands Sports Complex and improvements to the NJTA ramps into the complex Project was responsible for pile driving, roadway excavation, grading and drainage, soil erosion and sediment control, roadway excavation,, concrete abutments, installation of pre-cast concrete beams, concrete deck placement, drainage headwalls, parapets, highway lighting, line striping, guide rail, Maintenance and Protection of Traffic, and installation of overhead sign structures.

Parsippany-Troy Hills, NJ - Assistant Township Engineer

- Managed up to 15 field and office engineers, surveyors, inspectors and secretarial staff.
- Supervised design of plans and specifications, field layout and construction of "in house" road and drainage construction.
- Served as liaison between Township and NJ Department of Transportation officials.
- Assisted Township Engineer in approval of site plans and subdivisions.
- Performed inspections of buildings and homes and issued recommendations for certificates of occupancy and posting maintenance bonds.
- Prepared and presented various reports to Mayor and Township Council at public meetings.

New Jersey Department of Transportation - Resident Engineer, Highway Inspector. Served as Resident Engineer on numerous highway and bridge projects.

- Ensured contractors' work conformed with plans and specifications and was completed within specified time.
- Managed field and office engineers and inspectors.
- Authorized payment to contractors for work performed.
- Reviewed change order requests and authorized action.
- Issued project correspondence and reports.
- Some of the Highway Construction Projects that he was the Resident Engineer are:
- Route 1&9 Operational Improvements - Rahway, Linden and Elizabeth, NJ
- Route 280 Construction - Newark, East Orange and Orange, NJ
- Route 280 Construction – West Orange, Hanover and Parsippany, NJ

Work involved site clearing, grading sub-base placement, drainage, concrete paving, milling, HMA paving, pile driving, bridge foundations, abutments, structural steel, reinforcing steel, concrete decks, parapets, curbs, highway lighting, sign foundations, sign structures and lighting, inlets, manholes, striping, guide rail, project safety and maintenance and protection of traffic.

Attef (Al) Farag, PE | resident engineer

KSE

Education
- BS/Civil Engineering, Ain-Shams University, Egypt, 1978

Certificates/Training/Licenses
- Professional Engineer - NY (#[redacted], Expires: 10/31/14)
- ASCE: Transportation Projects - Part One, 4.0 PDH, 2/7/05
- ASCE: Transportation Projects - Part Two, 4.0 PDH, 2/8/05
- Construction Layout, 15 PDH, 10/7/05
- ASCE: Reconstruction of the FDR Drive in NYC, 4/27/04
- Evaluation and Repair of Concrete Structures, 10 PDH, 12/11/07
- OSHA Hazardous Waste Operations (HAZWOPER), 40 hour Safety, Health & Emergency Response

Years Experience: 24

EMPLOYMENT HISTORY
2002 - Resident Engineer, KS Engineers
1990 - 2002 Resident Engineer / Office Engineer / Inspector, The RBA Group

SUMMARY
Mr. Farag has more than 23 years of experience including work with bridge inspection, milling, roadway paving with concrete and asphalt, roadway reconstruction, curb and sidewalk construction, drainage, sewer and water main installation. Mr. Farag's responsibilities include resident engineering inspection and project management, construction supervision, preparation of reports, project evaluations, clarified DDC policies and procedures, negotiated change orders, clarified technical construction details, processing payments, punchlist and project close-out. He has performed QA/QC functions on various projects, prepared proposals for additional work and worked with inspectors to both upgrade and maintain their skills. Some of his relevant project experience includes:

RELEVANT PROJECT EXPERIENCE
NYCDDC, SEX20045, Resident Engineering Inspection Services for Storm Sewer in Waterbury Avenue, Borough of the Bronx - Resident Engineer responsible for providing resident engineering services for the construction of storm sewers in Waterbury Avenue and its vicinity in the Bronx. Work includes new storm, sanitary and combined sewers to be installed in several street locations. The project site is bounded by Waterbury Avenue to the north, Stadium Avenue to the east, Layton Avenue to the south and Throgmorton Avenue to the west. Various diameters of 10" ESVP to 36" RCP sewers will be installed. Sewers will be constructed on concrete cradles or encased in concrete. Some sewers will be relined using a DEP approved method of lining existing sewers. The project also includes reconnecting existing house sewer lines to the newly installed sewers. New water mains are also to be installed as part of this project. The new mains will be 8" or 12" diameter restrained joint ductile iron pipe. Water main work will include new fire hydrants, main line valves, valve boxes and any other appurtenances associated with the existing water mains. Trench and/or street restoration will be included in the project. Some streets, depending upon existing conditions, may have to be reconstructed. New curbs and sidewalks that are disturbed during construction, will be replaced as needed.

NYCDDC, HWMWTCA7A, Resident Engineering Inspection Services for the Reconstruction of Harrison Street, Borough of Manhattan, NY - Resident Engineer responsible for this $18 million project that of involves the construction of water mains; construction of sewers, catch basins and chute connections; utility construction and relocation. Work include construction of new curbs and sidewalks; roadway reconstruction, installation of street lighting and traffic signals; and landscaping.

Attef (Al) Farag, PE | resume continued

NYCDDC, MED-595, Installation of Trunk Water Mains in Astor Place and Cooper Square, Manhattan, New York - Resident Engineer responsible for this $11.6 million project that includes the installation of 12" & 20" water distribution mains, new butterfly valves, valve and connection chambers, blowoff valves and chambers, flowmeters with chambers, access manholes with chambers, and modifications within shaft 19. In addition, new 30", 36" and 48" steel trunk water mains to interconnect Shaft 31B from City Tunnel #2 at East 4th Street, to Shaft 19 from City Tunnel #1 at Cooper Square. New 24" DIP will also connect new 24" regulator valves to the new trunk water mains.

NYCDDC, REI Services for HW2CR08, REI Services for Citywide Involving Grinding Existing Asphaltic Concrete Wearing Course, Manhattan and The Bronx, NY - Resident Engineer responsible for this $7.5 million project, responsible for resident engineering inspection services of grinding existing asphaltic concrete wearing courses on a task order basis in Manhattan and the Borough of New York City. Inspection services for the project includes: site maintenance and safety; Post "No Parking" signs 48 hours in advance; protection of trees from construction debris; marked out all hardware to avoid any damage during milling operations; saw cutting around the hardware and at intersections; placing plates over catch basins to void any debris from falling into basins; milling 2" of existing asphalt; sweeper used behind milling machine to clean up the debris; ramping of all hardware with temporary asphalt; and adjusted all hardware.

NYCDDC, Reconstruction of 10th Avenue from 206th Street to 218th Street, Manhattan, NY - Resident Engineer for this project that won the 2009 ACEC New York GOLD Award for Engineering Excellence. Project entails new sewer construction and rehabilitation of existing sewers using lining method, construction of 36" steel water mains in addition to 20" & 12" water main network. It also includes curb and sidewalk construction, sidewalk assessment, streetlight and traffic work, roadway paving, arboriculture and traffic protection. The work also involves new 45"x29" elliptical RCP sewer lines, catch basins, chute connection, manholes, paving with concrete base and asphalt wearing course and landscaping. All construction activities are done with coordination with TA since train elevated tracks are running along the project location.

NYSDOT, D010292, Construction Inspection Services for Reconstruction & Restoration of Brooklyn-Queens Expressway, Queens, NY - Deputy Project Manager responsible for providing construction inspection and technical support services for 8 lane-miles of roadway excavation and reconstruction with horizontal and vertical realignments and drainage installation. This project also included replacement or rehabilitation of 17 vehicular bridges, replacement or rehabilitation of 2 railroad bridges, extensive retaining wall reconstruction and soil stabilization along the right-of-way, extensive utility improvements/relocations for both NYC and privately-owned facilities, TSM/ITS installations, and extensive MPT was involved to ensure that traffic was maintained.

NYSDOT Region 11, CI Bruckner Expressway Reconstruction (T.N.E.) Pelham Parkway, Bronx County, NY -Deputy Project Manager responsible for providing construction inspection services for this project involving the reconstruction of a 1½ mile section of the Bruckner Expressway from the Throgs Neck Expressway interchange, at the southern end, to Pelham Parkway exit, at the northern end. Work included the replacement of an existing pavement with a new 50-year concrete pavement structure (excavation, placement of subbase, subgrade and new concrete roadway), an addition of new flush full-depth concrete shoulders, replacement of barrier, replacement of guide rails, new drainage, overhead signage, new street lighting, new pavement markers, and landscaping.

George Broberg, PE | resident engineer

KSE

Education
- BS/Civil Engineering, Newark College of Engineering/1970
- Post Graduate Courses, Newark College of Engineering

Certifications/Registrations
- Professional Engineer – NJ (#[redacted], NY (#[redacted]), and PA (#[redacted], CT (#[redacted])
- Professional Planner – NJ (#[redacted])

Years Experience: 44

EMPLOYMENT HISTORY
2010 -	Vice President, KS Engineers
1984 - 2010	Senior Vice President, CMX
1972 - 1984	Senior Associate, The RBA Group
1970 - 1972	Vice President, Louis Berger and Associates

SUMMARY
Mr. Broberg has 44 years of diversified experience in managing the design and construction inspection of multi-disciplined state, county and municipal public infrastructure projects including roads, bridges, traffic signals, water systems, sewer and drainage systems, and residential and commercial projects. He is hands-on, pro-active, cost-conscious, recognized as a strong leader capable of getting the project/objective complete on time and within/under budget to the satisfaction of the client.

RELEVANT PROJECT EXPERIENCE
NYC Department of Parks and Recreation (NYCDPR), Survey and Borings for Stormwater Greenstreets – Citywide - Project Director

Responsible for overseeing an extensive program of soil borings, permeability testing, and survey work to compile design data under New York City's aggressive program to beautify neighborhoods and improve the quality of stormwater runoff throughout the five Boroughs by converting unused impervious areas of street right-of-way into pervious green space that will capture rainfall and percolate it into the existing soil. Under the Queens program, Mr. Broberg is responsible for the drilling of approximately 110 borings and associated laboratory testing, completing permeability testing at 120 locations, and the collecting of survey data and base map preparation for 250 sites. He is overseeing the preparation of a summary data report, and managing the activities of subcontractors who perform the borings and complete laboratory testing of the samples, and KSE's field inspectors and survey crews.

NYCDPR, Survey and Borings for Right-of-Way Bioswales and Greenstreets in the Hunts Point Watershed HP-007 in the Bronx - Project Director

Responsible for overseeing an extensive program of soil borings, permeability testing, and survey work to compile design data under New York City's aggressive program to beautify neighborhoods and improve the quality of stormwater runoff throughout the five Boroughs by converting unused impervious areas of street right-of-way into pervious green space that will capture rainfall and percolate it into the existing soil. Under the Hunts Point program in the Bronx, Mr. Broberg is responsible for the drilling of approximately 50 borings and associated laboratory testing, completing permeability testing at 100 locations, and the collecting of survey data and base map preparation for 120 sites. He is overseeing the preparation of a summary data report, and managing the activities of subcontractors who perform the borings and complete laboratory testing of the samples, and KSE's field inspectors and survey crews.

George Broberg, PE | resume continued

NYCDPR, Professional Services for the Preparation of Designs for the Reconstruction of Sidewalks Damaged by Adjacent City-owned Trees, Citywide - Project Director
Responsible for overseeing the completion of field investigations and the preparation of construction plans for repairs to sidewalks damaged by the tree roots of adjacent City-owned trees. KSE is responsible for the evaluation and design for several thousand locations in all five Boroughs of New York City. Work involves field inspections of each damaged sidewalk location, the development of appropriate remedial repairs, and the preparation of simple construction plans and quantity take-offs. The work is being completed on an extremely accelerated schedule.

NJ Schools Development Authority, Geotechnical Engineering for the New Halloran Elementary School Building for the Elizabeth Public School District – Project Manager
For this project which included provided geotechnical engineering services as part of a feasibility study for a new four-story, 144,900 GSF elementary school building at the Elizabeth Public School's Halloran School. Geotechnical services entailed two separate field investigation programs which included deep soil borings, laboratory testing of the samples collected from the split spoon sampler, and preparation of Geotechnical Investigation Phase I and II Reports that recommended a deep foundation support system for the building. The proximity, to the building's footprint, of a major existing Joint Meeting of Essex and Union Counties (JMEUC) 13.5-foot-wide by 8.5-foot-high interceptor sewer passing through the site was a major consideration in the development of the foundation support system design. KSE worked closely with the JMEUC to develop the design criteria for the allowable soil loading that could be transferred to the new structure. Other major considerations in the development of the geotechnical recommendations were the existence of historic fill on the site, groundwater levels, the existence of relatively shallow bedrock, and an increased flood plain elevation published by the Federal Emergency Management Agency (FEMA), based on the effects of Super Storm Sandy.

Delaware River Joint Toll Bridge Commission (DRJTBC), I-78 Toll Bridge Parapet Upgrade and PA Approach Paving Improvements -- Project Manager and Design Services Task Leader
For the improvements to the Pennsylvania approach roadway to the Interstate 78 Toll Bridge, the Welcome Center, and various parapets on the main river and approach bridge structures. KSE was retained to provide project coordination, a public participation program, design services, and construction administration. As Project Manager, Mr. Broberg was responsible for developing and implementing a Public Participation Program early in the Preliminary Design phase of the project. He was also responsible, as Design Services Task Leader, for the base mapping, a concept study, preliminary and final design, and post-design services. (2011 – 2013)

NJ Turnpike Authority (NJTA), Design and Environmental Permitting for Improvements at Interchange 15W & 16W (OPS T3260) – Project Director
Responsible for the design of new roadway lighting, survey effort for the establishment of the base mapping to be utilized for the design, utility relocations to accommodate the widening of Interchange 16W Ramp TSW and the geotechnical engineering program for the ramp widening. Lighting analysis performed utilizing Holophane Corporation Visual® computer program. Prepared roadway lighting report that outlined analysis methodology utilized and developed the lighting layout for the new roadway lighting system that meets current standards. Also oversaw the preparation of contract plans and specifications for the selected new lighting system. Illumination levels based upon criteria set forth in the NJTA Design Manual. The utility effort included development of the existing utility base mapping based upon record plans and markouts, determination of potential conflicts with the proposed design concept, development of schemes of accommodation for the relocation of utilities to address the conflicts, preparation of Utility Agreements for utility relocations and preparation of contract plans, specifications and estimates for the utility relocation work to be performed by the contractor. (2013 - 2014)

Arvind Hirpara, PE | resident engineer

Hirani Group

Education
- Civil Engineering Degree from Gujarat State, India

Professional Affiliations
- Professional Engineer, New York, Texas, and Pennsylvania

Certifications
- NICET-IV certified
- Asphalt technology certified
- ACI certified
- Traffic Control Coordinator certified
- Hazmat certified

Software
Proficient with AutoCAD, Land Desktop, Carlson Survey, Microsoft Excel and Microsoft Word

Years Experience: 24

SUMMARY
Arvind has more than 24 years of construction inspection experience on major construction/ reconstruction projects throughout New York City. He has held such positions as Resident Engineer, Assistant Resident Engineer, Chief Inspector, Senior Inspector and Construction Inspector.

RELEVANT PROJECT EXPERIENCE

NYCDDC Storm & Sanitary Sewers in Bay 32nd Street - Resident Engineer
Inspection, supervision, management, coordination and administration for the installation of water main, sanitary and storm sewers. Construction involves the erection of sheeting to protect excavation and existing utilities, pile driving and maintenance/protection of traffic operations. Work will be coordinated with NYCDEP, NYC Transit Authority, NYCDOT, NYC Dept. of Marks & Recreation as well as electric, light, power, telephone and other utilities.

NYCDDC Combined and Sanitary Sewer Replacement in 82nd Street - Resident Engineer
Construction of combined and sanitary sewer replacement in 82nd Street, 87th Street, 81st Street, and 127th Street, and water main and appurtenances in 82nd Street, 87th Road, 81st Street, 127th Street, and 58th Avenue.

NYCDDC HWXP144 / REIS for Reconstruction of Kappock Street Retaining Walls - Resident Engineer
Duties included supervision of construction inspection crew, field office personnel and direct watch over contractor for construction activities and MPT. Checked Inspector's daily reports, and resolved homeowner's complaints. Inspection included checking cut elevations for almost 2,000 feet of 12" and 6" ductile iron pipe water main to ensure installation was below frost level. Water main installation included mechanical joint pipe, house service connections, fire hydrants, and water samplings. Checked installation of precast retaining T-Walls including architectural texture surface with art commission involvement. Prepared invoices for the Contractor and submitted to NYCDDC for payment. Work involved communication with Parks Department, Utility Companies, NYCDOT, NYCDDC, Community Boards and Home Owners. Prepared Pedestrian Ramp and Catch Basin Inventories, change orders and overrun change orders, and partial, substantial and final payments. Prepared Final Close out of the $7.6 Million Project.

Arvind Hirpara, PE | resume continued

NYCDDC HWS2007R / REIS for Construction of Sidewalks in Staten Island - Resident Engineer
Duties included supervision of construction inspection crew and office personnel. Directed the Contractor for construction activities and MPT. Checked Inspector's reports and resolved homeowner's complaints. Prepared Weekly report for NYCDOT and payments for the Contractor. Worked involved communication with Parks Department, Utility Companies, NYCDOT, NYCDDC, Community Boards and Home Owners. Core samples taken and analyzed. Prepared Pedestrian Ramp Inventories and Catch Basin Inventories. Prepared change orders and overrun change orders & Partial, Substantial and final payments. Prepared Final Close out of the $2.7 Million Project.

NYCDDC HWS2006R / REIS for Construction of Sidewalks in Staten Island - Resident Engineer
Duties included supervision of construction inspection crew and office personnel. Directed the Contractor for construction activities and MPT. Checked Inspector's reports, and resolved homeowner's complaints. Prepared Weekly report for NYCDOT and payments for the Contractor. Worked involved communication with Parks Department, Utility Companies, NYCDOT, NYCDDC, Community Boards and Home Owners. Core samples taken and analyzed. Prepared Construction Reports & Sidewalk assessments sent to NYCDOT. Prepared Pedestrian Ramp Inventories and Catch Basin Inventories. Contractor's Evaluation submitted, prepared change orders and overrun change orders & Partial, Substantial and final payments. Preparing Final Close out of the Project.

NYCDDC HWS2005R / REIS for Construction of Sidewalks in Staten Island (NYCDDC) - Resident Engineer
Duties included supervision of construction inspection crew and office personnel. Directed to the Contractor for construction activities and MPT. Checked Inspector's reports. Homeowner's complaints resolved. Prepared Weekly report for NYCDOT and payments for the Contractor. Worked involved communication with Parks Departments, Utility Companies, NYCDOT, NYCDDC, Community Boards and Home Owners. Prepared Punch list and completed. Core samples taken and analyzed. Prepared Pedestrian Ramp Inventories and Catch Basin Inventories. Prepared change orders and overrun change orders & Partial, Substantial and final payments. Prepared Final Close out of the $2.07 Million Project.

NYCDDC HWS2002M / REIS for Construction of Sidewalks in Manhattan - Acting Resident Engineer
Duties included supervision of construction inspection crew and checked Inspector's Reports and entered them in the Record Keeping Book. Homeowner's complaints resolved. Prepared Weekly report for NYCDOT and payments for the Contractor. Punch list work, prepared change orders and overrun change orders and Substantial and Final payments.($3.5 Million, 12/03 - 02/05)

NJ DOT Bridge Reconstruction and Road Widening Project (I-78 connector) - Chief Inspector
Duties included construction inspections as per plan and standard specifications by utilizing metric units. Work included driving test piles as well as production piles and driving of sheet piling to protect footings. Work included inspection of pier footings, columns, pier caps, bridge abutments, reinforcements, grillage rebars, bridge bearings, structural steel, stay in place deck forms, deck slabs, parapets, retaining walls, sign structures, highway electric systems, electric poles, meter cabinets, junction boxes, concrete pavement, pressure injection, roadway excavation, lightweight fill, concrete pipes, under drainpipes, subbase preparations, asphalt paving, catch basins, manholes, and complete drainage system. $28 Million

George Atsalis | concrete special inspector

JCMS, Inc.

Education

- MS, Surveying Engineering, National Technical University of Athens (NTUA), Greece, 1994

Licenses/Registrations/Certifications

- **ACI - Concrete Field Testing Technician Grade I**
- **ACI - Concrete Construction Special Inspector**
- OSHA 10-hrs
- NYC DOB 4-hrs Supported Scaffold Certificate by DOB (Homeland Security)
- NYC DOB Recognized Scaffold Safety Examination by DOB (Spider Safeworks)
- Auditor/Lead Auditor (ISO 9000 Series Standards)
- TUV Hellas - RTW TUV S.A. (Quality Assurance)
- Occupational Safety & Health in Construction, Technical Chamber of Greece

Affiliations & Memberships

- Registered Engineer - Technical Chamber of Greece - 1994
- Chartered Member - Institute of Greek Surveyors

Years Experience: 16

SUMMARY

Mr. Atsalis has over (16) sixteen years of experience in construction field as Sr. Field Inspector/Engineer and Project Manager on a variety of infrastructure projects that include reconstruction and rehabilitation of roadways, highways, bridges and buildings for various agencies. Areas of inspection include heavy excavations and foundation construction, construction of concrete piers and abutments; superstructure construction including structural steel framing deck and installation of reinforcing steel and concrete placement; construction/ installation of water mains, sewers, culverts, drains, traffic signals, street lighting etc.

Mr. Atsalis is fully knowledgeable and experienced in the enforcement of Federal, State and City Codes for Construction, Site Safety and Maintenance and Protection of Traffic. He's computer capabilities include Windows XP, NT, MS Word, Autocad, Autodesk2006, Micro Station, MS Office, Excel and PowerPoint.

RELEVANT PROJECT EXPERIENCE

M INTERNATIONAL PLLC, New York, NY - Project Manager
Construction Administration and Management, concrete, masonry, welding/bolting inspections. Hired by the owner to ensure the contractor's compliance with the approved drawings and specifications. Bid review and award, drawings review, contractor's requisitions and progress payments review quality assurance, field inspections, and meetings with owner's reps, state reps, contractor, and material review.

Z&T Engineering, New York, NY - Senior Project Manager
Concrete inspections (concrete special inspections, masonry inspections – new buildings) Responsible for complete daily narratives, reports for T&M work and controlled inspection report, schedule and conduct site inspections.

Freelance Engineer, New York, NY
Field inspections (local law 11, concrete, rebar, masonry)
Special inspections (concrete, masonry, welding), local law 11

Joy Construction, New York, NY - Quality Control Engineer
New building construction (building envelope); Working with architect on new architectural details concerning the building envelope, quality control, field inspections, progress reports, meetings with subcontractors

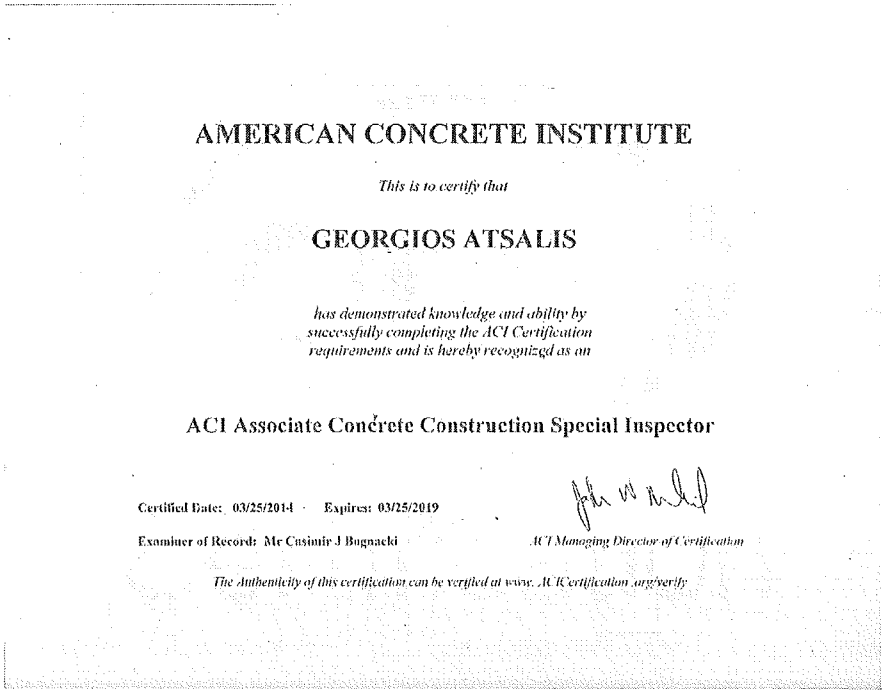
Kenry Contracting, Inc. New York, NY - Project Manager
Concrete Works (Building frame), Foundations, Structural steel, masonry. Working for the concrete contractor, drawings review, quality control, subcontractor's coordination.

Thornton Tomasetti, New York, NY - Senior Field Engineer
Building Performance: Façade & Roof Rehabilitation/Renovation, Condition Assessment, Construction Administration, Forensics – Structural/Architectural
Property Loss Consulting: Scope of Damage Determination, Cause & Origin Investigation, Building Code Consulting

Aktor S.A. Athens, Greece - Deputy Project Manager
Athens Suburban Railway
Railway Works including Micro piles, Driven Piles, Road Construction (including widening of existing routes, deep excavations, highway interchanges), Utilities Infrastructure, new building construction.

Attiki Odos Freeway & Athens Northern Ring Road, Athens, Greece - Construction Engineer - Site Manager
Road Construction, Utilities Infrastructure, New Building Construction

Hochtief A.G., Athens, Greece
Construction Engineer - Safety Engineer
New Athens International Airport, Athens, Greece
New Building Construction, Airport Runways, Airport Utilities Infrastructure



AMERICAN CONCRETE INSTITUTE

This is to certify that

GEORGIOS ATSALIS

has demonstrated knowledge and ability by successfully completing the ACI Certification requirements and is hereby recognized as an

ACI Associate Concrete Construction Special Inspector

Certified Date: 03/25/2014 Expires: 03/25/2019

Examiner of Record: Mr Casimir J Bognacki

ACI Managing Director of Certification

The Authenticity of this certification can be verified at www.ACIcertification.org/verify

Hamilton Mendonca | concrete special inspector

Education

- Bachelor's Degree - Civil Engineering, Federal University of Minas Gerals, Belo Horizonte, Brazile, 1975

JCMS, Inc.

Licenses/Registrations/Certifications

- **ACI - Concrete Field Testing Technician Grade I**
- **Concrete Construction Special Inspector**
- Certification in Construction Project Management, New York University, 2006
- Certification in Fundamentals of Engineering (EIT/FE), 2003
- Trained in Fall Protection, Confined Space and OSHA regulations and 10-hr OSHA construction safety training
- Ability to pass a SWAC background check

Years Experience: 33

SUMMARY

Mr. Mendonca is a Construction and Engineering Professional with over (33) thirty three years of record of successful projects. He has significant experience in concrete and structural construction as well as building construction. His heavy construction experience involves bulk excavation, shoring, complex foundation underpinning of existing structure, foundation construction etc. His diverse project experience includes infrastructure, manufacturing, power plants, wastewater plants, highway, superfund and environmental projects for government and private-sector clients. He is highly organized, dedicated, motivated and detail-oriented.

RELEVANT PROJECT EXPERIENCE

Tectonic Engineering & Surveying Consultants P.C., New York, NY - Construction Technician II / Special Inspector

Inspecting setting of reinforcing steel, placing of forms for reinforcing steel and concrete placement installation, according to contract drawings and specifications. Performing pull test on anchor bolts, water penetration testing on metal/glass curtain walls, GPR testing for rebar location and Tie Back pull testing. Currently, lead inspector of reinforcing steel at the Columbia University Manhattanville project. Issuing non-conformance reports when work doesn't comply with contract documents. Resolving issues related to construction and design. Performing daily inspections, reports, checklist and monitoring code compliance issues.

Haider Engineering, PC, Westchester, NY - Civil Site Inspector, NYC/DEP UV Water Treatment Disinfection Facility

Inspecting civil, structural, architectural and mechanical works to ensure compliance with contract documents. Helping construction management team to accomplish project completion on time, budget and schedule. Solving problems related to construction issues. Structural - reinforcing steel, formwork, cast in place concrete and structural steel. Architectural - masonry, fireproofing, firestopping, metal fabrications, precast architectural concrete, fluid applied and capillary waterproofing, aluminum floor gratings and railings, checkered plates, doors / windows and frames, concrete topping and finishes, single-ply roofing system and seam metal roofing. Mechanical - monorail hoist system, bridge cranes, HVAC units, boilers, pipe fitting and raw / treated water pipes, connections and accessories. Reviewing plans for constructability. Ensuring that contract requirements are met according to submittals, drawings and specifications. Responsible for work reports.

Delta Testing Laboratories, New York, NY - Construction Inspector

Inspecting placement of reinforcing steel, formwork, cast in place concrete, grout, masonry, architectural precast concrete, fireproofing, testing anchor bolts and window water tightness, pile driving, underpinning and compaction of soil.

Hamilton Mendonca | resume continued

Summit Waterproofing & Restoration Co., New York, NY - Construction Supervisor
Supervising parapet and roof construction, such as: brick work, CMU, waterproofing, caulking, pointing, lintel replacement and roof membrane system.

Oliveira Construction, Inc., Queens, NY - Construction Supervisor
Supervising renovations on residential and commercial projects, such as: carpentry, wood floor, ceramic tiles, plumbing, electrical, finishes and painting.

CCM Contracting / ACME Skillman Concrete Co., Queens, NY - Assistant Estimator
Estimation and take offs for public projects, such as: NYC-DDC; NYC-DOT; NYC-Department of Parks and Recreation, Port Authority NY / NJ. Application for work permits and filing.

Bia Import and Export, New York, NY - Import and Export Manager

Pantheon Engineering, LTD, Belo Horizonte, MG Brazil - Civil Engineer
Assistant resident engineer on construction of bridges and waste water treatment facilities. Supervising construction work activities, preparing requisition for payments and material procurement.

AMERICAN CONCRETE INSTITUTE

This is to certify that

HAMILTON MENDONCA

has demonstrated knowledge and ability by successfully completing the ACI Certification requirements and is hereby recognized as an

ACI Concrete Construction Special Inspector

Certified Date: 07/27/2013 Expires: 07/27/2018

Examiner of Record: Jeffrey T Stoicescu

ACI Managing Director of Certification

The Authenticity of this certification can be verified at www. ACICertification .org/verify

Muhammed Kashif Syed | concrete special inspector

Education

- Bachelor's Degree - Civil Engineering, 2000
- Associate Electrical Engineering, 1996

JCMS, Inc.

Licenses/Registrations/Certifications

- **ACI - Concrete Field Testing Technician Grade I**
- **Concrete Construction Special Inspector**
- OSHA Globally Harmonized System (GHS)
- OSHA Safety Certification
- Roadway Worker Protection Certified
- ATI Certificate Masonry Special Inspector
- SAT Certified Paving Inspector
- NYC DOB Supported Scaffold User Certificate
- NYC DOB 40 Hour Site Safety Manager
- ASCE Bridge Construction Workshop 6.0PDH
- ASCE Techniques for Pavement Rehabilitation
- NHI Basic of Work Zone Traffic Control
- Ability to pass a SWAC background check

Years Experience: 13

SUMMARY

Mr. Kashif Syed holds a Bachelor's Degree in Civil Engineering and has over (13) thirteen years of experience working as Inspector, Assistant Structural Inspector and Field Engineer in the field of Construction Management. He has worked on a variety of projects that include transit, roadway and bridge, marine terminals, airport cargo facilities, and housing/industrial buildings. He has been responsible for supervising day to day contractor activities, reviewing the work performed by contractors, scheduling, progress meetings, plan review and report writing. Mr. Syed is familiar with contract documents, contract drawings, specifications, OSHA safety rules, and all applicable codes and standards.

Some of his technical skills include structural inspection, inspection of reinforcement and steel installation, concrete deck, reinforced concrete placement, construction supervision of residential buildings, installation of catch basin, storm sewer, street light, bridge deck, concrete and pavement placement, sidewalk and curb, granite slab pavement, façade inspection, street milling and pavement.

RELEVANT PROJECT EXPERIENCE

PANYNJ - Teterboro Airport, Teterboro, NJ - Assistant Structural Inspector
Responsibilities included conducting Survey and Façade Inspection of Bldg. # 112 (Jet Aviation), Bldg. # 3 (Atlantic) and Bldg. # 19 (Air – Traffic Control Tower). Also surveying of all structural items to find and document any deficiencies.

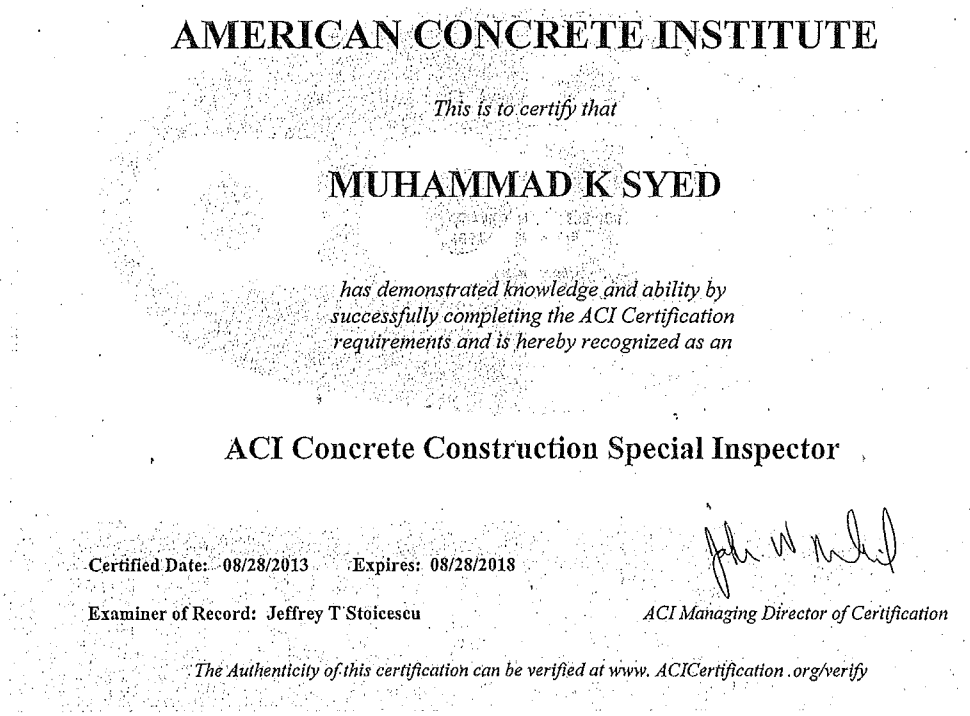
PANYNJ - John F. Kennedy International Airport (JFK), New York, NY - Assitant Structural Inspector
Conducted Visual and Close-Up Inspection of the entire British Airways Cargo facilities (Bldg. # 66) And KIAC PARTNERS ENERGY CENTER (Bldg. # 49). Assisted in preparing the Structural Condition Assessment report and in determining the immediate attention, priority repair and safety Conditions.

Muhammed Kashif Syed | resume continued

PANYNJ - Port Elizabeth Marine Terminal - Assistant Structural Inspector
Responsibilities included Condition Surveys of Building Facilities including bldg. 1100, 1150, 1400, 1900, 2350 and 2360. Also included conducting 100% visual and 10% hands on of all structural items to find and document any deficiencies.

PANYNJ World Trade Center Site (Memorial), New York, NY - Assistant Structural Inspector
Assistant Structural Inspector – Quality Control and Quality Assurance at the World Trade Center Memorial and Cultural projects under the supervision of Professional Engineer. Responsibilities included supervising and administrating the controlled inspection work of the reinforcement steel installation of the entire R.C. Structure (footings, new liner and shear walls with steel detail for new tieback and footings, piers, slabs etc.)

NYCDDC - Queens Safe Routes to Schools, Phase III, Queens, NY - Inspector
Project includes the installation new catch basin, fire hydrant, 18 inch combined sewer, distribution of 12-inch water main, new 12-inch water main valve, sidewalk; curb and raised crosswalk as also installation of furnish light pole and removal of the existing light pole. All work performed according to NYCDOT and NYCDDC plans and Specifications. Construction Cost $4 M. Responsibilities included ensuring that work was being performed according to plans, specifications.



AMERICAN CONCRETE INSTITUTE

This is to certify that

MUHAMMAD K SYED

has demonstrated knowledge and ability by successfully completing the ACI Certification requirements and is hereby recognized as an

ACI Concrete Construction Special Inspector

Certified Date: 08/28/2013 Expires: 08/28/2018

Examiner of Record: Jeffrey T Stoicescu

ACI Managing Director of Certification

The Authenticity of this certification can be verified at www. ACICertification .org/verify

Kerim Elcik | concrete special inspector

JCMS, Inc.

Education

- BS, Civil Engineering, Anatolia University, Eskisehir, Turkey

Licenses/Registrations/Certifications

- **CSI: Concrete Special Inspector**
- **ACI-1: Concrete Field Technician**
- **ICC: Reinforced Concrete Inspector**
- Lead Safety
- Autodesk Constructware
- AWS-D1.1
- NICET I-II
- OSHA 30-hr
- OSHA 4-hr
- Track Safety Trained (2012)
- ACI Membership
- Asbestos Safety

Skills

- Microsoft Office applications, MS Project, Auto Cad
- Structural analysis, Structural steel, Steel reinforcement, Reinforced concrete, Super structural, Project Management, Inspection, Project Estimating

Years Experience: 10

SUMMARY

Mr. Elcik has over 10 years' experience as a Civil Inspector and has both local and international exposure to construction work. He has significant experience in concrete and structural construction as well as building construction. His diverse project experience includes infrastructure, building, manufacturing, power plants projects for government and private-sector clients.

RELEVANT PROJECT EXPERIENCE

NYC - Department of Building, Manhattan, NY
Excavation and Foundation Unit
SOE - Construction Inspector

Metric Consulting Engineering, Inspecting Inc., Hicksville, NY - Civil Inspector
Rebar inspection

- Concrete Inspection: Air, Slump, Volumetric Air, Unit Weight
- Masonry Inspection: Brick- CMU-Grout-Mortar
- Fire Stop Inspection

MTA Capital Project Management Consultant - Civil Inspector

- Monitoring contractor daily work
- Review shop drawing, Review Change orders
- C-34881-R: Concourse Yard And Hoyt Schmerhorn Station Fire Sprinkler System New Water Meter Rooms, Electrical and fire alarm project works
- C-34892: Twenty six Station signal towers Room Fire Suppression system installation
- Civil, Mechanical and Electrical works
- C-34903-34904 Elevated structural steel thee coat paint at Queens plaza North-South /Northern Boulevard (52 bend)

The McCloud Group

Engineering & Associates, New York, NY - Site Engineer / Civil Inspector

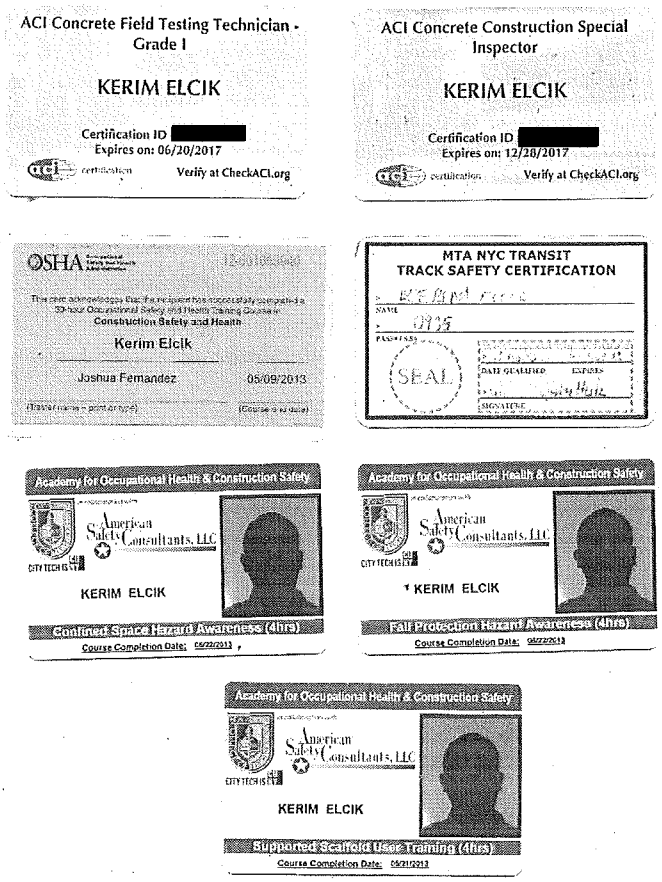
- Super structure reinforcement inspection (Residential and Commercial Buildings- Sheraton Hotel/Flintlock LLC-550.000 Sf).
- Checking structural shop drawing according to plans –Residential
- Rebar inspections –Various projects
- Draft for structural parts of buildings& Sections detailing
- Structural steel detailing

RISA Management, Deer Park, Long Island, NY - Project Manager/Detailer

- Structural Steel, Miscellaneous Stainless Steel, Ornamentals Metal, MTA Transportation Authority Projects
- Produced various type of structural steel projects

MTA - Kew Garden Station, TITAN Builders, Brooklyn, NY - Project Manager

- Structural Steel, Miscellaneous Stainless Steel, Ornamentals Metal fabrication Project Management
- Structural Steel Fabrication & Stairs &Different residential projects NY city area
- Produced various type of structural steel projects



Anwar Abdullah | concrete special inspector

Hirani Group

Education
- BA, Business, Jersey City State College, 1983

Licenses/Registrations/Certifications
- **ACI Certified**
- Quality Assurance and Construction Safety
- NYCDDC Concrete Qualification-May 2009
- OSHA 30 Hour Construction Health and Safety Manager, Training-Feb2009
- NICET IV-June 2013
- E I T August 2013

Years Experience: 10

EMPLOYMENT HISTORY
2014 -	Senior Inspector, Hirani Group
2008 - 2014	Senior Inspector, NYCDDC
2007 - 2008	Construction Superintendent, Comfort Homes Construction
2004 - 2006	Construction Inspector, Shah Engineering

SUMMARY
Mr. Abdullah has more than 10 years of construction inspection experience as a chief inspector and senior inspector on projects involving street reconstruction, sidewalks, and sewers and watermains.

RELEVANT PROJECT EXPERIENCE
Hugh Grant Circle, Bronx, NY, NYCDDC – Senior Inspector
The project includes utility relocation, paving, tree mitigation, street lighting, striping and drainage for roadway improvements.

Project SER002320 – Staten Island – NYCDDC Chief Construction Inspector
Field Construction Supervision for the construction of the sanitary and storm sewers and water main works in Dahlia Street, Staten Island, NY. Responsible for all field inspections, measurements, testing, Contractor and Subs supervision, field reports, quantity surveying, design drawing verification and implementing NYCDDC standard and specific specifications for the construction of Sanitary and Storm Sewer Mains and Water Mains.

Project HYDREST01 – Construction Inspector
Restoring hydrant fenders and concrete around hydrants in the city of New York, City Wide.

Project QED 999, NYCDDC – Construction Inspector
Restoring various water main 6-8-12 and 20 inch main in the New Haven area of Queens, NY.

HWS2009CW, City Wide City of New York, NYCDDC – Construction Inspector
Installation high priority pedestrian safety sidewalks, adjustments, curbs and pedestrian ramps as necessary in various locations.

RED-360,REIS for Trunk Water Mains Replacement in Clove Road, Staten Island, NY, NYCDDC – Construction Inspector
Construction inspector for the improvement of the existing distribution system and fire protection in the project area and to replace the existing 66-inch water main due to long history of electrolysis leaks. This project consisted

of mainly replacing 3,800 LF of trunk water main, 5,600 lf sanitary and storm sewers and 4,700 LF of distribution water main .Project includes the installation of trunk water -mains, distribution water mains and sanitary and storm sewers ; catch basins ;sidewalks; curbs; concrete and asphalt pavement; grading; hydrants and manholes; and utilities relocation. Other project components involve removal and restoration of minor encroachments (chain link or wood fence, pavement block, etc.).

Street Reconstruction - Bronx, NY, NYCDDC – Construction Inspector
Inspected compliance with MPT drawing, and OSHA safety regulations. Worked on roadway construction including concrete and soil testing, sidewalks concrete paving, pedestrian ramps /calculating ramp lay layout, curbs, structural steel adjustment, backfilling/asphalt placement at various locations, utility relocation, hydrants, traffic lights, street lighting, striping, draining, installation of catch basins, water mains, manholes, and chute connections, tree consideration, and prepared inspectors 's daily reports.

Comfort Homes Construction LLC, New York, NY - Construction Superintendent
Coordinated with foremen of all trades to execute construction operations; supervised and managed construction work; purchased all required materials; ensured compliance to specification, and followed approved drawing; coordinated with utility companies as well as NYC Department of buildings; managed the work schedule and the planning of the construction project; coordinated the hiring of various subcontractors ;and obtained various permits for construction operations.

Shah Engineering - Columbus, OH
Work involved testing concrete; taking asphalt samples and concrete cylinders to insure material compliance with the state DOT specifications. Project also entailed roadway work; concrete milling, curbs, sidewalks; installation of catch basins; manholes, and chute connections; ensuring compliance with MPT drawings, and assisting resident engineer with project record keeping. Client; Ohio State DOT; 10/04-11/06;$10 Million project Construction of Multi-family Homes, Bronx, NY

Avirup Datta | concrete special inspector

Hirani Group

Education
- B.S. Computer Information Systems (CIS), Queens College, NY

Licenses/Registrations/Certifications
NACE Level 1 Certifications:
- National Institute of Certified Engineering Technology (NICET)
- NICET LEVEL – 4 (Transportation Engineering & Highway Construction)
- National Association Of Corrosion Engineers (NACE International)
- NACE CIP LEVEL – 2
- **ACI Concrete Field Testing Technician Certification – Grade 1**
- Steel Structures Painting Council (SSPC)
- SSPC C-3 Certified (Supervisor / Competent Person Training)
- SSPC C-5 Certified (Supervisor / Competent Person Refresher Course Training)
- OSHA 10 Hour Occupational Safety and Health Training Course.
- Lead Awareness Certified (OSHA 29 CFR 1926.62) - Leighton Associates Inc.
- Certification in 6 point NICET Refresher Course (Asphalt & Concrete Testing & Placement)
- Certification in Maturity Testing & Accelerated Concrete for Bridge Deck Replacement
- NYCDOT Prevailing Wage Rate Training
- MTA NYCTA Track Safety Training
- AMTRAK Track Safety Training

Years Experience: 16

SUMMARY
Mr. Datta has more than 16 years of experience in the field of construction management and constructability review of bridge and highway projects structural rehabilitation, repair work of bridges, and lead and asbestos abatement. Experience includes hands on inspection of structural integrity, corrosion inspection, concrete testing, deck replacement, hazardous waste management, health & safety compliance, hygiene engineering controls, air monitoring, and paint removal by various methods, and application of paint on various bridge projects.

RELEVANT PROJECT EXPERIENCE
Various Improvement / Rehabilitation and Resurfacing Projects in the County of Nassau and Villages, Long Island, New York, NCDPW – Resident Representative

As a Resident Representative, responsibilities include inspection of Rehabilitation project Work, inspection of the resurfacing with concrete and asphalt, inspecting and supervising joint and overlay repairs, inspecting full-depth pavement repairs, routine checking adequate curing to prevent cracks also performed inspection of friable asbestos materials such as pipe insulation, piping joints, valve packing, gaskets removal etc. Inspection of traffic control supervision of MPT, putting up signs and road striping (crosswalks, stop bars etc.) Drawing and designing traffic signal plans and road closures as per specifications by Nassau County. Also inspection of electric poles and signal lights computer signal boxes. Installation of offset water main pipes and valves Pre-inspection of sub-base preparation and alignment checking of road, writing of Inspectors Daily Reports, cost of work and disputed issues and regulatory compliance with DPW Nassau County ,Performing various tests such as Slump Test and Air Pressure Test of Concrete, Coordinating activities with Regional Office and various other work related agencies and making payments. Also performed Payrolls, Order on Contracts (OOC), Force Accounts, Change order and also maintaining diary of daily IR.

Metro-North Railroad (MNR), Priority Repairs to the Park Avenue Tunnel & GCT Train Shed, New York, Contract 8293; $4.8M – Senior Inspector

As a Senior Inspector for the Priority Repairs to the Park Avenue Tunnel & GCT Train Shed, the project consists supervision for the construction of structural improvements within the Park Avenue Tunnel from East 57th Street to East 97th Street, for the Repairs to East 72nd Street Emergency Exit under Park Avenue and for certain priority repairs in the Grand Central Terminal (GCT) train shed upper level. The project also consists of repairs to existing utility bays (installing new shoring or supports) crossing over the tunnel. Masonry repairs (pointing and replacement of missing or cracked brick). Interior masonry wall repairs (grouting cracks and injecting epoxy into voids in interior brick walls and installing fiberglass sheets as supplemental supports to the walls). Concrete repairs (replacement of deteriorated wall foundations and repairs to portions of the tunnel roof that have spalled). Steel repairs and heat straightening of certain structural steel members (replace several buckled columns supporting lintels, repairs to members supporting the tunnel roof, including heat straightening of four girders that were struck by passing equipment). Repairs to the existing deteriorated support columns in the east tunnel emergency exit located at E. 72nd Street. The steel has been found to have high concentrations of lead. Water leak mitigation (installing weep holes and perforated drainage pipes through the block or brick walls, both exterior and interior). Repairs to the several of the vent structures located in the median between northbound and southbound Park Avenue (replacement of portions of the gratings and repairs to the grating supports). Coordinating Engineering issues such as sites and conditions, etc. between various trades .Maintenances of project records and coordinate resolution of field issues with design professionals. Maintain the job schedule tracking daily progress, and produce daily report for onsite activity. Maintenance of project records and the hoist reservation logs, and write extra work descriptions also taking daily job photos of work progress.

MNR Park Avenue Tunnel Emergency Exit Repairs at 59th & 86th Street, New York, Contract 8294; $185K – Senior Inspector

As a Senior Inspector for the Park Ave. Tunnel Emergency Exit Repair, the project consisted of monitoring and inspection of all construction activities, system implementation work which included removal and replacement of existing stair support channels, existing stair stringers, checkered landing plate, replacement of corroded hand and guiderails, stair treads, and finally cleaning and painting existing stair and around repaired areas as well as the stair angles and closure plate. The project also consisted of replacement of seals around street hatches at both the East and West side Emergency Exits at 59th street as well as 86th street Emergency Exits. Also conducted inspection to ensure that all work elements are performed and completed in compliance with the project plans, specifications, codes, permits and other applicable regulations as well as maintenance and organization of current set of plans and specs onsite including all processed and approved shop drawings, technical data & samples. Write, track and log requests for information (RFI) for clarification of plans and distribute final responses, attached sketches and corrections to the plans keeping the onsite current and accurate. Punch-list management: Prepare punch-list for contractors' corrective action and maintain logs of Contractor and Engineering Documents (i.e. shop drawings, testing and inspection reports, plans and specifications and bulletins). Maintain the job schedule tracking daily progress, and produce daily report for onsite activity and also taking daily job photos of work progress.

TBTA Painting of Eye bar chambers; Contract # BW-97/97A; $5 M – Office Engineer/Chief Inspector

As an Office Engineer performed, maintenance and organization of current set of plans and specs onsite including all processed and approved shop drawings, technical data & samples. Generated order-on-contract. Made Schedule for inspection crew for daily activities. Worked on Force accounts and numerous change orders. Check inspector's reports and make progress payments to the contractor. Also maintaining correspondence logs, minutes of meeting logs, shop drawing logs, RFI logs, force account logs and inter linking each log to necessary correspondences. Performed Change Orders as required and prepared and maintained payments.

Nathan Dando | concrete special inspector

Hirani Group

Education
- Dutchess Community College; Credits earned towards degree in Construction Management (1997-2001)

Licenses/Registrations/Certifications
- NACE Level 1

Years Experience: 13

EMPLOYMENT HISTORY

2013 -	Inspector, Hirani Group
2004 - 2011	Owner / Operator, Dando Construction
2009 - 2010	Temporary Assistant, Construction Manager, Tradesource and K+K Carpentry
2002 - 2004	Frame Carpenter, Campillii Contracting
2001 - 2002	Paint Foreman, Westside, Inc.
2000 - 2001	Laborer / Equipment Operator, Metzger Construction
1998 - 2000	Painters Apprentice, Colorworks, Inc.

SUMMARY
Mr. Dando has more than 13 years of experience in all phases of construction inspection and supervision.

RELEVANT PROJECT EXPERIENCE

Brooklyn Bridge, Contract No. 6, NYCDOT – Coatings Inspector
Replacement of failed membrane systems in the roadway and deteriorated closure walls. The existing roadway pavement will be rehabilitated. The old deck will be replaced by lifting and installing precast concrete roadway slabs over the waterproof membrane that is being installed. Historic railings dating to the original construction are being removed, refurbished and replaced. The FDR Drive roadway ramp is being widened from one to two lanes. The entire bridge is being repainted to prevent corrosion.

General Contracting Work, Dando Construction - Owner/Operator
Commercial/Residential Painting, All phases of carpentry, Roofing/Siding.

Tradesource and K+K Carpentry, Temporary Assistant Construction Manager for Toll Brothers @ Van Wyck Glen, Fishkill New York
Coordination of sub-contractors' assignments and inspection of their work, liaison between homeowners and management, punch list work as required.

Campillii Contracting, Frame Carpenter
Framing of custom homes, trim work, roofing/siding, supervising a small crew as required.

WESTSIDE INC. - Paint Foreman
Supervision of crews on Commercial and Residential painting jobs from Albany to Westchester County, New York.

Metzger Construction, Laborer/Equipment Operator
Commercial/Residential Excavation work including some public works projects.

Jean Dupre, PE | concrete special inspector

Hirani Group

Education
- BS, Civil Engineering, State University of Haiti, 1995

Licenses/Registrations/Certifications
- Professional Engineer: NY and CT
- NICET Level III Highway Construction
- NICET Level II Materials Testing (Concrete, Soil and Asphalt)
- Fundamentals of Protective Coatings: C1
- American Concrete Institute (ACI-I)

Years Experience: 16

SUMMARY
Mr. Dupre has more than 16 years of varied experience in transportation, construction and design fields.

RELEVANT PROJECT EXPERIENCE
MNR Harlem River Drive Lift Bridge Rehabilitation, Bronx, NY - Inspector
Construction inspection to ensure that the civil construction related aspects of the project are built in accordance with the contract document and that all specified quality control functions are instituted and carried out. Maintaining an inspection checklist to document all inspections.

Project D261020, Grand Central Parkway (GCP), 94th Street Interchange Improvements Project (Queens County, NY) - Supervising Inspector
This project consists of the rehabilitation of the 94th Street bridge: new superstructure(concrete deck, steel girder & bearings), new substructure(pier , south abutment and wingwall), increase of the span length between the pier and south abutment and widening of the Grand Central Parkway and existing ramp to LaGuardia Airport, steel sheeting with tieback, timber lagging and pile driving. Pavement rehabilitation includes: full and partial depth concrete slab repairs, installation of new permanent concrete barriers in the median of GCP, milling of HMA pavement and resurfacing, new asphalt pavement overlays, retaining wall (T-wall), drainage structures (new catch basin, manhole, reinforced concrete pipe), For bridge deck replacement, we installed a new temporary steel bridge on 94th Street(S/B) to carry the traffic for staged deck reconstruction. Short and long term lane closure for Work Zone Traffic Control (WZTC).

D260717 Nassau Expressway and Interim Nassau Expressway Pavement and Bridge Rehabilitation and Resurfacing (Queens County, NY) - Senior Inspector
This project consisted of the rehabilitation of 6 km of PCC and HMA pavement on Nassau Expwy. and Rockaway Blvd., the rehabilitation of seven bridges, the roadside improvements with HPBO CBGR, new striping and pavement markings, and restoration of 0.8 mile of sidewalk along Rockaway Blvd. for connection to future bike path starting at Brookville Blvd. Pavement rehabilitation included: full and partial depth concrete slab repairs, replacement of existing asphalt concrete pavement with prefabricated concrete slabs, asphalt concrete milling and resurfacing, new asphalt pavement overlays, full and partial depth pavement replacement and concrete pavement diamond grinding. Bridges rehabilitation included: deck replacement including rails and lighting, approach slab reconstruction, structural steel painting and bearings replacement on two(2) bridges, superstructure replacement and piers and abutments repair on three(3) bridges, repair of deteriorated deck, cleaning(SP10) and painting of structural steel on two(2) bridges. For bridge deck replacement, we performed temporary shoring systems (structural lifting operations) for staged deck reconstruction and long term lane closure for Maintenance and Protection of Traffic (MPT).

Jean Dupre, PE | resume continued

MNR, Harlem River Drive Lift Bridge Rehabilitation, Bronx, NY - Inspector
Construction inspection to ensure that the civil construction related aspects of the project are built in accordance with the contract document and that all specified quality control functions are instituted and carried out. Maintaining an inspection checklist to document all inspections.

Project D261020, Grand Central Parkway (GCP), 94th Street Interchange Improvements Project (Queens County, NY) - Supervising Inspector
This project consists of the rehabilitation of the 94th Street bridge: new superstructure(concrete deck, steel girder & bearings), new substructure(pier , south abutment and wingwall), increase of the span length between the pier and south abutment and widening of the Grand Central Parkway and existing ramp to LaGuardia Airport, steel sheeting with tieback, timber lagging and pile driving. Pavement rehabilitation includes: full and partial depth concrete slab repairs, installation of new permanent concrete barriers in the median of GCP, milling of HMA pavement and resurfacing, new asphalt pavement overlays, retaining wall (T-wall), drainage structures (new catch basin, manhole, reinforced concrete pipe), For bridge deck replacement, we installed a new temporary steel bridge on 94th Street(S/B) to carry the traffic for staged deck reconstruction. Short and long term lane closure for Work Zone Traffic Control (WZTC).

D260717 Nassau Expressway and Interim Nassau Expressway Pavement and Bridge Rehabilitation and Resurfacing (Queens County, NY) - Senior Inspector
This project consisted of the rehabilitation of 6 km of PCC and HMA pavement on Nassau Expwy. and Rockaway Blvd., the rehabilitation of seven bridges, the roadside improvements with HPBO CBGR, new striping and pavement markings, and restoration of 0.8 mile of sidewalk along Rockaway Blvd. for connection to future bike path starting at Brookville Blvd. Pavement rehabilitation included: full and partial depth concrete slab repairs, replacement of existing asphalt concrete pavement with prefabricated concrete slabs, asphalt concrete milling and resurfacing, new asphalt pavement overlays, full and partial depth pavement replacement and concrete pavement diamond grinding. Bridges rehabilitation included: deck replacement including rails and lighting, approach slab reconstruction, structural steel painting and bearings replacement on two(2) bridges, superstructure replacement and piers and abutments repair on three(3) bridges, repair of deteriorated deck, cleaning(SP10) and painting of structural steel on two(2) bridges. For bridge deck replacement, we performed temporary shoring systems (structural lifting operations) for staged deck reconstruction and long term lane closure for Maintenance and Protection of Traffic (MPT).

Construction Inspection of Meadowbrook State Parkway ITS, NYSDOT, D015553, Nassau County – Senior Inspector
Installation of eight variable message signs, CCTV, Acoustic Vehicle Detectors, Highway Advisory Radio Transmitters, TRANSMIT Probe Surveillance Readers and Antennas, and a fiber optic cable communications network to interconnect the field equipment with the INFORM control center in Hauppauge. Items of work included, but were not limited to survey and stakeout to locate the placement of the foundation structures for the cameras and detector poles, VMS sign legs and road signs; Control of lane and shoulder closure and detour of traffic as per MPT plans; Excavation to place underground pipes, pull boxes, precast concrete foundations for cabinets and poles; Concrete was also poured on field for the foundations of the trussed span and cantilever sign structures and tests such as slump, temperature, unit weight and air pressure were performed as per ACI requirements; Conduit jacking across ramp and main line of the parkway; Clearing and grubbing to make room for structures; Top soil placement and turf establishment was performed on all shoulders of the parkway; Mow strip asphalt was installed around the concrete base of cabinets and poles.

Mircea Petrescu | concrete special inspector

Hirani Group

Education
- Masters Degree, Structural Engineering

Licenses/Registrations/Certifications
American Concrete Institute (ACI):
- Concrete Field Testing Technician Grade I
- Concrete Construction Special Inspector

National Institute for Certification for Engineering Technologies
- CMT Soil Level II
- CMT Asphalt Level II
- CMT Concrete Level II
- 4-hr User Scaffold Safety Training
- 10-hr OSHA - Occupied Safety & Health Training

Years Experience: 14

EMPLOYMENT HISTORY
2000 - Special Inspector, Municipal Testing Lab, Inc.

RELEVANT PROJECT EXPERIENCE
General Building Construction
BC 1704.10 - Wall Panels, Curtain Walls and Veneers

BC 1704.12 - Ext. Insulation Finish Systems (EIFS)

BC 1704.24 - Chimneys

1 RCNY1026-01 - Photoluminiscent Exit Path Markings

Fire Protection Systems & Fire-Resistant Construction
BC 1704.11 - Sprayed Fire-resistant Materials

BC 1704.25 - Firestop, Draftstop & Fireblock Systems

BC 1704.13 - Emergency Power Systems (Generators)

BC 1704.16 - Fuel-Oil Storage and Fuel-Oil Piping Systems

BC 1704.20 - Site Storm Drainage Disposal / Detention Facilities

Structural Materials & Construction Operations
BC 1704.3.2.4 - Structural Cold-formed Steel

Non-Destructive Testing Technician (all fields)

BC 1704.4 - Concrete - Cast-in-plce & precast

Concrete Batch Plant Technician

Concrete Field Technician (ACI I)

Concrete NDT Technician

BC 1704.7.1/7.2/7.3 - Soils - Fill Placement, In-place Density

Structural Materials & Construction Operations
BC 1704.7.4 - Soils Investigations

BC 1704.8 BC 1808.2.2 - Pile Foundation & Drilled Pier Installation

BC 1704.9 - Pier Foundations

BC 1704.9.4.1 - Underpinning

BC 1704.19 - Structural Safety - Stability & Mechanical Demolition

BC 1707.8 - Seismic Isolation Systems

Rochelle Lancey | concrete special inspector

KSE

Education

- City College School of Architecture, New York, NY (143 Credits)
- Hunter College, New York, NY (transferred 1st year credits to City College)

Professional Certifications

- ACI Concrete Construction Special Inspector
- ICC Structural Masonry Special Inspector
- EIC Path Railway System
- Scaffold Safety
- OSHA 10 Hour Construction Safety

Years Experience: 28

EMPLOYMENT HISTORY

2014 -	Construction Inspector, KS Engineers
2012 - 2014	Inspector, D&B Engineers and Architects
2011 - 2012	Civil Inspector, HAKS engineers and Land Surveyors
2008 - 2010	Senior Inspector, Maitra Associates
1996 - 2007	Construction Project Manager / Resident Engineer, NYCDDC
1986 - 1996	Project Manager / Resident Engineer, New York City Department of General Services / Bureau of Construction (DGS/BOC)

SUMMARY

Ms. Lancey has about 29 years of experience in engineering. Her experience ranges from heavy/highway construction inspection to subdivision/land development construction surveillance and escrow contract monitoring. Project experience includes engineering design, inspection, field surveying, quantity computations, bidding and contract ratification, construction surveillance, construction materials testing, review of subdivision and land development plans, developing specifications of municipal projects for local government clients as well as private clients.

RELEVANT PROJECT EXPERIENCE

Port Authority of New York & New Jersey (PANYNJ), WTC Towers 1, 3 & 4 (for Maitra Associates Inc, Somerset, NJ) - Senior Inspector. From Jan 2, 2008 to March 31, 2008, she was assigned to WTC Tower 1:

Foundation, footings and concrete columns were being completed, and the work in basement levels Zone B, B3, and elevator core had begun. Observed the excavation into rock, rebar and concrete installation of footings, foundations and slurry liner wall. Discussed current issues with the contractors, consulting engineers MRCE and Cantor, and PA surveyors, and prepared a Daily Narrative for the PA records reporting the progress of the work with reference to contract drawings and specifications. Ms. Lancey also attended pre-construction meetings for Tower 3 and general WTC coordination meetings. I reviewed and made comments on submittals, and payments as requested.

From April 1, 2008 to Dec 2008, assigned to WTC Towers 3, 4, 7

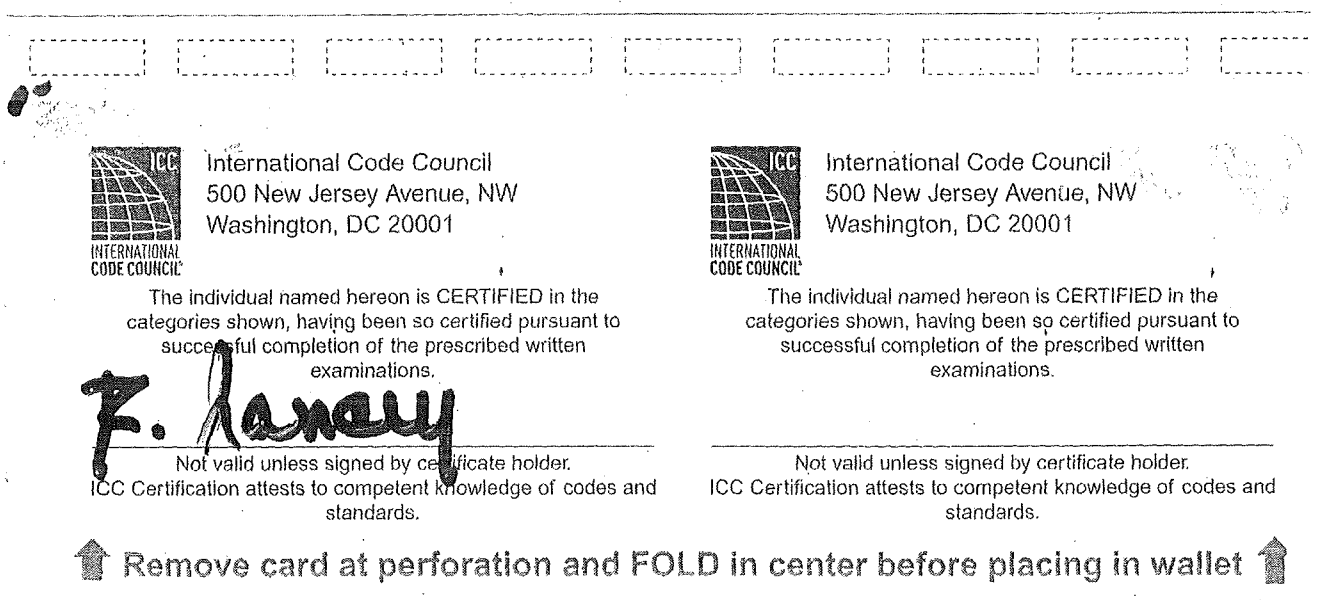
In the field, the contract for the construction was just commencing on Towers 3 & 4. She observed and reported on blasting operations, excavation to grade, and subsequent concrete and rebar installations for footings, slabs and shear walls. She also monitored rock anchor and caisson drilling, installation and testing. She represented the RE on incidents of an environmental nature, such as fuel spills, and coordinated with PA staff to improve site safety. At Tower 7, the office was performing final sign-off for Certificate of Occupancy for mechanical and electrical installations. Ms. Lancey participated in routine progress inspections, and punch list walk-through of completed

Rochelle Lancey | resume continued

work. In the office, continued duties in reviewing of shop drawings, including crane and stair towers, as directed. Also reviewed Tishman's daily reports for accuracy. Participated in meetings prior to and during blasting operations. From 12/09 to 5/10-Inspector on WTC Tower 1 under the direction of Port Authority RE Christopher Hart. Field duties included observation and reporting on contract work. Initially, reported on civil, mechanical and electrical progress. As staff increased, she concentrated on the civil work. Daily Reports included details of concrete installations for the core and slabs, masonry walls, and steel structure. Worked in cooperation with PA Materials inspectors, PA Safety personnel, Cantor Structural Engineers, Tishman, and various contractors on behalf of the RE. Prepared a daily report on Safety Observations, which was forwarded to Tishman and Hart. Coordinated inspection of architectural finishes with Tishman, prepared punch list and sign-off. This included exposed concrete wall finishes, curtain wall, woodwork, and flooring.

New York City Department of Design & Construction (NYCDDC) – Construction Project Manager/ Resident Engineer.
Project Manager for government projects in a variety of settings, including: firehouses, police and fire facilities, schools and community centers. Manage projects and budgets ranging from $1-15M. Review design documents, shop drawings and specifications for accuracy and completion. Coordinate all work performed by Agency and Consultant architects, engineers, surveyors, and testing services.

A few of her projects included NYPD Property Clerk Storehouse-Interior and exterior restoration, auxiliary power, lighting and security system; NYPD CRS-Rooftop parking replacement, skylights; Maspeth Town Hall-Historic interior and exterior restoration, windows, underground drainage, landscaping and playgrounds, new electric service, lighting, HVAC, sprinkler and security system; Montessori Learning Center-New roof and rooftop playground, interior upgrade and HVAC; and Kingsbay Senior Center-New kitchen, new electric service and lighting, interior upgrade, HVAC.



International Code Council
500 New Jersey Avenue, NW
Washington, DC 20001

The individual named hereon is CERTIFIED in the categories shown, having been so certified pursuant to successful completion of the prescribed written examinations.

Not valid unless signed by certificate holder.
ICC Certification attests to competent knowledge of codes and standards.

International Code Council
500 New Jersey Avenue, NW
Washington, DC 20001

The individual named hereon is CERTIFIED in the categories shown, having been so certified pursuant to successful completion of the prescribed written examinations.

Not valid unless signed by certificate holder.
ICC Certification attests to competent knowledge of codes and standards.

Remove card at perforation and FOLD in center before placing in wallet

Zory Deresh | concrete special inspector

Education

- MS/Civil/Structural Engineering, Polytechnic Institute, Tbilisi, Republic of Georgia

KSE

Professional Registrations

- ACI Concrete Construction Special Inspector Certification.
- Concrete Field Testing. ACI certification. City University, NY
- Ultrasonic Inspection. Level 1,2, Krautkramer Branson Inc., Hamden, CT
- Structural Steel Design Connection. Association of Engineers, NY
- Energy Code Compliance. The Cooper Union
- 10 Hours OSHA
- NYC DOB Scaffold User Certificate

Years Experience: 30

EMPLOYMENT HISTORY

2014 -	Construction Inspector, KS Engineers
2012 - 2014	Construction Special Inspector, Tectonic Engineering & Surveying Consultants
1981 - 2012	Senior Civil-Structural Construction Inspection Engineer, Long Island Materials Testing Lab

SUMMARY

Mr. Deresh has more than 30 years of experience in civil and structural engineering, as well as construction inspection and management/oversight. His representative project experience includes:

RELEVANT PROJECT EXPERIENCE

Tectonic Engineering & Surveying Consultants - Construction Special Inspector. Responsible for comprehensive site inspection, including reinforcing steel, fire stopping, fire resistance rated construction and fireproofing.

Long Island Materials Testing Lab, College Point, NY - Senior Civil-Structural Construction Inspection Engineer. Duties included identification of structural integrity problems in buildings under construction, and working with blueprints and specifications. Responsible for comprehensive site inspection, including reinforcing steel, fire stopping, fireproofing, welding, high strength bolts, decking, roofing, masonry, ultrasonic testing of welding, structural steel fabrication, and inspecting concrete at the batch plant and in the field. Performed follow-up audits of corrective actions. Prepared engineering inspection and weekly progress reports. Experienced in inspection of federal, state, city, and commercial projects. Gained extensive knowledge of construction codes and regulations.

City Construction Corporation, Tbilisi, Republic of Georgia - Civil Construction Engineer-Superintendent. Specialized in residential and commercial construction: apartment and office buildings, schools, hospitals, and industrial plants. Managed all phases of construction from excavation to commissioning of the building. Scheduled and coordinated work with subcontractors. Responsible for the quality and completion of work according to the time schedule.

TD Construction Corp., Tbilisi, Republic of Georgia - Assistant Superintendent. Responsibilities included repair and reconstruction of industrial and civil buildings, and supervision of excavations for building foundations. Estimated materials and labor costs. Controlled and enforced compliance with safety regulations.

Zory Deresh | resume continued

American Concrete Institute
Always advancing

Home > Certification > Verify A Certification

SEARCH RESULTS

Name: Deresh

Your search returned 2 records

Deresh, Zory
ACI CONCRETE FIELD TESTING TECHNICIAN - GRADE I
Expires: August 4, 2017
Brooklyn, NY 11235-7926 United States

Deresh, Zory
ACI CONCRETE CONSTRUCTION SPECIAL INSPECTOR
Expires: July 27, 2018
Brooklyn, NY 11235-7926 United States

CONTRACTORS

ACI offers numerous certifications, training programs, workbooks, web sessions, and technical resources specifically designed for concrete contractors.

EXPLORE »

ENGINEERS

From membership to continuing education to some of the industry's most-used publications, ACI has resources for engineers around the world.

EXPLORE »

ACI Home
Contact us
News
Career Center

Browse by Industry Role...

Engineers
Educators & Researchers
Contractors
Students

Tools

TOP

Nicholas Bailey | concrete special inspector

Hirani Group

Licenses/Registrations/Certifications

- **American Concrete Institute (ACI)**
- **Concrete Construction Special Inspector**
- Concrete Field Testing Technician Grade I
- International Code Council (ICC):
- Spray-Applied Fireproofing Special Inspector
- Structural Masonry Special Inspector
- 10 Hour OSHA
- MTA Track Safety Trained – 09/19/13
- Wagner Rapid RH Moisture and Relative Humidity Testing

Years Experience: 9

EMPLOYMENT HISTORY

2007 -	Special Inspector, Municipal Testing Lab, Inc.
2005 - 2007	Quality Control Inspector, CTI Consultants, Inc.

RELEVANT PROJECT EXPERIENCE

General Building Construction

BC 1704.10 - Wall Panels, Curtain Walls and Veneers

BC 1704.12 - Ext. Insulation Finish Systems (EIFS)

1 RCNY 1026-01 - Photoluminiscent Exit Path Markings

Fire Protection Systems & Fire-Resistant Construction

BC 1704.11 - Sprayed Fire-Resistant Materials

BC 1704.25 - Firestop, Draftstop & Fireblock Systems

BC 1704.13 - Emergency Power Systems (Generators)

Structural Materials & Construction Operations

Non-Destructive Testing Technician (all fields)

BC 1704.4 - Concrete - Cast-in-place and precast

Concrete Batch Plant Technician

Concrete Field Technician (ACI I)

Concrete NDT Technician

BC 1704.5 - Masonry

William Casteneda | concrete special inspector

Hirani Group

Licenses/Registrations/Certifications

American Concrete Institute (ACI):

- Concrete Field Testing Technician Grade I
- Concrete Construction Special Inspector

International Code Council (ICC):

- Structural Masonry Special Inspector, Issued: 12/29/09
- 4-Hour User Scaffold Safety Training
- 10 Hour OSHA - Occupational Safety & Health Training

Years Experience: 9

EMPLOYMENT HISTORY

2010 -	Special Inspector, Municipal Testing Lab, Inc.
2005 - 2007	Inspector, Tectonic Engineering
2005 - 2007	Inspector, Citywide Testing

RELEVANT PROJECT EXPERIENCE

General Building Construction

Wall Panels, Curtain Walls and Veneers

Ext. Insulation Finish Systems (EIFS)

Photoluminiscent Exit Path Markings

Fire Protection Systems & Fire-Resistant Construction

Firestop, Draftstop & Fireblock Systems

Emergency Power Systems (Generators)

Structural Materials & Construction Operations

Non-Destructive Testing Technician (all fields)

Concrete Batch Plant Technician

Concrete Field Technician (ACI I)

Concrete NDT Technician

Masonry

Nikhil Chintanippu | concrete special inspector

Hirani Group

Education
- Masters in Civil Engineering, CCNY, 2009
- BS, Civil Engineering, NIT, Silchar, India, 2005

Licenses/Registrations/Certifications
American Concrete Institute (ACI):
- Concrete Field Testing Technician Grade I
- Concrete Construction Special Inspector

International Code Council (ICC):
- Structural Masonry Special Inspector, Issued: 12/29/09
- 4-Hour User Scaffold Safety Training
- 10 Hour OSHA - Occupational Safety & Health Training

Years Experience: 9

EMPLOYMENT HISTORY
2008 - Special Inspector, Municipal Testing Lab, Inc.
2005 - 2007 Concrete Inspector, ITD Cementation India Limited

RELEVANT PROJECT EXPERIENCE
General Building Construction

BC 1704.10 - Wall Panels, Curtain Walls and Veneers

BC 1704.12 - Ext. Insulation Finish Systems (EIFS)

BC 1704.24 - Chimneys

1 RCNY1026-01 - Photoluminiscent Exit Path Markings

Fire Protection Systems & Fire-Resistant Construction

BC 1704.25 - Firestop, Draftstop & Fireblock Systems

Structural Materials & Construction Operations

Non-Destructive Testing Technician (all fields)

BC 1704.4 - Concrete - Cast-in-place & Precast

Concrete Field Technician (ACI I)

Concrete NDT Technician

BC 1704.4 - Prestressed Concrete

BC 1704.6 - Wood Construction

BC 1704.7.4 - Soils Investigations

BC 1704.8 BC 1808.2.2 - Pile Foundations & Drilled Pier Installations

Olusola "Shola" Olatunbosum | concrete special inspector

Hirani Group

Education
- Bachelor of Science, Civil Engineering

Licenses/Registrations/Certifications
American Concrete Institute (ACI):
- Concrete Field Testing Technician Grade I
- Concrete Construction Special Inspector

National Institute for Certification for Enginering Technologies
- CMT Soil Level II
- CMT Asphalt Level II
- CMT Concrete Level II
- 4-hr User Scaffold Safety Training
- 10-hr OSHA - Occupational Safety and Health Training

Years Experience: 13

EMPLOYMENT HISTORY
2001 - Special Inspector, Municipal Testing Lab, Inc.

RELEVANT PROJECT EXPERIENCE
General Building Construction

Wall Panels, Curtain Walls and Veneers

Ext. Insulation Finish Systems (EIFS)

Photoluminiscent Exit Path Markings

Fire Protection Systems & Fire-Resistant Construction

Firestop, Draftstop & Fireblock Systems

Emergency Power Systems (Generators)

Structural Materials & Construction Operations

Non-Destructive Testing Technician (all fields)

Concrete - Cast-in-plce & precast

Concrete Batch Plant Technician

Concrete Field Technician (ACI I)

Concrete NDT Technician

Mark Pantke | concrete special inspector

Hirani Group

Education
- Bachelor of Science, Meteorology

Licenses/Registrations/Certifications
American Concrete Institute (ACI):
- Concrete Field Testing Technician Grade I
- Concrete Construction Special Inspector
- Conctrete Lab Testing Tech Grade I and II
- Aggregate Field Testing Technician
- Aggregate Lab Testing Technician
- MTA Track Safety Trained

Years Experience: 13

EMPLOYMENT HISTORY
2009 - Special Inspector, Municipal Testing Lab, Inc.
2001 - 2008 Lab Manager, Atlantic Testing Lab

RELEVANT PROJECT EXPERIENCE
General Building Construction
BC 1704.10 - Wall Panels, Curtain Walls and Veneers
BC 1704.12 - Ext. Insulation Finish Systems (EIFS)
1 RCNY1026-01 - Photoluminiscent Exit Path Markings

Fire Protection Systems & Fire-Resistant Construction
BC 1704.25 - Firestop, Draftstop & Fireblock Systems
BC 1704.13 - Emergency Power Systems (Generators)

Structural Materials & Construction Operations
Non-Destructive Testing Technician (all fields)
Concrete Batch Plant Technician
Concrete Field Technician (ACI I)
Concrete NDT Technician
BC 1704.7.1/7.2/7.3 - Soils - Fill Placement, In-place Density
BC 1704.7.4 - Soils Investigations

Kwesi Amegah, PE, PhD | concrete special inspector

Education

- BS / Civil/Structural Engineering, University of Michigan College of Engineering

KSE

Certificates/Training/Licenses

- Bridge Inspection course; New York State Department of Transportation (NYSDOT)
- Concrete Field Testing Training course; New York City Department of Design and Construction (NYCDDC)
- OSHA Construction Safety Awareness course
- ACI Field Testing Technician-Grade I – Expires 8/20/14
- ACI Concrete Construction Special Inspector (CCSI) – Expires 3/11/15
- AASHTO Trns-port, Transportation Software - Site Manager Inspection Class – Construction (NYSDOT) 8/24/10

Years Experience: 29

EMPLOYMENT HISTORY

2014 -	Senior Civil Construction Inspector/Engineer
2012 - 2014	Senior Inspector, Gandhi Engineering, Inc.
2011 - 2011	Senior Inspector, Gandhi Engineering
2010 - 2010	Senior Inspector, Entech Engineering
2009 - 2010	Senior Inspector, KS Engineers
2006 - 2008	Senior Inspector, Munoz Engineering
2004 - 2006	Senior Inspector, STV, Inc.
2003 - 2004	Structural Engineer, Desimone Consulting Engineers
2001 - 2002	Senior Inspector, HAKS Engineers
1999 - 2000	Inspector, Massand Engineering
1988 - 1999	Assistant Civil Engineer, New York City Department of Buildings
1987 - 1988	Assistant Civil Engineer, New York City Department of Transportation
1985 - 1987	Assistant Team Leader, New York City Department of Transportation

SUMMARY

Mr. Amegah has more than 20 years of multifaceted experience encompassing inspection, civil and structural engineering as a Civil Engineer. His experience in construction inspection and bridge inspections including completion of various in-depth inspection programs in the New York metropolitan area. He also has experience in civil design including roadway replacements involving drainage, sewers, utilities, curbs and sidewalks. In addition, his structural experience includes the removal, replacement and reinforcement of steel and concrete bridge elements.

RELEVANT PROJECT EXPERIENCE

PANY&NJ, Construction Management Services, NY Marine Terminal, Howland Hook & Teterboro Airport, PIDS – Senior Inspector responsible for building demolition at Howland Hook, Staten Island contractor oversight as part of work at NYMT. Mr. Amegah is participating in the testing phase and inspection of the perimeter intrusion detection system, fencing sensors and radar system both day and night at PANYNJ Airport. Also supervised the assembly of large erosion mats made of concrete sections encased in geotextile material being fabricated in Bayonne for future relocation and installation.

NYSDOT, Route I-495 Mill & Fill Exit 57 to 64, Towns of Brookhaven & Islip & Village of Islandia, Long Island, NY – Senior Inspector providing inspection and other related services for 19.9 million dollar project involving grinding existing asphaltic concrete wearing concourse and repaving.

Kwesi Amegah, PE, PhD | resume continued

NYCDDC, REI Services for HWCR08B, Citywide Milling Project Involving Grinding Existing Asphaltic Concrete Wearing Course, Manhattan and the Bronx - Inspector responsible for this $7 million project, providing inspection and other related services for projects involving grinding existing asphaltic concrete wearing concourse at various locations on an as-needed basis. Some issues that involve inspection services include site maintenance and safety, protect tree from construction debris, milling two inches of existing asphalt, smaller milling machine was used to grind asphalt in hard to reach places such as around catch basin or corner of a curb and a sweeper was used behind milling machine to clean up the debris. Tasks include all services necessary and required for the inspection, management and administration of this project, for the required construction work to be properly executed, completed on time and conforms to the plans, specifications and requirements of the construction contract.

NYCDDC, (HW2CR08B), Grinding and Milling of Various Streets in the Borough of Manhattan, NY- Senior Inspector responsibilities included inspection of milling of roadway pavement resurfacing in the borough of Manhattan for NYCDDC. Responsible for managing inspection staff, reviewing and approving field changes, resolving any construction problems, claims and disputes, supervision of contractor's work, processing of contractor's monthly payments, coordinated with the various community boards, NYCDDC and other related agencies.

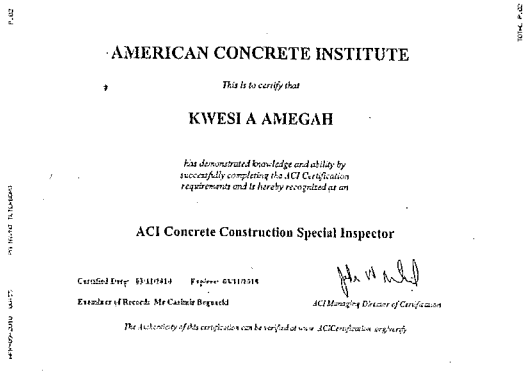
Munoz Engineering, New York, NY- Senior Inspector with current responsibilities including inspection of roadway pavement resurfacing in the borough of Manhattan for NYCDDC Previous assignments included inspection of structural retrofit of Verrazano Narrows Bridge and inspection of Port Authority of NY/NJ Newark Airport Parking Garage C for baseline Facility Condition Survey Report.

Connecticut DOT, I-84 Widening - Senior Inspector provided inspection services for the widening of Interstate 84 between Waterbury and Cheshire, CT. Responsible for inspection of reinforced concrete pipes and the inspection of modifications made to existing interstate bridges. Also responsible for the investigation of catch basins.

NYCDDC, Richmond Road REI - Senior Inspector provided field inspection and preparation of daily reports for the installation of sewers, water main, and roadway replacement for this roadway in Staten Island, NY. The scope of work included the installation of a new 72-inch trunk main in Richmond Road between Narrows Road and Duzer Street and in Vanderbilt Avenue between Van Duzer Street and Tompkins Avenue. A new 60-inch water main was also installed in Swan Street between Van Duzer Street and Bay Street.

Desimone Consulting Engineers - Structural Engineer provided steel and reinforced concrete design and structural inspection services for high rise buildings including the NYU Cancer Institute, 160 E. 34th Street, New York, NY and the Estates of Kew Gardens Hills, 75-25 153rd Street, Queens, NY

NYCDDC, Capital Reconstruction Projects - Senior Inspector responsible for NYCDDC capital reconstruction projects, including replacement of major roadways in Brooklyn and Queens and associated drainage, sewer, utilities, curbs, and sidewalks.



AMERICAN CONCRETE INSTITUTE

This is to certify that

KWESI A AMEGAH

has demonstrated knowledge and ability by successfully completing the ACI Certification requirements and is hereby recognized as an

ACI Concrete Construction Special Inspector

Certified Date: 03/10/2010 Expires: 03/31/2018

Examiner of Record: Mr Cashair Brignoli

ACI Managing Director of Certification

The Authenticity of this certification can be verified at www.ACICertification.org/verify

Jeanne Brady | concrete special inspector

KSE

Certificates/Training/Licenses

- N.I.C.E.T. III Certification 90903
- ACI, Concrete Construction Special Inspector #[redacted]
- ACI, Concrete Laboratory Testing Technician- Grade I
- ACI, Concrete Field Testing Technician- Grade I

Years Experience: 19

EMPLOYMENT HISTORY

2014 -	Senior Inspector, KS Engineers
2007 - 2014	Concrete Technologist/Services Supervisor, URS Corporation
2006 - 2007	Engineering Technician, Level III, Dvirka and Bartilucci
2002 - 2004	Engineering Technician, Level III, Vollmer Associates LLP
2001 - 2002	Engineering Technician, Level III, Dolph Rotfeld Engineering, P.C.
2001	Engineering Technician, Level III, Vollmer Associates
1999 - 2001	Engineering Technician, Level II, Urbitran
1997 - 1999	Engineering Technician, Level II, Gannett Fleming
1995 - 1997	Engineering Technician, Level II, Clough, Harbour & Associates
1994 - 1995	Technician Trainee, Urbitran Engineering

RELEVANT PROJECT EXPERIENCE

URS Corporation, Paramus, N.J. - NYCDEP Concrete Quality Assurance Program, New York, NY - Concrete Technologist/Services Supervisor for Inspection of various concrete batch plants and laboratories, Universal Labs, Tectonics Consultants, Futuretech and Fairways. Responsibilities include monitoring of trial batching procedures for newly designed concrete mixes; verifying compliance of plants and laboratories, as per specifications; recording laboratory test results and readings (concrete cylinder breaks, slump tests, air content, unit weights, etc.); Overseeing field testing and performing audits as requested. Training and supervising Assistant Concrete Technologists in Service related inspections and audits.

Dvirka and Bartilucci, Wood Bury, NY - Engineering Technician, Level III. This consulting engineering firm was responsible for overseeing the interim stability improvements at the Gilboa Dam, Schoharie County. Site Inspector responsible for quality assurance personnel in charge of overseeing the contractor's quality control for the installation of post-tensioned rock anchors. Duties include record keeping of daily construction activities, including installation of pre-production anchors, environmental controls, safety measures, drilling of anchor holes, grouting of anchor holes, and installation of post-tensioned rock anchors.

Garden State Parkway, Bridge Repairs North (for Vollmer Associates LLP), New York, NY - Engineering Technician, Level III. Worked directly with and responsible for 5(+) person crew. Worked on repairs to 16 bridges along a 15-mile span of the Garden State Parkway. Activities included: substructure concrete repair, concrete deck repair, and temporary support of stringers, asphalt milling and paving, installation of guide rail, and maintenance and protection of traffic.

Village of Port Chester, Waterfront Redevelopment (for Dolph Rotfeld Engineering, P.C., Tarrytown, New York) - Engineering Technician, Level III. Worked directly with and responsible for 9(+) person crew. Worked on widening and redevelopment of U.S. Route 1. Activities included: excavation, traffic signals, street lighting, concrete and granite curbs, sidewalks, asphalt overlay and maintenance and protection of traffic.

Jeanne Brady | resume continued

Reconstruction of I-287, Stage 2A (for Vollmer Associates LLP, New York, NY) - Engineering Technician, Level III. Worked directly with and responsible for 5(+) person crew. Worked on widening of I-287 and replacement of 3 bridges. Activities included: installation of drainage, installation of guide rail, milling and placement of asphalt, survey of final grades and creation of as-built drawings.

Reconstruction of the Palisades Interstate Parkway (for Urbitran, New York, NY) - Engineering Technician, Level II. Worked directly with and responsible for 7(+) person crew. Worked on widening and reconstruction of the Palisades Interstate Parkway. Activities included: placement of inlets and drainage pipes, excavation, embankment, grading, silt fence, and maintenance and protection of traffic.

Reconstruction of I-287 over the Saw Mill River Parkway (for Gannett Fleming, New York, NY) - Engineering Technician, Level II. Worked directly with and responsible for 5(+) person crew. Worked on replacement of an existing bridge structure with a structure composed of steel tub girders and pre-cast piers and decks. Activities included: asbestos removal, drainage, excavation, embankment, pile driving, post tensioning and grouting of pier and deck segments, and conducted slump and air tests on concrete.

Reconstruction of Route 17, Ramapo, NY (for Clough, Harbour & Associates LLP, Albany, NY) - Engineering Technician, Level II. Activities included: excavation, embankment, clearing and grubbing, landscape, guide rail, survey and H-piles.

Reconstruction of Routes 6 and 17 in the Town of Woodbury, NY (for Urbitran, New York, NY) - Engineering Technician Trainee. Worked as a trainee during construction of Route 6 extension. Activities included: excavation, embankment, survey, draining and MP&T.

Ahmed Husain Zubair | coatings inspector

Education

- BS/Civil Engineering, Drexel University, 1997

Professional Registrations

- OSHA 30 HOURS SAFETY COURSE/ 2005 and 2009
- OSHA 500 Trainer Course 2009
- Lead Awareness Course at NYSDOT Region 11
- SSPC C-3 COURSE FOR LEAD REMOVAL SUPERVISOR/ 2008
- National Association of Corrosion Engineers, International
- NACE Certified Coatings Inspector (Certification #[redacted]) /VALID UPTO 2013
- NACE Marine Coating Inspection
- NACE Basic Corrosion
- NYC DOT Approved Courses
- OSHA Lead Awareness Course
- NYC DOT Supervisor's Course for Bridges
- NYC Department of Building Approved Courses
- 40 HR Site Safety Managers Course for NYC Department of Buildings
- Suspended Scaffold Safety Challenge Examination approved by NYC Dept of Buildings
- REINFORCED STEEL & CONCRETE INSPECTION Certificate
- QUALITY ASSURANCE/ QUALITY CONTROL MASTER WORKSHOP Attendance Certificate
- LEAD AWARENESS TRAINING Certificate (# 2004-233)
- RESPIRATOR TRAINING AND FIT TEST (#2004-253)
- CERTIFICATE OF FITNESS TO OPERATE COMPRESSORS

Years Experience: 15

EMPLOYMENT HISTORY

2013 -	Senior Construction Inspector/Engineer, KS Engineers
2006 - 2009	Chief Inspector, Entech Engineering
2005 - 2006	Chief Inspector, KS Engineers
2004 - 2005	Quality Engineer, M.A. Angeliades
2000 - 2002	Office Engineer/Chief Inspector, Massans Eng & Urbitran

SUMMARY

Mr. Zubair has more than 15 years of experience in construction inspection. His experience covers both highway and bridge work, including bridge structural painting and paint removal; scheduling; cost estimation; processing change orders; sanitary sewer and water main installation; air monitoring; maintenance and protection of traffic; surveying monuments; excavation; sub-base concrete and asphalt pavement; erection of electric poles; sidewalk installation; etc. He is proficient in the following programs/systems: SureTrak, Primavera, AutoCAD 2002, MURK, ASTM standards, ACI codes, and AASHTO Specifications for Highway Bridges.

RELEVANT PROJECT EXPERIENCE

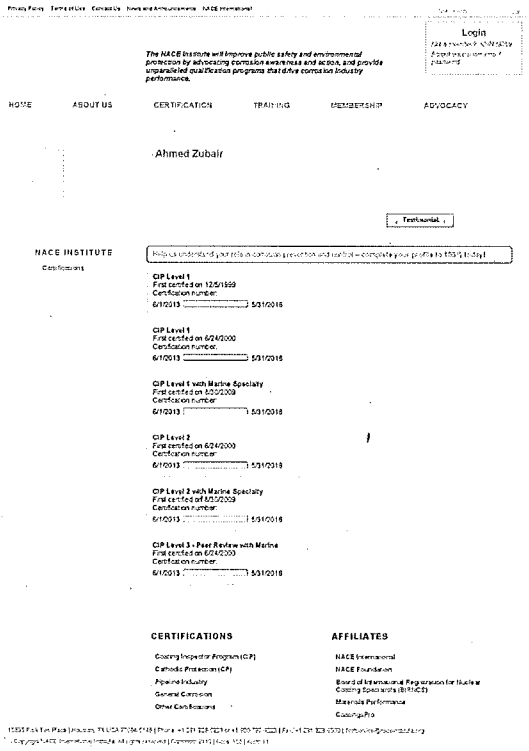
DRJTBC, Upper Black Eddy-Milford Toll-Supported Bridge, Contract No. TS-444A, Milford, PA - Painting and structural inspector for the rehabilitation of the Upper Black Eddy - Milford Toll-Supported Bridge, a three (3) span Warren truss structure with a total length of approximately 700 feet between abutment backwalls. Work included: replacement of entire existing floor system, including 3 1/2" thick concrete filled inverted T-beam deck, steel stringers, steel floorbeams, associated deck joints, and lower chord lateral cross-bracings with new galvanized structural steel members; replacement of the entire length of existing steel plate

Ahmed Husain Zubair | resume continued

sidewalk with a new sidewalk while maintaining the existing sidewalk cantilever brackets; installation of new sidewalk support stringers and tension ties; identify areas of steel sectional loss and check for damage and loose rivets and approve locations for rivet replacements; replacement of existing truss fixed and expansion bearings in all spans; cleaning and painting of all structural steel utilizing a Class 1 A Containment System and surface prep std of SSPC SP-10 level of abrasive blast cleaning of steel and application of a three coat zinc system; replacement of entire existing lighting system and CCTV with system; replacement of entire existing pedestrian railing with a new decorative pedestrian railing and replacement of abutment backwalls; repair of deteriorated areas of concrete and stone masonry at all abutments and piers; removal and replacement of existing near and far approach curbs and sidewalks in the immediate vicinity of the bridge; milling and overlaying of both approach roadways; cleaning of existing inlets and pipes; installing traffic stripes within the project limits, and installing new traffic control signs. All construction work performed under a full-time detour.

DRPA, Construction Monitoring Services for the Walt Whitman Bridge Steel Painting, NJ & PA - Construction Inspector/Bridge Painting Inspector responsible for the inspection of surface preparation for the coating of steel members that included removal of existing lead-based paint and application of new high-performance coating system to the Philadelphia deck-truss spans, the Philadelphia twin-girder simple spans, and the 2 lower-layer interior cells of the Philadelphia Tower and the Gloucester Tower. The project also included maintenance painting of the Philadelphia girder spans and the approach overpass bridge structures in New Jersey and Pennsylvania. Work included application of 3 coats of paint for the steel members, using Class 1A containment for abrasive blasting. Primer, intermediate, and final coat were applied and reports were prepared for placement in contract document files.

NYSDOT Region 11, Nassau Expressway & Interim Nassau Expressway Pavement Rehabilitation & Resurfacing (Including painting of 7 bridges) - Chief Inspector responsible for providing civil engineering expertise to the whole construction project of rehabilitation of 7 bridges and ramps. Responsibilities included protecting client's interest through quality control and mitigation of schedule problems relating to completion deadlines. Monitor CPM schedule and progress of work as per schedule deadlines. Check RFIs, evaluate RFIs feasibility and coordinate with field inspectors and design consultant and contractor. Widening of highway ramps. Installation of new sub base and concrete pavements. Shoring and replacement of bridge decks. Replacement of bridge bearing. Operations involve shoring and hydraulic jacking of bridges. Installation of Calcium Patch to replace deteriorated concrete on approach slabs at abutment locations. Review shop drawings, perform site inspection, ensure all construction proceeds in accordance to contract specifications and approved shop drawings. Oversee MPT setup and sign installations. Check installation of vehicle arresting barrier net. Coordinate and liaise with different City and State agencies to mitigate upcoming problems and conflicts. CALL INFORM traffic communication about all lane closures and openings. Review and sign off Daily Work Records of Construction Inspectors daily reports.


Login

The NACE Institute will improve public safety and environmental protection by advocating corrosion awareness and action, and provide unparalleled qualification programs that drive corrosion industry performance.

HOME ABOUT US CERTIFICATION TRAINING MEMBERSHIP ADVOCACY

Ahmed Zubair

NACE INSTITUTE Certifications

CIP Level 1
First certified on 12/5/1999
Certification number:
6/1/2013 5/31/2018

CIP Level 1
First certified on 6/24/2000
Certification number:
6/1/2013 5/31/2018

CIP Level 1 with Marine Specialty
First certified on 5/30/2008
Certification number:
6/1/2013 5/31/2018

CIP Level 2
First certified on 6/24/2000
Certification number:
6/1/2013 5/31/2018

CIP Level 2 with Marine Specialty
First certified on 5/30/2008
Certification number:
6/1/2013 5/31/2018

CIP Level 3 - Peer Review with Marine
First certified on 6/24/2000
Certification number:
6/1/2013 5/31/2018

CERTIFICATIONS
Coating Inspector Program (CIP)
Cathodic Protection (CP)
Pipeline Industry
General Corrosion
Other Certifications

AFFILIATES
NACE International
NACE Foundation
Materials Performance
CoatingsPro

Syed Imran Ali | mechanical inspector

KSE

Education
- BS/Mechanical Engineering, University of Taxila, Pakistan, 1985
- BS/Physics with Math Major, Gordon College, Pakistan, 1980

Professional Registrations/Certifications
- NACE CIP Level 1
- NACE CIP Level 2
- Traffic Control and Safety Seminar, NJDOT, 2001
- Work Zone Safety Awareness CAIT Rutgers, 2010
- ACI Certification
- OSHA 10 hour's course attendance
- Track Safety Certification MTA NYC
- Installation, Operation, and Maintenance of Nuovo Pignone Gas Turbine PGT10/Centrifugal Compressors, Florence, Italy

Skills
- AutoCAD 2006, Primavera SureTrak, MS Project, MS Office, Arc GIS 3.2, ProQuote, Borland Visual Data Base, NT 4.0 & Windows 2000 OS

Years Experience: 29

EMPLOYMENT HISTORY

2013 -	Construction Inspector, KS Engineers
2009 - 2010	Construction Inspector, KS Engineers
2008 - 2009	Construction Inspector, KS Engineers
2010 - 2012	Senior Inspector, GPI
2006 - 2007	Construction Inspector, GPI
1995 - 1999	Project Supervisor, Ram Construction; Paradise construction; East Coast Construction & Design; Royal America, Inc.
1985 - 1995	Senior Engineer, Dakhni Petrochemical

RELEVANT PROJECT EXPERIENCE

NJTA, Professional Construction Services for Driscoll Bridge Repainting and Miscellaneous Improvements, NJ and PA - NACE Inspector for this project that included: existing lead paint removal utilizing class 1A containment systems; steel surface preparation; painting structural steel; performing of tests to confirm compliance with the contract specifications; miscellaneous improvements to the structure.

NJDOT, FHWA Maintenance Bridge Painting Contract 2010-3, Routes 35 and 37, NJ - Inspector on this project that included: existing lead paint removal utilizing class 1A containment systems; steel surface preparation; painting structural steel; performing of tests to confirm compliance with the contract specifications; maintenance and protection of traffic controls.

REI Services in connection with the Reconstruction of Manhattan Bridge (Contract #14), Rehabilitation of Cables & Suspenders, Boroughs of Manhattan and Brooklyn - This is a multimillion dollar project involving rehabilitation of main components of the Manhattan bridge, job responsibilities include preload verification of suspenders, removal of old suspender, installation of new suspender box and a new suspender as per approved design and procedures. The suspender loaded as per guideline of Weidlinger Associates. The job responsibilities also include removal of faying surfaces continuity and bearing plates and

Syed Imran Ali | resume continued

installation of the same, inspection of surface preparation Anchor profile, WFT, DFT and recording of ambient. Installation of work platform on Main cables TA platform and underdeck platform as per approved drawings and procedures. Services to be performed include detailed inspection and on-site field tests of all materials and items of work as is customary; field measurement and collection of data necessary to submit monthly and final estimates and progress reports; preparation of record plans showing all changes from the contract plans. A diary describing the progress of the work, specific problems encountered and all other pertinent information relative to the execution of the contract, and all records, shall be kept in accordance with the Manual for Uniform Record Keeping (MURK).

NJDOT, CI Services for Median Crossover Crash Protection Contract No. 11, Livingston and Morris Townships, NJ - Inspector responsible for the installation of double sided Guide Rail in the median of sections of Rt. 280, 287 and 124. Work included installation of double sided Guide rail, site clearing, installation of non-vegetative fabric and asphalt, bridge parapet modifications, Guide Rail end treatments, topsoil and seeding and maintenance and protection of traffic.

NJ Transit – Construction Inspection Services for Construction of the Tonnelle Avenue Underpass, a part of the Trans-Hudson Express (THE) Tunnel Project" - Inspector, responsible for construction inspection of a railroad underpass at Tonnelle Avenue in North Bergen. The underpass will be adjacent to where the $8.7 billion project goes underground, allowing the two new rail tracks to begin their descent under Palisades Mountain. In addition to the Tonnelle Avenue underpass, the contract calls for relocation of utilities and construction of a new railroad embankment immediately west of Tonnelle Avenue. Tonnelle Avenue's four traffic lanes will remain open during construction, except for some night-time periods when traffic volumes are low. The underpass project was expected to be completed in 2012.

NYS Thruway Authority, Roadway Rehabilitation, NY - Field/Office Engineer responsible for review of all the daily reports, estimates, calculations and stored them in CEASE software. Prepared change orders and negotiated settlement with the Contractor. Inspected milling of existing asphalt followed by base and top coat of new asphalt, (Super Pave) concrete from MP16.2 to MP 29.5 (project worth: Multi- Million Dollar). Full and partial depth repairs, core sampling, re-establish ditches, clearing and grubbing, drainage repair, new sign structures, bridge deck repairs, bridge joint repairs, concrete noise barrier repair, replacement of inductance loops, axle sensors and temperature sensors, installation of Star's and Pavement striping. Supervised all construction activities as per design parameters laid out in the Contract (E.I.C Richard Falletta).

NACE INTERNATIONAL

Certificate of Achievement

NACE International Recognizes

Syed Imran Ali

NACE Coating Inspector Level 1—Certified

CIP Certification Number [redacted]

Certification Awarded
May 2009

Executive Director

CIP NACE INTERNATIONAL

214609

Ram Construction, Paradise Construction, East Coast Construction & Design Inc., Royal America Inc., General Construction Projects, NY- Project/ Office Engineer responsible for supervising construction projects for different NY State Agencies such as: Departments of Housing, Health, Parks, and Recreation. Preparation cost estimates and bids for building and facilities construction in the NY/ NJ area.

Dipak Upadhyaya | structural inspector

Hirani Group

Education
- Bachelors Degree, Civil Engineering

Certifications
- CWI & ICC Special Inspector -Structural Welding and Bolting, ACCP Level II
- NICET IV – Bridge Inspection;
- NICET II – Highway Construction
- OSHA 10/30

Years Experience: 28

EMPLOYMENT HISTORY

2012 -	Senior Inspector, Hirani Group
1997 - 2012	Senior Project Engineer (QA/QC), ANS Consultants
1995 - 1997	President, Owner, Vandan Tech, India
1992 - 1995	Resident Engineer, Degremont India
1989 - 1992	Senior Project Manager, Asea Brown Bovery
1985 - 1989	Senior Project Engineer, Construction Engineers and Builders
1983 - 1985	Project Manager, Muflira Engineer and Construction Company

SUMMARY
Mr. Upadhyaya has over 30 years of experience in all phases of civil engineering and construction from pre-project activities to project completion. He has provided special inspection services on numerous facilities throughout New York City since joining Hirani in 2012. Noteworthy projects include: LaMarqueta Building 3; American Airlines Terminal 8; and Décor Planet.

RELEVANT PROJECT EXPERIENCE

ANS Consultants - Senior Project Engineer (QA/QC)
Provided engineering and project management, quality control and quality assurance services major projects.

- NJ Transit –Hoboken Train Station Building, Maintenance Building, Train Shed, Ferry Terminal
- Metropolitan transportation authority of NY. – Penn Station Building, NY
- Montclair State University – New Student Complex, Administration Building, Theater Building
- New Jersey Institute of Technology – Architectural School Building, Student Center, Fenster Hall
- Drew University – Administration Building
- Merck & Co. – MOSF & MOS Buildings
- NJSSC School Construction

PSEG Hudson Generation Station: Join Back End Technology (BET) engineering team for PSEG Hudson Generation Station in Jersey City, New Jersey
Responsibilities include review of drawings and overlooking the construction activity of reinforced concrete foundations, deep foundations. Quality assurance of ongoing work.

Vandan Tech, India - President, Owner
As a contractor to Asia's biggest pharmaceutical complex, Atul products, provided construction, execution, design and project management services. Executed Sulfur Black Plant on Turnkey basis, which includes construction, fabrication of structural steel, fabrication and erection of chemical vessels, plant equipment, and plant piping.

The McCloud Group

Dipak Upadhyaya | resume continued

Degremont India Ltd. - Resident Engineer
Responsible for managing projects from conceptual to completion and fully operational of all aspects of: Effluent Treatment Plant for dyes, chemicals, and intermediates for Atul Products; and Pesticide effluent treatment Plant for Cyanamid

Asea Brown Bovery, Germany, India - Senior Project Manager
Attended training in ABB Germany for basic and application engineering, erection and commissioning of the project, network management, supervisory control and data acquisition, setting general safety and protection system. Coordinated and produced project from the site review to the commissioning of the power 450 MW power plant, which includes three number of gas turbine and one number of steam turbine. at ANTA in India.

Construction Engineers and Builders, Zambia, Sudan, and Kenya - Senior Project Manager
Involved into design and construction of projects on turnkey basis. Major projects successfully completed as a project manager, include: Textile Mills; Research Lab; UN Administration office; Multistoried building; Main Waterline for the city.

Muflira Engineer and Construction Company, Zambia - Project Manager
Involved in heavy industrial construction and management for Zambia consolidated copper mines. Provided Project engineering and technical support to Zambia Consolidated Copper Mines including: project development, scoping, equipment selection, project bidding, contractor selection, construction oversight, and management of safety and environmental activities as a full project engineer.

National Dairy Development Board, India - Site Engineer
Became a part of NDDB's engineering services group providing technical assistance and engineering inputs for the execution of the projects including setting up dairy plants, chilling centers, cattle feed plants, and milk packaging industry. Assisted in pre-project activities, preparation of conceptual planning and detail engineering of the project and project management up to commissioning. Projects includes: Ajmer Dairy Project. Ajmer Cattle feed plant, Paper Laminating Plant.

Darnell Russell | structural inspector

JCMS, Inc.

Education
- Temple University; Coursework, Credits earned towards Civil/ Construction Engineering Degree

Licenses/Registrations/Certifications
- NICET IV Certified
- NECEPT Certified
- ACI Certified
- Penn DOT Concrete Field Technician Certified
- CDS Certified
- NextGen Certified
- Amtrak Safety Certified
- Sediment and Storm Water Management, DE

Training
- 10-hr OSHA Certificate
- Fall Protection Certificate

Membership
- American Society of Civil Engineers
- American Society of Highway Engineers
- Construction Management Association of America

Years Experience: 14

EMPLOYMENT HISTORY

2014 -	Construction Inspector, JCMS
2014 - 2014	Promatech Inc.
2011 - 2014	Parsons Brinckerhoff
2010 - 2011	Hill International
1999 - 2009	Urban Engineers
1999	Pennoni Associates

SUMMARY
Russell is NICET IV and NECEPT certified and has over (14) fourteen years of experience in the field of construction involving highway and road construction. The types of projects Mr. Russell has been involved include bridge projects, road reconstruction and improvement projects, building projects, etc. His background includes significant experience in site inspection of structures, bridge decks repairs, structural repairs, pile encasement, reinforced concrete repair, traffic signal equipment, foundations as well as asphalt and concrete testing and paving.

RELEVANT PROJECT EXPERIENCE
Contract T100.125, New Jersey Turnpike Authority - Senior Inspector
Performing the inspection of bridge deck reconstruction with miscellaneous structural improvements including fabrication and erection of structural steel, jacking and temporary support of stringers for bearing rehabilitation and steel repairs; roadway, lighting and drainage improvements; maintenance and protection of traffic and all other incidental work along the Newark Bay-Hudson County Extension from milepost N6.00 to N8.20 in the city of Jersey City, NJ.

Darnell Russell | resume continued

NJ Turnpike Authority, 6 to 9 Widening Project, NJ
Responsible for supervision of construction inspectors overseeing the Construction of 6 new highway lanes on a 1.7 mile stretch of the New Turnpike.

DRJTBC - Calhoun Street Bridge, Morrisville, PA - Transportation Construction Bridge Inspector / Office Engineer
Mr. Russell performed inspection of the demolition of the flooring system on the bridge and the steel erection of the bridge. He inspected the concrete spall repair on the piers of the bridge and the installation of the security camera installation. He also inspected the rehabilitation of the intersection and approaches to the bridge. In addition, Mr. Russell prepared and complied RFI's and submittals for the project, organized and maintained all daily reports and prepared and updated meeting minutes for the bi-weekly progress meetings.

City of Philadelphia - Residential & Commercial Mixed Use Properties, Philadelphia, PA - Construction Manager / Supervisor
Various residential and commercial mixed use properties throughout the City of Philadelphia - Managed & inspected construction activities on 19 residential and commercial mix use properties throughout the city of Philadelphia. His responsibilities included: 1. Supervising all phases of construction 2. Coordinating simultaneous development of multiple projects. 3. Ensuring quality of work met standards and specifications on all contracts. 4. Estimating construction costs and scheduling construction activities for each property prior to construction. 5. Preparing weekly pay estimates for all contractors and approving for payment.

Pennsylvania Department of Transportation - SR I-95, Sec MB2 - Transportation Construction Inspector Supervisor 2
Supervised pipe repair on concrete bridge deck, pile encasement, reinforced concrete repair, bridge seat cleaning, epoxy coatings on peer cap beams & columns as well as sheer block repair.

Pennsylvania Department of Transportation - SR I-95, Sec MS3, Bridge and Pavement Preservation - Transportation Construction Inspector Supervisor 1
Project included the rehabilitation of viaduct single-span bridges and bituminous roadways on I-95 in Center City Philadelphia. Duties included inspection and supervision of milling and paving of bituminous surfaces, patching of latex concrete, repairs to existing bridge decks, repairs to substructure elements, line striping and median and parapet repairs. Also, involved in extensive maintenance and protection of traffic involving lane closures.

Pennsylvania Department of Transportation - I-76 Structure Rehabilitation - Transportation Construction Inspector Supervisor 2
This project involved the rehabilitation of structures on I-76 in Philadelphia. This project had extensive maintenance and protection of traffic including lane shifts. Duties included maintain all office documentation and contractor payments. Also, CDS NextGen operator for the project.

Delaware Department of Transportation BR 746, Over Little Mill Creek/I-95 Pavement Resurface - Construction Inspector Supervisor-1
Office Engineer on the BR 746, Over Little Mill Creek / I-95 Pavement Resurface Project. Prepared monthly estimates for the project. Organized and maintained all daily reports generated from the project. Calculated over runs of estimated quantities associated with the project, throughout the course of the project; complied the over runs and arranged change orders, which paid the contractor for all extra work performed on the project.

Andrew Garcia | structural inspector

Hirani Group

Education
- Middlesex County College, Business Management Major

Licenses/Registrations/Certifications
- NACE Certified CIP Level 2

Professional Affiliations
- National Association of Corrosion Engineers (NACE)
- Society of Protective Coatings (SSPC)

Computer Skills
databases, .NET Framework, Windows, UNIX, BSD, SQL Server, MySQL, PostgreSQL, Oracle, Microsoft Excel & Word, Network fundamentals and project schedules using primavera suretrak

Software
Proficient with AutoCAD, Land Desktop, Carlson Survey, Microsoft Excel and Microsoft Word

Years Experience: 5

RELEVANT PROJECT EXPERIENCE

MTA Bridges, Whitestone Bridge Queens Approaches, Queens, NY - Inspector
Providing inspection services for the reconstruction of Queens approaches between approach roadways and anchorages. May 2014 to present

NYC Department of Transportation, Brooklyn Bridge Project, New York, NY - Project Senior Inspector
Provided coating inspection services of Underside steel structures and trusses on the Brooklyn Bridge. Mr. Garcia Performed Blast, Chloride and Coating Application inspection and Verification. Also inspected powertool cleaning, chloride contamination verification, surface profile, dry film thickness and inspection of various DEVOE and MEGAFLEX High-Performance coating systems application along the main bridge, main cables suspender ropes/ stays, and approach structures. Also observed protective shielding installation/ removal activities, maintenance and protection of traffic, suspended scaffolding installation/ removal, and limited access /suspended scaffolding applications during both day and night. Also verified shop fabricated/coated structural members for installation on the structure.

FEMA Long Island Substation Damage Estimator Project, New York
Provided substation damage estimation inspections on homes affected by Hurricane Sandy. Mr. Garcia calculated damage estimations and uploaded his daily reports to a FEMA Report Log database. Besides being the leader of his team, Mr. Garcia intricate in developing a efficient and quick way of documenting and uploading the critical reports on a daily basis.

Triborough Bridge and Tunnel Authority, Henry Hudson Bridge Project, New York
Provided coating inspection services to various components of the Henry Hudson Bridge toll booth and facility centers. Mr. Garcia performed blast and power tool clean inspection and various Sherwin Williams products along the various components of the toll booth facilities. Mr. Garcia was the senior inspector on this project which subjected him to lone responsibility for conducting inspections, approving/ rejecting surface preparation, documenting and reporting daily activities along with a host of other responsibilities.

The McCloud Group

Kraiwoot (Michael) Ninnisai, PE | structural inspector

Hirani Group

Education

- ME, Structural Engineering, The City College of The City University of New York, 2014
- BE, Civil Engineering, King Monkut's University of Technology, Bangkok, Thailand, 1989

Certifications

- Professional Engineer: New York and Connecticut
- ICC Special Inspector -Structural Welding and Bolting
- OSHA: Construction Safety and Health
- NYC DOB 4-Hr Scaffolding User
- NYC DOB 32-Hr Rigging

Years Experience: 29

SUMMARY

Mr. Ninnisai has 29 years of engineering experience in the US and abroad. He has provided services on projects for NYCDEP as well as airlines, mass transit, commercial buildings, public schools, bridges and highways.

RELEVANT PROJECT EXPERIENCE

American Airline Terminal at JFK International Airport - Project Manager/Estimator
Project Management and estimating for steel structure and fabrication for American Airline Terminal at JFK International Airport; 405 West 53rd Street, NYC; 103-105 Norfolk Street, Brooklyn

DEP Engineering Auditor, DEP, New York, New York-Senior Civil/Structural Engineer
Reviewing and approval of change order requests and drawings for registration on NYCDEP sewer and water treatment plant projects ranging from a few thousand to multi millions. Checking cost estimates based on lump sum or time and material basis. Monitored partial payment of change orders.

New York MTA Train Station Rehabilitation- Structural Engineer
Works included rehabilitation above ground train station platforms, public stairs, handrails and all miscellaneous items.

Variety of Schools - Estimator/Quantity Surveyor
Wide variety of construction projects which included commercial buildings, public schools and institutions, and residential buildings. Projects included Irvington Union Free School District, PS 93X, PS 100X, Isaac E. Young Middle School, JFK Elementary School.

Bangkok Mass Transit System -Project Manager/Structural Engineer
Design and construction of an elevated heavy rail system including 25 stations, depot, and administration building, Bangkok, Thailand

Construction of Central Plaza Pinklao Project-Project Engineer
Works included a shopping plaza and a 28-floor hotel building with two underground basements, Bangkok, Thailand

Construction of The Stock Market Exchange of Thailand Building-Project Engineer
Sintorn Tower Extension Building for the stock market exchange of Thailand.

Sheldon Williams | structural inspector

Professional Registrations

- AWS- CWI #[redacted]
- Nace CIP Level 2 #[redacted]

KSE

Years Experience: 10

EMPLOYMENT HISTORY

2014 -	Construction Inspector / Certified Welding Inspector, KS Engineers
	QA/QC Welding Inspector, S&B Constructors
2007 - 2008	QC Welding Inspector, Oil States Industries, Inc.
2006	Welding Inspector, Borco Oil Refinery
2003 - 2005	Welding Inspector, Weld Services

SUMMARY

Mr. Williams has more than 10 years of experience. His representative project experience includes:

RELEVANT PROJECT EXPERIENCE

NYCDOT, REI Services for Component Rehabilitation of 10 Bridges, Brooklyn, NY - Inspector. Scope of work includes constructability review of the design documents; CPM review of schedule and updates; continuous REI services and material testing; and public outreach. Construction cost - $6.35 million.

NYSDOT, Region 10 Term Agreement, Contract D030568 for Bridge Painting, Nassau & Suffolk County, NY - Inspector. Inspected bridge painting for multiple contracts on all of the Region's major highways including: Rte 27, Southern State Parkway, Long Island Expressway, Northern State Parkway, Rte 25, Rte 25A, Meadowbrook Parkway, Rte 135 and more. Much of the work was performed at night with WZTC for lane closures. Work included containment and hazardous waste (lead paint) removal prior to installing primer, and a minimum of two coatings. Construction cost - $20 million.

Croton Water Treatment Plant, Bronx, NY - QA General Field Inspector. Supervised all welder qualification tests. Reviewing of weld procedures and welder qualifications. Oversight of all welding operations and NDE requirements. Supervised mapping and tracking of weld, the receiving and installation of equipment (Tanks, pumps, UV units), all QC contractors welding/painting/and mechanical. Walking of packages consisting of pneumatic testing. Pre-hydro and post hydro testing. Supervised all painting and mechanical contract. Piping system restoration. Supervised NDE inspection using the PT and MT process. Construction codes: ASME Section IX, ASME B31.1, ASME Section V, AWS D1.1, and AWS D1.6.

Croton Water Treatment Plant Raw and Treated Water Tunnels Connecting UV Plant, Bronx, NY - QA Welding Inspector. Supervised all welder qualification tests. Oversight all welding operations and NDE requirements. Review all welding procedures and qualifications. Supervised mapping and tracking of the weld. Supervised NDE inspections using the PT process. Construction codes are AWS D1.1.

S&B Engineers and Constructors, Ltd., Teal/Bimodal, Houston, TX - QA Welding Inspector. Responsible for conducting visual and dimensional examinations. Oversight all welding operations. Walking of packages consisting of pre-hydro, hydro, and post-hydro test. Mapping and tracking weld. Performed NDE inspections using the PT and the MT process. Construction codes are: ASME Section V, ASME Section VIII, ASME Section IX, ASME section B31.1, and AWS D1.1.

S&B Engineers and Constructors, Ltd., Meeker II Gas Plant, Meeker, CO - QA/QC Welding Inspector. Conduct visual and dimensional examinations. Oversight all welding operations. Walking of packages

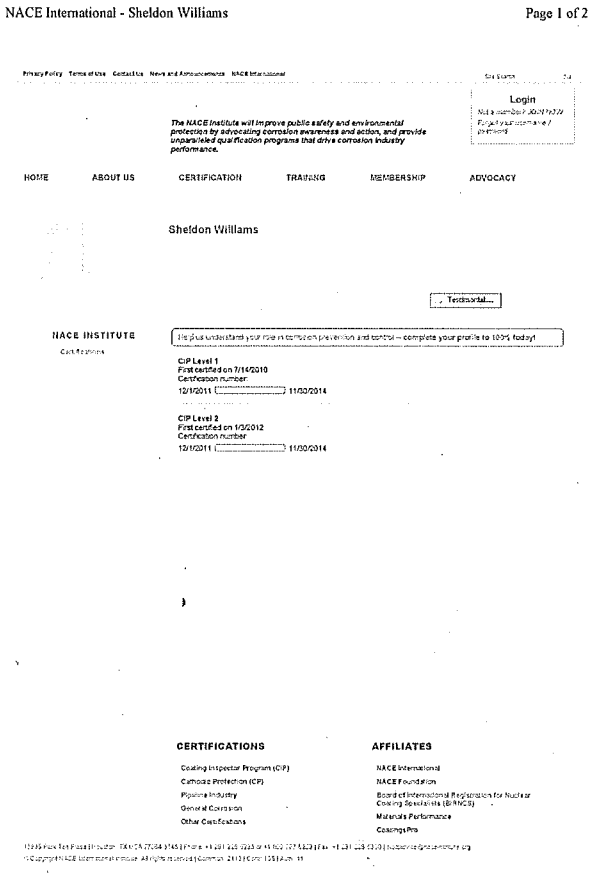
Sheldon Williams | resume continued

consisting of pre-hydro, hydro, and post hydro. Supervised all painting of mechanical contract. Mapping and tracking welds. Supervised NDE inspections using the PT and MT process. Construction codes: ASME Section V, ASME Section VIII, ASME Section IX, ASME Section B31.1.

- **Oil States Industries, Inc. Houston, TX - QC Welding Inspector.** Oversight of all welding operations. Dimensional verifications of fabricated structures. Supervised all painting of mechanical contract. Visual acceptance of weld and weld mapping. Supervised NDE inspections using the PT and MT process. Construction codes AWS D1.1 and API 1104.

Borco Oil Refinery, Upgrade Project, Freeport, Bahamas - (C.W.I.) Welding Inspector. Conducted/ reviewed quality checks of all welding and radiographic. Testing procedures during the upgrade phase of Borco Oil Refinery tanks and associated piping. Construction codes are ASME Section V, ASME Section VIII, ASME Section IX, and ASME B31.3

Weld Services, Trinidad and Tobago - (C.W.I.) Welding Inspector. Welding of piping and structural members in accordance with the American Society of Mechanical Engineers code requirements during the shop fabrication phase of various projects. Responsible for visual acceptance of completed weldments. Construction codes are: ASME Section V, ASME Section VIII, ASME Section IX, and ASME Section B31.3.



NACE International - Sheldon Williams Page 1 of 2

Login

The NACE Institute will improve public safety and environmental protection by advocating corrosion awareness and action, and provide unparalleled qualification programs that drive corrosion industry performance.

HOME ABOUT US CERTIFICATION TRAINING MEMBERSHIP ADVOCACY

Sheldon Williams

Testimonial...

NACE INSTITUTE

CIP Level 1
First certified on 7/14/2010
Certification number
12/1/2011 11/30/2014

CIP Level 2
First certified on 1/3/2012
Certification number
12/1/2011 11/30/2014

CERTIFICATIONS
Coating Inspector Program (CIP)
Cathodic Protection (CP)
Pipeline Industry
General Corrosion
Other Certifications

AFFILIATES
NACE International
NACE Foundation
Board of International Registration for Nuclear Coating Specialists (BIRNCS)
Materials Performance
CoatingsPro

http://www.naceinstitute.org/cstm/ContactResources/Default.aspx?id=594d2a5b-0d10-df11-... 7/3/2014

Rodrigo Maramba | structural inspector

Hirani Group

Education
- Bachelor of Science, Civil Engineering

Licenses/Registrations/Certifications
American Concrete Institute (ACI):
- Concrete Field Testing Technician Grade I
- Concrete Construction Special Inspector

International Code Council (ICC):
- Spray-Applied Fireproofing Special Inspector
- **Structural Steel & Bolding Special Inspector**
- Structural Masonry Special Inspector
- 4-hr User Scaffold Safety Training
- 10-hr OSHA, Occupational Safety and Health Training

Years Experience: 6

EMPLOYMENT HISTORY
2008 - Special Inspector, Municipal Testing Lab, Inc.

RELEVANT PROJECT EXPERIENCE
General Building Construction
BC 1704.10 - Wall Panels, Curtain Walls and Veneers

BC 1704.12 - Ext. Insulation Finish Systems (EIFS)

BC 1704.24 - Chimneys

1 RCNY1026-01 - Photoluminiscent Exit Path Markings

Fire Protection Systems & Fire-Resistant Construction
BC 1704.25 - Firestop, Draftstop & Fireblock Systems

BC 1704.13 - Emergency Power Systems (Generators)

BC 1704.16 - Fuel-Oil Storage and Fuel-Oil Piping Systems

BC 1704.20 - Site Storm Drainage Disposal / Detention Facilities

Structural Materials & Construction Operations
BC 1704.3.2/3.3 - Steel - Erection and High Strength Bolting

BC 1704.3.2.4 - Structural Cold-formed Steel

Non-Destructive Testing Technician (all fields)

BC 1704.4 - Concrete - Cast-in-plce & precast

Concrete Batch Plant Technician

Concrete Field Technician (ACI I)

Concrete NDT Technician

BC 1704.5 - Masonry

BC 1704.7.1/7.2/7.3 - Soils - Fill Placement, In-place Density

Structural Materials & Construction Operations
BC 1704.7.4 - Soils Investigations

BC 1704.8 BC 1808.2.2 - Pile Foundation & Drilled Pier Installation

BC 1704.9 - Pier Foundations

BC 1704.9.4.1 - Underpinning

BC 1704.19 - Structural Safety - Stability & Mechanical Demolition

BC 1707.8 - Seismic Isolation Systems

Caryn Hart | electrical inspector

KSE

Education
- Master in Education (LIU) - Present
- Bachelors Electromechanical Engineering, NYC College of Technology

Certificates/Training/Licenses
- NICET II Certification II - 1/2013
- NYC Dept. of Buildings Concrete Safety Certificate
- LIRR safety (NYS DOT) - Certified
- Concrete Inspector (NYS DOT) – Certified
- Earthwork Inspector (NYS DOT) – Certified
- MTA NYC Transit Track Safety Certification – 3/2012
- FDNY Fire Safety Manager Certification – 4/2012
- OSHA 30 Hour Construction Safety Training
- OSHA 40 Hour Site Safety Manager (Pending) – 5/2012
- OSHA 30 Hour Concrete Safety Manager Certification – 8/2012
- 4 Hour Supported Scaffold Training Certification – 12/2012
- 8 Hour Asbestos Awareness OSHA 29 CFR 1910 Certification – 4/2013
- Certified Adult/Child CPR; Adult/Child AED and Infant CPR/ (NYS DOT)

Skills
- Microsoft Office; PowerPoint
- SiteManager
- BackOffice
- Proxy Master
- MapInfo (AIMS)
- Arc View (GIS),
- AutoCAD 2000 - Certified

Years Experience: 12

EMPLOYMENT HISTORY

2014 -	Senior Geotech Engineer, KS Engineers
2013 - 2014	Site Safety Supervisor (Consultant), Able Safety
2013 - 2014	Resident Inspector (Consultant), New Jersey Meadowlands Commission for Phase 4 and 5
2013 - 2013	Site Safety Supervisor (Consultant), AeroTech Environmental
2012 - 2012	Site Safety Supervisor, Con Edison
2010 - 2012	Construction Inspector (for NYCDOT), HNTB
2006 - 2009	Senior Engineering Technician, NYSDOT
2002 - 2004	Traffic Analyst, NYCDOT

RELEVANT PROJECT EXPERIENCE

Phase 3 Beachfront Restoration, Reconstruction of Coney Island Steeplechase Pier and the cleaning/ maintenance of the Verrazano Narrows Bridge, Brooklyn NY - Resident Inspector, Electrical & Site Safety Supervisor

Provided QA/QC over site of sub-contractors on Removal of debris including power washing operations of the upper and lower deck on the East and West bound lanes. Served as a technical safety resource. Created safe zones

to allow for other repair crews. Ensured safe transverse of vehicular traffic by creating MPT; restricted zones. Conducted safety meetings and site safety inspections on a daily basis to insure workers are in compliance with federal and state OSHA Standards. Served as Site Safety Supervisor during rehabilitation project at VA hospital in Northport NY. Performed general inspection of all construction. Provided general inspection on all construction labor and subcontracted work. Assured compliance with contract documents and approved submittals.

Phase 4 and Phase 5, Adaptive Signal System Traffic Region (MASSTR), NJ Meadowlands Commission, Lyndhurst, NJ - Resident Inspector, Electrical

Provided QA/QC over site of contractors and sub-contractors in the installation of an Adaptive Signal System for Traffic Reduction known as The Meadowlands Adaptive Signal System Traffic Region (MASSTR), in the Meadowlands region corridors in Bergen and Hudson counties. Worked closely with project operations management striving for continuous safety culture improvement. Provided oversight of progress of installation of intricate network of adaptive traffic signal controllers, wireless communications, and vehicle detection devices with adjustable signal timers. Provided general inspection on all construction labor and subcontracted work. Assured compliance with contract documents and approved submittals. Conducted weekly safety meetings, site safety inspections on a daily basis to ensure workers were in compliance with federal and state OSHA Standards. Had working knowledge of civil engineering principles and management techniques. Provided report writing, research techniques, administration and implementation of solutions.

Super Storm Sandy disaster recovery/ clean-up in conjunction with USACE/ FEMA, Fire Island, NY - Site Safety Supervisor

Verified Right-of-Way and Right-of-Entry on private properties. Conducted safety meetings, daily site safety inspections to ensure workers are in compliance with federal and state OSHA Standards. Supervised both civilians and subcontractors to assure proper adherence to guidelines for removal of storm debris. Assured adherence to eligibility of loads accessed by subcontractors per USACE/ FEMA regulations. Responsible for proper certification of all load vehicles per USACE/ FEMA regulations. Identified Best Safe Work Practices to drive continuous loads. Served as a technical safety resource. Created a safe MTP zone, right of way, entry and exits at the 'Atlantique Dump site'. Worked closely with project operations management striving for continuous safety culture improvement. Assured State & Federal environmental compliance standards and protocols for handling storm refuse, traffic control. Conducted sub-contractor inspections with USACE Site Safety Health Officer with QA/QC oversight for sub-contractors in the removal of Storm debris including overseeing the separation of the organics, construction debris (C&D), and 'Whites' refrigerator, electronics, AC units, and washer/dryers with the assistance of the USACE.

Sandy Debris Removal, Northeast Queens - Con-Edison, Queens, NY - Site Safety Supervisor

Work ensued 7 days per week 12 hours per day. Served as Site Safety Health Officer with QA/QC oversight of sub-contractors in the removal of storm debris, including removal of fallen/damaged trees and high voltage power lines in Northeast Queens, NY area. Served as a technical safety resource. Created safe zones for emergency repair crews for the purpose of restoration of electricity to private homes and businesses. Ensured safe traverse of pedestrian and vehicular traffic by creating MPT; restricted zones. Acted as a liaison between the field sites and the Control Center and various subcontractors, including tree trimming crews. Enforced Con-Edison's safety policies.

Reynaldo Libunao, Jr. | electrical inspector

KSE

Education
- BS/Electrical Engineering, Mapua Institute of Technology, Manila, Philippines

Professional Registrations/Certifications
- Registered Electrical Engineer, License No [redacted] (Philippines)
- NICET CERTIFIED – Fire Alarm Systems Level 1 (Certification pending with NICET)
- ICC Certified Commercial Electrical Inspector (exp)
- 10 Hour OSHA Construction Safety and Health Training
- NYC DOB 4 Hour Supported Scaffold Certificate

Skills
- MS Office, AutoCAD
- AGI Lighting Program
- Power Tools for Windows
- Primavera - Construction Manager

Years Experience: 17

EMPLOYMENT HISTORY

2014 -	Senior Inspector, KS Engineers
2009 - 2014	Senior Electrical Inspector, Michael Baker Engineering
2003 - 2009	Senior Electrical Engineer, Halcrow Engineers
2001 - 2003	Electrical Design Engineer, The Prisco Group
2001 - 2001	Field Engineer, Integral Planning and Management
1996 - 1999	Junior Electrical Engineer, Filinvest Alabang Incorporated

SUMMARY
Mr. Libunao has more than 17 years of international and domestic experience with project management, power, telecommunications and lighting distribution design for residential, commercial, educational, recreational, infrastructure and marine facilities. He is a proven team player with the ability to coordinate with people. In addition he has excellent organization skills and is able to use different tools to streamline the design process and generate accurate calculations.

RELEVANT PROJECT EXPERIENCE
New York City Department of Environmental Protection (NYCDEP), WP-283 Newtown Creek WPCP Plant Upgrade, Greenpoint, Brooklyn, NY - Senior Electrical Inspector. Oversees the new construction of the Central Residuals Building (NC-41) and the Upgrade of the existing South Battery (NC-47). These projects are Wick's Law contracts, covering four prime contractors (G – Structural, E – Electrical, P - Plumbing and H – HVAC). Contract NC-41 is the construction of the Central Residuals Building, consists of a Secondary Screening, a Grit Disposal, Skimming Systems which segregates and channels this primary treatment residual to dumpster containers for proper disposal. This treatment process has a Consent Order Decree Milestone of $20 million from the state and federal authorities that will be achieved more than one year ahead of schedule for the City of New York.

Contract NC-47 provided the full upgrade of the existing South Battery consisting of a grit removal facility, aeration and settling tanks, and a return activated sludge pumping station, similar to the new North and Central Batteries. All aeration tanks will be covered and provisions made for a process air system including blowers, odor control and a polymer feed system. Odor equipment and controls will be in the newly constructed South Control Building. Contract NC-47 also includes the wrap-up of miscellaneous items in the North and Central Batteries

such as modifications to the spray water nozzles, the spray water system and the seal water system.

- Responsible for enforcing the National Electrical Code, New York Electrical Code and other related codes and regulations, including Department of Environmental Protection Construction Rules and Regulations. Interprets codes in the field. Authorizes acceptable alternative methods of code compliance within limits of authority.
- Works under the guidance of the Project's Resident Engineer.
- Reviews Contract Documents to address possible conflicts in advance. Formulates "Request for Clarifications (RFC)" to the Engineer to resolve conflicts.
- Review "Request for Information (RFI)" from Contractors to make recommendations to the Engineer and shorten review process.
- Maintains close coordination with other trade inspectors to assure nothing is compromised.
- Performs field investigations of electrical activities, assuring all applicable code requirements are satisfied and corrected by the electrical contractor. Activities involved installation of conduit, wires/ cables, enclosures, panel boards, disconnect switches, Motor Control Centers, Susbstations/ Transformers, Automatic Transfer switches, Local Control Panels for Power, Lighting, Fire Alarm, Access control, Public Address, Communications, LV Controls, Gas Monitoring, and HVAC systems.
- Conducted Fire Alarm System Inspection prior to AHJ Inspections to catch any issue that may cause the AHJ to issue a Letter of Defect or a Violation.
- Address and correct issues in the field, if possible, to avoid delays.
- Completes and maintains records of daily report of the electrical contractor's daily activities. Issues correction notices.
- Conducted Equipment Testing for Acceptance.
- Delegate work and provide guidance to electrical inspectors.
- Evaluate Contractor's monthly progress payment requisitions. Reconciled contract changes and claims with the contractor.
- Prepared a detailed punch list of unfinished or non-compliant installations

New York Fire Department (NYFD), Berths 11 and 12 Rehabilitation- Brooklyn Navy Yard, Brooklyn, NY - Electrical Engineer. Responsible for providing engineering services to the Fire Department of New York for the Rehabilitation and Upgrade of Electrical Service for Berths 11 and 12 at the Brooklyn Navy Yard. The upgrade included the installation of a substation at the dock to provide power for new electrical and mechanical equipment for the new vessels of the Fire Department.

U.S. Coast Guard, Pier Reconstruction, Cape May, NJ - Electrical Engineer. Responsible for providing engineering services to Arthur Henry Inc and Viteri Construction Management for the design-build of the reconstruction of the 300 ft section of Pier 4 at the U.S. Coast Guard Training Center in Cape May, NJ. The structure was designed with the utility trenches along both sides of the pier to accommodate new electrical and mechanical utilities for the USCG Vessels and the existing floating dock.

Pier 86 – Intrepid Museum, Manhattan, NY - Electrical Engineer. Responsible for the planning, design and assistance during the construction phase of electrical systems of Pier 86 for Hudson River Park Trust with costs of $30.5 million. The project consists of demolition of the existing pier and detail design of the new pier and design repairs. Participated in the design of the new facilities and landscaping on the proposed Upland Park.

Vitaliy Bykov | electrical inspector

KSE

Education
- BS/Electrical Engineering, Kiev Polytechnic Institute, June 1991
- BS/Economics, Kiev National Economical Institute, June 1989

Professional Registrations/Certifications
- MTA NYC Transit Track Safety Certification

Training/Computer Skills
- MS Office (Word, Excel & PowerPoint)
- AutoCAD 2000-2012
- Constructware (Certified)
- Side Manager (Certified)

Years Experience: 20

EMPLOYMENT HISTORY

2014 -	Electrical Engineer, Construction Inspector, KS Engineers
2013 - 2014	Engineer-Inspector, Hepco, Inc.
2010 - 2012	Engineer-Inspector, M&J Engineering
2009 - 2010	Engineer-Inspector, TRC
2001 - 2009	Security Consultant, FGI Security Inc.
1997 - 2001	Electrician, Power Line Electric Corp
1994 - 1997	Olypic Electrician

SUMMARY
Mr. Bykov has 20 years of demonstrated experience in electrical high-voltage and low-voltage systems. He is excellent in identifying and meeting customer needs and building trusting relationships with repeat customers. He has excellent listening and communication skills with an ability to work under pressure and meet deadlines. He has vast knowledge with the installation and inspection of security systems, knowledge of devices, traffic control systems and ITS and TMS Systems.

RELEVANT PROJECT EXPERIENCE
MTA New York City Transit (NYCT), E-34020, Replace 3 Escalators - A-36116 Renovate Station "Court Square", New York, NY - Engineer-Inspector. Provided inspection on a field. Checked the correct use of safety equipment and devices. Made various tests: soil test, slump test, air test etc. Checked and calculated quantities of operations made by the contractor. Made daily work reports of operations, adding necessary sketches and diagrams. Reported to resident engineer about any violations and wrongly proceeding operations. Checked compliance of work performed by contractor with contract drawings and specifications.

New York State Department of Transportation (NYSDOT), Region 11, Installation New Fiber Optic Communication Line, CCTV and Intelligent Traffic System, Preventive Maintenance and Installation of New Equipment at "Old Country Road" Long Island, NY - Engineer-Inspector. Provided inspection on a field. Checked the correct use of safety equipment and devices. Provided control and local adjustment to CCTVs: Pelco, American Dynamic, Cohu, etc. Provided control and local adjustment to VMS Controllers MARK4 and Dectronic, to Radar Systems. Made various tests: soil test, slump test, air test etc. Checked and calculated quantities of operations made by the contractor. Provided payments to contractor for the operations completed. Made daily work reports of operations, adding necessary sketches and diagrams. Reported to the resident inspector about any violations and wrongly proceeding operations.

Vitaliy Bykov | resume continued

Engineer-Inspector (for TRC, Pomona, NY) - Provided inspection on a field. Controlled and adjusted Traffic Light Control Systems. Made various tests: soil test, slump test, air test etc. Checked and calculated quantities of operations made by the contractor. Provided payments to the contractor for the operations completed. Made daily work reports of operations, adding necessary sketches and diagrams. Reported to the resident inspector about any violations and wrongly proceeding operations. Checked the correct use of safety equipment and devices.

Security Consultant (for FGI Security Inc., Brooklyn, NY) - Provided initial estimates to clients. Chose necessary equipment, ranging from CCTV, DVRs, to observation and monitoring devices and control systems installed on proprietary panels or running on notebooks or desktops. Installed video cameras and devices. Installed fire alarms/burglar alarms with manufacturer's control panels and sensors. Installed intercom systems and door access control systems that integrated with existing door locks. This included Time-in/Time-out for employee personnel for time and attendance. Installed smart home equipment which could run wirelessly or off a network. Ensured that all the wiring was correctly installed and operational. Programmed and troubleshot all equipment. For systems running on computer hardware, programming included devices, networks, and remote administration. Trained users in all operations and emergency measures. Supported installed systems, responded to client inquiries and integrated new devices to existing systems when necessary.

Power Line Electric Corp., Albany, NY - Installation of traffic signal systems at various intersections in Westchester, Putnam, and Orange Counties, NY. Installation of overhead and underground systems.

Electrician (Olympic, Brooklyn, NY) - Electrical wiring and installation, including fixtures, receptacles, switches, and distribution panels. Wiring for CCTV, fire and burglar alarms, and intercoms with door access control.

Steve Mar | electrical inspector

Education

- BS/Electrical Engineering, Pratt Institute, Brooklyn, NY, 1987

KSE

Professional Registrations/Certifications

- University of Massachusetts, Division of Continuing Education: Lead Inspector Training - April 6, 1995
- 10-Hour OSHA Construction Safety Training
- Trench Safety
- Maintenance of Traffic and Work Protection
- Confine Space
- Hazmat Management
- Lockout/Tag out
- FEMA
- Con Edison High Tension Training - 2005
- EPA Lead Inspection Training - 1995
- New Jersey State Approved (10) Hours Course - 2008 Electrical Code Update/Law Required CE for 2009 Renewal (March 2009).

Selected Software Skills

- MS Word & Excel
- AutoCAD Certified

Years Experience: 30

EMPLOYMENT HISTORY

2014 -	Electrical Inspector, KS Engineers
2002 - 2013	Field Engineer - Construction Inspector, Maitra Associates
1998 - 2002	Construction Project Manager II, New York City Department of Design and Construction (NYCDDC)
1987 - 1998	Assistant Electrical Engineer, New York City Department of Housing Preservation & Development
1980 - 1982	Assistant Draftsman / Blue Print Operator, David D. Owen Associates

SUMMARY

Mr. Mar has experience in high tension electrical engineering, construction technology, contract administration and building operations in a career that spans more than 30 years. He has the ability to work effectively under minimal supervision handling simultaneous projects and meeting deadlines. Mr. Mar has a solid reputation for upholding high standards and realizing organizational goals and objectives.

RELEVANT PROJECT EXPERIENCE

Port Authority of NY & NJ (PANYNJ), Multiple Contracts, New York & New Jersey - Field Engineer/ Construction Inspector. Administrated multiple contracts in New York & New Jersey Port Commerce Department and The Port Authority Trans Hudson Corporation (PATH) train as (CMD / EIC). Worked closely with PA Resident Engineer (RE), PA Assistant Resident Engineer (ARE), PA Project Manager, Engineer of Record (Architect/Engineer), and Contractors to ensuring the projects are delivered on time and within budget. Reviewed scope of work, contract submittal, materials, PACC (Change Orders), Request for Proposal (RFI), and approved contractor progress payments. Performed daily Controlled Inspections and reviews to insure work on construction projects are completed in accordance with contract drawings, specifications, and National / Local Codes and construction project standard (ANSI, NFPA, NEMA, and UL). Scheduled project kick-off meetings and monthly meetings with main contractor and subcontractor to perform ongoing construction project. Analyze budgets and

schedules for contract compliance. Projects included:

- Inspected and supervised installation of 2 units of 1000KVA, 4160/480/277V-3phase substation. Coordinated with local power company (Con-Ed) to bring the main substation in services. (Mr. Mar received Port Authority recognition via a "Team Project Award" in 2004.
- Expansion of 124 acres of Port Ivory in Staten Island, NY. A former shipping port operated by Proctor & Gamble. Demolition of existing office buildings, warehouse, power plant, smoke stacks, and structural steel bridges.
- NYC Container Terminal Berth Strengthening and Wharf Extension in Staten Island, NY. Installed new cathodic corrosion wiring throughout the new 300 feet of wharf extension as well as a new substation, fiber optic cabling, cross over bridges, train tracks, air compressors, high mast electrical light towers, sewage drainage, and fire hydrants.
- At PATH train performed Engineer in Charge (EIC) – Installed new security fence and repaired concrete along existing Summit Avenue Bridge in Jersey City, NJ. While the test was not to disrupt the daily PATH train rush hours operation and people/traffic on the street level.
- Replaced/ Installed new PATH railroad tracks, ties, ballast stones, bridge walkway stringers bolts in the Newark PATH Dock Bridge.
- At PATH's South Street Yard in the elevated McCarter Highway bridge in Newark. Installed new Automatic Train Control System. Along with new electrical bungalow, Train Single, and Fiber–optic communication room.
- At PATH Journal Square Transportation Center – Platforms, Turnstile Area, Moore Tower, Removal of loose concrete over active tracks and underside of John F. Kennedy Blvd. Repaired (2) deteriorated concrete columns. As a EIC's I'm responsible for the safety of workers on working along the active train tracks and the coordination with the Trainmaster for movement of work flat and Hy-rail trains on site.
- Lead inspector for PA. Reactivation of Arthur Kill Vertical Lift Bridge from New York to New Jersey and the national rail network.

New York City Department of Design and Construction (NYCDDC), Multiple Projects, Brooklyn, Queens, New York, NY - Construction Project Manager II for Cultural Department and Library Department worked under Resident Engineer (RE) and Assistant Engineer (ARE) coordinated with architect or other consultants and clients to determine the specific requirement. Participated in initial meetings with clients and makes recommendations regarding project management approach. Performed inspections, ensured compliance with applicable plans and specifications related to ongoing construction projects. Reviewed and approved contractor progress payments, change orders, request for reduction of retainage, and extension of schedules. Evaluated the performance of Project Architects, Engineers, Contractors, and Sub-Contractors. Coordinated project close out procedures with clients, Architects/Engineers and individual Contractors. Projects included:

- Renovation of Coney Island Library in Brooklyn, NY
- Renovation of South Brooklyn Children's Botanic Garden Storage building.
- Additional upgrade of NY Aquarium in Coney Island, Brooklyn – Horseshoe/Turtle pond.
- Renovation of Queens Museum of Art building – Installed new roof system and upgraded roofing drain.

New York City Department of Housing Preservation & Development, Multiple Projects, Citywide, NY - Assistant Electrical Engineer worked under Chief Engineer's direction, to supervise and schedule ongoing rehabilitation of city owned building. Monitored various contractors' progress and quality of work. Prepared cost analysis of extra work orders, RFIs, and change orders.

Shelton Rimple | electrical inspector

KSE

Education

- Bachelors of Electrical Engineering Technology (BTEE), New York Institute of Technology-Metro Camps, 1996
- Associates in Avionics Technology (AOS), College of Aeronautics, LaGuardia Airport; Flushing, New York, 1990

Professional Registrations/Certifications

- OSHA 10-Hour Construction Safety and Health
- 4-Hour Scaffold User Certificate

Selected Software Skills

- MS Office (Word & Excel)

Years Experience: 24

EMPLOYMENT HISTORY

2014 -	Electrical Construction Inspector, KS Engineers
2013 - 2014	Fire Alarm Technician, High Rise Fire Protection
2006 - 2011	Junior Engineer, New York State Office of the Attorney General
2004 - 2006	Electrical Engineer/Construction Inspector, Rotator Staffing Services
2002 - 2003	Fire Alarm Inspector, New York City Board of Education
1998 - 2003	Electrical Engineer/Construction Inspector, HAKS Engineers and Surveyors
1994 - 1997	Electronics/Avionics Instructor, College of Aeronautics
1990 - 1991	Avionics Technician, United States Navy

RELEVANT PROJECT EXPERIENCE

Port Authority of New York & New Jersey, PATH - Electrical Construction Inspector. Duties included installation of electrical systems for Port Authority Trans-Hudson subway stations.

High Rise Fire Protection, Brooklyn, NY - Electrical Technician and Inspector. Duties included repairing, testing, and inspecting fire alarm systems for residential, commercial, and institutional buildings in New York City area.

New York State Office of the Attorney General-Investor Protection Bureau, New York, NY - Electrical Engineer and Inspector. Duties included surveying and investigating any violations to condominiums and co-operative apartments for purchase in New York State and City.

MTA New York City Transit (NYCT), Capital Program Management - Electrical Construction Inspector. On-site Inspector for installation of fiber optic communications system.

MTA NYCT Capital Programs - Electrical Construction Inspector. On-site Inspector for installation of fire alarm systems.

New York Board of Education, Long Island City, NY - Electrical Construction Inspector. Fire Alarm Inspector inspecting and surveying fire alarms for New York City schools.

College of Aeronautics, LaGuardia Airport, Flushing, NY - Avionics/Electronics Instructor for enrolled students.

B | Staff Qualifications and Experience

Team Resumes - Constructability Review

Krishna Chandra Sen, PE | electrical

Education
- BS, Electrical Engineering, JGEC, North Bengal University, India, 1995
- Engineer Intern (EIT/FE), State of Ohio, 1999

Registrations/Certifications
- Professional Engineer (PE): States of New York, Connecticut, California Iowa, Ohio, Virginia

Professional Training
- Substation Design Seminar
- Protective Relyaing Seminar
- Lighting design software (CALAPro, LITEPro, GE Aladan and Visual)
- Project Flow Chart and Management Training
- Fault Level Calculations and Cable Selection Seminar
- Lighting Seminar

Software Training
- ETAP and Power Tools software
- MDS (Modular Design System) software
- Captor Relay setting software
- PDS and 3DM software
- MS Project software
- Lite Pro, Visual (Lighting calculation) software
- Primavera software
- Set route and Info Works software

SUMMARY
Mr. Sen has over Eighteen (18) years experience in Electrical Design & Project Management which includes basic/detailed engineering for Power Plants, Manufacturing Plants, International Airport, Multi-storied Office/ Shopping center, Commercial and Industrial Buildings, Amusement Park, Mega Hospital, Vaccine Research and Development Center. Focus includes:

- Load analysis, fault level calculations and preparation of one-line diagrams
- Design for control/schematic diagrams
- Sizing of electrical equipment
- Cable sizing and voltage drop calculations
- Illumination calculations
- Grounding system calculations
- Layout drawings: grounding, equipment, lighting, power, communication and fire
- Cost estimation, bill of materials for equipment, switchgear, cables, cable trays, lighting fixtures, and power devices
- Preparation of technical specifications
- Vendor/Shop drawing review
- Design of Uninterruptible Power Supply (UPS) system

Krishna Chandra Sen, PE | resume continued

- Back-up power system design
- Lightning and surge protection design

RELEVANT PROJECT EXPERIENCE

Dubai International Airport (Largest Airport), Dubai
During the professional career with Bechtel India Ltd.

New York & Atlantic Maintenance Facility, Glendale, NY
Locomotive maintenance and offices

Con Edison-New Business Group, Brooklyn/Queens
Provide Engineering & Drafting Services as per SIR Ruling and Field Sketch

Metal Management-Mega Shredder (9000 HP), Newark, NJ - Electrical and Mechanical Services
City Approval, Entrance Switchgear, PSE&G Utility connection, Mill bldg, Shredder system, Down stream System and Non-ferrous System

Sims Hugo Neu-Mega Shredder (9000 HP), Jersey City, NJ
Elect. Design for Mill bldg, Down stream, Picking and Shredder area

Sims Metal Management - Mega Non-Ferrous System, Jersey City and North Haven
Power System, Lighting and Air Compressor

Sims Metal Management - Loop Project, Jersey City, NJ
Four 1000KVA Transformers with Secondary distribution System

ADDITIONAL PROJECT EXPERIENCE

- Metal Management Northeast, Inc (Office Bldg with Rail Scale), Newark, New Jersey
- NYC Recycling Facility and Glass Recycling Facility (Complete MEP Engineering Service), Jersey City, New Jersey
- Calhuon Power Co. 1, LLC (685 MVA Power Plant), Alabama, USA during the professional career with Black & Veatch
- Kauai Power Partners, L.P. – Lihue Energy (129 MVA Power Plant), Hawaii, USA during the profession with Black & Veatch
- US Army Reserve Center (Administrative office Building), Camp Bullis, Texas
- Consolidated AMSA Building (Auto parts Sale, Service, Car wash Center, Class Rm & Offices), Johnstown, Pennsylvania
- Exxon Baytown Coker Project (Lighting, Grounding, & Lightning Protection for Conveyor & Bldg.), Baytown, Texas
- Fort Riley Automotive Skills Center (Auto parts Sale, Service, and Car wash Center), Fort riley, Kansas
- Mill Creek Power Station (Conveyors' (7) Lighting, Grounding, & Lightning Protection), Louisville, Kentucky
- Haskel University (Renovation of MEP works), Lawrence, Kansas

Andy Sircar, PE | mechanical

Education

- MBA Business Administration, Fairleigh Dickinson University, NJ
- MS, Nuclear Engineering, Polytechnic University
- BS, Electrical Engineering, IIT, India
- BS, General Science, Delhi University, India

Registrations/Certifications

- Professional Engineer registered in New York
- Member, ASHRAE National Chapter
- Member, ASHRAE, New York Chapter

Other Professional Participation

- Management Training Seminars
- Technical Seminars (including PE license activation)
- ACM Inspection Training
- IAQ Seminars
- Toastmasters Club
- Technical Discussions
- LEED Seminars

Years Experience: 46

EMPLOYMENT HISTORY

2013 -	Associate Principal Engineer, 21st Century Technocrats & Consultants, LLC
2012 - 2012	Project Manager, Dewberry Engineers
2008 - 2010	HVAC Consultant, Hazen and Sawyer
2004 - 2008	Independent Consultant for Various Companies
1998 - 2004	Mechanical Department Manager, Sverdrup & Parcel Consultants (now Jacobs Engineering)
1997 - 1998	HVAC Department Manager, BALA Consulting Engineers
1996 - 1997	Senior Project Engineer, CUH2A
1995 - 1996	Project Manager, National Broadcasting Corporation (NBC)
1990 - 1995	Principal Engineer, Stone and Webster

SUMMARY

Mechanical HVAC Engineer with more than 46 years of extensive experience in the design, engineering, supervision, and project management of mechanical systems for transportation facilities, airport facilities, water treatment facilities, sewage treatment facilities, educational institutions, office buildings, computer rooms, pharmaceutical facilities, health facilities and telecommunication facilities. Expertise in the design of HVAC systems with water and brine chillers, water and steam boilers, HVAC packaged and split type of units, cooling towers, pumping systems; chilled water, hot water and steam piping distribution systems; multizone, constant & variable volume air handling units; fan coil units, constant and variable volume ducting systems, control strategy, air balancing and engineering support during construction phase.

Mr. Sircar's expertise includes: In-depth analyses and designed mechanical systems for toll booths, train stations, tunnel ventilation, workshops, offices, computer rooms, water and sewage treatment facilities; Evaluation, feasibility and reliability; Trouble-shooting; Value Engineering/cost effectiveness; Energy conservation; Indoor air quality).

Andy Sircar, PE | resume continued

RELEVANT PROJECT EXPERIENCE

Design, Engineering, Supervision and Project Management of HVAC and Mechanical Systems for the following types of facilities:

- Transportation Facilities (Workshops, Offices, Airports, Train Stations and Tunnel Ventilation)
- Airport Facilities (Terminals, Utilities and Mechanical Equipment Rooms)
- Civil Aviation Facilities (Offices and Research Laboratories)
- Office Buildings (Multistoried and low level and HVAC System Modifications including Cooling Tower Upgrades)
- Water Treatment Facilities (Control Rooms, Electrical Rooms, Personnel Facility Area, Pump and Tank Rooms, Chemical Treatment Rooms, Boiler Rooms, HVAC Equipment Rooms, Office Areas, Vendor Submittals, RFC's, RFI's, Change Orders, Code Compliance, HVAC Modifications and Control Strategies for HVAC Systems)
- Combined Sewage Overflow Facilities (Control Rooms, Electrical rooms, Personnel Facility Area, Pump and Tank Rooms, Chemical Treatment Rooms, Sewage Holding Tanks, Boiler Rooms, HVAC Equipment Rooms, Emergency Diesel Generator Rooms, Vendor Submittals, RFC's, RFI's, Change Orders, Code Compliance and HVAC Modifications)
- Telecommunication Facilities (Offices, Switch Rooms, Toll Rooms and Laboratories)
- Broadcasting Facilities (Offices, Studios and Mechanical Equipment Rooms)
- Public Meeting Places (Auditoriums, Theaters and Assembly Halls)
- Educational Facilities (Primary, Secondary and High Schools, Colleges and Universities including Laboratories)
- Electronic Data Processing (EDP) Rooms (Computer Rooms)
- Health Facilities (Hospitals, Clean Rooms, Psychiatrics, Clinics and Mechanical Equipment Rooms)
- Pharmaceutical Facilities (Research, Manufacturing, Pilot plant, Clean Laboratories and HVAC Modifications for Lab upgrade, Boiler and Chilled Water Systems)
- Manufacturing Facilities (Textile, Foundry and Machine Parts)
- Resource Recovery and Sludge Disposal Plants (Ventilation Systems, Heating Systems and HVAC Systems for Office Areas)
- Power Generating Stations (Nuclear Power Plants, Co-generation and Fossil Power Plants)
- U.S. Navy Training Facilities (Co-generation Plants and Simulated Submarine Facility)
- Residential Buildings Shopping Malls
- Tenant Changes (Fit-out) in Office Buildings
- Indoor Air Quality (IAQ) in Office Buildings and Resource Recovery Plants
- Boiler, Chiller, Pump, and Air Handling Unit Rooms
- Heat Exchangers, Pumps and Cooling Towers
- Utility Services (Chilled Water, Heating Hot Water, Glycol, Low and High Pressure Steam, Gas, Control and Service Air Distribution Systems)
- Campus Chilled and Service Water Pumping Distribution Systems (Primary, Secondary and Tertiary Loops)

Richard Gordon, PE | mechanical

Education
- Newark College of Engineering (NJIT/NCE), Newark, NJ
- BS, Mechanical Engineering (Cum Laude graduate)
- MS, Management Engineering

Registrations/Certifications
- Professional Engineer registered in New York, New Jersey, Massachusetts, Pennsylvania, Virginia, Maine, Maryland, Connecticut, and North Carolina
- NJ Construction Code Office License
- NJ Building and Mechanical Inspector's Licenses

Years Experience: 38

EMPLOYMENT HISTORY

2011 -	Mechanical Engineer, 21st Century Technocrats & Consultants, LLC
2001 - 2011	Director of Engineering, A.G.A., Inc.
1991 - 2001	Project Manager / Director of Engineering, A.G.A., Inc.
1990 - 1991	Project Engineer, Frequency Engineering Laboratories
1988 - 1990	Smiths Industries
1980 - 1988	Laboratory Test Engineer, ITT Avionics Division

SUMMARY
Mechanical Engineer, Mr. Richard Gordon, PE, has been working since 1975 in the profession and has experience in HVAC and Mechanical Systems for almost 38 years. He worked in a reputed U.S. company in India for almost 10 years and worked in managerial positions for quite some time. He worked for 15 years in the U.S., in various reputed and world-class engineering companies as a Mechanical Engineer. His extensive design and engineering experience and proficiency in HVAC and Mechanical Systems, Indoor Air Quality, ACM Abatement, Energy Conservation, Project Management, Systems Evaluation, System Reliability, Value Engineering, Construction Cost Estimates, Quality Control and Quality Assurances, Plant Commissioning, Engineering Reports, Code Compliance, Control Inspection, Contract Administration, Construction Supervision, and Trouble Shooting.

RELEVANT PROJECT EXPERIENCE
Photovoltaic / Renewable Energy Projects - Director of Engineering
Implemented engineering for thousands of Solar Photovoltaic / renewable energy projects.

A.G.A. - Project Manager / Director of Engineering
Reviewed construction documents for projects to ensure compliance with contracts requirements, established and maintained tracking system of submittal status, coordinated field testing and inspections to verify that control measures are adequate to provide a product which conforms to contract requirements, established and maintained tracking system of inspection reports and testing results, maintaining as-built drawing package, coordinated various trades in the work force regarding interfacing the scopes of work as reflected in the design drawings, testing, and inspections.

Prepared specifications and drawings for buildings and grounds projects, for, but not limited to:
- HVAC
- Domestic and fire flow water systems

Richard Gordon, PE | resume continued

- Temperature control systems
- New building construction
- Sprinkler / fire protection systems
- Paving
- Roofing
- Piping
- Electric systems
- Energy conservation measures

Developed five-year Capital Improvement Plans for buildings for new and existing construction renovations. organized, created and presented many proposals to acquire new customers. Traveled extensively to represent the company on existing and new projects. Advised, planned, directed, and successfully executed all projects from bid phase through construction phase managing the activities of engineers, analysts, technicians, and draftsmen.

Frequency Engineering Laboratories - Project Engineer
Designed vibration fixtures, while managing technicians and other engineers to run tests adhering to specified/ created test procedures. Scheduled, budgeted, and arranged purchase of project materials. Supervised product assembly and developed product documentation. Achieved successful discovery of interferences on existing produces with extensive tolerance analyses of all assemblies/subassemblies. Traveled to represent the company on existing and new products. Performed shock, vibration, and thermal analysis on various equipment for military applications using finite element CAD techniques.

ITT Avionics Division, Nutley, NJ - Member of Technical Staff
Implemented design changes in power supplies and chassis hardware. Prepared technical specifications and drawings. Verified mechanical and physical properties of power cable and telecommunications lines.

Smiths Industries Projects for Navy and Air Force Applications, Florham Park, NJ
Selected to contribute to the team planning and to update the engineering department to current technologies and practices. Performed analysis and design of complex projects for Navy and Air Force applications. Accomplished CAD finite element analyses for shock, vibration, thermal studies, plus hardware design with environmental testing for assemblies. Recommended and implemented design changes for efficient manufacturing and eliminating waste.

Diego Alaimo, PE | civil / structural

KSE

Education
- Master of Engineering (Civil) City College of New York, 1975
- Bachelor of Engineering, City College of New York, 1971
- Post Masters Degree Credits, Columbia University
- Management Courses- Red Vector

Certifications/Registrations
Professional Engineer - NY (# 1975), NJ (# , 1976), PA (# 1979), CT (# 1988), and FL (#)

Publications
- Design of Wastewater and Stormwater Pumping Stations
- Water Environment Federation- Manual of Practice FD-4 1993
- Part of Task Force on Design of Wastewater & Storm Pumping Stations

Years Experience: 45

EMPLOYMENT HISTORY

2006 -	Resident Engineer, KS Engineers
2000 - 2006	Senior Vice President, Site-Blauvelt Engineers
1987 - 2000	Senior Vice President, Hayden/Wegman Engineers
1986 - 1987	Regional Manager, Gannett Fleming
1980 - 1983	Project Manager, Hayden/Wegman Engineers
1979 - 1980	Project Manager, Metcalf & Eddy
1973 - 1979	Project Engineer, Elson T. Killam Associates
1971 - 1973	Engineer, Malcolm Pirnie Engineers

SUMMARY
Mr. Alaimo has over 40 years of successful experience in design and construction management of bridges, water main, sewers, and transportation projects. He is a registered professional engineer in New York, New Jersey, Connecticut, Pennsylvania and Florida. He has managed complex engineering projects throughout the Northeast from proposal, to design and construction. These projects have ranged in size from one to eighty five million dollars.

RELEVANT PROJECT EXPERIENCE
PANYNJ, Construction Quality Assurance (QA) and Construction Engineering and Inspection (CEI) Services for the Goethals Bridge Replacement Project, NY & NJ
KSE's Project Executive responsible for this $973 million Goethals Bridge Replacement project that is the Port Authority's first new major bridge replacement in more than 80 years, and the first surface transportation public-private partnership (PPP) in the Northeast Region. The 40-year, design-build-finance-maintain contract will replace the Goethals Bridge and approach roadways with a new alignment which will consist of the construction of a cable-stayed bridge over the Arthur Kill south of the existing bridge. The new bridge will contain six 12-foot wide travel lanes, three lanes in each direction; a 12-foot wide outer shoulder and a five-foot wide inner shoulder on each roadway; a 10-foot wide sidewalk/bikeway along the northern edge of the New Jersey-bound roadway; and a central area to be maintained between the eastbound and westbound roadway decks, sufficient to accommodate the provision of future transit service. It also will provide state-of-the-art bridge technology, including Roadway Weather Information Systems that will collect environmental data such as wind speed, visibility, and pavement temperature. There will also be a Traffic Detection System that will use sensors embedded in the roadway to

provide alerts on traffic build-up and incident responses. (2013 - Present)

NYCDDC, HWMP116, Reconstruction of Astor Place, Manhattan, NY - Project Executive
Responsible for the inspection of this $15.7 million REI project that include the removal of abandoned trolley tracks and yokes, water mains, new main line valves and fire hydrants that are part of the water main installations, as well as relocation of a few fire hydrants. The new sewer and drainage facilities require new manholes. New steel faced concrete curbs, and granite curbs will be installed along the sidewalks and roadways. New sidewalks will be either 4" or 7" concrete, and new pedestrian ramps will be constructed at designated intersections. Some of the sidewalk locations are to be pigmented, designating the historic significance of the area. New kiosks are to be installed and they will have water service facilities. A large portion of the project includes reconstruction of Cooper Square where new granite curbs granite benches and granite planters will be installed, along with trees and shrubbery plantings. Responsibilities include preparing and distributing monthly and weekly construction reports DOT and DDC; preparing and processing payments, as-built construction cards; and reviewing, monitoring inspectors reports, quantities and costs. (06/13 - Present)

Battery Park City Authority (BPCA), Contract No. 12-2095, On-Call Engineering Services - 2012 Projects, New York, NY - Project Executive
Responsible for this contract for providing expert and technical support services including civil, structural, mechanical and electrical engineering services on an on-call basis. Work also includes pre-construction support services in developing RFP's, preparing bid documents and evaluating contractor proposals. We provide engineering services will be required to respond on an as-needed basis within 24 hours of request. Tasks include coordination with the BPCA, BPC Parks Conservancy staff, and with BPCA's outside consultants. Peer review of other projects with the Authority for structural, civil, MEP and geotechnical. There are nine tasks for this contract which include: Task 1 - Pier A; Task 2 - Wagner Park, Sinkhole; Task 3 - Seawall Joint Repairs by South Cove Pedestrian Bridge; Task 4 - Rockerfeller Park Terrace Swing; Task 5 - Ballfield Backstop; Task 6 - Survey for ARUP; Task 7 - Water Line Pier A; Task 8 - NYMEX Terrace, Sinkhole; and Task 9 - Structural Work for Tribeca Bridge. (2012 - Present)

BPCA, Contract No. 08-1895, On-Call Engineering Services - 2008 Projects, New York, NY - Project Executive
For this $4 million project assignment. Currently providing on-call engineering services that include civil, structural, mechanical, electrical, landscape architectural, and other related services. Also providing pre-construction support services such as preparing bid documents and evaluating contractor proposals. Additional tasks involve providing drawings, specifications, and construction oversight for curb realignment in the project area on Vesey Street, between North End Avenue and West Street. The south curb of Vesey Street had to be realigned to match the proposed north curb line (to be constructed by Goldman Sachs); following curb realignment and full width of Vesey Street to be repaved. It was necessary to follow the NYC street standards, from curb to curb, and according to the Battery Park City standards. The other ten tasks under this contract include: Task 1: Fire Alarm System Design; Task 2: Site 3 Paving; Task 3: Electrical Roadway Lighting; Task 4: Vault Drainage; Task 5: Utilities at Pier A; Task 6: Pier A Electrical; Task 7: Replacement of Clamshell Barricade with Bollards (Liberty Street) Plus Survey; Task 8: Museum of Jewish Heritage Survey; Task 9: Pier A Civil Engineering / Utility Design; and Task 10: Survey and Civil Engineering for Ferry Slip in WFC. Other work includes coordinating with the BPCA and BPC Parks Conservancy staff.

Alex Basu, PE | civil / structural

Education
- M.S., Structural Engineering, Villanova University
- B.S., Civil Engineering, Jadavpur University, India
- Graduate Courses, Drexel University
- Post-Graduate Courses in Engineering, NJIT

Registrations/Certifications
- Professional Engineer registered in New Jersey, New Hampshire, Massachusetts, Texas

Professional Affiliations
- Member, American Society of Civil Engineers
- Member, American Society of Mechanical Engineers
- Member, American Concrete Institute
- Member, American Welding Society
- Chartered Engineer, Institute of Engineers, India
- Fellow, Institution of Engineers, India

Years Experience: 44

EMPLOYMENT HISTORY

2005 -	President, 21st Century Technocrats & Consultants, LLC
2003 - 2005	Project Engineer, KS Engineers, PC / URS
2002 - 2003	Manager, KS Engineers / Jacobs Facilities Management
1996 - 2002	Construction Manager / Resident Engineer / Construction Engineer, Jois Construction Management System, Inc.
1995 - 1996	Chief Engineer (Construction), A&E Consultants of NY
1995 - 1995	Project Lead Engineer, McGuire Group
1994 - 1994	Engineer, U.S. Engineering Laboratories
1986 - 1994	Senior Civil Engineer, Bechtel Power Corporation
1980 - 1985	Senior Structural Engineer, Stone & Webster Engineering Corporation
1977 - 1980	Structural Engineer, Ebasco Services
1974 - 1977	Design Engineer, United Engineers & Constructors, Inc.
1971 - 1974	Head Design Engineer, Rouse, Dubin & Ventura
1963 - 1971	Project Engineer / Assistant Manager, Martin Burn Ltd.

SUMMARY
A licensed Professional Engineer, Mr. Basu has over 44 years of international experience. Prior to coming to the United States 36 years ago, he worked in India and the United Kingdom. His experience includes design, engineering, and project management gained from positions ranging from Senior Design Engineer to Chief Engineer. Mr. Basu was involved in the engineering design of the Millstone Nuclear Power Plants, a $5 Billion project, and has focused on infrastructure design and construction management for the past 16 years.

RELEVANT PROJECT EXPERIENCE
Port Authority of New York and New Jersey, JFK Central Terminal Building, New York, NY - Consulting Engineer
Under contract with Senon Associates, was a Consulting Engineer for various projects which involved the analysis, design and engineering.

Port Authority of New York and New Jersey, Antenna Support Structures, NJ
Provided structural design and engineering for antenna and PSD microwave supports in following buildings at JFK airport:

- Building 14, NY
- Control Tower, NY
- Creedmoor, NY
- Technical Center, NJ

Meadowlands Railroad & Roadway Improvement, East Rutherford, NJ - Consulting Engineer
Under contract with Metro Glass, was a Consulting Engineer for various projects including analysis, design and engineering of window framing and anchorage stystem and resolution of various issues related to the engineering and installation of windows and related structures.

Roadway Lighting of I-287, Plainfield and Edison, NJ - Consulting Engineer
As a Consulting Engineer to Eii, work involved the analysis, design, engineering of highway projects, electrical and structural engineering services.

CCTV on I-287, Plainfield and Edison, NJ - Engineering Services
As a Consulting Engineer to Eii, work involved the analysis, design, engineering of highway projects, electrical and structural engineering services.

Paterson Parking Authority, Paterson Parking Garage
Quality control and full inspection services for the erection and installation of precast/prestressed concrete structural members at plans and site. $20 Million.

Sims Metal - Senon Associates, Moveable Car Lift Structure for Sites - Engineer
Provided structural design and engineering for oil draining and other pre-demolition/recycling activity.

Sims Metal, Chesapeake Terminal Facility, Norfolk, VA - Engineer
Provided structural design and engineering of foundation and structural steelwork of pumproom, canopy, and stairwell.

Lendino Building, Jackson Avenue, Long Island City, NY
Structural design, review and construction inspection

Solar Panel Projects
Evaluation of existing structures for both residential and commercial buildings for the suitability of installation of solar panels on the existing roof. Complete drawings for electrical districution system, structural details and panel layout, etc. were provided.

Kishor Patel | general constructability

Education

- Master of Engineering, Mechanical, M.S. University of Baroda, India
- Bachelor of Engineering, Mechanical, M.S. University of Baroda, India
- Completed dissertation work at the S.G. Pharmaceuticals Pvt. Ltd., Baroda, India
  "Design of a Sterile Air Conditioning System in a Pharmaceutical Plant"

Years Experience: 22

EMPLOYMENT HISTORY

2009 -	Project Manager, The McCloud Group
2006 - 2009	Applied Projects Company
2005 - 2005	HVAC & General Contractor, AWL Industries
2001 - 2005	Project Manager and Site Supervisor, Nelson Air Device Corporation
1993 - 2000	Project Manager and Field Supervisor, Roy Kay Inc., / Keyspan Energy
1986 - 1993	Project Manager / Project Engineer / Field and Shop Supervisor, Suren Corporation
1983 - 1985	Teaching Assistant, University of Baroda, India

SUMMARY

Mr. Patel has over 22 years in the construction management industry for both public and private sector clients. He is a construction professional who has provided expert construction management services that includes the coordination and supervision of all on-site construction and administrative functions; the inspection of construction for compliance with contract plans, specifications and guidelines; interacting with architects, engineers and municipal agencies; the development of project phasing and scheduling; reviewing and approving contractor payment requests; processing shop drawings; managing as-built drawing documentation; developing scopes for contract additions; and estimating and negotiating changes to contract.

RELEVANT PROJECT EXPERIENCE

New York City Transit, Construction of Fire Standpipe Systems, New York, NY - Project Manager
$5 Million; Construction of fire standpipe systems at 7 Locations
In Bronx, Manhattan and Brooklyn locations, project included: Fire stand piping at stations, Siamese at street level, Fire Valve cabinets at stations, Communications Enclosures at FVC and Siamese with 3/4 rigid conduit and communication wire work, concrete, backfilling and excavation, painting work.

Rehabilitaton of Rockaway Park Beach - 116 Street Station, Queens, NY - Project Manager
Rehabilitation of Rockaway Park Beach-116 Street Station-Mobilization work only. Attended Kick off meeting, Prequalification meetings; System Safety meetings; Baseline CPM schedule approval; set up field office; provided track safety training to all personnel assigned to project; submittals; coordinated with quality Engineer and Safety Engineer; payment breakdown.

NYCSCA, Public School 263M, Queens, NY - Project Manager
$50 Million; Construction management services to NYC School Construction Authority
Demolished existing church and school, including asbestos abatement, demolition, mechanical, plumbing and electrical work; plan, administer, manage and coordinate the construction, design, controlled inspections with the architect, testing laboratories and environmental consultants; supervise field representatives and inspectors; oversee document control, submittals, requests for information and bulletins; negotiate and prepare change orders; develop schedules and estimates; monitor contractors', subcontractors' and consultants' performance and work; coordinate contractors' work with SCANYC and Department of Education of NYC; assure quality control and

site safety; overseeing close-out process and temporary certificate of occupancy.

NYCSCA, Public School 93M, Bronx, NY - Project Manager
$33 Million; Construction management services to NYC School Construction Authority
Demolished existing church and school, including asbestos abatement, demolition, mechanical, plumbing and electrical work; plan, administer, manage and coordinate the construction, design, controlled inspections with the architect, testing laboratories and environmental consultants; supervise field representatives and inspectors; oversee document control, submittals, requests for information and bulletins; negotiate and prepare change orders; develop schedules and estimates; monitor contractors', subcontractors' and consultants' performance and work; coordinate contractors' work with SCANYC and Department of Education of NYC; assure quality control and site safety; overseeing close-out process and certificate of occupancy.

Elmhurst Hospital Center, Elmhurst, NY - Project Manager
$11 Million
Worked worth of Coordinated HVAC sheet metal work, HVAC piping work, insulation work and worked with all other MEP Trades, with co-ordination on drawings and on site co-ordination. On site supervision for HVAC installation includes sheet metal work, HVAC piping, insulation, and Air balancing, start up, turn over, controlled inspection work of completed project and closed out project including change order cost estimation, negotiation, as-built drawings, O & M manuals etc. Attended Project management meetings, scheduling meetings, safety meetings, and co-ordination meetings etc.

Queens Hospital Center, Queens, NY - Project Manager
$6 Million
HVAC- Piping work coordination completed with MEP coordination. Started, scheduled and co-ordinate the project. In addition I worked on walkthroughs for Bids, Bid Opening, Permit Work, Change Order Work, As Built Drawing Work, (Record Drawings) and O & M manuals.

Additional HVAC Experience

HVAC Piping Contract for Various Projects - Project Manager, Project Engineer, Field & Shop Supervisor
Project Values Ranged from $1,000 - $300,000
SCA, DEP, DGS, Hospitals, Air ports, Correction Center, Housing Authority, Dept. of Parks, Supreme Court and private work projects, in Manhattan, Queens, Brooklyn, Bronx, Staten Island and Long Island. Project coordination, on-site supervision, workshop operation, scheduling delivering for company, estimation of piping work, customer service, preparing piping shop drawing, coordination of HVAC piping work with all other MEP trades. Purchased complete piping material for projects.

Joseph Zagarenski | general constructability

Education

- Bachelor of Science, Civil Engineering, Central Connecticut State University, 1997
- OSHA 30 Certified

Years Experience: 17

EMPLOYMENT HISTORY

2013 -	Senior Project Manager, The McCloud Group
2006 - 2013	Senior Project Manager / Director of Estimating, Saugatuck Construction Group
1997 - 2006	Project Manager, The Whiting-Turner Contracting Company

SUMMARY

Mr. Zagarenski has over 17 years of project management and field construction experience. His dedication, hard work and understanding of the construction industry, along with the ability to foster strong client relationships, have allowed him the opportunity to manage a wide range of projects. Additionally, Mr. Zagarenski's experience includes site and hazardous material remediation, demolition, new construction, historic restorations, restaurants, interior renovations, LEED projects, and MEP infrastructure projects.

RELEVANT PROJECT EXPERIENCE

New Canaan Town Hall, Expansion and Renovation, New Canaan, CT - Construction Manager as Advisor

$18 Million project value; 2 story, 18,000 sq. ft. addition

Construction Manager as Advisor services for the oversight of this 30,000 sq. ft. project that includes the interior demolition, abatement and renovation of the Town Hall originally constructed in 1909. A new 2-story addition of approximately 18,000 sq. ft. (comprises a porition of the overall 30,000 sq. ft.) will expanded the overall building allowing for the consolidation of a number of municipal services and administrative functions suited to the Town's needs.

Yale University Historic Renovation Projects, New Haven, CT - Project Manager working as Construction Manager

$31 Million project value; Historic renovation projects

- Vanderbilt Hall: 67,000 sq. ft. dormitory renovation, $21 Million
- Old Campus Restoration: Lawrence Hall, $2.3 Million
- Old Campus Restoration: pre-construction and construction services for Lawrence and Welch Halls bathrooms renovation, $2.3 Million
- Old Campus Restoration: Vanderbilt Hall Window Replacement, $1.5 Million
- Old Campus Restoration: Farnam Hall comprehensive renovation and Welch Hall wood floor replacement $4.35 Million

Pfizer, New Haven Clinical Research Unit, New Haven, CT - Project Manager working as Construction Manager

$21 Million project value; New construction of a 62,000 sq. ft., 3-story building

62,000 sq. ft. consisting of state-of-the-art laboratories, pharmacy, compounding rooms, offices for a staff of 50, beds for 50 volunteers, nurse stations, full kitchen and cafeteria. 1st Silver LEED certified building in CT. Facility is a key component in a Yale / Pfizer Bioimaging Alliance, a long-term, multi-million dollar program which links PET imaging research and clinical drug trials. Mr. Zagarenski managed casework and FFE package as well as coordinated with all owner-provided lab equipment.

Joseph Zagarenski | resume continued

New Construction Projects

- Bloomingdale's Two level 40,000 SF expansion, Federated Department Stores, White Plains, NY; $18 Million
- Peoples United Bank, Mamaroneck, NY
- Peoples United Bank, Shelton, CT
- Wachovia Bank, Norwalk, CT
- Charles River Center, Waltham, MA

Renovation / Fit-Outs / Adaptive Re-Use Projects

- Rye Ridge Shopping Center repositioning medical to retail, Rye Brook, NY, $10 Million
- Rye Ridge Plaza Theater Renovation, Rye Brook, NY; $2.3 Million
- 372 Danbury Road, Wilton, CT $2.5 Million
- Robinson & Cole Interior 60,000 SF Renovation, Stamford, CT, $2.1 Million
- Reckson a Division of S.L. Green Realty Corp Multiple Tenant Fit Outs – Stamford CT; Galen Partners, Surya, Burgo, Perennial, Velocity, Regus, Oppenheimer; Tenant Fit Outs and Capital Improvement Projects; $30 Million
- Bloomingdale's Department Store 120,000 SF phased Renovation; Federated Department Stores, White Plains, NY; $2 Million
- Bloomingdale's department store renovation of floors 2 & 3, Federated Department Stores, White Plains, NY; $500,000
- Antares (Now BLT) Office and Sales Floor Fit Outs and code upgrades, Stamford, CT

B | Staff Qualifications and Experience

Team Resumes - Cost Estimates

Kevin Meehan | cost estimator

JCMS, Inc.

Education
- BS - Civil & Environmental Engineering, Rutgers College of Engineering

Skills
- E=MC2 Estimating Software, Timerline Estimating
- OST (On-Screen Takeoff)
- Microsoft Office, Excel
- Sage
- Insite Sitework
- Prolog
- Endeavor
- Paydirt
- Roctec
- HCSS HeavyBid

Training
- Track Certified - NJ TRANSIT

Experience Highlights
Extensive experience in providing Cost Estimating services on transit, transportation, industrial and commercial projects in addition to strong field construction experience

Years Experience: 14

SUMMARY
Mr. Meehan has over fourteen (14) years experience in the field of Construction Cost Estimating. His diverse experience comprises of a wide variety of projects that includes estimation of Transit / Industrial / Commercial/ Institutional/ High-Rise / Educational etc. Mr. Meehan has been responsible for developing budgetary and final construction cost estimates, contract pricing and change orders, contract negotiations, interface and coordination with contractors, owners and A/E consultants on project issues, assisting owners on construction phasing and scheduling, coordinating with the A/E of record regarding change orders, interpretation of contract documents, submittal and approvals and related technical matters, review of contractors claims of disputed work, providing detailed takeoff and pricing for sitework, foundations and recommening appropriate action to owner. His Computer Experience consists of : E=MC2 Estimating software, Timberline Estimating, OST (On-Screen Takeoff) Microsoft Office, Excel, Word, Sage, InSite Sitework, Prolog, Endeavor, Paydirt, Roctek, and HCSS HeavyBid.

RELEVANT PROJECT EXPERIENCE
TBTA - Marine Parkway Bridge Substructure & Underwater Work, New York
Sr. Cost Estimator Work included on the Marine Parkway Bridge in a 25-span structure connecting Flatbush Ave in Brooklyn with Beach channel Drive in Rockaway, Queens. Restoration of the scour protection system at piers. Responsible for providing detail Cost Summary including full detail of all cost component as related to crew makeup & labor rates, materials & construction equipment needed.

LIRR - Station Master's Office Renovation, New York, NY: The renovation of Station Master's Office (SMO) on the concourse level of New York's Penn Station is a $2.5M project to update the nexus of the railroad's station monitoring and information network. In addition to the teledata distribution and equipment, the renovation also includes interior demolition and fitout, mechanical and plumbing work. Mr. Meehan provided preconstruction management and estimating services.

Kevin Meehan | resume continued

MNR - Grand Central Terminal Leak Remediation, New York, NY: Grand Central Terminal in midtown Manhattan is planning a $20M Leak Remediation project to repair and prevent damage from water intrusion. The project includes repairs and new waterproofing of the building façade as well as adjacent substructure, roadway, sidewalks, elevated roadways and bridges. Mr. Meehan provided preconstruction management and estimating services.

PANYNJ - National September 11th Memorial & Museum, New York, NY: The National September 11th Memorial is a six acre site with stone paving, mature trees and the "Reflecting Absence" memorial pools which stand in the footprints of WTC Towers 1 & 2. Provide detailed cost estimates for bid packages relating to the $530 Million Museum/Memorial portion of the reconstruction of the World Trade Center site.Provided detailed takeoff and pricing for sitework, foundations, super-structure and architectural building elements.

MTA- Penn Station Visioning Study, New York, NY: The Penn Station Visioning Study is a "blank slate" planning study intended to optimize customer circulation and way finding, customer service amenities and station real estate utilization through 2035. The study is also tasked with creating a street presence for the station and a unifying vision for the station's three railroads. Mr. Meehan's responsibilities include performing construction cost analyses to score the different concepts. Mr. Meehan is also responsible for advising on constructability, phasing and logistical issues.

NJ Transit - Sandy Recovery and Long Term Flood Mitigation and Resiliency: Secaucus Junction and Newark Penn Station. Flood barriers, electrical redundancy, Sandy repairs.

NJ Transit TOC - Secaucus Junction Platform Extension, NJ, Sr. Cost Estimator The Secaucus Junction Platform Extensions project is a $1.5M effort to extend two island platforms an additional 120 feet each on the four track NJ Transit Main Line. The extended platforms will match the existing platforms in structural as well as architectural details. Work includes excavation, concrete substructure and superstructure, additional lighting, security, fencing and stairs. Construction will take place alongside active passenger rail lines. Mr. Meehan is responsible for providing cost estimating services.

NJ Transit - Hoboken Terminal and Yard: Sandy Repairs and Remediation, Flood Mitigation and Resiliency: The project is to restore the terminal and yard operations, while at the same time increasing the system's resiliency - its ability to withstand and recover quickly from future storms. Mr. Meehan is responsible for providing cost estimating services.

Mr. Meehan is responsible for providing cost estimating services on the above mentioned projects.

NJ Transit - Capital Asset Replacement Program (HBLR &SNLRT), NJ Sr. Cost Estimator the CARP program consists of projects including Resurfacing of the Plank Interlocking and the Lackawanna Curve, Harborside track replacement, Replacement of light fixtures, the UPS system and fire protection piping at the LRV Maintenance Facility, bollard replacement at the Newport Viaduct and replacement of various equipment and furniture. Mr. Meehan is responsible for providing capital cost estimates for NJ Transit's Hudson-Bergen Light Rail and River Line system infrastructure and facilities.

Ketul Gandhi | cost estimator

JCMS, Inc.

Education
- MS, Construction Management, Stevens Institute of Technology
- BE, Civil Engineering, Gujarat University, India
- Research Assistantship, Polytechnic University, Brooklyn, NY

Certification
- OSHA 30-Hours
- NJ TRANSIT Construction Management

Professional Affiliation
- CMAA - Construction Management Association of America

Skills
- OST (On-Screen Takeoff) Win Estimator software, Primavera, MS Project, MS Word, Excel, Power Point, Outlook, Visio, MS Works, MS Office Tools, Windows 98/NT/XP/VISTA/7, MS DOS, Linux, Acrobat 8 Professional, Adobe Photoshop

Training
- Track Certified - NJ TRANSIT

Experience Highlights
Cost estimating on a variety of Transit and Infrastructure projects

Years Experience: 6

SUMMARY
Mr. Gandhi has over (6) six years of experience working with PANYNJ, MTA/TBTA, USMA (United States Military Academy), NYCSCA, NAVFAC (Naval Air Base), GSA (General Service Administration), NYC Housing Authority as Estimator, Project Scheduler & Project Engineer and involved in a variety of projects that include infrastructure, industrial, institutional, commercial and residential building projects. He prepared change order, negotiated with clients, implemented activities related to Change Order without delaying/disturbing any existing activities. Mr. Gandhi has expertise in preparing quantity take-off and costing of projects including vendor verification of costs for specialty items. He has a keen understanding of market prices of material and equipment as it relates to various types of projects.

RELEVANT PROJECT EXPERIENCE
PANYNJ - Newark Aviation Fuel System Modification, Newark, NJ - Cost Estimator The $90M Newark Liberty International Airport Fuel Systems Modifications project will install nearly 30,000 linear feet of underground double walled aviation fuel piping. The project will also add two new 47,600 bbl above ground tanks, two new truck fueling racks, a contact water treatment facility, fuel selection area manifold, modifications to four pump stations including new PLCs and controls. Mr. Gandhi is responsible for providing cost estimating services.

MTA- Penn Station Visioning Study, New York, NY - Cost Estimator The Penn Station Visioning Study is a "blank slate" planning study intended to optimize customer circulation and way finding, customer service amenities and station real estate utilization through 2035. The study is also tasked with creating a street presence for the station and a unifying vision for the station's three railroads. His responsibilities include performing construction cost analyses to score the different concepts.

LIRR - Jamaica Stations Expansion Project, New York, NY - Cost Estimator The Jamaica Capacity Improvements – Phase I Design" provides the Cross-Borough Scoot and the infrastructure improvements needed to increase capacity required for ESA operations. Mr. Gandhi is responsible for providing estimating services at 30, 60, 90 and 100%.

TBTA - Substructure and Underwater Work at the Marine Parkway Bridge, New York, NY - Cost Estimator
The project consists of detailed design services and supporting design services during construction for the scour protection restoration at Piers #2 (7) through #11 (18); rehabilitation of damaged bridge pier protection steel plates, rehabilitation of unsound concrete on all substructure elements such as North and South abutments, pier caps and pier stems above high water, within the tidal zone and underwater, and upgrade of the ancillary electrical system at the Marine Parkway Bridge. Mr. Gandhi is responsible for reviewing the detailed Construction Cost Estimate to ensure that the cost estimate reflects all the final revisions and comments incorporated in the 100% design document.

NJ Transit - Newark Penn Station Raymond Plaza East Architectural Improvements, Newark, NJ - Cost Estimator Responsible for providing estimating services at 30% & 90%. The project consists of Removal of Existing ADA Ramp, Construction of New ADA Ramp, Glass Canopy with Structural Steel-Concrete Footing, New Screen Wall, New Concrete Sidewalk, Electrical Modification including new light fixtures.

NJ Transit - Sandy Recovery: Initial Flood Assessment and Initial Near-Term Recommendations - Cost Estimator responsible for estimating cost for Flood Mitigation, Backup Generator & Electrical hook-up-conduits-wire-transfer switch, Sump Pump, Trash Pump, on call implementation cost for contractor before and after storm for NJ Transit facility: Newark Penn Station, Secaucus junction, NLR Bloomfield Station, NLR Broad Street Station.

NJTA- GARDEN STATE PARKWAY MISCELLANEOUS REPAIRS:
Worked with Tran Systems in developing cost estimates for Substructure located at Swimming River, Matawan Creek, Cheesequake Creek. Estimate includes cost for Substructure Concrete Spalled repair, Bridge repair, Concrete Collar installation-Underwater, Embankment-Slope protection, Membrane Waterproofing.

Amtrak/NJ Transit - Portal Bridge Capacity Enhancement – North River Bridge, New Jersey: The $1 billion project is to replace the existing Yr-1910 built, swing span structure bridge with a new '3' span network tied arch bridge to ensure uninterrupted NE Corridor service as well as navigation through Hackensack river. Mr. Gandhi was responsible for quantity take-off thru 100% CD drawings. Performed take-off for Structural and Reinforcement Steel, Concrete for following bridges and retaining wall:

- Tracks 2 and 3 over Newark-Jersey City Turnpike
- Tracks 2 and 3 over West Lagoon and Belleville Turnpike
- Duck Under Structure carrying Tracks 2 and 3 over future Track 4
- West Approach Spans (carrying Tracks 2 and 3) to the River Bridge
- Tracks 2 and 3 over the Hackensack River (River Bridge)
- East Approach Spans (carrying Tracks A, 2 and 3) to the River Bridge and over Norfolk Southern.
- Modifications to the Existing Track 2 Viaducts

DRPA - PATCO Power Cable and Pole Line Replacement, Camden, NJ
Field Supervisor The project consists of providing construction monitoring services for work associated with the replacement of all 26.4 KV traction power cable, 2.4 KV signal power cable and wood poles, as well as conduit and the removal of all abandoned cable on the PATCO High Speed Line. Project Cost: $12 M

Adriana Dilancea | scheduler / cost estimator

KSE

Education
- B.S. Architecture, University of Romania, Bucharest, Romania
- Additional university level courses in structural technology and construction management

Professional Registrations/Certifications
- Primavera P6.2, P3e/c, P3.3, Expedition, Monte Carlo, and Microsoft Excel

Years Experience: 20

SUMMARY
Ms. Dilancea has more than twenty years of experience in Project Controls as Scheduler, Cost Engineer and Cost Estimator supporting the management of large domestic and international infrastructure development projects with an emphasis on rail transit and roadway construction. Ms. Dilancea also has extensive experience in Primavera P6.2, P3e/c, P3.3, Expedition, Monte Carlo, and Microsoft Excel.

RELEVANT PROJECT EXPERIENCE

URS, Scheduling Director for No 7 Subway Line Extension
Provided scheduling management services for the No 7 Line Extension New York, New York involving Integrated Master Schedule, supported risk analysis process, reviewed reports, specifications, monthly reports and any other Project Controls assignments. Worked also included a detailed Testing and Commissioning Schedule, for the project, in collaboration with Operational Department of MTA.

David Evans and Associates, Pacific Project Management a sub-consultant to David Evans and Associates
Provided project management oversight consulting services to Federal Transit Authority on transit projects (MTACC - the Fulton Street Transit Center, South Ferry Terminal Station - and PANYNJ – World Trade Center PATH Terminal projects) and one roadway project (NYSDOT - Route 9A Promenade North project), conducting cost, scheduling and risk analysis, reviewed recovery plans, reviewed reports, monthly reports and any other oversight assignment.

Bechtel Corporation
Held a series of progressively more responsible positions in Project Controls (Cost, Scheduling and Estimating). Recent project positions have been with rail infrastructure projects involving multiple firms. Assignments are summarized below:

- *Lead Scheduler (Dulles Corridor Metrorail Project – Vienna, VA* Prepared design-build schedules for the project; Liaised with consultants and actively participated in developing construction schedule for the project using P3e/c software.
- *Lead Scheduler (Thameslink 2000, West Coast Rail Route Modernization) – London, UK* Prepared schedule at various level of detail for testing, and studies of future work; Liaised with client and consultants to monitor performance, identify and mitigate impacts; Developed reporting tools for all levels of projects and coordinated monthly project reporting; Actively participated in the implementation of the P3 software on several projects.
- *Lead Scheduler/Cost Engineer (East Side Access) – New York, NY* Coordinated and updated Project Master Schedule; Performed cash flow analyses and commitments; Prepared schedule risk assessment analysis; Developed work breakdown structure; Prepared cost, schedule and performance sections of the Monthly Reports; Coordinated development of detailed schedules; Coordinated project controls activities with sub-

The McCloud Group

consultants; Developed critical items action and submittal reports using Expedition.

- *Lead Scheduler (West Rail Project – Hong Kong)* Coordinated, updated, revised West Rail Master Schedule; Prepared technical studies, detailed design, design-build schedules and reports for management meetings; Performed cash flow analyses; Tracked Changes; Performed schedule risk assessment; Developed activity coding structure for Master Schedule; Assisted in schedule or other Project Controls functions as required.
- *Scheduler or Lead Scheduler/Lead Cost Engineer – various projects* Prepared unit price estimates for various bid packages used in negotiations; Prepared change proposals; Reviewed and analyzed bid package schedules and schedule of values; Reviewed contractor requests for payment; Monitored and controlled construction contract costs; Reviewed invoices for accuracy and completeness; Authored and issued various managerial reports.

Stone and Webster
Summary: Held a series of progressively more responsible positions in Project Controls (Cost, Scheduling and Estimating) summarized below:

- *New York City DEP, Cost Engineer – Various Nuclear Power Plants and Land Based Sludge Management Plan* Developed schedules at various level of detail; Performed critical path analysis; Tracked progress through all project stages; Developed cost and estimating processes for various projects.
- *MNR Upper Hudson Station Improvements – New York City, Cost/Schedule Engineer* Responsibilities included developing cost estimates, schedules and tracked progress for the development of nine commuter rail stations
- *Nine Mile Point, Oswego, NY, Scheduler* Responsibilities included developing schedules, revised and tracked progress, conducted critical path analysis, prepared mechanical and structural quantity take-offs during start-up.

Franco George, PE | cost estimator

JCMS, Inc.

Education
- MS, Construction Management, Heirott Watt University, UK
- BE, Civil Engineering, Bangalore University, India
- Postgraduate Diploma, Highway and Transportation Engineering Portsmouth University

Licenses/Registrations/Certifications
- **Licensed Professional Engineer: State of New York**
- **Certified Site Safety Manager: State of New York (CSSM)**
- Associated Value Specialist (AVS): Board of SAVE International
- NYCDOB Site Safety Manager

Affiliations & Memberships
- Member, American Society of Professional Estimator
- Associate Member, American Society of Civil Engineer
- Member, Society of Value Engineers

Years Experience: 30

SUMMARY
Mr. George has over thirty (30) years experience in the field of construction management and project management in various capacities as Chief Estimator, Project Officer, Construction Manager, Project Manager, Project Coordinator and Construction Engineer.

He has a wide variety of experience including developing budgetary and final construction cost estimates, value engineering, contract negotiations, review of design development drawings, management of A/E consultant during design process, interface and coordinate with contractors, owners and A/E consultants on project issues, assisting owners on construction phasing and CPM scheduling using Oracle Primavera, coordinating with A/E for change orders, interpretation of contract documents, submittal and approvals, reviewing contractors' claims of disputed work and recommending appropriate action. Mr. George has also been responsible for developing detailed hard bid cost estimates, reviewing and commenting on contractor prepared CPM schedules and construction delay claims for large and complex projects in metropolitan New York area and for United States Army Corps of Engineers. Mr. George is proficient in the use of Oracle Primavera, Expedition document control software, MS Office Suite and Auto Cad. Specific to this project, Mr. George brings:

- Extensive experience in Construction Cost Estimating, Budgeting, Earned Value Management (EVM), Planning, and CPM Scheduling on large-scale mass transit and institutional projects
- Strong field construction experience

RELEVANT PROJECT EXPERIENCE
Port Authority of New York & New Jersey (PANYNJ) - World Trade CenterReconstruction Project, NY *Project Cost $ 4.5 Billion*
Lead Estimator and Earned Value Specialist responsible for review of design documents for constructability, value engineering, and cost estimations for multiple, multi-million dollar construction work packages including the Memorial, Pavilion, World Trade Center Transportation Hub integrating NY City Subway Lines and PATH (Port Authority Trans Hudson) subway lines, Performing Arts Center, Landmark Oculus and Five high rise office buildings. As Lead Estimator, Mr. George was responsible for estimating cost of various Bid packages and making

presentations/recommendations to Port Authority Board; Analyzing contractors estimate for best and final offer; Preparing and negotiating change orders with all contractors; preparing monthly and ad-hoc cost and schedule reports to Port Authority of NY& NJ; evaluating and making Value engineering recommendations to PANYNJ during design stage; preparing cost sharing documents for funding sources/stake holders and coordinating with project management team on Earned Value Methods and performance measurements of various contract packages.

FTA PMO Maryland Transit Administration- Department of Transportation, Baltimore Red Line Project, MD *Cost Estimate of the project is $2,575 Million*
The Baltimore Red Line is a proposed 14.1mile rail transit line construction that will provide connections between the Woodlawn areas of Baltimore County, West Baltimore communities, downtown Baltimore, Inner Harbor East, Fells Point, Canton, the Johns Hopkins Bayview Medical Center. The proposed Red Line will connect directly to the already existing Light Rail, Metro Subway and MARC Train – making a more comprehensive transit system for public transit users. Mr. George is responsible for developing & updating the capital cost estimate through the Preliminary Engineering and Final Design phases of the project development process. The Capital Cost and Methodology Report presents the methodology used in generating the capital cost estimate for the Mid-Coast Corridor Transit Project in conformance with the FTA guidelines for estimating capital costs for New Starts projects.

FTA PMO SANDAG Mid-Coast Corridor Transit Project, San Diego, CA
The $1.2B Mid-Coast Corridor Transit Project proposes to construct an 11-mile line between Downtown and University City, linking the two regions via a light rail. As part of PMOC team member, Mr. George is responsible for developing & updating the capital cost estimate through the Preliminary Engineering and Final Design phases of the project development process.

SEPTA - Walnut-Locust Station Rehabilitation, Philadelphia, PA
Improvements at the station included the rehabilitation and/or replacement of stairs, new elevators and escalators, lighting, passenger facilities, head house rehabilitation, signage/graphics and fare line modifications. All improvements at this station were focused upon providing a fully ADA compliant Key Station facility. As Chief Estimator, Mr. George was responsible for the development of final estimate and work program for the project.

New Jersey Transit - MMC Facility Expansion, Kearny, NJ
This project involved major additions including a new train washer facility, expansion to several buildings in the complex including the services and inspection building for all levels of inspection of new Comet V coaches, installation of new track, catenary and additional rail vehicle maintenance equipment. As Senior Estimator, Mr. George was responsible for developing project estimate and work program at various stages of the project.

SEPTA - Norristown Transportation Center Intermodal Parking Facility, Norristown, PA
Multi-deck, 540 car parking garage and a bus terminal. As Senior Estimator, Mr. George was responsible for construction cost estimate at 50% & 100% design phases and work program.

SEPTA - Warminster Station Parking Lot Expansion and Repair, Warminster, PA
The project involved expansion of the existing parking lot including new and relocation of existing utility services, street and parking lot lighting, construction of culverts, detention basins and landscaping work including grass seeding, mulching and tree planting. As Senior Estimator, Mr. George was responsible for developing project estimate and schedule (work program) at various stages of the project.

DRPA (Delaware River Port Authority) - Passenger Loading Bridge Platform, and Philadelphia Cruise Terminal, Philadelphia, PA
Cruise Ship Terminal with an open air Head house, elevator and escalators.

B | Staff Qualifications and Experience

Team Resumes - Construction Schedules

Devang Parekh | scheduling

KSE

Education
- B.S.M.E. – New Jersey Institute of Technology, 1993
- M.S.M.E. – New Jersey Institute of Technology, 1996

Certifications/Training
- Primavera P3 - Planning and Scheduling with Primavera P3
- Primavera P6 – Introduction to Primavera P6

Years Experience: 18

EMPLOYMENT HISTORY
2009 -	Scheduler and Claims Analyst, KS Engineers
2008 - 2009	Scheduler and Senior Claims Anlyst, Construction Claims Group
2004 - 2008	Scheduler and Claims Analyst, Capital Project Management, Inc.
2003 - 2004	Project Engineer, Bendheim Wall Systems
1998 - 2002	Project Engineer/Sales Engineer, EKATO Corporation
1996 - 1997	Project Engineer, BOC Process Plants

SUMMARY
Mr. Parekh has over eighteen years of experience in Construction Scheduling and Claims Analysis for Projects ranging from $1M - $100M. His project experience includes educational facilities, airport facilities expansion, highways and bridges, and other commercial facilities projects. Some of the major industry experiences include, sheet piling, glass wall system for low and high-rise buildings, HVAC, nitrogen generator and co-generation plants and medical devices. Mr. Parekh has proven expertise in Primavera P3 & P6, Claim Digger, MS Project, MS Office, AutoCAD, CANVAS, ADOBE Suite, Visio, Corel Draw, Concordance, Lexis-Nexis. Following is a brief description of his relevant experience.

RELEVANT PROJECT EXPERIENCE
Port Authority of NY and NJ (1/11-present) - Scheduler and Claims Analyst
Reviewing schedules, construction claims and performing analysis for work on various size projects. Projects included Guard rail, traffic lights, asphalt and service road rehab, Bridge rehab, Runway rehab, Hanger Demo, etc. Responsibility includes reviewing contractor's schedules and assist engineers in claims and estimation. Perform schedule analysis using Primavera P3, P6 and Claim Digger on weekly and monthly schedules. Created spreadsheets to track major project items for payment and schedule verifying. Advice Resident Engineer of any future claims and present the findings as required. Visit project job site and attend project and progress schedule review meetings. Create timelines for various contractors' claims as required.

Port Authority of NY and NJ (07/09 - 12/10) - Construction Claims Analyzer/Scheduler
Currently working on $204M reconstruction of the existing runway at John F. Kennedy Airport (JFKIA). Reviewing schedules, construction claims and performing analysis for work at LaGuardia (LGA) and Stewart (SWF) International Airports. Responsibility includes reviewing contractor's schedules and assist engineers in claims and estimation. Perform schedule analysis using Primavera P3, P6 and Claim Digger on weekly and monthly schedules. Created spreadsheets to track major project items for payment and schedule verifying. Advice Resident Engineer of any future claims and present the findings as required. Visit project job site and attend project and progress schedule review meetings. Create timelines for various contractors' claims as required.

Construction Claims Group, Cedar Knolls, NJ – Scheduler and senior Claims Analyst responsible for working on construction claims providing detailed analysis of entitlement, causation and schedue analysis.

The McCloud Group

Met with State, City and County professionals for various negotiations on bridge, road and school projects.

- *Building Projects* - including Midwood High School (NY); The Baruch College (NY); East Orange PS #2 & #5 (NJ)
- Assisted in preparing Expert Report for Mediation, Arbitration and Litigation as required.
- Performed schedule claim analysis using Primavera P3 and Claim Digger and MS Project.
- Analyzed delays related to schedule delay claims, productivity claims and defective design claims.
- Created detailed As-built graphics to show job progress and any delays.

Capital Project Management, Inc., Fairfield NJ – Scheduler and Claims Analyst
Provided construction services including claims consulting to various government and corporate clients. Used Primavera (P3), Claim Digger and MS Project to perform schedule review and analysis. Performed TIA (Time Impact Analysis) based on As-planned and As-built schedules.

- Projects included the following: *Miami Int'l Airport Expansion ($100M); Morris County Bridge ($12M); NJDOT Rt. 35 Shark River Bridge ($48M); Watchung High School ($14 M); New Brunswick School Renovation ($5M)*
- Interviewed key personnel, reviewed documents, schedules, payroll, contracts, etc.
- Assisted in preparation of Expert Report for clients based on our findings.
- Prepared as-built graphics using daily reports, equipment records, diaries, etc.
- Prepared presentations in PowerPoint for clients.

Bendheim Wall Systems, Passaic NJ - Project Engineer
Prepared quotations and proposals based on contractor's take-offs. Worked with W&W Glass, Enclos Corp., Trainor Glass, Harmon, Karas & Karas. Developed price-sheet in Excel for estimating and officially used by the company for all estimating. Created and automated design calculation spreadsheet for glass wall design. These included deflection, stress/strain calculations, maximum glass height, moment of inertia, etc.

EKATO Corporation, Ramsey NJ - Project Engineer/Sales Engineer
Performed complete project review, Schedule, design and estimation of industrial agitators/mixers. Visited many client locations for product presentations and review of design proposals. Designed agitators, which consisted of 5HP to 1500HP for various industries. Major industries include pharmaceutical, paint and adhesives, municipal wastewater treatment, flue gas desulphurization (FGD), mineral extraction, pulp and paper, chemical and other processes. Designed agitators to meet and or exceed stringent and complex mixing requirements. Performed Computational Fluid Dynamics (CFD) to visualize the agitator performance. Assisted in design and selection of multi-million dollar project for FGD applications. Major task of the plant was to convert the Sulfur Dioxide (SO2) into Calcium Sulfate (CaSO3) and by product is Gypsum. Assisted local municipalities in selection and design of wastewater agitators.

BOC Process Plants, Berkeley Heights NJ - Project Engineer
Performed detailed design and equipment selection for nitrogen generators. Assisted senior engineers in writing technical proposals for various projects. Performed process equipment sizing, selection and estimation for the project. The equipment included heat exchangers, pumps, compressors, filters, piping, etc. Spearheaded and created proposal tracking database in MS Access. Assisted the engineers in updating, tracking and modifying proposals to meet deadlines and perform reports. Prepared technical proposals for the client, based on final design and estimate. Assisted the Department in achieving a successful ISO 9001 audit.

The McCloud Group

Murali Nambiar | scheduling consultant

JCMS, Inc.

Education
- B.E. - Civil Engineering, MNIT, MBA - Marshall School of Business, USC

Certification
- Primavera Certified P6 Trainer
- Project Risk Management in Primavera Risk - Oracle University

Professional Affiliation
- CMAA - Construction Management Association of America
- PMI
- Metropolitan Railway Club of NY

Training
- Construction Quality Management - U SACE

Experience Highlights
- High level of proficiency in the use of Primavera P6/P3
- Extensive Experience on Mass Transit Projects
- Experience in Primavera Risk Analysis, Acumen Fuse, Acumen Risk and other Project Management tools

Years Experience: 24

SUMMARY
Mr. Nambiar is an engineering professional with over (24) twenty four years of experience on diverse construction projects including mass transit, commercial, industrial and institutional buildings, and defense department projects. Areas of experience include project management, construction management and project controls providing planning, scheduling, resource/cost control, delay claims analysis and schedule risk analysis on a variety of engineering, procurement and construction projects from bidding to design, construction and closeout. He has extensive experience in using the latest version of Oracle Primavera products and Acumen Risk and Project Analytics solutions for Project Planning/Scheduling/Monitoring and controlling, resource and cost and risk analysis in a multi-project environment. Mr. Nambiar has performed resource planning and leveling to optimize usage and forecast resource needs. He has incorporated change orders with associated logic changes, prepared Recovery Schedules and performed Time Impact/Delay Analysis to determine the impact of changes on project completion.

RELEVANT PROJECT EXPERIENCE
PANYNJ - PATH Capital Program Management Services, New York, NY (01/2010-09/2010) Mr. Nambiar developed integrated resource loaded schedule and optimized resource requirements for proposed $2.5B, 10 year capital program projects for PANYNJ's PATH Rail System. Mr. Nambiar's responsibilities included preparation of questionnaire for interviews, understanding the scope, duration and resource requirements for the capital program projects.

Amtrak/NJ Transit - Portal Bridge Capacity Enhancement – North River Bridge, New Jersey (2012-Ongoing) Sr. Scheduling Engineer The $1 billion project is to replace the existing Yr-1910 built, swing span structure bridge with a new '3' span network tied arch bridge to ensure uninterrupted NE Corridor service as well as navigation through Hackensack river. Mr. Nambiar developed program master schedule including detailed staging to ensure uninterrupted NE Corridor operations during construction and cut-overs based on 60% design documents and cost loaded to prepare budget and cash-flow projections.

PANYNJ - WTC Transportation Hub, New York (03/2010-09/2010) Mr. Nambiar is responsible for developing and maintaining two independent master schedules for the program.

NJ Transit - The Trans-Hudson Express Tunnel, NJ-NY (2007-2008) Railroad tunnel that was to be built under the Hudson River, connecting New Jersey and New York. Mr. Nambiar was involved for developing the Master Schedule for the construction phase of the project.

NJ Transit – Morrisville Train Storage Yard, Morrisville, NJ (2008-2009) The $100 Million Phase II work includes expansion of the Morrisville Yard to double train storage capacity, two elevated inspection tracks, a Wheel Truing Facility, expansion of the Crew Quarter Building and employee parking area. He was responsible for reviewing and analyzing contractor's CPM baseline schedule, monthly updates and comment on schedule integrity and progress. He was also responsible for reviewing and analyzing contractor's Time Impact analysis requesting time extension and making recommendations to the owner.

NJ Transit – Hoboken Ferry Terminal, Hoboken, NJ (03/2008-12/2008) The renovations included reconstructing a portion of the building's substructure and superstructure, constructing a ferry service ticket office, restoring the building's roof, refurbishing the terminal's old clock tower, restoring the interior finishes of the ferry terminal area, and performing utility and marine work. Mr. Nambiar was responsible for reviewing the CPM Baseline Schedule and updates.

Houston Metro North & Southeast Corridor, Houton, Tx (2011-Ongoing) The $1.6b Houston light-rail expansion of North (Red) line by 5.3 miles and Southeast (Purple) line by 6.6 miles is part of Houston's strategic development program. Mr. Nambiar participated in risk workshop; reviewed & ascertained potential schedule impacts; carried out risk analysis; and prepared reports.

SANDAG Mid-Coast Corridor Transit Project, San Diego, CA (2011-Ongoing) The $1.2b Mid-Coast Corridor Transit Project proposes to construct an 11-mile line between Downtown and University City, linking the two regions via a light rail. As part of PMOC team member, he participated in risk workshop; reviewed & ascertained potential schedule impacts; carried out risk analysis; and prepared reports.

MSDC - Moynihan Station Phase I, New York, NY (2012-Ongoing) the $220 million project will double the width and length of West-end Concourse at the New York Penn Station. Mr. Nambiar as member of the program management team developed program master schedule, and resource and cost loaded it to develop budget and annual cash flow.

LIRR Jamaica Capacity Improvement, New York, NY (2009-01/2010) Mr. Nambiar developed detailed resource loaded schedule for LIRR for construction of new platform at Jamaica and signal and track modifications necessary to connect Long Island with Grand Central in Manhattan.

MTA - East Side Access Harold Interlocking VE & Peer Review (2011-2012) In order to review and assess the viability of Re-Baselined Integrated Program Schedule for the Manhattan Facilities of the East Side Access Program, a peer review team was formed in January, 2012. Mr. Nambiar developed a high level schedule incorporating all structures and systems work remaining under Manhattan scope of work of the program.

MNR – Hudson Line Station, Phase 2C – Tarrytown, NY (06/2012-12/2012) The Metro North Line Tarrytown Station Project involves the reconstruction of platforms #2, #3 and #4 and the installation of new overpasses. Mr. Nambiar is responsible for reviewing the contractor prepared CPM Schedule for accuracy and reasonableness of schedule duration, logic and critical path.

B | Staff Qualifications and Experience

Team Resumes - Contract Administration

Lisa Canton | contract specialist

KSE

Education

- AA, Business Management, Santa Fe Community College, Gainesville, FL
- Audio Engineering, Basement Recordings, Brooklyn, NY, 1998
- WP 5.1/Data Entry/Proofreading, Santa Fe Community College, Gainesville

Skills

- Primavera Contract Manager, Expedition
- Microsoft Outlook, Word, Excel, PowerPoint and Access
- Panagon and Saros
- Health & Safety Awareness

Years Experience: 15

EMPLOYMENT HISTORY

2009 -	Document Control Specialist, KS Engineers
1990 - 2008	Document Controls Assistant, CH2M Hill, Inc.
1990	Part-Time File Clerk, Shands-Alachua General Hospital

SUMMARY

Ms. Canton has extensive leadership experience in construction project administration, document controls, document publishing, contract administration, construction specifications, administrative assistance, and strong PC skills.

RELEVANT PROJECT EXPERIENCE

NYCTA, CM-1256 Construction Management Services for the Fulton Street Transit Center, New York, NY - Document Control Specialist

Responsible for providing construction management services for this $880 mega million project. The Metropolitan Transportation Authority and MTA Capital Construction are building a new Fulton Street Transit Center in the general vicinity of Fulton Street and Broadway, incorporating six existing Lower Manhattan subway stations which includes: Fulton Street for nos. 2, 3, 4, 5, J, M and Z trains; Broadway-Nassau Street for A and C trains; Chambers Street / World Trade Center for E train; and Cortlandt Street for R and W trains. The FSTC project's goal is improve access to and connections between 12 subway lines for hundreds of thousands of daily commuters and Lower Manhattan residents and visitors, and will link NYC Transit facilities with PATH service and the World Trade Center site. Construction of the Fulton Street Transit Center is underway and parts of the new station have already been opened for commuter use. (02/09 - Present)

CH2M HILL, Inc., Gainesville, FL - Document Controls Assistant

Responsible for submittals during Construction (SDC) Coordinator. Served as the Southeast Regional (SER) Lead Point-of-Contact for construction services coordination; by providing leadership to peers in administrative communication by training external SER staff on corporate database procedures; and providing the technical skills necessary to coordinate, research, and track construction Submittals, compiling engineer comments on submittals; processing submittals after engineer dispositions; working on fast paced deadlines for Requests for information (RFI's), Clarification/Interpretation Requests, Field Orders, and Operation & Maintenance Manuals for reviewing design engineers, client, field representatives & Project Managers; providing technical assistance and training of SDC coordinators in tracking construction procedures using Expedition (Primavera- Contract Manager); maintaining Project Records during the phase, and archiving at closeout; assisting Operations Leader (OL) with meeting staff utilization goals, communication on project chartering meetings/provide copy of project

instructions to OL. Maintained project schedule and submittal reports for all in-house projects, including duration and provide primary project point-of-contact with direct informative technical feedback meetings on a biweekly basis.

Document Publishing Specialist, Lead Construction Specifications Coordinator
Responsible for setting up CSI master specifications for projects in Panagon database, tracking specification sections, attending project meetings, processing and proofing specifications and references, communicating with Project Assistants and Engineering team on the project, scheduling, forwarding, and assembling the contract documents for reproduction, distributing the contract documents for internal, Client, Plan Rooms, and Contractor distribution. Bidwork procedures include selling contract documents to bidding contractors, subcontractors, and equipment suppliers; creating, compiling and distributing addenda on project to distribution list; and sending out weekly bidder's list to companies interested in networking with bidders in the event they win bid. Conforming documents which include revising all changes per addenda to specifications; and preparing signed Contract Documents for client and awarded contractor to use in the field during construction. Assisting engineers and other processors to meet their deadlines so that workload and deadlines are compatible.

Administrative Assistant - Served as the only administrative assistant for the Environmental Department of 23 engineers. Had independently prepared reports for the Senior Environmental Department Manager and coordinated presentations and production (graphics, editing and reproduction), routinely solved problems and questions for engineers; performed workload leveling for administrative work group; drafted and tracked project and subcontractor invoices; setup and maintained financial and procurement databases and tracking systems; developed new or recommended revised procedures; coordinated conferences, weekly & monthly staff and client professional meetings and organized community events. Collected and compiled data in response to special requests; screened calls, arranged meetings and engineer travel; and maintained the schedule for senior management and other personnel.

Document Publishing Specialist, Construction Specifications Processor
Setting up CSI master specifications for a project in Word Perfect & SAROS software, tracking specification sections, attending project meetings, processing and proofing specifications and references, communicating with Project Assistants and Engineering team on the project, scheduling, forwarding, and assembling the Contract Documents for reproduction, distributing the Contract Documents for internal, Client, Plan Rooms, and Contractor distribution. Bidwork procedures include selling Contract Documents to bidding contractors, subcontractors, and equipment suppliers; creating, compiling and distributing addenda on project to distribution list; and sending out weekly bidder's list to companies interested in networking with bidders in the event they win bid. Conforming documents which include revising all changes per addenda to specifications; and preparing signed Contract Documents for client and awarded contractor to use in the field during construction. Assisted engineers and other processors to meet their deadlines so that workload and deadlines are compatible.

Shands-Alachua General Hospital, Gainesville, FL - Part-Time File Clerk
Duties included filing confidential documents and medical records; also billing appropriate patient insurance companies for medical services patients received from hospital.

Christine Stanton | contract specialist

KSE

Education

- New Jersey City University (currently possess 76 credits towards BA in Business Administration)

Training/Computer Skills

- MS Office
- Primavera Expedition
- DocStar

Years Experience: 16

EMPLOYMENT HISTORY

2009 -	Contract Specialist, KS Engineers
2006 - 2009	Project Document Control Administrator, Hudson Meridian Construction Group
2000 - 2006	Project Document Control Administrator, Jeffrey M. Brown Associates
1998 - 2000	Training Center Coordinator, J.D. Edwards & Company

RELEVANT PROJECT EXPERIENCE

PANYNJ, Construction Management Services on a "Call-In" Basis – Field Position for Contract Specialist for Construction Management Division, Jersey City, NJ – Contract Specialist working out of the Office of the Assistant Chief Engineer – Construction and the Engineer of Construction, Construction Administration, Engineering Department at the Port Authority Tech Center in Jersey City, New Jersey. Responsible for consultant invoices, purchase order budgets, new call-in agreement requests, distribution of bid-tabs, non-disclosure agreements, and the bid log.

NJSDA, Construction Management Services for Roberto Clemente School, Paterson, NJ – Document Control Engineer – This project consists of the renovation of an existing 8,200 sq. ft. commercial building into four (4) kindergarten classrooms, one (1) multi-purpose room, a kitchen and administration spaces. The project also includes building a parking lot on a different site adjacent to the building site. Scope of work also includes a new roof and 5 HVAC roof top units. The existing building is one (1) story on grade steel frame structure that has no basement.

Project Document Control Administrator (Hudson Meridian Construction Group, New York, NY)

- Prepare Subcontracts and Vendor Agreements
- Prepare Change Orders for Owner and Subcontractors
- Process request for information and submittals
- Manage and obtain insurance certificates
- Maintain current logs (Change Orders, Contracts, Drawing Lists and Insurance) using Primavera Expedition
- Code all invoices and requisitions
- Set up and maintain files for correspondence and submittals
- Set up and maintain Control Books and PM Binders
- Assist Director of Field Operations/Project Executive

Project Document Control Administrator (Jeffrey M. Brown Associates, New Jersey / New York)

- Prepare Subcontracts and Purchase Orders

The McCloud Group

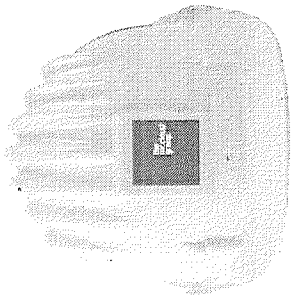
Christine Stanton | resume continued

- Prepare Change Orders for Owner and Subcontractors
- Process all change management, request for information and submittals utilizing Expedition
- Manage and obtain all insurance certificates
- Maintain current logs Change Orders, Change Proposals, Contracts, Cost Worksheet, Drawing Lists,
- Insurance and Potential Change Orders) using Primavera Expedition
- Request, gather and process all closeout material
- Review and distribute all faxes and incoming mail using DocStar
- Set and maintain files for correspondence and submittals

Project Secretary
Managed a field office for a construction site. Handled all calls for this site. Scheduled and coordinated meetings between management, owners and subcontractors. Ordered all supplies needed for the jobsite. Maintain all filing

Training Center Coordinator (J.D. Edwards and Company, Rutherford, NJ)
Provided receptionist service for a training facility housing over 300 students. Prepare and coordinate training and marketing material for all classes. Act as corporate "point person", providing clients with assistance on issues ranging from using the software to accessing the Internet.

Office Receptionist
Provided receptionist services for an office housing over 500 employees. Processed administrative requests utilizing the Microsoft Office. Managed the appointments for several key company officers, as well as conference rooms, utilizing Microsoft Outlook. Acted as the "backup" Office Manager, during the Office Manager's vacation periods



C | Management / Technical Approach

As the Construction Manager for the Port Authority, TMG will be responsible for developing and implementing a Project Management Plan that will achieve the goals of the project within the budget, quality and schedule parameters established by the Port Authority's-approved plan. It will be our job to implement a management framework within which these processes may be carried out efficiently and effectively.

Flexibility in TMG's service program allows us to tailor our Management Plan to the specific needs of this project and synchronize it with the management resources and needs of Port Authority and relevant project stakeholders.

PROFESSIONAL SERVICES	PRE-CONSTRUCTION	PROCUREMENT	CONSTRUCTION	POST-CONSTRUCTION
Budget Analysis & Cost Control	✓	✓	✓	✓
Consultant Selection & Management	✓	✓	✓	✓
Program Management Plan	✓			
Design Phase Management	✓	✓	✓	
Constructability Reviews	✓			
Project Phasing	✓		✓	
Value Engineering	✓		✓	
Management Information Systems	✓	✓	✓	
Contract Administration	✓	✓	✓	✓
Cost Estimating	✓	✓	✓	✓
Document Control	✓	✓	✓	✓
Community Relations	✓	✓	✓	✓
Permitting	✓	✓	✓	✓
Early Procurement	✓	✓		
Bid Packaging	✓			
Bid Analysis/Award Support		✓		
Construction Contracting		✓	✓	✓
Contractor Coordination/Management			✓	✓
Progress Meetings	✓	✓	✓	✓
Daily/Monthly Reporting	✓	✓	✓	✓
Inspection/Quality Control	✓		✓	✓
Schedule Control/CPM Schedule	✓	✓	✓	✓
Safety Consulting	✓	✓	✓	✓
Claims Avoidance/Dispute Resolution	✓	✓	✓	✓
Progress Payment Review	✓	✓	✓	✓
Punch Listing			✓	✓
Commissioning and Start-Up			✓	✓
Warranty/Guarantee Management				✓

C | Management / Technical Approach

Pre-Construction Phase

The McCloud Group applies five basic objectives to the pre-construction process:

- Establishing the Owner and Project Team goals that need to be performed
- Balancing program and design with budget and schedule
- Eliminating unknowns and unforeseen conditions in an effort to minimize risk
- Evaluating best options for long-term value and lifecycle paybacks
- Presenting the information needed for key decisions to be made with confidence

In order to achieve these objectives and the pre-construction / construction deliverables for the project, we have divided our pre-construction work into ten areas and hold ourselves accountable to deliver on all of them:

1. **Estimating / Budgeting:** TMG will deliver detailed formal estimates at the schematic and design development stages helping the entire team stick to the budget. We will also perform periodic specific system updates as required to ensure compliance with budget constraints.
2. **Value Engineering Management:** We will maintain a formal value management log to track and report cost savings as well as all costs associated with design and construction options that might maximize project value. This is not a one-time event during pre-construction; it is a process that allows the team to develop a design that is the best value for Port Authority. Best value refers to a design that has been validated in terms of issues including cost, longevity, serviceability and constructability—not just lower expenditures.
3. **Life Cycle Cost Analysis:** TMG will commit and provide support to the team on the long term viability of construction methods and materials, allowing good decisions to be made up front. MEP systems design offers of the biggest areas of opportunity for value. We have skilled people to assist in the MEP coordination and review process. This specialized experience is extremely valuable during the pre-construction phase.
4. **Constructability:** Similar to value engineering management, our team will maintain a formal constructability log to track and report on typical and specific construction components that we find may be difficult to build in the field. This approach will provide the design team with a document to ensure that key issues and potential unforeseen problems are addressed prior to the start of construction and can be modified prior to document release. Additionally, maintaining a constructability log will help to minimize change-orders and potential schedule delays during construction.
5. **Methods and Materials Review:** During pre-construction TMG will ensure that our construction process is the most efficient process available so that the Port Authority gets the most for their money. To avoid problems often associated with material lead times, it is best to conduct this review during the planning stage when potential delay items can be remedied so as not to affect the construction schedule.
6. **Contractor Procurement:** We will work with the Port Authority and their architects and engineers to analyze contractor bids ensuring their compliance with document scopes.
7. **Scheduling:** TMG not only includes construction activities in our pre-construction schedules, but also all activities of Port Authority and the A/E team. This ensures that we as a team succeed and are looking at all the aspects of the pre-construction process.
8. **Quality Assurance Strategy:** Our Project Specific Quality Plan has four basic components; (1) Project kickoff meeting; (2) Pre-installation

meetings; (3) Deficiency log, which starts and continues throughout construction and (4) A system of frequent inspections. Quality is reviewed at all project contractor meetings and contractor coordination meetings each week. During the pre-construction phase, our project staff is required to compile a project-specific Quality Assurance Plan. The plan includes a review of the contract documents and the following are compiled: pre-installation log, project submittal and mock-up log, and an inspection matrix. Developing this plan during the pre-construction period encourages dedication to the quality goals.

9. **Safety and Logistics Planning:** TMG will use our safety engineer, who works with the team during planning, to identify risks and to create a specific job site Safety Plan for every project. This ensures everyone involved understands how the site will be managed to minimize disturbances to property, neighbors and local community.
10. **Environmental & LEED Planning:** We will also review the impacts of sustainable and green elements of the project as required. Several past TMG projects have incorporated green / sustainable designs achieving a smaller carbon footprint and lower impact on the environment. We will also work with Port Authority and the A/E team to develop a strategy focused on maximizing points towards achieving LEED certification objectives, should Port Authority elect to incorporate LEED requirements in their final project scope.

Design & Constructability Reviews

During the design review TMG will help to identify areas and systems where significant contributions can be made to reduce costs, speed construction and enhance the project value without compromising program intent or quality. Generally, we will include subcontractors in this process because they are a source of innovation and quality ideas.

The greatest potential for savings can be achieved during the early phases of a project. Our staff has a large breadth of planning and construction experience and will assist the design team and Port Authority to identify cost reduction opportunities.

The value management process identifies areas and systems where significant contributions can be made to reduce costs, speed construction and enhance the project's value, taking into consideration: quality and durability; the schedule; material and labor availability; constructability; methods and means of construction and alternate materials and methods. The proposed field team will review the design documents for quality and completeness of detail with respect to: ambiguities, conflicts, inaccuracies, omissions, local labor conditions / availability, constructability within cost constraints, availability of materials within scheduling needs, logistics, single source specifications; phasing and coordination between trades and any potential change orders. We will meticulously look for ways to improve quality, expedite the schedule and decrease costs.

Working Efficiently and Effectively

Upon award of a project, TMG will attend meetings as required by Port Authority to review the progress of the design, report on the cost and value engineering and advise on the current status of the project schedule. We will prepare agenda items and action meeting minutes to highlight areas where information is lacking, indicate the parties responsible for its resolution and give a target date for resolution.

In addition to our meetings, we will work closely with the project team to establish a global meeting schedule. These discussions will serve as platform project documents and pricing summaries at key milestones throughout pre-construction. We will also assist in the preparation of documentation to satisfy the requirements of the contract.

C | Management / Technical Approach

Pre-Construction Budget Management

Schedule, cost, quality and communication control are our focus throughout the project beginning at the earliest stages. Time is money and there is none of either to waste. Time delays are the biggest contributor to increased cost on construction projects. Successful projects begin controlling time from the outset, long before the project scope is fully defined. One of our first efforts is to develop a conceptual master schedule in concert with a conceptual budget estimate.

Throughout schematic design, design development, and the construction document phases, our project managers will work closely with Port Authority and the project stakeholders to refine the project schedule and budget in more detail as the scope of the project is further refined. TMG will implement design and constructability reviews during the design phase to help control quality, cost and schedule. We use the contractor's perspective and the full in-house capacity of our subconsultants to provide the most efficient and cost-effective input to your design team. Feedback on phasing, methods, materials and specifications, contract packaging and contract administration minimizes construction impacts.

We will be actively involved before and during the bidding process. We help develop the bid documents and related project requirements, including the specification language regarding site logistics, rules of engagement and procedures for the project. We also help generate contractor interest in your project and facilitate the flow of bidding information to ensure the best possible bid environment for your project. We also assist with bid analysis, reviews and recommendations for contract award.

TMG will assist in organizing and documenting the project during the design process by establishing our web-based project management software to record and distribute meeting minutes, maintain logs of open items and maintain contact information of the project team.

We will provide monthly project status reports to communicate project progress, primary issue, key decisions to be made, project financial position and schedule status. We also provide project cash flow projections regularly to facilitate advanced financial planning.

Bid Packages

Directly after selection we begin with a review of Port Authority's current working budget, if one has been prepared. If not, we will prepare a conceptual estimate based on available information. We will work with Port Authority from the beginning to establish a full and thorough understanding of the project. Our estimates are based on historical data on comparable projects as well as current market information and the known scope of the project. We will prepare a report illustrating our initial estimate versus the existing budget, highlighting where significant differences exist.

Final bid packages will be prepared. We can recommend a list of pre-qualified contractors that we have worked with in the past and believe we can bring advantageous pricing and experience to the project. All bidding contractors will be subject to approval by Port Authority.

Master Project Schedule

The schedule is an all inclusive document that addresses the activities of all team members. It includes time parameters for the design of the project as well as approvals, procurement, construction and final inspection approvals. The design team will determine the length of time required for design document preparation and will assist in determining durations for evaluation of alternatives including value management, obtaining approvals and developing the final drawings and bid packages.

The schedule will include activities that involve action by Port Authority and the Project Architect's team. The detailed schedule will be summarized into a milestone schedule which will provide direction and a means of tracking major activities. Durations for the following will

also be incorporated into the schedule:

- Final approval for contracts;
- Award of contracts;
- Shop drawing preparation and approval;
- Material procurement;
- Fabrication and delivery;
- Construction activities;
- State and local inspections and
- Training

TMG understands that careful attention to the schedule and early implementation of corrective action are the keys to controlling the project. The project schedule becomes the control against which performance is measured. Actual progress can be plotted and compared in order to illustrate any activity is progressing in accordance with the time allotted. Corrective action can be taken as soon as any slippage occurs. More than a guide to monitor progress, the schedule will be used to generate a purchasing plan indicating the long-lead material or equipment items that much be ordered early and the critical subcontracts that may need to be awarded during the design phase. To meet early required schedule dates the entire team can plan design activities and decision-making priorities to address requirements.

Safety Planning

TMG will look for the selected contractor to provide a job specific Safety Plan to Port Authority for review and approval prior to the start of construction. The Safety Plan should require written confirmation of its observance from all subcontractors. The plan should be adequate and encompassing so as to protect Port Authority, neighbors of the project site and any site visitors. In addition to the safety responsibilities required of the contractor, TMG's Project Manager will monitor the site's activities for violations of the plan. TMG has an exemplary safety program and expects the highest degree of safety on every project. The following outline highlights the comprehensiveness we expect in the Contractor's Safety Plan:

- **Formalized site-specific Safety Plan**
- **Logistics Plan**
  - Include in subcontractor documents: outlining traffic patterns, designating lay-down areas, and remediation requirements.
  - Monitoring responsibilities
  - Soil stockpile handling
  - Perimeter fencing securing the entire site
  - Prominent safety signage easily visible
  - ID badges for all site personnel
  - Washdown station at truck exits
  - Develop optimal construction route to avoid downtown traffic
- **Formalized safety orientation**
  - Signed orientation acknowledgements
  - Safety identification
  - Manuals on-file at site
- **Communication requirements**
  - Regular meetings with the District's Representatives
  - Schedule updates
  - Phase notifications
  - Agenda item in all reguarly scheduled meetings
  - Safety toolbox meetings required of contractors
  - Emergency reporting procedures
- **Daily Site Inspections**

Security Planning & Community Relations

Just as with safety, TMG will expect the General Contractor(s) to provide a comprehensive Security Plan that not only protects the material goods and equipment at the site on a 24-hour basis, but will also ensure the safety of the project's workers and

neighbors. Keeping the immediate residents in the neighborhood apprised of the project, traffic and safety issues is all part of security planning. Our expectations for an effective Security Plan include:

- Protecting the public from inadvertently or purposefully entering the project site and being injured;
- Notifying residents in the immediate area of the work of any impacts from dust, noise, traffic, etc.;
- Ensuring the timely response of emergency responders in the event of an emergency;
- Securing all on-site materials and equipment;
- Restricting entrance to the site to authorized personnel only;
- Supporting safe and efficient ingress and egress of construction vehicles;
- Establishing material handling & inventory controls and
- Requiring the use of site security personnel.

As with any large outdoor construction site, there are always potential concerns for late night access to a site that could result in vandalism, theft of materials and/or equipment, or possible injury to an unauthorized individual on-site. Consideration should be given to either off-hours security patrols and/or site cameras. Daily security checks will be conducted by TMG personnel on site as well as by the General Contractor(s). We will set in place monitoring protocols to ensure that daily checks to ensure the security of the site and any material and equipment storage boxes are verified and logged.

Construction Phase

During the construction phase, TMG will be your project advocate and single point of contact. We will represent Port Authority with professional on-site CM services aimed at protecting your interests in the work. Our on-site management team will oversee the coordination, supervision and inspection of all the contractor's work. They will establish the on-site organization and lines of authority.

- We will coordinate the work to be performed by the general contractor through completion and commissioning. Quality assurance will be continuously emphasized.
- Monitor the performance of all contracts (including Port Authority's) to verify that the project is on schedule and constructed in accordance with the contract documents.
- Attend weekly meetings with the development and design team to update all stakeholders on the current status of the schedule and cost, review outstanding issues, discuss approvals and RFI status and review upcoming project activities.
- Meet with the contractor, project management and supervisory staff as well as the design team representatives if necessary to conduct and record regularly scheduled job meetings to discuss progress, coordination, scheduling, quality and safety and outstanding issues.
- Prepare a monthly report that includes anticipated cost statements showing the status of each trade and a comparison to the original budget, cost changes and anticipated cost-to-complete. This report will also include a schedule update, buyout status, cash flow update, trade-by-trade progress narrative, construction progress narrative and outstanding submittal and RFI logs.
- Develop and maintain an on-site record keeping system that will be in sufficient detail to satisfy an audit by Port Authority and its representatives. Records will include daily logs, progress schedules, manpower breakdowns (daily trade), financial and cost accounting reports, shop drawings and logs, samples, correspondence, insurance, safety reports and contract documents.
- Coordinate all aspects of the work with outside

agencies and utility companies involved in the project.

- Constantly review the adequacy of contractor supervision, personnel, equipment and material availability. Where deficiencies are noted, we will direct the necessary remedial action.
- Coordinate all owner-related testing and inspection, keep an accurate record of all tests, inspections, findings and reports.
- Oversee and contribute to the submission of all shop drawings, composite coordination drawings, brochures and material samples. We will direct and monitor the sequencing of these submissions in order to prevent delays to the progress of the work.
- Review and process all contractor requisitions by verifying actual work performed in the field. TMG will then review a draft of the monthly requisition in order to achieve consensus on the contractor's monthly request prior to preparation and submission of the official monthly requisition to the development team.
- Review all changes proposed by the development and design teams and make recommendations regarding practicality, cost and schedule impact.
- Monitor the implementation of change order work in the field.
- Direct project commissioning and close-out, including the preparation of a preliminary punch-list, as-built documentation preparation and submission and the assembly of all guarantees, warranties and operation and maintenance manuals. We will coordinate all sessions with the contractor and building staff.

Logistics, Sequencing and Scheduling

The entire team will need to work together to create a schedule that provides a clear road map for the successful completion of a given project. We use Primavera scheduling software. This robust and flexible program will enable our team to generate highly-detailed schedules that can be sorted by CSI code, building area, trade codes or contractor. After the initial review and discussion of the project's scope details, TMG will prepare a comprehensive Critical Path Method (CPM) schedule that integrates and sequences all activities from pre-construction through to closeout. A revised CPM schedule will then be presented to the entire team for review and approval. Items included in the schedule are:

- Key dates in Port Authority'sdecision-making process;
- Deadlines for design deliverables;
- Deadlines for estimating deliverables;
- Milestones for the permit process;
- Anticipated early release packages for site work, concrete and steel;
- Deadlines for document review by key agencies i.e. building inspection and fire prevention departments;
- Adequate time built in for MEP and structural coordination;
- Activities associated with maintaining LEED requirements, such as implementing an indoor Air Quality Program and the commissioning process (as applicable) and
- All construction phase milestones to achieve the turnover date.

The comprehensive CPM project schedule will serve as the foundation for an organized and efficient construction plan. This schedule will be built by our teams scheduling specialists. They will create two week look-ahead schedules and monthly updates during the construction phase to clearly communicate schedule durations, critical path items and interrelationship between work performed by all contractors on-site. We will diligently advise on the schedules status throughout construction to provide checks and balances and identify any issues that need to be addressed in order to achieve project milestones. If the contractor falls

behind schedule, we will develop a recovery schedule to get the project back on track promptly.

Project milestones are established at the onset of the project and are monitored on a monthly basis. These milestones are clearly defined in the CPM schedule, and two week look-ahead schedules are tracked and posted on-site to serve as a daily reminder to the contractor. The key to scheduling this type of construction work is taking into account the numerous submittals, samples and quality control measures that need to be performed. All approvals and preparatory work need to be identified early on and communicated to all parties via the project schedule. In tandem with phasing, the logistics planning for a project is of paramount importance. The final logistics plan will address mobilization, equipment / material routes and deliveries, contractor / subcontractor parking, building access and safety concepts. Close attention will be paid to the separation of facility users in proximity to areas under construction.

Budget Management

TMG will provide cost management from project inception through to closeout. Starting with conceptual estimates and progressing through the production of periodic design phase estimates, we will constantly be on the alert for scope creep and budget growth. In the contract and award phase, our participation ensures that the cost being proposed as a contract amount will buy what needs to be - and what is expected to be - purchased. During the construction period, we will manage and interface with the project team on change order negotiations and management, ensuring that costs being proposed are reasonable and perhaps more importantly, that the scope and terms of the change order conform to the project participant's expectations. TMG's job-cost tracking system will benefit the PANYNJ through its transparency, accuracy, flexibility and timely reporting. Our entire team has a deep understanding of managing construction. And we know that managing the budget is one of the most complex and critical aspects of these projects. We use all of the standard industry tools to manage your project and a few of our own proprietary ones as well. Our primary focus is keeping your project on budget and on schedule. We'll communicate with you on a regular basis to keep you up-to-speed on the status of your project, and of course, we'll be in touch immediately with any concerns that may impact your project.

Project Controls

Our project controls compliment the technical know-how of our personnel. We use a wide range of software such as Primavera, Expedition, customized pre-construction and Field Procedure Manuals, a site-specific Safety Plan and several other tools to meet our clients' needs.

Quality Management

The foundation of quality control in construction is the submittal process. We carefully establish the project requirements for submittal and monitor the process to ensure that the construction procedure is supported with the proper engineering documents. TMG's quality management program in the field includes the preparation phase, the installation phase and the follow-up phase. In the preparatory phase, prior to the start of a major activity, we conduct a meeting with the contractor, project designers and our personnel to review the approved submittals, contract specifications and the required approach to the work. In this manner, the contractor is well-oriented to the expectations for his performance.

The installation phase involves the actual installation and inspection / testing of the work. The goal is to inspect work-in-progress closely with an eye towards avoiding defective installation. The follow-up phase involves the process of correcting defects noted during installation and noting the same in the job record. In following these three phases of the quality management process, TMG will deliver the highest quality product to Port Authority.

C | Management / Technical Approach

iPad Technology for Field Management Efficiencies

The McCloud Group understands the requirements for our field professionals to report project progress on all projects daily while overseeing multiple projects concurrently. We are committed to the effective use of technology to assist our staff in performing their assignments.

To increase our field professionals' effeciency, we are using iPads to more effectively communicate and manage. The technology allows our Construction Project Manager to easily and rapidly distribute meeting minutes and notes, email attachments, progress photos, and share information with our clients. The iPads sync with file hosting and cloud storage services such as Dropbox, Inc. In addition, our team is able to sketch directly on drawings, and take snapshots of drawing excerpts for the purpose of RFIs.

Coordinating the General Contractor

As the Construction Manager, TMG will be responsible for the management of Port Authority's contracts and performance of all contractors under our control. We place strong emphasis on diligent communication to ensure scopes of work are being implemented as designed in the plans and specifications and that schedules are adhered to. It is critical that we maintain the workflows of specific contractors as they affect the work of other firms on site.

We hold formal weekly meetings with the contractor as well as in-person and via electronic communications. The project manager will run all such meetings. The contractor is given regular schedule updates showing their progress and its impact and the budget and schedule. MEP systems are a major cost driver on any construction project and our MEP specialist will be involved in the project during pre-construction. He will assist the design and estimating teams on options and subcontractor pre-qualification and procurement. His role will also continue through construction to make sure that the MEP systems are installed properly and in accordance with the plans, specifications and project schedule.

RFI Process and Issuing Change Orders

RFIs are issued and tracked allowing for swift and controlled processing. The Project Manager will be responsible for managing this process and for providing regular updates to other members of the project team. We make every effort to minimize change orders and our experience has taught us that the best solution against change orders is a comprehensive pre-construction planning process. The more we can work with the development and design groups to fully define the project in advance of construction, the more we can prevent later adjustments to the scope. All change orders that are required will be fully documented for review by Port Authority.

Commissioning

Commissioning has become a critical component of a Construction Managers' scope of service. TMG has taken an active role on our projects with the coordination of these activities to ensure the proper performance of the overall system and not just an overall piece. During the construction phase, TMG will manage the commissioning process identified in the appropriate specification sections by tracking commissioning documents, reviewing project submittals, assuring the integration of commissioning tasks into the overall project schedule and coordinating the inspections and testing of each associated system. All appropriate testing reports and documents will be reviewed, distributed and filed with the project records. In the project close-out phase, TMG will assure that all testing has been successful, the systems operate as designed and all appropriate personnel have been thoroughly trained on the correct operation and maintenance of each piece of equipment and each

system. We will also work with the agent to plan and schedule the commissioning plan activities.

Achieving Project Closeout

It is TMG's philosophy to begin a projects close-out at the start of the project. This enables our projects to close-out in a fairly routine manner. This benefits Port Authority with an expeditious handling of reimbursement funds, full advantage of product warranties and trained professionals to ensure maximum output on operating systems and facilitation of full occupancy of space for designated purposes. We will coordinate and address all areas of responsibility and activities to close-out your project promptly and proficiently.

We view the close-out as a culmination of a number of partial completions performed throughout the life of the project. That is why we convey the requirements and the importance that we place on close-out to the contractors during the buy-out phase. If not completed in a timely manner, it can become very costly and affect the bottom line.

Since the close-out is the last work performed on your project, it will have large impact upon your impression of TMG's performance. Therefore we make every effort to expeditiously close-out our projects. We address issues and changes continuously throughout the project, minimizing their impact upon closing. Our team will plan early and work quickly and efficiently to close-out the project. Pertinent aspects of our standard project control close-out procedures are shown below as well as a sample of TMG's close-out checklist.

TMG will work with the Contractor throughout the project to minimize the project's punch-list, reviewing continuously to expedite completion. Once a final punch-list is established we will prepare a schedule to address the punch-list issues and ensure the timely attendance to these issues. TMG will coordinate the punch-list completion and close-out requirements with the schedule to determine substantial completion.

TMG will establish a schedule and log for the collection of all guaranties and warranties upon final completion of the project. We will require that all appropriate personnel be thoroughly familiarized with this information. We will work with the Contractor and the Commissioning Agent (if applicable) to ensure that all commissioning requirements are completed and documented. We will coordinate the training of operations personnel to ensure their familiarization with the operation and maintenance requirements of all systems and equipment. We will coordinate the assembly and delivery of all O&M manuals, along with an organized collection of warranties.

Our commitment to quality and ongoing concern for client satisfaction continues after occupancy with our post construction program. TMG will coordinate the scheduling of any seasonal testing that remains open. We will review and resolve any issues or concerns that may develop following your move in and use of the facility.

Project Close-Out Checklist

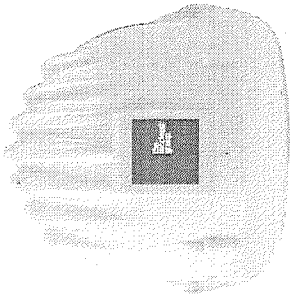
- **Resolve all Changes and Cost Related Items**
  - Process final change orders
  - Prepare & distribute final cost report
- **Punchlist / Completion List**
  - Establish close-out plan and schedule
  - Assign close-out duties
  - Establish and upload to project management system
- **Final Accounting Requirements**
  - Obtain all Lien waivers
  - Reconcile contractors final payments

C | Management / Technical Approach

► Final Deliverables

- Operation and maintenance manuals
- Warranties and certificates
- Training

D - DBE
Participation



D | DBE Participation

The McCloud Group will comply with the PANYNJ's DBE participation goal of 17%, allocating 25% of the contract to our DBE subconsultants. We will utilize the following subconsultants, all of which are certified DBE firms listed in the NY and/or NJ UCP directory:

- **KS Engineers** - It is anticipated that KS Engineers will perform 10% of the work under this contract.
- **Hirani Engineering** - Hirani will perform roughly 10% of the work under this contract.
- **JCMS** - The McCloud Group estimates that JCMS will account for 5% of the work.

Enclosed, please find completed Appendix D2, Appendix D2, and Attachment D-1 forms.

APPENDIX D2
THE PORT AUTHORITY OF NY & NJ – OFFICE OF BUSINESS DIVERSITY AND CIVIL RIGHTS
DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT

Instructions: Submit one DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT form for each DBE firm used on this Contract.

CONTRACT NUMBER AND TITLE: RFP #38268 Indefinite Quantity Contracts (IQCs) for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an As-Needed Basis Through 2018

PROPOSER:
Name of Firm: The McCloud Group
Address: 79 Hudson Street, Suite 506, Hoboken, NJ 07030 Telephone: 201.222.7769
Email Address: office@themccloudgroup.com

DBE:
Name of Firm: KS Engineers, P.C.
Address: 494 Broad Street, 4th Floor, Newark, NJ 07102 Telephone: 973.623.2999
Description of work to be performed by DBE: Construction Support Services

Calculation (supply only): NA

The Proposer is committed to utilizing the above-named DBE for the work described above. The estimated dollar value of this work is $ 2.5 Million or 10 % of the total contract amount of $ 25 Million. The anticipated start date is 2014 and the anticipated completion date is 2018.

AFFIRMATION

The above-named DBE affirms that it will perform the portion of the Contract for the estimated dollar value as stated above.

By: _____ President Date: July 2, 2014
Signature of DBE and Title

If the Proposer does not receive award of the Contract, any and all representations in this DBE Participation Plan and Affirmation Statement shall be null and void.

By: _____ Robert McCloud, President and CEO Date: 07/07/2014
Signature of Proposer and Title

FOR OBDCR USE ONLY

Contract Goals: ☐ Approved ☐ Rejected ☐ Preliminary Plan Approved
Reviewed By: _____
OBDCR Business Development Representative
Signature: _____ Date: _____

APPENDIX D2
THE PORT AUTHORITY OF NY & NJ – OFFICE OF BUSINESS DIVERSITY AND CIVIL RIGHTS
DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT

Instructions: Submit one DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT form for each DBE firm used on this Contract.

CONTRACT NUMBER AND TITLE: 38268, Storm Related Resiliency Projects

PROPOSER:
Name of Firm: The McCloud Group

Address: 79 Hudson Street, Suite 506 Hoboken, NJ 07030 Telephone: (201) 222-7769

Email Address: robert@themccloudgroup.com

DBE:
Name of Firm: Hirani Engineering and Land Surveying, P.C.

Address: 30 Jericho Executive Plaza, Suite 200C, Jericho, NY 11753 Telephone: 516-248-1010

Description of work to be performed by DBE: Construction inspection services.

Calculation (supply only):

The Proposer is committed to utilizing the above-named DBE for the work described above. The estimated dollar value of this work is $ 2.5 Million or 10 % of the total contract amount of $ 25 Million . The anticipated start date is 2014 and the anticipated completion date is 2018 .

AFFIRMATION

The above-named DBE affirms that it will perform the portion of the Contract for the estimated dollar value as stated above.

By: [see below] President Date: 6/30/14
Signature of DBE and Title

If the Proposer does not receive award of the Contract, any and all representations in this DBE Participation Plan and Affirmation Statement shall be null and void.

By: Robert McCloud, President and CEO Date: 07/07/2014
Signature of Proposer and Title

FOR OBDCR USE ONLY

Contract Goals: ☐ Approved ☐ Rejected ☐ Preliminary Plan Approved

Reviewed By:
OBDCR Business Development Representative

Signature: Date:

APPENDIX D2
THE PORT AUTHORITY OF NY & NJ – OFFICE OF BUSINESS DIVERSITY AND CIVIL RIGHTS
DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT

Instructions: Submit one DBE PARTICIPATION PLAN AND AFFIRMATION STATEMENT form for each DBE firm used on this Contract.

CONTRACT NUMBER AND TITLE: **RFP 38268 PANYNJ- IQC FOR PERFORMING CM AND CI FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018**

BIDDER:
Name of Firm: The McCloud Group

Address: 79 Hudson Street, Suite 506, Hoboken, NJ, 07030 Telephone: 201-222-7769

Email Address: robert@themccloudgroup.com

DBE:
Name of Firm: JCMS, Inc.

Address: 1741 Whitehorse-Mercerville Road, Mercerville, NJ 08619 Telephone: 609-631-0700

Description of work to be performed by DBE: Scheduling, Estimating, Inspection

Calculation (supply only):

The Bidder is committed to utilizing the above-named DBE for the work described above. The estimated dollar value of this work is $1.25 Million or 5 % of the total contract amount of $25M The anticipated start date is 2014 and the anticipated completion date is 2018.

AFFIRMATION

The above-named DBE affirms that it will perform the portion of the Contract for the estimated dollar value as stated above.

By: Indira Jois, Vice President Date: 06/26/2014
Signature of DBE and Title

If the Bidder does not receive award of the Contract, any and all representations in this DBE Participation Plan and Affirmation Statement shall be null and void.

By: Robert McCloud, President and CEO Date: 07/07/2014
Signature of Bidder and Title

FOR OBDCR USE ONLY

Contract Goals: ☐ Approved ☐ Rejected ☐ Preliminary Plan Approved
Reviewed By:
OBDCR Business Development Representative
Signature: Date:

Please Note: Only 60% of the expenditure to a DBE material supplier will be counted toward the DBE goal. Please show calculation above. Example: $100,000 x 60% = $60,000 estimated DBE dollar value of work. Plan cannot be accepted without calculation.

ATTACHMENT D-3

INFORMATION ON SOLICITED FIRMS

The bidder must complete this form for itself and for all firms which gave the bidder a quotation for any work planned to be subcontracted regardless of whether they are ultimately chosen to participate in the Contract. Provide the information required below for every firm that provided a bid or a quote for a subcontract – even if the bid or quote from the firm is not used in the preparation of the final Proposal.

Name of Firm	Address of Firm	Phone Number	Contact Person	Firm Age	Annual Gross Revenue Range NOTE: See Footnote Below	DBE Certified (Yes/No)
The McCloud Group	79 Hudson, Suite 506 Hoboken, NJ	(201) 222-7769	Robert McCloud	12yrs	$1 - $2 Million	No
JCMS, Inc.	1741 Whitehorse-Mercerville Rd. Mercerville, NJ	(609) 631-0700	Jayanta Dutta	29yrs	Over $5 Million	Yes
KS Engineers	494 Broad Street, 4th FL, Newark, NJ	(973) 623-2999	Kamal Shahid	23yrs	Over $5 Million	Yes
Hirani Engineering & Land Surveying	30 Jericho Executive Plaza, Suite 200C Jericho, NY	(516) 248-1010	Jitendra Hirani	22yrs	Over $5 Million	Yes

Footnote: Annual Gross Revenue Ranges: Less than $500,000; $500,000 - $1 Million; $1 - $2 Million; $2 - $5 Million; Over $5 Million - Select the category that best identifies the annual gross revenue of the solicited firm.

D | DBE Participation

ATTACHMENT D-1

DBE GOALS STATEMENT

The undersigned Bidder has satisfied the requirements of the Contract in the following manner (Complete the appropriate spaces):

X The Bidder is committed to meeting the DBE utilization goal set forth in this Contract.

or

The Bidder is unable to meet the DBE utilization goal set forth in this Contract, but is committed to a minimum of 17% DBE utilization on this Contract and submits the attached narrative and documentation demonstrating good faith efforts consistent with Appendix A of 49 CFR 26 to meet the DBE utilization goal set forth in this Contract.

Attach as many pages as necessary to provide a full and complete narrative and supporting documentation of good faith efforts made. This narrative shall be submitted on company letterhead and signed.

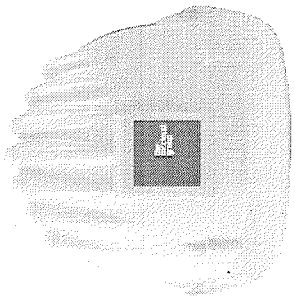
It is the present intent of the Bidder to utilize the specific DBE firms identified in Appendix A2 in the performance of the Work of this Contract. If for any reason, one or more of the DBE firms identified in Appendix A2 are unable or unwilling to participate, the Bidder will make good faith efforts to replace the DBE firm with another DBE firm in accordance with Part II clause entitled "DBE Program".

Bidder Name: The McCloud Group, LLC

Federal Tax ID No.: [redacted]

By: _____ President and CEO, The McCloud Group
Signature and Title

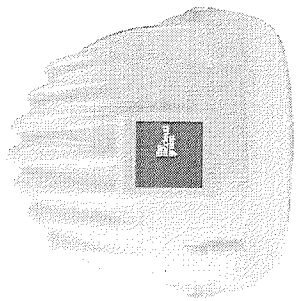
E - Pricing and Compensation



E | Pricing and Compensation

Cost proposals are not required at this time.

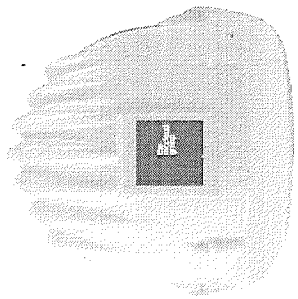
F - Firm's
Affiliates



F | Firm's Affiliates

None. The McCloud Group does not have any affiliates.

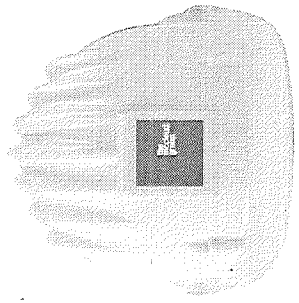
G - Integrity
Provisions



G | Integrity Provisions

The McCloud Group takes no exceptions to the PANYNJ's agreement, and will sign all clauses as referenced in RFP No. 38268.

H - Background
Qualifications Questionnaire



H | Background Qualifications Questionnaire

The McCloud Group submitted a completed and notarized Background Qualification Questionnaire to the Port Authority Office of the Inspector General on July 9, 2014. Enclosed are Certificates of No Change for our subconsultants, Hirani, JCMS, and KS Engineers.

PORT AUTHORITY OF NEW YORK AND NEW JERSEY

Certification of No Change **CONFIDENTIAL**

Instructions: *Please complete and execute one original. Forward directly to:*
The Port Authority of NY & NJ / Office of Inspector General
Attn: Fraud Prevention Unit
5 Marine View Plaza, Suite 502, Hoboken, NJ 07030

1. a. JCMS, INC. ("Company") b. _____ (EIN or Tax ID)

2. What project is the Company bidding, proposing, or intending to work on?

RFP # 38268 CM & CI for Federally Funded Storm Related Projects through 2018
(Provide Port Authority contract number if known.)

3. Prime Contractor: The McCloud Group
(The firm that the Company will be contracting with.)

4. Description of Work: Inspection, Estimating, Scheduling services

5. What is the estimated range of the contract value or value of work?
☐ $0 to $99,999 ☐ $100,000 to $999,999 ☒ $1,000,000 to $9,999,999 ☐ $10,000,000 or more

A materially false statement willfully or fraudulently made in connection with this Certification, and/or failure to conduct appropriate due diligence in verifying the information that is the subject matter of this Certification may prevent the Company and/or the undersigned from being found to be responsible bidders/proposers in connection with future agreements. In addition, a materially false statement willfully or fraudulently made in connection with this Certification may subject the Company and/or the undersigned to criminal charges, including charges for violation of New York State Penal Law Sections 175.35 (Offering a False Statement for Filing) and 210.40 (Sworn False Statement), New Jersey Code of Criminal Justice Title 2C:28-3 (Unsworn Falsification to Authorities), and/or Title 18 U.S.C. Sections 1001 (False or Fraudulent Statement) and 1341 (Mail Fraud).

I, Indira Jois, Vice President (Print Name), being duly sworn, state that I am Vice President (Title), an officer of the Company, and that I have read and understood all the items set forth above and the questions contained in the previously completed Background Qualification Questionnaire, dated 10/01/2013.

I certify that to the best of my knowledge the answers contained in the above-referenced Background Qualification Questionnaire are full, complete and accurate; and, that to the best of my knowledge that information continues to be full, complete, and accurate.

I recognize that all the information submitted in connection with this Certification is for the express purpose of inducing the Port Authority to enter into a contract with, or to approve the award of a contract or subcontract to, or otherwise approve some other relationship with, the Company.

Indira Jois, Vice President
(Print Name)

(Signature)

Sworn to before me
This 2nd day of July 2014

Notary Public

Sweta M. Kasbekar
Notary Public of New Jersey
Commission Expires 10/4/2014
Sworn To and Subscribed
Before Me This 2nd Day of July 2014

PORT AUTHORITY OF NEW YORK AND NEW JERSEY
Certification of No Change — CONFIDENTIAL

Instructions: *Please complete and execute one original. Forward directly to:*
The Port Authority of NY & NJ / Office of Inspector General
Attn: Fraud Prevention Unit
5 Marine View Plaza, Suite 502, Hoboken, NJ 07030

1. a. Hirani Engineering and Land Surveying, P.C. ("Company") b. _____ (EIN or Tax ID)

2. What project is the Company bidding, proposing, or intending to work on?
Storm Related Resiliency Projects RFP NO.: 38268
(Provide Port Authority contract number if known.)

3. Prime Contractor: The McCloud Group
(The firm that the Company will be contracting with.)

4. Description of Work: Construction Inspection and management services

5. What is the estimated range of the contract value or value of work?
☐ $0 to $99,999 ☒ $100,000 to $999,999 ☐ $1,000,000 to $9,999,999 ☐ $10,000,000 or more

A materially false statement willfully or fraudulently made in connection with this Certification, and/or failure to conduct appropriate due diligence in verifying the information that is the subject matter of this Certification may prevent the Company and/or the undersigned from being found to be responsible bidders/proposers in connection with future agreements. In addition, a materially false statement willfully or fraudulently made in connection with this Certification may subject the Company and/or the undersigned to criminal charges, including charges for violation of New York State Penal Law Sections 175.35 (Offering a False Statement for Filing) and 210.40 (Sworn False Statement), New Jersey Code of Criminal Justice Title 2C:28-3 (Unsworn Falsification to Authorities), and/or Title 18 U.S.C. Sections 1001 (False or Fraudulent Statement) and 1341 (Mail Fraud).

I, Jitendra Hirani (Print Name), being duly sworn, state that I am President (Title), an officer of the Company, and that I have read and understood all the items set forth above and the questions contained in the previously completed Background Qualification Questionnaire, dated 10-15-2013.

I certify that to the best of my knowledge the answers contained in the above-referenced Background Qualification Questionnaire are full, complete and accurate; and, that to the best of my knowledge that information continues to be full, complete, and accurate.

I recognize that all the information submitted in connection with this Certification is for the express purpose of inducing the Port Authority to enter into a contract with, or to approve the award of a contract or subcontract to, or otherwise approve some other relationship with, the Company.

Jitendra Hirani
(Print Name)

(Signature)

Sworn to before me
This 30th day of June 2014

Notary Public

Rebecca S. Lipscomb
Notary Public No. 01LI6061175
Qualified in Queens County
State of New York
Commission Expires 7/9/15

Revised: September 2011

PORT AUTHORITY OF NEW YORK AND NEW JERSEY
Certification of No Change

CONFIDENTIAL

Instructions: *Please complete and execute one original. Forward directly to:*
The Port Authority of NY & NJ / Office of Inspector General
Attn: Fraud Prevention Unit
5 Marine View Plaza, Suite 502, Hoboken, NJ 07030

1. a. KS Engineers, P.C. ("Company") b. _____ (EIN or Tax ID)

2. What project is the Company bidding, proposing, or intending to work on?

Request for Proposals for Indefinite Quantity Contracts (IQCs) for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Related Resiliency Projects on an "As-Needed" Basis Through 2018, RFP No. 38268
(Provide Port Authority contract number if known.)

3. Prime Contractor: The McCloud Group
(The firm that the Company will be contracting with.)

4. Description of Work: Construction Inspection Management & Inspection Services

5. What is the estimated range of the contract value or value of work? TBD
☐ $0 to $99,999 ☒ $100,000 to $999,999 ☐ $1,000,000 to $9,999,999 ☐ $10,000,000 or more

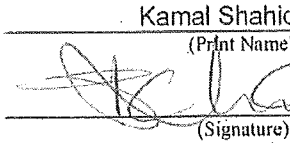
A materially false statement willfully or fraudulently made in connection with this Certification, and/or failure to conduct appropriate due diligence in verifying the information that is the subject matter of this Certification may prevent the Company and/or the undersigned from being found to be responsible bidders/proposers in connection with future agreements. In addition, a materially false statement willfully or fraudulently made in connection with this Certification may subject the Company and/or the undersigned to criminal charges, including charges for violation of New York State Penal Law Sections 175.35 (Offering a False Statement for Filing) and 210.40 (Sworn False Statement), New Jersey Code of Criminal Justice Title 2C:28-3 (Unsworn Falsification to Authorities), and/or Title 18 U.S.C. Sections 1001 (False or Fraudulent Statement) and 1341 (Mail Fraud).

I, Kamal Shahid, PE (Print Name), being duly sworn, state that I am President (Title), an officer of the Company, and that I have read and understood all the items set forth above and the questions contained in the previously completed Background Qualification Questionnaire, dated 10/10/2013.

I certify that to the best of my knowledge the answers contained in the above-referenced Background Qualification Questionnaire are full, complete and accurate; and, that to the best of my knowledge that information continues to be full, complete, and accurate.

I recognize that all the information submitted in connection with this Certification is for the express purpose of inducing the Port Authority to enter into a contract with, or to approve the award of a contract or subcontract to, or otherwise approve some other relationship with, the Company.

Kamal Shahid, PE
(Print Name)



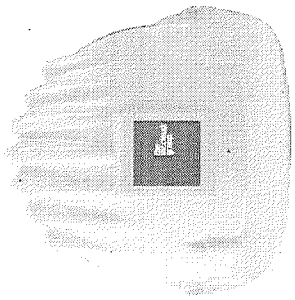
(Signature)

Sworn to before me
This 2nd day of July 2014

Samina Khan
Notary Public

SAMINA KHAN
Notary Public
State of New Jersey
My Commission Expires Mar 19, 2019

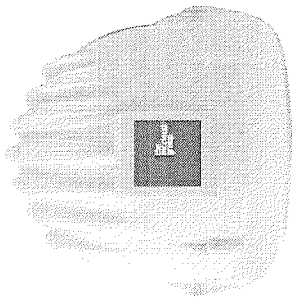
I - General Conflict of Interest



| General Conflict of Interest

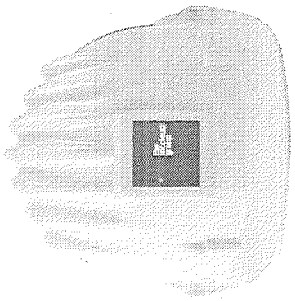
NONE; N/A. The McCloud Group does not have a conflict of interest.

J - Organizational
Conflict of Interest



J | Organizational Conflict of Interest

NONE; N/A. The McCloud Group does not have a conflict of interest.



K | Forms and Certifications

Certified Financial Statements

Federal Employer Identification Number =

K | Forms and Certifications

Non-Disclosure and Confidentiality Agreements (NDAs)

NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT
BETWEEN

THE MCCLOUD GROUP, LLC

AND

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

THIS NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT (this "**Agreement**") is made as of this 2nd day of July, 2014, by and between **THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY** (the "**Port Authority**") a body corporate and politic created by Compact between the States of New York and New Jersey, with the consent of the Congress of the United States, and having an office and place of business at 225 Park Avenue South, New York, New York, 10003, and THE MCCLOUD GROUP, LLC having an office and place of business at 79 Hudson Street, Suite 506 Hoboken, New Jersey 07030 ("**Recipient**").

WHEREAS, the Port Authority desires, subject to the terms and conditions set forth below, to disclose to Recipient Protected Information (as defined below) in connection with "INDEFINITE QUANTITY CONTRACTS (IQCs) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN 'AS-NEEDED BASIS' THROUGH 2018", RFP NO. 38268 (collectively, the "Project(s)", or "Proposed Project(s)"); and

WHEREAS, the Recipient acknowledges that the Port Authority, in furtherance of its performance of essential and critical governmental functions relating to the Project, has existing and significant interests and obligations in establishing, maintaining and protecting the security and safety of the Project site and surrounding areas and related public welfare matters; and

WHEREAS, in furtherance of critical governmental interests regarding public welfare, safety and security at the Project site, the Port Authority has collected information and undertaken the development of certain plans and recommendations regarding the security, safety and protection of the Project site, including the physical construction and current and future operations; and

WHEREAS, the Port Authority and Recipient (collectively, the "**Parties**") acknowledge that in order for Recipient to undertake its duties and/or obligations with regard to its involvement in the Project, the Port Authority may provide Recipient or certain of its Related Parties (as defined below) certain information in the possession of the Port Authority, which may contain or include protected, confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, relating to the Project or its occupants or other matters, the unauthorized disclosure of which could result in significant public safety, financial and other damage to the Port Authority, the Project, its occupants, and the surrounding communities; and

WHEREAS, Recipient recognizes and acknowledges that providing unauthorized access to, or disclosing such information to third parties in violation of the terms of this Agreement could compromise or undermine the existing or future guidelines, techniques and procedures implemented for the protection against terrorist acts or for law enforcement, investigation and prosecutorial purposes, and accordingly could result in significant irreparable harm and injury; and

WHEREAS, in order to protect and preserve the privilege attaching to and the confidentiality of the aforementioned information as well as to limit access to such information to a strict need to know basis, the Port Authority requires, as a condition of its sharing or providing access to such protected, confidential, privileged, classified, commercial, proprietary or sensitive information, documents and plans, that the Recipient enter into this Agreement and that its Related Parties thereafter acknowledge and agree that they will be required to treat as strictly confidential and/or privileged any of such information so provided, as well as the work product and conclusions of any assessments and evaluations or any recommendations relating thereto, and to also fully comply with applicable federal rules and regulations with respect thereto; and

WHEREAS, as a condition to the provision of such information to Recipient and certain Related Parties, the Recipient has agreed to enter into this Agreement with respect to the handling and use of such information and to cause Related Parties to join in and be bound by the terms and conditions of this Agreement.

NOW, THEREFORE, in consideration of the provision by Port Authority of Information for Project Purposes (as each such term is defined below) and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged by the Recipient and each Related Party that receives such Information, the Recipient and each such Related Party agrees, as follows:

1. **Defined Terms**. In addition to the terms defined in the Recitals above, the following terms shall have the meanings set forth below:

(a) "**Authorized Disclosure**" means the disclosure of Protected Information strictly in accordance with the Confidentiality Control Procedures applicable thereto: (i) as to all Protected Information, only to a Related Party that has a need to know such Protected Information strictly for Project Purposes and that has agreed in writing to be bound by the terms of this Agreement by executing a form of Acknowledgment as set forth in Exhibit A or Exhibit B, as applicable; and (ii) as to Confidential Privileged Information, only to the extent expressly approved in writing and in advance by the Port Authority, and then only the particular Confidential Privileged Information that is required to accomplish an essential element of the Project.

(b) "**Information**" means, collectively, all information, documents, data, reports, notes, studies, projections, records, manuals, graphs, electronic files, computer generated data or information, drawings, charts, tables, diagrams, photographs, and other media or renderings containing or otherwise incorporating information that may be provided or made accessible at any time, whether in writing, orally, visually, photographically, electronically or in any other form or medium, including, without limitation, any and all copies, duplicates or extracts of the foregoing.

(c) "**Protected Information**" means and includes collectively, Confidential Information, Confidential Privileged Information, Sensitive Security Information (SSI), Critical Infrastructure Information (CII) or Health Insurance Portability and Accountability Act (HIPPA) Information and Information that is labeled, marked or otherwise identified by or on behalf of the Port Authority so as to reasonably connote that such information is confidential, privileged, sensitive or proprietary in nature. The term Protected Information shall also include all work product that contains or is derived from any of the foregoing, whether in whole or in part, regardless of whether prepared by the Recipient, the Port Authority or others, or when the Port Authority receives such information from others and agrees to treat such information as Protected. The following Information shall not constitute Protected Information for the purpose of this Agreement:

(i) Particular Information, other than Confidential Privileged Information, that is provided to the Recipient by a source other than the Port Authority, provided that such source is not subject to a confidentiality agreement, or similar obligation, or understanding with or for the benefit of the Port Authority, with respect to such Information and that the identity of such source is not itself part of such Protected Information.

(ii) Information that is or becomes generally available to the public other than as a result of a disclosure by the Recipient or a Related Party in violation of this Agreement.

(iii) Information that is known to or was in the possession of the Recipient or a Related Party on a non-confidential basis prior to the disclosure of such Information by the Port Authority.

(d) "**Confidential Information**" means and includes collectively, any and all Information, documents and materials entitled to protection as a public interest privilege under New York State law and as may be deemed to be afforded or entitled to the protection of any other privilege recognized under New York and/or New Jersey state laws or Federal laws. It also includes information that contains sensitive financial, commercial or other proprietary business information concerning or relating to the Port Authority, its projects, operations or facilities that would be exempt from release under the Port Authority Freedom of Information Code.

(e) "**Confidential Privileged Information**" means and includes collectively, (i) Information that reveals security risks, threats, vulnerabilities, documentation that identifies specific physical security vulnerabilities or revealing specific security vulnerabilities details related to emergency response protocols, egress plans; flow paths, egress capacities, (diagrams, codes, standards) etc., which is not publicly available." and any and all Information, documents and materials entitled to protection as a public interest privilege under New York State law and as may be deemed to be afforded or entitled to the protection of any other privilege recognized under New York and/or New Jersey state laws or Federal laws, and (ii) certain Critical Infrastructure Information.

(f) "**Confidentiality Control Procedures**" means procedures, safeguards and requirements for the identification, processing, protection, handling, care, tracking and storage of

Protected Information that are required under applicable federal or state law, the Port Authority Handbook, or by the terms of this Agreement.

(g) **"Critical Infrastructure Information"** (CII) has the meaning set forth in the Homeland Security Act of 2002, under the subtitle Critical Infrastructure Information Act of 2002 (6 U.S.C. §131-134), and any rules or regulations enacted pursuant thereto, including, without limitation, the Office of the Secretary, Department of Homeland Security Rules and Regulations, 6 C.F.R. Part 29 and any amendments thereto. CII may also be referred to as "Protected Critical Infrastructure Information" or "PCII", as provided for in the referenced rules and regulations and any amendments thereto.

(h) **"Sensitive Security Information"** (SSI) has the definition and requirements set forth in the Transportation Security Administrative Rules & Regulations, 49 CFR 1520, (49 U.S.C. §114) and in the Office of the Secretary of Transportation Rules & Regulations, 49 CFR 15, (49 U.S.C. §40119).

(i) **"Health Insurance Portability and Accountability Act"** (HIPAA) Information Employees, associates or other contract personnel who have access to Protected Health Information (PHI) must refer to, and comply with, the Privacy Policies and Procedures to Protect Personal Health Information. Privacy regulations issued under the Health Insurance Portability and Accountability Act of 1996 ("HIPAA" or "Privacy Laws") place restrictions on the Group Health Plans of the Port Authority and PATH (the "Plans") ability to use and disclose Protected Health Information ("PHI").

(j) **"Port Authority Handbook"** means The Port Authority of New York and New Jersey. Information Security Handbook, as may be amended by the Port Authority, from time to time.

(k) **"Project Purposes"** means the use of Protected Information strictly and only for purposes related to Recipient's and its Related Parties' participation and involvement in the Project, and only for such period of time during which Recipient and its Related Parties are involved in Project related activities.

(l) **"Related Party"** and **"Related Parties"** means the directors, employees, officers, partners or members of the Recipient, as applicable, and the Recipient's outside consultants, attorneys, advisors, accountants, architects, engineers or subcontractors or sub-consultants (and their respective directors, employees, officers, partners or members) to whom any Protected Information is disclosed or made available.

2. **Use of Protected Information**. All Protected Information shall be used by the Recipient in accordance with the following requirements:

(a) All Protected Information shall be held in confidence and shall be processed, treated, disclosed and used by the Recipient and its Related Parties only for Project Purposes and in accordance with the Confidentiality Control Procedures established pursuant to Paragraph 2(c), below, including, without limitation, the Port Authority Handbook, receipt of which is acknowledged by Recipient and shall be acknowledged in writing by each Related Party by signing the Acknowledgment attached hereto as Exhibit A or Exhibit B, as applicable, and

applicable legal requirements. Protected Information may be disclosed, only if and to the extent that such disclosure is an Authorized Disclosure.

(b) Recipient and each Related Party acknowledges and agrees that (i) any violation by the Recipient or any of its Related Parties of the terms, conditions or restrictions of this Agreement relating to Protected Information may result in penalties and other enforcement or corrective action as set forth in such statutes and regulations, including, without limitation, the issuance of orders requiring retrieval of Sensitive Security Information and Critical Infrastructure Information to remedy unauthorized disclosure and to cease future unauthorized disclosure and (ii) pursuant to the aforementioned Federal Regulations, including, without limitation, 49 C.F.R. §§ 15.17 and 1520.17, any such violation thereof or mishandling of information therein defined may constitute grounds for a civil penalty and other enforcement or corrective action by the United States Department of Transportation and the United States Department of Homeland Security, and appropriate personnel actions for Federal employees.

(c) Recipient and each Related Party covenants to the Port Authority that it has established, promulgated and implemented Confidentiality Control Procedures for identification, handling, receipt, care, and storage of Protected Information to control and safeguard against any violation of the requirements of this Agreement and against any unauthorized access, disclosure, modification, loss or misuse of Protected Information. Recipient and each Related Party shall undertake reasonable steps consistent with such Confidentiality Control Procedures to assure that disclosure of Protected Information is compartmentalized, such that all Protected Information shall be disclosed only to those persons and entities authorized to receive such Information as an Authorized Disclosure under this Agreement and applicable Confidentiality Control Procedures. The Confidentiality Control Procedures shall, at a minimum, adhere to, and shall not be inconsistent with, the procedures and practices established in the Port Authority Handbook.

(d) The Port Authority reserves the right to audit Recipient's Confidentiality Control Procedures, and those of each Related Party, as applicable, to ensure that it is in compliance with the terms of this Agreement.

(e) The Port Authority may request in writing that the Recipient or any Related Parties apply different or more stringent controls on the handling, care, storage and disclosure of particular items of Protected Information as a precondition for its disclosure. The Port Authority may decline any request by the Recipient or any of its Related Parties to provide such item of Protected Information if the Recipient or any of the Related Parties do not agree in writing to apply such controls.

(f) Nothing in this Agreement shall require the Port Authority to tender or provide access to or possession of any Protected Information to the Recipient or its Related Parties, whether or not the requirements of this Agreement are otherwise satisfied. However, if such Protected Information is provided and accepted, the Recipient and its Related Parties shall abide by the terms, conditions and requirements of this Agreement.

(g) The Recipient and each Related Party agrees to be responsible for enforcing the provisions of this Agreement with respect to its Related Parties, in accordance with the Confidentiality Control Procedures. Except as required by law pursuant to written advice of

competent legal counsel, or with the Port Authority's prior written consent, neither the Recipient, nor any of the Related Parties shall disclose to any third party, person or entity: (i) any Protected Information under circumstances where the Recipient is not fully satisfied that the person or entity to whom such disclosure is about to be made shall act in accordance with the Confidentiality Control Procedures whether or not such person or entity has agreed in writing to be bound by the terms of this Agreement or any "Acknowledgement" of its terms or (ii) the fact that Protected Information has been made available to the Recipient or such Related Parties, or the content or import of such Protected Information. The Recipient is responsible for collecting and managing the Acknowledgments signed by Related Parties pursuant to this Agreement. Recipient shall, at the Port Authority's request, provide the Port Authority a list of all Related Parties who have signed an Acknowledgment, and copies of such Acknowledgments.

(h) As to all Protected Information provided by or on behalf of the Port Authority, nothing in this Agreement shall constitute or be construed as a waiver of any public interest privilege or other protections established under applicable state or federal law.

3. **Disclosures and Discovery Requests.** If a subpoena, discovery request, Court Order, Freedom of Information Request, or any other request or demand authorized by law seeking disclosure of the Protected Information is received by the Recipient or any Related Party, Recipient shall notify the Port Authority thereof, to the extent permitted by law, with sufficient promptness so as to enable the Port Authority to investigate the circumstances, prepare any appropriate documentation and seek to quash the subpoena, to seek a protective order, or to take such other action regarding the request as it deems appropriate. In the absence of a protective order, disclosure shall be made, in consultation with the Port Authority, of only that part of the Protected Information as is legally required to be disclosed. If at any time Protected Information is disclosed in violation of this Agreement, the Recipient shall immediately give the Port Authority written notice of that fact and a detailed account of the circumstances regarding such disclosure to the Port Authority.

4. **Retention Limitations; Return of Protected Information.** Upon the earlier occurrence of either the Port Authority's written request or completion of Recipient's need for any or all Protected Information, such Protected Information, all writings and material describing, analyzing or containing any part of such Protected Information, including any and all portions of Protected Information that may be stored, depicted or contained in electronic or other media and all copies of the foregoing shall be promptly delivered to the Port Authority at Recipient's expense. In addition, as to Protected Information that may be stored in electronic or similar form, such Protected Information shall be deleted and completely removed so that such Protected Information is incapable of being recovered from all computer databases of the Recipient and all Related Parties. The Recipient may request in writing that the Port Authority consent to destruction of Protected Information, writings and materials in lieu of delivery thereof to the Port Authority. The Port Authority shall not unreasonably withhold its consent to such request. If the Port Authority consents to such destruction, the Recipient and each Related Party shall deliver to the Port Authority a written certification by Recipient and such Related Party that such Protected Information, writings and materials have been so destroyed within such period as may be imposed by the Port Authority. Notwithstanding the foregoing, to the extent required for legal or compliance purposes, the Recipient may retain copies of Protected Information (in any format), provided that (a) the Port Authority is notified in writing of such retention, and (b) Recipient

continues to abide by the requirements of this Agreement with respect to the protection of such Protected Information.

5. **Duration and Survival of Confidentiality Obligations.** The obligations under this Agreement shall be perpetual (unless otherwise provided in this Agreement) or until such time as the Protected Information is no longer considered protected, confidential and/or privileged by the Port Authority.

6. **Severability.** Each provision of this Agreement is severable and if a court should find any provision of this Agreement to be unenforceable, all other provisions of this Agreement shall remain in full force and effect.

7. **Injunctive and Other Relief.** Recipient and each Related Party acknowledges that the unauthorized disclosure and handling of Protected Information is likely to have a material adverse and detrimental impact on public safety and security and could significantly endanger the Port Authority, its facilities (including, without limitation, the Project site), its patrons and the general public and that damages at law are an inadequate remedy for any breach, or threatened breach, of this Agreement by Recipient or its Related Parties. The Port Authority shall be entitled, in addition to all other rights or remedies, to seek such restraining orders and injunctions as it may deem appropriate for any breach of this Agreement, without being required to show any actual damage or to post any bond or other security.

8. **Governing Law.** This Agreement shall be governed by and construed in accordance with the laws of the State of New York, without regard to conflict of laws principles. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient specifically and irrevocably consent to the exclusive jurisdiction of any federal or state court in the County of New York and State of New York with respect to all matters concerning this Agreement and its enforcement. The Port Authority (subject to the terms of the Port Authority Legislation (as defined below)) and the Recipient agree that the execution and performance of this Agreement shall have a New York situs and, accordingly, they each consent (and solely with respect to the Port Authority, subject to the terms of the Port Authority Legislation (as defined below)) to personal jurisdiction in the State of New York for all purposes and proceedings arising from this Agreement. "**Port Authority Legislation**" shall mean the concurrent legislation of the State of New York and State of New Jersey set forth at Chapter 301 of the Laws of New York of 1950, as amended by Chapter 938 of the Laws of New York of 1974 (McKinney's Unconsolidated Laws §§7101-7112) and Chapter 204 of the Laws of New Jersey of 1951 (N.J.S.A. 32:1-157 to 32:1-168).

9. **Notices.** Any notice, demand or other communication (each, a "**notice**") that is given or rendered pursuant to this Agreement by either party to the other party, shall be: (i) given or rendered, in writing, (ii) addressed to the other party at its required address(es) for notices delivered to it as set forth below, and (iii) delivered by either (x) hand delivery, or (y) nationally recognized courier service (e.g., Federal Express, Express Mail). Any such notice shall be deemed given or rendered, and effective for purposes of this Agreement, as of the date actually delivered to the other party at such address(es) (whether or not the same is then received by other party due to a change of address of which no notice was given, or any rejection or refusal to accept delivery). Notices from either party (to the other) may be given by its counsel.

The required address(es) of each party for notices delivered to it is (are) as set forth below. Each party, however, may, from time to time, designate an additional or substitute required address(es) for notices delivered to it, provided that such designation must be made by notice given in accordance with this Paragraph 9.

Original to the Port Authority:

CORY MERMER
The Port Authority of New York and New Jersey
PROCUREMENT DEPARTMENT
MONTGOMERY STREET, 3rd FLOOR
JERSEY CITY, NJ 07302

with a copy to:

The Port Authority of New York and New Jersey
225 Park Avenue South - 14th Floor
New York, NY 10003
Attn: General Counsel's Office c/o Caroline Ioannou, Law DISO

If to the Recipient: _____

_____

_____

with a copy to: _____

_____

_____

10. **Entire Agreement**. This Agreement contains the complete statement of all the agreements among the parties hereto with respect to the subject matter thereof, and all prior agreements among the parties hereto respecting the subject matter hereof, whether written or oral, are merged herein and shall be of no further force or effect. This Agreement may not be changed, modified, discharged, or terminated, except by an instrument in writing signed by all of the parties hereto.

11. **Counterparts**. This Agreement may be executed in one or more counterparts, each of which shall be deemed to be an original, but all of which shall be one and the same document.

12. **Parties Bound**. This Agreement shall be binding upon the Recipient and its respective successors. The foregoing shall not be affected by the failure of any Related Party to join in this Agreement or to execute and deliver an Acknowledgement hereof.

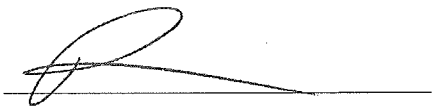
13. **Authority**. The undersigned individual(s) executing this Agreement on behalf of the Recipient below represent(s) that they are authorized to execute this Agreement on behalf of the Recipient and to legally bind such party.

14. **Disclosure of Ownership Rights or License**. Nothing contained herein shall be construed as the granting or conferring by the Port Authority of any rights by ownership, license or otherwise in any Information.

15. **No Liability**. Neither the Commissioners of the Port Authority, nor any of them, nor any officer, agent or employee thereof, shall be charged personally by the Recipient with any liability, or held liable to the Recipient under any term or provision of this Agreement, or because of its execution or attempted execution or because of any breach, or attempted or alleged breach thereof.

16. **Construction**. This Agreement is the joint product of the parties hereto and each provision of this Agreement has been subject to the mutual consultation, negotiation, and agreement of the parties hereto, and shall not be construed for or against any party hereto. The captions of the various sections in this Agreement are for convenience only and do not, and shall not be deemed to, define, limit or construe the contents of such Sections.

RECIPIENT:

Signature: 

Print Name: Robert McCloud

Title: President and CEO, The McCloud Group, LLC

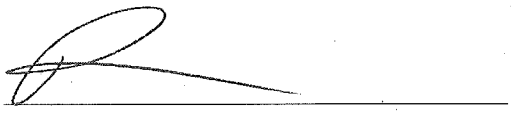
Date: 07/02/2014

EXHIBIT A

ACKNOWLEDGMENT BY RELATED PARTY INDIVIDUAL

I, Robert McCloud ("**Related Party**"), am employed as a(n) President and CEO by The McCloud Group, LLC. I have been provided with and have read the Non Disclosure and Confidentiality Agreement between The McCloud Group, LLC (the "**Recipient**") and The Port Authority of New York and New Jersey (the "**Port Authority**") dated July 2nd, 2014 (hereinafter the "**Agreement**"), and the Port Authority Handbook attached to the Agreement. I understand that because of my employer's relationship with Port Authority, both my employer and I may be provided with access to, and/or copies of, sensitive security materials, protected or confidential information. If it is required for me to review or receive Protected Information, as it is defined in the aforementioned Agreement, I acknowledge that I will be bound by each and every term and provision contained therein, and that failure to do so may include, but is not limited to, the imposition of disciplinary action and sanctions, and/or the institution of legal action seeking injunctive relief, monetary and/or criminal penalties for violation of law and/or Port Authority policies and procedures, as well as for violation of federal and/or state regulations.

To the extent that I am currently in the possession of, or have previously come into contact with, marked information as it relates to the aforementioned Agreement, I agree to conform my handling procedures for Protected Information to the practices and procedures set forth and defined herein, or risk loss of access to said Information, removal from said Project and/or subjecting myself to the aforementioned disciplinary actions and/or civil and criminal penalties.

Signature: 

Print Name: Robert McCloud, Principal-in-Charge

Date: 07/02/2014

EXHIBIT B

ACKNOWLEDGMENT BY RELATED PARTY ENTITY

The undersigned, [Kamal Shahid, PE], is the [President] of KS Engineers, a [Sub Chapter S Corporation] ("**Related Party**"), located at [494 Broad Street, 4th Floor, Newark, NJ 07102], and is duly authorized to execute this Acknowledgment on behalf of the above Related Party. The above Related Party is involved with the functions of Construction Management and Inspection in connection with RFP #38268 for The Port Authority of New York and New Jersey (the "**Port Authority**"). I acknowledge and confirm that the above named Related Party has been provided with a copy of and shall be bound and shall abide by all of the terms, requirements and conditions set forth in the Non Disclosure and Confidentiality Agreement dated July 2nd, 2014, between The McCloud Group, LLC (the "**Recipient**") and the Port Authority (hereinafter the "**Agreement**"), and by the Port Authority Handbook described in the Agreement. Appropriate and responsible officers and employees of the Related Party have carefully read and understand the terms and conditions of the Agreement. The Related Party has notice and acknowledges that any breach or violation of such terms, requirements and conditions may result in the imposition of remedies or sanctions as set forth or otherwise described therein against such Related Party.

Signature:

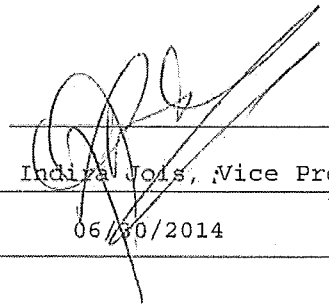
Print Name: [Kamal Shahid, PE]

Date: [July 7, 2014]

EXHIBIT B

ACKNOWLEDGMENT BY RELATED PARTY ENTITY

The undersigned, Indira Jois, is the Vice President of JCMS, Inc., a Corporation ("**Related Party**"), located at 1741 Whitehorse-Mercerville Rd. Mercerville, NJ 08619, and is duly authorized to execute this Acknowledgment on behalf of the above Related Party. The above Related Party is involved with the functions of Inspection, Estimating and Scheduling in connection with CM/CI For Federally Storm Related Resiliency Projects #38268 for The Port Authority of New York and New Jersey (the "**Port Authority**"). I acknowledge and confirm that the above named Related Party has been provided with a copy of and shall be bound and shall abide by all of the terms, requirements and conditions set forth in the Non Disclosure and Confidentiality Agreement dated 06/17/2014, between The McCloud Group (the "**Recipient**") and the Port Authority (hereinafter the "**Agreement**"), and by the Port Authority Handbook described in the Agreement. Appropriate and responsible officers and employees of the Related Party have carefully read and understand the terms and conditions of the Agreement. The Related Party has notice and acknowledges that any breach or violation of such terms, requirements and conditions may result in the imposition of remedies or sanctions as set forth or otherwise described therein against such Related Party.

Signature: 

Print Name: Indira Jois, Vice President

Date: 06/30/2014

EXHIBIT B

ACKNOWLEDGMENT BY RELATED PARTY ENTITY

The undersigned, [1]Jitendra HIrani, is the [2]President of Hirani Group, a [4] ("**Related Party**"), located at [5]30 Jericho Exec. Plz., Jericho, NY, and is duly authorized to execute this Acknowledgment on behalf of the above Related Party. The above Related Party is involved with the functions of Construction Management and Inspection in connection with RFP #38268 for The Port Authority of New York and New Jersey (the "**Port Authority**"). I acknowledge and confirm that the above named Related Party has been provided with a copy of and shall be bound and shall abide by all of the terms, requirements and conditions set forth in the Non Disclosure and Confidentiality Agreement dated July 2nd, 2014, between The McCloud Group, LLC (the "**Recipient**") and the Port Authority (hereinafter the "**Agreement**"), and by the Port Authority Handbook described in the Agreement. Appropriate and responsible officers and employees of the Related Party have carefully read and understand the terms and conditions of the Agreement. The Related Party has notice and acknowledges that any breach or violation of such terms, requirements and conditions may result in the imposition of remedies or sanctions as set forth or otherwise described therein against such Related Party.

Signature:

Print Name: Jitendra HIrani

Date: 7/2/14

K | Forms and Certifications

Federal Transit Administration Provisions

BUY AMERICA CERTIFICATIONS

A bidder or offeror must submit to the FTA recipient the appropriate Buy America certification (below) with all bids or offers on FTA-funded contracts, except those subject to a general waiver. Bids or offers that are not accompanied by a completed Buy America certification must be rejected as nonresponsive. This requirement does not apply to lower tier subcontractors.

CERTIFICATION REQUIREMENT FOR PROCUREMENT OF STEEL, IRON, OR MANUFACTURED PRODUCTS (NON- ROLLING STOCK)

Certificate of Compliance with 49 U.S.C. 5323(j)(1)

The bidder or offeror hereby certifies that it will meet the requirements of 49 U.S.C. 5323(j)(1) and the applicable regulations in 49 CFR Part 661.5.

Date 07/07/2014

Signature _____

Company Name The McCloud Group, LLC

Title President and CEO

Certificate of Non-Compliance with 49 U.S.C. 5323(j)(1)

The bidder or offeror hereby certifies that it cannot comply with the requirements of 49 U.S.C. 5323(j)(1) and 49 C.F.R. 661.5, but it may qualify for an exception pursuant to 49 U.S.C. 5323(j)(2)(A), 5323(j)(2)(B), or 5323(j)(2)(D), and 49 C.F.R. 661.7.

Date _____

Signature _____

Company Name _____

Title _____

CERTIFICATION REQUIREMENT FOR PROCUREMENT OF BUSES, OTHER ROLLING STOCK AND ASSOCIATED EQUIPMENT (ROLLING STOCK)

Certificate of Compliance with 49 U.S.C. 5323(j)(2)(C).

The bidder or offeror hereby certifies that it will comply with the requirements of 49 U.S.C. 5323(j)(2)(C) and the regulations at 49 C.F.R. Part 661.11.

Date 07/07/2014

Signature _____

Company Name The McCloud Group, LLC

Title President and CEO

Certificate of Non-Compliance with 49 U.S.C. 5323(j)(2)(C)

The bidder or offeror hereby certifies that it cannot comply with the requirements of 49 U.S.C. 5323(j)(2)(C) and 49 C.F.R. 661.11, but may qualify for an exception pursuant to 49 U.S.C. 5323(j)(2)(A), 5323(j)(2)(B), or 5323(j)(2)(D), and 49 C.F.R. 661.7.

Date _____

Signature _____

Company Name _____

Title _____

FTA Requirements

CERTIFICATION REGARDING LOBBYING PURSUANT TO 31 U.S.C. 1352

The undersigned
Robert McCloud, President & CEO
(name of authorized officer)
certifies, to the best of my knowledge and belief, that:

- No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

- If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form LLL, "Disclosure of Lobbying, Activities" in accordance with its instructions.

- The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by, 31, U.S. C. § 1352 (as amended by the Lobbying Disclosure Act of 1995). Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

Note: Pursuant to 31 U.S.C § 1352(c)(I)-(2)(A), any person who makes a prohibited expenditure or fails to file or amend a required certification or disclosure form shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such expenditure or failure.

The Contractor certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Contractor understands and agrees that the provisions of 31 U.S.C. § 3801, et seq., apply to this certification and disclosure, if any.

Executed this day 7th of July, ~~2010~~ 14
By: _____
Signature of Authorized Official
Robert McCloud, President & CEO, The McCloud Group
Official Name and Title of Authorized Official

FTA REQUIREMENTS

STANDARD FORM LLL - DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C. 1352

1. **Type of Federal Action:**	2. **Status of Federal Action:**	3. **Report Type:**
X a. contract	X a. bid/offer/application	X a. initial filing
___ b. grant	___ b. initial award	___ b. material change
___ c. cooperative agreement	___ c. post award	
___ d. loan		**For material change only:**
___ e. loan guarantee		Year _____ quarter _____
___ f. loan insurance		Date of last report_____

4. **Name and Address of Reporting Entity:**	5. **If Reporting Entity in No. 4 is Subawardee,** Enter Name and Address of Prime:
X Prime ___ Subawardee Tier_____, if Known: **Congressional District,** *if known*:	**Congressional District,** *if known*:
6. **Federal Department/Agency:**	7. **Federal Program Name/Description:** CFDA Number, *if applicable*: _____
8. **Federal Action Number,** *if known:*	9. **Award Amount,** *if known:* **$**
10. a. **Name and Address of Lobbying Registrant** *(if individual, last name, first name, MI):*	b. **Individuals Performing Services** *(including address if different from No. 10a)* *(last name, first name, MI):*
11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.	**Signature:** _____ **Print Name:** Robert McCloud **Title:** President & CEO, The McCloud Group **Telephone No.:** (201) 222-7769 **Date:** 07/07/14
Federal Use Only	**Authorized for Local Reproduction** **Standard Form - LLL (Rev. 7-97)**

NOT APPLICABLE

FTA REQUIREMENTS

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION - LOWER TIER COVERED TRANSACTIONS

1. The prospective lower tier participant,

KS Engineers, P.C., certifies by submission of this bid or proposal, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

3. The prospective lower tier participant shall provide immediate written notice to the Authority (and the Contractor, if applicable) if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

Executed this day 1st of July, 20XX 2014.

BY SIGNATURE OF AUTHORIZED OFFICIAL

Kamal Shahid, PE, President

NAME AND TITLE OF AUTHORIZED OFFICIAL

FTA REQUIREMENTS

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION - LOWER TIER COVERED TRANSACTIONS

1. The prospective lower tier participant,

JCMS, Inc., certifies by submission of this bid or proposal, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

3. The prospective lower tier participant shall provide immediate written notice to the Authority (and the Contractor, if applicable) if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

Executed this day 27th of July, 2014.

BY SIGNATURE OF AUTHORIZED OFFICIAL

Indira Jois, Vice President

NAME AND TITLE OF AUTHORIZED OFFICIAL

FTA REQUIREMENTS

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION - LOWER TIER COVERED TRANSACTIONS

1. The prospective lower tier participant,

Hirani Engineering and Land Surveying, P.C., certifies by submission of this bid or proposal, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

3. The prospective lower tier participant shall provide immediate written notice to the Authority (and the Contractor, if applicable) if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

Executed this day 30th of June, 2011 2014.

BY SIGNATURE OF AUTHORIZED OFFICIAL

Jitendra Hirani, P.E., President

NAME AND TITLE OF AUTHORIZED OFFICIAL

K | Forms and Certifications

FEMA Provisions

FEMA Requirements

CERTIFICATION REGARDING LOBBYING PURSUANT TO 31 U.S.C. 1352

The undersigned Robert McCloud, President & CEO
(name of authorized officer)
certifies, to the best of my knowledge and belief, that:

- No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

- If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form LLL, "Disclosure of Lobbying, Activities" in accordance with its instructions.

- The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by, 31, U.S. C. § 1352 (as amended by the Lobbying Disclosure Act of 1995). Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

Note: Pursuant to 31 U.S.C § 1352(c)(I)-(2)(A), any person who makes a prohibited expenditure or fails to file or amend a required certification or disclosure form shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such expenditure or failure.

The Contractor certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Contractor understands and agrees that the provisions of 31 U,S.C. § 3801, et seq., apply to this certification and disclosure, if any.

Executed this day 7th of July, 2013 14
By: _____
Signature of Authorized Official
Robert McCloud, President & CEO, The McCloud Group
Official Name and Title of Authorized Official

FEMA REQUIREMENTS

STANDARD FORM LLL - DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C. 1352

1. Type of Federal Action:	2. Status of Federal Action:	3. Report Type:
X a. contract	X a. bid/offer/application	X a. initial filing
___ b. grant	___ b. initial award	___ b. material change
___ c. cooperative agreement	___ c. post award	
___ d. loan		**For material change only:**
___ e. loan guarantee		Year _____ quarter _____
___ f. loan insurance		Date of last report_____

4. Name and Address of Reporting Entity:	5. If Reporting Entity in No. 4 is Subawardee, Enter Name and Address of Prime:
X Prime ___ Subawardee Tier_____, if Known: **Congressional District, *if known*:**	**Congressional District, *if known*:**
6. Federal Department/Agency:	**7. Federal Program Name/Description:** CFDA Number, *if applicable*: _____
8. Federal Action Number, *if known:*	**9. Award Amount, *if known:*** **$**
10. a. Name and Address of Lobbying Registrant *(if individual, last name, first name, MI):*	**b. Individuals Performing Services** *(including address if different from No. 10a)* *(last name, first name, MI):*
11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.	**Signature:** _____ **Print Name:** Robert McCloud **Title:** President & CEO, The McCloud Group **Telephone No.:** (201) 222-7769 **Date:** 07/07/14
Federal Use Only	**Authorized for Local Reproduction** **Standard Form - LLL (Rev. 7-97)**

NOT APPLICABLE

FEMA REQUIREMENTS

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION - LOWER TIER COVERED TRANSACTIONS

1. The prospective lower tier participant,

KS Engineers, P.C., certifies by submission of this bid or proposal, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

3. The prospective lower tier participant shall provide immediate written notice to the Authority (and the Contractor, if applicable) if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

Executed this day 1st of July, 2014.

BY SIGNATURE OF AUTHORIZED OFFICIAL

Kamal Shahid, PE, President

NAME AND TITLE OF AUTHORIZED OFFICIAL

FEMA REQUIREMENTS

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION - LOWER TIER COVERED TRANSACTIONS

1. The prospective lower tier participant,

JCMS, Inc., certifies by submission of this bid or proposal, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

3. The prospective lower tier participant shall provide immediate written notice to the Authority (and the Contractor, if applicable) if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

Executed this day 2nd of July, 2014.

BY SIGNATURE OF AUTHORIZED OFFICIAL

Indira Jois, Vice President

NAME AND TITLE OF AUTHORIZED OFFICIAL

FEMA REQUIREMENTS

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION - LOWER TIER COVERED TRANSACTIONS

1. The prospective lower tier participant,

Hirani Engineering and Land Surveying, P.C., certifies by submission of this bid or proposal, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

3. The prospective lower tier participant shall provide immediate written notice to the Authority (and the Contractor, if applicable) if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

Executed this day 30th of June, 2013 2014.

BY SIGNATURE OF AUTHORIZED OFFICIAL

Jitendra Hirani, P.E., President

NAME AND TITLE OF AUTHORIZED OFFICIAL

K | Forms and Certifications

Port Authority Standard Agreement

THE MCCLOUD GROUP, LLC
Construction Management
Pre-Construction
Design / Build

July 17, 2014

The Port Authority of New York and New Jersey
Procurement Department
Two Montgomery Street, 3rd Floor
Jersey City, NJ 07302
Attn: Bid/Proposal Custodian

RE: RFP No. 38268, Indefinite Quantity Contracts (IQCs) for Performance of Expert Professional Construction Management and Inspection Services for Federally Funded Storm Resiliency Projects on an "As-Needed" basis through 2018

To Whom It May Concern:

The McCloud Group (TMG) accepts the terms of the Port Authority's standard agreement.

Sincerely,
The McCloud Group, LLC

Robert McCloud
President and CEO

the mccloud group
www.themccloudgroup.com

NEW JERSEY

79 Hudson Street,
Suite 506
Hoboken, NJ 07030
ph: (201) 222-7769
f: (201) 222-3491

K | Forms and Certifications

Receipt of Addenda

RECEIPT OF ADDENDUM #1

THE PORT AUTHORITY OF NY & NJ

PROCUREMENT DEPARTMENT
2 MONTGOMERY STREET, 3RD FL.
JERSEY CITY, NJ 07302

7/3/2014

ADDENDUM #1

To prospective Proposer(s) on RFP # 38268 - REQUEST FOR PROPOSALS FOR INDEFINITE QUANTITY CONTRACTS (IQCS) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018

Now Due back on 7/14/2014, no later than 2:00PM

Originally due on 7/9/2014, no later than 2:00PM

This communication should be initialed by you and annexed to your Bid upon submission.

In case any Bidder fails to conform to these instructions, its Bid will nevertheless be construed as though this communication had been so physically annexed and initialed.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: The McCloud Group, LLC

INITIALED: _____

DATE: 07/03/2014

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

RECEIPT OF ADDENDUM #2

This communication should be initialed by you and attached to your Proposal.

In case any Bidder fails to conform to these instructions, its submission will nevertheless be construed as though this communication had been so physically attached and initialed.

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: The McCloud Group, LLC

INITIALED: _____

DATE: 07/08/2014

RECEIPT OF ADDENDUM #3

Answer #43	Yes.
Question #44	In what manner will the sealed cost proposals be returned to unsuccessful proposer?
Answer #44	They will not be returned.
Question #45	a. Can the organization chart be submitted on 11x17 paper? b. Can the font on the organization chart be less than 12 pt.?
Answer #45	Yes.

This communication should be initialed by you and attached to your Proposal.

In case any Bidder fails to conform to these instructions, its submission will nevertheless be construed as though this communication had been so physically attached and initialed.

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: The McCloud Group, LLC

INITIALED: _____

DATE: 07/09/2014

RECEIPT OF ADDENDUM #4

THE PORT AUTHORITY OF NY & NJ

PROCUREMENT DEPARTMENT
2 MONTGOMERY STREET, 3rd FL.
JERSEY CITY, NJ 07302

July 10, 2014

ADDENDUM #4

TO PROSPECTIVE BIDDER(S) ON **RFP #38268** - REQUEST FOR PROPOSALS FOR INDEFINITE QUANTITY CONTRACTS (IQCS) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018

Now Due on 7/16/2014, no later than 2:00PM

Originally Due on 7/14/2014, no later than 2:00PM

This communication should be initialed by you and annexed to your proposal to the above-referenced upon submission.

In case any Bidder fails to conform to these instructions, its submission will nevertheless be construed as though this communication had been so physically annexed and initialed.

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
PROCUREMENT MANAGER
FTA/WTC SITE PROJECTS

BIDDER'S FIRM NAME: The McCloud Group, LLC

INITIALED: _____

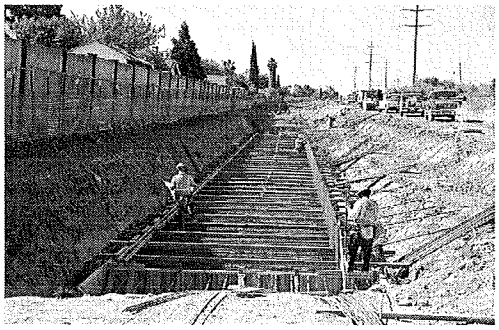
DATE: 07/10/2014

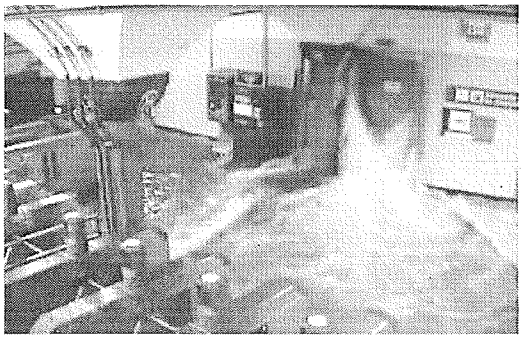
REQUEST FOR PROPOSALS FOR INDEFINITE QUANTITY CONTRACTS (IQCs) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018

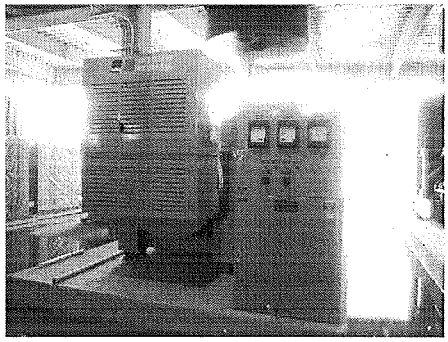
RFP Number 38268

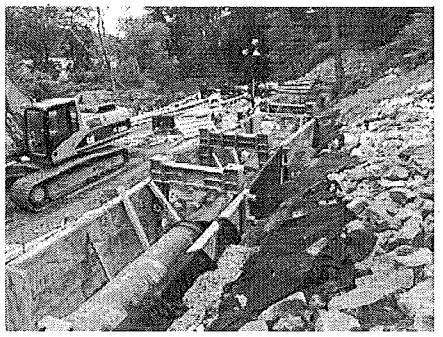
Vendor # 117306

THE PORT AUTHORITY OF NY & NJ









Savin Engineers, P.C.

July 14, 2014

Savin Engineers, P.C.

3 Campus Drive, Pleasantville, NY 10570
Tel. 914.769.3200 Fax. 914.747.6686
www.savinengineers.com

July 16, 2014

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

Attention RFP Custodian

Re: **REQUEST FOR PROPOSALS FOR INDEFINITE QUANTITY CONTRACTS (IQCS) FOR PERFORMANCE OF EXPERT PROFESSIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR FEDERALLY FUNDED STORM RELATED RESILIENCY PROJECTS ON AN "AS-NEEDED" BASIS THROUGH 2018**
RFP NUMBER 38268

Attention RFP Custodian:

SAVIN ENGINEERS, P.C. in association with Hudson Valley Engineering Associates (HVEA), is pleased to submit this proposal to provide professional construction management services for the above project. We have formatted the proposal in accordance with the information provided and have enclosed one (1) reproducible original and six (6) copies, along with six (6) compact disc copies per your request. We have limited the proposal to fewer than 50 pages, not including resumes and attachments. We intend to fully comply with the Disadvantaged Business Enterprise requirements.

We believe that SAVIN ENGINEERS is extremely well suited for this assignment because:

- **We have worked on very similar construction management projects for the Port Authority as a prime.**
- **We have a proven track record in being responsive to the needs of the Port Authority.**
- **We have direct recent experience on Federally Funded Storm Related Resiliency Projects.**
- **Many of our proposed staff have completed assignments for the Port Authority and are known to the Construction Management Division and various line departments.**
- **We have worked on numerous construction management "Call-In" or "Term Agreement" projects for the Port Authority and several other agencies.**

KNOWLEDGE OF THE PROJECT

We believe a sound knowledge of the requirements and intent of a project is critical to performing it successfully. Savin has provided construction inspection services on numerous "on-call" or "call-in" type agreements over the years, and is currently providing such services for the Port Authority on a very similar project. These projects have all required quality personnel who must often be available for varying durations.

Savin has worked on over fifteen different "CALL-IN" type construction management contracts in the Metropolitan Area including six for the Port Authority of NY and NJ

Based on our experience, this project will require coordination, responsiveness and an overall knowledge of Authority expectations in order to be performed successfully. It may require numerous construction management personnel of varying levels be provided to numerous facilities throughout the Authority, on short notice, and for varying durations. Savin is extremely familiar with the constant vigilance demanded by this type of project such that the Authority gets quality individuals where and when needed.

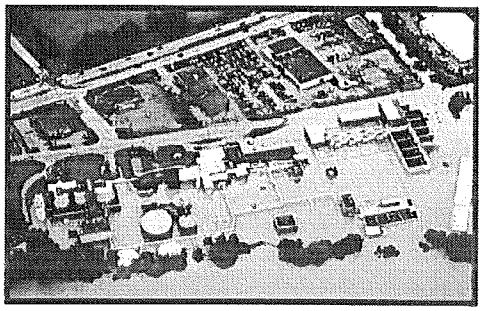
More recently, Savin Construction Management personnel assisted the Port Authority with post Superstorm Sandy cleanup efforts. At the Exchange Place, Hoboken and WTC PATH Stations, Savin employees **David Post**, **Frank Montefusco** and **Ron Novello**, worked on restoration of the facilities including power, lighting, and signals. The work also included restoration of power and signal system at F and E Tunnels. Savin personnel have been and continue to be working 14 hour shifts, 7 days a week as part of this emergency effort.

In addition to the RFP requirement of 10 licensed professional engineers, 10 ACI certified special inspectors, 3 ICC certified structural steel inspectors and 1 NACE certified coating inspector, the Savin team has over 100 full time field engineers, inspectors, contract administrators, construction managers and schedulers. Most have Port Authority experience, many have experience with Federally Funded Resiliency projects, and nearly all are located in the greater New York and New Jersey Metropolitan area.

Savin Construction Management Personnel have been assisting the Port Authority with Post Superstorm Sandy Cleanup efforts at Exchange Place, Hoboken and WTC PATH facilities.

Our proposed project manager for this project is **Hussein M. Elzoghby, P.E.** He has nearly 27 years of experience in the planning, design, and construction of transportation facilities ranging from ports to parking structures. He has been the project manager on nearly all of the many "call-in" type construction management projects Savin has been involved in, including the one we are currently performing for the Port Authority. He conducts periodic site inspections, monitors staff, and implements our Quality Assurance plan. He will be the single point of contact between the Authority and Savin and will coordinate any need of the Authority for this project. He has also

been involved in nontraditional assignments for the Port Authority including, the "Lessons Learned Initiative", post 9-11-01 WTC cleanup, concurrent delay schedule analysis at Port Newark, claims assistance for the Hackensack River lift Bridge, and Post Superstorm Sandy Cleanup.



Savin has extensive experience in resiliency projects, including flood walls, seawalls, and stormwater pumping stations.

FIRM EXPERIENCE

Savin has been providing construction management services since 1988. Since then our reputation and staff have grown. We have been the prime consultant or significant sub consultant on numerous projects in the New York/New Jersey Metro area. Clients for whom we have provided construction management services as a prime include the NYSDOT, Connecticut DOT, NYS Thruway Authority, Westchester County, Dutchess County, NYS Dormitory Authority, as well as the Port Authority of New York & New Jersey. Projects have ranged from over $150 million to under $0.5 million in construction cost. A later section of the proposal outlines our experience further.

HVEA is a certified Disadvantaged Business Enterprise (DBE) and a certified Women-owned Business Enterprise (WBE). HVEA is also WBE Certified by PANYNJ and City of New York.

HVEA specializes in design and construction inspection of transportation infrastructure with offices located in Dutchess and Rockland Counties. Founded in 2002, the firm has evolved as a premier transportation firm in the region. HVEA has completed a wide variety of federal-aid local projects throughout the region with costs ranging from $0.650 to $66 million. Savin and HVEA have worked together on several construction management projects.

CURRENT WORKLOAD

As a prime, Savin currently has only one other Port Authority CM contract in progress. This will enable us to readily staff the proposed project without stressing resources.

In summary, we have performed and are currently working on very similar projects and consider ourselves extremely well-suited for this project. We have had the privilege of gaining significant experience working on Port Authority projects and intend to bring that to bear on this project. We remain grateful for the experience gained on past assignments and would appreciate the opportunity to continue to be of service to the Authority.

Very truly yours,
SAVIN ENGINEERS, P.C.

Hussein M. Elzoghby, P.E.
Senior Vice President

ATTACHMENT B

AGREEMENT ON TERMS OF DISCUSSION

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

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

Savin Engineers, P.C.
(Company)

(Signature)

President
(Title)

July 14, 2014
(Date)

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

Table of Contents

Attachment B

Section A: Qualifications and Experience
Attachment C-1 and C-2

Section B: Staff Qualifications and Experience
Attachment E, Staffing Plan

Section C: Management and Technical Approach

Section D: DBE Participation
Attachment D-1

Section E: Pricing *(Not Applicable for this Submission)*

Section F: Affiliates

Section G: Forms
Non-Disclosure and Confidentiality Agreement
FTA and Fema Forms

Section H: Background Qualification Questionnaire

Section I: Conflict of Interest

Section J: Addenda
No. 1
No. 2
No. 3
No. 4

Section A: Qualifications and Experience

Savin Engineers provides consulting services in engineering and construction management to Municipalities, Industries and other Contracting and Engineering firms. We are certified as a Minority Business Enterprise (MBE) by the City of New York, the States of Massachusetts (SOWMBA), New York, New Jersey, and the Port Authority of New York and New Jersey. Our offices are located in Pleasantville, Syracuse, and Plainview, New York, as well as Woodbridge, New Jersey.

SAVIN ENGINEERS, P.C.

CONSTRUCTION MANAGEMENT SERVICES

- Construction Management
- QA Inspection
- Cost Estimation
- Shop Drawing Review
- Payment Processing
- Agency Coordination
- Public Participation
- Contract Modifications
- Personnel Training
- CPM Scheduling
- On-site Testing
- Proficiency in SAP system
- Maintenance & Protection of Traffic
- Federal Funding Documentation

Savin Engineers Construction Management group provides services ranging from bidding assistance, shop drawing review, change order preparation, through construction inspection, contract administration and negotiation, clarifications to project closeout services. Individuals in our Construction Management Group, ranging from NICET I through IV as well as licensed professional engineers have extensive field experience offering the needed breadth and quality of engineering services to our clients.

Savin's staff of special inspection personnel include: American Concrete Institute (ACI) Certified Special Inspectors, International Code Council (ICC) structural steel and bolting inspectors as well as National Association of Corrosion Engineers (NACE) certified coating inspectors.

We possess the demonstrated experience and expertise in providing construction management/inspection services for a broad spectrum of facilities. Currently, we have over 80 individuals assigned to construction projects in the New York/New Jersey area, including 12 at various Port Authority facilities. We have personnel who know PANYNJ facilities and whom the Port Authority knows and trusts.

As a prime consultant, we have provided construction management services for the Port Authority at Teterboro Airport, Stewart International Airport, Port Newark/Elizabeth, Port Ivory/Howland Hook, Port Authority Bus Terminal, Brooklyn Piers, Bathgate Industrial Park, PATH/Journal Square, JFK International Airport, Waterfront Corporate Center at Hoboken, World Trade Center PATH/HUB, George Washington Bridge and the Lincoln and Holland Tunnels. Some of our recent projects with the Port Authority include:

- **Construction Management Call-In Agreement, 2010-Present, PA# 410-10, New York Airports and Port Commerce Facilities**

As prime consultant, Savin is providing construction inspection for various projects including Stewart International Airport, PATH security program, Teterboro Airport, Port Newark, Port Ivory, and assisting the Port Authority on its "lessons learned" initiative for construction contracts.

- **Construction Management Call-In Agreement, 2007-2009, PA# 410-07-007, New York Airports and Port Commerce Facilities**
  As prime consultant, Savin is providing construction inspection for various projects including Stewart International Airport, PATH security program, Teterboro Airport, Port Newark, Port Ivory, and assisting the Port Authority on its "lessons learned" initiative for construction contracts.

- **Construction Management Call-In Agreement, 2004-2006, PA# 410-04-005, New York Airports and Port Commerce Facilities**
  As prime consultant, Savin is providing construction inspection for various projects including Jamaica AirTrain at JFK, La Guardia Airport, Port Newark/Elizabeth, Security Capital Program, and new container-rail transfer facility at Howland Hook.

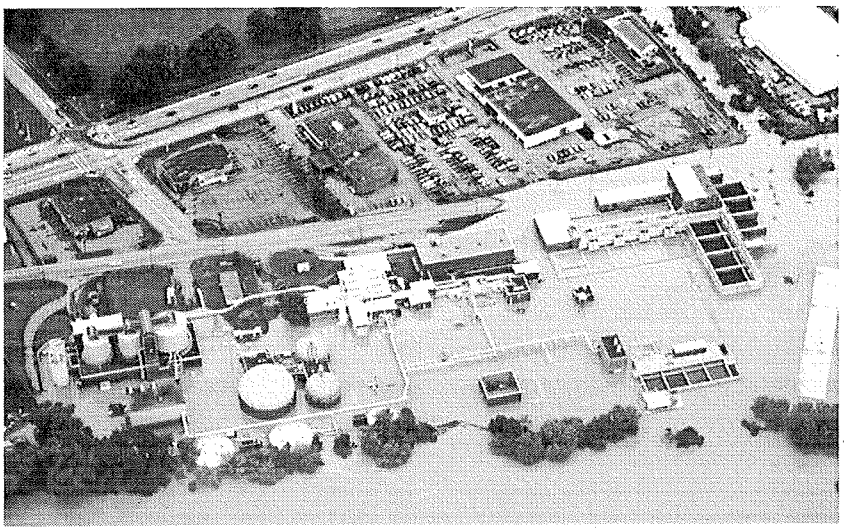
- **Construction Management Call-In Agreement 2002-2006, PA# 410-02-003, Teterboro Airport**
  As Prime Consultant, Savin is providing complete construction management services throughout Teterboro Airport. Projects include Runway improvements, Taxiway improvements, navigational lighting, security fencing, drainage, utilities, sound proofing neighboring schools and overseeing tenant construction.

- **Performance of Expert Professional Construction Management Consultant Services for the World Trade Center Including the World Trade Center Transportation HUB- PA# PCP-05-002.**
  As subconsultant, Savin has provided construction management/inspection services associated with the PATH HUB including temporary shoring/bracing of the No. 1 & 9 Transit Tunnels, utility relocation and other improvements.

- **Performance of Expert Professional Contract Submittal/Request For Information Management Services as Requested on a Call In Basis During 2009- PA # 402-12-018**
  As a prime consultant, Savin is providing as needed staff for the submittal/ request for information management services.

Additional specific project information including reference contacts follows.

Project Profile



Owner
Department of Engineering,
City of Binghamton, New York

Project Location
Vestal, New York

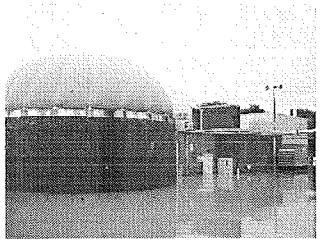
Project Cost
$31,000

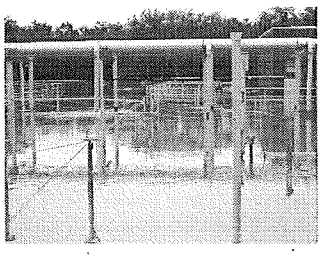
evaluation

Binghamton Johnson City Joint Sewage Treatment Plant Flood Mitigation Evaluation

Description

In June 2006 and again in September 2011, heavy rainfall resulted in record flooding throughout the Binghamton area and caused significant flooding at the Binghamton Johnson City Joint Sewage Treatment Plant (BJCJSTP). The flooding damaged nearly all of the plant's facilities and inundated the plant's treatment processes resulting in a total loss of treatment. Major damage was sustained to process mechanical, electrical, instrumentation and HVAC components throughout the BJCJSTP and resulted in long term flood disruptions to the plant's treatment capacity and performance. Flooding also damaged the offsite Terminal Pumping Station (TPS) in both 2006 and 2011 causing significant disruptions to its pumping capacity. As a result of two devastating floods in such a short period, the plant owners desire to implement additional flood mitigation measures to protect the facility to the 500-year flood levels.





Savin Engineers provided engineering services to perform an evaluation of flood protection alternatives that could be implemented at the BJCJSTP and the TPS. The alternatives studied included a flood barrier wall, watertight structures, submersible equipment and sump pumping improvements. The alternatives were evaluated against criteria for the level of protection for the plant facilities, compatibility with existing facilities, reliability of installation, maintenance requirements, impacts to plant operations and cost. The evaluation concluded that a flood barrier wall was the preferred alternative. The recommended project included approximately 2500 linear feet of steel sheet pile wall, backflow control gates on all outfall and drainage pipes penetrating the barrier wall, and a seepage pumping system inside the perimeter of the barrier wall.

SAVIN
Savin Engineers, P.C.

Project Profile

Owner

THE PORT AUTHORITY OF NY & NJ

The Port Authority of New York & New Jersey

Project Location

NY Metropolitan Region

Cost

$50 Million

Project Scope

Construction Inspection, Office Engineering, Cost Estimating, CPM Scheduling

Contact

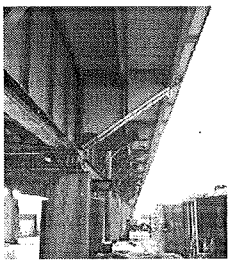
James Starace
PANYNJ
(201) 216-2070

construction management

Construction Management on a Call-In Basis - 2007, 2008, 2009

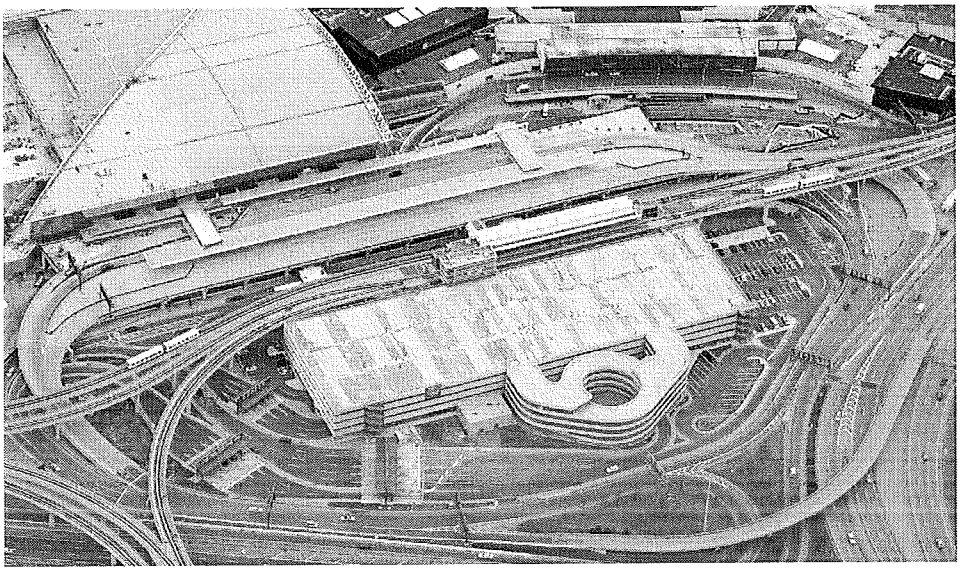
Description

Savin Engineers is providing "call-in" construction management services for numerous Port Authority Facilities. Services include but not limited to construction inspection, office engineering, cost estimating services, constructability reviews and CPM Scheduling. These services were performed for Stewart International Airport, Teterboro Airport, Howland Hook Marine Terminal, PATH/Journal Square, Port Newark and Hoboken Corporate Center. In addition Savin was selected under this contract to assist the Port Authority with its "lesson learned initiative". The projects completed under this initiative included; Lincoln Tunnel Contract LT-524, Red Garage at JFK and Terminal B at Newark Airport.



SAVIN
Savin Engineers, P.C.

Project Profile



Owner

THE PORT AUTHORITY OF NY & NJ

The Port Authority of New York & New Jersey

Cost

$100,000

Project Scope

Facilitator for Post–Mortems for Contracts

Contact

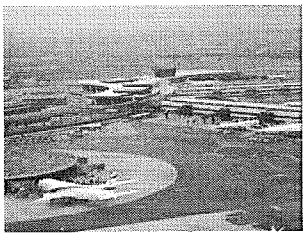
James Starace
PANYNJ
(201) 216-2070

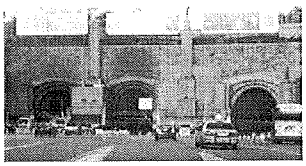
transportation

Lessons Learned Initiative

Description

As part of the M/WBE "Call-In" agreement, Savin was selected to act as the facilitator for the Port Authorities Lessons Learned Initiative. The initiative was established by the PANYNJ to improve the performance of construction contracts. Its basic approach is to obtain input from all involved parties on a construction project including but not necessarily limited to, contractor, subcontractors, facility, design division, materials division, construction management division, planning and program management subcontractors.





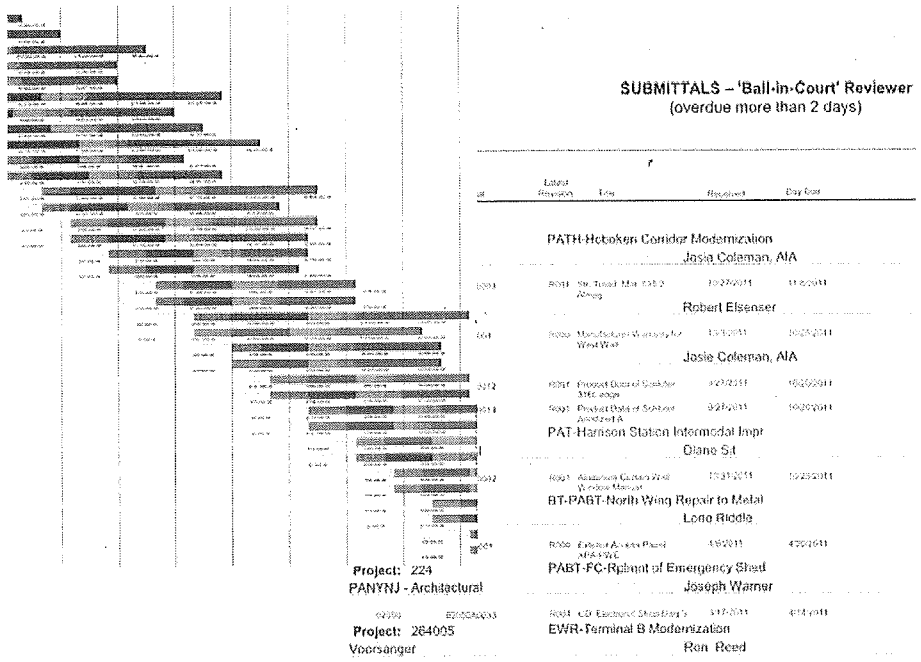
Key individuals from each party are interviewed utilizing a standard questionnaire in order to assess the project as well as the process. Once all parties have been interviewed, a summary review meeting is held and key recommendations/findings are developed, and a summary report prepared.

Thus far Savin has assisted the PANYNJ on 3 projects with this initiative:

- Lincoln Tunnel, Contract LT-524
- Red Garage at JFK, Contract JFK-134.100B
- Terminal B Improvements at Newark Airport, Contract EWR-434.070

SAVIN
Savin Engineers, P.C.

Project Profile



Owner

THE PORT AUTHORITY OF NY & NJ
The Port Authority of New York & New Jersey

Project Location

NY Metropolitan Region

Cost

$ 0.5 Million

Contact

Dee Dee Kaur
PANYNJ
(732) 792-3647

construction management

Contract Submittal/Request For Information Management Services as Requested on a Call In Basis During - 2009

Description

Savin Engineers is providing "call-in" Contract Submittal/Request for Information management services for numerous Port Authority Facilities. Services include but not limited to Primavera Contract Manager Specialists, office engineering, cost estimating services, constructability reviews and CPM Scheduling. These services were performed for almost all Port Authority facilities.

SAVIN
Savin Engineers, P.C.

Attachment C-1

Proposer Prerequisite A

Firms must have Certificates of Authorization to practice Professional Engineering in the states of New York and/or New Jersey and minimum of five (5) year's experience, from the date of proposal submission, which includes performing construction management services as outlined in Attachment A for major transportation facilities.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites

If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite A.

Client Name/ Contracting Entity	Port Authority of NY&NJ
Contract Start Date	January 2009
Contract End Date	December 2012
Brief description of Scope of work	Call-In Construction Management Services at various Port Authority Facilities. Provided Construction Management Inspection Staff at Airport, Ports, PATH, and Bridge and Terminal facilities.
Client Contact Name / Title	Hussein Elzoghby P.E./ Senior VP
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	New York State Thruway Authority
Contract Start Date	April 2010
Contract End Date	December 2013
Brief description of Scope of work	Term Agreement for Construction Inspection Services throughout the New York Division. Provide Construction Inspection Staff for roadway, bridge, toll, resurfacing and related projects in Westchester, Rockland, and Orange Counties.
Client Contact Name / Title	Hussein Elzoghby P.E./ Senior VP
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	MTA Bridge and Tunnels
Contract Start Date	2007
Contract End Date	2010
Brief description of Scope of work	On Call Construction Inspection Services at various Authority facilities. Provided Construction Inspection Staff for roadway repairs, utilities, bridge repairs, building repairs, and MPT related work at Bridge, Tunnel, and Parking facilities.
Client Contact Name / Title	Hussein Elzoghby P.E./ Senior VP
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Note – Client Contact must be employee of Company

Attachment C-2

Proposer Prerequisite B

Firms must have adequate staffing resources who have demonstrated experience performing construction management and/or construction inspection services in the Greater New York/New Jersey Metropolitan Area for construction projects valued, at a minimum, at $1.5 million.

* Note - Duplicate form as necessary *

Reference RFP Section II – Proposer Prerequisites
If Proposer is a common law joint venture, specify which entity's experience is being cited below to satisfy Prerequisite B.

Client Name/ Contracting Entity	Westchester County Department of Public Works
Contract Start Date	2012
Contract End Date	Ongoing
Construction Value	$45,000,000
Brief description of Scope of work	Construction Management and Inspection Services support with the federally funded, new, Crane Road Bridge carrying the Bronx River Parkway over the Bronx River, Scarsdale, NY
Client contact Name / Title	Hussein Elzoghby P.E./ Senior VP
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Client Name/ Contracting Entity	New York State Thruway Authority
Contract Start Date	2009
Contract End Date	2011
Construction Value	$3,500,000
Brief description of Scope of work	Construction Inspection Services associated with the new federally funded noise barriers along the NYS Thruway, Village of Nanuet and Village of Hillburn, NY
Client contact Name / Title	
Client Contact Email Address	
Client Contact Phone Number	

Client Name/ Contracting Entity	Port Authority of New York and New Jersey
Contract Start Date	2002
Contract End Date	2008
Construction Value	$50,000,000
Brief description of Scope of work	Construction Management and Inspection Services with various capital projects at Teterboro Airports, including Tenant Alternating, Taxiing Improvements, Lighting Improvements, Stormwater Pumping Station, and Roadway Reallignment.
Client contact Name / Title	Hussein Elzoghby P.E./ Senior VP
Client Contact Email Address	[redacted]
Client Contact Phone Number	

Note – Client Contact must be employee of Company

Section B: Staff Qualifications and Experience

General

One of the most important issues on this type of project is the quality and depth of experience of the proposed staff. The Savin Team's proposed staff includes exceptional individuals of sufficient number to be able to handle the most demanding assignments, short or long term.

With over 100 field personnel located within the New York and New Jersey area, Savin offers a significant pool of Construction Management personnel to the Authority. In addition, our proposed staff has direct Port Authority experience at nearly all of its facilities. Many also have significant flood repair post flood resiliency projects such as stormwater pumping stations, flood walls and standby generator facilities. Whether it is Quality Assurance Inspection, Contract Administration, Cost estimating, or scheduling Savin staff have done it. The specific experience of key personnel is outlined in the resumes and is also summarized in the Qualifications Chart in this section.

Savin team have over 100 full time construction management staff located in the NY NJ metropolitan area, These include PE, ACI Special Inspectors, ICC Certified inspectors, NICET certified inspectors, and NACE certified inspectors.

SAVIN PERSONNEL QUALIFICATIONS

	Name	Category	Storm Resiliency	Buildings	Rail	Marine	Airports	Terminals	Tunnels	Bridges
	Project Management									
1	Hussein Elzoghby, P.E.	Project Manager	√	√	√	√	√	√	√	√
	Constructability Review									
2	Victor Frazita, P.E.	Structural Review	√	√	√	√				√
3	Robert Firneis, R.A.	Architect Review	√	√						
4	Fernando Polletta, R.A.	Architect Review		√		√				
5	Steve Martino , P.E.	MEP Review	√	√	√	√	√			
6	Joe Fiteni, Jr., P.E.	Civil Review	√	√	√	√				
	Professional Engineers									
7	David Fredericks, P.E.		√	√	√			√		√
8	Ed Conn, P.E.		√	√						
9	Tim Cheatham, P.E.		√	√				√		√
10	David Han, P.E.		√	√		√	√			
11	Tom Storrie, P.E.		√	√		√	√			
12	Mike Balagula, P.E.		√	√			√			
	ACI Concrete Construction Special Inspector									
13	Delsa Fermin									
14	Ken C. Odum		√							
15	Wahaj Warsi			√			√			√
16	David Post		√							
17	Kwasi John		√	√	√				√	√
18	Jason Giel		√		√				√	
19	Hany Costandy									
20	Alex Serebrennik			√	√					√
21	Mark Zaki			√						√
22	Christopher Sotanski			√				√	√	√
23	Andrew Feldt			√					√	

SAVIN PERSONNEL QUALIFICATIONS

	Name	Category	Storm Resiliency	Buildings	Rail	Marine	Airports	Terminals	Tunnels	Bridges
ICC Certified										
24	Douglas Barillas			√						
25	Albert Wong		√	√						
26	Michael Fradua			√	√				√	√
27	Eric Davis			√						
NACE Level 1 Coatings Certified										
28	Anna Hrisomallis		√	√			√			√
29	Edward Obara			√				√		√
Construction Managers										
30	Michael Betanzos	Sr. Construction Manager		√	√					√
31	Frank Montefusco	Sr. Construction Manager	√	√	√		√			
32	Joe Tola	Construction Manager	√	√						
33	Nick Furtado	Construction Manager		√						√
34	Nancy Barbera	Construction Manager	√	√		√				
35	Michael Melocoton	Construction Manager	√	√						
Civil/Structural Inspectors										
36	Tony Darien	Sr. Civil/ Structural Construction Inspector	√	√						√
37	Magdi Iskander	Sr. Civil/ Structural Construction Inspector	√	√			√			
38	Roshan Sidhar	Sr. Civil/ Structural Construction Inspector	√	√				√		√
39	Thomas Tanner	Sr. Civil/ Structural Construction Inspector	√	√				√		

SAVIN PERSONNEL QUALIFICATIONS

Name	Category	Storm Resiliency	Buildings	Rail	Marine	Airports	Terminals	Tunnels	Bridges
40 George Van Sant	Sr. Civil/ Structural Construction Inspector	√	√	√					
41 David Post	Sr. Civil/ Structural Construction Inspector	√	√					√	
42 Morgan Scott	Sr. Civil/ Structural Construction Inspector	√	√	√		√		√	√
43 Ken Odum	Civil/ Structural Construction Inspector	√	√	√	√		√	√	
44 Frederick Wallace	Civil/ Structural Construction Inspector		√		√				√
45 Milford Alexander	Civil/ Structural Construction Inspector		√		√				√
46 Martin Adeniji	Civil/ Structural Construction Inspector	√	√						√
47 Venard Johnson	Civil/ Structural Construction Inspector		√						
48 Oscar Hinkle	Civil/ Structural Construction Inspector	√	√						
49 Tom D'Addio	Civil/ Structural Construction Inspector	√	√						√
50 John Codella	Civil/ Structural Construction Inspector		√	√					√
51 Lorraine Zeller	Civil/ Structural Construction Inspector	√	√						√
52 John Franco	Civil/ Structural Construction Inspector	√	√						

SAVIN PERSONNEL QUALIFICATIONS

	Name	Category	Storm Resiliency	Buildings	Rail	Marine	Airports	Terminals	Tunnels	Bridges
	Electrical Inspectors									
53	David Fredericks, P.E.	Sr. Electrical Engineer	√	√	√	√			√	√
54	Ronald Novello	Sr. Electrical Engineer	√	√				√		
55	Michael Balagula, P.E.	Electrical Engineer/Inspector	√	√						
56	R. Keith Craven	Electrical Inspector	√	√	√		√			
57	Gary Gastiger, P.E.	Electrical Inspector	√	√						
	Mechanical Inspectors									
58	Edward Conn, P.E.	Sr. Mechanical Engineer	√	√	√					
59	Pervaiz Khanzada	Mechanical Inspector		√				√		
60	Tom Murphy	Mechanical Inspector	√	√						
61	Mohammad Oghli	Mechanical Inspector	√	√						
62	Andrew Denniser	Mechanical Inspector		√						
63	Robert Krom	Mechanical Inspector	√	√						√
	Office Engineers									
64	Laura Cavanagh	Office Engineer	√	√				√		
65	Frank Porco	Office Engineer	√	√	√	√				√
66	Joseph Rykowski	Office Engineer	√	√						√
67	Tiwanda Randolph	Asst. Office Engineer		√	√	√		√		
68	Joyce Rosado	Asst. Office Engineer		√						

SAVIN PERSONNEL QUALIFICATIONS

	Name	Category	Storm Resiliency	Buildings	Rail	Marine	Airports	Terminals	Tunnels	Bridges
	Contract Administrators									
69	Nusreta Radoncic	Sr. Contract Administrator	√	√		√				
70	Darlene Coitino	Contract Administrator		√						
71	Lourdes James	Contract Administrator		√			√			
72	Beth Siegenfeld	Contract Administrator	√	√						
73	Deidre Dennis	Contract Administrator		√	√			√		√
	Schedulers/Estimators									
74	Stuart Schiller	Sr. Scheduler/Estimator	√	√		√			√	√
75	Aladin Accilien	Scheduler/Estimator	√	√	√					
76	Dean Sproch	Scheduler/Estimator	√	√						
77	Robert Kalpin	Scheduler/Estimator	√	√				√		

Attachment E

Staffing Plan Template

RFP NO. 38268

IF THE STAFFING CATEGORIES LISTED BELOW DIFFER FROM YOUR FIRM'S, LIST YOUR FIRM'S STAFFING TITLES WITHIN THE CATEGORY THAT BEST MATCHES.

Staffing Category		PROPOSER'S STAFFING TITLES
INSPECTIONS	1	Executive Construction Manager
	2	Senior Construction Manager
	3	Senior Civil Construction Inspector
	4	Civil Construction Inspector
	5	Senior Mechanical Inspector
	6	Mechanical Inspector
	7	Senior Electrical Inspector
	8	Electrical Inspector
CONSTRUCTABILITY REVIEW	1	Senior Architect
	2	Senior Structural Engineer
	3	Senior MEP Engineer
	4	Senior Civil Engineer
	5	Instrument and Controls Engineer
	6	
	7	
	8	
CONTRACT ADMIN	1	Senior Office Engineer
	2	Office Engineer
	3	Senior Contract Administrator
	4	Contract Administrator
	5	
	6	
	7	
	8	
COST ESTIMATES	1	Senior Cost Estimator
	2	Cost Estimator
	3	
	4	
	5	
	6	
	7	
	8	
CONSTRUCTION SCHEDULES	1	Senior Scheduler
	2	Scheduler
	3	
	4	
	5	
	6	
	7	
	8	

Hussein M. Elzoghby, P.E.

Senior Vice President/Project Manager

EDUCATION

M.E. in Civil Engineering, The Cooper Union, NY, 1986
B.E. in Civil Engineering, The Cooper Union, NY, 1985

CERTIFICATION

Professional Engineer, New York, New Jersey

PROFESSIONAL AFFILIATIONS

American Society of Civil Engineers
American Concrete Institute, Member
Tau Beta Pi
Chi Epsilon

RELEVANT EXPERIENCE

Over 28 years of experience as Construction Manager and Structural Engineer on various projects including sewer pumping stations, roadway rehabilitation, bridge inspections, bridge rehabilitation, and other civil works. Duties included coordination with various municipalities, utilities, merchant groups and the traveling public. Presentations at public meetings, prepared flyers and notices for dissemination to interested parties, and provided QA/QC audit on all field staff.

Mr. Elzoghby has been the single point of contact on all of Savins "Call-In" Construction Management Projects, including 6 for the Port Authority. He is constantly planning inspection assignments for Savin staff to meet the needs of clients such as the Port Authority.

Project Manager for On-Call Construction Management Services (MBE) for Port Authority of New York and New Jersey. Coordinate needs of Authority for construction management staff including construction managers, construction inspectors, field engineers, fire protection engineers, schedulers and cost estimators. Performed regular field monitoring and QA checks. Under this agreement Mr. Elzoghby oversaw Savin's role in the Port Authority "Lessons learned" initiative. He assisted the PA in the development of the initiative and helped establish standard questionnaires and processes for its implementation. The initiative is aimed at improving the performance of construction contracts by in-depth review of "lessons learned" from recently completed contracts. He was involved in the following projects with lessons learned initiative: Lincoln Tunnel, Contract LT-524, Red Garage at JFK, Contract JFK-134.100B and Terminal B Improvements at Newark Airport, Contract EWR-434.070

Project Manager for On-Call Construction Management Services (MBE) for Port Authority of New York and New Jersey 2004-2006. Coordinate needs of Authority for construction management staff including construction managers, construction inspectors, field engineers, fire protection engineers, schedulers and cost estimators. Performed regular field monitoring and QA checks.

Project Manager for On-Call Construction Management Services for Port Authority of New York and New Jersey 2001-2003. Coordinate needs of Authority for construction management staff including construction managers, construction inspectors, field engineers, fire protection engineers, schedulers and cost estimators. Performed regular field monitoring and QA checks.

Project Manager for various "Term" or "On-Call" type agreements including:

- **Port Authority "Call-In" Construction Management Services, for Teterboro Airport – 2002-2006.**
- NYSDOT Region 10 On-Call Construction Inspection Services – Term Agreement. 2001-2003
- TBTA Term Agreement - Construction Inspection Services –2001-2005
- NYC Dept. Parks & Recreation On-Call Construction Management Services Throughout the Five Boroughs of New York City, 2001-2002
- New York State Thruway "On-Call", Construction Inspection Services 2006-2007
- NYSOGS – "On-Call" Engineering Services

Project Manager on Mason Island Road Bridge Replacement over Amtrak for Connecticut Department of Transportation. Work included preparation of 10" subbase and spreading 6" of class 4 bituminous concrete and another 3" of class 1 bituminous concrete. Each lift was compacted and graded according to required specifications.

Project Manager for the reconstruction of the Woodland Viaduct Bridge, Westchester County, NY. Work included complete deck replacement of concrete arch bridge, new approaches, retaining walls, erosion and sediment control, and complex maintenance and protection of traffic. Duties included coordination with Westchester County, Metro-North Railroad and local residents.

Project Manager on the reconstruction of New England Thruway. Work included preparation of daily reports, computation of quantities for unit price items, on-site material testing such as concrete slump and air entrainment tests and documentation of work progress with diagrams. Duties included QA/QC and agency coordination.

Project Manager on Long Island Expressway HOV Lane Project, Suffolk County, NY. Project involved the installation of electrical traffic signal loop wire into all Eastbound and Westbound Expressway lanes, including HOV lanes, from exits 57 to 61. Also involved was the installation of new lampposts alongside expressway, and maintenance and protection of traffic.

Project Manager on the reconstruction of Route 6. Work included replacement of superstructure of bridge, and highway widening, utilities relocation, median barrier installation and maintenance and protection of traffic.

Project Manager for Region 9 Biennial Bridge Inspection 1992-93 season. Coordination of team activities, scheduling issues, inspection reports and quality control.

Project Manager for Bronx Biennial Bridge Inspection. Coordination of team activities, safety issues, quality control and meeting production schedule requirements.

Responsible charge of all structural design of Sanitary Sewer Overflow Facilities for the New Rochelle Sanitary Sewer District. Project involved the design of two 120-feet by 50-feet underground sanitary sewer overflow retention, disinfection, diversion and pumping facilities and aboveground chemical treatment, odor control and backup power facilities. Specific elements designed include all structural work associated with below grade facilities including foundations, interior and exterior walls, roof beams and slabs, and, retaining walls. All design was performed in accordance with current ACI codes.

Victor J. Frazita, P.E.

Senior Engineer

EDUCATION

A.A.S - Westchester Community College, Valhalla, NY, 1975
BECE - Manhattan College, Bronx, NY, 1977

PROFESSIONAL REGISTRATION

Professional Engineer: New York #[redacted]

RELEVANT EXPERIENCE

Mr. Frazita has over 30 years of civil engineering experience and has served as project manager, designer, and inspector and QA/QC Engineer for a variety of site/civil and rail projects. He has been involved in all aspects of project development including the preparation of feasibility studies, preliminary engineering reports, public presentations, and final plans and specifications. Mr. Frazita's experience includes:

Port Authority of New York and New Jersey (PANYNJ) as a "project facilitator" for its Lessons Learned Initiative. Obtained input from all involved parties on a construction project including but not necessarily limited to, contractor, subcontractors, facility, design division, materials division, construction management division, planning and program management subcontractors. Key individuals from each party were then interviewed utilizing a standard questionnaire in order to assess the project as well as the process. Mr. Frazita conducted a summary review meeting where key recommendations/findings were developed, and a summary report issued. Mr. Frazita was involved in the following projects under the "Lessons Learned Initiative":

Contract LT-524 0 Resurfacing of the Westbound Helix Lane 4 at the Lincoln Tunnel
Contract LT-524 was an in-house designed project that generally involved the milling and resurfacing of Lane 4 of the Westbound Helix lane ramp at the Lincoln Tunnel facility in New Jersey.

Contract JFK-134.100B JFK International Airport Red Garage
Contract JFK-134.100B was an in-house and outside consultant designed project consisting of a 5 level parking garage adjacent to the American Airline Terminal (Terminal Building 8) in the "Red Quadrant" of the John F. Kennedy International Airport in Queens, NY. The project site was constrained by adjacent roadways, structures, and the elevated Airtrain rail line.

Contract EWR-434.070 Newark Airport Terminal "B' Roadway & Drainage Improvements
Contract EWR-434.070 was an in-house and outside consultant designed project consisting of the construction of a steel and glass canopy, and replacement/widening of roadway ramps and bridges at Terminal "B" of the Newark Liberty International Airport.

Long Island Rail Road Structural Evaluation of Undergrade Bridges, Brooklyn and Queens, New York: Senior Project Engineer for the preparation of the Long Island Rail Road (LIRR) Structural Evaluation of Undergrade Bridges Study. Fourteen (14) bridges out of twenty-three (23) existing railroad bridges along the MTA-LIRR right of way in Brooklyn and Queens have insufficient structural capacity to carry 286,000-pound freight cars under normal conditions. Under this study a testing program of eight (8) of the (14) marginally rated bridges was conducted to account for inherent redundancies not

considered under AREMA guidelines and requirements to determine if their load ratings could be upgraded, or if the structures would have to be replaced.

Long Island Rail Road Plate F Clearance Study, Brooklyn and Queen, New York: Senior Project Engineer for the preparation of the Long Island Rail Road Plate F Clearance Study. This study evaluated the feasibility of operating 286,000-pound AREMA Plate F freight traffic along the MTA-LIRR right of way in Brooklyn & Queens & quantified infrastructure improvements required to facilitate Plate F rail freight traffic by:

- Performing a Plate F Clearance Envelope Survey of the ROW and identifying the location and extent of any near hits or hits against this clearance requirement.
- Developing and evaluating conceptual alternatives to eliminate the clearance obstructions identified by the survey.
- Recommending an alternative course of action to eliminate each clearance obstruction identified along with an estimated construction cost and a construction schedule.

The report identified a total $12.5 million in infrastructure improvements to eliminate the 8 locations in non-compliance with AREMA Plate F clearance requirements.

Amott Culvert Rehabilitation, Syosset, New York: Senior Project Engineer for the rehabilitation of the Long Island Rail Road (LIRR) Amott Culvert. As a result of the development of the surrounding area, the original culvert beneath the LIRR tracks had become unable to handle the stormwater flows directed to it resulting in trackside flooding. Additionally, the sluiceway conveying runoff flows from the adjacent area down the railroad embankment had become eroded and was in need of replacement. Work performed included evaluation of the 121-acre drainage basin, development of alternatives to handle the projected stormwater flows and preparation of Contract Documents for the alternate selected by the LIRR for implementation. Notable elements of the selected alternative included replacement of two (2) existing sluiceways with new stair type sluiceways, installation of approximately 370f of precast concrete trough and 800lf of 42inch diameter RCP parallel to the LIRR tracks, rehabilitation of two small culverts each consisting of twin 12-inch diameter cast iron pipes, and the jacking of a 72-inch diameter concrete pipe utilizing a 96-inch diameter casing beneath the tracks. Duties included primary point of client contact, monitoring of project schedule and budget, development of project technical requirements and preparation of contract documents.

Drainage Improvements at Four Locations at LIRR Station Locations, Long Island, New York: Project Engineer acting as the primary point of contact with the client while providing Design Services During Construction (DSDC), for drainage improvements at four locations along three commuter lines (Port Jefferson, Port Washington and Montauk). Specific duties included shop drawing tracking and review, responding to Requests for Information (RFI's), preparing Field Clarification Memos (FCM's), project meeting attendance, site visits and field support during track outages along the Port Washington and Montauk lines.

Brook Street Grade Crossing Elimination Project, Croton-on-Hudson, New York: Senior Project Engineer for the design of a road and tunnel extension to eliminate a grade crossing in a high-speed territory called Brook Street Grade Crossing.

Robert J. Firneis, FARA, CSI, CDT, LEED AP

Constructability Review

EDUCATION

New York Institute of Technology – Bachelor of Architecture

CERTIFICATION

Architect Registration, NY, NJ, CT
Code Enforcement Official, NYS
CSI-CDT Construction Document Technologist
OSHA Outreach 10 Hour

PROFESSIONAL AFFILIATIONS

Society of American Registered Architects, S.A.R.A.; National Fire Protection Association, N.F.P.A. International Conference of Building Officials, I.C.B.O.; Construction Specifications Institute, C.S.I.

COMPUTER LITERACY

Auto CADD, Word Perfect, Microsoft Word, Lotus, Excel, Expedition, Microsoft Project

RELEVANT EXPERIENCE

Robert Firneis has more than 25 years of experience as an architect. He holds certification as a registered architect in New York, New Jersey, and Connecticut and as a CSI—CDT Construction Document Technologist. Mr. Firneis will review the architect's designs for completeness and constructability. A registered architect and NYS certified code enforcement official, Mr. Firneis has developed an unparalled knowledge for identifying design deficiencies and construction in non-conformance with local codes. This experience and knowledge will ensure the design will conform to design standards. His extensive experience in the design of structures and in the development and review of front-end specifications is invaluable in the assessment of facilities and building system components.

As a Savin employee for 14 years, Mr. Firneis's diversity of experience and knowledge is an asset to the company. As a Vice President, he has been involved in facilities reviews, developing and executing five year plans and prioritizing capital projects. His diverse experience and extensive knowledge of construction techniques, building materials and their use assures client satisfaction.

His relevant experience includes the following:

- Long Beach Public Schools - $98 million district wide renovations and additions, including two new artificial turf fields, track, lighting, bleachers, and boards
- Tarrytown Public Schools - $79 million additions and renovations
- Ossining Public Library - Construction of a new 45,000 s.f. 3-story library which received LEED certification, silver level.
- Scarsdale UFSD – $58.8 million – Middle School & High School renovations; $19 million – district-wide renovations.
- Pelham UFSD - $27.6 million addition and renovations to middle school, renovations to High School, exterior restoration at elementary schools and high school.
- Yonkers Public Schools – $7 million – renovation in 2007 & $16 million – renovation in 2008
- Stamford CSD – $26 million Hart School, renovation and expansion to existing elementary school; Westover School construction of new elementary school.
- Blind Brook-Rye UFSD – $17 million New Middle School, Auditorium & Renovation to High School. $18 million addition to the High School.
- New Rochelle City SD – $38.6 million district-wide additions, renovations, athletic fields and technology project.

Fernando Polletta, R. A.

Senior Architectural Inspector

EDUCATION

University of Buffalo – Master of Architecture
University of Buffalo – B.A. Social Sciences
Westchester Community College – Certificate in Drafting

CERTIFICATION

Architect Registration, NY
OSHA Outreach 10 Hour

AFFILIATIONS

NYS AIA, Member
NCARB, Accreditation

RELEVANT EXPERIENCE

Fernando Polletta is a Registered Architect experienced and knowledgeable with regard to the architectural, structural, HVAC, electrical, and plumbing design and construction components of a building. He has over 20 years of experience in all phases of construction management and design of major building projects in New York State. He is familiar with the New York State Building Code.

Since joining Savin, in 2002, Mr. Polletta has been responsible for the supervision of both renovation and new construction projects where he was responsible for coordinating and overseeing the project specific work and the work to be accomplished by the contractors: managing and monitoring the work progress, making sure materials and equipment are delivered to the site on time and that the work progresses on schedule, tracking and communicating progress to the Owner; identifying potential problems or delays, communicating design questions to appropriate personnel, working to minimize disruptions in the building during the construction, maintaining all documentation associated with the project; and supervising the closeout process regarding the archival of documents and transfer of project information to the client.

Mr. Polletta has provided construction management/inspection services on numerous assignments including the following:

2014-Present
Brooklyn Battery Parking Garage – Elevator Improvements
Providing resident engineering and inspection for the replacement of 6 passenger elevators, including lift motors, controls, guides, cables, cabs and finishes. Prepare daily reports, monthly summaries, and field clarifications.

2013
Westchester Medical Center, Sound Shore Medical Center and Mount Vernon Hospital.
Provided inspection services for these 3 hospitals which included; inspecting the existing construction, interior and exterior components and building systems based on overall integrity, probably useful life and the need for replacement. Project also included an analysis of potential problems that may require attention.

2012-2013
Poughkeepsie City School District
$17 million district wide renovation and alterations. Mr. Polletta is overseeing various renovation work including but not limited to masonry, roofing and architectural finishes for the renovation to several schools in the district. He prepares daily field reports, evaluates changes orders and reviews contractor submittals.

2011-2012
Yonkers Public Schools - District-wide school renovations projects totaling $37 million. Mr. Polletta oversaw various renovation work including but not limited to masonry, roofing, carpentry, building enclosure and architectural finishes for the renovation to several schools in the district. He prepared daily field reports, evaluated changes orders and reviewed contractor submittals.

2009-2010
Tarrytown Public Schools - District-wide school renovations and expansions project totaling $4.6 million. Mr. Polletta oversaw various renovation work including but not limited to masonry, roofing, carpentry, building enclosure and architectural finishes for the renovation to schools in the district. He prepared daily field reports, evaluated changes orders and reviewed contractor submittals.

2008-2009
Scarsdale Union Free School District - $58.8 million district- wide renovations and additions at the district's Middle and High schools. Mr. Polletta oversaw various renovation work including but not limited to masonry, roofing, carpentry, building enclosure and architectural finishes for the renovation to schools in the district. He prepared daily field reports, evaluated changes orders and reviewed contractor submittals.

2003-2005
Mount Pleasant Central School District - $24 million classroom addition, renovations of existing spaces, and site upgrades at Columbus Elementary School. Mr. Polletta oversaw various renovation work including but not limited to masonry, roofing, carpentry, building enclosure and architectural finishes for the renovation to the school. He prepared daily field reports, evaluated changes orders and reviewed contractor submittals.

2003 and prior
Kahn & Polletta Architects and Planners, Armonk, NY
Principal and Project Manager for residential and commercial construction projects. Provided full professional services including Program Development, Pre-Design, Design Development, Construction Documents, and Construction Administration as well as Municipal approvals. Projects were throughout the Hudson Valley and New York Metro area and ranged from $200k to several millions.

Steven A. Martino, PE, LEED AP, CEM

Vice President/Electrical Engineer

EDUCATION

B.S. – Marine Engineering, United States Merchant Marine Academy, Kings Point, NY, 1988

CERTIFICATIONS

Registered Professional Engineer – NJ, NY, PA, CT, MD, DC
D.O.D. Certification Nuclear Shift Test Engineer, S6G Pressurized Water Reactor 1990 and 1993
U.S. Coast Guard, 3rd Assistant Engineer License for Steam & Diesel Powered Vessels of Unlimited Tonnage and Horsepower Upon All Oceans; 1988 and 1993.
USGBC LEED® Accredited Professional
Association of Energy Engineers, Certified Energy Manager®

RELEVANT EXPERIENCE

Mr. Martino is a Vice President and Business Unit Leader at Savin Engineers, responsible for all MEP work for the Company. He provides program over sight for MEP projects for the firm and ensures that the client's objectives of cost, schedule and quality are being met. Mr. Martino has extensive experience designing electrical distribution and emergency generator systems for large municipal and private clients. The projects listed below are projects that Mr. Martino worked on directly over the course of his Consulting Engineering career. Detailed relevant project experience includes:

Project Manager/Lead Electrical – Investment Grade Feasibility Study for Cogeneration at the North River Wastewater Treatment Plant
Project Engineer for both the feasibility and design stages of this project. This is a 15MW cogeneration facility that is currently in the design phase. Project consists of five (5) 3MW spark ignited natural gas reciprocating engines being installed at the North River WWTP. The new engines will serve as an on-site continuous power source as well as the emergency power source, replacing 10 existing tri-fuel direct drive engine driven pumps and blowers. Mr. Martino is responsible for the design of the engine-generators and the design management of the heat recovery, gas conditioning and exhaust gas treatment systems.

Red Hook WPCP Electrical Service and Emergency Generator Upgrade
New York Power Authority (NYPA) / New York City Department of Environmental Protection (NYCDEP)
Project Manager for this $25M project that consisted of the complete replacement of three (3) incoming Con Edison 27KV feeders with associated 5KV distribution switchgear and the Emergency Generator system. Mr. Martino wrote the bid specifications and developed the drawings for two (2) specialized 900RPM, 2.6 MW emergency diesel engine generators. These units will become a standard at New York City Department of Environmental Protection (NYCDEP) facilities. Also responsible for technical engineering oversight, engineering personnel coordination, problem resolution, change order negotiations and coordination with client and contractors.

Coney Island WPCP Electrical Service Upgrade
New York Power Authority (NYPA) / New York City Department of Environmental Protection (NYCDEP)
Project Manager for this $18M project that consisted of the complete replacement of four (4) incoming Con Edison 27KV feeders and associated 5KV distribution switchgears with five (5) incoming service feeders. Mr. Martino created a phasing plan to allow the plant to remain in operation 24/7 while existing feeders were demolished and new feeders were brought on line. Mr. Martino coordinated with the plant to work out a specific phasing plan to meet their needs. He was also responsible for technical engineering oversight, engineering personnel coordination, problem resolution, change order negotiations and coordination with client and contractors.

Newtown Creek WPCP Contract NC30E – Electrical Facilities Upgrade
Electrical Project Engineer
New York City Department of Environmental Protection (NYCDEP)
Mr. Martino designed an emergency generator power plant consisting of four (4) 5MW, 15KV gas turbine generators, including two (2) 750KW diesel generator black start units. Designed extensive phasing sequence and electrical substation key interlocks. Produced electrical drawings and specifications for bid.

Newtown Creek WPCP Contract NC101E - Interim Emergency Generators
Electrical Project Engineer / Project Manager
New York City Department of Environmental Protection (NYCDEP)
Designed a temporary 4160V emergency power delivery system consisting of two (2) 2MW, 480V diesel generator units with associated switchgear, transformers and key interlocks. Produced all electrical drawings and specifications for bid, addendums, shop drawing review, change order preparation, and complete construction support through project closeout.

Manhattan Pumping Station Contract NC40E Electrical Upgrade
Electrical Project Engineer / Project Manager
New York City Department of Environmental Protection (NYCDEP)
Designed permanent emergency generator power plant consisting of two (2) 5MW, 4.16KV gas turbine generators, including two (2) 750KW diesel generator black start units. Also designed a complete portable, 480V interim emergency diesel generator system consisting of three (2) 2MW units, load banks, interim switchgear, cable trucks, and two (2) 6000A manual transfer switches. Oversaw the production of electrical drawings and wrote the specifications for bidding.

New York Power Authority Project – Rikers Island Cogeneration Feasibility Study
Served as project manager of this 15MW cogeneration feasibility study with an estimated Construction Contract value of $80M. Managed a complete energy audit and cogeneration analysis of steam, electric and fuel usage at Rikers Island. Presented findings to NYC Department of Correction and NY City Department of Citywide Administrative Services. Coordinated with Con Edison, NY to develop the interconnect details required to allow a cogeneration facility on Rikers Island to parallel with the grid as part of preliminary design and cost analysis. Provided the City with a complete feasibility study and economic analysis justifying the project.

FedEx/Computer Server Building - FedEx/Computer Server Building
Electrical Project Engineer
Rockrose Development Corp.
Designed an electrical upgrade to provide twenty two (22), 480V electrical services to the building consisting of three, six (6) transformer networks and one, four (4) transformer network. Design included powering a 3-level FedEx garage, as well as a 7 floor computer server facility requiring the layout of twenty (24), 2MW emergency diesel generators on the roof of the building. Produced all electrical drawings and specifications for the project.

Newark International Airport – Fuel Facility Emergency Generator
Project Engineer/Project Manager
Allied Aviation
Project manager and lead electrical engineer for a permanent 1750KW, 480V emergency diesel generator and emergency lighting system for main fuel farm facility, complete with key interlocks and utility interface. Duties included design, design supervision and coordination. Produced all electrical drawings and specifications for bid, addendums, shop drawing review, change order preparation, and complete construction support through project closeout.

Joseph J. Fiteni, Jr., P.E.

Vice President, Constructability Review

EDUCATION

MCE, Civil Engineering, Geology Minor, Cornell University, 1977
BS, Civil Engineering, Cornell University, 1976

PROFESSIONAL LICENSES

Professional Engineer, New York, # [redacted] 1983

PROFESSIONAL MEMBERSHIPS

American Society of Civil Engineers
Water Environment Association

RELEVANT EXPERIENCE

Mr. Fiteni has more than 30 years of experience in management, planning, environmental studies, design, permitting, and construction inspections for major projects related to civil/site engineering, geotechnical engineering, waste management, water, and wastewater for both public and private sector clients.

PROJECT EXPERIENCE

Waste Management of New York – Review Avenue Transfer Station, Queens, New York. Project Manager for environmental and solid waste permitting, design, plans and specifications and construction inspection services for a new 2200TPD truck to rail putrescible solid waste transfer station. The transfer station will be 31,000 square foot state of the art fully enclosed odor controlled building designed to meet LEED certification requirements. Site work includes new paving, drainage and utilities on a 3 acre site, the reconstruction of an existing bulkhead, construction of on site intermodal rail loading area and use of best available control technology to manage potentially contaminated storm water.

Rhode Island Resource Recovery Corp., Central Landfill Solid Waste Tipping Facility, Johnston, Rhode Island. Principal-in-charge of the engineering design and final contract document preparation for a 4,000-ton per day, truck-to-truck solid waste transfer station. The multidisciplinary project includes project management, civil-site plan design, and architectural, electrical, mechanical, structural, and geotechnical services. The civil-site plan design work for the nine - acre site includes grading and drainage, roadways, and utilities.

Waste Management, Inc., Harlem River Yard Solid Waste Transfer Station, Bronx, New York. Program manager for the conceptual layout through the final design (including solid waste permitting) for a 5,000-tpd, truck-to-rail putrescible solid waste transfer station. The final design included all aspects of the facility including site, grading, drainage and access roads, utility, railroad, architectural, foundation, structural, HVAC, Plumbing, electrical, odor control and fire protection. Building department permits and DEP permits were applied for and obtained CM services including coordination with general contractors were carried out.

Atlantic Waste Disposal, Inc., Atlantic Waste Disposal Landfill, Sussex County, Virginia. Project manager for the permitting, design, and construction supervision of a 7,000-tpd double composite lined sanitary landfill, and all associated civil/site development, utility and highway access improvements on the 700-acre site. The landfill design included cell construction, liner plans, detailed excavation and phasing plans, final grading and leachate management, final closure plans, groundwater monitoring, and landfill gas management.